



April 4, 2019

Ryan Elam
Director of Development Services
City of Lee's Summit
220 SE Green Street
Lee's Summit, MO 64063

Re: Paragon Star Village Commercial Preliminary Development Plan Applicant's Letter Comments

Mr. Elam,

Please see the following responses to the PDP review comments, dated March 4th, 2019, for the above referenced project:

Fire Review Comments:

1. All issues pertaining to life safety and property protection from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures and premises, and to the safety to fire fighters and emergency responders during emergency operations, shall be in accordance with the 2018 International Fire Code.

RESPONSE: This comment was acknowledged in the initial comment response.

2. IFC 304.3.3 - Dumpsters and containers with an individual capacity of 1.5 cubic yards [40.5 cubic feet (1.15 m³)] or more shall not be stored in buildings or placed within 5 feet (1524 mm) of combustible walls, openings or combustible roof eave lines.

RESPONSE: Acknowledged. IFC 304.3.3 Exception 1 and/or 2 will apply to certain locations.

3. IFC 903.3.7 - Fire department connections. The location of fire department connections shall be approved by the fire code official. Connections shall be a 4 inch Storz type fitting and located within 100 feet of a fire hydrant, or as approved by the code official.

Action required: Show the locations of the FDC's and supply hydrant within 100'.

RESPONSE: FDC and hydrant locations shown on sheet C007.

4. IFC 507.5.1 - Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 300 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.

Action required: Provide a hydrant plan that shows coverage for ALL buildings. It is my understanding that there wasn't going to be a connection to KCMO water south of the river. What is the plan to get water to the site that will meet the fire flow requirements of 2018 IFC Table B105.1(2) with a 50% reduction for automatic sprinkler systems and standpipes.

RESPONSE: Fire Hydrant locations shown on sheet C007. Water main will be extended north from Chipman Road south of I-470, north along View High Blvd.

5. IFC 507.1 - An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises upon which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction.

Action required: Provide a water study for the project. Fire flows shall be provided for the entire project that meets the requirements of 2018 IFC Table B105.1(2). The amended 2018 IFC allows for a 50% reduction of required fire flow for buildings with automatic fire sprinkler systems.

RESPONSE: Water study to be submitted at time of final design.

6. IFC 503.2.1 - Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm)

D105.1 Where required.

RESPONSE: Acknowledged, see sheet C008.

D105.2 Width.

RESPONSE: Acknowledged, see sheet C008.

D105.3 Proximity to building.

RESPONSE: See sheet C008 for fire lane locations. The current plan reflects deviations regarding proximity requirements agreed to during the January 24th, 2019 meeting.

D105.4 Obstructions.

Action required: Make access adjustments to the applicable builds to meet this requirement.

RESPONSE: Acknowledged, no overhead utilities are, or will be, located over the access roads.

D104.3 Remoteness.

Action required: A second access to Norfleet shall be provided as part of this project.

RESPONSE: Access shall be provided via 98th Street extension in KCMO.

Planning Comments:

1. Provide in Narrative form a list and justification for all Modification Requests:
(currently it's embedded within the response letter – this is something we include in the PC/CC packet and would like a clean version)

RESPONSE: Narratives to all Modification Requests have been attached as a separate document.

- Pkg. lot setback along I-470 and other areas within site (parking lot within Tract B – need justification and requests

RESPONSE: See Modification 1 “Parking Setbacks”.

- 28’ pole lighting

RESPONSE: See Modification 3 “Pole Lighting Height”.

- 20-foot buffer area along I-470, and other places?

RESPONSE: For the area along I-470, see Modification 1 “Parking Setbacks”. In all other parking areas, the plans have been revised to meet minimum buffer requirements.

- Parking lot screening along I-470

RESPONSE: The landscape plans have been revised to meet parking lot screening requirements along I-470 and View High Drive.

- Metal panel – if used? % of EIFS—need to know for modification purposes.

RESPONSE: See Modification Request #2. Metal panel and or EIFS, are two of the building materials allowed within the Paragon Star development material palette, as defined within the Paragon Star ‘Design Guidelines’. Any metal panel application will not be industrial in nature (or what is commonly used on pre-manufactured metal building facades.) The material palette, as described within the ‘Design Guidelines’, has been composed to provide a variety of texture, color and form to be applied in various combinations (without restriction), to achieve a cohesive, modern development.

- Roof-top screening material—not sure exact material—we can work with you on this.

RESPONSE: Rooftop equipment will be screened with metal panel or EIFS materials that complement the building (Ref: ‘Design Guidelines’). Building materials are represented in the Preliminary Development Plan Submittal.

2. Need PDP criteria response to be provided in separate narrative form, refer to Section 2.260.C, 1.2.3 of UDO.

RESPONSE: See separate attached narrative.

3. Elevations have not been received for hotel(s), (hotels would require separate PDP for future approvals), if not provided at this time.

RESPONSE: Paragon Star is currently considering various hotel partners. As a result, a specific brand and/or a corresponding building design has not yet been identified. Although the developer would like to reserve the right to modify the information once a specific brand/design is determined, an elevation for each hotel has been provided per your request, as an example of how the facades could incorporate materials represented within the Paragon Star ‘Design Guidelines’. See 7/A2.02 and 8/A2.02.

4. Additional apartment bldg. elevations are needed at this time for the views seen from View High Pkwy and the view looking south at the apartment building. Staff cannot move forward without these elevations. There are too many unknowns (i.e. building materials, potential modifications, etc.).

RESPONSE: Requested elevations have been provided. See elevation 2/A2.01, 4/A2.01, 7/A2.02, and 8/A2.02.

5. No revisions were received for the medical office bldg. and entertainment venue elevations – the medical building will be highly visible from View High Pkwy, etc.

RESPONSE: Although the medical office building design is currently being developed, an updated elevation has been provided to reflect the current drawings. See elevation 11/A2.02. In addition, a revised entertainment venue elevation was submitted as a part of the previous response.

6. The proposed table outlining the setbacks for each lot isn’t accurate for the parking areas as the site plan shows (i.e. parking setbacks, some are on the P/L?). Attached is an example of a design standard table we used for another similar “large project site” to establish design standards for the lots.

RESPONSE: Parking and building setback table added to sheets C002 and C003.

7. No breakdown of apartment unit type/# of bedrooms. Total # of units, does the 390 include the apartments within the 2-4 stories over the retail area? Where did the required 695 spaces (code required), come from?

RESPONSE: The apartment count has been revised to 390 units, which are located on floors 1-4 of the multifamily building. The exception is the first (pedestrian) level along Paragon Parkway, which is dedicated to restaurant and retail functions. A table has been added to A1.01. The 695 parking stalls previously shown were based on 410 apartment units, per the UDO requirement per unit mix.

Additional review is need for the shared parking model/table. Provide additional detail for the model and cite the sources in which the model is analyzed from. Staff has used the ITE (Institute of Transportation Engineers), to analyze parking data, along with our UDO parking standards.

RESPONSE: See Traffic Comment #1 response.

8. Table on A1.01 – the parking matrix has some mislabeled numbers/sq.ftgs/parking counts. Specifically, the general office square footage losted in the table is different for the general office when comparing to what's on the plan to what is shown in table. It appears to be off by 5,000 sq. ft., however not sure which one is right? This makes a difference on total parking numbers.

RESPONSE: So noted. The number of stalls was calculated based on the correct square footage, but the square footage listed was incorrect. The table has been corrected.

9. Need justification, along with photos, and maybe a general layout of the existing tree masses along the river in the north, northwest portion of the site – this is needed to justify the lack of need of a high impact buffer in this area--- which is technically required.

RESPONSE: The team is including an exhibit that shows the extents of existing tree masses to remain in the north and northwest portions of the site, which provide a buffer to the properties to the northwest. The exhibit includes aerial photography and ground-level photos of the wooded area to remain.

10. It's difficult to write a staff report without exact building materials proposed for the various buildings (will modifications be needed?)

RESPONSE: The PDP Checklist requires that preliminary building elevations be provided depicting the general style, size and exterior construction materials. Images of proposed building materials have been provided on Sheet A2.03, reflecting a palette of materials anticipated for the development, as described within the 'Design Guidelines'. In addition, building elevations have been provided to show how different materials could be applied in various proportions, to each building type/facade. See Sheets A2.01 and A2.02. As discussed, final designs will be provided at the time of the Final Development Plan submittals, along with physical samples of the proposed building materials.

11. The landscape table needs to be updated to reflect the following:

- a. Landscape table doesn't account for the parking lot screening along View High Pkwy as requested.
- b. Landscape table doesn't account for the street trees/shrubs requirements for both street frontages.

RESPONSE: The landscape plans have been revised to meet landscape screening requirements along View High Pkwy and I-470. The landscape table has been revised to account for all required tree/shrub requirements on both frontages.

12. The response to drive aisle widths isn't clear---maybe provide a note they will be met.

RESPONSE: Drive aisles designated for fire apparatus access have at minimum a width of 26' per City code. The 26' width is measured from face-of-curb to face-of-curb, with all pavement within this zone to be designed to withstand fire apparatus loads.

13. Update the Plat sheet. The lots and tracts need to be defined more clearly—the boundaries are unclear. Label the NW orientation for all streets.

RESPONSE: Lot lines have been darkened to be more pronounced. NW labels are revised. Two replat sheets have been included (C002 and C003) as there will be replats of two separate existing plats. The north village is shown on sheet C002 as a replat of Paragon Star First Plat. The south village is shown on sheet C003 as Paragon Star Second Plat, a replat of Graham Commercial Center. Lot/Tract names have been modified for conformity between replats.

14. Requested building material sample for all proposed metal – haven't received. Does the material plan sheet correlates with the proposed materials on the elevation sheets?

RESPONSE: Yes, the materials represented on elevation sheets A2.01 and A2.02, are intended to generally depict the materials shown on Sheet A2.03. Physical samples will be provided at a later date.

15. Axonometric projection requested---staff is okay if this is provided at a later time.

RESPONSE: A supplemental presentation is being prepared to expand beyond the items required by the Preliminary Development Plan checklist. The intent of the presentation is to further describe the overall design character of the project, including various three-dimensional aerial and street-level views. As discussed, the presentation will be reviewed with the staff on April 4th.

Engineering Comments:

1. Sheet C002: The individual lot lines are still not clearly shown. As previously requested, revise a sheet, or add a new sheet, to clearly show lot lines.

RESPONSE: See preliminary plat sheets C002 and C003. Building footprints are not shown on sheets C002 and C003 for clarity.

Traffic Comments:

1. Requesting additional detail and explanation in the shared parking table for review (e.g. break down the demand and supply by building and parking lot/area; perhaps summarize an aggregate of the specific buildings and shared parking relationship north and south of Paragon Parkway separately to provide some special references). This comment coincides with the Planning Comment related to parking.

RESPONSE: Paragon Star Village is a mixed use development with many different demands for parking. The parking strategy utilizes both adjustments to the single land use requirements per the UDO and shared parking between uses due to demands for parking that peak during different times of the day or week.

Parking demand for three of the seven single uses have been reduced over that required by the UDO based upon the Development Team's experience in the market.

1. Restaurant parking demand at peak hours has been reduced by 5% for ride hailing provided through the growing use of services such as Uber, Lyft or Taxi's during dinner time.
2. Medical Office parking demand has been reduced to reflect the actual requirements for the current Medical Office Building Owners proposal to the Paragon Star Development.

3. Multifamily parking has been reduced to 1.3 cars per apartment based upon recent historical data within the Kansas City Metro including the current developer's proposal.

The development team utilizes a simplified version of the ULI standards for shared parking to arrive at the aggregate peak demand by analyzing a Daytime and Evening/Weekend demand. Shared parking occurs when a development's parking supply can accommodate the parking demand generated by different land uses with a supply less than typically required by a Unified Development Ordinance. The supply of parking is provided at 100% of the demand for each use except during the following timeframes.

1. Restaurants share 30% of their capacity during the daytime to account for peak demand during the evening dining experience.
2. The Entertainment Venue shares 100% of its parking during the daytime to account for programming that will occur during in the evenings and on weekends or holidays.
3. The General Office shares 90% of its parking during the evening and on weekends with 10% left for work after normal business hours.
4. The Medial Office shares 85% of its parking during the evening and on weekends with 15% left for work after normal business hours or emergency patient needs.
5. The Hotels share 50% of their parking during the daytime hours to account for normal check-in and departure times.

The result is that the Evening/Weekend timeframe creates the peak demand leaving a surplus of 161 parking spaces during the daytime hours. The development has provided parking spaces to meet the demand through the surface parking spaces surrounding the development, the structured parking garage to the north and the future parking deck over the southwest portion of the surface parking lot. No parking space is further than 400' from any use and 95% of the parking demand for the uses on the north side of Paragon Parkway are located north of the Paragon Parkway centerline. The second hotel is anticipated to be the last development built. The parking demand for the parking deck is driven solely by the second hotel development.

Sincerely,

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