DRAKE DEVELOPMENT

Via: Email
November 24, 2020

Dawn Bell
Project Manager
City of Lee's Summit Development Center
220 SE Green Street
Lee's Summit, MO 64063
Phone: 816.969.1242

Email: Dawn.Bell@cityofls.net

RE: Streets of West Pryor
Lot 7 and Tract C Application Number PL2020274
Lee's Summit, MO

Dear Dawn:

The following is provided as the formal Uniform Development Code modification request on the behalf of Streets of West Pryor, LLC for the Streets of West Pryor Lot 7 and Tract C preliminary development plan application number PL2020274and modification of the approved Streets of West Pryor Preliminary Development Plan approved by bill number 18-214. The modifications requested are as follows:

Parking count requirements: The development ordinance requires the following parking ratios:

Apartment Buildings 1 and 2:
1. 1.5 parking spaces per 1 and 2 bedroom units (147 - 1&2 Bedroom units = 221 spaces)
2. 2.0 Parking spaces per 3 bedroom units (37 – 3 bedroom units = 74 spaces)
3. 0.5 spaces per unit for visitor parking. (184 units = 92 spaces)
4. Total spaces required: 387 spaces

Townhome Buildings 1 thru 83:
1. 2.0 Parking spaces per 3 bedroom units (83 – 3 bedroom units = 166 spaces)
2. 0.5 spaces per unit for visitor parking. (83 units = 42 spaces)
3. Total spaces required: 208 spaces

The ordinance does not provide specific guidance when the multi-family structures are a part of a mixed use development. In addition, the UDO does not provide for assessment of driveway approaches and adjacent on street parking available to meet concentrated parking demand such as short duration social gatherings. As requested by the Fire Department, no parking signs will be placed on the north/east side of Black Twig Circle (units 45 thru 83).

We are requesting a modification as follows for the three story multifamily buildings and the Townhomes. The proposed parking requirements are as follows:

Apartment Buildings 1 and 2:
1. 1.5 parking spaces per 1 and 2 bedroom units. (147 - 1&2 Bedroom units = 221 spaces)
2. 2.0 parking spaces per each 3 bedroom unit. (37 – 3 bedroom units = 74 spaces)
3. 0.25 spaces per unit for visitor parking. (184 units = 46 spaces)
4. Total spaces required: 341 spaces.

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Townhomes Units 1 thru 83:

1. 1.5 parking spaces per 1 and 2 bedroom units. (0 - 1&2 Bedroom units = 0 spaces)
2. 2.0 parking spaces per each 3 bedroom unit. (83 – 3 bedroom units = 166 spaces)
3. 0.25 spaces per unit for visitor parking. (83 units = 21 spaces)
4. Total spaces required: 187 spaces.

The request is based on the attached ITE Manual Land Use: 221 Multi Family Housing (low rise). In summary, the ITE Manual states that for General Urban/Suburban Mid-Rise Multifamily Housing not located within 1/2 mile of rail transit that a parking supply ratio of 1.7 parking spaces per dwelling unit is recommended.

Conclusion:

1. The apartment building 1 and 2 parking provided of 392 spaces exceeds the level of 341 spaces based on the modification request and 313 spaces recommended by the ITE Manual.
2. The townhome units 1 thru 83 parking provided of 203 spaces exceeds the level of 187 spaces based on the modification request and 141 spaces recommended by the ITE Manual.

High Impact Buffer:

Table 8.890 of the Unified Development Ordinance requires a high impact buffer between R1 and RP4 zoning districts.

High impact screening definition: A 100 percent opaque screen between land uses, which are dissimilar in character. When the proposed plan is considered to have a high impact on surrounding properties or the adjacent property is considered to have an adverse impact, both of the following shall be installed within the 20-foot buffer yard: (1) a six-foot high masonry wall or opaque vinyl fence, (2) and low impact screening shall be planted on both sides of the wall or the fence.

We are requesting a modification to allow the use of a “Medium Impact Screening” buffer along the Lowenstein frontage of the apartment and townhome development lots. The Medium Impact Screen would be 20 feet in width and landscaped in accordance with Types A, B, C or combination thereof as prescribed by the UDO.

The request is based on the following observations:

1. The townhome structures will be separated from Lowenstein a distance ranging from 50 feet at the Black Twig/Lowenstein intersection to over 500 feet at the western extent of the townhome land area due to the presence of the existing lake feature.
2. The lake feature creates a significant structural barrier between the R-1 and RP-4 districts.
3. The use of an opaque screen along Lowenstein would obscure the lake feature visibility from pedestrians along Lowenstein.
4. The request will also create a uniform buffer between the apartments and Lowenstein Park and a uniform pedestrian experience and make a pleasant transition from the apartments through the townhome frontage along Lowenstein. The overall Use and Parking data table for Streets of West Pryor is attached. The table has been updated to reflect the approved Final Development Plans for Lots 3, 6, 8 and 10 and the revised mixed use parking request summarized above.

Parking Versus Street Frontage Tree and Shrub Requirement:

The Uniform Development Ordinance Subdivision 3 Landscape Requirements is unclear regarding the application of Street Frontage Shrubs versus Parking Lot shrubs with respect to the application of the requirements to proposed Black Twig Circle due to the presence of head in parking. The “Modification Request” seeks to clarify that the Black Twig Circle requires application specified in Section. 8.790. -

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Landscaping—Minimum requirements: Section A. Street frontage. Therefore 1 tree per 30 lineal feet and 1 shrub per 20 lineal feet, each side of Black Twig Circle is required. Parking lot screening requirements of Section 8.820. - Screening, parking lot, would not apply to Black Twig Circle due to presence of on street parking.

Thank you for your assistance. If you have any questions, please contact me.

Sincerely,

David N. Olson
Monarch Acquisitions, LLC

Matt Pennington
Streets of West Pryor, LLC

Enclosures: Reference ITE Manual
cc: Drake Project File w/ 1 set enclosures

Land Use: 221 Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with between three and 10 levels (floors) of residence. Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), and affordable housing (Land Use 223) are related land uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (one general urban/suburban study site), a Saturday (two general urban/suburban study sites), and a Sunday (one dense multi-use urban study site).

	Percent of Peak Parking Demand		
Hour Beginning	Weekday	Saturday	Sunday
12:00–4:00 a.m.	100	100	100
5:00 a.m.	94	99	–
6:00 a.m.	83	97	–
7:00 a.m.	71	95	–
8:00 a.m.	61	88	–
9:00 a.m.	55	83	–
10:00 a.m.	54	75	–
11:00 a.m.	53	71	–
12:00 p.m.	50	68	–
1:00 p.m.	49	66	33
2:00 p.m.	49	70	40
3:00 p.m.	50	69	27
4:00 p.m.	58	72	13
5:00 p.m.	64	74	33
6:00 p.m.	67	74	60
7:00 p.m.	70	73	67
8:00 p.m.	76	75	47
9:00 p.m.	83	78	53
10:00 p.m.	90	82	73
11:00 p.m.	93	88	93

Additional Data

In prior editions of *Parking Generation*, the mid-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of parking demand data found no clear differences in parking demand between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

The average parking supply ratios for the study sites with parking supply information are shown in the table below.

		Parking Supply Ratio	
Setting	**Proximity to Rail Transit**	**Per Dwelling Unit**	**Per Bedroom**
Center City Core	Within ½ mile of rail transit	1.1 (15 sites)	1.0 (12 sites)
Dense Multi-Use Urban	Within ½ mile of rail transit	1.2 (39 sites)	0.9 (34 sites)
	Not within ½ mile of rail transit	1.2 (65 sites)	0.8 (56 sites)
General Urban/ Suburban	Within ½ mile of rail transit	1.5 (25 sites)	0.8 (12 sites)
	Not within ½ mile of rail transit	1.7 (62 sites)	1.0 (39 sites)

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Colorado, District of Columbia, Maryland, Massachusetts, New Jersey, New York, Oregon, Virginia, Washington, and Wisconsin.

It is expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex). Future parking studies should also indicate the number of levels contained in the residential building.

Source Numbers

21, 209, 247, 255, 277, 401, 402, 419, 505, 512, 522, 533, 535, 536, 537, 538, 545, 546, 547, 575, 576, 577, 579, 580, 581, 583, 584, 585, 587

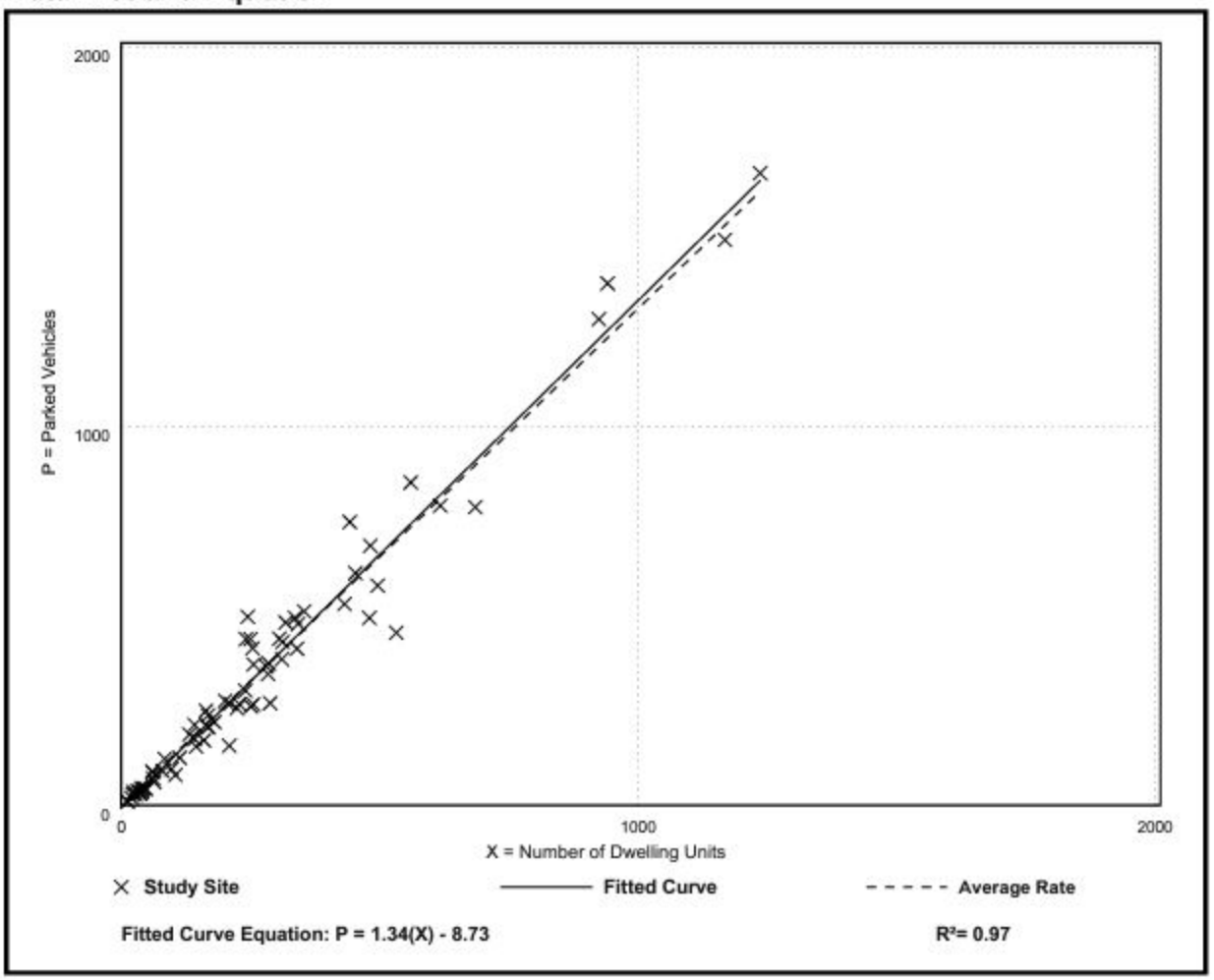
Multifamily Housing (Mid-Rise)
(221)

Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban (no nearby rail transit)
Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.
Number of Studies: 73
Avg. Num. of Dwelling Units: 261

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.31	0.75 - 2.03	1.13 / 1.47	1.26 - 1.36	0.22 (17%)

Data Plot and Equation



Land Use: 820 Shopping Center

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand **during the month of December** on a weekday (seven study sites), a Friday (eight study sites), and a Saturday (19 study sites).

	Percent of Peak Parking Demand during December		
Hour Beginning	Weekday	Friday	Saturday
12:00–4:00 a.m.	–	–	–
5:00 a.m.	–	–	–
6:00 a.m.	–	–	–
7:00 a.m.	–	–	–
8:00 a.m.	–	–	–
9:00 a.m.	–	–	–
10:00 a.m.	–	74	–
11:00 a.m.	–	87	85
12:00 p.m.	77	97	97
1:00 p.m.	100	100	98
2:00 p.m.	98	92	100
3:00 p.m.	90	85	97
4:00 p.m.	76	84	88
5:00 p.m.	82	78	77
6:00 p.m.	89	75	64
7:00 p.m.	90	63	–
8:00 p.m.	84	–	–
9:00 p.m.	–	–	–
10:00 p.m.	–	–	–
11:00 p.m.	–	–	–

The following table presents a time-of-day distribution of parking demand **during a non-December month** on a weekday (18 study sites), a Friday (seven study sites), and a Saturday (13 study sites).

	Percent of Non–December Peak Parking Demand		
Hour Beginning	Weekday	Friday	Saturday
12:00–4:00 a.m.	–	–	–
5:00 a.m.	–	–	–
6:00 a.m.	–	–	–
7:00 a.m.	–	–	–
8:00 a.m.	15	32	27
9:00 a.m.	32	50	46
10:00 a.m.	54	67	67
11:00 a.m.	71	80	85
12:00 p.m.	99	100	95
1:00 p.m.	100	98	100
2:00 p.m.	90	90	98
3:00 p.m.	83	78	92
4:00 p.m.	81	81	86
5:00 p.m.	84	86	79
6:00 p.m.	86	84	71
7:00 p.m.	80	79	69
8:00 p.m.	63	70	60
9:00 p.m.	42	–	51
10:00 p.m.	15	–	38
11:00 p.m.	–	–	–

Additional Data

The parking demand database includes data from strip, neighborhood, community, town center, and regional shopping centers. Some of the centers contain non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities.

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

The parking demand data plots and analysis are based on the total gross leasable area (GLA) of the center. In cases of smaller centers without an enclosed mall or peripheral buildings, the GLA could be the same as the gross floor area (GFA) of the center.

The average parking supply ratios for the study sites with parking supply information are the following:

- 5.1 spaces per 1,000 square feet GFA (137 sites) in a general urban/suburban setting
- 4.7 spaces per 1,000 square feet GFA (five sites) in a dense multi-use urban setting

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alabama, Alberta (CAN), Arizona, California, Colorado, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, North Carolina, New Jersey, New York, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Virginia, and Washington.

Future data submissions should attempt to provide information on the composition of each study site (types and number of stores, restaurants, or other tenants within the shopping center).

Source Numbers

3, 18, 21, 32, 39, 47, 87, 88, 89, 103, 142, 145, 152, 153, 154, 174, 175, 176, 179, 202, 203, 204, 205, 209, 215, 219, 224, 241, 265, 274, 313, 314, 315, 431, 432, 433, 436, 438, 441, 511, 525, 527, 531, 533, 542, 556, 558, 565

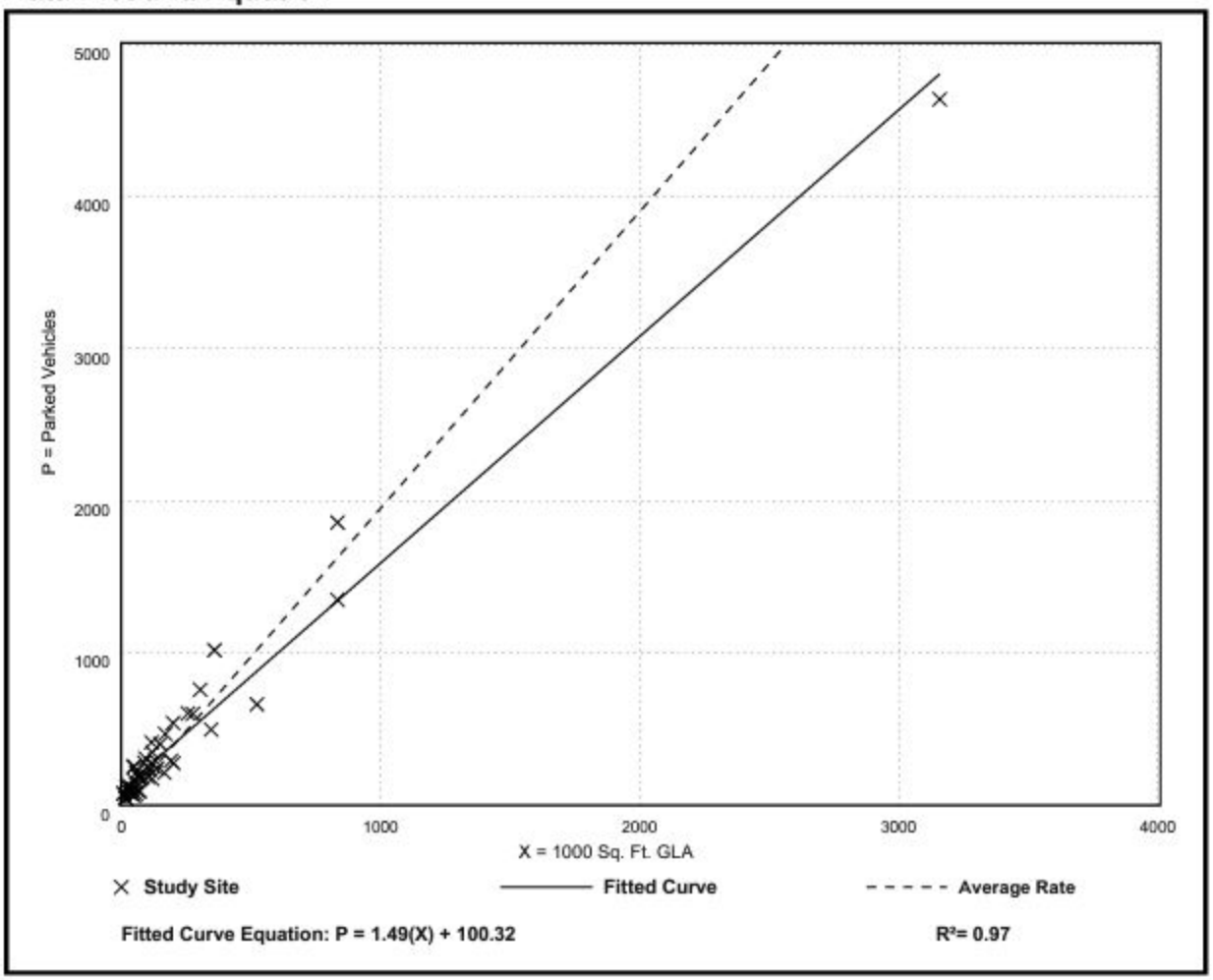
Shopping Center - Non-December
(820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA
On a: Weekday (Monday - Thursday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 12:00 - 6:00 p.m.
Number of Studies: 46
Avg. 1000 Sq. Ft. GLA: 218

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.95	1.27 - 7.98	1.99 / 3.68	1.73 - 2.17	0.75 (38%)

Data Plot and Equation



Fitted Curve Equation: P = 1.49(X) + 100.32

R^2= 0.97