

AN ORDINANCE APPROVING A PRELIMINARY DEVELOPMENT PLAN LOCATED GENERALLY AT THE NORTHEAST CORNER OF NW VIEW HIGH DR. AND I-470 HWY IN DISTRICT PMIX, PROPOSED PARAGON STAR VILLAGE IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 33, THE UNIFIED DEVELOPMENT ORDINANCE OF LEE'S SUMMIT CODE OF ORDINANCES, FOR THE CITY OF LEE'S SUMMIT, MISSOURI.

WHEREAS, Application #PL2019-071, submitted by Paragon Star, LLC, requesting approval of a preliminary development plan in District PMIX (Planned Mixed Use District) on land located generally at the northeast corner of NW View High Dr. and I-470 Hwy referred to the Planning Commission to hold a public hearing; and,

WHEREAS, the Unified Development Ordinance provides for the approval of a preliminary development plan by the City following public hearings by the Planning Commission and City Council, and,

WHEREAS, after due public notice in the manner prescribed by law, the Planning Commission held a public hearing for the consideration of the preliminary development plan on May 23, 2019, and rendered a report to the City Council recommending that the preliminary development plan be approved; and,

WHEREAS, after due public notice in the manner prescribed by law, the City Council held a public hearing on June 4, 2019, and approved a motion for a second ordinance reading to approve the preliminary development plan for said property; and,

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LEE'S SUMMIT, MISSOURI, as follows:

SECTION 1. That a preliminary development plan is hereby approved in District PMIX on the following described property:

Section 34, Township 48 South, Range 32 West, in Lee's Summit, Jackson County, Missouri, being described as follows:

A Tract of land in the Northwest Quarter of Section 34, Township 48 South, Range 32 West, of the 5th/ P.M., in the City of Lee's Summit, Jackson County, Missouri, being more particularly described as follows:

COMMENCING at the Southwest corner of the Northwest Quarter of said Northwest Quarter; thence South 86°26'21" East, along the South line of said Quarter-Quarter, a distance of 78.97 feet, to the POINT OF BEGINNING; thence North 03°33'19" East, departing said South line, a distance of 81.83 feet, to a point on a non-tangent curve; thence Northwest, along a curve to the right, whose initial tangent bearing is North 75°29'13" West, having a radius of 111.50 feet, and a central angle of 24°20'06", a distance of 47.36 feet; to a point of compound curvature; thence Northwesterly, along a curve to the right, having a radius of 84.00 feet, and a central angle of 16°00'54", a distance of 23.48 feet, to a point of reverse curvature; thence Northwesterly, along a curve to the left, having a radius of 106.00 feet, and a central angle of 07°58'31", a distance of

14.75 feet, to a point of reverse curvature; thence Northwesterly, along a curve to the right, having a radius of 84.00 feet, and a central angle of 12°03'20", a distance of 17.67 feet, to a point on a non-tangent line, said point also being a point on the West line of said Northwest Quarter; thence North 02°25'47" East, along said West line, a distance of 280.21 feet, to a point on a non-tangent curve; thence Northeasterly, departing said West line and along a curve to the right, whose initial tangent bearing is North 15°06'40" East, having a radius of 648.00 feet, and a central angle of 54°41'08" East, a distance of 618.48 feet, to a point of tangency; thence North 69°47'48" East, a distance of 235.03 feet, to a point of curvature; thence Northeasterly and Southeasterly, along a curve to the right, having a radius of 84.00 feet, and a central angle of 91°10'09", a distance of 133.66 feet, to a point of tangency; thence South 19°02'03" East, a distance of 13.19 feet, to a point of curvature; thence Southeasterly, along a curve to the left, having a radius of 616.00 feet, and a central angle of 18°21'00", a distance of 197.28 feet, to a point of compound curvature; thence Southeasterly, along a curve to the left, having a radius of 540.00 feet, and a central angle of 13°19'41", a distance of 125.61 feet, to a point of tangency; thence South 50°42'44" East, a distance of 438.70 feet, to a point of curvature; thence Southeasterly, along a curve to the right, having a radius of 370.00 feet, and a central angle of 21°49'29", a distance of 140.94 feet, to a point of compound curvature; thence Southeasterly, along a curve to the right, having a radius of 264.00 feet, and a central angle of 12°30'46", a distance of 57.67 feet, to a point compound curvature; thence Southeasterly and Southerly, along a curve to the right, having a radius of 368.00 feet, and a central angle of 13°59'23", a distance of 89.85 feet, to a point on a non-tangent line; thence South 01°25'13" East, a distance of 3.16 feet, to a point of curvature; thence Southerly and Southwesterly, along a curve to the right, having a radius of 49.00 feet, and a central angle of 31°51'42", a distance of 27.25 feet, to a point on a non-tangent line; thence South 30°27'25" West, a distance of 31.24 feet, to a point of curvature; thence Southwesterly and Southeasterly, along a curve to the left, having a radius of 71.00 feet, and a central angle of 118°13'12", a distance of 146.50 feet, to a point on a non-tangent line; thence South 03°33'39" West, a distance of 12.92 feet, to a point on said South line; thence North 86°26'21" West, along said South line, a distance of 1,357.83 feet, to the POINT OF BEGINNING, containing 967,175.04 square feet, or 22.20 acres, more or less.

And also:

TRACT 2

All of Lots 1, 2, 3 and 4, GRAHAM COMMERCIAL CENTER, a subdivision of land in the Southwest ¼ of the Northwest ¼ of Section 34, Township 48, Range 32, in Lee's Summit, Jackson County, Missouri.

SECTION 2. That the following conditions of approval apply:

1. A modification shall be granted to the 20 foot parking setback, to allow 0-foot parking setbacks as shown on the preliminary development plan dated April 4, 2019.
2. A modification shall be granted to the 24-foot parking lot pole lighting height maximum, to allow a maximum height of 28 foot (above finished grade) for parking lot pole lighting.

3. Architectural metal panels shall be allowed as a conditional material as described in the design guideline handbook, date stamped April 4, 2019.
4. The developer shall execute a mutually satisfactory development agreement with the City, which addresses, at a minimum, the waterline improvements, the location and construction of pedestrian trails, and the road improvements recommended in the Transportation Impact Analysis dated April 18, 2019. No building permits shall be issued for any structure in the development until written proof is provided to the City that the development agreement has been recorded in the Jackson County Recorder of Deeds Office.
5. The development shall be in accordance with the preliminary development plan, dated April 4, 2019. Design standards shall be as shown in the Paragon Star Village Design Guidelines Handbook, date stamped April 4, 2019.

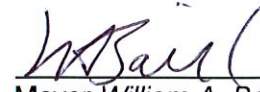
SECTION 3. That development shall be in accordance with the preliminary development plan, date stamped April 4, 2019:

SECTION 4. Nonseverability. All provisions of this ordinance are so essentially and inseparably connected with, and so dependent upon, each other that no such provision would be enacted without all others. If a court of competent jurisdiction enters a final judgment on the merits that is not subject to appeal and that declares any provision or part of this ordinance void, unconstitutional, or unenforceable, then this ordinance, in its collective entirety, is invalid and shall have no legal effect as of the date of such judgment.

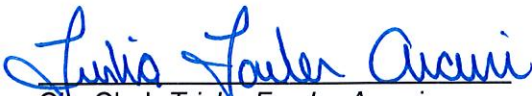
SECTION 5. That failure to comply with all of the provisions contained in this ordinance shall constitute violations of both this ordinance and Chapter 33, the City's Unified Development Ordinance, of the Code of Ordinances for the City of Lee's Summit.

SECTION 6. That this ordinance shall be in full force and effect from and after the date of its passage and adoption, and approval by the Mayor.

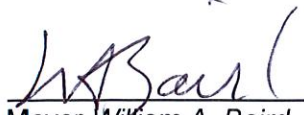
PASSED by the City Council of the City of Lee's Summit, Missouri, this 11th day of June, 2019.


Mayor William A. Baird

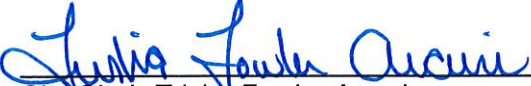
ATTEST:


City Clerk Trisha Fowler Arcuri

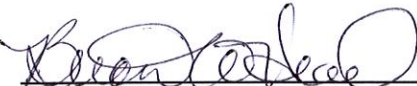
APPROVED by the Mayor of said city this 18th day of June, 2019.


Mayor William A. Baird

ATTEST:


City Clerk Trisha Fowler Arcuri

APPROVED AS TO FORM:


City Attorney Brian W. Head



LEE'S SUMMIT MISSOURI

DEVELOPMENT REVIEW FORM TRANSPORTATION IMPACT

DATE:	April 18, 2019	CONDUCTED BY:	Michael K Park, PE, PTOE
SUBMITTAL DATE:	April 4, 2019	PHONE:	816.969.1800
APPLICATION #:	PL2019071	EMAIL:	Michael.Park@cityofls.net
PROJECT NAME:	PARAGON STAR VILLAGE	PROJECT TYPE:	Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed development project is located at the northeast quadrant of the View High Drive interchange at I-470. The surrounding area is mostly undeveloped.

ALLOWABLE ACCESS

The proposed development project will be accessed from View High Drive with potential future access from Bannister Road. Several streets are proposed within and surrounding the development that intersect View High Drive, including View High Parkway and Paragon Parkway, which intersect View High Drive at a proposed roundabout. A proposed roadway, River Road, would connect between the proposed View High Parkway and Paragon Parkway with roundabout intersections at each end. A right-in/right-out driveway along View High Drive is proposed between I-470 and the proposed Paragon Parkway roundabout at View High Drive.

EXISTING STREET CHARACTERISTICS (*Lanes, Speed limits, Sight Distance, Medians*)

View High Drive is an arterial roadway adjacent to the proposed development; a road partially within the corporate limits of Kansas City, Missouri, and partially within the corporate limits of Lee's Summit, Missouri. All of View High Drive, including the portion(s) within the corporate limits of Lee's Summit, is maintained and controlled by the City of Kansas City, Missouri according to an executed agreement between the two jurisdictions. View High Drive is a median divided four-lane facility south of I-470 and an undivided two-lane facility north of I-470. The interchange at View High Drive and I-470 consists of four-lanes, without turn lanes, under a six-lane I-470. The I-470 ramp intersections at View High Drive are stop controlled. The interchange of View High Drive at I-470 will be reconstructed to a four-lane diverging diamond configuration with traffic signal controlled cross-over/ramp intersections in association with the development. The interchange reconstruction is a condition of related development on the property, the sports complex, and will precede its occupancy and occupancy of the proposed mixed-use village. Likewise, View High Drive will also be reconstructed north of I-470 to the northern limits of development, including a roundabout at the proposed Paragon Parkway and View High Parkway intersection in association with the sports complex.

Another potential roadway that may be used to indirectly access the development is Bannister Road via the proposed View High Parkway and proposed River Road to the north and east, respectively. Bannister Road is within the corporate limits of Kansas City, Missouri. Bannister Road has a nearby interchange at View High Drive and MO 350 Highway, and then extends east thru Lee's Summit as Colbern Road and west across the metropolitan area into Kansas as 95th Street.

The interim plan is to only provide emergency access from Bannister Road until such time additional roadway improvements connecting proposed View High Parkway to Bannister Road are completed.

Sight distances at the proposed intersections with View High Drive are adequate. Sight distance at the potential intersection of Bannister Road/Norfleet/98th Street may be inadequate and subject to review and approval by the City of Kansas City, Missouri.

ACCESS MANAGEMENT CODE COMPLIANCE?

Yes ☒

No ☐

The proposed preliminary development plan is in compliance with the Access Management Code in consideration of the roadway improvements generally depicted on the plans and jurisdictional controls.

The development includes access along View High Drive just north of I-470 which is located within proposed state right-of-way and subject to MoDOT approval. This limited access driveway has been located as far a practical from the westbound off-ramp and includes a right-turn lane. MoDOT has approved this limited access though the spacing from I-470 is less than desired.

Access management and required improvements along View High Drive and other roadways associated with the preliminary development plan, including the interchange at I-470, are partly or wholly the responsibility of Kansas City, Missouri and/or MoDOT and subject to their approval. This proposed development has been coordinated between the developer, Kansas City, MoDOT and Lee's Summit. MoDOT and the City of Kansas City, Missouri have reviewed the traffic impact of this development and its recommendations, roadway improvements, etc. Both agencies have accepted the traffic study, its recommendations and support the related transportation improvements.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	16,132	8,066	8,066
A.M. Peak Hour	1,068	575	493
P.M. Peak Hour	1,379	701	678

The trip generation shown above represents the Preliminary Development Plan for the Weekday A.M. and P.M. Peak Hours. This does not include land uses for the surrounding, previously approved, sports complex (which is included in the applicant's traffic study). The trip generation shown above does not account for trip capture between uses.

TRANSPORTATION IMPACT STUDY REQUIRED?

Yes ☒

No ☐

The proposed preliminary development plan will likely generate more than 100 vehicle trips to the surrounding street system during any given peak hour. The surrounding property was previously approved for a sports complex, but has not yet been constructed. The sports complex also has a projected trip generation of at least 100 vehicle trips during the peak hour.

A traffic impact study for the proposed development was completed by GBA, dated July 11, 2016. The traffic study separately considered the impact of Phase 1 (principally the sports complex) and Full Build of the entire property located in the area north and east of the I-470 interchange at View

High Drive. That study considered Phase 1 as the soccer complex, a hotel, shopping center, office space, apartments and recreational community center; significant portions of which are included in the proposed preliminary development plan. Full Build included an expansion of the soccer complex, additional hotel rooms, additional retail and office space as well as more apartments and an athletic field house. Generally, full build includes the remaining portions of the proposed development that were not included in Phase 1. As the development has proceeded, Phase 1 has been limited to the soccer complex (complete build) and the proposed plan encompasses all of the mixed-use development. The traffic study assessed existing conditions, existing plus approved development conditions (e.g. recently approved development along View High Drive/Longview Boulevard that was under construction), and the impact of proposed development upon those two aforementioned scenarios. The study included analysis of existing and proposed intersections along View High Drive from Chipman Road through the interchange at I-470 towards the northern limits of the proposed development during the A.M. weekday peak hour, P.M. weekday peak hour and Saturday peak hour.

Analysis and recommendations for mitigation of development impact to achieve adequate operations at each of the study intersections for each study scenario and peak hour were based on level of service (vehicle delay) and vehicle queuing. Level of service is a performance rating from A to F, similar to a school grade card with A representing free flow conditions and F highly congested gridlock or failed operation. It is a measure of acceptable traffic operations from the driver's perspective. The City Council has adopted a level of service goal C, but level of service D and below may be acceptable for some stop controlled approaches. MoDOT and Kansas City may have different desired level of service standards than Lee's Summit.

Phase 1 and subsequent Full Build of the proposed development was shown to require interchange improvements at I-470 and View High Drive. Various interchange options were explored, including a typical diamond interchange with traffic signal control, a roundabout interchange, and a diverging diamond interchange. MoDOT concurs that interchange improvements are needed to support the development, but at that time the interchange improvements had not been determined. A diverging diamond interchange (either 4-lane or 6-lane) was most likely and subsequently confirmed as the recommended improvement. The 4-lane diverging diamond interchange was approved by MoDOT on the basis of a study accepted by the Federal Highway Administration. The approved 4-lane diverging diamond interchange project is proceeding through the design and permitting process in association with the approved Phase 1, soccer complex.

The traffic study shows all other existing and proposed intersections have adequate operations under existing or planned development conditions with exception of the Chipman Road and View High Drive intersection. This is a Kansas City, MO controlled intersection. Kansas City has not stated any conditions of development support related to the intersection of Chipman Road and View High Drive, though the City of Kansas City has indicated a traffic signal is warranted at that location. Any improvement conditions within the City of Kansas City, desired by the City of Kansas City in association with the proposed development can be applied by the City of Kansas City when approvals or permits are sought from the City of Kansas City by the development.

The proposed roadways within the development appear to only serve the development. Thus, those roadways will not be owned by the City.

All development related traffic is proposed from View High Drive with exception of emergency access to Bannister Road. Additional public access towards Bannister Road would help alleviate

congestion, particularly during events, mass exit (e.g. lightning closures), etc. This additional access is a consideration of future development north of the soccer complex and long-term improvement plan. No analysis has been done related to trip impact along Bannister Road in the event of public use nor are there required improvements at this time along the emergency route to Bannister Road to/from the development as determined by the City of Kansas City. Bannister Road is a Kansas City, MO roadway.

A supplemental memorandum was prepared by GBA, dated February 13, 2019, that assessed plan changes and traffic conditions in comparison of the 2016 traffic study, approved plan and proposed preliminary development plan. In summary of the memo, the proposed plan generates less traffic than the prior plan studied. The interchange (four lane diverging diamond) and road improvements (View High Drive reconstruction, turn lanes, roundabout(s), View High Parkway, Paragon Parkway and River Road) are still recommended to accommodate the development. Those improvements are in the design and permitting process. No additional improvement needs were identified. Staff concurs with the memorandum, as does the City of Kansas City and MoDOT. No further traffic analysis is needed.

LIVABLE STREETS (*Resolution 10-17*)

COMPLIANT ☒

EXCEPTIONS ☐

The proposed development plan includes all Livable Streets elements identified in the City's adopted Comprehensive Plan, associated Greenway Master Plan and Bicycle Transportation Plan attachments, and elements otherwise required by ordinances and standards, including but not limited to sidewalk, landscaping, paths, and accessibility. A shared use path (Greenway) along View High Drive, paths/trails and sidewalk throughout the development are included in the project. The project incorporates transit elements, and many other non-motorized transportation amenities. The project also aligns with regional transportation, trails and bikeway plans and those too of Kansas City, MO. No exceptions to the Livable Streets Policy adopted by Resolution 10-17 have been proposed.

RECOMMENDATION:

APPROVAL ☒

DENIAL ☐

N/A ☐

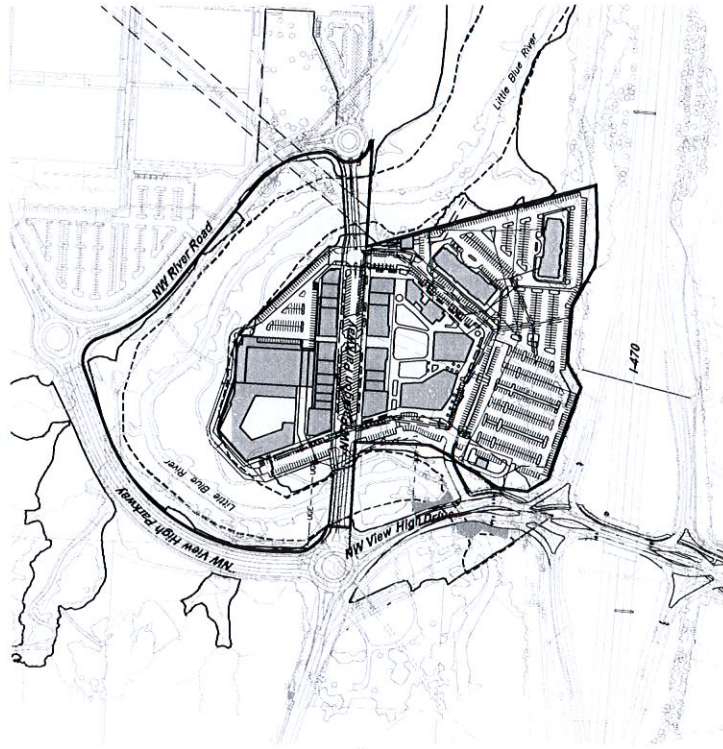
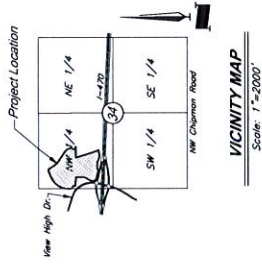
STIPULATIONS ☒

Recommendations for Approval refer only to the transportation impact and do not constitute an endorsement from City Staff.

Staff recommends approval of the proposed preliminary development plan subject to the following conditions:

1. The planned improvements to View High Drive, generally depicted on engineering plans for construction submitted to the City at this time, shall be constructed in accordance with those plans, pending approval by the responsible jurisdiction(s), prior to occupancy within the preliminary development plan.
2. The roadway labeled View High Parkway (extending east from View High Drive), Paragon Parkway and River Road, all streets not owned by the City, and generally depicted on engineering plans for construction submitted to the City at this time, shall be constructed in accordance with those plans, pending approval by the responsible jurisdiction(s), prior to occupancy within the preliminary development plan.
3. Interchange improvements/reconstruction as recommended and approved by MoDOT at I-470 and View High Drive, a four lane diverging diamond interchange, shall be substantially constructed prior to occupancy within the preliminary development plan.

PRELIMINARY DEVELOPMENT PLAN
FOR
PARAGON STAR VILLAGE
Section 34-Township 48N-Range 32W
City of Lee's Summit
Jackson County, Missouri



INDEX OF SHEETS

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C007	Utility Plan
C008	Dimension Plan
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E100	Electrical Symbols and Legends
E200	Electrical Site Plan
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EMAIL: BBURTON@GBTEAM.COM

PARAGON STAR
VILLAGE

View High Drive & I-470
Lee's Summit, MO

Project No.: 17002-04
Date: 04.09.2019
Submitted for: PRELIM DEV PACKAGE

REVISIONS

No. Date Description

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View High Drive & I-470
Lee's Summit, MO

Project No.	17042 04
Date	04/09/2019
Issued For	PRELIM DEV PACKAGE

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REGISTRATION

NOT FOR CONSTRUCTION
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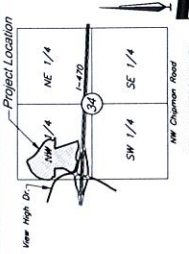
ARCHITECT	FINGLE+WILLIAMS ARCHITECTURE
CIVIL	GBA
LANDSCAPE	HOESR SCHAUDT / LAND 3

CIVIL ENGINEERING BY:
GBA
9801 Renner Boulevard
Lenexa, Kansas 66219
913.492.0400
www.gbateam.com

Preliminary
Re-Plat

SHEET NUMBER

C002



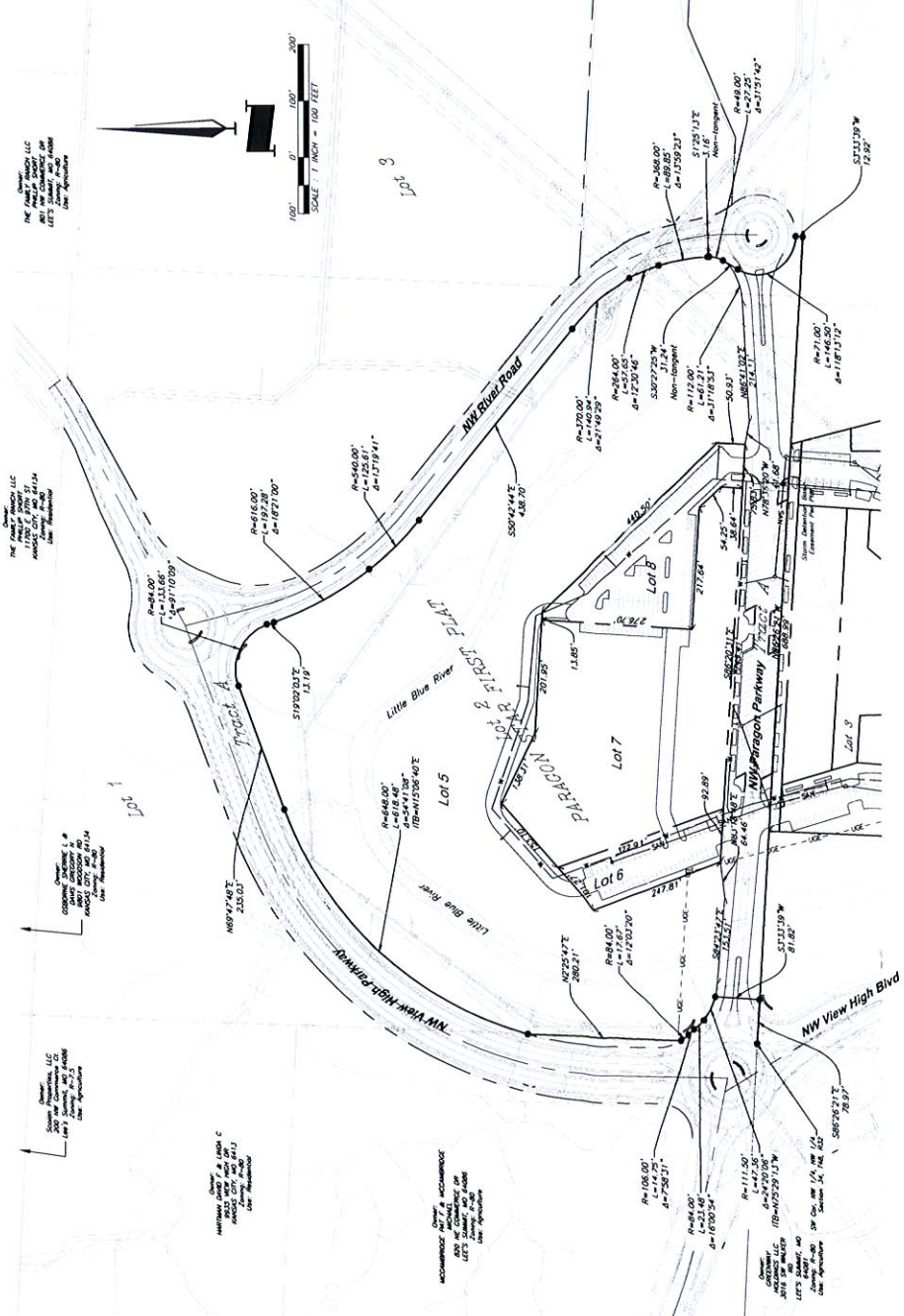
Lot	Area	Building Setback to Perimeter Property	Parking Setback
Lot 5	14.22 AC.	N/A	N/A
Lot 6	0.59 AC.	N/A	9 Ft.
Lot 7	3.64 AC.	20 Ft.	0 Ft.
Lot 8	1.16 AC.	N/A	0 Ft.

Note: Building setbacks shown as minimum distance from building to perimeter property line. Parking setbacks shown as minimum distance from parking to associated lot line.

Preliminary Development Plan Boundary Description:
All of Lot 2, PARAGON STAR FIRST PLAT, a subdivision in Section 34, Township 48, Range 32, in Lee's Summit, Jackson County, Missouri.

Prepared and Submitted By:

George Butler Associates, Inc.
9801 Renner Boulevard Lenexa, Kansas 66219
Phone: 913-492-0400 Fax: 913-577-8312
Contact: Brad Burton P.E.
Email: bburton@ggbteam.com



PARAGON STAR
VILLAGE

View High Drive & I-470
Lee's Summit, MO

PROJECT NO.	17062-04
DATE	04.09.2019
ISSUED FOR	PRELIM DEV PACKAGE

REVISIONS		
NO.	DATE	DESCRIPTION

NOT FOR CONSTRUCTION

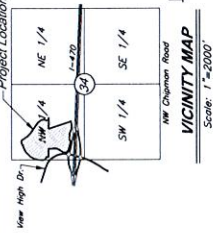
PROJECT TEAM	
ARCHITECT	PARSONS BRINCKERHOFF
CIVIL	GBA
LANDSCAPE	WILLIAM SCHWARTZ

CIVIL ENGINEERING BY
GBA
9801 Hammer Boulevard
Suite 100
Lee's Summit, MO 64063
www.gbateam.com

SHEET TITLE
**Preliminary
Re-Plat**

SHEET NUMBER

C003

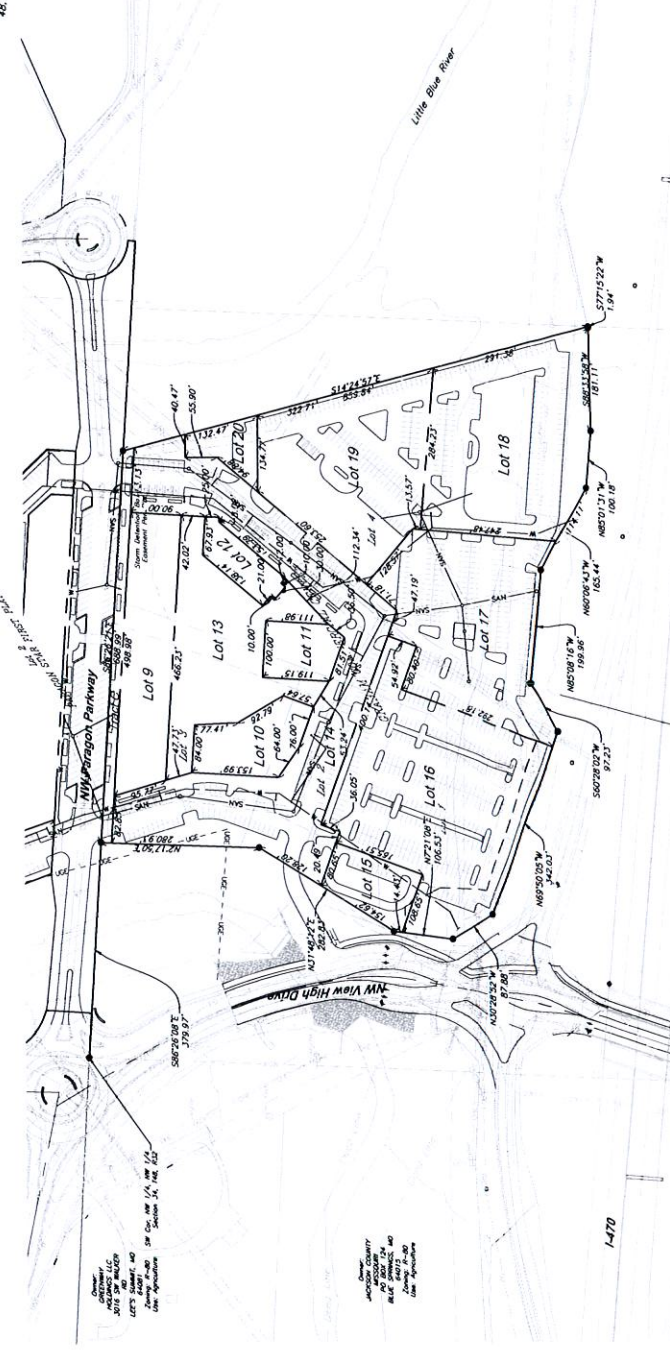


Lot	Area	Building Setback to Perimeter Property	Parking Setback
Lot 9	1.00 Ac.	20 Ft.	N/A
Lot 10	0.40 Ac.	20 Ft.	N/A
Lot 11	0.24 Ac.	20 Ft.	N/A
Lot 12	1.32 Ac.	20 Ft.	N/A
Lot 13	1.32 Ac.	20 Ft.	N/A
Lot 14	0.37 Ac.	10 Ft.	0 Ft.
Lot 15	0.37 Ac.	10 Ft.	0 Ft.
Lot 16	2.69 Ac.	20 Ft.	0 Ft.
Lot 17	1.94 Ac.	20 Ft.	0 Ft.
Lot 18	2.16 Ac.	20 Ft.	0 Ft.
Lot 19	1.83 Ac.	20 Ft.	0 Ft.
Lot 20	0.22 Ac.	5 Ft.	2 Ft.
Tract C	0.30 Ac.	N/A	N/A

Note: Building setbacks shown as minimum distance from building to perimeter property.
Parking setbacks shown as minimum distance from parking to associated lot line.

Preliminary Development Plan Boundary Description:
All of Lots 1, 2, 3 and 4, GRAMM COMMERCIAL CENTER, a subdivision
of land in the Southwest 1/4 of the Northwest 1/4 of Section 34, Township
48S, Range 32E, in Lee's Summit, Jackson County, Missouri.

Prepared and Submitted By:
George Butler Associates, Inc.
9801 Hammer Boulevard, Suite 100, Kansas 65219
Phone: 816-492-0400 Fax: 816-497-8312
Contact: Brad Burton P.E.
Email: bburton@gbateam.com



PARAGON STAR
VILLAGE

View High Drive & I-470
Lee's Summit, MO

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REGISTRATION

NOT FOR CONSTRUCTION
REGISTRATION

PROJECT TEAM	
ARCHITECT	FINKLE+WILLIAMS ARCHITECTURE
CIVIL	GBA
LANDSCAPE	HOERR SCHMIDT / LAND 3

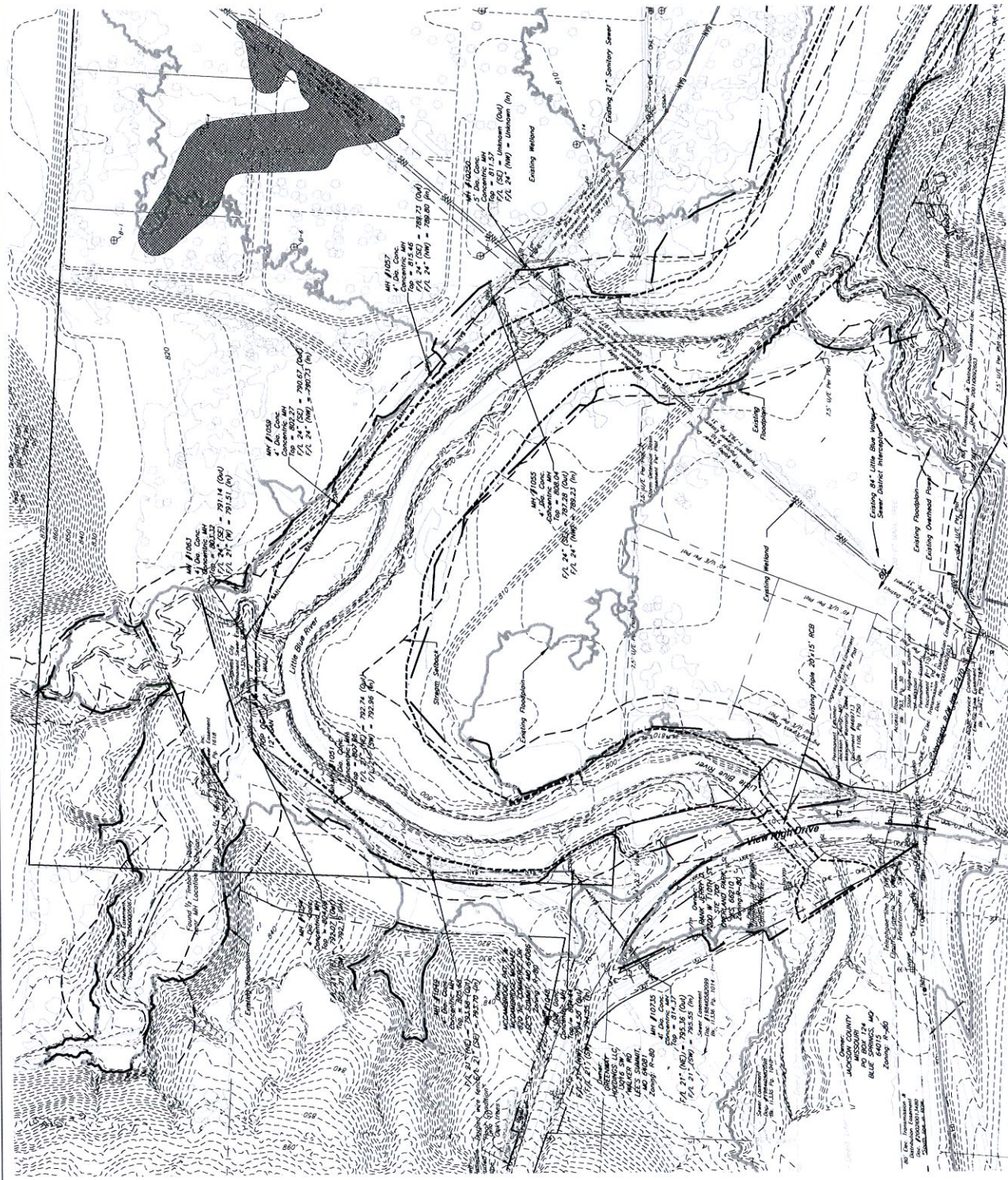
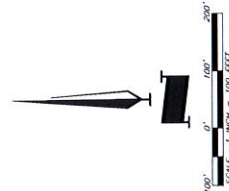
CIVIL ENGINEERING BY:
GBA
9801 Renner Boulevard
Lenexa, Kansas 66219
913.492.0400
www.gbateam.com

SWEET TITLE

Existing Conditions

CARTET NUMBER

C004



PARAGON STAR VILLAGE

View High Drive & I-470
Lee's Summit, MO

Project No.	17042-04
Client	DAVITA
Submitted For	PRELIM DEV. PACKAGE
Revisions	
No.	Description
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NOT FOR CONSTRUCTION

PROJECT TEAM
ARCHITECT: PARAGON STAR VILLAGE ARCHITECTURE
CIVIL: GMA
LANDSCAPE: HOBBS SCHWARTZ
LAND: 3

CIVIL ENGINEERING
GBA
18831 River Road
Suite 100
Lee's Summit, MO 64063
www.gbainc.com

SHEET TITLE
Grading Plan

SHEET NUMBER
C005



View High Drive & I-470
Lee's Summit, MO

View High Drive & I-470
Lee's Summit, MO

REGISTRATION

NOT FOR CONSTRUCTION
REGISTRATION

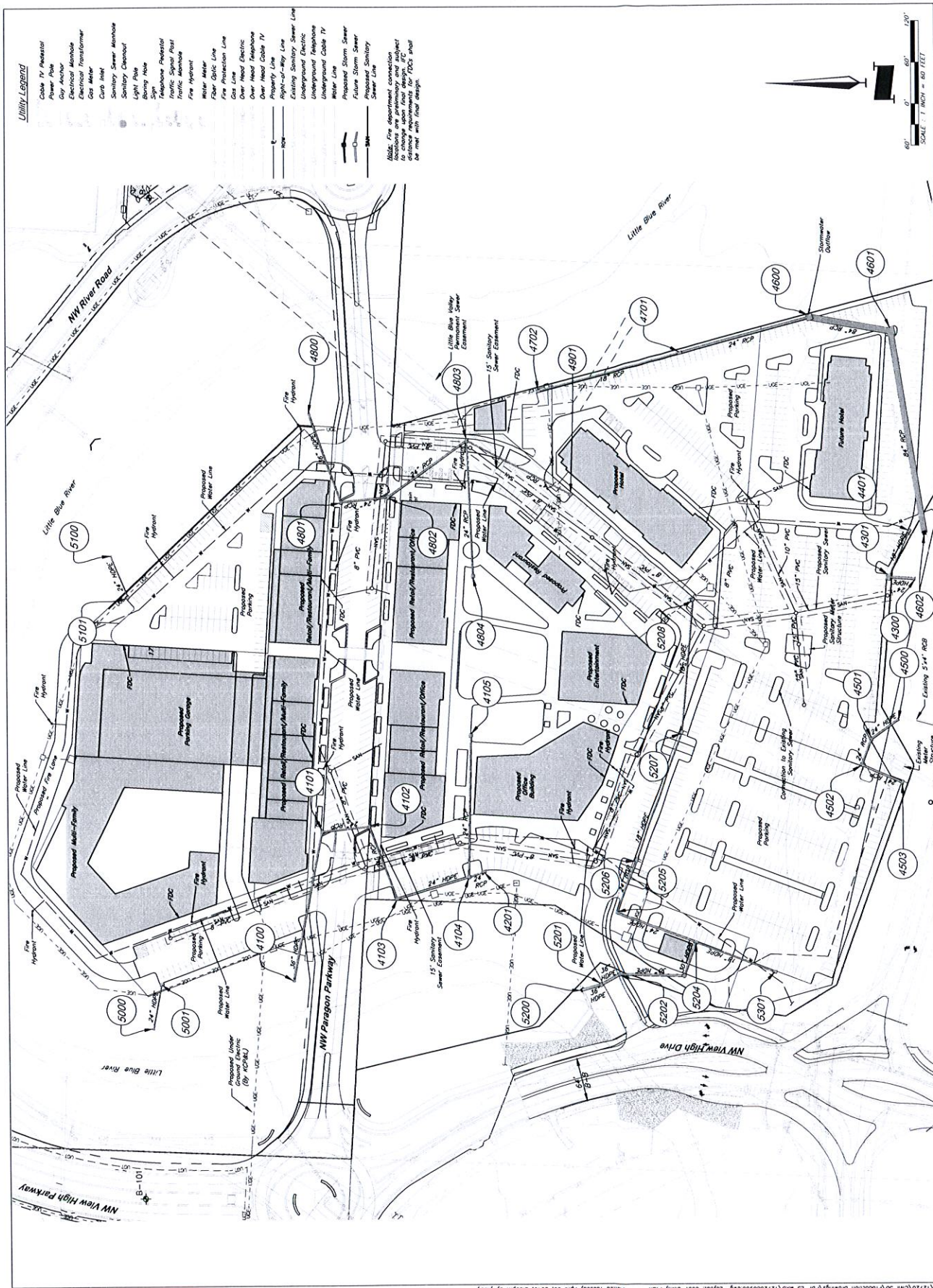
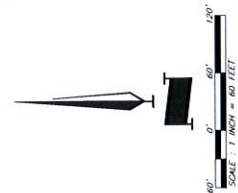
PROJECT TEAM	
ARCHITECT	FINKLE+WILLIAMS ARCHITECTURE
CIVIL	GBA
LANDSCAPE	HOERR SCHAUDT / LAND 3

CIVIL ENGINEERING BY
GPBA
9801 Renner Boulevard
Lenexa, Kansas 66219
913.492.0400
www.gpba.com

SHEET TITLE

Utility Plan

SHEET NUMBER
C007



[illegible]

NOT FOR CONSTRUCTION

REGISTRATION

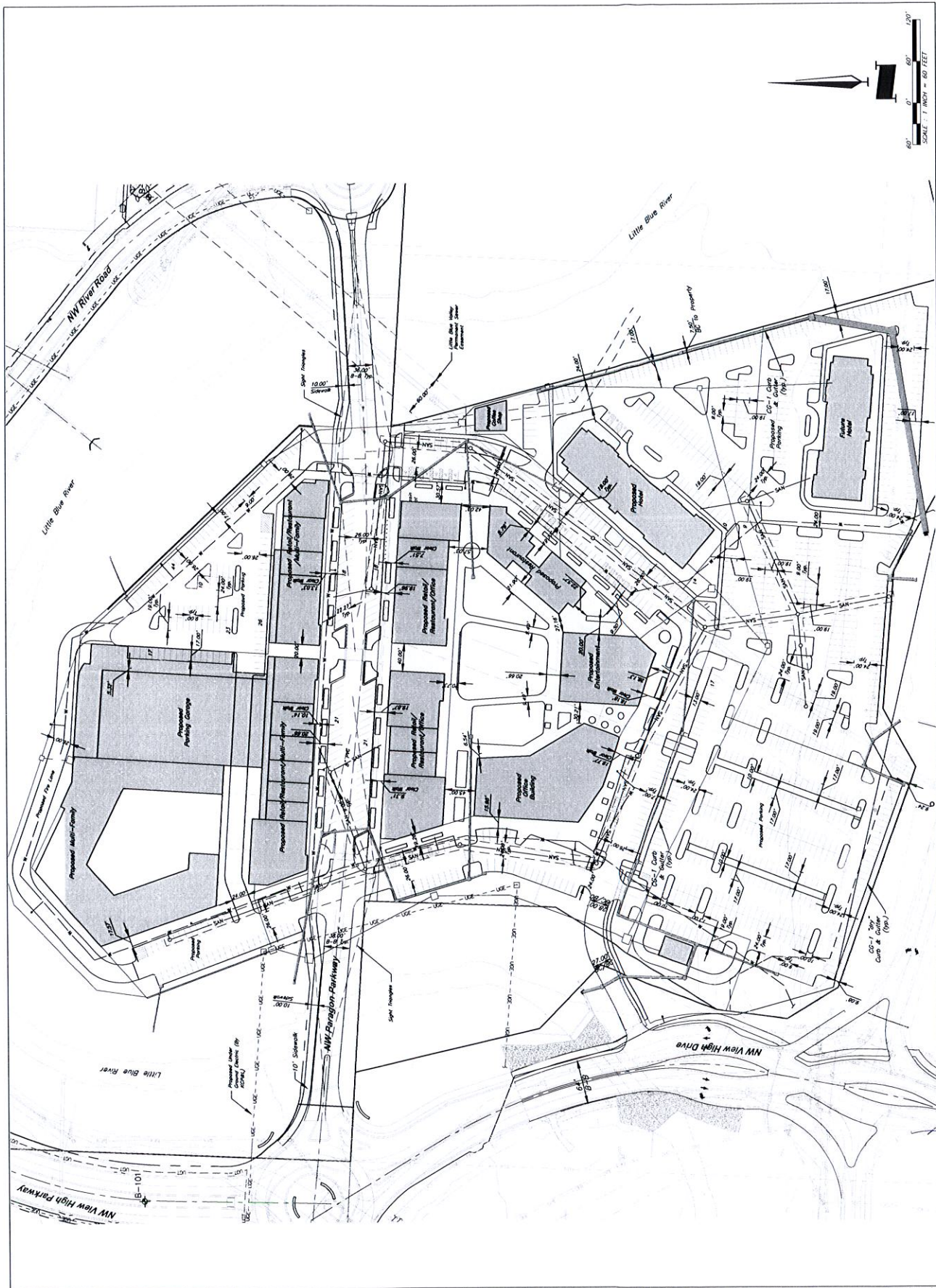
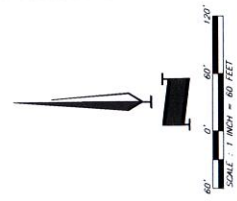
PROJECT TEAM	
ARCHITECT	FINKLE+WILLIAMS ARCHITECTURE
CIVIL	GBA
LANDSCAPE	HOERR SCHAUDDT / LAND 3

CIVIL ENGINEERING BY
GBFA
9801 Renner Boulevard
Lenexa, Kansas 66219
913.492.0400
www.gbteam.com

SHEET TITLE

SHEET NUMBER

C008



PARAGON STAR
VILLAGE

View High Drive & I-470
Lee's Summit, MO

Project No. 17042-04
Date 04-04-2019

REVISIONS	
No.	Date Description

No.	Date	Description
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REGISTRATION

NOT FOR CONSTRUCTION
REGISTRATION

PROJECT TEAM

ARCHITECT
FINKLE+WILLIAMS
ARCHITECTURE

CIVIL	GBA
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LANDSCAPE
HOERR SCHAUDT /
ARCHITECTS

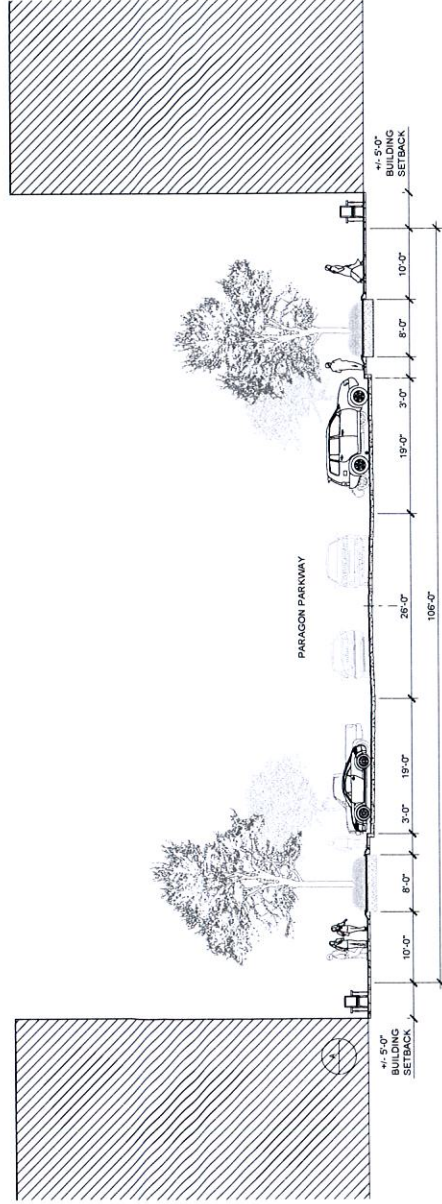
HOERR SCHAUDT

SHEET TITLE

SITE
SECTIONS

SHEET NUMBER

L-600



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PARAGON STAR VILLAGE

View High Drive & L470
Lee's Summit, MO

Project No.: 1704104
Date: 04.04.2019
Drawn By: SHELLAM DEV. PACKAGE

REVISIONS

No. Date Description

1 04.04.2019 SHELLAM DEV. PACKAGE

2 04.04.2019 SHELLAM DEV. PACKAGE

3 04.04.2019 SHELLAM DEV. PACKAGE

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75 04.04.2019 SHELLAM DEV. PACKAGE

NOT FOR CONSTRUCTION

PROJECT TEAM

ARCHITECT FINKLE + WILLIAMS

ARCHITECTURE

CIVIL GSA

LANDSCAPE HOBBS SCHWARTZ

LAND 3



2007 College Blvd., Suite 415
Lee's Summit, MO 64063
913-498-1550

SHEET TITLE

ARCHITECTURAL

SITE PLAN

SHEET NUMBER

A1.01

1 PDP Site Plan

SCALE: 1" = 600'

A1.01

1 PDP Site Plan

SCALE: 1" = 600'

A1.01

1 PDP Site Plan

SCALE: 1" = 600'

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1 PDP Site Plan

SCALE: 1" = 600'

A1.01

1 PDP Site Plan

SCALE: 1" = 600'

A1.01

1 PDP Site Plan

SCALE: 1" = 600'

A1.01

1 PDP Site Plan

SCALE: 1" = 600'

A1.01

PARAGON STAR
VILLAGE

View High Drive & I-470
Lee's Summit, MO

Project No.	17042-04
Date	04/04/2019
Issued For	PRELIM. DEV. PACKAGE

No.	Date	Description
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NOT FOR CONSTRUCTION
REGISTRATION

PROJECT TEAM	
ARCHITECT	PINKLE WILLIAMS ARCHITECTURE
CIVIL	GBA
LANDSCAPE	HGERR SCHAUDT / LAND 3

SCALE: 1"=20'



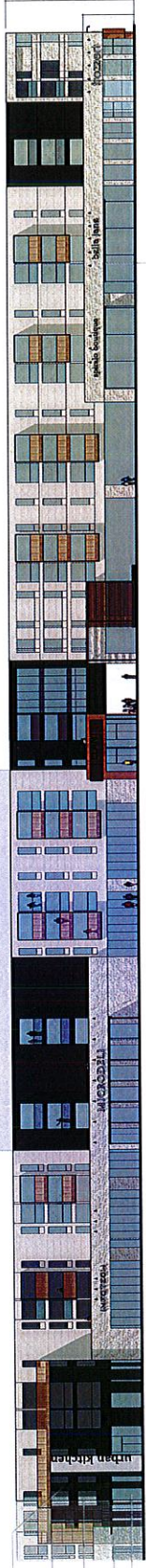
7007 College Blvd., Suite 415
Overland Park, Kansas 66211
913-498-1550

SHEET TITLE

BUILDING ELEVATIONS

SHEET NUMBER

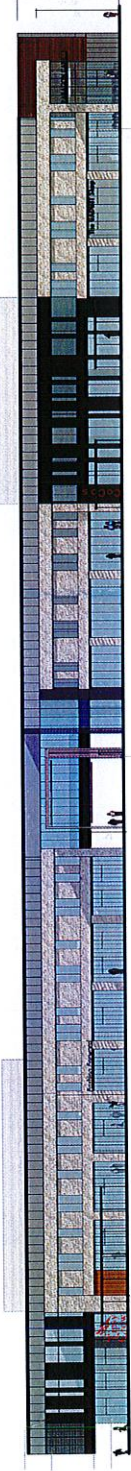
A2.01



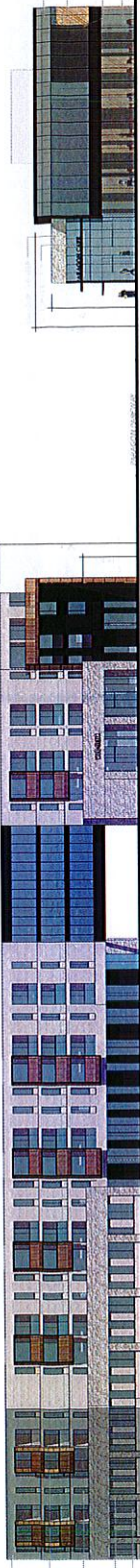
1. SOUTH ELEVATION @ PARAGON PARKWAY RESIDENTIAL / RETAIL



2. NORTH ELEVATION RESIDENTIAL



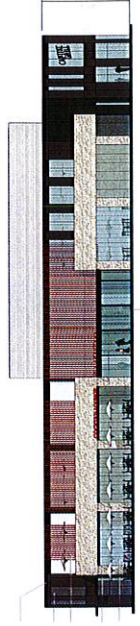
3. NORTH ELEVATION @ PARAGON PARKWAY RETAIL / OFFICE



4. WEST GATEWAY



5. EAST GATEWAY



6. FAST ELEVATION RETAIL / RESTAURANT

PARAGON STAR
VILLAGE

View High Drive & I-470
Lee's Summit, MO

Project No.	17042-04
Date	04/04/2019
Issued For	PRELIM. DEV. PACKAGE

No.	Date	Description
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NOT FOR CONSTRUCTION
REGISTRATION

PROJECT TEAM	
ARCHITECT	PINKLE-WILLIAMS ARCHITECTURE
CIVIL	GBA
LANDSCAPE	HOGGER SCHAUDT / LAND 3

SCALE: 1"=20'

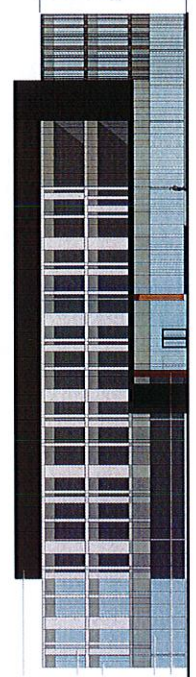
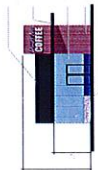
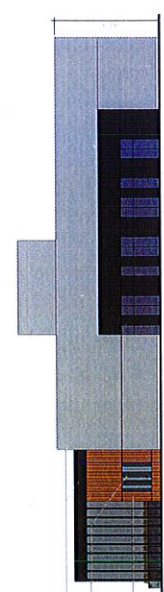


SWEET TITLE

BUILDING
ELEVATIONS

SHEET NUMBER

A2.02



OPAQUE WALL / SOFFIT MATERIALS



MANUFACTURED STONE /
BRICK MASONRY VENEER



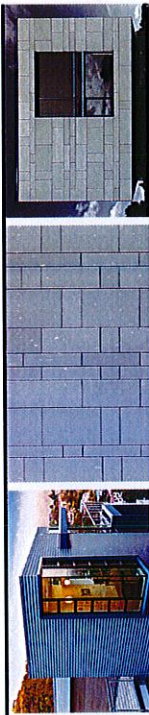
TEXTURED METAL PANELS



FAUX WOOD CLADDING &
SOFFITS



FIBER CEMENT BOARD
CLADDING

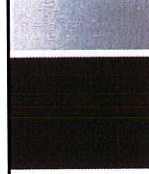


STUCCO / EIFS COATING



TRANSPARENT / TRANSLUCENT MATERIALS

STOREFRONT GLAZING



PERFORATED METAL / FAUX
WOOD SUN-SHADING



PARAGON STAR
VILLAGE

View High Drive & I-470
Lee's Summit, MO

Project No. 17042-04
Date 04/04/2019
Issued For PRELIM DEV. PACKAGE

REVISIONS	
No.	Description

REGISTRATION

NOT FOR CONSTRUCTION

PROJECT TEAM
ARCHITECT FINKLE + WILLIAMS
ARCHITECTURE
CIVIL GMA
LANDSCAPE HOBBS SCHAULTZ /
LANDSCAPE



FINKLE + WILLIAMS
ARCHITECTURE
2007 College Blvd, Suite 415
Overland Park, Kansas 66211
913-498-1550

SHEET TITLE
BUILDING
MATERIAL PALETTE
SHEET NUMBER

A2.03

THIS IS A MASTER LEGEND AND NOT ALL SYMBOLS OR ABBREVIATIONS
STANDARD MOUNTING HEIGHTS

[illegible][illegible]

	EXTENSION PROCEEDING/NOTIFY TOP HAT OFFICER
	EXTENSION DUE TO INLAND TRAVEL REQUIRE
	EXT. WORK - CHARGE FINAL APPROVAL, APPOINTMENT IN REJECTED, INDE. NOTIFIED
	EXT. WORK - CHARGE FINAL APPROVAL, APPOINTMENT IN REJECTED, INDE. NOTIFIED
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	EXT. WORK - CHARGE FINAL APPROVAL, APPOINTMENT IN REJECTED, INDE. NOTIFIED

[illegible]

	TRANSFORMER TRANSFERS POWER TO OTHER DEVICES THROUGH AN ISOLATED WINDING
	RESISTOR OPPOSES THE FLOW OF ELECTRONS THROUGH A CIRCUIT
	CAPACITOR STORES ELECTRONS IN A CHARGE
	INDUCTOR OPPOSES CHANGES IN CURRENT FLOW
	DIODE PERMITS CURRENT FLOW IN ONE DIRECTION
	LED LIGHT EMITTING DIODE CONVERTS ELECTRONS INTO LIGHT
	MICROCONTROLLER MANAGES THE OPERATION OF A CIRCUIT
	POWER SUPPLY PROVIDES ELECTRONS TO A CIRCUIT

[illegible][illegible]

5

**ELECTRICAL
SYMBOLS AND
LEGENDSSM**

SHEET NUMBER **E000**

View High Drive & I-470
Lee's Summit, MO[illegible]

NOT FOR CONSTRUCTION
REGISTRATION

PROJECT TEAM	
ARCHITECT	FINKE+WILLIAMS ARCHITECTURE
CIVIL	QSA
LANDSCAPE	HOERR SCHAUDT / LAND 3



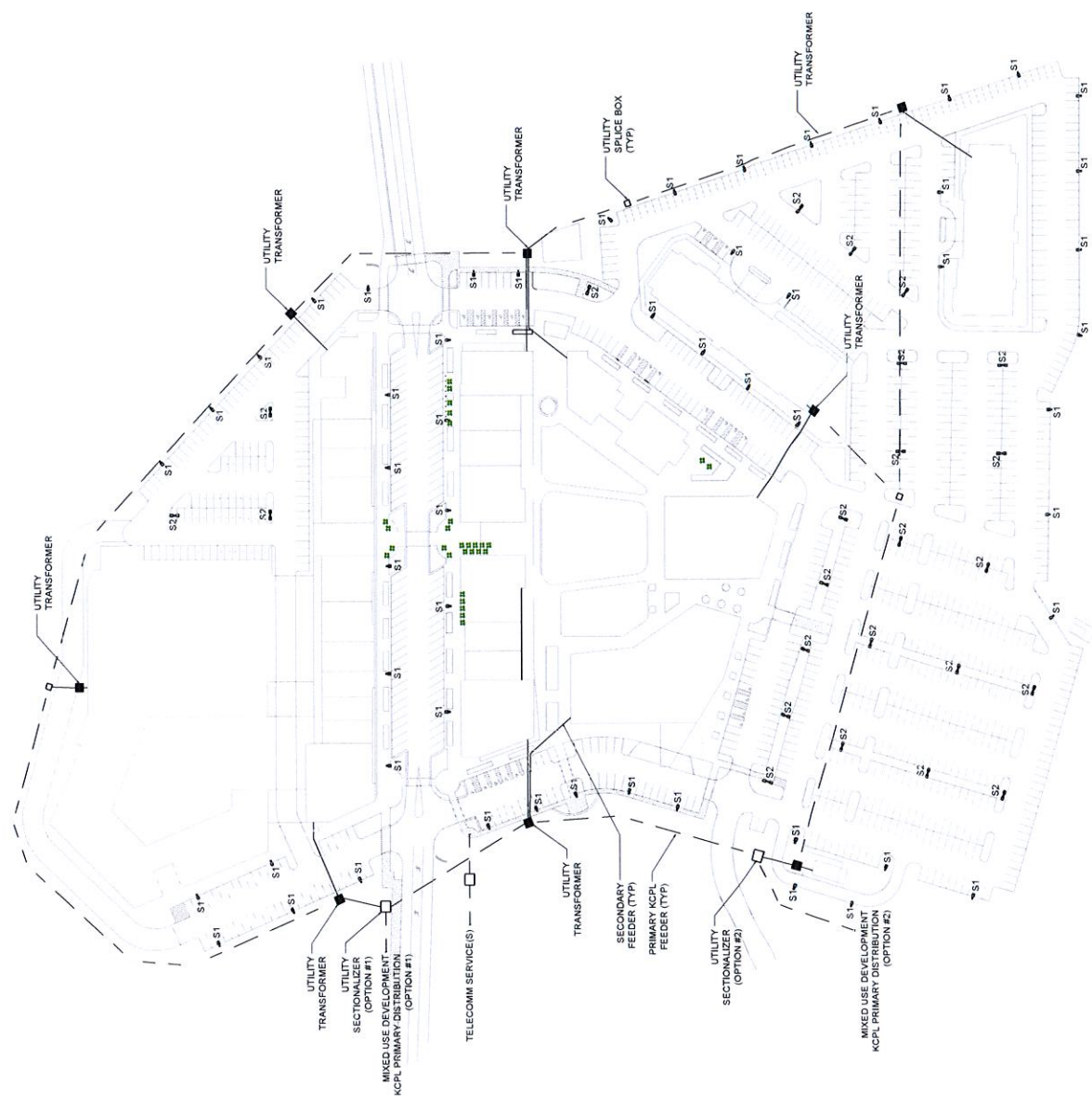
THIS DOCUMENT IS RELEASED
FOR THE PURPOSE OF
PRELIMINARY SUBMITTAL
JULIETTE A. PIERCE
LICENSE # PE-2006003622

IT IS NOT TO BE USED FOR
CONSTRUCTION
PURPOSES.

SHEET TITLE
ELECTRICAL
SITE PLAN

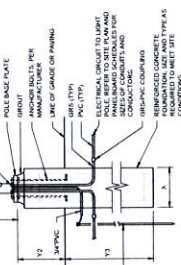
SHEET NUMBER

E100



1 ELECTRICAL SITE PLAN
SCALE 1" = 64'

TABLE OF DIMENSIONS*	
X	POLE HEIGHT = 18" ± 1"
	POLE HEIGHT = 15" ± 2"
Y1	REFER TO LIGHT FIXTURE SCHEDULE FOR LIGHT HEIGHT.
	Y1 ± Y2 SHALL NOT EXCEED 24"0" AND
Y2	NONVEHICULAR AREAS = 24"
	VEHICULAR AREAS = 8'-0"
Y3	1/4 OF POLE HEIGHT Y1.
NOTE	DIMENSIONS ARE APPROXIMATE AND ARE SHOWN FOR REFERENCE ONLY.



2 POLE BASE DETAIL

PARAGON STAR VILLAGE DESIGN GUIDELINES



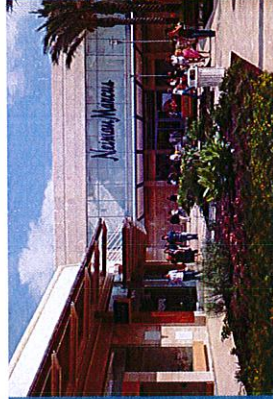
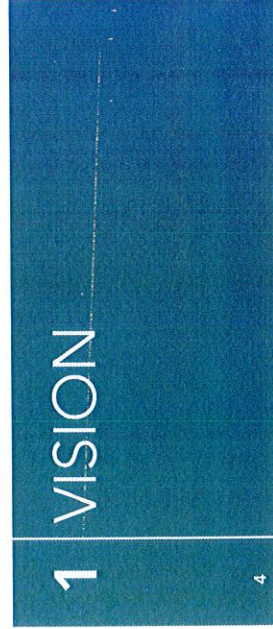
HOERR SCHAUDT



2	1	VISION
	2	DESIGN REVIEW COMMITTEE
	3	MATERIALITY
	4	TRANSPARENCY
	5	BUILDING ARTICULATION
	6	SITE DESIGN
	7	SIGNAGE
	8	GOVERNING DOCUMENTS

1 VISION

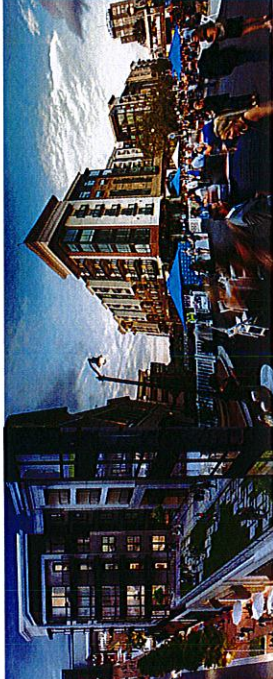
4



DEVELOPMENT PRECEDENTS
LA CANTERA MIXED-USE DEVELOPMENT
SAN ANTONIO, TX



REVEL MIXED-USE DEVELOPMENT
ATLANTA, GA



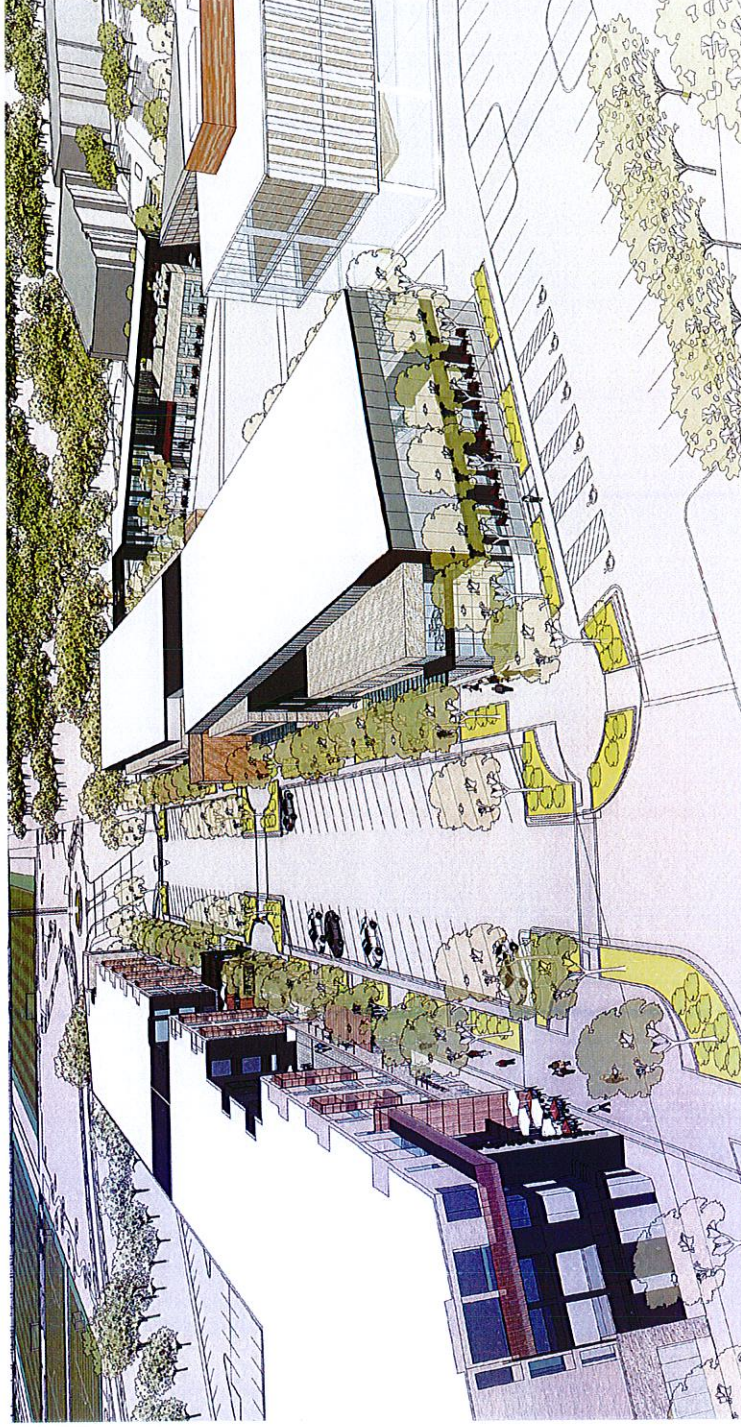
AVALON MIXED-USE DEVELOPMENT
ALPHARETTA, GA

VISION 5

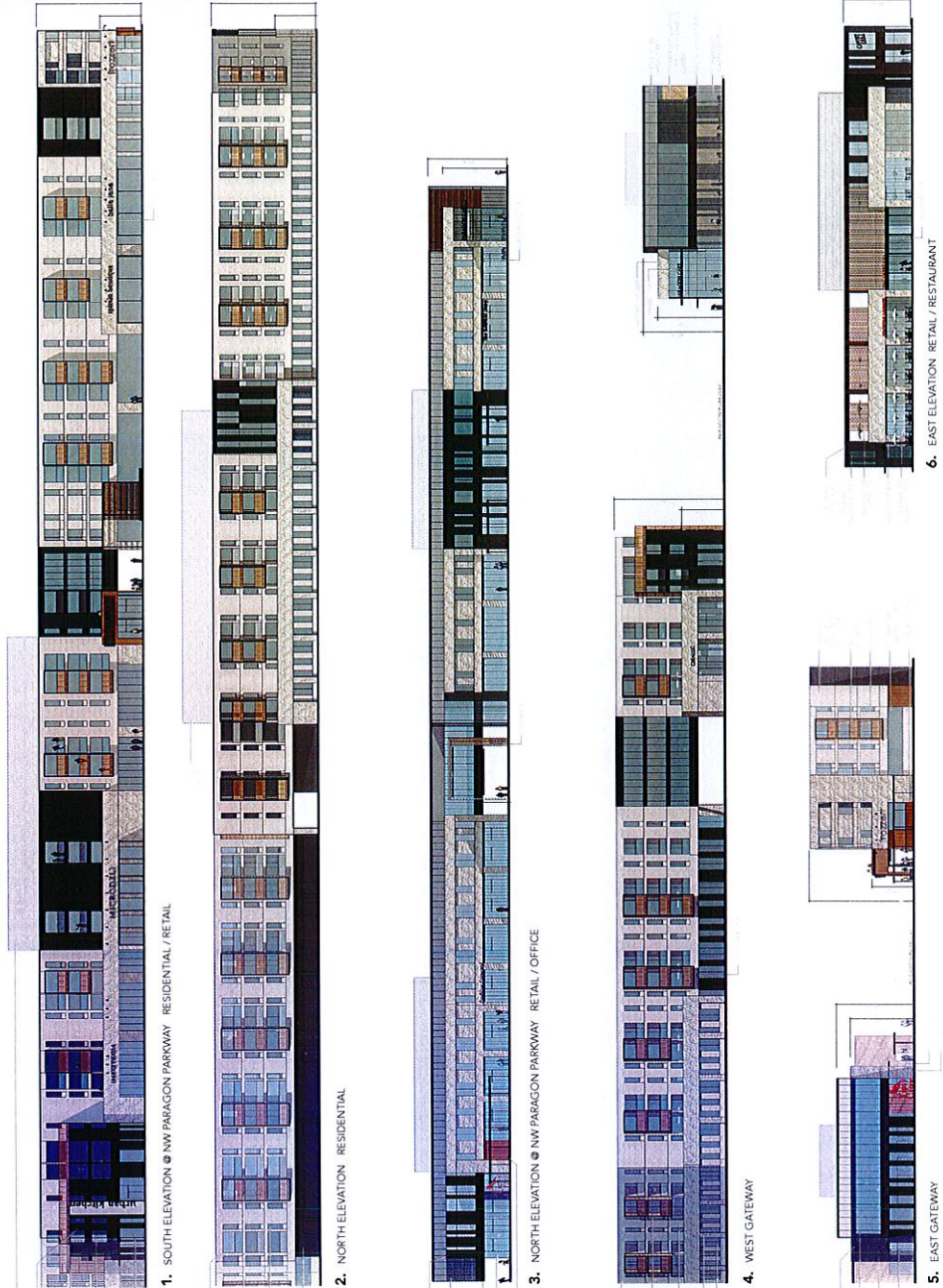
The Paragon Star development has been designed as a "model of excellence" and it features the five elements of lodging, housing, recreation, office, and dining & entertainment, much like the five-pointed star utilized in its logo. The Paragon Star Village includes luxury apartments, lodging and office space, as well as various retail, restaurant and event venues, all surrounding a large multi-functional plaza to encourage casual encounters and accommodate various outdoor events.

In addition, the Paragon Star development provides a state-of-the-art experience for youth athletics like none other in the metropolitan area. The sports complex includes multi-sport fields with synthetic turf playing surfaces and cutting-edge concession buildings. A new trail head to serve the Little Blue Trace and Rock Island Trails for walking and biking will also begin at Paragon Star, as well as various other attractions and activities.

The goal of the Paragon Star development is to achieve a gold standard for how people interact with each other and the surrounding physical environment within this dynamic, social backdrop. The following guidelines were established to help set the expectations for excellence and ensure an unparalleled experience for each resident and visitor.



All site or vertical improvements proposed within the Paragon Star Development (including but not limited to any Streetscape, Landscape, Hardscape, Building, Signage or any other Ancillary Structure or other Improvements of any kind) shall be submitted to the Design Review Committee (DRC) for review and approval. The DRC shall be comprised of up to (6) members at any given time. The DRC will use its best judgement to determine the applicant's conformity to the Design Guidelines and/or the Paragon Star Vision. Any proposed modifications that deviate from the Paragon Parkway Vision will be reviewed by the DRC on a case-by-case basis. The DRC shall have the sole authority to approve or deny any request. The DRC will endeavor to review all applications promptly, however each applicant should allow up to two weeks for review by the DRC.



EXAMPLE
ELEVATION SUBMITTAL

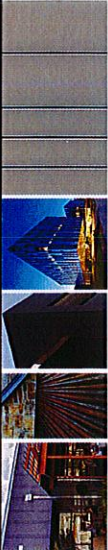
EXHIBIT A.

MANUFACTURED STONE /
BRICK MASONRY VENER



OPAQUE WALL / SOFFIT MATERIALS

TEXTURED METAL PANELS



FAUX WOOD
CLADDING & SOFFITS



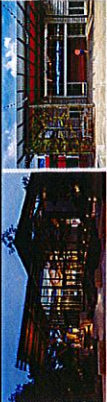
FIBER CEMENT BOARD
CLADDING



STUCCO / EIFS
COATING



STOREFRONT GLAZING



TRANSPARENT / TRANSLUCENT MATERIALS

PERFORATED METAL /
FAUX WOOD SUN-SHADING



A palette of building materials has been selected to reinforce a timeless, exciting and progressive village environment, while being mindful of long-term performance and energy efficiency. The material palette has been composed to provide a variety of texture, color and form to be applied in various combinations to achieve a cohesive, modern development. See 'Exhibit A' for allowable building materials, colors, and finishes.

4 TRANSPARENCY

10

The primary objective of the Paragon Village is to create a cohesive and engaging 'sense of place'. Although there is a common building language established throughout the Village, variety is important, while still adhering to certain design parameters. One important parameter is transparency. Full height glass (minimum 12'h) shall be the primary condition at the pedestrian level for all structures within the development, except:

- Event Venue
- Residential, not immediately adjacent to NW Paragon Parkway
- Concessions
- Clubhouse
- Ancillary / Support structures

In addition to the requirement for glass at the pedestrian level, all office facades shall have a minimum target of 75% glass at all levels above the pedestrian level. This can be an **average** of 75% glass of all upper level facades.

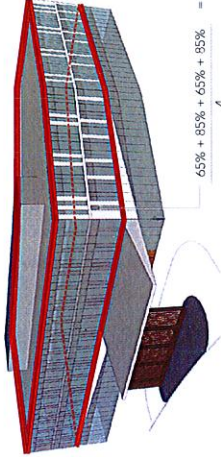
A standard interior roller-type shade shall be provided at all glass locations requiring interior shading devices (with the exception of any residential glass or door fenestration above the pedestrian level along NW Paragon Parkway). Shade specification to be provided by Paragon Star.

EXAMPLE

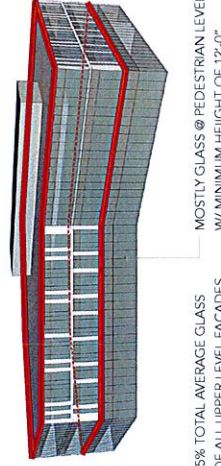
GLAZING CALCULATION DIAGRAMS

If the south and east elevations are 65% glass, the target for north and west elevations would be at least 85% glass to achieve an average of 75% overall.

AXON1 : VIEW OF SOUTH AND WEST FACADES



AXON2 : VIEW OF NORTH AND EAST FACADES



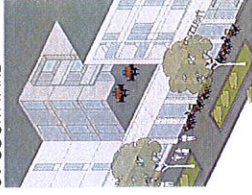
5 BUILDING ARTICULATION

12

EXHIBIT B. FACADE DIAGRAMS

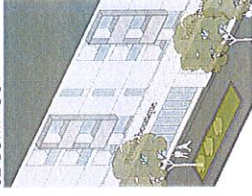
EXAMPLES OF BUILDING
ARTICULATION METHODS MAY
INCLUDE BUT ARE NOT LIMITED TO:
RECESSES, COURTYARDS, BUMP-
OUTS, ARCADES, AND VARIOUS
CANOPIES.

01 COURTYARD



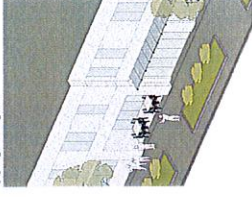
LARGE SETBACKS USED TO
PROVIDE RELIEF ON A LONG
FACADE.

02 BUMP-OUT



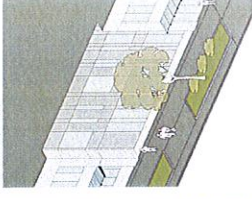
PROTRUDING ELEMENTS ON
THE FACE OF A BUILDING TO
PROVIDE ADDITIONAL RELIEF

03 CANOPY



VARIETY OF CANOPY STYLES
TO BREAK UP REPETITION.

04 RECESS



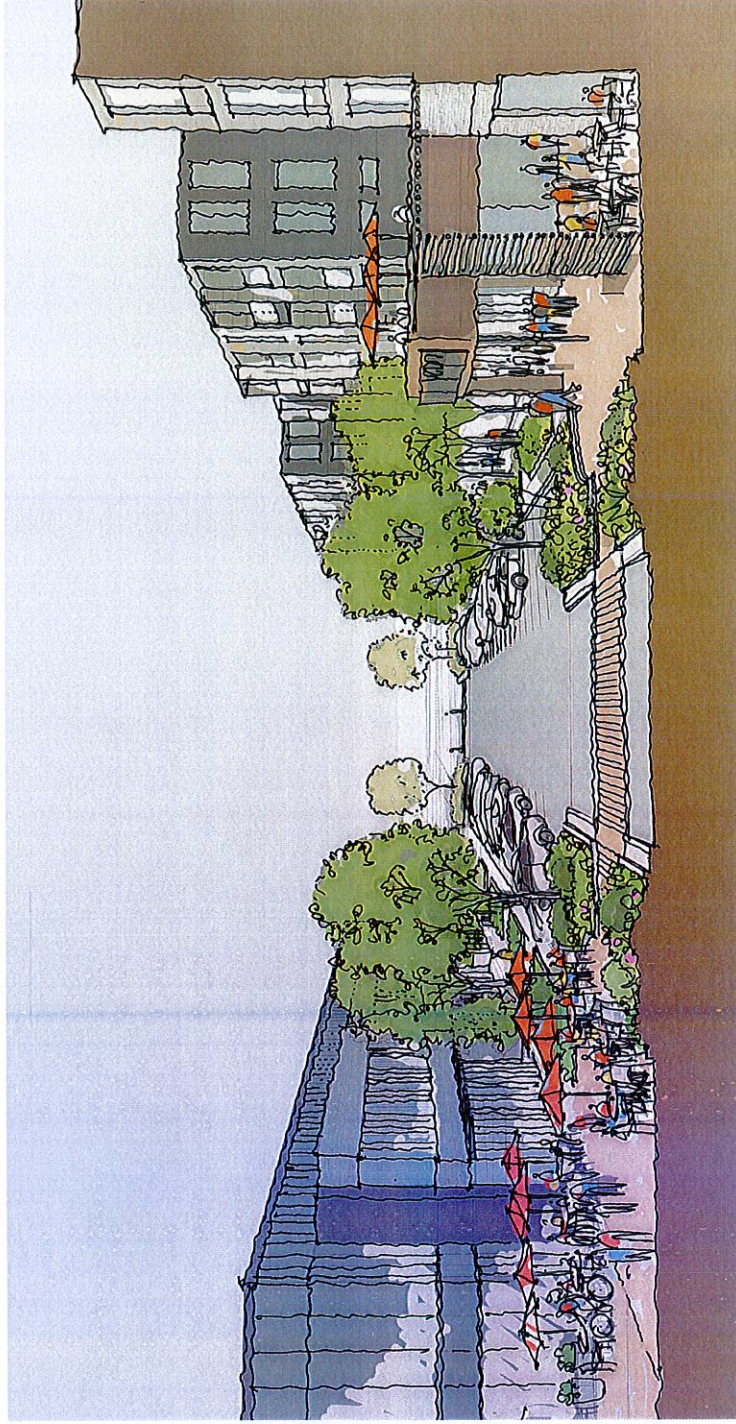
SMALLER SETBACKS TO
DESIGNATE MATERIAL CHANGES
AND TO HELP PROVIDE RELIEF ON
A LONG FACADE.

BUILDING ARTICULATION

13

Although a common design 'language' is essential to maintain a cohesive look and feel within the Village, each building may be articulated in different ways, based on their use. Each building will be evaluated by the DRC to help ensure adequate horizontal and vertical relief, fenestration patterns, material selections, and relationships to the surrounding buildings and grounds are consistent with the Paragon Star Vision.

Architectural canopies may project into the ROW a maximum of five feet. Canopies and trellises with support columns can land in the ROW sidewalk streetscape and will be reviewed on a case-by-case basis by the DRC. Occupiable space (i.e. balconies, roof decks, overhangs, etc) may project into the ROW on a case-by-case basis and is also subject to approval by the DRC.



6 SITE DESIGN

14

Given the scale of the Paragon Star development, a site design strategy is critical to tying all of the unique uses and experiences together into a cohesive whole. The following pages describe the major components that work together to define the Paragon Star experience.

These components are:

STREETSCAPE: Streets unite the project and provide vital pedestrian, bicycle and vehicular connections across the development. They set the tone for the development aesthetically and enhance the programs and uses they serve.

AMENITY SPACES: A variety of active open spaces work together with the streets to create a network of green spaces across the development. These open spaces range from highly programmed spaces such as Paragon Plaza, to more passive trails and park spaces.

CONNECTIVITY: Connectivity is about the streets and trails that tie the development together, but also about the design strategies for wayfinding, signage, and common elements that help create a cohesive experience. These elements also include planting palettes, site furniture, and lighting.

LANDSCAPE: Paragon Star is surrounded by and draws inspiration from the surrounding Missouri woodlands and the Little Blue River valley. Landscape strategies range from more formal plantings in high traffic areas of the village to more naturalistic plantings in parking lots and passive areas. The plant palettes utilize native and adaptive species.



6 SITE DESIGN: STREETSCAPE

16



STREETSCAPE PRECEDENTS
RIVER OAKS DISTRICT
HOUSTON, TX



BUCKHEAD
ATLANTA, GA



RIVER OAKS DISTRICT
HOUSTON, TX

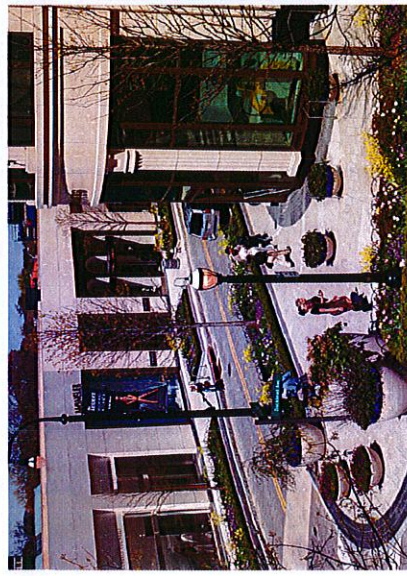
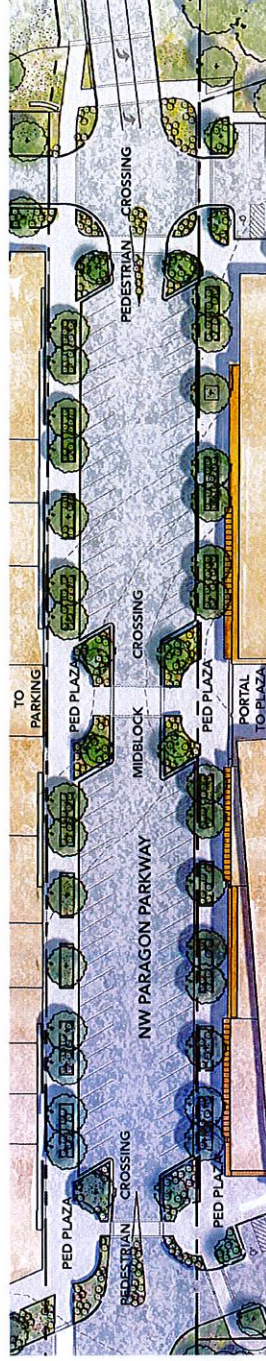
17
SITE DESIGN

Streetscape design is a vital part of the Paragon Star development. NW Paragon Parkway, NW View High Parkway, and the loop roads in the village all contribute to the identity and character of the development. They provide the first impression to vehicular traffic entering the site, create a sense of place to ground the architecture, and are a major component of the pedestrian experience.

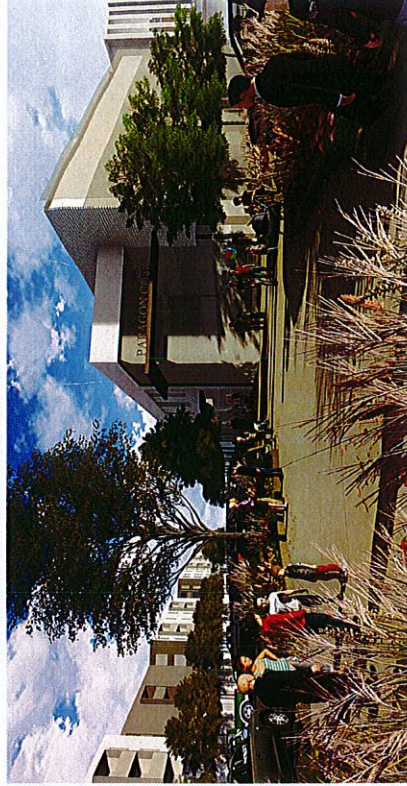
The Paragon streetscapes are designed around several key principles: wide walkways providing ample pedestrian zones, as well as flexible areas for outdoor dining and other tenant-based opportunities to create variety and vitality. These walkways are protected by large planting zones, which provide a buffer to vehicular zones, bring greenspace into the development, and provide the necessary dimension for successful street tree canopies.

Crossings in the middle and ends of blocks are accentuated with large pedestrian zones, and raised crosswalks delineated with pavement markings to slow traffic and promote a pedestrian-first environment.

Pedestrian streetscape improvements are designed in coordination with the architecture and outdoor amenity spaces to create porosity and continuity at the ground level.



Example of pedestrian and planting strategies at street intersections

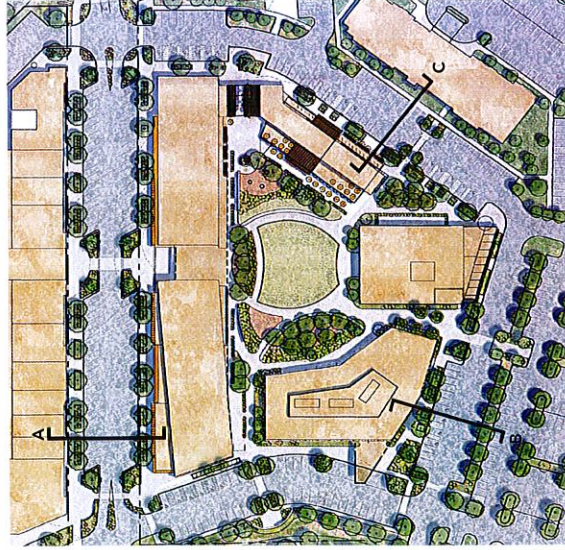


Entering the Village on NW Paragon Parkway

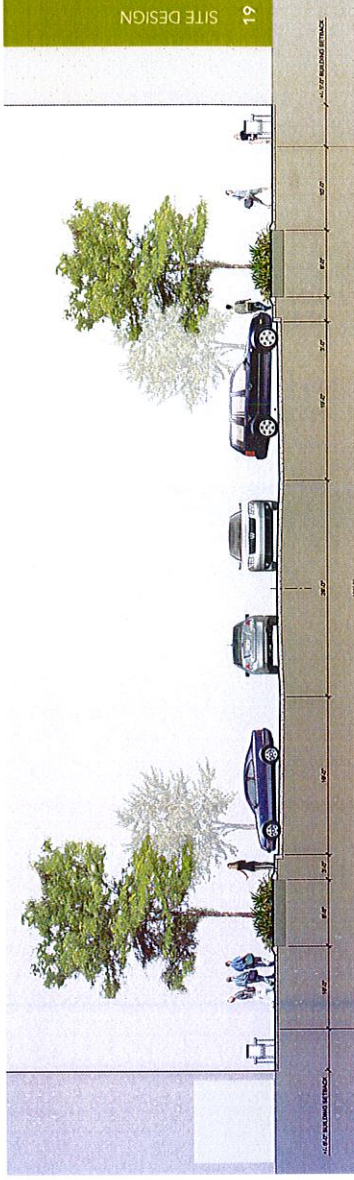
6 SITE DESIGN: STREETSCAPE

18

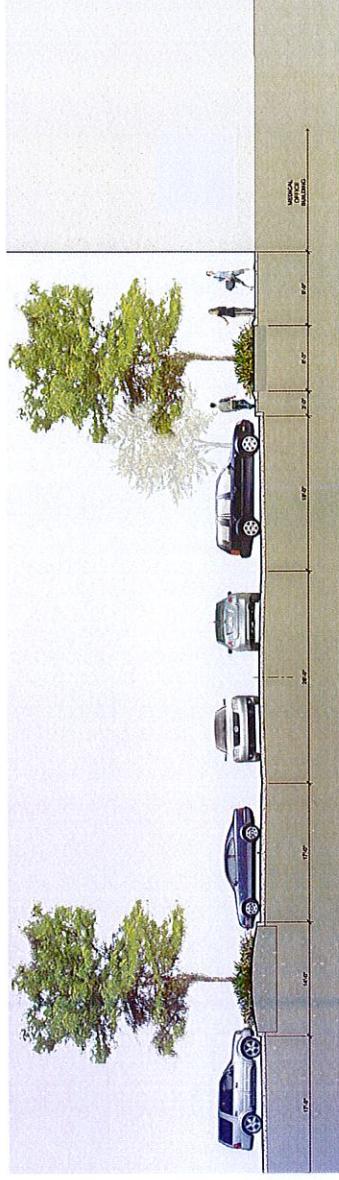
Street sections have been designed in coordination with building setbacks to create a consistent street frontage with flexibility for outdoor amenity spaces such as dining. Where building frontage does not occur, entry plazas landscape islands are utilized to maintain the feeling of a continuous street frontage.



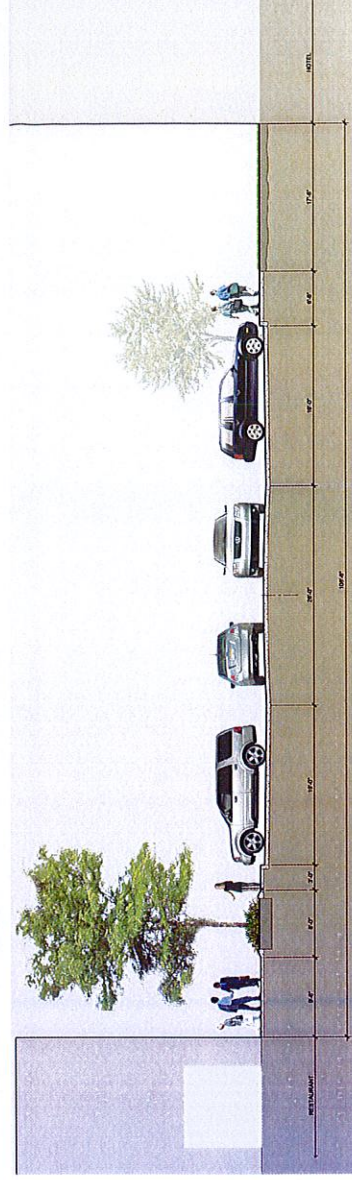
A. NW PARAGON PARKWAY



B. VILLAGE STREET



C. VILLAGE STREET



6 SITE DESIGN: AMENITY SPACE

20

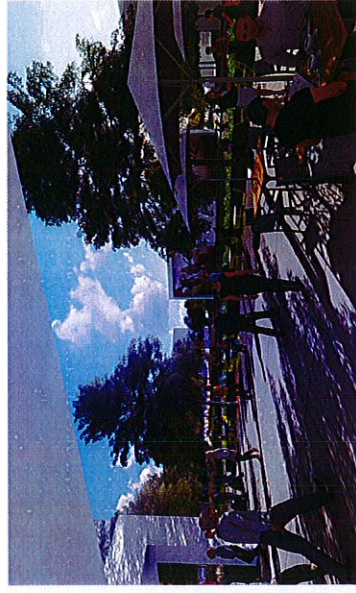


AMENITY SPACE PRECEDENTS
CITY CENTRE
HOUSTON, TX

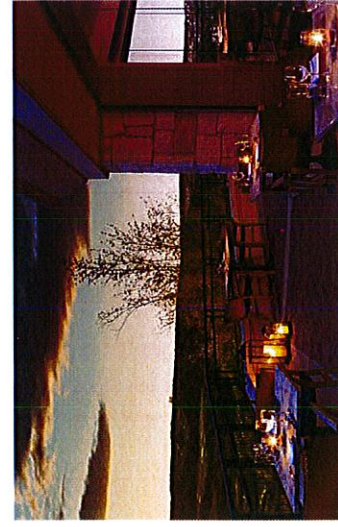


LA CANTERA
SAN ANTONIO, TX

Paragon Star Plaza is the heart of the Village. A large amenity space where visitors can view a concert, attend a festival, sit on a balcony overlooking the central lawn, or hang out in the shade of the trees after a day at the Sports Complex. The Plaza has been designed to provide flexibility for a range of events. Double frontage architecture surrounding the Plaza allows retailers and restaurants to spill out into the Plaza. Retail and restaurant spaces are designed to have dedicated outdoor space at the ground level which can be delineated with bollards or planters. Upper levels of some buildings have balcony space or rooftop space that overlooks the Plaza. The design of the outdoor tenant spaces, including furniture and fixtures, should be complementary of the overall design aesthetic of the Plaza and surrounding architecture.



Entering Paragon Plaza from the north pedestrian portal



Looking West into Paragon Plaza



Paragon Star utilizes a variety of strategies to unify the different uses and development typologies within the project. Multi-modal streetscapes play an important role in creating this cohesive character (shown on the previous pages and on the diagram at right) as do landscape strategies and site design elements.



Light fixtures at the pedestrian and vehicular scales will be coordinated across the project to maintain consistency and continuity.



Site furnishing elements like bike racks will be coordinated across the project to maintain consistency and continuity.



Paragon Star will have a comprehensive signage and wayfinding strategy that encompasses the entire development.



6 SITE DESIGN: LANDSCAPE

24

Landscape plays an important functional and aesthetic role in the Paragon Star development. The planting design utilizes a base palette of robust native and adaptive species throughout the site, and tweaks plant combinations to best serve specific functions and uses.



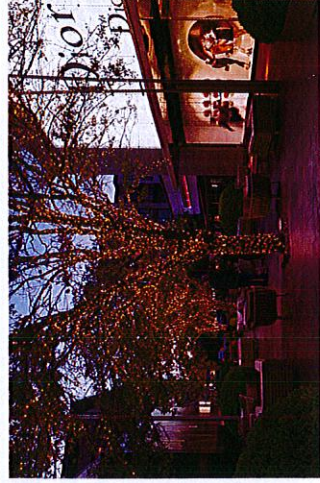
Utilizing natural materials such as limestone in the landscape will create continuity between the architecture and the surrounding natural context of the site.



Grasses, wildflower zones, and native perennials are utilized in more naturalistic areas and in parking lots to provide continuity with the surrounding natural landscapes.



A combination of raised planters and in-ground planters with protective rails are effective strategies in streetscape areas. The in-ground planters provide the volume of soil required for successful street trees.



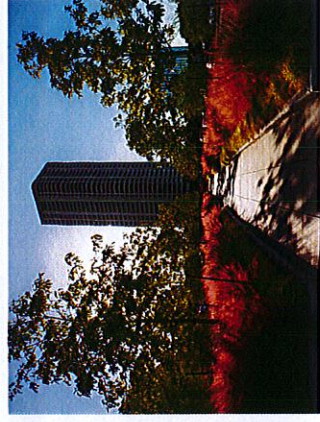
In high-traffic pedestrian zones where wide extents of pavement are required, above-grade planters and trees in grates can be used to provide greenery and shade. These features also provide the opportunity for seasonal lighting and plantings.



The landscape plan will screen strategic areas and frame important views using a combination of existing and new tree, shrub, and grass massings.



In addition to permanent plantings, the site plan is designed to allow for seasonal planters that can also serve as effective buffers for outdoor dining spaces and other amenity zones that require a degree



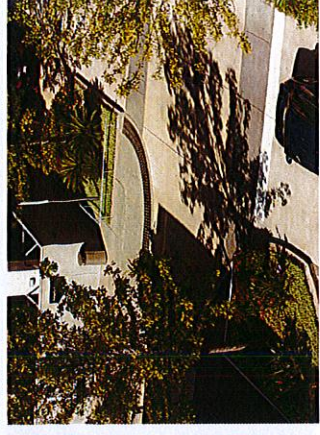
With strategic planting design, the parking lot can become part of the site experience. Utilizing grasses and other native plants can greatly enhance the aesthetics of parking areas and reinforce pedestrian



In pedestrian areas of the Village, raised planters with hardy deciduous and evergreen shrubs can provide opportunities for more green in heavily paved areas without damage from foot traffic.



In flexible open areas such as Paragon Plaza, a combination of medium size canopy trees and decomposed granite surfaces will provide a good combination of green, shade, and durability.



"Left-over" areas created by street layouts, such as the bumpout zones shown above, can be planted in order to buffer pedestrians from vehicular uses and eliminate under-utilized paved surfaces.

7 SIGNAGE

26

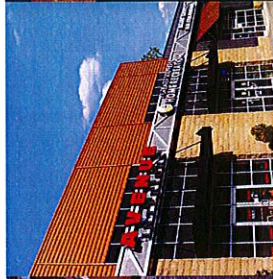
EXAMPLE SIGNAGE



ILLUMINATED



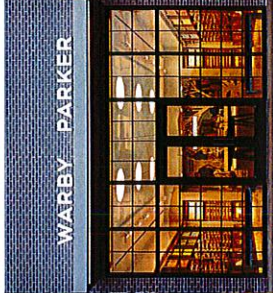
WAYFINDING



WALL-MOUNTED



SUSPENDED



PIN-MOUNTED

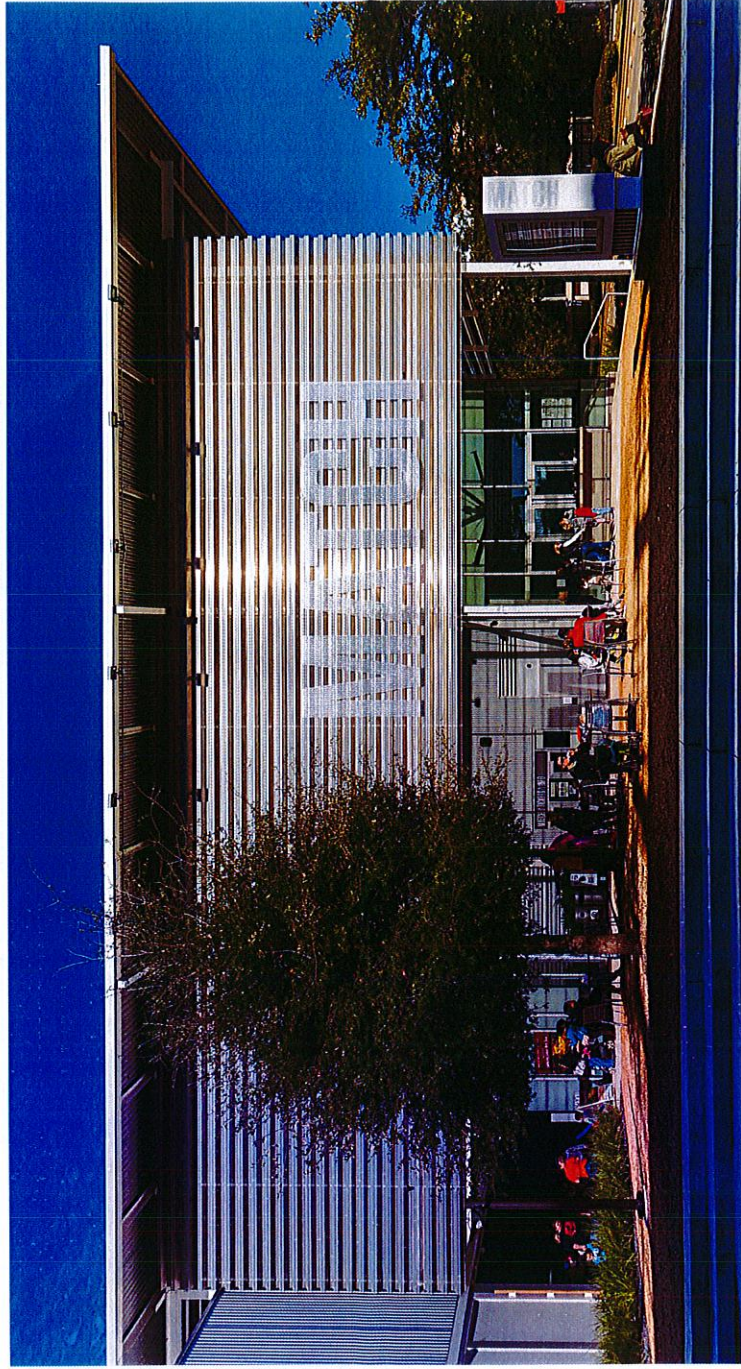


WALL GRAPHIC

SIGNAGE

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An environmental graphics package is forthcoming, outlining requirements for all wayfinding and placemaking signage requirements, as well as building and tenant signage requirements. Example signage aesthetics are shown on the right.



In addition to the Paragon Star Design Guidelines, each applicant shall be responsible for conformance to the requirements of jurisdictions having authority over the Paragon Star Development, including but not limited to Municipal, County, State and Federal jurisdictions, as well as the Paragon Star Covenants and Restrictions.

**PL2019-071 PRELIM DEV PLAN
PARAGON STAR VILLAGE
NW VIEW HIGH DR. AND I-470 HWY**

