

APPENDIX A

PARAGON STAR VILLAGE SHARED PARKING NARRATIVE

The parking matrix shows parking calculations by use and totaled for the entire development. Columns 3 and 4 (CODE REQ'T) represents the parking load required per Lee's Summit's Unified Development Code, Article 12: 'Parking'. The multifamily parking load calculation is based on an assumed unit mix for 390 units.

Column 5 (MARKET REQ'D) represents projected Market Demand, for the mix of uses anticipated. Only two numbers in this column vary from the Ordinance parking requirements: a) Medical office numbers and b) Multifamily use numbers

Both the Ordinance requirements and the Market requirements for parking are above the parking provided within the development, due to the proposed shared parking model. Assumptions for daytime parking demands and evening/weekend parking demands were calculated. The shared parking model is based upon projected market demand and an assumed percentage of maximum occupancy, based on the time of day and week. For instance, it is assumed the daytime restaurant demand will be around 70% of maximum occupancy. In addition to daytime/nighttime use, we have taken into account 5% ride sharing / ride hailing (Uber, Lyft, taxi, etc.) for the restaurant occupancy on the nights and weekends.

The parking plan also indicates a future parking deck to be located in the Southwest corner of the property. If needed, it could be constructed when Hotel 2 is built. Until then, the parking demand related to Hotel 2 (evening and weekends) drops by 98 stalls and an additional 75 parking stalls can be accommodated on Lot 11. This essentially offsets the 180 stalls represented at the future parking deck.

In general, it is anticipated parking demand North of Paragon Parkway will be accommodated by parking stalls North of Paragon Parkway. Parking demand generated South of Paragon Parkway will be accommodated by parking stalls south of Paragon Parkway.

Given the location of the Paragon Star Village relative to surrounding development, it is assumed there will be no adverse parking impact on adjacent properties or adjoining public streets.