Planning Commission
October 26, 2026
7:00 PM
City Hall, 6090 Woodson Street

AGENDA

I. Call to Order

II. Approval of Minutes from September 28, 2026

III. New Business

1. *Case 26-17: Foxridge North Final Development Plan, 5665 Foxridge*
2. *Case 26-18: Broadmoor Tower Final Development Plan, 5700 Broadmoor*
3. *Case 26-19: Mission Foxridge Final Plat*

IV. Old Business

V. Planning Commission Comments

VI. Staff Updates

Questions concerning this meeting may be addressed to the staff contact, Taylor Cunningham, Senior Planner, at (913) 676-8366) or tmcunningham@missionks.org.

CITY OF MISSION PLANNING COMMISSION

September 28, 2026
7:00 PM
Mission City Hall - 6090 Woodson

Members Present:
Stuart Braden - Ward I
Wayne Snyder - Ward I
Kelsey Brown - Ward II
Aaron Wingert - Ward II
Katherine Duderstadt - Ward II
Megan Cullinane - Ward III
Kevin Schmidt - Ward III
Robin Dukelow - Ward IV

Staff Present:
Brian Scott - Deputy City Manager
Laura Smith - City Administrator

Members Absent:
Amy Richards - Ward IV

(City of Mission Planning Commission Meeting Called to Order at 7:00 p.m.)

I. CALL TO ORDER

MS. DUKELOW: It's 7 p.m., and I would like to call this meeting to order.

The public is invited to participate. If you would like to make a comment, please raise your hand and stay seated. We will call on you to come to the lectern. Please speak slowly and clearly. If I need to confirm something that may have been difficult to hear, I will ask for clarification. And, please be conscientious of others when they are speaking.

Brian, would you please call the roll?

MR. SCOTT: Commissioner Braden.

MR. BRADEN: Present.

MR. SCOTT: Commissioner Brown.

MS. BROWN: Here.

MR. SCOTT: Commissioner Cullinane.

MS. CULLINANE: Here.

MR. SCOTT: Chair Dukelow.
MS. DUKELOW: Present.

MR. SCOTT: Commissioner Duderstadt.

MS. DUDERSTADT: Here.

MR. SCOTT: Commissioner Richards, absent. Commissioner Schmidt.

MR. SCHMIDT: Present.

MR. SCOTT: Commissioner Snyder.

MR. SNYDER: Here.

MR. SCOTT: And Commissioner Wingert.

MR. WINGERT: Present.

MR. SCOTT: We have a quorum.

II. Approval of Minutes

1. August 24, 2026, Planning Commission Minutes

MS. DUKELOW: The first item on our agenda is the approval of the minutes from August 24th, 2026. The minutes are included in the packet for this evening's meeting.

Does anyone have any corrections or comments on the minutes?

MS. CULLINANE: Just a comment that I will be proposing that we defer approval until the next meeting. Truthfully, I did not get a chance to review as early as I would have liked to have. So, if we just have another month to be able to approve.

MS. DUKELOW: I believe you can abstain.

Does anyone else have corrections? And everyone has had a chance to review?

The only note I would like to make is on page 28 of the Minutes. The first line reads, “it does not mean mixed use,” and I believe that should read, it does not meet mixed use.

If there are no other corrections, I'll entertain a motion to approve the Minutes.

MR. SNYDER: So moved.

MS. DUKELOW: Do we have a second?

MS. DUDERSTADT: Second.

MS. DUKELOW: Thank you. Brian, will you please take the roll call vote?

MR. SCOTT: Commissioner Brown.
MS. BROWN: Aye.

MR. SCOTT: Commissioner Cullinane.

MS. CULLINANE: Abstain.

MR. SCOTT: Chairperson Dukelow.

MS. DUKELOW: Aye.

MR. SCOTT: Chairperson -- Commissioner, excuse me, Commissioner Duderstadt.

MS. DUDERSTADT: Aye.

MR. SCOTT: Commissioner Schmidt.

MR. SCHMIDT: Aye.

MR. SCOTT: Commissioner Snyder.

MR. SNYDER: Aye.

MR. SCOTT: And Commissioner Wingert.

MR. WINGERT: Aye.

MR. SCOTT: The ayes have it.

MR. BRADEN: [Inaudible; talking off mic]

MR. SCOTT: Sorry. Commissioner Braden.

MR. BRADEN: Aye.

MR. SCOTT: Okay. Sorry. The ayes have it with one abstention.

MS. DUKELOW: Thank you.

Motion 1: **Wayne Snyder - Ward I/Katherine Duderstadt - Ward II:** Approve August 24, 2026, Planning Commission Meeting as amended. **The motion carried 7-0-1 with Commissioner Cullinane abstaining.**

III. NEW BUSINESS

1. Reconsideration of Case #26-25

MS. DUKELOW: Under New Business tonight, we have Case #26-15, an application for the Mission Foxridge Preliminary Development Plan at 5665 Foxridge and 5700 Broadmoor.

This is a reconsideration of an application for the Mission Foxridge Preliminary Development Plan. This case was first considered by the Planning Commission at the July 27th meeting. At that time, the case was continued to the August 24th meeting, where the Planning Commission voted unanimously to recommend denial of the case to the City Council for the following reasons:

1. Non-compliance with the Comprehensive Plan.

2. Traffic considerations that had not been fully addressed.
3. Cladding non-conformance for the proposed high-rise structure.

The City Council took up Case #26-15 at their September 16th meeting. After hearing a presentation from staff, the development team, and comments from the public, the City Council voted to remand the case back to the Planning Commission for further consideration with the following directions:

1. Review substantial new traffic study information.
2. Determine whether the proposed development is likely to materially increase traffic, excuse me, injury risk.
3. Reconsider the requested EIFS deviation in light of the newly submitted mineral wool system and supporting documentation.
4. Give greater consideration to current economic conditions affecting the feasibility of mixed-use development.
5. Reconsider the Preliminary Development Plan as a whole and return updated recommendations to the Council.

So, the purpose of tonight's meeting is to reconsider Case #26-15 with those specific directions. We will not be considering additional matters that may pertain to this case.

I would like to note that we are not holding a formal public hearing on this case tonight as we took testimony at the July 27th and August 24th meetings. However, for this meeting ww will open it up for questions and comments from the public. But such questions and comments should only pertain to those items in the remand from the City Council. Those are:

- Increase of traffic injury due to the proposed development;
- The requested deviation to use EIFS with mineral wool for exterior cladding; and
- The feasibility of mixed-use development given the current economic conditions.

In advance of Mr. Scott's staff report, I will yield the floor to Mr. Wingert.

MR. WINGERT: Thank you, Madam Chair. I am recusing myself from consideration of this application. After the last Planning Commission meeting, I became aware of a business relationship between my employer and the applicant. Although that relationship is unrelated to this project, I believe recusal is appropriate to avoid any actual or perceived conflict of interest. As such, I'll not be participating in tonight's discussion and will leave the chambers as indicated by our bylaws.

MS. DUKELOW: Thank you, Commissioner Wingert.

MR. WINGERT: Thank you.

(Commissioner Wingert recused himself from the meeting.)

MS. DUKELOW: Mr. Scott, will you please give a staff report? Oh, I missed a paragraph.

MR. SCOTT: Okay. Thank you, Madam Chair.

As stated, the Planning Commission has been asked by the City Council to reconsider Case #26-15, Preliminary Development Plan for the Mission Foxridge Development Project at 5665 Foxridge and 5700 Broadmoor.

This proposed development project would entail construction of a new 4-story apartment building with 308 units at 5665 Foxridge, renovation and repurpose of the 10-story 5700 Broadmoor office tower to a 176 unit apartment building, and construction of a new 7-story apartment building with 163 units at the northwest corner of 58th Street and Broadmoor.

As stated by the Chair, this case was first considered by the Planning Commission at its July 27th meeting, and they continued it to the August 24th meeting. At the August 24th meeting, the Commission voted 9 to 0 to recommend denial of Case #26-15 to the City Council for the following reasons:

1. Non-compliance to the Comprehensive Plan.
2. Traffic considerations had not been fully addressed; and
3. Cladding non-conformance for the proposed high-rise structure.

Case #26-15 was heard by the City Council at their September 16th meeting. And after due consideration, the Council voted 9 to 0 to remand the case back to the Planning Commission with the following instructions:

1. Review substantial new traffic safety information.
2. Determine whether the proposed development is likely to materially increase traffic injury risk.
3. Reconsider the requested EIFS deviation in light of the newly submitted mineral wool system and supporting documentation.
4. Give greater consideration to current economic conditions affecting the feasibility of mixed-use development. And then finally,
5. Reconsider the Preliminary Development Plan as a whole and return updated recommendations to the Council.

So, this brings us to tonight's meeting. As stated by the Chair, the Commission has been asked to reconsider its decision based on the points just listed. For the sake of keeping the discussion on point we will only discuss these items. It would not be appropriate to bring-up new points or issues to discuss. Discussion points such as setbacks and building orientation are passed. Instead, we need to focus on what is in front of us tonight, and it's those four or five points.

I'll go through each of the points on the remand and then the applicant will have a presentation of their own that they will do likewise. These will become the findings of fact of the Planning Commission that they may use in support of their decision if they choose.

Traffic Impact Study

So, for the traffic study. A Traffic Impact Study, a TIS, was submitted as part of the original application back in May. The TIS identified the number of vehicle trips anticipated to be generated from the proposed development during peak driving times, morning and afternoon rush hour, and the potential impact that those additional vehicle trips would have on the surrounding road system, including Metcalf Avenue, which is a state road controlled by the Kansas Department of Transportation, KDOT.

The City's On-Call Traffic Engineer reviewed the initial study and provided comments that were ultimately incorporated into the final TIS that was made a part of the Planning Commission's packet for the July 27th meeting.

After the July 27th Planning Commission meeting and at the direction of the Planning Commission, City staff reached out to KDOT officials at the local district office to see if they had received and reviewed the TIS, and if so, did they have any thoughts about the study. After staff's initial conversation with KDOT officials, the KDOT officials came to the conclusion that an access permit would most likely be needed for this project.

This information was shared with the applicant along with a new stipulation proposed by staff that the applicant would have to obtain an access permit prior to the issuance of any building permit. The applicant objected to this requirement and reached out to KDOT themselves to inquire about this. KDOT requested that a revised TIS be submitted with any recommendations for improvements on Metcalf to be removed. After reviewing this revised traffic study, KDOT officials came to the conclusion that an access permit was not needed. This came about or right before the August 24th Planning Commission meeting.

KDOT has subsequently provided a formal letter to the City stating that an access permit is not required, and the applicant has submitted a revised TIS for the City's consideration. Both of those items are in tonight's packet. This revised TIS has been reviewed by the City's On-Call Traffic Engineer and, as I stated, is included in your packet, as well as a letter from KDOT.

The question now before us is whether the proposed development is likely to materially increase traffic injury risk. KDOT has taken the position "that while the existing Level of Service, LOS, for the Metcalf southbound left-turn movement afternoon peak hours is poor, there is a lack of evidence in the TIS that the development will generate a great enough traffic impact to warrant an access permit." The quote is right out of their letter.

Mr. Jeff Wilke, Traffic Engineer with Kimley-Horn, representing the applicant, further explains his rationale in his memo dated September 24th, which is also included in your packet. Mr. Wilke explains that the overall crashes per million entering vehicles at this intersection is 0.17, which is less than the average rate of 0.4 crashes per million entering vehicles at intersections across the entire state highway system. He further explains that the southbound left-turn movement has an average daily traffic count of 1,090 vehicles with an average of 1 injury crash per year. The proposed development will result in an average daily traffic count of 1,640 with 1.5 injury crashes per year. So, the increase in traffic generated from the development is not expected to substantially increase the traffic injury risk. And Mr. Wilke can speak more to this point when the applicant makes their presentation.

The City's On-Call Traffic Engineer did review the memo from Mr. Wilke and provided the following statement:

> *The crash analysis is noted and indicates that the intersection is currently operating below statewide average crash rate. We have also reviewed against the data provided within the traffic study and confirmed this. The intersection therefore does not presently exhibit crash experiences that would be considered statistically over-represented based on KDOT's methodology. However, the proposed development is expected to increase entering traffic volumes at the intersection, which increases vehicle exposure and the frequency of vehicle interactions. While an increase in exposure does not necessarily translate directly to an increase in crashes but supports continued monitoring of both operational performance and crash experience, particularly for the southbound left-turn movement identified in the TIS as operating near or above capacity under future conditions.*

Deviation Request to Use EIFS as an Exterior Cladding for Building #2
Now, as for the EIFS. The City Council asks that the Planning Commission "reconsider the requested EIFS deviation in light of the newly submitted mineral wool system and supporting documentation."

The Form-Based Code does not permit the use of Exterior Insulation Finishing System, EIFS, on mid-rise and high-rise buildings. Mid-rise buildings are up to 4 stories, and high-rise buildings are 5 stories to 16 stories. The Johnson Drive Guidelines also discourage the use of EIFS and limit its application to only 25 percent of the facade of any one story.

The reason for this is that EIFS has historically been perceived as a less durable, not as long-lasting exterior cladding for buildings. EIFS has had issues in the past with moisture being trapped within and sun fading and cracking over time. It is also susceptible to damage from hail and from blowing debris during high windstorms. The insulation that is used in traditional EIFS is a plastic-based product that can be highly flammable and presents issues with fire spread. This can be particularly difficult to control on high-rise buildings where the fire department has limited ability to address the situation and put out a fire on the exterior of the building.

The applicant is proposing to utilize EIFS with mineral wool. Mineral wool, also called stone wool or rock wool, is made from basalt and slag. In EIFS assemblies, it replaces foam plastics like EPS and has a higher fire performance rating and vapor permeability is required. It is installed as rigid or semi-rigid boards mechanically and/or adhesively fastened to the substrate. Manufacturer specifications for mineral wool show that this has been tested and verified to meet NFPA, which is the National Fire Protection Association, 285 requirements and can be used on construction Types I through V.

And, we have shared this information with the Fire Marshal of the Consolidated Fire District No. 2, and he is okay with the use of the application as well as our Building Official.

Staff has added the following stipulation for use of EIFS, if so agreeable with the Planning Commission:

> *If a deviation is granted for the use of EIFS on any building or structure where it is otherwise prohibited, the selected EIFS shall utilize mineral wool, or a like non-*

combustible stone wool insulation, and shall be suitable for the applicable building construction type and specifically tested, listed, or approved for the manner, location, purpose, and extent of the proposed use, including the proposed building heights, setbacks, fire department access conditions, continuity, and extent of insulation. The complete exterior wall assembly shall meet all applicable NFPA 285 and NFPA 268 fire-performance requirements and shall be designed, specified, tested, documented, installed in compliance with the City's adopted building and fire codes, and all applicable reference standards. Prior to issuance of a building permit, the applicant shall submit complete specifications, product information, evaluation reports, testing and listing documentation, and construction details for the proposed EIFS assembly demonstrating compliance with these requirements for review and approval by the Building Official and Fire Marshal. The Fire Marshal from Consolidated Fire District No. 2 has reviewed and agrees with the proposed stipulation and the applicant has as well.

Current Economic Conditions Affecting the Feasibility of Mixed-Use Development
On to mixed-use. The City Council asked that the Planning Commission "Give greater consideration to current economic conditions affecting the feasibility of mixed-use development."

As stated in the staff report, the genesis for the Form-Based Code was the West Gateway Vision Plan adopted in 2006.

The West Gateway Vision Plan reimagines the City's commercial district on the west side as being a more densely populated, a more active, and a more pedestrian-oriented area. At the heart of the district is an "urban core" zone with high-rise buildings that sit at the edge of the public realm (sidewalk) and have a variety of mixed uses, including retail, office, and residential within. Surrounding this urban core is a neighborhood transition zone that is less densely populated and includes smaller, mid-rise and low-rise buildings of either mixed-use or single uses. At the edge is a residential transition zone with mostly residential uses that serve as a buffer to the existing single-family neighborhoods that surround the west commercial district.

The West Gateway Vision Plan envisioned, and I quote, "approximately 7.3 million square feet of residential space," that equates to 5,699 residential units, "158,000 square feet of new retail space, and over 11,000 off-street parking spaces." So, that's kind of what was envisioned in that West Gateway plan.

In particular for retail use, the Vision Plan states, "Retail in this development area will exist in mixed-use structures. The retail is appropriate for a range of small-scale restaurants or large general retail shops not to exceed 5,000 square feet. The retail will serve residents in the immediate area and be limited somewhat to serve outside visitors to the West Gateway area."

So, in conformance with the existing code provisions, staff has generally advocated for ground floor retail in the initial stages of many of the recent development applications that have come before the Planning Commission. However, there has been hesitancy on the part of the applicants to do this. The hesitancy is often expressed in terms of potential difficulty with securing and maintaining good tenants or with the fact that new retail space in a new building will lease for much more than existing retail space in Mission.

In a few cases where the applicant has incorporated ground floor retail spaces into their development project, The Locale at 6201 Johnson Drive being an example, retail space has remained vacant for five-plus years. In the case of The Lanes, the mixed-use requirement was met through the inclusion of seven (7) live-work units on the ground floor, of which only one has been leased for residential use only.

The City is currently undertaking an update of its zoning code. The first step in this process was to review the Comprehensive Plan and past planning documents to determine the feasibility of existing recommendations, many of which were developed nearly 20 years ago, of being fully implemented. This included a review of the current retail environment in the City.

The review showed that while Mission has approximately, has a population of about 9,900, there's a much larger area with the population of nearly 15,700 that is being served by the Mission retailers. This results in a pull factor of 1.57, meaning the City attracts about 57 percent more retail spending than its own resident population would normally generate. While this may seem favorable, it also highlights the challenge of sustaining additional retail development, since growth depends on continuing and even expanding this market reach.

The Mission Gateway Vision Plan anticipates 158,000 square feet of retail development on the west end of the City and the East Gateway Redevelopment Plan 150,000 square feet on the east end for a total of 308,000 square feet of new retail development. This new retail development would need an additional 4,700 people to support it, assuming existing spending patterns remain constant. Without a significant population increase or stronger capture of spending from beyond the City limits, the existing market cannot sustain the proposed level of new retail space anticipated in these planning documents.

The applicant has prepared a letter with some of their own market research that reiterates this point. I'm sure they'll speak to this point during their presentation. So, Madam Chair, that concludes my staff report.

MS. DUKELOW: Thank you, Mr. Scott. Mr. Block.

MR. BLOCK: Thank you. I don't have a full presentation, but I will give a few comments, and I'll try to get closer to this mic. I think some people are having trouble hearing, so I'll get right up here. I think most of what I had to say was addressed, so I won't reiterate it. But we did submit some things between last time that I was here and today.

Current Market Conditions

As it relates to mixed-use, we did provide the detailed memorandum that includes the City's November 2025 Land Use Audit. As Mr. Scott mentioned, that audit called for an additional 4,700 residences at that time to support the existing and approved retail in the City of Mission. So, what that means was the audit actually specified additional residents would be needed in the City to support what was already, what was already there and what was coming. And so that was back in November of 2025.

We went and we ran our own CoStar market data report at that same time to provide more detail related to both the existing retail market in Mission and the existing retail market in Kansas City and Northeast Johnson County, to provide more data for that. And then, as Mr. Scott mentioned, we provided a letter from one of the best retail experts I know in Kansas City who actually works in other areas of Mission, and he

provided some background. I might mention just a line from his letter, if that's okay. I know you guys received a copy, but I think it's very relevant here.

Per that letter, he states, I've reviewed the general location and proposed development at 5700 Broadmoor. In my opinion, the property presents greater retail-leasing challenges because it is not directly adjacent to a readily visible -- adjacent to a readily visible from an established commercial corridor and would have more constrained customer parking. Additionally, the letter goes on to say, based on the experience this team has had in other areas of Mission, at Mission Crossing, surface parking, convenient access and proximity to other places has, other places like Target has experienced, that retail center has experienced some challenges maintaining consistent retail occupancy and especially meaningful rental-rate growth.

So, that's new types of space that was developed with retail in mind. And the idea is we have a retail expert that's providing background that it's difficult to get that rent growth in that type of retail. And on the other hand, to build it at a very high cost per square foot and try to compete with this existing retail would be difficult in an environment where there was enough residents to support that retail.

And so, that combined with the Land Use Audit that says there's not enough residents for that type of retail is kind of a double blow to that situation. So, it's very difficult feasibly. And we think that these points and this new evidence that we've supported or that we provided supports how difficult it would be to provide retail in that manner.

I do want to, if you can, pull up my -- I had my Council presentation here that we gave. If you can go to the retail mixed-use slide. I'll tell you. Keep flipping through. Keep going. One more. Right there.

So, we provided this exhibit, and it's in the memorandum that I provided to you all. It's as an exhibit in that memorandum. What this does is it shows how the project addresses mixed-use in a horizontal pattern. In other words, just because the building itself does not have mixed-use in it, does not have retail in it, it still provides and supports a mixed-use environment based upon the other retail centers that exist in very, very close proximity to our building and in areas where retail works better, closer to Johnson Drive.

So, the Comprehensive Plan actually addresses this in some of the language that it has. And some of those quotes are here on the screen and in the memorandum I provided. It says mixed-use development should remain flexible, allowing owners to retrofit and accommodate changing needs. One of the issues with the 2006 adaptation of some of these stipulations that call for mixed-use is that it was pre-Great Recession. It was pre-COVID. A lot of the retail developments at that time were immensely different from what would work in today's time. And so that's part of why it calls for flexibility in the future. Not that anyone could predict the changes in the marketplace that have occurred, obviously, but I think it understood that it was going to be in place for a long time, and it would require flexible interpretation of what it was saying in the future.

And then it does expressly recognize horizontal mixed-use as achieving its goals. So, you know, part of what I wanted to do was take a step back and see how we address the intent of the plan as opposed to the specifics of the plan. And I think that really supports that side of things.

EIFS

As it relates to EIFS, I'll address mixed-use, EIFS, and then traffic. We provided more details about our planned EIFS material, which I think gives a lot more background into how that will address some of the concerns that were raised before some of this detail was provided. And we worked with City or accepted some of the City staff's detailed stipulation in terms of what they provided for the approval. That stipulation requires non-combustible mineral wool insulation, applicable fire performance testing, complete technical documentation, and review by both the Building Official and the Fire Marshal before a building permit is issued. Those are all things we plan to do anyways, or we plan to provide material that would accomplish those goals for the City anyways. But it's a good faith agreement, I think, between staff and our team that, hey, you know, that we have nothing to hide. We're totally willing to accept these things. And so, we've accepted that stipulation as written that I think is a part of this proposal tonight, as opposed to last time that we were here before you all.

Traffic

As it relates to traffic, as Mr. Scott mentioned, Kimley-Horn has submitted a memo concluding the project isn't expected to materially increase traffic injury risk. And additionally, KDOT has formally indicated that the Metcalf Avenue improvements previously discussed would not be required. I know there was some confusion last time we were here, and so they formally addressed that.

I think taking a step back from those two points that are very important, one of the things I think I could have done a better job addressing here the first time is it's less of a question of will there be traffic impacts from what happens on the site and more a question of how has this site generated traffic in the past. How can it generate traffic today as currently approved and how could it generate traffic as proposed as part of this residential overall development?

In the past, you have two office buildings. The traffic report indicated that there was probably just over 1200 employees coming and going every day at that time. Those employees were using the intersections. Those employees were leaving at peak AM and PM weekday traffic times, which is one of the most -- office use is one of the most congesting traffic patterns there is. So, that's what's been there for decades.

I understand that JCPenney's office building is no longer there. We did knock it down because it was a huge security risk and it was very blighted and there were people getting inside and it was an issue. So, I understand that building is not there today.

But there is an existing 5700 Broadmoor office building that has over 170,000 square feet that has been office use and has been fairly heavily occupied up until last year. So, although we've only owned the building for the majority of this year, that building did have a major tenant that left earlier, towards the turn of last year. So, that building did support the employees coming and going during the day. Obviously, pre-COVID, all office buildings supported more employees, but that building is an existing office building on the site.

As currently approved, the construction of 307 units at the north end in the 56 Foxridge project could move forward, and the office building would support office use. While I don't think it's incredibly competitive in today's office environment, I think it would have a really tough time competing with Class A office. I think we'd have a really tough time attracting businesses. An owner, whether it's us or somebody else, would likely go to

rent that office space at probably a lower rate, but they would try to fill the building so that they could support the cost of that building. And so, when you compare what was there before in terms of the two office buildings fully occupied, what's there today in terms of what we could build or what we would do with the site if we, with the existing approvals that are there, which is an office building at Broadmoor and a 307 unit apartment building on the north end, and then you have what we're proposing, which is full residential in that corridor. The traffic flow of the full residential in that corridor compared to what was there for decades is about half. It's actually 55 percent less according to the traffic data in terms of that statistic, in terms of the peak AM-PM traffic flows during the weekday.

So, when you compare what was there to what is proposed, we will be decreasing those peak flows by a little over half. And then you do have to take into consideration what is approved today, I think, in terms of taking a step back and looking at all those things.

So, with that said, I appreciate everyone's time. I know we're here a second time. And staff's recommendation for approval with these stipulations. I believe some of this background that we provided directly answers the questions that Council raised in terms of their remanding back to this body. I want to keep in mind that we're not requesting a zoning change. The Comprehensive Plan does call for high-density residential in this area. And I think we've addressed its intent for the overall district and corridor.

So, we will be here for questions, and we respectfully request the Planning Commission allow us time to address any questions that might come up between now and deliberation. Thank you.

MS. DUKELOW: Thank you, Mr. Block. All right. Does any member of the Planning Commission have any questions or comments on the five items that we are here to address this evening?

MR. BRADEN: I do have a question of staff.

MS. DUKELOW: Yes. Mr. Braden.

MR. BRADEN: Yes, Chair. As far as the EIFS not being allowed on high-rise buildings and then the 25 percent limit on the other types of buildings, what was the basis of that restriction, of those restrictions? And that all is going to lead up into my observation of the fire-rated versus the typical old time EIFS material.

MR. SCOTT: So, the stipulations on EIFS. The Form-Based Code was actually adopted in 2006 and 2007. And then the Johnson Drive Design Guidelines were actually updated in 2008, which is long before my time with the City. So, I can't really speak to exactly why those stipulations. And I'd probably look to you because I think you've been around longer than I have. You might be able to answer your own question. But I think, you know, as I stated before, there is kind of a history with EIFS, questions about durability, questions about it absorbing moisture. And so, there's kind of that history really kind of, you know, that was sort of the forefront, I think, of decision makers at the time for those stipulations on EIFS.

MR. BRADEN: So, I think my deeper questions is was the high-rise building anything to do with fire rating?

MR. SCOTT: I would imagine so, yeah.

MR. BRADEN: So, if this new EIFS is fire rated, then that makes that important point.

MR. SCOTT: Right, exactly.

MR. BRADEN: And then the 25 percent on other buildings where it is allowed, is that for massing or is that just -- I'm trying to see what the --

MR. SCOTT: I think it probably kind of goes back a little bit to the fire rating. I think it's also, yeah, just kind of the massing and sort of the visual appeal of the building, if you will, sort of a variety of different materials within the facade.

MR. BRADEN: Okay.

MR. SCOTT: Kind of break up the massing a little bit.

MR. BRADEN: All right. Thank you.

MS. DUKELOW: If I might add, the Johnson Drive Design Guidelines, that's clearly written, the 25 percent. And the guidelines that we follow, historically, also require reveals and setbacks, a play of light and shade and variation in the materials as opposed to everything being -- all of the surface being the same without any relief, if you will, in the surface. So, that was, I believe, one of the reasons why the EIFS was limited.

MR. BRADEN: And that's what I assumed.

MS. DUKELOW: And, yes.

MR. BRADEN: I just wanted to make sure I was understanding correctly.

MS. DUKELOW: Yes. Okay. Yes. Mr. Snyder.

MR. SNYDER: So, Brian, you know, mine goes to the Comprehensive Plan. And I recall when we were approving the Comprehensive Plan and we had all the boards laid out and the number of townhouses and fourplexes. There wasn't a whole lot of design with regard to the City's Comprehensive Plan for apartments. To me, it seems like we're deviating from the Comprehensive Plan that the citizens that came there and reviewed the plan, and we reviewed that with all the designs that were there. And I guess my question is what -- were there any apartments? So, right now we're sitting at with regard to single-family dwellings and multi-family dwellings, we're at 48 percent multi-family dwellings. This project would put us around 58 percent.

So, I guess as a commission, we need to ask ourselves with regard to the Comprehensive Plan and what was previously approved, are we looking at a city where there's going to be almost 60 percent multi-dwelling units as opposed to 48 percent where we are now, and something that's contrary to what was in the Comprehensive Plan? I don't recall seeing -- what I recall seeing was townhouses, maybe condominiums, duplexes. Right now, we're looking at 600 -- 600 apartments. And I think the Comprehensive Plan really wanted residents, wanted development of those

kinds of residents where folks would have some skin in the game as it relates to Mission.

MR. SCOTT: I don't think the Comprehensive Plan ever got as specific as the number of single-family homes versus townhomes versus condominiums versus apartments. What it did, and I don't unfortunately have that Future Land Use Map with me tonight, but you'll remember as a part of that plan, we adopted a Future Land Use Map. And that Future Land Use Map really identified that entire west commercial area on the west side of town as being mixed-use, high density.

And so, this is further defined in the comp plan to include pedestrian-friendly, mixed-use housing, office and retail uses in either a multi-story building, vertical mixed-use, or in a cohesive development of separate or attached buildings or horizontal mixed-use. Density is 3 to 10 floor area ratio for retail office and 50 or more dwelling units per acre for residential. So, that was really kind of the vision, really kind of carrying forth that West Gateway vision that I was talking to earlier that was the genesis for the Form-Based Code.

The Comprehensive Land Use Plan that we adopted a few years ago really kind of carries that forward. It envisions a pretty dense area.

MR. SNYDER: It could be condominiums.

MR. SCOTT: It could be if the market supported that, yeah.

MS. DUKELOW: Any other member of the Planning Commission have a question or comment related to the --

MR. BRADEN: Mrs. Chair.

MS. DUKELOW: Yes, Mr. Braden.

MR. BRADEN: I have a comment more than a question. It was brought up I think on this sheet right here, the intent of the Comprehensive Plan. I totally understand, or I can understand the retail portion of the project not being feasible. But on the other hand, I don't think we can count this as meeting the intent of the Comprehensive Plan because I think that intent was to either be horizontal or vertical mixed-use within the project itself, not just saying, well, we're next to some other buildings that could support this. So, we're meeting the intent of mixed-use development. Anybody could say that that they're developing.

MS. DUKELOW: Okay. Thank you, Mr. Braden.

MS. CULLINANE: Madam Chair, I just have a couple of comments.

MS. DUKELOW: Yes, Commissioner Cullinane. Thank you.

MS. CULLINANE: So, I think what we had talked about a lot in like the development of the new Comprehensive Plan, is also just having that transition. I think the big fear or concern that we talked about in putting that together was not having high density right next to like single-family homes, having that somehow buffer transitional period between having like high rises right next door. So, it's really nice, like what we've done on

Johnson Drive and the townhomes, like kind of like that transition period. And so, that's where I think maybe where Commissioner Braden is coming from too is having that transition because it is going to be very, you know, having these high rises right next to the single-family homes.

Well, I do understand the economical impact, or not even economical -- environmental impacts of saving a building, right, and repurposing it. I do like that. But it is just a lot for the size of the project because of that being right next -- that there's not that mixed types of housing, I think, within that. And having all of that just be right next to the single family. I think that's what we had heard a lot previously from residents, but also us and then how we feel about that with our comprehensive discussions.

The other one is just around the KDOT. Like I guess, I listened to the City Council meeting, right? And I've read all the letters. And what it sounds to me is the road is bad now. This could make the road worse. But they're like, we don't really have, I guess, from what I'm reading, and let me know other Commissioners' thoughts from how you read it, and even Brian and staff. But it just seems like they're like, yeah, there's not that new access point that's required right now, but it's not great now. This isn't going to help anything, and it's still going to be pretty bad.

So, to me, it's just like, yep, the KDOT doesn't really have a -- to me, it's like, nope. This is going to be okay. It's just like, no, we'll continue to work with the City of Mission on this issue. Like they called it an issue. So, that's where I guess I go back and forth. Like, I still am like, I understand. I'm glad that we got a response from KDOT. I'm glad that they answered that they didn't see the access point. But to me it doesn't give me the good feeling that it's going to be okay.

MR. SNYDER: And I'd like to add to that, Madam Chair, if I may.

MS. DUKELOW: Mr. Snyder.

MR. SNYDER: So, the access permit is basically, you know, from what I read was KDOT is -- it's not required in an improvement because it's not in KDOT's right-of-way. I mean, that's what I understood it to be. It's not in KDOT's right-of-way, so an access permit is not permitted because it doesn't infringe upon KDOT's, I guess, roadways.

And I did read here somewhere, and I was trying to find the exact place that, of course, there's going to be, and to your point, of course, there's going to be -- there's traffic now, and then there's going to be additional traffic in the future. And just common sense, right? And I live in that area, and I see the traffic backed up. So, if there is traffic now, and, you know, data, you know, you can have all the data you want but, you know, your eyes don't really lie when you actually see the traffic and there's going to be more traffic. So, that to me, that's going to be an issue.

And then I, you know, I did some research and there was a car accident in March of 2026. It was an injurious accident out there that I found. It was a three-person injury, wrong way accident that was there just this year. So, Brian, question. I guess, do we know the number of accidents, and I guess you would have to get that information from KDOT and/or the Mission Police, that's been in that area, the southbound, going southbound on Metcalf and turning left on 56th Street? Do we have that information?

CITY ADMINISTRATOR SMITH: Yeah. It's in the traffic study.

MR. SCOTT: It's in the traffic study. I don't have the traffic study.

MS. DUDERSTADT: Wasn't it -- I think I wrote it down.

CITY ADMINISTRATOR SMITH: I know we've all worked on this.

MS. DUKELOW: So, thank you. Thank you, Miss Smith.

CITY ADMINISTRATOR SMITH: Laura Smith, City Administrator. So, I believe at the intersection at the acceleration lane for northbound 58th and Metcalf, we know that KDOT has undertaken those improvements at their expense as part of the bridge repairs. That was the highest -- that was the location surrounding this project that had the highest number of crashes. And I believe it was 31, somewhere in the 30s in the five-year period. And I believe nine of those resulted in injury. The 56th and Metcalf acceleration lane, which was also discussed, I believe had five crashes in that same time period, none of which resulted in injury. And then I don't remember the injury for the left, southbound left turn lane in the traffic study.

MR. SCOTT: I found the traffic study. So, there's four injuries in the time period between January of 2020 and December of 2024. All four resulted in an injury of some sort. Four accidents, four injuries.

MR. SCHMIDT: I have a follow-up question to that, just regarding the Traffic Impact Study.

MS. DUKELOW: Commissioner Schmidt.

MR. SCHMIDT: So, in the previous version, we saw -- there's a couple sentences that were in there that were not in the revisions. And if someone could just speak to specifically why they were removed. So, there's one sentence, the crash analysis indicates that safety improvements should be considered to address concerns identified. And then there's another sentence that says the study identified mitigations to improve the safety and operations at the 56th and Metcalf Avenue intersection.

So, what, I guess the question is, what changed from the first version of the report to the second? Is there any change to the underlying data or what exactly changed opinions that appeared in the report or caused things to be taken out of the report?

MR. WILKE: Yeah. Good evening. Jeff Wilke from Kimley-Horn. So, I drafted the Traffic Impact Study, authored that. So, we originally did a first Traffic Impact Study back in 2022 for the project and had worked with KDOT in coming up with some ideas and solutions for the intersection.

When we took a look at the study again, we carried some of those similar improvements forward into this study. Talking more with KDOT and looking at it some more, they're looking at the rates of crashes that have happened at that location and looking at how much is the impact of the development and such. And KDOT wanted us to look at this again. KDOT requested us to look at this again and say, are these improvements absolutely necessary for this development.

So, that's when we took the more detailed look into that crash data for those specific locations. There's always improvements that could be made, right, that we look at out there and that could be made to help things out. We looked at, is this necessary for this. We looked at, we have an intersection that's crash rate is well below the statewide average. While there is crashes occurring, you know, we don't like to see any crashes, but they do happen, you know, in the statewide system. So, after that further in-depth look, that's when we said, you know, looking at these numbers, these wouldn't be out of line for an intersection if the improvements weren't made.

MR. SCHMIDT: Thank you.

MS. DUKELOW: Thank you. Anyone else before we take comments and questions from those in attendance?

MS. DUDERSTADT: Chairwoman, I had a question for the Block Group. I think about mixed-use. Just looking around the community, a few -- I think maybe at our last meeting, someone brought up the, like, Central Station development in Merriam, that recent where like the HomeGrown and Shake Shack is, that's a mixed-use development. And thinking of, like the Promontory in Overland Park, I hear you on -- I can see why a retail space would not do great like north of Broadmoor Park. But one of my questions is, you know, you brought up how economic conditions have changed that have made it harder to do mixed-use projects. When do you feel like that change happened?

MR. BLOCK: I think as it relates to Market Station, for an example, and Drake Development does a really great job at retail. Part of what makes that retail work is some of the same things that Mr. Berg covered in his letter, which is access to an adjacent, large thoroughfare. In that case, it's I-35 and Shawnee Mission Parkway.

MS. DUDERSTADT: Absolutely, yeah.

MR. BLOCK: It's been great retail for a long time. I think it was a Kmart back in the day.

MS. DUDERSTADT: Sure.

MR. BLOCK: Certainly, way before recent times here. But part of what makes that retail work and part of what makes the retail work along I-35 at those interchanges as it continues northward is that amount of traffic coming off that exit right there, going to get gas, and then getting back on the highway and leaving.

It becomes really difficult when you have to come as far as we are from I-35 all the way up. Most of that retail is a function of Shawnee Mission Parkway and the intersection of Metcalf over there. Yeah. Metcalf over there. So, that's part of what makes, like the Super Target over and down the street and Johnson Drive and some of those areas work and why Market Station works.

I would say as it relates to this specific deviation, a lot of those changes occurred during COVID. A lot of those changes were already in effect at the time of the City's Land Use Audit in 2025.

MS. DUDERSTADT: Okay.

MR. BLOCK: So, what that audit found was there was already too much existing and approved retail, and more residents would be needed to support that retail. So, I don't think those changes occurred in the last year necessarily. I think that identified the existing problem. That also speaks back to some of the issues in the letter in terms of market rent growth, in terms of bringing in those new tenants into spaces outside of Johnson Drive, and things like that. So, I think it was a combination of the post-COVID retail environment, which affected everybody, and it really -- what I'll say is it really condensed retail into the areas that really work versus, well, back in the 2011, 2010, before my time, from what I've heard is retail kind of worked everywhere back then.

MS. DUDERSTADT: Sure.

MR. BLOCK: You know, there were malls and things like that that we don't have as many of anymore. But retail has become much more of a central type of development. It's very expensive. Rents are very competitive. Part of that is something I do understand more, which is in terms of things cost a lot more to do now than they did five years ago versus ten years ago. So, when you have an existing retail pad site or an existing inline retail center, it just costs half as much to build it. They paid down a lot of that principal in terms of the mortgage that they've had for five, ten years. And so, they're able to charge less in rent to tenants. And so, a tenant that's looking at a retail center that's $15 a square foot. I think the average in our CoStar report, if you get into the deeper data, was about 17 bucks a square foot --

MS. DUDERSTADT: Okay.

MR. BLOCK: -- versus us going in and spending up to 500 bucks a square foot to build it in the bottom of a building with its portion of water and sewer and all the things that you have to do to allow for retail. It's just not competitive for us to try to do that and support it.

I also think that there's another side of the coin, which is not necessarily something you would think of, which is if there's retail in this location, a lot of those retailers, especially for the rent that we would have to charge, would demand some sort of, most likely, visible and convenient parking for people coming to the retail centers.

If you could flip to the before and after slide on my presentation, a lot of what we're trying to do in terms of creating a residential feel along Broadmoor for the residents and creating that transition from the more retail heavy Johnson Drive area through to the Broadmoor Park, and through to the residential areas is we're not going to have those front and center parking lots. Our entrance is not facing the neighborhood because we don't want deliveries and we don't want a high level of traffic pulling off of that street.

We are creating a front stoop environment on the north and east side of our project that feels more like a residential development. When you're walking along the sidewalk, what you're going to see is very high levels of landscaping. You're going to see access to those first floor units from the street level. Those actually have small yards in front of them, so they're specific to that unit on the first floor. And they're really popular in our developments in other areas of Kansas City.

We have 44 Washington, which is in here somewhere, if you're able to find it, Brian, is an existing project. It's actually where I live. It's in the Plaza. It has adjacent one-story

houses directly across the street. And so, we created this transition after many iterations of the project with neighborhoods right there on the bottom of this page. So, that's real world. Those aren't renderings. There is exits to and from these units with small yards and people keep their dogs out there sometimes behind the fence and things like that. But the residents directly across the street from that really appreciated that transition because the other side of that project is St. Luke's. So, you go St. Luke's, our project, and then residents. So, we created that transition that I think has been really popular.

And retail would just support a lot more traffic, a lot more visible parking. You have a lot of coming and going more frequently versus residential and things like that. So, long winded --

MS. DUDERSTADT: Sure. Yeah. I'm smiling in part. I lived at 45th and Jefferson while this was being built.

MR. BLOCK: Okay. Yeah.

MS. DUDERSTADT: So, I know exactly where this is.

MR. BLOCK: No, I was -- it was years ago, but the project, I think the first time they went through was not approved, and they came back a year later with a much more residential transition type project. And it's been super popular. It's actually three stories on the residential side and five stories on the St. Luke's side.

MS. DUDERSTADT: Okay.

MR. BLOCK: And it's only two acres. So, its transition happens in the building kind of thing. But this is the same type of feel that we're proposing.

And it's not cheap to do that level of landscaping and those level of first floor units on the Broadmoor Street and the Foxridge North side too. So, that's part of how we're addressing that. I think retail would come with a lot more of a high traffic street level environment.

MS. DUDERSTADT: Yeah. Okay. Thank you.

MS. DUKELOW: Thank you. All right. With that, I believe we will open it up to our guests here, the public. So, I want to remind everyone that the case was remanded back from the City Council to further consider the following five items:

- Substantial traffic safety information.
- Determine whether the proposed development is likely to materially increase traffic injury risk.
- Reconsider the requested EIFS deviation in light of the mineral wool system, which has been accepted by the Fire Marshal.
- Give greater consideration to current economic conditions affecting the feasibility of mixed-use; and
- Reconsider the Preliminary Development Plan as a whole.

If anyone in the audience would like to share comments, we'll receive those at this time. Please let your desire be known and I will call you to the lectern. Yes, ma'am. Yes. Please come forward. Oh, sorry. Yes, please.

MS. DONAWAY: My name is Kim Donaway. I live in Ward 3. I've been here since ’88. I sat on the -- when we put together that Comprehensive Plan back in ’06 and ’07 and passed the Form board, all that, I sat and listened to that.

One of the questions that they asked the residents of this City was how high did we want an apartment building right next to single-family homes. So, ScriptPro was the one. And so, we said three stories. We were happy with that. And then going into the business district, they could build higher.

So, if you're looking at a five- or six- or seven-story sitting right next to the apartment to the single-family homes, that doesn't work because the residents didn't want them that high to begin with.

Slow down the traffic on Metcalf. Why they've made it 55, I don't know why. It should be 45. I have driven that whole area different times. All of us that know the area, we don't make those turns during rush hour. It is dangerous. So, most of your traffic, most of your businesses are actually routing through and they're taking the west side to get on and off, especially with the loop-de-loo going on. They're not using that. Most of the businesses aren't. You'll see their trucks and everything coming through off of Metcalf in the regular around Shawnee Mission North. Because all you got to do, like me, I'm always out and about, so that's why I see this.

EIFS is a garbage product. I'll be blunt. So, when they were talking about mineral wool, and then they said, you know, I hear, oh, rock wool. When they first -- when I heard it at the Council meeting, the way it was presented that it's a skin.

I have no issues with that old IRS building, you know, that's been in bankruptcy for years until it was bought to be converted into apartments or condos. One Park sitting on 31st is a prime example of where an office building went down the toilet into bankruptcy and now it's a beautiful condo.

So, I don't have issues with repurposing. I have issues with repurposing with a garbage product because they're not just skinning it. They're structurally going to change the building. They are ripping out concrete. They're adding more windows because they want to add more light, which is fine for apartments in our -- in today's environment. I'm good with that.

But we have hailstorms. I got buildings that I'm waiting on until next week to get repaired that I've been waiting on all year. And last year, replacing things, we have windstorms.

The biggest thing when I was doing research with the EIFS was I wanted to get a piece of it, and I ran out of time, is about installation. Is there a contingency if they're going to allow this garbage product that is not structurally sound? Because the biggest thing is the wet. But when we have these hailstorms pummeling this foam building, because I have clients who changed their own single families that were these EIFS systems because of the damage was so extensive.

So, I can speak about from experience with this. I have had to open up some of my buildings when we were opening stuff up and that so-called mineral wool, rock wool, it deteriorates into dust and drops, and the insulating factor is gone. Personal experience. So, we've ripped it out and replaced it with what's new. But it doesn't last, guys. It really doesn't. And it's a garbage product. What are you going to do looking at when the hail hits?

I am for that building becoming an apartment. It's been in bankruptcy. Nobody is going to do dog squat over there. But on the other buildings, I didn't take a look at the height. If they want a five or six on the other one, drop it down so it's not such -- I don't have an apartment looking down on me in my backyard or my front yard. I have issues with that.

But I don't like the ratio of 60 percent renters either to 40 percent owner-occupied.

MS. DUKELOW: Thank you.

MS. DONAWAY: But other than that, thank you.

MS. DUKELOW: Okay. Is there anyone else who would like to -- the gentleman in the back, please. Mr. Sease. Hope I pronounced that correctly.

MR. SEASE: Hi. Dylon Sease, 5600 Barkley, Ward 3.

The Council asked whether this project is likely to materially increase traffic injury risk. The applicant's engineer answered that question on page 280 of your packet. On the southbound left at 56th and Metcalf, there is one injury crash a year today and 1½ after this project. That's a 50 percent increase on the turn where every angle crash in the study caused an injury. The memo calls that not substantial. Whether 50 percent is material is your call, but the number comes from the applicant.

On the new information, KDOT's letter says, in bold, this is not a statement on the safety or operational conditions of this intersection. KDOT dropped the permit because the recommended fixes were taken out of the study. The engineer who took them out says he did it as directed by KDOT. No independent engineer has reviewed whether those fixes were unnecessary. The same memo says the likely long-term fix is eliminating the southbound left turn lane, which it says will impact many businesses and residents in the area. That's my neighborhood, and KDOT says it won't ask the developer to close that access. Your City Engineer said this warrants continued monitoring None of the 15 conditions require monitoring.

Mineral wool answers the fire concern, but it doesn't answer staff's other concerns from August - durability, performance at elevation, and failure when poorly installed or maintained.

I accept that retail may not lease there today, but the Comprehensive Plan’s answer is on page 89, the page the applicant cites for flexible ground floors that can be adaptively reconfigured when the market turns. Building 3's ground floor is a parking garage. If retail isn't viable now, require the space that can become retail later. Thank you.

MS. DUKELOW: Thank you. Yes, Sir.

MR. JOE DONAWAY: Hello, my name is Joe. I'm in Ward 2. So, I'll start with my two big concerns. They're the EIFS and then the traffic safety.

The EIFS. My question is, so if water gets in behind the EIFS and rots it, what are the steps that the building developers are going to take, the building owners are going to take to fix it? Because it looks horrible. It looks ugly. It's all wavy. It looks like it's the ocean. What can the City do then to hold the developer to those plans of fixing this material? And would the developer be willing to divert some or all of their TIF money to fix it since that's money that's not necessarily going to the City.

Continuing with EIFS. It's Styrofoam slash Styrofoam adjacent. I've worked with polyisocyanurate, which is a little bit denser of a material. I don't like Styrofoam as a structural material. It just doesn't seem to last. It doesn't hold up much. If it gets any kind of penetration, there's -- It breaks down. If you go on to builders forums and you look at what installers are saying about EIFS quality and durability, you'll probably find quite a bit of hesitation, especially since so many installers these days tend to cut corners. And if you cut corners with EIFS, the materials will be ruined.

I have had to deal with rock wool many times just going in and doing work and it does deteriorate into dust. Rock wool, mineral wool, I don't like it. I've replaced rock wool with foam, the pink foam batts, fiberglass before. But that rock wool, it really does just clump at the bottom. It's again, not a fan of it.

Moving on from that into traffic safety. How is that accident -- how are the accident injuries reported? Is that reported through insurance companies or what's reported to the state? I'm always curious about how these numbers are actually found because if it's only what's reported to the police or the insurance companies reporting to the police, etc.

The crash report that's on Metcalf at that left turn, does it take into account that smaller, that small feeder street that's right next to Metcalf? So, when you take the left, you come and there's a stop sign that stops two more lanes of traffic as you come in. But if you're taking that left, the people who've already stopped there may not see you coming in because of the way the intersection is. So, is that -- does that little street need its own report, or is it put in with that Metcalf report?

So, I also want to say I'm not necessarily arguing against the density, but lowering of the peak, the peak flow cast a bit of a disingenuous light on the actual traffic flow. Because instead of just at the 9 and 5, which there still will be -- it's going to be all day and night that people take a left off of Metcalf because it's the easiest way to get off 35.

Somebody goes to cross roads, and they're coming back at night, they're going to take that left. If so, you know, anywhere up north or even down south, they're going to want to come up. No, not from the south, but anywhere from the north, they're going to want to come up Metcalf.

And then finally, how are the developers going to prevent the crime in the form of stolen cars coming off of Metcalf from our northern neighbors into their parking lot to steal catalytic converters, cars, and similar such theft? The reason I bring that up is because that's what happened to my friend who lived at Foxridge. And through my

conversations with the chief and my friend who lived there, it sounds like people come across Lamar and then go right up that street. And that's one of the reasons they put in the license plate reader system is because people come across Lamar. And because they're crossing the county borders, it's harder for them to be tracked by the different police jurisdictions. So, they would come in, and they would steal the catalytic converters from those apartment complexes. Sometimes those Foxridge apartment complexes, sometimes they would just come in and steal those cars from that area and then come up into the actual neighborhoods.

I've had neighbors who've had their catalytic converter stolen as well. I'm sure living around Mission, if you've been off that Lamar, you've probably met somebody who's had their catalytic converter stolen, especially in that 2020 to 2023 range.

That's a drain on City resources via the police. The police used to have to sit down at the QuikTrip all the time. And I don't know if that's been addressed by our developer friends or not, because it really is such a drain on resources having all of that theft go on. Thank you.

MS. DUKELOW: Is there anyone else who would like to share their thoughts? We'll take the gentleman on the -- on this side, please.

MR. MARTIN: Hi. Tom Martin, Ward 3.

Really just in regards to the increased traffic, traffic injury risk, mostly wondering how we're going to deal with additional public services that will be needed, police, fire, EMT. And with the increased traffic and traffic injury risk, what traffic calming measures are included in the project? I know there's a mention about the RFBs by Broadmoor. I didn't know if that was the only one or not. That's really all I had.

MS. DUKELOW: Thank you, Tom. All right. Yes. Yes, ma'am. Hi.

MS. RUPERTO: Vanessa Ruperto. I live at 5646 Riggs. Can you guys see me? I'm short. Thank you.

I'm a long-time Mission resident, 40-plus years. I appreciate the opportunity to continue to express my concerns with this development. I am not opposed to development or redevelopment in Mission. My concern is specifically with the requested deviation to allow EIFS on a building in this, of this scale and lack of mixed-use.

What concerns me is that EIFS is not approved for buildings of this scale or height for good reason, right? The people have brought it up, the storm damage, tornadoes, wind. The developer in the packet provided 40 examples. Some of these examples are for buildings that are fewer than 10 stories. They were trying to showcase how great this product is. Even more concerning is at least one of the examples provided by the developer has not even been completed. I researched it. I just happened to pick it at random. So, I wonder what happens if we dig further into those 40-plus examples. An unfinished building cannot demonstrate how the material will perform over time. It cannot be used for durability, weather exposure, maintenance, or long-term performance.

I also have concerns about the precedents this could establish if the City approves the EIFS for a building of this size. What would happen for the next large development seeking the same exception?

Then my other concern, which I mentioned, is lack of mixed-use. If demand for mixed-use changed after COVID, it sounds like the developer never intended to offer mixed-use. I believe the City should require meaningful, publicly accessible mixed-use components. Those components should be located and designed to support pedestrian activity and serve both residents of Foxridge 57 and the surrounding community. The scale of the proposed development makes this especially important. A project with hundreds of residential units should provide a corresponding level of community benefit. For these reasons, I urge the Commission to uphold your original recommendation of denial. Thank you.

MS. DUKELOW: Thank you. Yes.

MS. MOORE: Hello. Thank you for allowing us to share our concerns. Just a couple comments about the traffic. First of all, I believe that the study --

MR. SCOTT: Please state your name first.

MS. MOORE: I'm sorry. Nora Moore, and I am in Ward 2.

I believe that the second study we were talking about, 2022, 2023, was done right when COVID was hitting. So, I have to wonder how good the numbers are based on that time frame.

I also don't hear any discussion whatsoever about traffic going down Broadmoor to Johnson Drive. I understand that Metcalf is an issue, but you're talking about adding 800, maybe 1000 cars. And it isn't just at peak hours. The 800 cars are going to be coming and going down Broadmoor to Johnson Drive to exit to get out. And I don't think we have the ability to sustain that right now. I mean, Johnson Drive is busy as it is. And these cars are going to be coming and going all the time, all weekend. You know, we keep talking about this old -- this old building and the people that worked there, the 1200 people. They came in Monday through Friday. They came in at 8. They left at 5. Now, we're talking about 800 cars that are going to be using those challenges of -- chains of traffic all the time. And I'm very concerned what that's going to do.

My second discussion that I'd like to address with you is the 2023 plan and how much work was put into that and especially from the public. There were a lot of things that they agreed to. Mixed-use was one of them. But even when you talk about high density, I looked at the maps. New residential and mixed-use, medium density was supposed to -- is supposed to go from a 3.8 percent up to 6.4 percent. And that specifically notes townhomes. The only townhomes that Mission has added are down on 58th Street, and they're rentals. So, we are totally overlooking townhomes. The high density, which is also noted on the maps, specifically includes condominiums.

I think that you have a duty to respect that plan and the input that was placed in it from the residents. I think that you should uphold that plan and follow it until it has been changed and approved. Otherwise, the people in Mission are going to start to wonder are you really representing us or are you just deviating and deviating and deviating to apartment developers. Thank you.

MS. DUKELOW: Thank you. Is there anyone who would like to speak who has not yet had the opportunity? Yes, please.

FLORENCE: My name is Florence and I am a Ward 2 resident.

And I understand -- I can appreciate everyone's concerns over the traffic. I appreciate the statistics on the crash and whatever. But originally somewhere in the process of these meetings and information and ratings and all of that, it was stated that the Level of Service for the traffic at that intersection was rated at an E. And just so that you all know what an E will bring you, maximum capacity, the roadway is carrying the absolute maximum number of vehicles they can handle.

Bullet point -- volatile speed. Traffic speeds drop significantly and fluctuate widely. Then there is zero freedom. Drivers cannot maneuver changing lanes or choose their own speed. And the last point is high frustration. Comfort and convenience levels are alternately low for motorists. So, it's not just about the crash and the accidents. It's about all those things that build up, contribute to road rage or whatever, traffic snarls and all of those things. So, thank you.

MS. DUKELOW: Thank you. Is there anyone else in the audience who would like to speak who have not yet had the opportunity? Okay. Thank you. Then we'll close the session for public comment.

Does any member of the Commission have further questions or thoughts regarding this request? I actually, before we go to that, my apologies, I'm going to just share a couple of things that we've heard tonight.

First, I want everyone to recognize that the tower is existing to remain. There's a lease on the roof. It will be there regardless of its condition and it’s -- yes, condition. Likely not to be returned as office space and likely not to get upgrades other, you know, as office space.

I will also add that there were some comments and questions regarding public services and how those would be addressed. I would like to share that and also TIF, those two items would be addressed at the Council level should this go forward.

All right. That being said, anyone from the Commission have anything they'd like to add at this point? We'd like to -- I would like to address actually some more of these comments. My apologies again.

I would like to share that EIFS and the inspections and the associated fire ratings before, during, and after construction are addressed as Stipulation Number 15 should this project move forward. That is one condition of approval that is stated for this.

Yeah. Catalytic converters being stolen. That would be a police, a policing topic. Again, City Council and the police department work closely together.

Okay. Those are the high level things that I think we heard repetitively that I wanted to share with the assembly tonight.

Yes. You're in line. Yes. Go ahead, Mr. Block.

MR. BLOCK: Thank you. There are a couple of things mentioned that I think are just worth addressing as part of this process. The Comprehensive Plan for this site, and I have a Future Land Use Map in my presentation, calls for 50-plus residential units per acre. I think there was maybe some confusion between what the plan calls for and what the plan allows for in terms of residential versus, there we go, versus condo. We're addressing what it calls for in terms of over 50 apartments per acre, 50 dwelling units per acre in terms of our project, which has 65 units per acre. So, it calls for more than 50. We have 65.

In terms of EIFS, while I don't think financial should weigh into this discussion at all, the idea of bringing EIFS into the conversation versus what is there today is not a cheap option. It's something that we think fits the project best for an adaptive reuse for residential. We could leave the building the way it is with the windows. If you're familiar with the building, which I'm sure all of you are, the very skinny windows similar to these types that go up the full face of the building, they let in very little light into the units. It would be very difficult to support living in there for our residents unless we change the outside of that building. My architects are much more eloquent in describing this, but to do a change to the window system, you have to remove the skin of the building altogether. As part of that, a decision has to be made in terms of what you bring back into the building. EIFS makes a ton of sense for doing that in terms of how EIFS is devised today.

I totally understand that when the stipulations for EIFS not being allowed were made, I think 20-plus years ago, it was a different material. It had less proven applications. But if you flip to the picture of the hotel downtown, there is a case in Kansas City. It's been built for many years. It looks great today. It looks as great as it was when it was completed. So, it does exist in the city, and it has been proven here. I don't think that there was any code modifications required in Kansas City, Missouri for that material. And that gets into the intricacies of which cities adopt, which changes to their, what they allowed over time.

So, EIFS is something we think is going to provide better light to the residents, better color for the building versus one consistent color of brick that's there today. And we think it'll just last longer.

One of the things I think is important to at least mention for the record is as far as developers go in Kansas City that build apartments, we are one of the very few, especially on the national scale, when you bring in outside developers that develop here, that builds to own forever, forever in development terms. Of all the thousands of units we've built, we've sold one project in Olathe. Otherwise, we build them to own them into perpetuity. So, we don't skip out on materials. We don't skip out on landscaping. And we do that for a purpose. One is brand recognition. Two is that we're an A-plus, what we consider, obviously I’m biased, an A-plus developer, and that's the type of product we deliver. So, we don't go out and select EIFS in terms of this is the easiest, quickest, lowest, cost option. We select it because it makes the most sense for the application that we're trying to do here.

Part of the “how high should a building be discussion,” take a step back. The building is there. While we think it's going to be great in terms of views for the residents when it's adaptively reused, the adaptive development, adaptive reuse development process is one of the most environmentally friendly things that you can do. It saves immensely on concrete. It is way better than trying to demolish a building. And as mentioned before,

there's a cell tower lease on that building into perpetuity. And so, the question becomes, you have an existing approval, 307 units. Setting that aside for a moment. The question is south of the Foxridge project that is currently approved, you can have an office building or you can have 340 units of additional apartment development. One generates a certain traffic flow. The other generates a much less peak hour traffic flow. But there's going to be a project on this site in the future. It's a question of if it's what's there today or it's what's being proposed today.

One of the things, and I think our before and after images do a great job of addressing this, is in my opinion, the existing condition of that site in terms of a parking lot, a mostly abandoned office building, and a parking garage that has significant disrepair and needs to be addressed is the future use of a residential development with high levels of landscaping and entries to and from the units is just a better product for that corridor. Those parking lots have been full for decades and then empty for decades overnight.

In terms of security, the abandoned JCPenney's office building and those parking lots is a much less attractive solution as compared to a Class A-plus development for residential use with a garage interior to the project with secured garage -- all of our products have secured garage doors, secured entry access into the building. And so, they're very secure. So, in terms of those comments, I think that addresses them.

I'm going to allow my architects to come up and say a few points in terms of the intricacies of EIFS. I didn't want to get into the details of that unless it came up in this meeting. And I think it's really valuable information that I can speak to at a high level, but they can speak to it at a much more accurate level. So, if I can get two minutes for them to come up and address those specific to the product we're going to use, I think it'd be great in terms of what's read into the record tonight.

MS. DUKELOW: Thank you.

MR. BLOCK: Thanks.

MS. DUMSKY: Good evening. Rachel Dumsky with NSPJ Architects. I heard a couple of things, so I'll just address those very quickly, and then I'll hang around for any questions that might be, that might come up.

Wanted to discuss the drainage design. There were some questions. What if water gets in there? I believe in the first and second time that we came up in front of you, we showed you some details. There's actually drainage planned into the installation of EIFS. And so, the way that it's adhered to the substrate, which would just be FRT in this case, right on top of the metal stud that we put back whenever we take off the CMU, I'll address that here in a second, but there is actual drainage channels created by the adhesive strips. So, there's literally a route for water if it does get behind EIFS to then get out from underneath it.

In the studies that we presented, it was also shown that EIFS actually dried out much faster than stucco and brick itself. So, brick actually held moisture in longer than the EIFS did. And that was over, I believe a, I want to say a 13-month study with stucco, brick, and EIFS.

Structural modifications I also wanted to talk about. So, the existing building, the way that it's built is the structural piece of the building is actually the floor itself. So, the walls

don't hold any structure to them for the building. That's not how the building stands up. It's internal columns and then the structural floor itself. CMU is what's used in between those floors. And then there's the current brick that's sitting on top of the floor and then in each individual floor. And so, we're actually not changing any structural efforts of the building. We're taking the CMU off to allow for more of that light within each unit and then replacing metal stud back to allow for interior electrical, additional insulation within that stud cavity. And that's going to be just your typical acoustical batt insulation. The actual insulation for the building for the thermal insulation will be a part of that EIFS system. And that is going to be the rock wool or the mineral wool because that is what's required by International Building Code. So, it's not even just a stipulation that we agreed to; it's what's going to be required of us anywhere in the United States that would be required.

Installation requirements. There will be inspections required during installation. You know, we can talk about any exterior material. If it's not installed properly, there's going to be issues with it. If you install brick incorrectly, there's going to be effervescence and it's going to look horrible within the next year or two. And so, there is going to be installation inspections throughout the EIFS that will provide for that insurance for proper installation.

A quick note on the insulation for the rock wool or the mineral wool that we'll be using along with the fireproofing. It is shown to keep the interior colder and warmer longer than some of the other exterior materials. Again, that's shown in that study that we shared a couple meetings back.

And as far as the damage is concerned, we popped up that Kansas City building that was built about ten years ago. There's Google Street Views that you can go on there. You can drive down there. The EIFS looks great still. And that was even a stamped application, which means it was put up with integral color. And then they painted a brick pattern on top of it. And that's on those upper floors. And it still looks great. We're not going to paint on top of our EIFS. All of our color is going to be integral to it.

MS. DUKELOW: Thank you. Does anyone have any follow-up questions for Rachel on the EIFS?

MS. DUDERSTADT: At our last meeting, there was some discussion about like the 2018 IBC, I believe, and then the 2024, and there was an October 1st deadline. Are we working with 2018 standards or 2024 standards? Do you -- am I making sense?

MS. DUKELOW: You are making sense. That would be the code requirements.

MS. DUDERSTADT: Yes.

MS. DUMSKY: Yes. You are adopting 2024 IBC, including the IECC on October 1st.

MS. DUDERSTADT: Okay.

MS. DUMSKY: So, we do have permit drawings ready to be able to be submitted.

MS. DUDERSTADT: Okay. On October 1st in compliance with the 2024 or --

MS. DUMSKY: Prior to.

MS. DUDERSTADT: Prior to.

MS. DUMSKY: Yes. So, if we do end up submitting after October 1st, of course, We'll comply to whatever Mission's code requirements are at that time.

MS. DUDERSTADT: Okay.

MS. DUKELOW: Thank you. Mr. Scott, does staff have anything to add at this juncture?

MR. SCOTT: No, I don't believe so.

MS. DUKELOW: Thank you.

MS. BROWN: I have a follow-up question.

MS. DUKELOW: Yes, Commissioner Brown.

MS. BROWN: So, related to what was just asked about the 2018 versus 2024 ICC, would you be willing to adopt the 2024 ICC even if -- should this get approved?

MR. SCOTT: Is that a question of the applicant?

MS. BROWN: Yeah. That's a question to the applicant.

MR. HOMBURG: Hi. Tim Homburg, NSPJ Architects, the principal architect here.

Standard practice for architectural licensed individuals is to build to the current building code. We're not allowed to build to a future code because it's not enforceable. So, depending on when the submittal is made that's what we're required by statute to apply to those administered building codes. It's not a future code or a ten years from now code. So, depending on when we get it submitted, either this side or that side of October 1st is what we will be applicable to. If our pathway takes us to the other side of October 1st, we'll comply with the applied building codes that are then enforced by the City at that time past that date.

MS. BROWN: Thank you.

MS. DUKELOW: Thank you. Okay. I'm going to refocus us here. Does anyone have any additional, any of the Commissioners have any additional questions or comments regarding the new traffic safety information? Whether or not the proposed development is likely to materially increase traffic injury risk. Any more questions about the requested deviation to use EIFS? Any more questions about the feasibility of mixed-use development?

MR. BRADEN: Madam Chair, I do have one quick question.

MS. DUKELOW: Thank you, Mr. Braden. Go ahead.

MR. BRADEN: The final development plans, I understand, are coming separately for each building with the south building being the latest. I wouldn't say the latest, but I think that's going to be submitted last. What are the time periods between submittals

and construction? Between starting, it sounds like the tower would be first, then the north building and then the south building, if I'm understanding correctly. What would be the timeline for starting construction on the two buildings to the north and the south building? How far -- how much farther down yet?

MR. BLOCK: Yeah. I can address that. The first project to begin construction would be the tower. We're just as motivated as the City would be to have a vacant, mostly vacant office tower be converted to an applicable use that we think is modern. So, we would start with that immediately. We've already begun to remediate some of the environmental issues that we found when we bought the building and ran our study. So, we're already doing that right now inside. But in terms of the adaptive reuse of the building, that would be the first to begin.

At which point when that building is most likely completed, which I think is a 12- to 16-month process, we would begin development of the northern building. And so, at that point, we would develop, it's 308 units, not 307 units. There's one extra unit in that building. That building would follow with developments and to build those buildings is usually a 2½-3 year, 2 to 2½ year project in this case because it's a -- with the new garage structure, it's assembled on-site but built off-site. So, instead of going in and pouring concrete and intricate patterns, you bring a garage. It goes up pretty quick, and it actually reduces a lot of the construction process. So, I would imagine a 2 to 2½ year process for that building to be built after the tower renovation is approaching completion.

The southern project, at that point, we would have most of our units on site. I would imagine that would follow one to two years after the northern building. So, you can imagine the tower is approaching completion. We're starting to lease it up. We would begin construction shortly thereafter on the northern building. Once that begins to be leased up, we would look to begin construction on the southern building either that year or the year after that.

MR. BRADEN: The reason I ask is that I'm going to say I'm not sure. I don't think -- maybe the mixed-use outlook is going to be better in three to four years when that south building is going to be built. But in case it would be, is there any way we can -- you could target part of that building for future retail if that market comes back? Or do we have to know today if that is or is not going to be viable in the future?

MR. BLOCK: I think it's tough to do a crystal ball look forward. All I can speak to is what I've seen in the last three to four or five years, which is the types of Amazon.coms, the Target online, the Walmart.com. A lot of those types of online retailers are starting to make it more difficult to do in-person retail. I don't know if that will ease and people will start to want to go back to the store more over the next few years.

But in terms of this approval, this is a residential use for the corridor, which we think makes the most sense and we think really supports the retail that's there. We think, and I think a lot of retail experts would agree, the apartments in this corridor will support and make the retail in Mission more feasible. So, I think from our perspective, that's what we're adding to the retail discussion. I think that's where we stand today. It's, you know, if we get down the road, maybe. But in terms of today, I just can't see a future where it becomes more feasible.

Things just keep getting more expensive. It's really difficult to do these types of projects. I really hope that turns around. But the last five years, it's just gone up and up. I think a percentage and a half; a quarter is what we're using right now for future escalations on construction. So, when I'm looking to start a project next year, and that's the math I have to do in terms of what my start date is going to be. And hopefully, you know, two, three years from now that either slows or reverses. But we have the construction on one side increasing in terms of how expensive it is. And then the other side, we have rates increasing in terms of how expensive it is to borrow money. So, we're kind of fighting both of those headwinds.

You know, we do adaptive reuse. You already have the building. It helps a little bit. We think we can start that right away. But, you know, a structured garage helps, things like that help. It's just becoming more expensive to do these projects. We're going to build them Class A. We're going to do them to the best of our ability to the highest quality. And so, we're going to want to produce that type of product.

MR. SNYDER: So, Mr. Block, that's a five- or six-year project in totality.

MR. BLOCK: Over the course of it, yeah. If you, you know, the 16-month construction, a two-year construction, and then another probably two-year construction, 2½ year construction. Yeah. It's probably five to -- five to seven years. Yeah.

MS. DUKELOW: Thank you. Okay. I do have a question for the architectural team. So, my question is, if this project is granted, a deviation to use EIFS at this scale, would the team be willing to work with City staff on the elevations? Consider some reveals? Right now, they're flat. I'm going to just tell you they're flat. We'd like probably to see more visual interest, textures, material changes, colors. Everything else that has been presented is much more visually appealing. I see the opportunity to create plays of light and shade. It changes in plane with the windows, perhaps pull some of the balconies back, pull that door back so that there are some sort of -- something to break up that surface.

MR. BRADEN: Madam Chair, I'd like to add --

MS. DUKELOW: Mr. Braden.

MR. BRADEN: Yes. And that was my concern, too, especially the tower itself. You've done a good job to start with that, but that still looks very monolithic to me.

MS. DUMSKY: Sorry. Could you repeat that real quick?

MR. BRADEN: Just the same comment as Chairman Dukelow said that, especially the tower itself, it's still, even with some of the elements, it's still very monolithic looking. If we could work with staff --

MS. DUMSKY: Sure.

MR. BRADEN: -- on the final development and of more delineation, more articulation of that.

MS. DUMSKY: Yeah. Absolutely. So, I hear you on that one for sure. One of the things that we really have to consider, and one thing that I don't think that this rendering

is showing because it's so zoomed out, is there are going to be relief lines and paneling designed within the EIFS itself. And so, every vertical and horizontal line that you're seeing that's created from the windows will actually have an associated visual break within the EIFS paneling itself. We do have the banding and what I'm calling the portals with the white EIFS. So that is a, I believe there's three different layers of depth that's built out. And so, we're bringing some depth there. Obviously, we're punching in a lot more windows than what's there right now. We do have brick, full bed brick on the first two floors as well. So, we are keeping some different texturals within those first floors.

The top kind of hat that I'm calling it is existing. And since that is a little bit apart of the roof, we're trying to leave that alone just based on that leasing of the cell phone towers that's up there. That's how you access that roof. And so, we are taking those top two floors and tying it into that existing finish as well. The balconies suspended off the building, those are going to provide some depth as well.

One thing that I'll bring up is, you know, the floors are where they are at. And so, there's not really feasibility to cut into those floors to create some ins and outs and reliefs of the building form itself without getting into some heavy, heavy structural modifications of the building.

So, the other question is, okay, maybe we just take our new material or a metal stud that we're replacing the CMU with and start kind of creating maybe some inset balconies. We've studied that on a lot of other office buildings with Block, with other clients as well. It really creates a problem with moisture intrusion because that slab is continuous. And so, to create an inset balcony, to get it structurally, to keep it structurally sound and to mitigate water intrusion starts to get really complicated. You start to wonder and start to theorize how we can slope that floor away from the interior. So, then you have to raise the interior floor up. Then you start to get into problems with the existing stairs and those rise in the runs of the existing stairs. So, now you're talking about interior ramps. So, it's quite complex to start to go into the building. And like I said, we study that on a multitude of other office buildings whenever we study these conversions. So, it is something that we explored and tried to look at. But unfortunately, I think just with some of these conversions, it is hard to start to go into the building and provide the relief outside of the form that the building is already. That answers some of the concerns.

We can definitely start to look at a more panelized system. We can start to look at texture within the EIFS itself as well. It doesn't have to be a smooth, flat finish. It can have some texture to it. So, all of that we can continue to kind of polish. This is preliminary development plan. So, as we continue into final development plan, which we've already submitted, but we can make some tweaks to those to keep essentially the structurally sound thermal, thermally sound and water mitigated outside of the building, but still give it a little bit more relief.

MS. DUKELOW: Understood.

MS. DUMSKY: Yeah.

MS. DUKELOW: The scoring is visible. I mean, we can see it when we enlarge them.

MS. DUMSKY: Yes.

MS. DUKELOW: Control joints.

MS. DUMSKY: Yes, absolutely.

MS. DUKELOW: All right. So, is that, I mean, that's a possibility that we could study some way to break that monolith up.

MS. DUMSKY: Absolutely. We can continue to study. I'd like to maybe call up Will to give a final confirmation of that as he's my boss here.

MS. DUKELOW: Thank you.

MR. BLOCK: Yeah, of course. We're always open to input from both this body and Council in terms of how some of those things appear. To Rachel's point, the preliminary plan approval process, these are great renderings that we put together. It's difficult unless you zoom in a lot and then it gets into resolution and things like that to see some of the things that we have integrated in the building. I think some of what she was saying was we've thought through a lot of ways we could do more of like the larger scale undulations. What we've done is the best way to keep the building dry, to keep it best for those residents inside the building, a long lasting product, and still get those types of undulations.

We can get you a more refined look at that. And we're always open to input from everybody in terms of what you'd like to see and things like that through the FDP process. All right.

MS. DUKELOW: Thank you.

MR. BLOCK: Thanks.

MS. DUKELOW: All right. Anybody else? Would anyone else from the Commission like to share?

MS. CULLINANE: I have a question, Madam Chair?

MS. DUKELOW: Thank you, Ms. Cullinane.

MS. CULLINANE: So, I think my question falls into Number 5, reconsidering as a whole. But what happens, Brian, if in the future, like through this multi-phase, Block and team say, you know what, we do want to do something else with second phase, third phase? Then would it just come back to us and then we review and determine next steps for it? Like, because this -- I think that's something that we consider as part of this because it is a multi-phase project over the course of six years.

MR. SNYDER: Seven.

MS. CULLINANE: Yeah.

MR. SCOTT: It depends. Like everything in zoning, it depends. And there is a provision in our zoning code that speaks to significant changes. So often, well, not oftentimes, but on occasion, an applicant will make an application that's approved by the Planning Commission and the City Council. And then at some point they kind of go

back and they rethink things, there's a change in the market and what they have proposed is not going to work, or they need to add some additional units or whatever the case may be.

So, there's a list of what's called significant changes in our zoning code. If it meets one of those significant changes, like there's an increase in the number of units, like I think a 5 percent increase in the number of units, or there's a 5 percent increase in the floor area, or there's a reduction in landscaping; there's probably about 10 or 12 items in that list.

So, that would trigger it to come back to the Planning Commission as basically a new preliminary development plan. So, they would have to kind of essentially start over again. So, they could work on one building and decide Building 3 is not going to quite meet what they thought it would be, that would trigger a new preliminary development plan for Building 3 as an example.

MS. DUKELOW: Thank you.

MS. BROWN: Madam Chair, could I make a comment?

MS. DUKELOW: Commissioner Brown.

MS. BROWN: So, I've just been a little quiet trying to take in all the information tonight and thinking about the City Council meeting that I think we all watched. And so, for the remand item related to giving greater consideration to current economic conditions affecting the feasibility of mixed-use development, I was previously torn on this point, and I think I'm feeling more clearly. For me this, I think, does meet the spirit of the Comprehensive Plan.

You know, we've heard from so many developers that retail isn't feasible. The applicant brought up points about, you know, this is further from Johnson Drive. We've required it on other projects, and they haven't been able to fill that space. It's gone vacant for years. It doesn't seem reasonable to me to require retail space that we know likely can't get filled. That doesn't do anything for the City of Mission. So, I guess that's kind of where I'm currently at on that specific point.

I think for me, the two harder points at the previous August meeting were related to the traffic and the EIFS. Though it seems like with the newly submitted EIFS documentation and the mineral wool specifically, both the Mission Building Official and Fire Marshal are both okay with the use of this mineral wool EIFS, as long as it meets all building code and fire code stipulations and is installed properly with third-party inspections and everything that's documented in that Amendment 15. And so, for me, if the City experts are giving this the okay, that tells me I have no reason to not follow their recommendation on that.

And then previously at the August meeting, the traffic study was -- there was some contention in just basic facts of whether the access permit was going to be required or not. The City had heard one thing from KDOT, and the applicant had heard another. That was very confusing. But now it seems like everybody is on board and agrees.

The traffic for me is still kind of maybe the hardest issue because we know it's going to make it worse. So, there's kind of these like different statistics that are going through

your head of supposedly like the current crash injury rate per million is like less than half of the average across the state. So, having an increase is considered acceptable. But then, you know, there's all these accounts of anybody who lives here knows that it's definitely not a safe intersection. It gets this poor grade. So, I think we all want something to be done. And for me, I think I'm just having trouble.

And maybe I'm curious of other spots, but where -- where does that lie? Does that, you know, because the other part is, does that fall on the applicant? Does that fall on the City? I mean, it's just kind of like a, what do we do with that?

MS. DUKELOW: Yeah. I believe it falls, I mean, that's KDOT's jurisdiction.

MS. BROWN: Right.

MS. DUKELOW: And it is, I mean, it's Mission. It's Overland Park. It's KDOT. Ultimately, KDOT has jurisdiction over that from what I'm understanding. And that would be their decision if they were to require a permit, if they were to require, not require a permit, if they were to require improvement, that would, I believe, fall to KDOT. That's my understanding. Yeah. That's a tough one, but I'm not sure we have any control over that.

MS. BROWN: Right.

MS. DUKELOW: Should this go forward, I would want to include the stipulations on the elevations.

I concur with what you said about mixed-use. We know we have vacant retail space in such similar developments. And also, I think it's worth noting that commercial construction requires a different type of construction, right? You have -- it has -- there are more stringent requirements for commercial, so they would be asking them to spend more money for these units and then likely not be able to lease them based on our experience.

I believe there is unoccupied retail space as close as that development where we have Natural Grocers. There's quite a considerable amount of retail space available there, commercial space and other areas. So, I mean, I agree with what you said about that, you know, meeting the spirit, but that just -- that component just isn't working.

Okay. Anyone else? Council.

MS. DUDERSTADT: I just have one more comment.

MS. DUKELOW: Commissioner Duderstadt.

MS. DUDERSTADT: Yeah. I am struggling with the word “materially” in the materially increased traffic safety. I think that, you know, based on what I heard, it would go from, you know, one, an average of about 1 injury crash per year to an average of about 1.5 or 2 injury crashes per year, which in the grand scheme of traffic isn't a lot unless you're the person walking away with like a broken back from a car accident. And I think that -- I think that that is such a tricky, tricky thing to be deciding this on because it feels like what we're saying is like we're okay with one more person having potentially a life-altering event. And that's, I don't know, that's a real challenge for me.

But I will also say that I was quite compelled in listening to the City commission meeting and hearing about their excitement for more homes for people in Mission, whether those are rentals or, you know, owned homes, like the fact that more people get to live in our great community is something that they were excited about and I just felt really like, oh, I don't know, I was compelled by that.

MS. DUKELOW: I concur. We've always been wanting; we've always tried to be an open and welcoming community. And we've acknowledged, you know, several times that we have, that there is a housing shortage. A lot of people can't afford to buy a home. And at the market rate these days, people are paying many times more for their rent than I paid for my mortgage when I still had it.

So, it's, and I might add that the activity that is happening at Johnson Drive and Nall now as a result of the additional residents is very exciting. People are walking. You see people walking dogs. You see people out at, gosh, Sandhills and Sully's is never a dull place. We've got the Wing Stand down there. We finally got some synergy at that end, which I think is exciting.

MS. CULLINANE: Madam Chair, I just have a comment.

MS. DUKELOW: Yes.

MS. CULLINANE: So, I think there are a lot of that in what's being shared around just mixed-use. Mixed-use to me isn't always just like putting in restaurants, putting in shopping centers, putting in retail. To me, mixed-use is also a sense of community. It's also having a place that people can go gather and get together. Hey, let's go meet at that place. Let's go meet and go do this stuff today. Hey, we can just go walk around. We can figure out lunch, go do something. So, to me, it is creating that sense of community, which I know Mission loves. I mean, if you've ever gone to a Mission market, people like to just go to just talk to people, right? And so, for me, this doesn't -- I understand the economical concerns around not being able to do retail and the restaurants. However, to me, this doesn't fit the mixed-use still because it's not creating that sense of community and the walkability. You know, residents might be walking from the apartments to Village Inn, Sherwin-Williams, the vet, Tipsy’s, like that's what's right there. Like I'm being realistic, like that's what's walkable to getting there.

MR. SNYDER: Yeah.

MS. CULLINANE: And so that's where they would walk there. There's not really a gathering place, I guess, other than outside the park, of getting together and having that sense of community that I've seen in other neighboring Kansas City Metro residents -- residential areas.

MR. SNYDER: Just to add, there's been, just a city just up the street, and their mixed-use development has been successful. I don't know what The Locale is doing to get folks in for a restaurant or, you know, maybe it is, you know, market conditions, but, you know, there is some successes out there with regard to mixed-use development, and it's just right up the street. And, you know, quite frankly, people that are living in that area has to be subjected to seven years of construction if you live in that area, and I do.

MS. DUKELOW: All right. So, we have traffic information. We have EIFS information. And we have talked about mixed-use and the potential for synergies among other areas, other businesses, other opportunities, retail, vacancies.

Does anyone have anything to add to our list, or we would entertain a motion?

CITY ADMINISTRATOR SMITH: You referenced just a few minutes ago wanting the stipulation on elevations. Is that a new stipulation that's not included here relative to the conversation you were having with the architects about creating some of that?

MS. DUKELOW: Yes.

CITY ADMINISTRATOR SMITH: I want to make sure that we have an opportunity to potentially craft that. I thought that was what you were talking about, but we should probably think about how to craft that if you would like to have that.

MS. DUKELOW: Right. We would want to include that. I would request that that stipulation be included should this project be recommended to the City Council should it move forward.

MS. CULLINANE: So, Madam Chair.

CITY ADMINISTRATOR SMITH: [Inaudible; talking off mic]

MS. DUKELOW: And that would --

CITY ADMINISTRATOR SMITH: [inaudible] the building more visual -- I'm trying to take notes, more visually appealing, potentially more articulation. [Inaudible] I don't have this right, light play and shade.

MS. DUKELOW: Yes, yes. Thank you for your request for clarification. And I agree we should probably craft it. I would say something like if the project is granted deviation for EIFS at this scale, we would like the applicant to be willing to work with City staff on the building elevations of the tower specifically to create more visual interest, which may include textures, material changes, colors, potentially a play of light and shade as stated in the Johnson Drive Design Guidelines.

If the project moves forward, I believe that would be Stipulation Number 16.

(Planning Commission reviewing the information and documentation presented)

MS. DUKELOW: I know everybody is thinking hard.

MS. CULLINANE: Madam Chair, I move to uphold the Planning Commission's recommendation to the City Council of denial of Case #26-15, a Preliminary Development Plan for Mission Foxridge apartment development at 5665 Foxridge and 5700 Broadmoor based on the following findings:

- Insufficient evidence was provided that the proposed development will not materially increase traffic safety;
- The use of EIFS as an exterior cladding in the FBC is an unacceptable for the reasons that we've discussed; and

- Insufficient evidence was provided to show why mixed-use development is not feasible at this location long term.

MR. SNYDER: Second.

MS. DUKELOW: Mr. Scott. We have a motion and a second to uphold the Planning Commission's recommendation to the City Council of denial of Case #26-15; a Preliminary Development Plan for Mission Foxridge Apartment Development for the three stated reasons. Will you please call the roll?

MR. SCOTT: Okay. Commissioner Schmidt.

MR. SCHMIDT: Aye.

MR. SCOTT: Commissioner Snyder.

MR. SNYDER: Aye.

MR. SCOTT: Chairperson Dukelow.

MS. DUKELOW: Nay.

MR. SCOTT: Commissioner Cullinane.

MS. CULLINANE: Aye.

MR. SCOTT: Commissioner Brown.

MS. BROWN: Nay.

MR. SCOTT: Commissioner Braden.

MR. BRADEN: Nay.

MR. SCOTT: I'm missing.

MS. DUDERSTADT: Me. Duderstadt.

MR. SCOTT: Commissioner Duderstadt.

MS. DUDERSTADT: Nay.

MR. SCOTT: So, it's four to -- four to three.

MS. DUKELOW: Motion carried?

MR. SCOTT: Motion carries.

MS. DUKELOW: Motion fail. Motion failed. Simple majority.

MR. SCOTT: We had four nays. Yeah. So, motion fails. I'm sorry, you're right. Yeah. Because the vote was to deny.

Motion 2: **Megan Cullinane - Ward III/ Wayne Snyder - Ward I:**
Recommend to the City Council to uphold the Planning Commission's recommendation for denial of Case #26-15, a Preliminary Development Plan for Mission Foxridge Apartment Development at 5665 Foxridge and 5700 Broadmoor based on the following findings:

- Insufficient evidence was provided that the proposed development will not materially increase traffic safety;
- The use of EIFS as an exterior cladding in the FBC is unacceptable for the reasons discussed; and
- Insufficient evidence was provided to show why mixed-use development is not feasible at this location long term.

The motion failed 3-4 with Commissioners Braden, Brown, Duderstadt, and Dukelow voting no.

MS. DUKELOW: Okay. So, I understand at this juncture, we would need to entertain another motion to finish.

MR. BRADEN: Madam Chair.

MS. DUKELOW: Commissioner Braden.

MR. BRADEN: I move to recommend to the City Council approval of Case #26-15 of Preliminary Development for Mission Foxridge Apartment Development at 5665 Foxridge and 5700 Broadmoor with the Conditions 1 through 15 as outlined in the updated staff report dated September 28, 2026, as amended with Item Number 16 discussed earlier.

MS. DUDERSTADT: Seconded.

MS. DUKELOW: Mr. Scott, we have a motion and a second to recommend City Council approval of Case #26-15, Preliminary Development Plan, for Mission Foxridge Apartment and at 55th, sorry, 5665 Foxridge and 5700 Broadmoor with the conditions outlined in the staff report and the addition of Stipulation Number 16 regarding the elevations of the tower.

Will you please take the roll call vote?

MR. SCOTT: Okay. Commissioner Braden.

MR. BRADEN: Aye.

MR. SCOTT: Commissioner Brown.

MS. BROWN: Aye.

MR. SCOTT: Commissioner Cullinane.

MS. CULLINANE: Nay.

MR. SCOTT: Chairperson Dukelow.

MS. DUDERSTADT: Aye.

MR. SCOTT: Commissioner Duderstadt.

MS. DUDERSTADT: Aye.

MR. SCOTT: Commissioner Schmidt.

MR. SCHMIDT: Nay.

MR. SCOTT: Commissioner Snyder.

MR. SNYDER: No.

MR. SCOTT: It's one, two, three, four yeses and three noes, so the motion passes.

Motion 3: **Stuart Braden - Ward I/ Katherine Duderstadt- Ward II:** Recommend approval by the City Council of Case #26-15, a Preliminary Development Plan for Mission Foxridge Apartment Development at 5665 Foxridge and 5700 Broadmoor subject to the conditions listed in the staff report and the addition of Stipulation 16 with regard to the tower elevations. **The motion carried 4-3 with Commissioners Snyder, Cullinane, and Schmidt voting no**.

MS. DUKELOW: Thank you. Thank you, everyone. And thanks to those, all those in attendance. Yeah. Still with us, still with us.

IV. OLD BUSINESS

MS. DUKELOW: Mr. Scott, do we have any Old Business?

MR. SCOTT: No, we do not, Madam Chair.

MS. DUKELOW: Thank you.

V. PLANNING COMMISSION COMMENTS

MS. DUKELOW: Are there any Planning Commission questions or comments?

MR. BRADEN: Do we have a meeting next month?

MR. SCOTT: Yes, we may.

MR. BRADEN: Okay.

MR. SCOTT: So, this goes to the City Council on the 21st, I believe, of October. And their final development plan would come back that Monday. I don't have that date on me. The 26th of October. Yeah. So, the Council meeting will be the 21st of October.

So, any interested parties, I would encourage those to attend. And then the final development plan would be considered by the Planning Commission on the 26th of October. October 26th.

MS. CULLINANE: Can you say all those dates one more time so I can write them down? You said that this is going to the City Council.

MR. SCOTT: So, the City Council meeting will consider this item on the 21st, Wednesday the 21st.

And The Planning Commission will consider the Final Development Plan on Monday the 26th.

MS. CULLINANE: Okay.

MR. SCHMIDT: Are they doing all three phases?

MR. SCOTT: They will do 2 phases.

MR. SCHMIDT: The first two.

MR. SCOTT: Yeah. Building 1 and 2. And then they'll submit a Final Development Plan at a later date for Phase 3, Building 3.

MS. DUKELOW: Do you anticipate the permit drawings are ready?

MR. SCOTT: I suspect they probably are, yeah.

MS. CULLINANE: Why do they have to do one for Phase 2if we already approved it? Two years ago.

MR. SCOTT: It's a resubmittal.

MS. CULLINANE: Ahh.

MR. SCOTT: So again, we talked about significant changes.

MS. CULLINANE: Okay. This was a significant change.

MR. SCOTT: So, they had to go back and start over.

MS. CULLINANE: Okay.

MR. SCOTT: So, this is a redo for building #1.

MS. CULLINANE: Thank you.

MS. DUKELOW: Thank you.

VI. STAFF UPDATES

MS. DUKELOW: Are there any staff updates this evening?

MR. SCOTT: Not this evening.

VII. ADJOURNMENT

MS. DUKELOW: All right. With that, I'll accept a motion to adjourn.

MR. SNYDER: So moved.

MS. DUKELOW: Madam Chair, I move to adjourn.

MR. SNYDER: Second.

MR. SCOTT: Commissioner Snyder --

MR. SNYDER: Aye.

MR. SCOTT: -- then Commissioner Cullinane, right?

MR. SCOTT: Okay. Commissioner Snyder.

MR. SNYDER: Aye.

MR. SCOTT: Commissioner Schmidt.

MR. SCHMIDT: Aye.

MR. SCOTT: Chairwoman Dukelow.

MS. DUKELOW: Aye.

MR. SCOTT: Commissioner Cullinane.

MS. CULLINANE: Aye.

MR. SCOTT: Commissioner Brown.

MS. BROWN: Aye.

MR. SCOTT: And Commissioner Braden.

MR. BRADEN: Aye.

MR. SCOTT: Okay.

MS. DUDERSTADT: You missed me again, but I agree.

MR. SCOTT: Okay. I've got an old roll call. You're blacked out on here.

MS. DUDERSTADT: It's okay.

MR. SCOTT: I apologize. You can say no if you wanted to.

Motion 4: **Wayne Snyder - Ward I/Megan Cullinane - Ward III:** Adjourn. **The motion carried 7-0-0.**

(Mission Planning Commission Meeting Adjourned at 9:18 p.m.)

CERTIFICATE

I certify that the foregoing is a transcript to the best of my ability from the electronic sound recording of the proceedings in the above-entitled matter.

/das October 12, 2026

Deborah A. Sweeney

APPROVED BY:

_____

Brian Scott, Planning Commission Secretary

AT A GLANCE

Applicant
Foxridge Mission LLC

Location
5665 Foxridge Drive

Property ID
KP02200000 0001

Current Zoning
MP / West Form Based Code District

Proposed Zoning
N/A

Current Land Use
Vacant, former call center site

Proposed Land Use
Multifamily Residential

Case Number
26-17

Project Name
Foxridge North

Project Summary
The applicant is requesting approval of a final development plan for 310 unit multi-family building and a five-level parking structure located on the southeast corner of 56th Street and Foxridge Drive



Property Background and Information

The subject property includes 5565 Foxridge Drive and the parking lot currently serving the office tower at 5700 Broadmoor and consists of approximately seven total acres. It was the site of the former JCPenney's call center, which was demolished last year, and a surface parking lot.

Prior to this year, the applicant owned 5665 Foxridge Drive and received approval of a Preliminary Development Plan (PDP) in 2022 and a Final Development Plan (FDP) in 2023 for a single, 300+ unit apartment building with podium parking on the site. Due to changing market conditions, construction of the proposed development became financially unfeasible. Earlier this year, the applicant took advantage of the opportunity to purchase the partial vacant office tower to the south at 5700 Broadmoor with the intention of converting it to multi-family use.

The subject property falls within the jurisdiction of the West Gateway Form-Based Code (FBC). The FBC district covers the area bounded on the west by Metcalf, on the south by Shawnee Mission Parkway, on the north by 55th Street, and on the east by Lamar and excludes all single-family residential neighborhoods. The FBC is a document designed to implement guidance from the 2005 West Gateway District Vision Plan to evolve this district into a vibrant, mixed-use, pedestrian-friendly urban place.

Project Proposal

The applicant is proposing a multifamily apartment community totaling 647 units across three buildings: Foxridge North, Broadmoor Tower, and Foxridge South. This Final Development Plan (FDP) applies only to Foxridge North (Building 1); Buildings 2 and 3 will be submitted under separate FDP applications.

Foxridge North will be located on the former JCPenney call center site at the southeast corner of 56th Street and Foxridge Drive. The proposed four-story structure will contain 310 apartment units arranged around a central courtyard featuring amenities such as a pool, pickleball court, bocce court, grilling area, fire pit, and additional recreational spaces.

A five-level parking structure with 700 spaces is planned adjacent to the building along Broadmoor. The structure will be wrapped with residential units to screen the parking facility and create a cohesive appearance with the primary building.

Fourteen surface parking spaces will be provided on the west side of Foxridge North for visitors and prospective tenants. A service entrance on the north side of the building will accommodate moving trucks and trash service, with access to and from 56th Street.

The project includes new pedestrian infrastructure: a 10-foot sidewalk on the west side of Building 1 along Foxridge Drive, terminating at the southern property line, and a 6-foot sidewalk along both 56th Street and Broadmoor. First-floor units will feature small patios with direct sidewalk access, creating an informal transition between private and public spaces and contributing to a more neighborhood-oriented streetscape.

Mission Plan Review

Municipal Code

Consideration of final development plans is outlined in Section 440.190 of the Mission Municipal Code. A final development plan which contains modifications from the approved preliminary development plan but is in substantial compliance with the preliminary development plan, may be approved by the Planning Commission without a public hearing if the landscaping and screening plan is adequate as determined by the Commission. Deviations were approved with the preliminary plan remain and the applicant does not request additional deviations.

Site Plan and Architecture

The total unit count, height, area, and floor-to-area (FAR) ratio is consistent with the approved preliminary development plan. There are a total of 310 units and 702 parking spots. The number of off-street parking spaces (14) is consistent with the approved preliminary development plan.

Landscaping and Materials

The landscaping plan is consistent with the approved preliminary development plan. Landscaping requirements are outlined in section 415.090 of the zoning code and stipulate that one tree is required for every 50 feet of street frontage.

Street	Linear Feet of Frontage	Trees Required
Foxridge Drive	406	9
56th Street	533	11
Broadmoor Street	634	16

Additionally, one tree is required per 3,000 feet of landscaped open space. There are 48,737 square feet of landscaped open space for this development, which requires an additional seventeen trees. The total number of trees required for this development is 53.

Kansas State University's Research and Extension Office have published a "Recommended Landscape Trees for Metropolitan Kansas City." All trees proposed in the landscaping plan are on the recommended list.

Infrastructure Improvements

Upon completion of the proposed improvements, there will be a slight increase in impervious surface area on the site. The applicant will remediate this by constructing an underground detention basin under the visitor parking lot on the west side of Building 1. The remainder of the site will continue sheet flowing to existing inlets on 58th Street and Broadmoor Street.

Sustainability

The applicant has submitted plans to the Sustainability Committee for review.

Recommendation

Staff recommend that the Planning Commission recommends approval by the City Council of Case 26-17.

Planning Commission Action

The Planning Commission will consider Case 26-17 at its October 26, 2022 meeting.

City Council Action

None.

Conditions of Approval

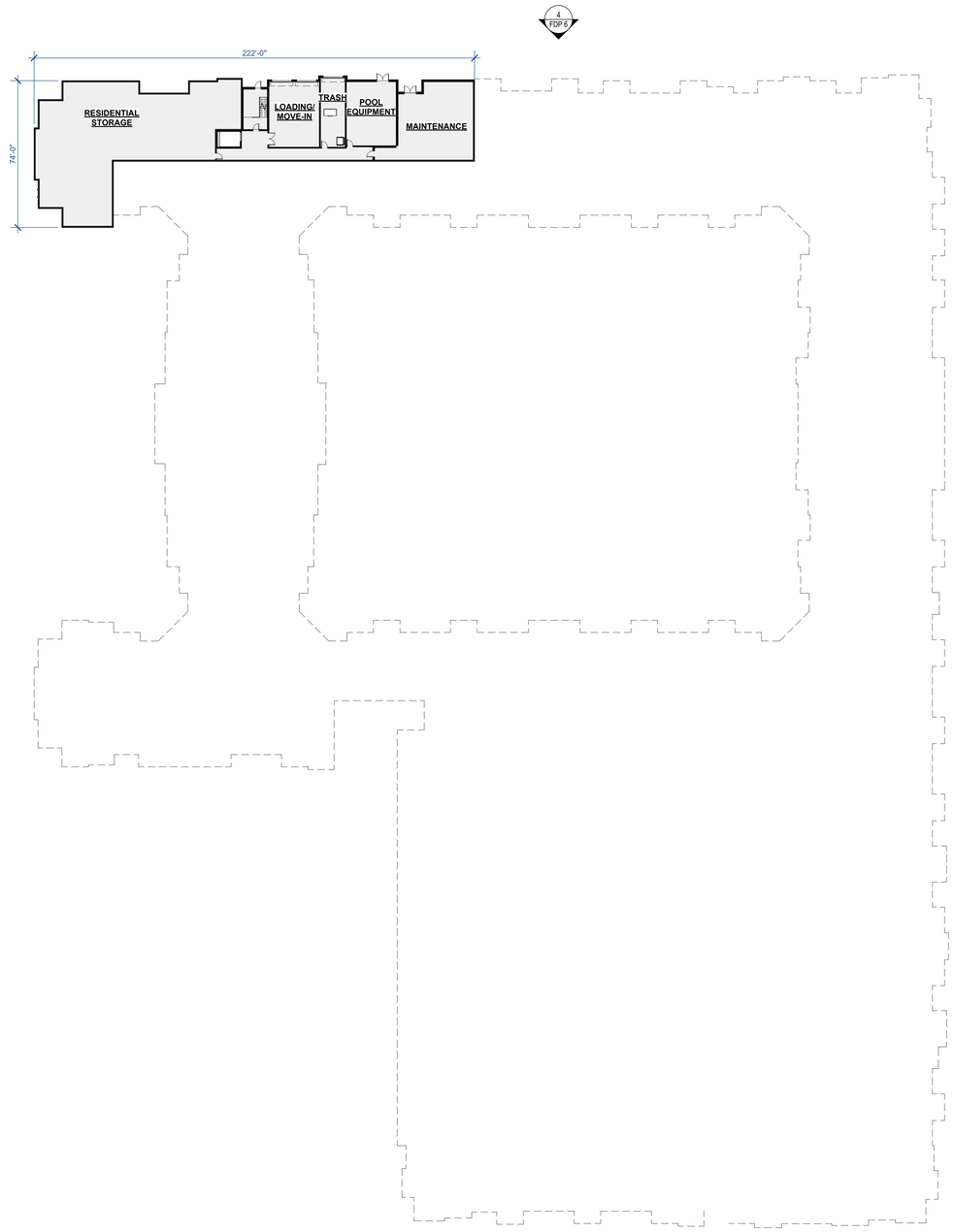
1. All landscaping shall be native to NE Kansas according to the Kansas Forestry Service/Kansas State Extension Office and details provided in a final development plan.

2. Applicant shall install lighting in conformance with the Dark Sky International standards.

3. Developer will submit their preliminary development plan to the sustainability commission for evaluation of the Sustainability Score Card.

4. The applicant will enter into a private stormwater maintenance agreement for the stormwater facilities prior to the issuance of building permits.

ARCH E1 30" x 42"



1 LOWER LEVEL BUILDING PLAN
1" = 30'-0"

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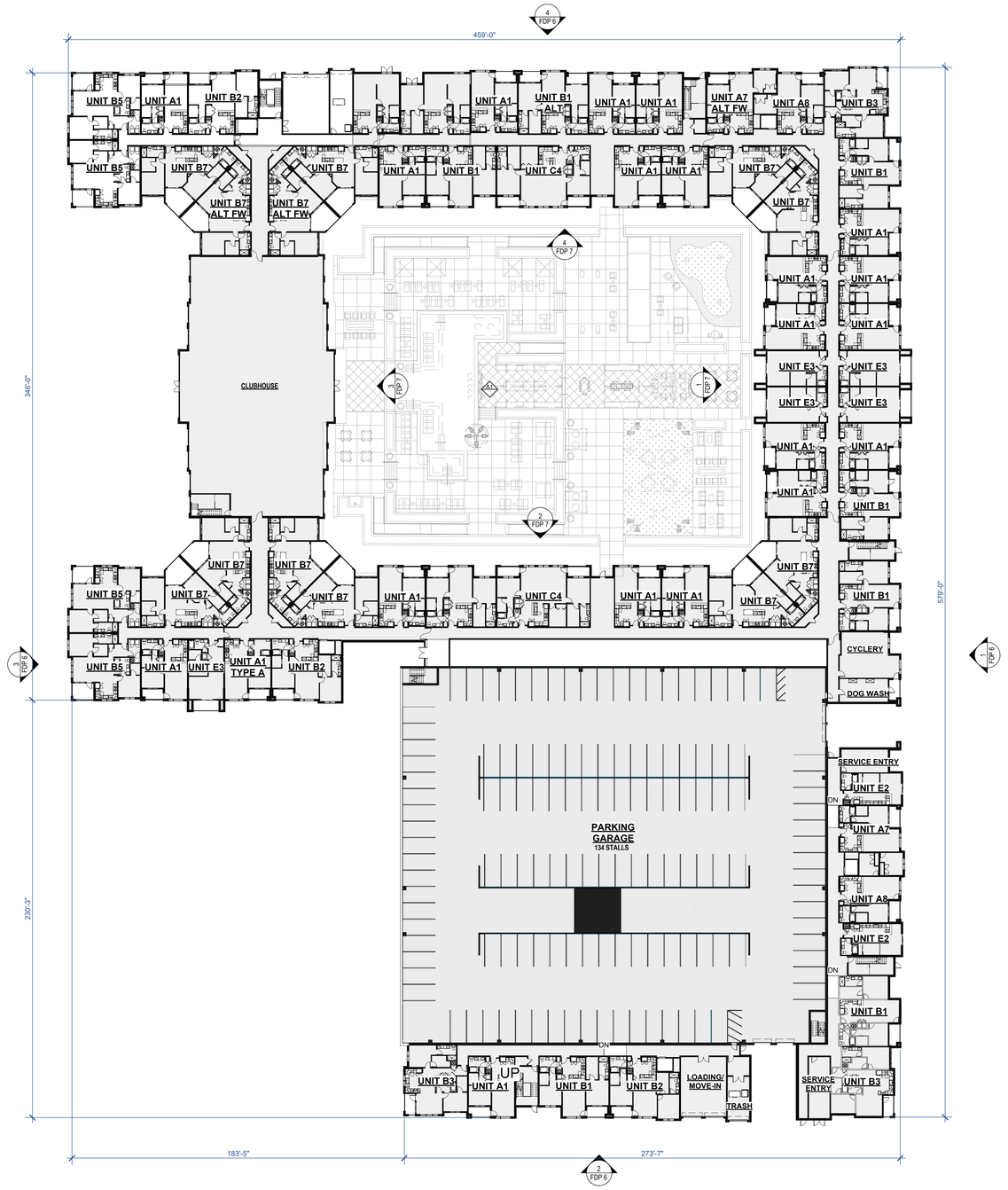
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SHEET NO. FDP 1

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ARCH E1 30" x 42"



1 1ST FLOOR BUILDING PLAN
1" = 30'-0"

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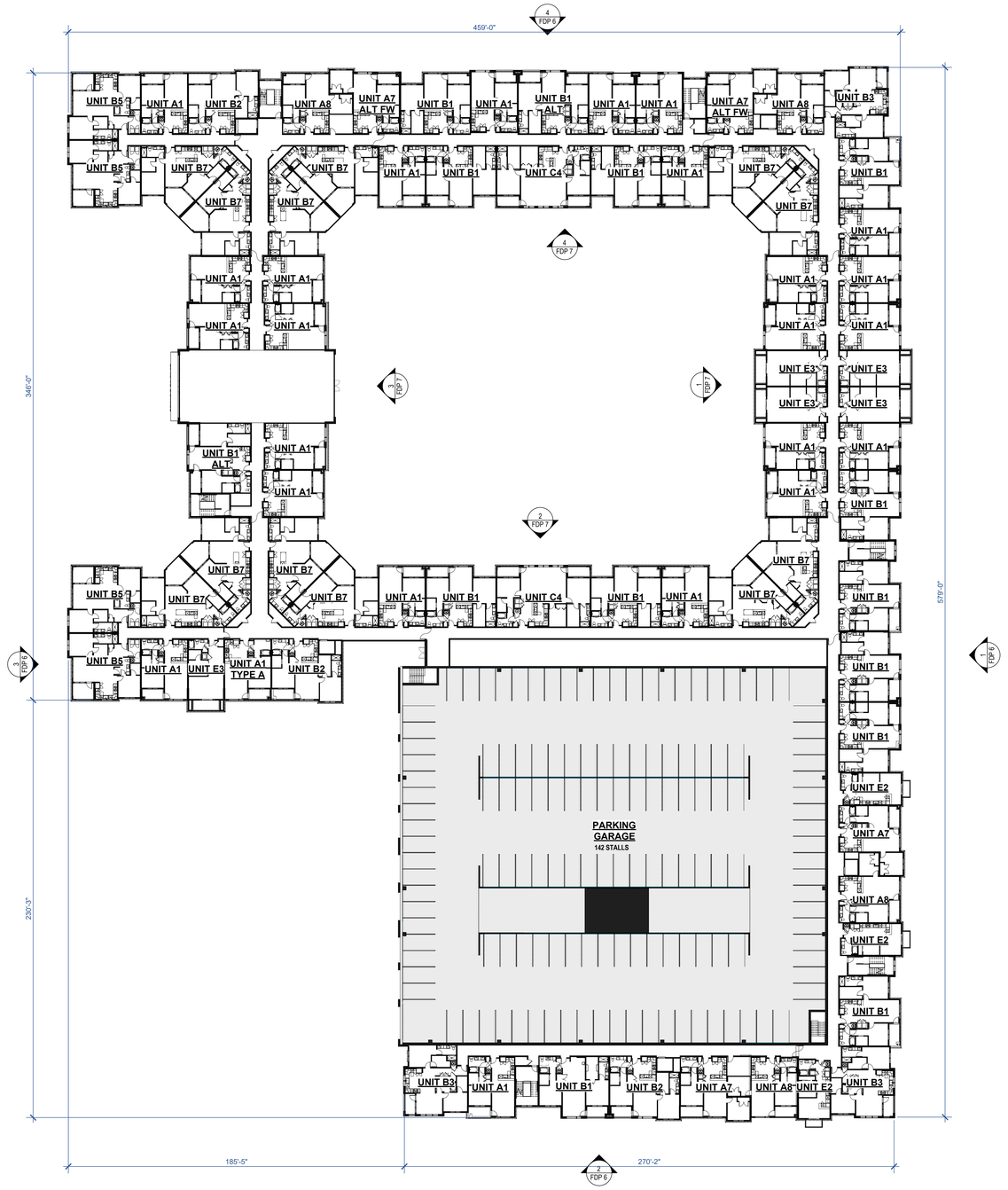
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ARCH E1 30" x 42"



1 2ND FLOOR BUILDING PLAN
1" = 30'-0"

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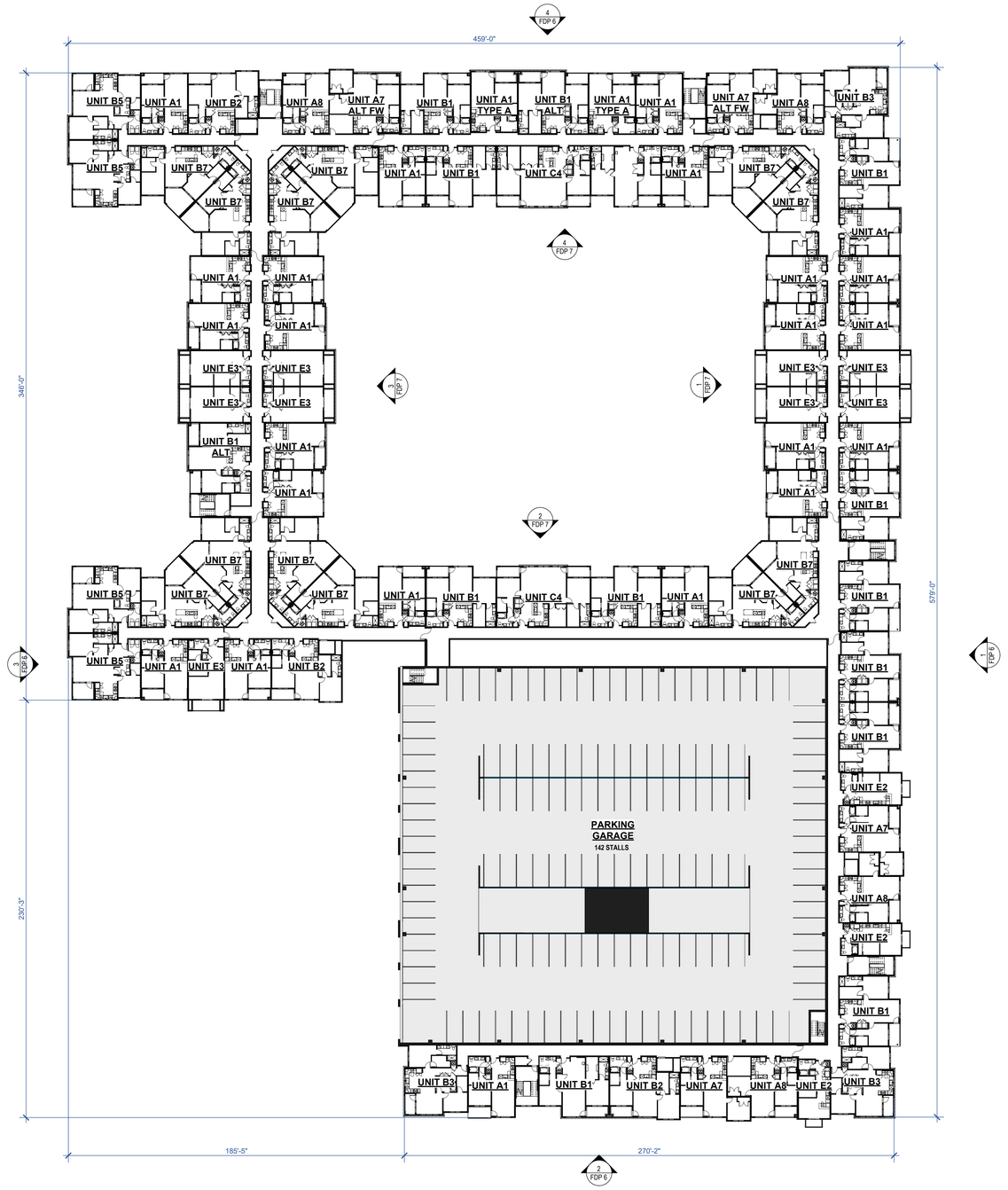
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ARCH E1 30" x 42"



1 3RD FLOOR BUILDING PLAN
1" = 30'-0"

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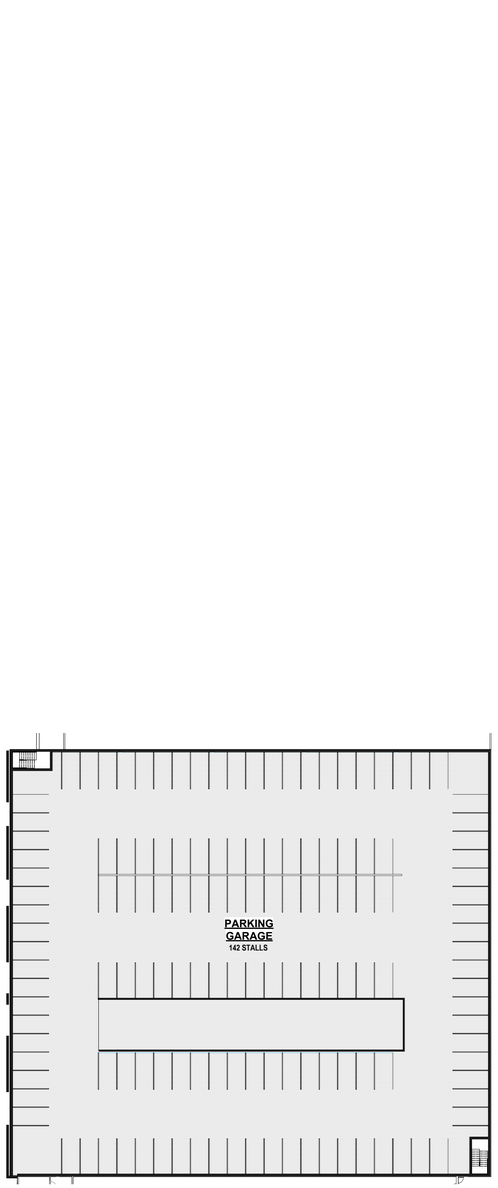
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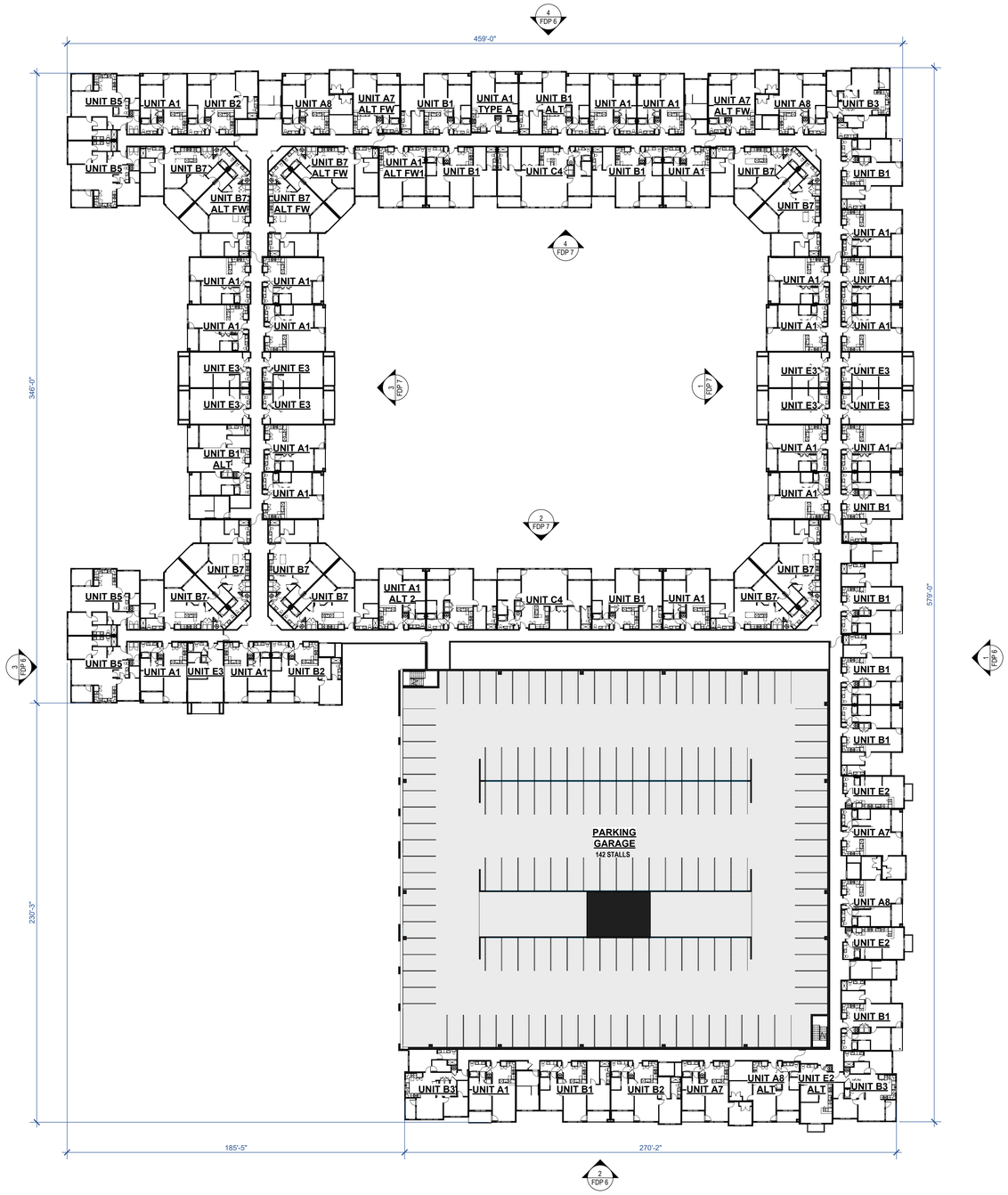
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2 5TH FLOOR/ROOF PLAN
1" = 30'-0"



1 4TH FLOOR BUILDING PLAN
1" = 30'-0"

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ARCH E1 30" x 42"



4 NORTH ELEVATION
1/16" = 1'-0"



3 WEST ELEVATION
1/16" = 1'-0"



2 SOUTH ELEVATION
1/16" = 1'-0"



1 EAST ELEVATION
1/16" = 1'-0"

EXTERIOR MATERIAL LEGEND:

- CUT STONE | CUSTOM BLEND MATCH THE ROYALE & THE APEX
- BRICK | CUSTOM BLEND ENDICOTT "DESERT IRONSPOT"
- BRICK | CUSTOM BLEND ENDICOTT "MEDIUM IRONSPOT"
- STUCCO | SW 6120 "BELIEVABLE BUFF"
- STUCCO | SW 2813 "DOWNING STRAW"
- STUCCO | SW 6363 "GINGERY"
- 8 STUCCO | SW 6103 "TEA CHEST"

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ARCH E1 30" x 42"



4 NORTH COURTYARD ELEVATION
1/16" = 1'-0"



3 WEST COURTYARD ELEVATION
1/16" = 1'-0"



2 SOUTH COURTYARD ELEVATION
1/16" = 1'-0"



1 EAST COURTYARD ELEVATION
1/16" = 1'-0"

EXTERIOR MATERIAL LEGEND:

- CUT STONE | CUSTOM BLEND MATCH THE ROYALE & THE APEX
- BRICK | CUSTOM BLEND ENDICOTT "DESERT IRONSPOT"
- BRICK | CUSTOM BLEND ENDICOTT "MEDIUM IRONSPOT"
- STUCCO | SW 6120 "BELIEVABLE BUFF"
- STUCCO | SW 2813 "DOWNING STRAW"
- STUCCO | SW 6363 "GINGERY"
- 8 STUCCO | SW 6103 "TEA CHEST"

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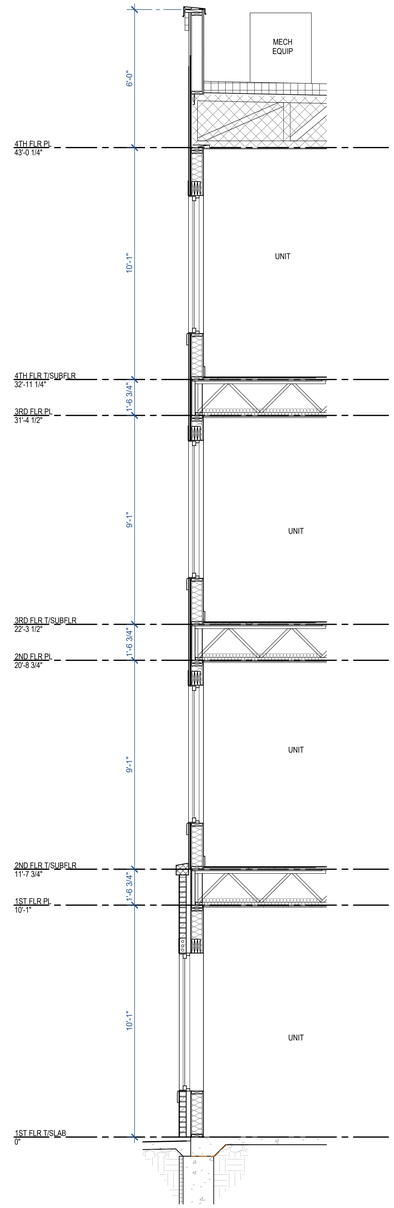
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ARCH E1 30" x 42"

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1 WALL SECTION
3/8" = 1'-0"

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SHEET NO. FDP 8

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30x42 SHEET (Arch E1)



PRELIMINARY
SITE PLAN
1" = 30'-0"

0' 15' 30' 60'

AMENITIES

1. CLUBHOUSE - RE: ARCHITECTURE
2. COURTYARD - SEE SP1.01
3. ENTRY PLAZA
4. UNIT PATIOS W/ FENCES & GATES
5. BENCH, TYP.
6. BIKE RACKS
7. CROSSWALK TO PARK - RE: CIVIL
8. GRASS PAVER FIRE LANE

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A NEW PROJECT FOR:
FOXRIDGE APARTMENTS
56TH & FOXRIDGE
MISSION, KANSAS

DRAWING RELEASE LOG
● 07.24.26 FDP SUBMITTAL

△ REVISIONS

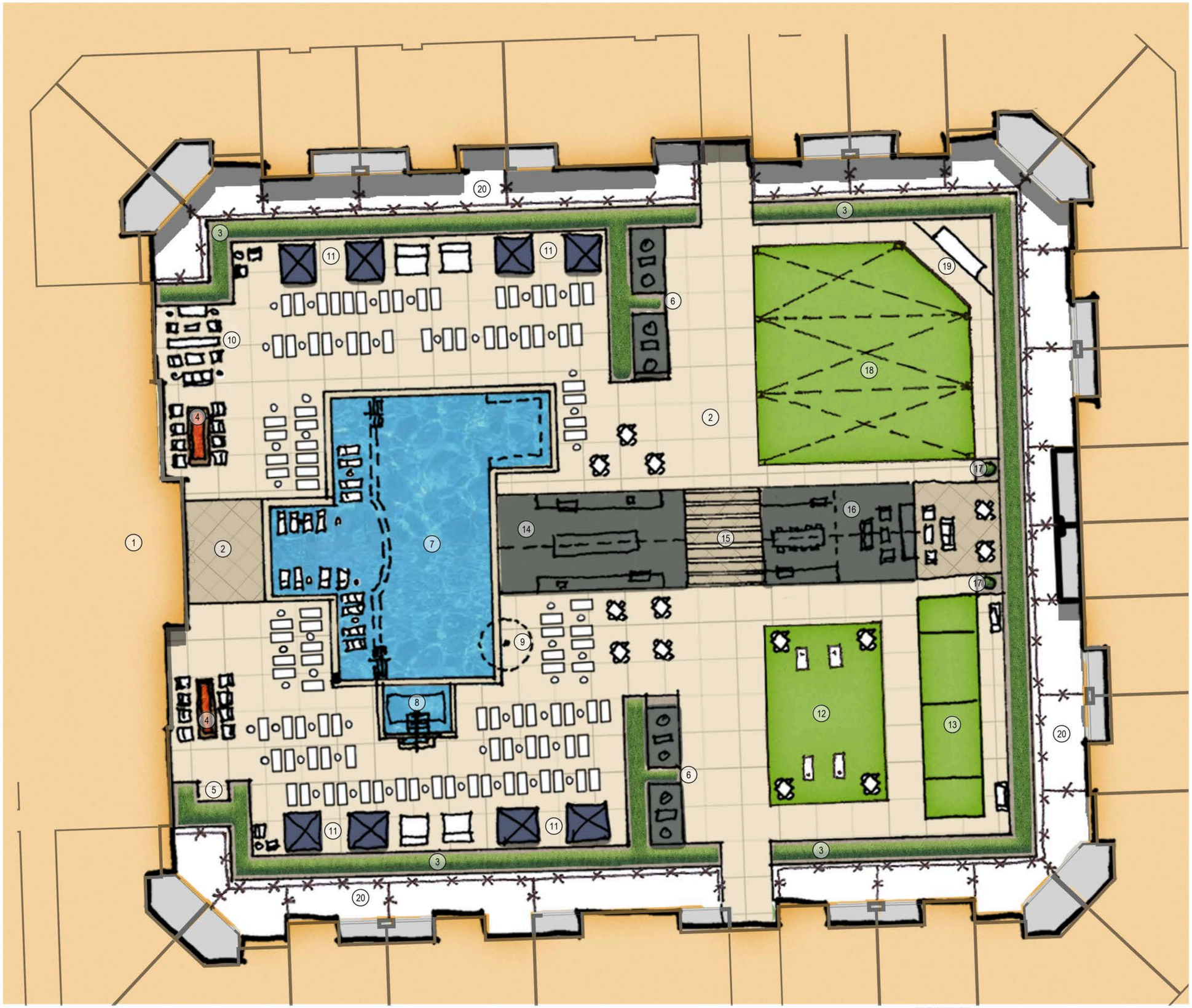
JOB NO. 791426
DATE 07.24.26
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SHEET NAME
SITE PLAN

SHEET NO.
SP1.00

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30x42 SHEET (Arch E1)



PRELIMINARY
SITE PLAN
1" = 10'-0"

0' 5' 10' 20'

AMENITIES

1. CLUBHOUSE - RE: ARCHITECTURE
2. DECORATIVE CONCRETE PAVEMENT
3. LANDSACPE PLANTING BED
4. FIRE PIT
5. OUTDOOR SHOWER
6. SHADE STRUCTURE W/ CO-WORKING SPACES
7. POOL W/ SHALLOW LEDGE - 3,860 SF
8. SPA - 220 SF
9. ADA LIFT
10. DOUBLE-SIDED TV WALL W/ DEEP SEATING
11. CABANAS
12. SYNTHETIC TURF W/ OUTDOOR GAMING (BAGS GAME)
13. BOCCE COURT
14. COVERED GRILL STRUCTURE
15. TRELLIS STRUCTURE BETWEEN COVERED STRUCTURES
16. COVERED GRILL STRUCTURE W/ DOUBLE-SIDED TV WALL & FIREPLACE
17. DECORATIVE PLANTERS
18. SYNTHETIC TURF W/ STRING LIGHTS
19. MOVIE SCREEN
20. EXTENDED UNIT PATIOS W/ FENCES

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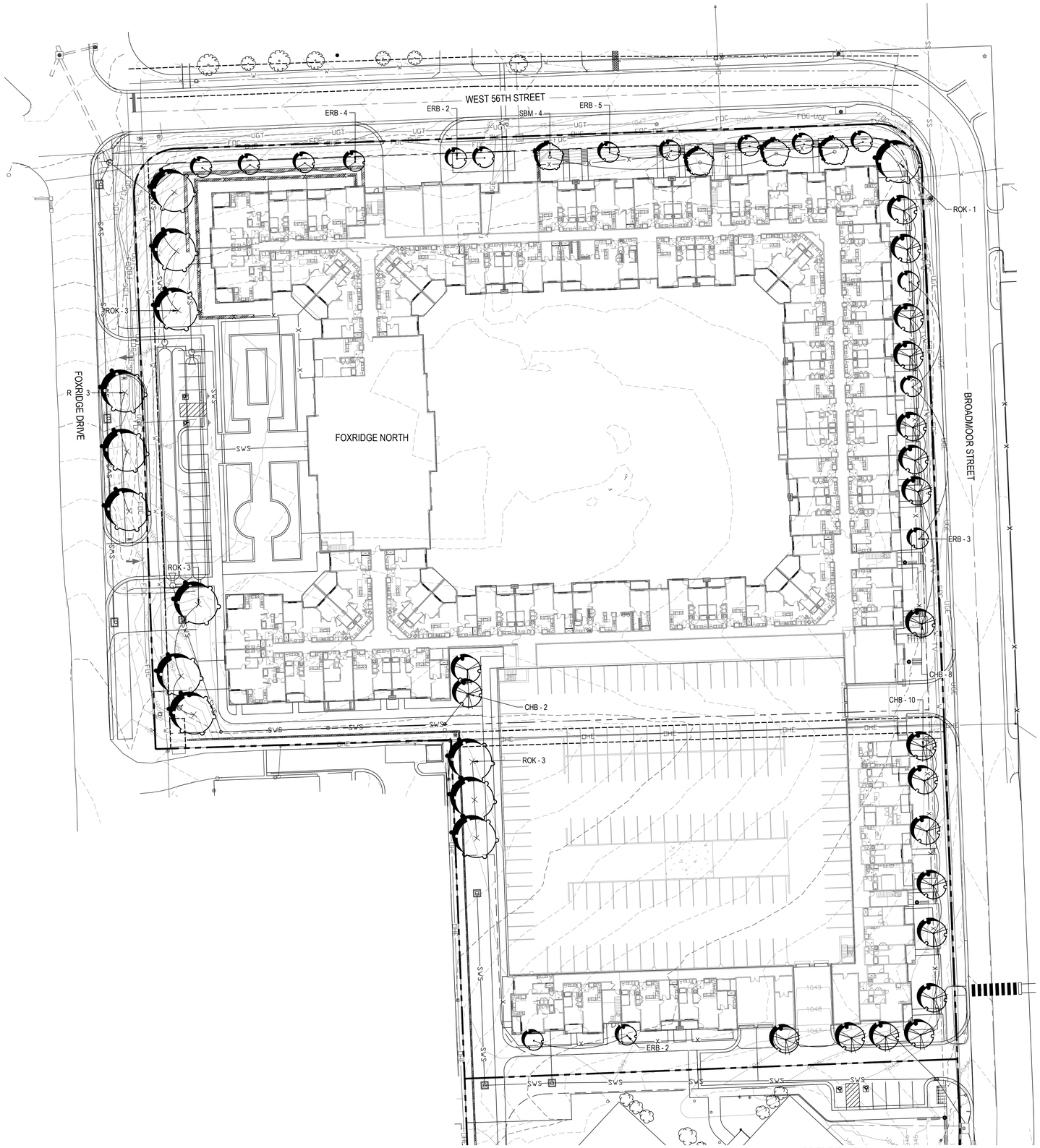
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JOB NO. 791426
DATE 07.24.26
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SHEET NAME
COURTYARD ENLARGEMENT PLAN
SHEET NO.
SP1.01

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30x42 SHEET (Arch



PRELIMINARY
FOXRIDGE NORTH TREE PLANTING PLAN
1" = 30'-0"

0' 15' 30' 60'

PLANT SCHEDULE					
SYMBOL	CODE	COMMON NAME	BOTANICAL NAME	SIZE	NOTE
COLUMNAR TREES					
	CHB	Frans Fontaine Hornbeam	Carpinus betulus 'Frans Fontaine'	2" Cal.	B&B
ORNAMENTAL TREES					
	ERB	Eastern Redbud	Cercis canadensis	2" Cal.	B&B
	SBM	Sweetbay Magnolia	Magnolia virginiana	2" Cal.	B&B
OVERSTORY TREES					
	ROK	Northern Red Oak	Quercus rubra	2.5" Cal.	B&B

GENERAL NOTES:

1. EACH BIDDER SHALL VISIT THE SITE OF THE PROPOSED WORK AND EXAMINE THE SITE CONDITIONS. HE SHALL ALSO CAREFULLY EXAMINE THE DRAWINGS FOR THE PROPOSED WORK AND FAMILIARIZE HIMSELF WITH ALL CONDITIONS, WHICH MAY AFFECT THE PROPOSED WORK.

2. THE PLANTING PLAN GRAPHICALLY ILLUSTRATES OVERALL PLANT MASSINGS. EACH PLANT SPECIES MASSING SHALL BE PLACED IN THE FIELD TO UTILIZE GREATEST COVERAGE OF GROUND PLANE. THE FOLLOWING APPLIES FOR INDIVIDUAL PLANTINGS:
   A. CREEPING GROUNDCOVER SHALL BE A MINIMUM OF 6" FROM PAVING EDGE.
   B. ALL TREES SHALL BE A MINIMUM OF 3' FROM PAVING EDGE.
   C. ALL PLANTS OF THE SAME SPECIES SHALL BE EQUALLY SPACED APART AND PLACED FOR BEST AESTHETIC VIEWING.
   D. ALL SHRUBS SHALL BE A MINIMUM OF 2' FROM PAVED EDGE.

3. NOTIFY LANDSCAPE ARCHITECT 1 WEEK PRIOR TO ANTICIPATED START OF PLANT MATERIAL INSTALLATION. LANDSCAPE CONTRACTOR SHALL STAKE ALL PROPOSED PLANTING BED EDGES, SET OUT SHRUBS IN INTENDED LOCATIONS, AND STAKE TREE LOCATIONS FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

4. ALL NEW PLANT BED AREAS TO BE IRRIGATED. REFER TO SPECIFICATIONS FOR IRRIGATION SYSTEM DESCRIPTION.

5. REFER TO L1.00 SERIES SHEETS FOR TREE PLANTINGS.

6. IN THE EVENT OF WORK IN OR ON THE JCW SANITARY MAIN. ANY TREES OR PLANTINGS PLACED WITHIN THE SEWER EASEMENT MAY BE REMOVED WITHOUT REPLACEMENT OR COMPENSATION THERE OF AND SHALL BE REPLACED BY THE PROPERTY OWNER AS REQUIRED BY THE CITY.

7. STRIP TOP SOIL & SAVE FOR PLANTING AREAS. EXCAVATE TO A DEPTH OF 18" FOR ALL PLANTING BEDS AND REPLACE WITH PLANTING SOIL MIX. REFER TO L3.00 FOR PLANTING SOIL MIX.

8. ROCK BEDS SHALL BE SALT & PEPPER COBBLES, 5"-10" SIZE, BY SEMCO DISTRIBUTORS OR APPROVED EQUAL. ALL ROCK BED AREAS SHALL HAVE FILTER FABRIC & BE 4" MIN. DEPTH.

FOXRIDGE NORTH - LANDSCAPE REQUIREMENTS (MISSION, KS)

MINIMUM TREE REQUIREMENTS PER ZONING DISTRICT:

1. 1 TREE PER 50 LF OF STREET FRONTAGE. (SECTION 415.090)

	REQUIRED:	PROVIDED:
FOXRIDGE DRIVE = +/- 406 LF/ 50 LF =	9 TREES	9 TREES
56TH STREET = +/- 533 LF/ 50 LF =	11 TREES	11 TREES

2. 1 TREE PER 40 LF OF STREET FRONTAGE. (WEST GATEWAY FORM BASED CODE)

	REQUIRED:	PROVIDED:
BROADMOOR STREET = +/- 634 LF/ 40 LF =	16 TREES	16 TREES

3. 2. 1 TREE PER DWELLING UNIT OR EVERY 3,000 SF OF LANDSCAPED OPEN SPACE (SECTION 415.090):

	REQUIRED:	PROVIDED:
48,737 SF LANDSCAPED OPEN SPACE / 3,000 SF =	17 TREES	17 TREES

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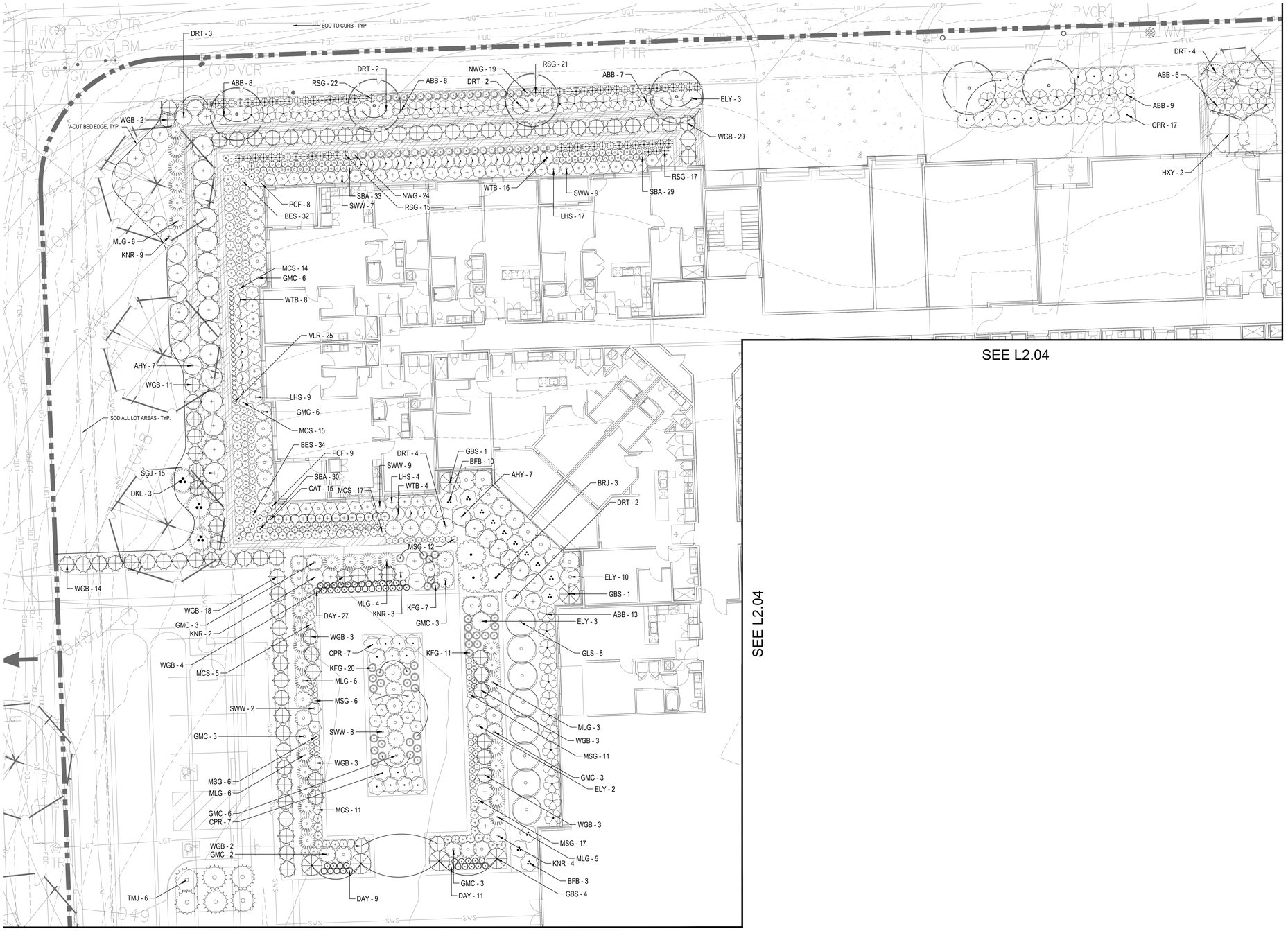
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SHEET NAME
TREE PLANTING PLAN

SHEET NO.
L1.00

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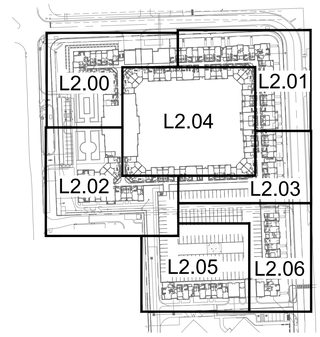
ENLARGEMENT PLAN
SHRUB PLANTING PLAN
1" = 10'-0"

0' 5' 10' 20'

PLANT SCHEDULE				
CODE	COMMON NAME	BOTANICAL NAME	SIZE	NOTE
DECIDUOUS SHRUBS				
ABB	American Beautyberry	Callicarpa americana	5 gal.	
AHY	Annabelle Hydrangea	Hydrangea arborescens 'Annabelle'	5 gal.	
BFB	Butterfly Bush	Buddleja davidii	3 gal.	
CPR	Flower Carpet® Red Groundcover Rose	Rosa x 'Noare'	5 gal.	
DKL	Dwarf Korean Lilac	Syringa meyeri 'Palibin'	5 gal.	
DRT	Ivory Halo® Tatarian Dogwood	Cornus alba 'Bailhalo'	5 gal.	
GLS	Gro-Low Fragrant Sumac	Rhus aromatica 'Gro-Low'	5 gal.	
KNR	Knock Out Rose	Rosa shrub 'Knock Out'	5 gal.	
LHS	Little Henry® Sweetspire	Itea virginica 'Sprich'	5 gal.	
MCS	Magic Carpet Japanese Spirea	Spiraea japonica 'Walbuma'	5 gal.	
SWW	Spilled Wine® Weigela	Weigela florida 'Bokraspiwi'	5 gal.	
VSS	Henry's Garnet Sweetspire	Itea virginica 'Henry's Garnet'	3 gal.	
WTB	Red Sprite Winterberry	Ilex verticillata 'Nana'	5 gal.	
EVERGREEN SHRUBS				
BRJ	Blue Rug Juniper	Juniperus horizontalis 'Blue Rug'	5 gal.	B&B
CGH	China Girl® Holly	Ilex x meserveae 'China Girl'	5 gal.	
ELY	Everlow Anglo-Japanese Yew	Taxus x media 'Everlow'	5 gal.	
FCA	Rheingold Arborvitae	Thuja occidentalis 'Rheingold'	5 gal.	
GBS	Blue Globe Colorado Spruce	Picea pungens 'Glauca Globosa'	3` Ht.	B&B
GMC	Golden Mop Threadleaf Sawara Cypress	Chamaecyparis pisifera 'Golden Mop'	5 gal.	
HXY	Hicks Anglo-Japanese Yew	Taxus x media 'Hicksii'	3.5` Ht.	B&B
SGJ	Sea Green Juniper	Juniperus chinensis 'Sea Green'	5 gal.	
TMJ	Tamarix Juniper	Juniperus sabina 'Tamariscifolia'	5 gal.	
WGB	Wintergreen Korean Boxwood	Buxus sinica insularis 'Wintergreen'	5 gal.	
GRASSES				
KFG	Karl Foerster Feather Reed Grass	Calamagrostis x acutiflora 'Karl Foerster'	1 gal.	
MLG	Morning Light Eulalia Grass	Miscanthus sinensis 'Morning Light'	1 gal.	
NWG	Northwind Switch Grass	Panicum virgatum 'Northwind'	1 gal.	
RSG	Prairie Fire Switch Grass	Panicum virgatum 'Prairie Fire'	1 gal.	
VLR	Variegated Lilyturf	Liriope muscari 'Variegata'	1 gal.	
PERENNIALS				
BES	Black-eyed Susan	Rudbeckia hirta	1 gal.	
CAT	Walker's Low Catmint	Nepeta x faassenii 'Walker's Low'	1 gal.	
DAY	Little Business Daylily	Hemerocallis x 'Little Business'	1 gal.	
MSG	Mayknight Meadow Sage	Salvia nemorosa 'Mainacht'	1 gal.	
PCF	Coneflower	Echinacea purpurea	1 gal.	
SBA	Summer Beauty Ornamental Onion	Allium x 'Summer Beauty'	1 gal.	

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   D. ALL SHRUBS SHALL BE A MINIMUM OF 2' FROM PAVED EDGE.
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10. UNLESS SPECIFIED OTHERWISE ON THE PLANS, ALL LANDSCAPE BEDS ARE TO BE DEFINED USING V-CUT (CULTIVATED) EDGE METHOD. STEEL EDGING IS ONLY TO BE USED ALONG AREAS OF RIVER ROCK WHERE ADJACENT TO SOFTSCAPES (TURF AREAS, MULCHED LANDSCAPE BEDS, ETC.) WHERE ROCK BEDS ARE ADJACENT PAVED EDGE, V-CUTTING SHOULD STILL BE USED TO PROVIDE ROCK CONTAINMENT.



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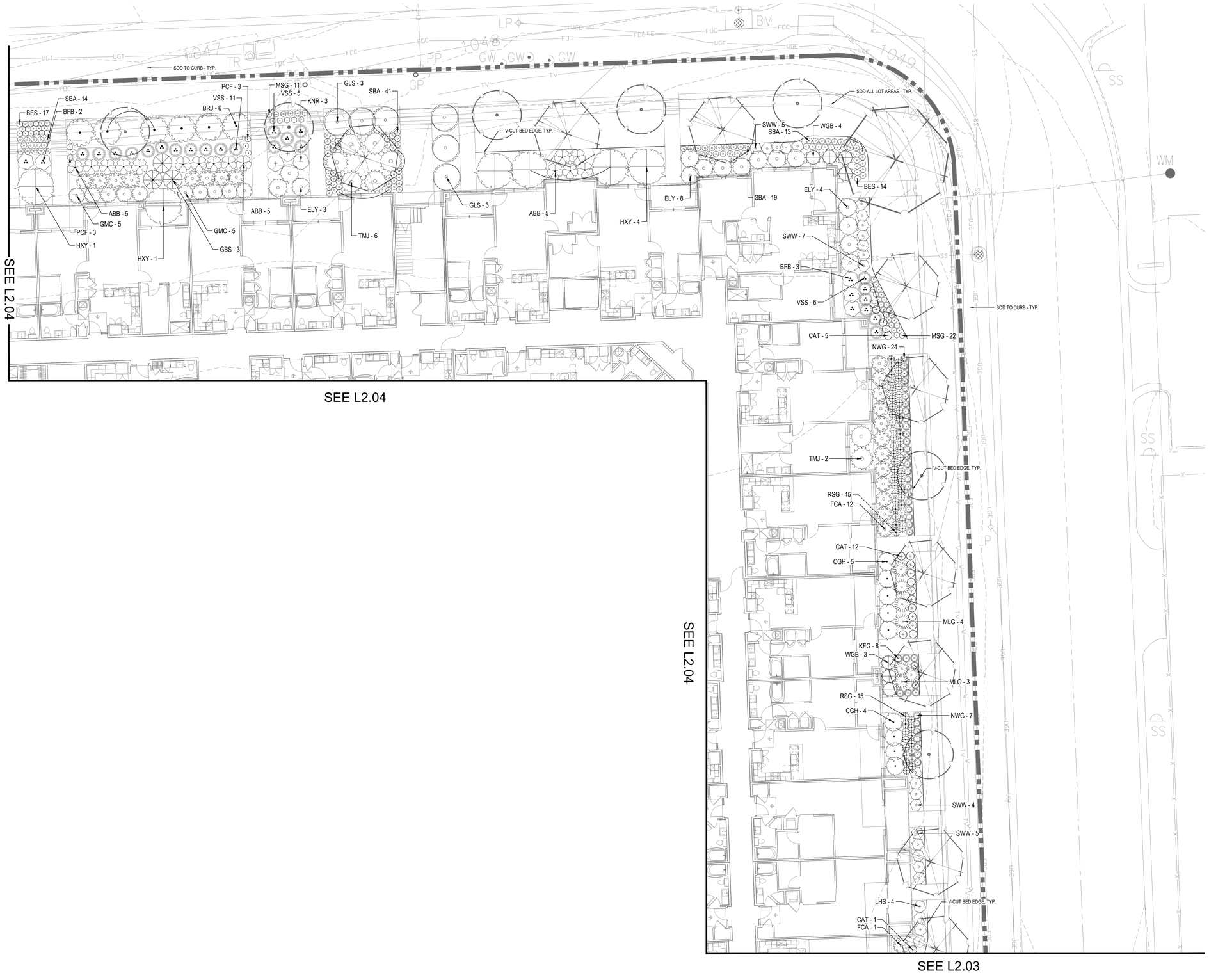
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SHEET NAME
SHRUB PLAN

SHEET NO.
L2.00

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ENLARGEMENT PLAN
SHRUB PLANTING PLAN
1" = 10'-0"

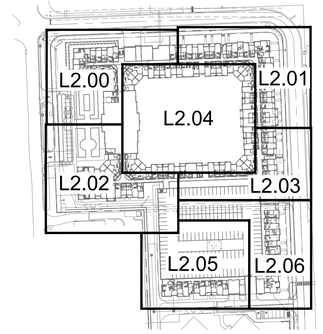
0' 5' 10' 20'

PLANT SCHEDULE

CODE	COMMON NAME	BOTANICAL NAME	SIZE	NOTE
DECIDUOUS SHRUBS				
ABB	American Beautyberry	Callicarpa americana	5 gal.	
AHY	Annabelle Hydrangea	Hydrangea arborescens 'Annabelle'	5 gal.	
BFB	Butterfly Bush	Buddleja davidii	3 gal.	
CPR	Flower Carpet® Red Groundcover Rose	Rosa x 'Noare'	5 gal.	
DKL	Dwarf Korean Lilac	Syringa meyeri 'Palibin'	5 gal.	
DRT	Ivory Halo® Tatarian Dogwood	Cornus alba 'Bailhalo'	5 gal.	
GLS	Gro-Low Fragrant Sumac	Rhus aromatica 'Gro-Low'	5 gal.	
KNR	Knock Out Rose	Rosa shrub 'Knock Out'	5 gal.	
LHS	Little Henry® Sweetspire	Itea virginica 'Sprich'	5 gal.	
MCS	Magic Carpet Japanese Spirea	Spiraea japonica 'Walbduma'	5 gal.	
SWW	Spilled Wine® Weigela	Weigela florida 'Bokraspiwi'	5 gal.	
VSS	Henry's Garnet Sweetspire	Itea virginica 'Henry's Garnet'	3 gal.	
WTB	Red Sprite Winterberry	Ilex verticillata 'Nana'	5 gal.	
EVERGREEN SHRUBS				
BRJ	Blue Rug Juniper	Juniperus horizontalis 'Blue Rug'	5 gal.	B&B
CGH	China Girl® Holly	Ilex x meserveae 'China Girl'	5 gal.	
ELY	Everlow Anglo-Japanese Yew	Taxus x media 'Everlow'	5 gal.	
FCA	Rheingold Arborvitae	Thuja occidentalis 'Rheingold'	5 gal.	
GBS	Blue Globe Colorado Spruce	Picea pungens 'Glauca Globosa'	3` Ht.	B&B
GMC	Golden Mop Threadleaf Sawara Cypress	Chamaecyparis pisifera 'Golden Mop'	5 gal.	
HXY	Hicks Anglo-Japanese Yew	Taxus x media 'Hicksii'	3.5` Ht.	B&B
SGJ	Sea Green Juniper	Juniperus chinensis 'Sea Green'	5 gal.	
TMJ	Tamarix Juniper	Juniperus sabina 'Tamariscifolia'	5 gal.	
WGB	Wintergreen Korean Boxwood	Buxus sinica insularis 'Wintergreen'	5 gal.	
GRASSES				
KFG	Karl Foerster Feather Reed Grass	Calamagrostis x acutiflora 'Karl Foerster'	1 gal.	
MLG	Morning Light Eulalia Grass	Miscanthus sinensis 'Morning Light'	1 gal.	
NWG	Northwind Switch Grass	Panicum virgatum 'Northwind'	1 gal.	
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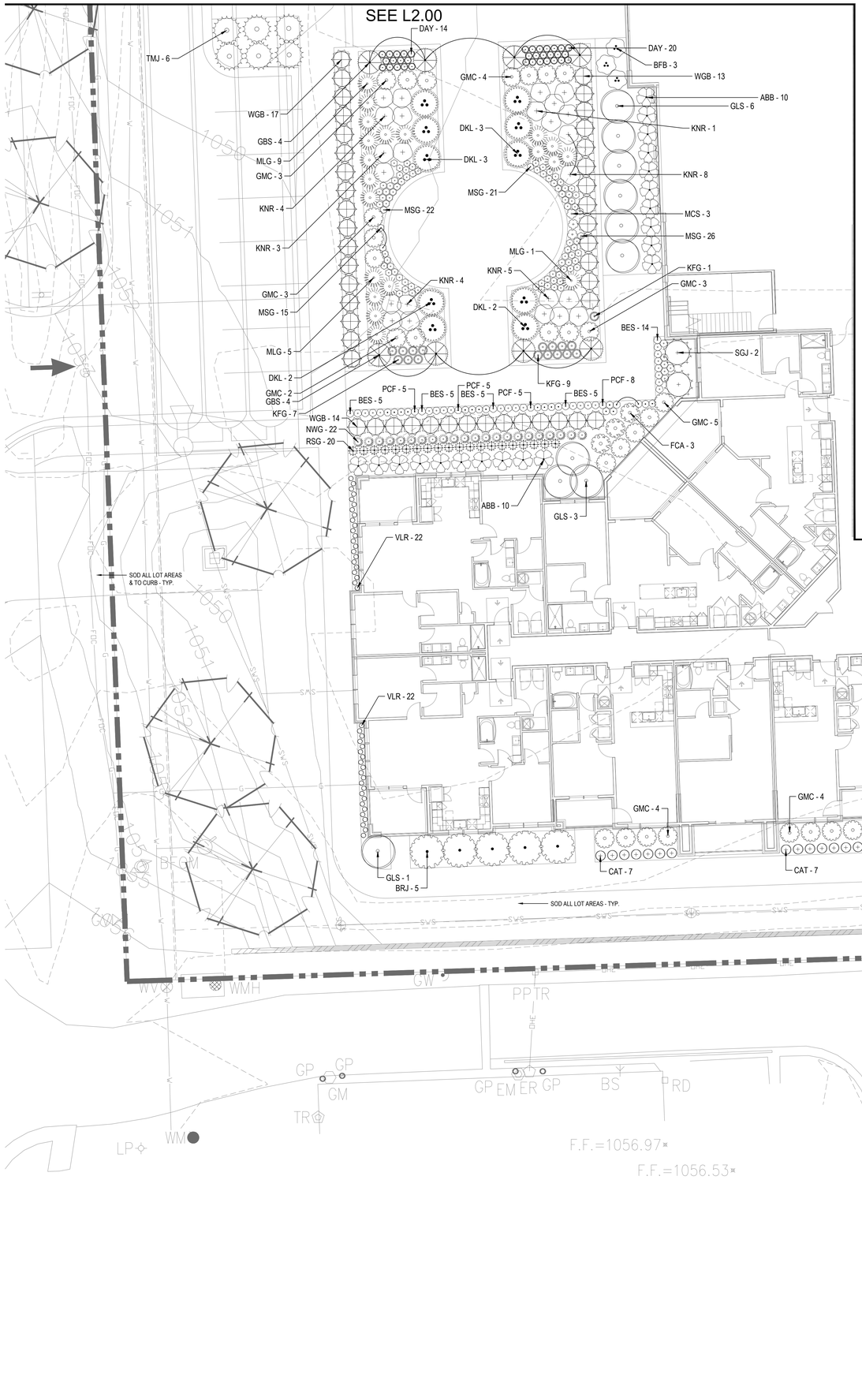
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SHRUB PLAN

SHEET NO.
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ENLARGEMENT PLAN
SHRUB PLANTING PLAN
1" = 10'-0"

0' 5' 10' 20'

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GMC	Golden Mop Threadleaf Sawara Cypress	Chamaecyparis pisifera 'Golden Mop'	5 gal.	
HXY	Hicks Anglo-Japanese Yew	Taxus x media 'Hicksii'	3.5` Ht.	B&B
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TMJ	Tamarix Juniper	Juniperus sabina 'Tamariscifolia'	5 gal.	
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GRASSES				
KFG	Karl Foerster Feather Reed Grass	Calamagrostis x acutiflora 'Karl Foerster'	1 gal.	
MLG	Morning Light Eulalia Grass	Miscanthus sinensis 'Morning Light'	1 gal.	
NWG	Northwind Switch Grass	Panicum virgatum 'Northwind'	1 gal.	
RSG	Prairie Fire Switch Grass	Panicum virgatum 'Prairie Fire'	1 gal.	
VLR	Variegated Lilyturf	Liriope muscari 'Variegata'	1 gal.	
PERENNIALS				
BES	Black-eyed Susan	Rudbeckia hirta	1 gal.	
CAT	Walker's Low Catmint	Nepeta x faassenii 'Walker's Low'	1 gal.	
DAY	Little Business Daylily	Hemerocallis x 'Little Business'	1 gal.	
MSG	Mayknight Meadow Sage	Salvia nemorosa 'Marknacht'	1 gal.	
PCF	Coneflower	Echinacea purpurea	1 gal.	
SBA	Summer Beauty Ornamental Onion	Allium x 'Summer Beauty'	1 gal.	

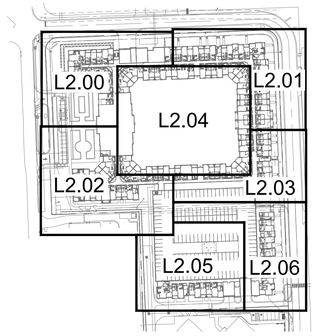
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KEY PLAN
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A NEW PROJECT FOR:
FOXRIDGE APARTMENTS
56TH & FOXRIDGE
MISSION, KANSAS

DRAWING RELEASE LOG
- 07.24.26 FDP SUBMITTAL

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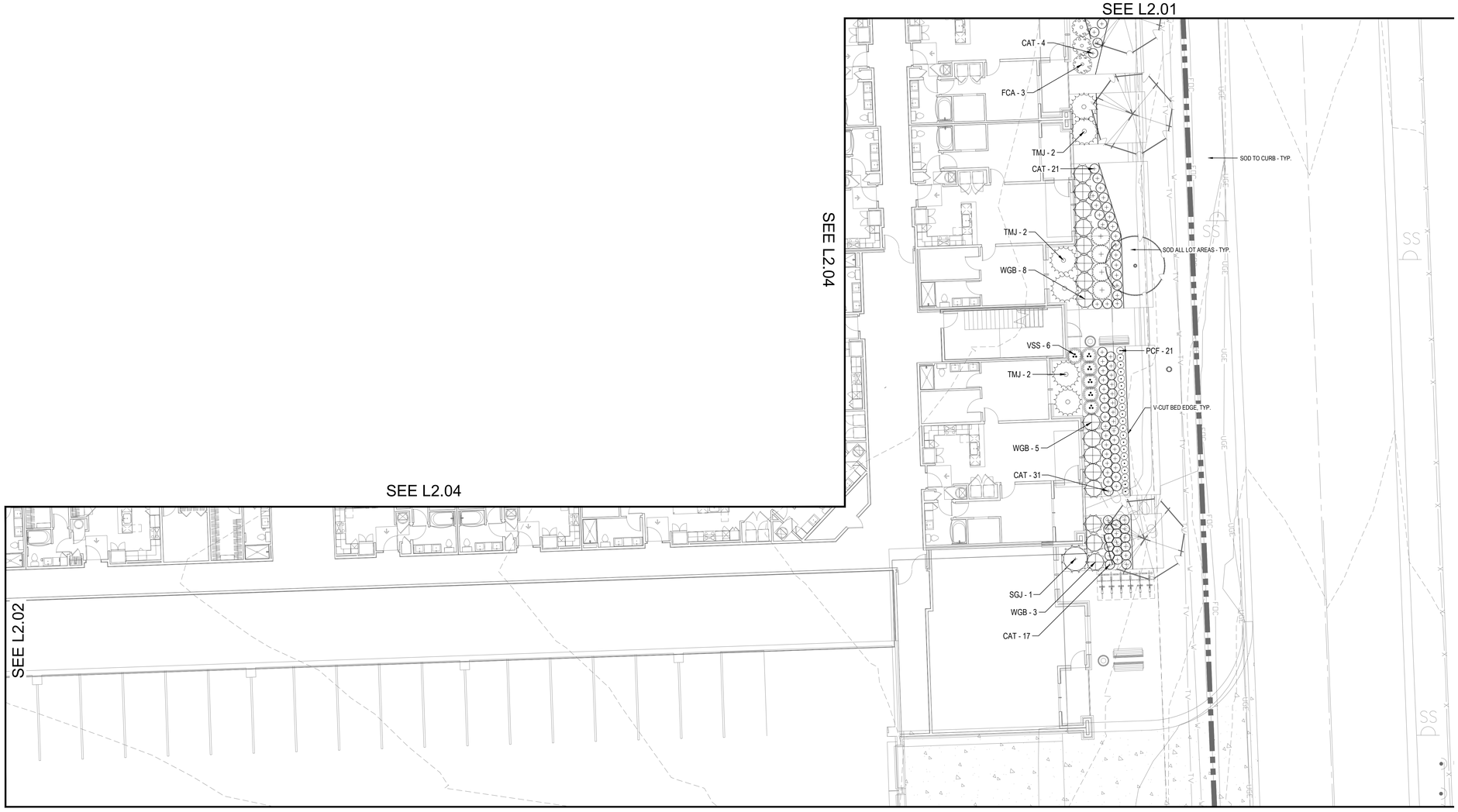
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DATE 07.24.26
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SHEET NAME
SHRUB PLAN

SHEET NO.
L2.02

10/3/2022 2:48:43 PM

30x42 SHEET (Arch E1)



PLANT SCHEDULE				
CODE	COMMON NAME	BOTANICAL NAME	SIZE	NOTE
DECIDUOUS SHRUBS				
ABB	American Beautyberry	Callicarpa americana	5 gal.	
AHY	Annabelle Hydrangea	Hydrangea arborescens 'Annabelle'	5 gal.	
BFB	Butterfly Bush	Buddleja davidii	3 gal.	
CPR	Flower Carpet® Red Groundcover Rose	Rosa x 'Noare'	5 gal.	
DKL	Dwarf Korean Lilac	Syringa meyeri 'Palibin'	5 gal.	
DRT	Ivory Halo® Tatarian Dogwood	Cornus alba 'Bailhalo'	5 gal.	
GLS	Gro-Low Fragrant Sumac	Rhus aromatica 'Gro-Low'	5 gal.	
KNR	Knock Out Rose	Rosa shrub 'Knock Out'	5 gal.	
LHS	Little Henry® Sweetspire	Itea virginica 'Sprich'	5 gal.	
MCS	Magic Carpet Japanese Spirea	Spiraea japonica 'Walbuma'	5 gal.	
SWW	Spilled Wine® Weigela	Weigela florida 'Bokraspiwi'	5 gal.	
VSS	Henry's Garnet Sweetspire	Itea virginica 'Henry's Garnet'	3 gal.	
WTB	Red Sprite Winterberry	Ilex verticillata 'Nana'	5 gal.	
EVERGREEN SHRUBS				
BRJ	Blue Rug Juniper	Juniperus horizontalis 'Blue Rug'	5 gal.	B&B
CGH	China Girl® Holly	Ilex x meserveae 'China Girl'	5 gal.	
ELY	Everlow Anglo-Japanese Yew	Taxus x media 'Everlow'	5 gal.	
FCA	Rheingold Arborvitae	Thuja occidentalis 'Rheingold'	5 gal.	
GBS	Blue Globe Colorado Spruce	Picea pungens 'Glauca Globosa'	3` Ht.	B&B
GMC	Golden Mop Threadleaf Sawara Cypress	Chamaecyparis pisifera 'Golden Mop'	5 gal.	
HXY	Hicks Anglo-Japanese Yew	Taxus x media 'Hicksii'	3.5` Ht.	B&B
SGJ	Sea Green Juniper	Juniperus chinensis 'Sea Green'	5 gal.	
TMJ	Tamarix Juniper	Juniperus sabina 'Tamariscifolia'	5 gal.	
WGB	Wintergreen Korean Boxwood	Buxus sinica insularis 'Wintergreen'	5 gal.	
GRASSES				
KFG	Karl Foerster Feather Reed Grass	Calamagrostis x acutiflora 'Karl Foerster'	1 gal.	
MLG	Morning Light Eulalia Grass	Miscanthus sinensis 'Morning Light'	1 gal.	
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MSG	Maynight Meadow Sage	Salvia nemorosa 'Marnacht'	1 gal.	
PCF	Coneflower	Echinacea purpurea	1 gal.	
SBA	Summer Beauty Ornamental Onion	Allium x 'Summer Beauty'	1 gal.	

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ENLARGEMENT PLAN
SHRUB PLANTING PLAN
1" = 10'-0"
0' 5' 10' 20'

KEY PLAN
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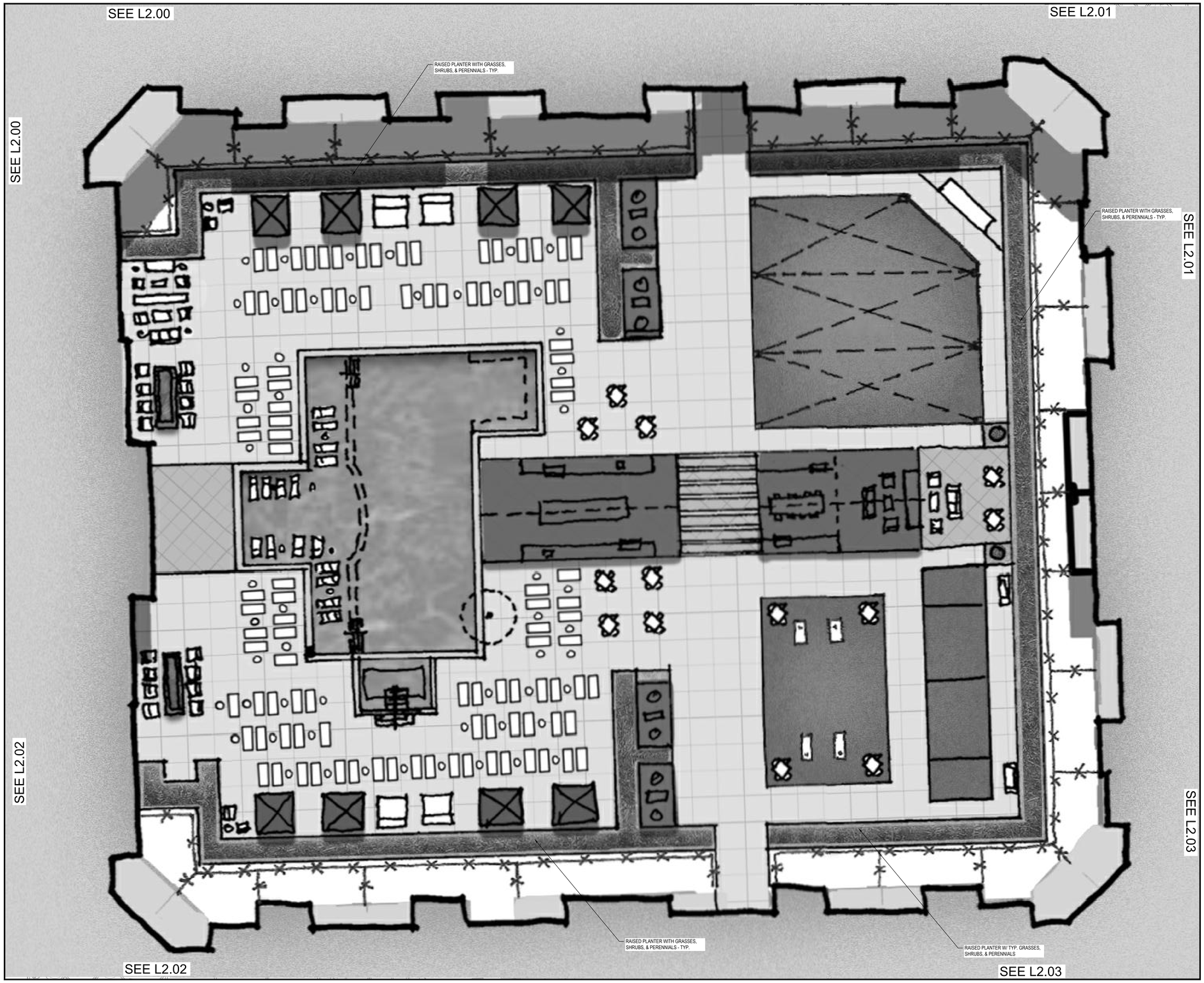
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DATE 07.24.26
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SHRUB PLAN

SHEET NO.
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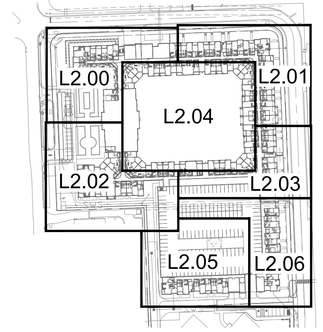
COURTYARD PLAN
SHRUB PLANTING PLAN
1" = 10'-0"

0' 5' 10' 20'

PLANT SCHEDULE				
CODE	COMMON NAME	BOTANICAL NAME	SIZE	NOTE
DECIDUOUS SHRUBS				
ABB	American Beautyberry	Callicarpa americana	5 gal.	
AHY	Annabelle Hydrangea	Hydrangea arborescens 'Annabelle'	5 gal.	
BFB	Butterfly Bush	Buddleja davidii	3 gal.	
CPR	Flower Carpet® Red Groundcover Rose	Rosa x 'Noare'	5 gal.	
DKL	Dwarf Korean Lilac	Syringa meyeri 'Palibin'	5 gal.	
DRT	Ivory Halo® Tatarian Dogwood	Cornus alba 'Bailhalo'	5 gal.	
GLS	Gro-Low Fragrant Sumac	Rhus aromatica 'Gro-Low'	5 gal.	
KNR	Knock Out Rose	Rosa shrub 'Knock Out'	5 gal.	
LHS	Little Henry® Sweetspire	Itea virginica 'Sprich'	5 gal.	
MCS	Magic Carpet Japanese Spirea	Spiraea japonica 'Walbuma'	5 gal.	
SWW	Spilled Wine® Weigela	Weigela florida 'Bokraspiwi'	5 gal.	
VSS	Henry's Garnet Sweetspire	Itea virginica 'Henry's Garnet'	3 gal.	
WTB	Red Sprite Winterberry	Ilex verticillata 'Nana'	5 gal.	
EVERGREEN SHRUBS				
BRJ	Blue Rug Juniper	Juniperus horizontalis 'Blue Rug'	5 gal.	B&B
CGH	China Girl® Holly	Ilex x meserveae 'China Girl'	5 gal.	
ELY	Everlow Anglo-Japanese Yew	Taxus x media 'Everlow'	5 gal.	
FCA	Rheingold Arborvitae	Thuja occidentalis 'Rheingold'	5 gal.	
GBS	Blue Globe Colorado Spruce	Picea pungens 'Glauca Globosa'	3` Ht.	B&B
GMC	Golden Mop Threadleaf Sawara Cypress	Chamaecyparis pisifera 'Golden Mop'	5 gal.	
HXY	Hicks Anglo-Japanese Yew	Taxus x media 'Hicksii'	3.5` Ht.	B&B
SGJ	Sea Green Juniper	Juniperus chinensis 'Sea Green'	5 gal.	
TMJ	Tamarix Juniper	Juniperus sabina 'Tamariscifolia'	5 gal.	
WGB	Wintergreen Korean Boxwood	Buxus sinica insularis 'Wintergreen'	5 gal.	
GRASSES				
KFG	Karl Foerster Feather Reed Grass	Calamagrostis x acutiflora 'Karl Foerster'	1 gal.	
MLG	Morning Light Eulalia Grass	Miscanthus sinensis 'Morning Light'	1 gal.	
NWG	Northwind Switch Grass	Panicum virgatum 'Northwind'	1 gal.	
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PERENNIALS				
BES	Black-eyed Susan	Rudbeckia hirta	1 gal.	
CAT	Walker's Low Catmint	Nepeta x faassenii 'Walker's Low'	1 gal.	
DAY	Little Business Daylily	Hemerocallis x 'Little Business'	1 gal.	
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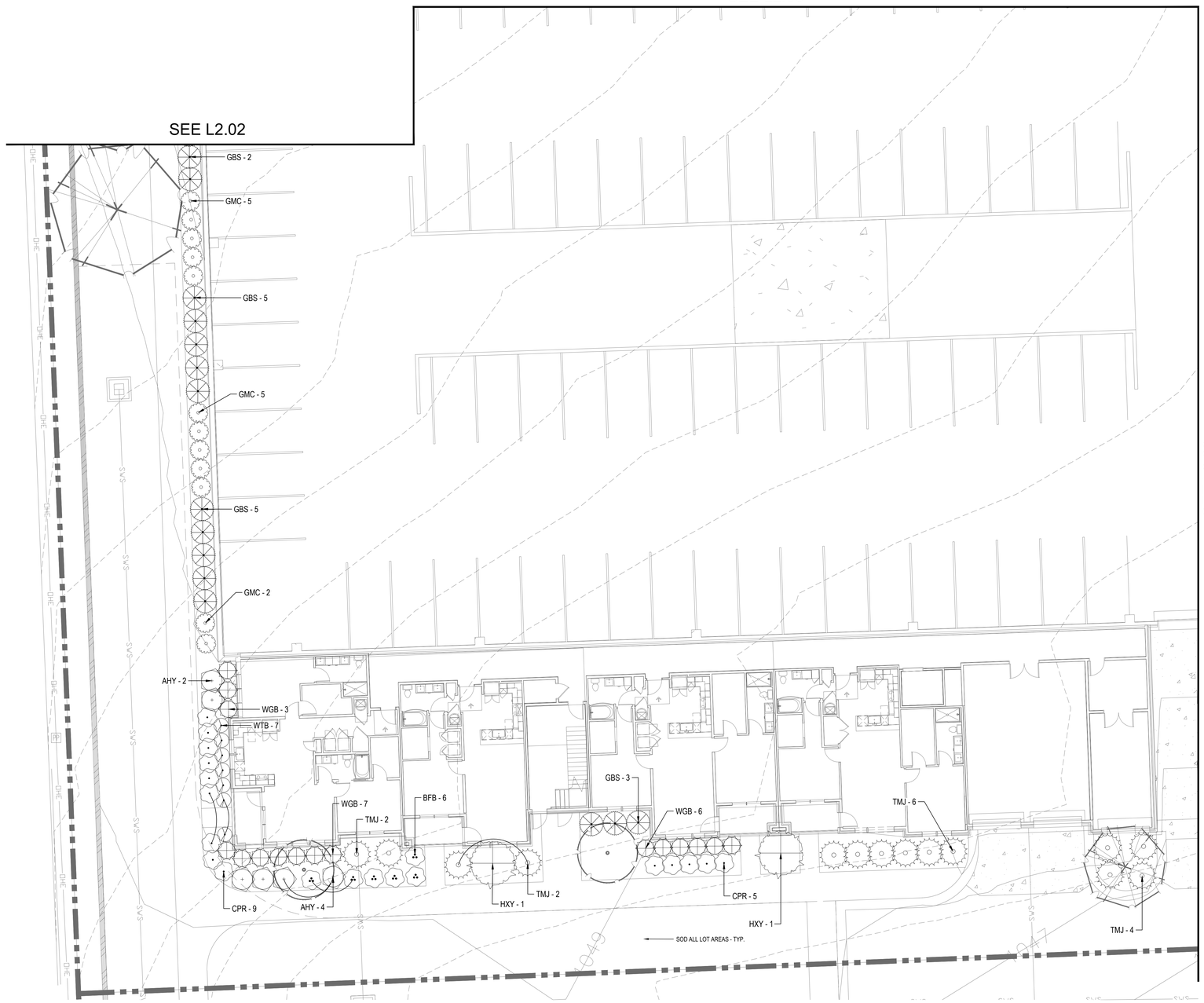
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SHRUB PLAN

SHEET NO.
L2.04

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30x42 SHEET (Arch E1)



ENLARGEMENT PLAN
SHRUB PLANTING PLAN
1" = 10'-0"

0' 5' 10' 20'

PLANT SCHEDULE

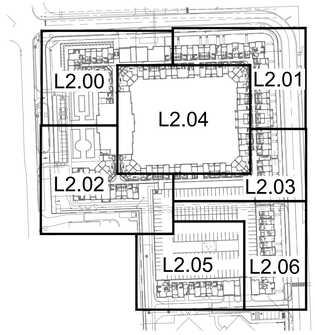
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KEY PLAN
NTS

A NEW PROJECT FOR:
FOXRIDGE APARTMENTS
56TH & FOXRIDGE
MISSION, KANSAS

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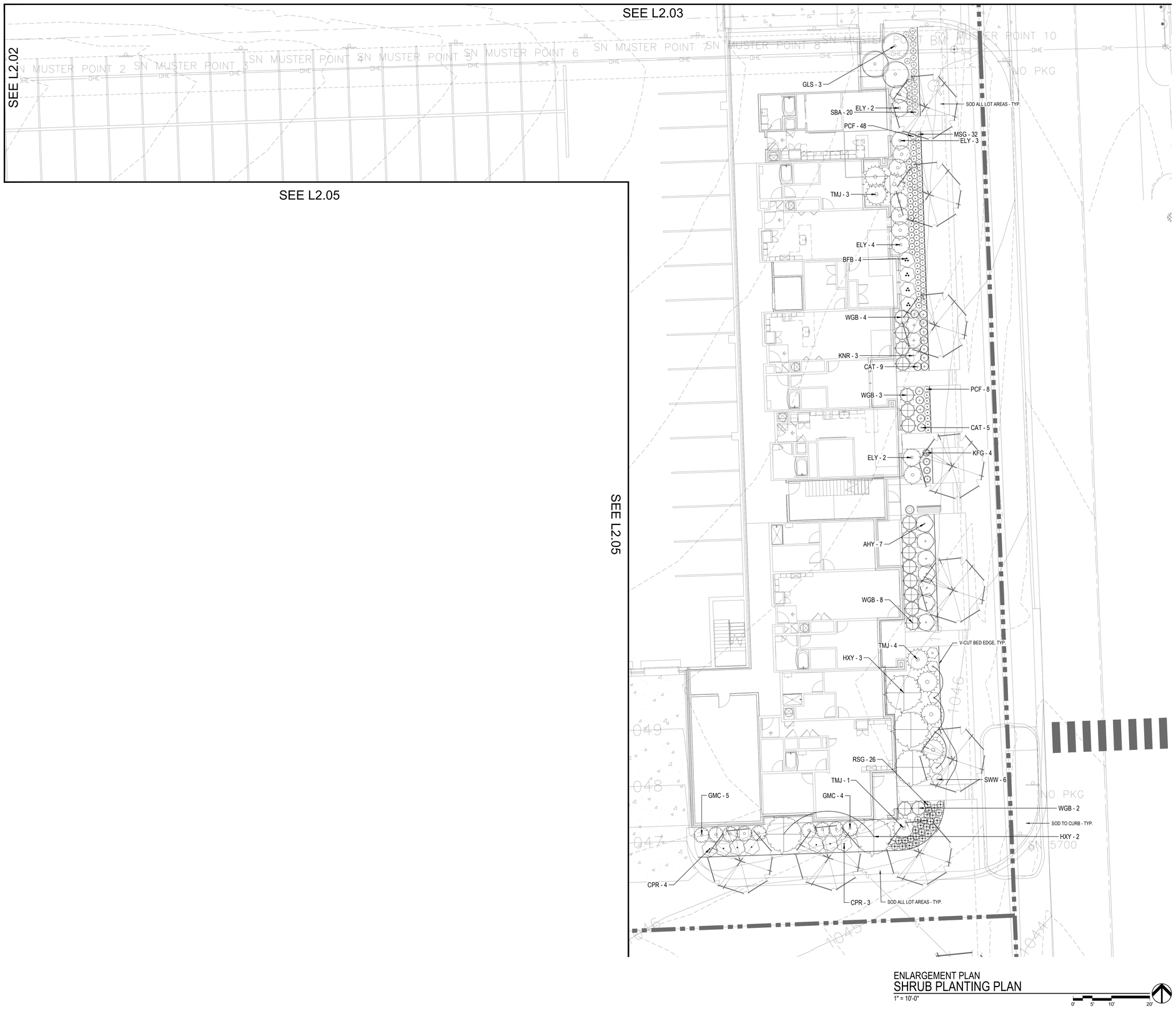
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SHEET NAME
SHRUB PLAN

SHEET NO.
L2.05

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30x42 SHEET (Arch E1)



ENLARGEMENT PLAN
SHRUB PLANTING PLAN
1" = 10'-0"

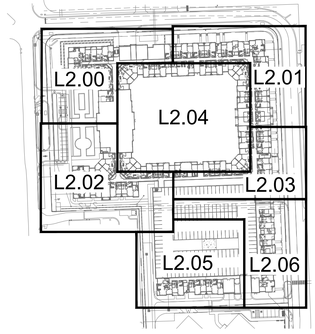
0' 5' 10' 20'

PLANT SCHEDULE

CODE	COMMON NAME	BOTANICAL NAME	SIZE	NOTE
DECIDUOUS SHRUBS				
ABB	American Beautyberry	Callicarpa americana	5 gal.	
AHY	Annabelle Hydrangea	Hydrangea arborescens 'Annabelle'	5 gal.	
BFB	Butterfly Bush	Buddleja davidii	3 gal.	
CPR	Flower Carpet® Red Groundcover Rose	Rosa x 'Noare'	5 gal.	
DKL	Dwarf Korean Lilac	Syringa meyeri 'Palibin'	5 gal.	
DRT	Ivory Halo® Tatarian Dogwood	Cornus alba 'Bailhalo'	5 gal.	
GLS	Gro-Low Fragrant Sumac	Rhus aromatica 'Gro-Low'	5 gal.	
KNR	Knock Out Rose	Rosa shrub 'Knock Out'	5 gal.	
LHS	Little Henry® Sweetspire	Itea virginica 'Sprich'	5 gal.	
MCS	Magic Carpet Japanese Spirea	Spiraea japonica 'Walbuma'	5 gal.	
SWW	Spilled Wine® Weigela	Weigela florida 'Bokraspiwi'	5 gal.	
VSS	Henry's Garnet Sweetspire	Itea virginica 'Henry's Garnet'	3 gal.	
WTB	Red Sprite Winterberry	Ilex verticillata 'Nana'	5 gal.	
EVERGREEN SHRUBS				
BRJ	Blue Rug Juniper	Juniperus horizontalis 'Blue Rug'	5 gal.	B&B
CGH	China Girl® Holly	Ilex x meserveae 'China Girl'	5 gal.	
ELY	Everlow Anglo-Japanese Yew	Taxus x media 'Everlow'	5 gal.	
FCA	Rheingold Arborvitae	Thuja occidentalis 'Rheingold'	5 gal.	
GBS	Blue Globe Colorado Spruce	Picea pungens 'Glauca Globosa'	3` Ht.	B&B
GMC	Golden Mop Threadleaf Sawara Cypress	Chamaecyparis pisifera 'Golden Mop'	5 gal.	
HXY	Hicks Anglo-Japanese Yew	Taxus x media 'Hicksii'	3.5` Ht.	B&B
SGJ	Sea Green Juniper	Juniperus chinensis 'Sea Green'	5 gal.	
TMJ	Tamarix Juniper	Juniperus sabina 'Tamariscifolia'	5 gal.	
WGB	Wintergreen Korean Boxwood	Buxus sinica insularis 'Wintergreen'	5 gal.	
GRASSES				
KFG	Karl Foerster Feather Reed Grass	Calamagrostis x acutiflora 'Karl Foerster'	1 gal.	
MLG	Morning Light Eulalia Grass	Miscanthus sinensis 'Morning Light'	1 gal.	
NWG	Northwind Switch Grass	Panicum virgatum 'Northwind'	1 gal.	
RSG	Prairie Fire Switch Grass	Panicum virgatum 'Prairie Fire'	1 gal.	
VLR	Variegated Lilyturf	Liriope muscari 'Variegata'	1 gal.	
PERENNIALS				
BES	Black-eyed Susan	Rudbeckia hirta	1 gal.	
CAT	Walker's Low Catmint	Nepeta x faassenii 'Walker's Low'	1 gal.	
DAY	Little Business Daylily	Hemerocallis x 'Little Business'	1 gal.	
MSG	Maynight Meadow Sage	Salvia nemorosa 'Marnacht'	1 gal.	
PCF	Coneflower	Echinacea purpurea	1 gal.	
SBA	Summer Beauty Ornamental Onion	Allium x 'Summer Beauty'	1 gal.	

GENERAL NOTES:

1. EACH BIDDER SHALL VISIT THE SITE OF THE PROPOSED WORK AND EXAMINE THE SITE CONDITIONS. HE SHALL ALSO CAREFULLY EXAMINE THE DRAWINGS FOR THE PROPOSED WORK AND FAMILIARIZE HIMSELF WITH ALL CONDITIONS, WHICH MAY AFFECT THE PROPOSED WORK.
2. THE PLANTING PLAN GRAPHICALLY ILLUSTRATES OVERALL PLANT MASSING. EACH PLANT SPECIES MASSING SHALL BE PLACED IN THE FIELD TO UTILIZE GREATEST COVERAGE OF GROUND PLANE. THE FOLLOWING APPLIES FOR INDIVIDUAL PLANTINGS:
   A. CREEPING GROUNDCOVER SHALL BE A MINIMUM OF 6" FROM PAVING EDGE.
   B. ALL TREES SHALL BE A MINIMUM OF 3' FROM PAVING EDGE.
   C. ALL PLANTS OF THE SAME SPECIES SHALL BE EQUALLY SPACED APART AND PLACED FOR BEST AESTHETIC VIEWING.
   D. ALL SHRUBS SHALL BE A MINIMUM OF 2' FROM PAVED EDGE.
3. NOTIFY LANDSCAPE ARCHITECT 1 WEEK PRIOR TO ANTICIPATED START OF PLANT MATERIAL INSTALLATION. LANDSCAPE CONTRACTOR SHALL DEMARCATE ALL PROPOSED PLANTING BED EDGES, SET OUT SHRUBS IN INTENDED LOCATIONS, AND STAKE TREE LOCATIONS FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. APPROVAL OF FINAL PLANT MATERIAL LOCATIONS IS SUBJECT TO REVIEW BY LANDSCAPE ARCHITECT.
4. ALL NEW PLANT BED AREAS TO BE IRRIGATED. REFER TO L3.00 FOR GENERAL PERFORMANCE SPECIFICATIONS, AND THE PROJECT SPECIFICATIONS FOR MORE DETAILED IRRIGATION SYSTEM DESCRIPTION.
5. REFER TO L1.00 SERIES SHEETS FOR TREE PLANTINGS.
6. REFER TO L2.00 SERIES SHEETS FOR SHRUB PLANTINGS & ROCK MATERIALS.
7. REFER TO L3.00 SERIES SHEETS FOR PLANTING DETAILS & SPECIFICATIONS.
8. IN THE EVENT OF WORK IN OR ON THE SANITARY MAIN. ANY TREES OR PLANTINGS PLACED WITHIN THE SEWER EASEMENT MAY BE REMOVED WITHOUT REPLACEMENT OR COMPENSATION THERE OF AND SHALL BE REPLACED BY THE PROPERTY OWNER AS REQUIRED BY THE CITY.
9. ALL LANDSCAPE BEDS WITHIN POOL ENCLOSURE TO INCLUDE RIVER ROCK PER SPECS.
10. UNLESS SPECIFIED OTHERWISE ON THE PLANS, ALL LANDSCAPE BEDS ARE TO BE DEFINED USING V-CUT (CULTIVATED) EDGE METHOD. STEEL EDGING IS ONLY TO BE USED ALONG AREAS OF RIVER ROCK WHERE ADJACENT TO SOFTSCAPES (TURF AREAS, MULCHED LANDSCAPE BEDS, ETC.). WHERE ROCK BEDS ARE ADJACENT PAVED EDGE, V-CUTTING SHOULD STILL BE USED TO PROVIDE ROCK CONTAINMENT.



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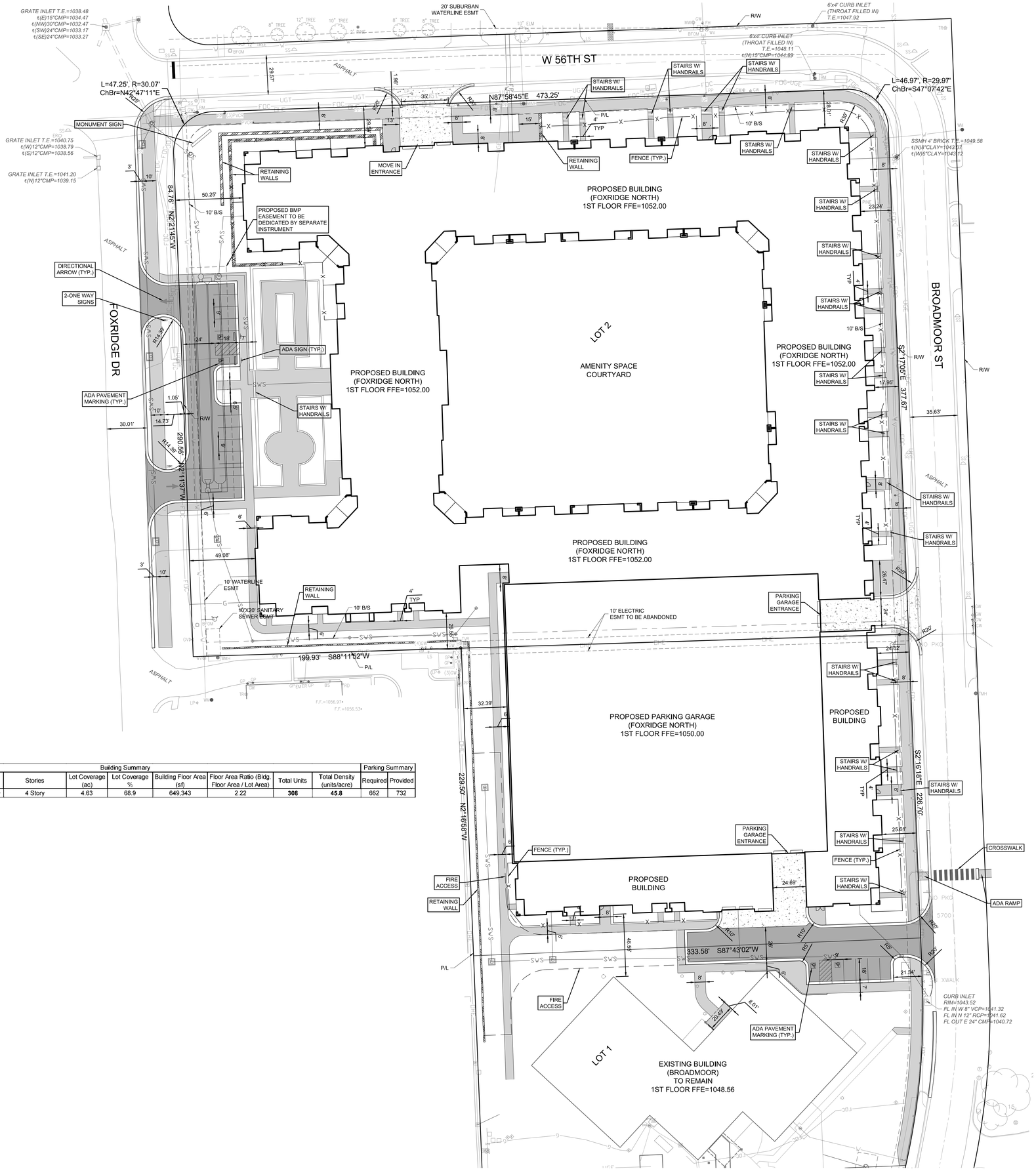
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SHEET NO. L2.06

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Lot Summary			Building Summary								Parking Summary	
Lot Number	Building Name	Lot Area (ac)	Use/Zoning	Stories	Lot Coverage (ac)	Lot Coverage %	Building Floor Area (sf)	Floor Area Ratio (Bldg. Floor Area / Lot Area)	Total Units	Total Density (units/acre)	Required	Provided
Lot 2	Foxridge North	6.72	HIGH-RISE APARTMENT / M-P & CP-O	4 Story	4.63	68.9	649,343	2.22	**308**	**45.8**	662	732

PAVING LEGEND

- CONCRETE SIDEWALK
- CONCRETE SECTION
- ASPHALT SECTION

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Engineering No. 2001099364

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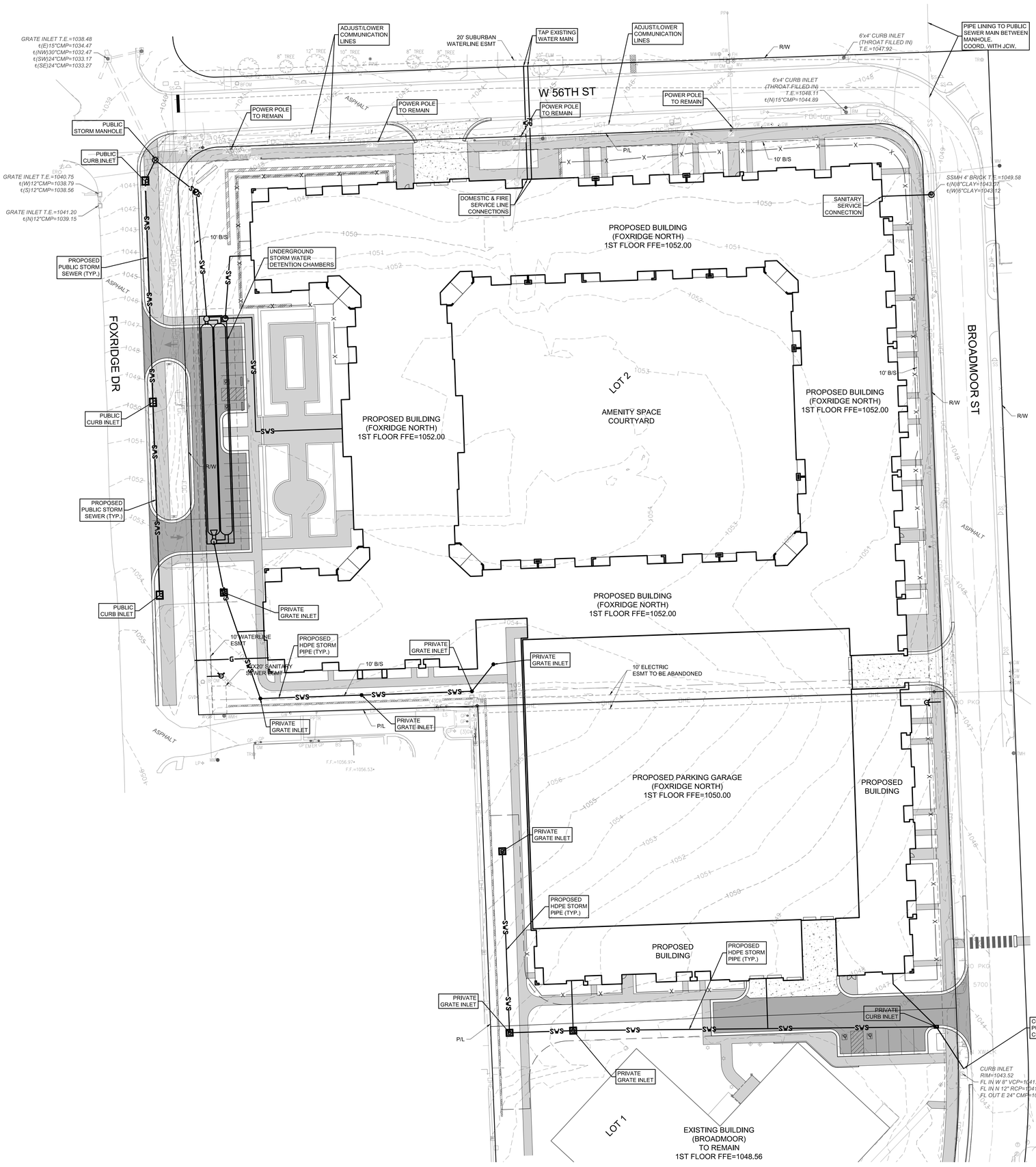
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SITE PLAN

SHEET NO.
C1.01

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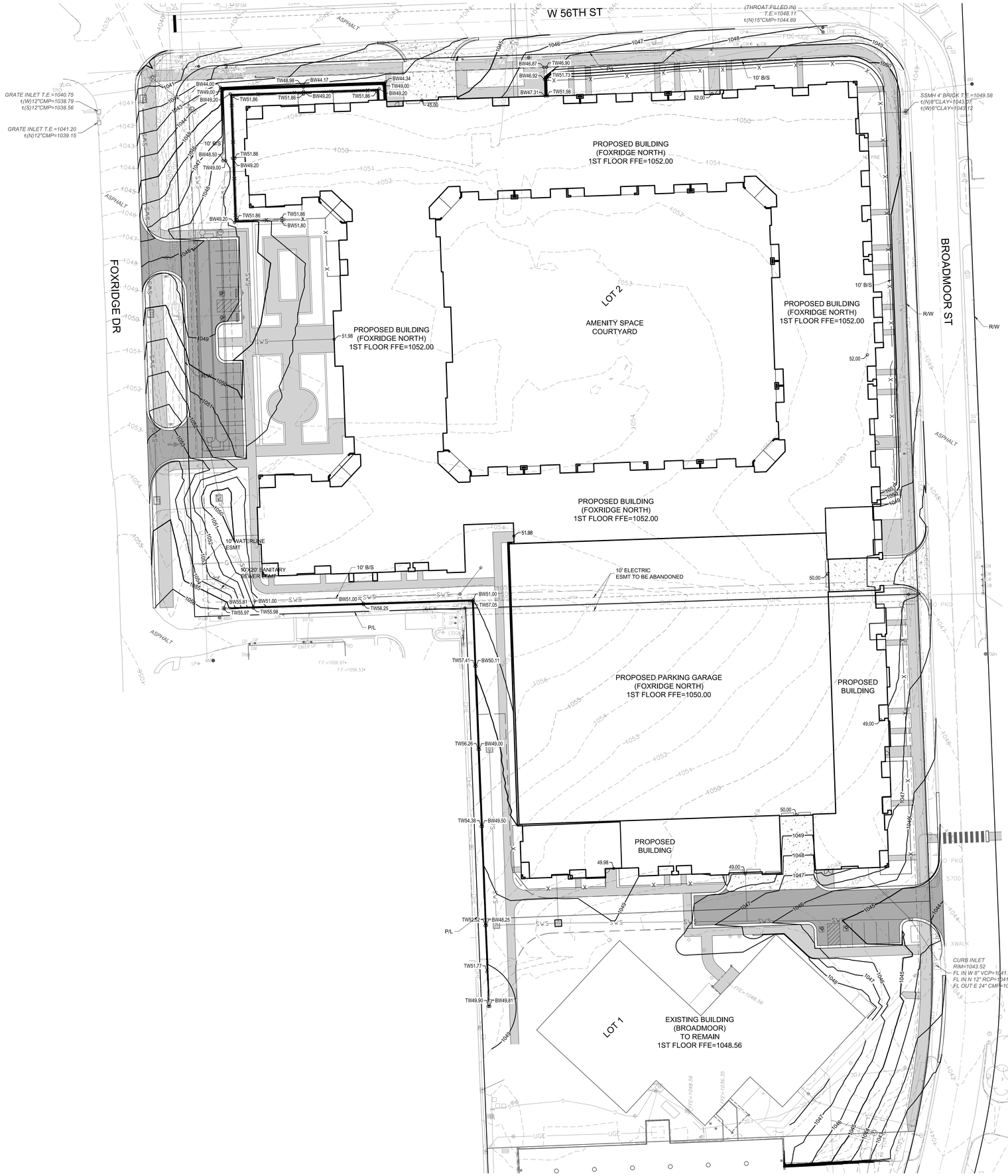
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30x42 SHEET (Arch E1)



GRADING LEGEND

- 100 — EXISTING MAJOR CONTOUR
- 101 — EXISTING MINOR CONTOUR
- 100 — PROPOSED MAJOR CONTOUR
- 101 — PROPOSED MINOR CONTOUR
- 00.00 — FINISH GRADE

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GRADING PLAN

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30x42 SHEET (Arch E1)



Slopes Table

Number	Minimum Slope	Maximum Slope	Area	Color
1	0.00%	5.99%	290994.71	
2	6.00%	10.99%	32087.15	
3	11.00%	17.99%	11292.57	
4	18.00%	67834.15%	10155.01	

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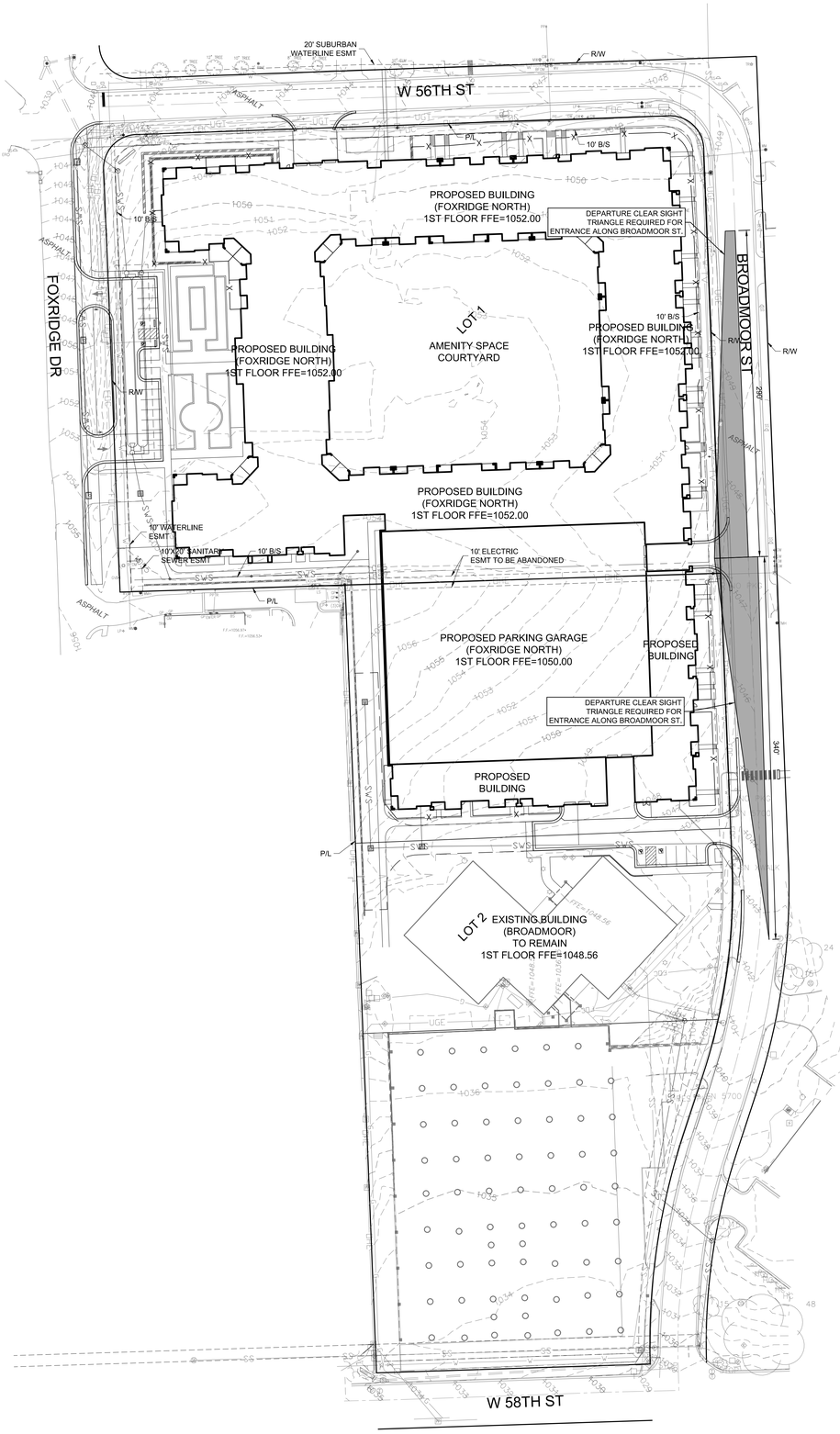
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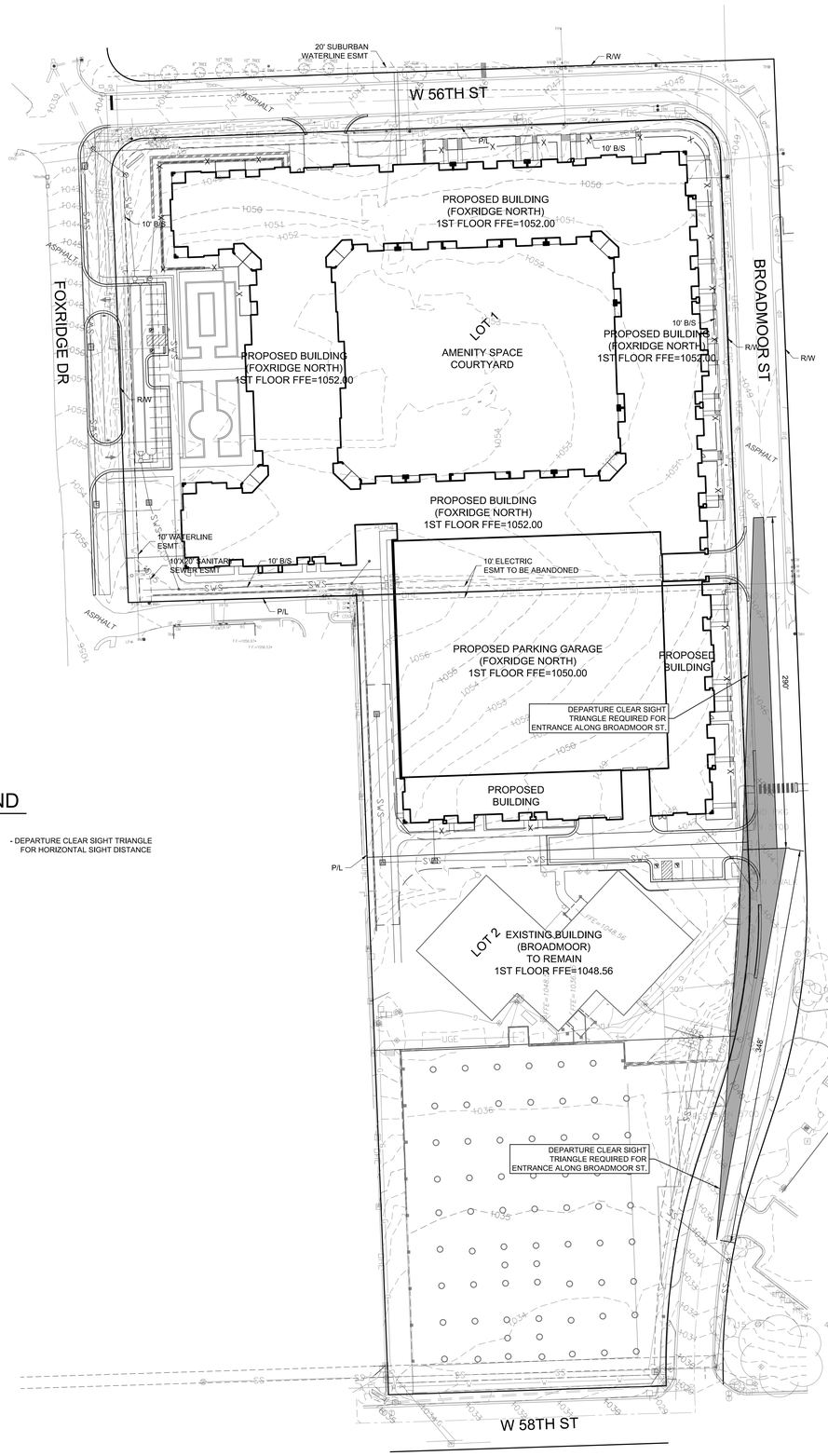
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LEGEND

- DEPARTURE CLEAR SIGHT TRIANGLE FOR HORIZONTAL SIGHT DISTANCE

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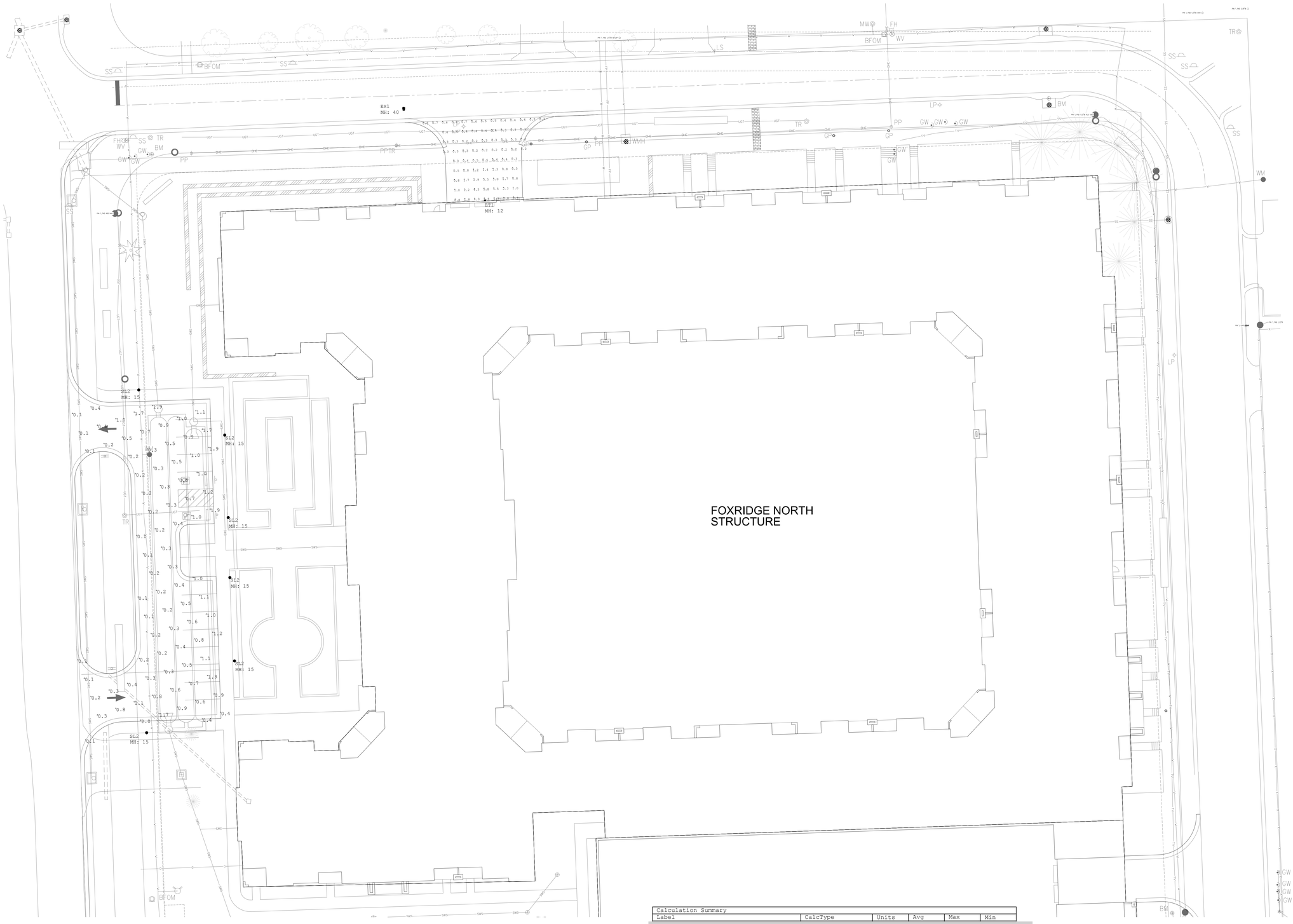
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ENTRANCE SIGHT TRIANGLES
SHEET NO.
C1.05

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FOXRIDGE - SITE PHOTOMETRIC PLAN NORTH

SCALE: 1"=20'-0"

Luminaire Schedule				
Symbol	Label	Arrangement	Tag	LLF
E10	KRL15050KLV3P (PUBLIC STREET LIGHT)	Single	EX1	0.700
	WDGE1 LED P2 40K 80CRI VW	Single	ET1	0.950
	XDLS-03L-4F-AMB-EHS	Single	SL2	0.950
	MRS-LED-09L-SIL-4-40-80CRI	Back-Back	SL1	0.950

Calculation Summary					
Label	CalcType	Units	Avg	Max	Min
FoxRidge North Entrance	Illuminance	Fc	1.05	5.8	0.2
FoxRidge West Main Entrance	Illuminance	Fc	0.62	2.0	0.1
FoxRidgeEast Garage Entrance	Illuminance	Fc	0.89	3.6	0.0

DISCLAIMER:
These calculation have been performed according to IES standards and good practice. There may be differences between measured values and results presented herin, based on the extent in which field condition deviate from the input data. All attached drawing(s) images are for for photometric reference only.

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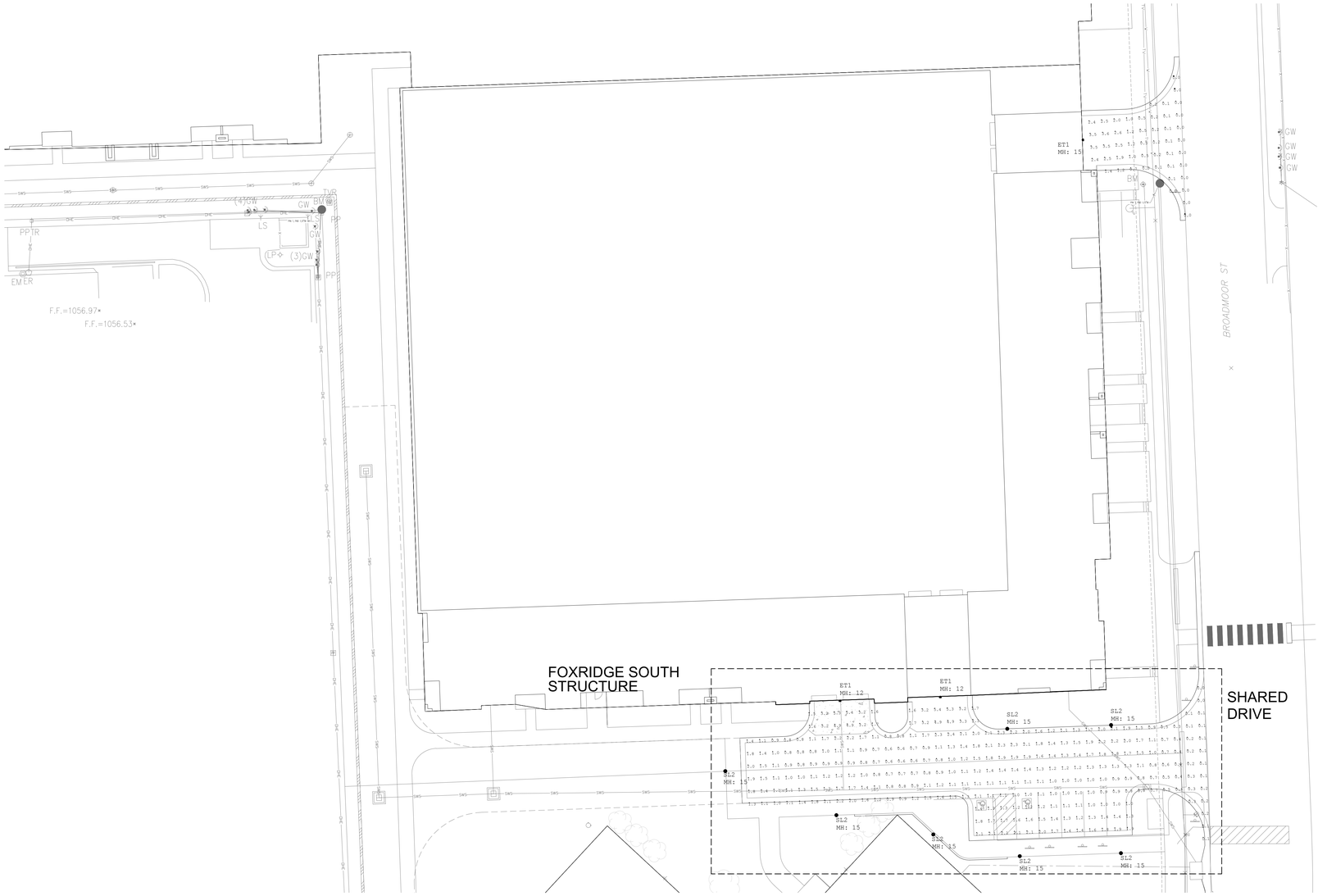
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1915 Frederick Avenue, St. Joseph, Missouri 64501
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SITE PLAN - PHOTOMETRICS
SHEET NO.
E0.02



N

FOXRIDGE - SITE PHOTOMETRIC PLAN SOUTH

SCALE: 1"=20'-0"

Luminaire Schedule				
Symbol	Label	Arrangement	Tag	LLF
	KRL15050KLV3P (PUBLIC STREET LIGHT)	Single	EX1	0.700
	WDGE1 LED P2 40K 80CRI VW	Single	ET1	0.950
	XDLS-03L-4F-AMB-EHS	Single	SL2	0.950
	MRS-LED-09L-SIL-4-40-80CRI	Back-Back	SL1	0.950

Calculation Summary					
Label	CalcType	Units	Avg	Max	Min
Broadmoore FoxRidge Drive	Illuminance	Fc	1.37	5.4	0.0
FoxRidge North Entrance	Illuminance	Fc	1.05	5.8	0.2
FoxRidge West Main Entrance	Illuminance	Fc	0.62	2.0	0.1
FoxRidgeEast Garage Entrance	Illuminance	Fc	0.89	3.6	0.0

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Catalog # : _____ Project : _____ Type : _____

Prepared By : _____ Date : _____

Steel Poles

Square Straight Direct Burial



OVERVIEW	
Height	10'-30'
Gauge	7 or 11
Diameter	4"-5"

QUICK LINKS

Ordering Guide | Configurations | Dimensions | EPA

FEATURES & SPECIFICATIONS

Pole Shaft

- Straight poles are 4" or 5" square.
- Pole shaft is electro-welded ASTM-A500 Grade C steel tubing with a minimum yield strength of 50,000 psi.
- On Tenon Mount steel poles, tenon is 2-3/8" O.D. high-strength pipe. Tenon is 4-3/4" in length.

Hand-Hole

- Standard hand-hole location is 12" above ground line.
- Poles 22' and above have a 3" x 6" reinforced hand-hole. Shorter poles have a 2" x 4" non-reinforced hand-hole.

Above Grade Wiring Access

- An optional conduit access coupling is located 12" above ground line opposite side of the hand hole.

Below Grade Wiring Access

- A 2" x 4" oval hole is located 18" below the ground line on side "C" of the pole.

Ground Lug

- Ground lug is standard.

Duplex Receptacle

- Weatherproof duplex receptacle is optional.

Ground Fault Circuit Interrupter

- Self-testing Ground fault circuit interrupter is optional.

Finishes

- Every pole is provided with the DuraGrip® Protection System and a 5-year limited warranty:
- When the top-of-the line DuraGrip® Plus Protection System is selected, in addition to the DuraGrip® Protection System, a nonporous, automotive-grade corrosion coating is applied to the lower portion of the pole interior, sealing and further protecting it from corrosion. This option extends the limited warranty to 7 years.

Determining The Luminaire/Pole Combination For Your Application:

- Select luminaire from luminaire ordering information
- Select bracket configuration if required
- Determine EPA value from luminaire/bracket EPA chart
- Select pole height
- Select MPH to match wind speed in the application area (See windspeed maps).
- Confirm pole EPA equal to or exceeding value of luminaire/bracket EPA
- Consult factory for special wind load requirements and banner brackets

Listings

- UL Listed
- BAA/TAA Compliant

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Steel Poles

Type : _____

Have questions? Call us at (800) 436-7800

ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: 4SQDB B3 S10G 20 S PLP DGP

Pole Series	Mounting Method	Material	Height[1]	Mounting Configuration	Pole Finish	Options
4SQDB - 4" x 4" Square Straight Pole **5SQDB** - 5" x 5" Square Straight Pole	**Bolt-On Mount[2]** - See pole selection guide for patterns and fixture matches. **B5** - 5" Traditional drilling pattern **B3** - 3" Reduced drilling pattern **B2** - 2" Reduced drilling pattern **T** - Tenon Mount - See pole selection guide for tenon and fixture/bracket matches **I** - No Mounting Holes[3] - Use with: • BKA 4ISF & BKA 5ISF • BKA 4ATSF & BKA 5TSF	**S11G** – 11 Ga. Steel (4SQDB and 5SQDB only) **S07G** – 07 Ga. Steel[1]	**10'** **12'** **14'** **16'** **18'** **20'** **22'** **24'** **26'** **28'** **30'** Height Restriction, Consult Pole EPA Chart on opposite page	**S** – Single/Parallel **D180** – Double **D90** – Double **DM90** – Double **T90** – Triple **TM120** – Triple **Q90** – Quad **QM90** – Quad **N** – Tenon Mount (Standard tenon size is 2-3/8" O.D.)	**BRZ** – Bronze **BLK** – Black **PLP** – Platinum Plus **WHT** – White **SVG** – Satin Verde Green **GPT** – Graphite **MSV** – Metallic Silver **BZA** – Alternate Bronze **GMG** – Gun Metal Gray	**SF** – Single Fixture[4] **DF** – Double Fixture[4] **DGP** – DuraGrip® Plus **CC** – 3/4" Conduit Coupling Standard SF and DF pole preparations are located 3/4 of the height of the pole from the base, except on 20' poles. Maximum height for SF and DF pole preparations on 20' poles is 13' from the base.

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ACCESSORY ORDERING INFORMATION

Part Number	Description
1225660LR	ERZ – Weatherproof Duplex Receptacle)
1225671LR	GFI – Ground Fault Circuit Interrupter
152336	MH5 - mounting Hole Plugs for use with 5" traditional drill pattern (5 set of 5 plugs)
681226	MH3 - mounting Hole Plugs for use with 3" reduced drill pattern (5 set of 5 plugs)
725841	MH2 - Mounting Hole Plugs for use with 2" reduced drill pattern (5 sets of 5 plugs)
172539	Vibration Damper – 4" Square Pole (bolt-on mount only)
172538	Vibration Damper – 5" Square Pole (bolt-on mount only)

1 - See Area Light Brackets - 3" Reduced Drill Pattern and Area Light Brackets - 5" Traditional Drill Pattern spec sheets.
2 - Pole heights will have +/- 1/2" tolerance.
3 - See Flood Lighting Brackets section for choice of FBO brackets.

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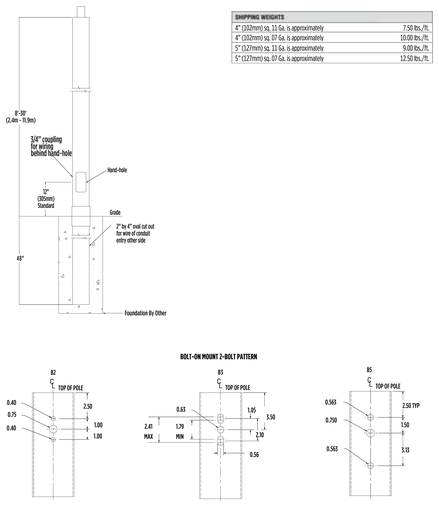
Steel Poles

Type : _____

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PRODUCT DIMENSIONS

Back to Quick Links



SHIPPING WEIGHTS	
4" (102mm) sq. 11 Ga. is approximately	7.50 lbs./ft.
4" (102mm) sq. 07 Ga. is approximately	10.00 lbs./ft.
5" (127mm) sq. 11 Ga. is approximately	9.00 lbs./ft.
5" (127mm) sq. 07 Ga. is approximately	12.50 lbs./ft.

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WDGE1 LED

Architectural Wall Sconce

Buy American

Catalog Number

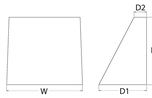
Notes

Type ET1

Hit the tab key or mouse over the page to see all interactive elements.

Specifications

Depth (D1):	5.5"
Depth (D2):	1.5"
Height:	8"
Width:	9"
Weight: (without options)	9 lbs



Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing true site-wide solution.

WDGE1 delivers up to 2,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. The compact size of WDGE1, with its integrated emergency battery backup option, makes it an ideal over-the-door wall-mounted lighting solution.

WDGE LED Family Overview

Luminaire	Standard 25°C	Ambient 35°C	Sensor	Lumen Output					
				P1	P2	P3	P4	P5	P6
WDGE1 LED	4W	--	--	1,200	2,000	--	--	--	--
WDGE2 LED	10W	18W	Standalone / nLight	1,200	2,000	3,000	4,500	6,000	--
WDGE3 LED	15W	18W	Standalone / nLight	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	--	--	Standalone / nLight	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE1 LED P2 40K 80CRI VF MVOLT SRM PE DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE1 LED	P1 P2	27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K[1] 5000K	80CRI 90CRI	VF Visual comfort forward throw VW Visual comfort wide	MVOLT 347[2]	**Shipped included** SRM Surface mounting bracket ICW Indirect Canopy/Ceiling Washer bracket (dry/damp locations only)[3] **Shipped separately** AWS 3.81inch Architectural wall spacer PBBW Surface-mounted back box (top, left, right conduit entry). Use when there is no junction box available.

Options		Finish			
E4WH[4]	Emergency battery backup, Certified in CA Title 20 MAEDBS (4W, 0°C min)	DDBXD	Dark bronze	DBTXD	Textured dark bronze
PE[5]	Photocell, Button Type	DBLXD	Black	DBLBXD	Textured black
DS	Dual switching (comes with 2 drivers and 2 light engines; see page 3 for details)	DNAXD	Natural aluminum	DNATXD	Textured natural aluminum
DMG	0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)	DWHXD	White	DWHGXD	Textured white
BCE	Bottom conduit entry for back box (PBBW). Total of 4 entry points.	DSSXD	Sandstone	DSSTXD	Textured sandstone

Accessories	
Hardware and shipped separately	
WDGEAWS DDBXD U	WDGE 3.81inch Architectural Wall Spacer (specify finish)
WDGEPBBW DDBXD U	WDGE1 surface-mounted back box (specify finish)

NOTES
1 50K not available in 90CRI.
2 347V not available with E4WH, DS or PE.
3 E4WH not available with PE or DS.
4 PE not available with DS.
5 Not qualified for DLC. Not available with E4WH.

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Catalog # : _____ Project : _____ Type : SL2

Prepared By : _____ Date : _____

LifeStyle Small (XDLS)

Outdoor Decorative Area Light

IP66



OVERVIEW	
Lumen Package (lm)	3,000 - 17,000
Wattage Range (W)	20 - 105
Efficacy Range (LPW)	110 - 164
Weight lbs (kg)	24 (10.8)

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction

- Cast aluminum. Wiring emerges from crown through compression seal fitting to prevent water entry. One-piece silicone gasket seals crown to shade for water and dust-tight construction.
- Spun aluminum shade. Two shade styles available - A - Angle and B - Bell.
- Brackets are extruded and cast aluminum assemblies or fabrications. All decorative elements are die cast or extruded aluminum.
- Luminaire is proudly made in the U.S.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 24 lbs in carton.

Optical System

- Low glare mid-powered LEDs available in 5000K, 4000K, 3500K, 3000K and 2700K color temperatures per ANSI C78.377. Also available in Phosphor Converted Amber with Peak intensity at 610nm.
- Distribution types 2, 3W, 4F, 5Q, 5R, 5D & AD
- Diffused lens version provides maximum visual comfort with reduced brightness and LED pixelization
- Minimum CRI of 80.
- Zero uplight.

Electrical

- High-performance driver features overvoltage, under-voltage, short-circuit and over temperature protection (6kV surge standard).
- 0-10V dimming (10% - 100%) Optional.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 VAC).
- Total harmonic distortion (THD): <20%
- Operating temperature: -40°C to +40°C (-40°F to +104°F).
- Power factor (PF): > 90
- Driver is fully encased in potting material for moisture resistance and complies with FCC standards. Driver and key electronic components can easily be accessed.

Controls

- Integral passive infrared Bluetooth™ motion and photocell sensor options. Fixtures operate independently and can be commissioned via an iOS or Android configuration app.
- LSI's AirLink™ Blue lighting control system is a simple feature rich wireless Bluetooth mesh network. The integrated fixture sensor module provides wireless control of grouped fixtures based on motion sensors, daylight or a fully customizable schedule. Updates and modifications to the control strategy are easily implemented via an intuitive iOS app.

Installation

- Classic Hook (CH), Straight Cantilever (SC), and Side Arm (SA - 4" O.D. minimum pole top required) available. See Steel Round Pole and Aluminum Round Pole data sheets for pole selection information.
- Side Arm pole mount requires LSI B3 reduced drilling pattern.
- Classic hook and cantilever mounts require a 4" O.D. pole or tenon.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsicorp.com/resources/terms-conditions-warranty/ for more information.

Listings

- Listed to UL 1598 and UL 8750.
- Suitable for wet Locations.
- US patent 7,828,456 8,002,428, 8,177,386 8,434,893
- Meets Buy American Act requirements.
- DarkSky Approved; with 3000K and warmer color temperature selection.
- IP66 rated Luminaire per IEC 60598-1.
- DesignLights Consortium® (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

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LifeStyle Small (XDLS) Outdoor Decorative Area Light

Type : _____

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ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: XDLS B 9L 5Q UNV 30K8 BLK CH S ALBMR1

Prefix	Lumen Package	Distribution	Voltage	CCT/CRI	Finish
XDLSA - LifeStyle Angle Shade[2] **XDLSB** - LifeStyle Bell Shade[2]	**3L** - 3,000 lm, 20w **5L** - 5,000 lm, 35w **6L** - 6,000 lm, 42w **9L** - 9,000 lm, 62w **12L** - 12,00 lm, 86w **17L** - 17,00 lm, 105w	**2** - Type 2 **3W** - Type 3 Wide **4F** - Type 4 Forward **5Q** - Type 5 Square **5R** - Type 5 Rectangular **5D** - Type 5 Diffuse **AD** - Asymmetric Diffuse	**UNV** - Universal Voltage (120 - 277V) **HV** - High Voltage (347 - 480V)	**30K8** - 5000K, 80CRI **40K8** - 4000K, 80CRI **35K8** - 3500K, 80CRI DarkSky Approved CCT's **30K9** - 3000K, 80CRI **27K8** - 2700K, 80CRI	**BLK** - Black **BRZ** - Bronze **WHT** - White **GPT** - Graphite **GMG** - Gun Metal Grey **MSV** - Metallic Silver **PLP** - Platinum Plus **SVG** - Satin Verde Green

Mounting Style[2]	Mounting Configuration[2]	Controls
CH - Classic Hook **SC** - Straight Cantilever **SA4** - Side Arm Mount for 4" O.D. Round Poles[1] **SA5** - Side Arm Mount for 5" O.D. Round Poles[1] **SAW** - Side Arm Wall Mount **SCW** - Straight Cantilever Wall Mount	**S** - Single **D180** - Double @ 180° **D90** - Double @ 90° **T90** - Triple @ 90° **TN120** - Triple @ 120°[4] **Q90** - Quad[4]	**Blank** - None **Wireless Controls System** **ALBMR1** - AirLink Blue Wireless Motion & Photo Sensor Controller (8-15' MH) **ALBMR2** - AirLink Blue Wireless Motion & Photo Sensor Controller (16-40' MH) **Stand-Alone Controls** **IMSBTSL** – Integral Bluetooth™ Motion and Photocell Sensor (8 - 24' mounting height)[7] **IMSBTSL2** – Integral Bluetooth™ Motion and Photocell Sensor (25 - 40' mounting height)[7] **EXT** – (2-10v Dimming leads extended to housing exterior **PC120** – 120V Button type Photocell **PC208-277** – 208-277V Button Type Photocell **PC347** – 347V Button type Photocell

Need more information? Click here for our glossary

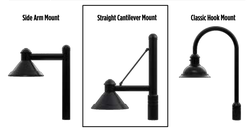
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ACCESSORY ORDERING INFORMATION

Part Number	Description
FA120	Single Fusing (120V)[5]
FA277	Single Fusing (277V)[5]
DFA480	Double Fusing (480V)[5]
DFA347	Double Fusing (347V)[5]
8218001	XDLS External House Side Shield (Black Finish Only)

MOTION SENSOR AND PHOTOCELL

Integral button photocell (PCI) available for basic on/off luminaire control based on abmient light levels. Integral BlueTooth motion sensor available for standalone control (IMSBT) or mesh network for grouping multiple fixtures and sensors (ALBMR).





1 When ordering a multiple configuration (D180, etc.) order one fixture/bracket configuration per pole - i.e. order one XDLMS 5 LED 5S CW GY BLK CH D180 PCI120 to receive two fixtures and one CH D180 bracket (see drawing on this page). See STEEL ROUND POLES and ALUMINUM ROUND POLES data sheets for pole ordering information.
2 See Lifestyle Bracket ordering chart for Mounting Style/Configurations availability.
3 B3 reduced drilling pattern required.
4 For use with SA4 and SA5 mounting styles only.
5 Fusing must be located in the hand hole of pole.
6 LEDs are frequently updated therefore values are nominal
7 MSBTAL is field configurable via the Levitron app that can be downloaded from your smartphone's app store.

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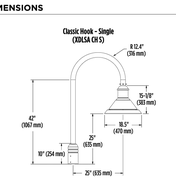
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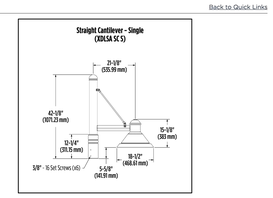
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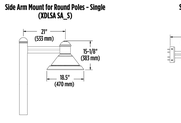
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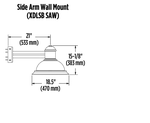
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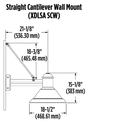
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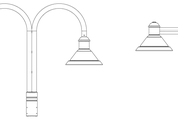


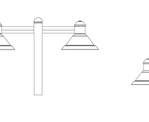


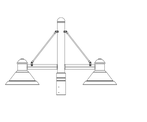












Luminaire EPA Chart – Side Arm XDLS[1]						
Configuration	Single	D180°	D90°	T90°	TN120°	Q90°
EPA	1.3	2.6	2.2	3.5	3.3	4.0

Luminaire EPA Chart – Classic Hook XDLS[1]			
Configuration	Single	D180°	
EPA	2.4	4.7	

Luminaire EPA Chart – Straight Cantilever[1]			
Configuration	Single	D180°	
EPA	2.8	4.5	

1 See Lifestyle Brackets and Mounts in outdoor section of latest Buyers Guide for details on other bracket sizes.
2 Includes Bracket.

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KANSAS
PROFESSIONAL ENGINEER
07/24/2026

A NEW PROJECT FOR:
FOXRIDGE APARTMENTS
56TH & FOXRIDGE
MISSION, KANSAS

DRAWING RELEASE LOG
● 07.24.26 FDP SUBMITTAL

△REVISIONS

Lankford Fendler + associates
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SITE PLAN - PRODUCT DATA
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ENGINEERING SUCCESS

FINAL DRAINAGE REPORT FOR

Foxridge Apartments
Mission, Kansas

MKEC

11827 W. 112th St., Ste. 200
Overland Park, KS 66210
913.317.9390

PROJECT NUMBER: 2502010879
REVISED DATE: August 28, 2026
DATE: July 23, 2026

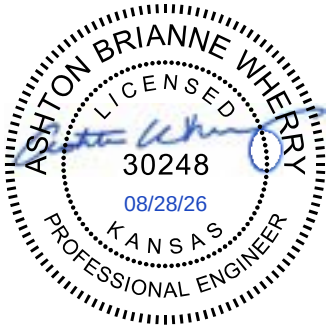


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General Information

Section	Information	Appendix
Purpose	The purpose of this report is to evaluate drainage conditions for the proposed Foxridge Apartments Development. This report reviews existing drainage conditions and evaluates proposed drainage conditions as a result of the proposed improvements to the site and its conformance with the City requirements for managing stormwater runoff. A final drainage report will be provided with the building permit.	
Reason	This report is a requirement of the City development plan process.	
City, County, State	Mission, Johnson County, Kansas	A, B
General Location	Southeast corner of Foxridge Drive and 56th Street	A, B
Section, Township, Range	Section 8, Township 12 South, Range 25 East	
Area	The proposed lot is 6.7 acres	A, B
Current Development	An existing urban lot with an existing office building, two parking lots, and sidewalks.	
Proposed Development	Proposed site improvements include a multifamily complex with associated amenities	C
Detention Required	Yes	
Datum	NAVD 88	
Soils	• Sharpsburg-Urban Land Complex, 4 to 8 percent slopes, HSG "C" The Hydraulic Soil Group (HSG) for selection of runoff curve numbers (CN) is HSG "C".	D
U.S. Fish and Wildlife Service National Wetlands Inventory	None	E
Flood Insurance Rate Map (FIRM) Panel	FEMA FIRM Panel 20091C0023G	F
Effective FIRM Panel Date	August 3, 2009	F
FEMA Flood Zone	Zone X.	F

Drainage Conditions

Hydrologic Methods

Existing and proposed conditions on the site were modeled using the hydrologic methods detailed below.

Category	Information						Appendix
Hydrologic Method	SCS Curve Number Method, Type II 24-hour rainfall						G
Software and version	Hydraflow Hydrographs by AutoCAD						G
Time of Concentration Method	TR-55						
Rainfall Data	NOAA Atlas 14 Shawnee 2 S, Johnson County (14-7420).						
Design Storm	**1-Yr**	**2-Yr**	**5-Yr**	**10-Yr**	**25-Yr**	**50-Yr**	**100-Yr**
Rainfall Depths (in)	3.08	3.65	4.63	5.48	6.71	7.71	8.76

Existing Conditions

Table 1. Existing Drainage Area (DA) Conditions

Basin ID	Area (acre)	Tc (min)	CN	Description	Appendix
Existing DA1-Northwest	3.7	5.0	90	Area at the northwest portion of the site which drains from south to the northwest. This area includes an existing office building and parking lot with an existing impervious area of approximately 2.5 acres within the watershed. This area sheet flows to the roadside ditch located east of Metcalf Avenue.	H
Existing DA2-Southeast	3.0	5.0	95	This area drains from northwest to southeast. This area includes two parking lots with an existing impervious area of approximately 2.6 acres within the watershed. This area sheet flows to an existing curb inlet located along Broadmoor Street. This curb inlet is a part of an overall stormwater sewer system which drains southeast through adjacent development as it eventually outfalls to Rock Creek.	H

Table 2. Existing Drainage Area (DA) Flow Rates

	2-Yr (cfs)	5-Yr (cfs)	10-Yr (cfs)	25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
Existing DA1-Northwest	15.6	20.8	25.3	31.8	37.0	42.5
Existing DA2-Southeast	14.2	18.3	21.9	27.0	31.2	35.5

Proposed Conditions

Table 3. Proposed Drainage Area (DA) Conditions

Basin ID	Area (acre)	Tc (min)	CN	Description	Appendix
Proposed DA1-Northwest Detained	3.0	5.0	92	Northwest portion of the site which includes an apartment building, courtyard, and plaza which drains to an underground detention facility located under the parking lot on the west side of the site. The underground detention facility will provide the required detention due to the slight increase in impervious area compared to existing conditions on the site as well as the increased drainage area. The detention facility will outfall to the storm system located east of Metcalf Avenue.	I
Proposed DA1-Northwest Undetained	0.9	5.0	92	Northwest portion of the site which bypasses the underground detention facility and includes parking lot and sidewalks. This drainage area will leave the site undetained as it continues to sheet flows to the storm system located east of Metcalf Avenue.	I
Proposed DA2-Southeast	2.9	5.0	95	This area will continue to drain from northwest to southeast. Proposed development includes a portion of a parking garage. The proposed curve number represents an 85% impervious area, similar to commercial or business areas. This area will continue to sheet flow to an existing curb inlet located along Broadmoor Street. This curb inlet is a part of an overall stormwater sewer system which drains southeast through adjacent development as it eventually outfalls to Rock Creek.	I

Table 4. Proposed Drainage Area (DA) Flow Rates

	2-Yr (cfs)	5-Yr (cfs)	10-Yr (cfs)	25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
Proposed DA1-Northwest Detained	13.3	17.5	21.1	26.3	30.5	34.9
Proposed DA1-Northwest Undetained	4.0	5.3	6.3	7.9	9.2	10.5
Proposed DA2-Southeast	13.7	17.7	21.2	26.1	30.1	34.3

Table 5. Proposed Underground Detention Facility

	2-Yr (cfs)	5-Yr (cfs)	10-Yr (cfs)	25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
Flow in (cfs)	13.3	17.5	21.1	26.3	30.5	34.9
Flow out (cfs)	11.3	14.7	17.2	20.8	23.6	26.5
Storage Volume (cuft)	3,100	4,000	4,900	6,400	7,700	9,100
Outlet	24" Outfall at 1039.25'					

Table 6. Flow Rates Comparison – DA1 To the Northwest

	2-Yr (cfs)	5-Yr (cfs)	10-Yr (cfs)	25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
Existing Conditions	15.6	20.8	25.3	31.8	37.0	42.5
Proposed Conditions	15.0	19.6	23.0	27.9	31.7	35.7
Percent Decrease	4%	6%	9%	12%	14%	16%
Explanation	The proposed detention facility provides the required detention volume and decreases the flow rate to the north in all design storms. The proposed conditions flow rate includes the flow from the detention facility, as well as undetained drainage areas which sheet flow northwest to Metcalf roadside ditch.					

Table 7. Flow Rates Comparison – DA2 To the Southeast

	2-Yr (cfs)	5-Yr (cfs)	10-Yr (cfs)	25-Yr (cfs)	50-Yr (cfs)	100-Yr (cfs)
Existing DA2-Southwest	14.2	18.3	21.9	27.0	31.2	35.5
Proposed DA2-Southwest	13.7	17.7	21.2	26.1	30.1	34.3
Percent Decrease	4%	3%	3%	3%	4%	3%
Explanation	The decrease in drainage area has decreased flow rates to the southeast in all design storms.					

Storm Water Sewer

Proposed stormwater sewer will be constructed to route stormwater runoff around and through the site improvements as delineated by the proposed drainage areas. The storm water sewer system will be designed using APWA 5600 – 2011 Edition design criteria. These systems will be sized for a minimum 10-year design storm with escape routes for larger storm events.

Storm Water Quality BMPs

To provide treatment for the increase in impervious areas of the site, an ADS StormTech Isolator Row is proposed. The ADS Isolator Row is calculated at a VR=9.0. The isolator row will treat a majority of the storm water runoff that drains to the northwest corner of the site. This includes stormwater runoff from the building roof, building interior courtyard, and pavement west of the building. Water Quality calculations can be seen in Appendix K.

Permitting

Permit	Information	Permit Required
U.S. Army Corps of Engineers	There are no blue line stream located on the site based on a desktop review of the National Wetlands inventory mapping; therefore, permitting is not anticipated to be required.	No
Federal Emergency Management Agency (FEMA)	There are no FEMA Floodplains on the site; therefore permitting through FEMA will not be required.	No
Kansas Department of Health and Environment (KDHE)	The site disturbs more than 1.0 acres; therefore, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) will be required.	Yes
Kansas Department of Wildlife and Parks (KDWP)	The KDWP will be contacted during the NOI process.	No
Kansas Historical Society (KHS)	The KHS will be contacted during the NOI process. Since there are no historical buildings, it is not anticipated there will be any concerns.	No
Kansas Division of Water Resources (DWR)	**Water Structure, Channel Changes, and Floodplain Fill** Will not be required.	No
	Water Appropriations A water appropriations permit will not be required.	No

Summary

The Foxridge Apartments Development is located in Mission, Kansas. The site is located on existing developed urban area with an existing building and two parking lot areas. The area will be redeveloped as a multifamily complex with associated amenities. The site improvements will replace the existing development currently on the site.

Peak flow rates are decreased to the northwest due to the underground detention facility. Peak flow rates to the southeast have decreased due to shift in drainage patterns and matching impervious area on the site.

An ADS underground isolator row will be installed for water quality treatment to meet BMP MARC Manual requirements.

A updated final drainage report will be included at the time of the building permit application.

Appendix A – USGS Quadrangle



N

1 0.5 0 1 Miles

1,000 500 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

MKEC

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USGS QUAD EXHIBIT
FOXRIDGE NORTH
MISSION, JOHNSON COUNTY, KANSAS

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SEC: 08
TWP: T12S
RNG: R25E

PROJECT NO.	2502010879
DATE	Jul 2026
SCALE	1"=2000'

DESIGNED	DRAWN	CHECKED
LES	LES	ABW

NO.	REVISION	DATE

SHEET NO.
1 OF 1

Path: \\KCSVR2\Vol1\PROJECTS\2025\2502010879_Block_5700 Broadmoor Multifamily\05 Civil\GIS\USGS Quad Exhibit-Foxridge North.mxd - Date: 7/17/2026

Appendix B – Aerial Photograph



SEC: 08
TWP: T12S
RNG: R25E

1 "=250 ' / 1:3000

0 62.5 125 250

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AERIAL EXHIBIT
FOXRIDGE NORTH
MISSION, JOHNSON COUNTY, KANSAS

PROJECT NO.	DATE	SHEET NO.
2502010879	July 2026	1 OF 1

DRAWN BY:	DESIGNED BY:	APPROVED BY:
LES	LES	ABW

Path: \\KCSVR2\Vol1\PROJECTS\2025\2502010879_Block_5700 Broadmoor Multifamily\05 Civil\GIS\Aerial Exhibit-Foxridge North.mxd - Date: 7/17/2026

Appendix C – Site Plan

30x42 SHEET (Arch E1)

GRATE INLET T.E.=1038.48
t(E)15"CMP=1034.47
t(NW)30"CMP=1032.47
t(SW)24"CMP=1033.17
t(SE)24"CMP=1033.27

20' SUBURBAN WATERLINE ESMT

6'x4' CURB INLET (THROAT FILLED IN) T.E.=1047.92

6'x4' CURB INLET (THROAT FILLED IN) T.E.=1047.89

W 56TH ST

R/W

L=47.25', R=30.07'
ChBr=N42°47'11"E

L=46.97', R=29.97'
ChBr=S47°07'42"E

N87°58'45"E 473.25'

MONUMENT SIGN

GRATE INLET T.E.=1040.75
t(W)12"CMP=1038.79
t(S)12"CMP=1038.56

GRATE INLET T.E.=1041.20
t(N)12"CMP=1039.15

SSMH 4' BRICK T.E.=1049.58
t(N)8"CLAY=1043.07
t(W)6"CLAY=1043.12

RETAINING WALLS

MOVE IN ENTRANCE

5' HCP&L ESMT

RETAINING WALL

FENCE (TYP.)

STAIRS W/ HANDRAILS

PROPOSED BUILDING (FOXRIDGE NORTH) 1ST FLOOR FFE=1052.00

84.76' N2°21'45"W

50.25'

10' B/S

DIRECTIONAL ARROW (TYP.)

2-ONE WAY SIGNS

FOXRIDGE DR

ADA SIGN (TYP.)

ADA PAVEMENT MARKING (TYP.)

30.01'

14.73'

290.56' N2°11'37"W

PROPOSED BUILDING (FOXRIDGE NORTH) 1ST FLOOR FFE=1052.00

LOT 2

AMENITY SPACE COURTYARD

PROPOSED BUILDING (FOXRIDGE NORTH) 1ST FLOOR FFE=1052.00

BROADMOOR ST

R/W

35.63'

17.23'

S21°16'41"E 604.37'

49.08'

10' WATERLINE ESMT

10'X20' SANITARY SEWER ESMT

RETAINING WALL

199.93' S88°11'52"W

P/L

PROPOSED PARKING GARAGE (FOXRIDGE NORTH) 1ST FLOOR FFE=1050.00

10' ELECTRIC ESMT

PARKING GARAGE ENTRANCE

PROPOSED BUILDING

25.06'

25.61'

26.16'

CROSSWALK

ADA RAMP

229.50' N2°16'58"W

RETAINING WALL

333.53' S87°43'02"W

26.01'

47.13'

21.34'

CURB INLET
RIM=1043.52
FL IN W 8" VCP=1041.32
FL IN N 12" RCP=1041.62
FL OUT E 24" CMP=1040.72

ADA PAVEMENT MARKING (TYP.)

LOT 1

EXISTING BUILDING (BROADMOOR) TO REMAIN 1ST FLOOR FFE=1048.56

Lot Summary			Building Summary								Parking Summary	
Lot Number	Building Name	Lot Area (ac)	Use/Zoning	Stories	Lot Coverage (ac)	Lot Coverage %	Building Floor Area (sf)	Floor Area Ratio (Bldg. Floor Area / Lot Area)	Total Units	Total Density (units/acre)	Required	Provided
Lot 2	Foxridge North	6.72	HIGH-RISE APARTMENT / M-P & CP-O	4 Story	4.63	68.9	649,343	2.22	**308**	**45.8**	662	732

PAVING LEGEND

- CONCRETE SIDEWALK
- CONCRETE SECTION
- ASPHALT SECTION

MKEC
11627 W. 112th Street, Suite 200
Overland Park, KS 66210
9 1 3 . 3 1 7 . 5 3 9 0
MKEC Project No. 250010879
Engineering No. 2001099364

nspj ARCHITECTS
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NOT FOR CONSTRUCTION

A NEW PROJECT FOR:
FOXRIDGE APARTMENTS
56TH & FOXRIDGE
MISSION, KANSAS

DRAWING RELEASE LOG
07.24.26 FDP SUBMITTAL

REVISIONS

JOB NO. 791426
DATE ##-##-##
DRAWN BY JLB

SHEET NAME
SITE PLAN

SHEET NO.
C1.01

SCALE: 1"=30'
0 30 60

10/3/2022 2:48:43 PM - p:\PROJECTS\2025\250010879_block_5700 broadmoor multifamily\00 CAD\SHTS\05 Civil\FDP-Foxridge North\250879_CP101-FDP-FN.dwg

Appendix D – Soil Survey



SEC: 08
TWP: T12S
RNG: R25E

1 "=250 ' / 1:3000

0 62.5 125 250

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NRCS SOIL SURVEY EXHIBIT
FOXRIDGE NORTH
MISSION, JOHNSON COUNTY, KANSAS

PROJECT NO.	DATE	SHEET NO.
2502010879	July 2026	1 OF 1

DRAWN BY:	DESIGNED BY:	APPROVED BY:
LES	LES	ABW

Path: \\KCSVR2\Vol1\PROJECTS\2025\2502010879_Block_5700 Broadmoor Multifamily\05 Civil\GIS\NRCS Soil Survey Exhibit-Foxridge North.mxd - Date: 7/17/2026

Appendix E – Wetlands



LEGEND

WETLANDS

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

SEC: 08
TWP: T12S
RNG: R25E

1 "=1,000 '1:12000

0 250 500 1,000

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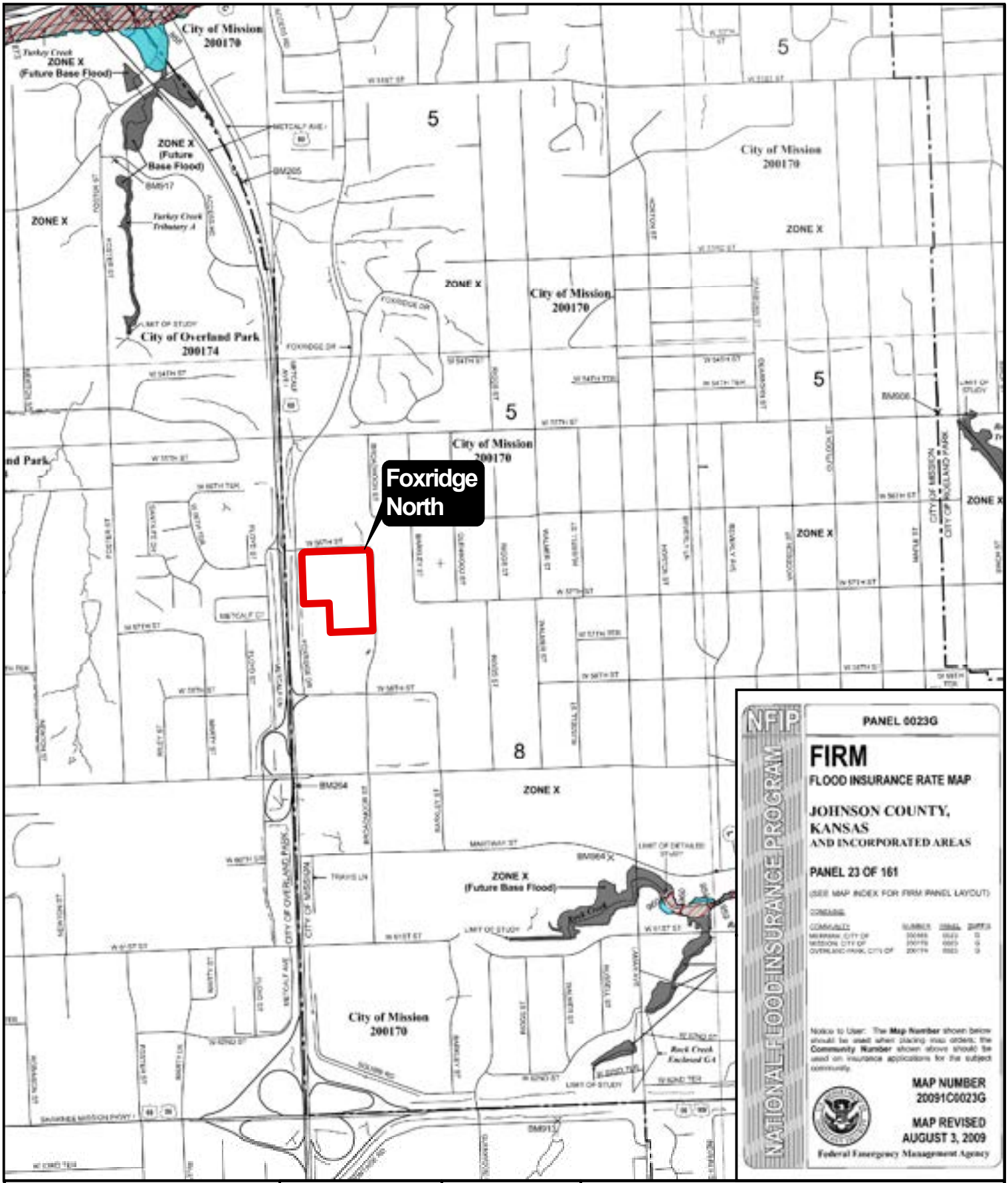
NATIONAL WETLAND INVENTORY EXHIBIT
FOXRIDGE NORTH
MISSION, JOHNSON COUNTY, KANSAS

PROJECT NO.	DATE:	SHEET NO.
2502010879	July 2026	1 OF 1

DRAWN BY:	DESIGNED BY:	APPROVED BY:
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Path: \\KCSVR2\Vol1\PROJECTS\2025\2502010879_Block_5700 Broadmoor Multifamily\05 Civil\GIS\Wetland Exhibit-Foxridge North.mxd - Date: 7/17/2026

Appendix F – FEMA FIRM



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0023G

FIRM

FLOOD INSURANCE RATE MAP

JOHNSON COUNTY, KANSAS AND INCORPORATED AREAS

PANEL 23 OF 161

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MERRIAM, CITY OF	200183	0023	G
MISSION, CITY OF	200179	0023	G
OVERLAND PARK, CITY OF	200174	0023	G

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER 20091C0023G

MAP REVISED AUGUST 3, 2009

Federal Emergency Management Agency

SEC: 08
TWP: T12S
RNG: R25E

1 "=1,000 '1:12000

0 250 500 1,000

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FEMA FIRM EXHIBIT
FOXRIDGE NORTH
MISSION, JOHNSON COUNTY, KANSAS

PROJECT NO.	DATE	SHEET NO.
2502010879	July 2026	1 OF 1

DRAWN BY:	DESIGNED BY:	APPROVED BY:
LES	LES	ABW

Path: \\KCSVR2\Vol1\PROJECTS\2025\2502010879_Block_5700 Broadmoor Multifamily\05 Civil\GIS\FEMA FIRM Exhibit-Foxridge North.mxd - Date: 7/17/2026

Appendix G – NOAA Atlas 14 Rainfall Data and Hydraflow Hydrograph Outputs

NOAA Atlas 14, Volume 8, Version 2 SHAWNEE 2 S
Station ID: 14-7420
Location name: Shawnee, Kansas, USA*
Latitude: 38.9933°, Longitude: -94.7147°
Elevation:
Elevation (station metadata): 1060 ft**
* source: ESRI Maps
** source: USGS

POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Deborah Martin, Sandra Pavlovic, Ishani Roy, Michael St. Laurent, Carl Trypaluk, Dale Unruh, Michael Yekta, Geoffery Bonnin

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	**0.401** (0.321-0.509)	**0.472** (0.377-0.600)	**0.591** (0.471-0.751)	**0.692** (0.548-0.882)	**0.836** (0.643-1.09)	**0.950** (0.714-1.24)	**1.07** (0.776-1.42)	**1.19** (0.831-1.60)	**1.35** (0.912-1.85)	**1.48** (0.973-2.04)
10-min	**0.588** (0.470-0.746)	**0.691** (0.552-0.878)	**0.865** (0.689-1.10)	**1.01** (0.803-1.29)	**1.22** (0.941-1.59)	**1.39** (1.04-1.82)	**1.56** (1.14-2.07)	**1.74** (1.22-2.34)	**1.98** (1.34-2.71)	**2.17** (1.42-2.98)
15-min	**0.717** (0.573-0.909)	**0.843** (0.674-1.07)	**1.06** (0.840-1.34)	**1.24** (0.979-1.58)	**1.49** (1.15-1.94)	**1.70** (1.28-2.22)	**1.90** (1.39-2.53)	**2.12** (1.48-2.85)	**2.41** (1.63-3.30)	**2.64** (1.74-3.64)
30-min	**1.01** (0.807-1.28)	**1.19** (0.951-1.51)	**1.49** (1.19-1.90)	**1.75** (1.39-2.23)	**2.12** (1.63-2.76)	**2.42** (1.82-3.16)	**2.72** (1.98-3.61)	**3.03** (2.12-4.08)	**3.46** (2.33-4.73)	**3.79** (2.49-5.22)
60-min	**1.33** (1.06-1.68)	**1.57** (1.25-1.99)	**1.98** (1.57-2.51)	**2.33** (1.85-2.97)	**2.84** (2.19-3.71)	**3.26** (2.45-4.28)	**3.69** (2.69-4.90)	**4.14** (2.90-5.58)	**4.76** (3.22-6.52)	**5.25** (3.46-7.23)
2-hr	**1.64** (1.32-2.07)	**1.94** (1.56-2.45)	**2.46** (1.97-3.10)	**2.91** (2.32-3.68)	**3.56** (2.76-4.63)	**4.10** (3.10-5.35)	**4.66** (3.42-6.16)	**5.25** (3.70-7.04)	**6.07** (4.13-8.26)	**6.72** (4.45-9.18)
3-hr	**1.85** (1.50-2.33)	**2.20** (1.77-2.76)	**2.79** (2.24-3.50)	**3.31** (2.64-4.17)	**4.08** (3.18-5.28)	**4.70** (3.58-6.12)	**5.36** (3.95-7.07)	**6.07** (4.30-8.11)	**7.05** (4.82-9.56)	**7.83** (5.20-10.7)
6-hr	**2.23** (1.81-2.78)	**2.66** (2.15-3.31)	**3.39** (2.74-4.23)	**4.04** (3.25-5.06)	**5.00** (3.92-6.43)	**5.78** (4.42-7.47)	**6.60** (4.90-8.65)	**7.48** (5.34-9.93)	**8.70** (5.99-11.7)	**9.68** (6.48-13.1)
12-hr	**2.63** (2.15-3.26)	**3.15** (2.56-3.89)	**4.03** (3.27-4.99)	**4.80** (3.88-5.96)	**5.92** (4.66-7.55)	**6.83** (5.26-8.76)	**7.78** (5.81-10.1)	**8.80** (6.32-11.6)	**10.2** (7.06-13.6)	**11.3** (7.63-15.2)
24-hr	**3.08** (2.53-3.79)	**3.65** (2.99-4.49)	**4.63** (3.78-5.69)	**5.48** (4.45-6.76)	**6.71** (5.32-8.50)	**7.71** (5.97-9.81)	**8.76** (6.57-11.3)	**9.86** (7.13-12.9)	**11.4** (7.94-15.1)	**12.6** (8.56-16.8)
2-day	**3.61** (2.98-4.40)	**4.18** (3.44-5.10)	**5.17** (4.24-6.31)	**6.04** (4.94-7.39)	**7.31** (5.84-9.20)	**8.36** (6.52-10.6)	**9.45** (7.14-12.1)	**10.6** (7.73-13.8)	**12.2** (8.60-16.1)	**13.5** (9.26-17.9)
3-day	**3.95** (3.27-4.80)	**4.53** (3.74-5.50)	**5.52** (4.56-6.72)	**6.40** (5.25-7.81)	**7.69** (6.16-9.62)	**8.74** (6.84-11.0)	**9.85** (7.48-12.6)	**11.0** (8.06-14.3)	**12.7** (8.94-16.6)	**14.0** (9.60-18.4)
4-day	**4.24** (3.52-5.14)	**4.83** (4.00-5.85)	**5.84** (4.82-7.08)	**6.73** (5.53-8.18)	**8.02** (6.43-9.99)	**9.07** (7.12-11.4)	**10.2** (7.74-12.9)	**11.3** (8.32-14.6)	**13.0** (9.18-17.0)	**14.3** (9.84-18.8)
7-day	**4.99** (4.16-6.01)	**5.63** (4.69-6.78)	**6.71** (5.57-8.09)	**7.64** (6.31-9.23)	**8.97** (7.22-11.1)	**10.0** (7.90-12.5)	**11.1** (8.51-14.0)	**12.3** (9.05-15.7)	**13.9** (9.86-18.0)	**15.1** (10.5-19.7)
10-day	**5.66** (4.73-6.78)	**6.37** (5.32-7.64)	**7.56** (6.29-9.07)	**8.56** (7.09-10.3)	**9.97** (8.03-12.2)	**11.1** (8.75-13.7)	**12.2** (9.36-15.3)	**13.4** (9.88-17.0)	**15.0** (10.7-19.3)	**16.2** (11.3-21.1)
20-day	**7.56** (6.36-9.00)	**8.54** (7.17-10.2)	**10.1** (8.47-12.1)	**11.4** (9.51-13.6)	**13.2** (10.7-16.0)	**14.5** (11.5-17.8)	**15.9** (12.2-19.7)	**17.2** (12.8-21.7)	**19.0** (13.6-24.3)	**20.3** (14.3-26.3)
30-day	**9.17** (7.74-10.9)	**10.4** (8.72-12.3)	**12.2** (10.3-14.5)	**13.8** (11.5-16.4)	**15.8** (12.8-19.1)	**17.4** (13.8-21.1)	**18.9** (14.5-23.2)	**20.3** (15.1-25.4)	**22.2** (16.0-28.2)	**23.6** (16.6-30.4)
45-day	**11.2** (9.51-13.2)	**12.6** (10.7-14.9)	**14.9** (12.5-17.6)	**16.7** (14.0-19.7)	**19.0** (15.4-22.7)	**20.7** (16.5-24.9)	**22.3** (17.2-27.3)	**23.8** (17.8-29.6)	**25.8** (18.6-32.5)	**27.1** (19.2-34.8)
60-day	**13.0** (11.0-15.3)	**14.6** (12.4-17.2)	**17.1** (14.4-20.1)	**19.0** (16.0-22.4)	**21.5** (17.5-25.6)	**23.3** (18.6-28.0)	**24.9** (19.3-30.4)	**26.5** (19.8-32.8)	**28.4** (20.5-35.7)	**29.6** (21.0-37.8)

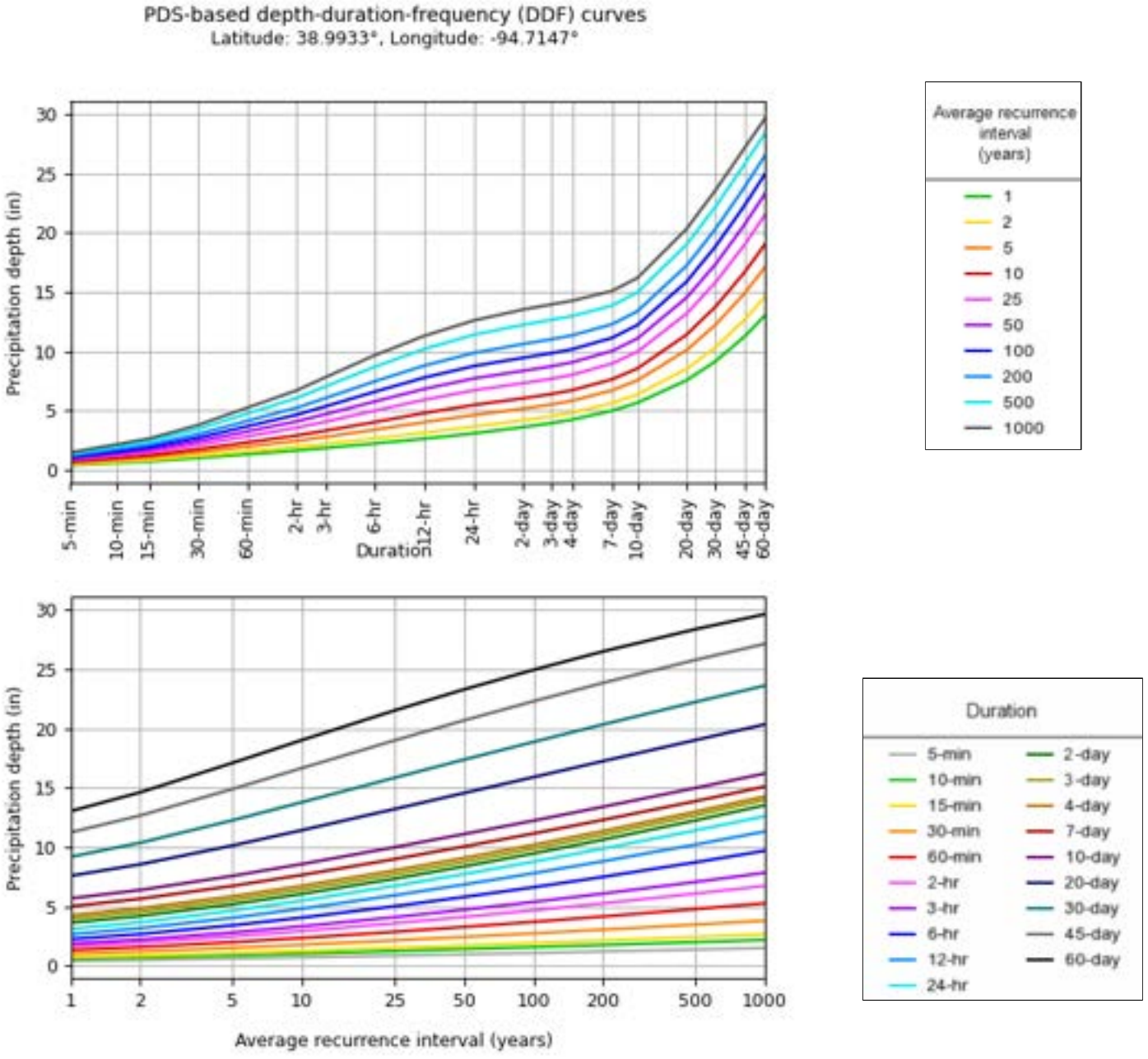
[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

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PF graphical



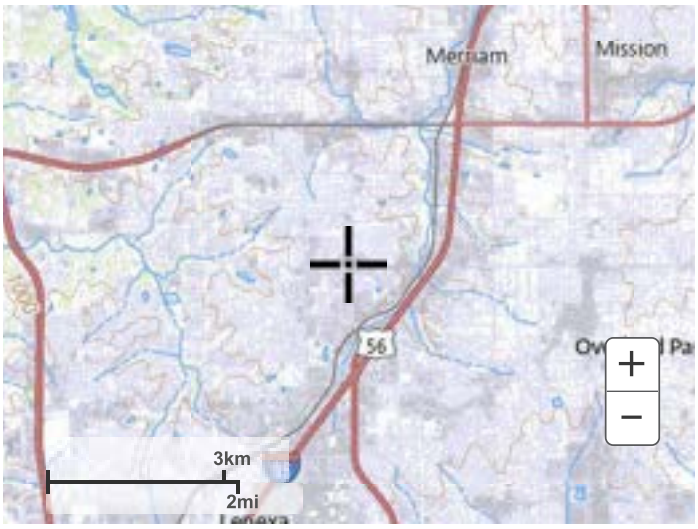
NOAA Atlas 14, Volume 8, Version 2

Created (GMT): Wed Aug 26 12:57:46 2026

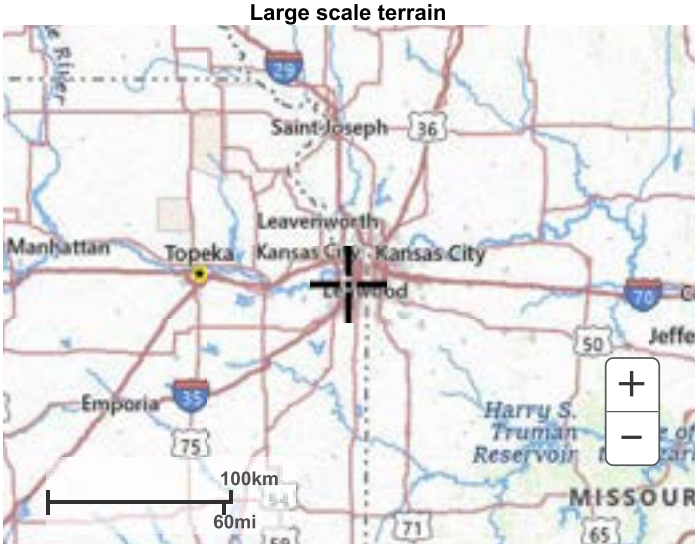
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Maps & aerials

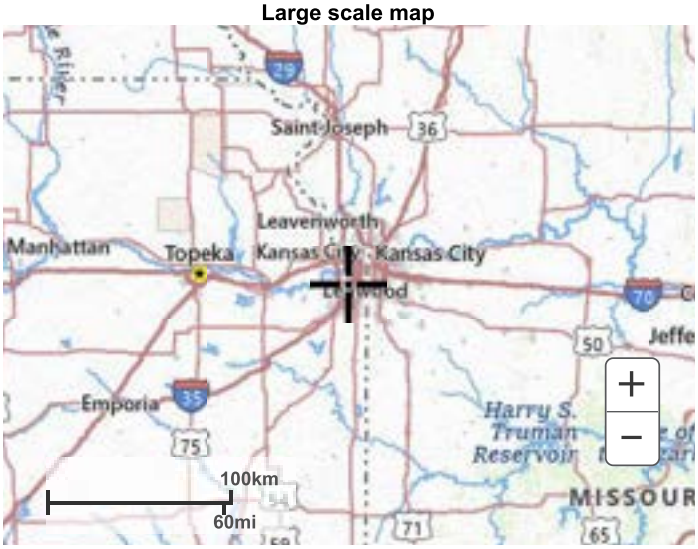
Small scale terrain



Large scale terrain



Large scale map



Large scale aerial

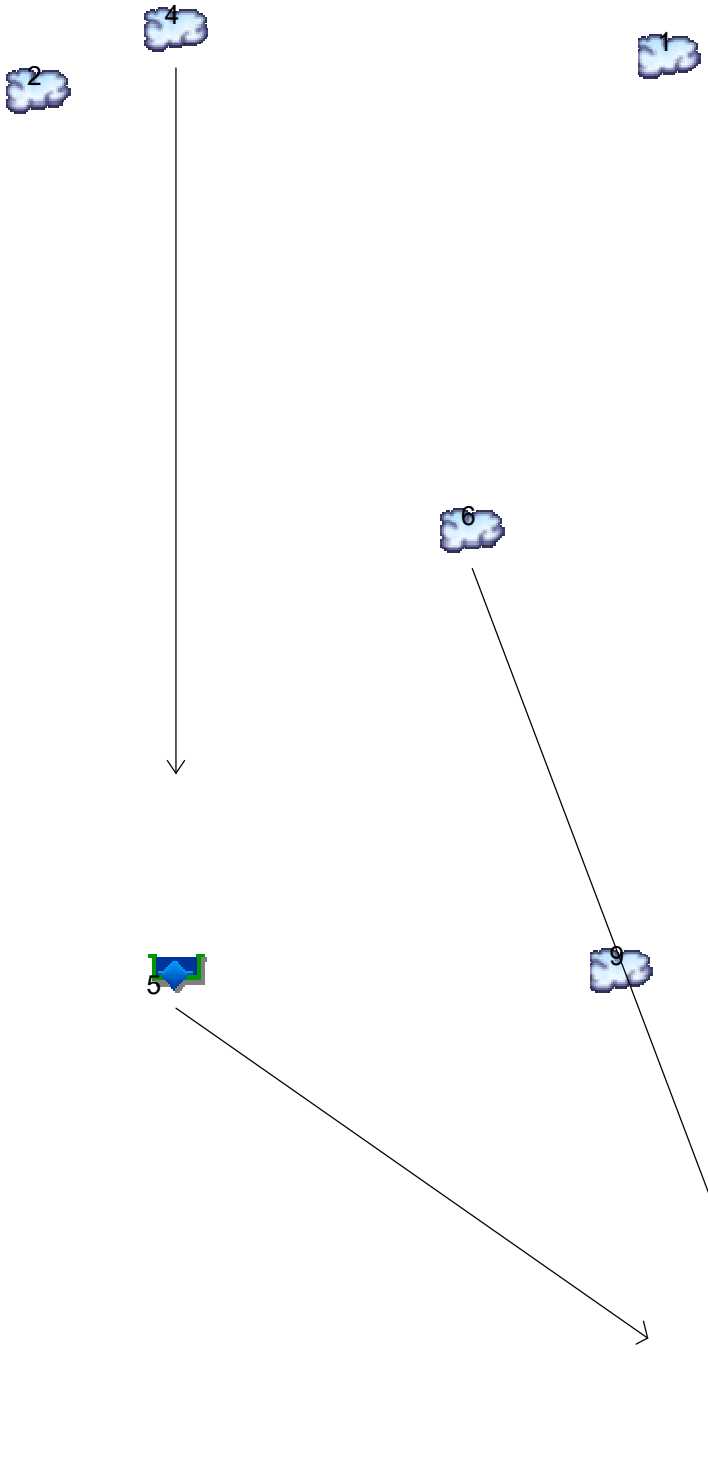


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US Department of Commerce
National Oceanic and Atmospheric Administration
National Weather Service
National Water Center
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

Disclaimer

Watershed Model Schematic



Legend

Hyd.	Origin	Description
1	SCS Runoff	EX DA1- NW
2	SCS Runoff	EX DA2- SE
4	SCS Runoff	PROP DA1- NW Detained
5	Reservoir	UG Detention Facility
6	SCS Runoff	PROP DA1- NW Undetained
7	Combine	PROP - NW(Combined Det. Facility + Undetain)
9	SCS Runoff	PROP DA2- SE

Hydrograph Return Period Recap

Hyd. No.	Hydrograph type (origin)	Inflow hyd(s)	Peak Outflow (cfs)								Hydrograph Description
			1-yr	2-yr	3-yr	5-yr	10-yr	25-yr	50-yr	100-yr	
1	SCS Runoff	------	-------	15.56	-------	20.78	25.29	31.77	37.00	42.47	EX DA1- NW
2	SCS Runoff	------	-------	14.20	-------	18.33	21.89	27.01	31.16	35.51	EX DA2- SE
4	SCS Runoff	------	-------	13.30	-------	17.51	21.13	26.33	30.54	34.94	PROP DA1- NW Detained
5	Reservoir	4	-------	11.26	-------	14.66	17.24	20.83	23.62	26.51	UG Detention Facility
6	SCS Runoff	------	-------	3.991	-------	5.253	6.339	7.900	9.162	10.48	PROP DA1- NW Undetained
7	Combine	5, 6	-------	14.99	-------	19.58	23.01	27.88	31.71	35.66	PROP - NW(Combined Det. Facility +
9	SCS Runoff	------	-------	13.73	-------	17.72	21.16	26.11	30.13	34.33	PROP DA2- SE

Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	15.56	2	716	32,595	------	------	------	EX DA1- NW
2	SCS Runoff	14.20	2	716	31,511	------	------	------	EX DA2- SE
4	SCS Runoff	13.30	2	716	28,387	------	------	------	PROP DA1- NW Detained
5	Reservoir	11.26	2	720	28,383	4	1040.82	3,063	UG Detention Facility
6	SCS Runoff	3.991	2	716	8,516	------	------	------	PROP DA1- NW Undetained
7	Combine	14.99	2	718	36,900	5, 6	------	------	PROP - NW(Combined Det. Facility +
9	SCS Runoff	13.73	2	716	30,461	------	------	------	PROP DA2- SE

Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	20.78	2	716	44,327	------	------	------	EX DA1- NW
2	SCS Runoff	18.33	2	716	41,381	------	------	------	EX DA2- SE
4	SCS Runoff	17.51	2	716	38,066	------	------	------	PROP DA1- NW Detained
5	Reservoir	14.66	2	720	38,062	4	1041.18	3,980	UG Detention Facility
6	SCS Runoff	5.253	2	716	11,420	------	------	------	PROP DA1- NW Undetained
7	Combine	19.58	2	718	49,481	5, 6	------	------	PROP - NW(Combined Det. Facility +
9	SCS Runoff	17.72	2	716	40,002	------	------	------	PROP DA2- SE

Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	25.29	2	716	54,654	------	------	------	EX DA1- NW
2	SCS Runoff	21.89	2	716	49,979	------	------	------	EX DA2- SE
4	SCS Runoff	21.13	2	716	46,544	------	------	------	PROP DA1- NW Detained
5	Reservoir	17.24	2	720	46,540	4	1041.55	4,917	UG Detention Facility
6	SCS Runoff	6.339	2	716	13,963	------	------	------	PROP DA1- NW Undetained
7	Combine	23.01	2	718	60,503	5, 6	------	------	PROP - NW(Combined Det. Facility +
9	SCS Runoff	21.16	2	716	48,313	------	------	------	PROP DA2- SE

Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	31.77	2	716	69,746	------	------	------	EX DA1- NW
2	SCS Runoff	27.01	2	716	62,454	------	------	------	EX DA2- SE
4	SCS Runoff	26.33	2	716	58,894	------	------	------	PROP DA1- NW Detained
5	Reservoir	20.83	2	720	58,890	4	1042.15	6,382	UG Detention Facility
6	SCS Runoff	7.900	2	716	17,668	------	------	------	PROP DA1- NW Undetained
7	Combine	27.88	2	718	76,558	5, 6	------	------	PROP - NW(Combined Det. Facility +
9	SCS Runoff	26.11	2	716	60,372	------	------	------	PROP DA2- SE

Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	37.00	2	716	82,100	------	------	------	EX DA1- NW
2	SCS Runoff	31.16	2	716	72,614	------	------	------	EX DA2- SE
4	SCS Runoff	30.54	2	716	68,979	------	------	------	PROP DA1- NW Detained
5	Reservoir	23.62	2	720	68,976	4	1042.69	7,666	UG Detention Facility
6	SCS Runoff	9.162	2	716	20,694	------	------	------	PROP DA1- NW Undetained
7	Combine	31.71	2	718	89,669	5, 6	------	------	PROP - NW(Combined Det. Facility +
9	SCS Runoff	30.13	2	716	70,194	------	------	------	PROP DA2- SE

Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	42.47	2	716	95,124	------	------	------	EX DA1- NW
2	SCS Runoff	35.51	2	716	83,294	------	------	------	EX DA2- SE
4	SCS Runoff	34.94	2	716	79,597	------	------	------	PROP DA1- NW Detained
5	Reservoir	26.51	2	720	79,593	4	1043.32	9,073	UG Detention Facility
6	SCS Runoff	10.48	2	716	23,879	------	------	------	PROP DA1- NW Undetained
7	Combine	35.66	2	718	103,473	5, 6	------	------	PROP - NW(Combined Det. Facility +
9	SCS Runoff	34.33	2	716	80,518	------	------	------	PROP DA2- SE

Hydrograph Report

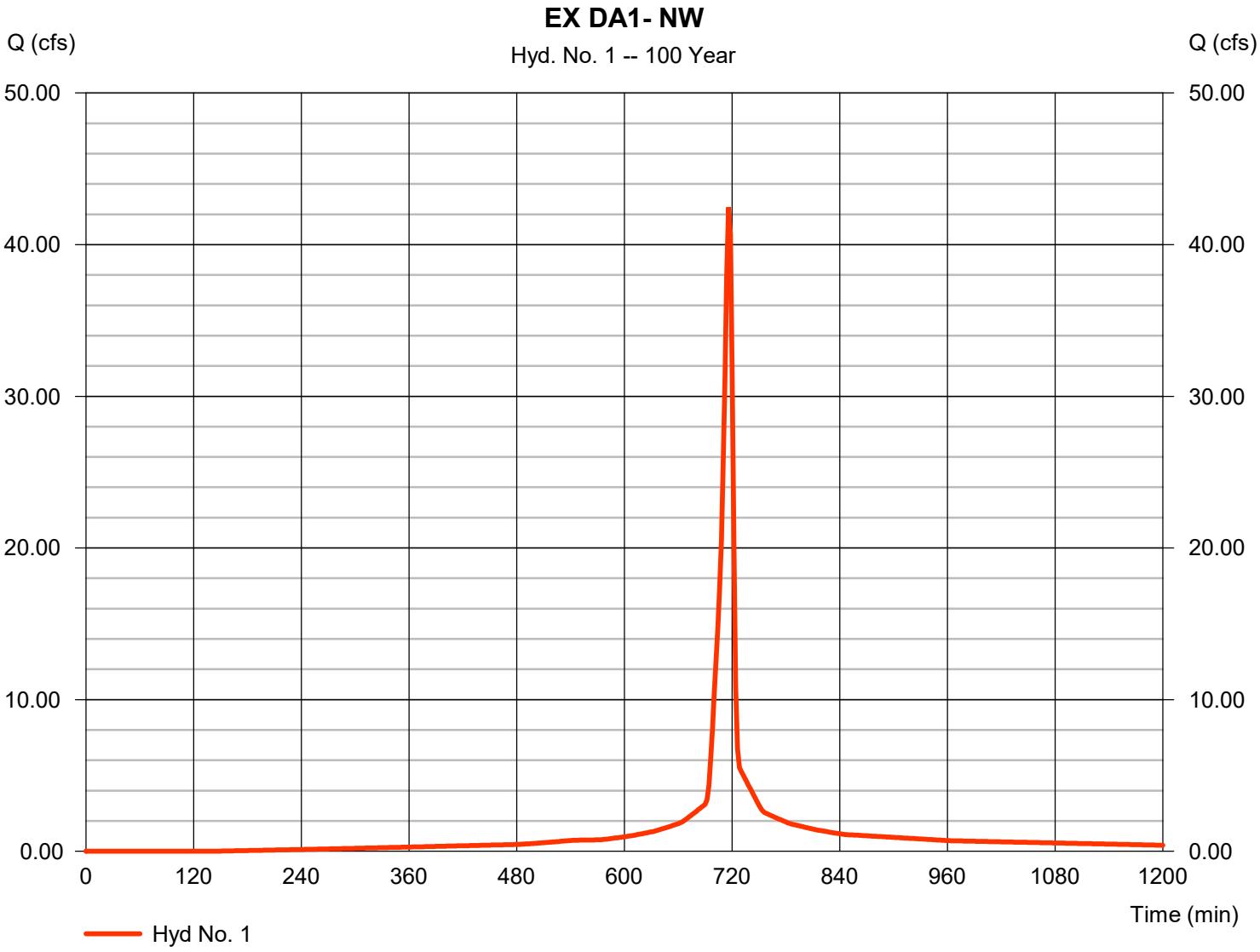
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 Wednesday, 08 / 26 / 2026

Hyd. No. 1

EX DA1- NW

Hydrograph type	=	SCS Runoff	Peak discharge	=	42.47 cfs
Storm frequency	=	100 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	95,124 cuft
Drainage area	=	3.700 ac	Curve number	=	90*
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	8.76 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

* Composite (Area/CN) = [(2.500 x 98) + (1.200 x 74)] / 3.700



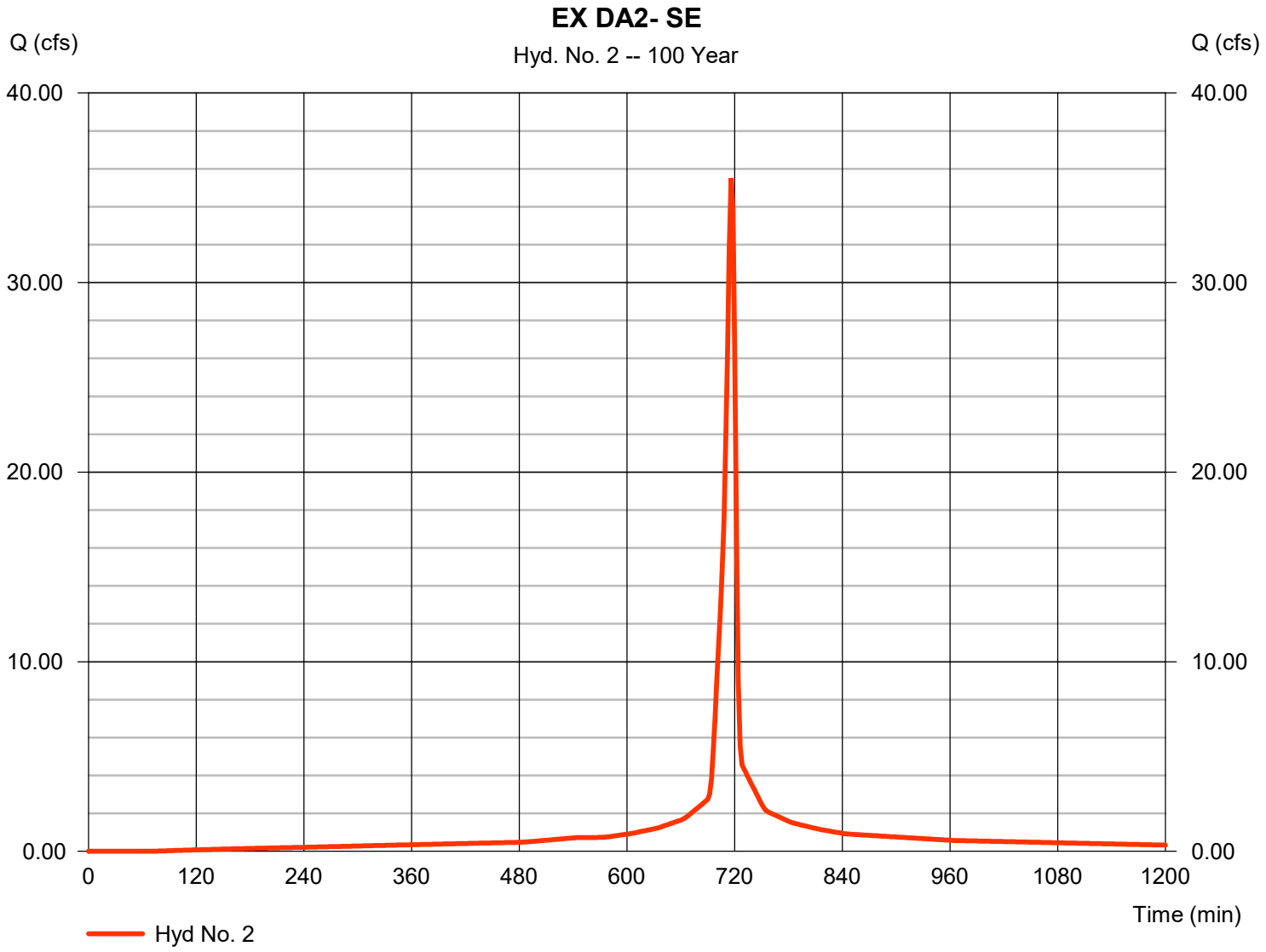
Hydrograph Report

Hyd. No. 2

EX DA2- SE

Hydrograph type	=	SCS Runoff	Peak discharge	=	35.51 cfs
Storm frequency	=	100 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	83,294 cuft
Drainage area	=	3.000 ac	Curve number	=	95*
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	8.76 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

* Composite (Area/CN) = [(2.600 x 98) + (0.400 x 74)] / 3.000

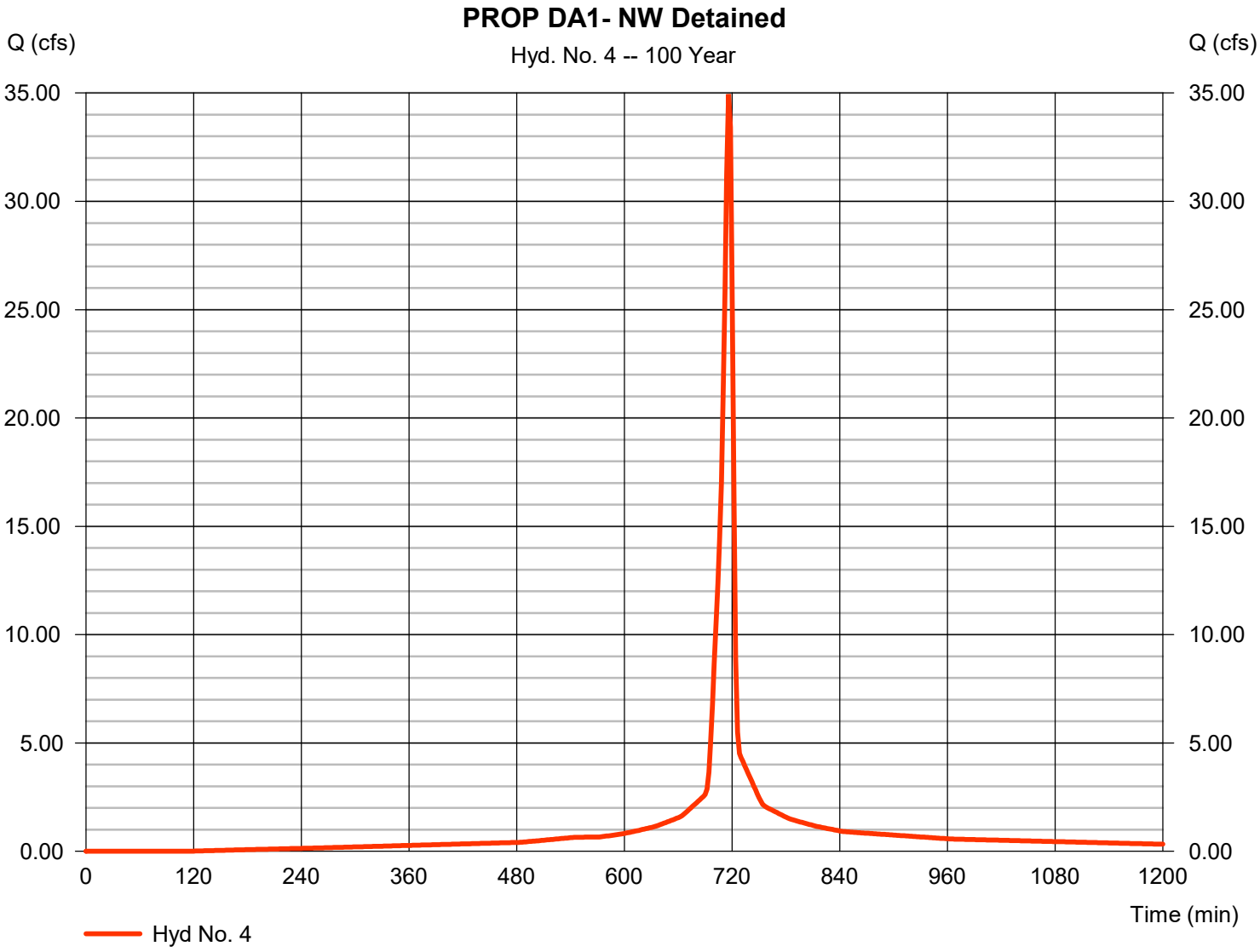


Hydrograph Report

Hyd. No. 4

PROP DA1- NW Detained

Hydrograph type	=	SCS Runoff	Peak discharge	=	34.94 cfs
Storm frequency	=	100 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	79,597 cuft
Drainage area	=	3.000 ac	Curve number	=	92
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	8.76 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



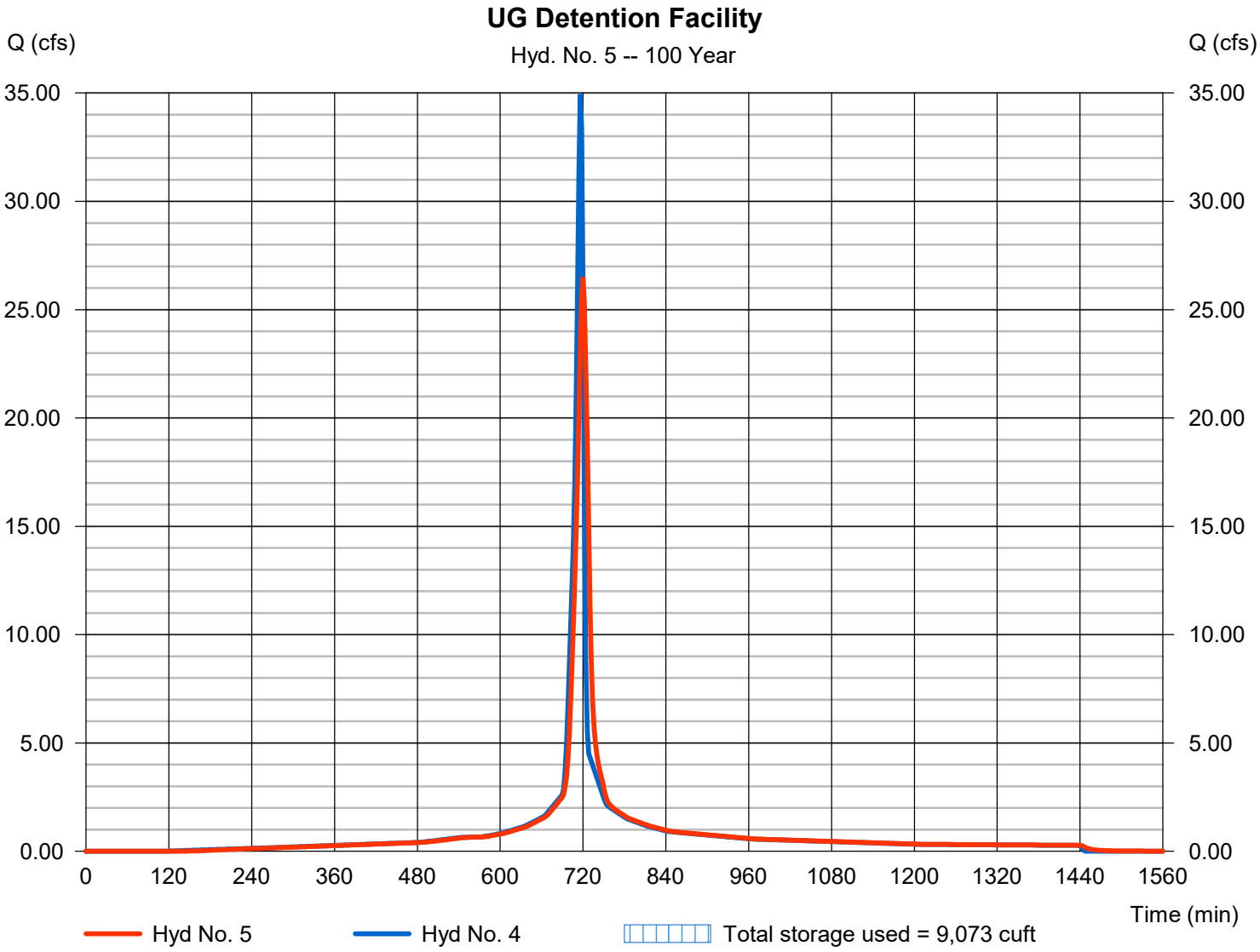
Hydrograph Report

Hyd. No. 5

UG Detention Facility

Hydrograph type	=	Reservoir	Peak discharge	=	26.51 cfs
Storm frequency	=	100 yrs	Time to peak	=	720 min
Time interval	=	2 min	Hyd. volume	=	79,593 cuft
Inflow hyd. No.	=	4 - PROP DA1- NW Detained	Max. Elevation	=	1043.32 ft
Reservoir name	=	REV ADS Underground (UG) Detention Facility	Max. Storage	=	9,073 cuft

Storage Indication method used.



Pond No. 3 - REV ADS Underground (UG) Detention Facility

Pond Data

Pond storage is based on user-defined values.

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	1039.25	n/a	0	0
0.50	1039.75	n/a	623	623
0.75	1040.00	n/a	312	935
1.00	1040.25	n/a	656	1,591
1.50	1040.75	n/a	1,299	2,890
2.00	1041.25	n/a	1,279	4,169
2.50	1041.75	n/a	1,251	5,420
3.00	1042.25	n/a	1,216	6,636
3.50	1042.75	n/a	1,172	7,808
4.00	1043.25	n/a	1,115	8,923
4.50	1043.75	n/a	1,043	9,966
5.00	1044.25	n/a	946	10,912
5.50	1044.75	n/a	773	11,685
6.00	1045.25	n/a	638	12,323
6.50	1045.75	n/a	623	12,946
6.75	1046.00	n/a	311	13,257

Culvert / Orifice Structures

	[A]	[B]	[C]	[PrfRsr]
Rise (in)	= 24.00	0.00	0.00	0.00
Span (in)	= 24.00	0.00	0.00	0.00
No. Barrels	= 1	0	0	0
Invert El. (ft)	= 1039.25	0.00	0.00	0.00
Length (ft)	= 136.00	0.00	0.00	0.00
Slope (%)	= 1.60	0.00	0.00	n/a
N-Value	= .013	.013	.013	n/a
Orifice Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	No	No	No

Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	= 0.00	0.00	0.00	0.00
Crest El. (ft)	= 0.00	0.00	0.00	0.00
Weir Coeff.	= 3.33	3.33	3.33	3.33
Weir Type	= ---	---	---	---
Multi-Stage	= No	No	No	No

Exfil.(in/hr) = 0.000 (by Wet area)

TW Elev. (ft) = 0.00

Note: Culvert/Orifice outflows are analyzed under inlet (ic) and outlet (oc) control. Weir risers checked for orifice conditions (ic) and submergence (s).

Stage / Storage / Discharge Table

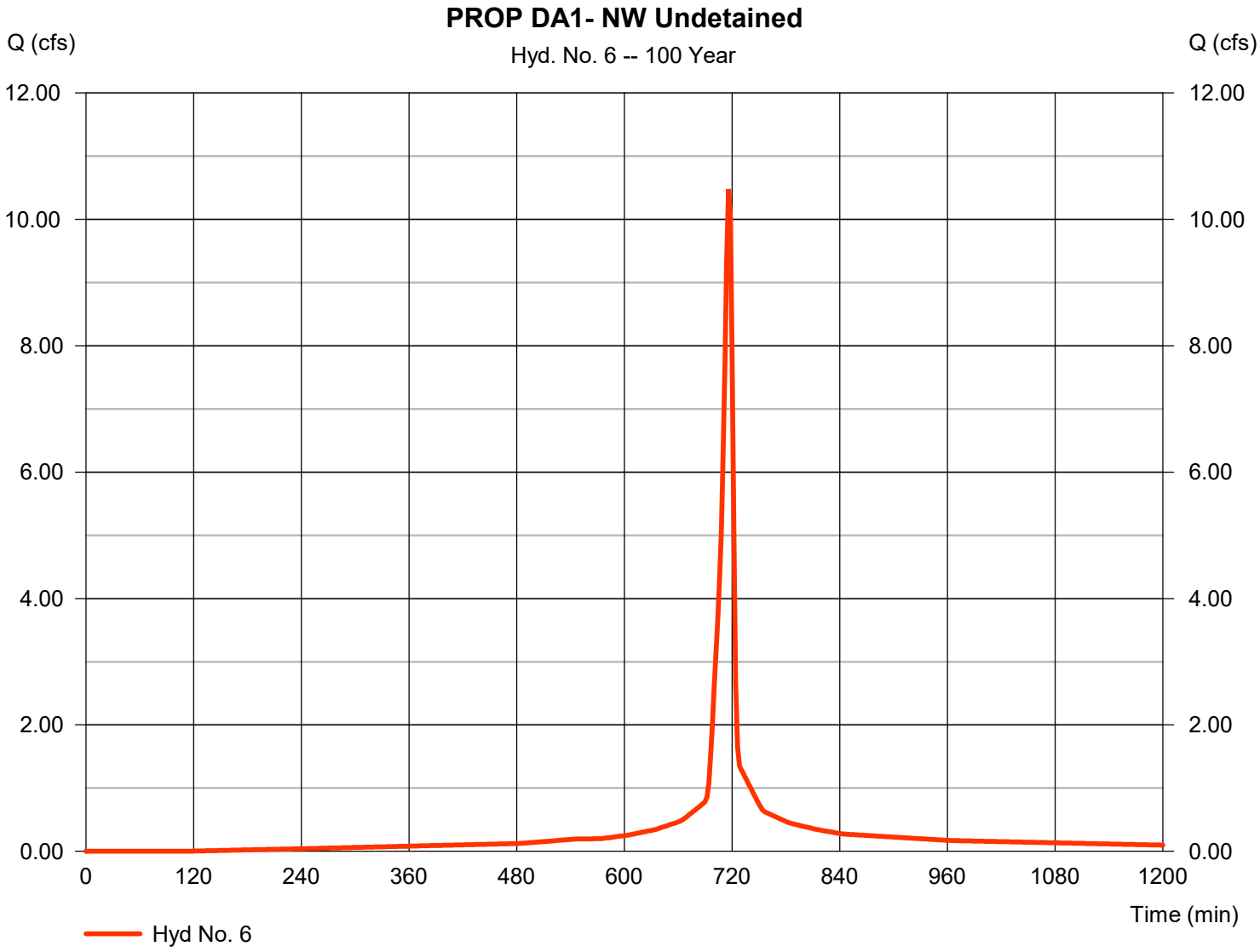
Stage ft	Storage cuft	Elevation ft	Clv A cfs	Clv B cfs	Clv C cfs	PrfRsr cfs	Wr A cfs	Wr B cfs	Wr C cfs	Wr D cfs	Exfil cfs	User cfs	Total cfs
0.00	0	1039.25	0.00	---	---	---	---	---	---	---	---	---	0.000
0.50	623	1039.75	1.48 ic	---	---	---	---	---	---	---	---	---	1.481
0.75	935	1040.00	3.18 ic	---	---	---	---	---	---	---	---	---	3.180
1.00	1,591	1040.25	5.36 ic	---	---	---	---	---	---	---	---	---	5.359
1.50	2,890	1040.75	10.55 ic	---	---	---	---	---	---	---	---	---	10.55
2.00	4,169	1041.25	15.12 ic	---	---	---	---	---	---	---	---	---	15.12
2.50	5,420	1041.75	18.52 ic	---	---	---	---	---	---	---	---	---	18.52
3.00	6,636	1042.25	21.39 ic	---	---	---	---	---	---	---	---	---	21.39
3.50	7,808	1042.75	23.91 ic	---	---	---	---	---	---	---	---	---	23.91
4.00	8,923	1043.25	26.20 ic	---	---	---	---	---	---	---	---	---	26.20
4.50	9,966	1043.75	28.30 ic	---	---	---	---	---	---	---	---	---	28.30
5.00	10,912	1044.25	30.25 ic	---	---	---	---	---	---	---	---	---	30.25
5.50	11,685	1044.75	32.08 ic	---	---	---	---	---	---	---	---	---	32.08
6.00	12,323	1045.25	33.82 ic	---	---	---	---	---	---	---	---	---	33.82
6.50	12,946	1045.75	35.47 ic	---	---	---	---	---	---	---	---	---	35.47
6.75	13,257	1046.00	36.27 ic	---	---	---	---	---	---	---	---	---	36.27

Hydrograph Report

Hyd. No. 6

PROP DA1- NW Undetained

Hydrograph type	=	SCS Runoff	Peak discharge	=	10.48 cfs
Storm frequency	=	100 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	23,879 cuft
Drainage area	=	0.900 ac	Curve number	=	92
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	8.76 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484

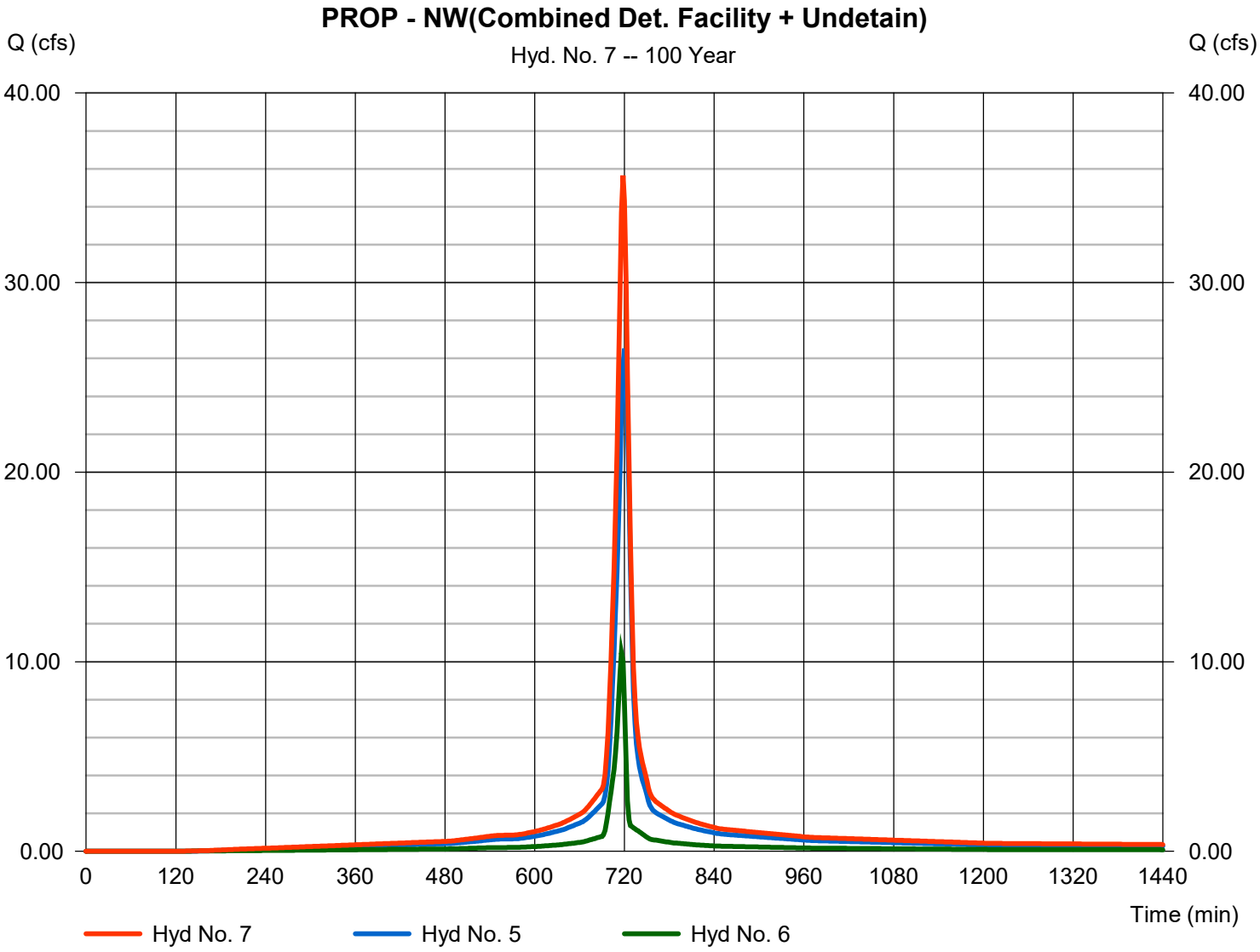


Hydrograph Report

Hyd. No. 7

PROP - NW(Combined Det. Facility + Undetain)

Hydrograph type	= Combine	Peak discharge	= 35.66 cfs
Storm frequency	= 100 yrs	Time to peak	= 718 min
Time interval	= 2 min	Hyd. volume	= 103,473 cuft
Inflow hyds.	= 5, 6	Contrib. drain. area	= 0.900 ac

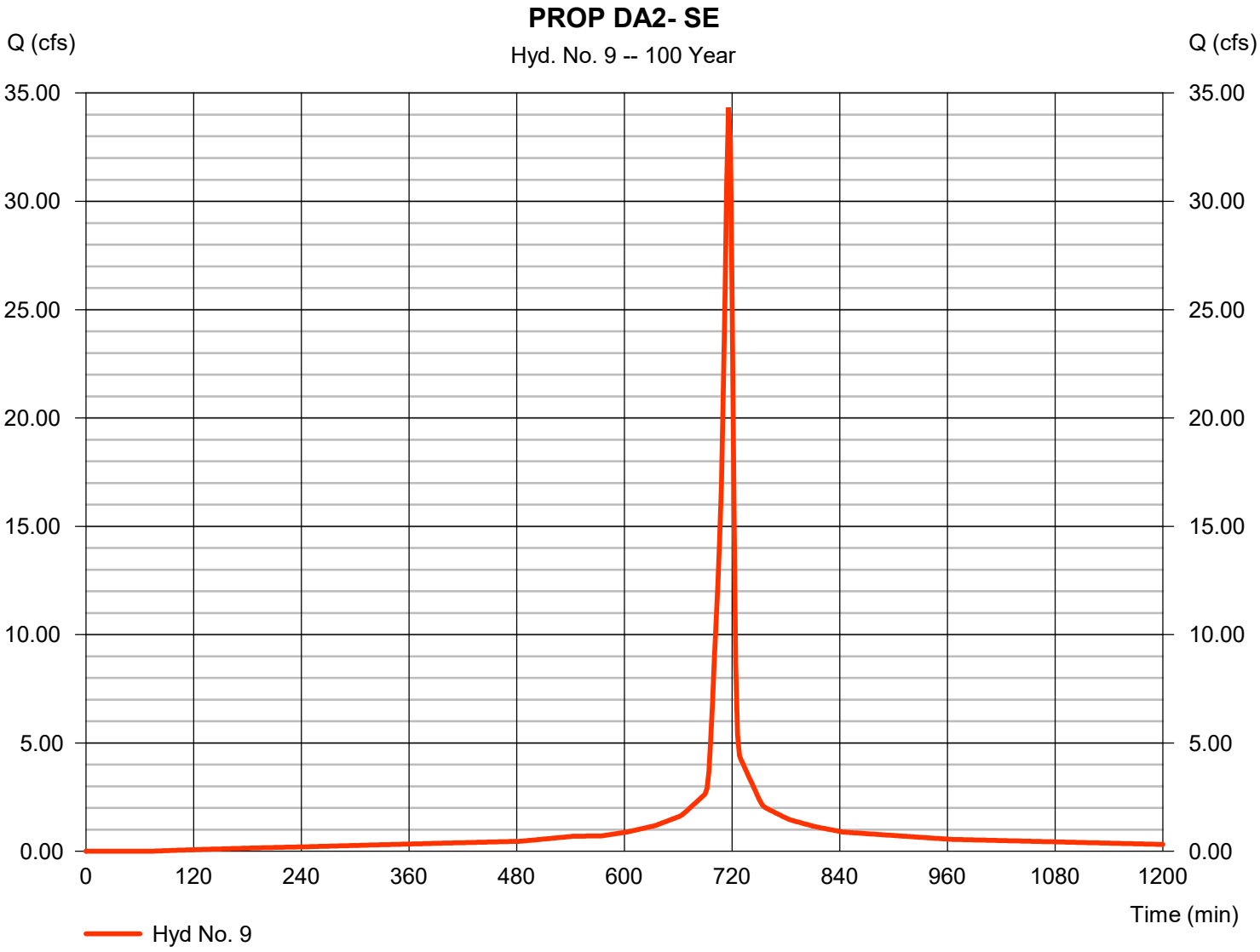


Hydrograph Report

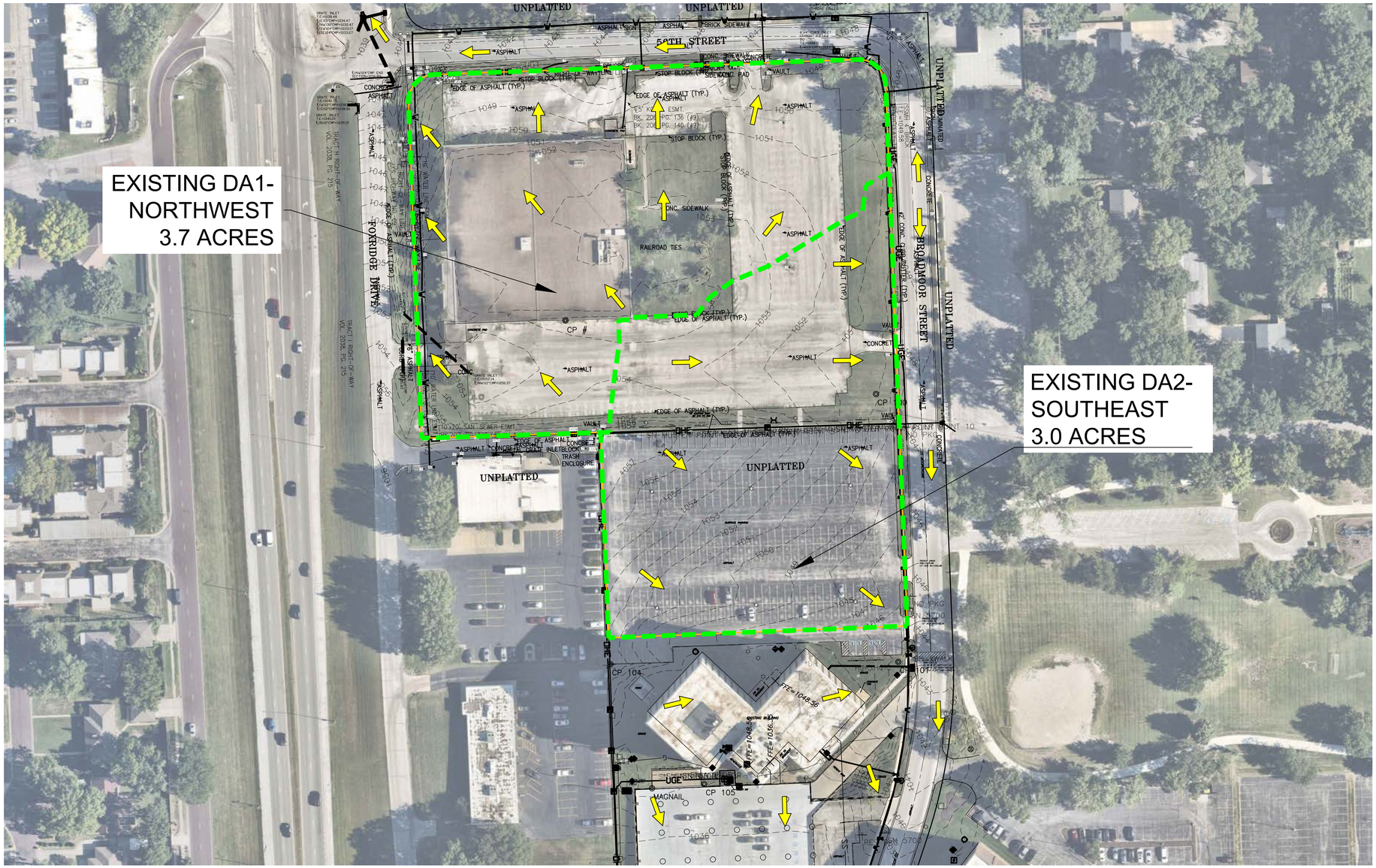
Hyd. No. 9

PROP DA2- SE

Hydrograph type	=	SCS Runoff	Peak discharge	=	34.33 cfs
Storm frequency	=	100 yrs	Time to peak	=	716 min
Time interval	=	2 min	Hyd. volume	=	80,518 cuft
Drainage area	=	2.900 ac	Curve number	=	95
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	5.00 min
Total precip.	=	8.76 in	Distribution	=	Type II
Storm duration	=	24 hrs	Shape factor	=	484



Appendix H –Existing Drainage Area Map



LEGEND

- DRAINAGE AREAS
- FLOW ARROW
- EXISTING SWS

SCALE: 1"=60'
0 60 120

MKEC
Wichita, KS • 316.684.9600

#
#

FOXRIDGE APARTMENTS

MISSION, KANSAS

EXISTING DRAINAGE PLAN FOR

EXISTING DRAINAGE PLAN

PROJECT NO. 2502010879

SCALE AS NOTED

DRAWN	DESIGNED	CHECKED
ABW	ABW	BLT

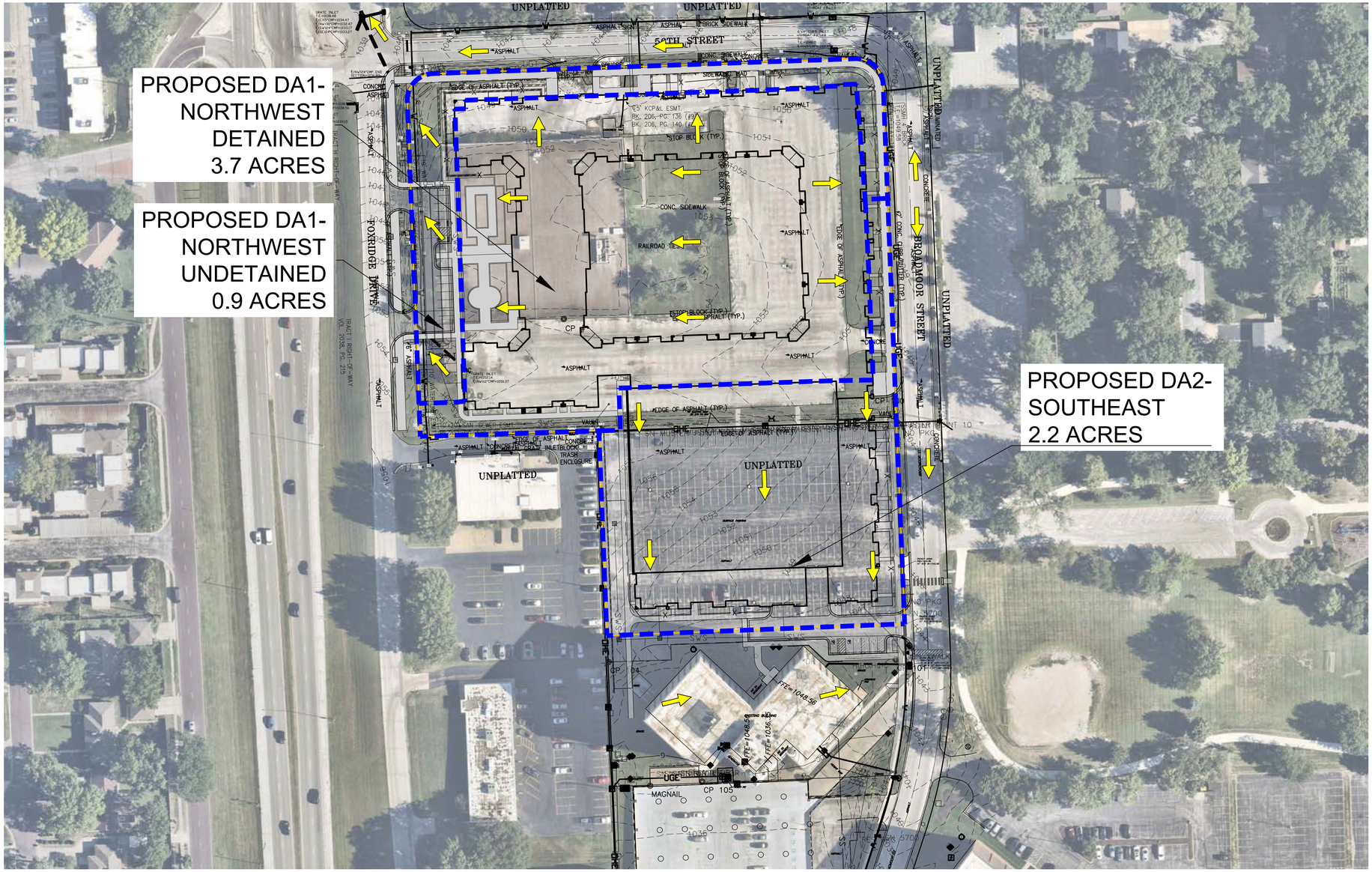
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Appendix I –Proposed Drainage Area Map



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#
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PROPOSED DRAINAGE PLAN FOR

FOXRIDGE APARTMENTS

MISSION, KANSAS

PROPOSED
DRAINAGE PLAN

PROJECT NO,	
	2502010879
SCALE	
	AS NOTED

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Appendix J –ADS Underground System Details

PROJECT INFORMATION	
ENGINEERED PRODUCT MANAGER	
ADS SALES REP	
PROJECT NO.	

Advanced Drainage Systems, Inc.

SiteAssist™
FOR STORMTECH
INSTALLATION INSTRUCTIONS
VISIT OUR APP

FOXRIDGE NORTH

MISSION, KS, USA

MC-7200 STORMTECH CHAMBER SPECIFICATIONS

1. CHAMBERS SHALL BE STORMTECH MC-7200.
2. CHAMBERS SHALL BE ARCH-SHAPED AND SHALL BE MANUFACTURED FROM VIRGIN, IMPACT-MODIFIED POLYPROPYLENE COPOLYMERS.
3. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 60x101.
4. CHAMBER ROWS SHALL PROVIDE CONTINUOUS, UNOBSTRUCTED INTERNAL SPACE WITH NO INTERNAL SUPPORTS THAT WOULD IMPEDE FLOW OR LIMIT ACCESS FOR INSPECTION.
5. THE STRUCTURAL DESIGN OF THE CHAMBERS, THE STRUCTURAL BACKFILL, AND THE INSTALLATION REQUIREMENTS SHALL ENSURE THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12, ARE MET FOR: 1) LONG-DURATION DEAD LOADS AND 2) SHORT-DURATION LIVE LOADS, BASED ON THE AASHTO DESIGN TRUCK WITH CONSIDERATION FOR IMPACT AND MULTIPLE VEHICLE PRESENCES.
6. CHAMBERS SHALL BE DESIGNED, TESTED AND ALLOWABLE LOAD CONFIGURATIONS DETERMINED IN ACCORDANCE WITH ASTM F2787, "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS". LOAD CONFIGURATIONS SHALL INCLUDE: 1) INSTANTANEOUS (<1 MIN) AASHTO DESIGN TRUCK LIVE LOAD ON MINIMUM COVER 2) MAXIMUM PERMANENT (75-YR) COVER LOAD AND 3) ALLOWABLE COVER WITH PARKED (1-WEEK) AASHTO DESIGN TRUCK.
7. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 500 LBS/FT/%. THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.
8. ONLY CHAMBERS THAT ARE APPROVED BY THE SITE DESIGN ENGINEER WILL BE ALLOWED. UPON REQUEST BY THE SITE DESIGN ENGINEER OR OWNER, THE CHAMBER MANUFACTURER SHALL SUBMIT A STRUCTURAL EVALUATION FOR APPROVAL BEFORE DELIVERING CHAMBERS TO THE PROJECT SITE AS FOLLOWS:
   - THE STRUCTURAL EVALUATION SHALL BE SEALED BY A REGISTERED PROFESSIONAL ENGINEER.
   - THE STRUCTURAL EVALUATION SHALL DEMONSTRATE THAT THE SAFETY FACTORS ARE GREATER THAN OR EQUAL TO 1.95 FOR DEAD LOAD AND 1.75 FOR LIVE LOAD, THE MINIMUM REQUIRED BY ASTM F2787 AND BY SECTIONS 3 AND 12.12 OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR THERMOPLASTIC PIPE.
   - THE TEST DERIVED CREEP MODULUS AS SPECIFIED IN ASTM F2418 SHALL BE USED FOR PERMANENT DEAD LOAD DESIGN EXCEPT THAT IT SHALL BE THE 75-YEAR MODULUS USED FOR DESIGN.
9. CHAMBERS AND END CAPS SHALL BE PRODUCED AT AN ISO 9001 CERTIFIED MANUFACTURING FACILITY.
10. MANIFOLD SIZE TO BE DETERMINED BY SITE DESIGN ENGINEER. SEE TECH NOTE #6.32 FOR MANIFOLD SIZING GUIDANCE. DUE TO THE ADAPTATION OF THIS CHAMBER SYSTEM TO SPECIFIC SITE AND DESIGN CONSTRAINTS, IT MAY BE NECESSARY TO CUT AND COUPLE ADDITIONAL PIPE TO STANDARD MANIFOLD COMPONENTS IN THE FIELD.
11. ADS DOES NOT DESIGN OR PROVIDE MEMBRANE LINER SYSTEMS. TO MINIMIZE THE LEAKAGE POTENTIAL OF LINER SYSTEMS, THE MEMBRANE LINER SYSTEM SHOULD BE DESIGNED BY A KNOWLEDGEABLE GEOTEXTILE PROFESSIONAL AND INSTALLED BY A QUALIFIED CONTRACTOR.

IMPORTANT - NOTES FOR THE BIDDING AND INSTALLATION OF MC-7200 CHAMBER SYSTEM

1. STORMTECH MC-7200 CHAMBERS SHALL NOT BE INSTALLED UNTIL THE MANUFACTURER'S REPRESENTATIVE HAS COMPLETED A PRE-CONSTRUCTION MEETING WITH THE INSTALLERS.
2. STORMTECH MC-7200 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "MC-7200 STORMTECH CHAMBER INSTALLATION GUIDE".
3. CHAMBERS ARE NOT TO BE BACKFILLED WITH A DOZER OR EXCAVATOR SITUATED OVER THE CHAMBERS. STORMTECH RECOMMENDS 3 BACKFILL METHODS:
   - STONESHOOTER LOCATED OFF THE CHAMBER BED.
   - BACKFILL AS ROWS ARE BUILT USING AN EXCAVATOR ON THE FOUNDATION STONE OR SUBGRADE.
   - BACKFILL FROM OUTSIDE THE EXCAVATION USING A LONG BOOM HOE OR EXCAVATOR.
4. THE FOUNDATION STONE SHALL BE LEVELED AND COMPACTED PRIOR TO PLACING CHAMBERS.
5. JOINTS BETWEEN CHAMBERS SHALL BE PROPERLY SEATED PRIOR TO PLACING STONE.
6. MAINTAIN MINIMUM - 9" (230 mm) SPACING BETWEEN THE CHAMBER ROWS.
7. INLET AND OUTLET MANIFOLDS MUST BE INSERTED A MINIMUM OF 12" (300 mm) INTO CHAMBER END CAPS.
8. EMBEDMENT STONE SURROUNDING CHAMBERS MUST BE A CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE; AASHTO M43 #3, 357, 4, 467, 5, 56, OR 57.
9. STONE SHALL BE BROUGHT UP EVENLY AROUND CHAMBERS SO AS NOT TO DISTORT THE CHAMBER SHAPE. STONE DEPTHS SHOULD NEVER DIFFER BY MORE THAN 12" (300 mm) BETWEEN ADJACENT CHAMBER ROWS.
10. STONE MUST BE PLACED ON THE TOP CENTER OF THE CHAMBER TO ANCHOR THE CHAMBERS IN PLACE AND PRESERVE ROW SPACING.
11. THE CONTRACTOR MUST REPORT ANY DISCREPANCIES WITH CHAMBER FOUNDATION MATERIAL BEARING CAPACITIES TO THE SITE DESIGN ENGINEER.
12. ADS RECOMMENDS THE USE OF "FLEXSTORM CATCH IT" INSERTS DURING CONSTRUCTION FOR ALL INLETS TO PROTECT THE SUBSURFACE STORMWATER MANAGEMENT SYSTEM FROM CONSTRUCTION SITE RUNOFF.

NOTES FOR CONSTRUCTION EQUIPMENT

1. STORMTECH MC-7200 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "MC-7200 STORMTECH CHAMBER INSTALLATION GUIDE".
2. THE USE OF EQUIPMENT OVER MC-7200 CHAMBERS IS LIMITED:
   - NO EQUIPMENT IS ALLOWED ON BARE CHAMBERS.
   - NO RUBBER TIRED LOADER, DUMP TRUCK, OR EXCAVATORS ARE ALLOWED UNTIL PROPER FILL DEPTHS ARE REACHED IN ACCORDANCE WITH THE "MC-7200 STORMTECH CHAMBER INSTALLATION GUIDE".
   - WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT CAN BE FOUND IN THE "MC-7200 STORMTECH CHAMBER INSTALLATION GUIDE".
3. FULL 36" (900 mm) OF STABILIZED COVER MATERIALS OVER THE CHAMBERS IS REQUIRED FOR DUMP TRUCK TRAVEL OR DUMPING.

USE OF A DOZER TO PUSH EMBEDMENT STONE BETWEEN THE ROWS OF CHAMBERS MAY CAUSE DAMAGE TO CHAMBERS AND IS NOT AN ACCEPTABLE BACKFILL METHOD. ANY CHAMBERS DAMAGED BY USING THE "DUMP AND PUSH" METHOD ARE NOT COVERED UNDER THE STORMTECH STANDARD WARRANTY.

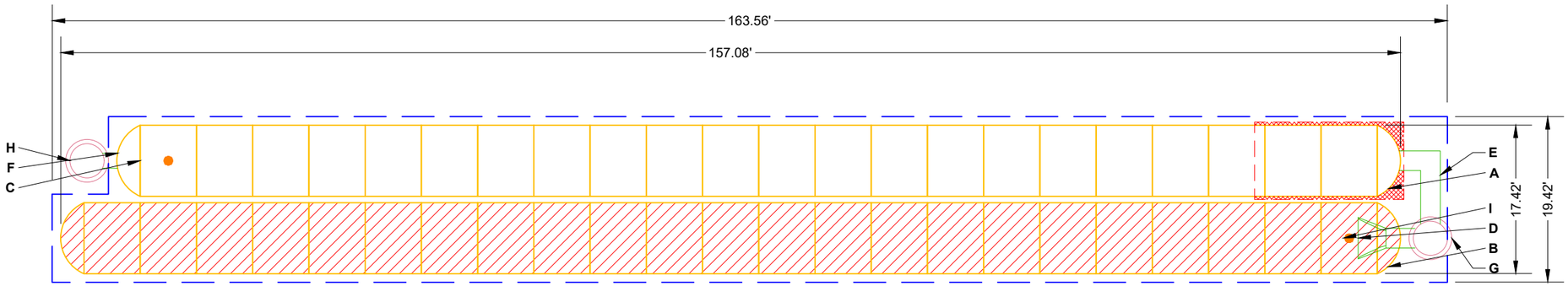
CONTACT ADS WITH ANY QUESTIONS ON INSTALLATION REQUIREMENTS OR WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT.

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PROPOSED LAYOUT		PROPOSED ELEVATIONS	
45	STORMTECH MC-7200 CHAMBERS	MAXIMUM ALLOWABLE GRADE (TOP OF PAVEMENT/UNPAVED):	1052.00
4	STORMTECH MC-7200 END CAPS	MINIMUM ALLOWABLE GRADE (UNPAVED WITH TRAFFIC):	1047.50
12	STONE ABOVE (in)	MINIMUM ALLOWABLE GRADE (UNPAVED NO TRAFFIC):	1047.00
9	STONE BELOW (in)	MINIMUM ALLOWABLE GRADE (TOP OF RIGID CONCRETE PAVEMENT):	1047.00
40	STONE VOID	MINIMUM ALLOWABLE GRADE (BASE OF FLEXIBLE PAVEMENT):	1047.00
13257	INSTALLED SYSTEM VOLUME (CF) (PERIMETER STONE INCLUDED) (COVER STONE INCLUDED) (BASE STONE INCLUDED)	TOP OF STONE:	1046.00
		TOP OF MC-7200 CHAMBER:	1045.00
		24" x 24" TOP MANIFOLD INVERT:	1041.92
		24" ISOLATOR ROW PLUS INVERT:	1040.19
3116	SYSTEM AREA (SF)	18" BOTTOM CONNECTION INVERT:	1040.16
366.0	SYSTEM PERIMETER (ft)	BOTTOM OF MC-7200 CHAMBER:	1040.00
		BOTTOM OF STONE:	1039.25

*INVERT ABOVE BASE OF CHAMBER

PART TYPE	ITEM ON LAYOUT	DESCRIPTION	INVERT*	MAX FLOW
PREFABRICATED END CAP	A	24" TOP PARTIAL CUT END CAP, PART#: MC4500IEPP24T / TYP OF ALL 24" TOP CONNECTIONS		
PREFABRICATED END CAP	B	24" BOTTOM PARTIAL CUT END CAP, PART#: MC4500IEPP24B / TYP OF ALL 24" BOTTOM CONNECTIONS AND ISOLATOR PLUS ROWS		
PREFABRICATED END CAP	C	18" BOTTOM PARTIAL CUT END CAP, PART#: MC4500IEPP18B / TYP OF ALL 18" BOTTOM CONNECTIONS		
FLAMP	D	INSTALL FLAMP ON 24" ACCESS PIPE / PART#: MCFLAMP		
MANIFOLD	E	24" x 24" TOP MANIFOLD, ADS N-12	23.05"	
PIPE CONNECTION	F	18" BOTTOM CONNECTION	1.97"	
CONCRETE STRUCTURE	G	(DESIGN BY ENGINEER / PROVIDED BY OTHERS)		9.5 CFS IN
CONCRETE STRUCTURE	H	OCS (DESIGN BY ENGINEER / PROVIDED BY OTHERS)		4.0 CFS OUT
INSPECTION PORT	I	10" SEE DETAIL (TYP 2 PLACES)		



ISOLATOR ROW PLUS
(SEE DETAIL)

PLACE MINIMUM 17.50' OF ADSPLUS125 WOVEN GEOTEXTILE OVER BEDDING STONE AND UNDERNEATH CHAMBER FEET FOR SCOUR PROTECTION AT ALL CHAMBER INLET ROWS

BED LIMITS

NOTES

- THE SITE DESIGN ENGINEER MUST REVIEW ELEVATIONS AND IF NECESSARY ADJUST GRADING TO ENSURE THE CHAMBER COVER REQUIREMENTS ARE MET.
- **NOT FOR CONSTRUCTION**: THIS LAYOUT IS FOR DIMENSIONAL PURPOSES ONLY TO PROVE CONCEPT & THE REQUIRED STORAGE VOLUME CAN BE ACHIEVED ON SITE.

FOXRIDGE NORTH
MISSION, KS, USA
DATE: 08/26/2026
DRAWN: AW
CHECKED: N/A
PROJECT #:

DATE	DWN	CHK

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StormTech® Chamber System

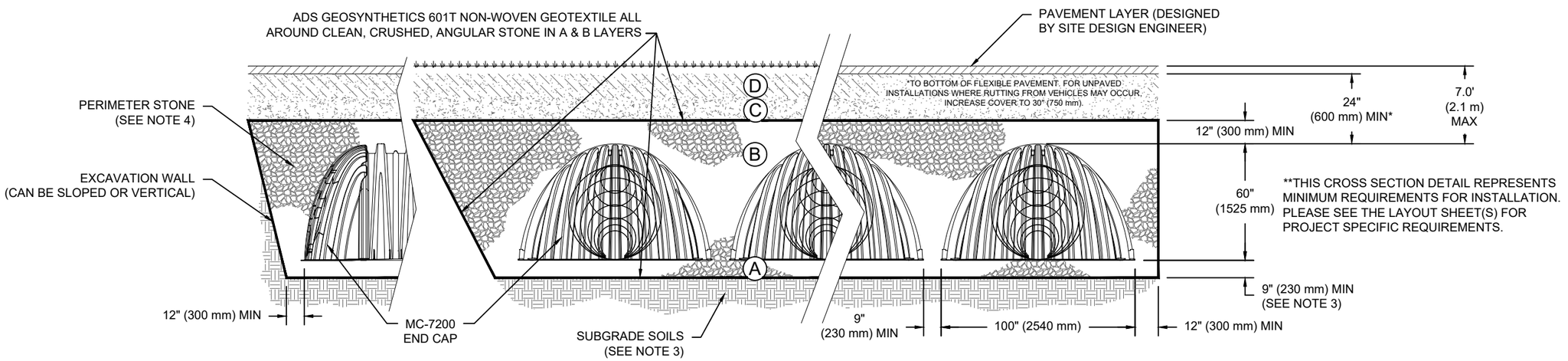
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ACCEPTABLE FILL MATERIALS: STORMTECH MC-7200 CHAMBER SYSTEMS

MATERIAL LOCATION		DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	**FINAL FILL:** FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	**INITIAL FILL:** FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 24" (600 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145[1] A-1, A-2-4, A-3 OR AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 24" (600 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 12" (300 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS.
B	**EMBEDMENT STONE:** FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE[5]	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	NO COMPACTION REQUIRED.
A	**FOUNDATION STONE:** FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE[5]	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE.[2,3]

PLEASE NOTE:
1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 9" (230 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.
4. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.
5. WHERE RECYCLED CONCRETE AGGREGATE IS USED IN LAYERS 'A' OR 'B' THE MATERIAL SHOULD ALSO MEET THE ACCEPTABILITY CRITERIA OUTLINED IN TECHNICAL NOTE 6.20 "RECYCLED CONCRETE STRUCTURAL BACKFILL".



NOTES:

1. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 60x101
2. MC-7200 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS. REFERENCE STORMTECH DESIGN MANUAL FOR BEARING CAPACITY GUIDANCE.
4. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
5. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 500 LBS/FT/%. THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

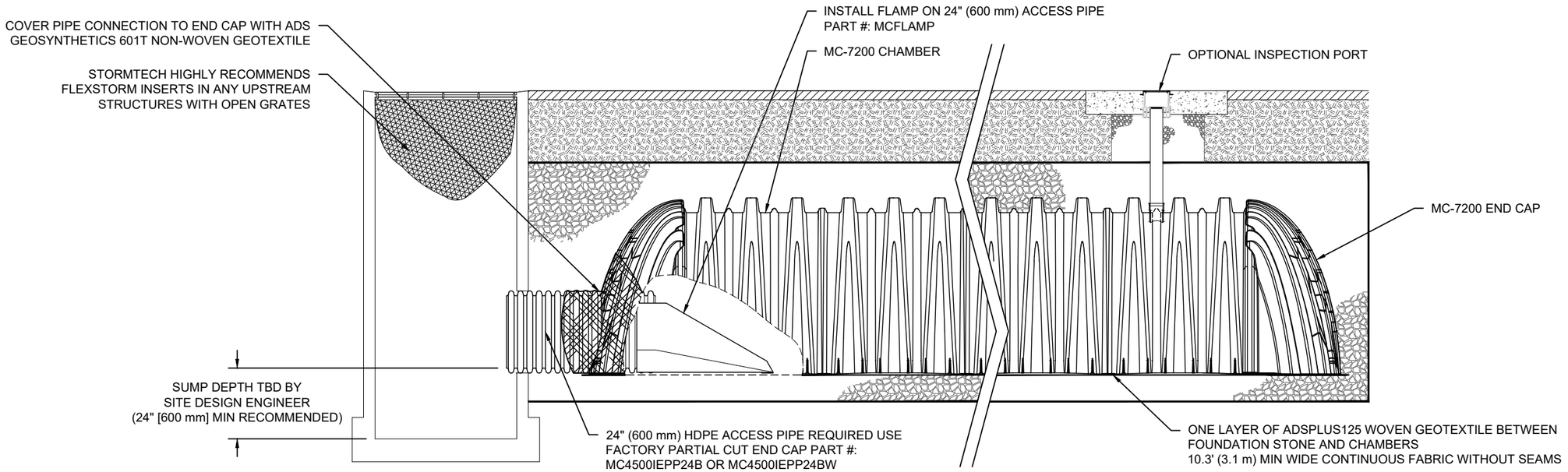
FOXRIDGE NORTH
MISSION, KS, USA
DATE: 08/26/2026
PROJECT #:
DRAWN: AW
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DATE	DWN	CHK

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MC-7200 ISOLATOR ROW PLUS DETAIL
NTS

INSPECTION & MAINTENANCE

STEP 1) INSPECT ISOLATOR ROW PLUS FOR SEDIMENT
- A. INSPECTION PORTS (IF PRESENT)
  - A.1. REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
  - A.2. REMOVE AND CLEAN FLEXSTORM FILTER IF INSTALLED
  - A.3. USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
  - A.4. LOWER A CAMERA INTO ISOLATOR ROW PLUS FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
  - A.5. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- B. ALL ISOLATOR PLUS ROWS
  - B.1. REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW PLUS
  - B.2. USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW PLUS THROUGH OUTLET PIPE
    - i) MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
    - ii) FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
  - B.3. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.

STEP 2) CLEAN OUT ISOLATOR ROW PLUS USING THE JETVAC PROCESS
- A. A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45" (1.1 m) OR MORE IS PREFERRED
- B. APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
- C. VACUUM STRUCTURE SUMP AS REQUIRED

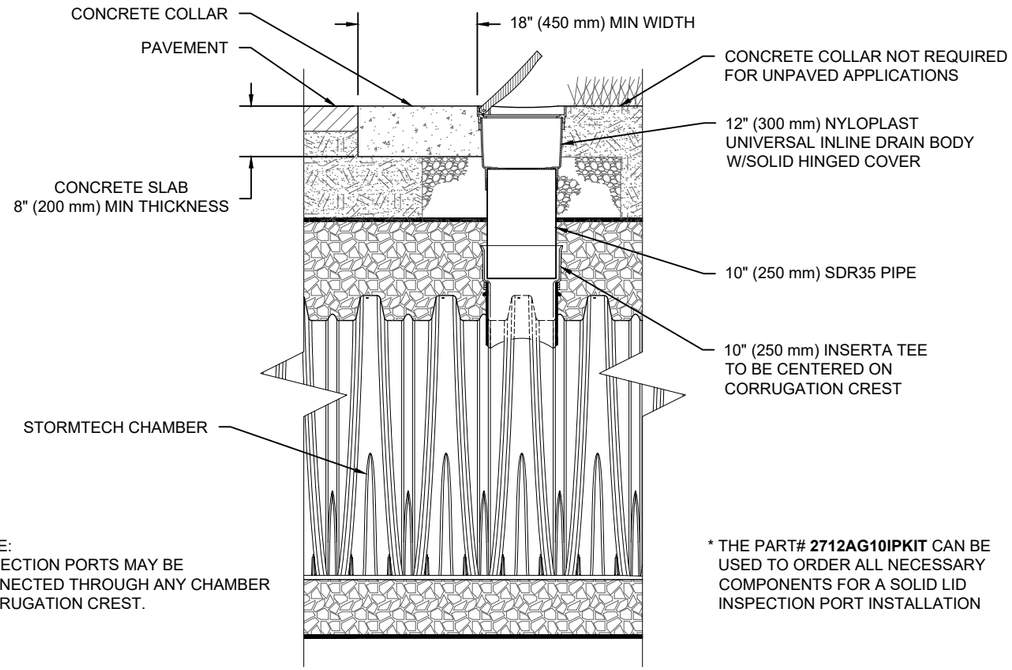
STEP 3) REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS; RECORD OBSERVATIONS AND ACTIONS.

STEP 4) INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

NOTES

1. INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.

2. CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.



10" (250 mm) PVC INSPECTION PORT DETAIL (MC SERIES CHAMBER)
NTS

FOXRIDGE NORTH
MISSION, KS, USA
DATE: 08/26/2026 | DRAWN: AW | CHECKED: N/A
PROJECT #:

DATE	DWN	CHK

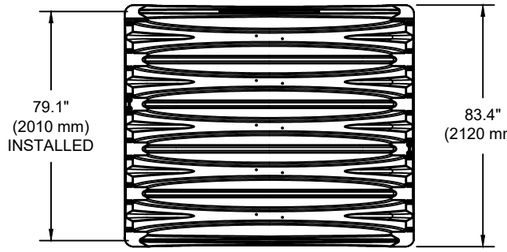
StormTech® Chamber System

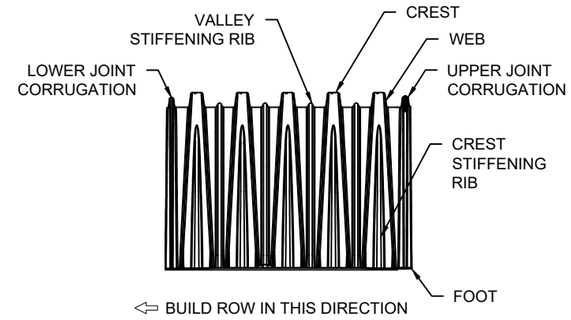
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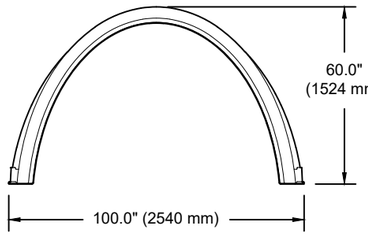
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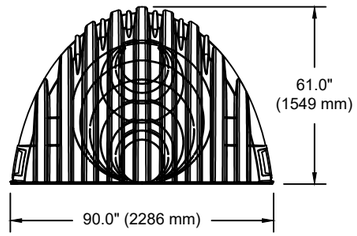
MC-7200 TECHNICAL SPECIFICATION

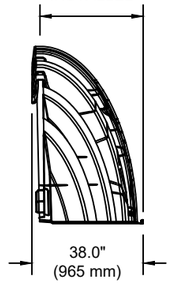
NTS











NOMINAL CHAMBER SPECIFICATIONS

SIZE (W X H X INSTALLED LENGTH)	100.0" X 60.0" X 79.1"	(2540 mm X 1524 mm X 2010 mm)
CHAMBER STORAGE	175.9 CUBIC FEET	(4.98 m³)
MINIMUM INSTALLED STORAGE*	267.3 CUBIC FEET	(7.56 m³)
WEIGHT (NOMINAL)	205 lbs.	(92.9 kg)

NOMINAL END CAP SPECIFICATIONS

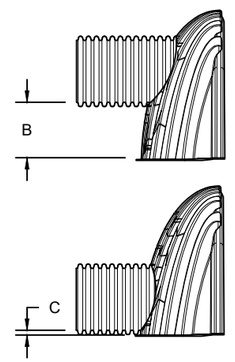
SIZE (W X H X INSTALLED LENGTH)	90.0" X 61.0" X 32.8"	(2286 mm X 1549 mm X 833 mm)
END CAP STORAGE	39.5 CUBIC FEET	(1.12 m³)
MINIMUM INSTALLED STORAGE*	115.3 CUBIC FEET	(3.26 m³)
WEIGHT (NOMINAL)	90 lbs.	(40.8 kg)

*ASSUMES 12" (305 mm) STONE ABOVE, 9" (229 mm) STONE FOUNDATION AND BETWEEN CHAMBERS, 12" (305 mm) STONE PERIMETER IN FRONT OF END CAPS AND 40% STONE POROSITY.

PARTIAL CUT HOLES AT BOTTOM OF END CAP FOR PART NUMBERS ENDING WITH "B"
PARTIAL CUT HOLES AT TOP OF END CAP FOR PART NUMBERS ENDING WITH "T"
END CAPS WITH A PREFABRICATED WELDED STUB END WITH "W"

PART #	STUB	B	C
MC4500IEPP06T	6" (150 mm)	42.54" (1081 mm)	---
MC4500IEPP06B		---	0.86" (22 mm)
MC4500IEPP08T	8" (200 mm)	40.50" (1029 mm)	---
MC4500IEPP08B		---	1.01" (26 mm)
MC4500IEPP10T	10" (250 mm)	38.37" (975 mm)	---
MC4500IEPP10B		---	1.33" (34 mm)
MC4500IEPP12T	12" (300 mm)	35.69" (907 mm)	---
MC4500IEPP12B		---	1.55" (39 mm)
MC4500IEPP15T	15" (375 mm)	32.72" (831 mm)	---
MC4500IEPP15B		---	1.70" (43 mm)
MC4500IEPP18T	18" (450 mm)	29.36" (746 mm)	---
MC4500IEPP18TW			
MC4500IEPP18B		---	1.97" (50 mm)
MC4500IEPP18BW			
MC4500IEPP24T	24" (600 mm)	23.05" (585 mm)	---
MC4500IEPP24TW			
MC4500IEPP24B		---	2.26" (57 mm)
MC4500IEPP24BW			
MC4500IEPP30BW	30" (750 mm)	---	2.95" (75 mm)
MC4500IEPP36BW	36" (900 mm)	---	3.25" (83 mm)
MC4500IEPP42BW	42" (1050 mm)	---	3.55" (90 mm)

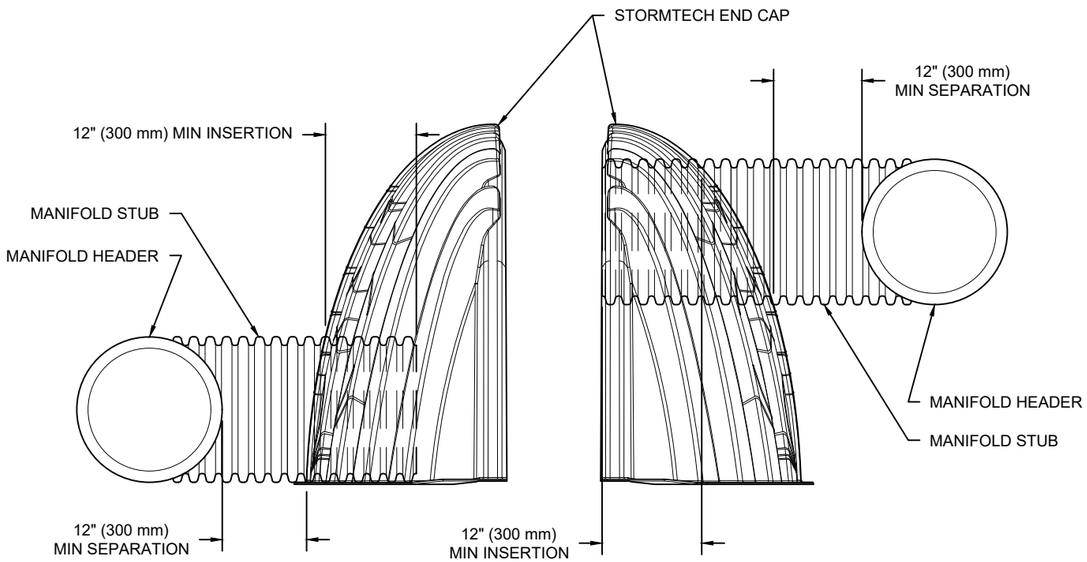
NOTE: ALL DIMENSIONS ARE NOMINAL



CUSTOM PREFABRICATED INVERTS ARE AVAILABLE UPON REQUEST. INVENTORIED MANIFOLDS INCLUDE 12-24" (300-600 mm) SIZE ON SIZE AND 15-48" (375-1200 mm) ECCENTRIC MANIFOLDS. CUSTOM INVERT LOCATIONS ON THE MC-7200 END CAP CUT IN THE FIELD ARE NOT RECOMMENDED FOR PIPE SIZES GREATER THAN 10" (250 mm). THE INVERT LOCATION IN COLUMN 'B' ARE THE HIGHEST POSSIBLE FOR THE PIPE SIZE.

MC-SERIES END CAP INSERTION DETAIL

NTS



NOTE: MANIFOLD STUB MUST BE LAID HORIZONTAL FOR A PROPER FIT IN END CAP OPENING.

FOXRIDGE NORTH
MISSION, KS, USA

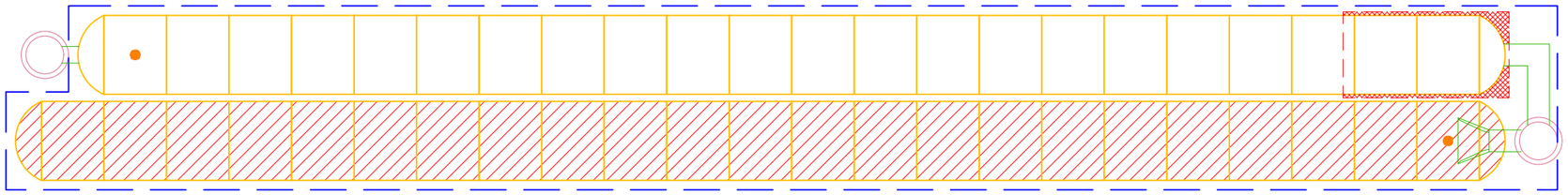
DATE: 08/26/2026 | DRAWN: AW | CHECKED: N/A
PROJECT #:

DATE	DWN	CHK

StormTech® Chamber System

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Appendix K –MARC BMP Worksheets and Isolator Row Performance

WORKSHEET 1A: REQUIRED LEVEL OF SERVICE - DEVELOPED SITE

Project: Foxridge Apartments | By: ABW | Date: 8/26/26

Location: Mission, Kansas | Checked: BLT | Date: 8/28/26

1. Required Treatment Area

A. Total Area Disturbed by Redevelopment Activity (ac.)

Disturbed Area Description	Acres
Existing building and parking lot	6.7
"1A" Total:	6.7

B. Existing Impervious Area Inside Disturbed Area (ac.)

Existing Impervious Area Description	Acres
Impervious	5.1
"1B" Total:	5.1

C Required Treatment Area (ac.)

"1A" Total Less "1B" Total "1C" 1.6

2. Percent Impervious in Postdevelopment Condition and Level of Service (LS)

A. Total Postdevelopment Impervious Area Inside Disturbed Area (ac.)

Postdevelopment Impervious Area Description	Acres
Residential (Apartments)	5.8
"2A" Total:	5.8

B. Existing Impervious Area Inside Disturbed Area (ac.)

"1B" Total: 5.1

C. Net Increase in Impervious Area (ac.)

"2A" Total Less "1B" Total "2C" 0.7

D. Percent Impervious

Net Increase in Impervious Area / Required Treatment Area "2C"/"1C" x 100: 44 (Round to Integer)

E. Level of Service

Use Percent Impervious to Enter Table XX **LS =** 5.5

3. Minimum Required Total Value Rating of BMP Package

Total Value Rating = LS x Required Treatment Area **VR =** 8.8

WORKSHEET 2: DEVELOP MITIGATION PACKAGE(S) THAT MEET THE REQUIRED LS

Project: Foxridge Apartments
Location: Mission, Kansas
Sheet __ of __

By: ABW
Checked: BLT

Date: 08/26/26
Date: 08/28/26

1. Required LS (New Development, Wksht 1) or Total VR (Redevelopment, Wksht 1A): 8.8

Note: Various BMPs may alter CN of proposed development, and LS; recalculate both if applicable.

2. Proposed BMP Option Package No. ___

Cover/BMP Description	Treatment Area	VR from Table 4.4 or 4.6[1]	Product of VR x Area
Isolator Row	3.0	9	27
Total[2]:	3.0	**Total:**	27
		***Weighted VR:**	= total product/total a

[1] VR calculated for final BMP only in Treatment Train.
[2] Total treatment area cannot exceed 100 percent of the actual site area.
* Blank In Redevelopment

Meets required LS (Yes/No)? Yes (If No, or if additional options are being tested, proceed below.)

3. Proposed BMP Option Package No. ___

Cover/BMP Description	Treatment Area	VR from Table 4.4 or 4.6[1]	Product of VR x Area
Total[2]:		**Total:**	
		***Weighted VR:**	= total product/total a

[1] VR calculated for final BMP only in Treatment Train.
[2] Total treatment area cannot exceed 100 percent of the actual site area.
* Blank In Redevelopment

Meets required LS (Yes/No)? (If No, or if additional options are being tested, move to next sheet.)

StormTech Isolator Row Performance According to the MARC Manual

Introduction:

In October 2012 the Kansas City Mid America Regional Council (MARC) released the Manual of Best Management Practices for Storm Water Quality. This manual goes on to describe a variety of construction BMP's Advantages, disadvantages, design considerations, and maintenance practices. One BMP discussed at length is an Infiltration Trench. As per the MARC Manual:

Infiltration trenches are defined as excavated trenches filled with coarse granular material; they collect stormwater runoff for temporary storage and infiltration. Typically, infiltration trenches and wells can capture only a small amount of runoff and therefore may be designed to capture the first flush of a runoff event rather than the full water quality volume (WQv). For this reason, they frequently are combined with another best management practice (BMP) such as a detention basin to control peak hydraulic flows. Infiltration trenches and wells can remove suspended solids, particulates, bacteria, organics, soluble metals, and nutrients through mechanisms of filtration, absorption, and microbial decomposition.

The StormTech Isolator Row is an excavated trench that is bedded, surrounded and enclosed in a coarse granular material and geotextile fabric. The Isolator Row collects stormwater runoff and utilizes infiltration, retention and/or detention to process the stormwater runoff through water quality measures. The detention basin that controls peak hydraulic flows is the entirety of the StormTech system and the many rows and chambers that are included in that project's layout. The double layer of geotextile fabric underneath the isolator row prohibits suspended solids, particulates, bacteria, organics, soluble metals, and/or nutrients from exiting the system. The isolator row will capture the first flush and a calculated water quality volume if the proper structure is designed by the Engineer of Record.

Value Ratings system:

In order to assess the effectiveness of a particular BMP relative to another, the MARC manual outlines a 10 point value rating system. This 10 point rating system is based on 4 criteria: Water Quality Value, Volume Reduction, Temperature Reduction, Oils/Floatables Reduction. Water Quality Value is assessed on a scale of 1-5 by the expected median concentration (mg/L) of Total Suspended Solids (TSS). Volume reduction is assessed on a scale of 0-2 with significant infiltration or evaporation scoring full marks. Temperature Reduction is assessed on a scale of -1 through 1. A device that increases runoff temperature scores a -1, a device that does not change the runoff temp scores a 0, and a device that reduces runoff temperature scores a 1. Finally the device is awarded a score of 0-2 with respect to its ability to significantly reduce oils and floatable debris. Adding these scores up for the specific BMP will lead to a value between 0-10 points.

StormTech Isolator Row Value Rating Calculation as determined by the MARC manual.

TABLE 4.5
Value Rating Calculations

A	Water Quality Value Rating System	0	1	2	3	4+
	Median Concentration of TSS in Effluent (milligrams per liter)	> 100 mg/L	50 - 100 mg/L	20 - 50 mg/L	10 - 20 mg/L	<10 mg/L
B	Volume Reduction Rating System	0	1		2	
		Little or no volume reduction	Moderate infiltration or evaporation		Significant infiltration and evaporation	
C	Temperature Reduction Rating System	-1	0		1	
		Runoff temperature increases	Runoff temperature is unchanged		Runoff temperature decreases	
D	Oils/Floatables Reduction Rating System	0	1		2	
		Little or no oils/floatables reduction	Moderate capture or reduction of oils/floatables		Significant capture or reduction of oils/floatables	

Note:
Value Rating Calculation: VR = A + B + C + D

Table 1: Value Rating Calculations as taken from the MARC Manual.

Water Quality Value: Water quality rating is assessed by analyzing the median concentration of TSS as sampled from the devices effluent discharge [Table 4.5. Manual of Best Management Practices for Storm Water Quality, 4-11]. According to Tennessee Technological University's *Hydraulic Performance and Sediment Trap Efficiency for the StormTech SC-740 Isolator Row* [Appendix A], the median concentration of Total Suspended Solids in effluent value was determined to be 2.802 mg/L. The effluent measurements in mg/mL can be found in the table below and in the aforementioned attached test report. The SC-740 chamber was utilized for this testing. In accordance with the MARC manual, this test result would correspond to a **Water Quality Value Rating of 4 points**.

Volume Reduction Rating: Volume reduction is determined by a sliding scale of 0-2. The StormTech Isolator Row has a minimum of 9" of base stone underneath the geotextile which allows for significant infiltration of water into the gravel base. The infiltration into the gravel base is then absorbed/ infiltrated into soil subbase or conveyed through a perforated underdrain pipe, if one is present. According to University of New Hampshire Stormwater Center's *Final Report on Field Verification Testing of the StormTech Isolator Row Treatment Unit* [Appendix B], the research determined a significant decrease in the volume entering the system to the volume leaving the system as runoff. This corresponds to a **Volume Reduction Rating of 2 points**.

Temperature Reduction Rating: Temperature reduction is determined by a sliding scale of "-1" to "1". The StormTech Isolator Row decreases the temperature of the runoff due to the system being underground and having the elements of infiltration, retention and/or detention. The constant temperatures that are experienced underground will stabilize the runoff to a suitable temperature prior to exiting the system. This corresponds to a **Temperature Reduction Rating of 1 point**.

Oils/Floatables Reduction Rating: The Oils/Floatables reduction is determined on a sliding scale of 0-2. Per Tennessee Technological University's *Hydraulic Performance and Sediment Trap Efficiency for the StormTech SC-740 Isolator Row* [Appendix A] and the University of New Hampshire Stormwater Center's *Final Report on Field Verification Testing of the StormTech Isolator Row Treatment Unit* [Appendix B], the StormTech Isolator Row is able to remove 90%+ RE for TPH-D depending on the flow of water through the inlet. With regards to StormTech Isolator Row's ability to capture floatables, the double-layer geotextile fabric material retains all large floatables. If maintenance is performed as recommended per the manufacturer or at specified sediment depth level, the device will not leach floatables back into the stormwater system during rain events. This corresponds to a **Oils/Floatables Reduction Rating of 2 points.**

Actual Calculated Average Sediment Influent Concentrations						
	Target Flow	Average Flow	Duration	Volume	Total Sediment	Influent Concentration
DATE	CFS	CFS	(seconds)	Liters)	Injected (mg)	(mg/L)
6/2/2004	0.80	0.8069	2169	49485	8662320	175.00
Actual Calculated Average Sediment Effluent Concentrations						
	Target Flow	Average Flow	Duration	Volume	Total Sediment	Effluent Concentration
DATE	CFS	CFS	(seconds)	Liters)	Retreived (mg)	(mg/L)
6/2/2004	0.80	0.8069	2169	49485	8100	0.16
Trap Efficiencies						
Method	Discrete	Grab	Directly Calculated			
Influent Concentration	325.4	193	175	175		
Effluent Concentration	2.802	2.802	2.802	0.16		
Trapl Efficiency (%)	99.14	98.55	98.40	99.91		

Table 2: StormTech Isolator Row Influent / Effluent Concentration and Trap Efficiencies [Appendix A].

System / Pollutant	Statistic	Influent year 1	StormTech Effluent year 1	Influent year 2	StormTech Effluent year 2	Influent overall	StormTech Effluent overall
TPH-D (ug/l)	mean	1081	269	503	BDL	903.3	186
	ER		75%		99%		79%
	AVG RE		73%		99%		81%
	Median RE		71%		99%		91%
	n		9		4		13
	SD	885	197	242	N/A	783	206
	Cv	0.818	0.734	0.482	N/A	0.867	1.109

Table 3: StormTech Isolator Row Total Petroleum Hydrocarbons – Diesel Range [Appendix B].

One final research project was conducted by the City of Charlotte, Pilot SCM Monitoring Program titled *Cherry Gardens Senior Apartments Storm Tech Chambers Stormwater Treatment Structure* [Appendix C]. The following table [Table 4] displays the results from this research project.

Parameter	Units	# of paired samples	Influent (median values)	Effluent (median values)	% Reduction	P-Value	Significant at 0.05
Ammonia Nitrogen	**mg/L**	**14**	**0.32**	**0.09**	**71.5%**	**0.0182**	**Y**
Nitrite + Nitrate	mg/L	14	0.28	0.35	0%	0.9713	N
TKN	**mg/L**	**13**	**1.10**	**0.45**	**59.5%**	**0.0001**	**Y**
Total Nitrogen	**mg/L**	**13**	**1.24**	**0.78**	**37.1%**	**0.0001**	**Y**
Total Phosphorus	**mg/L**	**14**	**0.19**	**0.06**	**68.1%**	**0.0001**	**Y**
SSC	**mg/L**	**13**	**98.0**	**5.90**	**94%**	**0.0017**	**Y**
TSS	**mg/L**	**14**	**54.0**	**5.60**	**89.6%**	**0.0001**	**Y**
Turbidity	**NTU**	**13**	**18.0**	**6.85**	**61.9%**	**0.0001**	**Y**
Chromium	ug/L	14	2.11	*	*	*	*
Copper	ug/L	14	10.20	9.50	0%	0.6047	N
Lead	ug/L	14	1.55	*	*	*	*
Zinc	**ug/L**	**14**	**54.50**	**13.0**	**76.1%**	**0.0001**	**Y**
* Data set contained too many non-detect values to accurately calculate summary statistics or provide statistical analysis							

Table 4. StormTech Isolator Row Summary of Test Results [Appendix C].

MARC VALUE Rating: Per Table 1, MARC values are determined by the following formula

$$VR=A + B + C + D$$

Where

A = Water quality value
B = Volume reduction
C = Temperature reduction
D = Oil and grease removal

In the case of the StormTech Isolator Row:

$$V=4+2+1+2=9$$

Per the MARC manual and StormTech Isolator Row third party tests, the StormTech Isolator Row should be assessed a **9 point** value rating**.**

Conclusion: Through a careful analysis of the MARC manuals rating system the StormTech Isolator Row is shown to obtain a **Value Rating of 9** per the MARC manual. Per the attached third party tests, the device is able to achieve an effluent output of ~2.802 mg/L, significantly reduce TPH levels by 90%+, and adequately capture floatables from the storm water runoff.

AT A GLANCE

Applicant
Foxridge Mission LLC

Location
5700 Broadmoor

Property ID
KF251208-1023

Current Zoning
CP-O / Form Based Code District

Proposed Zoning
N/A

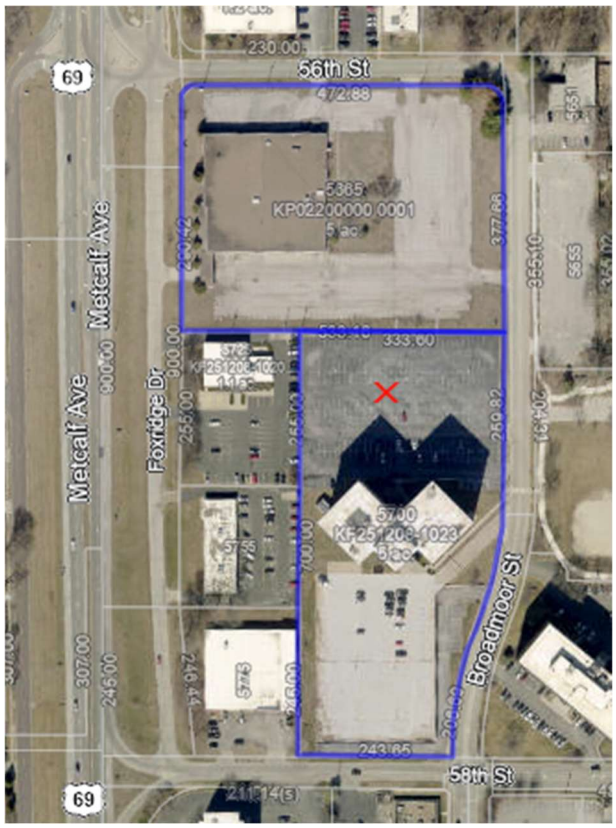
Current Land Use
Office tower

Proposed Land Use
Multifamily Residential

Case Number
26-18

Project Name
Broadmoor Tower

Project Summary
The applicant is requesting approval of a final development plan for 178 unit multifamily adaptive reuse of an office tower.



Property Background and Information

The subject property includes the Broadmoor office tower located at 5700 Broadmoor.

Prior to this year, the applicant owned 5665 Foxridge Drive and received approval of a Preliminary Development Plan (PDP) in 2022 and a Final Development Plan (FDP) in 2023 for a single, 300+ unit apartment building with podium parking on the site. Due to changing market conditions, construction of the proposed development became financially unfeasible. Earlier this year, the applicant took advantage of the opportunity to purchase the partial vacant office tower to the south at 5700 Broadmoor with the intention of converting it to multi-family use.

The subject property falls within the jurisdiction of the West Gateway Form-Based Code (FBC). The FBC district covers the area bounded on the west by Metcalf, on the south by Shawnee Mission parkway, on the north by 55th Street, and on the east by Lamar and excludes all single-family residential neighborhoods. The FBC is a document designed to implement guidance from the 2005 West Gateway District Vision Plan to evolve this district into a vibrant, mixed-use, pedestrian-friendly urban place.

Project Proposal

The applicant is proposing a multifamily apartment community totaling 647 units across three buildings: Foxridge North, Broadmoor Tower, and Foxridge South. This Final Development Plan (FDP) applies only to Broadmoor Tower (Building 2); Buildings 1 and 3 will be submitted under separate FDP applications.

Broadmoor Tower is an existing ten-story office building constructed in 1971 and historically used for commercial office space. The building experienced significant vacancy during the Covid-19 pandemic and has not returned to previous occupancy levels. The applicant is proposing to remodel the structure into a multifamily residential building containing approximately 178 apartment units, consisting of one- and two-bedroom layouts. The first floor will include a leasing lobby as well as residential units.

Visitor parking will be provided at the north entry of the building, with six spaces designated for short-term use. The existing parking lot to the north will remain and provides 244 stalls. Following demolition of the existing parking garage to the south, the remaining surface lot will provide 197 stalls.

A dedicated dog run for residents is planned on the west side of the building.

The applicant has submitted an updated design of the exterior of Broadmoor Tower and provided renderings included in the packet based on conversations with the Planning

Commission. The intent was to make the tower more visually interesting, enhance the play of light and shadow, and create a less monolithic appearance.

Mission Plan Review

Municipal Code

Consideration of final development plans is outlined in Section 440.190 of the Mission Municipal Code. A final development plan which contains modifications from the approved preliminary development plan but is in substantial compliance with the preliminary development plan, may be approved by the Planning Commission without a public hearing if the landscaping and screening plan is adequate as determined by the Commission. Deviations that were approved with the preliminary plan remain and the applicant does not request additional deviations.

Site Plan and Architecture

The total unit count, height, area, and floor-to-area (FAR) ratio is consistent with the approved preliminary development plan. There are a total of 178 units and 244 existing parking spaces.

Landscaping and Materials

The landscaping plan is consistent with the approved preliminary development plan. Landscaping requirements are outlined in section 415.090 of the zoning code and stipulate that one tree is required for every 50 feet of street frontage. This site has 170 linear feet of street frontage on Broadmoor, requiring five trees for the site.

Additionally, one tree is required per 3,000 feet of landscaped open space. There are 24,533 square feet of landscaped open space for this development, which requires an additional nine trees. The total number of trees required for this development is fourteen.

Kansas State University's Research and Extension Office have published a "Recommended Landscape Trees for Metropolitan Kansas City." All trees proposed in the landscaping plan are on the recommended list.

Infrastructure Improvements

There are no public infrastructure improvements associated with the adaptive reuse of the Broadmoor office tower.

Sustainability

The applicant has submitted plans to the Sustainability Committee for review. Adaptive reuse of the building at 5700 Broadmoor provides clear sustainability benefits by retaining the existing structure and reducing demolition waste. Reusing the site also makes efficient use of existing infrastructure and supports more sustainable land-use patterns within Mission.

Recommendation

Staff recommend that the Planning Commission recommends approval by the City Council of Case 26-18.

Planning Commission Action

The Planning Commission will consider Case 26-18 at its October 26, 2026 meeting.

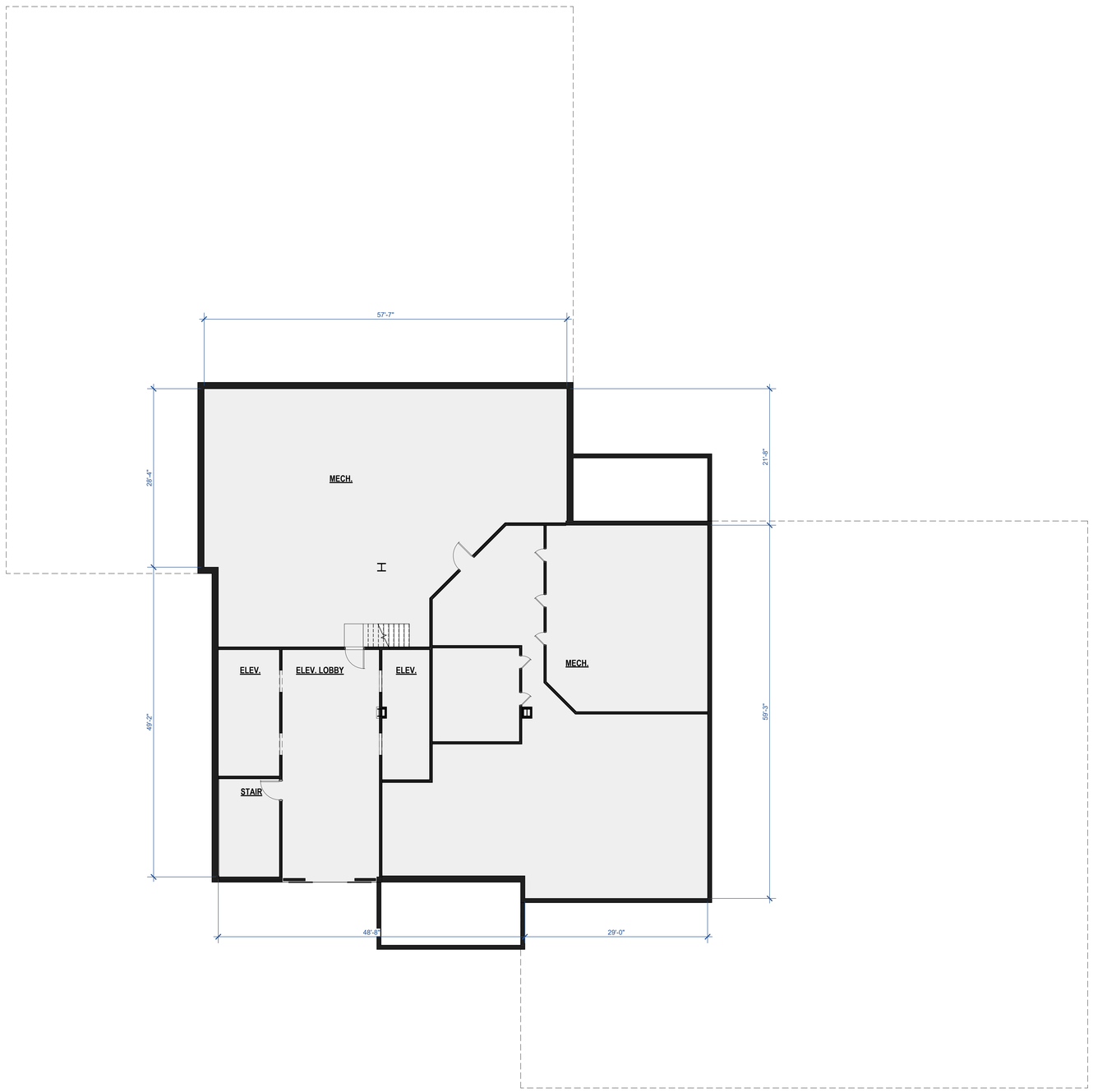
City Council Action

None.

Conditions of Approval

1. All landscaping shall be native to NE Kansas according to the Kansas Forestry Service/Kansas State Extension Office and details provided in a final development plan.
2. Applicant shall install lighting in conformance with the Dark Sky International standards.
3. Developer will submit their preliminary development plan to the sustainability commission for evaluation of the Sustainability Score Card.
4. The applicant will enter into a private stormwater maintenance agreement for the stormwater facilities prior to the issuance of building permits.

ARCH E1 30" x 42"



2 BASEMENT
1/8" = 1'-0"

nspj
ARCHITECTS
ARCHITECTURE
LANDSCAPE
ARCHITECTURE
P.913.831.1415
NSPJARCH.COM
9415 NALL AVE., #300
PRAIRIE VILLAGE,
KANSAS, 66207
© 2026

NOT FOR CONSTRUCTION

EXISTING OFFICE TOWER CONVERTED TO APARTMENTS:

BROADMOOR TOWER

5700 BROADMOOR
MISSION, KS, 66202

DRAWING RELEASE LOG
- 08.13.26 - 100% DD

△ REVISIONS

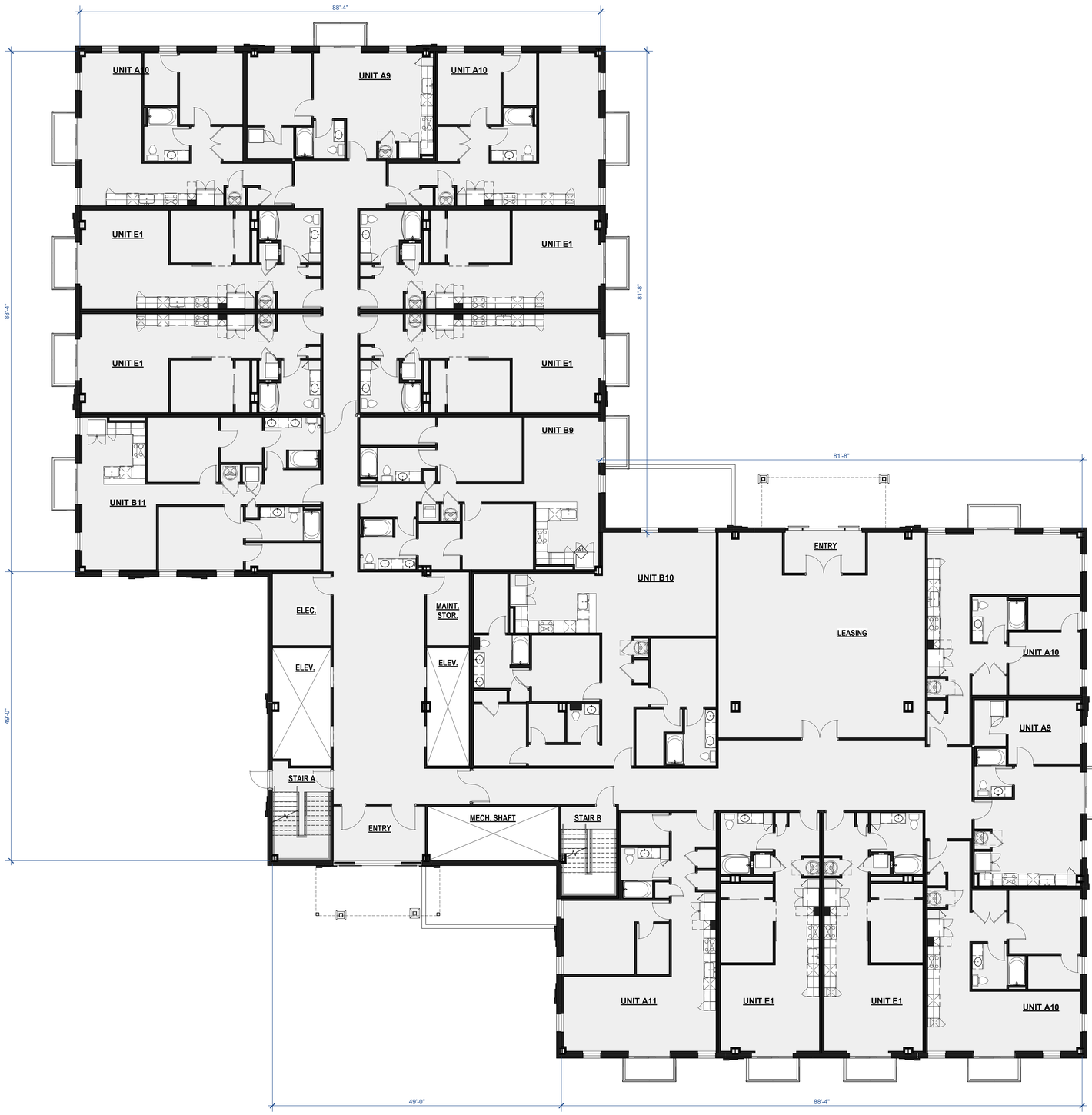
JOB NO. 791426
DATE 08.13.26
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NOT FOR CONSTRUCTION

SHEET NAME
BUILDING PLANS

SHEET NO.
FDP0

8/13/2026 5:18:48 PM

ARCH E1 30" x 42"



1 1ST FLOOR BUILDING PLAN
1/8" = 1'-0"

nspj ARCHITECTS
ARCHITECTURE
LANDSCAPE
ARCHITECTURE
P.913.831.1415
NSPJARCH.COM
9415 NALL AVE., #300
PRAIRIE VILLAGE,
KANSAS, 66207
© 2026

NOT FOR CONSTRUCTION

EXISTING OFFICE TOWER CONVERTED TO APARTMENTS:
BROADMOOR TOWER
5700 BROADMOOR
MISSION, KS, 66202

DRAWING RELEASE LOG
- 08.13.26 - 100% DD

△ REVISIONS

JOB NO. 791426
DATE 08.13.26
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SHEET NAME
BUILDING PLANS

SHEET NO.
FDP1

8/13/2026 5:18:50 PM

ARCH E1 30" x 42"



1 2ND-10TH FLOOR - BUILDING PLAN
1/8" = 1'-0"

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EXISTING OFFICE TOWER CONVERTED TO APARTMENTS:
BROADMOOR TOWER
5700 BROADMOOR
MISSION, KS, 66202

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SHEET NAME
BUILDING PLANS

SHEET NO.
FDP2

8/13/2026 5:18:52 PM

ARCH E1 30" x 42"

EXTERIOR MATERIAL LEGEND:

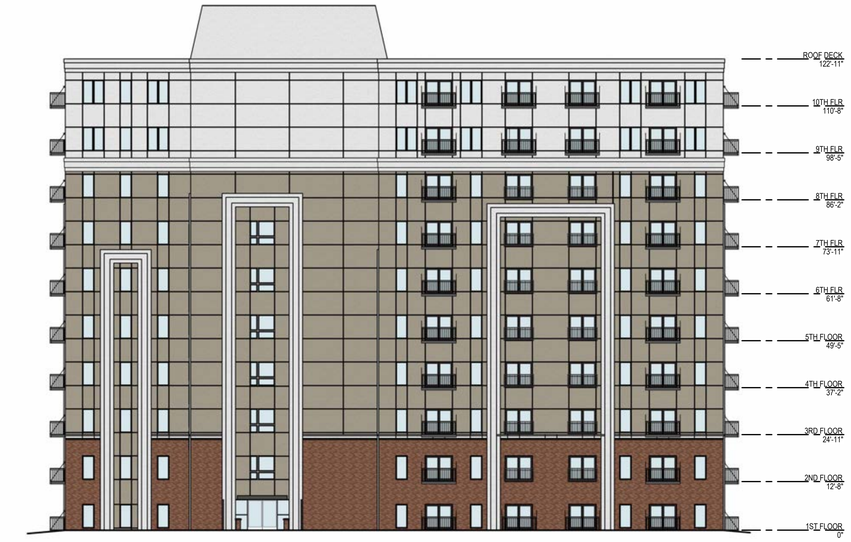
1. BRICK | CUSTOM BLEND ENDICOTT 'MEDIUM IRONSPOT'
2. EIFS PANEL | SANDBAR
3. GLAZING
4. EIFS PANEL - IBIS WHITE

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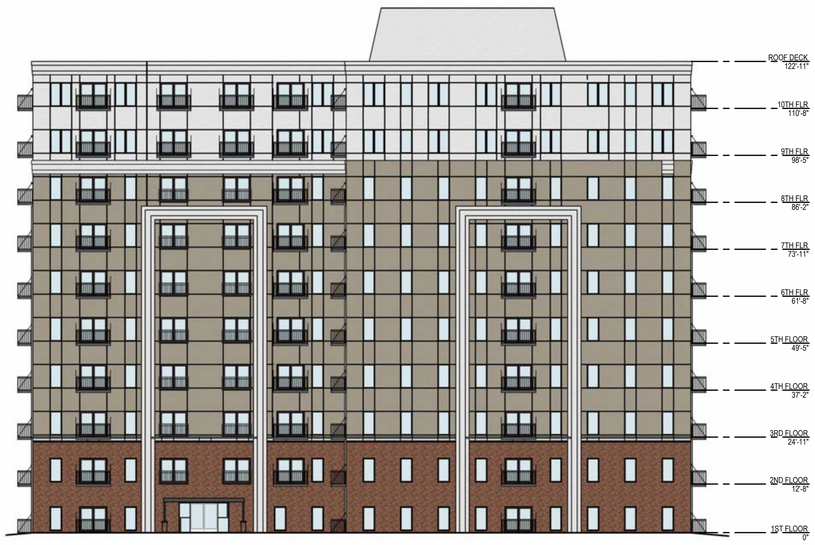
NOT FOR CONSTRUCTION



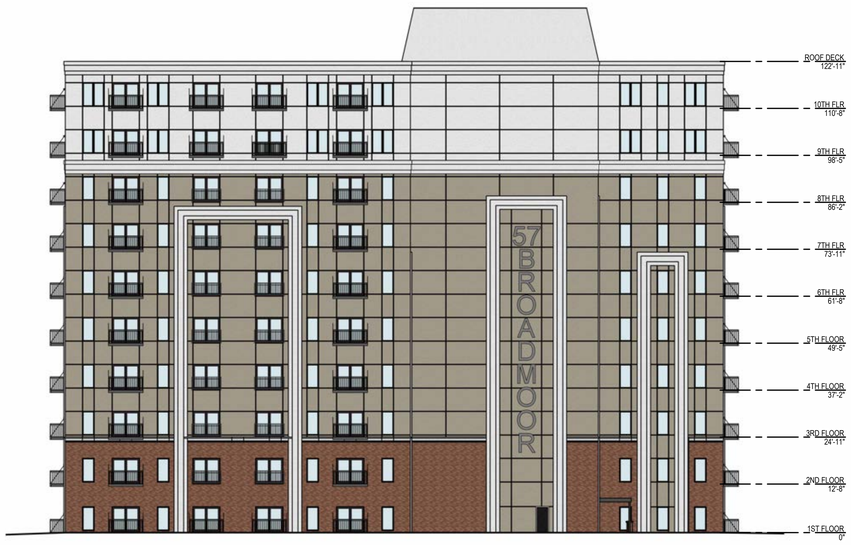
4 NORTH EAST ELEVATION
1/16" = 1'-0"



2 SOUTH EAST ELEVATION
1/16" = 1'-0"



3 NORTHWEST ELEVATION
1/16" = 1'-0"



1 SOUTHWEST ELEVATION
1/16" = 1'-0"

EXISTING OFFICE TOWER CONVERTED TO APARTMENTS:

BROADMOOR TOWER

5700 BROADMOOR
MISSION, KS, 66202

DRAWING RELEASE LOG
• 08.13.26 - 100% DD

△ REVISIONS

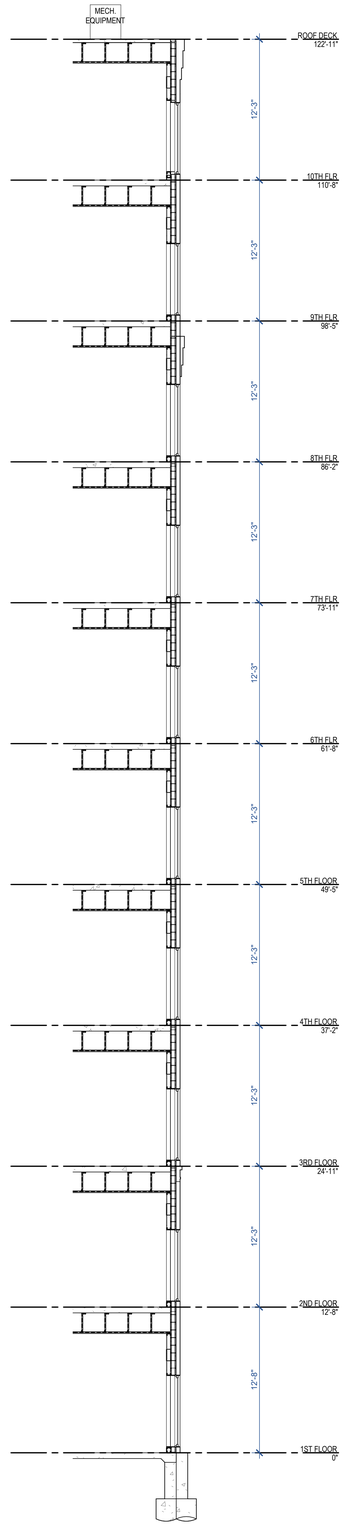
JOB NO. 791426 | DATE 08.13.26
DRAWN BY ZA/AM
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SHEET NAME
EXTERIOR ELEVATIONS

SHEET NO.
FDP3

8/13/2026 5:19:13 PM

ARCH E1 30" x 42"



1 WALL SECTION
3/16" = 1'-0"

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EXISTING OFFICE TOWER CONVERTED TO APARTMENTS:

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JOB NO. 791426
DATE 08.13.26
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SHEET NAME
TYPICAL WALL SECTION

SHEET NO.
FDP4

8/13/2026 5:16:53 PM

30x42 SHEET (Arch E1)



SITE PLAN
1" = 10'-0"

0 15 30 60

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• 08.14.26 TIF RESUBMITTAL

REVISIONS

JOB NO. 7900.00
DRAWN BY KRM / BNH / MLM
DATE 08.14.26

SHEET NAME SITE PLAN

SHEET NO. SP1.00

30x42 SHEET (Arch E1)

PLANT SCHEDULE

SYMBOL	CODE	COMMON NAME	BOTANICAL NAME	SIZE	NOTE
COLUMNAR TREES					
	CHB	Frans Fontaine Hornbeam	Carpinus betulus 'Frans Fontaine'	2" Cal.	B&B
ORNAMENTAL TREES					
	ERB	Eastern Redbud	Cercis canadensis	2" Cal.	B&B
	SBM	Sweetbay Magnolia	Magnolia virginiana	2" Cal.	B&B
OVERSTORY TREES					
	ROK	Northern Red Oak	Quercus rubra	2.5" Cal.	B&B

GENERAL NOTES:

1. EACH BIDDER SHALL VISIT THE SITE OF THE PROPOSED WORK AND EXAMINE THE SITE CONDITIONS. HE SHALL ALSO CAREFULLY EXAMINE THE DRAWINGS FOR THE PROPOSED WORK AND FAMILIARIZE HIMSELF WITH ALL CONDITIONS, WHICH MAY AFFECT THE PROPOSED WORK.

2. THE PLANTING PLAN GRAPHICALLY ILLUSTRATES OVERALL PLANT MASSINGS. EACH PLANT SPECIES MASSING SHALL BE PLACED IN THE FIELD TO UTILIZE GREATEST COVERAGE OF GROUND PLANE. THE FOLLOWING APPLIES FOR INDIVIDUAL PLANTINGS:
   A. CREEPING GROUNDCOVER SHALL BE A MINIMUM OF 6" FROM PAVING EDGE.
   B. ALL TREES SHALL BE A MINIMUM OF 3' FROM PAVING EDGE.
   C. ALL PLANTS OF THE SAME SPECIES SHALL BE EQUALLY SPACED APART AND PLACED FOR BEST AESTHETIC VIEWING.
   D. ALL SHRUBS SHALL BE A MINIMUM OF 2' FROM PAVED EDGE.

3. NOTIFY LANDSCAPE ARCHITECT 1 WEEK PRIOR TO ANTICIPATED START OF PLANT MATERIAL INSTALLATION. LANDSCAPE CONTRACTOR SHALL STAKE ALL PROPOSED PLANTING BED EDGES, SET OUT SHRUBS IN INTENDED LOCATIONS, AND STAKE TREE LOCATIONS FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

4. ALL NEW PLANT BED AREAS TO BE IRRIGATED. REFER TO SPECIFICATIONS FOR IRRIGATION SYSTEM DESCRIPTION.

5. REFER TO L1.00 SERIES SHEETS FOR TREE PLANTINGS.

6. IN THE EVENT OF WORK IN OR ON THE JCW SANITARY MAIN. ANY TREES OR PLANTINGS PLACED WITHIN THE SEWER EASEMENT MAY BE REMOVED WITHOUT REPLACEMENT OR COMPENSATION THERE OF AND SHALL BE REPLACED BY THE PROPERTY OWNER AS REQUIRED BY THE CITY.

7. STRIP TOP SOIL & SAVE FOR PLANTING AREAS. EXCAVATE TO A DEPTH OF 18" FOR ALL PLANTING BEDS AND REPLACE WITH PLANTING SOIL MIX. REFER TO L3.00 FOR PLANTING SOIL MIX.

8. ROCK BEDS SHALL BE SALT & PEPPER COBBLES, 5"-10" SIZE, BY SEMCO DISTRIBUTORS OR APPROVED EQUAL. ALL ROCK BED AREAS SHALL HAVE FILTER FABRIC & BE 4" MIN. DEPTH.

BROADMOOR TOWER - LANDSCAPE REQUIREMENTS (MISSION, KS)

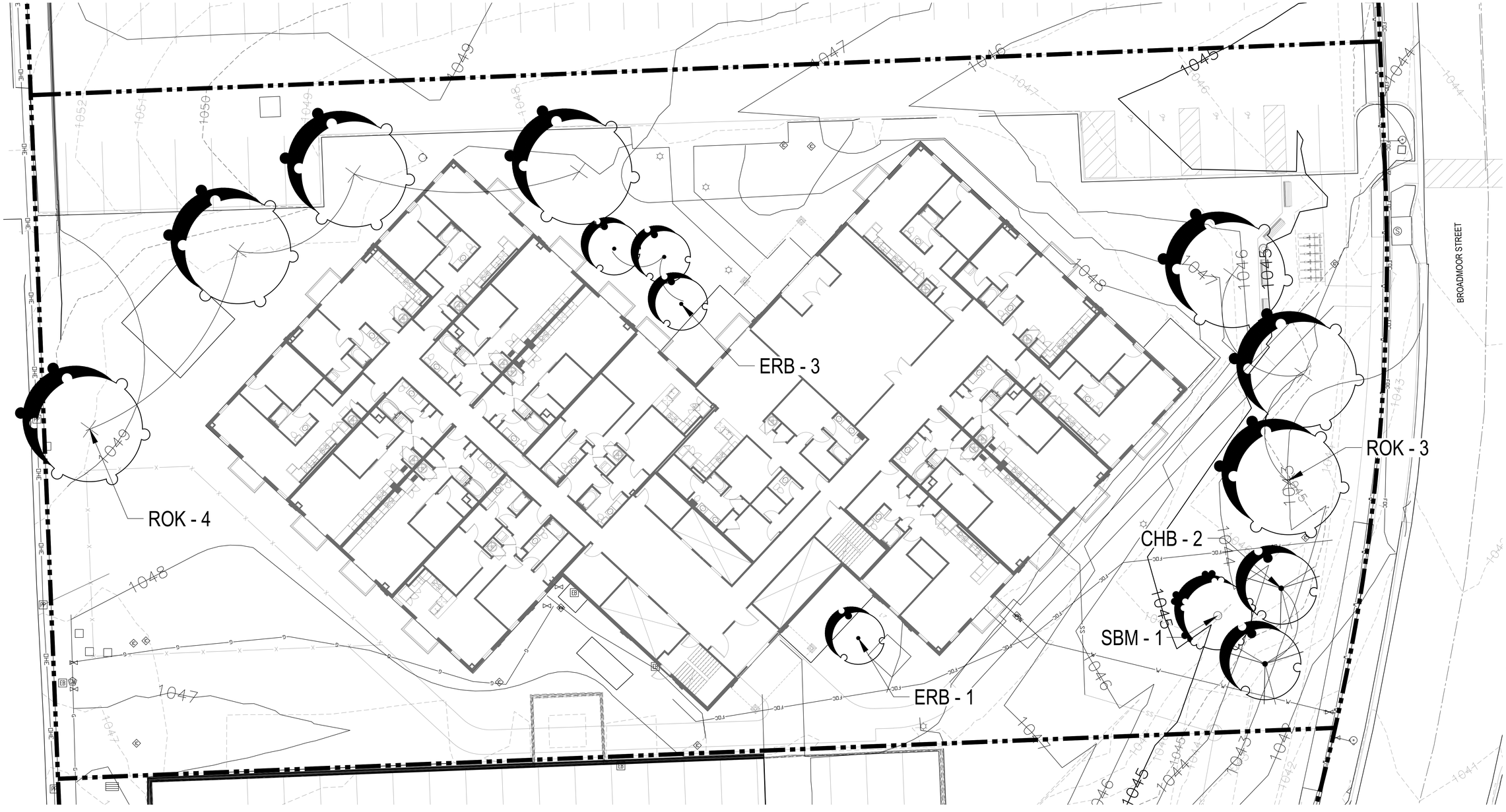
MINIMUM TREE REQUIREMENTS PER ZONING DISTRICT:

1. 1 TREE PER 40 LF OF STREET FRONTAGE. (WEST GATEWAY FORM BASED CODE)

	REQUIRED:	PROVIDED:
BROADMOOR STREET = +/- 170 LF/ 40 LF =	5 TREES	5 TREES

2. 2. 1 TREE PER DWELLING UNIT OR EVERY 3,000 SF OF LANDSCAPED OPEN SPACE (SECTION 415.090):

	REQUIRED:	PROVIDED:
24,533 SF LANDSCAPED OPEN SPACE / 3,000 SF =	9 TREES	9 TREES



SITE PLAN
1" = 10'-0"

0' 5' 10' 20'

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- 07.24.26 FDP SUBMITTAL
- 08.14.26 FDP RESUBMITTAL

△ REVISIONS

JOB NO. 793126
DATE 08.14.26
DRAWN BY: KRM / BNH / MLM

SHEET NAME: TREE PLANTING PLAN

SHEET NO. L1.00

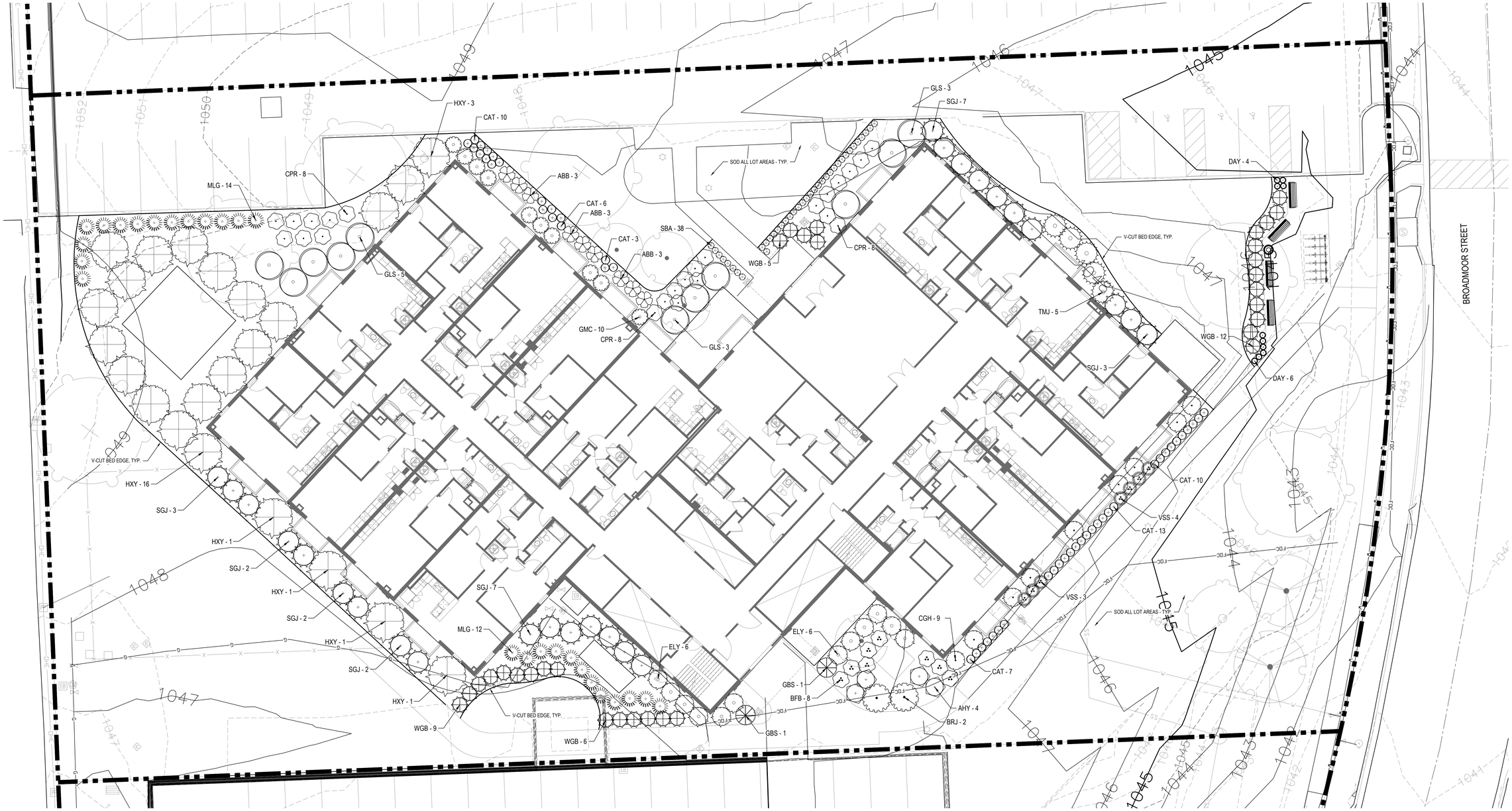
30x42 SHEET (Arch E1)

PLANT SCHEDULE

CODE	COMMON NAME	BOTANICAL NAME	SIZE	NOTE
DECIDUOUS SHRUBS				
ABB	American Beautyberry	Callicarpa americana	5 gal.	
AHY	Annabelle Hydrangea	Hydrangea arborescens 'Annabelle'	5 gal.	
BFB	Butterfly Bush	Buddleja davidii	3 gal.	
CPR	Flower Carpet® Red Groundcover Rose	Rosa x 'Noare'	5 gal.	
GLS	Gro-Low Fragrant Sumac	Rhus aromatica 'Gro-Low'	5 gal.	
VSS	Henry's Garnet Sweetspire	Itea virginica 'Henry's Garnet'	3 gal.	
EVERGREEN SHRUBS				
BRJ	Blue Rug Juniper	Juniperus horizontalis 'Blue Rug'	5 gal.	B&B
CGH	China Girl® Holly	Ilex x meserveae 'China Girl'	5 gal.	
ELY	Everlow Anglo-Japanese Yew	Taxus x media 'Everlow'	5 gal.	
GBS	Blue Globe Colorado Spruce	Picea pungens 'Glauca Globosa'	3` Ht.	B&B
GMC	Golden Mop Threadleaf Sawara Cypress	Chamaecyparis pisifera 'Golden Mop'	5 gal.	
HXY	Hicks Anglo-Japanese Yew	Taxus x media 'Hicksii'	3.5` Ht.	B&B
SGJ	Sea Green Juniper	Juniperus chinensis 'Sea Green'	5 gal.	
TMJ	Tamarix Juniper	Juniperus sabina 'Tamariscifolia'	5 gal.	
WGB	Wintergreen Korean Boxwood	Buxus sinica insularis 'Wintergreen'	5 gal.	
GRASSES				
MLG	Morning Light Eulalia Grass	Miscanthus sinensis 'Morning Light'	1 gal.	
PERENNIALS				
CAT	Walker's Low Catmint	Nepeta x faassenii 'Walker's Low'	1 gal.	
DAY	Little Business Daylily	Hemerocallis x 'Little Business'	1 gal.	
SBA	Summer Beauty Ornamental Onion	Allium x 'Summer Beauty'	1 gal.	

GENERAL NOTES:

1. EACH BIDDER SHALL VISIT THE SITE OF THE PROPOSED WORK AND EXAMINE THE SITE CONDITIONS. HE SHALL ALSO CAREFULLY EXAMINE THE DRAWINGS FOR THE PROPOSED WORK AND FAMILIARIZE HIMSELF WITH ALL CONDITIONS, WHICH MAY AFFECT THE PROPOSED WORK.
2. THE PLANTING PLAN GRAPHICALLY ILLUSTRATES OVERALL PLANT MASSING. EACH PLANT SPECIES MASSING SHALL BE PLACED IN THE FIELD TO UTILIZE GREATEST COVERAGE OF GROUND PLANE. THE FOLLOWING APPLIES FOR INDIVIDUAL PLANTINGS:
   A. CREEPING GROUNDCOVER SHALL BE A MINIMUM OF 6" FROM PAVING EDGE.
   B. ALL TREES SHALL BE A MINIMUM OF 3' FROM PAVING EDGE.
   C. ALL PLANTS OF THE SAME SPECIES SHALL BE EQUALLY SPACED APART AND PLACED FOR BEST AESTHETIC VIEWING.
   D. ALL SHRUBS SHALL BE A MINIMUM OF 2' FROM PAVED EDGE.
3. NOTIFY LANDSCAPE ARCHITECT 1 WEEK PRIOR TO ANTICIPATED START OF PLANT MATERIAL INSTALLATION. LANDSCAPE CONTRACTOR SHALL DEMARCATE ALL PROPOSED PLANTING BED EDGES, SET OUT SHRUBS IN INTENDED LOCATIONS, AND STAKE TREE LOCATIONS FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. APPROVAL OF FINAL PLANT MATERIAL LOCATIONS IS SUBJECT TO REVIEW BY LANDSCAPE ARCHITECT.
4. ALL NEW PLANT BED AREAS TO BE IRRIGATED. REFER TO L3.00 FOR GENERAL PERFORMANCE SPECIFICATIONS, AND THE PROJECT SPECIFICATIONS FOR MORE DETAILED IRRIGATION SYSTEM DESCRIPTION.
5. REFER TO L1.00 SERIES SHEETS FOR TREE PLANTINGS.
6. REFER TO L2.00 SERIES SHEETS FOR SHRUB PLANTINGS & ROCK MATERIALS.
7. REFER TO L3.00 SERIES SHEETS FOR PLANTING DETAILS & SPECIFICATIONS.
8. IN THE EVENT OF WORK IN OR ON THE SANITARY MAIN, ANY TREES OR PLANTINGS PLACED WITHIN THE SEWER EASEMENT MAY BE REMOVED WITHOUT REPLACEMENT OR COMPENSATION THERE OF AND SHALL BE REPLACED BY THE PROPERTY OWNER AS REQUIRED BY THE CITY.
9. ALL LANDSCAPE BEDS WITHIN POOL ENCLOSURE TO INCLUDE RIVER ROCK PER SPECS.
10. UNLESS SPECIFIED OTHERWISE ON THE PLANS, ALL LANDSCAPE BEDS ARE TO BE DEFINED USING V-CUT (CULTIVATED) EDGE METHOD. STEEL EDGING IS ONLY TO BE USED ALONG AREAS OF RIVER ROCK WHERE ADJACENT TO SOFTSCAPES (TURF AREAS, MULCHED LANDSCAPE BEDS, ETC.). WHERE ROCK BEDS ARE ADJACENT PAVED EDGE, V-CUTTING SHOULD STILL BE USED TO PROVIDE ROCK CONTAINMENT.



SITE PLAN
1" = 10'-0"

0' 5' 10' 20'

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JOB NO. 793126
DATE 08.14.26
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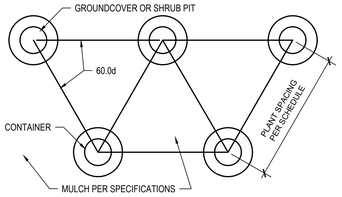
SHEET NAME
SHRUB PLANTING PLAN
SHEET NO.
L2.00

30x42 SHEET (Arch E1)

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Inches Between Plants	Plant Quantities Per Square Foot
12"	Square Feet x 1.15
18"	Square Feet x .51
30"	Square Feet x .19
36"	Square Feet x .12
48"	Square Feet x .07

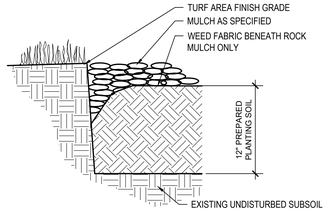


NOTES:
1. SPACING FOR GROUNDCOVERS, SHRUBS, AND PERENNIALS NOTED ON PLANS.
2. TILL SOIL IN BED TO A 12" MINIMUM DEPTH AND THOROUGHLY MIX IN SOIL AMENDMENTS AS SPECIFIED.

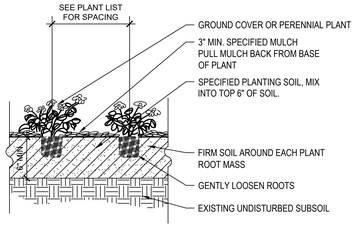
11 PLANT SPACING DETAIL
NOT TO SCALE

NOTE: STEEL EDGING TO BE LISED TO SEPARATE HARDWOOD MULCH AND RIVER ROCK TYP. EDGE COLOR TO BE BLACK.

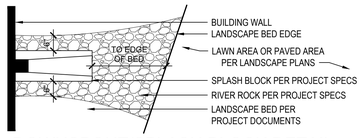
10 STEEL EDGING DETAIL
NOT TO SCALE



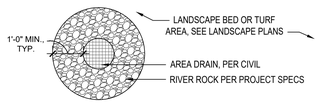
9 V-CUT EDGING DETAIL
NOT TO SCALE



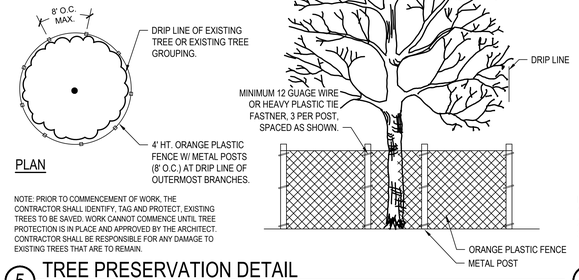
8 PERENNIAL & GROUND COVER PLANTING
NOT TO SCALE



7 DOWNSPOUT/SPLASH BLOCK DETAIL
NOT TO SCALE

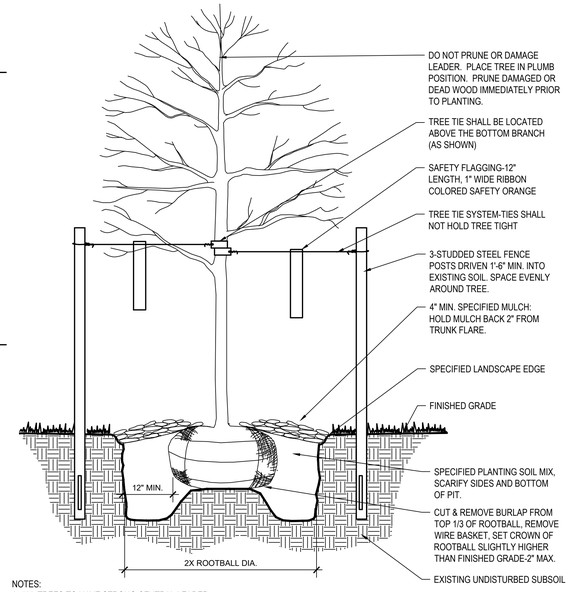


6 LANDSCAPE AREA DRAIN DETAIL
NOT TO SCALE



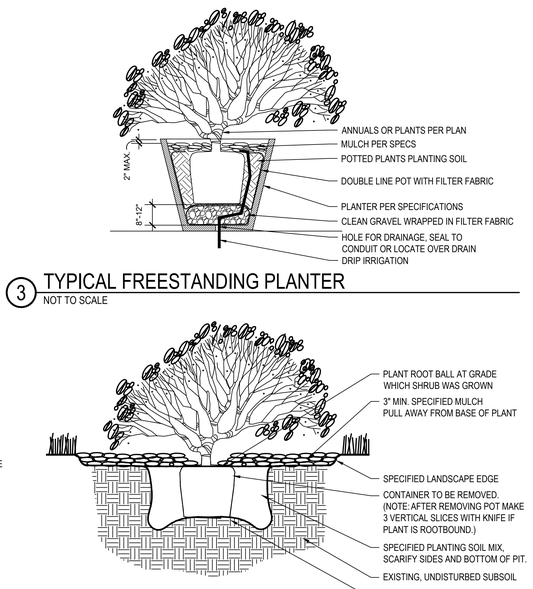
NOTE: PRIOR TO COMMENCEMENT OF WORK, THE CONTRACTOR SHALL IDENTIFY, TAG AND PROTECT, EXISTING TREES TO BE SAVED. WORK CANNOT COMMENCE UNTIL TREE PROTECTION IS IN PLACE AND APPROVED BY THE ARCHITECT. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING TREES THAT ARE TO REMAIN.

5 TREE PRESERVATION DETAIL
NOT TO SCALE



NOTES:
1. ALL TREES TO HAVE STRONG CENTRAL LEADER.
2. TREE STAKING AS REQUIRED PER SPECIFICATIONS.

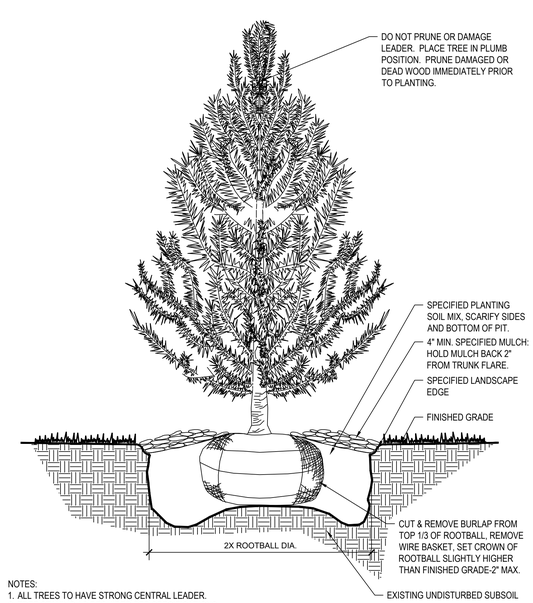
4 DECIDUOUS TREE PLANTING DETAIL
NOT TO SCALE



3 TYPICAL FREESTANDING PLANTER
NOT TO SCALE

NOTES:
1. PRUNE BROKEN AND DAMAGED TWIGS AFTER PLANTING.
2. CORNER OF ROOT SYSTEM TO BE AT LINE OF ORIGINAL GRADE.
3. LOCATE SHRUBS AS INDICATED OR 3.5' FROM BUILDINGS, SIDEWALKS, CURBS OR OTHER EDGE CONDITIONS.

2 SHRUB PLANTING DETAIL
NOT TO SCALE



NOTES:
1. ALL TREES TO HAVE STRONG CENTRAL LEADER.
2. TREE STAKING AS REQUIRED PER SPECIFICATIONS.

1 EVERGREEN TREE PLANTING DETAIL
NOT TO SCALE

GENERAL NOTES:

1. EACH BIDDER SHALL VISIT THE SITE OF THE PROPOSED WORK AND EXAMINE THE SITE CONDITIONS. HE SHALL ALSO CAREFULLY EXAMINE THE DRAWINGS FOR THE PROPOSED WORK AND FAMILIARIZE HIMSELF WITH ALL CONDITIONS, WHICH MAY AFFECT THE PROPOSED WORK.
2. THE PLANTING PLAN GRAPHICALLY ILLUSTRATES OVERALL PLANT MASSING. EACH PLANT SPECIES MASSING SHALL BE PLACED IN THE FIELD TO UTILIZE GREATEST COVERAGE OF GROUND PLANE. THE FOLLOWING APPLIES FOR INDIVIDUAL PLANTINGS:
   A. CREEPING GROUNDCOVER SHALL BE A MINIMUM OF 6" FROM PAVING EDGE.
   B. ALL TREES SHALL BE A MINIMUM OF 3' FROM PAVING EDGE.
   C. ALL PLANTS OF THE SAME SPECIES SHALL BE EQUALLY SPACED APART AND PLACED FOR BEST AESTHETIC VIEWING.
   D. ALL SHRUBS SHALL BE A MINIMUM OF 2' FROM PAVED EDGE.
3. NOTIFY LANDSCAPE ARCHITECT 1 WEEK PRIOR TO ANTICIPATED START OF PLANT MATERIAL INSTALLATION. LANDSCAPE CONTRACTOR SHALL STAKE ALL PROPOSED PLANTING BED EDGES, SET OUT SHRUBS IN INTENDED LOCATIONS, AND STAKE TREE LOCATIONS FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
4. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY AND ALL PLANT MATERIALS PROPOSED FOR USE ON THE PROJECT.
5. CONTRACTOR WILL BE RESPONSIBLE FOR PLANTING ALL PLANT MATERIAL INDICATED ON THE PLANS. PLANT SCHEDULE IS FOR SUMMARY ONLY. VERIFY ALL PLANT QUANTITIES PRIOR TO BIDDING.
6. CONTRACTOR WILL BE RESPONSIBLE FOR REMOVAL OF EXISTING TREES & PLANT MATERIAL AS INDICATED ON PLAN AND AS DIRECTED BY LANDSCAPE ARCHITECT. RELOCATE PERENNIALS & SHRUBS TO LOCATION INDICATED ON PLAN AND AS DIRECTED BY LANDSCAPE ARCHITECT.
7. REPORT ANY DISCREPANCIES FOUND WITH REGARD TO EXISTING CONDITIONS OR PROPOSED DESIGN IMMEDIATELY TO THE LANDSCAPE ARCHITECT. DO NOT WILLFULLY PROCEED WITH CONSTRUCTION AS DESIGNED WHERE IT IS FOUND THAT KNOWN DISCREPANCIES EXIST. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL NECESSARY REVISIONS DUE TO FAILURE TO GIVE SUCH NOTIFICATION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COORDINATION WITH OTHER RELATED SITE WORK BEING PERFORMED TO ACCOMPLISH SITE CONSTRUCTION OPERATIONS.
9. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
10. PLANT MATERIAL SHALL BE MAINTAINED AND GUARANTEED FOR A PERIOD OF ONE YEAR AFTER OWNER'S ACCEPTANCE OF FINISHED JOB. ALL DEAD OR DAMAGED PLANT MATERIAL SHALL BE REPLACED AT LANDSCAPE CONTRACTOR'S EXPENSE PRIOR TO ACCEPTANCE. RECOMMENDED DATES FOR PLANT MATERIAL INSTALLATION SHALL BE FEBRUARY 15 - MAY 15 AND SEPTEMBER 15 - DECEMBER 15.
11. THE PROJECT MAY BE AWARDED COMPLETION IN PHASES BUT IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE OWNER & LANDSCAPE ARCHITECT WHEN A PHASE IS COMPLETE & A FINAL WALK THROUGH CAN TAKE PLACE. CONTRACTOR SHALL IDENTIFY ON THE PLANS THE LIMITS OF COMPLETED WORK AND/OR PHASES PRIOR TO THE WALK THROUGH.
12. LANDSCAPE CONTRACTOR SHALL MAINTAIN ALL PLANT MATERIAL UNTIL FINAL ACCEPTANCE, AT WHICH POINT THE ONE YEAR GUARANTEE BEGINS.
13. FINISHED GRADE TO BE TOP OF MULCH OR TURF FOR ALL LANDSCAPE AREAS. REFER TO CIVIL PLANS FOR GRADING INFORMATION.

MATERIALS:

1. PLANT MATERIAL SHALL BE HEALTHY, VIGOROUS, AND FREE OF DISEASE AND INSECTS AS PER AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS.
2. PLANT MATERIAL SHALL NOT BE PRUNED PRIOR TO INSTALLATION. AFTER PLANTS HAVE BEEN INSTALLED, EACH PLANT SHALL BE PRUNED TO UNIFORMITY.
3. SHREDDED BARK MULCH SHALL BE FINELY CHIPPED AND SHREDDED DARK BROWN HARDWOOD CHIPS CONSISTING OF PURE WOOD PRODUCTS AND FREE OF ALL FOREIGN SUBSTANCES.
4. CONTRACTOR SHALL USE AN APPROVED TREE TIE SYSTEM THAT IS EASILY ADJUSTABLE, STRONG IN ALL WEATHER, AND EASILY ATTACHED AND REMOVED. HOSE AND WIRE ARE NOT ACCEPTABLE FOR STAKED TREES. PROVIDE THE FOLLOWING OR APPROVED EQUAL: "ONCH TIES" BY J. LICHTENTHALER, "ADJ-A-TYPE" BY HEAVYWEIGHT ONLY, A PLASTIC CHAIN TWIST TIE, OR "PLASTIC BINDER TYE" A TIE WITH TAPERED BEADS THAT SNAP LOCK BY A.M. LEONARD AND SONS. ALL DECIDUOUS AND EVERGREEN TREES TO BE STAKED, INCLUDING ALL UPRIGHT EVERGREEN SHRUBS GREATER THAN 3FT IN HEIGHT.
5. SEED SHALL BE A SUN & PARTIAL SHADE, COOL-SEASON GRASS BLEND OF 50% KENTUCKY BLUEGRASS (POA PRATENSIS), 30% CHEWINGS RED FESCUE (FESTUCA RUBRA VARIETY), 10% PERENNIAL RYEGRASS (LOLIUM PERENNE), AND 10% REDTOP (AGROSTIS ALBA). SOW SEED AT A RATE OF 5-8 LBS./1,000 SF. RAKE SEED LIGHTING INTO TOP ¼ INCH OF SOIL, ROLL LIGHTLY, & WATER WITH FINE SPRAY.
6. SOD SHALL BE CERTIFIED TURFGRASS SOD COMPLYING WITH ASPA SPECIFICATIONS FOR MACHINE-CUT THICKNESS, SIZE, STRENGTH, MOISTURE CONTENT, AND MOWED HEIGHT, AND FREE OF WEEDS AND UNDESIRABLE NATIVE GRASSES. SOD SHALL BE A BLEND OF NOT LESS THAN 3 IMPROVED KENTUCKY BLUEGRASS (POSPARATENSIS) VARIETIES, A NATIVE MIXTURE OF HOUNDOG, REBEL, OR FALCON, FINE LEAFED TALL FESCUE (FESTUCA ARUNDINACEA), AND RYE (LOLIUM JULTIFLORUM AND PERENE DOMESTIC). IT SHALL BE A MIX OF 20% KENTUCKY BLUEGRASS, 70% FINELEAFED TALL FESCUE, AND 10% RYE. SOD SHALL BE WELL ROOTED, 2 YEAR OLD STOCK, HARVESTED IN ROLLS, FERTILIZED 2-3 WEEKS PRIOR TO CUTTING. ALL SOD SHALL BE MACHINE CUT AND VIGOROUSLY GROWING (NOT DORMANT). MAXIMUM TIME FROM STRIPPING TO PLANTING SHALL BE 24 HOURS.
7. ALL NEW PLANT BEDS, TURF AREAS, AND NATIVE PLANTING AREAS (IF APPLICABLE) ARE TO BE IRRIGATED. REFER TO SPECIFICATIONS.
8. FILTER FABRIC TO BE DeWITT PRO - 5 WEED BARRIER 5oz NEEDLE PUNCH WOVEN, COLOR BLACK, OR APPROVED EQUAL.

INSTALLATION:

1. RECOMMENDED DATES FOR TREE AND SHRUB PLANTING SHALL BE FEBRUARY 15 - MAY 31 AND SEPTEMBER 15 - DECEMBER 15.
2. STRIP TOP SOIL & SAVE FOR PLANTING AREAS. EXCAVATE TO A DEPTH OF 6" FOR ALL LAWN AREAS AND AMEND WITH PLANTING SOIL MIX. A 10-10-10 FERTILIZER SHALL BE SPREAD OVER ALL PLANTING AREAS PRIOR TO PLANTING, AT A RATE OF 50 POUNDS PER 2,000 SQUARE FEET. REFER TO PLANTING DETAILS FOR PLANTING SOIL MIX DEPTHS FOR PERENNIAL, GROUNDCOVER, SHRUB BEDS AND TREE PLANTING.
3. AFTER PLANTS HAVE BEEN INSTALLED, ALL PLANTING BEDS SHALL BE TREATED WITH DACTHAL PRE-EMERGENT HERBICIDE PRIOR TO MULCH APPLICATION.
4. PLANT PIT BACKFILL FOR TREES AND SHRUBS SHALL BE 25% COTTON BOLL COMPOST, AND 25% TOPSOIL AND 50% EXISTING SOIL. TOPSOIL SHALL BE NATURAL FERTILE, FRIABLE SOIL POSSESSING CHARACTERISTICS OF REPRESENTATIVE PRODUCTIVE SOILS IN THE AREA. SOIL SHALL NOT BE EXCESSIVELY ACID, ALKALINE OR TOXIC THAT MAY BE HARMFUL TO PLANT GROWTH. ALSO, FREE OF CLAY LUMPS, STONES, STUMPS, ROOTS OR SUBSTANCE 2" OR MORE IN DIAMETER.
5. PLANTED BED EDGES SHALL BE IN STRAIGHT LINES OR GENTLE FLOWING CURVES. SUDDEN CURVES OR SHARP ANGLES SHOULD BE AVOIDED.
6. 6 V-CUT EDGE SHALL BE DUG TO 6" DEPTH WITH ANGLED EDGE ON LANDSCAPE BED SIDE, AND VERTICAL EDGE ON TURF SIDE. BACKFILL V-CUT EDGE WITH SHREDDED HARDWOOD MULCH TO GRADE.
7. MULCH ALL PLANTING BED AREAS TO A MINIMUM DEPTH OF 3". MULCH INDIVIDUAL TREES TO A MINIMUM DEPTH OF 4".
8. FILTER FABRIC IS TO BE INSTALLED WITH GARDEN STAPLES AND PROVIDE APPROXIMATELY 3" MIN. OVERLAP AT ALL SEAMS.

IRRIGATION PERFORMANCE SPECIFICATIONS (IRRIGATION IS TO BE DESIGN-BUILD BY CONTRACTOR):
PROVIDE 100% COVERAGE COMPLETE WORKING IRRIGATION SYSTEM FOR ALL NEW TURF AREAS (SEED AND/OR SOD), ALL NEW PLANTING BEDS, ALL NEW NATIVE AREAS, AND ALL NEW TREES AND EXISTING TREES TO REMAIN. INCLUDE ELECTRICAL CONNECTION (WITH GROUNDING AS REQUIRED) AND IRRIGATION SLEEVES AS NECESSARY. DRIP IRRIGATE ALL PLANTING BEDS. PRIOR TO INSTALLATION, PROVIDE PLAN SHOWING ALL IRRIGATION MATERIALS INCLUDING ALL EQUIPMENT SIZES AND DETAILS TO LANDSCAPE ARCHITECT FOR APPROVAL. COMPLY WITH REQUIREMENTS OF AUTHORITY HAVING JURISDICTION (AHJ) FOR IRRIGATION SYSTEMS & BACKFLOW PREVENTOR, AND METERING METHODOLOGY. CONTRACTOR SHALL SUBMIT AS-BUILT DRAWINGS TO LANDSCAPE ARCHITECT & OWNER AFTER FINAL INSTALLATION AND PRIOR TO FINAL ACCEPTANCE. INCLUDING ALL HEAD & EQUIPMENT LOCATIONS & MAINTENANCE DATA FOR ALL EQUIPMENT PROVIDED. CONTRACTOR SHALL PROVIDE AN ON-SITE WALK THROUGH OF THE SYSTEM AND FULLY DESCRIBE ITS OPERATION WITH OWNER. CONTRACTOR SHALL ACHIEVE FINAL ACCEPTANCE WHEN SYSTEM IS FULLY OPERATIONAL, AND APPROVED BY OWNER, AND AS-BUILT DRAWINGS AND PROJECT MANUALS HAVE BEEN ACCEPTED AND APPROVED.

CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL EQUIPMENT FOR FULLY OPERATIONAL SYSTEM, INCLUDING, BUT NOT LIMITED TO:
- ZONE CONTROL DEVICE
- DECODER(S)
- WEATHER SENSORS AS COORDINATED WITH OWNER (RAIN SENSORS AT A MINIMUM)
- DRIP LINES, SPRAY HEADS, ROTORS (TO BE ILLUSTRATED IN SHOP DRAWINGS AND PROVIDED TO LANDSCAPE ARCHITECT)
- FLEX TUBING AS REQUIRED
- PIPING WITH FITTINGS AND SLEEVES
- ALL WIRING AND CONNECTIONS
- VALVES AND VALVE BOXES
- PRESSURE REGULATORS (IF REQUIRED - COORDINATE WITH PROJECT MEP AND / OR CIVIL ENGINEERS)

PIPING SPECIFICATIONS:
A. MINIMUM WORKING PRESSURE RATINGS:
   1. PRESSURE PIPING: 150 PSIG (1035 KPA).
   2. CIRCUIT AND DRAIN PIPING: 100 PSIG (690 KPA)
B. MAIN LINE TO BE CL-200 POLYVINYL CHLORIDE PIPE OR ASTM D 1785, PVC 1120, SCHEDULE 40, SOCKET-TYPE FITTINGS; AND SOLVENT-CEMENTED JOINTS OR APPROVED EQUAL.
   1. PIPE UP TO AND INCLUDING 2-1/2 INCHES IN DIAMETER SHALL HAVE BELL AND SOCKET JOINTS.
   2. PIPE GREATER THAT 2-1/2 INCHES IN DIAMETER SHALL HAVE SNAP CONNECTIONS WITH RUBBER GASKET JOINTS.
      A. THRUST BLOCKS SHALL BE REQUIRED IN CONJUNCTION WITH RUBBER GASKET JOINT PIPE.
C. LATERAL LINES TO BE CL-200 PVC PIPE OR APPROVED EQUAL.
D. DRIP TUBING: POLY TUBING OR APPROVED EQUAL.
E. SLEEVES: MINIMUM DIAMETER OF 2 TIMES LARGER THAN THE PIPE OR PIPE(S) SCHEDULED TO PASS THROUGH THEM. SLEEVES SHALL BE A MINIMUM OF 2 INCH DIAMETER AND SHALL BE SCHEDULE 40 PVC PIPE.
F. PLASTIC FITTINGS:
   1. UTILIZED THROUGHOUT THE SYSTEM (MAINS AND LATERALS) IN WARM CLIMATES AND MAIN LINES IN COLDER CLIMATES: SCHEDULE 40 PVC PIPE.
   2. UTILIZED FOR LATERALS OF FLEXIBLE POLYETHYLENE PIPE, TYPE 1 PVC INSERT FITTINGS DESIGNED FOR USE WITH THIS TYPE OF PIPE CONFORMING TO ASTM D 2609.
      A. PIPE AND FITTINGS SHALL BE JOINED WITH STAINLESS STEEL LOCKING PINCH CLAMPS OR STAINLESS STEEL SCREW CLAMPS.
G. MINIMUM COVER:
   1. IN LAWN AND PLANTING AREAS:
      A. MAINS - MINIMUM 18 INCHES BELOW FINISH GRADE.
      B. LATERALS AND CONTROL VALVES - MINIMUM 12 INCHES BELOW FINISH GRADE.
   2. ROADWAYS OR PARKING AREAS: MINIMUM 24 INCHES BELOW FINISH GRADE.
H. CLEARANCES: MINIMUM OF 3-INCHES BETWEEN PARALLEL LINES IN THE SAME TRENCH OR VERTICAL CLEARANCE BETWEEN LINES CROSSING AT ANGLES.

BROADMOOR TOWER
MISSION, KANSAS

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REVISIONS

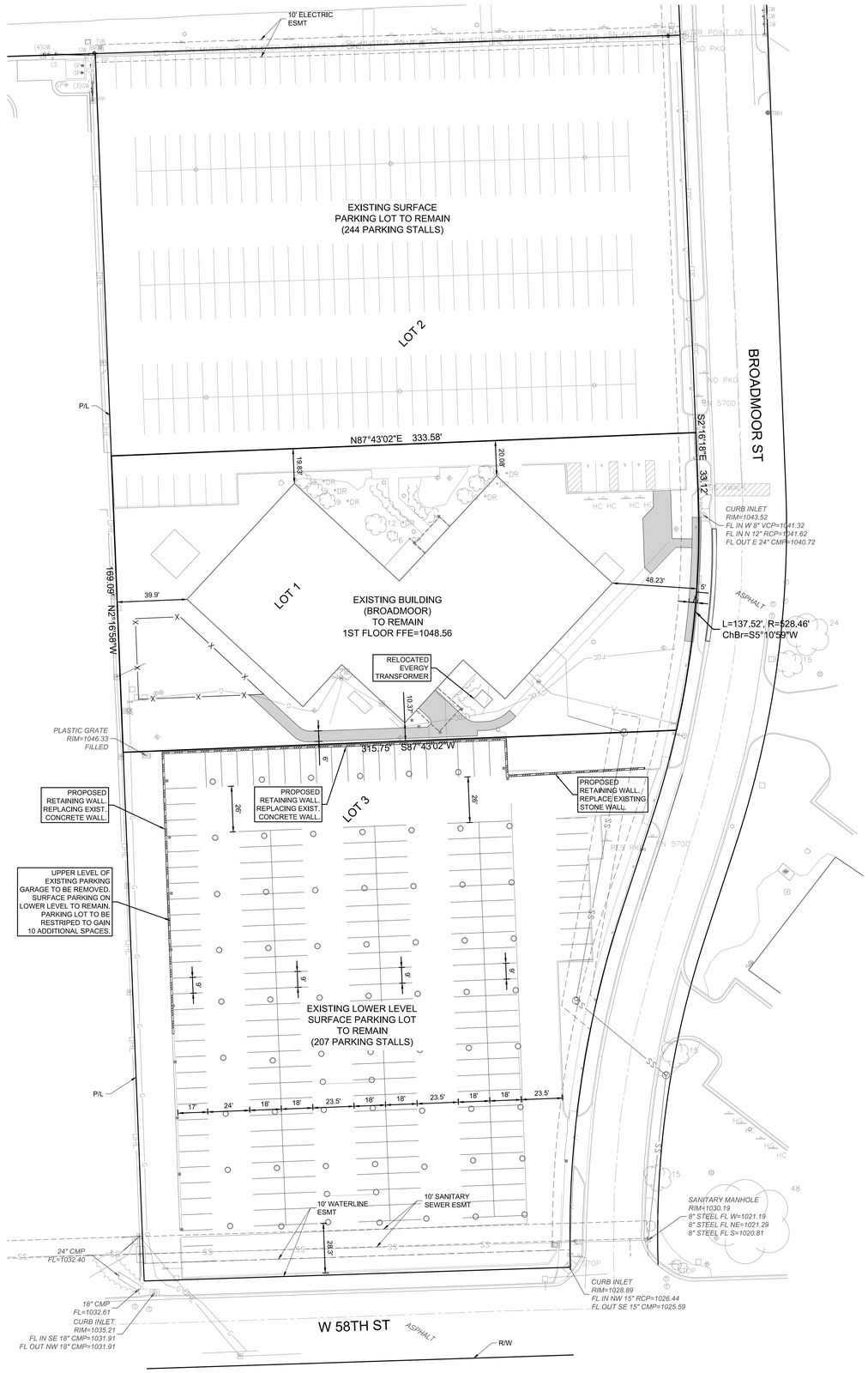
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SHEET NAME
PLANTING DETAILS

SHEET NO.
L3.00

30x42 SHEET (Arch E1)

Lot Summary			Building Summary								Parking Summary	
Lot Number	Building Name	Lot Area (ac)	Use/Zoning	Stories	Lot Coverage (ac)	Lot Coverage %	Building Floor Area (sf)	Floor Area Ratio (Bldg. Floor Area / Lot Area)	Total Units	Total Density (units/acre)	Required	Provided
Lot 1	Broadmoor Towers (Existing)	1.28	HIGH-RISE APARTMENT / CP-O	10 Story	0.43	33.6	182,460	3.27	**176**	**137.5**	352	451



PAVING LEGEND

- CONCRETE SIDEWALK
- CONCRETE SECTION
- ASPHALT SECTION

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Engineering No. 2001099364

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DATE 7.24.26
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SHEET NAME
SITE PLAN

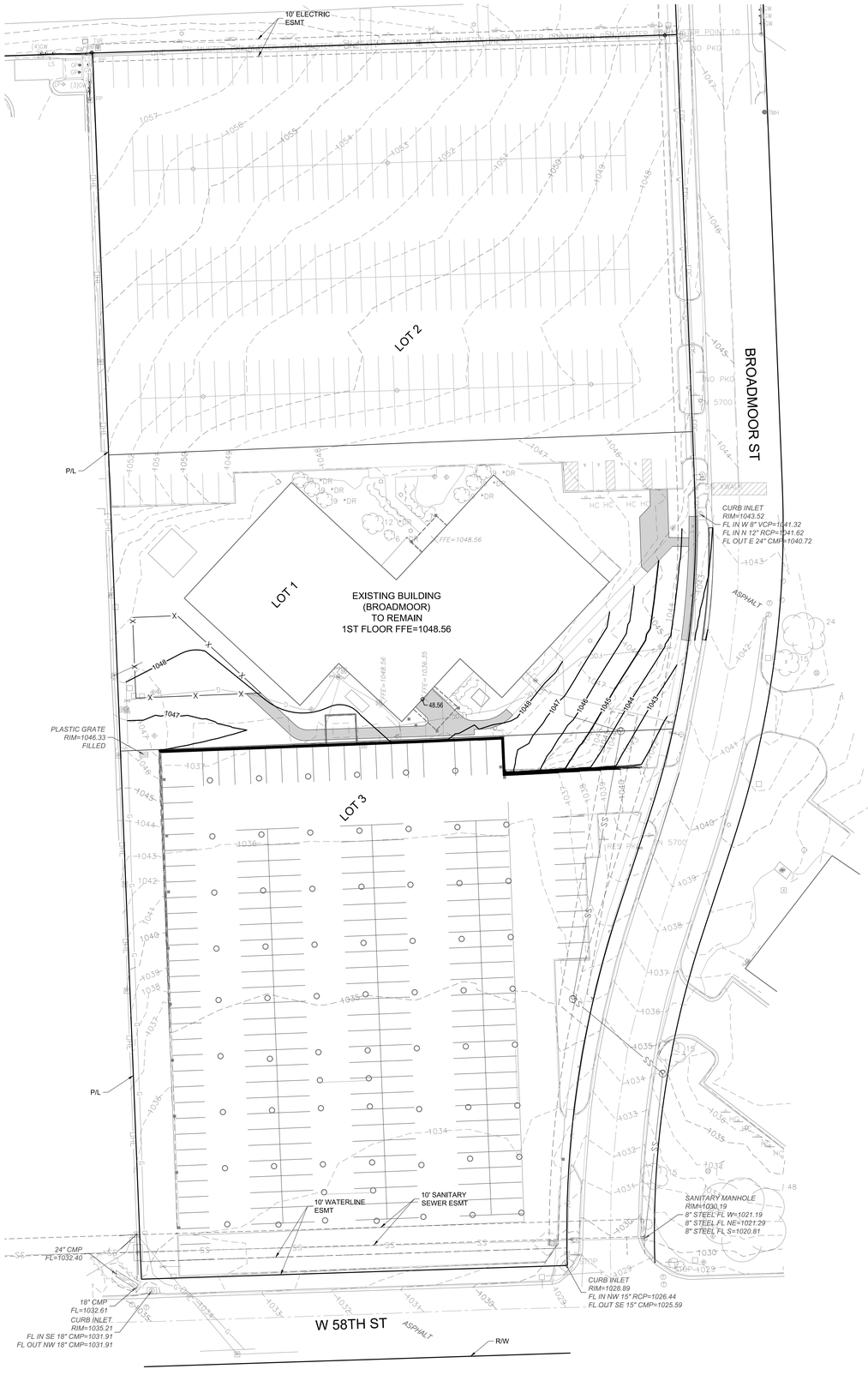
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30x42 SHEET (Arch E1)



GRADING LEGEND

100	EXISTING MAJOR CONTOUR
101	EXISTING MINOR CONTOUR
100	PROPOSED MAJOR CONTOUR
101	PROPOSED MINOR CONTOUR
00.00	FINISH GRADE
EX00.00	EXISTING ELEVATION
TW00.00	TOP OF WALL
BW00.00	FINISH GRADE AT BOTTOM OF WALL
TS00.00	TOP OF STEP
BS00.00	BOTTOM OF STEP
TC00.00	TOP OF CURB
FG00.00	FINISH GRADE

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SHEET NAME
GRADING PLAN

SHEET NO.
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30x42 SHEET (Arch E1)



Slopes Table

Number	Minimum Slope	Maximum Slope	Area	Color
1	0.00%	5.99%	9832.03	
2	6.00%	10.99%	8422.52	
3	11.00%	17.99%	147.30	
4	18.00%	900.00%	552.31	

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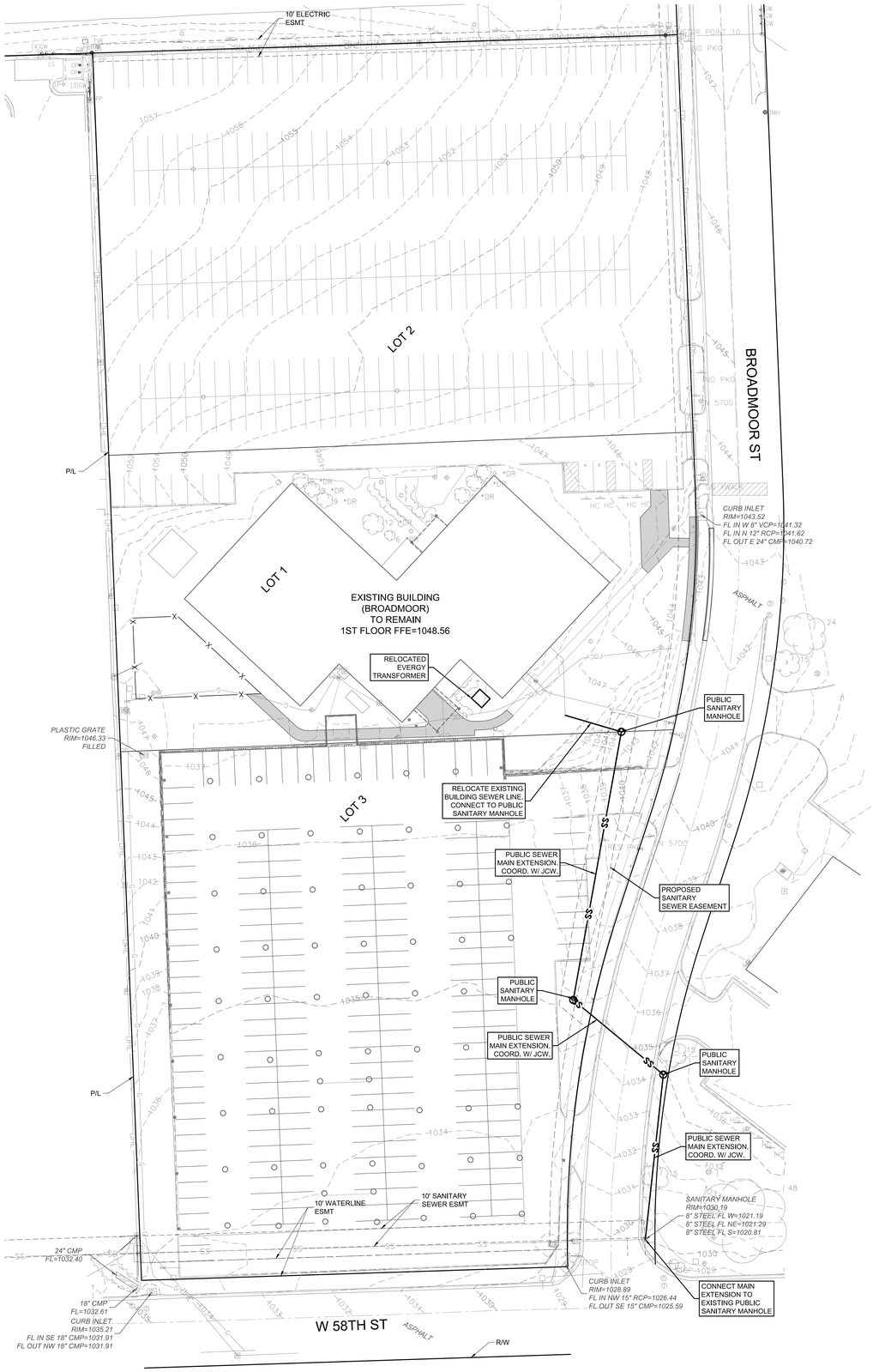
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SHEET NAME
SLOPE ANALYSIS

SHEET NO.
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30x42 SHEET (Arch E1)



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SCALE: 1"=30'
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DATE 7.24.26
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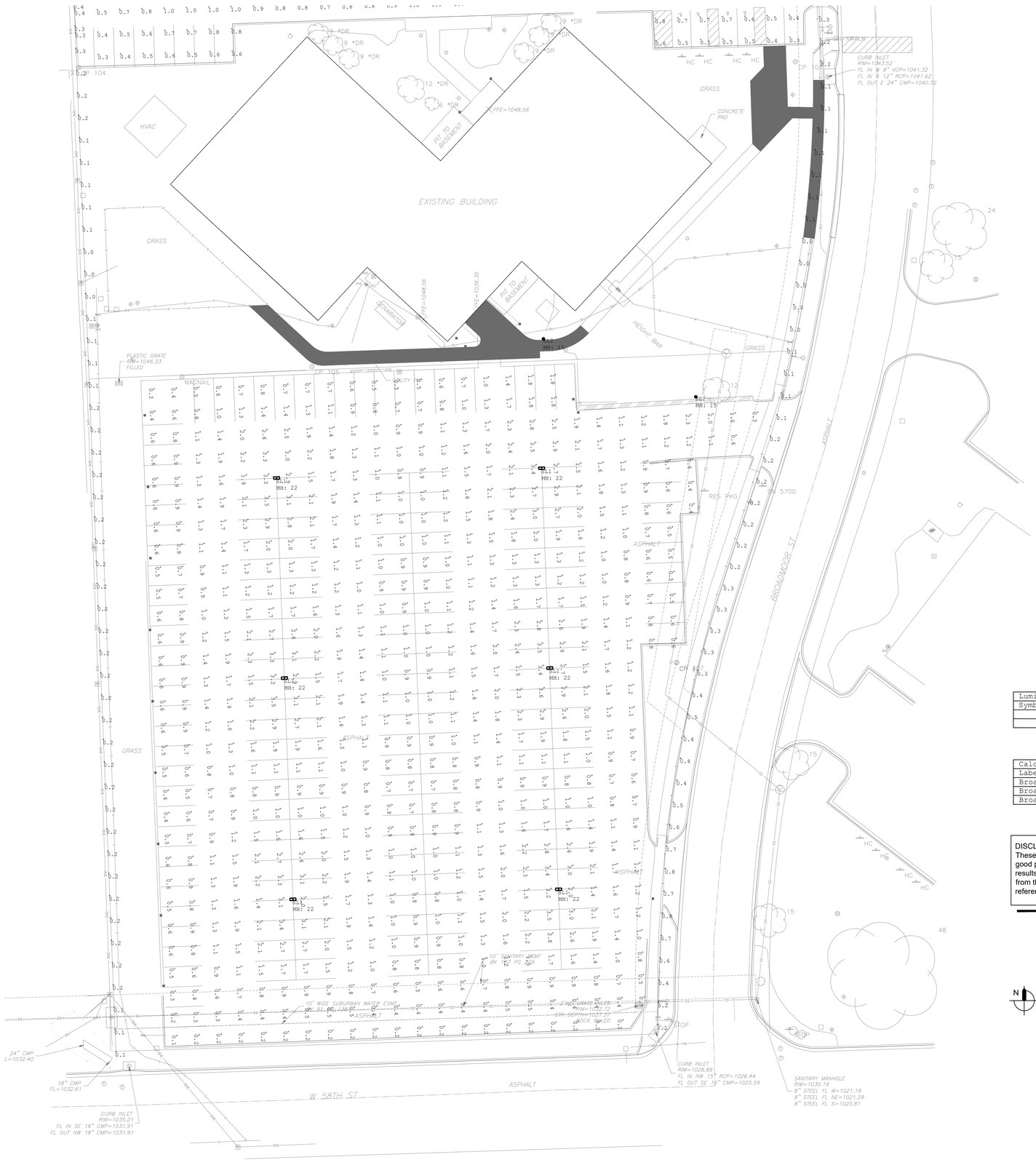
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UTILITY PLAN

SHEET NO.
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Luminaire Schedule					
Symbol	ty	Arrangement	Description	Tag	LLF
	2	Single	XDLS-03L-4F-AMB-EHS	SL2	0.950
	12	Back-Back	MRS-LED-09L-SIL-4-40-80CRI	SL1	0.950

Calculation Summary						
Label	Units	Avg	Max	Min	Avg Min	Max Min
Broadmoore Around South Parking	Fc	1.31	3.7	0.1	13.10	37.00
Broadmoore North Parking	Fc	0.98	2.0	0.2	4.90	10.00
Broadmoore_Propertyline	Fc	0.30	0.8	0.0	N.A.	N.A.

DISCLAIMER:
These calculation have been performed according to IES standards and good practice. There may be differences between measured values and results presented herin, based on the extent in which field condition deviate from the input data. All attached drawing(s) images are for photometric reference only.

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BROADMOOR - SITE PHOTOMETRIC PLAN SOUTH
SCALE: 1"=20'-0"

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BROADMOOR TOWER

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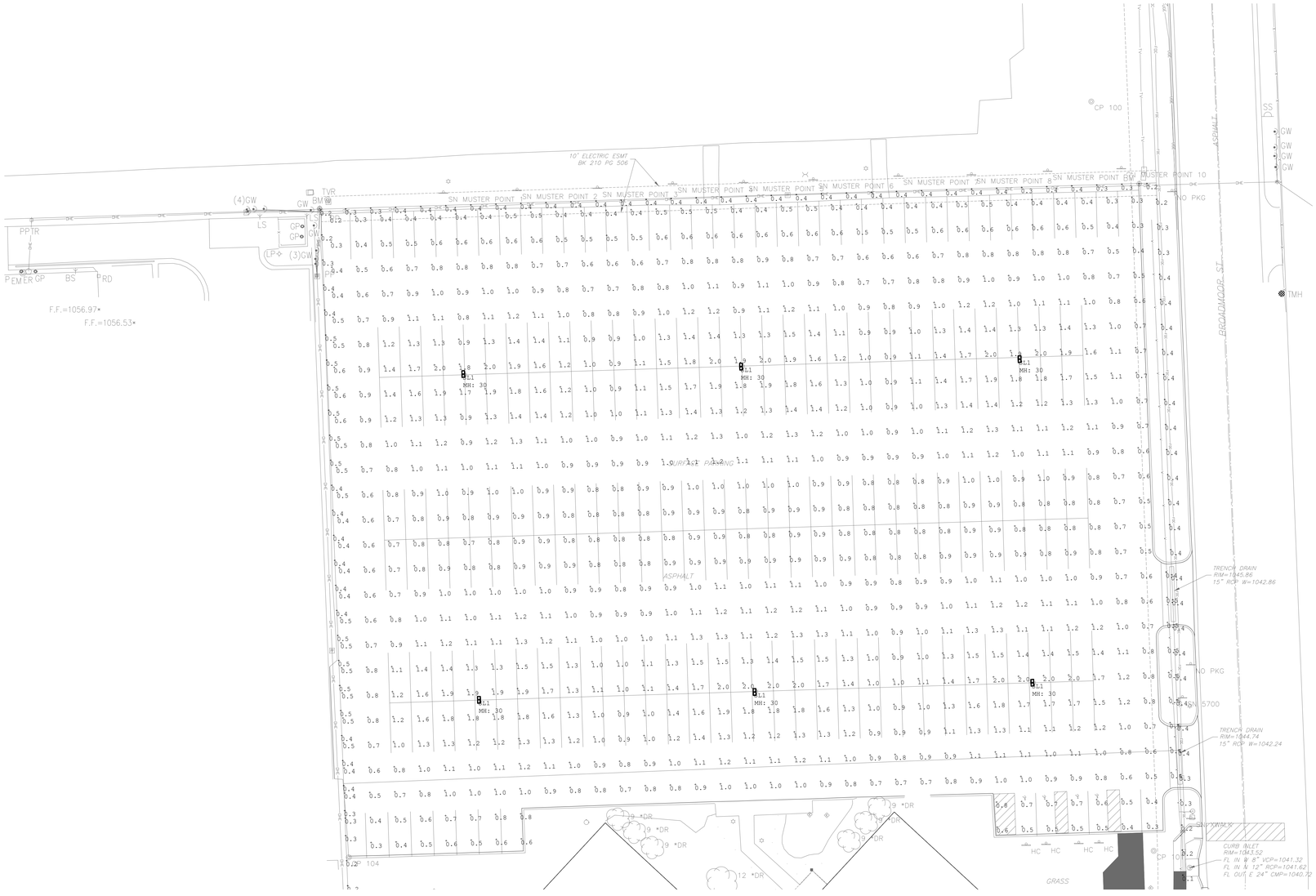
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SHEET NAME
SITE PLAN - PHOTOMETRICS
SHEET NO.
E0.01

Lankford Fendler + associates
1730 Walnut Street Kansas City, Missouri 64108
1915 Frederick Avenue, St. Joseph, Missouri 64501
Phone: 816.221.1411 | Fax: 816.221.1429
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Luminaire Schedule					
Symbol	ty	Arrangement	Description	Tag	LLF
	2	Single	XDLS-03L-4F-AMB-EHS	SL2	0.950
	12	Back-Back	MRS-LED-09L-SIL-4-40-80CRI	SL1	0.950

Calculation Summary						
Label	Units	Avg	Max	Min	Avg Min	Max Min
Broadmoore Around South Parking	Fc	1.31	3.7	0.1	13.10	37.00
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Broadmoore Propertyline	Fc	0.30	0.8	0.0	N.A.	N.A.

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BROADMOOR - SITE PHOTOMETRIC PLAN NORTH
SCALE: 1"=20'-0"

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SHEET NAME
SITE PLAN - PHOTOMETRICS
SHEET NO.
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1730 Walnut Street Kansas City, Missouri 64108
1915 Frederick Avenue, St. Joseph, Missouri 64501
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Catalog # : _____ Project : _____ Type : _____

Prepared By : _____ Date : _____

Steel Poles

Square Straight Direct Burial



OVERVIEW	
Height	10'-30'
Gauge	7 or 11
Diameter	4"-5"

QUICK LINKS

Ordering Guide | Configurations | Dimensions | EPA

FEATURES & SPECIFICATIONS

Pole Shaft

- Straight poles are 4" or 5" square.
- Pole shaft is electro-welded ASTM-A500 Grade C steel tubing with a minimum yield strength of 50,000 psi.
- On Tenon Mount steel poles, tenon is 2-3/8" O.D. high-strength pipe. Tenon is 4-3/4" in length.

Hand-Hole

- Standard hand-hole location is 12" above ground line.
- Poles 22' and above have a 3" x 6" reinforced hand-hole. Shorter poles have a 2" x 4" non-reinforced hand-hole.

Above Grade Wiring Access

- An optional conduit access coupling is located 12" above ground line opposite side of the hand hole.

Below Grade Wiring Access

- A 2" x 4" oval hole is located 18" below the ground line on side "C" of the pole.

Ground Lug

- Ground lug is standard.

Duplex Receptacle

- Weatherproof duplex receptacle is optional.

Ground Fault Circuit Interrupter

- Self-testing Ground fault circuit interrupter is optional.

Finishes

- Every pole is provided with the DuraGrip® Protection System and a 5-year limited warranty:
- When the top-of-the line DuraGrip® Plus Protection System is selected, in addition to the DuraGrip® Protection System, a nonporous, automotive-grade corrosion coating is applied to the lower portion of the pole interior, sealing and further protecting it from corrosion. This option extends the limited warranty to 7 years.

Determining The Luminaire/Pole Combination For Your Application:

- Select luminaire from luminaire ordering information
- Select bracket configuration if required
- Determine EPA value from luminaire/bracket EPA chart
- Select pole height
- Select MPH to match wind speed in the application area (See windspeed maps).
- Confirm pole EPA equal to or exceeding value of luminaire/bracket EPA
- Consult factory for special wind load requirements and banner brackets

Listings

- UL Listed
- BAA/TAA Compliant

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Steel Poles

Type : _____

Have questions? Call us at (800) 436-7800

ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: 4SQDB B3 S10G 20 S PLP DGP

Pole Series	Mounting Method	Material	Height[2]	Mounting Configuration	Pole Finish	Options
4SQDB - 4" x 4" Square Straight Pole **5SQDB** - 5" x 5" Square Straight Pole	**Bolt-On Mount[1]** - See pole selection guide for patterns and fixture matches. **B5** - 5" Traditional drilling pattern **B3** - 3" Reduced drilling pattern **B2** - 2" Reduced drilling pattern **T** - Tenon Mount - See pole selection guide for tenon and fixture/ bracket matches **I** - No Mounting Holes[1] - Use with: • BKA 405F & BKA 505F • BKA 845F & BKA 935F	**S10G** – 11 Ga. Steel (4SQDB and 5SQDB only) **S07G** – 07 Ga. Steel[3]	**10'** **12'** **14'** **16'** **18'** **20'** **22'** **24'** **26'** **28'** **30'** Height Restriction, Consult Pole EPA Chart on opposite page	**S** – Single/Parallel **D180** – Double **D90** – Double **DM90** – Double **T90** – Triple **TM120** – Triple **Q90** – Quad **QM90** – Quad **N** – Tenon Mount (Standard tenon size is 2-3/8" O.D.)	**BRZ** – Bronze **BLK** – Black **PLP** – Platinum Plus **WHT** – White **SVG** – Satin Verde Green **GPT** – Graphite **MSV** – Metallic Silver **BZA** – Alternate Bronze **GMG** – Gun Metal Gray	**SF** – Single Fixed[4] **DF** – Double Fixed[4] **DGP** – DuraGrip® Plus **CC** – 3/4" Conduit Coupling Standard SF and DF pole preparations are located 3/4 of the height of the pole from the base, except on 20' poles. Maximum height for SF and DF pole preparations on 20' poles is 13' from the base.

Need more information? Click here for our glossary

Have additional questions? Call us at (800) 436-7800

ACCESSORY ORDERING INFORMATION

Part Number	Description
1225660LR	ER2 – Weatherproof Duplex Receptacle)
1225671LR	GFI – Ground Fault Circuit Interrupter
152336	MH5 – mounting Hole Plugs for use with 5" traditional drill pattern (5 set of 5 plugs)
681126	MH3 – mounting Hole Plugs for use with 3" reduced drill pattern (5 set of 5 plugs)
725841	MH2 – Mounting Hole Plugs for use with 2" reduced drill pattern (5 sets of 5 plugs)
172539	Vibration Damper – 4" Square Pole (bolt-on mount only)
172538	Vibration Damper – 5" Square Pole (bolt-on mount only)

1 - See Area Light Brackets - 2" Reduced Drill Pattern and Area Light Brackets - 5" Traditional Drill Pattern spec sheets.
2 - Pole heights will have +/- 1/2" tolerance.
3 - See Flood Lighting Brackets section for choice of FBD brackets.

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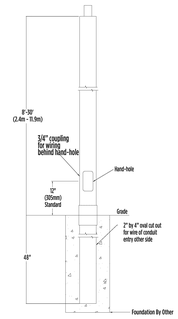
Steel Poles

Type : _____

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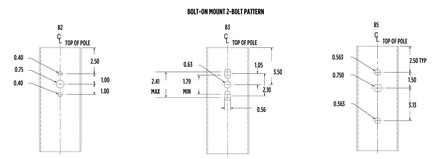
PRODUCT DIMENSIONS

Back to Quick Links



SHIPPING WEIGHTS	
4" (102mm) sq. 11 Ga. is approximately	7.50 lbs./ft.
4" (102mm) sq. 07 Ga. is approximately	10.00 lbs./ft.
5" (127mm) sq. 11 Ga. is approximately	9.00 lbs./ft.
5" (127mm) sq. 07 Ga. is approximately	12.50 lbs./ft.

BOLT-ON MOUNT 2-BOLT PATTERN



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Catalog # : _____ Project : _____ Type : SL2

Prepared By : _____ Date : _____

LifeStyle Small (XDLS)

Outdoor Decorative Area Light

IP66

OVERVIEW	
Lumen Package (lm)	3,000 - 17,000
Wattage Range (W)	20 - 105
Efficacy Range (LPW)	110 - 164
Weight lbs (kg)	24 (10.8)

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction

- Cast aluminum. Wiring emerges from crown through compression seal fitting to prevent water entry. One-piece silicone gasket seals crown to shade for water and dust-tight construction.
- Spun aluminum shade. Two shade styles available - A - Angle and B - Bell.
- Brackets are extruded and cast aluminum assemblies or fabrications. All decorative elements are die cast or extruded aluminum.
- Luminaire is proudly made in the U.S.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 24 lbs in carton.

Optical System

- Low glare mid-powered LEDs available in 5000K, 4000K, 3500K, 3000K and 2700K color temperatures per ANSI C78.377. Also available in Phosphor Converted Amber with Peak intensity at 610nm.
- Distribution types 2, 3W, 4F, 5Q, 5R, 5D & AD
- Diffused lens version provides maximum visual comfort with reduced brightness and LED pixelization
- Minimum CRI of 80.
- Zero uplight.

Electrical

- High-performance driver features overvoltage, under-voltage, short-circui and over temperature protection (6kV surge standard).
- 0-10V dimming (10% - 100%) Optional.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 VAC).
- Total harmonic distortion (THD): <20%
- Operating temperature: -40°C to +40°C (-40°F to +104°F).
- Power factor (PF): > 90
- Driver is fully encased in potting material for moisture resistance and complies with FCC standards. Driver and key electronic components can easily be accessed.

Controls

- Integral passive infrared Bluetooth™ motion and photocell sensor options. Fixtures operate independently and can be commissioned via an iOS or Android configuration app.
- LSI's AirLink™ Blue lighting control system is a simple feature rich wireless Bluetooth mesh network. The integrated fixture sensor module provides wireless control of grouped fixtures based on motion sensors, daylight or a fully customizable schedule. Updates and modifications to the control strategy are easily implemented via an intuitive iOS app.

Installation

- Classic Hook (CH), Straight Cantilever (SC), and Side Arm (SA - 4" O.D. minimum pole top required) available. See Steel Round Pole and Aluminum Round Pole data sheets for pole selection information.
- Side Arm pole mount requires LSI B3 reduced drilling pattern.
- Classic hook and cantilever mounts require a 4" O.D. pole or tenon.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsicorp.com/resources/terms-conditions-warranty/ for more information.

Listings

- Listed to UL 1598 and UL 8750.
- Suitable for wet Locations.
- US patent 7,828,456 8,002,428, 8,177,386 8,434,893
- Meets Buy American Act requirements.
- DarkSky Approved; with 3000K and warmer color temperature selection.
- IP66 rated Luminaire per IEC 60598-1.
- DesignLights Consortium® (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

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LifeStyle Small (XDLS) Outdoor Decorative Area Light

Type : _____

Have questions? Call us at (800) 436-7800

ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: XDLS B 9L SQ UNV 30K8 BLK CH S ALBMR1

Prefix	Lumen Package	Distribution	Voltage	CCT/CRI	Finish
XDLSA - LifeStyle Angle Shade[1] **XDLSB** - LifeStyle Bell Shade[1]	**3L** - 5,000 lm, 20w **5L** - 5,000 lm, 36w **9L** - 9,000 lm, 42w **9L** - 9,000 lm, 62w **12L** - 12,00 lm, 86w **17L** - 17,00 lm, 105w	**2** - Type 2 **3W** - Type 3 Wide **4F** - Type 4 Forward **5Q** - Type 5 Square **5R** - Type 5 Rectangular **5D** - Type 5 Diffuse **AD** - Asymmetric Diffuse	**UNV** - Universal Voltage (120 - 277V) **HV** - High Voltage (347 - 480V)	**50K8** - 5000K, 80CRI **40K8** - 4000K, 80CRI **35K8** - 3500K, 80CRI DarkSky Approved CCT's **30K8** - 3000K, 80CRI **27K8** - 2700K, 80CRI	**BLK** - Black **BRZ** - Bronze **WHT** - White **GPT** - Graphite **GMG** - Gun Metal Grey **MSV** - Metallic Silver **PLP** - Platinum Plus **SVG** - Satin Verde Green

Mounting Style[2]	Mounting Configuration[3]	Controls
CH - Classic Hook **SC** - Straight Cantilever **SAA** - Side Arm Mount for 4" O.D. Round Poles[4] **SAS** - Side Arm Mount for 5" O.D. Round Poles[4] **SAW** - Side Arm Wall Mount **SCW** - Straight Cantilever Wall Mount	**S** - Single **D180** - Double @ 180° **D90** - Double @ 90°[5] **T90** - Triple @ 90°[5] **TM120** - Triple @ 120°[5] **Q90** - Quad[5]	**Blank** - None **Wireless Controls System** **ALBMR1** - AirLink Blue Wireless Motion & Photo Sensor Controller (8-15' Mh) **ALBMR2** - AirLink Blue Wireless Motion & Photo Sensor Controller (16-40' Mh) **Stand-Alone Controls** **IMSBT1L** - Integral Bluetooth™ Motion and Photocell Sensor (8 - 24' mounting height)[7] **IMSBT2L** - Integral Bluetooth™ Motion and Photocell Sensor (25 - 40' mounting height)[7] **EXT** - 0-10v Dimming leads extended to housing exterior **PC120** - 120V Button Type Photocell **PC208-277** - 208-277V Button-Type Photocell **PC347** - 347V Button Type Photocell

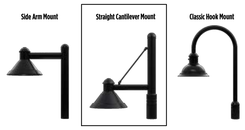
Need more information? Click here for our glossary

Have additional questions? Call us at (800) 436-7800

ACCESSORY ORDERING INFORMATION

Part Number	Description
FK320	Single Fusing (120V)[6]
FK277	Single Fusing (277V)[6]
DFK480	Double Fusing (480V)[6]
DFK347	Double Fusing (347V)[6]
828001	XDLS External House Side Shield (Black Finish Only)

Side Arm Mount | **Straight Cantilever Mount** | **Classic Hook Mount**



MOTION SENSOR AND PHOTOCELL

Integral button photocell (PCI) available for basic on/off luminaire control based on abment light levels. Integral BlueTooth motion sensor available for standalone control (IMSBT) or mesh network for grouping multiple fixtures and sensors (ALBMR).



1 When ordering a multiple configuration (D180, etc.) order one fixture/bracket configuration per pole - i.e. order one XDLMB 9 LED DS CW SE BLK CH D180 PCI120 to receive two fixtures and one CH D180 bracket (see drawing on this page). See STEEL ROUND POLES and ALUMINUM ROUND POLES data sheets for pole ordering information.
2 See Lifestyle Bracket ordering chart for Mounting Style/Configurations availability.
3 BS reduced drilling pattern required.
4 For use with SAA and SAS mounting styles only.
5 Fusing must be located in the hand hole of pole.
6 LEDs are frequently updated therefore values are nominal
7 IMSBTxL is field configurable via the LineVision app that can be downloaded from your smartphone's app store.

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LifeStyle Small (XDLS) Outdoor Decorative Area Light

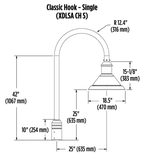
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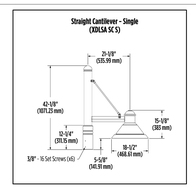
PRODUCT DIMENSIONS

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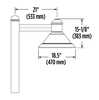
Classic Hook - Single (XDLSA CH S)



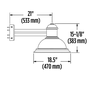
Straight Cantilever - Single (XDLSA SC S)



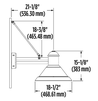
Side Arm Mount for Round Poles - Single (XDLSA SA_S)



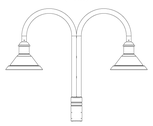
Side Arm Wall Mount (XDLSB SAW)



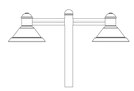
Straight Cantilever Wall Mount (XDLSA SCW)



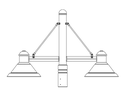
Classic Hook - Double 180° (CHD180)



Side Arm Mount - Double 180° (SAD180)



Straight Cantilever Mount - Double 180° (SCD180)



Luminaire EPA Chart - Side Arm XDLS[1]

Configuration	Single	D180°	D90°	T90°	TM120°	Q90°
EPA	1.5	2.6	2.2	3.5	3.3	4.0

Luminaire EPA Chart - Classic Hook XDLS[2]

Configuration	Single	D180°
EPA	2.4	4.7

Luminaire EPA Chart - Straight Cantilever[2]

Configuration	Single	D180°
EPA	2.8	4.3

1 See Lifestyle Brackets and Mounts in outdoor section of latest Buyers Guide for details on other bracket sizes.
2 Includes Bracket.

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nspj ARCHITECTS
ARCHITECTURE
LANDSCAPE
ARCHITECTURE
P.913.831.1415
NSPJARCH.COM
9415 NALL AVE., #300
PRAIRIE VILLAGE,
KANSAS, 66207

NOT FOR CONSTRUCTION

EXISTING OFFICE TOWER CONVERTED TO APARTMENTS:

BROADMOOR TOWER

5700 BROADMOOR
MISSION, KS, 66202

DRAWING RELEASE LOG
- 07.24.26 FDP SUBMITTAL
- 08.14.26 FDP SUBMITTAL

△REVISIONS

JOB NO. 791426
DATE 07.24.26
DRAWN BY BCD

SHEET NAME
SITE PLAN PRODUCT DATA
SHEET NO.
E0.03

Lankford Fendler + associates
1730 Walnut Street Kansas City, Missouri 64108
1915 Frederick Avenue, St. Joseph, Missouri 64501
Phone: 816.221.1411 | Fax: 816.221.1429
LANKFORD | FENDLER + ASSOCIATES, CONSULTING ENGINEERS, INC.

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SL1

Catalog # : _____ Project : _____

Prepared By : _____ Date : _____

Mirada Small Area (MRS)

Outdoor LED Area Light



IN THE USA · IP66 · IK10

OVERVIEW	
Lumen Package	6,000 - 30,000
Wattage Range	39 - 209
Efficacy Range (LPW)	112 - 163
Weight lbs(kg)	20 (91)
Control Options	IMSBT, ALB, ALS, 7-Pin, PCI

QUICK LINKS

Ordering Guide · Performance · Photometrics · Dimensions

FEATURES & SPECIFICATIONS

Construction

- Rugged die-cast aluminum housing contains factory prewired driver and optical unit. Cast aluminum wiring access door located underneath.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 27 lbs in carton.

Optical System

- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP66 rated seal.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in distribution types 2, 3, 4, 5W, FT, and LC/RC.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93-95%.
- Zero uplight.
- Available in 5000K, 4000K, 3500K, 3000K and 2700K color temperatures per ANSI C78.377.
- 70 or 80CRI Minimum.
- Integral louver (IL) and integral half louver (IH) options available for enhanced backlight control.

Electrical

- High-performance driver features over-voltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 VAC).
- L70 Calculated Life: >60k Hours
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F). 30L lumen packages rated to +40°C.
- Power factor: > 90
- Input power stays constant over life.
- Field replaceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Driver is fully encased in potting material for moisture resistance and complies with FCC standards. Driver and key electronic components can easily be accessed.

Controls

- Optional integrated passive infrared Bluetooth® motion and photocell sensor. Fixtures operate independently and can be commissioned via iOS or Android configuration app.
- AirLink™ Blue wireless control system with technology partner Silvair incorporates Luminaire Level Lighting Controls (LLLC) and high-end trim

Installation

- Designed to mount to square or round poles.
- A single fastener secures the hinged door, underneath the housing and provides quick & easy access to the electrical compartment.
- Included terminal block accepts up to 12 ga. wire.
- Utilizes LSI's traditional B3 drill pattern.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsicorp.com/resources/terms-conditions-warranty/ for more information.

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- DarkSky approved with 3000K color temperature selection and fixed mounting.
- Title 24 Compliant; see local ordinance for qualification information.
- RoHS compliant.
- Suitable for wet locations.
- IP66 rated Luminaire per IEC 60598-1.
- 3G rated for ANSI C136.31 high vibration applications are qualified.
- IK10 rated luminaire per IEC 66262 mechanical impact code.
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL, to confirm which versions are qualified.

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Mirada Small Area Light (MRS)

Type: _____

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ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: MRS LED 10L SW FT UNV DIM 40 70CRI ALBMM2LR BLK IH

Prefix	Light Source	Lumen Package	Lens	Distribution	Orientation[2]	Voltage	Driver
MRS - Mirada Small Area Light	**LED**	**6L** - 6,000 lms, 39W **9L** - 9,000 lms, 63W **12L** - 12,000 lms, 81W **15L** - 15,000 lms, 111W **18L** - 18,000 lms, 133W **21L** - 21,000 lms, 160W **24L** - 24,000 lms, 196W **30L** - 30,000 lms, 209W[1] Custom Lumen Packages[1]	**SIL** - Silicone	**2** - Type 2 **3** - Type 3 **4** - Type 4 **5W** - Type 5 Wide **FT** - Forward Throw **LC** - Left Corner **RC** - Right Corner	**(blank)** - standard **L** - Optics rotated left 90° **R** - Optics rotated right 90°	**UNV** - Universal Voltage (120-277V) **HV** - High Voltage (347-480V)	**DIM** - 0-10V Dimming (10-100%)

Color Temp	Color Rendering	Controls (Choose One)	Finish	Options
50 - 5,000 CCT **40** - 4,000 CCT **35** - 3,500 CCT (80 CRI only) DarkSky Approved CCT's **30** - 3,000 CCT **27** - 2,700 CCT (80 CRI only)	**70CRI** - 70 CRI **80CRI** - 80 CRI	**(Blank)** - None **Wireless Controls System** **ALSC** - AirLink Synapse Control System **ALSC52** - AirLink Synapse Control System with 52-20' MH Motion Sensor[4] **ALSC54** - AirLink Synapse Control System with 20-40' MH Motion Sensor[4] **ALBMM2LR** - AirLink Blue Long Range Wireless Motion & Photo Sensor Controller (8-15' MH)[4,5] **ALBMM2LR** - AirLink Blue Long Range Wireless Motion & Photo Sensor Controller (16-40' MH)[4,5] **Stand-Alone Controls** **EXT** - 0-10v Dimming leads extended to housing exterior **CR7P** - 7 Pin Control Receptacle ANSI C136.41 [6] **IMSBT1L** - Integral Bluetooth® Motion and Photocell Sensor (8-24' MH)[4,5] **IMSBT2L** - Integral Bluetooth® Motion and Photocell Sensor (25-40' MH)[4,5]	**BLK** - Black **BRZ** - Dark Bronze **GMG** - Gun Metal Gray **GPT** - Graphite **MSV** - Metallic Silver **PLP** - Platinum Plus **SNG** - Satin Nordic Green **WHT** - White	**(Blank)** - None **IH** - Integral Half Louver (Moderate Spill Light Cutoff)[7] **IL** - Integral Louver (Sharp Spill Light Cutoff)[7]

Need more information? Click here for our glossary

Have additional questions? Call us at (800) 436-7800

Accessory Ordering Information[3]

CONTROLS ACCESSORIES	
Description	Order Number
Twist Lock Photocell (120V) for use with CR7P	122514
Twist Lock Photocell (208-277) for use with CR7P	122515
Twist Lock Photocell (347V) for use with CR7P	122516
Twist Lock Photocell (480V) for use with CR7P	1225180
Aircink 5 Pin Twist Lock Controller	601405
Aircink 7 Pin Twist Lock Controller	601406
Shorting Cap for use with CR7P	141528
Adjustable Output Module	754263

FUSING OPTIONS[8]	
Description	Order Number
Single Fusing (120V)	See Fusing Accessory Guide
Single Fusing (277V)	
Double Fusing (208V, 240V)	
Double Fusing (480V)	
Double Fusing (347V)	

EXTERNAL SHIELDING OPTIONS	
3" External Shield	See Shielding Guide
6" External Shield	

1. Custom lumen and wattage packages available, consult factory. Values are within industry standard tolerances but not DLC listed.
2. Not available on "type 5W" distribution.
3. Control device or shorting cap must be ordered separately. See Accessory Ordering Information.
4. Motion sensors are field configurable via the CR app that can be downloaded from your smartphone's native app store.
5. Accessories are shipped separately and field installed.
6. "CLR" denotes finish. See Finish options.
7. Fusing must be located in hand hole of pole. See Fusing Accessory Guide for compatability.
8. ALSC5, ALBMM, and IMSBT Sensors not available with 30L

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Mirada Small Area Light (MRS)

Type: _____

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ACCESSORIES

Back to Quick Links

MOUNTING ACCESSORIES

Universal Mounting Bracket
Mounts to a 3" square or round (tapered/straight) poles with (2) mounting hole spaces between 3.5" to 5"

Part Number: BKA UMB C18

Slip Fitter

Quick Mount Plate
True one person installation to existing/new construction poles with hole spaces between 2.4 to 4.0"

Part Number: BKS PQMS 0305 XX C18

Universal

11" DB Quick Mount Plate
True one person installation to existing/new construction poles with hole spaces between 2.4 to 4.0"

Part Number: BKS PQMS 0305 XX C18

Adjustable Slipfitter
Mounts onto a 2" (5mm) ID 2.375" (60mm) O.D. tenon and provides 180° of tilt (max 45° above horizontal)

Part Number: BKA ASF C18

Square Tenon Top
Mounts onto a 2" (5mm) ID 2.375" (60mm) O.D. tenon and allows for mounting up to 4 luminaires

Part Number: BKA DNN *

Tenon Fitter

Square Internal Slipfitter
Mounts inside 4" or 5" square pole and allows for mounting up to 4 luminaires

Part Number: BKA X_FSI * C18

Wall Mount Bracket
Mounts onto vertical wall surface (hardware/anchors not included)

Part Number: BKS XBO WM C18
Part Number: BKS B3 WM C18 (includes surface conduit punchouts)

Wall Mount Bracket

Wood Pole Bracket
Mounts onto wooden poles (5" minimum OD, hardware/anchors not included)

Part Number: BKS XBO WP C18 (includes surface conduit punchouts)

Wood Pole Bracket

SHIELDING, POLES & MISC. ACCESSORIES

Integral Louver
Field install integral Louver provides maximum backlight control by shielding each individual row of LED'S

Part Number: 702445

Shielding

Integral Half Louver
Field install integral Half Louver provides great backlight control without impacting front side distribution.

Part Number: 702446

External Shield
External shield blocks view of light source from back or sides of luminaire, additional shielding configurations available. Not compatible with integral louver shields.

Part Number: 703637BLK (3") / 770338BLK (6")

Square Poles
14 - 30' steel and aluminum poles in 4", 5" and 6" sizes for retrofit and new construction

Part Number: 450/550/650

Poles

Round Poles
10 - 30' steel and aluminum poles in 4" and 5" sizes for retrofit and new construction

Part Number: 489/589

Tapered Poles
20' - 39' steel and aluminum poles for retrofit and new construction

Part Number: RTP

Misc.

Bird Spikes
10' linear bird spike (2' recommended per luminaire) silicone adhesive (covers approximately 25' linear for of bird spike) and application tool

Spike Part Number: 735021
Adhesive Part Number: 735022
Caulk Gun Part Number: 735026

Replace C18 with paint finish description
Replace X with: 7
Replace XX with SQ for square pole or RD for round pole (ex7' SQ)
Replace * with S (Single), DNN (Double @180°), TRI (Triple), QNN (Quad)
Replace _ with 4-6" square pole or 5-12" square pole)

OPTICS ROTATION

Top View

ACCESSORIES/OPTIONS

Integral Louver (IL) and House-Side Shield (IH)

Integral louver (IL) and half louver (IH) accessory shields available for improved backlight control without sacrificing street side performance. LSI's Integral Louver (IL) and Integral Half Louver (IH) shields are designed to minimize the amount of backlight and uplight light behind the poles for applications with pole locations close to adjacent properties. The design maximizes forward reflected light while reducing glare, maintaining the optical distribution selected, and most importantly eliminating light trespass. Both options rotate with the optical distribution.

Luminaire Shown with Integral Louver (IL)

Luminaire Shown with IMSBT Option

7 Pin Photoelectric Control

7-pin ANSI C136.41-2013 control receptacle option available for twist lock photocontrols or wireless control modules. Control accessories sold separately. Dimming leads from the receptacle will be connected to the driver dimming leads (Consult factory for alternate wiring).

Luminaire Shown with CR7P

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POLE BASE ON TOP OF PARKING STRUCTURE SHALL BE DESIGNED BY A STRUCTURAL ENGINEER.

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LANDSCAPE
ARCHITECTURE
P.913.831.1415
NSPJARCH.COM
9415 NALL AVE., #300
PRAIRIE VILLAGE,
KANSAS, 66207

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NOT FOR CONSTRUCTION

EXISTING OFFICE TOWER CONVERTED TO APARTMENTS:

BROADMOOR TOWER

5700 BROADMOOR
MISSION, KS, 66202

DRAWING RELEASE LOG
- 07.24.26 FDP SUBMITTAL
- 08.14.26 FDP SUBMITTAL

△REVISIONS

JOB NO. 791426 | DATE 07.24.26
DRAWN BY BCD

SHEET NAME
SITE PLAN PRODUCT DATA
SHEET NO.
E0.04

Lankford Fendler + associates
1730 Walnut Street Kansas City, Missouri 64108
1915 Frederick Avenue, St. Joseph, Missouri 64501
Phone: 816.221.1411 | Fax: 816.221.1429
LANKFORD | FENDLER + ASSOCIATES, CONSULTING ENGINEERS, INC.

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PERSPECTIVE #1

BROADMOOR | MISSION, KANSAS

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PERSPECTIVE #2

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PERSPECTIVE #3

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PERSPECTIVE #7

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MKEC ENGINEERING SUCCESS

July 24th, 2026

City of Mission Public Works
4775 Lamar Avenue
Mission, Kansas 66202

RE: Broadmoor Towers Drainage Memo
5700 Broadmoor
Mission, Kansas 66202

General Information

The Broadmoor Tower site improvements are located in Mission, Kansas. This drainage memo evaluates the existing and proposed drainage conditions for the site and its conformance with the City requirements for managing stormwater runoff. The 1.3 acre site is located within Lot 2 along Broadmoor Street just southeast of Foxridge Drive and 56th Street. The site is located on Sharpsburg-Urban Land Complex with a hydraulic soil group of "C". The site is not located within a FEMA floodplain.

Existing Conditions

Under existing conditions, the site contains an existing tower building, sidewalk, entry drive, and portions of existing parking lot within the 1.3 acre lot. The lot drains in two directions. Approximately 0.9 acres drain from northwest to southeast to an existing curb inlet located along Broadmoor Street. This curb inlet is a part of an overall stormwater sewer system which drains southeast through adjacent development as it eventually outfalls to Rock Creek. The remaining 0.4 acres of the lot also drains from northwest to southeast to another existing curb inlet located at the northwest corner of the intersection of Broadmoor Street and 58th Street. This curb inlet is a part of an overall stormwater sewer system along Broadmoor Street as it eventually outfalls to Rock Creek.

Proposed Conditions

Proposed site improvements include renovation of the interior of the existing tower building, removal of the existing drive, and associated amenities for the proposed high-rise apartment development. Impervious area does not increase under proposed conditions. The land use will continue to represent the 85% impervious area, similar to commercial or business areas. The lot will continue to drain in two directions in the same pattern as existing conditions. The areas will continue to drain to the two existing stormwater sewer systems adjacent to the site.

In addition to the Broadmoor Towers improvements, the top floor of the Lot 3 Foxridge South parking garage will be demolished.

Conclusion

The proposed site improvements will not increase impervious area on the site when compared to existing conditions. Due to the drainage patterns and inputs remaining the same, stormwater runoff will not increase when compared to existing conditions. Water quality and quantity are not required for this site.

Sincerely,



Ashton Wherry, PE, CFM

11827 W. 112th St., Ste. 200 • Overland Park, KS 66210 • T 913.317.9390 • F 913.317.9385 • MKEC.COM



SEC: 08
TWP: T12S
RNG: R25E

1 "=250 ' / 1:3000

0 62.5 125 250

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Overland Park, KS · 913.3179390

AERIAL EXHIBIT
BROADMOOR TOWERS
MISSION, JOHNSON COUNTY, KANSAS

PROJECT NO.	DATE:	SHEET NO.
2502010879	July 2026	1 OF 1

DRAWN BY:	DESIGNED BY:	APPROVED BY:
LES	LES	ABW

Path: \\KCSVR2\Vol1\PROJECTS\2025\2502010879_Block_5700 Broadmoor Multifamily\05 Civil\GIS\Aerial Exhibit-Broadmoor Towers.mxd - Date: 7/17/2026

SUSTAINABLE MISSION

Making a sustainable difference in Mission, Kansas

Thank you for your interest in the City of Mission, Kansas Sustainability Scorecard. The Sustainability Commission has developed this scorecard for prospective development projects. This is a voluntary program that seeks to reward those making sustainable choices in new construction, redevelopment, or renovations.

It is a way to capture considerations taken into account through project design and construction that go above and beyond minimum Building Code. We have used the scorecard with projects like:

- The Mission Gateway Development,
- The Cornerstone Commons development at Johnson Drive and Barkley Street,
- The EPC Mission Trails project on Johnson Drive, and
- The Martway Apartments project.

Once you go through the scorecard document and the supplemental information, we would invite you to score your project to the best of your judgement, and then come to a Sustainability Commission meeting to talk through your scoring. The priority is to have a dialogue between you and the Sustainability Commission members, with you sharing your decision making. We will benefit from hearing you explain when implementing some of these criteria makes sense, and if it doesn't, the reasons why not. To the extent that the conversation may lead you to consider enhanced sustainability measures, all the better.

Following a presentation from you or someone from your team, the Sustainability Commission will review your scoring, and then forward its comments and/or recommendation to you and to the Planning Commission. If a project scores high enough, the Sustainability Commission will award Sustainable Mission certification at one of four levels: Bronze, Silver, Gold or Platinum.

There is no binding authority in this process, just an additional opportunity for community involvement in the context of our sustainability values.

We have seen the scoring summarized in a simple letter format, in a slide presentation, and we have seen a more formal design piece that addressed each set of criteria, so the format of how you share the information with the Sustainability Commission is up to you.

The group meets the first Monday of each month, at 6:30 p.m. at City Hall. We would be happy to coordinate a date with you, based on the progress of your project and when your schedule allows.

Emily Randel, assistant to the city administrator, can assist with questions at erandel@missionks.org or 913-676-8368.

Thank you very much,

Mission Sustainability Commission
6090 Woodson Road
Mission, KS 66202

SUSTAINABLE MISSION
Making a sustainable difference in Mission, Kansas

Project: 56th and Foxridge MF
Expected completion: TBD
Project Team: BRES, NSPJ, MKEC

Building Scorecard (Revised December 2018)

Please complete all sections that are applicable to this project. Check any boxes for areas that apply to the work, and use the blank area to explain further. You may also assign point totals for each section; though these will be reviewed and a final score determination will be made by the Mission Sustainability Commission. Additional explanations and clarifications for each item can be found in the building scorecard supplemental document.

1. Will this project pursue any sustainable building certifications? Include rating details.

The project plans to pursue 2 Green Globes, and is inherently sustainable by reusing an existing building. The descriptions of the proposed sustainable elements below are what is currently being evaluated for the project, although these may adjust upon further research and documentation.

2. Site Development, Land Use, Location and Transportation Impact

■ a. Pre-design site assessment	□ b. Preserve natural resources	■ c. Manage storm water
□ d. Landscape irrigation	□ e. Manage plants/ vegetation	■ f. Manage soils/ erosion control
□ g. Site waste management	■ h. Walking/ bicycle paths	■ i. Bicycle storage
■ j. Changing/ shower facilities	■ k. Carpool/ car share	■ l. EV charging
■ m. Bus access	■ n. Heat island mitigation	■ o. Reduce light pollution

Baseline site conditions will be assessed to evaluate sustainable options and inform site design. Added walking/bicycle paths and connect to existing trail system on the east. Long term bike storage and repair facilities will be incorporated in the building as well as short term bicycle parking in the surface parking lots and 56th St. Dedicated parking spaces for ride sharing companies will be incorporated. Charging stations will be considered for a percentage of spaces. Close proximity to bus routes. High reflectance hardscapes will be incorporated. Exterior lighting will be selected that limits up lighting and light trespass. A drainage report addressing the runoff has been provided to the City, and an ADS StormTech Isolator Row will be utilized to treat and reduce stormwater contaminants leaving the site.

Points scored - 17 out of **20**

3. Materials and Resource Use

■ a. Reuse existing building	■ b. Construction material management
■ c. Construction waste management	■ d. Sustainable/ local materials
■ e. Occupant waste management	■ f. Occupant recycling/ composting

Contractor will comply with product instructions for storage and handling. A construction and demolition waste management plan will be developed and implemented. Environmentally preferred products will be sourced. Locations and signage for occupant recycling collection areas will be incorporated.

Points scored - 20 out of **20**

4. Energy Conservation, Efficiency, and CO_{2e} Emission Reduction

■ a. Energy Modeling	□ b. CO_2e modeling	■ c. Energy metering/ monitoring
□ d. Automated demand response	□ e. Building envelope/ insulation	■ f. Mechanical systems
□ g. Electrical/ lighting systems	■ h. Appliances/ equipment	□ i. Onsite renewable energy
■ j. Refrigerant management	□ k. Control air pollution	

Energy modeling for building will be conducted. Meters will be installed that measure all building energy consumption and install electricity meters for each unit. Energy Star compliant appliances will be provided.

Points scored - 8 out of **20**

5. Water Conservation and Efficiency

■ a. Water metering ■ b. Fixtures/ fittings □ c. Appliances/ equipment
■ d. HVAC water use □ e. Water treatment devices ■ f. Reduce irrigation
□ g. Rainwater □ h. Graywater

Water meters that measure total potable water usage will be installed. Low flow fixtures will be selected. Landscaping with native plants will be incorporated to reduce irrigation needs.

Points scored - __10__ out of **20**

6. Indoor Environmental Quality and Comfort

■ a. IAQ management plan ■ b. Air handling filtration ■ c. Increase ventilation
■ d. IAQ during construction □ e. Thermal comfort □ f. Indoor pollutant control
■ g. Material emissions control ■ h. Acoustics □ i. Daylighting/ views
■ j. Accessibility/ Community for All Ages

Materials with low VOC content will be selected. Wall, floor ceiling assemblies will have a minimum STC of 50. Accessibility elements will be incorporated and comply with ADA requirements.

Points scored - __14__ out of **10**

7. Commissioning, Operations, and Maintenance

■ a. Inspections ■ b. Mechanical commissioning ■ c. Energy commissioning
□ d. Building controls systems ■ e. O+M documentation ■ f. Maintenance staff training

Operation and Maintenance manuals will be provided to owner at completion of construction.

Points scored - __17__ out of **10**

8. Additional Comments

Any additional sustainable attributes that will be incorporated in this project.

Contractor training on green aspects of the project will occur. Developing project on previously developed land. Site location is in proximity to surrounding density, which will increase walkability. Compact development and building reuse reduces impact on environment. Access to open space (adjacent park). Radon resistant construction will be incorporated. No tobacco smoke will be allowed in common areas, private balconies, or within 25 feet of entries.

Bonus Points (if applicable, 5 maximum) - __3__

Total Points Scored - _____89_____ out of **100**

Rating Achieved - _____GOLD_____ (Bronze 20-39, Silver 40-59, Gold 60-89, Platinum 90+)

SUSTAINABLE MISSION
Making a sustainable difference in Mission, Kansas

City of Mission, Kansas Sustainability Commission Building Scorecard – Supplemental Document

This scorecard is a way to encourage projects to consider sustainability throughout the entire lifecycle of a building. It is designed with the 2015 International Green Construction Code (IgCC) in mind, and is meant to reward voluntary efforts to make projects more sustainable than currently required. It is a project of the Mission Sustainability Commission, an advisory body to the City Council that aims to be a good steward of natural resources, make Mission, Kansas a desirable community, be advisors to the City Council, and increase visibility of sustainability in our community. This supplemental document provides some definitions and further explanation related to the Mission Sustainability Commission Building Scorecard. The scorecard is intended for developers, architects, builders, building owners, tenants, or anyone wishing to be more sustainable. This scorecard can be a helpful guide for anyone pursuing new construction, renovation, or upgrading a few light bulbs.

Although this can be a helpful resource, it is not intended to be an all-inclusive guide. Please see the additional resources section at the end of this document for links to further information.

How to Complete the Scorecard

We encourage users to check all boxes applicable to the project. The goal is to reward buildings that surpass minimum building code requirements and incorporate sustainability. In the commentary section, include a description of the features/strategies, and whether they fall short, meet, or exceed code requirements. If the project includes any attributes that are not included in this scorecard, describe them in detail in the additional comments section.

1. Sustainable Building Certifications

Note if this project is pursuing any sustainable rating including IgCC, LEED, WELL, ASHRAE 189.1, Green Globes, EnergyStar Building, ICC-700, etc. Include details of which rating system and the level/score the building will achieve. See additional resources at the end of this document.

2. Site Development, Land Use, and Location, and Transportation Impact

Each building should consider how its location, natural geography, and occupant access are encouraging sustainability. Additional details on many of the items are available in the most current International Green Construction Code.

a. Pre-design site assessment – Projects could take an inventory of the building site baseline conditions including areas to protect, native plants/ trees, invasive species, terrain/ topography, hazard areas, storm water hydrology, and site features to be preserved. Make a plan to minimize the negative effects of altering the site.

b. Preserve natural resources – Any site near flood hazard areas, surface water bodies, wetlands, conservation areas, parklands, agricultural land, or previously undeveloped land, could limit the disturbance of these natural resources. In the comments, please explain what natural resource is present, and how this project aims to preserve that portion of the site.

c. Manage storm water – Projects could consider how this project will address the increased/redirected runoff and water contaminants like coal tar. The project could identify a water management system for rain events, snowmelt, etc.

d. Landscape irrigation – To reduce potable water use, projects could limit the amount of irrigation required for site landscaping. This can be accomplished by using native plants which require less watering, and designing a more efficient irrigation system. Irrigation systems could be installed to aim away from building/ pavement, create less overspray, incorporate smart controls/ sensors, group plants of similar water needs, include pressure regulators, and include efficient nozzles. Decorative fountains and water features should be designed to limit water usage by recirculating, treating, and limiting evaporation of water. Creative solutions may involve using collected rainwater for site water use.

e. Manage plants/ vegetation – Projects should preserve existing vegetation, protect trees, eliminate invasive species, and landscape with native plants. Plants depend on good soil, therefore managing soils goes hand-in-hand with managing vegetation.

f. Manage soils/ erosion control – Projects should protect the topsoil, limit importing soil, prepare and restore the soil nutrients, and stabilize the earth to prevent erosion. Erosion could occur during construction and throughout the lifecycle of the building. Go beyond the standard erosion control requirements.

g. Site waste management – Projects should avoid depositing site waste, such as land clearing debris, vegetation, or previous hardscape materials from the site into the land fill. Waste could be diverted from the traditional waste stream by reusing, recycling, composting, or upcycling. In the comments, describe any site waste that will be removed for this project and where it will go.

h. Walking/ bicycle paths – Projects could incorporate paved walkways and bicycle paths to encourage pedestrian and bicycle access to existing paths/ infrastructure. IgCC requires at least one independent path for bicycles, strollers, pedestrians and other non-motorized locomotion connected to a building entrance and a street or existing walkway/ bicycle path. Include a description or site plan showing the location of the paths.

i. Bicycle storage – Projects could provide long-term and short-term bicycle storage with adequate accessibility, lighting, space, and location near a building entrance. Describe the location and number of spaces of bicycle storage provided for this building.

j. Changing/ shower facilities – If building occupants have access to a changing/ shower facility, this could encourage pedestrian and bicycle commuting.

k. Carpool/ car share – To decrease energy use of accessing a building or commuting, the site could encourage carpooling or car sharing through methods like parking spaces reserved for high occupancy vehicles. Companies such as Zipcar or CarToGo provide occupants an opportunity to borrow a car.

l. Electric Vehicles – Projects could provide preferred parking and/or charging stations for low-emission, hybrid, and electric vehicles.

m. Bus access – Projects could encourage building occupants to access bus transit by locating the nearest bus stops and providing convenient pathways to encourage people to use the bus and alternative transportation.

n. Heat island mitigation – Temperatures can be significantly warmer in cities than in surrounding rural areas due to the heat island effect. To reduce the heat island effect, a building could consider hardscape materials, light reflectance, shading by structures, shading by trees, pervious pavement, solar reflective roof coverings, and vegetative roofs.

o. Reduce light pollution – Exterior lighting could be designed or installed to limit up-light, light trespass, and glare. Solutions include proper fixture selection, efficient layout, and automated controls. Consider reducing lighting of facades and areas beyond the site boundary.

3. Material And Resource Use

Building materials should be sustainable. Conserving material resources involves material selection, recycling, reuse, renewability, limiting toxicity, and durability, including resistance to damage caused by moisture. Consider the life cycle of materials, transportation, and waste material.

a. Reuse existing building – It is beneficial to reuse existing buildings to limit demolition waste. Buildings can be reused in total, or materials can be reused on new projects.

b. Construction material management – Most products have specific instructions for storage and handling. Instructions generally include moisture control, temperature regulations, and stacking instructions. Care should be taken to not let products be damaged in order to prevent wasting materials and reduce the chance of mold growth.

c. Construction waste management – Projects could develop a construction material and waste management plan to recycle or salvage construction materials and waste.

d. Sustainable/local materials – Projects could select materials that are sustainable and local. In addition, materials should be free from harmful chemicals such as lead, cadmium, and mercury. Material selection could include used/ reclaimed materials or content that is recycled, recyclable, bio-based, sustainably sourced, rapidly renewable, or indigenous. Alternatively, projects could undertake whole building life cycle assessments or provide environmental product declarations.

e. Occupant waste management/ recycling/ composting – Recycling areas could be provided for occupants after the building is completed. Describe the services offered, location of collection areas, and signage.

4. Energy Conservation, Efficiency and CO_2e Emission Reduction

Energy and atmosphere are perhaps the most common items considered in sustainability. There are many building attributes that work together to achieve energy efficiency. The items below should all be considered to reduce energy consumption, install efficient systems, and utilize renewable energy when possible. Consult the International Green Construction Codes for additional specific information for these items.

a. Energy modeling – Energy modeling uses computerized calculations to predict the energy consumption of a building due to a wide variety of inputs. International Green Construction Codes require a zero energy performance index (zEPI) of 50 or less. The IgCC provides a calculation which compares the proposed performance to a baseline building.

b. CO_2e modeling – Equivalent carbon dioxide (CO_2e) emissions can be modeled in a similar way as energy modeling, by adding the type of energy sources used for a building.

c. Energy metering/ monitoring – To identify where energy is used in a building, it is helpful to install energy meters and sub-meters. These can be used to monitor and efficiently operate loads from many different building systems. By continuously monitoring and reporting, energy meters can identify areas or systems of the building that are operating improperly or inefficiently. By performing simple maintenance, buildings can save money on utility bills. Describe any efforts the project uses to track electric power, gas, liquid and solid fuels as well as heating and cooling as applicable.

d. Automated demand response – Utilities can operate more efficiently if buildings offer to shed energy on peak load days. Enrolling in an automated demand response allows the utility to shift building energy usage to another time to limit additional energy production needed at peak times.

e. Building envelope/ insulation – To conserve energy related to heating and cooling a building, the building façade and insulation should be considered. Shading combines with the insulation performance of all exterior elements (walls, roof, windows, etc.) to create a building envelope. Projects also could seal all windows and doors, and prevent air leakage for the entire building.

f. Mechanical systems – Heating ventilation and air conditioning (HVAC) systems are often the largest consumers of energy in any building. There are many types of HVAC systems, some are more efficient than others depending on the building location and usage. There are federal standards for energy efficiency detailed in the International Energy Conservation Code (IECC).

g. Electrical/ lighting systems - Many strategies exist to reduce the energy used by electrical and lighting systems. Daylight can be used to reduce required lighting during the day. Controls systems and occupancy sensors can turn off interior and exterior lights when they are not required. It is also important to consider all of the electrical plug loads, and what can be done to reduce energy from appliances plugged into electrical outlets.

h. Appliances/ equipment – There are federal requirements for energy efficiency in many appliances. In addition to these federal requirements, ENERGY STAR labelled appliances can reduce overall energy use.

i. Onsite renewable energy – Another way to reduce utility energy is to install renewable energy systems on the project site like solar or wind energy.

j. Refrigerant management – Refrigerants can be detrimental to human health and the atmosphere if they are not used or disposed of properly. It is illegal to use CFCs and HFCs are also bad for the environment. When possible, select natural refrigerants such as water or propane to reduce atmospheric damage. Also, any existing refrigerants should be disposed of properly.

k. Control air pollution – Buildings can pollute the air directly or indirectly by using energy from utilities burning fossil fuels. Buildings should consider reducing air pollution or planting trees to offset releasing CO_2 into the atmosphere.

5. Water Resource Conservation, and Efficiency

Water is a limited resource, and it should be conserved and protected in all buildings. Potable water (suitable for drinking) is a precious commodity that humans require. Items in this section are strategies to decrease water use and increase water quality. Check the International Green Construction Codes for specific examples.

a. Water metering – Water meters track the water usage of a project. If alternative water sources are used (i.e. reclaimed water, well water, or other potable water) each water source could be metered individually. Metering can identify any abnormal conditions in order to correct and prevent wasting water. Water sub-meters can be helpful when there are multiple tenants or pieces of equipment that consume large quantities of water.

b. Fixtures/ fittings – Installing water efficient fixtures can significantly reduce building water consumption. Some fixtures have a WATER SENSE label which is similar to ENERGY STAR for energy efficiency. To reduce water use, consider maximum flow rates for all water fixtures within a building (lavatory, kitchen, drinking fountains, etc.). In addition, automatic or metered fixtures can save water by preventing a fixture from remaining on when not in use.

c. Appliances/ equipment – Many appliances in a building may require a water connection. Projects could consider maximum flow rates for clothes washers, icemakers, steam cookers, and dishwashers. Plumbing design and equipment layout could also focus on conserving water.

d. HVAC water use – The building HVAC system can consume large amounts of water if not designed and installed properly. Any equipment that uses water including condensate drainage, humidification systems, hydronic loops, heat exchangers, and cooling towers should have protections in place to reduce water usage. In addition to reducing water, the HVAC system should maintain good water quality in all systems.

e. Water treatment devices – Any water treatment device should limit the amount of wasted water. Check green building codes for specific requirements for water softeners, reverse-osmosis water treatment systems, and onsite reclaimed water treatment systems.

f. Reduce irrigation – Selecting vegetation and plants that require less irrigation helps to reduce the overall water usage for the entire project. If irrigation is required, ensure that the system is operated efficiently by only watering the necessary areas, and watering at an efficient time of day to reduce evaporation.

g. Rainwater – Collecting rainwater is a strategy to reduce municipal potable water use. Be sure to follow requirements in building codes for storing water and preventing water borne diseases.

h. Graywater – Graywater is water that has been used once and is no longer potable (i.e. water from hand washing sinks), however it may be reclaimed and used for non-potable water requirements (such as irrigation). Reusing graywater is another strategy to reduce overall water usage.

6. Indoor Environmental Quality and Comfort

Human comfort and quality of life has a direct impact on productivity and health. It is important to remember the building occupants for a truly sustainable project. The items below can help create a better interior environment for the building occupants. International Green Construction Codes can provide specific guidance.

a. Indoor air quality (IAQ) management plan – Managing the indoor air quality inside a building starts during construction and continues into occupancy. It is important to have a plan in place before the project begins.

b. Air handling filtration – All air handling equipment should have sufficient filters to clean the air supplied to occupied spaces.

c. Increase ventilation – Indoor air quality can be improved by providing more fresh air to occupied spaces. IgCC requires projects to provide either natural ventilation (operable windows) or increased mechanical ventilation in excess of building code requirements.

d. Indoor air quality (IAQ) during construction – During construction it is important to protect the building and HVAC system from collecting dust and contaminants. It is also important to store construction materials in a responsible way to reduce mold. Check green construction codes for specific ways to do this.

e. Thermal comfort – Human productivity and comfort are affected by humidity and temperature within a space. It is important to provide a comfortable thermal environment and controls for occupants to be comfortable. IgCC requires compliance with ASHRAE 55.

f. Indoor pollutant control – Everyday products can contain many indoor pollutants. Projects should decrease the use of harmful indoor pollutants and locate pollutant sources in enclosed rooms, away from building occupants. Pollutant sources can include printers, copiers, and janitorial rooms.

g. Material emissions control – Choosing materials with low emissions can improve the indoor air quality. Volatile organic compounds are common in many building materials. Check green building codes for prohibitions and limits on volatile organic compounds in composite wood, adhesives, sealants, paints, flooring, and insulation.

h. Acoustics – Another factor that contributes to indoor environmental quality is sound. Productivity depends on good speech communication and limiting distracting noises. Projects could consider sound transmission, mechanical system noise, structure borne sound, and sound absorbing room surfaces.

i. Daylighting/ views – Occupants benefit from natural sunlight and being able to see outdoors. Consider access to windows or glazing that allow views for as many occupants as possible.

j. Accessibility/ community for all ages – Consider all people that may be occupants of your project site and building. Projects could also consider how they contribute to the Mid-America Regional Council's Communities for All Ages initiative. City of Mission participates in this program.

7. <u>Commissioning, Operations, and Maintenance</u>

It is important to check building systems to ensure they are working efficiently. Commissioning is a process to verify that all building systems are operating as intended. To maintain efficiency throughout the lifecycle of the building it is important to perform routine maintenance and ensure the building is operating properly.

a. Inspections – An independent commissioning agent can verify that all systems were installed correctly and meet the project requirements in all of the sections above. Consider a special inspection and commissioning report by an approved agency before building occupancy.

b. Mechanical system commissioning – Commissioning can be considered "fine-tuning" to ensure the building HVAC system is functioning at peak efficiency. Mechanical systems commissioning includes measuring the occupied spaces and each piece of mechanical equipment to verify proper operation. Check green construction codes for a list of mechanical items that could be commissioned.

c. Energy system commissioning – Similar to mechanical system commissioning above, energy system commissioning ensures that electrical generation and distribution systems are operating properly to ensure energy efficiency.

d. Building controls systems – Automated control systems can be a great benefit to controlling equipment and operating a building efficiently. However, they must be checked to ensure they are programed and installed correctly, or the outcome may be negative.

e. Operations and maintenance (O+M) documentation/ schedule – It is important for the owner or project manager to have access to important information related to operations and maintenance to keep the building functioning efficiently. Green construction codes require a user manual for each building system, and record documents be provided to the owner.

f. Maintenance staff training – The maintenance staff can be a huge factor in whether a project achieves its sustainability goals or not. Consider maintenance documentation to help the staff keep the project operating properly.

8. Additional Comments

This section is meant to address any sustainable building elements that do not fit neatly into the categories above. Please describe any items this project incorporates that contribute to a more sustainable community. This could include description of the design team and integrative process, building orientation decisions, community gardens, access to local food/ farmers, markets, increased durability, reduced maintenance, incorporating open outdoor space, occupant sustainability training/ education, increased occupant comfort, carbon monoxide alarms in every space, community engagement, or involvement with programs such as Community for All Ages, Walk/Bike/Ride KC, or Smart Growth. But don't feel limited to those, either. Document anything that improves the economy, people of our community, and/or the natural environment.

This is your chance to highlight any sustainable attributes that this scorecard does not cover. Feel free to attach additional documentation or narratives to add further detail for any comments that do not fit in the comments section.

Green construction codes and other sustainable rating systems

- International Green Construction Code (IgCC) 2015
  The IgCC is the first model code to include sustainability measures for the entire construction project and its site — from design through construction, certificate of occupancy and beyond. The new code is expected to make buildings more efficient, reduce waste, and have a positive impact on health, safety and community welfare.
  https://www.iccsafe.org/codes-tech-support/international-green-construction-code-igcc/international-green-construction-code/

- Leadership in energy and environmental design (LEED)
  LEED, or Leadership in Energy and Environmental Design, is the most widely used green building rating system in the world. Available for virtually all building, community and home project types, LEED provides a framework to create healthy, highly efficient and cost-saving green buildings. LEED certification is a globally recognized symbol of sustainability achievement. There are several different rating systems (Building Design and Construction, Interior Design and Construction, Building Operations and Maintenance, Neighborhood Development, and Homes). Projects can achieve awards of certified, silver, gold, or platinum based on meeting prerequisites and a certain number of credits in each rating system.
  https://new.usgbc.org/leed

- ENERGY STAR Buildings
  ENERGY STAR is the simple choice for saving energy in buildings and plants. Buildings receive a percentile score from 1 to 100 based on energy usage compared to similar buildings across the country. To be eligible for ENERGY STAR certification, a building must earn an ENERGY STAR score of 75 or higher, indicating that it performs better than at least 75 percent of similar buildings nationwide.
  https://www.energystar.gov/buildings

- Green Globes
  Green Globes offers a different approach: one that provides in-depth support for improvements ideally suited to each project. Building owners and facility managers know their buildings and operations better than anyone else. We respect and leverage that knowledge with personalized assistance to produce best practices in sustainable design, construction and operations. Incorporating third-party assessors available throughout the certification process, we forge a partnership that allows experienced green building project teams to shine and reduces the learning curve for those new to green building. The building gets a rating from 1 to 4 globes.
  https://www.thegbi.org/green-globes-certification/

- ASHRAE 189.1
  ASHRAE is the American Society for Heating Refrigeration and Air Conditioning Engineers. Standard 189.1 provides total building sustainability guidance for designing, building, and operating high-performance green buildings. From site location to energy use to recycling, this standard sets the foundation for green buildings by addressing site sustainability, water use efficiency, energy efficiency, indoor environmental quality (IEQ), and the building's impact on the atmosphere, materials and resources. Standard 189.1 is a compliance option of the International Green Construction CodeTM (IgCC).
  https://www.ashrae.org/resources--publications/bookstore/standard-189-1

- ICC/ASHRAE 700-2015
  The ICC/ASHRAE 700-2015 National Green Building Standard™ (NGBS) is the first residential green building standard to undergo the full consensus process and receive approval from the American National Standards Institute (ANSI). A residential building can achieve bronze, silver, gold, or emerald rating.
  https://www.nahb.org/en/research/nahb-priorities/green-building-remodeling-and-development/icc-700-national-green-building-standard.aspx

Planning Commission
Staff Report
October 26, 2026

AT A GLANCE

Applicant
Foxridge Mission LLC

Location
5665 Foxridge Drive
5700 Broadmoor Street

Property ID
KP02200000 0001
KF251208-1023

Current Zoning
MP, CP-O (Form Based Code District)

Proposed Zoning
N/A

Current Land Use
5665 Foxridge – surface parking, vacant
5700 Broadmoor – vacant office tower

Proposed Land Use
Multifamily Residential

Staff Contact
Taylor Cunningham, Senior Planner

Case Number
26-19

Project Name
Mission Vale Phase II

Project Summary
The applicant is requesting approval of a final plat for a multifamily residential development.



Property Background and Information

The subject property is located at 5665 Foxridge Drive and 5700 Broadmoor and consists of 9.87 total acres. 5665 Foxridge was the site of the former JCPenney's call center, which was demolished last year, and a surface parking lot. 5700 Broadmoor includes the Mission Towers office building, a large surface parking lot, and a two-level parking structure at 58th Street and Broadmoor.

Prior to this year, the applicant owned 5665 Foxridge Drive and received approval of a Preliminary Development Plan (PDP) in 2022 and a Final Development Plan (FDP) in 2023 for a single, 300+ unit apartment building with podium parking on the site. Due to changing market conditions, construction of the proposed development became financially unfeasible. Earlier this year, the applicant took advantage of the opportunity to purchase the partial vacant office tower to the south at 5700 Broadmoor with the intention of converting it to multi-family use.

Project Proposal

The applicant is proposing a multifamily apartment development with a total of 647 units across three buildings: Foxridge North, Broadmoor Tower, and Foxridge South. Currently, the subject property contains 9.9 acres and is two separate lots. The northernmost lot was platted in 2023 during the approval process for another proposed development on the site. Since then, the property owner has obtained the lot at the northwest corner of 58th and Broadmoor and expanded the project. The new plat contains three separate lots, one for each of the proposed buildings, as part of the new Preliminary Development Plan approval process.

Lot 1 is 6.72 acres and is located on the north portion of the site. Building 1 (Foxridge North) will be a newly constructed apartment building with a screened parking structure on this lot.

Lot 2 is 1.28 acres in the center of the site. Building 2 (Broadmoor Tower) will be located here. This existing building will be renovated and will use the parking structure on Lot 1.

The southern boundary between lot 1 and Lot 2 has been moved to the south to include the parking structure on Lot 1.

Lot 3 is 1.88 acres and sits on the south portion of the site at the northwest corner of 58th Street and Broadmoor. Building 3 (Foxridge South) will be a new seven-story apartment building with two levels of parking on the ground and second floors and apartment units on floors three through seven.

Plan Review and Analysis

Zoning Code

Section 440.260 (B)(1-4) of the Mission municipal code addresses consideration of final plats, which states that the Planning Commission shall approve the final plat if it meets the following criteria:

1. The final plat substantially conforms to the approved preliminary plat and rule exceptions granted thereto.
2. The plat conforms to all applicable requirements of this Code, subject only to approved rule exceptions.
3. All submission requirements have been satisfied.
4. Approval of a final plat shall require the affirmative vote of a majority of the membership of the Planning Commission.

Section 440.260 (C) states that following final approval by the Planning Commission, the final plat shall be submitted to the City Council for review of land proposed to be dedicated for public purposes.

The plat has been reviewed by City staff and our consulting engineers and is found to be in compliance with criteria set forth in Section 440.260. Because no land is being dedicated to the City of Mission, it does not need to be approved by the City Council.

Recommendation

Staff recommend that the Planning Commission recommends approval by the City Council of Case 26-19.

Planning Commission Action

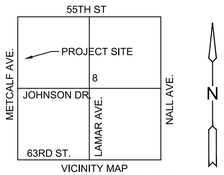
The Planning Commission will consider Case 26-19 at its October 26, 2026 meeting.

City Council Action

None. There is no right-of-way to be dedicated to the City in this plat, so it will not be heard by the City Council.

FINAL PLAT OF 5700 BROADMOOR

A SUBDIVISION OF LAND IN THE NW QUARTER OF SECTION 8, TOWNSHIP 12 S, RANGE 25E
IN THE CITY OF MISSION, JOHNSON COUNTY, KANSAS



VICINITY MAP
SECTION 8, T12S, R25E
SCALE: 2"= 1 MILE

MONUMENTATION

- SECTION CORNER MONUMENT AS NOTED
- SET 1/2" REBAR WITH CLS-39 CAP
- FOUND 1/2" REBAR PHELPS CAP
- SET 5/8" REBAR WITH CLS-39 CAP IN CONCRETE

R/W RIGHT OF WAY
R RECORD
M MEASURED
B/L BUILDING LINE
D/E DRAINAGE EASEMENT

OWNER

FOXRIDGE MISSION, LLC
BY BK PROPERTIES, LLC, MANAGER
4622 PENNSYLVANIA AVE. Suite 700
KANSAS CITY, MO. 64112
816-756-1400

ARCHITECT

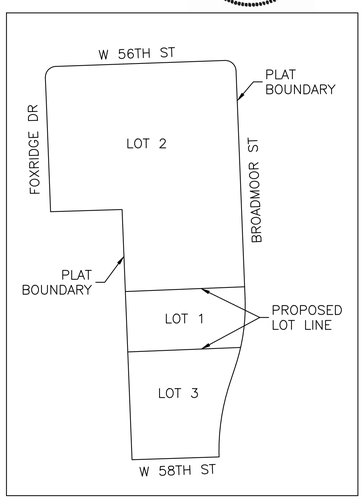
NSPJ ARCHITECTS
3515 W. 75TH ST. SUITE 201
PRAIRIE VILLAGE, KS. 66208
913-831-1415

CERTIFICATION:

I, James W. Sincox, state that MKEC Engineering, Inc. has surveyed the property shown hereon under my direct supervision in accordance with the Kansas Minimum Standards for Boundary Surveys to the best of my knowledge and belief.

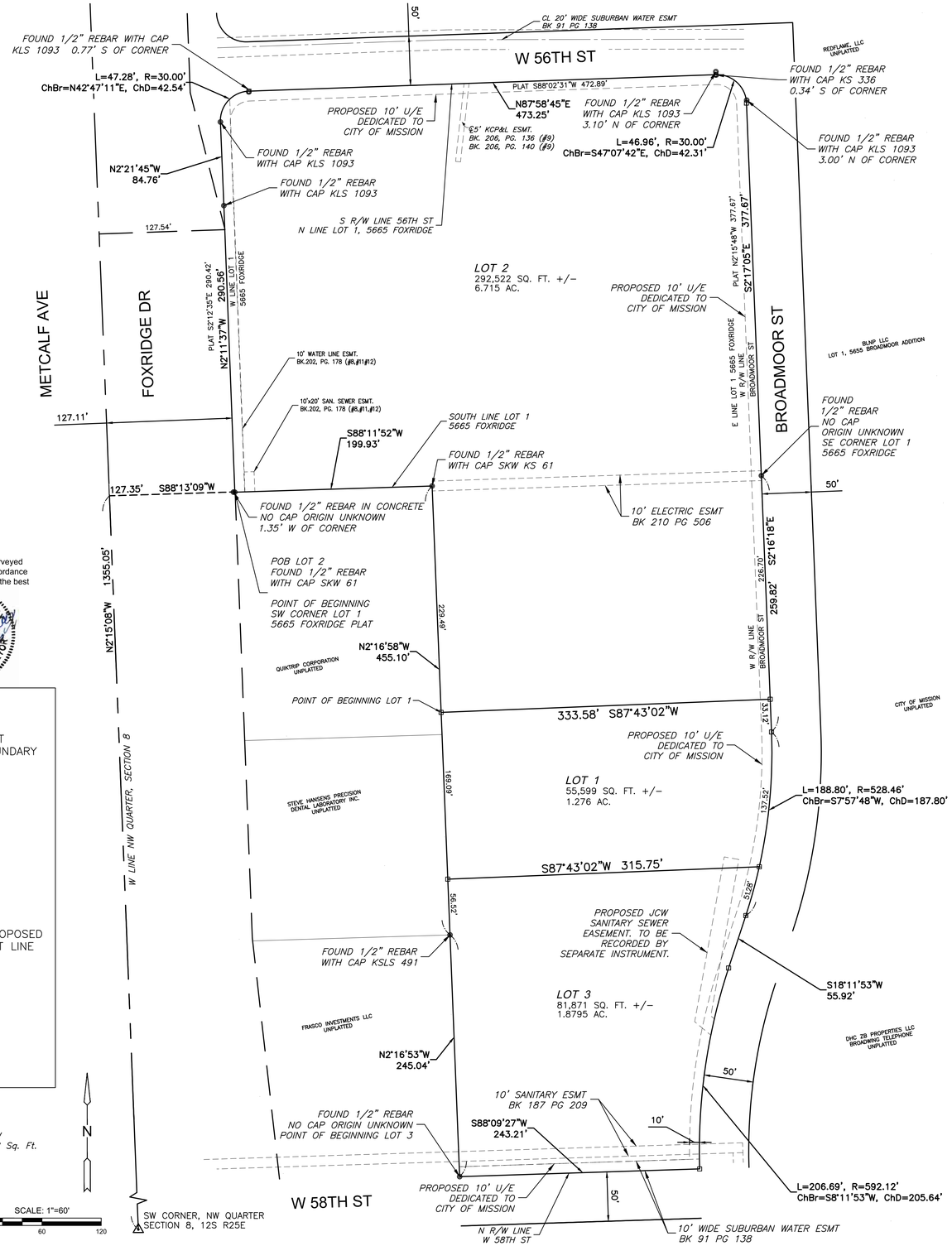
Field work performed May 14th, 2026.

James W. Sincox KS PLS 1234



Closure Summary

Precision, 1 part in:	*466564.32'*
Error distance:	*0.01'*
Error direction:	*S48° 10' 39"W*
Area:	*429862.48 Sq. Ft.*
Square area:	*429862.48*
Perimeter:	*3174.99'*



PROPERTY DESCRIPTION:

DESCRIPTION FOR A TRACT OF LAND COMPRISING A REPLAT OF "5665 FOXRIDGE" A SUBDIVISION OF RECORD AT DOCUMENT NUMBER 20230719–0004230 IN THE CITY OF MISSION, JOHNSON COUNTY, KANSAS, ALONG WITH ALL THAT PART OF THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 12S, RANGE 25E OF THE 6TH PRINCIPAL MERIDIAN IN MISSION, JOHNSON COUNTY, KANSAS, AS PREPARED BY JAMES W. SINCOX, PROFESSIONAL SURVEYOR, LICENSE NUMBER 1234, ON MAY 6, 2026, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 1 OF SAID SUBDIVISION; THENCE ON THE WEST LINE THEREOF N2°11'37"W, A DISTANCE OF 290.56'; THENCE CONTINUING ON SAID PLAT LINE N2°21'45"W, A DISTANCE OF 84.76'; THENCE ON A CURVE TO THE RIGHT HAVING A RADIUS OF 30.00', A CHORD BEARING OF N42°47'11"E AND AN ARC LENGTH OF 47.28' TO A POINT ON THE SOUTH RIGHT OF WAY OF 56TH STREET, AS NOW ESTABLISHED; THENCE ON SAID RIGHT OF WAY AND THE NORTH LINE OF SAID LOT N87°58'45"E, A DISTANCE OF 473.25'; THENCE ON A CURVE TO THE RIGHT ON SAID RIGHT OF WAY HAVING A RADIUS OF 30.00', A CHORD BEARING OF S47°07'42"E AND AN ARC LENGTH OF 46.96' TO A POINT ON THE WEST RIGHT OF WAY OF BROADMOOR STREET, AS NOW ESTABLISHED; THENCE ON SAID LINE AND THE EAST LINE OF SAID LOT 1 OF SAID PLAT, S2°17'05"E, A DISTANCE OF 377.67 TO THE SOUTHEAST CORNER OF SAID LOT 1; THENCE DEPARTING SAID PLAT ON THE WEST RIGHT OF WAY OF BROADMOOR STREET S2°16'18"E, A DISTANCE OF 259.82'; THENCE ON A CURVE TO THE RIGHT ON SAID RIGHT OF WAY HAVING A RADIUS OF 528.46', A CHORD BEARING OF S7°57'48"W AND AN ARC LENGTH OF 188.80'; THENCE S18°11'53"W, ON SAID RIGHT OF WAY A DISTANCE OF 55.92'; THENCE ON A CURVE TO THE LEFT ON SAID RIGHT OF WAY HAVING A RADIUS OF 592.12', A CHORD BEARING OF S8°11'53"W AND AN ARC LENGTH OF 206.69' TO A POINT ON THE NORTH RIGHT OF WAY OF 58TH STREET, AS NOW ESTABLISHED; THENCE DEPARTING SAID WEST LINE, ON SAID NORTH LINE S88°09'27"W, A DISTANCE OF 243.21'; THENCE DEPARTING SAID LINE N2°16'53"W, A DISTANCE OF 245.04'; THENCE N2°16'58"W, A DISTANCE OF 455.10' TO A POINT ON THE SOUTH LINE OF SAID LOT 1, 5665 FOXRIDGE PLAT; THENCE ON SAID LINE S88°11'52"W, A DISTANCE OF 199.93' TO THE POINT OF BEGINNING, CONTAINING 9.87 ACRES, MORE OR LESS, SUBJECT TO EASEMENTS OF RECORD.

DEDICATION:

THE UNDERSIGNED PROPRIETOR OF THE ABOVE DESCRIBED TRACT OF LAND HAS CAUSED THE SAME TO BE SUBDIVIDED IN THE MANNER SHOWN ON THE ACCOMPANYING PLAT, HEREAFTER SHALL BE KNOWN AS "5700 BROADMOOR".

THE PROPRIETORS, SUCCESSORS AND ASSIGNS OF PROPERTY DESCRIBED ON THIS PLAT HEREBY DEDICATE FOR PUBLIC USE ALL LAND DESCRIBED ON THE PLAT AS STREETS OR PUBLIC WAYS NOT HERETOFORE DEDICATED. ACCEPTANCE FOR THE DEDICATION OF LAND FOR PUBLIC RIGHT–OF–WAY PURPOSES DESCRIBED IN THIS PLAT IS FOR THE SOLE PURPOSE OF MAINTAINING RIGHT–OF–WAY, AND DOES NOT CONSTITUTE ACCEPTANCE OF ANY TERMS OR CONDITIONS SET FORTH IN ANY AGREEMENT NOT SHOWN ON THIS PLAT.

IN ACCORDANCE WITH KSA 12–512B, ALL RIGHTS, OBLIGATIONS, RESERVATIONS, EASEMENTS OR INTEREST NOT SHOWN ON THIS PLAT SHALL BE VACATED AS TO USE AND AS TO TITLE, UPON FILING AND RECORDING OF THIS PLAT. THE PROPRIETORS, SUCCESSORS AND ASSIGNS OF PROPERTY SHOWN ON THIS PLAT HEREBY ABSOLVE AND AGREE, JOINTLY AND SEVERALLY, TO INDEMNIFY THE CITY OF MISSION, KANSAS OF ANY EXPENSE INCIDENT WITH THE RELOCATION OF ANY EXISTING UTILITY IMPROVEMENTS HERETOFORE INSTALLED AND REQUIRED TO BE RELOCATED IN ACCORDANCE WITH THE PROPOSED IMPROVEMENTS DESCRIBED IN THIS PLAT.

AN EASEMENT IS GRANTED TO THE CITY OF MISSION KANSAS TO ENTER UPON, CONSTRUCT, MAINTAIN, USE AND AUTHORIZE THE LOCATION OF CONDUITS FOR PROVIDING WATER, GAS,CABLE, ELECTRIC, SEWERS AND OTHER UTILITY SERVICES, INCLUDING RELATED FACILITIES AND APPURTENANCES THERETO, AND DRAIN FACILITIES, UPON, OVER, UNDER AND ACROSS THOSE AREAS OUTLINED AND DESIGNATED ON THIS PLAT AS "UTILITY EASEMENT" OR "U/E", AND FURTHER, SUBJECT TO ADMINISTRATION AND REGULATION BY THE CITY, THE SUBORDINATE USE OF SUCH AREAS BY OTHER GOVERNMENTAL ENTITIES AND UTILITIES, FRANCHISED OR AUTHORIZED TO DO BUSINESS IN THE CITY OF MISSION, KANSAS.

THE UNDERSIGNED PROPRIETOR OF THE ABOVE DESCRIBED LAND HEREBY CONSENTS AND AGREES THAT THE GOVERNING BODY OF ANY SPECIAL ASSESSMENT DISTRICT SHALL HAVE THE POWER TO RELEASE SUCH LAND PROPOSED TO BE DEDICATED FOR STREETS AND ROADS, OR PARTS THEREOF, FOR PUBLIC USE, FROM THE LIEN AND EFFECT OF ANY SPECIAL ASSESSMENTS AND THAT THE AMOUNT OF UNPAID SPECIAL ASSESSMENTS ON SUCH LAND DEDICATED, SHALL BECOME AND REMAIN A LIEN ON THE REMAINDER OF THIS LAND FRONTING OR ABUTTING ON SAID DEDICATED ROAD OR STREET.

CONSENT TO LEVY:

THE UNDERSIGNED PROPRIETOR OF THE ABOVE DESCRIBED TRACT OF LAND HEREBY CONSENTS AND AGREES THAT THE BOARD OF COUNTY COMMISSIONERS AND THE CITY OF MISSION, JOHNSON COUNTY, KANSAS, SHALL HAVE THE POWER TO RELEASE SUCH LAND PROPOSED TO BE DEDICATED FOR PUBLIC USE FROM THE LIEN AND EFFECT OF ANY SPECIAL ASSESSMENTS, AND THAT THE AMOUNT OF UNPAID SPECIAL ASSESSMENTS ON SUCH LAND DEDICATED, SHALL BECOME AND REMAIN A LIEN ON THE LAND FRONTING AND ABUTTING ON SUCH DEDICATED PUBLIC WAY OR THOROUGHFARE.

IN TESTIMONY WHEREOF, THE UNDERSIGNED PROPRIETOR, _____, HAS CAUSED THESE PRESENTS TO SIGNED ON THIS _____ DAY OF _____, 2026.

FOXRIDGE MISSION, LLC, A KANSAS LIMITED LIABILITY COMPANY
BY: BK PROPERTIES, LLC, MANAGER.

_____
KENNETH G. BLOCK, AS TRUSTEE OF THE KENNETH G. BLOCK TRUST,
DATED JANUARY 11TH, 1991, AS AMENDED.

STATE OF)
) SS
COUNTY OF)

BE IT REMEMBERED, THAT ON THIS_____ DAY OF _____2026, BEFORE ME, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, CAME KENNETH G. BLOCK, TRUSTEE OF THE KENNETH G. BLOCK TRUST, DATED JANUARY 11TH, 1991, AS AMENDED,WHO BEING BY ME DULY SWORN DID SAY THAT HE IS THE MANAGER OF BK PROPERTIES, LLC, WHICH IS THE MANAGER OF FOXRIDGE MISSION, LLC., A KANSAS LIMITED LIABILITY COMPANY; WHO IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHO EXECUTED AS SUCH OFFICER THE FOREGOING INSTRUMENT OF WRITING ON BEHALF OF SAID OWNERS, AND SUCH PERSONS DULY ACKNOWLEDGE THE EXECUTION OF THE SAME TO BE THE FREE ACT AND DEED OF SAID OWNERS.

IN WITNESS HEREOF. I HAVE HEREUNTO SUBSCRIBED MY NAME AND AFFIXED MY NOTARIAL SEAL THIS DAY AND YEAR LAST ABOVE WRITTEN.

_____
NOTARY
PRINTED NAME
MY COMMISSION EXPIRES: _____

NOTES:

TITLE INFORMATION TAKEN FROM CHICAGO TITLE INSURANCE COMPANY COMMITMENT NO. KJ139117, DATED MARCH 24TH, 2026.

BASIS OF BEARINGS IS GRID NORTH, KANSAS STATE PLANE, NORTH ZONE, NAD '83 IN U.S. FEET, RESULTING IN THE NORTH LINE OF LOT 2 BEING N87°58'45"E (5665 FOXRIDGE PLAT–N LINE LOT 1, N88°02'31"E).

PROPERTY IS LISTED AS ZONE X, OUTSIDE THE AREA OF 0.2% ANNUAL CHANCE OF FLOODING PER FIRM PANEL 20091C0023G, REVISED AUGUST 3RD, 2009.

ZONING IS M–P, INDUSTRIAL & CP–0, PLANNED OFFICE BUILDING DISTRICT

APPROVED BY THE PLANNING COMMISSION OF THE CITY OF MISSION, JOHNSON COUNTY, KANSAS THIS _____ DAY OF _____, 2026.

_____
ROBIN DUKELOW, PLANNING COMMISSION CHAIR

APPROVED BY THE CITY COUNCIL OF THE CITY OF MISSION, JOHNSON COUNTY, KANSAS THIS _____ DAY OF _____, 2026.

_____ _____
SOLLIE FLORA, MAYOR ROBYN FULKS, CITY CLERK

MKEC
Overland Park, KS • 913.317.9390

JAMES W. SINCOX LICENSED 1234 KANSAS PROFESSIONAL SURVEYOR

FINAL PLAT FOR
5700 BROADMOOR
5700 BROADMOOR, MISSION, KS

FINAL PLAT
5700 BROADMOOR
MISSION, KS

PROJECT NO. 2502010879
SCALE 1"=60'

DRAWN	DESIGNED	CHECKED
JS/DN	MKEC	BT

NO.	REVISION	DATE
1	CITY COMMENTS	06/27/2026
0	ISSUED	07/23/2026

SHEET NO.
1 OF 1

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P:\PROJECTS\2025\2502010879_BLOCK_5700 BROADMOOR MULTIFAMILY\04 SURVEY\DWG\PLAT\2509879_04_FINAL PLAT REVISED 2026-06-26.DWG

SUSTAINABLE MISSION

Making a sustainable difference in Mission, Kansas

Thank you for your interest in the City of Mission, Kansas Sustainability Scorecard. The Sustainability Commission has developed this scorecard for prospective development projects. This is a voluntary program that seeks to reward those making sustainable choices in new construction, redevelopment, or renovations.

It is a way to capture considerations taken into account through project design and construction that go above and beyond minimum Building Code. We have used the scorecard with projects like:

- The Mission Gateway Development,
- The Cornerstone Commons development at Johnson Drive and Barkley Street,
- The EPC Mission Trails project on Johnson Drive, and
- The Martway Apartments project.

Once you go through the scorecard document and the supplemental information, we would invite you to score your project to the best of your judgement, and then come to a Sustainability Commission meeting to talk through your scoring. The priority is to have a dialogue between you and the Sustainability Commission members, with you sharing your decision making. We will benefit from hearing you explain when implementing some of these criteria makes sense, and if it doesn't, the reasons why not. To the extent that the conversation may lead you to consider enhanced sustainability measures, all the better.

Following a presentation from you or someone from your team, the Sustainability Commission will review your scoring, and then forward its comments and/or recommendation to you and to the Planning Commission. If a project scores high enough, the Sustainability Commission will award Sustainable Mission certification at one of four levels: Bronze, Silver, Gold or Platinum.

There is no binding authority in this process, just an additional opportunity for community involvement in the context of our sustainability values.

We have seen the scoring summarized in a simple letter format, in a slide presentation, and we have seen a more formal design piece that addressed each set of criteria, so the format of how you share the information with the Sustainability Commission is up to you.

The group meets the first Monday of each month, at 6:30 p.m. at City Hall. We would be happy to coordinate a date with you, based on the progress of your project and when your schedule allows.

Emily Randel, assistant to the city administrator, can assist with questions at erandel@missionks.org or 913-676-8368.

Thank you very much,

Mission Sustainability Commission
6090 Woodson Road
Mission, KS 66202

SUSTAINABLE MISSION
Making a sustainable difference in Mission, Kansas

Project: Foxridge North MF
Expected completion: TBD
Project Team: BRES, NSPJ, MKEC

Building Scorecard (Revised December 2018)

Please complete all sections that are applicable to this project. Check any boxes for areas that apply to the work, and use the blank area to explain further. You may also assign point totals for each section; though these will be reviewed and a final score determination will be made by the Mission Sustainability Commission. Additional explanations and clarifications for each item can be found in the building scorecard supplemental document.

1. Will this project pursue any sustainable building certifications? Include rating details.

The project plans to pursue a Green Globe rating of 2. The descriptions of the proposed sustainable elements below are what is currently being evaluated for the project, although these may adjust upon further research and documentation.

2. Site Development, Land Use, Location and Transportation Impact

■ a. Pre-design site assessment	□ b. Preserve natural resources	■ c. Manage storm water
□ d. Landscape irrigation	□ e. Manage plants/ vegetation	■ f. Manage soils/ erosion control
□ g. Site waste management	■ h. Walking/ bicycle paths	■ i. Bicycle storage
□ j. Changing/ shower facilities	■ k. Carpool/ car share	□ l. EV charging
■ m. Bus access	■ n. Heat island mitigation	■ o. Reduce light pollution

Baseline site conditions will be assessed to evaluate sustainable options and inform site design. Added walking/bicycle paths and connect to existing trail system on west and park on east. Long term bike storage and repair facilities will be incorporated in the garage as well as short term bicycle parking along Broadmoor. Dedicated parking spaces for ride sharing companies will be incorporated. Charging stations will be provided for a percentage of spaces. Close proximity to bus routes. High reflectance roof and hardscapes will be incorporated. Exterior lighting will be selected that limits up lighting and light trespass. A drainage report addressing the increased/redirected runoff has been provided to the City, and an ADS StormTech Isolator Row will be utilized to treat and reduce stormwater contaminants leaving the site

Points scored - 13 out of **20**

3. Materials and Resource Use

□ a. Reuse existing building	■ b. Construction material management
■ c. Construction waste management	■ d. Sustainable/ local materials
■ e. Occupant waste management	■ f. Occupant recycling/ composting

Contractor will comply with product instructions for storage and handling. A construction and demolition waste management plan will be developed and implemented. Environmentally preferred products will be sourced. Locations and signage for occupant recycling collection areas will be incorporated.

Points scored - 16 out of **20**

4. Energy Conservation, Efficiency, and CO_{2e} Emission Reduction

■ a. Energy Modeling	□ b. CO_2e modeling	■ c. Energy metering/ monitoring
□ d. Automated demand response	□ e. Building envelope/ insulation	■ f. Mechanical systems
□ g. Electrical/ lighting systems	■ h. Appliances/ equipment	□ i. Onsite renewable energy
■ j. Refrigerant management	□ k. Control air pollution	

Energy modeling for building will be conducted. Meters will be installed that measure all building energy consumption and install electricity meters for each unit. No CFC based refrigerants in HVAC systems will be used. Energy Star compliant appliances will be provided.

Points scored - 9 out of **20**

5. Water Conservation and Efficiency

■ a. Water metering ■ b. Fixtures/ fittings □ c. Appliances/ equipment
■ d. HVAC water use □ e. Water treatment devices ■ f. Reduce irrigation
□ g. Rainwater □ h. Graywater

Water meters that measure total potable water usage will be installed. Low flow fixtures will be selected. Landscaping with native plants will be incorporated to reduce irrigation needs.

Points scored - __10__ out of **20**

6. Indoor Environmental Quality and Comfort

■ a. IAQ management plan ■ b. Air handling filtration ■ c. Increase ventilation
■ d. IAQ during construction □ e. Thermal comfort □ f. Indoor pollutant control
■ g. Material emissions control ■ h. Acoustics □ i. Daylighting/ views
■ j. Accessibility/ Community for All Ages

Materials with low VOC content will be selected. Wall, floor ceiling assemblies will have a minimum STC of 50. Accessibility elements will be incorporated and comply with ADA requirements.

Points scored - __14__ out of **10**

7. Commissioning, Operations, and Maintenance

■ a. Inspections ■ b. Mechanical commissioning ■ c. Energy commissioning
□ d. Building controls systems ■ e. O+M documentation ■ f. Maintenance staff training

Operation and Maintenance manuals will be provided to owner at completion of construction.

Points scored - __17__ out of **10**

8. Additional Comments

Any additional sustainable attributes that will be incorporated in this project.

Contractor training on green aspects of the project will occur. Developing project on previously developed land. Site location is in proximity to surrounding density, which will increase walkability. Compact development (greater than 30 units/acre), reduces impact on environment. Access to open space (adjacent park). Radon resistant construction will be incorporated. No tobacco smoke will be allowed in common areas, private balconies, or within 25 feet of entries.

Bonus Points (if applicable, 5 maximum) - __3__

Total Points Scored - _____82_____ out of **100**

Rating Achieved - _____ (Bronze 20-39, Silver 40-59, Gold 60-89, Platinum 90+)

SUSTAINABLE MISSION
Making a sustainable difference in Mission, Kansas

City of Mission, Kansas Sustainability Commission Building Scorecard – Supplemental Document

This scorecard is a way to encourage projects to consider sustainability throughout the entire lifecycle of a building. It is designed with the 2015 International Green Construction Code (IgCC) in mind, and is meant to reward voluntary efforts to make projects more sustainable than currently required. It is a project of the Mission Sustainability Commission, an advisory body to the City Council that aims to be a good steward of natural resources, make Mission, Kansas a desirable community, be advisors to the City Council, and increase visibility of sustainability in our community. This supplemental document provides some definitions and further explanation related to the Mission Sustainability Commission Building Scorecard. The scorecard is intended for developers, architects, builders, building owners, tenants, or anyone wishing to be more sustainable. This scorecard can be a helpful guide for anyone pursuing new construction, renovation, or upgrading a few light bulbs.

Although this can be a helpful resource, it is not intended to be an all-inclusive guide. Please see the additional resources section at the end of this document for links to further information.

How to Complete the Scorecard

We encourage users to check all boxes applicable to the project. The goal is to reward buildings that surpass minimum building code requirements and incorporate sustainability. In the commentary section, include a description of the features/strategies, and whether they fall short, meet, or exceed code requirements. If the project includes any attributes that are not included in this scorecard, describe them in detail in the additional comments section.

1. Sustainable Building Certifications

Note if this project is pursuing any sustainable rating including IgCC, LEED, WELL, ASHRAE 189.1, Green Globes, EnergyStar Building, ICC-700, etc. Include details of which rating system and the level/score the building will achieve. See additional resources at the end of this document.

2. Site Development, Land Use, and Location, and Transportation Impact

Each building should consider how its location, natural geography, and occupant access are encouraging sustainability. Additional details on many of the items are available in the most current International Green Construction Code.

a. Pre-design site assessment – Projects could take an inventory of the building site baseline conditions including areas to protect, native plants/ trees, invasive species, terrain/ topography, hazard areas, storm water hydrology, and site features to be preserved. Make a plan to minimize the negative effects of altering the site.

b. Preserve natural resources – Any site near flood hazard areas, surface water bodies, wetlands, conservation areas, parklands, agricultural land, or previously undeveloped land, could limit the disturbance of these natural resources. In the comments, please explain what natural resource is present, and how this project aims to preserve that portion of the site.

c. Manage storm water – Projects could consider how this project will address the increased/redirected runoff and water contaminants like coal tar. The project could identify a water management system for rain events, snowmelt, etc.

d. Landscape irrigation – To reduce potable water use, projects could limit the amount of irrigation required for site landscaping. This can be accomplished by using native plants which require less watering, and designing a more efficient irrigation system. Irrigation systems could be installed to aim away from building/ pavement, create less overspray, incorporate smart controls/ sensors, group plants of similar water needs, include pressure regulators, and include efficient nozzles. Decorative fountains and water features should be designed to limit water usage by recirculating, treating, and limiting evaporation of water. Creative solutions may involve using collected rainwater for site water use.

e. Manage plants/ vegetation – Projects should preserve existing vegetation, protect trees, eliminate invasive species, and landscape with native plants. Plants depend on good soil, therefore managing soils goes hand-in-hand with managing vegetation.

f. Manage soils/ erosion control – Projects should protect the topsoil, limit importing soil, prepare and restore the soil nutrients, and stabilize the earth to prevent erosion. Erosion could occur during construction and throughout the lifecycle of the building. Go beyond the standard erosion control requirements.

g. Site waste management – Projects should avoid depositing site waste, such as land clearing debris, vegetation, or previous hardscape materials from the site into the land fill. Waste could be diverted from the traditional waste stream by reusing, recycling, composting, or upcycling. In the comments, describe any site waste that will be removed for this project and where it will go.

h. Walking/ bicycle paths – Projects could incorporate paved walkways and bicycle paths to encourage pedestrian and bicycle access to existing paths/ infrastructure. IgCC requires at least one independent path for bicycles, strollers, pedestrians and other non-motorized locomotion connected to a building entrance and a street or existing walkway/ bicycle path. Include a description or site plan showing the location of the paths.

i. Bicycle storage – Projects could provide long-term and short-term bicycle storage with adequate accessibility, lighting, space, and location near a building entrance. Describe the location and number of spaces of bicycle storage provided for this building.

j. Changing/ shower facilities – If building occupants have access to a changing/ shower facility, this could encourage pedestrian and bicycle commuting.

k. Carpool/ car share – To decrease energy use of accessing a building or commuting, the site could encourage carpooling or car sharing through methods like parking spaces reserved for high occupancy vehicles. Companies such as Zipcar or CarToGo provide occupants an opportunity to borrow a car.

l. Electric Vehicles – Projects could provide preferred parking and/or charging stations for low-emission, hybrid, and electric vehicles.

m. Bus access – Projects could encourage building occupants to access bus transit by locating the nearest bus stops and providing convenient pathways to encourage people to use the bus and alternative transportation.

n. Heat island mitigation – Temperatures can be significantly warmer in cities than in surrounding rural areas due to the heat island effect. To reduce the heat island effect, a building could consider hardscape materials, light reflectance, shading by structures, shading by trees, pervious pavement, solar reflective roof coverings, and vegetative roofs.

o. Reduce light pollution – Exterior lighting could be designed or installed to limit up-light, light trespass, and glare. Solutions include proper fixture selection, efficient layout, and automated controls. Consider reducing lighting of facades and areas beyond the site boundary.

3. Material And Resource Use

Building materials should be sustainable. Conserving material resources involves material selection, recycling, reuse, renewability, limiting toxicity, and durability, including resistance to damage caused by moisture. Consider the life cycle of materials, transportation, and waste material.

a. Reuse existing building – It is beneficial to reuse existing buildings to limit demolition waste. Buildings can be reused in total, or materials can be reused on new projects.

b. Construction material management – Most products have specific instructions for storage and handling. Instructions generally include moisture control, temperature regulations, and stacking instructions. Care should be taken to not let products be damaged in order to prevent wasting materials and reduce the chance of mold growth.

c. Construction waste management – Projects could develop a construction material and waste management plan to recycle or salvage construction materials and waste.

d. Sustainable/local materials – Projects could select materials that are sustainable and local. In addition, materials should be free from harmful chemicals such as lead, cadmium, and mercury. Material selection could include used/ reclaimed materials or content that is recycled, recyclable, bio-based, sustainably sourced, rapidly renewable, or indigenous. Alternatively, projects could undertake whole building life cycle assessments or provide environmental product declarations.

e. Occupant waste management/ recycling/ composting – Recycling areas could be provided for occupants after the building is completed. Describe the services offered, location of collection areas, and signage.

4. Energy Conservation, Efficiency and CO_2e Emission Reduction

Energy and atmosphere are perhaps the most common items considered in sustainability. There are many building attributes that work together to achieve energy efficiency. The items below should all be considered to reduce energy consumption, install efficient systems, and utilize renewable energy when possible. Consult the International Green Construction Codes for additional specific information for these items.

a. Energy modeling – Energy modeling uses computerized calculations to predict the energy consumption of a building due to a wide variety of inputs. International Green Construction Codes require a zero energy performance index (zEPI) of 50 or less. The IgCC provides a calculation which compares the proposed performance to a baseline building.

b. CO_2e modeling – Equivalent carbon dioxide (CO_2e) emissions can be modeled in a similar way as energy modeling, by adding the type of energy sources used for a building.

c. Energy metering/ monitoring – To identify where energy is used in a building, it is helpful to install energy meters and sub-meters. These can be used to monitor and efficiently operate loads from many different building systems. By continuously monitoring and reporting, energy meters can identify areas or systems of the building that are operating improperly or inefficiently. By performing simple maintenance, buildings can save money on utility bills. Describe any efforts the project uses to track electric power, gas, liquid and solid fuels as well as heating and cooling as applicable.

d. Automated demand response – Utilities can operate more efficiently if buildings offer to shed energy on peak load days. Enrolling in an automated demand response allows the utility to shift building energy usage to another time to limit additional energy production needed at peak times.

e. Building envelope/ insulation – To conserve energy related to heating and cooling a building, the building façade and insulation should be considered. Shading combines with the insulation performance of all exterior elements (walls, roof, windows, etc.) to create a building envelope. Projects also could seal all windows and doors, and prevent air leakage for the entire building.

f. Mechanical systems – Heating ventilation and air conditioning (HVAC) systems are often the largest consumers of energy in any building. There are many types of HVAC systems, some are more efficient than others depending on the building location and usage. There are federal standards for energy efficiency detailed in the International Energy Conservation Code (IECC).

g. Electrical/ lighting systems - Many strategies exist to reduce the energy used by electrical and lighting systems. Daylight can be used to reduce required lighting during the day. Controls systems and occupancy sensors can turn off interior and exterior lights when they are not required. It is also important to consider all of the electrical plug loads, and what can be done to reduce energy from appliances plugged into electrical outlets.

h. Appliances/ equipment – There are federal requirements for energy efficiency in many appliances. In addition to these federal requirements, ENERGY STAR labelled appliances can reduce overall energy use.

i. Onsite renewable energy – Another way to reduce utility energy is to install renewable energy systems on the project site like solar or wind energy.

j. Refrigerant management – Refrigerants can be detrimental to human health and the atmosphere if they are not used or disposed of properly. It is illegal to use CFCs and HFCs are also bad for the environment. When possible, select natural refrigerants such as water or propane to reduce atmospheric damage. Also, any existing refrigerants should be disposed of properly.

k. Control air pollution – Buildings can pollute the air directly or indirectly by using energy from utilities burning fossil fuels. Buildings should consider reducing air pollution or planting trees to offset releasing CO_2 into the atmosphere.

5. Water Resource Conservation, and Efficiency

Water is a limited resource, and it should be conserved and protected in all buildings. Potable water (suitable for drinking) is a precious commodity that humans require. Items in this section are strategies to decrease water use and increase water quality. Check the International Green Construction Codes for specific examples.

a. Water metering – Water meters track the water usage of a project. If alternative water sources are used (i.e. reclaimed water, well water, or other potable water) each water source could be metered individually. Metering can identify any abnormal conditions in order to correct and prevent wasting water. Water sub-meters can be helpful when there are multiple tenants or pieces of equipment that consume large quantities of water.

b. Fixtures/ fittings – Installing water efficient fixtures can significantly reduce building water consumption. Some fixtures have a WATER SENSE label which is similar to ENERGY STAR for energy efficiency. To reduce water use, consider maximum flow rates for all water fixtures within a building (lavatory, kitchen, drinking fountains, etc.). In addition, automatic or metered fixtures can save water by preventing a fixture from remaining on when not in use.

c. Appliances/ equipment – Many appliances in a building may require a water connection. Projects could consider maximum flow rates for clothes washers, icemakers, steam cookers, and dishwashers. Plumbing design and equipment layout could also focus on conserving water.

d. HVAC water use – The building HVAC system can consume large amounts of water if not designed and installed properly. Any equipment that uses water including condensate drainage, humidification systems, hydronic loops, heat exchangers, and cooling towers should have protections in place to reduce water usage. In addition to reducing water, the HVAC system should maintain good water quality in all systems.

e. Water treatment devices – Any water treatment device should limit the amount of wasted water. Check green building codes for specific requirements for water softeners, reverse-osmosis water treatment systems, and onsite reclaimed water treatment systems.

f. Reduce irrigation – Selecting vegetation and plants that require less irrigation helps to reduce the overall water usage for the entire project. If irrigation is required, ensure that the system is operated efficiently by only watering the necessary areas, and watering at an efficient time of day to reduce evaporation.

g. Rainwater – Collecting rainwater is a strategy to reduce municipal potable water use. Be sure to follow requirements in building codes for storing water and preventing water borne diseases.

h. Graywater – Graywater is water that has been used once and is no longer potable (i.e. water from hand washing sinks), however it may be reclaimed and used for non-potable water requirements (such as irrigation). Reusing graywater is another strategy to reduce overall water usage.

6. Indoor Environmental Quality and Comfort

Human comfort and quality of life has a direct impact on productivity and health. It is important to remember the building occupants for a truly sustainable project. The items below can help create a better interior environment for the building occupants. International Green Construction Codes can provide specific guidance.

a. Indoor air quality (IAQ) management plan – Managing the indoor air quality inside a building starts during construction and continues into occupancy. It is important to have a plan in place before the project begins.

b. Air handling filtration – All air handling equipment should have sufficient filters to clean the air supplied to occupied spaces.

c. Increase ventilation – Indoor air quality can be improved by providing more fresh air to occupied spaces. IgCC requires projects to provide either natural ventilation (operable windows) or increased mechanical ventilation in excess of building code requirements.

d. Indoor air quality (IAQ) during construction – During construction it is important to protect the building and HVAC system from collecting dust and contaminants. It is also important to store construction materials in a responsible way to reduce mold. Check green construction codes for specific ways to do this.

e. Thermal comfort – Human productivity and comfort are affected by humidity and temperature within a space. It is important to provide a comfortable thermal environment and controls for occupants to be comfortable. IgCC requires compliance with ASHRAE 55.

f. Indoor pollutant control – Everyday products can contain many indoor pollutants. Projects should decrease the use of harmful indoor pollutants and locate pollutant sources in enclosed rooms, away from building occupants. Pollutant sources can include printers, copiers, and janitorial rooms.

g. Material emissions control – Choosing materials with low emissions can improve the indoor air quality. Volatile organic compounds are common in many building materials. Check green building codes for prohibitions and limits on volatile organic compounds in composite wood, adhesives, sealants, paints, flooring, and insulation.

h. Acoustics – Another factor that contributes to indoor environmental quality is sound. Productivity depends on good speech communication and limiting distracting noises. Projects could consider sound transmission, mechanical system noise, structure borne sound, and sound absorbing room surfaces.

i. Daylighting/ views – Occupants benefit from natural sunlight and being able to see outdoors. Consider access to windows or glazing that allow views for as many occupants as possible.

j. Accessibility/ community for all ages – Consider all people that may be occupants of your project site and building. Projects could also consider how they contribute to the Mid-America Regional Council's Communities for All Ages initiative. City of Mission participates in this program.

7. <u>Commissioning, Operations, and Maintenance</u>

It is important to check building systems to ensure they are working efficiently. Commissioning is a process to verify that all building systems are operating as intended. To maintain efficiency throughout the lifecycle of the building it is important to perform routine maintenance and ensure the building is operating properly.

a. Inspections – An independent commissioning agent can verify that all systems were installed correctly and meet the project requirements in all of the sections above. Consider a special inspection and commissioning report by an approved agency before building occupancy.

b. Mechanical system commissioning – Commissioning can be considered "fine-tuning" to ensure the building HVAC system is functioning at peak efficiency. Mechanical systems commissioning includes measuring the occupied spaces and each piece of mechanical equipment to verify proper operation. Check green construction codes for a list of mechanical items that could be commissioned.

c. Energy system commissioning – Similar to mechanical system commissioning above, energy system commissioning ensures that electrical generation and distribution systems are operating properly to ensure energy efficiency.

d. Building controls systems – Automated control systems can be a great benefit to controlling equipment and operating a building efficiently. However, they must be checked to ensure they are programed and installed correctly, or the outcome may be negative.

e. Operations and maintenance (O+M) documentation/ schedule – It is important for the owner or project manager to have access to important information related to operations and maintenance to keep the building functioning efficiently. Green construction codes require a user manual for each building system, and record documents be provided to the owner.

f. Maintenance staff training – The maintenance staff can be a huge factor in whether a project achieves its sustainability goals or not. Consider maintenance documentation to help the staff keep the project operating properly.

8. Additional Comments

This section is meant to address any sustainable building elements that do not fit neatly into the categories above. Please describe any items this project incorporates that contribute to a more sustainable community. This could include description of the design team and integrative process, building orientation decisions, community gardens, access to local food/ farmers, markets, increased durability, reduced maintenance, incorporating open outdoor space, occupant sustainability training/ education, increased occupant comfort, carbon monoxide alarms in every space, community engagement, or involvement with programs such as Community for All Ages, Walk/Bike/Ride KC, or Smart Growth. But don't feel limited to those, either. Document anything that improves the economy, people of our community, and/or the natural environment.

This is your chance to highlight any sustainable attributes that this scorecard does not cover. Feel free to attach additional documentation or narratives to add further detail for any comments that do not fit in the comments section.

Green construction codes and other sustainable rating systems

- International Green Construction Code (IgCC) 2015
  The IgCC is the first model code to include sustainability measures for the entire construction project and its site — from design through construction, certificate of occupancy and beyond. The new code is expected to make buildings more efficient, reduce waste, and have a positive impact on health, safety and community welfare.
  https://www.iccsafe.org/codes-tech-support/international-green-construction-code-igcc/international-green-construction-code/

- Leadership in energy and environmental design (LEED)
  LEED, or Leadership in Energy and Environmental Design, is the most widely used green building rating system in the world. Available for virtually all building, community and home project types, LEED provides a framework to create healthy, highly efficient and cost-saving green buildings. LEED certification is a globally recognized symbol of sustainability achievement. There are several different rating systems (Building Design and Construction, Interior Design and Construction, Building Operations and Maintenance, Neighborhood Development, and Homes). Projects can achieve awards of certified, silver, gold, or platinum based on meeting prerequisites and a certain number of credits in each rating system.
  https://new.usgbc.org/leed

- ENERGY STAR Buildings
  ENERGY STAR is the simple choice for saving energy in buildings and plants. Buildings receive a percentile score from 1 to 100 based on energy usage compared to similar buildings across the country. To be eligible for ENERGY STAR certification, a building must earn an ENERGY STAR score of 75 or higher, indicating that it performs better than at least 75 percent of similar buildings nationwide.
  https://www.energystar.gov/buildings

- Green Globes
  Green Globes offers a different approach: one that provides in-depth support for improvements ideally suited to each project. Building owners and facility managers know their buildings and operations better than anyone else. We respect and leverage that knowledge with personalized assistance to produce best practices in sustainable design, construction and operations. Incorporating third-party assessors available throughout the certification process, we forge a partnership that allows experienced green building project teams to shine and reduces the learning curve for those new to green building. The building gets a rating from 1 to 4 globes.
  https://www.thegbi.org/green-globes-certification/

- ASHRAE 189.1
  ASHRAE is the American Society for Heating Refrigeration and Air Conditioning Engineers. Standard 189.1 provides total building sustainability guidance for designing, building, and operating high-performance green buildings. From site location to energy use to recycling, this standard sets the foundation for green buildings by addressing site sustainability, water use efficiency, energy efficiency, indoor environmental quality (IEQ), and the building's impact on the atmosphere, materials and resources. Standard 189.1 is a compliance option of the International Green Construction CodeTM (IgCC).
  https://www.ashrae.org/resources--publications/bookstore/standard-189-1

- ICC/ASHRAE 700-2015
  The ICC/ASHRAE 700-2015 National Green Building Standard™ (NGBS) is the first residential green building standard to undergo the full consensus process and receive approval from the American National Standards Institute (ANSI). A residential building can achieve bronze, silver, gold, or emerald rating.
  https://www.nahb.org/en/research/nahb-priorities/green-building-remodeling-and-development/icc-700-national-green-building-standard.aspx