

STAFF REPORT

Planning Commission Meeting: March 22, 2021

Application: RZ21-0004: Rezoning from CTY RUR (County Rural) to M-2

(General Industrial)

Location: Southeast of the intersection of Hedge Lane and 167th Street

Owner: Tom Vankiersbilck and Mike Dusselier

Applicant: Clay Vanice, Jones Development Co.

Engineer: Mick Slutter, Renaissance Infrastructure Consulting

Staff Contact: Zachary Moore, Planner II

Site Area: 11.6± acres Proposed Parking Lot, Surface, as

Use: <u>Principal Use</u>

Plat: <u>Unplatted</u>

Existing Zoning: CTY RUR Proposed M-2 (General Industrial)

Zoning:

	Plan Olathe Land Use Category	Existing Use	Current Zoning	Site Design Category	Building Design Category
Site	Industrial Area	Vacant (proposed parking lot)	CTY RUR (proposed M-2)	6	N/A
North	Employment Area	Industrial Warehouse	M-2	5	E
South	Secondary Greenway	Vacant (County)	CTY RUR	-	-
East	Industrial Area	Industrial Warehouse	M-2	-	-
West	Secondary Greenway	Vacant (County)	CTY RUR	-	-

1. Proposal

The applicant is requesting approval of a rezoning from CTY RUR (County Rural) to M-2 (General Industrial) District with a preliminary site development plan for FedEx Olathe – Project 3. The subject property is located south of 167th Street just east of Hedge Lane.

The existing FedEx facility is immediately adjacent to the east of the subject property and there will be a private driveway connection between the existing site and proposed truck parking lot. Access to the new parking lot is only via the existing the driveway on 167th Street and no new entrances along 167th Street are proposed.

The applicant is proposing to add a parking area to accommodate an increase in shipping demand as there has been an E-commerce increase in the past several years. In order to develop this lot for the primary use of a parking area, the site must be rezoned to the M-2 District which allows for surface parking lots as a single, primary land use.

A preliminary site development plan is included with this rezoning request, as is required by Unified Development Ordinance (UDO), Section 18.40.090. The preliminary site development plan includes a 235 stall parking lot for truck trailers that will connect to a private drive internal to the existing FedEx property at its northwest corner. Landscaping has been provided around the exterior of the entire parking lot in excess of UDO requirements. No waivers are being requested with this application and staff is supportive of the request to rezone the subject property to the M-2 District and the preliminary site development plan.

2. History

The 11.6-acre subject property was annexed in March of 2021 along with another tract of land located south of the existing facility which is also on this agenda for a rezoning (RZ21-0005). The adjacent FedEx facility was annexed in September 2014 and was rezoned to the M-2 District in November 2014. This 11.6-acre tract will be an extension of the FedEx facility operations by providing needed parking for Ecommerce and shipping area. There have been no previous development proposals on the subject property which is currently vacant.

3. Existing Conditions

The property has historically been used for agricultural purposes and have never been developed. A stream runs just past the southern and western property line and a portion of the site lies within the future floodplain.



View of site looking southwest from 167th Street



Aerial view of subject property, outlined in red

4. Zoning Standards

a. <u>Land Use</u> – The applicant is seeking a change of zoning to the M-2 District to allow for a surface parking lot to be developed as the primary use of this site. Other uses included in the M-2 District include industrial uses such as distribution, warehousing, storage and manufacturing.

The site is designated as Industrial Area on the PlanOlathe Future Land Use Map, with a small portion to the south designated as Secondary Greenway. The land use proposed and the land uses allowed in the M-2 District are compatible with the Industrial Area designation, which calls for industrial uses such as manufacturing, assembly, warehousing, and distribution. There are no use restrictions proposed or recommended with this proposal.

- b. <u>Setbacks</u> Parking and paving areas for developments in the M-2 District must be set back a minimum of 30 feet from street right-of-way and a minimum of 10 feet from other property lines. The proposed development meets all setback requirements established in the UDO. In addition to the required setback from the street right-of-way, a black, vinyl-coated, chain link fence is proposed 15 feet from the curb around the perimeter of the parking lot.
- c. <u>Open Space</u> Development in the M-2 District is required to provide a minimum of 15% open space. The proposal will provide 43% open space, exceeding this requirement.

5. Site Design Standards

The subject property is designated as "Industrial Area" on the Future Land Use Map of the PlanOlathe Comprehensive Plan and is therefore subject to **Site Design Category 6** (UDO 18.15.130). The following is a summary of the site design requirements:

- a. <u>Parking Pod Size</u> Development in Site Design Category 6 permits a maximum of 320 parking stalls in one parking pod. The proposed parking lot included with this preliminary site development plan includes 235 truck parking stalls and is therefore compliant with this requirement.
- b. <u>Drainage Features</u> Development subject to Site Design Category 6 with open drainage and detention areas visible to the public must incorporate those features as an attractive amenity or focal point. All new drainage and detention areas on the site will not be visible to the public, as they will be located south of the proposed parking lot.
- c. <u>Landscaped Buffer Area</u> Landscape buffer standards apply to developments that are subject to Site Design Category 6 when adjacent to an arterial street. The subject property is adjacent to 167th Street to the north, and the proposal includes a 50-foot setback from the street right-of-way to the northern curb of the parking lot. This setback area includes landscaping that will have a minimum of 70% porous surface and a minimum 50% planted material, compliant with this requirement.

6. Building Design

There are no buildings proposed with this preliminary site development plan, and therefore, no building design standards apply. If a guard shack or other structure is proposed in the future, it must comply with the City's applicable building design standards.

7. Development Requirements

- a. <u>Site Access</u> Access to the subject property will be provided from an internal drive within the existing FedEx facility. A spur from this drive will extend west to the proposed parking lot. No new curb cuts will be created along 167th Street to the north.
- b. <u>Landscaping</u> Landscaping will be provided throughout the site in excess of UDO requirements. A 50-foot buffer will be provided along 167th Street, an arterial street, and will provide plant material in excess of the landscaping requirements of UDO, Section 18.30.130. Perimeter landscaping will be provided with 10-foot wide Type 1 buffers along the western and southern property lines, compliant with UDO requirements.
- c. <u>Parking</u> Parking requirements for express and shipment facilities are required to provide a minimum of 1 parking stall per 1,500 square feet of building square footage. The existing building on the property to the east is approximately 305,859 square feet in size, and therefore requires a minimum of 204 parking stalls. The original proposal included 483 parking stalls for standard automobiles as well as 193 stalls for trailers and 107 stalls for long trailers. This proposal will add 235 stalls for long trailers to the west of the site. The applicant has stated that the significant increase in e-commerce has heightened the demand for additional truck parking on site.

d. <u>Public Utilities</u> – The subject property is located within the City of Olathe Sewer service area and the WaterOne service area. Two sanitary sewer lines run through the property, one extending from the southeastern portion of the property running northwest. In the center of the property, this sewer line will connect with a sewer line that serves the properties to the north, in the Lone Elm Commerce Center. This sewer line will then flow to the west and northwest, off-site.

8. Neighborhood Meeting and Public Notice

A neighborhood meeting was not required for this proposal, as there is no residential development within 500 feet of the subject property. Public notice was still required and the applicant mailed the required public notification letters to surrounding property owners within 200 feet in the City and 1,000 feet in the County and posted signs on the property per UDO requirements. Staff has not received any correspondence from the public regarding this application.

9. Comprehensive Plan Analysis

The future land use map of PlanOlathe identifies the subject property as "Industrial Area". The M-2 (General Industrial) District aligns with the Industrial Area future land use designation of the property, which are designated for more intensive industrial uses, including manufacturing, assembly, and distribution.

The criteria provided on the following pages are criteria for considering rezoning applications as listed in UDO Section 18.40.090.G.

A. The conformance of the proposed use to the Comprehensive Plan and other adopted planning policies.

The subject property is requesting rezoning to the M-2 (General Industrial) District, which aligns with the future land use map designation of "Industrial Area" in PlanOlathe. PlanOlathe includes policies to achieve economic sustainability and to maintain the character of Olathe while promoting mobility. The proposed rezoning and development plan aligns with the four policies of PlanOlathe listed below:

Policy LUCC-1.1: "Land use proposals should be consistent with the vision of the Comprehensive Plan, as well as applicable local ordinances and resolutions."

Policy LUCC-8.2: "Where a mixture of uses is not appropriate or uses are not complementary, use zoning as a tool to avoid or minimize conflicts between land uses that vary widely in use, intensity, or other characteristics."

Policy ES-1.4: "Support the retention, expansion and entrepreneurial activities of existing local business and maintain a positive business climate."

Policy M-1.8: "Minimize truck traffic on local streets outside of industrial areas."

B. The character of the neighborhood including but not limited to: land use, zoning, density (residential), architectural style, building materials, height, structural mass, siting, open space and floor-to-area ratio (commercial and industrial).

The properties to the north and east are both zoned M-2 and are developed with large industrial warehouse buildings 200,000+ square feet in size. These industrial warehouse buildings are finished with concrete tilt up panels and glass and are both just over 40 feet in height. The industrial buildings are centrally located on each respective lot, each set back over 80 feet from the 167th Street right-of-way.

The properties to the south and west of the subject property are vacant and are currently being used for agricultural purposes.

C. The zoning and uses of nearby properties, and the extent to which the proposed use would be in harmony with such zoning districts and uses.

The properties immediately to the north and east of the subject property are currently zoned M-2 and are both developed with industrial buildings. The properties to the west and south of the subject property are within the unincorporated portion of the County and retain a CTY RUR zoning designation. The proposed M-2 zoning and truck trailer parking lot proposed on the subject property will be in harmony with the existing zoning districts and uses on the nearby properties.

D. The suitability of the property for the uses to which it has been restricted under the applicable zoning district regulations.

The current CTY RUR (County Rural) District primarily allows for agricultural uses and single-family dwellings on 10-acre lots or larger. The location of the subject property along an arterial roadway within the City, in close proximity to large industrial warehouse buildings is not suitable for agricultural uses nor large-lot single-family development.

E. The length of time the property has remained vacant as zoned.

The subject property has retained its CTY RUR zoning designation since 1994 and has never been developed. The property was also recently annexed into the City on March 2, 2021.

F. The extent to which development under the proposed district would substantially harm the value of nearby properties.

The proposed rezoning to the M-2 District and related preliminary site development plan will not detrimentally affect nearby property values. The existing FedEx facility that this rezoning will expand was originally constructed in 2015. Since then, appraised property values of nearby properties have increased each year, per the Johnson County Appraiser's Office.

G. The extent to which the proposed use would adversely affect the capacity or safety of that portion of the road network influenced by the use, or present parking problems in the vicinity of the property.

The proposed addition of the truck trailer parking lot to the west of the existing FedEx property will not adversely impact the capacity of the street network. 167th Street, which the FedEx facility takes access from, is an arterial roadway, and connects to Lone Elm Road approximately ¾ of a mile to the east of the subject property. The subject property is within close proximity to the 159th Street interchange with Interstate 35, and trucks may only access this interchange from the subject property by way of arterial roadways, which are designed to accommodate higher amounts of traffic. The addition of the 235 truck trailer parking stalls will help to ensure that no truck trailers will be parked along City right-of-way, and in addition to the parking area proposed with RZ21-0005, will help avoid any parking problems in the vicinity.

H. The extent to which the proposed use would create air pollution, water pollution, noise pollution or other environmental harm.

The development will follow all regulations and codes pertaining to stormwater, air quality, noise, and other impacts on the environment. The applicant is maintaining a buffer from the stream corridor and is landscaping the site in excess of UDO requirements.

I. The economic impact of the proposed use on the community.

Future development of the subject property will result in an increase of property tax and will provide additional opportunities for employment in the City.

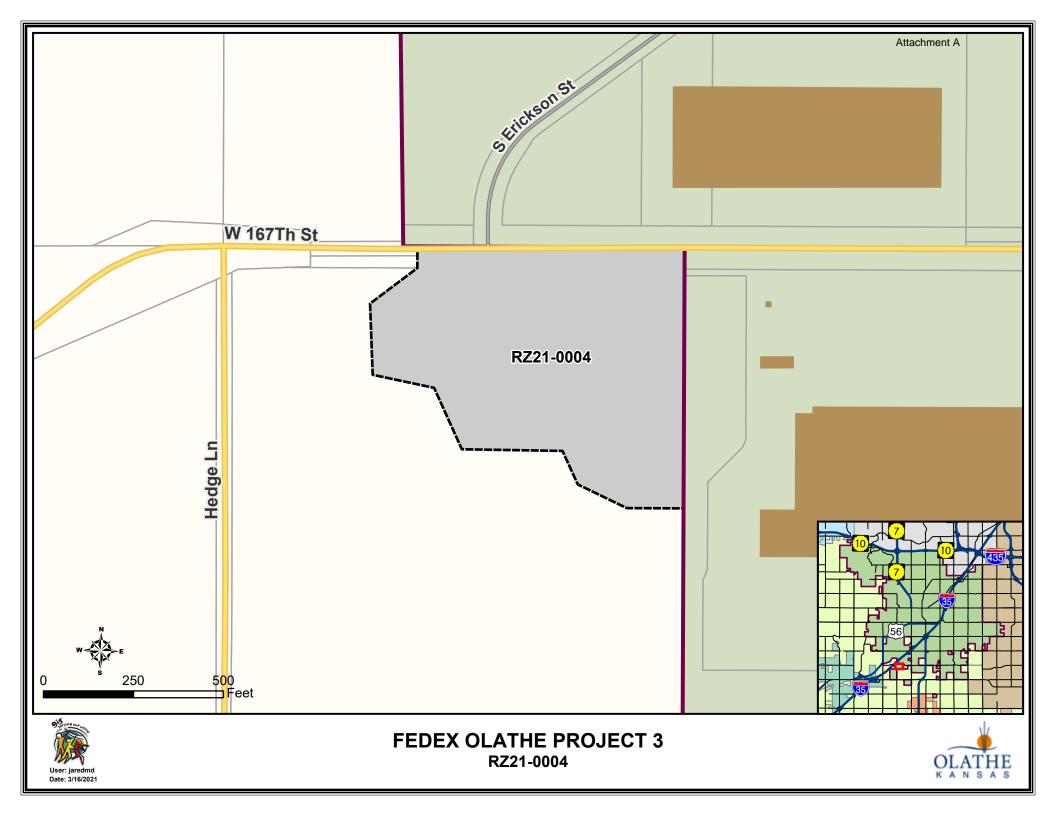
J. The gain, if any, to the public health, safety and welfare due to denial of the application as compared to the hardship imposed upon the landowner, if any, as a result of denial of the application.

If the rezoning were denied, the applicant would be able to develop the property under the terms and regulations of the CTY RUR (County Rural) District, which allows for agricultural uses and large-lot single-family residential. The rezoning of the property to the M-2 District would allow for the development of this parcel as a parking lot to serve the adjacent FedEx facility. The proposed zoning does not negatively impact the public health, safety and welfare as presented.

10. Staff Recommendation

- A. Staff recommends approval of the rezoning to the M-2 District for the following reasons:
 - 1. The proposed development complies with the policies and goals of the Comprehensive Plan for Land Use and Community Character (LUCC-1.1, LUCC-8.2, ES-1.4, and M-1.8).
 - 2. The requested rezoning to the M-2 District meets the Unified Development Ordinance (UDO) criteria for considering zoning applications.

- B. Staff recommends approval of the rezoning to the M-2 District as presented with no stipulations.
- C. Staff recommends approval of the preliminary site development plan with the following stipulations:
 - 1. The following is required prior to issuance of a parking lot permit:
 - a. Final site development plan approval; and
 - b. Final plat approval and recording; and
 - c. Floodplain Development Permit approval; and
 - d. A copy of the Stormwater Treatment Facility Maintenance Agreement must be provided to staff.
 - 2. A final stormwater management report is required with the Final Site Development Plan.



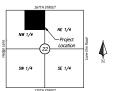
FedEx Ground - Olathe Project 3

Olathe, Johnson County, KS Section 22, Township 14S, Range 23E

Rezoning/Preliminary Development Plans







LOCATION MAP

UTILITY CONTACT INFORMATION

WATER	GAS
City of Olathe	Atmos
1385 S. Robinson, Olathe KS 66061	25090
012 071 0045	012.25

913-254-6321

City of Olathe 1385 S. Robinson, Olathe KS 913-971-9045

Compast Cable

KANSAS ONE CALL 811 or 1-800-344-7233 Attachment A

Sheet List Table Sheet Title C01 Title Sheet C02 Overall General Lavou General Layout C03 C04 C05 Utility Plan Drainage Map C06 Drainage Calculations COS Fresion Control I C09 Frosion Control I C10 Fresion Control III BMP Plan C11 Existing Stream Setback C12 L01 Landscape Plan

All work in public easements and right of way and all erosion control work must comply with the latest edition of the Technical Provisions & Standard Drawings for Roads and Sewers, of the

City of Olathe Johnson County, Kansas, If any general notes conflict with the Technical

Provisions & Standard Drawings for Roads and Sewers, of the City of Olathe, the City of

The contractor shall provide evidence that his insurance meets the requirements of the City of All traffic control shall be in conformance with the Manual of Uniform Traffic Control Devices The contractor is responsible for the protection of all property corners and section corners. Any

property corners and/or section corners disturbed or damaged by construction activities shall be reset by a Registered Land Surveyor licensed in the State of Kansas, at the contractor's

improvements such as curbs, driveways, sidewalks, street light and traffic signal junction boxes, traffic signal loop lead ins, signal poles, irrigation systems, etc. Damaged improvements shall be repaired in conformance with the latest City standards and to the City's satisfaction. The contractor is responsible for providing erosion and sediment control BMPs to prevent sediment from reaching paved areas, storm sewer systems, drainage courses and adjacent properties. In the event the prevention measures are not effective, the contractor shall remove

any debris, silt, or mud and restore the right-of-way, or adjacent properties to original or better

The contractor shall sod all disturbed areas within the public street right-of-way unless otherwise

All public street sidewalk ramps constructed will be required to comply with the Americans with

11 Excavation for utility work in public street right-of-way requires a Right-of-Way Work Permit from

13. Curb stakes and hubs shall be provided at all high points, low points. ADA ramp openings, and

Any existing and/or temporary storm sewer pipes and box culverts to be abandoned in place shall be grouted using a slurry grout mixture meeting a 7-day compressive strength of 100-150

be approved by the City and shall possess adequate flow characteristics to fill all voids.

16. The contractor will be responsible for all damages to existing utilities, payement, fences.

contractor shall be repaired or replaced by the contractor at his expense.

All existing utilities indicated on the drawings are according to the best information available to

structures, and other features not designated for removal. The contractor shall repair all

17. By use of these construction documents the contractor hereby agrees that he shall be solely

responsible for the safety of the construction workers and the public. The contractor agrees to hold the engineer and owner harmless for any and all injuries, claims, losses, or damages

18. The contractor will be responsible for providing all signage, barricades, lighting, etc., as required

temporary traffic control devices will be the contractor's responsibility. All traffic control in

conduction with construction in the right-of-way shall be in conformance with the City Traffic 19. Geogrid, footings, or other elements of retaining wall(s) cannot encroach into the right of way

21. Contractor shall be responsible for obtaining all permits including land disturbance, right-of-way,

24. The Architect shall be responsible for specifying retaining wall block type and color. The contractor shall be responsible for structural design of retaining walls. All retaining wall design

shall be completed by a registered engineer in the State of Kansas. Black Aluminum Fencing

shall be placed on all walls with a height over 30". Modular block walls shall be of color and

for temporary traffic control during the construction of this project. Maintenance of the

20. All building and life safety issues shall comply with the International Fire Code and local

psi. The slurry grout mixture of fly ash, cement, fine aggregate, forming agents and water shall

the engineer; however, all utilities actually existing may not be shown. The contractor shall be

responsible for contacting all utility companies for an exact field location of each utility prior to any construction. All utilities, shown and un-shown, damaged through the negligence of the

12. All work shall be confined within easements and/or construction limits as shown on the plans.

noted on the plans or if specific written approval is granted by the City

Disabilities Act (ADA) and Olathe, Kansas sidewalk details.

on each side of all curb inlets when setting string line.

public easements, or adjacent private property.

hauling, etc., with Public Works prior to construction

finish to be compatible with the building material

22. Contractor shall restore all disturbed right-of-way upon project completion Prior to construction, contractor shall install pre-construction erosion control measures.

amendments as adopted by Olathe, Kansas,

damages at his expense.

the Public Works Department, in addition to all other permits.

The contractor shall be responsible for the restoration of the right-of-way and for damaged

102

Olathe's standards shall override

GENERAL NOTES

Project ntv. KS

Sheet C01

20-0137 Ind - Olathe F ohnson Coun Rezoning/Preliminary

Sheet

astructure

onsulting

NOT FOR CONSTRUCTION

Flood Plain Note: According to the F.E.M.A. Flood Insurance Rate Map Number 20091C0107G, revised August 3, 2009, this tract lies in OTHER AREAS, ZONE X, defined as areas determined to be outside the 0.2% annual chance floodplain and OTHER FLOOD AREAS, ZONE X (Future Base Flood), defined as areas of 1% annual chance flood based on future conditions hydrology. No Base Flood Elevations determined.

PROJECT BENCHMARK:

JCVCN BM 662

Bernsten Aluminum Disk Stamped BM 662, Located on the Southwest corner of bridge at intersection of 167th Street and I-35. From the intersection of 167th Street and Hedge Lane, go West on 167th Street 0.30 Miles to a bridge over

LEGAL DESCRIPTION:

Part of the Northwest Quarter of Section 22, Township 14 South, Range 23 East, in Johnson County, Kansas, more particularly

Commencing at the Northwest corner of said Northwest Quarter; thence North 88°15'01" East, along the North line of said Northwest Quarter, a distance of 539.40 feet to the Point of Beginning; thence continuing along said North line, North 88°15'01" East a distance of 742.53 feet to the Northwest plat corner of VAN DUSS INDUSTRIAL PARK FIRST PLAT, a platted subdivision in the City of Olathe, Johnson County, Kansas; thence South 01°44'43" East, along the West line of said VAN DUSS INDUSTRIAL PARK FIRST PLAT, a distance of 724.33 feet; thence departing said West line, South 88°15'04" West a distance of 157.74 feet: thence North 66°16'14" West a distance of 151.30 feet: thence North 26°23'29" West a distance of 102.40 feet: thence South 88°56'13" West a distance of 279.80 feet; thence North 26°20'00" West a distance of 187.19 feet; thence North 79°57'33" West a distance of 174.36 feet; thence North 04°02'39" West a distance of 198.01 feet to a point on the Southeasterly line of a 66 foot wide easement to Southern Star Central Pipeline, Inc. recorded in Book 9393, Page 234, in the office of the Register of Deeds, Johnson County, Kansas; thence North 51°05'46" East, along said Southeasterly line, a distance of 164.11 feet to a point on the South right-of-way line of 167th Street, as it now exists; thence departing said South right-of-way line, North 01°44'59" West a distance of 60.00 feet to the Point of Beginning, containing 481,735 square feet, or 11.059 acres, more or less.

ENGINEER:

Mick Slutter, PE Kansas City, MO 64108

SURVEYOR:

Kansas City, KS 66103

Tom Vankeirsbilck/ Mike Dusselier

ARCHITECT: Andy Gabbert, PLA 8653 Penrose Lane Lenexa, KS 66219

Vankeirshilck Thomas S Trust Slam D Holdings Inc.

SECTION 22-T14S-R23E Scale 1" - 2000'

Evergy 16215 W 108th Street 913-894-3071

:K	GAS		
f Olathe	Atmos Energy		
S. Robinson, Olathe KS	25090 W. 110th Terr., Olathe KS 66061		

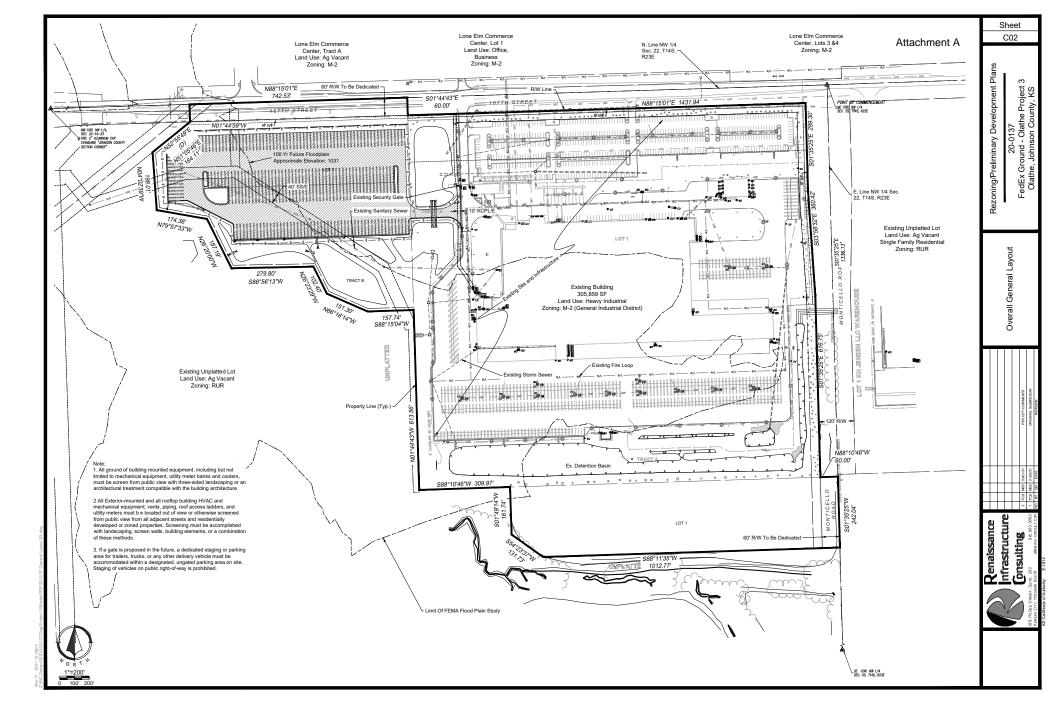
SANITARY & STORM SEWER TELEPHONE

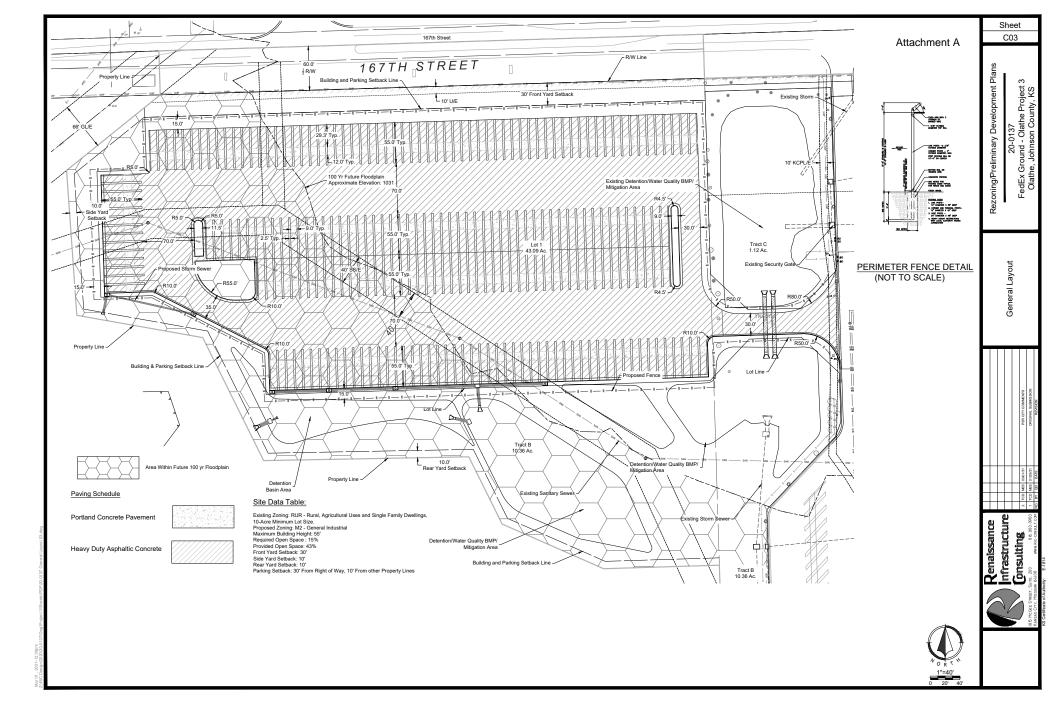
3400 NW Duncan Rd, Blue Springs MO

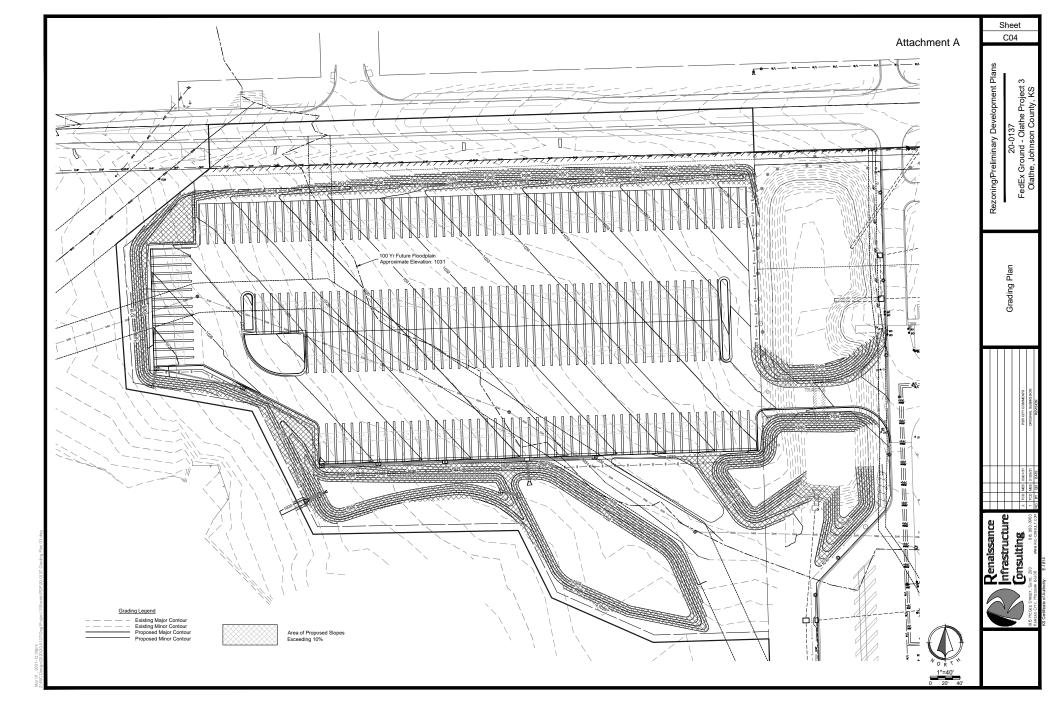
Flectric

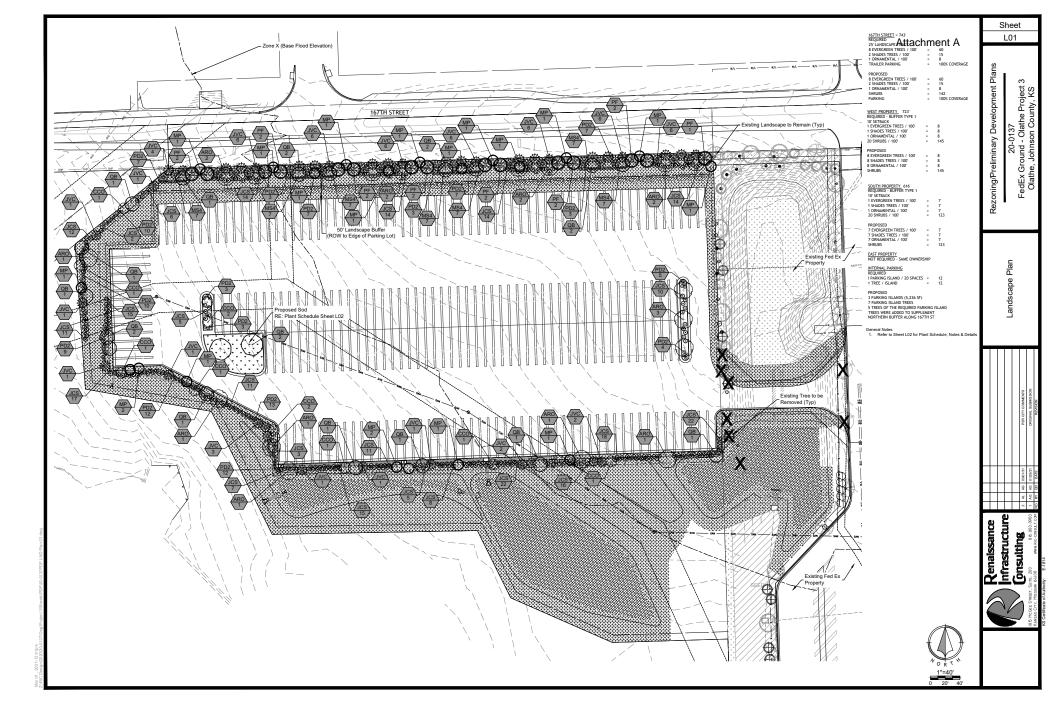
Call 811 before you dig.

The information concerning locations of underground utilities shown hereon which are not visible from the surface, has been taken from the records and field locations of the various utility companies and has not been field verified by this company. These locations are not to be constructed as accurate or exact









LANDSCAPE NOTES:

- CONTRACTOR REQUIRED TO LOCATE ALL LITH ITIES REFORE INSTALLATION TO REGIN
- Contractor shall verify all landscape material quantities and shall report any discrepancies to the Landscape Architect prior to installation
- No plant material substitutions are allowed without Landscape Architect or Owners approval.

 Contractor shall guarantee all landscape work and plant material for a period of one year from date of acceptance of the work by the Owner. Any plant material which dies during the one year guarantee period shall be replaced by the contractor during normal planting seasons.
- Contractor shall be responsible for maintenance of the plants until completion of the job and acceptance by the Owner.
- The developer, its successor and/or subsequent owners and their agents will maintain landscaping on the property on a continuing basis for the life of the
- The property owner will maintain landscape areas in good condition and in a way that presents a healthy, neat, and orderly appearance. This maintenance must include weeding, watering, fertilized, pruning, mowing, edging, mulching or other maintenance, in accordance with acceptable horticultural practices.
- 8. Landscape contractor shall provide a automatic irrigation for all turf and planting areas within the property. Irrigation system shall have it's own separate
- Irrigation systems must be continuously maintained in working order and be designed so as not to overlap water zoned, or to impervious areas.
 No irrigation system will be installed or maintained abutting any public street which causes water from the system to spurt onto the roadway or to strike
- passing vehicular traffic.

 11. All landscape areas must be provided with a readily available water supply with at least one (1) outlet within 100 feet of the plants to be maintained. The use
- of nonpotable water for irrigation will be encouraged.
- 12. All plant haterial shall be specimen quality stock as determined in the "American Standards For Nursery Stock" published by The American Association of Nurseryman, free of plant diseases, posts, and damage, of typical growth of the species and having a healthy, normal root system. Dead plants must be promptly removed and replaced.

 3. Sizes indicated on the plant list are the minimum, acceptable size. In no case will sizes less than specified be accepted
- 14. The height of any plantings used for screening must be at least the height of the equipment it is proposed to screen at the time of planting.
- All shrub beds within lawn areas to receive a manicured edge.
 All shrub beds shall be mulched with 3" of shredded hardwood mulch
- All parking lot landscape islands shall be sodded.
- All sod areas to be fertilized & sodded with a Turf-Type-Tall Fescue seed blend.
- 19. Along street right-of-way, parking areas shall be screened to a minimum height of 3' as measured from the grade of the parking lot or adjacent street curb, whichever is of the higher elevation.
- 20. A minimum of 1/3 of all plantings shall be evergreen species
- 21. All exterior ground or building mounted equipment, including but not limited to mechanical equipment, utility meter banks, and coolers, shall be screened from public view with landscaping or an architectural treatment compatible with the building architecture.
- All exterior-mounted and all rooftop building HVAC and mechanical equipment, vents, piping, roof access ladders, and utility meters must be located out of view or otherwise screened from public view from all adjacent streets and residentially developed or zoned properties. Screening must be accomplished with landscaping, screen walls, building elements, or a combination of these methods.
- 23. All landscape shall be installed per the minimum size stated on the plant schedule. All plants found not to meet this requirement shall be rejected and shall
- be replaced and replanted at no cost to the Owner. 24. Trees shall not be planted within 15 feet of a light pole. All tree locations near utility poles shall be field located to meet this requirement. Trees found to not meet this requirement shall be moved at the cost of the Contractor.
- 25. Trees must not be placed within utility easements, but within adjacent areas that do no conflict with such public easements and meet site landscaping
- 26. Trees. Shrubs and/or Woody plants shall not be planted within 10' of an existing or proposed Fire Hydrant. Planting near Hydrants shall be field located to
- meet this requirement. Plants found to not meet this requirement shall be moved at the cost of the Contractor.

 27. Utilities boxes & transformers shall be 100% screened from Public View at the time of planting. Utility boxes and transformers shown are for coordination only. Contractor shall notify Landscape Architect or Owner of any utilities that are not shown or constructed per plai

Native Grass Establishment Procedure:

1st Year Growth season supplemental watering should be applied which should be 1" of natural or supplemental moisture per week.

2nd Year Growth season supplemental watering should be applied as needed.

3rd Year Growth season should have a large enough root system to withstand occasional drought. Dead plants should be removed, noting location and type and replaced with approved plants at the next appropriate planting season.

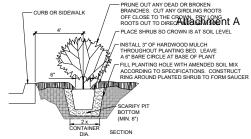
First growing season - mow native areas to height of 6 - 8". Mow additionally every four weeks or as needed to prevent buildup of cuttings and prevent weeds from shading natives. Second and additional growing seasons: mow once at a height of 6" during May to June and once during dormant period (Jan.) mow with a bag or mow and rake off all excess





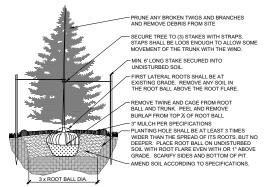


Small Box LITH ITY BOYES SHALL BE OLUSTEDED AS MITCH AS DOSSIBLE TYPICAL UTILITY BOX SCREENING - NTS



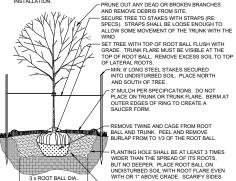
- REFER TO SPECIFICATIONS FOR TOPSOIL BACKFILL MIX.
- CONTRACTOR TO WATER THOROUGHLY AFTER PLANTING INSTALLATION TO BE IN ACCORDANCE WITH PLANTING SPECIFICATIONS

SHRUB PLANTING DETAIL - NTS



EVERGREEN TREE PLANTING DETAIL - NTS

- TREES THAT DO NOT MEET THE SIZE REQUIREMENT WILL BE REJECTED
- TREES SHALL BE INSPECTED BY OWNERS REPRESENTATIVE PRIOR TO



WITH OR 1" ABOVE GRADE. SCARIFY SIDES AND BOTTOM OF PIT.

AMEND SOIL ACCORDING TO SPECIFICATIONS

TREE PLANTING DETAIL - NTS

SECTION

Plai

Development

zoning/Preliminary

Rezoning Application Reasoning for JDC Olathe West Lot

The applicant is requesting rezoning to incorporate this parcel into their existing site to use for trailer parking. This request is due to the increased demand for shipping as more people are having goods delivered directly to their homes. Over the past few years, E-Commerce has seen a large increase. Last year with COVID, people were working from home and not wanting to leave home to shop because of the pandemic. This sped up the increase demand for E-Commerce as well. FedEx sees this trend continuing for the foreseeable future.