

## Anna Will

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**Subject:** FW: Letter: Rezoning, Lone Elm Road, Resonse to Olathe Planning Commission Meeting

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**From:** Beth Reinhart <[clialbeth@gmail.com](mailto:clialbeth@gmail.com)>

**Date:** Friday, August 22, 2025 at 9:27 AM

**To:** Marge Vogt <[MVogt@OLATHEKS.ORG](mailto:MVogt@OLATHEKS.ORG)>

**Subject:** Letter: Rezoning, Lone Elm Road, Resonse to Olathe Planning Commission Meeting

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

August 22, 2025

Dear Mayor Pro Tem Voght:

The purpose of this letter is to ask you to oppose the rezoning from CTY/ RUR (County Rural) District to the M-2 (General Industrial) / C-2 (Community Center) District as well as the preliminary site development plan for the 175th Lone Elm Center on approximately 145.78 acres, located northeast of W. 175th Street and Lone Elm Road.

As expressed in my letter to the City of Olathe Planning Commission, I continue to be concerned about the lack of current street/road infrastructure on Lone Elm and 175th Streets. I am highly skeptical of Linear Logistics as they are not well-suited for the Nottingham Creek neighborhood based on 1) 500 semi-trucks/24 hrs in phase one and 1000 semi-trucks in phase two on 2-lane roads on 2-lane streets and 2) Lineage Logistics quality and safety red flags. Additionally, I was disappointed of the answers to questions that the Olathe planning commissioners asked to the engineering team, the chief community development officer and Lineage Logistics. Here's why:

On August 11, 2025 at the City of Olathe Planning Commission community open forum, when questioned by the commissioners, Chief Developer Engineer Charlie Love stated that Lone Elm's "pavement section is adequate" and it could handle the traffic that the extra 500 or more semi -trucks/24 hrs would present post -development of phase one of the Lineage Logistic project. He stated however he didn't actually know how many layers of pavement the street had as it "had not been cored". Wouldn't this be important to know, if you plan to run more semi -truck traffic, on a 2-lane road that already looks like a patchwork quilt and feels like you are in a covered wagon when you drive over it, particularly in the section close to where this project is to be built?

Lone Elm doesn't have a paved shoulder on the road. There's rocks. Two turning lanes into the property won't cut it.

Before you vote on this rezoning and the Lineage Logistics warehouse plans, please drive both ways on Lone Elm from I-35 to 175th. Feel free to go into Nottingham Creek by the pool to turn around. I suggest you go on M-F in the morning.

At the planning commission meeting we heard loud and clear from Lineage, "We don't own the trucks. We don't control the traffic." **Listen up on that one.** Although the plans include a large area for the trucks to turn into the warehouse, the drivers are required to have an appointment. If they show up late or too early, they wait. And where will they wait? Can they skip the line or do they wait in line? What about the trucks that are "on time" that are lined up behind or in front of the late trucks? I don't see passing lanes inside the facility plans. I saw parking spaces but how do they get to one if they are behind a truck close to the gate check? The gate check is not at the front of the line. It's not at the middle of the line. There will be semi-trucks waiting on Lone Elm. Also, when asked about the additional noise on 175th street with 500 more trucks, the answer from Chief Community Development Officer Dave Anderson was, "there is a city noise ordinance in place and complaints would go to the city police". Another problem for the city to take care of.

And nobody seems to care about the additional exhaust fumes from 500-1000 semi-trucks blowing by the Nottingham Creek neighborhood.

To be honest, a more accurate study (and far less expensive) would be for the Olathe Planning Commissioners and the Olathe City Council members to join the Nottingham Creek Pool Pals on a Monday-Friday from 9AM-10AM and try to carry on a conversation at the pool while swimming. We are a senior group and have been swimming together for several years. It is clear to us that the increase of semi-truck traffic is related to more warehouses, intermodal transportation, and truckers taking a shortcut off of I-35 to avoid the weight scales. The semi-trucks are sailing down 175th street both ways. If you exit our neighborhood to 175th street by the pool, you can do your own truck count while you wait to safely enter the intersection.

I was disappointed that the Nottingham Creek neighborhood was not considered in the planning of placing a large facility with high amounts of anhydrous ammonia across the street. We've been "disappeared" as they say in science fiction. In addition, people enjoying Lone Elm Park and the kids and parents at the softball fields have been "disappeared". The city fire department was not at the meeting but Chief Community Development Officer Chet Belcher and Chief Development Officer Charlie Love had very few solid answers as to how to notify people in Lone Elm Park or /parents/kids at the softball field if there was an ammonia leak. But, Lineage Logistics certainly had an answer in place for evacuation plans for their employees. Lineage Logistics personnel also "laughed off" the possibility of an airplane crashing into the proposed 140 ft tall building, even though in June, 2025 (2 months ago) a plane crashed into the New Century Airport hangar in Gardner, KS.

And then there's those 2-lane roads for emergency services to access in order to address a leak or a fire. Please know that we are so very grateful that the Olathe Planning Commissioners listened to the community for 4 hours. They asked great questions and ultimately sided with the community because the road/street infrastructure is not there for the truck traffic that Lineage is suggesting. Safety is our biggest concern. Please vote "no" for rezoning this property from CTY RUR to M-2 and for the site development plan.

Thank You,

Beth Reinhart  
22213 W 176 Terrace  
Olathe, KS

## Anna Will

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**From:** Bill Coffey <wlcoffey@hotmail.com>  
**Sent:** Tuesday, September 9, 2025 2:23 PM  
**To:** Planning Contact; Anna Will; Jessica Schuller; John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; Matthew Schoonover  
**Subject:** RZ25-0007, Proposed  
  
**Importance:** High

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mayor and City Council Members,

I strongly OPPOSE the rezoning of the land in question and the subsequent construction of a 140 foot tall cold storage facility.

Anhydrous ammonia used near people, homes, parks and schools is DANGEROUS. Lone Elm Road cannot handle 2000 semi-trucks per day.

The facility will set directly on the southern edge of busy Lone Elm Park where children and families play on 8 soccer fields and 5 softball diamonds. An anhydrous ammonia leak at this location would prove deadly if it would occur during busy periods.

A release of 30,000 Lbs of anhydrous ammonia-the amount Linage says is used at this facility- would cover over 3 square miles and likely drift Northeast with the prevailing winds, encompassing schools, businesses, churches and residences on the East side of Hwy 169 and South of 151<sup>st</sup> Street in Olathe.

Stand up for the SAFETY of your taxpayers!

Vote NO on September 16<sup>th</sup>

Thank you for your attention to this important issue.

Bill Coffey

21580 W 177<sup>th</sup> Ct.  
Olathe, KS  
Nottingham Creek Subdivision

## Anna Will

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**From:** Bradley Miller <millerb1969@gmail.com>  
**Sent:** Tuesday, September 9, 2025 8:43 AM  
**To:** Planning Contact; Anna Will; Jessica Schuller; John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; Matthew Schoonover  
**Subject:** RZ25-0007, Proposed Cold Storage Facility

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To Whom It May Concern:

My name is: Bradley J Miller  
I live at: 21557 W 177th Ct, Olathe, KS 66062

I strongly OPPOSE the rezoning of the land in question and the subsequent construction of a 140 foot tall cold storage facility.

Anhydrous ammonia used near people, homes, parks and schools is DANGEROUS. Lone Elm Road cannot handle 2000 semi-trucks per day.

Stand up for the SAFETY of your taxpayers!

Vote NO on September 16th.



## Anna Will

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**From:** caryn truscinski <caryn.truscinski@gmail.com>  
**Sent:** Tuesday, September 9, 2025 12:38 PM  
**To:** Planning Contact; Anna Will; Jessica Schuller; John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; Matthew Schoonover  
**Subject:** RZ25-0007, Proposed Cold Storage Facility

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern:

My name is: Caryn Truscinski  
I live at: 17777 S Roundtree Dr, Olathe, KS 66062

I strongly OPPOSE the rezoning of the land in question and the subsequent construction of a 140 foot tall cold storage facility.

Anhydrous ammonia used near people, homes, parks and schools is DANGEROUS. Lone Elm Road cannot handle 2000 semi-trucks per day.

Stand up for the SAFETY of your taxpayers!

Vote NO on September 16th.

## Anna Will

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**From:** Greg Palkowitsh <palkofam@gmail.com>  
**Sent:** Friday, August 29, 2025 10:55 PM  
**To:** Kevin Gilmore; Matthew Schoonover; Marge Vogt; Robyn Essex; Dean Vakas; lfelter@olathe.org; Planning Contact  
**Subject:** RZ25-0007

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City of Olathe, Ks., City Councilmember,

Topic: RZ25-0007 - Lineage Cold Storage

When my family moved to the KC area 9 years ago from out of state, we wanted to live in a nice small community that had great schools and great jobs. We found the little community of Nottingham Creek in southern Johnson Co, KS. As soon as we drove through the neighborhood, we knew that this is where we wanted to be. Before purchasing a home, we did the research of what school districts the kids would be going to along with the zoning around the area. Everything at the time was zoned for AG. This was great because my wife and I both grew up around AG. I grew up on a farm and worked on the farm for many years growing up.

Never in a million years did we think that we would have to fight tooth and nail to save our little community from large corporations with money and greed, along with a City that seems like it is not looking out for its community members. You are bending over backwards for a large corporation that just recently started making roots in Olathe.

The location of the building site is not ideal for our community for many reasons as many of my neighbors are also bringing these reasons to the table. Some of those topics are, size of the building, the height of the building, the anhydrous ammonia, traffic, the condition of Lone Elm road and the pure investment into a company that has lost billions to their shareholders year over year for the past 5 years.

Height of the Building: 140 feet

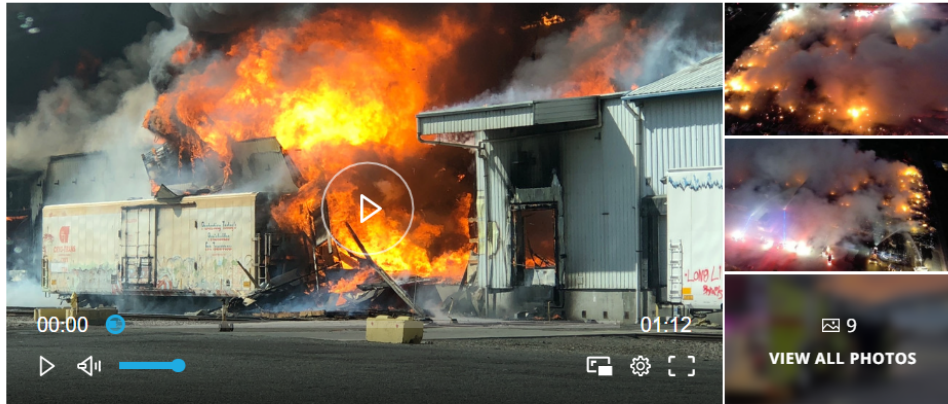
- 
- 
- There is no way to say this is a small footprint and having a tiered approach to the
- building to the south of it to make it more appealing is anything but appealing. From my driveway, I will be able to see 40 ft of this building over the top of the trees. I don't want to see this and neither do any of our neighbors.
- - 
  - 
  - Would you like having this in your front or back yard and see this on a daily basis?
  -
- 
- 
- The building also will sit to the south of a sports complex that holds multiple tournaments
- per year and has many people from out of town attending. Is this building what you want others from other communities to know Olathe for? It also sits south of a city park.



# Fire crews to remain on scene at Lineage Facility Fire for days: What we know

by Aiden Whitaker | Mon, April 22nd 2024 at 1:08 PM

Updated Fri, April 26th 2024 at 11:27 AM



Fire crews had to evacuate and take a defensive position at around 1 p.m. Sunday, while battling the Lineage Fire. (Kennewick Fire Department)

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- What is the root cause of the fire? This should be known and a fix needs to be put in place for all facilities ASAP, so it doesn't happen again.
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- What are the long term effects to human lives from a fire like this and so close to residential homes?
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## Traffic:

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- It has been stated by Lineage during the meeting with the Planning Committee that there
- would be an additional 500 per day, so they stated (1 to drop off and 1 to pick up). So a total of 1,000 per day. Well as we are seeing with the current build down the road this is not the case. The drivers come in, drop off, then they have to leave and
- wait for a call back to go back in and pick up and then leave. So this is a total of 4 trips per day, so a total of 2,000 trips per day.
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- This 2,000 trips per day average on a 24 hour day is 83 trucks per hour or 1.4 trucks per min.
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- This is just for phase 1.
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- 
- Phase 2 will have an additional 695 truck trips but more than likely doubled for in and

- out, so 1,390 trucks in a 24 hour period. This comes to 1 every min.
- - 
  - 
  - With phase 2, we will have a truck every 30 sec headed onto Lone Elm or 175th Street.
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- 
- This does not include the works at the facilities coming in and out 2 times a day.
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  - 
  - 280 works in Phase 1
  - 
  - 
  - 
  - No number given for Phase 2, so probably around 250 - 300
  -
- 
- 
- The proposed trip generation that was provided by the traffic study by the City of Olathe
- states that this Phase 1 would have 4,948 trucks per day, so that would be 3.4 trucks per min. Or 1 truck every 17.65 sec.
- - 
  - 
  - Does this sound safe to you on a little two lane road with no shoulder? It sounds like a death trap to me!
  - - 
    - 
    - I take this road to work and back everyday and I should not have to put my life in this
    - kind of danger because of a facility like this.
    -
- 
- 
- These numbers above do not include all the trucks that are getting off on the Lone Elm exit and traveling down to 175th street and then going west back to the interstate to avoid the weight station. On 8/22/25, I personally followed 7 semis following this route.
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- These numbers also do not include Fedex, the current Lineage facility and the other warehouses that are currently using Lone Elm.
- 

#### Parking:

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- The Lineage facility that is just off of Lone Elm has no parking spots for the trucks
- after they drop off their trailers and are waiting for them to be filled so they can pick them up. These trucks are driving out of the facility and parking on the city street where there are NO Parking Signs up and down the street.



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- 
- The plan has 502 trailer storage stalls and only 30 Tractor/Trailer stalls.
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- 
- 
- So where are the other 262 Tractor/Trailer stalls?
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- 
- On the city streets like the other Lineage facility?
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#### Investing in Lineage:

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- Have you looked at their stocks? They have lost billions over the past few years.
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- There is also a Class Action Lawsuit against Lineage from investors that have invested in Lineage due to Fraud.
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- 
- This does not look like a great partner to partner with. This is not a company that I would invest my own money into and I urge you not to spend my tax dollars on investing into this company anymore.
- 

Thank you for your time and I hope that you do the RIGHT thing in voting NO for RZ25-0007.

Thank you,

Greg Palkowitsh  
22223 W. 176th Street  
Olathe, KS. 66062



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IMG\_4221.MOV



IMG\_4222.MOV



## Anna Will

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**From:** Janice <janice@wild-webs.com>  
**Sent:** Friday, August 22, 2025 5:18 PM  
**To:** Planning Contact; Anna Will; Jessica Schuller; John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; Matthew Schoonover  
**Cc:** Janice Walters  
**Subject:** RZ25-0007 Legal Thoughts regarding proposed zoning for Lineage Facility at 175th and Lone Elm

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To The Olathe City Council and others:

*Thank you for serving the City of Olathe.*

The Proposed Location For The Newest Lineage Facility In Olathe Is A Disaster Waiting To Happen. PLEASE VOTE “NO” TO LINEAGE at 175<sup>TH</sup> Street and Lone Elm Road.

**The location is wrong for this type of facility.** The appropriate place to put a 140-ft tall structure facility using anhydrous ammonia is NOT next door to a beautiful **park with trails and playing fields for families** and within ¼ - ½ mile of a large **neighborhood full of people**. Lone Elm Road cannot safely accommodate 1,000 extra semi-trucks per day. (That’s just phase 1. Phase 2 is even more.)

**The best things you can do when you make a mistake are to learn from it and do your best to not repeat it.** In the Planning Commission Meeting, the Lineage people couldn’t even address what had caused the fire or what they learned in order to prevent another occurrence. That should have been JOB ONE! **Did they learn anything other than to avoid the affected people, raze the destroyed building and start over even bigger in an area that knows nothing about Finley?**

For a week or more now, you have each received notice after notice of the dangers, hazards, cautions, costs and the expected outcome of placing the proposed facility at 175<sup>th</sup> and Lone Elm. This area can’t even accommodate the truck traffic. If one or multiple families get hurt or killed, lawsuits will result – against Lineage and the City – for negligence, personal injury, etc and for violating their responsibility to protect people.

To be clear, this is **not intended to be a threat**. **We are just informing you that we have planned ahead.** We are in close contact with the folks in Finley, many of whom are *still suffering* from the effects of that disaster *16 months later*. We have spent *countless hours*

researching and learning about what happened and what is continuing to take place in Finley. **We are trying to make sure it doesn't happen to the good people of Olathe. We are merely trying to protect ourselves**, our families, our friends and our \$600,000 +/- investments. We have given every City government representative the highlights of the information we have unearthed and we have provided fair notice. We have copied them on the same information we have sent to you. **We want you to have the information you need to make a wise decision.**

We are going to compile this same packet to send to several state and federal agencies. No one will be able to say that Olathe didn't know of the dangers beforehand. This could assist any future lawsuits that may result from broken lives, whether from a structure fire, leaked anhydrous ammonia, or the 1,000 extra semi-trailers on Lone Elm Road each day. We know that a lawsuit never restores a broken family, but it can help hold people accountable for their actions and their votes.

*It sounds like I'm not a nice person. Actually, I'm incredibly nice. **But I believe in researching the facts, making well-informed decisions and protecting people when that is part of my job.***

A friend in the legal field pointed out that if the City of Olathe sincerely believes that the proposed Lineage cold storage facility is in the BEST interests of the city residents, that it is safe and no risk of accident or death, etc., the city would **waive its right to sovereign immunity** for any disasters that result from this project.

**We pray that you vote NO and this facility is located away from where people live and play, in an area that offers the suitable infrastructure to accommodate it.**

**In closing, would you let your daughter, son, husband or wife live in a home that requires an evacuation plan???**

*Thank you for your time and attention.*

*Janice Walters*

*Janice Walters, a resident of KC for 41 years and a resident of Olathe for 10 years.*

21581 W 177<sup>th</sup> St, Olathe, KS 66062      913-909-5248      [janice@wild-webs.com](mailto:janice@wild-webs.com)

## Jessica Schuller

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**From:** Janice <janice@wild-webs.com>  
**Sent:** Friday, August 29, 2025 9:47 AM  
**To:** Planning Contact; Anna Will; Jessica Schuller; John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; Matthew Schoonover  
**Subject:** Live with Integrity and Stay True to Your Own Principles. RZ25-0007

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the Olathe Mayor and the City Council,

First of all, I want to extend my sincere condolences upon the loss of your son. This loss grieves the hearts of our community and we are keeping you and your family in our prayers.

*May we in turn, ask you to pray for our children and our families and do what you can to protect them and comply with the Principles of the Olathe Comprehensive Plan?*

We all believe that **Olathe cares about its children and families and people.**

The current application (RZ25-0007) will result in thousands of people being significantly and negatively impacted – every single day, 24/7. For a high volume semi-truck-intensive type business of this scope and size, 175<sup>th</sup> and Lone Elm is the **WRONG LOCATION**.

To increase the safety and reduce the impact on all of us, **PLEASE, I AM BEGGING YOU**, move it to a centralized industrial location away from people, parks and homes.

The semi-truck traffic, noise, pollution (air and light) and danger in the event of a catastrophic domestic or terrorist attack is too dangerous for this specific location, next to kids and families.

***If the Olathe City Council votes to rezone the northeast area of 175<sup>th</sup> Street and Lone Elm Road for a 140' Lineage facility, right next door to Lone Elm Park and across from people's homes, it will violate at least 9 Principles of the Olathe Comprehensive Plan.***

*Specifically:*

**LUCC-3.2: Link between Transportation and Land Use.** Implement land use plans and programs that support **effective transit, an efficient street system, and alternative transportation modes**. Design the transportation system to accommodate the planned land use pattern....

**LUCC-8.1: Mixture of Complementary Land Uses.** ... Whenever land uses are mixed, careful design will be required in order to **ensure compatibility, accessibility and appropriate transitions between land uses** that vary in intensity and scale.

**HN-1.4: Minimize Spill-over Impacts to Residents.** Protect the **character and livability of established residential neighborhoods** by minimizing spill-over impacts from adjacent commercial areas and incremental expansion of business activities into residential areas.

**M-1.6: Protect Neighborhood Livability.** The **transportation system should serve regional trips, discourage diversion of pass-through traffic into neighborhood collectors and local streets, and minimize traffic volumes on neighborhood collector and local streets**, while encouraging neighborhood connectivity.

**M-1.7: Mitigate Roadway Impacts.** Seek to **mitigate potential impacts on noise and air pollution, public safety hazards and aesthetics through appropriate traffic control, facility design, and design on both public and private property adjacent to the transportation facility.**

**M-1.8: Truck Routes.** **Minimize truck traffic on local streets outside of industrial areas.**

**M-2.2: Transportation and Land Use Compatibility.** ... **Roadways should be appropriately scaled with the density of surrounding development.**

**M-2.3: Regional Transportation Impacts Assessed.** Land use development and/or redevelopment decisions should **consider the effects of off-site regional traffic impacts and those land use assumptions of adjoining jurisdictions.**

*And lastly but perhaps as important because it talks about Consistency with the whole comprehensive plan – not just a portion of it.*

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

**Please vote “no” to Application No. RZ25-0007 for us, the people who have elected you to protect our health, our safety, and our decent way of life.**

*Thank you for your time, attention and hearts as you contemplate what your vote will be.*

**Janice Walters**  
**21581 W 177<sup>th</sup> Ct**  
**Olathe, KS 66062**  
**913-909-5248**  
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## Anna Will

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**From:** Janice <janice@wild-webs.com>  
**Sent:** Tuesday, September 2, 2025 1:00 PM  
**To:** Planning Contact; Anna Will; Jessica Schuller; John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; Matthew Schoonover  
**Subject:** Let Us "Be a Part of the Solution", RZ25-0007

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the Olathe Mayor and the City Council,

From the perspective of "Be a Part of the Solution", I ask for and appreciate a few minutes of your time. We want what is in the City of Olathe's best interest.

The residents of Nottingham Creek and the homes southward aren't naïve. We know we will soon be surrounded by industrial businesses and we know that Lineage is expanding in Olathe. But as residents of the area, who drive on Lone Elm every day, already sharing the unimproved 2-lane road with too many semi-trucks, we want to impress on you that the Lineage facility proposed for Lone Elm and 175th St is **best suited for a different location**.

*In agreement with the planning commission's recommendation, we ask that the Council **not approve the rezoning application** at the meeting on Sept 16, 2025.*

**Our position isn't complicated, unreasonable or over-reactive.** We are people who love our city but there are things about this proposal located NEXT door to a historic park and near hundreds of our homes, that don't sit well and are not appropriate.

1. We don't want to live near a business that **treats national security so lightly** that in trying to convince the Planning Commission that traffic wasn't going to be an issue says "oh, we will know our 80%-client's trucks. We will just WAVE THEM IN." So if a terrorist or suicidal person highjacks a Tyson truck (?), they can all too easily get into the Lineage facility and kill thousands of people. That's actually easier than a mass school shooting, because the leaked gas and the fire do the work for them.
2. We don't want to have to **compete and drive alongside a continuous conga-line of semi-trucks** just to drive to the store, school or work.
3. We don't want to **experience increased lung issues due to the exhaust and particulates** that spew out of thousands of trucks each day that operate 24x7.
4. We don't want to have **to show and explain an EVACUATION PLAN to every guest** that visits our home.
5. We **don't want to have to explain** to our school age children about "Poison Air".

6. We don't want families to have to grieve as they bury a child or family member that gets killed in a **vehicular collision with a semi-truck** on Lone Elm or 175<sup>th</sup> Street.
7. We don't want **to hear constant semi-truck and reefer noise** (moving, idling, braking, and changing gears) from our homes and yards, 24/7.
8. We don't want our **current 911 response time to be drastically increased** because the firetruck, ambulance or police vehicles couldn't get through the semi-truck congestion on Lone Elm.
9. We don't want innocent children playing sports or families enjoying time together in the park to get injured or killed if an **anhydrous ammonia accident** occurs similar to the one in Finley. This one would likely be much worse as the one in Finley was a short building in a rural setting.
10. We don't want to be the homeowners that constantly **see the 140' eyesore structure** from our house or when we drive to the park, schools, shopping, etc.
11. We don't want our **homes devalued** because of the dangers of living so close to a facility that uses anhydrous ammonia.
12. We don't want the new commercial area to be a Community Improvement District (CID) where **WE have to pay an extra 2% tax** to use those businesses. (That's like pouring salt into an already gaping wound.)
13. We don't want to live near a business that should (but doesn't) employ hazmat services and that tells the Planning Commission, "if we have a leak or a fire, **we just walk out and call 911**".
14. We don't want to have to sign up and closely **watch our phones for emergency evacuation notification** for the rest of our lives.
15. We don't want to constantly have to call the police or the city every time Lineage's operation causes **semi-truck traffic** to back up on Lone Elm.
16. We don't want the **City of Olathe's reputation to be tarnished** if/when Lineage has another anhydrous ammonia disaster, especially after all the warnings and signs against allowing it to be put right next to people.

## PLEASE HELP US! IN TURN, WE WILL HELP YOU!

We will step up and actively help you identify other more appropriate alternatives for this area that will far exceed the promised number of jobs without exposing the city and its people to excessive risks and expenses for the city. We can even accept other commercial or industrial businesses, but please don't support and out of town corporation to put one of the busiest possible Industrial Businesses on our already busy street, next to a park, near where we live! If the City Council tells us they are interested, we will help you identify **other revenue generation alternatives** for this property at 175<sup>th</sup> and Lone Elm that would involve less risk, danger and inconvenience for our area.

This area could capitalize on the Legacy of the Santa Fe, Oregon and California Trails and the area's history. A destination museum, a kids learning center, park expansion, grocery store, retail stores, a golf course, an educational trades center, satellite college, apartment building, etc.

**175th and Lone Elm is NOT the best location for this Lineage facility.**

Please use your power and influence to vote “no” to Application No. RZ25-0007 for us, the people who have elected you to protect our health, our safety, and our decent way of life.

*Thank you for your time, attention and hearts as you contemplate what your vote will be.*

**Janice Walters**  
**21581 W 177<sup>th</sup> Ct**  
**Olathe, KS 66062**  
**913-909-5248**  
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## Anna Will

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**From:** Jeff Walters <jeff.walters.111@gmail.com>  
**Sent:** Thursday, August 21, 2025 10:00 AM  
**To:** Planning Contact; Anna Will; Jessica Schuller; John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; Matthew Schoonover  
**Subject:** Facts about the Lineage Facility Fire in Finley, WA

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: [planningcontact@olatheks.org](mailto:planningcontact@olatheks.org)

Subject: RZ25-0007, Facts about the Lineage Facility Fire in Finley, WA

To whom it may concern:

My name is Jeff Walters and I live in the Nottingham Creek Subdivision on the southwest corner of 175th Street and Lone Elm. My address is [21581 W. 177th Ct., Olathe, KS 66062](#). My phone number is 913-780-6533.

Lineage has said that the reason why the Finley, WA fire was so difficult to extinguish was because the building was old and used wood-frame construction.

Part of the building was an older warehouse, but it also had newer sections. The building construction was wood-frame. However, the building - even the older sections - complied with current codes.

Local news reports and statements from officials tell us why the fire was difficult to put out:

1. Hundreds of wood pallets were stored on the backside of the building.
2. The multiple racks of food made it hard for firefighters to get to all the burning material
3. Piles of debris including wood from pallets and product packaging were so well insulated that even pouring millions of gallons of water had no effect.
4. Fire-fighting equipment lacked sufficient reach - even the tallest ladder truck with a reach of approximately 150 feet.
5. Some products, such as the frozen French fries, were coated in oil making it important for fire crews to not just splash water on them.
6. Benton Fire District 1 had trouble getting water to the fire's center because the structure was too unstable to send firefighters in on foot.
7. After the produce melted and molded, the hot weather dried out all the produce helping to fuel any remaining embers.



8. Sprinklers had been activated, and the room temperature water coupled with subfreezing temperatures generated a lot of frozen mist, which looked a lot like smoke, creating a challenge for crews trying to locate the source of the fire.
9. The density of stacked pallets complicated efforts.
10. Once they found the apparent source [of the fire], it was difficult to reach it. The sprinkler system initially was able to contain the fire for a while, but couldn't snuff it out because it was blocked by shelving and stacks of pallets.

The City of Olathe Fire Department has impeccable credentials and they are one of the top ranked fire departments in the entire United States. However, a fire of the type that occurred in Finley, WA is rarely extinguished. They are merely contained until they burn out.

Nothing about the outer shell of the proposed Lineage facility will make it impervious to fires that start inside the facility. The dense, heavily packed racks of wood and plastic pallets, combined with combustible toxic plastic packaging, and containers of prepared foods cooked in oils are fuel for fires.

Many of the same dynamics that made the Lineage facility fire in Finley, WA so difficult to fight will also exist at the proposed facility in Olathe, KS. Lineage, Inc. has made no effort to explain what operational processes and procedures they have changed since the Finley, WA event to resolve these issues.

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## Sources

"Jenna Kochenauer, spokesperson for Benton Fire District 1, said that the cold storage warehouse was full with items such as frozen vegetables on plastic pallets, she said. Hundreds of wood pallets were stored on the backside of the building."

April 22, 2024 07:59 AM

<https://www.firerescue1.com/fireground-operations/wash-firefighters-battle-525-000-square-foot-cold-storage-warehouse-blaze>

"The massive cold storage warehouse held racks of frozen vegetables, including potatoes, corn, peas and carrots. After the fire that started April 21, all that debris turned into mush piled 30 feet high. The 12-acre warehouse is so large it's been hard for firefighters to get to all that burning material."

June 6, 2024 at 2:35 PM

[www.nwnetwork.org/disasters-and-accidents/2024-06-06/finley-warehouse-has-burned-for-7-weeks-benton-county-commissioners-tell-owners-to-fix-it-faster](http://www.nwnetwork.org/disasters-and-accidents/2024-06-06/finley-warehouse-has-burned-for-7-weeks-benton-county-commissioners-tell-owners-to-fix-it-faster)

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"The problem is that it's a 500-foot wide building, 1,000-feet long, roughly," LoParco said. "Even our tallest ladder truck at full threshold only reaches about 150 feet in. So that still leaves 100 feet by 800 feet down the middle that we can't touch."

In addition, the 30-foot pile of debris is incredibly insulated, LoParco said. Firefighting crews have sprayed around 400 million gallons of water on top of one hotspot, he said. Later, crews found completely frozen boxes of french fries deep under the pile.

“Even if we used helicopters, it’s not going to reach down to pallets that are burning inside (the pile),” LoParco said.

Some products, such as the frozen french fries, also are coated in oil, McKay said, making it important for fire crews to not just splash water from a helicopter.

June 6, 2024 at 2:35 PM

<https://www.nwnetwork.org/disasters-and-accidents/2024-06-06/finley-warehouse-has-burned-for-7-weeks-benton-county-commissioners-tell-owners-to-fix-it-faster>

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The building was so large that Benton Fire District 1 had trouble getting water to its center. It considered the structure too unstable to send firefighters in on foot.

June 21, 2024 7:42 AM

Read more at: <https://www.tri-cityherald.com/news/business/article289418280.html#storylink=cpy>

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According to Benton County Fire District 1, the freezers at the warehouse were filled with produce. After the produce melted and molded, the hot weather dried out all the produce helping to fuel any remaining embers.

May 13, 2024 Updated Jan 1, 2025

[https://www.nbcrightnow.com/news/lineage-logistics-warehouse-fire-in-finley-flares-up-due-to-dried-out-produce/article\\_6d8e92f4-00e0-11ef-98fb-4ba38b00b582.html](https://www.nbcrightnow.com/news/lineage-logistics-warehouse-fire-in-finley-flares-up-due-to-dried-out-produce/article_6d8e92f4-00e0-11ef-98fb-4ba38b00b582.html)

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Leaders from Benton County Fire District #1 say they responded to a commercial fire alarm at Lineage Logistics on East Bowles Road, at about 5:15 a.m. where they found a small amount of smoke coming from a large freezer bay. Sprinklers had been activated, and the room temperature water coupled with subfreezing temperatures generated a lot of frozen mist, which looked a lot like smoke, creating a challenge for crews trying to locate the source of the fire. Several pallets in a freezer hallway were found to be burning.

Sun, April 21st 2024 at 3:27 PM

Updated Fri, April 26th 2024 at 11:39 AM

<https://keprtv.com/news/local/evacuations-ordered-amid-ongoing-commercial-fire-in-finley>

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Firefighters spent several hours going through the freezer, which was lined with large racks loaded with plastic pallets of vegetables. The search for where the fire started was made more difficult by mist inside the freezer exacerbated by the fire suppression efforts and the density of stacked pallets, said Kochenauer. Once they found the apparent source, it was

difficult to reach it. The sprinkler system initially was able to contain the fire for a while, but couldn't snuff it out because it was blocked by shelving and stacks of pallets, Kochenauer said. "We could see the fire was creeping up to the ceiling, so they tried access the fire from the roof," she said. After cutting a hole in the roof and pouring more water on it, the wind kicked up and fanned the flames. That was about 12:30 p.m. The firefighters were then forced to retreat to safety and the fire flared and spread.

Updated April 22, 2024 5:25 PM

Read more at: <https://www.tri-cityherald.com/news/local/article287907190.html#storylink=cpy>

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Due to the intense heat, the size, and the fact the building is older in age, other officials on scene said it's likely the burning insulation that was spreading from the initial blaze, creating at least a half dozen wildfires for crews to contend with.

Kochenauer says those wildfires, combined with chemicals inside the facility that almost caught fire, lead to evacuations in the local area that lasted for around 5 hours until firefighters were able to secure the chemicals and gain better control of the dynamic situation. The American Red Cross also set up a shelter for those who were evacuated, but closed shortly evacuation orders were lifted.

Mon, April 22nd 2024 at 1:08 PM

Updated Fri, April 26th 2024 at 11:27 AM

UserWay icon for accessibility widget

<https://keprtv.com/news/local/fire-crews-to-remain-on-scene-at-lineage-facility-fire-for-days-what-we-know>

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About 14,000 pounds of ammonia, which was used as a refrigerant at the frozen vegetable warehouse, was lost in the fire, the Washington Department of Ecology previously told the Herald.

May 2, 2024 5:00 AM

Read more at: <https://www.tri-cityherald.com/news/local/article288195220.html#storylink=cpy>

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"That building's 500 feet wide and because of the structural damage, we can't put anyone inside," says BCFD 1 Deputy Chief Scott Loparco. "We are reaching as far in as we can with our ladder truck and hose lines, but we can't get to the center of it."

Apr 29, 2024 Updated Jan 1, 2025

[https://www.nbcrightnow.com/news/finley-residents-get-answers-a-week-after-lineage-warehouse-fire/article\\_a7bd2086-06a2-11ef-bb40-c3f90cc74bc5.html](https://www.nbcrightnow.com/news/finley-residents-get-answers-a-week-after-lineage-warehouse-fire/article_a7bd2086-06a2-11ef-bb40-c3f90cc74bc5.html)

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"You've got wooden pallets, you have plastic pallets, you have cardboard boxes, you have food that was once frozen and is now rotting," said Jenna Kochenauer, the spokesperson for Benton County Fire District 1.

Now, all that mushy mess is drying out in the sun.

“That's creating new fuel for the smoldering wood and plastic and cardboard to ignite when winds pick up,” Kochenauer said.

Published May 21, 2024 at 4:27 PM PDT

<https://www.nwnetwork.org/disasters-and-accidents/2024-05-21/tri-cities-largest-warehouse-fire-still-smoldering-spitting-out-potentially-toxic-smoke>

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The once-frozen vegetables at the Finley warehouse are thawed and are now drying out, creating new, dry fuel, said Benton Fire District 1 on social media.

...

The remaining fire is in the center of the huge building, which is too unstable for firefighters to enter to extinguish the fire completely, according to Benton Fire District 1. “

The walls of the newer section of the cold storage facility that were made of noncombustible materials remain standing. But fire spread across the roof of the entire structure, destroying it. The newer section of the plant held smaller containers of vegetables ready to ship, including more potatoes, corn, peas and carrots.

Updated May 14, 2024 3:06 PM

Read more at: <https://www.tri-cityherald.com/news/local/article288471259.html#storylink=cpy>

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Ammonia was used to chill huge Finley cold storage warehouse. Where did it go in the fire?

Black smoke billowing from the cold storage warehouse fire in Finley this weekend carried burning plastic and other potentially toxic building materials into the air, including anhydrous ammonia. About 14,000 pounds of ammonia, which was used as a refrigerant at the frozen vegetable warehouse, was lost in the fire, the Washington Department of Ecology confirmed Tuesday to the Tri-City Herald.

Ammonia is caustic and hazardous when released in large volumes, according to the Environmental Protection Agency....

Updated April 30, 2024 10:34 A

Read more at: <https://www.tri-cityherald.com/news/local/article287941945.html#storylink=cpy>

To: [planningcontact@olatheks.org](mailto:planningcontact@olatheks.org)

Subject: RZ25-0007, Traffic Study

To whom it may concern:

My name is Jeff Walters and I live in the Nottingham Creek Subdivision on the southwest corner of 175th Street and Lone Elm. My address is 21581 W. 177th Ct., Olathe, KS 66062. My phone number is 913-780-6533.

As a former Civil and Structural engineer registered in the State of Kansas, I have several concerns with the traffic study that was performed for the proposed development and the results from it. (Note: Tables 3, 4 and 5 from the study are duplicated below).

### **Key Points**

- Lineage staff referring to the new development as adding "500 truck trips" per day grossly understates the total increase in traffic volume by a factor of five.
- The study predicts peak hour traffic cues in excess of 400 feet, but not extending back to adjacent intersections. Adjacent intersections are spaced at approximately one mile intervals. In other words, traffic cues of between 400 feet and a one mile in length are expected.
- The study does not include traffic from 7 buildings covering approximately 22 acres, or approximately 15% of the development area.
- Traffic on Lone Elm is grossly under-counted. The study assumes that only 5% of truck traffic will travel north from the development on Lone Elm. It is unrealistic to assume that 95% of trucks exiting Phase 1 will choose to turn left across traffic, especially if their destination is northbound on I-35, especially if they will avoid a weigh station by taking Lone Elm north.
- The study provides few details about future traffic at the I-35 and Lone Elm interchange, and the entire Hwy 169 and 175th Street intersection.
- The study does not use realistic trip numbers. The existing Lineage facility at 167<sup>th</sup> Street and S. Erickson Street was not analyzed as a baseline. Also, heavy traffic during warehouse shift changes were undercounted. Likewise, there is no recognition of heavy traffic before, after and during sporting events at Lone Elm Park. Furthermore, there is no accounting for the traffic generated by the new Heartland Coca-Cola Headquarters facility or the new 175th Street Commerce Centre with its 200 truck loading docks.

## **Summary**

The ability of surrounding infrastructure to support proposed development forms the foundation for success.

If you read the traffic study for the proposed development, you will find that Lineage has actively promoted only the most favorable data from the traffic study. That is, the daily increase of only "500 truck trips".

If you dig deeper into the study, you will discover that the daily increase of "500 truck trips" is for Phase 1 alone (see Table 4 of the study). Phase 2 adds an additional 695 truck trips.

But it gets worse. Truck trips are only a small part of the study. When all trips (not just trucks) are included (see Table 3 of the study), the average daily number of trips for Phase 1 and Phase 2 balloons to 2,474 - almost five times the "500 truck trips" number.

To reiterate: Referring to the impact of the proposed development as adding "500 truck trips" grossly understates the true impact by a factor of five.

Finally, each "trip" is a roundtrip, consisting of two segments - one segment to the facility and one segment leaving the facility. So, 2,474 roundtrips are really 4,984 one-way trips.

Certainly, 500 roundtrips sounds much better than 4,984 one-way trips.

However, the above discussion only deals with how the study results have been framed to actively downplay the impact of the development.

There are several additional issues with the traffic study that, if remedied, would increase trip numbers significantly. These issues are explored below.

## **Issues with the Traffic Study**

The Traffic Study performed by Merge Midwest Engineering suffers from several flaws which render its conclusions inaccurate and grossly invalid.

These are listed below:

1. The study excludes future traffic generated by development in the southwest section of the study area, specifically Industrial Building B, building F1, building F2, building F3, building F4, building F5, and building F6. This area consists of approximately 15 percent of the total development area, or approximately 22 acres of industrial and commercial buildings and parking. Therefore, the traffic study has undercounted future traffic by possibly 15 percent or more by not considering all future buildings in the development plan.

2. The study excluded the impact of additional traffic generated by recently completed and planned future industrial facilities, such as:
  - a. 175th Street Commerce Centre
  - b. Heartland Coca-Cola Headquarters
  - c. The proposed City of Springhill Lineage facility near the southeast corner of 175th Street and Hwy 169 which is identical to Phase 1 of the proposed development on the northeast corner of 175th Street and Lone Elm.

If Lineage pursues a second facility at the Springhill location, we know that the proposed City of Springhill Lineage facility will double the "500 truck trips" frequently referred to by Lineage. By omitting this facility, and the 175th Street and 169 Hwy intersection from the study area, all analyses of 175th Street traffic are invalidated.

3. The study only analyzed vehicle operations and did not analyze crash data (collision diagrams and collision summaries) for a historical period of 5 years which is typical in such studies.
4. Traffic counts, traffic signal analysis and other analyses should be performed for the highest traffic volumes (highest 8 to 12 hours in an average day using volumes normally and repeatedly found at the study location). Due to the unique characteristics of the study area (adjacent to a busy park with heavy weeknight and weekday seasonal activity) and the unique nature of Lineage operations (24-hour operations, 7 days a week), and the fact that the traffic study was performed when local schools were not in session, there is no rationale for assuming that the traffic study captured peak activity. In fact, the unique nature of the study area and Lineage operations practically guarantee that the study undercounted traffic by a significant margin. Furthermore, no attempt was to analyze traffic at existing Lineage facility at 167<sup>th</sup> Street and S. Erickson to validate trip counts used from the ITE Trip Generation Manual.
5. There is no analysis of warning and informational signs alerting road users of unexpected conditions that may not be readily apparent, such as traffic cues in excess of 400' (identified in the study as an expected outcome of the development - Phase 1 only) during peak periods at intersections.
6. No consideration was given to the movement of emergency response vehicles through the traffic expected to be generated by the proposed development.
7. An important issue revealed in the traffic study, and not discussed by Lineage representatives in their discussions, is the difference between all trips (Table 3 of the study) and truck trips (Table 4 of the study) and Phase 1 of the development versus Phase 2 of the development.

If we only focus on truck trips (Table 4) we find the following:

There will be an estimated 500 roundtrip truck trips per day, or 1,000 one-way trips per day. This is for Phase 1 only. Phase 2 adds an additional 695 round-trips, or 1,390 one-way trips, for a total of 1,195 round-trips, or 2,390 one-way trips.

Furthermore, Table 4 identifies a peak evening hour average of 56 round-trips, or 112 one-way trips. In other words, one truck every 32 seconds.

However, truck trips are dwarfed by all trips (Table 3). When all trips are considered for Phase 1 and Phase 2, during the anticipated peak evening hour, an average of 239 round-trips, or 478 one-way trips are projected. In other words, one additional vehicle every 7.5 seconds.

8. **Projected peak morning and evening trips for all vehicle types (Table 4) is incorrect. If each shift employs approximately 100 people as Lineage staff has stated, peak am and pm traffic from cars alone would be 200 vehicles** - 100 employees would be completing the first segment of their trip (i.e. going to work), and 100 employees would be completing the second segment of their trip (i.e. going home). So, the peak evening trips in Table 3, for Phase 1 alone, could not be less than 200 employee trips at shift change. Yet somehow, the traffic study counts 56 trips for peak morning hour (Column "AM Peak Hour (VPH) Total"), and counts 74 trips for peak evening hour (Column "PM Peak Hour (VPH) Total"). Likewise, Phase 2 (identified as warehousing) undercounts peak trips due to employee shift changes of personal.
9. **The study assumes that only 5 percent traffic from the development will head north on Lone Elm.** For Phase 1, Lone Elm will provide the only avenue for trucks to reach the facility – inbound and outbound. It is unrealistic to assume that 95% of semi-truck traffic exiting the facility will choose to turn left, across traffic, when exiting Phase 1 of the development.

The 5% assumption also does not consider the impact that the weigh station on I-35 just north of the 175th Street and I-35 interchange has on existing traffic. Truck drivers trying to avoid the weigh station is the cause of many northbound I-35 trucks leaving the interstate and traveling east on 175th Street to Lone Elm or Hwy 169, and then traveling north to re-enter I-35 northbound.

Since past performance is the best predictor of future performance, we can expect a large percentage of trucks leaving the development (certainly more than 5 percent) for northbound I-35 to continue evading the weigh station by taking Lone Elm north.

10. **The study provides very little analysis of intersections at Lone Elm and northbound I-35, and at Lone Elm and southbound I-35, and at Hwy 169 and 175th Street which are all impacted by the**



proposed development, especially in light of item 9 above.

11. The traffic study monitored actual activity for such small periods of time as to be essentially worthless.
12. The traffic study was performed by a Lineage consultant. Lineage has a strong incentive to downplay the impact of their facility. Likewise, the City of Olathe, wanting to foster business growth, has a strong incentive to accept the Lineage study and "look the other way". This type conflict of interest is frequently handled by having an independent study performed. No such attempt has been made here.
13. The study indicates that traffic cues at multiple intersections will exceed 400'. The study also states that, "none of these queues will extend back through adjacent intersections". Since adjacent intersections are approximately 1 mile apart, a traffic cue that extends between 400' and one mile provides adequate proof that the current roads are unable to sustain the proposed development. The report also states that these extraordinary cues are not all resolved by the addition of turning lanes.
14. The traffic study provided to the public through the City Planning Commission Agenda Packet excluded all appendices and therefore prevents a comprehensive analysis of the methods and procedures used.

## **Conclusion**

Since it is estimated that traffic counts are significantly undercounted by the study (see items 1, 2, 4, 7, 8, 9 and 10 above), the truth is that the level of traffic generated by the proposed development is not sustainable by the current infrastructure. Significant improvements will be necessary for all segments of the traffic study area.

Until the traffic study has been repeated to eliminate these issues, the proposed rezoning and approval of the new Lineage facility should be denied.

## **Tables**

The following tables from the traffic study are repeated here for convenience.

**Table 3: Proposed Trip Generation**

Land Use	Qty	Unit	Weekday ADT (VPD)	AM Peak Hour (VPH)			PM Peak Hour (VPH)		
				TOTAL	IN	OUT	TOTAL	IN	OUT
Phase 1									
154: High-Cube Transload and Short-Term Storage Warehouse	432,936*	S.F.	606	56	44	12	74	25	49
Phase 2									
150: Warehousing	1,157,860*	S.F.	1,868	163	125	38	165	46	119
Total Site Trips			2,474	219	169	50	239	71	168

**Table 4: Proposed Truck Trip Generation**

Land Use	Qty	Unit	Weekday ADT (VPD)	AM Peak Hour (VPH)			PM Peak Hour (VPH)		
				TOTAL	IN	OUT	TOTAL	IN	OUT
Phase 1									
154: High-Cube Transload and Short-Term Storage Warehouse	432,936	S.F.	500	21	11	10	21	11	10
Phase 2									
150: Warehousing	1,157,860	S.F.	695	23	12	11	35	18	17
Total Truck Trips			1,195	44	23	21	56	29	27

**Table 5: Trip Distribution**

Direction To/From	Percentage
North on Lone Elm Road	5%
North on I-35	25%
North on US-169	10%
South on Lone Elm Road	5%
South on US-169	15%
East on 175 <sup>th</sup> Street	10%
West on 175 <sup>th</sup> Street	30%
<b>Total</b>	<b>100%</b>

## Anna Will

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**From:** Jeff Walters <jeff.walters.111@gmail.com>  
**Sent:** Friday, August 22, 2025 12:07 PM  
**To:** Planning Contact; Anna Will; Jessica Schuller; John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; Matthew Schoonover  
**Subject:** RZ25-0007, Violations of Olathe Municipal Code

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: [planningcontact@olatheks.org](mailto:planningcontact@olatheks.org)

Subject: RZ25-0007, Violations of Olathe Municipal Code

During the Planning Commission meeting on August 11, 2025 many residents expressed concerns about semi-trucks parking on Lone Elm when the new Lineage facility was built. City staff seemed assured that the Olathe Police Department and State/County Law Enforcement would be able to handle and prevent this from happening. Lineage executives assured attendees that this would not happen.

But past performance is the best indicator of future performance.

The existing Lineage facility near 167th Street and S. Erickson Street routinely allows semi-trucks to park on the street in clear violation of Olathe Municipal Code Section 10.01.086 Subsections (d) and (e).

See: <https://olathe.municipal.codes/Code/10.01.086>

There have been no enforcement actions taken by the City of Olathe to put an end to this.

Please watch the video below to understand the noise and light pollution that this facility creates. Would you want this near your house?

<https://photos.app.goo.gl/uxRZV2TAJ3rdgzgt7>



## Anna Will

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**From:** Jeff Walters <jeff.walters.111@gmail.com>  
**Sent:** Monday, August 25, 2025 7:14 PM  
**To:** Planning Contact; Anna Will; Jessica Schuller; John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; Matthew Schoonover  
**Subject:** RZ25-0007, Impact area of an anhydrous ammonia leak

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The Washington Department of Ecology confirmed that the fire that began on April 21st, 2024, in the Lineage, Inc. cold storage facility in Finley, WA released approximately 14,000 pounds of dangerous Anhydrous Ammonia. This amounted to approximately half of the Anhydrous Ammonia stored and in-use at the facility. (Ref. #1)

Lineage, Inc. staff at the Olathe Planning Commission meeting on August 11th, 2025, went to great lengths to highlight the procedures they have in place to run a safe facility. Ammonia sensors, special valves and maintenance procedures, low system pressures, sealed environments, hardened facility, and more.

Yet, they did not address how all of these systems failed in Finley, WA. I'm sure they also haven't told the City that the Finley fire released 14,000 lbs of anhydrous ammonia.

System failures not addressed and faulty operating procedures not resolved can be repeated.

During the Planning Commission meeting Lineage, Inc. estimated that the new facility will contain between 25,000 and 30,000 pounds of Anhydrous Ammonia.

The worst industrial accident involving ammonia occurred in Dakar, Senegal, in 1992. Approximately 48,580 pounds were released in a catastrophic failure of a storage tank. The incident caused 129 fatalities and 1,150 injuries.

A study published by AIChE CEP Magazine to analyze the Dakar incident estimated the irreversible injury zone (ERPG-2. See note 1) from the instantaneous release had a teardrop shape with a length of approximately 2.6 miles and width of approximately 2.5 miles (See Ref. #2). Additional reversible injuries occurred outside of this zone. (Note: Had a slower release occurred, the length of the area was estimated at approximately 3.0 miles).

A conservative estimate of the area impacted by the Dakar incident is 5.1 square miles (See note 2).

A catastrophic release of 30,000 pounds of Anhydrous Ammonia at the proposed Lineage facility would release 62 percent of the amount that was released in Dakar, Senegal. The estimated irreversible injury zone from the such an incident (ERPG-2) would be approximately 3.1 square miles (See note 3). Additional reversible injuries would occur outside of this zone.

A cloud of Anhydrous Ammonia covering 3.1 square miles, engulfing Lone Elm Park or drifting towards shopping and residential areas nearby, would have serious consequences and would constitute the irreversible injury zone from such an incident (ERPG-2).

None of the outcomes listed above are good. And with this knowledge, choosing to allow the proposed Lineage, Inc. facility to be built near 175th Street and Lone Elm Road is both irresponsible and inexcusable.

## Notes

1. The Emergency Response Planning Guideline (ERPG) concentrations published by the American Industrial Hygienists Association (AIHA) can be used to determine the acute toxicity effects. ERPG-2 is a concentration above which irreversible injuries can occur. Severe injuries and potential fatalities can occur based on exposure time at concentrations above ERPG-3.

2. Estimated area impacted by Dakar incident. A simple circular area was used rather than a drop shape area. This results in a smaller area of impact:

Average diameter:  $(2.5 \text{ mi} + 2.6 \text{ mi})/2 = 2.55 \text{ mi}$

Area of circle of 2.55 mi dia: 5.07 sq mi

3. Calculation of ERPG-2 radius from release of 30,000 lbs Anhydrous Ammonia extrapolated from Dakar, Senegal analysis.

$30,000 \text{ lbs} / 48,501 \text{ lbs} = 0.62$

Dakar = 5.07 sq miles

Olathe =  $5.07 * 0.62 = 3.09 \text{ sq miles}$

Olathe diameter = 1.986 miles ~ 2.0 miles

3. Conversion factors:

1 gal Anhydrous Ammonia = 5.15 lbs (Ref. #3)

2,718 gal Anhydrous Ammonia = 14,000 lbs

22 metric tons Anhydrous Ammonia = 48501 lbs

4. Data provided by Lineage, Inc. staff at Planning Commission meeting at 58:00:00 mark:

Capacity of Anhydrous Ammonia at new facility = 25,000-30,000 lbs

Per Lineage staff one gallon of water weighs 7 or 8 lbs. and is about the same as weight per gallon as anhydrous ammonia. This is incorrect. One gallon of water weighs 8.34 lbs. One gallon of Anhydrous Ammonia weighs 5.15 lbs.

Per Lineage staff, 25,000-30,000 lbs Anhydrous Ammonia is approximately 3,300 gal. This conversion is incorrect. 30,000 lbs of Anhydrous Ammonia is approximately 5,825 gallons.

## References

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1. Tri-City Herald

Updated April 30, 2024 10:34 am <https://www.tri-cityherald.com/news/local/article287941945.html#storylink=cpy>

2. AIChE CEP Magazine

Learning from the Worst Ammonia Accident

<https://www.aiche.org/resources/publications/cep/2023/july/learning-worst-ammonia-accident>

3. Minnesota Department of Agriculture

<https://www.mda.state.mn.us/physical-chemical-properties-anhydrous-ammonia>

## Anna Will

---

**From:** Jeff Walters <jeff.walters.111@gmail.com>  
**Sent:** Tuesday, August 26, 2025 6:25 PM  
**To:** Planning Contact; Anna Will; Jessica Schuller; John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; Matthew Schoonover  
**Subject:** RZ25-0007, Alternatives

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern:

My name is Jeff Walters and I live in the Nottingham Creek Subdivision on the southwest. corner of 175th Street and Lone Elm. My address is 21581 W. 177th Ct., Olathe, KS 66062. My phone number is 913-780-6533.

Unlike my previous emails to the Planning Commission and City Council, I would like to take a different tack. Rather than finding fault with the current proposal, I would like to offer a solution.

I'm sure that the turnout at the Planning Commission meeting on August 11, 2025 was a surprise. I can only imagine that the turnout at the upcoming City Council meeting will be much larger.

Obviously, Lineage wants a new facility in southwest Olathe area to serve it's new client. Obviously, the community doesn't want it anywhere near Lone Elm Road and 175th Street.

I suggest that the City work with Lineage to find another tract of land to build on. West of Lone Elm Road on 159th Street, across the railroad tracks from Olathe Asphalt & Concrete and Johnson County Aggregates are areas that are more suitable for their facility. Or land southwest of the City of Olathe Public Works on Old Hwy 56. These areas are away from schools and residential areas. And these areas are closer to existing improved roads that provide faster access to I-35 than the proposed facility.

If the City really wants to increase the tax base, create revenue from development and/or increase affordable housing in Olathe, the northeast corner of 175th Street and Lone Elm Road is a perfect location for many alternatives. Such as:

Residential communities  
Assisted living communities  
Senior living communities  
A City of Olathe golf course  
Commercial development such as:  
- Business incubators  
- Information Technology hubs  
- Medical buildings and facilities  
Expansion of Lone Elm Park  
A facility like Deanna Rose Park or the Overland Park Arboretum



Just about any business sector chosen will produce a greater job density (jobs per square mile) than the Logistics/Warehouse sector.

I am sure that given the opportunity, residents and businesses in the Lone Elm/175th Street area would appreciate the opportunity to work with the City to generate a wide range of alternatives for the land in question.

If the goal is development that results in a greater economic impact, generates more tax revenue, creates more high quality jobs, and won't create excessive loads on existing infrastructure, then there are many alternatives....if you are willing to entertain them.

## Anna Will

---

**From:** Jeff Walters <jeff.walters.111@gmail.com>  
**Sent:** Tuesday, August 26, 2025 3:01 PM  
**To:** Planning Contact; Anna Will; Jessica Schuller; John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; Matthew Schoonover  
**Subject:** RZ25-0007, Public Incentives

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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The developer has indicated their Intent to pursue several public incentives (see Annexation Agreement between Commercial Reposition Partners 17, LLC and the City of Olathe dated April 9, 2025).

These include:

1. Issuance of industrial revenue bonds
2. Sales tax exemption on construction materials and furniture, fixtures, and equipment
3. Real property tax abatement
4. Community Improvement District sales tax of up to two percent (2%) for the non-industrial portion of the Project.

This project does not meet the qualifications for public incentives as outlined in the Olathe City Council Policy Statement F-5.

Policy Statement F-5 requires that businesses who hope to secure public incentives meet high standards and expectations. These incentives are only to be used in "exceptional cases" and are a "privilege, not a right".

### **City Requirement #1**

*"It is essential to stimulate economic growth and development for industries and businesses in order to provide services, employment and tax revenues for the benefit of the community;"*

The proposed development will not stimulate economic growth in Olathe. Lineage has simply designed a bigger, more efficient mousetrap to fulfill existing local needs. As noted by Lineage staff, 80 percent of

the facility's capacity will be dedicated to a single customer - one who already has a presence in the area.

In terms of employment, the facility will not have a significant impact on local jobs and will thereby generate significantly lower tax revenues than practically any other land use (see discussion below).

Automated facilities, while efficient and more cost-effective for their customers, do not generate new jobs. Their entire purpose is to increase efficiency and replace existing jobs through automation.

Automation frequently results in a net decrease in the number of jobs in an industry.

### **City Requirement #2**

*"The project should be one in which a substantial part of its total products and/or services are either exported from the Olathe area or they would add jobs and replace purchases now being made by Olathe citizens in areas outside of the City if the items are for local consumption."*

The proposed development meets neither of the criteria stated. The Lineage facility will not export new products or create new services. The Lineage facility will not replace purchases now being made by Olathe citizens in areas outside of the City.

### **City Requirement #3**

*"The City expects all projects which receive a property tax abatement to produce a high quantity of jobs and pay above average wages. "*

The proposed development falls under the urban planning sector of logistics. This category of development produces the lowest job density (jobs per square mile) of any sector besides agriculture and mining.

On average, the Logistics sector produces approximately 7,500 jobs per square mile (Ref. 1).

Phase 1 of the proposed development, the Lineage facility, will encompass 64 acres and produce 200 jobs per the developer's rezoning application. This translates to 2,000 jobs per square mile, or 26% of the average for this sector.

This is not "a high quantity of jobs".

The majority of these jobs produced will pay between \$18.44/hour and \$25.93/hour based on existing job postings by Lineage on Indeed.com.

The average hourly wage in Olathe, KS is between \$23/hour and \$24/hour (Ref. 2).

These are not "above average wages".

### **City Requirement #4**

*"When evaluating proposed projects, the City will consider a variety of factors to determine compliance, including ... the availability of existing infrastructure facilities and essential public services."*

The current infrastructure and road systems at and surrounding Phase 1 of the proposed development are not sufficient to support the addition of 1,000 trucks ("500 trips" per the Traffic Study) per day, let alone the additional 1,390 trucks (695 trips) from Phase 2.

The proposed Lineage facility is a heavy volume, high-traffic hub of semi-truck activity, operating 24x7. If it was placed in the middle of an established industrial park that already had multiple traffic lanes, and was not competing with commuter traffic, these concerns might be mitigated.

A critique of the Traffic Study has been provided to the City Council which identifies 14 significant deficiencies in the Traffic Study in terms of scope, assumptions and conclusions.

#### **City Requirement #5**

*"The proposed use must be clean, non-polluting and consistent with all policies, ordinances, and codes."*

Phase 1 of the development will add 1,000 semi-trucks per day, 24x7 (500 trips) on local roads, resulting in higher vehicle emissions, increased traffic congestion, and more noise. Phase 2 will add an additional 1,390 trucks (695 trips).

Furthermore, the City has been made aware of on-street parking issues and ordinance violations at the existing Lineage facility at 16650 S Erickson St in Olathe. Parked trucks with refrigeration trailers, idling for hours, every day, 7 days a week, adds to the noise and pollution.

These facts disqualify this project from consideration.

#### **City Requirement #6**

*"The City will consider, in exceptional cases, issuance of industrial revenue bonds for the sole purpose of enabling a project to obtain a sales tax exemption certificate on its building materials and/or personal property (with no real property tax abatement)."*

*"the granting of property tax incentives for real property is a privilege, not a right, and the City recognizes that use of such incentives should be considered in a prudent, judicious, and selective manner based upon the economic and community benefits"*

Based on the facts stated above, the proposed development is not "exceptional".

#### **Conclusion**

The development underperforms in terms of economic impact, tax revenue generated, quantity of jobs created, and wages paid per hour. It will disproportionately strain existing infrastructure. It will increase light, noise and pollution from vehicle emissions. The development will not be clean or non-polluting.

Based on these facts, the proposed development fails to meet any of the necessary criteria in Olathe City Council Policy Statement F-5 and fails to qualify for public incentives.

**References:**

1. Where jobs are concentrating and why it matters to cities and regions

Metropolitan Policy Program at Brookings

<https://www.brookings.edu/articles/where-jobs-are-concentrating-why-it-matters-to-cities-and-regions/>

2. Olathe, KS average wage per hour

<https://www.ziprecruiter.com/Salaries/-in-Olathe,KS>

<https://www.zippia.com/olathe-ks-jobs/salary/>

## Darci Clark

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**From:** Jeff Walters <jeff.walters.111@gmail.com>  
**Sent:** Tuesday, August 26, 2025 6:25 PM  
**To:** Planning Contact; Anna Will; Jessica Schuller; John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; Matthew Schoonover  
**Subject:** RZ25-0007, Alternatives

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Just about any business sector chosen will produce a greater job density (jobs per square mile) than the Logistics/Warehouse sector.

I am sure that given the opportunity, residents and businesses in the Lone Elm/175th Street area would appreciate the opportunity to work with the City to generate a wide range of alternatives for the land in question.

If the goal is development that results in a greater economic impact, generates more tax revenue, creates more high quality jobs, and won't create excessive loads on existing infrastructure, then there are many alternatives....if you are willing to entertain them.

## Anna Will

---

**From:** Jeff Walters <jeff.walters.111@gmail.com>  
**Sent:** Tuesday, September 2, 2025 1:30 PM  
**To:** Planning Contact; Anna Will; Jessica Schuller; John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; Matthew Schoonover  
**Subject:** RZ25-0007, Cost-Benefit Study

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern:

My name is Jeff Walters and I live in the Nottingham Creek Subdivision on the southwest. corner of 175th Street and Lone Elm. My address is 21581 W. 177th Ct., Olathe, KS 66062. My phone number is 913-780-6533.

The Planning Commission, who acts as the City Council's advisor, recently rejected RZ25-0007. Their concern: that the roads and infrastructure around the planned development were not sufficient to handle increased traffic from the project.

The traffic study performed by a consultant hired by the developer - an obvious conflict of interest - has numerous issues that raise eyebrows.

The best "spin" that the developer could put on the study was that the development would only result in 500 new semi-truck trips each day. But that's only for Phase 1.

Phase 2 adds another 695 semi-truck trips.

If you add all new vehicle traffic for the project the number balloons to 2,474 vehicle trips.

2,474 added trips each day is a lot. But each "trip" is a roundtrip, consisting of two segments - one segment to the development and one segment leaving the development. So, 2,474 "trips" is 4,948 separate times that a vehicle gets on the road. Each day.

Anyone familiar with the area would be hard pressed to explain how the existing infrastructure can handle that much more traffic without significant improvements to Lone Elm Road.

This was the concern of the Planning Commission.

Despite the Planning Commission denying the project due to traffic issues and needed road improvements, the cost-benefit analysis for the project has not been updated to include any costs for needed infrastructure improvements to Lone Road between 159th and 175th Streets.

That's a problem.

If costs for improvements were included, the project would never pass the cost-benefit test.



As the City Council vote approaches, I would like to take this opportunity to remind you that the courts generally frown on the use of manipulated data, such as a positive cost-benefit analysis that excludes certain costs, to justify a private development project.

Such activities fall under the legal jurisdiction of fraud, misrepresentation and/or bad faith. Public officials who knowingly misrepresent facts, even within the scope of their official duties, are not protected by sovereign immunity. They could face personal liability in both State and Federal court.

Please consult with City and your personal legal counsel before voting "Yes" on RZ25-0007.

## Anna Will

---

**From:** Bill Coffey <wlcoffey@hotmail.com>  
**Sent:** Tuesday, September 9, 2025 3:14 PM  
**To:** Planning Contact; Anna Will; Jessica Schuller; John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; Matthew Schoonover  
**Subject:** RZ25-0007, Proposed  
**Importance:** High

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mayor and Council Members,

I am writing to you regarding the proposed Lineage project. I want to stress the **serious danger posed by anhydrous ammonia**, which is planned for use at this facility. This chemical is extremely hazardous, and in the event of a leak or accident, it could cause catastrophic harm to the community.

There is a **church, daycare, school, subdivision, and park** all within close range of the site. Families, children, and community members would be put at unnecessary risk. The city already has major facilities that use ammonia—**Lineage Facility (167 Street) and Coca-Cola Facility (17100 S Hedge Ln)**—both located within two miles. Adding another operation only multiplies the risk.

Furthermore, facilities handling anhydrous ammonia have faced **OSHA violations** in the past, which shows the real-world danger of accidents and improper handling. Approving another facility of like kind so close to residential areas and public spaces would be irresponsible and dangerous.

I urge you to protect the safety of our community and reject this project. Our neighborhoods deserve to be safe from chemical hazards and high-risk industrial operations.

The community expects its elected council to stand for the safety of its residents above all else. Those who voted you into office trusted you to safeguard their homes, their children, and their future. Approving this dangerous project would betray that TRUST.

Respectfully

Julie Coffey

21580 W 177<sup>th</sup> Ct.

Olathe, KS

Nottingham Creek Subdivision

## Anna Will

---

**From:** Bill Coffey <wlcoffey@hotmail.com>  
**Sent:** Tuesday, September 9, 2025 3:05 PM  
**To:** Planning Contact; Anna Will; Jessica Schuller; John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; mschoonover@olathek  
**Subject:** RZ25-0007, Proposed  
**Importance:** High

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Respectfully

Julie Coffey

21580 W 177<sup>th</sup> Ct.

Olathe, KS

Nottingham Creek Subdivision



## Jessica Schuller

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**From:** lpaternico@gmail.com  
**Sent:** Thursday, September 4, 2025 5:55 PM  
**To:** Robyn Essex; julie.brewer@jocogov.org; Shirley.Allenbrand@jocogov.org  
**Cc:** Neil Meredith; Kbrownlee@olatheks.org; John Bacon; KDOT.Operations@ks.gov  
**Subject:** Infrastructure Neglect Amid Warehouse Expansion

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

Is this really just another warehouse? When will the City finally hold developers accountable for updating infrastructure to support the truck traffic they've already unleashed on our roads?

These streets were never designed for this volume of heavy vehicles. Lone Elm is a prime example—after the City's so-called "fix," it's now a bumpy, chaotic mess, worse than before. The intersection at 169th and 175th backs up every weekday, and we're long overdue for a four-lane expansion.

The 2040 study for 175th Street is outdated and irrelevant. It failed to account for major developments like Coca-Cola, FedEx, Gardner's east-side expansion, four additional warehouses at 175 Commerce Center, and Olathe's growth from Ridgeview to Blackbob. Add to that the trucks using Lone Elm and 175th to bypass the I-35 weigh station, and it's clear the situation has spiraled beyond what any past study anticipated.

I've attended meetings where developers dismiss these concerns, citing privately funded studies that claim trucks stick to the interstate. That's lip service, plain and simple. FedEx trucks, delivery semis—they're everywhere. And instead of fixing the problem, we've handed out tax incentives while our infrastructure crumbles.

The City and State claim there's no funding to address this. Meanwhile, developers profit while residents pay the price. This is unacceptable.

Come election time, my vote will reflect this. My voice will be heard.

Sincerely,

Planning Cases (Past 12 Months):	
Case Number	RZ25-0007
Case Name	LINEAGE WAREHOUSE
Status	In Review
Alternate Name	175th & Lone Elm (NE Cor) Rezoning
Plan Type	Rezoning
Description	175th & Lone Elm (NE Cor.) Rezoning
Date Applied	6/27/2025
Planning Commission Date	8/11/2025
City Council Date	9/2/2025
Planner	Jessica Schuller
<a href="#">Zoom to</a> ...	

## Anna Will

---

**From:** Sue Moore <suemooreks@gmail.com>  
**Sent:** Saturday, August 23, 2025 6:33 PM  
**To:** John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; mschoonerover@olatheks.gov; Planning Contact  
**Subject:** Proposed Lineage development at the NE corner of S Lone Elm and W 175th St

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mayor Bacon, Robyn Essex (our Ward 1 representative) and City Council Members:

We are writing to express our deep concerns about the Lineage development that's being proposed at this corner. We live in Nottingham Creek. We retired and moved here from Iowa 9 years ago in order to live near our daughters and grandchildren who live in Olathe. We chose Nottingham Creek because it was out in the country a bit and seemed so peaceful.

We are greatly saddened that since moving here the area around our neighborhood has quietly and continually been re-zoned to no more residential, that Olathe is planning and developing near us only industry such as warehouses (including cold storage) - with a huge increase in truck traffic.

We love our neighborhood and the very kind people living here. There are many retirees like us (who moved here to be near their grandchildren), and we have become friends with them and enjoy spending time together. Had any of us known that we would be surrounded by warehouses and truck traffic when we moved in, and that the plan is for W 175th St to eventually become six lanes like I-35, we would never have moved here. Recent neighbors feel the way, some moving here just a few months ago having no idea this was coming.

Many are planning to move from Nottingham Creek if this development is passed by city council. We won't be able to sell our homes, though, if passed. As soon as this goes through, our property values will decrease, even though our property taxes continue to increase every year. Very few desire to move into a neighborhood next to a road with massive truck noise and congestion, even before it's expanded to six lanes.

It's a false premise that tax incentives broaden the tax base and decrease taxes for everyone. Since 1986, residential share in the burden of property taxes has increased from 40% to 70%. We are paying for the tax abatements for these industries, and Johnson County has the highest property taxes in the state. As seniors living on a fixed income, we are being taxed out of the city and county. We shouldn't have to pay such high taxes while surrounded by warehouses and immense truck traffic.

Already there is so much truck traffic on S Lone Elm and W 175th St from the trucks trying to evade the weigh station on I-35 that we can hardly hear conversations at the pool, which is right off W 175th. We can't imagine what it would be like with the increased multitude of trucks from this proposed development.

We know that all this probably doesn't matter to the city council. So let's get to what might be considered the most important issue. South Lone Elm is not adequate for 500+ more trucks in and out each day all throughout the day. It is a two-lane road with no shoulders.

The other Lineage cold storage facility in Olathe, just 1.5 miles away, has trucks waiting out on the street continually. Lone Elm cannot handle that - all traffic on that street would be grid-locked. It must be made four lanes before anything like this should be passed! Everyone in our neighborhood continually accesses Olathe by S Lone Elm every day.

We won't even speak to the possibility of an anhydrous ammonia leak/accident and needed evacuation plans for our neighborhood, the softball field, church, etc, as well as necessary emergency services.

Also, we have the already approved storage facilities and warehouse developments nearby which will increase the truck traffic on W 175th St - the Spring Hill development at the SE corner of 169 Hwy & 175th; the development at the SE corner of 159th St and 169 Hwy, etc.

Should this be passed, we will seriously consider moving. We will leave Olathe for a city that cares and treats its residents better than this instead of catering only to industry. It seems we are the forgotten/ignored citizens in a city that markets itself as offering its residents a high quality of life.

Bottom line, **please move the proposed Lineage development to a safer part of Olathe AWAY from this corner and community.** We don't think you'd want this for your neighborhood.

Thank you for your consideration.

Sincerely,

Steve and Sue Moore  
21710 W 177th Ter  
Olathe

## Anna Will

---

**From:** Tania Miller <taniak.miller@gmail.com>  
**Sent:** Tuesday, September 9, 2025 7:19 PM  
**To:** Planning Contact; Anna Will; Jessica Schuller; John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; Matthew Schoonover  
**Subject:** RZ25-0007, Proposed Cold Storage Facility

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern:

My name is: Tania Miller  
I live at: 21557 W. 177<sup>th</sup> Ct., Olathe ,KS 66062

I strongly OPPOSE the rezoning of the land in question and the subsequent construction of a 140 foot tall cold storage facility.

Anhydrous ammonia used near people, homes, parks and schools is DANGEROUS. Lone Elm Road cannot handle 2000 semi-trucks per day.

Stand up for the SAFETY of your taxpayers!

Vote NO on September 16th.



## Anna Will

---

**From:** Planning Contact  
**Subject:** FW: 175th and Lone Elm Project

---

**From:** Wayne Perzee <[wpclperz@aol.com](mailto:wpclperz@aol.com)>  
**Date:** Sunday, August 24, 2025 at 10:49 AM  
**To:** Marge Vogt <[MVogt@OLATHEKS.ORG](mailto:MVogt@OLATHEKS.ORG)>  
**Subject:** Fw: 175th and Lone Elm Project

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OPEN LETTER to Mayor Bacon and fellow city council members;

I am writing today to ask you, or plead with you, to vote **NO** on the upcoming review of the Lineage Facility asking to build the monster Lineage Cold Storage Facility at the corner of 175<sup>th</sup> and Lone Elm Road.

Over the past month, you have received hundreds, if not thousands, of emails, calls, and comments from the community opposing this project. Your own planning committee voted 5 to 2 to reject the rezone and development during their meeting on August 11th.

I am sure that each of you, along with many others who were online, is aware of the strong opposition to this proposed development. **Please DO NOT override their opinions.** Here is a reminder of the meeting....

[https://olatheks.granicus.com/player/clip/966?view\\_id=1&redirect=true](https://olatheks.granicus.com/player/clip/966?view_id=1&redirect=true)

While the facility has its needs, it does NOT suit the location where it is being proposed. It is too close to over 250 homes in the Nottingham Creek neighborhood and another 150 homes in Lone Elm Estates. It is also too near the historic 155-acre Lone Elm Park and sports complex. Thousands of homeowners and families active in sports would be at risk under this plan.

You have each received notices (from other neighbors) of the violations, hazards, fires, etc., from other Lineage facilities in different states. (Finley). Is it necessary for this to happen in Olathe at this location, given its high population?

There is plenty of other land in your industrial corridor that does not impact residential homes and families. Consider relocating this additional facility closer to the existing one on 167th, where it can be better monitored, with less traffic, and is safer. All this information has been included in your packets.

A 142-foot-tall building might be requested for the benefit of Lineage operations, but it would be an eyesore for Olathe. It would be a large white building with bright stripes and lights that shine into the windows of neighboring homes. Additionally, the noise from running truck engines and refrigerator units on trailers waiting for offloading and on loading would be quite loud.

Lone Elm Road and 175th are not built to handle the large volume of truck traffic expected. The recent traffic study does not increase our confidence in the quality and stability of the roads, turn lanes, and broader shoulders needed to accommodate trucks waiting to turn.

At the facility on S Erickson Street, we surveyed at different times of the day and night. We found 12 to 25 trucks parked illegally, waiting on Erickson Street to enter the facility each time we reviewed. The infrastructure of Lone Elm Road and 175<sup>th</sup> is NOT ready for this.

It concerns me and many others who attended and spoke at the Planning Commission Meeting that Lineage bears NO responsibility for the safety of the trucks, roads, drivers, or the well-being of anyone driving to or from the facility. None.

And quite frankly, they seemed somewhat nonchalant about that concern. That does not inspire confidence in them as a good neighbor or even a good teammate for Olathe.

Dayton Creek Elementary is three miles south on Lone Elm Road. PLEASE remember that children from Nottingham Creek, Lone Elm Estates, and rural homes are traveling these roads. Also, the high school "just learning how to drive" drivers are using these roads as well. Can we prevent accidents with all this truck traffic?

We are worried about rising taxes as our property values go down, our peace of mind suffers, and our children's and grandchildren's safety is at risk. Lone Elm Park may lose its safety and appeal. We didn't ask for the rezoning to industrial, but we are asking for relief. We realize something will be built, but this is not the one.

I am confident that any city accommodations to Lineage can be honored at another location, and IF a De-annexation threat is on the table, please resolve that along with any negotiations previously agreed upon before the planning committee meeting was convened .

Thank you for **VOTING NO.**

Wayne Perzee

21708 W 176<sup>th</sup> Terrace

Olathe KS 66062

Wayne Perzee, a concerned senior citizen from Olathe

Wayne Perzee  
[wpclperz@aol.com](mailto:wpclperz@aol.com)  
913-626-6321

## Anna Will

---

**From:** Katy Hupe <katy.hupe@gmail.com>  
**Sent:** Tuesday, September 9, 2025 9:25 PM  
**To:** Planning Contact; Anna Will; Jessica Schuller; John Bacon; Marge Vogt; Robyn Essex; Dean Vakas; LeEtta Felter; Kevin Gilmore; Matthew Schoonover  
**Cc:** Brian Hupe; julie.brewer@jocogov.org  
**Subject:** Olathe RZ25-0007 Vote NO on Sept 16th

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Hello,

My name is Katy Hupe, I live in South Olathe in the Nottingham Creek neighborhood. You heard from many of my neighbors during the city council meeting on September 2nd, 2025. Olathe Planning Commission heard from myself and many more of my neighbors at their last meeting.

My specific reason for writing to you today is to elaborate on two themes from last week's meeting, public safety and protection of property.

Regarding public safety, if you do not reside in South Olathe you may not drive 169 hwy, 175th street or Lone Elm all that often. We use these roads to get almost everywhere we need to go. You have heard that the truck traffic on the unimproved county road of Lone Elm has already seen a significant rise. For years we've been contacting the city because trucks use 175th and Lone Elm to by-pass the weigh station. We've heard that there are no plans to relocate the weigh station and that there are too few officers trained for the type of patrolling that is needed to catch offenders. Essentially, it is noted but no action has taken place to address this issue.

Now, in addition to the by-passing traffic we have the added semi-trucks from all the new warehouses being added to the north side of 175th. This area has been documented as a high injury risk by the Spring Hill Safe Streets for all analysis. The document can be found here: [Safe Streets For All](#). If you would please go to the map marked Page 45 of the document (pdf page 23) you can see that the resident's concern for our safety is a valid concern. This area is designated a **High Injury Corridor**.

*"High Injury Corridors – Over 80% of the severe crashes in the Spring Hill area happened on the High Injury Network (HIN). However, the HIN only encompasses 25% of the total roadway network "* (Page 39).

This map uses data from 2014-2023, and I can guarantee you that all types of traffic have only increased in the last 2 years. In addition, the map on Page 49 (pdf page 25) designates this area as a **high risk network**. I would like you to note the following description of a high risk network: *Similar to the HIN, the High Risk Network (HRN) is a map (Page 49) developed by evaluating the risk of a crash occurring on any given corridor. Following a systemic safety analysis, **three factors were selected as primary crash risk factors for Spring Hill streets**. These factors showed the greatest variation and were the most independent of each other. These include:*

- + Posted speed limit on the road
- + Proximity to schools

***+ Proximity to commercial or industrial land uses***

***Individuals traveling on streets with these characteristics are at a much higher crash risk compared to driving on roads without these characteristics. These higher-risk streets have a crash rates that is 5.5x higher than average for the area.***

The Proposed development would make this area an *extremely* high safety risk for cars, school buses and the semi-truck drivers. Southbound Lone Elm already backs up when there are cars turning into the softball complex. Now add a line of semis trying to turn left into Lineage. As a neighborhood our greatest fear is that a life altering accident would occur because these safety concerns were ignored. It doesn't matter how cautious a driver you are, if you're run off the road by a semi, the driver and passengers of the car will be paying the price. Yesterday I took my very excited 14 year old to the DMV to get his permit. My oldest son is 16, I realize I can't protect them from all risks but I absolutely can use my voice to ask for the city to fulfill its obligation to the residents and prioritize resident safety over political corporate deals.

In regards to the protection of property, the average home price in our neighborhood is \$527,000. There are homes in our neighborhood that will be able to see the proposed lineage facility from their driveway and/or backyards. I guarantee you potential buyers are going to notice an extremely large white building sticking out above the rooftops. Some sources say industrial developments can lower home values as much as 20%. If my husband were to be laid off and we had to relocate to a different city this plan could potentially cost us over \$100,000. This reality is in direct conflict with Olathe's 2040 master plan. I've read through the plan, which was taxpayer funded to create, and what I see is money wasted. Why invest money in a fancy document and research when the governing bodies are going to make decisions without prioritizing the goals mentioned in the plan. Specifically these:

*Future Ready:*

- 1. Improve the community's ability to be resilient and thrive.*
- 2. Preserve high-level of public trust in the City of Olathe government.*

*Quality of Life:*

- 1. Improve health of all neighborhoods.*

The goals that the city identified as the top priority appear to become the last priority because a million-dollar company was able to buy foreclosed land at auction.

I have reviewed the (taxpayer funded) future land use maps that city has published over the last 20 years and consistently the land use for the section of land being discussed was designated as an employment area - which all across Olathe is used for small shopping districts or a medical facility, services that a community needs to thrive. I know my family reviewed these maps when we invested in our home 10 years ago and I saw that there was an industrial zone area designated north of 175th and closer to I-35 with a proposed barrier to the 175th street corridor. We also saw that the proposed land use on the south side of 175th street was for residential to the east. What developer will seek out the land to the east of us when every resident buying a home there will have a direct line of sight to a 140 foot tall warehouse? And if no developer wants to bother with that land, our hope of not being fully surrounded with an industrial zone is completely killed. That 20% decrease in property value is essentially guaranteed.

I appreciate you staying with me this long and I'll close with this. In school, children learn the foundational goals of government, such as maintaining order, providing public services, and protecting citizens.

Will your vote on the 16th teach my children (ages 10, 14, 16) that their local government honors its role as a protector of our life, liberty and property or will they be introduced to a crueler role of government that teaches them that government is out to protect itself first and foremost. I respectfully ask you to say No on September 16.

You can be assured that after the lineage proposal is voted down on the 16th, our neighborhood will take our fight up with the county in requesting they do not approve Spring Hill's request to annex the land. We'll have the additional argument that if Spring Hill were to annex the land they should be required to come up with the funds to improve Lone Elm between 167th and 175th street in conjunction with the development. If the county disregards us, we'll be making our voices heard by the Spring Hill city council. Ultimately we do understand that the land will be developed, BUT any business that requires 24 hour truck traffic is not the right type of business for that property.

Thank you for your time,  
Katy Hupe  
21567 W 177th Street, Olathe, KS