



MINUTES

Planning Commission Meeting: August 11, 2025

Application:	<u>RZ25-0007:</u> Request for approval of a rezoning from the CTY RUR (County Rural) District to the M-2 (General Industrial) and C-2 (Community Center) Districts and a preliminary site development plan for 175 th Lone Elm Center on approximately 145.78 acres, located northeast of W. 175 th Street and Lone Elm Road.
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Chair Wayne Janner introduced the first public hearing item, RZ25-0007. He explained the process and acknowledged public interest, noting prior communications were part of the official record. He encouraged speakers to focus on new information and outlined the speaking order: staff and applicant presentations, followed by public comment.

Jessica Schuller, Senior Planner, presented the rezoning and preliminary site plan for the 175th Lone Elm Center, which included a 440,000 sq. ft. cold storage facility by Lineage Logistics. The proposal involved rezoning 7 acres to C-2 and 138 acres to M-2, consistent with the city's Future Land Use Map as an Employment Center. She detailed land use restrictions, outlined planned warehouse and commercial buildings, and described traffic access, security, and the project's 24/7 operational model. Ms. Schuller also reviewed landscaping plans, berm and fence buffers, and the building's architectural features, including its 140-foot height and code-compliant materials. She addressed resident concerns and noted staff's stipulations, including height restrictions on future buildings. Staff recommended approval.

Charlie Love, Chief Development Engineer, addressed traffic and stormwater impacts. A traffic study indicated intersections would operate at acceptable levels during Phase 1, with future studies required. KDOT had been informed as part of its US-169 corridor study. Title 17 stormwater requirements would be met, with detention basins included in Phase 1 and future reviews planned.

Ms. Schuller resumed to explain landscaping and architecture. She confirmed buffer designs along Lone Elm Road and near two residential properties. Building materials and setbacks exceeded code requirements, and design waivers were justified due to refrigeration needs and alternative site and building enhancements provided.

Commissioner Creighton raised concerns about building height, traffic, and ammonia safety. He asked about proximity to homes and similar-height structures.

Ms. Schuller cited the nearest home as over 0.5 miles away and referenced water towers and the courthouse as height comparables.

Mr. Belcher, Chief Community Development Officer, stated Olathe Fire had the training and equipment for any type and size of fire, supported by regional mutual aid agreements.

Mr. Love added that the Johnson County HazMat team would respond to chemical incidents, though he did not have specific EPA protocol details.

Commissioner Creighton asked about traffic increases and nearby cities diverting trucks. He inquired about infrastructure upgrades.

Mr. Love said KDOT's corridor study was just starting, and road expansions were long-term goals not yet in the funded 5-year CIP.

Commissioner Chapman asked about truck volume, access, and facility layout.

Mr. Love estimated 500 truck trips daily.

Commissioner Chapman confirmed entry points and asked about truck handoffs, which **Ms. Schuller** said likely occurred inside secured areas, but deferred to Applicant to confirm.

Chair Janner reminded the audience not to speak out of turn.

Commissioner Chapman continued, confirming all trucks would use a designated entrance. He raised concerns about noise ordinance enforcement.

Mr. Love confirmed designated access routes and deferred to others on noise.

Mr. Belcher explained enforcement is handled by police in response to concerns raised.

Commissioner Bergida requested clarification on traffic increases.

Mr. Love reported truck volumes would rise from 652 to 1,150 daily, or 14% of total traffic, with overall vehicle counts increasing to 8,350 per day.

Commissioner Bergida estimated a 70–80% truck traffic increase. He asked about "acceptable levels" of traffic.

Mr. Love explained projected peak traffic would remain under the threshold for acceptable service levels. He clarified that traffic models accounted for additional truck traffic.

Commissioner Bergida then asked about fire risk in large warehouses.

Mr. Belcher stated the fire department had equipment for tall structures but acknowledged he was not aware of any recent commercial fires of this size in Olathe.

Commissioner Brown asked about height limits on future buildings and the definition of “entertainment establishments” in C-2 zoning.

Ms. Schuller confirmed that heights are limited to 35-feet in the C-2 District and 55-foot in the M-2 District for Lots 2-5, explained “entertainment establishments” referred to venues like nightclubs and lounges, not restaurants. Bar and grills would still be permitted.

Commissioner Terrones indicated he had a question for the Applicant.

Chair Janner asked for final staff questions; none were offered.

Rob Sangdahl, Vice President of Real Estate for Lineage Logistics, introduced himself and thanked City Staff. He addressed concerns about ammonia use, emphasizing its long, regulated history in cold storage. He described the closed-loop system and explained safety measures, including vapor-tight building design, restricted access to sensitive areas, 24/7 staffing, and CCTV coverage.

Jim Romine, Vice President of Construction & Design, Lineage Logistics, explained ammonia safety protocols. He cited oversight from OSHA, EPA, and IIAR, and detailed their 14-element safety program, including training and Process Hazard Analysis (PHA). He walked through the closed-loop refrigeration cycle and safety features such as block valves and automatic shutoffs. He emphasized ammonia's strong odor as a built-in warning, the environmental benefits of ammonia, and the company's community-based safety commitment.

Chair Janner thanked the applicant.

Mr. Sangdahl closed by affirming Lineage Logistics agreed with all staff recommendations and stipulations.

Chair Janner opened the floor to Commissioners for questions directed at the Applicant team.

Commissioner Creighton asked for specifics on the size and ammonia volume of the closed-loop refrigeration system. He wanted a comparison to agricultural ammonia storage in gallons.

Mr. Romine responded that the system would use 25,000–30,000 pounds of ammonia, regulated under OSHA and EPA programs which apply at 10,000 pounds. Most ammonia would be stored in a high-pressure vessel operating at 120–150 psi, with a 300+ psi safety rating and relief valves. He estimated this equated to roughly 3,300 gallons of ammonia, which **Mr. Sangdahl** confirmed.

Chair Janner called for further questions.

Commissioner Terrones asked how the facility's 24/7 operations would manage deliveries, referencing the number of loading docks and concerns about congestion.

Mr. Sangdahl explained the facility would have 53 loading docks, not 30. He clarified the 500 daily trucks referenced the entire development, with Lineage's share closer to 250 trucks (500 trips). He noted 80% of operations would be for a single customer with a managed fleet, allowing for consistent traffic flow. Docks naturally throttled truck movement, and employees used designated lots—not public idling areas. A 1,000-foot driveway and extra parking would help hold early arrivals.

Commissioner Terrones asked whether trucks would be processed through a guardhouse or similar infrastructure.

Mr. Sangdahl confirmed there would be two guardhouses at the main truck entrance, with dual inbound lanes to process trucks efficiently and prevent backup onto Lone Elm Road.

Commissioner Brown mentioned visiting Lineage's current facility and asked how the proposed facility compared in design and operation.

Mr. Sangdahl said both were tall, automated cold storage centers, but the new facility was designed for faster-moving products and 110,000 pallet positions. He explained forklifts max out at 60 feet, but automated cranes work efficiently up to 200 feet, justifying the proposed 140-foot building. A lower building would require doubling the footprint and reducing energy efficiency.

Commissioner Brown asked how truck traffic would compare between the two facilities.

Mr. Sangdahl estimated the proposed facility would generate about 30% more truck traffic due to its size and faster turnover but offered to provide exact figures later.

Commissioner Bergida asked Mr. Romine to clarify the difference between "topping off" and "refilling" ammonia in the system.

Mr. Romine confirmed top-offs were small additions—typically 1,000–2,000 pounds every 2 to 5 years. Deliveries were infrequent due to high fixed delivery costs.

Commissioner Bergida asked how many employees would be on-site and how staffing varied by shift.

Mr. Sangdahl stated the largest shift would include around 85 employees, operating Monday through Saturday, with a skeleton crew of 10–15 on Sunday or during overnight shifts.

Commissioner Bergida referenced a June 21, 2024 fire at Lineage's Kennewick, WA facility, and asked what happened and how such incidents would be prevented at the proposed facility.

Mr. Sangdahl acknowledged the incident but said the cause remained unknown pending investigation. He explained the Kennewick facility was older (likely 1970s), wood-framed, and had outdated fire codes and systems. The new facility would be built with non-combustible materials and modern fire protection, including diesel-powered fire pump for blackout resilience; on-site water tank; sprinklers on ceilings and throughout racking; heat detection sensors; and dry pipe system to prevent accidental discharge or corrosion.

Commissioner Bergida asked if the Kennewick facility was automated.

Mr. Sangdahl clarified it was not—lower height, combustible materials, and limited fire protection made it fundamentally different.

Commissioner Bergida asked if Lineage had updated protocols post-incident.

Mr. Sangdahl said he was not part of the internal safety team and couldn't confirm changes but assumed older facilities were being reviewed for improvements.

Commissioner Bergida then asked whether Lineage used standardized building designs or customized them.

Mr. Sangdahl said designs were tailored to site conditions, customer needs, and product flow. The proposed facility was 80% dedicated to a single customer and was designed around their requirements.

Commissioner Chapman asked how long security checks took at the guardhouse.

Mr. Sangdahl explained clearance for fleet-operated trucks (80% of traffic) would be nearly instant—1–2 minutes or less. Public warehouse customers' trucks might take slightly longer but still under a few minutes. The site's dual-lane, dual-guardhouse setup allowed efficient processing—10 trucks could be cleared in 10–20 minutes.

Commissioner Chapman then asked if the building height was driven by automation or site layout.

Mr. Sangdahl said the 140-foot height was driven by automation needs. Reducing the height would require more cranes, increasing costs and inefficiency. Vertical movement is more efficient for cranes, and shorter buildings with more roof area would be less energy efficient to cool.

Commissioner Breen addressed City staff, asking which other facilities in the area used ammonia refrigerants.

Mr. Belcher responded that Tyson, Walmart's new plant, and another Lineage Logistics facility all use ammonia systems.

Chair Janner confirmed there were no further questions from Commissioners at that time and transitioned the meeting to the public hearing portion.

Chair Janner explained the public hearing procedure and re-emphasized its purpose: to gather input to inform the Commission's decision. He clarified the format was a hearing, not a Q&A, and asked speakers to address the Commission only, and requested civility and respect. He reminded each to state their name and address and to limit remarks to five minutes and then turned it over to Commissioner Breen to begin calling speakers.

Speaker #1, Doug Doerfler, 21834 W. 175th Terrace, opposed the project due to proximity to his home, citing concerns about deteriorating roads, property values, truck traffic, and noise. He argued the 140-foot building height far exceeds the 55-foot norm and questioned the effectiveness of planned buffers. He requested additional mitigation if the project moves forward.

Speaker #2, Wayne Perzee, 21708 W. 176th Terrace, shared concern about declining property values and quality of life, particularly for retirees and families. He criticized the zoning changes over time and argued the proposed facility is incompatible with the nearby residential neighborhood due to its size, noise, and light impact.

Speaker #3, John Gillis, 22200 W. 178th Terrace, supported the project, citing the site's strategic location near highways and alignment with long-term infrastructure planning. He viewed the development as part of Olathe's economic growth and praised its design. He welcomed the building height as a potential landmark.

Speaker #4, Jeff Walters, 21581 W. 177th Court, opposed the facility due to safety concerns with ammonia use, referencing a 2024 fire at a Lineage site in Washington. He warned of potential chemical exposure to parks and schools and cited EPA data on ammonia-related incidents, urging the Commission to reject the proposal.

Speaker #5, Janice Walters, 21581 W. 177th Court, questioned the facility's safety and operational efficiency. She cited online reviews of poor logistics at Lineage's existing site and raised concerns about idling trucks, noise, and potential traffic incidents. She urged the City to address current issues before approving new development.

Speaker #6, Katy Hupe, 21567 W. 177th Street, argued the site was never intended for heavy industrial use, citing zoning history and surrounding land uses. She warned the approval could set a harmful precedent for future residential development and called for more compatible zoning decisions in line with community planning.

Speaker #7, Dan Naden, 21793 W. 176th Terrace, described his neighborhood as family-oriented and raised concerns about notice adequacy, stormwater runoff, and traffic. He warned that queued trucks could block road access and park entrances, referencing similar issues at the Tyson facility on 159th Street.

Speaker #8, Zerek Wilkinson, 21849 W. 177th Street, opposed the height variance and warned it violates zoning intent. He raised concerns about noise, traffic, and inadequate infrastructure. He noted the presence of vacant warehouses nearby and questioned the project's economic benefit. He urged strict adherence to zoning laws and infrastructure planning.

Speaker #9, Robin Kluttz, 22144 W. 177th Terrace, expressed concern for family safety, citing ammonia risks, past OSHA violations at other Lineage facilities, and the lack of clear evacuation plans for nearby schools and neighborhoods. She questioned emergency access and raised concerns about diesel exhaust, truck traffic, and vulnerable road users. She urged decision-makers to consider whether they would want such a facility near their own homes.

Speaker #10, Bryan Sweetman, 22198 W. 177th Terrace, retired Air Force veteran, criticized traffic studies conducted in low-traffic months and described increasing truck noise and road dangers, especially for young drivers. He raised concerns about ammonia safety, limited City investment in South Olathe, and contrasted the area's treatment with neighboring developments. He urged the City to evaluate the project's real impact.

Speaker #11, Gayle Strahan, 21470 W. 181st Terrace, criticized the City for annexing the area for tax purposes without infrastructure support. She opposed further industrial development, citing unmanageable truck volumes, unenforced road restrictions, and blocked emergency vehicle access. She called for infrastructure upgrades before allowing additional development.

Speaker #12, Morgan Wixson, 22266 W. 177th Street, a cancer survivor and longtime resident, raised concerns about inconsistent truck traffic estimates, law enforcement limitations, and overwhelmed roads. She warned of environmental and safety impacts, especially for teens and school zones, and urged officials to visit the neighborhood before deciding.

Speaker #13, Michael Sadick, 21889 W. 177th Terrace, a retired biotech professional, warned of continuous industrial noise from compressors, generators, and refrigerated trucks. He argued berms would be ineffective and raised concerns about the facility's impact on endangered migratory birds along the Central Flyway. He emphasized the incompatibility of such a facility with residential living.

Speaker #14, Nancy Halpin-Sadick, 21889 W. 177th Terrace, a neonatal nurse, explained the dangers of anhydrous ammonia, including toxicity and flammability. She highlighted potential for chemical burns, respiratory injury, and death. She raised concerns about emergency response times and truck traffic impacting response capability, urging reconsideration of the project.

Speaker #15, Susan Johnson, 21755 W. 177th Street, opposed the project due to height, fire risk, and increased traffic on inadequate roads. She questioned whether the project would be acceptable in more visible community areas and argued that proximity to homes, parks, and youth sports fields made this site inappropriate.

Speaker #16, April Barton, 17794 S. Myrna Drive, acknowledged the need for development but warned of long-term risks, including delayed emergency response, hazardous material incidents, and public health concerns from diesel and noise pollution. She urged the City to pursue development compatible with residential zoning and community well-being.

Chair Janner called for a short recess. The public hearing then resumed.

Speaker #17, Beth Reinhart, 22213 W. 176th Terrace, a retired nurse, criticized the traffic study as incomplete and insufficient for school-hour traffic. She cited Lineage's environmental violations, including recent EPA penalties, and expressed fear over an ammonia release near her home. She urged the City to prioritize safety and preserve Olathe's reputation.

Speaker #18, Elizabeth Makowski, 22162 W. 177th Terrace, a longtime resident, described the area as a tight-knit, family-focused community. She urged preservation of the neighborhood's character and legacy, emphasized concerns about child safety near Lone Elm Park, and requested alternative development that respects community values.

Speaker #19, Greg Palkowitsh, 22223 W. 176th Street, raised concerns about the financial instability of Lineage's parent company and potential misuse of public funds. He detailed the visual impact of the facility from his home and highlighted road safety risks on Lone Elm, noting limited visibility and dangerous acceleration gaps due to fast-moving traffic.

Speaker #20, David Sanders, 21682 W. 176th Terrace, opposed placing a 14-story industrial facility near homes. He warned of infrastructure strain, noise, ammonia dangers,

and past safety violations by Lineage. He questioned legal liability for potential harm and argued better-zoned sites exist. He urged collaboration to find a safer location.

Speaker #21, William “Bill” Groh, 22249 W. 176th Street, focused on long-standing traffic issues, emphasizing dangerous roads and lack of infrastructure upgrades. He acknowledged some safety violations may predate Lineage’s ownership but stressed the need for proactive safety measures. He expressed uncertainty about how traffic could be effectively managed moving forward.

Speaker #22, Judy Ball, 21896 W. 177th Street, opposed the industrial rezoning, saying it conflicts with Olathe’s Comprehensive Plan focus on quality of life and residential character. She highlighted the City’s shift toward intellectual industries and investments in housing and parks, warning the facility would deter future residential growth, lower property values, and neglect South Olathe. She urged prioritizing residential development and amenities over industry.

Speaker #23, Mike Andree, 17325 S. Lone Elm Road, explained that his property—frequently referenced during the meeting—is the small square shown in presentation slides. Although zoned rural residential, his home had been surrounded by farmland for the past 20 years. He acknowledged inevitable development, likely industrial, near his rural residential property. He urged the Commission to respect the area’s heritage, ensure proper infrastructure, and make responsible decisions.

Speaker #24, Lori Vogelsberg, 21817 W. 176th Street, raised concerns about tax incentives reducing City revenue and shifting costs to residents. She noted residential properties provide most tax revenue and warned the facility’s demand on City services may not be fairly offset if tax breaks are granted. She urged careful evaluation of benefits versus costs.

Speaker #25, Michael Hibit, 17671 S. Brockway Street, strongly opposed the rezoning, citing impacts on neighborhood character, safety, and health. He highlighted light, noise, truck traffic, and pollution risks, urging rejection to protect families, property values, and local parks.

Speaker #26, Amanda Palkowitsh, 22223 West 176th Street, opposed the project due to traffic safety risks, especially for young drivers and school buses. She warned heavy truck traffic would increase accidents and urged the Commission to reject the proposal to protect local families.

Speaker #27, Judy Mason, 17743 S. Lavery Street, focused on health risks from diesel emissions and air pollution, emphasizing the City’s duty to protect vulnerable residents. She urged rejection without stronger traffic and air quality controls to safeguard community health.

Speaker #28, Marcia Fall, 17646 S. Roundtree Drive, objected to the facility's location, citing child safety and neighborhood character concerns. Though not opposing the facility itself, she urged finding a safer site and warned against unnecessary rezoning.

Speaker #29, Jere Mills, 22197 W. 176th Terrace, criticized inconsistent rezoning and urged long-term planning with adequate infrastructure. He questioned traffic study accuracy and called for more responsible decision-making.

Speaker #30, Angie Wilkinson, 21849 W. 177th Street, opposed due to traffic congestion, truck safety, and concerns from a recent ammonia leak at a Lineage facility. She questioned company transparency and emergency plans and urged leaders to consider the risks personally.

Speaker #31, Tanina Aggur, 21360 W. 181st Terrace, opposed the rezoning, citing Lineage's past chemical leak, OSHA violations, and health risks from anhydrous ammonia—especially to children and first responders. She also raised concerns about noise, property values, and rising taxes, urging officials to prioritize community safety and accountability.

Speaker #32, Suzanne Dougan, 21932 W. 176th Terrace, opposed the project, highlighting traffic dangers from a proposed entrance near a blind curve and heavy school bus use. She raised lightning strike risks to the tall metal facility, called for safety measures, criticized lack of park screening, and questioned infrastructure readiness.

Speaker #33, Janice Rummel, 17765 S. Roundtree Drive, HOA president, opposed the rezoning over safety and community impact concerns. She praised neighbors' research, stressed emergency preparedness given Lineage's record, and urged the Commission to fully consider resident input.

After all speakers present had spoken, **Chair Janner** entertained a motion to close the hearing.

Commissioner Terrones moved to close the public hearing, and **Commissioner Bergida** seconded. The motion passed 7 to 0.

Chair Janner called for any final discussion from the Commissioners.

Commissioner Bergida expressed having several questions but highlighted two main concerns before voting. The first was confirmation from local fire officials on emergency response capabilities, including response times, equipment, and resource needs for the proposed facility.

Mr. Belcher relayed assurances from Deputy Fire Chief Dave Anderson that the fire department is prepared to handle fires involving any chemicals at the site. He cited an email from Fire Chief DeGraffenreid estimating a six-minute, sixteen-second response

time. Mr. Belcher also relayed that Deputy Chief Anderson had noted that adequate water supply is available from WaterOne infrastructure, unlike issues seen at a recent Washington facility fire.

Commissioner Bergida asked what safety improvements Lineage had made since the Washington fire and what lessons were learned. He emphasized the need for this information before voting and expressed concern over human error and enforcement. He referenced online reviews showing varied performance at other Lineage facilities and questioned who would operate the Olathe site and how safety compliance would be enforced.

Mr. Sangdahl clarified that truck drivers are independent contractors scheduled by customers, which limits the company's control over their behavior. Complaints often stem from scheduling issues due to federal driving hour restrictions.

Mr. Romine explained that ammonia refrigeration systems are regulated under strict Process Safety Management (PSM) standards, with documented training and maintenance. Some past OSHA violations were paperwork-related, not safety failures. He stressed the company's commitment to compliance.

Commissioner Bergida inquired about other emissions.

Mr. Romine stated that aside from ammonia, permitted diesel generators would be the only other emissions; truck exhaust is outside the company's control.

Commissioner Bergida sought clarification on employment numbers.

Mr. Sangdahl confirmed approximately 240 total jobs, with about 85 employees onsite at peak times. Earlier lower estimates were conservative.

Commissioner Bergida confirmed that only one facility would be built on 175th Street, not two.

Mr. Sangdahl affirmed this.

Regarding financial risk, **Commissioner Bergida** noted Lineage's significant assets and asked if shutting down the facility would be financially manageable for the company.

Mr. Sangdahl said Lineage has about \$5 billion in annual revenue and is investing over \$200 million in the project. He stated the company could mothball the facility if necessary but plans to operate it fully.

Commissioner Bergida asked about noise ordinance enforcement.

Mr. Belcher confirmed the Olathe Police Department, not the Kansas Highway Patrol, would enforce the noise ordinance.

Commissioner Bergida asked about evacuation plans for the facility and nearby community.

Mr. Belcher said the facility has alarms to notify fire stations, but no further community evacuation plans were detailed.

Commissioner Bergida asked about the impact of truck traffic on roads.

Mr. Love explained trucks cause more wear than passenger vehicles but these arterial roads typically have asphalt sections similar to industrial standards and will receive ongoing maintenance.

Commissioner Bergida questioned the cited figure of 1 truck is equivalent to 100,000 cars per day on 175th Street.

Mr. Love found the number high but had no specific data available. Regarding traffic studies, Mr. Love said counts were done midweek in June, outside school sessions, and met level-of-service standards. A future updated study during school days would be conducted for Phase Two of development.

Commissioner Bergida asked about school traffic volume.

Mr. Love noted minimal school traffic is expected on 175th Street due to school district boundaries and limited nearby residences.

Commissioner Bergida asked about the park's location relative to the site.

Ms. Schuller stated the park lies directly north. City staff prioritized preserving the existing tree line there, which serves as a natural buffer. Grading was adjusted to protect trees, and final landscaping will fill any gaps.

Commissioner Bergida summarized the natural buffer will be enhanced.

Ms. Schuller confirmed, adding that this complies with City landscaping requirements.

Commissioner Chapman asked about nighttime lighting.

Mr. Sangdahl said lighting will be cutoff-style to limit light trespass, complying with city codes. The building is 140 feet tall with FAA approval for signage lighting. Backup diesel generators power safety systems and run briefly weekly for testing.

Mr. Romine addressed safety and emergency response, explaining Risk Management Plans define potential ammonia release zones shared with local agencies. The ammonia equipment is housed in a hardened concrete room designed to prevent catastrophic release, which is considered highly unlikely.

Commissioner Terrones asked if truck drivers would be local or from elsewhere.

Mr. Sangdahl stated about 80% would be local drivers familiar with Olathe; the remainder are over-the-road carriers, many experienced in refrigerated transport.

Commissioner Brown questioned the building height versus zoning allowances.

Ms. Schuller clarified the 140-foot height is allowed by right under city code, subject to site design and setbacks.

Commissioner Creighton asked about stormwater management and impacts on local creeks.

Mr. Love described detention basins will be required meeting city standards, controlling runoff quantity and quality.

Judd Claussen, Phelps Engineering, civil engineer for the project, confirmed compliance with stormwater regulations and protection of a nearby stream corridor.

Commissioner Brown asked for the next steps in the application approval process.

Kim Hollingsworth, Planning and Development Manager, answered the Planning Commission is a “recommending body”, which would make a recommendation. The application would then proceed to City Council as the “approval body” for a decision. If this application were approved by the Council, then the application would proceed through additional administrative steps.

Commissioner Bergida noted he was ready to make a motion to table the item, in order to gather more information regarding Olathe fire department’s equipment and Lineage’s response and any safety modifications made after the Washington incident.

Commissioner Creighton noted for the record that certain topics, such as financial incentives, were City Council issues, outside the purview of the Commission. While empathetic to residents, his primary concern was inadequate road infrastructure—especially Lone Elm and 175th Street—at the intersection of multiple jurisdictions, with no clear timeline for improvements, making support difficult.

Commissioner Brown sought clarification on road maintenance responsibilities.

Mr. Love confirmed Olathe maintains Lone Elm, but upgrades to 175th require coordination among multiple entities, with no set schedule.

Commissioner Chapman expressed concerns about Lone Elm's capacity to handle increased truck traffic and the lack of planned improvements, stating this posed significant concerns.

Chair Janner acknowledged the project aligns with the City's Comprehensive Plan but noted legitimate health, safety, and infrastructure concerns raised. He observed prior councils zoned the area industrial and anticipated City Council approval regardless of this Commission's recommendation but encouraged a vote tonight based on current discussion and allow the Council to make the final decision.

Commissioner Bergida moved to table the item for further fire department input and safety updates. The motion failed for lack of a second.

Commissioner Creighton moved to approve RZ25-0007 subject to staff comments and stipulations, and **Commissioner Breen** seconded. The motion failed 2 to 5 as follows:

Yes: Breen, Chapman

No: Janner, Creighton, Brown, Terrones, Bergida

Chair Janner thanked the public for participation and patience, noting the Commission's recommendation sends a message to City Council that road capacity, safety, and environmental risks remain unresolved and must be addressed before the project advances.