



STAFF REPORT

Planning Commission Meeting: August 11, 2025

Application:	RZ25-0007: Rezoning from the CTY RUR (County Rural) District to the M-2 (General Industrial) and C-2 (Community Center) Districts and Preliminary Site Development Plan for 175th Lone Elm Center
Location:	Northeast of W. 175 th Street and Lone Elm Road
Owner/Applicant:	Mark Connor, Commercial Reposition Partners 17, LLC
Engineer:	Judd Claussen, P.E., Phelps Engineering
Staff Contact:	Jessica Schuller, AICP, Senior Planner

Site Area:	<u>145.78 acres</u>	Plat:	<u>Unplatted</u>
Existing Zoning:	<u>RUR</u>	Proposed Zoning:	<u>M-2 (General Industrial) 136.79 acres</u> <u>C-2 (Community Center) 8.99 acres</u>
Lots/Tracts:	<u>6 Lots</u> <u>1 Tract</u>	Building Area:	<u>Lot 1: 447,243 square feet</u> <u>Lots 2-5: 1,145,170 square feet</u> <u>Lot 6: 38,257 square feet</u>

	Plan Olathe Land Use Category	Existing Use	Existing Zoning
Site	Employment Area	Undeveloped	RUR
North	Primary Greenway	Sports Complex / Public Park	RP-1
South	Conventional Neighborhood / Primary Greenway / Conventional Neighborhood	Undeveloped / Single-Family Residential	CTY RUR
East	Employment Area	Undeveloped	CTY RUR
West	Employment Area / Industrial Area	Undeveloped	Not Zoned

1. Introduction

The applicant requests a rezoning and preliminary site development plan for approximately 146 acres located northeast of 175th Street and Lone Elm Road. The development consists of six (6) lots within two zoning districts, with the M-2 (General Industrial) District proposed on the majority of the site (136.8 acres), and the C-2 (Community Center) District located at the corner of 175th Street and Lone Elm Road (8.99 acres). Lineage Logistics proposes to occupy the northern half of the property (Lot 1, 63.6 acres), and future industrial and commercial development will be located to the south. Due to the conceptual nature of the southern portions of the site, approval of a revised preliminary site development plan is required for Lots 2-6 prior to development.

The proposed Lineage Logistics building is an automated freezer facility for the storage and distribution of cold food products. The proposed building consists of 35,002 square feet of cooler space and 184,927 square feet of freezer space primarily storing ready-to-eat foods. The proposed plans also include a 10,067 square foot office area on the east side of the building. Loading docks are located on the south facing façade. Lineage Logistics has buildings located throughout the United States and this facility would be the second constructed in Olathe. The cold storage facility is operational 24-hours a day and seven days a week with construction anticipated to begin in 2026 and be completed in 2027.

The remaining portion of the M-2 District is 74.8 acres and consists of four (4) speculative general industrial buildings ranging from 124,441 square feet to 518,057 square feet. The proposed C-2 District is anticipated to consist of six (6) buildings ranging from 2,700 square feet to 8,500 square feet.

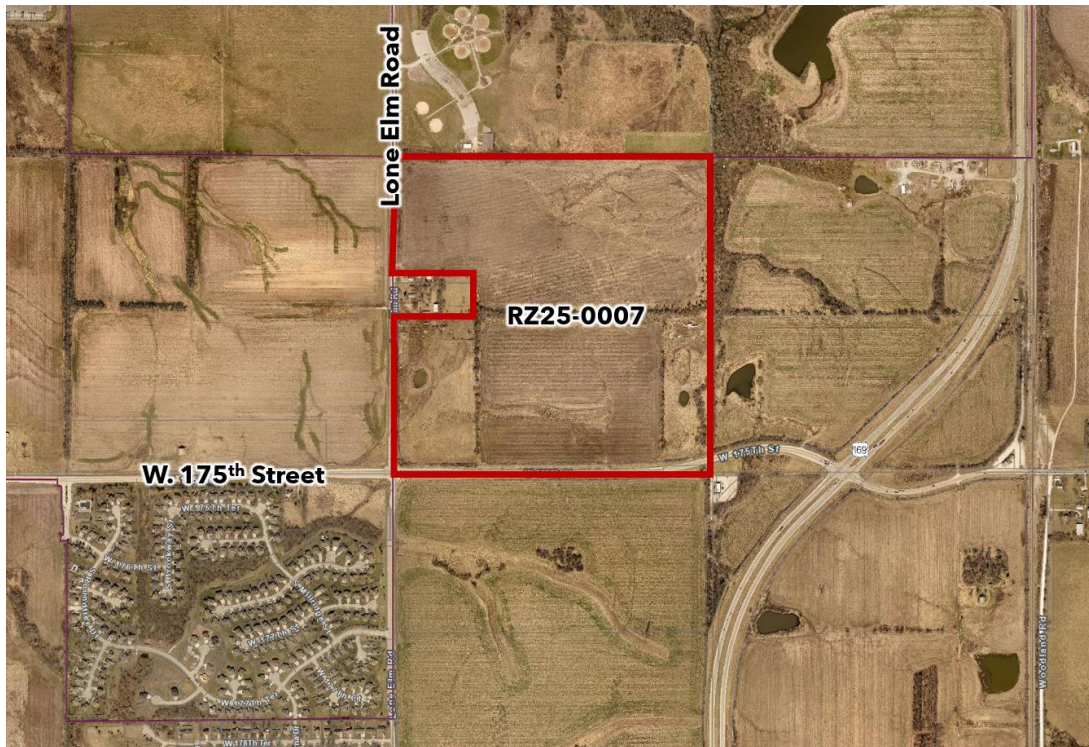
2. History

The property was annexed in 2025 (ANX25-0002) under Ordinance 25-11. An annexation agreement was approved in April 2025 to develop the property as an industrial and logistics business park, which may include commercial, office, manufacturing, warehouse/distribution, and other appropriate uses approved by the City, and for other general commercial or mixed-use purposes. The Future Land Use Map of the Plan Olathe Comprehensive Plan designates the entire property as an Employment Area.

Lineage Logistics has an existing cold storage facility in Olathe, located approximately 2 miles northwest of the subject property. The existing facility was approved in 2019 as a dedicated warehouse for a single customer with 407,940 square foot building on 122 acres, and a maximum building height of 88 feet.

3. Existing Conditions

The existing site is undeveloped agricultural land that drains both westerly off the site to an existing ditch along Lone Elm Road, and easterly to an existing tributary of Cedar Creek. Accessory farm structures exist on the property. A tree line bisects the center of the site and also lines the north and east property lines. Lone Elm Park is located directly to the north of the site and two residential properties within unincorporated Johnson County are located near the center of the site, comprising approximately five (5) acres. These residences are accessed from Lone Elm Road.



Site Location Map



Site Photo Looking East from Lone Elm Road

4. Zoning Standards

- a. **Land Use** – The applicant is seeking a change of zoning to allow for the construction of a cold storage warehouse facility and general industrial use buildings under the M-2 District. The cold storage facility is a permitted use within the M-2 District and is compatible with the uses in the surrounding M-2 and MP-2 Districts located north of 175th Street. General commercial uses are proposed within the C-2 District.

M-2 District uses include many industrial and service-type uses including warehousing/distribution and cold storage. The C-2 District permits a number of retail, restaurant and service uses. Staff recommends the restriction of some land uses on the subject property due to the intensity of the use or its reliance on outdoor storage, and the adjacency to major arterial roadways, public open space and residential land uses. Staff worked with the applicant on these use restrictions and the applicant is amenable to the following restrictions within the M-2 and C-2 Districts, respectively:

M-2 (General Industrial):

- (1) Power Generation Plant
- (2) Parking Lots, Surface, as Principal Use
- (3) Public Utility Storage and Service Yards
- (4) Automobile Storage or Towing (Tow Lot)
- (5) Paper Manufacturing
- (6) Recycling Centers, Drop-Off
- (7) Rendering and Meat Byproduct Processing
- (8) Petroleum Bulk Stations and Terminals
- (9) Leasing/Rental of Trucks, Trailers, RVs, Boats, Motorcycles
- (10) Storage Area or Lot, except when as an accessory use to a building, and not visible from arterial and collector roadways
- (11) Textile, Clothing, and Leather Manufacturing
- (12) Bus/Truck Maintenance, Including Repair and Storage

C-2 (Community Center):

- (1) Entertainment Establishment
- (2) All Distance-Restricted Businesses (OMC 5.43)

The site is designated as an Employment Area on the PlanOlathe Future Land Use Map. The applicant's request to rezone to the M-2 and C-2 Districts aligns with this land use designation, which generally supports light industrial uses integrated with complementary retail and service uses. This designation is consistent with established land uses between I-35 to the west and US-169 Highway to the east in which industrial land uses transition to business park and commercial land uses to the south, adjacent to 175th Street.

- b. **Building Height** – Building heights are limited to the following requirements:
- i. M-2 District – Maximum of 12 stories and 144 feet (Column 2);

- ii. C-2 District – Maximum of 2-stories and 35 feet (Column 1).

The maximum height typically permitted in the M-2 District is 55 feet; however, buildings can be constructed to a maximum height of 144 feet or 12 stories, utilizing Column 2 standards of UDO 18.20.200, if enhanced site design and landscape buffers are established in conjunction with the increased building height. The proposed building is designed to a maximum height of 140 feet to accommodate the 110,992 storage pallets within the cold storage portion of the building. The office and loading dock areas are proposed at a lower height of approximately 63 feet. The building has increased setbacks from all property lines and significant landscaping berms, screening and buffering are utilized throughout the property.

Staff has stipulated that the speculative industrial buildings will be a maximum of 55 feet tall, following Column 1 standards of UDO 18.20.200, and the conceptual commercial buildings will be a maximum of 35 feet tall, following Column 1 standards of UDO 18.20.140.

- c. **Setbacks** – Building setbacks are subject to the following requirements:
 - i. M-2 District – 20-foot front, 10-foot side, and 10-foot rear yard setbacks;
 - ii. C-2 District – 15-foot front, 7.5-foot side, and 7.5-foot rear yard setbacks;

The proposed buildings within each District align with the setback requirements of the UDO. On Lot 1, the proposed building setbacks significantly exceed minimum requirements. The building will be located approximately 315 feet from the northern property line, 1,059 feet from Lone Elm Road and 458 from the eastern property line.

All future buildings are subject to all setback requirements of the UDO.

- d. **Open Space** – The C-2 District requires a minimum of 20% open space, and the M-2 District requires a minimum of 15% open space, which will be provided at the time of development for conceptual Lots 2-6. Lot 1 for the cold storage facility provides 42% open space.

5. Development Standards

- a. **Access/Streets** – The site will take access from Lone Elm Road to the west in two locations. Near the center of the site, a southbound-left and a northbound-right turn lane will be constructed per the submitted Traffic Impact Study and Olathe Access Management Plan, providing access to a collector roadway constructed internal the development. This drive will be the primary employee entrance for Lot 1 and will also serve the future development of Lots 2-6. A northern entrance will also be constructed on Lone Elm Road, which is the primary truck entrance for Lot 1. Adequate on-site truck stacking is provided at this northern entrance, and no truck stacking is permitted on adjacent roadways.

Future access points are provided on 175th Street for the conceptual commercial and industrial properties (Lots 2-6). The timing of all these access points is based upon the findings of the traffic impact study and the City Engineer's concurrence. A stipulation is included requiring the traffic impact study to be updated with each development phase to determine if updates to recommendations are needed at that time.

- b. **Parking** – Minimum parking requirements of UDO 18.30.160 for the proposed uses, and the proposed parking counts, are as follows:
 - i. **Cold Storage Warehouse** – 1 space per 1,500 square feet of building area, requiring a total of 289 parking stalls. Parking requirements are being met with a total of 292 standard, accessible, and tractor/trailer parking stalls. The site has an additional 510 trailer storage stalls which are generally located to the south and west of the building.
 - ii. **General Commercial / Industrial Uses** – The conceptual commercial and industrial portions of the development are required to comply with UDO parking standards at the time of revised preliminary site development plan, when specific users are identified.
- c. **Landscaping/Screening** – The applicant provided a preliminary landscape plan for Lot 1 meeting the requirements of the UDO. Landscape buffers are required along the perimeter of the site. A 60-foot-wide landscape area is provided along Lone Elm Road, including a 7-9 foot tall berm, double row of evergreen trees, and deciduous trees. Tree preservation areas are located on the northern property line, serving to buffer and screen from adjacent Lone Elm Park. A landscape buffer is also located along the collector road central to the property.

The UDO requires a Type 5A Buffer from the industrial properties to the existing residential properties, consisting of a 30-foot wide planted area and a minimum 11-foot tall berm and wall combination. The applicants are providing the required treatment with a 967-foot long wall and berm densely planted with a mix of trees and shrubs.

Further refinements and landscaping details will be provided at the time of Final Site Development Plan for each phase of development, and all landscaping will meet the requirements of the UDO.
- d. **Tree Preservation** – A tree preservation plan was provided and identified 2.9 acres of existing tree canopy on Lot 1. The applicant is exceeding the minimum requirement to preserve 20% of contiguous wooded areas by preserving 69% of wooded areas, located on the northern property line which serves as a buffer to Lone Elm Park to the north. Tree areas on the eastern property line will be removed due to grading for the stormwater detention and parking areas. Tree preservation plans for Lots 2-6 are required with the future preliminary site developments plans.
- e. **Stormwater/Detention** – A conceptual stormwater report was provided for Lot 1. A portion of the existing site surface drains westerly off the site to an existing ditch along Lone Elm Road. The remaining portion of the site surface drains easterly to an existing tributary of Cedar Creek. The development will maintain the same drainage patterns, and two wet detention basins will be constructed, one on the east side and one on the west side of the site. The property is subject to all Title 17 requirements of the Municipal Code.
- f. **Public Utilities** – The property is in WaterOne and City of Olathe sewer service areas. There is an existing water main along the east side of Lone Elm Road and the north side of 175th Street. The City is currently extending existing sewer lines to the northeast corner of the subject property, approximately 1,200 linear feet, to service this property from the north.

6. Site Design Standards

M-2 District

The M-2 District is subject to Site Design Category 6 (UDO 18.15.130) based on the M-2 District zoning designation. The following is a summary of the applicable site design requirements for Lot 1; the remaining industrial development will be required to comply with all site design standards at the time of revised preliminary development plan:

- a. **Parking Pod Size** – The maximum number of parking stalls allowed in one parking pod, is 320. The proposal is meeting this UDO requirement with the largest pod containing approximately 105 spaces.
- b. **Drainage Feature** – Open drainage and detention areas visible to the public must be incorporated into the design of the site as an attractive amenity or focal point. There are no visible drainage and detention areas on Lot 1 due to extensive berming along Lone Elm Road. Future detention areas for Lots 2-6 are subject to all UDO requirements.
- c. **Increased Setback** – Buildings must be set back at least fifty (50) feet from an adjoining arterial street or nonresidential zoning district and two hundred (200) feet from an adjoining R-1 or R-2 zoning district or designated open space. The building is setback 315 feet from the northern property line adjacent to Lone Elm Park and 1,069 feet from Lone Elm Road. The existing residential properties near the center of the subject site are approximately 488 feet from the proposed cold storage structure.
- d. **Perimeter Landscaping** – Industrial sites that directly abut an arterial street must include a minimum building setback of 50 feet from the roadway, and a minimum 50-foot landscaped area with 70% permeable surfaces and 50% planted material. The cold storage facility on Lot 1 is setback 1,059 feet from Lone Elm Road. The conceptual industrial building on Lot 5 and is setback more than 100 feet from Lone Elm Road.

The landscape buffer adjacent to Lone Elm Road on Lot 1 includes more than 60 feet of landscape area planted on a 7-9 foot tall berm, and a wet detention basin for a total width of approximately 200 feet. The landscape buffer includes a double row of continuous evergreen trees accented with deciduous street trees.

Lot 1 will be secured by a 6-foot tall steel picket style fence on the south and west, and a 6-foot tall galvanized chain link fence on the north and east.

C-2 District

The C-2 District is subject to Site Design Category 4 (UDO 18.15.120) based on the proposed zoning designations. The conceptual commercial development is required to comply with all site design requirements at the time of revised preliminary site development plan.

7. Building Design Standards

Buildings in the C-2 District are subject to building design standards for Commercial or Retail Buildings (UDO 18.15.020.G.7) and buildings in the M-2 District are subject to building design standards for Industrial Buildings (UDO 18.15.020.G.10). Lots 2-6 will provide elevations for review with a revised preliminary site development plan prior to development.

Color elevations and renderings were provided with the preliminary site development plan showing the proposed building materials and architectural style for the cold storage facility on Lot 1. Proposed materials consist of Class 1 concrete panels, glass and insulated architectural

metal throughout. The building is painted in shades of gray, white and blue. The building meets several design standards of the UDO, and the applicant is requesting waivers for some design standards due to the unique components and function of the building (see Section 9, Waiver Requests).

The south, east and west facades are considered primary facades, and the north facade is considered secondary. The following table lists the applicable design requirements of the UDO and proposed design elements:

Table 1: M-2 District Building Design Standards	Design Requirements (Industrial Buildings) Proposed Design
<i>Building Entryway</i>	<p><i>The main common building entry must be defined with a covered projection from the façade or by a recessed area.</i></p> <p>The primary building entrances are located on the east façade and include canopies that project over entrances and are recessed at the building corners, meeting UDO requirements.</p>
<i>Garage and Overhead Doors</i>	<p><i>Garage and overhead doors may only face a local or collector public street, unless completely screened from view.</i></p> <p>All overhead doors are oriented to the south, facing a collector roadway. The visible, street-facing doors include a continuous metal canopy, are recessed from the building façade line, and are made of insulated metal, meeting UDO requirements.</p>
<i>Horizontal & Vertical Articulation</i>	<p><i>Each primary façade must provide horizontal and vertical articulation every 100 linear feet of the façade.</i></p> <p>The overall structure has varying roof heights, especially when viewed from the main entrance to the building. The office portion of the east façade includes 3-foot changes in parapet height every 85 feet across the façade. Portions of the west façade also include 3-foot changes in parapet height. A waiver is requested to the horizontal and vertical articulations requirements for primary elevations (see Section 9).</p>
<i>First Floor Glass</i>	<p>First floor glass is incorporated on the eastern office-portion of the building façade, where 15% glass is required and 18% is provided. A waiver is requested to glass requirements on the remaining primary west and south elevations (see Section 9).</p>

Primary facades are required to utilize a minimum of two (2) Class 1 and Class 2 materials on 75% of the façade, with a minimum of 15% glass on the first floor. Secondary facades must utilize a minimum of two (2) Class 1, Class 2 and Class 3 materials on 40% of the façade. All facades provide two Class 1 materials, including insulated architectural panels and concrete, and the minimum glass percentage is provided on the eastern office portion of the structure.

No building elevations were provided for the conceptual industrial and commercial developments. Building elevations are required to be approved at the time of revised preliminary development plan.

8. Public Notification and Neighborhood Meeting

The applicant mailed the required public notification letters to surrounding properties within 200 feet and 1,000 feet in unincorporated areas, and posted signage on the subject property per UDO requirements. Neighborhood notice was also provided to property owners within 500 feet of the property, as well as to adjacent Homes Associations. A neighborhood meeting was held on July 21, 2025 with 20 attendees. Questions were asked about building height, landscaping, stormwater, and traffic. General questions were also asked about the limits of the site, boundaries and zoning. There was concern about the number of warehouses in the area. The applicant responded to these questions at the meeting and summarized them in the meeting minutes.

One additional letter of correspondence was received by staff, and is included in the meeting packet.

9. Waiver Request

Section 18.40.240 of the UDO provides a mechanism for waivers to be considered when unnecessary hardships can be demonstrated or where the exception would result in superior design. The applicant submitted a justification statement for the two (2) waivers requested which is included in the meeting packet.

- a. **Percentage of Glass** – The applicant is requesting a waiver from UDO 18.15.020.G.10 pertaining to the percentage of glass on primary facades. The UDO requires a minimum of 15% glass on the first floor of primary facades and glass is not provided on the south and west facades.
- a. **Articulation** – A waiver is requested to the articulation requirements of UDO 18.15.020.G.10. The UDO requires vertical and horizontal articulation for every 100 feet of façade width. Articulation is provided on the office portion of the east façade and portions of the west façade.

Staff worked closely with the applicant to understand the unique functionality and design needs of the building as an automated freezer facility. The applicant provided detailed narratives and precedent images of the proposed facility to convey the reasoning behind specific design choices to accommodate the business needs of the operation.

Staff is supportive of the two waiver requests which help maintain the thermal integrity of the building, and the layout and orientation of the building, which is critical to its automated function. In lieu of meeting UDO requirements for glass and articulation, vertical and horizontal color banding was provided on the west façade to provide visual interest. Blue color banding is provided on the lower dock and office portions of the building, which are internal to the M-2 (General Industrial) portion of the site. The entire structure exceeds UDO requirements for building materials by utilizing entirely Class 1 materials. The structure is also designed to minimize visual impact to the extent possible, with light-colored materials blending with the background, lack of reflective materials, and with no exterior mechanical equipment on the roof, creating an uncluttered appearance.

The applicant is also providing significant berms and screening along Lone Elm Road which decreases the building area visible from adjacent properties. Future development of the general industrial area on Lots 2-5 will further screen the cold storage facility, in addition to the future commercial development at the corner of 175th Street and Lone Elm Road.

10. UDO Rezoning Criteria

The future land use map of the PlanOlathe Comprehensive Plan identifies the subject property as an Employment Area. Employment Areas may consist of light assembly or manufacturing where high-quality planned developments integrate a mix of office and light industrial uses. Complementary retail and service uses should be limited in scale and carefully integrated.

The development is visible from Lone Elm Road and 175th Street and in proximity to public open space and residential uses to the west and south. The proposed zoning request meets the following elements of the Comprehensive Plan:

LUCC-6.1: Targeted Development. With the guidance of the Comprehensive Plan's Future Land Use Map, encourage targeted development, redevelopment and infill so as to channel growth where it will contribute to long-term community vision and improve access to jobs, housing and services.

ES-1.3: Targeted Industries. Promote Olathe as an ideal place for desirable new industries, especially those that would diversify the employment base, reflect the labor force capabilities of the community, and complement Olathe's high quality of life.

Principle ES-1: Utilize Olathe's strengths, including a highly educated population, affordability, recreation opportunities, business and family-friendly environment, and other quality of life amenities as a tool to attract quality jobs and position Olathe as a regional economic leader.

The application was reviewed against the UDO criteria for considering rezoning applications listed in UDO Section 18.40.090.G as detailed below.

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

The development meets several policies of PlanOlathe including the channeling of growth where it can contribute to Olathe's long-term community vision, and targeting development in locations accessible to jobs, housing and services. PlanOlathe seeks to establish Olathe as a regional economic leader, and the Olathe 2040 Future Ready Strategic Plan identifies strategies to diversify the business community and create a thriving tax base. The proposed development aligns with the Future Land Use Map of the Comprehensive Plan, which designates the property as an Employment Area, in alignment with the larger 175th Street corridor which is rapidly developing as an important corridor for industry and commercial businesses in the City.

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

The area surrounding this site is predominantly vacant land used for agricultural purposes. Properties to the east and south of the subject property are located within unincorporated areas of Johnson County. The scale and style of the proposed speculative industrial buildings are similar to the approved development located adjacent to Hedge Lane with the 175th Street Commerce Centre, as well as the buildings along 167th Street which include tenants such as FedEx and Bushnell Products and are

primarily of tilt-up concrete construction. These existing buildings are large-scale warehousing and distribution facilities ranging from 45-55 feet in height, with flat roofs and large parking areas for vehicles and tractor-trailers.

The proposed cold storage facility will be significantly taller than the warehousing and distribution buildings in the adjacent area, but more similar in scale to the existing cold storage facility at 167th and Erickson Street which is 88 feet in height. Large setbacks will be maintained from adjacent roadways and property lines.

Two existing single-family residences are directly adjacent to the proposed development and take access from Lone Elm Road. The Nottingham Creek subdivision is located at the southwest corner of 175th Street and Lone Elm Road, southwest of the subject property. This development consists entirely of single-family homes and is accessed from both Lone Elm Road and 175th Street. The Future Land Use Map identifies property south of 175th Street and west and east of Nottingham Creek as an Employment Area and utilizes greenways to transition to Conventional Neighborhoods further south. The proposed cold storage facility is located 2,900 feet (0.55 miles) to the nearest single-family property line within Nottingham Creek, with separation from the cold storage facility by future commercial and general industrial buildings, berms with landscaping, 175th Street right-of-way, and future landscaping on the subject property.

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

The majority of zoning in the area is Business Park and Industrial, or currently under Johnson County rural zoning. A large Employment and Industrial area is located to the west at the planned 175th Street Commerce Center. Adjacent properties under County zoning designations are within the City's expected growth area and are anticipated for industrial and employment uses when future annexations occur.

In the 175th Street corridor, Nottingham Creek is the only residential neighborhood directly adjacent to 175th Street west of US-169. As additional history of the area, Nottingham Creek subdivision was annexed in 2004, prior to the existing studies which provided a vision for the corridor as employment and commercial uses. To provide harmony between adjacent business park and residential land uses, attention should be paid to buffers between uses and screening mechanisms to reduce visual clutter and mitigate potential noise created by truck traffic and warehousing uses.

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

For development to occur, rezoning from the existing County RUR District is necessary. The existing site was annexed into Olathe in April 2025 (ANX25-0002).

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

The property retains County RUR zoning since the time of annexation in 2025. The entire property remains undeveloped and is not platted.

F. The extent to which approval of the application would detrimentally affect nearby properties.

Approval of the application will have significant impact on the two residential properties located within unincorporated Johnson County directly adjacent to the proposed development, unless the properties are acquired by the developer. Impacts will include noise, traffic and visual impacts. As required by the UDO, the developer will provide buffers adjacent to the residential property lines which include an 11-foot tall berm and wall combination in a 30-foot wide buffer planted with a mix of deciduous and evergreen trees and shrubs. The development is required to provide any noise mitigation strategies necessary to comply with Municipal Code 6.18.060 for noise control.

175th Street is classified as a six-lane expressway and has adequate capacity for the proposed development. New turn lanes will be required on 175th Street at the time of full site development (Lots 2-6). Turn lanes will be required on Lone Elm Road with the development of Lot 1.

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

Approval of the application will have significant impact on the two residential properties directly adjacent to the proposed development, unless the properties are acquired by the developer.

Impacts to residential properties will be mitigated through existing and future screening measures including berms with landscaping and the construction of commercial development at the southwest and northeast corners of the 175th Street and Lone Elm Road intersection.

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

This zoning proposal will not cause any adverse effect on traffic and safety of the road network with the required roadway improvements. A Traffic Impact Study to account for the increase in vehicular and truck traffic has been received and evaluated. Road improvements are required with future development of this area which will ensure adequate capacity and safety of the road network. Turn lanes will be required on adjacent arterial roadways, as well as the construction of a collector road central to the development.

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

The development is not anticipated to create pollution or other environmental harm. The development will follow all regulations and codes pertaining to stormwater, air quality, noise, and other related items. On-site detention meeting Title 17 requirements will be provided and trees and landscaping will be installed. In addition, signage is posted along 175th Street to enforce vehicle noise, per traffic ordinance No. 10.01.175. Requirements of the ordinance include mufflers or other noise suppression systems on vehicles, the

prevention of excessive fumes or smoke, and noise creating mechanical exhaust devices that aid in the braking of vehicles.

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

The proposed development is expected to have a significant impact on Olathe's economy by adding 137 acres of industrial use development and 280 jobs for the cold storage warehouse on Lot 1 alone, with additional industry and jobs created with the future development of Lots 2-6.

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

The proposed rezoning does not negatively impact public health, safety, or welfare as presented. If the rezoning were denied, the development could not be constructed within the existing County RUR District.

11. Staff Recommendation

A. Staff recommends approval of RZ25-0007, 175th Lone Elm Center, for the following reasons:

1. The proposed development complies with the policies and goals of the PlanOlathe Comprehensive Plan.
2. The requested zoning meets the Unified Development Ordinance criteria for considering zoning applications.

B. Staff recommends approval of the rezoning to the M-2 and C-2 Districts with the following stipulations:

1. The following uses are prohibited in the M-2 District:
 - a. Power generation plant
 - b. Parking Lots, Surface, as Principal Use
 - c. Public Utility Storage and Service Yards
 - d. Automobile Storage or Towing (Tow Lot)
 - e. Paper Manufacturing
 - f. Recycling Centers, Drop-Off
 - g. Rendering and Meat Byproduct Processing
 - h. Petroleum Bulk Stations and Terminals
 - i. Storage Area or Lot, except when as an accessory use to a building
 - j. Textile, Clothing, and Leather Manufacturing
 - k. Leasing/Rental of Trucks, Trailers, RVs, Boats, Motorcycles
 - l. Bus/Truck Maintenance, Including Repair and Storage

2. The following uses are prohibited in the C-2 District:
 - a. Entertainment Establishment
 - b. All Distance-Restricted Businesses (OMC 5.43)
 3. Lots 2-5 are limited to a maximum building height of 55 feet.
 4. Buildings in the C-2 District are limited to a maximum building height of 35 feet.
- C. Staff recommends approval of the preliminary site development plan with the following stipulations:
1. A revised preliminary site development plan is required for Lots 2-6 prior to development of Lots 2-6.
 2. A waiver is granted for Lot 1 from UDO 18.15.020,G.10.a.4, to permit the primary façade articulation shown on the architectural elevations dated July 17, 2025.
 3. A waiver is granted for Lot 1 from UDO 18.15.020,G.10.a.3 and UDO 18.15.020.G.10.b.1, to permit the primary façade glass percentages shown on the architectural elevations dated July 17, 2025.
 4. In the M-2 District, any fence within 100 feet of public roadways must be decorative in nature and will not consist of chain-link material. Barbed wire is not permitted in the development.
 5. Exterior ground-mounted or building mounted equipment including but not limited to, mechanical equipment, utilities' meter banks and coolers must be screened from public view with three (3) sided landscaping or an architectural treatment compatible with the building architecture.
 6. Security gates installed for any of the industrial buildings must be installed such that adequate staging is provided onsite for trucks entering the development. No trucks are permitted to be staged on public streets in accordance with 18.30.160.L.
 7. Traffic improvements, and associated timing, will be made in accordance with the Traffic Impact Study dated July 2025, the Olathe Access Management Plan, and approval of the City Engineer. The Traffic Impact Study is required to be updated with each development phase and shall adhere to Access Management Plan and City Engineer requirements.



PLANNING
ENGINEERING
IMPLEMENTATION

Date: June 27, 2025

To: Jessica Schuller
Olathe Planning Dept.

From: Judd D. Claussen, P.E.
Phelps Engineering, Inc.

Re: Statement of Purpose For Rezoning Request
175th & Lone Elm Rd. (NE Cor.)
PEI #250489

This property was recently annexed into the City, and retains its previous County zoning (RUR, rural). The purpose of this request is to rezone the property to an industrial zoning of M-2 and commercial zoning of C-2 within the City of Olathe, so that it can be developed as an industrial park and commercial.

PHELPS ENGINEERING, INC.

1270 N. Winchester - Olathe, Kansas 66061 - (913) 393-1155 - Fax (913) 393-1166 - www.phelpsengineering.com

IN THE CITY OF OLATHE, JOHNSON COUNTY, KANSAS

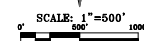
(913) 551-4492



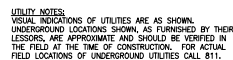
C000	COVER SHEET
C100	SITE PLAN - AERIAL
C101	SITE PLAN - OVERALL
C102-C103	TRUCK TURN PLAN
C104	REZOING PLAN
C105	PRELIMINARY PLAT
C200	GRADING PLAN
C300	UTILITY PLAN
C400	PRIVATE DETAILS
L100-L300	LANDSCAPING PLAN
	ARCHITECTURE PLAN

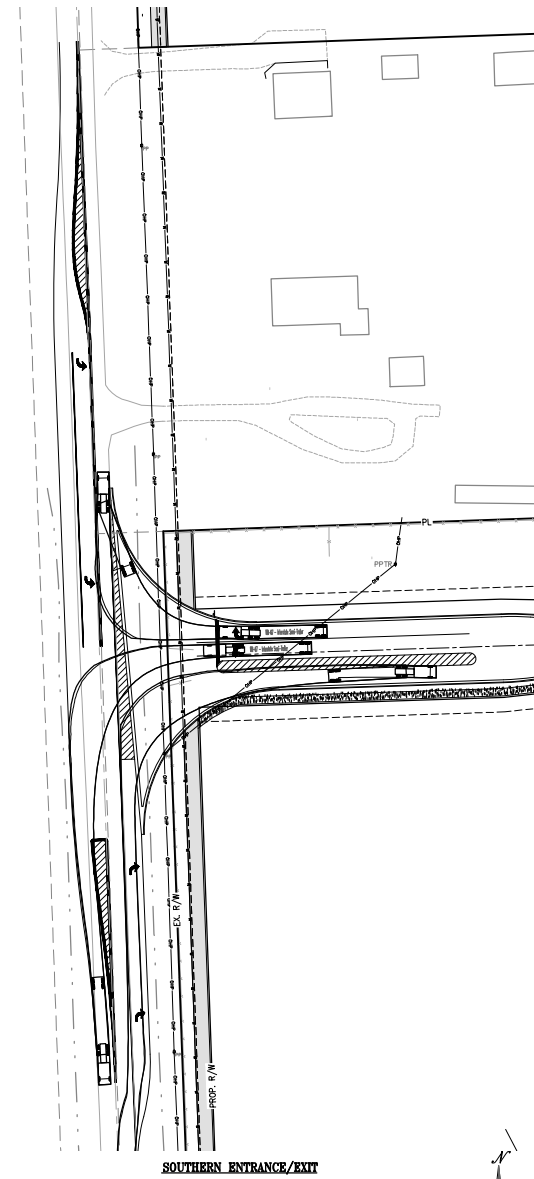
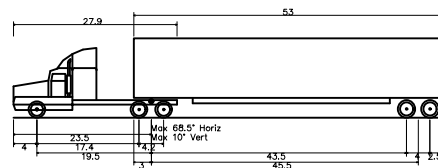
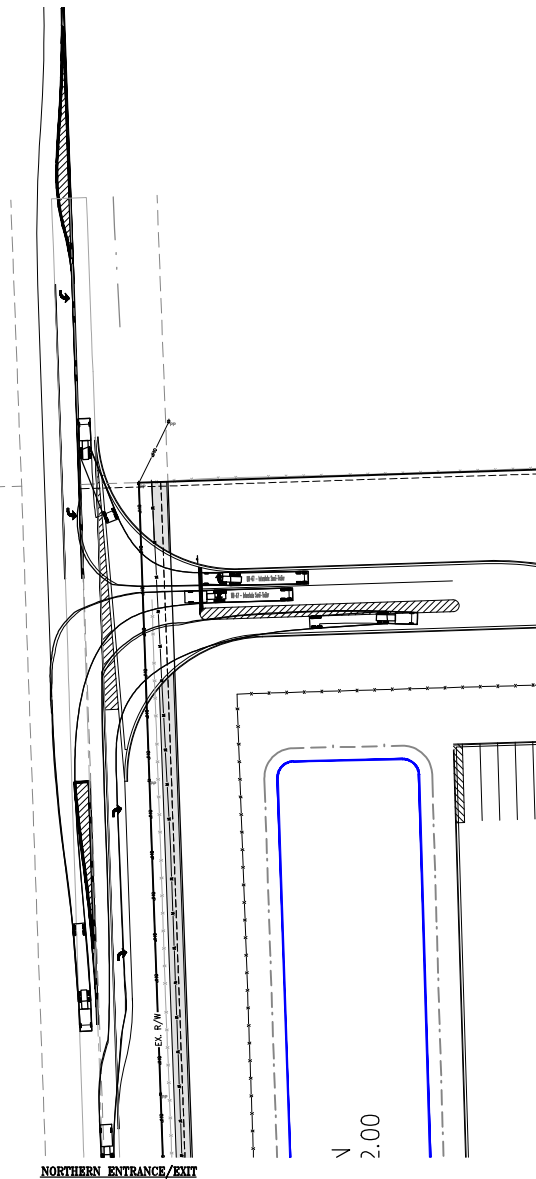
COMMERCIAL REPOSITION PARTNERS 17, LLC
PRESIDENT, DENMARK CORP.
8480 E. ORCHARD RD., SUITE 3000
GREENWOOD VILLAGE, CO 80111
(303) 378-1826
MCONNOR@DENMARKCORP.COM
CONTACT: MARK D. CONNOR

— PL — PROPERTY LINE
 — — — LOT LINE
 — R/W — RIGHT-OF-WAY



SHEET
C000





TRUCK TURN PLAN
175TH LONE ELM CENTER
ADDRESS: 175TH STREET AND LONE ELM STREET
OLATHE, JOHNSON COUNTY, KANSAS

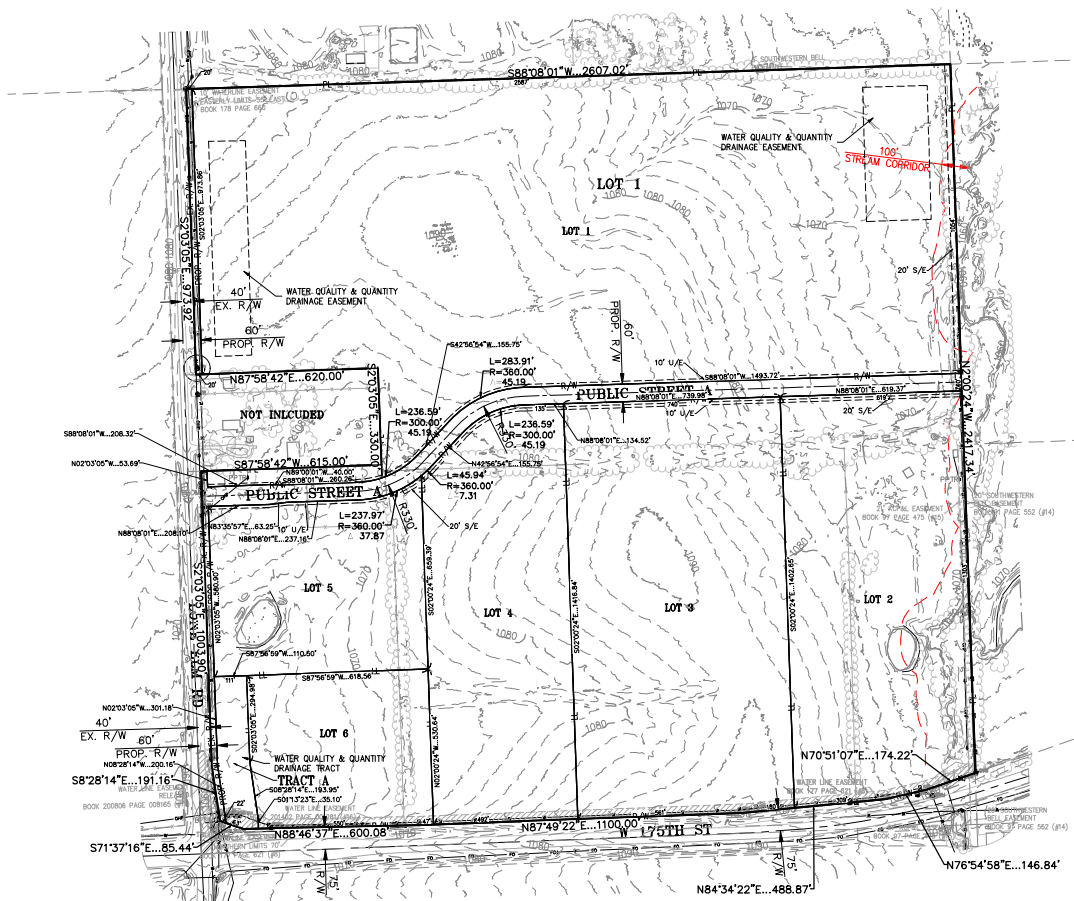
PHILLIPS ENCEMBERG INC.
 3000 N. Winchester
 Ogden, NM 86046
 (505) 297-1991
 Fax: (505) 297-1945
www.phillipsencom.com



PLANNING
FINANCING
IMPLEMENTATION

[illegible]

SHEET
C103



LEGAL DESCRIPTION:

All that part of the Southwest Quarter of Section 23, Township 11 South, Range 23 East, in the City of Olathe, Johnson County, Kansas, being more particularly described by Phelps Engineering, Inc., on June 25, 2025, for project 250489, as follows:

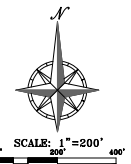
Commencing at the Southeast corner of the Southwest Quarter of said Section 23; thence N 2'00'24" W, along the East line of the Southwest Quarter of said Section 23, a distance of 176.35 feet, to a point on the Northern Right-of-way line of 176th Street, on now established, said point also being the Point of Beginning; thence along said Northern Right-of-way line of 176th Street, for the following six (6) courses; thence S 70°51'07" W, a distance of 174.22 feet; thence S 76°54'58" W, a distance of 146.84 feet; thence S 84°34'22" W, a distance of 488.87 feet; thence S 87°49'22" W, a distance of 1100.00 feet; thence S 88°46'37" W, a distance of 600.08 feet; thence N 71°37'16" W, a distance of 85.44 feet, to a point on the Eastern Right-of-way line of Lone Elm Road, on now established; thence along said Eastern Right-of-way line for the following two (2) courses; thence N 87°28'14" W, a distance of 615.00 feet; thence N 2'03'05" W, a distance of 1003.90 feet; thence N 87°58'42" E, a distance of 615.00 feet; thence N 2'03'05" W, a distance of 330.00 feet; thence S 87°58'42" W, a distance of 620.00 feet, to a point on the Eastern Right-of-way line of said Lone Elm Road; thence N 2'03'05" W, along said Eastern Right-of-way line of said Lone Elm Road, a distance of 873.92 feet, to a point on the North line of the Southwest Quarter of said Section 23; thence N 88°08'01" E, along said North line of said Southwest Quarter of said Section 23, a distance of 2607.02 feet, to the Northeast corner of said Southwest Quarter of said Section 23; thence S 2'00'24" E, along the East line of said Southwest Quarter of said Section 23, a distance of 2417.54 feet, to the Point of Beginning, containing 145.7840 acres, more or less, of unplatted land.

PARENT AREA = ± 6,350,247 SQ. FT. / ± 145.78 ACRES

COMMERCIAL & INDUSTRIAL SITE SUMMARY TABLE

SITE DATA	SITE AREA
LOT 1	63.60 AC
LOT 2	19.48 AC
LOT 3	24.01 AC
LOT 4	15.36 AC
LOT 5	9.88 AC
LOT 6	7.42 AC
TRACT A	1.31 AC
RIGHT OF WAY	47.22 AC
TOTAL	145.78 AC

LEGEND
 — PL — PROPERTY LINE
 — LL — LOT LINE
 — R/W — RIGHT-OF-WAY



UTILITY NOTES:
 VISUAL INDICATIONS OF UTILITIES ARE AS SHOWN.
 UNDERGROUND LOCATIONS SHOWN, AS FURNISHED BY THEIR
 LESSORS, ARE APPROXIMATE AND SHOULD BE VERIFIED IN
 THE FIELD AT THE TIME OF CONSTRUCTION. FOR ACTUAL
 FIELD LOCATIONS OF UNDERGROUND UTILITIES CALL 811.

PHILIPS ENGINEERING, INC.
 175th Lone Elm Center
 Olathe, Kansas 66045
 913-241-1111
 www.philipseng.com



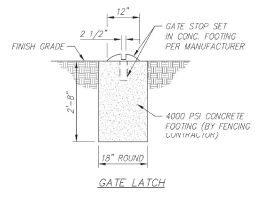
PRELIMINARY PLAT
 175TH LONE ELM CENTER
 ADDRESS: 175TH STREET AND LONE ELM STREET
 OLATHE, JOHNSON COUNTY, KANSAS

PROJECT NO.	DATE	BY	CHKD	REVISED	FILED	COMMENTS
250489	07-25-2025	PH	PH			
DATE OF APPROVAL						
DATE OF APPROVAL						
DATE OF APPROVAL						
DATE OF APPROVAL						

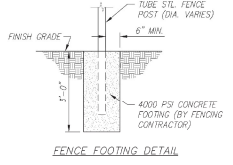
SHEET
 C105

FENCING SPECIFICATIONS

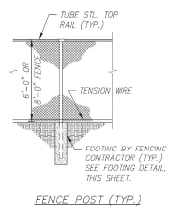
- CORNER AND END POSTS SHALL BE 3" PIPE. 3'-0" GATE POSTS SHALL HAVE 3" SIDE POSTS. GATES OVER 3'-0" TO 6'-0" SHALL HAVE 4" SIDE POSTS. ALL GATES OVER 6'-0" SHALL HAVE 6 5/8" SIDE POSTS. ALL SWINGING GATES WITH LEAF'S OVER 6'-0" IN LENGTH SHALL HAVE A PAVEMENT WHEEL ATTACHED TO EACH LEAF.
- CROSSBRACING SHALL BE 2" AND TOP RAIL SHALL BE 1 5/8" GALVANIZED PIPE.
- ALL CHAIN LINK FABRIC SHALL BE SECURELY TIED TO STRUCTURAL MEMBERS. ALL TIE WIRES SHALL BE #8 GAUGE ALUMINUM WIRE PUT AT SPACING OF APPROXIMATELY 15".
- TENSION BANDS ON UPRIGHTS SHALL BE PLACED EVERY 12"-18" AND SHALL BE 7/8" 1/8" AND ALL BOLTS SHALL BE AT LEAST 5/8" DIAMETER.
- TENSION BARS SHALL BE 3/16" 3/4" MATERIAL.
- UPRIGHT POSTS SHALL BE SET 3' IN THE GROUND IN 4,000 P.S.I. CONCRETE. ALL CONCRETE SHALL BE BURIED 3 TO 4 INCHES BELOW THE SURFACE.
- ALL FENCE FITTINGS SHALL BE GALVANIZED PRESSED STEEL.
- ALL FENCE POSTS AND CROSSBRACING SHALL HAVE WELDED CONNECTIONS.



GATE LATCH

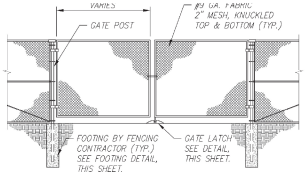


FENCE FOOTING DETAIL

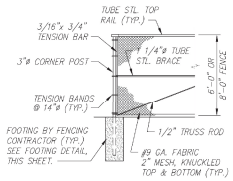


FENCE POST (TYP.)

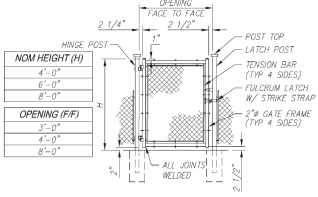
GATE POST DIAMETER
3'-0" GATE: 4"
6'-0" GATE: 4"
8'-0" GATE: 6 5/8"
10'-0" GATE: 6 5/8"
12'-0" GATE: 6 5/8"



DOUBLE SWING GATE ELEVATION

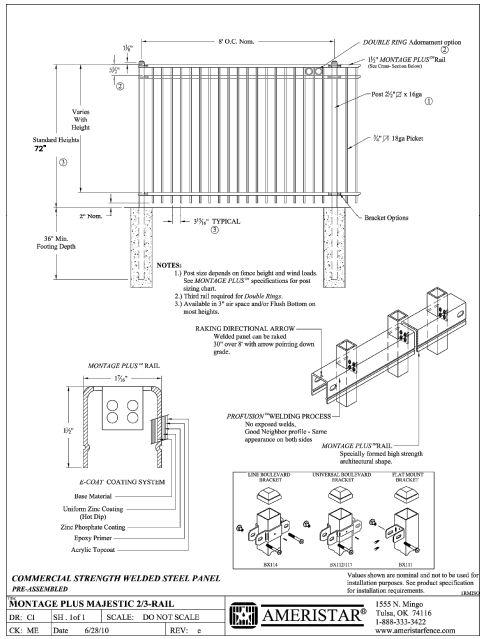


CORNER FENCE POST (TYP.)



SINGLE SWING GATE ELEVATION

CHAIN LINK FENCE



COMMERCIAL STRENGTH WELDED STEEL PANEL
PRE-ASSEMBLED
MONTAGE PLUS MAJESTIC 32-RAIL
DR. Co. 1551 1st. | SCALE: DO NOT SCALE
CK: ME Date: 6/28/10 REV: 2

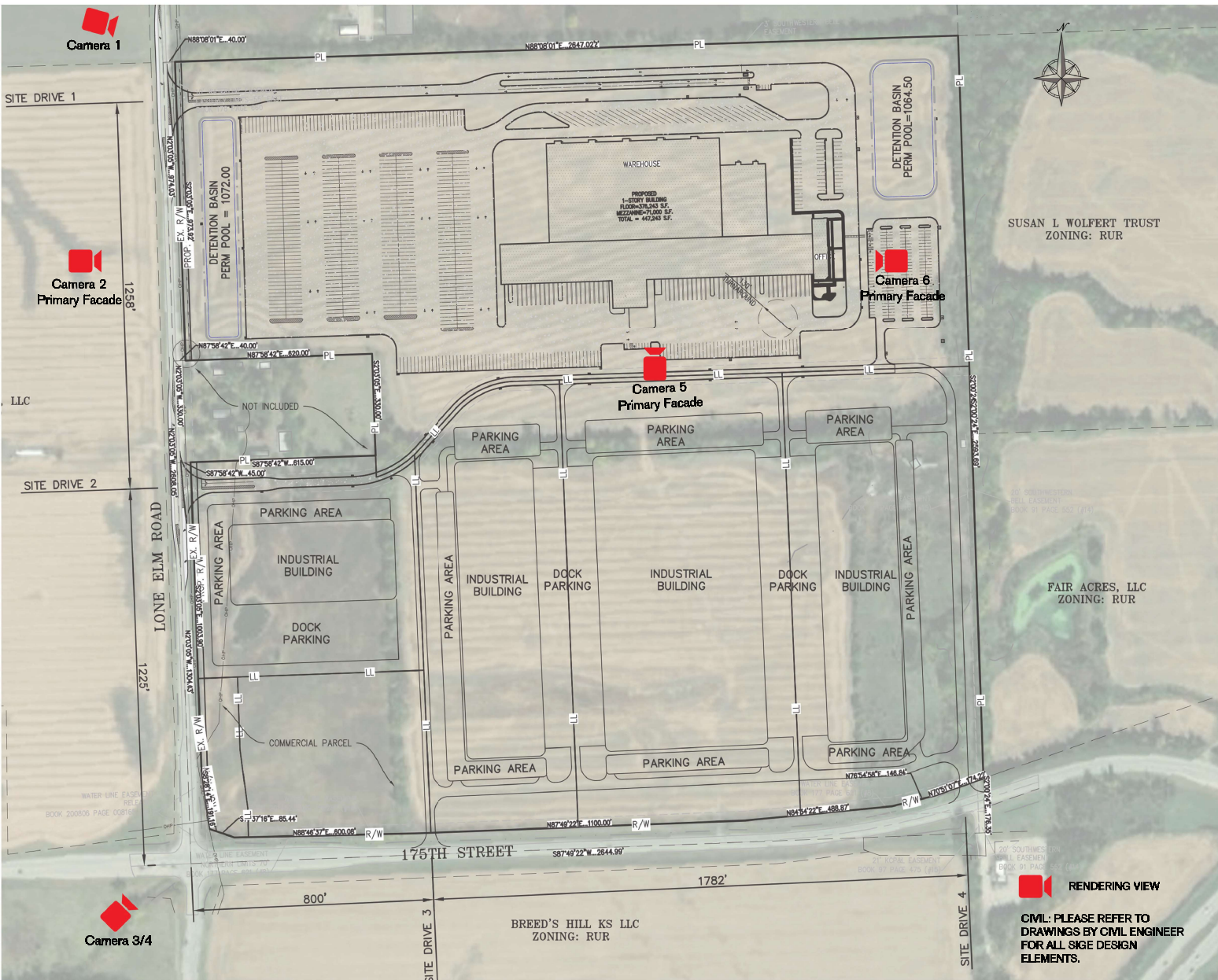
PHILIP ENGINEERING, INC.
1551 N. Mingo
Tulsa, OK 74116
1-888-333-3422
www.philipeng.com



STANDARD DETAILS
175TH LONE ELM CENTER
ADDRESS: 175TH STREET AND LONE ELM STREET
OLATHE, JOHNSON COUNTY, KANSAS

PROJECT NO.	DATE	BY	CHK	REV	DESCRIPTION
250501	07-25-2008	J. Long	J. Long	1	REVISION: 1.0

SHEET
C400



RKB

ds 11.00



Camera 1 - View from S Lone Elm Road

Project Beckett - Olathe, KS
Building Rendering



Camera 2 - View from S Lone Elm Road
(West Primary View)

Project Beckett - Olathe, KS
Building Rendering



Camera 3 - View from S Lone Elm Road and W 175th Street

Project Beckett - Olathe, KS
Building Rendering



Camera 4 - View from S Lone Elm Road and W 175th Street
- Future Buildings Added

Project Beckett - Olathe, KS
Building Rendering



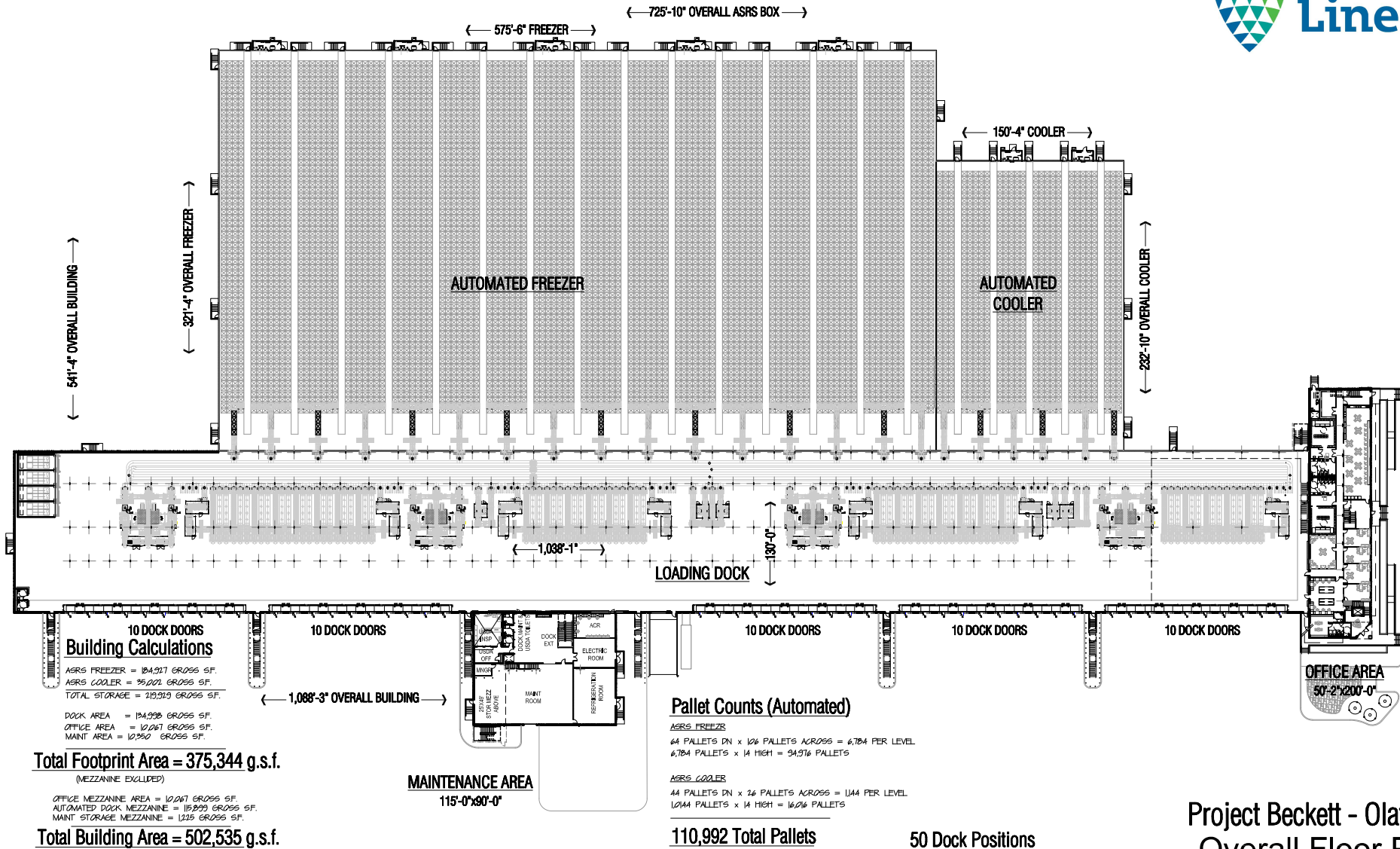
Camera 5 - Loading Dock View from Parking Area
(South Primary View)

Project Beckett - Olathe, KS
Building Rendering

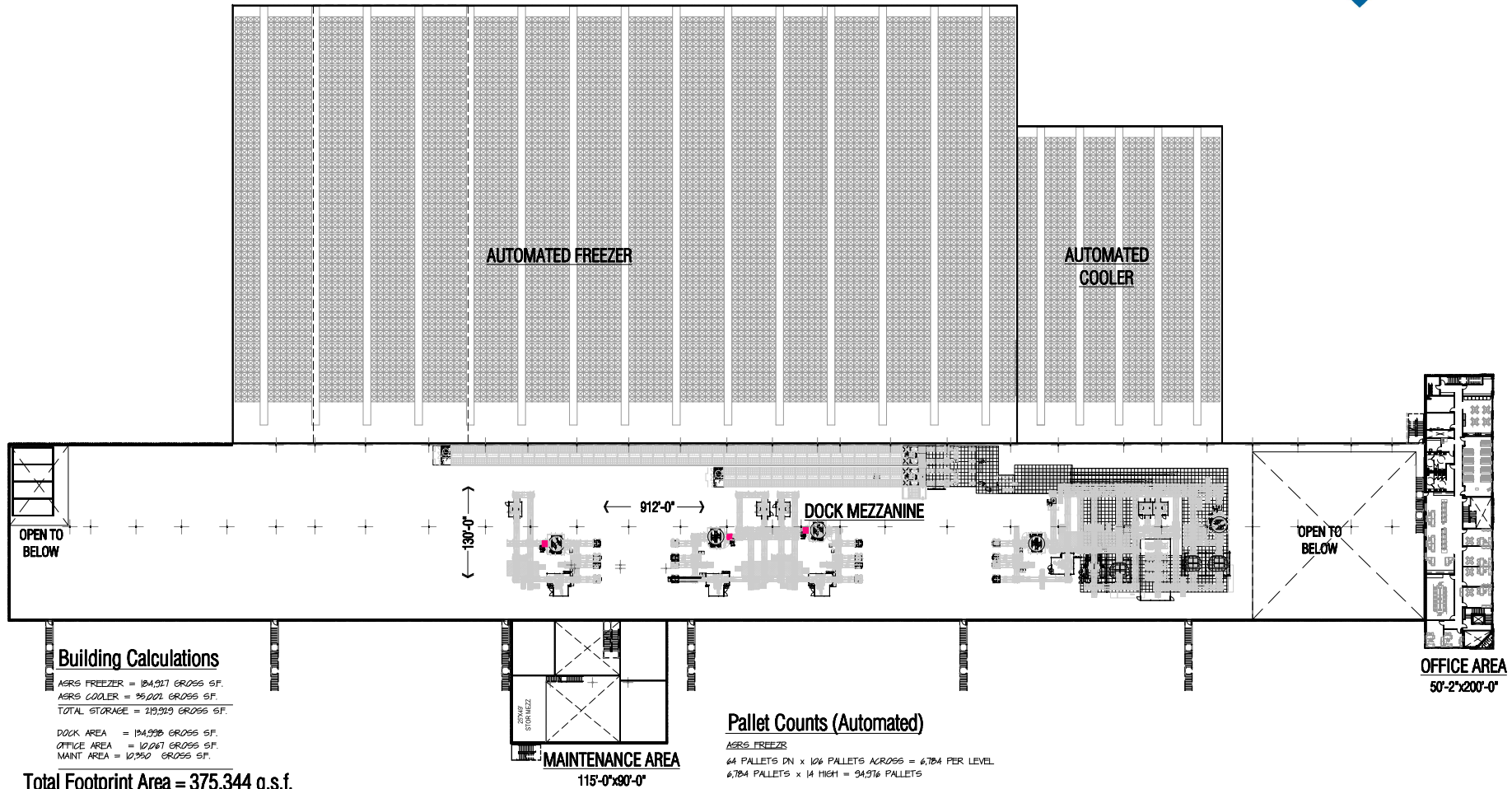


Camera 6 - Office View
(East Primary View)

Project Beckett - Olathe, KS
Building Rendering



Project Beckett - Olathe, KS Overall Floor Plan

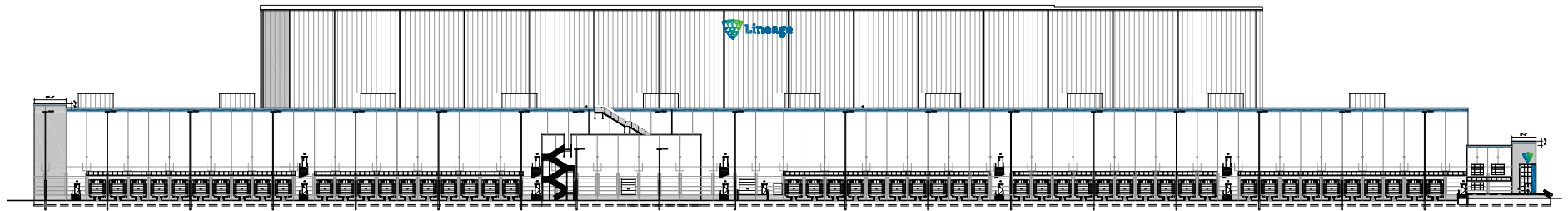


Project Beckett - Olathe, KS Overall Mezzanine Plan

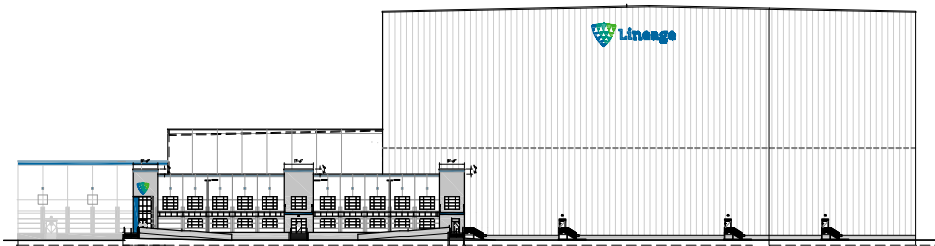
NOTE: 140' MAX BUILDING HEIGHT FROM AVERAGE GRADE

CITY NOTES:

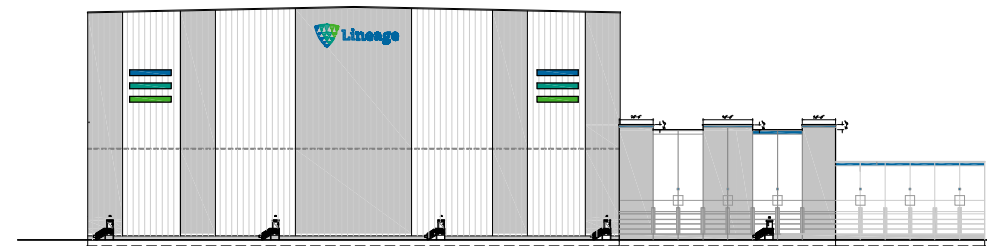
1. ALL EXTERIOR-MOUNTED AND ALL ROOFTOP BUILDING HVAC AND MECHANICAL EQUIPMENT, VENTS, PIPING, ROOF ACCESS LADDERS, AND UTILITY METERS MUST BE LOCATED OUT OF VIEW OR OTHERWISE SCREENED FROM PUBLIC VIEW FROM ALL ADJACENT A STREET AND RESIDENTIALLY DEVELOPED OR ZONED PROPERTIES. SCREENING MUST BE ACCOMPLISHED WITH LANDSCAPING, SCREEN WALLS, BUILDING ELEMENTS OR A COMBINATION OF THESE METHODS.
2. ALL SIGNS REQUIRE SEPARATE PERMIT AND MUST MEET THE REQUIREMENTS OF UDO SECTION 18.50.190. PLEASE NOTE THAT SIGNAGE IS NOT APPROVED WITH THIS APPLICATION.
3. SEE RENDERED ELEVATION SHEETS FOR MATERIAL LIST / PERCENTAGES.



SOUTH ELEVATION (PRIMARY)



**EAST ELEVATION
(OFFICE ONLY PRIMARY)**

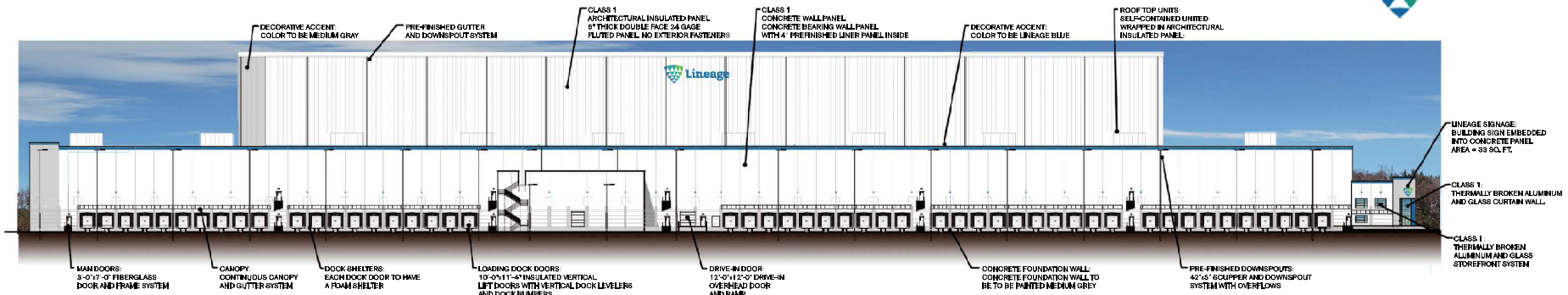


WEST ELEVATION (PRIMARY)

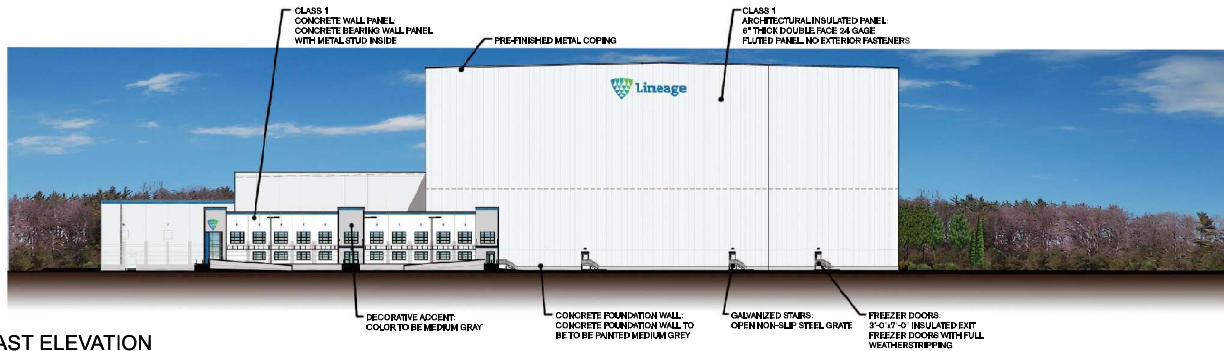


NORTH ELEVATION

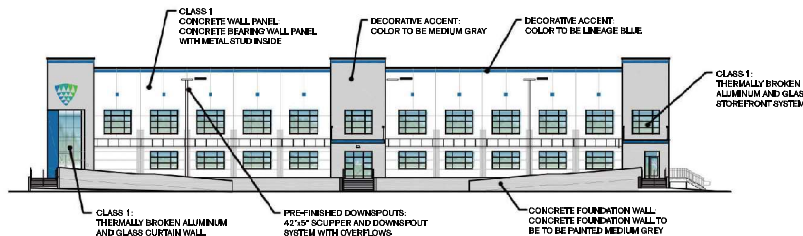
**Project Beckett - Olathe, KS
Exterior Elevations**



SOUTH ELEVATION (PRIMARY)



EAST ELEVATION



ENLARGED OFFICE ELEVATION (PRIMARY)

SOUTH ELEVATION (PRIMARY)

BUILDING AREA	PERCENT	MATERIAL CLASSIFICATION
CONCRETE = 80,704	51.3 %	C-CLASS 1
ARCHITECTURAL INSULATED PANEL = 51,390	43.40 %	C-CLASS 1
GLASS = 447	.03 %	C-CLASS 1
INSULATED METAL DOOR (OVERHEAD) = 5,800	5.27 %	
TOTAL AREA SQUARE FOOTAGE = 118,407	100 %	

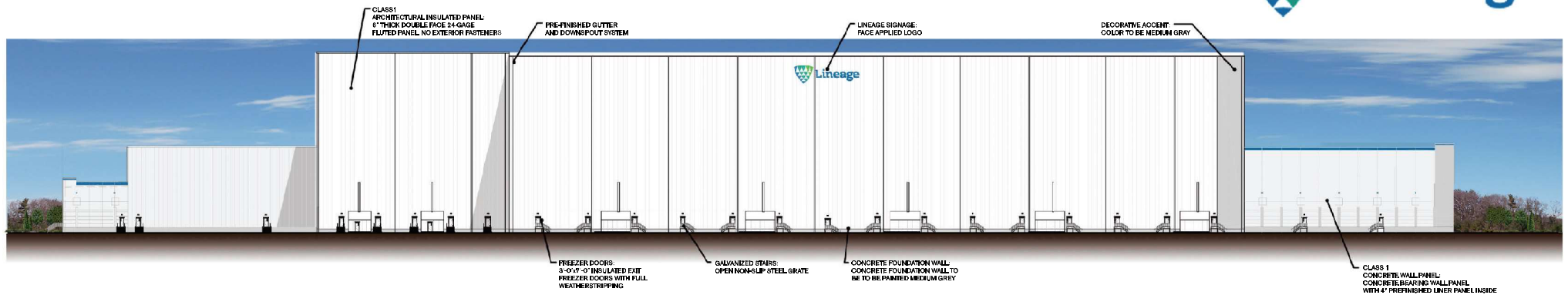
EAST ELEVATION (NON-PRIMARY)

BUILDING AREA	PERCENT	MATERIAL CLASSIFICATION
CONCRETE = 13,080	23 %	C-CLASS 1
ARCHITECTURAL INSULATED PANEL = 43,733	77 %	C-CLASS 1
TOTAL AREA SQUARE FOOTAGE = 56,813	100 %	

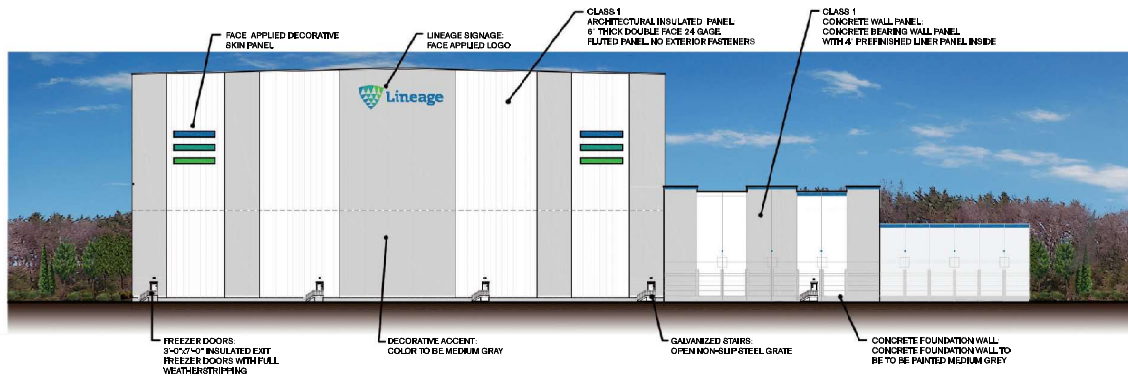
EAST 'OFFICE' ELEVATION (PRIMARY)

BUILDING AREA	PERCENT	MATERIAL CLASSIFICATION
CONCRETE = 7,459	81.75 %	C-CLASS 1
GLASS = 1,864	18.25 %	C-CLASS 1
TOTAL AREA SQUARE FOOTAGE = 9,123	100 %	

Project Beckett - Olathe, KS Rendered Elevations



NORTH ELEVATION



WEST ELEVATION (PRIMARY)

WEST ELEVATION (PRIMARY)

BUILDING AREA	PERCENT	MATERIAL CLASSIFICATION
CONCRETE = 13,080	23 %	C-ASS 1
ARCHITECTURAL INSULATED PANEL = 43,733	77 %	C-ASS 1
TOTAL AREA SQUARE FOOTAGE = 56,813	100 %	

NORTH ELEVATION (NON-PRIMARY)

BUILDING AREA	PERCENT	MATERIAL CLASSIFICATION
CONCRETE = 12,014	10 %	C-ASS 1
ARCHITECTURAL INSULATED PANEL = 106,393	90 %	C-ASS 1
TOTAL AREA SQUARE FOOTAGE = 118,407	100 %	

Project Beckett - Olathe, KS

Rendered Elevations

\\P:\P\GIS-SERVER\Projects\175th\175th\LANDSCAPE PLAN - JUL 25, 2025 - 1:10pm Mike McNamee

PLANT SCHEDULE

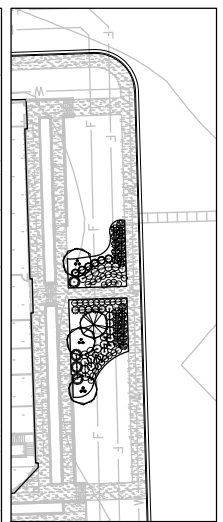
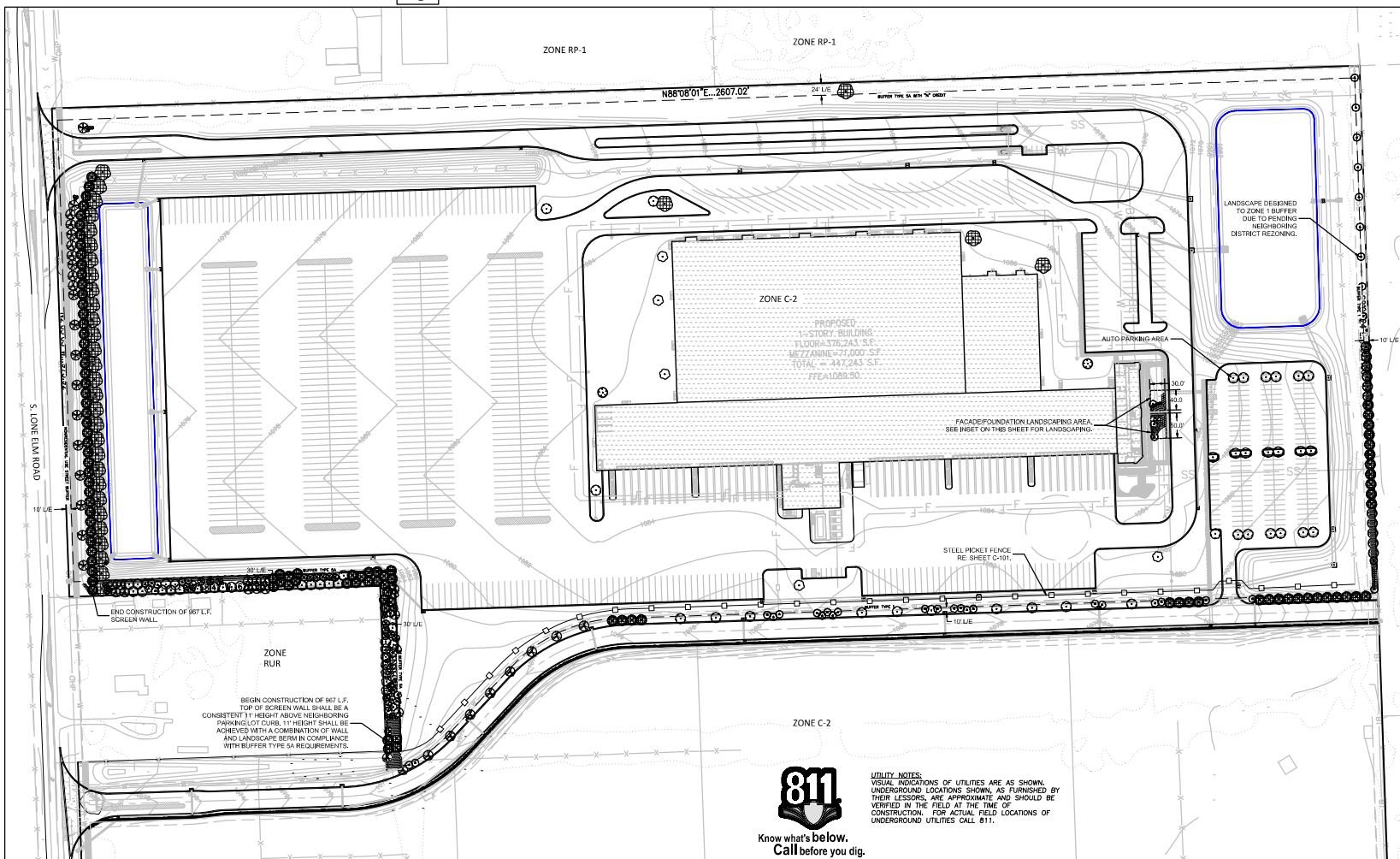
- SYMBOL
- EVERGREEN TREES
- ORNAMENTAL DECIDUOUS

PLANT SCHEDULE

- STREET TREES
- SHRUBS

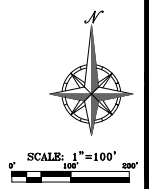
PLANT SCHEDULE

- EVERGREEN SHRUBS
- ORNAMENTAL GRASSES
- UPRIGHT EVERGREEN SCREENING SHRUBS



811
Know what's below.
Call before you dig.

UTILITY NOTES:
VISUAL INDICATIONS OF UTILITIES ARE AS SHOWN.
UNDERGROUND LOCATIONS SHOWN, AS FURNISHED BY
THEIR LESSORS, ARE APPROXIMATE AND SHOULD BE
VERIFIED IN THE FIELD AT THE TIME OF
CONSTRUCTION. FOR ACTUAL FIELD LOCATIONS OF
UNDERGROUND UTILITIES CALL 811.



PE

PELANDSCAPE, INC.
175TH LANE ELM CENTER
OLATHE, MISSOURI 64501
TEL: 913.251.1111
WWW.PELANDSCAPE.COM

LANDSCAPE PLAN
175TH LANE ELM CENTER
ADDRESS: 175TH STREET AND LONE ELM STREET
OLATHE, JOHNSON COUNTY, KANSAS

PROJECT NO.	250561	DATE	DATE OF APPROVAL	DATE OF REVISION
DATE 07-25-25	DATE 07-25-25	DATE 07-25-25	DATE 07-25-25	DATE 07-25-25
DATE 07-25-25	DATE 07-25-25	DATE 07-25-25	DATE 07-25-25	DATE 07-25-25
DATE 07-25-25	DATE 07-25-25	DATE 07-25-25	DATE 07-25-25	DATE 07-25-25
DATE 07-25-25	DATE 07-25-25	DATE 07-25-25	DATE 07-25-25	DATE 07-25-25
DATE 07-25-25	DATE 07-25-25	DATE 07-25-25	DATE 07-25-25	DATE 07-25-25
DATE 07-25-25	DATE 07-25-25	DATE 07-25-25	DATE 07-25-25	DATE 07-25-25
DATE 07-25-25	DATE 07-25-25	DATE 07-25-25	DATE 07-25-25	DATE 07-25-25
DATE 07-25-25	DATE 07-25-25	DATE 07-25-25	DATE 07-25-25	DATE 07-25-25
DATE 07-25-25	DATE 07-25-25	DATE 07-25-25	DATE 07-25-25	DATE 07-25-25

SHEET
L200



- | 18.30.130.3J Buffer Landscape Table | | | | | | | | | | |
|---|--------------------------------|---------|------------------------------|------------------|--|-----------------------------|-----------------------|------------------|-----------------|-----------------------------------|
| Buffer Details | | | | | | | | | | |
| PROPERTY LINE PORTION | DESCRIPTION | Length | Proposed Zoning ¹ | Adjoining Zoning | Buffer Type | Min. Buffer Width (in feet) | Deciduous Shade Trees | Ornamental Trees | Evergreen Trees | Shrubs and Ornamental Cresses |
| Refer to Parking & Vehicle Screen Requirements & Nonresidential Landscape Area Frontage Requirement | | | | | | | | | | Constructed Features ² |
| A – Primary St. | West facing S Lone Elm Rd | 973.92 | C-2 | STREET | | | | | | |
| B | North facing Lone Elm Park | 2607.02 | C-2 | RP-1 | 5A-N | 24* | | | | |
| C | East Facing | 1077.00 | C-2 | RUR | 1 | 10 | 11 | 11 | 11 | 216 |
| D | South facing Private Drive | 1904.5 | C-2 | C-2 | 1 | 10 | 20 | 20 | 20 | 381 |
| E | West facing Private Residence | 399.68 | C-2 | RUR | 5A | 30 | 20 | 12 | 20 | 180 |
| F | South facing Private Residence | 620 | C-2 | RUR | 5A | 30 | 31 | 19 | 31 | 279 |
| TOTAL | | | | | | | 40 | 26 | 33 | 467 |
| * 20% reduction of Buffer Type 5A per Buffer Type N criteria. | | | | | | | | | | |
| | | | | | ² A double row of evergreen trees may be substituted for a screening wall, but may not be counted toward minimum requirements for plants. | | | | | |



PLANNING
ENGINEERING
IMPLEMENTATION

Meeting Date: July 22, 2025, 5:30 PM – 6:30 PM

Location of Meeting: Olathe Community Center

Project: 175th & Lone Elm Center / Lineage Logistics

Project/File No.: 250489

Neighborhood Attendees: See attached Sign in Sheet

Development Team: Rob Sangdahl, Lineage Logistics
Richard Desmeule, RKB architects
Dan Finn, P.E., Phelps Engineering, Inc.
Judd D. Claussen, P.E., Phelps Engineering, Inc.
Robert Heise

Copy: Olathe Planning Department

Meeting started around 5:20 when first guests arrived. Open house format. Questions and comments were generally as follows:

1. Building height- freezer portion of the building is 140' high. Other buildings are 35-55' in height.
2. Landscape and berming – generally where are we providing trees and berming? They would like berming along Lone Elm and 175th
3. Stormwater – concern over stormwater runoff. Project will comply with Title 17 stormwater requirements providing detention and treatment.
4. Traffic – overall concern over new traffic from project. We have provided TIS to understand trip generation and traffic impacts. We will be putting in new left and right turn lanes at each of the four entrances. Lineage project is generally less trips than a traditional warehouse project. There will be four access points controlled.
5. There was a question about the corner commercial having direct access to 175th and/or Lone Elm. This will not be the case as that property is served by driveways 2 and 3.
6. General questions about the limits of the site, boundaries and zoning. Asking for M-2 industrial and commercial C-2. Site plan shows 6 industrial buildings and will not come all at once, but will be phased in.

7. Comment about if the existing residential (2 parcels) along Lone Elm would stay. We indicated that we are trying to purchase these properties and if successful they would be incorporated into the project.
8. There was concern over how many warehouses are in the area already. And also how many more are coming. This area is an employment and industrial area. The Lineage project is not speculative, but is being built by the user who is under contract with a customer.
9. Question about next steps. The City Planning Commission public hearing will be on Monday, August 11, 2025, at City Hall, at 7 PM. The PC meeting is a recommending body and then it goes to the subsequent City Council meeting. This will be on Sept. 2. A notice of proposed rezoning has been posted on the property by the installation of signs.
10. The meeting generally ended around 6:20pm.

Public Information Sign In Sheet - In Person Meeting
 175th & Lone Elm Rd Development
 Meeting Location: Olathe Community Center
 Monday, July 21, 2025

No.	First and Last Name	Address	Phone #	Email
1	Adam Minkoff			
2	Larry Minkoff			
3	Wayne Perzee	21908 W 176 th Terr	913-626-6321	
4	Dewey & Janet Gustafson	21538 W 177 th Ct	913-526-1055	
5	Jeff & Janice Jagers	21581 W. 177 th Ct	913-909-5248	
6	Mike Andree			
7	Rich & Judy Mason	17743 S. Laverly St	913-274-5433	
8	Robyn Esser		913-302-5955	
9				
10				
11				
12				
13				
14				
15				

REQUEST FOR WAIVERS
(175th & Lone Elm | Lineage Logistics)

A. Summary of Requested Waivers

In accordance with Olathe UDO Section 18.40.240, the applicant hereby respectfully requests waivers from the following provisions of the UDO for the reasons described below:

1. A waiver from UDO Section 18.15.020(G)(10)(a)(3) and Section 18.15.020(G)(10)(b)(1)(a) to permit the quantities of clear glass as shown on the submitted elevations.
2. A waiver from UDO Section 18.15.020(G)(10)(4) to permit the building and exterior façade design—including, but not limited to, the number, width, and material/color of the vertical bays, and such horizontal and vertical articulation (if any)—as shown on the submitted plans and elevations.

B. Applicable Code Sections & Site/Project-Specific Conditions

The applicant states as follows in support of the above request:

- (1) Exterior Building Materials (Glass) | All Primary Façades. UDO Section 18.15.020(G)(10)(b)(1) requires: (i) primary facades to include either two (2) Class 1 materials or a combination of Class 1 and Class 2 materials on at least seventy-five (75) percent of the façade, *with a minimum of 15% clear glass on the first floor*; and (ii) that class 4 materials not exceed 25% of any primary facade. Section 18.15.020(G)(10)(a)(3) similarly requires that a minimum 15% clear glass be incorporated on first floor primary facades. Due to the specialized design of this Class A refrigerated warehouse facility, the applicant must use materials with highly efficient structural and insulating properties, which significantly limits the locations and quantities of glass.¹ However, the applicant is offsetting the waiver with a high-quality alternative design, including exclusive use of Class 1 materials on all facades, significant glazing and other architectural features on the east ‘office’ elevation, an enhanced color scheme and defined vertical elements on the west street-facing elevation, and extensive landscaping and berms. This alternative design achieves the intent of Section 18.15.020(G)(10) by providing appropriate breaks and avoiding long monotonous facades, particularly on the west street-facing elevation parallel to Lone Elm.
- (2) Façade Articulation | All Primary Façades. UDO Section 18.15.020(G)(10)(a)(4) establishes various articulation standards for industrial buildings, including that: (i) division of each primary façade into vertical bays no wider than 100 feet, differentiated by changes in roofline, entryway design, or material/color (as applicable); (ii) tower elements or other vertical articulation on buildings under three stories; (iii) wall offsets, notches, or projections (as those terms are described in Section 18.15.020(G)(10)(a)(4)(a)) on each vertical bay required; and (iv) variation in height

¹ The applicant is proposing approximately the following percentages of glass, as more particularly described on the elevations submitted in connection with the pending applications on file with the City: 18.25% glass on the east ‘office’ elevation; 0.03% glass on the south elevation (deemed primary due to accommodating the City’s request that the southern internal drive be dedicated as public); and no glass is proposed on the west elevation (primary), north elevation (secondary), or east (non-office) elevation (secondary).

and/or roof form (as those terms are described in Section 18.15.020(G)(10)(a)(4)(b)) on each vertical bay required on primary facades. The proposed state-of-the-art automated freezer facility must at all times be kept at or below -5° F, which significantly constrains the design and material selection. To achieve this thermal integrity, only specific insulated panel systems can be used, and those systems cannot be pierced or altered without compromising performance. Although the proposed building cannot fully comply with the articulation requirements due to these constraints, the project offers an enhanced alternative design, including Class 1 materials throughout, significant glazing and variation on the east 'office' elevation, decorative color scheme and vertical elements on the west street-facing elevation, and strategic berming and landscaping. These elements collectively provide a clean, modern, high-quality design that aligns with the intent of Section 18.15.020(G)(10).

C. Justification & Supporting Factors

The approving authority may approve the waiver if the applicant demonstrates one (1) or more of the following and the areas proposed for modification are illustrated on the plat or site development plan:

- (a) An alternative higher quality development design with no negative impacts to either the residential or nonresidential properties.

RESPONSE: The proposed design meets the intent of the UDO's design standards. Despite the operational constraints of maintaining sub-zero temperatures, the applicant is delivering a visually attractive building and high-quality alternative design that uses Class 1 materials throughout and incorporates vertical elements on the west (public street-facing elevation) and substantial glass and other entryway features on the east 'office' elevation along with an extensive landscaping package. Granting the waivers will not negatively impact any adjoining properties and will instead enable the project to move forward and deliver substantial private investment and a new long-term asset in Olathe, consistent with the City's Comprehensive Plan.

- (b) Development restrictions imposed on the property to ensure low impact land uses, low scale buildings and a site design arrangement in which adjoining residential properties will not be negatively impacted by any change in the applicable regulations.

RESPONSE: The Comprehensive Plan designates the project site and adjoining properties for development as a major "Employment Area". The alternative high-quality design concept, coupled with the setbacks and extensive landscaping package proposed, will result in a building and site arrangement in which nearby residential properties (if any) will not be negatively impacted by the requested waivers.

- (c) Existing topography, hedgerows or natural features provide significant screening and an appropriate buffer for adjoining properties.

RESPONSE: The existing mature trees, combined with proposed berms, landscaping, and setbacks will provide appropriate screening and buffers for adjoining properties.

- (d) Significant buffers are provided on adjoining residential properties and those properties will not be negatively impacted by a change in the applicable regulations.

RESPONSE: Adjoining properties will not be negatively affected by granting the requested waivers, which will instead enable the project to move forward and bring substantial private investment, job creation, and other direct and indirect benefits along with it, and thereby advance and promote the general and economic welfare of the City as a whole. The park to the north, while technically zoned RP-1, functions as a more intensive use and civic/recreational facility—regularly hosting youth sports tournaments and league play that generate traffic and other impacts commensurate with the latter. The adjoining properties to the south, east, and west are all currently zoned County RUR (which does not constitute a ‘residential district’ or ‘residential area’ as defined in the UDO) and contemplated for future development as part of a larger employment/industrial area, as mentioned above. All are appropriately buffered for the proposed uses, and as such, adjoining residential properties (if any) will not be negatively impacted by the requested waivers.

- (e) The regulation imposes an unnecessary hardship upon the property owner arising from conditions unique to the property and alternative site design, building design and building arrangements are not possible. In such instances, findings shall be prepared that: (i) no private rights will be injured or endangered by the waiver, [and] (ii) the public will suffer no loss or inconvenience thereby and that in justice to the applicant or applicants the application should be granted.

RESPONSE: Strict compliance would impose unnecessary hardship upon the property owner and applicant by effectively preventing the project from moving forward, thereby depriving the City of the significant private investment, job creation opportunity, and broader economic benefits expected to be generated by the project. The proposed alternative design, through its use of Class 1 materials throughout, enhancements on the west (public street-facing) and east ‘office’ elevations, and strategically-placed berms and extensive landscaping package, will deliver a high-quality exterior design aesthetic both compatible with the proposed use and that respects the goals of the UDO’s design standards. No private rights will be injured or endangered by the requested waivers, nor will the public suffer a loss or inconvenience thereby, and—in justice to the applicant—the requested changes should be granted.

D. Conclusion

The requested waivers reflect necessary accommodations for a facility with highly specialized operational demands, and are paired with an intentional, high-quality design that meets the underlying goals of the UDO. This approach allows the project to move forward in a manner that maintains architectural integrity while supporting the City’s vision for thoughtful, employment-oriented industrial development in this area.

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Anna Will

From: Matt Rohr <mtrrohr@outlook.com>
Sent: Wednesday, August 6, 2025 10:50 AM
To: Planning Contact
Subject: 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.

I've spoken in front City Council before about a similar topic at another location a bit further from my home. Now, the Wal-Mart Case Ready Beef plant that I spoke to oppose has completed construction (and even though I saw an opening ceremony I rarely see any cars there). It was a true insult when the council voted to approve this project right after I spoke about the concerns. I truly hope this time there will be more compassion and thought for the citizens over the corporate attorneys that are sure to attend the August 11th public hearing.

August 6, 2025

Planning Commission
City of Olathe
100 E Santa Fe Street
Olathe, KS 66061

Dear Planning Commission,

I am writing to express my strong opposition to the proposed rezoning and preliminary development plan RZ25-0007 by Lineage Inc., which seeks to establish an industrial park with an approximately 140-foot-tall ammonia-based cold storage facility at the northeast corner of 175th Street and Lone Elm Road.

When my wife and I searched for a home in south Johnson County, we fell in love with the Nottingham Creek neighborhood specifically because it was surrounded by farmland. Both of us grew up in smaller communities, and this area grounded us with its rural character while still providing convenient access to Olathe and Gardner for our daily needs. We moved here in June 2019 with the expectation that this agricultural setting would be preserved.

However, this development—along with other industrial projects Olathe has been approving—is systematically encroaching on the way of life that drew us and our neighbors to this community. These developments will have a negative impact on our home values and fundamentally alter the character of our neighborhood from the peaceful, semi-rural environment we chose to an industrialized area dominated by massive structures and heavy commercial traffic.

I am deeply concerned about the significant risks this proposal poses to our community's safety, infrastructure, and quality of life. I urge you to vote against this rezoning request for the following critical reasons:

Public Safety and Health Concerns

The proposed ammonia-based cold storage facility presents serious safety hazards to our residential community. According to EPA data, facilities using 10,000 pounds or more of anhydrous ammonia must submit Risk Management Plans due to the potential for catastrophic accidents. Research shows that 72% of all reported chemical accidents in our region involve anhydrous ammonia, though 96% of these accidents are preventable through proper safety measures.

Ammonia exposure poses immediate health risks, including severe respiratory irritation, chemical burns, and at high concentrations (300-500 ppm), immediate danger to life. At concentrations above 15%, ammonia becomes explosive, creating fire and explosion risks with catastrophic consequences. With over 250+ homes located around 2,000 feet from the proposed facility, any accidental release could endanger hundreds of families, children, and visitors to the adjacent Lone Elm Park and Softball Complex.

Infrastructure Inadequacy

Our local road infrastructure is not designed to handle the increased industrial traffic this facility would generate. Both 175th Street and Lone Elm Road are two-lane roads already experiencing congestion and safety issues from existing development. Lone Elm Road, in particular, is in poor condition and inadequate for the heavy truck traffic that a major cold storage facility would require.

The addition of significant industrial traffic to these already strained roads will create dangerous conditions for residents, families visiting Lone Elm Park, and emergency vehicles that may need rapid access in case of an ammonia emergency.

Inappropriate Zoning and Land Use

This proposal seeks to rezone agricultural land to industrial use, placing a 140-foot-tall industrial structure in close proximity to established residential neighborhoods and recreational facilities. Such intensive industrial use is fundamentally incompatible with the character of our residential community.

The systematic conversion of farmland to industrial use represents a betrayal of the trust placed by families like mine who specifically chose this area for its agricultural character. We purchased our homes with the reasonable expectation that surrounding agricultural zoning would provide some protection from intensive industrial development. This project, combined with other recent industrial approvals, threatens to transform our peaceful, semi-rural community into an industrial corridor.

The negative impact on property values will be significant and immediate. Families who invested their life savings in homes specifically because of the rural setting and agricultural buffer will see their investments diminished by industrial encroachment, massive structures, and the inherent risks of hazardous material storage.

The Tax Incentive Burden Shift

While proponents may argue that this development will benefit the city through increased tax revenue, the reality is often quite different. Property tax incentives for industrial developments frequently shift the tax burden onto homeowners and other commercial taxpayers who receive no such benefits.

Research from across the country shows that industrial tax incentives often reward companies that would have chosen the same location without tax breaks, while simultaneously increasing taxes for homeowners and reducing spending on essential public services like police, education, and infrastructure maintenance. In Cook County, Illinois, for example, commercial property owners received billions in tax reductions through appeals processes, while homeowners' tax burden increased by nearly \$2 billion.

These incentive programs can become worse than zero-sum games, where the tax base is eroded while existing taxpayers bear increased burdens to maintain necessary public services. Rather than creating genuine economic benefit, such arrangements often simply redistribute costs from new industrial users to established residents and businesses.

Request for Action

I respectfully urge you to:

1. **Vote against RZ25-0007** due to the unacceptable safety risks posed to our residential community
2. **Require comprehensive safety impact studies** before considering any ammonia-based industrial facility in proximity to residential areas
3. **Evaluate infrastructure capacity** to ensure our roads can safely handle increased industrial traffic
4. **Consider the precedent** this approval would set for future industrial development in residential areas
5. **Analyze the true fiscal impact** of any tax incentives, including their effect on existing taxpayers

Conclusion

The proposed industrial park with its ammonia-based cold storage facility represents an unacceptable risk to public safety, places excessive burden on inadequate infrastructure, and threatens the residential character of our community. The potential for catastrophic accidents involving ammonia, combined with the proximity to hundreds of homes and a public park, creates a level of risk that no responsible municipal government should accept.

I urge you to prioritize the safety and well-being of your constituents by voting against this proposal. The rights of existing residents to live in a safe community should take precedence over industrial development that poses significant risks and may ultimately burden taxpayers rather than benefit them.

Thank you for your consideration of these concerns. I look forward to your response and action.

Sincerely,

Matthew Rohr
21797 W 177th St., Olathe, KS 66062
(785) 236-9697
mtrrohr@outlook.com

TRAFFIC IMPACT STUDY

175th Street & Lone Elm Road

OLATHE, KANSAS

Prepared For:
Phelps Engineering

Prepared By:
Michael Hare, PE, PTOE

July 2025



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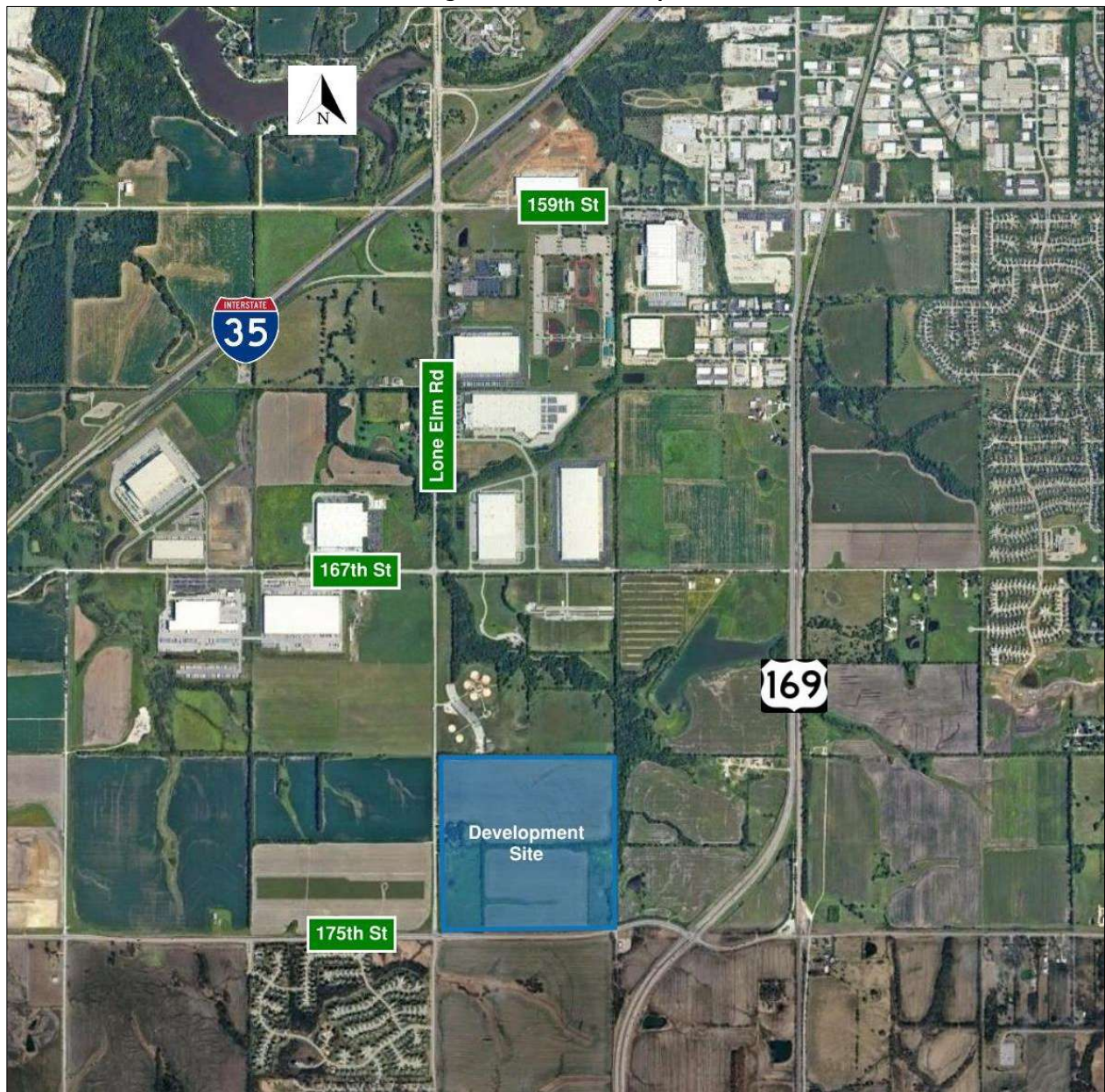
Appendices

- Appendix A – Traffic Volume and Level of Service Figures
- Appendix B – Raw Turning Movement Traffic Counts
- Appendix C – Trip Generation and Distribution
- Appendix D - Capacity Analysis Output Files

INTRODUCTION

This traffic impact study has been completed for the proposed industrial development to be located in the northeast quadrant of the 175th Street & Lone Elm Road intersection in Olathe, Kansas. The location of the proposed development relative to major streets in the area is shown below on **Figure 1**. This study includes a description of the proposed development, existing and future conditions, intersection capacity analyses, and a summary of findings.

Figure 1: Location Map



Source: Google Earth

EXISTING CONDITIONS

Existing Traffic Volumes: Existing weekday turning-movement traffic counts were collected at the following study intersections via video camera during the hours of 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M.:

- US-169 & 175th Street
- 167th Street & Lone Elm Road
- NB I-35 Ramps & Lone Elm Road
- SB I-35 Ramps & Lone Elm Road

A 24-hour turning-movement traffic-volume count was collected at the 175th Street & Lone Elm Road study intersection.

All the counts were collected on Tuesday, June 17, 2025. Based on the data, the AM peak hour generally occurs between 7:15 and 8:15 A.M., and the PM peak hour generally occurs between 4:15 and 5:15 P.M. The existing AM and PM peak-hour volumes are shown in **Appendix A** on **Figure A-1**. The raw traffic counts were processed by Miovision Technologies, Inc. and can be found in **Appendix B**.

Based on the 24-hour traffic count, the recorded average daily traffic (ADT) on 175th Street adjacent to the development site is 10,105 vehicles per day (vpd): 4,857 vpd westbound and 5,248 vpd eastbound. The recorded ADT along Lone Elm Road adjacent to the development site is 7,748 vpd: 4,659 vpd southbound and 3,089 vpd northbound.

Existing Land Use: The existing property consists of mostly vacant land. There are two residential homes on the property that will be removed as part of the proposed development. The site is primarily surrounded on all sides by vacant land with the exception of the Lone Elm Park softball complex located to the north of the site.

Existing Roadway Network: Current roadway characteristics near the study area are summarized below in **Table 1**.

The 175th Street & Lone Elm Road intersection currently operates under signal control with dedicated left-turn lanes and dedicated right-turn lanes on each intersection approach. The US-169 & 175th Street intersection currently operates under signal control with dedicated left-turn lanes on each intersection approach and dedicated right-turn lanes on the northbound, southbound, and eastbound intersection approaches. 167th Street & Lone Elm Road currently operates under signal control with dedicated left-turn lanes on each intersection approach and dedicated right-turn lanes on the southbound and eastbound intersection approaches. The NB I-35 Ramps & Lone Elm Road intersection currently operates under signal control. It includes dual northbound left-turn lanes, dedicated eastbound, westbound, and southbound left-turn lanes, and a dedicated southbound right-turn lane. The SB I-35 Ramps & Lone Elm Road intersection currently operates under signal control with dual southbound left-turn lanes, dedicated northbound and westbound left-turn lanes, and a dedicated northbound right-turn lane.

Table 1: Existing Roadway Characteristics

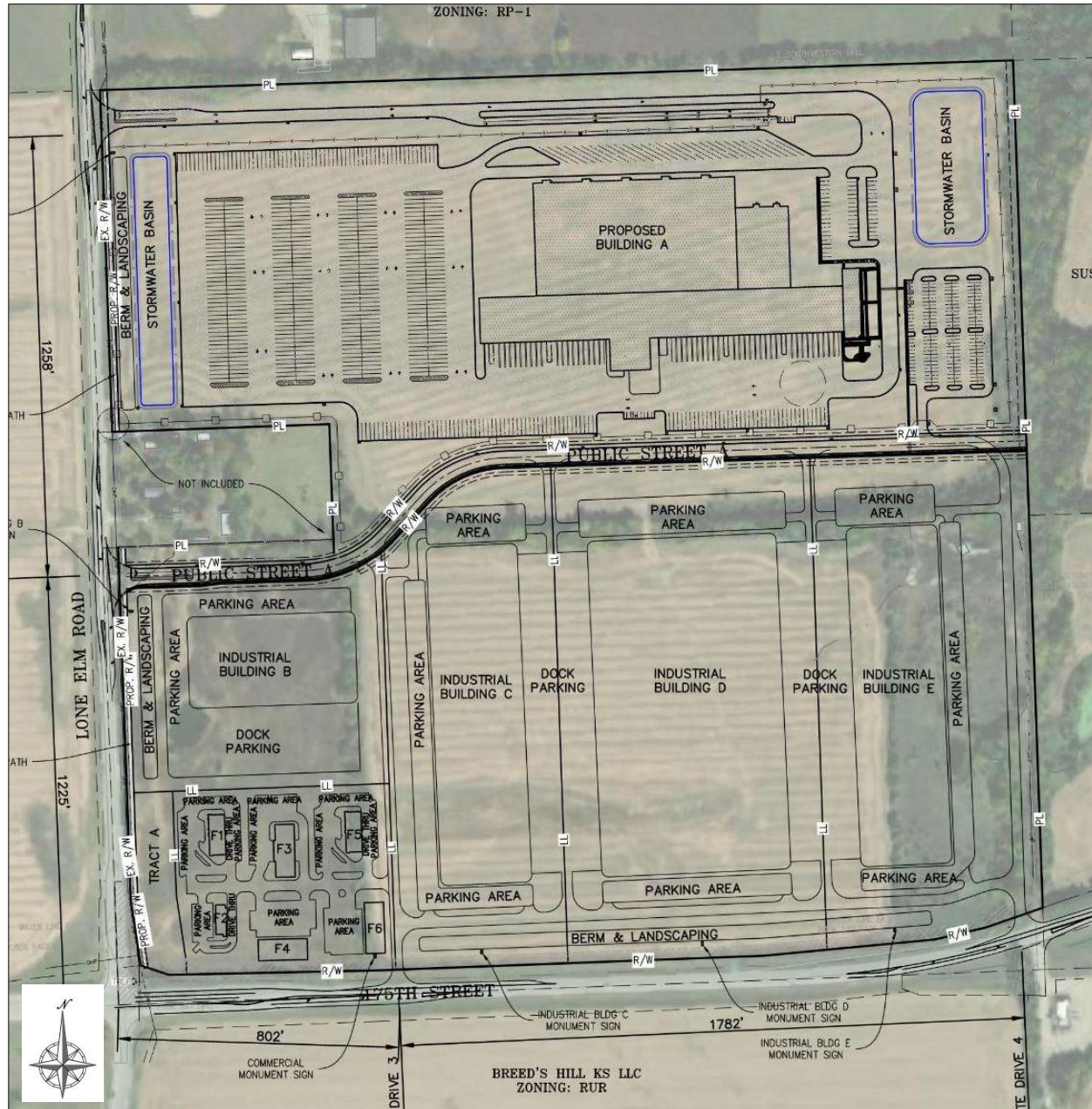
Roadway	Classification ¹	Section	Median Type	Posted Speed Limit
175 th Street	Expressway	2-lane w/ paved outside shoulders	Undivided	50 mph
Lone Elm Road	Arterial	2-lane rural ditch w/o shoulder	Undivided	45 mph
US-169	Other Freeways and Expressways	4-lane w/ paved inside and outside shoulders	Divided	55 mph to north 65 mph to south
167 th Street	Arterial	2-lane rural ditch w/o shoulder	TWLT to east Undivided to west	35 mph
I-35	Other Freeways and Expressways	6-lane w/ paved inside and outside shoulders	Divided	65 mph

1 - Classifications as listed on Olathe's [Major Street Map](#)

PROPOSED CONDITIONS

Proposed Land Use: The proposed development will be constructed in two phases. Phase 1 will consist of a single 447,243 square-foot industrial warehouse building (Building A), and it will be located in the northern portion of the site. Phase 2 will include four industrial warehouse buildings, and they will be located on the southern portion of the site. Building B will be a 124,441 square-foot building, Building C will be a 251,336 square-foot building, Building D will be a 518,057 square-foot building, and Building E will be a 251,336 square-foot building. The traffic analysis included two phases: Phase 1, and the full site which includes the addition of the Phase 2 development. It should be noted that the plan includes future commercial development in the southwest corner of the site; however, this area was not included in the study at this time. An additional traffic study should be completed at the time the commercial area develops. A copy of the proposed site plan is included below on **Figure 2**. A full-size version is also included at the end of this report.

Figure 2: Proposed Site Plan



Proposed Access Plan: The development will be accessed from two site driveways along Lone Elm Road and two site driveways along 175th Street. The site drives along Lone Elm Road will be constructed with Phase 1, and the site drives along 175th Street will be constructed with Phase 2. It should be noted that Site Drive 1 will primarily serve truck traffic to and from the development. **Table 2** summarizes the access locations. In addition, a 10-foot sidewalk path is included along the east site of Lone Elm Road adjacent to the development.

Table 2: Proposed Site Access

Access Name	Intersecting Roadway	Access Type	Access Location ¹
Site Drive 1	Lone Elm Road	Full Access	Approx. 1,255' north of Site Drive 2
Site Drive 2	Lone Elm Road	Full Access	Approx. 1,230' north of 175 th Street
Site Drive 3	175 th Street	Full Access	Approx. 800' east of Lone Elm Road
Site Drive 4	175 th Street	Full Access	Approx. 1,790' east of Site Drive 3

1 - Distances are taken from the center of the intersection.

The locations of Site Drive 1, Site Drive 2, Site Drive 3, and Site Drive 4 were reviewed in accordance with criteria outlined in the City of Olathe's *Access Management Plan*, dated August 2003. The Plan outlines criteria for the spacing of proposed driveway locations along public roadways. One criterion indicates that no driveway is allowed within an intersection influence area, or within the taper or storage area of a turn lane.

Olathe's Plan indicates that the minimum spacing between driveways along an arterial street should be about 500'. Site Drive 1 and Site Drive 2 along Lone Elm Road meet this spacing criterion. The plan indicates that no driveway shall intersect an expressway, and that full-access, median-break spacing along an expressway is one-half mile (2,640'). Site Drive 3 and Site Drive 4 do not meet the criteria along expressways. Currently, there is no median along 175th Street; however, in the future if the roadway is widened to include a median, and Site Drive 3 and Site Drive 4 are converted to public streets, they will not meet the full-access spacing criteria along an expressway. It should be noted that the property frontage along 175th Street is approximately 2,600', which is less than one-half mile (2,640'). Providing access to the property from 175th Street provides adequate site circulation and traffic flow through the development.

The Plan provides criteria on private driveway throat distances from an arterial roadway. Based on this guidance, internal drives and parking stalls along private driveways accessing industrial sites must be at least 100' from an arterial street. Site Drive 1 and Site Drive 2 both meet this criterion. Olathe's plan does not provide throat-distance criteria along expressways. However, the throat distances along Site Drive 3 and Site Drive 4 are approximately 155' and 130', respectively.

Olathe's Plan indicates dedicated left-turn and right-turn lanes are required along expressways and arterial streets at intersecting streets or driveways. Left-turn and right-turn lanes on expressways should include 300' of storage plus taper. Left-turn lanes on arterials should include 200' of storage plus taper, and right-turn lanes should include 150' of storage plus taper. In addition, left-turn lanes are required along driveways intersecting arterials streets with a minimum distance of 150' plus taper. To meet these criteria, it would be appropriate to construct the following:

Lone Elm Road & Site Drive 1

- Southbound left-turn lane with 200' of storage plus appropriate taper
- Northbound right-turn lane with 150' of storage plus appropriate taper
- Westbound left-turn lane with 150' of storage plus appropriate taper

Lone Elm Road & Site Drive 2

- Southbound left-turn lane with 200' of storage plus appropriate taper
- Northbound right-turn lane with 150' of storage plus appropriate taper
- Westbound left-turn lane with 150' of storage plus appropriate taper

175th Street & Site Drive 3

- Eastbound left-turn lane with 300' of storage plus appropriate taper
- Westbound right-turn lane with 300' of storage plus appropriate taper
- Southbound left-turn lane with 150' of storage plus appropriate taper

175th Street & Site Drive 4

- Eastbound left-turn lane with 300' of storage plus appropriate taper
- Westbound right-turn lane with 300' of storage plus appropriate taper
- Southbound left-turn lane with 150' of storage plus appropriate taper

It should be noted that the 300' eastbound left-turn lane at Site Drive 3 will most likely extend into the westbound left-turn lane at the 175th Street & Lone Elm Road intersection. Therefore, the eastbound left-turn lane at Site Drive 3 should include as much storage as possible plus appropriate taper. As discussed in subsequent sections, eastbound queues are expected to be approximately one vehicle at this location.

Intersection Sight Distance: Intersection sight-distance measurements were taken in the field for the site driveway approaches to Lone Elm Road and 175th Street. The sight-distance measurements were recorded in accordance with guidance in the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets* 7th Edition. Based on criteria outlined in Olathe's *Access Management Plan*, the amount of sight distance that is desirable in both directions from a stop-sign-controlled driveway intersecting Lone Elm Road, which has a 45-mph posted speed limit, is 529' for a passenger car and 795' for a combination truck. The amount of sight distance that is desirable in both directions from a stop-sign-controlled driveway intersecting 175th Street, which has a 50-mph posted speed limit, is 590' for a passenger car and 885' for a combination truck.

The results of the intersection sight distances recorded in the field are summarized below. It should be noted that if available sight distance was excessively over the recommended value, a field measured value of ">distance" is recorded below. If the sight-distance requirements were not easily reached by simple observation, actual distances were recorded.

Lone Elm Road & Site Drive 1

	<u>Olathe Recommended</u>	<u>Field Measured</u>
Left-Turning Passenger Car	529'	>529'
Left-Turning Combination Truck	795'	>795'
Right-Turning Passenger Car	529'	>529'
Right-Turning Combination Truck	795'	>795'



Lone Elm Rd & WB Site Drive 1:
Looking Left (S) – Right-Turn



Lone Elm Rd & WB Site Drive 1:
Looking Right (N) – Left-Turn

Lone Elm Road & Site Drive 2

	<u>Olathe Recommended</u>	<u>Field Measured</u>
Left-Turning Passenger Car	529'	567'
Left-Turning Combination Truck	795'	>795'
Right-Turning Passenger Car	529'	>529'
Right-Turning Combination Truck	795'	>795'



Lone Elm Rd & WB Site Drive 2:
Looking Left (S) – Right-Turn



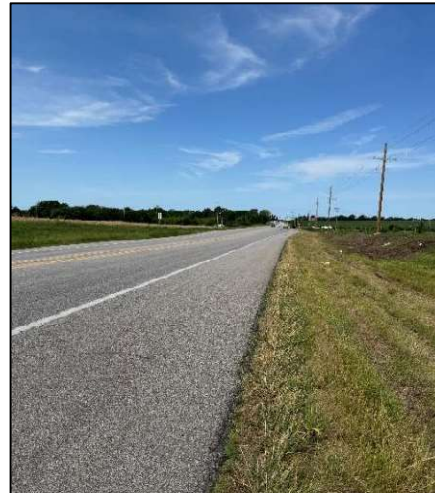
Lone Elm Rd & WB Site Drive 2:
Looking Right (N) – Left-Turn

175th Street & Site Drive 3

	<u>Olathe Recommended</u>	<u>Field Measured</u>
Left-Turning Passenger Car	590'	>590'
Left-Turning Combination Truck	885'	>885'
Right-Turning Passenger Car	590'	>590'
Right-Turning Combination Truck	885'	>885'



175th Street & SB Site Drive 3:
Looking Left (E) – Right-Turn



175th Street & SB Site Drive 3:
Looking Right (W) – Left-Turn

175th Street & Site Drive 4

	<u>Olathe Recommended</u>	<u>Field Measured</u>
Left-Turning Passenger Car	590'	>590'
Left-Turning Combination Truck	885'	>885'
Right-Turning Passenger Car	590'	>590'
Right-Turning Combination Truck	885'	>885'



175th Street & SB Site Drive 4:
Looking Left (E) – Right-Turn



175th Street & SB Site Drive 4:
Looking Right (W) – Left-Turn

Trip Generation: The estimated trip generation for the proposed industrial development was based upon the 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Outputs from this manual are included in **Appendix C**.

In developing the trip generation for Phase 1 of the proposed development, various land uses were considered. The land uses studied included: 150: Warehousing, 154: High-Cube Transload and Short-Term Storage Warehouse, and 157: High-Cube Cold Storage Warehouse. The AM and PM peak hours of the generator trip generation for Land Use 154 gave the closest estimate to the anticipated trips given the shift data provided by the owner for the site during peak hours.

The *Trip Generation Manual* includes the following description for Land Use 154: High-Cube Transload and Short-Term Storage Warehouse:

“A high-cube warehouse (HCW) is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical HCW has a high level of on-site automation and logistics management. The automation and logistics enable highly efficient processing of goods through the HCW. A high-cube warehouse can be free-standing or located in an industrial park.”

The trip estimates for Phase 2 of the development utilized trip generation data for the AM and PM peak hours of adjacent street traffic for Land Use 150: Warehousing. The expected trips to be generated by each phase of the proposed development are shown below in **Table 3**. It should be noted that the current site plan has been updated since the traffic analysis was completed and the land use densities shown below do not match the current plan. The current plan shows a slight increase in building square footage that is planned to be constructed in Phase 1. This results in an increase of two trips during each of the AM and PM peak hours. These additional trips are negligible and will not change the results of the study. In Phase 2, the current plan shows a slight reduction in building square footage. This results in no change in trips during the PM peak hour and only one less trip during the PM peak hour. This reduction in trips is negligible and will not change the results of the study.

Table 3: Proposed Trip Generation

Land Use	Qty	Unit	Weekday ADT (VPD)	AM			PM		
				Peak Hour (VPH)			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

*Do not match the current plan as traffic analysis was completed prior to current plan being finalized, and the resulting change in trips was negligible.

Due to the industrial nature of the development, it is anticipated that a greater number of trucks will be present on the site driveways and the surrounding road network. Based on information from the development team, Phase 1 is expected to generate 500 truck trips per day balanced evenly throughout a typical 24-hour day. Truck trip generation estimates were calculated for Phase 2 of the development with the *Trip Generation Manual*. These truck volumes were utilized to calculate corresponding truck percentages and were utilized in the capacity analyses. The truck-specific trip generations are shown below in **Table 4**.

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

Trip Distribution: The estimated trips generated by the industrial development were distributed onto the surrounding street system based on the trip distributions summarized in **Table 5**. The distributions are based primarily on engineering judgement and the existing traffic. The detailed distributions through the study intersections are included in **Appendix C**.

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 th Street	10%
West on 175 th Street	30%
Total	100%

It was assumed that vehicles traveling to/from the south on I-35 will utilize the I-35 & 175th Street interchange and access the development from the west on 175th Street.

Existing + Phase 1 Site Traffic Volumes: The expected Phase 1 development-related traffic volumes were assigned to the existing street system based on the trip distributions discussed

above and then added to the existing traffic volumes to develop the *Existing + Phase 1 Site* AM and PM peak-hour volumes. These volumes are shown in **Appendix A** on **Figures A-2** and **A-3**, respectively.

Existing + Full Site Traffic Volumes: The expected development-related traffic volumes for the full development site were assigned to the existing street system based on the trip distributions discussed above and then added to the existing traffic volumes to develop the *Existing + Full Site* AM and PM peak-hour volumes. These volumes are shown in **Appendix A** on **Figures A-4** and **A-5**, respectively.

Future Year 2045 + Site + Planned Traffic Volumes: To account for potential traffic-volume growth at the study intersections, traffic projections were developed using an estimated 2.0% annual growth rate. This growth rate was based on traffic-volume outputs from the base year (2016) and future year (2050) Mid-America Regional Council (MARC) travel demand models (TDM). The growth rate was applied to the existing traffic volumes to develop base traffic volumes for future year 2045. These volumes were added to the full site traffic to develop the *Future Year 2045 + Full Site* AM and PM peak-hour traffic volumes. The volumes are shown in **Appendix A** on **Figures A-6** and **A-7**, respectively.

ANALYSES

This study analyzes the traffic impacts of the proposed industrial development on the surrounding roadway network for the following scenarios:

- Existing Conditions
- Existing + Phase 1 Site Conditions
- Existing + Full Site Conditions
- Future Year 2045 + Full Site Conditions

Intersection capacity analyses were completed using the Synchro 12 traffic analysis software package based on methodologies outlined in the Transportation Research Board's (TRB) *Highway Capacity Manual (HCM)*, 7th Edition. The operating conditions at an intersection are evaluated by the level of service (LOS) experienced by drivers, with LOS "A" representing little or no delay and LOS "F" representing excessive delays. LOS B, C, D, and E reflect incremental increases in delay per vehicle. The control delay thresholds in seconds-per-vehicle for the varying LOS for signalized and unsignalized intersections are shown below in **Table 6**.

Table 6: Level of Service Delay Thresholds

Level of Service (LOS)	Signalized Intersection Average Control Delay (sec/veh)	Unsignalized Intersection Average Control Delay (sec/veh)
A	<10	<10
B	<20	<15
C	<35	<25
D	<55	<35
E	<80	<50
F	≥80	≥50

Source: HCM 7th Edition

Queues were also evaluated as part of this study. The 95th-percentile queue, or the queue that has only a 5% chance of being exceeded during the peak hour, was used for this analysis. All capacity analysis output files are included in **Appendix D**.

Existing Conditions: The results of the *Existing* analysis scenario are shown in **Appendix A** on **Figures A-8** and **A-9** for the AM and PM peak-hour traffic volumes, respectively. The City of Olathe provided the existing signal timings at the signalized study intersections along Lone Elm Road for use in this analysis scenario.

As shown on the figures, each of the signalized study intersections currently operates at an overall LOS “D” or better during the AM and PM peak hours except for the SB I-35 Ramps & Lone Elm Road intersection. During the AM peak hour, this location is operating at LOS “E”. Some of the individual movements at the signalized study intersections currently operate at lower levels of service.

All the 95th-percentile vehicle queues are contained in existing storage, except the southbound left-turn queue at the 175th Street & Lone Elm Road intersection during the PM peak hour. Additionally, long queues greater than 400’ form at the following locations:

US-169 & 175th Street

- Northbound through during the AM peak hour

175th Street & Lone Elm Road

- Southbound through during the PM peak hour

167th Street & Lone Elm Road

- Northbound through during the AM peak hour
- Southbound through during the PM peak hour

SB I-35 Ramps & Lone Elm Road

- Westbound left-turn during the AM and PM peak hours

It should be noted that none of these long queues extend back through adjacent intersections.

Existing + Phase 1 Site Conditions: The results of the *Existing + Phase 1 Site* analysis scenario are shown in **Appendix A** on **Figures A-10** and **A-11** for the AM and PM peak-hour traffic volumes, respectively. This analysis scenario included optimized signal timing splits while maintaining the existing cycle lengths.

As shown on the figures, each of the signalized study intersections is projected to operate at an overall LOS “D” or better during the AM and PM peak hours. Some of the individual movements at the signalized study intersections are projected to operate at lower levels of service. Each of the movements at the unsignalized study intersections is projected to operate at LOS “D” or better during the AM and PM peak hours with queues of one vehicle or less.

All the 95th-percentile vehicle queues are contained in existing storage. However, similar to the *Existing* analysis, long queues greater than 400' continue to form at the following locations:

US-169 & 175th Street

- Northbound through during the AM peak hour

167th Street & Lone Elm Road

- Southbound through during the PM peak hour

SB I-35 Ramps & Lone Elm Road

- Westbound left-turn during the AM and PM peak hours

It should be noted that none of these long queues extend back through adjacent intersections.

Existing + Full Site Conditions: The results of the *Existing + Full Site* analysis scenario are shown in **Appendix A** on **Figures A-12** and **A-13** for the AM and PM peak-hour traffic volumes, respectively. This analysis scenario included optimized signal timing splits while maintaining the existing cycle lengths.

As shown on the figures, each of the signalized study intersections is projected to operate at an overall LOS "D" or better during the AM and PM peak hours. Some of the individual movements at the signalized study intersections are projected to operate at lower levels of service. Each of the movements at the unsignalized study intersections is projected to operate at LOS "D" or better during the AM and PM peak hours with queues of one vehicle or less.

All the 95th-percentile vehicle queues are contained in existing storage. However, similar to the *Existing* and *Existing + Phase 1 Site* analyses, long queues greater than 400' continue to form at the following locations:

US-169 & 175th Street

- Northbound through during the AM peak hour

167th Street & Lone Elm Road

- Southbound through during the PM peak hour

SB I-35 Ramps & Lone Elm Road

- Westbound left-turn during the AM and PM peak hours

It should be noted that none of these long queues extend back through adjacent intersections.

Future Year 2045 + Full Site Conditions: The results of the *Future Year 2045 + Full Site* analysis scenario are shown in **Appendix A** on **Figures A-14** and **A-15** for the AM and PM peak-hour traffic volumes, respectively.

The *K-7 Corridor Management Plan* completed by the Kansas Department of Transportation (KDOT) in February 2006, the *5-County Regional Transportation Study* completed by KDOT in April 2013, and the Connected KC 2050 regional transportation plan developed by the Mid-America

Regional Council (MARC) all include upgrading US-169 to a freeway section and constructing an interchange at 175th Street. In addition, some of these studies indicate that 175th Street will be upgraded to a four-lane roadway in the future. To be consistent with future plans in the area, this analysis scenario assumed these improvements would be constructed by 2045. There are currently no design plans for the US-169 & 175th Street interchange. It is assumed that the future interchange configuration will accommodate the traffic associated with this development, so the interchange was not included in the future analysis.

In addition to the improvements identified above, the following were included in this analysis scenario to accommodate the projected 20-year traffic volumes:

- Dual westbound left-turn lanes with 400' of storage plus appropriate taper at the SB I-35 Ramps & Lone Elm Road intersection.
- Two northbound and southbound through lanes on Lone Elm Road between 175th Street and the NB I-35 Ramps intersections.
- Optimized signal-timing cycle lengths and splits at all signalized study intersections.

As shown on the figures, each of the signalized study intersections is projected to operate at an overall LOS "D" or better during the AM and PM peak hours with the improvements identified above. Some of the individual movements at the signalized study intersections are projected to operate at lower levels of service. Each of the movements at the unsignalized study intersections is projected to operate at LOS "D" or better during the AM and PM peak hours except for the westbound left-turn movement at the Lone Elm Road & Site Drive 1 intersection. This movement is projected to operate at LOS "E" during the AM and PM peak hours with queues of one vehicle or less. It is not uncommon for stop-controlled, side-street, intersection approaches to operate at lower levels of service during the peak hours.

All the 95th-percentile vehicle queues are contained in existing and proposed storage. However, long queues greater than 400' are projected to form at the following locations:

175th Street & Lone Elm Road

- Southbound through during the PM peak hour

NB I-35 Ramps & Lone Elm Road

- Southbound through during the PM peak hour

It should be noted that none of these long queues extend back through adjacent intersections.

SUMMARY & RECOMMENDATIONS

This traffic study summarizes the anticipated traffic impacts of the proposed industrial development on the surrounding transportation system.

The results of the *Existing* analysis scenario indicate that most of the signalized study intersections currently operates acceptably during both peak hours. However, the SB I-35 Ramps & Lone Elm Road intersection currently operates unacceptably at LOS “E” during the AM peak hour. All the 95th-percentile vehicle queues are contained in existing storage, except the southbound left-turn queue at the 175th Street & Lone Elm Road intersection during the PM peak hour. Additionally, long queues greater than 400’ form on some of the intersection approaches, but none of these queues extend back through adjacent intersections.

The following improvements were included in the *Existing + Phase 1 Site* analysis scenario to meet criteria outlined in the City of Olathe’s *Access Management Plan*:

Lone Elm Road & Site Drive 1

- Construct a southbound left-turn lane with 200’ of storage plus appropriate taper
- Construct a northbound right-turn lane with 150’ of storage plus appropriate taper
- Construct a westbound left-turn lane with 150’ of storage plus appropriate taper

Lone Elm Road & Site Drive 2

- Construct a southbound left-turn lane with 200’ of storage plus appropriate taper
- Construct a northbound right-turn lane with 150’ of storage plus appropriate taper
- Construct a westbound left-turn lane with 150’ of storage plus appropriate taper

The *Existing + Phase 1 Site* analysis scenario includes optimized signal-timing splits while maintaining the existing cycle lengths. The results indicate that each of the signalized study intersections is projected to operate acceptably during both peak hours. Furthermore, each of the movements at the unsignalized study intersections is projected to operate acceptably during both peak hours with queues of one vehicle or less. All the 95th-percentile vehicle queues are contained in existing storage. However, similar to the *Existing* analysis, long queues greater than 400’ continue to form on some of the intersection approaches. None of these long queues extend back through adjacent intersections.

The City of Olathe’s *Access Management Plan* indicates that no driveway shall intersect an expressway, and that full-access median break spacing along an expressway is one-half mile (2,640’). Site Drive 3 and Site Drive 4, which are located along 175th Street, do not meet these criteria. Currently, there is no median along 175th Street. In the future if the roadway is widened to include a median, and Site Drive 3 and Site Drive 4 are converted to public streets, they will not meet the full-access spacing criteria along an expressway. It should be noted that the property frontage along 175th Street is approximately 2,600’, which is less than one-half mile (2,640’). Providing access to the property from 175th Street provides adequate site circulation and traffic flow through the development. The following turn-lane improvements were included in the *Existing + Full Site* analysis scenario at Site Drive 3 and Site Drive 4:

175th Street & Site Drive 3

- Eastbound left-turn lane with 300’ of storage plus appropriate taper
- Westbound right-turn lane with 300’ of storage plus appropriate taper
- Southbound left-turn lane with 150’ of storage plus appropriate taper

175th Street & Site Drive 4

- Eastbound left-turn lane with 300' of storage plus appropriate taper
- Westbound right-turn lane with 300' of storage plus appropriate taper
- Southbound left-turn lane with 150' of storage plus appropriate taper

The 300' eastbound left-turn lane at Site Drive 3 will most likely extend into the westbound left-turn lane at the 175th Street & Lone Elm Road intersection. Therefore, the eastbound left-turn lane at Site Drive 3 should include as much storage as possible plus appropriate taper. The analysis indicates that the eastbound queues are expected to be approximately one vehicle at this location.

The *Existing + Full Site* analysis scenario include optimized signal timings splits while maintaining the existing cycle lengths. The results indicate that each of the signalized study intersections is projected to operate acceptably during both peak hours. Furthermore, each of the movements at the unsignalized study intersections is projected to operate acceptably during both peak hours with queues of one vehicle or less. All the 95th-percentile vehicle queues are contained in existing storage. However, similar to the *Existing* and *Existing + Phase 1 Site* analysis scenarios, long queues greater than 400' continue to form on some of the intersection approaches. None of these long queues extend back through adjacent intersections.

The *Future Year 2045 + Site* analysis scenario included additional through lanes along 175th Street and Lone Elm Road to accommodate the projected traffic volumes. In addition, some geometric improvements were also included at the SB I-35 Ramps & Lone Elm Road intersection. The results of this scenario indicate that each of the signalized study intersections is projected to operate acceptably during both peak hours. Furthermore, each of the movements at the unsignalized study intersections is projected to operate acceptably during both peak hours except for the westbound left-turn movement at the Lone Elm Road & Site Drive 1 intersection during both peak hours. The queues for this movement are projected to be one vehicle or less. It is not uncommon for stop-controlled side-street approaches to operate at lower levels of service during the peak hours. All the 95th-percentile vehicle queues are contained in existing and proposed storage. However, long queues greater than 400' are projected to form on some of the intersection approaches. None of these long queues extend back through adjacent intersections.

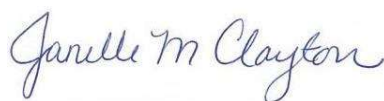
We appreciate the opportunity to serve you on this very important project. Please feel free to contact us if you should have any questions.

Respectfully submitted,

Merge Midwest Engineering, LLC



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