AGENDA

PLANNING AND ZONING COMMISSION MEETING

CITY OF CREVE COEUR, MISSOURI

TUESDAY, JANUARY 16, 2018

6:30 PM

Pursuant to Section 610.022 RSMO, the Planning and Zoning Commission could, at any time during the meeting, vote to close the public meeting and move to closed session to discuss matters relating to litigation, legal actions and/or communications from the City Attorney as provided under Section 610.021(1) RSMo. and/or personnel matters under Section 610.021(13) RSMo. and/or employee matters under Section 610.021(3) RSMo. and/or real estate matters under Section 610.021(2) or other matters as permitted by Chapter 610.

Reports, documents, plans, and related materials are available for examination at the Creve Coeur Government Center, 300 North New Ballas Road, prior to the meeting.

Special disabled service may be arranged by contacting the Office of the City Administrator in advance.

CALL TO ORDER

ROLL CALL

Ms. Beth Kistner (Chair)
Mr. Tim Carney
Ms. Muriel Hall
Mr. Don Magruder
Mr. Gene Rovak
Ms. Heather Silverman
Mr. Matthew Schuh
Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Whitney Kelly, City Planner
Ms. Jessica Stutte, Planning Assistant/Recording Secretary

ACCEPTANCE OF THE AGENDA

APPROVAL OF MINUTES

1. **December 18, 2017 Planning and Zoning Commission Draft Meeting Minutes**

PUBLIC COMMENT

An opportunity for members of the public to address the Planning and Zoning Commission regarding issues or concerns not already on the agenda for this meeting. Those wishing to speak will be asked to limit comments to three minutes and to complete a speaker card.

UNFINISHED BUSINESS

1. **Application #16-031: Rezoning, Conditional Use Permit, and Site Development Plan and Boundary Adjustment Approval of a Mobil on the Run Convenience Store with Gas Pumps and Briteworx Car Wash Facility Located at 11109-11141 Olive Boulevard & 11100-11114 Oak Lake Court, Currently Zoned GC General Commercial and C Single Family Residential.**
   Kevin Kamp, of Civil & Environmental Consultants, Inc. has submitted revised drawings and information on behalf of Wallis Companies (Arch Energy, LLC), for the rezoning of 11127,11135 & 11141 Olive Boulevard, from C-Single Family Residential District to GC-General Commercial District for the portions of the these properties located within the city limits of Creve Coeur. A revised Conditional Use Permit and Site Development Plan application for a new Mobil-on-the-Run convenience store with gas pumps and BriteWorx Car Wash facility has been submitted encompassing 11109-11135 Olive Boulevard and portions of 11100, 11108, 11114 Oak Lake Court located within the city limits of Creve Coeur. The original proposal was reviewed by the Planning and Zoning Commission on December 5, 2016. The City Council reviewed the proposal and referred it back to the Planning and Zoning Commission at its meeting on April 24, 2017. Current discussion continued from meeting of December 4, 2017.

2. **Application #17-044: Rezoning from "A" Single Family Residential to "B" Single Family Residential with RDD-Residential Designed Development Designation for 105 and 157 N. New Ballas Road, 1 Santino Court, and 11921 Ladue Road**
   Brent Crittenden, of Urban Improvement Company, LLC, has submitted a request for the rezoning and preliminary plat approval of 4.732 acres at 105 and 157 N. New Ballas Road, 1 Santino Court, and 11921 Ladue Road, Creve Coeur, MO from A Single Family Residential to B Single Family Residential with RDD-Residential Design Development designation to allow for the development of a 9-home single family subdivision with an average lot size of 19,817.67 square feet.

NEW BUSINESS

1. **Application #17-038: Conditional Use Permit And Site Development Plan For Modification To The Exterior Of The Existing Building For Lou Fusz Mazda Franchise At 925 North Lindbergh Boulevard. Motion To Continue The Item To The February 5, 2018 Meeting**
   Stephen Hollander, of SJ Hollander Architects, on behalf of Lou Fusz Automotive Network, has submitted a request for a conditional use permit to modify the exterior of the building of the former Nissan Dealership located at 925 N. Lindbergh Boulevard for the Lou Fusz Mazda Dealership and add a 4,700 square foot addition to the building. New Car Dealers (NAICS 441110) are permitted as conditional uses with review and approval by the City Council upon the recommendation of the Planning and Zoning Commission. Request to postpone the matter to the February 5th, 2018 Planning and Zoning Commission meeting. A motion to continue the public hearing until then is necessary.

WORK AGENDA

DEPARTMENT REPORTS

Director of Community Development

ADJOURNMENT

Posted: _____

Jason W. Jaggi
Director of Community Development

DRAFT MINUTES
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, DECEMBER 18, 2017
6:30 PM

CALL TO ORDER

ROLL CALL

Beth Kistner	Commission Chair	
Tim Carney	Commission Member	
Gene Rovak	Commission Member	
Muriel Hall	Commission Member	(Absent)
Don Magruder	Commission Member	
Heather Silverman	Commission Member	
Matthew Schuh	Commission Member	(Absent)

The following staff were also present: Carl Lumley, City Attorney; Jason Jaggi, Director of Community Development; Whitney Kelly, City Planner; and, Jessica Stutte, Planning Assistant/ Recording Secretary.

ACCEPTANCE OF THE AGENDA

Ms. Silverman made a motion to approve the agenda, Mr. Carney seconded. All aye.

APPROVAL OF MINUTES

1. December 4, 2017 Planning and Zoning Commission Draft Meeting Minutes

Ms. Silverman made a motion to approve the minutes, Mr. Magruder seconded. All aye.

PUBLIC COMMENT

None

UNFINISHED BUSINESS

Attachment: PZ DRAFT minutes 12.18.17 (December 18, 2017 Planning and Zoning Commission Draft Meeting Minutes)

1. **PUBLIC HEARING. Application #16-031: Rezoning, Conditional Use Permit, and Site Development Plan and Boundary Adjustment Approval of a Mobil on the Run Convenience Store with Gas Pumps and Briteworx Car Wash Facility Located at 11109-11141 Olive Boulevard & 11100-11114 Oak Lake Court, Currently Zoned GC General Commercial and C Single Family Residential. Postponed Until the January 16, 2017 Meeting**

RESULT:	**CONTINUED [UNANIMOUS]**	**Next: 1/16/2018 6:30 PM**
MOVER:	Heather Silverman, Commission Member	
SECONDER:	Gene Rovak, Commission Member	
AYES:	Kistner, Carney, Rovak, Magruder, Silverman	
ABSENT:	Hall, Schuh	

2. **Application #17-028: the Rezoning of 11318 Olive Boulevard to Planned Commercial Development District for the Renovation of the Existing Building into a 260 Room Hotel, with a Free Standing Restaurant and Commercial/Retail Buildings. Request to Un-Table and Schedule for Review at the January 16, 2017 Planning and Zoning Commission Meeting**

Mr. Magruder made a motion to untable the item, Ms. Silverman seconded. All aye.

The Commission agreed to move the item to a special meeting on Monday, January 29, 2018.

RESULT:	**CONTINUED [UNANIMOUS]**
MOVER:	Tim Carney, Commission Member
SECONDER:	Gene Rovak, Commission Member
AYES:	Kistner, Carney, Rovak, Magruder, Silverman
ABSENT:	Hall, Schuh

3. **Application #17-040: Minor Site Plan Approval for New Exterior Painting and Awnings for the Post II Sports Bar and Grill at 763 Old Ballas Road**

Mr. Shannon Brown, of the DeSIGNery, showed the new renderings with the awnings lowered , blue striping and lighting. He said it would create better visibility for The Post.
He said they may want to put in a marquee sign.

Ms. Kistner asked if the marquee sign was part of the proposal.

Ms. Kelly said it was not.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Gene Rovak, Commission Member
SECONDER:	Heather Silverman, Commission Member
AYES:	Kistner, Carney, Rovak, Magruder, Silverman
ABSENT:	Hall, Schuh

NEW BUSINESS

Attachment: PZ DRAFT minutes 12.18.17 (December 18, 2017 Planning and Zoning Commission Draft Meeting Minutes)

1. PUBLIC HEARING. Application #17-043: Conditional Use Permit for a Use Car Dealer, Can-Am Cars LTC at 10665 Baur Boulevard

Those speaking to the request were sworn in.

Mr. Jeff Downes, owner of Can-Am Cars LTD, gave a history of his business. He said the cars would be stored in the warehouse.

Mr. Carney asked about the trash enclosure and if the applicant had plans to change it.

Mr. Downes said they had no plans to change the enclosure because the condition is good and it is out of sight.

Mr. Carney asked if there were any changes they planned to do to the building.

Mr. Downes said any building changes would be minor interior cosmetic changes.

Mr. Carney asked if they had plans for landscaping improvements.

Mr. Downes said they planned to improve the existing landscaping in the spring.

Ms. Kelly said this type of business was only permitted in the LI district as conditional use. She said they are in line with all the regulations.

Ms. Kistner asked how many businesses of this type were in the LI district.

Ms. Kelly said there were two others.

Mr. Lumley offered the exhibits for the record and the public hearing was closed

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Tim Carney, Commission Member
SECONDER:	Heather Silverman, Commission Member
AYES:	Kistner, Carney, Rovak, Magruder, Silverman
ABSENT:	Hall, Schuh

2. PUBLIC HEARING. Application #17-044: Rezoning from "A" Single Family Residential to "B" Single Family Residential with RDD-Residential Designed Development Designation for 105 and 157 N. New Ballas Road, 1 Santino Court, and 11921 Ladue Road

Those speaking to the request were sworn in.

Mr. Brent Crittenden, of Urban Improvement Company, LLC, briefly explained the concept of the request. He showed some slides of other home projects UIC has done. He said the homes try to be green and the sites sustainable. He said the request is to change the zoning from A-Single Family Residential to B-Single Family Residential RDD which would allow smaller lots and variation in lot size. He said the demographic is 55+. Mr. Crittenden said the lots would be ground floor accessible, with elevator access possible, and landscape maintenance free. He said they want to put in 9 homes. He said they have met with the trustees of Emerald Green and at this moment they are considering leaving the subdivision and the indentures that are currently in place. Mr. Crittenden said they would like to put in raingardens through MSD, fencing, landscaping, common ground with a small play space for visitors. He said the homes would range from 2200 to 4000 sq feet. He said they plan to use cement fiber, cedar siding, lathe, vertical siding, architectural shingle and TPO. He said they plan to be sustainable and have experience in geo-thermal and solar.

Attachment: PZ DRAFT minutes 12.18.17 (December 18, 2017 Planning and Zoning Commission Draft Meeting Minutes)

He showed the four lots as they are currently at 4.62 acres. He showed the proposed site plan. He said most of the lots would be around a 1/2 acre. He showed the fencing that would go around the property. He said a 4 foot cedar fence would be along Ladue Road. He said sidewalks were being considered. He said the apex of the homes would appear to be the same as a 1 story home despite being 2 stories due to elevations, berms and buffers. He said it will provide a nice green experience from the road and for neighbors. He said they are working to evaluate the size and amount of trees needed for the site and they will bring in an arborist to ensure that it is done correctly. He showed some of the elevations and home styles and layouts. He said the homes will not peer into neighbors yards. Mr. Crittenden showed the floor plan for the homes and some variations.

Mr. Magruder asked if it was a 2 car garage.

Mr. Crittenden confirmed it was. He said they want it to be pedestrian friendly.

Ms. Kistner asked if they had samples of the materials.

Mr. Crittenden said they did not.

Mr. Magruder asked if UIC had spoken to the owner of the unoccupied home.

Mr. Crittenden said they had spoken and negotiated, but had not come to an agreement.

Mr. Magruder asked if they would do something with the home if they owner did decide to sell.

Mr. Crittenden said they would have to consider it at that time, because they have had to plan on not including it.

Ms. Kelly said they meet the requirements for the RDD as well as fit in with the goals and vision of the Comprehensive Plan. She said they are reorienting the houses to be more cohesive and create a community environment. She said the pocket park meets with the requirements of the RDD and the needs of the residents. She went over suggestions and revisions staff thought were necessary.

Mr. Carney asked if they were deciding on zoning tonight and the site development plan later.

Ms. Kelly said that both were at issue now, but there would also be a final plat approval.

Ms. Kistner asked if the design was relevant to the discussion of the RDD.

Ms. Kelly said yes.

Ms. Joann Goldstein said she just found out about the project. She said she currently has a nice view and is concerned about the change. She said traffic turning left to go north will be an issue.
She said that the property maintenance on Santino Ct has been neglected and she is happy to hear there will be maintenance. She said she was concerned about tall fencing behind her property and would prefer a wrought iron fence. She said she was concerned about the play area.

Ms. Chris Walters said she was concerned with the construction noise and the potential for dirt. She questioned the need for a park. She said she was upset she didn't know about the project until the day before.

Mr. Kabani was sworn in. He said he had received a call from another resident saying water and electric were going to be affected. He asked if a road was going to be built.

Mr. Brian Finnegan said he is a trustee and met with the UIC team in the last month or so. He said there has been some discussion but many details still need to be worked out. He said he is more for this project than for a commercial development. He said he wasn't a fan of the contemporary design, but that the concept is strong. He said Mr. Strothkamp put out some false information and the concerns addressed will not be permitted by the

Attachment: PZ DRAFT minutes 12.18.17 (December 18, 2017 Planning and Zoning Commission Draft Meeting Minutes)

city or the developer. He said they have been trying to get a sidewalk on the west side of Ballas for 25 year and he is excited that is a possibility. He said he is trying to get facts first before running to the residents.

Ms. Judy Leventhal said her mothers' home faces Ballas Rd. She gave some history of the nightmare of the traffic and mess that affects her mothers' home. She said she doesn't like the architecture and the smaller lots will make the remaining two 1 acre homes stick out. She said the homes don't look like anything in the area.

Ms. Kistner asked if the notices were sent out.

Ms. Kelly said all the posting and notice procedures were followed.

Mr. Sid Holthaus said he is a new owner and he did not receive notification from the trustees, but did receive a paper mailing. He said he likes the concept. He said the homes should have more brick to fit in better with the existing homes.

Ms. Pam Andres said she has similar concerns regarding traffic.

Mr. Frank Krimmel said he thought the design of the homes would decrease the value of the current homes.

Mr. Charlie Ebert was sworn in. He said he lives on the South West Corner of Ladue and Ballas. He said the homes wouldn't blend in. He said the traffic signal at Woodbridge Manor is a lifesaver and they should consider something similar.

Mr. Ronald Hollander was sworn in. He said he was concerned about the characteristic of the proposal. He said the lot size is not a concern. He said there are problems with sewer and electric and wondered if the development would add to the existing problems.

Ms. Kistner asked if Ms. Kelly was aware of the sewer and electric problems.

Ms. Kelly said she was unaware.

Ms. Helen Dressler asked if the developer was going to try to get her and the remaining neighbors' lots.

Ms. Carol Krimmel said the architecture was a concern and did not fit in Creve Coeur. She said her electric goes off almost daily.

Mr. Tim Walters was sworn in. He said he did not want to be a guinea pig for this project in Creve Coeur.

Mr. Crittenden said community input is taken seriously. He said they hoped nothing would adversely affect the residents. He said they can be flexible with infrastructure and fencing.

Ms. Silverman asked if they would build at once.

Mr. Crittenden said it would be a 30 month period. They would build a display home and start work on the infrastructure.

Mr. Frank Krimmel asked if he could leave the subdivision like the applicant is considering. He asked if it was easy.

Mr. Lumley said they needed to look at their subdivision document. He said it is typically difficult and there needs to be a consensus.

Ms. Kistner said the applicant was considering and starting the process of discussion of leaving.

Mr. Lumley added the exhibits to the record and the public hearing was closed.

Attachment: PZ DRAFT minutes 12.18.17 (December 18, 2017 Planning and Zoning Commission Draft Meeting Minutes)

Mr. Rovak said he had some concern about the material, but overall he thought the project was very well configured and forward looking. He said things are changing in Creve Coeur and this is a good way to adapt to the needs of the residents. He said the concern of water and electricity usage would not be affected negatively by additional homes.

Mr. Carney said he would like to see landscape renderings. He said he thought this was a quality development but that the materials did need to be seen.

Mr. Magruder agreed. He said he was concerned about the left turn, but that 4 more houses wouldn't have much more impact than if all the houses currently there would if occupied.

Ms. Silverman said she agreed she liked the concept, but the building materials need to be reviewed.

Ms. Kistner said she needs to see the building materials and the design is too different for her. She said she likes unique features, but with some related elements. She suggested more brick to blend in better.

Ms. Silverman suggested the applicant bring in renderings of the neighborhood views.

Mr. Rovak said the pocket park needs to be discussed and the priorities of the neighbors figured out.

RESULT:	**CONTINUED [UNANIMOUS]**	**Next: 1/16/2018 6:30 PM**
MOVER:	Gene Rovak, Commission Member	
SECONDER:	Don Magruder, Commission Member	
AYES:	Kistner, Carney, Rovak, Magruder, Silverman	
ABSENT:	Hall, Schuh	

WORK AGENDA

DEPARTMENT REPORTS

Mr. Jaggi went over projects that will come before the Commission in 2018.

ADJOURNMENT

The meeting adjourned at 8:15 pm.

Attachment: PZ DRAFT minutes 12.18.17 (December 18, 2017 Planning and Zoning Commission Draft Meeting Minutes)

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION #16-031 FOR THE REZONING, CONDITIONAL USE PERMIT, AND SITE DEVELOPMENT PLAN AND BOUNDARY ADJUSTMENT APPROVAL OF A MOBIL ON THE RUN CONVENIENCE STORE WITH GAS PUMPS AND BRITEWORX CAR WASH FACILITY LOCATED AT 11109-11141 OLIVE BOULEVARD & 11100-11114 OAK LAKE COURT, CURRENTLY ZONED GC GENERAL COMMERCIAL AND C SINGLE FAMILY RESIDENTIAL

FOR THE MEETING OF: Tuesday, January 16, 2018

LOCATION: 11109 – 11141 Olive Boulevard, and 11100, 11108, and 11114 Oak Lake Court, including portions of unincorporated St. Louis County, at the northwest corner of Schulte Road and Olive Boulevard.

REQUEST: Kevin Kamp, of Civil & Environmental Consultants, Inc. has submitted an application on behalf of Wallis Companies (Arch Energy, LLC), for the rezoning of 11127,11135 & 11141 Olive Boulevard, from C-Single Family Residential District to GC-General Commercial District, and for a Conditional Use Permit, Site Development Plan and Boundary Adjustment for a new Mobil on the Run convenience store with gas pumps and BriteWorx Car Wash facility encompassing 11109-11135 Olive Boulevard and 11100-11114 Oak Lake Court.

ADDITIONAL INFORMATION: The original proposal was reviewed by the Planning and Zoning Commission on December 5, 2016. The City Council reviewed the proposal and referred it back to the Planning and Zoning Commission at its meeting on April 24, 2017. The Planning and Zoning Commission reviewed the project on December 4, 2017 and continued the request for further review. Section 405.360 GC- General Commercial District generally requires a minimum area of five acres, but not if expanding an existing GC District, and the existing Mobil Station at 11109 Olive Boulevard is already zoned GC-General Commercial. The proposal is 3.92 acres and is adjacent to an existing property zoned GC District. Gasoline Stations with Convenience Stores (NAICS #447110) and Car Wash Facilities (NAICS #811192) are conditional uses in the GC District. The existing Mobil was originally developed in 1984.

Key Issues:
- Does the request integrate with the existing surrounding uses?
- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request meet with the minimum standards of the proposed GC-General Commercial?
- Is the request consistent with the required findings for a conditional use permit?

Creve Coeur 2030
- East Olive Corridor Neighborhood Commercial District
- Objectives and Strategies

Zoning Code References
- Section 405.210: Regulation of Uses, Table A
- Section 405.360 GC-General Commercial District
- Section 405.470 Conditional Uses
- Section 405.1060 Zoning Changes and Text Amendments

APPLICANT: Kevin Kamp
Civil & Environmental Consultants, Inc.
4848 Park 370 Boulevard, Suite F
Hazelwood, MO 63042

PROPERTY OWNER: Wallis Companies (Arch Energy, LLC)
106 East Washington
Cuba, MO 65453





REPORT PREPARED BY: Jason Jaggi, AICP, Director of Community Development; Whitney Kelly, AICP, City Planner
DATE: 1/9/2018
ATTACHMENTS: Applicant's Revised Materials received January 9, 2018
Draft Ordinance

Attachment: 16-031.Staff Report.1-16-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

SUMMARY OF PROPOSAL

Kevin Kamp, of Civil & Environmental Consultants, Inc., on behalf of Wallis Companies, has submitted a request for the following:

- Rezone the 11127, 11135 & 11141 Olive Boulevard properties in the City of Creve Coeur from C-Single Family Residential District to GC-General Commercial District.
- Conditional Use and Site Development Plan approval for a 4,800 square foot 24-hour Mobil on the Run Convenience Store located on the former Oak Lake Court parcels, with 16 pumps (down from 20 with the canopy structure reduced from the 50' x 184' to a 48' x 144' configuration) gas station on the existing 11109 Olive Boulevard gas station site and a 4,460± square foot BriteWorx Car Wash, with 11 outdoor vacuum stations (reduced from a 5,128 sq. ft. facility with 17 outdoor vacuum stations) on the 11127 and 11135 Olive Boulevard properties that has proposed hours of operation of 7 AM to 9 PM. The Car Wash facility has been relocated along Olive Boulevard, with the vacuums and stacking lane north of the structure. The stacking lane for the Car Wash as shown has been reduced from 27 cars to 10 cars.
- 11141 Olive Boulevard will be rezoned for the proposed development but left undeveloped at this time so that the service bay door of the Car Wash facility does not face a residentially zoned property in order to comply with Section 405.470(13)(c) Gasoline Service Stations of the Zoning Ordinance and to reduce its size.
- Total site coverage for the portion that is in Creve Coeur is 71.5%, while the overall site coverage is 50.2%
- Boundary adjustment approval to consolidate 11109 – 11135 Olive Boulevard, and 11100, 11108, and 11114 Oak Lake Court into one 3.389 acre parcel. The home at 11141 Olive Boulevard will remain as a separate lot.

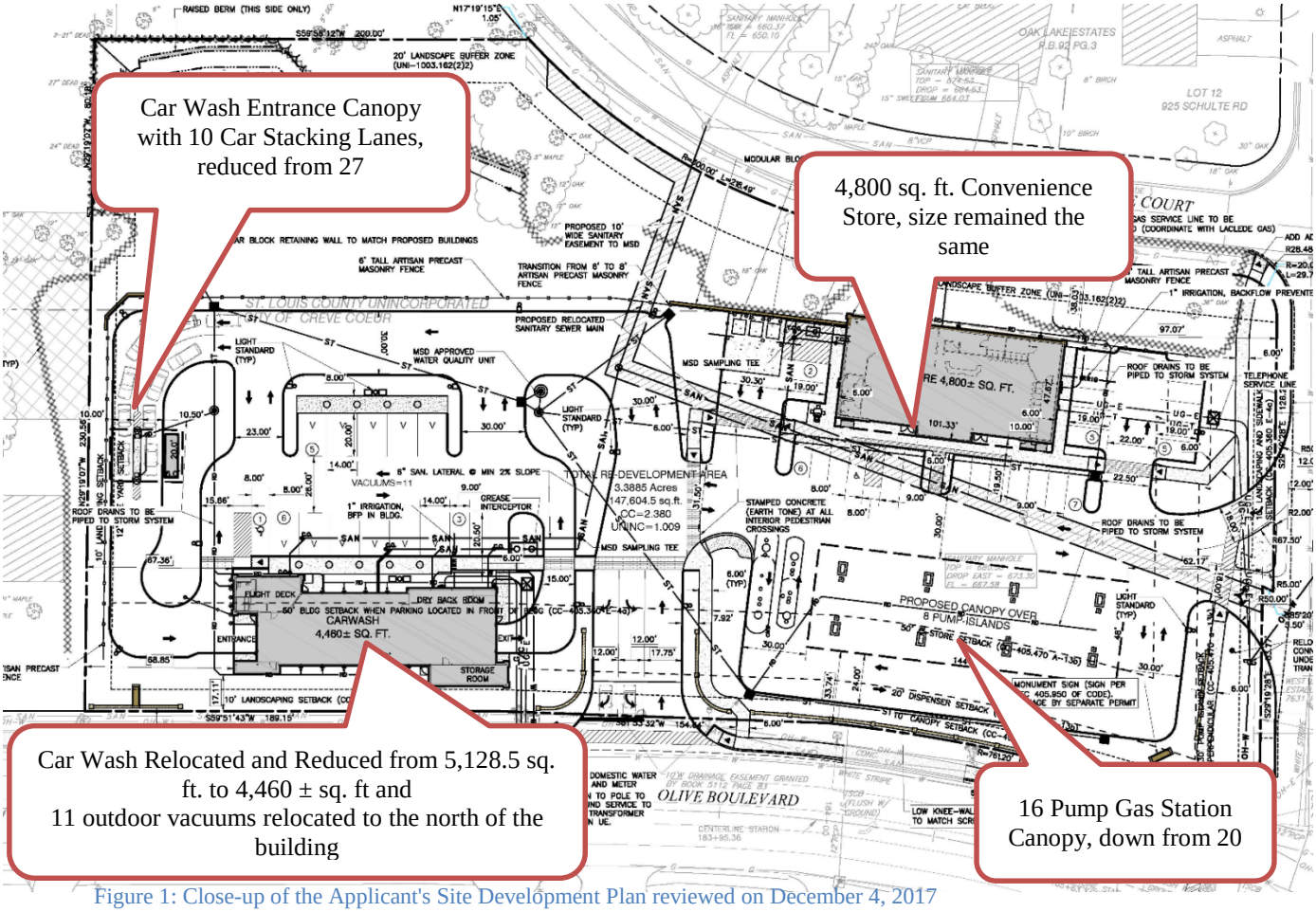

Figure 1: Close-up of the Applicant's Site Development Plan reviewed on December 4, 2017

Attachment: 16-031.Staff Report.1-16-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

REVISIONS TO THE DRAWINGS SINCE DECEMBER 4, 2017

As requested by the Planning and Zoning Commission, the Applicants have submitted renderings to provide a perspective of the proposed development and have made minor changes to the architectural elevations as noted in the Narrative submitted on 1-9-2018 in the attached materials. All other aspects of the proposal remain the same.

Below are the specific changes that have been made, as shown in the revised drawings:

G. Architectural Revisions (added 1/8/18)

1) The design modification of the Convenience Store Entry Element further articulates and differentiates the upper level column to remove the appearance of a "floating column" above the lower level.
2) The vertical structural elements along Olive Blvd and the opposing side of the Car Wash building have been revised from blue to silver, to match the adjacent storefront frame color.



Figure 2: Close-up of the rendering submitted 1-9-2018 of the C-Store

Attachment: 16-031.Staff Report.1-16-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



Figure 3: Applicants rendering submitted 1-9-2018 of overhead view of the proposed development from Olive Boulevard and Schulte Road.

STAFF REVIEW

The changes represent minor modifications to the design of the buildings. Comments from the previous Staff Report remain largely the same and are presented below:

- *The elements of corporate architecture and the overall massing of the structures.* The proposal utilizes similar designs throughout the various structures; however, corporate design elements of Mobil on the Run and Briteworx car wash are present. The Applicants have revised the elevation on the car wash facility to add more grey to match the storefront of the c-store.



Figure 4: Close-up of the car wash facility rendering submitted 1-9-2018.

As stated in the previous Staff Report, additional brick on the storefront of the C-store would further the proposal toward the Design Guidelines and provide an improved appearance. As presented, the primary visual material for the C-store is EIFS. Pulling back the front corner elements on both sides of the entry and carrying the brick further up and around to the sides would create an improved appearance. This change would also allow raised planters to be placed on each end of the front of the building to soften the appearance.

Attachment: 16-031.Staff Report.1-16-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



Figure 5: Close-up of the c-store rendering that highlights the overall scale. Staff recommends pulling back the corner elements with the overhangs and carrying the brick higher on the building. Planters could be placed on either side of the storefront to soften the appearance.

- As discussed in the prior staff report, the entrance to the C-store provides for the prominent entrance to attract attention from Olive Boulevard. The doors, however, do not correspond to this element. Staff would note that the awnings provide covering of the entrances; however, the placement on opposite sides of the tower element are not typical. Placing the doors within the tower element would further the proposal toward the Design Guidelines.

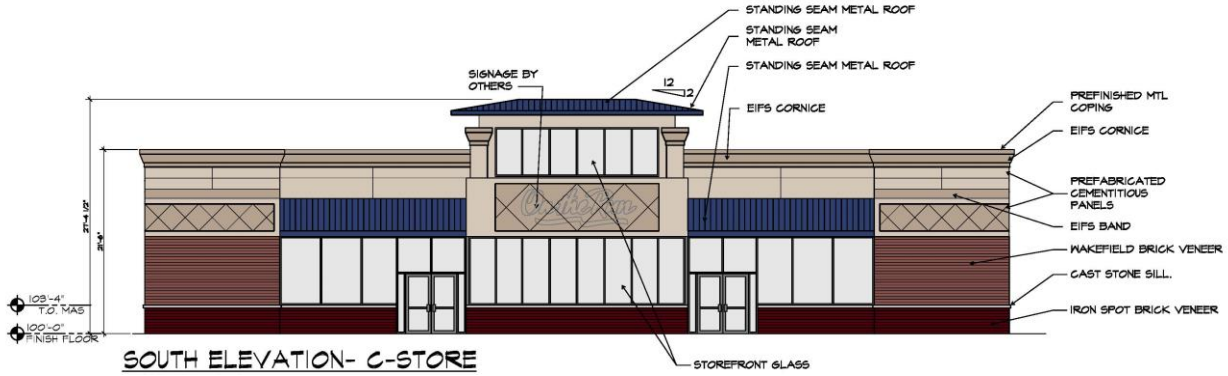

Figure 6: Close-up of the c-store south elevation submitted on 1-9-2018

- *Accessory structures such as trash enclosures and fencing and similar site elements are to be compatible with the architecture of the main buildings and should use similar materials.* The proposed walls and trash enclosure are inconsistent with these recommendations, and appear to utilize a prefabricated stacked stone style fence panel in a light brown color, where a brick style similar to the building would move the proposal toward the Design Guidelines and meet the requirements for gas stations.
- As discussed in the prior staff report, *the Design Guidelines strongly encourages high quality landscaping that accentuates the building and site, softens the effects of parking in areas and enhances the quality of life of the City; and, that there is a consistency of landscape design throughout a development, and that landscaped areas are to be maximized and balanced throughout the site.* The Applicants have made no changes to the drawings and therefore, Staff's recommendations of moving the knee wall back and providing additional landscaping in front as well as carrying the design further north along Schulte remains. Staff would also note that the knee walls appear to be rather tall in the renderings; however the intent would be for these features to be approximately 2-feet in overall height.

Attachment: 16-031.Staff Report.1-16-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

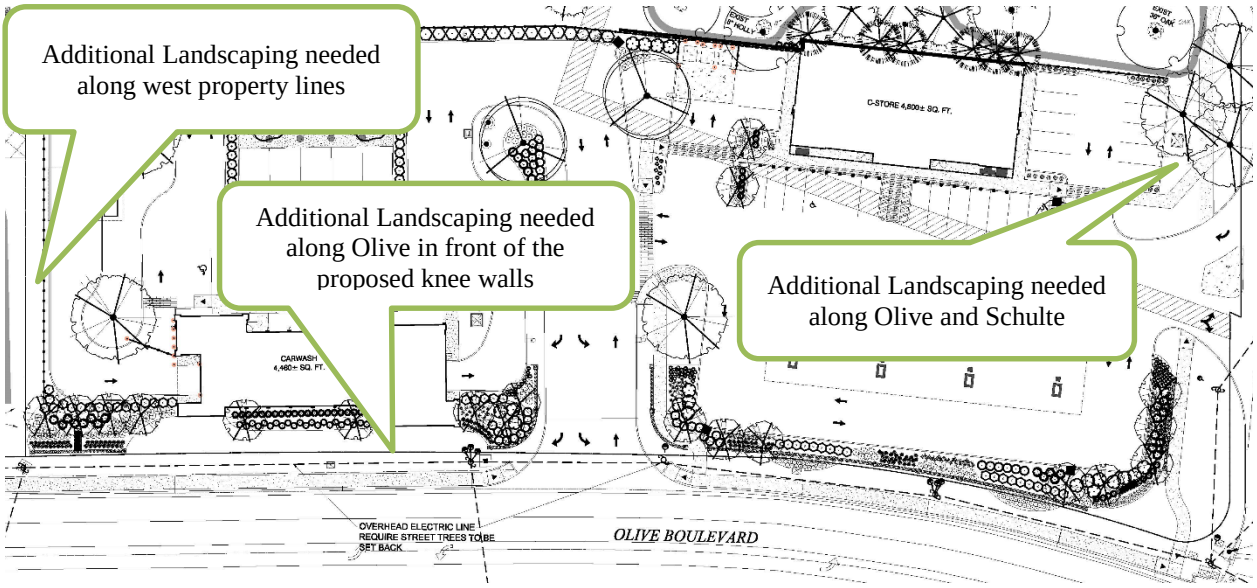

Figure 7: Close-up of the Landscape Plan

- As stated in the December 4, 2017 meeting, the proposed fence is extended south to the line of the car wash entrance. Staff recommends that the fencing be pulled back and dense, upright evergreens be carried north to provide for a softer, landscaped screening of the car wash entrance.

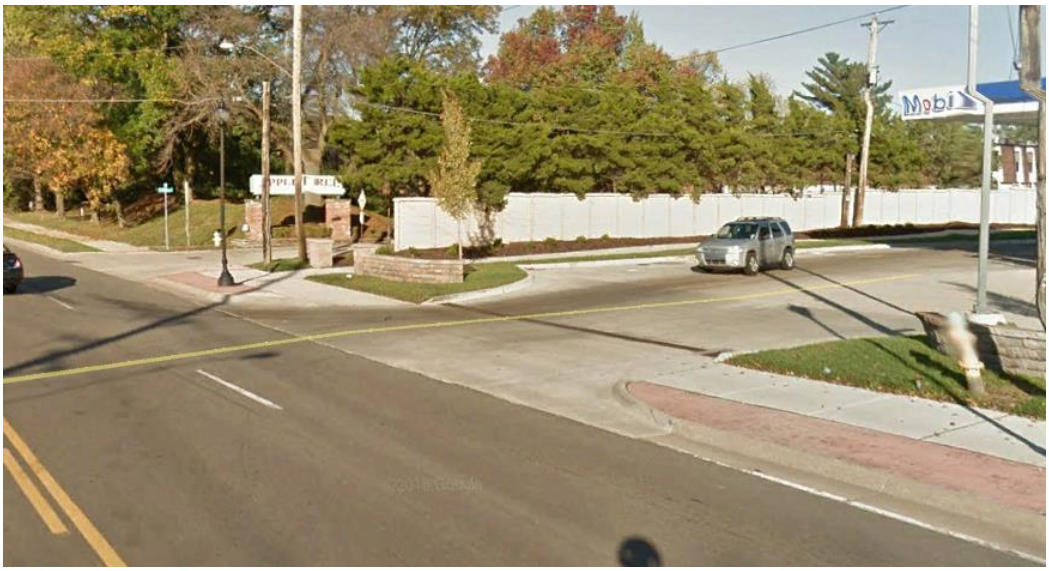

Figure 8: Google Image of the fencing at the Olivette Mobil location.

- The Landscape Plan lists Burning Bush as a proposed material, and several of the proposed trees are shown as 2 inch caliper. Burning Bush is listed on the City's Landscaping Guide as an invasive species, and all trees are to be a minimum of 3 inch caliper. Therefore any condition of approval should include that Burning Bush should be removed and replaced with a suitable material, and that all trees are to be 3 inch caliper.
- *The Design Guidelines recommend that sidewalks in front of retail businesses in a commercial district should be a minimum of 10 feet and include pedestrian amenities such as planters and benches. Outdoor sales, dining or storage should not impair pedestrian movement, and should maintain a minimum 4 foot clearance path along the sidewalk. Section 405.730(A)(2) Sidewalks of the Zoning Ordinance requires a minimum width of internal sidewalks in non-residential developments to be at least six feet and eight if used as a curb stop.* Staff recommends that all of

Attachment: 16-031.Staff Report.1-16-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

the sidewalks adjacent to the building be increased to a minimum of 8 feet and that a minimum of four feet clearance along the car wash facility and the vacuums be provided to further the proposal toward the Design Guidelines and with the minimum requirements of the Zoning Ordinance. As mentioned previously, a raised planter could also be provided adjacent to the storefront on either side of the entrance as recommended by the Design Guidelines. Additionally, the sidewalk in front of the car wash facility is showing 6 and 8 foot sidewalks, with the vacuum structures in the middle. This condition should be revised to provide at least a 4-foot wide clear pedestrian path.

- The rezoning of 11141 Olive Boulevard to GC General Commercial, would create non-conformities, in that the home and driveway would be within the buffer yard where Section 405.360(E)(4)(d) *Buffer yards* requires that the buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission. Therefore these improvements should be removed and provided with appropriate landscaping, until future development occurs.
- The site development plan drawings for the car wash and gas station with convenience store will need to be revised to show a 30 foot buffer yard where it abuts a single family residential district. However, the Applicants are showing sufficient room to provide for such buffer.
- Signs are reviewed at Staff level and review and ultimate approval of the development does not constitute approval of the signs shown on the drawings. Section 405.950(I) provides for specific direction on Automobile Service Station signs including signs on the canopy. Particularly Subsection 4 states that signs on the service station canopy shall not exceed 30 square feet in gross sign area per street frontage, including any business logo, striping or other symbols. The Applicant's drawings show that the service station canopy will have a similar dark blue striping detail and crosshatched accent designs as the Mobil on the Run Store and the BriteWorx Car Wash facility. The Commission should indicate if they find this design would not count toward the sign area for the gas station canopy.
- *Lighting* A concern regarding the illumination of the canopy structure has recently come up. The drawings show that that the proposal will meet with the City's regulations that no light is to be cast upon the adjacent property. However this does not take into consideration the light directly under the canopy, nor the glare that comes with it. The Applicant's photometric plan indicates that the canopy will have an average illumination of 32.18 foot candles, with a maximum of 42.0 footcandles, and a minimum of 21.0 footcandles. Section 405. 405.680(B)(5) of the Lighting Regulations states that the Planning and Zoning Commission may require lighting to be dimmed or connected to a motion detector between the hours of 10:00 P.M. and 6:00 A.M., but not less than an average of one (1) foot-candle of illumination as required by Section 405.810(4). The cities of SeaTec, WA and Maryland Heights, Mo have a standard of: Areas around the pump islands and under canopies shall be illuminated so that the minimum horizontal illuminance at grade level is at least one (1) footcandle and no more than five and one-half (5.5) footcandles. The uniformity ratio shall be no greater than four to one (4:1). Maximum illumination level shall be no more than twenty-two (22) footcandles. Areas on the apron away from the gasoline pump islands used for parking or vehicle storage shall be illuminated in accordance with the requirements for surface parking areas set forth in Chapter 17.24 SMC. If no gasoline pumps are provided, the entire apron shall be treated as a parking area. Therefore, Staff has included a recommendation of approval that the canopy lighting shall be dimmed to be consistent with these sample regulations.
- Additionally, the renderings are showing a separate sign for the car wash facility. The development is only allowed one sign, and therefore, the messages for all uses would need to be consolidated onto one sign.
- Sound Study: As stated in the prior report and in recent discussions of a similar facility, the maximum sound and the perception of the noise and the level of sound impact can be very subjective. It should be noted that during that discussion, it was stated that the St. Louis County Daytime Permissible Sound Levels for a continuous operation of a car wash is 55 dB max. To gain an understanding of the possible noise impacts associated with the car wash facility in

Attachment: 16-031.Staff Report.1-16-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

particular, Staff would recommend that Commission members visit the Mobil on the Run location at 9371 Olive Boulevard in Olivette. The reorientation of the carwash facility since this acoustic study was completed may further decrease the impact on the residential properties to the northwest. A complete, revised sound study has not been provided based on the current configuration, however, the acoustical consultant has reviewed the revised proposal and is of the opinion that with the changes to the location of the car wash, there could be a decrease in the noise levels. If the Commission believes that noise could still be a concern, a condition would need to be added to require a full revised noise study.

- Traffic Impact Study: MODOT and St. Louis County have reviewed the revised drawings and have indicated agreement with the prior study and that no additional review is needed. The applicant will be required to submit final plans to each agency and comply with their respective permitting requirements.

BOUNDARY ADJUSTMENT PLAT

As part of this request, the Applicant has submitted a plat that would consolidate all of the individual lots into one new lot consisting of 3.320 acres except for the lot at 11141 Olive Boulevard. The consolidated lots would straddle both jurisdictions of the City of Creve Coeur and Unincorporated St. Louis County.

REVIEW BY ST. LOUIS COUNTY

The total development site includes 2.807 acres located within the City of Creve Coeur and 1.113 acres located within Unincorporated St. Louis County. Based upon conversations with the St. Louis County Planning Department, the Applicant will be required to submit the plans for the County's approval in conjunction with the review by the City. Any approval by the City of this proposal should incorporate a condition that the Applicant receive approval of the plan by St. Louis County and that any conditions of approval imposed by the County be followed in addition to those by the City of Creve Coeur.

RECOMMENDATION AND ACTION

If approved, the proposed development would represent a notable change within the East Olive corridor. This is a large redevelopment proposal with two distinct elements: a gas station with convenience store and a car wash. The scope of the redevelopment involves several parcels within the corridor with over 500 feet of frontage along Olive Boulevard. The proposal seeks to remove an antiquated gas station and accessory car wash and replace with a more modern facility. With the suggestions offered by Staff within this report along with discussions between the Commission and the applicant during the meeting, on balance, Staff believes this proposal can achieve many of the goals and objectives of the Comprehensive Plan. Due to the nature of the proposed uses, the Commission should review the project to determine if any potential impacts with the development, particularly those that involve adjacent residential areas, have been sufficiently mitigated.

If the Commission members believe that the proposal represents a development in keeping with the Comprehensive Plan, meets the development standards of the zoning ordinance, inlcuding the conditional use requirements specific to gas stations, and significantly follows the Design Guidelines they should make a motion to to approve the rezoning, conditional use permit and site development plans, and boundary adjustment. Staff has provided conditions below which are included in the draft ordinance:

1. The Conditional Use Permit shall be for the operation of a 4,800 square foot new 24-hour Mobil on the Run Gas Station with convenience store, with 16 gas pumps, and a 4,460 Car Wash Facility with 11 outdoor vacuums located at 11109 – 11135 Olive Boulevard, and 11100, 11108, and 11114 Oak Lake Court.
2. The existing home at 11141 Olive Boulevard shall be removed and the site cleared and replanted to be in compliance with the zoning ordinance for buffering adjacent to residentially zoned property to the west.
3. The Car Wash Hours of Operation, including the vacuums shall be limited to 7 AM to 9 PM, seven days a week.

Attachment: 16-031.Staff Report.1-16-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

4. The Applicant is required to submit Grading and Site Improvement Plans, showing all exterior improvements, for all new construction to the Division of Planning for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Grading and Site Improvement Plans shall be in substantial conformance with the Site Development Plans and the Landscape Plan submitted on January 9, 2018 as bound together and submitted in conjunction with Application #16-031 by CEC Civil & Environmental Consultants, Inc., and as amended below.
5. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the "Exterior Elevations" submitted on January 9, 2018 as bound together and submitted in conjunction with Application #16-031 by CEC Civil & Environmental Consultants, Inc., and as amended below.
6. The elevations shall be revised to eliminate the overhangs on the ends of the front façade and to provide additional brick on the front and sides of the building and to incorporate a raised planter adjacent to the building along the front façade on each end, for the Zoning Administrator's approval. Entrance doors shall be located within the tower element.
7. Accessory structures such as trash enclosures and fencing and similar site elements are to be compatible with the architecture of the main buildings and should use similar materials.
8. The Gas Station canopy lighting shall be dimmed between the hours of 10:00 P.M. and 6:00 A.M., to have a minimum horizontal illuminance at grade level of at least one (1) footcandle and no more than five and one-half (5.5) footcandles. The uniformity ratio shall be no greater than four to one (4:1). Maximum illumination level shall be no more than twenty-two (22) footcandles. All light fixtures shall be recessed or flush mounted so that the lens cover is recessed or flush with the bottom surface or ceiling of the canopy and/or shielded by the fixture or the edge of the canopy so that light is restrained to no more than eighty-five (85) degrees from vertical. Areas on the apron away from the gasoline pump islands used for parking or vehicle storage shall be illuminated in accordance with the requirements for surface parking areas.
9. The Landscape Plan shall be revised to provide additional plantings along Schulte Road and Olive Boulevard, as well as along the west property line, and relocate the knee walls further inward with the plantings on the public view for the Zoning Administrator's approval to meet with the City's Comprehensive Plan and Design Guidelines as well as Sections 405.540 and 405.810 of the Zoning Ordinance as discussed in the Staff Report for December 4th Planning and Zoning Commission Meeting. Burning bush and other invasive species shall not be used and minimum caliper requirements shall be met.
10. The knee walls shall be lowered to be consistent with a low knee wall design element, for the Zoning Administrator's approval.
11. An underground irrigation system shall be installed and maintained to serve all new landscaped areas. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt manner.
12. The fence line shall end in line with the northwest corner of the car wash facility, and the upright evergreen landscaped hedge shall be carried around to provide sufficient screening of the car wash entrance.
13. The site development plan drawings for the car wash and gas station with convenience store shall be revised to show a 30 foot buffer yard where it abuts a single family residential district.
14. The site development plans shall be revised to provide a minimum of 8 feet of sidewalk adjacent to the building, with a minimum 4 foot clearance between the vacuums and the building to meet with the regulations of Section 405.730 Sidewalks and City's Design Guidelines.
15. The Applicant shall bring the signal at Schulte Road and Olive Boulevard into ADA compliance on all four legs of the intersection, and an additional signal head is required for the southbound through movement that can be mounted overhead on the existing mast arm or on a pedestal in the median island at the northbound approach, per MoDOT and St. Louis County's recommendations and approval.
16. Proof of recording of the approved boundary adjustment consolidation plat and copies of MoDOT and St. Louis County approval based on the approved plans shall be provided prior to the issuance of a Site Improvement Permit or Building Permits from the City. All conditions of such

Attachment: 16-031.Staff Report.1-16-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

approval shall be met by the applicant, except any inconsistency herewith shall require resolution with all applicable authorities.

17. Employee, delivery and company vehicles shall be parked interior to the site and as far from the public right-of-way as possible.
18. Outdoor storage and display of merchandise shall be prohibited.
19. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code. Specifically, no temporary signs, including window signs, shall be placed on the car wash building.
20. All lighting shall comply with Section 405.680 Lighting of the Zoning Ordinance.
21. Noise levels shall meet with the St. Louis County standards.
22. Any mechanical equipment installed for the site shall be properly screened with approved materials.
23. Any future enlargement, extension, expansion or alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or alteration may be issued.
24. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
25. No conditional use permit granted by the City Council shall be valid for a period longer than one year from the date it grants the conditional use permit, unless within such period: (1) a building permit is obtained and construction is begun; or (2) if a building permit is not required, an occupancy permit is obtained and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the conditional use permit is scheduled to expire.
26. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to be bound by the approved Site Development Plan for the property and the conditions herein set forth, and written confirmation thereof signed by the new owner or lessee shall be filed with the City at the time of such transfer or lease. Failure to comply with this provision shall not excuse anyone from these conditions.

MOTION

The proposal will require three different motions for approval; one for the rezoning of all of the properties; the boundary adjustment plat and conditional use permit; and, the site development plan approval for the Gas Station and Car Wash. Below are example motions, in the appropriate order:

"I move to approve Application #16-031 for the rezoning of properties at 11127, 11135 & 11141 Olive Boulevard, currently zoned C Single Family Residential, to GC General Commercial."

"I move to approve Application #16-031 for a boundary adjustment and conditional use permit for a Mobil on the Run convenience store and Gas Station and Briteworx car wash facility with 11 outdoor vacuum stations located as shown in the materials submitted on January 9, 2018 at 11109-11135 Olive Boulevard & 11100-11114 Oak Lake Court, subject to the condition that that a final drawing be prepared for review by staff and signature and recording." (Conditions may be added, eliminated, or modified by preceding motion)

"I move to approve Application #16-031 for site development plan for a Mobil on the Run convenience store with 16 gas pumps and Briteworx car wash facility with 11 outdoor vacuum stations located at 11109-11135 Olive Boulevard & 11100-11114 Oak Lake Court as shown in the materials submitted on

Attachment: 16-031.Staff Report.1-16-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

January 9, 2018, and per the conditions provided in the Draft Ordinance for the meeting of January 16, 2018" (conditions may be added, eliminated, or modified by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE
Included and attached by reference. See body of report for specific excerpts.

Attachment: 16-031.Staff Report.1-16-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



Attachment: Renderings received 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash



Attachment: Renderings received 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash



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BRITE WORX



Attachment: Renderings received 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash



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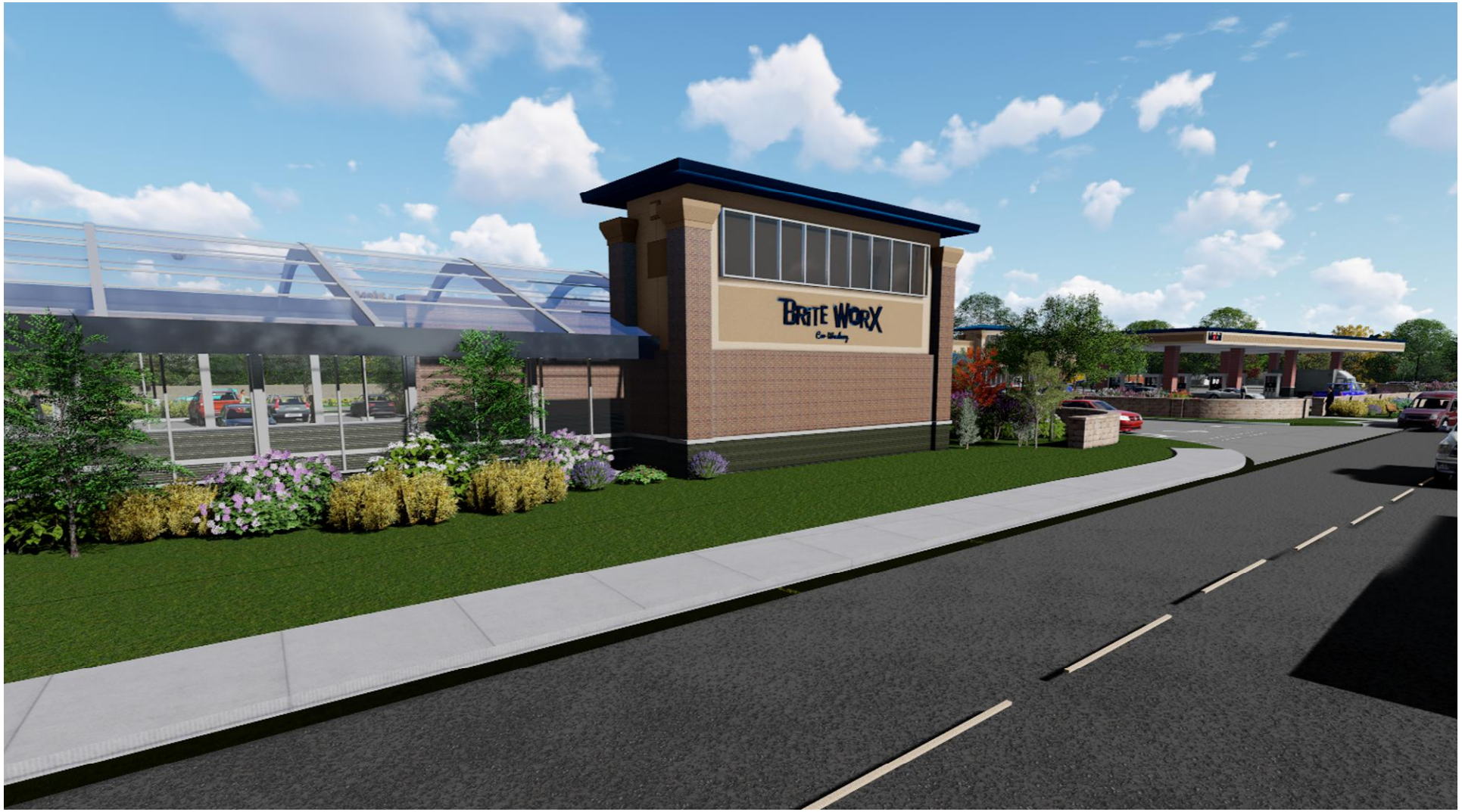


Attachment: Renderings received 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash

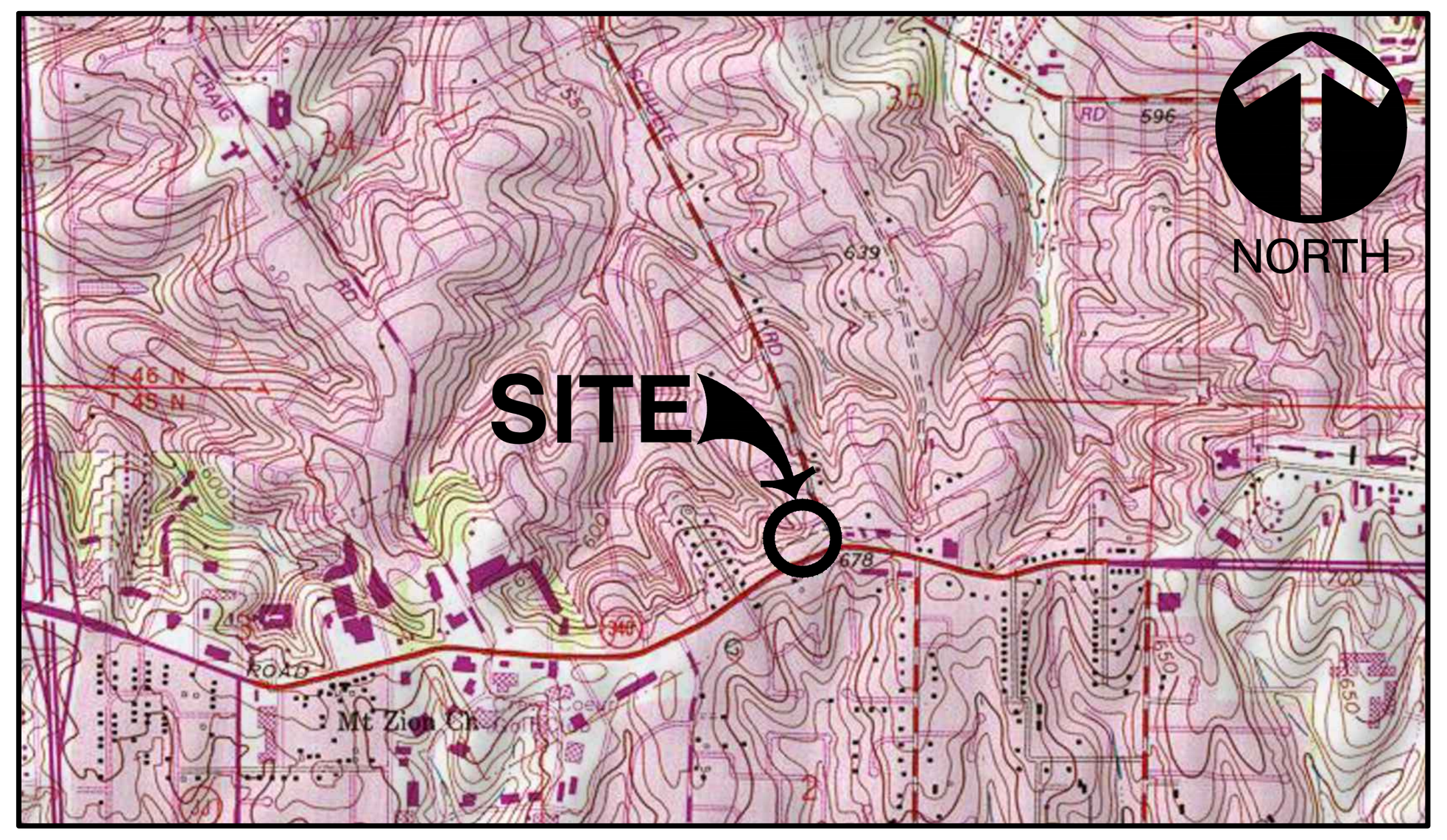


Attachment: Renderings received 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash

SITE DEVELOPMENT PLAN FOR

BRITE WORX Car Washery — Mobil On the Run

A TRACT OF LAND BEING ALL OF LOTS 1, 2, 3 AND 4 OF "OAK LAKE ESTATES", P.B.92 PG.3
AND PART OF LOTS 3, 4, AND 5 OF THE SUBDIVISION OF THE FARM OF S.S. MATSON IN U.S. SURVEY 1962,
TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN ST. LOUIS COUNTY, MISSOURI



USGS MAP

U.S.G.S. 7.5' TOPOGRAPHIC MAP CREVE COEUR QUADRANGLE MISSOURI
DATED 1990, PHOTOREVISED 1993
SCALE 1" = 2,000'

THE FOLLOWING UTILITIES AND OWNERS ARE LOCATED WITHIN THE WORK LIMITS OF THIS PROJECT

LACLEDE GAS COMPANY
COMMERCIAL & INDUSTRIAL MARKETING
720 OLIVE STREET
ST. LOUIS, MO 63101
CONTACT: JIM TRAVIS
PHONE: 314-342-0687
EMAIL: JTravis@lacledegas.com

AT&T TELEPHONE
402 N 3RD
ST. CHARLES, MO 63301
CONTACT: JIM LILLY
PHONE: (636) 949-4228

MCI FIBER
2400 NORTH GLENVILLE
RICHARDSON, TX 75082
CONTACT:
PHONE: (972) 729-6016 EXT. 1

MISSOURI AMERICAN WATER
727 CRAIG RD.
CREVE COEUR, MO 63141
CONTACT: DAWN SPINK
PHONE: (314) 996-2379
EMAIL: dawn.spink@amwater.com

CREVE COEUR FIRE PROTECTION DISTRICT
11221 OLIVE BLVD.
CREVE COEUR, MO 63141
CONTACT: MR. KENNETH BLACK
PHONE:

ST. LOUIS METROPOLITAN SEWER DISTRICT
2350 MARKET ST.
ST. LOUIS, MO 63103
PHONE: (314) 768-6200

AMEREN
DORSETT DISTRICT
1212 DORSETT ROAD
MARYLAND HEIGHTS, MO 63043
CONTACT: RYAN ALEXANDER
PHONE: (314) 344-9560
EMAIL: RAlexander2@ameren.com

CHARTER COMMUNICATIONS
815 CHARTER COMMONS
TOWN & COUNTRY, MO 63017
CONTACT: RICHARD STURK
PHONE: (636) 387-6650
EMAIL: mapping-design@chartercom.com

MODOT
WEST AREA PERMITS
1590 WOODLAKE DRIVE
CHESTERFIELD, MO 63017-5712
CONTACT: JIM BODART
PHONE: (314) 340-4318
EMAIL: James.Bodart@modot.mo.gov

ARCHITECT

OSM, INC.
15510 OLIVE BLVD.; SUITE 207
ST, LOUIS, MISSOURI 63017
PH: (636) 536-7004
FX: (636) 536-7014
CONTACT: STEWART MACGREGOR
EMAIL: SM@ATT.NET

CIVIL ENGINEER

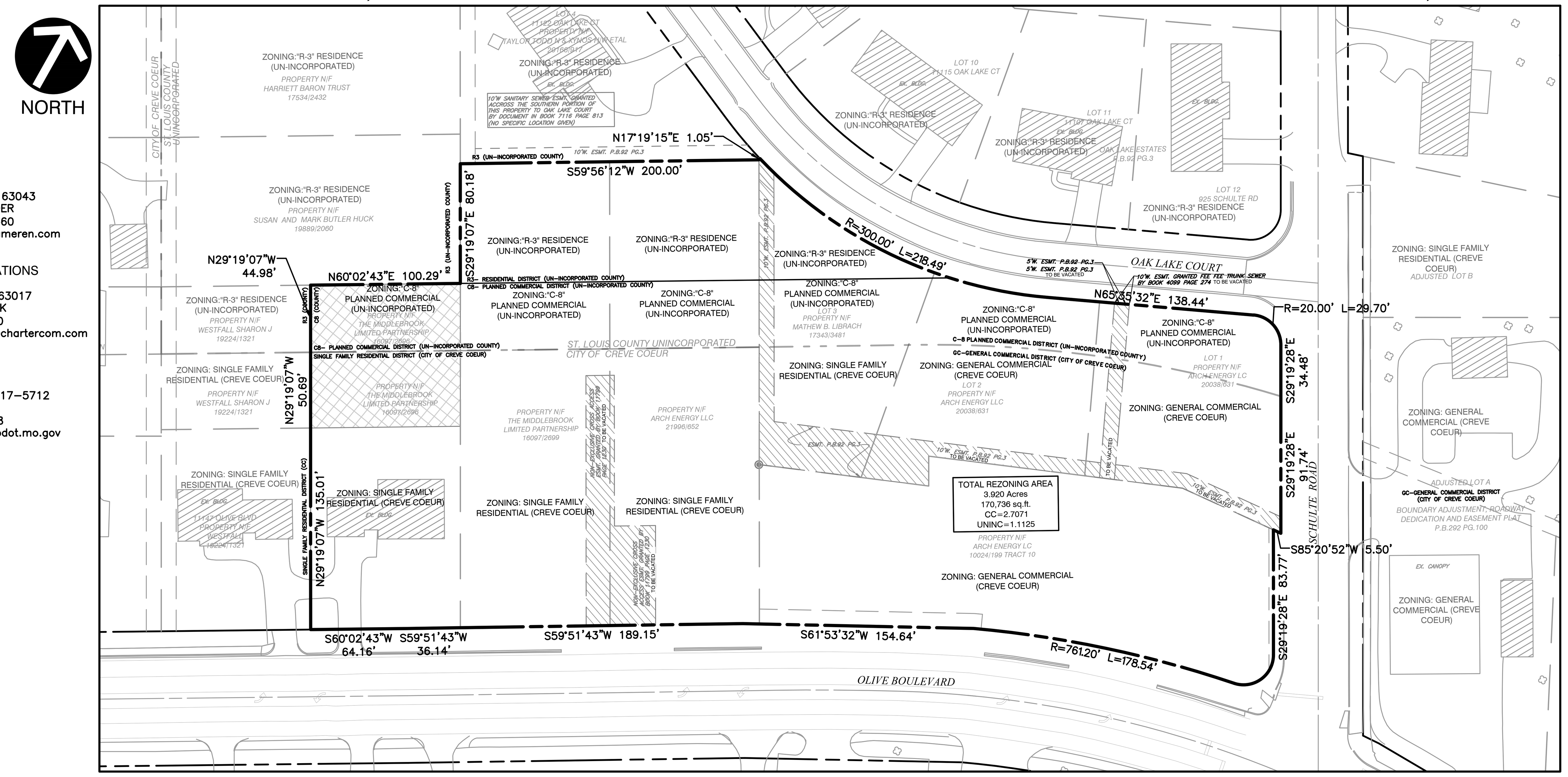
CIVIL & ENVIRONMENTAL CONSULTANTS, INC.
4848 PARK 370 BLVD.; SUITE F
HAZELWOOD, MISSOURI 63042
PH: (314) 656-4566
FX: (314) 656-4595
CONTACT: KEVIN KAMP, PE

LANDSCAPE

ACORN LANDSCAPES
HTTP://WWW.ACORNLANDSCAPES.COM
PH: (636) 394-0255
CONTACT: MARY FRANCOIS DEWEESE
EMAIL: DEWEESE@ACORNLANDSCAPES.COM

LIGHTING

PEIKER PIATCHEK ASSOCIATES
ST. LOUIS, MISSOURI 63129
PH: (314) 892-4646
FX: (314) 397-1160
CONTACT: RICHARD HAYDEN
EMAIL: RHAYDEBREP@AOL.COM



ZONING MAP

SCALE: 1" = 60'

PRELIMINARY DRAINAGE NOTES

1. PROJECT AREA: 147,605 SQ.FT. (3.39 ACRES)
2. WATERSHED: FEE FEE
3. 15YR/20MIN DIFFERENTIAL RUNOFF (Q=A*PI, PER MSD):

DIFFERENTIAL RUNOFF CALCULATION (15-YEAR/20-MINUTE)

SITE DRAINAGE AREA	AREA (SF)	AREA (AC)		
TOTAL DISTURBED AREA	147,605	3.39		
EXISTING SITE RUNOFF	AREA (SF)	AREA (AC)	PI	Q (CFS)
ROOF (DISCONNECTED)	19,485	0.45	3.54	1.58
PERVIOUS	86,496	1.99	1.70	3.38
IMPERVIOUS	41,624	0.96	3.54	3.38
TOTAL	147,605	3.39	2.46	8.34
PROPOSED SITE RUNOFF	AREA (SF)	AREA (AC)	PI	Q (CFS)
ROOF (DIRECT CONNECT)	17,720	0.41	4.20	1.71
PERVIOUS	68,134	1.56	1.70	2.66
IMPERVIOUS	61,751	1.42	3.54	5.02
TOTAL	147,605	3.39	2.77	9.39

DIFFERENTIAL RUNOFF

PROPOSED	EXISTING	DIFFERENTIAL (CFS)*
9.39	8.34	1.06

*Per MSD Table 4-5, this project is in a restricted watershed with a differential runoff less than 5cfs, thus it is required to provide detention to limit runoff for the 2-year and 100-year 24-hour storms to the existing condition ("zero increase"). Water quality must also be provided per MSD requirements.

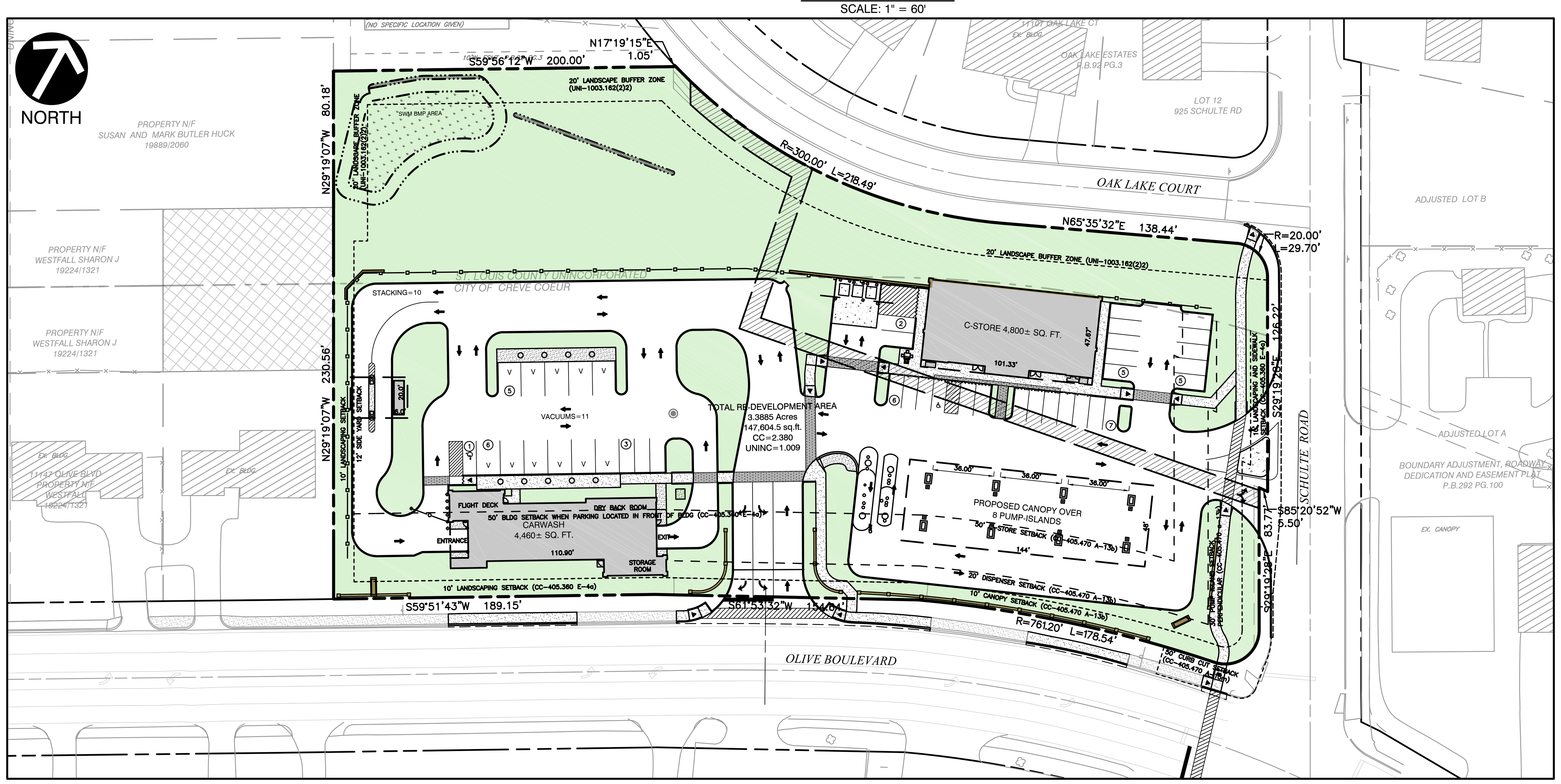
4. PER MSD SECTION 4.080.01(2B), THIS PROJECT DOES NOT REQUIRE DETENTION, HOWEVER THE SITE MUST PROVIDE WATER QUALITY.
5. PER THE NATIONAL RESOURCE CONSERVATION SERVICE (NRCS) THIS PROJECT IS WITHIN HYDROLOGIC SOIL GROUP 'D' HAVING A LOW INFILTRATION RATE AND HIGH RUNOFF POTENTIAL.
6. WATER QUALITY VOLUME FOR THE ENTIRE SITE (3.39 ACRES AT 51% IMPERVIOUS) PER MARYLAND STORMWATER DESIGN MANUAL APPENDIX D-10:
WQp=3.02 CFS OR WQv=8,300 CF

WATER QUALITY BMPS:
- HYDRODYNAMIC SEPARATOR AND SNOUT FOR HOTSPOT AREA AT GAS PUMPS
- BIORETENTION (WILL ALSO PROVIDE VOLUME REDUCTION)

CALL BEFORE YOU DIG!
1-800-DIG-RITE

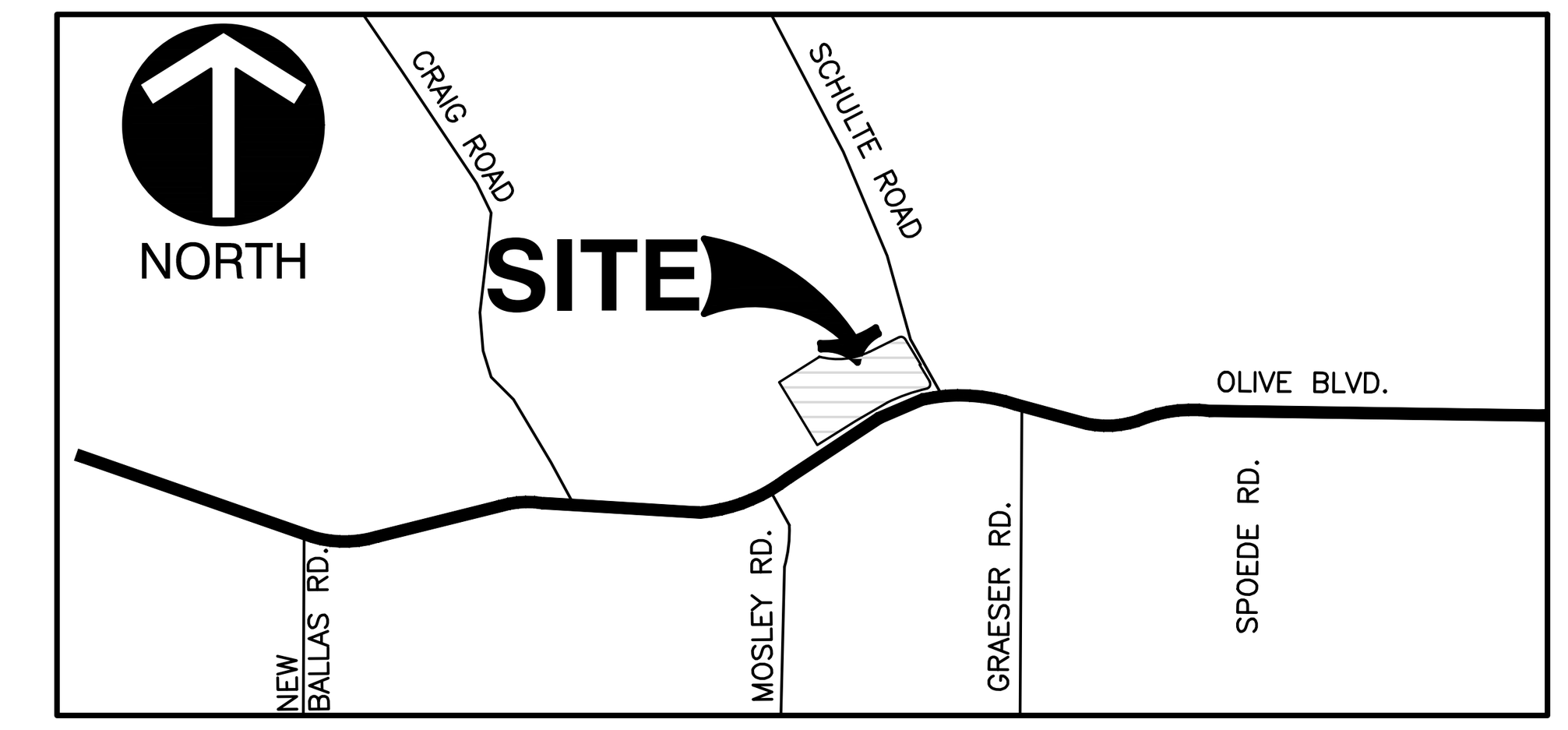
REFERENCE

1. TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.



OVERALL SITE MAP

SCALE: 1" = 50'



DEVELOPMENT NOTES

1. TOTAL SITE DEVELOPMENT AREA: 147,605 SQ.FT. (3.389 ACRES)
   AREA WITHIN CITY LIMITS 103,655 SQ.FT. (2.380 ACRES)
   AREA WITHIN UNINCORPORATED 43,950 SQ. FT. (1.009 ACRES)
1. TOTAL SITE REZONING AREA: 170,736 SQ.FT. (3.920 ACRES)
   CURRENT ZONING (UNI)... AREA WITHIN CITY LIMITS 122,277 SQ.FT. (2.807 ACRES)
   AREA WITHIN UNINCORPORATED 48,459 SQ. FT. (1.113 ACRES)
2. CURRENT ZONING (CC)— SINGLE FAMILY RESIDENTIAL & GENERAL COMMERCIAL
   PROPOSED ZONING (CC)— GENERAL COMMERCIAL
   CURRENT ZONING (UNI)— R3 (RESIDENCE) & C8 (PLANNED COMMERCIAL DISTRICT)
   PROPOSED ZONING (UNI)— C8 (PLANNED COMMERCIAL DISTRICT)
3. SETBACKS—
   FRONT YARD/ROW (CC) 10 FEET OLIVE BLVD. (CC)
   0 FEET SCHULTE ROAD (IN LIEU OF ROW GIVEN TO COUNTY)
   SIDE YARD (CC) 12 FEET
   SIDE YARD (UNI) 10 FEET
   REAR YARD (UNI) 15 FEET (NORTH PROPERTY LINE)
   BUILDING HEIGHT NOTE: ALL PROPOSED BUILDINGS TO BE 1 STORY IN HEIGHT
4. SPECIAL CONSIDERATIONS—
   4.1. TRASH ENCLOSURES SHALL BE INTERIOR TO THE SITE AND NOT ALONG THE NORTH PROPERTY LINE
   4.2. SIDEWALKS ALONG OLIVE BLVD. SHALL BE FIVE-FOOT IN WIDTH UNLESS ABUTTING CURB, IN WHICH CASE SHALL BE INCREASED TO SIX-FOOT WIDE.
   4.3. PLAN SHALL BE SO DEVELOPED TO INCLUDE AN INTEGRATED PEDESTRIAN CIRCULATION SYSTEM.
5. FIRE DISTRICT: CREVE COEUR
6. FLOOD NOTE:
   ACCORDING TO THE FLOOD INSURANCE RATE MAP OF THE CITY OF CREVE COEUR, MISSOURI (COMMUNITY PANEL NUMBER 290344 0166 H, EFFECTIVE DATE AUGUST 2, 1995), AND THE FLOOD INSURANCE RATE MAP OF ST. LOUIS COUNTY, MISSOURI (UNINCORPORATED AREAS) (COMMUNITY PANEL NUMBER 290327 0166 H, EFFECTIVE DATE AUGUST 2, 1995) THIS PROPERTY LIES WITHIN ZONE X. ZONE X IS DEFINED AS AN AREA OF MINIMAL FLOOD HAZARD.
7. ALL PROPOSED UTILITIES SHALL BE LOCATED UNDERGROUND.
8. TRASH ENCLOSURES SHALL BE SIX FOOT (6') IN HEIGHT AND SHALL BE CONSTRUCTED W/ A SIGHT-PROOF GATE; MATERIALS SHALL BE COMPATIBLE WITH THE ARCHITECTURE OF MAIN BUILDINGS AND OF SIMILAR MATERIALS.
9. ALL DRIVE-THROUGH AND DRIVE-IN SALES OF GOODS OR SERVICES (NOT INCLUDING RESTAURANTS) (CC-442100) (CONDITIONAL USE IN THE "PC", "GC" AND "CB" DISTRICTS).
   SHALL PROVIDE SPACE FOR AT LEAST THREE (3) CARS PER DRIVE-UP WINDOW OR STATION.
   SHALL PROVIDE LANDSCAPING TO SCREEN THE VIEW OF DRIVE-UP WAITING SPACES FROM SURROUNDING PROPERTIES.
   DRIVE-UP WINDOW ACCESS, WAITING SPACES AND EGRESS SHALL NOT INTERFERE WITH SITE CIRCULATION OR BE HAZARDOUS TO MOTORISTS ENTERING, EXITING OR PASSING BY THE SITE.
10. NOTE THAT ANY TENANT SIGNAGE IS REVIEWED UNDER A SEPARATE PERMIT PROCESS AND ANY APPROVAL OF THE PROJECT DOES NOT CONSTITUTE APPROVAL FOR ANY SIGNAGE SHOWN IN THE DRAWINGS
11. RATIO OF FLOOR TO SITE IN SQ.FT. (FAR)
    1:15 (1 SQ.FT. OF FLOOR SPACE TO 15 SQ.FT. OF PARCEL AREA)
12. PARKING CALCULATIONS:
    REQUIRED
    GENERAL RETAIL PER SEC 405.820(F) @ 4 PER 1,000 SQ.FT. and GASOLINE STATIONS PER SEC 405.820(F)1c @ 4 PER 1,000 SQ.FT. [NOTE: NO SERVICE BAYS; EXPANDED AREAS BETWEEN PUMP ISLANDS (36 FEET HAVE BEEN PROVIDED FOR MANEUVERING]
    TOTAL SQ.FT. = 4,800/1000*4 = 19.2
    PROVIDED
    PARKING SPACES = 25 SPACES INCLUSIVE OF 1 ACCESSIBLE SPACES

SITE CALCULATIONS: *GREENSPACE DEFINED AS AREAS OF LANDSCAPE AND WALKWAYS

	CITY OF CREVE COEUR	STL LOUIS COUNTY (UNINCORPORATED)	TOTAL SDP
TOTAL SITE AREA	103,655	43,950	147,605
BUILDING	9,706	0	9,706
PAVEMENT	64,357	107	64,464
SIDEWALK	5,012	289	5,301
LANDSCAPE	24,580	43,555	68,134
GREEN SPACE	29,592	43,843	73,435
PERCENTAGE GREENSPACE*	28.5%	99.8%	49.8%
PERCENTAGE SITE COVERAGE	71.5%	0.2%	50.2%

DRAWING LIST

SHEET NO.	DRAWING NO.	TITLE
01	C000	COVER
02	C100	EXISTING CONDITIONS PLAN
03	C200	SITE & UTILITY PLAN
04	C300	GRADING PLAN
05	C301	SITE SECTIONS

ZIP- 63146

MSD MAP# 17-N

P-

REVISION RECORD

NO	DATE	DESCRIPTION
1	11/04/2016	SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
2	10/06/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
3	11/10/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
4	11/27/2017	RE-SUBMITTAL FOR THE DECEMBER 4TH PLANNING & ZONING COMMISSION MEETING
5	---	---
6	---	---
7	---	---
8	---	---

Civil & Environmental Consultants, Inc.
CERTIFICATION/LICENSE NO. 2002013942
4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 · 866-250-3679
www.cecinc.com

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

STATE OF MISSOURI — KEVIN T. KAMP — NUMBER PE-2006019670 — PROFESSIONAL ENGINEER — 11/27/17

*HAND SIGNATURE ON FILE

SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX

COVER

DATE:	APRIL 2017	DRAWN BY:	CAC
DWG SCALE:	AS NOTED	CHECKED BY:	KTK
PROJECT NO:	110-241		
APPROVED BY:	KTK*		

DRAWING NO.: **C000**
SHEET 01 OF 05

\\svr-stlouis\projects\2011\110-241\-CADD\Dwg\CV04 BriteWorx C-Store\110241-CV04-C000.dwg{01 C000} LS:(11/27/2017 - cnagel) - LP: 11/27/2017 12:21 PM

Attachment: Plans_-Color received 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

DEVELOPMENT NOTES

1. TOTAL SITE DEVELOPMENT AREA: 147,605 SQ.FT. (3.389 ACRES)
   AREA WITHIN CITY LIMITS 103,655 SQ.FT. (2.380 ACRES)
   AREA WITHIN UNINCORPORATED 43,950 SQ. FT. (1.009 ACRES)

1. TOTAL SITE REZONING AREA: 170,736 SQ.FT. (3.920 ACRES)
   AREA WITHIN CITY LIMITS 122,277 SQ.FT. (2.807 ACRES)
   AREA WITHIN UNINCORPORATED 48,459 SQ. FT. (1.113 ACRES)

2. CURRENT ZONING (CC)— SINGLE FAMILY RESIDENTIAL & GENERAL COMMERCIAL
   PROPOSED ZONING (CC)— GENERAL COMMERCIAL
   CURRENT ZONING (UNI)— R3 (RESIDENCE) & C8 (PLANNED COMMERCIAL DISTRICT)
   PROPOSED ZONING (UNI)— C8 (PLANNED COMMERCIAL DISTRICT)

3. SETBACKS—
   FRONT YARD/ROW (CC) 10 FEET OLIVE BLVD. (CC)
   0 FEET SCHULTE ROAD (IN LIEU OF ROW GIVEN TO COUNTY)
   SIDE YARD (CC) 12 FEET
   SIDE YARD (UNI) 10 FEET
   REAR YARD (UNI) 15 FEET (NORTH PROPERTY LINE)

   BUILDING HEIGHT NOTE: ALL PROPOSED BUILDINGS TO BE 1 STORY IN HEIGHT

4. SPECIAL CONSIDERATIONS—
   4.1. TRASH ENCLOSURES SHALL BE INTERIOR TO THE SITE AND NOT ALONG THE NORTH PROPERTY LINE
   4.2. SIDEWALKS ALONG OLIVE BLVD. SHALL BE FIVE—FOOT IN WIDTH UNLESS ABUTTING CURB, IN WHICH CASE SHALL BE INCREASED TO SIX—FOOT WIDE.
   4.3. PLAN SHALL BE SO DEVELOPED TO INCLUDE AN INTEGRATED PEDESTRIAN CIRCULATION SYSTEM.

5. FIRE DISTRICT: CREVE COEUR

6. FLOOD NOTE:
   ACCORDING TO THE FLOOD INSURANCE RATE MAP OF THE CITY OF CREVE COEUR, MISSOURI (COMMUNITY PANEL NUMBER 290344 0166 H, EFFECTIVE DATE AUGUST 2, 1995), AND THE FLOOD INSURANCE RATE MAP OF ST. LOUIS COUNTY, MISSOURI (UNINCORPORATED AREAS) (COMMUNITY PANEL NUMBER 290327 0166 H, EFFECTIVE DATE AUGUST 2, 1995) THIS PROPERTY LIES WITHIN ZONE X. ZONE X IS DEFINED AS AN AREA OF MINIMAL FLOOD HAZARD.

7. ALL PROPOSED UTILITIES SHALL BE LOCATED UNDERGROUND.

8. TRASH ENCLOSURES SHALL BE SIX FOOT (6') IN HEIGHT AND SHALL BE CONSTRUCTED W/ A SIGHT—PROOF GATE; MATERIALS SHALL BE COMPATIBLE WITH THE ARCHITECTURE OF MAIN BUILDINGS AND OF SIMILAR MATERIALS.

9. ALL DRIVE—THROUGH AND DRIVE—IN SALES OF GOODS OR SERVICES (NOT INCLUDING RESTAURANTS) (CC—442100) (CONDITIONAL USE IN THE "PC", "GC" AND "CB" DISTRICTS).
   SHALL PROVIDE SPACE FOR AT LEAST THREE (3) CARS PER DRIVE—UP WINDOW OR STATION.
   SHALL PROVIDE LANDSCAPING TO SCREEN THE VIEW OF DRIVE—UP WAITING SPACES FROM SURROUNDING PROPERTIES.
   DRIVE—UP WINDOW ACCESS, WAITING SPACES AND EGRESS SHALL NOT INTERFERE WITH SITE CIRCULATION OR BE HAZARDOUS TO MOTORISTS ENTERING, EXITING OR PASSING BY THE SITE.

10. NOTE THAT ANY TENANT SIGNAGE IS REVIEWED UNDER A SEPARATE PERMIT PROCESS AND ANY APPROVAL OF THE PROJECT DOES NOT CONSTITUTE APPROVAL FOR ANY SIGNAGE SHOWN IN THE DRAWINGS

11. RATIO OF FLOOR TO SITE IN SQ.FT. (FAR)
    1:15 (1 SQ.FT. OF FLOOR SPACE TO 15 SQ.FT. OF PARCEL AREA)

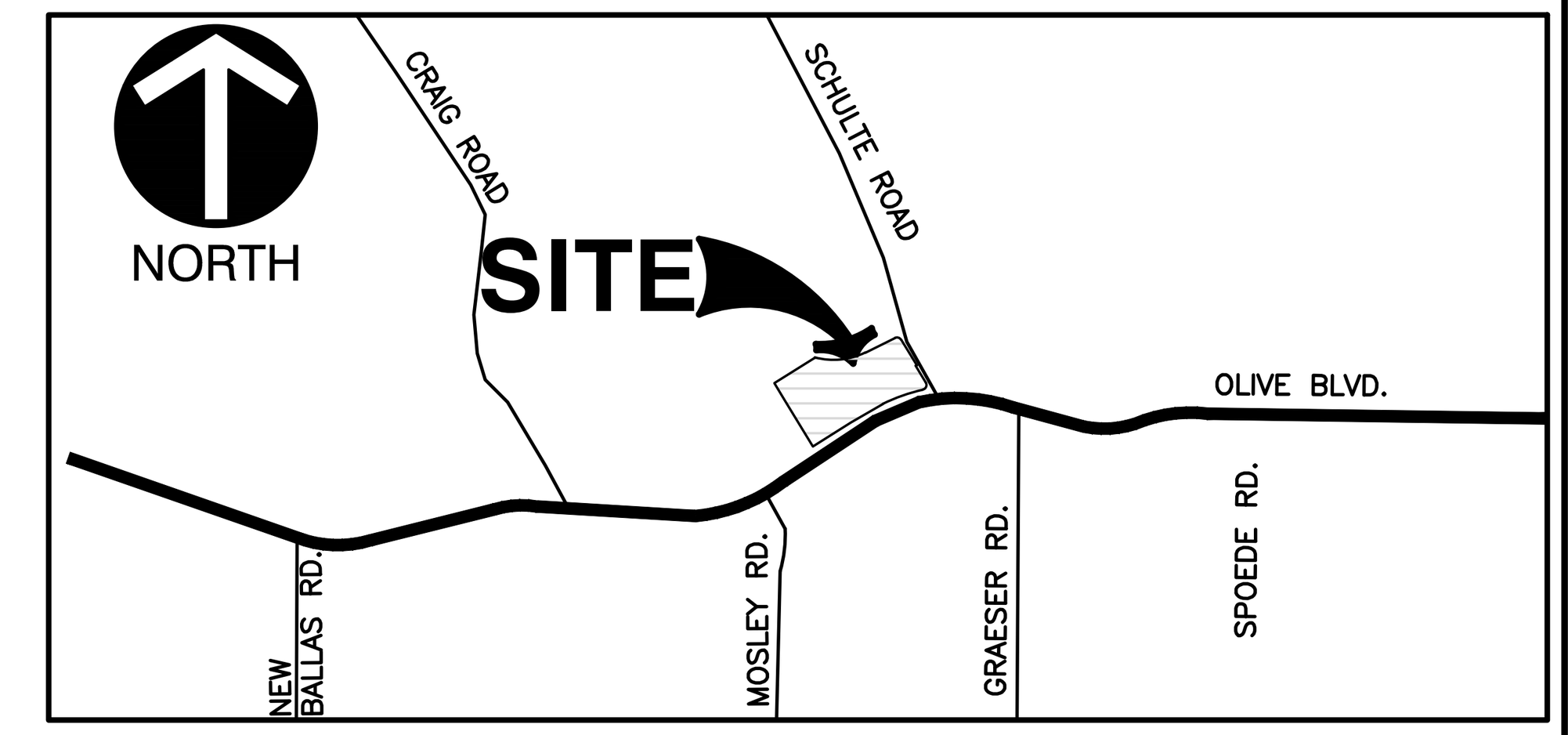
12. PARKING CALCULATIONS:
    REQUIRED
    GENERAL RETAIL PER SEC 405.820(F) @ 4 PER 1,000 SQ.FT. and GASOLINE STATIONS PER SEC 405.820(F)1c @ 4 PER 1,000 SQ.FT. [NOTE: NO SERVICE BAYS; EXPANDED AREAS BETWEEN PUMP ISLANDS (36 FEET HAVE BEEN PROVIDED FOR MANEUVERING]
    TOTAL SQ.FT. = 4,800/1000*4 = 19.2

    PROVIDED
    PARKING SPACES = 25 SPACES INCLUSIVE OF 1 ACCESSIBLE SPACES

PRELIMINARY PLAT

BRITE WORX Car Washery — Mobil On the Run

A TRACT OF LAND BEING ALL OF LOTS 1, 2, 3 AND 4 OF "OAK LAKE ESTATES", P.B.92 PG.3 AND PART OF LOTS 3, 4, AND 5 OF THE SUBDIVISION OF THE FARM OF S.S. MATSON IN U.S. SURVEY 1962, TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN ST. LOUIS COUNTY, MISSOURI



REVISION RECORD

NO	DATE	DESCRIPTION
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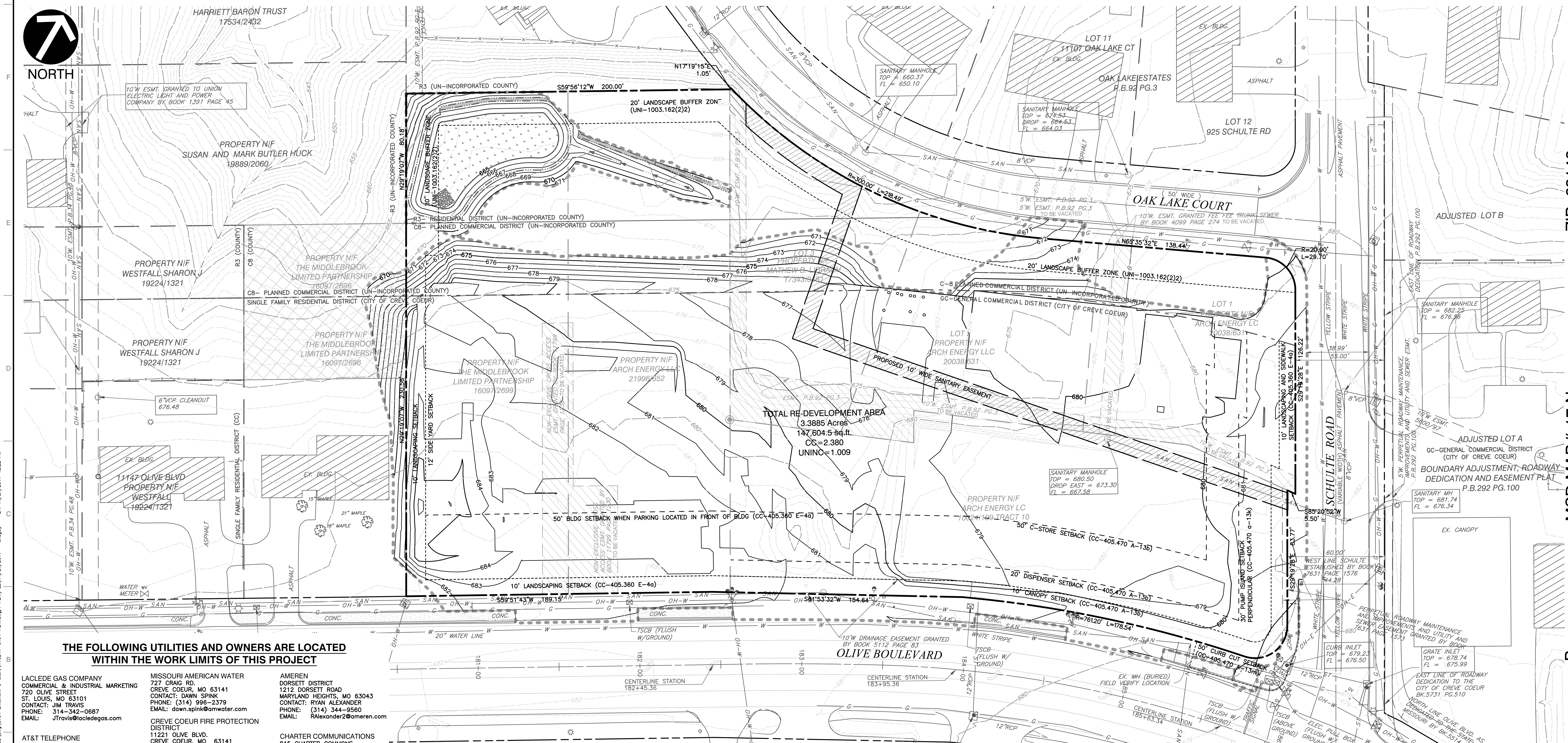
6	---	---
7	---	---
8	---	---



THE FOLLOWING UTILITIES AND OWNERS ARE LOCATED WITHIN THE WORK LIMITS OF THIS PROJECT

LACLEDE GAS COMPANY
COMMERCIAL & INDUSTRIAL MARKETING
720 OLIVE STREET
ST. LOUIS, MO 63101
CONTACT: JIM TRAVIS
PHONE: 314—342—0687
EMAIL: JTravis@lacledegas.com

AT&T TELEPHONE
402 N 3RD
ST. CHARLES, MO 63301
CONTACT: JIM LILLY
PHONE: (636) 949—4228

MCI FIBER
2400 NORTH GLENVILLE
RICHARDSON, TX 75082
CONTACT:
PHONE: (972) 729—6016 EXT. 1

MISSOURI AMERICAN WATER
727 CRAIG RD.
CREVE COEUR, MO 63141
CONTACT: DAWN SPINK
PHONE: (314) 996—2379
EMAIL: dawn.spink@amwater.com

CREVE COEUR FIRE PROTECTION DISTRICT
11221 OLIVE BLVD.
CREVE COEUR, MO 63141
CONTACT: MR. KENNETH BLACK
PHONE:

ST. LOUIS METROPOLITAN SEWER DISTRICT
2350 MARKET ST.
ST. LOUIS, MO 63103
PHONE: (314) 768—6200

AMEREN
DORSETT DISTRICT
1212 DORSETT ROAD
MARYLAND HEIGHTS, MO 63043
CONTACT: RYAN ALEXANDER
PHONE: (314) 344—9560
EMAIL: RAlexander2@ameren.com

CHARTER COMMUNICATIONS
815 CHARTER COMMONS
TOWN & COUNTRY, MO 63017
CONTACT: RICHARD STURK
PHONE: (636) 387—6650
EMAIL: mapping—design@chartercom.com

MODOT
WEST AREA PERMITS
1590 WOODLAKE DRIVE
CHESTERFIELD, MO 63017—5712
CONTACT: JIM BODART
PHONE: (314) 340—4318
EMAIL: James.Bodart@modot.mo.gov

LEGEND

- SITE DEVELOPMENT PROPERTY LINE
- BUILDING SETBACK
- LANDSCAPE AND BUFFER SETBACK
- PROPOSED EASEMENT
- EXISTING ADJACENT PROPERTY LINE
- EXISTING RIGHT—OF—WAY
- EXISTING EASEMENT TO BE VACATED
- 860 PROPOSED CONTOURS — MAJOR
- 861 PROPOSED CONTOURS — MINOR
- PROPOSED LIMITS OF DISTURBANCE
- 680 EXISTING MAJOR CONTOUR LINE
- 681 EXISTING MINOR CONTOUR LINE

SCALE IN FEET
0 30 60

STATE OF MISSOURI — KEVIN KAMP — NUMBER PE-2006019670 — PROFESSIONAL ENGINEER — 11/27/17

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www.cecinc.com

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX

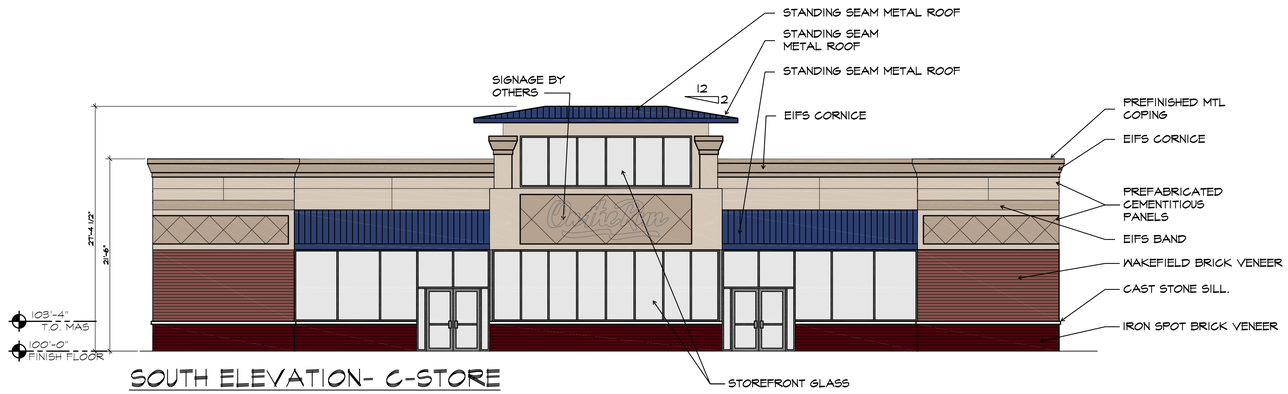
PRELIMINARY PLAT

DATE:	APRIL 2017	DRAWN BY:	CAC
DWG SCALE:	1" = 30'	CHECKED BY:	DRAFT
PROJECT NO:	110-241		
APPROVED BY:	KTK*		

DRAWING NO.: PLAT
SHEET 1 OF 1

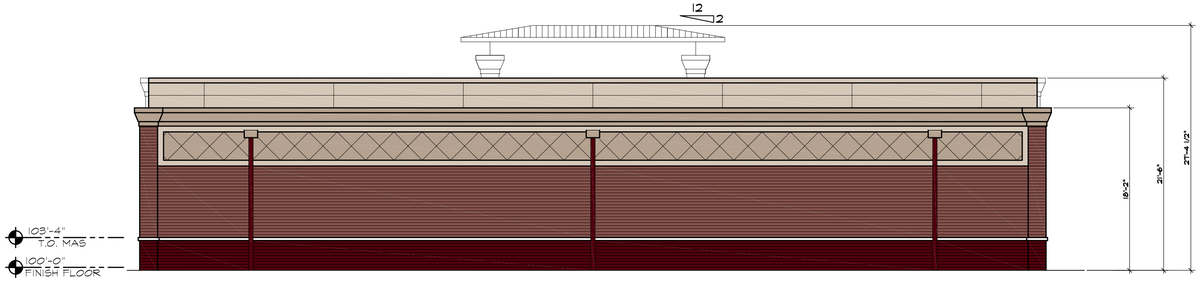
\\svr-stlouis\projects\2011\110-241\-CADD\Dwg\CV04 BriteWorx C-Store\110241-CV04-PLAT.dwg{1 PLAT} LS:(11/27/2017 - cnagel) - LP: 11/27/2017 12:22 PM

Attachment: Plans_-Color received 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



SOUTH ELEVATION- C-STORE

SCALE: 1/8" = 1'-0"



NORTH ELEVATION- C-STORE

SCALE: 1/8" = 1'-0"



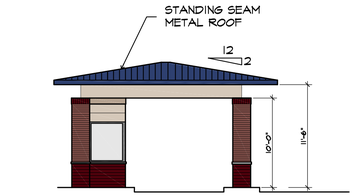
WEST ELEVATION- C-STORE

SCALE: 1/8" = 1'-0"



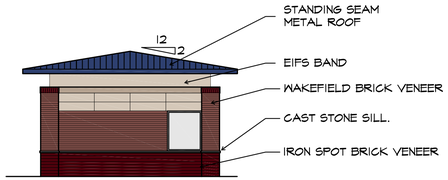
EAST ELEVATION- C-STORE

SCALE: 1/8" = 1'-0"



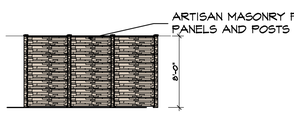
EAST ELEVATION- CW CANOPY

SCALE: 1/8" = 1'-0"



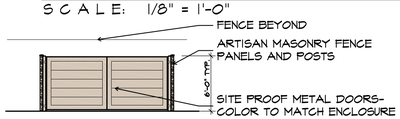
SOUTH ELEVATION- CW CANOPY

SCALE: 1/8" = 1'-0"



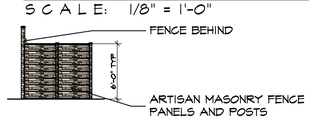
NORTH TRASH ENCLOSURE ELEVATION

SCALE: 1/8" = 1'-0"



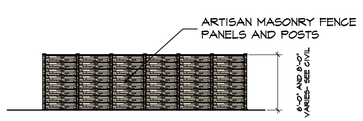
SOUTH TRASH ENCLOSURE ELEVATION

SCALE: 1/8" = 1'-0"



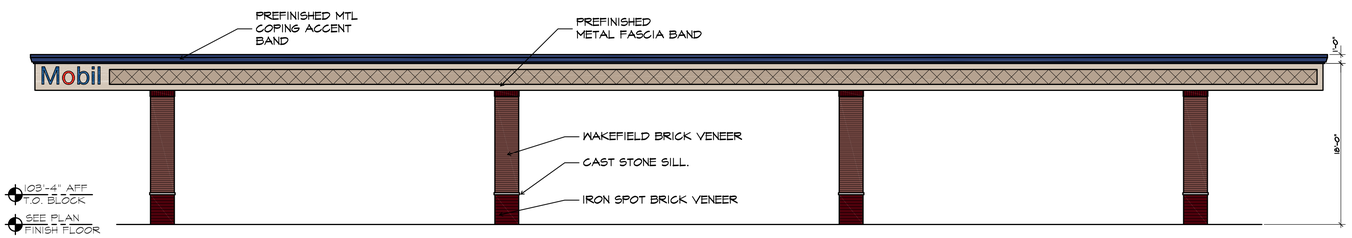
EAST-WEST TRASH ENCLOSURE ELEVATION

SCALE: 1/8" = 1'-0"



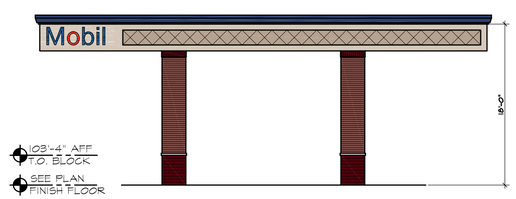
TYPICAL FENCE ELEVATION

SCALE: 1/8" = 1'-0"



SOUTH ELEVATION FUEL CANOPY

SCALE: 1/8" = 1'-0"



EAST ELEVATION FUEL CANOPY

SCALE: 1/8" = 1'-0"

OSM
2190 S MASON ROAD SUITE 202
ST. LOUIS, MISSOURI 63131
PHONE 314.394.2210
Architecture
Planning
Construction Management
CERTIFICATE OF AUTHORITY: 000870 EXPIRATION: 12/3

P&Z SET REVISED

ExxonMobil

On the Run

CONVENIENCE STORE AND CAR WASH

1109 OLIVE BLVD

Attachment: Plans -Color received 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

PROJECT NUMBER 1623
DATE 6-23-17
DRAWN BY JVF
CHECKED BY SWM
REVISION 1 7-10-17
2 8-11-17
3 8-17-17
4 11/8/17
5 11-27-17 6 1-6-18

A5.1

EXTERIOR ELEVATIONS

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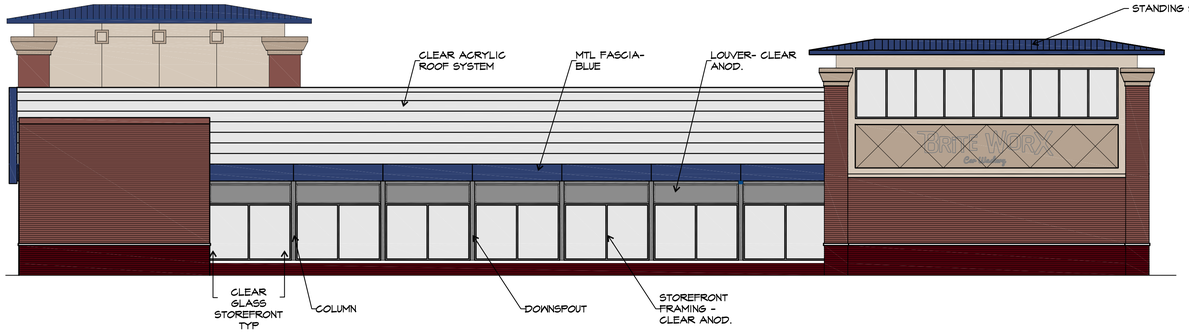
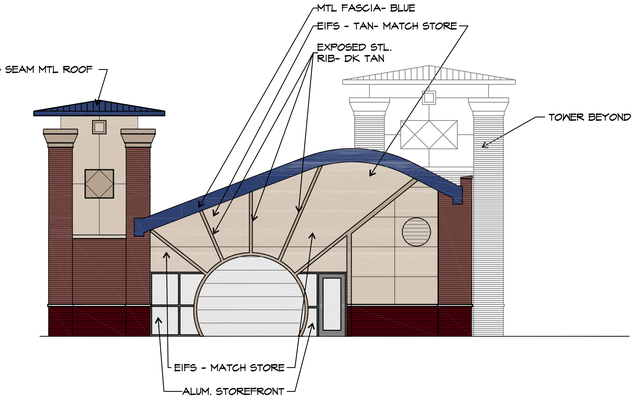


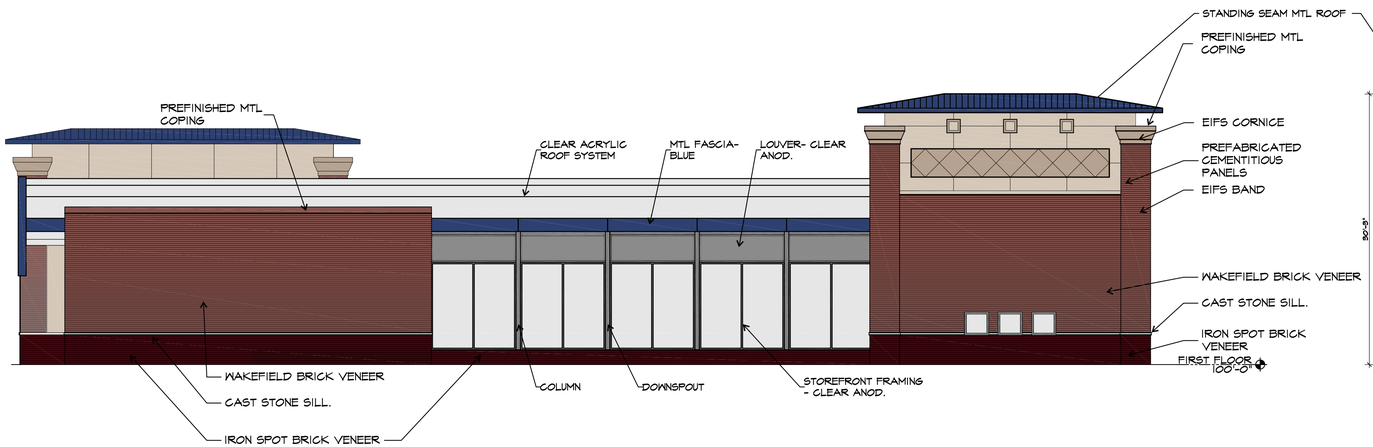
SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



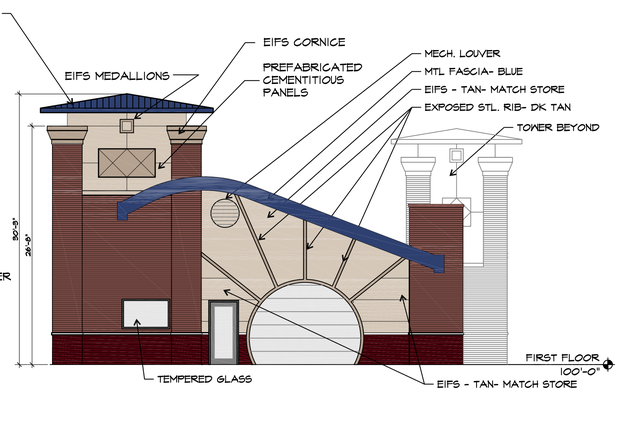
EAST ELEVATION

SCALE: 1/8" = 1'-0"



NORTH ELEVATION

SCALE: 1/8" = 1'-0"



WEST ELEVATION

SCALE: 1/8" = 1'-0"

OSM
2190 S MASON ROAD SUITE 202
ST. LOUIS, MISSOURI 63131
PHONE 314.394.2210
Architecture
Planning
Construction Management
CERTIFICATE OF AUTHORITY: 000870 EXPIRATION: 12/3

P&Z SET REVISED

On the Run ExxonMobil

CONVENIENCE STORE AND CAR WASH

1109 OLIVE BLVD

PROJECT NUMBER	1623
DATE	6-23-17
DRAWN BY	JVF
CHECKED BY	SWM
REVISION 1	7-10-17
2	8-11-17
3	8-17-17
4	11-9-17
5 11-27-17	6 1-6-18

A5.2

EXTERIOR ELEVATIONS

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Attachment: Plans_-Color received 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

NORTH

10'W ESMT. GRANTED TO UNION ELECTRIC LIGHT AND POWER COMPANY BY BOOK 1381 PAGE 49

10'W ESMT. GRANTED TO UNION ELECTRIC LIGHT AND POWER COMPANY BY BOOK 1391 PAGE 55

ST. LOUIS COUNTY UNINCORPORATED
CITY OF CREVE COEUR

ST. LOUIS COUNTY UNINCORPORATED
CITY OF CREVE COEUR

OAK LAKE COURT
50' WIDE
10'W. ESMT. GRANTED FEE FEE TRUNK SEWER BY. BOOK 4099 PAGE 274 TO BE VACATED
5'W. ESMT. P.B.92 PG.3
5'W. ESMT. P.B.92 PG.3 TO BE VACATED

OLIVE BOULEVARD
10'W DRAINAGE EASEMENT GRANTED BY BOOK 5112 PAGE 83

SCHULTE ROAD
WEST LINE SCHULTE ESTABLISHED BY BOOK 7631 PAGE 1576
44.28

EAST LINE OF ROADWAY DEDICATION P.B.294 PG.100

EAST LINE OF ROADWAY DEDICATION TO THE CITY OF CREVE COEUR BK.5731 PG.510

NORTH LINE OLIVE BLVD. AS ESTABLISHED BY THE STATE OF MISSOURI BY BK.5514 PG.573

5'W. PERPETUAL ROADWAY MAINTENANCE IMPROVEMENTS AND UTILITY AND SEWER EASEMENT GRANTED BY BOOK 5731 PAGE 573

5'W. PERPETUAL ROADWAY MAINTENANCE IMPROVEMENTS AND UTILITY AND SEWER EASEMENT GRANTED BY BOOK P.B.392 PG.100

10'W ESMT. BOOK 97

NON-EXCLUSIVE CROSS ACCESS ESMT. GRANTED BY BOOK 11299 PAGE 1230

MANHOLE NOTE: THERE IS A 6" METAL PIPE AT EAST DROP WITH NO FLOW, BELOW THIS THERE IS A 6"VCP WITH MUCH FLOW AT MH FL

CURB INLET TOP = 655.69 FL = 650.32

CURB INLET TOP = 651.29

SANITARY MANHOLE TOP = 655.90 FL = 645.73

SANITARY MANHOLE TOP = 660.37 FL = 650.10

SANITARY MANHOLE TOP = 674.53 DROP = 664.53 15" SWR FL = 664.03

SANITARY MANHOLE TOP = 682.25 FL = 676.36

SANITARY MANHOLE TOP = 680.50 DROP EAST = 673.30 FL = 667.58

SANITARY MH TOP = 681.74 FL = 676.34

STORM MANHOLE TOP = 682.98 6"PVC OUT = 680.52 BOTTOM = 672.98

GRATE INLET TOP = 680.35 FL = 678.15

CURB INLET TOP = 680.40 FL = 676.81 60.00'

CURB INLET TOP = 681.75 FL = 677.75 FULL OF TRASH

CURB INLET TOP = 679.23 FL = 676.50

GRATE INLET TOP = 678.74 FL = 675.99

GRATE INLET TOP = 679.52 FL = 676.47

TOP = 680.86 FL = 678.86

EX. MH (BURIED) FIELD VERIFY LOCATION

EX. CANOPY

EX. CARWASH

EX. BLDG.

ASPHALT

ASPHALT PAVEMENT

ASPHALT PAVEMENT

CONC.

WATER W/ METER

WATER VALVE

TSCB (FLUSH W/ GROUND)

TSCB (FLUSH W/GROUND)

TSCB (FLUSH W/ GROUND)

TSCB (ABOVE GROUND)

ELEC. PULL BOX (FLUSH W/ GROUND)

20" WATER LINE

8"VCP CLEANOUT 676.48

WHITE STRIPE

YELLOW STRIPE

38.99' 55.00'

CENTERLINE STATION 179+55.77

CENTERLINE STATION 180+20

CENTERLINE STATION 182+45.36

CENTERLINE STATION 183+95.36

CENTERLINE STATION 185+63.33

CS = 186+62.23

LEGEND

- SPOT ELEVATION
- PROPERTY CENTER LINE
- SET MONUMENT
- FLOW ARROW
- STORM GRATED INLET
- STORM GRATED INLET
- STORM INLET
- STORM DOUBLE INLET
- STORM DOUBLE INLET
- STORM MANHOLE
- SANITARY MANHOLE
- SANITARY CLEAN OUT
- BILLBOARD POST
- SINGLE POST SIGN
- DOUBLE POST SIGN
- FENCE POST
- ELECTRIC BOX
- ELECTRIC MANHOLE
- ELECTRIC TRANSFORMER
- PULL BOX
- LIGHT POLE
- GAS METER
- GAS VALVE
- WATER MANHOLE
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- GUY WIRE
- UTILITY POLE
- UNDERGROUND SANITARY
- UNDERGROUND STORM
- UNDERGROUND STORM
- UNDERGROUND TELEPHONE
- UNDERGROUND GAS
- OVERHEAD UTILITIES
- EXISTING MAJOR CONTOUR LINE
- EXISTING MINOR CONTOUR LINE
- EXISTING ADJACENT PROPERTY LINE
- EXISTING RIGHT-OF-WAY
- EXISTING EASEMENT TO BE VACATED
- SITE DEVELOPMENT PROPERTY LINE

NOTE: REFER TO C000 FOR PARCEL ZONING AND OWNERSHIP INFORMATION

CALL BEFORE YOU DIG! 1-800-DIG-RITE

REFERENCE

1. TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.

SCALE IN FEET
0 30 60

*HAND SIGNATURE ON FILE

STATE OF MISSOURI
KEVIN T. KANE
NUMBER PE-2006019670
11/17/17
PROFESSIONAL ENGINEER

ZIP- 63146

MSD MAP# 17-N

P-

REVISION RECORD

NO	DATE	DESCRIPTION
1	11/04/2016	SUBMITTAL TO CITY OF CREVE COEUR- REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
2	12/05/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR- REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
3	11/15/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR- REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
4	11/21/2017	RE-SUBMITTAL FOR THE DECEMBER 4TH PLANNING & ZONING COMMISSION MEETING
5		
6		
7		
8		

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CUBA, MO 65453
(636) 549-1600

SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX
EXISTING CONDITIONS PLAN

DATE:	APRIL 2017	DRAWN BY: CAC
DWG SCALE:	AS NOTED	CHECKED BY: KTK
PROJECT NO:		110-241
APPROVED BY:		KTK*

DRAWING NO.: **C100**
SHEET 02 OF 05

Attachment: Plans_BW received 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

\\serv-atlouis\projects\2017\110-241\-CADD\Dwg\C104 Britebox C-Store\110241-C104-C105.dwg[D Size] C100] LS(11/21/2017 - cnagel) - LP: 11/21/2017 12:21 PM

NORTH

PROPERTY N/F HARRIETT BARON TRUST 17534/2432

PROPERTY N/F SUSAN AND MARK BUTLER HUCK 19889/2060

PROPERTY N/F WESTFALL SHARON J 19224/1321

PROPERTY N/F WESTFALL SHARON J 19224/1321

1147 OLIVE BLVD PROPERTY N/F WESTFALL 19224/1321

ST. LOUIS COUNTY UNINCORPORATED

CITY OF CREVE COEUR

10'W ESMT. GRANTED TO UNION ELECTRIC LIGHT AND POWER COMPANY BY BOOK 1381 PAGE 49

10'W ESMT. GRANTED TO UNION ELECTRIC LIGHT AND POWER COMPANY BY BOOK 1391 PAGE 45

10'W ESMT. P.B.92 PG.3

LOT 4 11122 OAK LAKE CT PROPERTY N/F TAYLOR TODD N & XYNOS H W ETAL 20166/917

LOT 10 11115 OAK LAKE CT

LOT 11 11107 OAK LAKE CT

OAK LAKE ESTATES P.B.92 PG.3

LOT 12 925 SCHULTE RD

ADJUSTED LOT A

ADJUSTED LOT B

BOUNDARY ADJUSTMENT, ROADWAY DEDICATION AND EASEMENT PLAT P.B.292 PG.100

EAST LINE OF ROADWAY DEDICATION P.B.292 PG.100

EAST LINE OF ROADWAY DEDICATION TO THE CITY OF CREVE COEUR BK.5731 PG.510

5' PERPETUAL ROADWAY IMPROVEMENTS AND UTILITY AND SEWER EASEMENT GRANTED BY BOOK 7631 PAGE 1573

PERPETUAL ROADWAY MAINTENANCE, IMPROVEMENTS AND UTILITY AND SEWER EASEMENT GRANTED BY BOOK 7631 PAGE 1576

NORTH LINE OLIVE BLVD. AS ESTABLISHED BY BOOK 5514 PG.257

SCHULTE ROAD

OLIVE BOULEVARD

OAK LAKE COURT

EXISTING FIRE HYDRANT

RAISED BERM (THIS SIDE ONLY)

20' LANDSCAPE BUFFER ZONE (UNI-1003.162(2)2)

SWM BMP AREA

GRASSY DRAINAGE CHANNEL AND RAISED BERM

MODULAR BLOCK RETAINING WALL TO MATCH PROPOSED BUILDINGS

6' TALL ARTISAN PRECAST MASONRY FENCE

TRANSITION FROM 6' TO 8' ARTISAN PRECAST MASONRY FENCE

8' TALL ARTISAN PRECAST MASONRY FENCE

(3) 8 CU.YD TRASH BINS IN ARTISAN PRECAST MASONRY FENCE

TREE PROTECTION ZONE (TYP)

PROPOSED 10' WIDE SANITARY EASEMENT TO MSD

PROPOSED RELOCATED SANITARY SEWER MAIN

MSD APPROVED WATER QUALITY UNIT

MSD SAMPLING TEE

STACKING=10

LIGHT STANDARD (TYP)

TOTAL RE-DEVELOPMENT AREA
3.3885 Acres
147,604.5 sq.ft.
CC=2.380
UNINC=1.009

C-STORE 4,800± SQ. FT.

CANOPY 4,800± SQ. FT.

FLIGHT DECK

DRY BACK ROOM

50' BLDG SETBACK WHEN PARKING LOCATED IN FRONT OF BLDG (CC-405.360 E-4a)

CARWASH 4,460± SQ. FT.

ENTRANCE

EXIT

STORAGE ROOM

VACUUMS=11

6" SAN. LATERAL @ MIN 2% SLOPE

GREASE INTERCEPTOR

1" IRRIGATION, BFP IN BLDG.

STAMPED CONCRETE (EARTH TONE) AT ALL INTERIOR PEDESTRIAN CROSSINGS

PROPOSED CANOPY OVER 8 PUMP ISLANDS

50' STORE SETBACK (CC-405.470 A-13b)

30' TANK FARM SETBACK PERPENDICULAR (CC-405.470 A-13b)

20' DISPENSER SETBACK (CC-405.470 A-13b)

ST TO CANOPY SETBACK (CC-405.470 A-13b)

50' CURB CUT SETBACK (CC-405.470 A-13b)

MONUMENT SIGN (SIGN PER SEC 405.950 OF CODE). SIGNAGE BY SEPARATE PERMIT

MONUMENT SIGN INCORPORATED INTO KNEE-WALL (SIGN PER SEC 405.950 OF CODE). SIGNAGE BY SEPARATE PERMIT

LOW KNEE-WALL W/ COLUMNS TO MATCH SCREEN WALL (TYP)

ADD ADA RAMP PER MODOT STANDARDS

STRIPE FOR CROSSWALK AND REVISED STOP BAR LOCATION. SAWCUT EXISTING ISLAND FOR ADA CONNECTION

ROOF DRAINS TO BE PIPED TO STORM SYSTEM

TELEPHONE SERVICE LINE

EXISTING GAS SERVICE LINE TO BE MAINTAINED (COORDINATE WITH LACLEDE GAS)

1" DOMESTIC WATER SERVICE AND METER

GREASE TRAP

EXPOSED BUILDING FOUNDATION

ADD ADA RAMP R28.48' R=20.00' L=29.70'

1" IRRIGATION, BACKFLOW PREVENTER IN BLDG.

2 1/2" DOMESTIC WATER SERVICE AND METER

CONNECTION TO POLE TO UNDERGROUND SERVICE TO PROPOSED TRANSFORMER PER AMEREN UE.

RELOCATED POLE & GUY WIRE. CONNECTION TO POLE TO UNDERGROUND SERVICE TO PROPOSED TRANSFORMER PER AMEREN UE.

10' LANDSCAPING SETBACK (CC-405.360 E-4a)

10' LANDSCAPE BUFFER ZONE (UNI-1003.162(2)2)

10' LANDSCAPING AND SIDEWALK SETBACK (CC-405.360 E-4a)

10' YARD SETBACK

10' LANDSCAPING SETBACK

10' W. ESMT. P.B.92 PG.3

10' W. ESMT. P.B.34 PG.48

10' W. ESMT. P.B.8 PG.38

10' W. ESMT. P.B.292 PG.100

5' PERPETUAL ROADWAY IMPROVEMENTS AND UTILITY AND SEWER ESMT. P.B.292 PG.100

10' W. ESMT. (ADD'L 9')

CENTERLINE STATION 179+55.77

CENTERLINE STATION 180+20

CENTERLINE STATION 182+45.36

CENTERLINE STATION 183+95.36

CENTERLINE STATION 185+61.34

PROPOSED LEGEND (SEE DRAWING C100 FOR EXISTING LEGEND)

- SITE DEVELOPMENT PROPERTY LINE
- BUILDING SETBACK
- LANDSCAPE AND BUFFER SETBACK
- W — PROPOSED WATER SERVICE (SEE PLAN FOR SIZE)
- IRRIG — PROPOSED IRRIGATION LINE
- WV — PROPOSED WATER VALVE
- PROPOSED FIRE HYDRANT
- PROPOSED DOMESTIC METER
- UG-E — PROPOSED UNDERGROUND ELECTRIC SERVICE
- OH-W — PROPOSED OVERHEAD ELECTRIC LINE
- PROPOSED UTILITY POLE
- PROPOSED ELECTRIC TRANSFORMER
- PROPOSED LIGHTING FIXTURES (SEE LIGHTING PLAN)
- UG-T — PROPOSED UNDERGROUND TELECOMMUNICATIONS SERVICE LINE
- G — PROPOSED UNDERGROUND GAS SERVICE LINE
- SAN — PROPOSED SANITARY PIPE
- ST — PROPOSED STORM WATER SEWER PIPE
- RD — PROPOSED PIPED ROOF DRAIN
- PROPOSED ROOF DOWNSPOUT
- PROPOSED CURB INLET
- PROPOSED AREA INLET
- PROPOSED SANITARY AND STORM YARD CLEANOUT
- PROPOSED STORM MANHOLE
- PROPOSED GRASSY DRAINAGE FLAT BOTTOM SWALE
- PROPOSED SANITARY & SAMPLING MANHOLE
- PROPOSED WHEELSTOP
- PROPOSED BOLLARD
- PROPOSED DIRECTIONAL SIGNAGE
- PROPOSED ARTISAN PRECAST MASONRY FENCE (OR APPROVED EQUAL)
- PROPOSED EXPOSED BLDG. FOUNDATION
- PROPOSED MASONRY BLOCK RETAINING WALL
- PROPOSED 2'-3' KNEE-WALL WITH PILASTERS
- PROPOSED ADA ACCESSIBLE RAMP (5% < SLOPE < 8.33%)
- PROPOSED CROSSWALK @ ENTRANCES (CROSS HATCHING SHOWN FOR REFERENCE ONLY)
- PROPOSED CONCRETE WALKWAY
- PROPOSED HEAVY DUTY CONCRETE
- TREE PROTECTION AREAS (NO GRADING)
- PROPOSED FLUSH PAVEMENT WITH WALK
- PROPOSED VARIABLE HEIGHT CURB (REVEAL FROM 6" TO 0")
- PROPOSED STAMPED AND DYED CONCRETE (EARTH TONE) OR EQUIVALENT TO CONFORM TO CURRENT ADA SPECIFICATIONS
- PROPOSED EASEMENT
- *EXISTING ADJACENT PROPERTY LINE*
- *EXISTING RIGHT-OF-WAY*

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REFERENCE

1. TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.

SCALE IN FEET
0 30 60

*HAND SIGNATURE ON FILE

STATE OF MISSOURI KEVIN C. KAMP NUMBER PE-2005019670 PROFESSIONAL ENGINEER

REVISION RECORD

NO	DATE	DESCRIPTION
1	11/04/2016	SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN_PLAT
2	12/05/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN_PLAT
3	11/15/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN_PLAT
4	11/21/2017	RE-SUBMITTAL FOR THE DECEMBER 4TH PLANNING & ZONING COMMISSION MEETING
5	—	—
6	—	—
7	—	—
8	—	—

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MSD MAP# 17-N

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CUBA, MO 65453
(636) 549-1600

SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX

SITE & UTILITY PLAN

DATE:	APRIL 2017	CAC
DRAWN BY:		KTK
DWG SCALE:	AS NOTED	CHECKED BY:
PROJECT NO:		110-241
APPROVED BY:		KTK*

DRAWING NO.: C200

SHEET 03 OF 05

Attachment: Plans_BW received 1-9-2018 (16:031 Mobil on the Run and Brite Worx Car Wash RZ6,CUP,SDP)

Packet Pg. 38

I:\SHR-STUDIES\Projects\2017\110-241\C-CADD\Dwg\C004 Brite&Run C-Store\110241-CV04-C200.dwg(03 C200) LS(11/27/2017 - cnagel) - LP: 11/27/2017 12:21 PM

NORTH

PROPERTY N/F HARRIETT BARON TRUST 17534/2432

LOT 4 11122 OAK LAKE CT PROPERTY N/F TAYLOR TODD N & XYNOS HW ETAL 20166/917

LOT 10 11115 OAK LAKE CT

LOT 11 11107 OAK LAKE CT

OAK LAKE ESTATES P.B.92 PG.3

LOT 12 925 SCHULTE RD

PROPERTY N/F SUSAN AND MARK BUTLER HUCK 19889/2060

PROPERTY N/F WESTFALL SHARON J 19224/1321

PROPERTY N/F WESTFALL SHARON J 19224/1321

1147 OLIVE BLVD PROPERTY N/F WESTFALL 19224/1321

ADJUSTED LOT B

ADJUSTED LOT A

BOUNDARY ADJUSTMENT, ROADWAY DEDICATION AND EASEMENT PLAT P.B.292 PG.100

OAK LAKE COURT

SCHULTE ROAD

OLIVE BOULEVARD

ST. LOUIS COUNTY UNINCORPORATED

CITY OF CREVE COEUR

BMP OUTLET/WEIR

RAISED BERM (THIS SIDE ONLY)

SWM BMP AREA

GRASSY SWALE & BERM

LIMITS OF DISTURBANCE TYPICAL. EXISTING WOODLAND AND TREES TO BE PROTECTED (TYP).

TREE PROTECTION FENCING (TYP)

C-STORE 4,800± SQ. FT.
FF=680.25

CARWASH
4,460± SQ. FT.
FF=683.45

PROPOSED CANOPY OVER 8 PUMP ISLANDS

EXPOSED BLDG. FOUNDATION

20" WATER LINE

12"RCP

CURB INLET TOP = 679.23 FL = 676.20

GRATE INLET TOP = 678.74 FL = 675.99

GRATE INLET TOP = 679.52 FL = 676.47

SANITARY MANHOLE TOP = 682.22 FL = 676.36

SANITARY MH TOP = 681.74 FL = 676.34

EX. CANOPY

EX. MH. (BURIED) FIELD VERIFY LOCATION

CENTERLINE STATION 179+55.77

CENTERLINE STATION 180+20

CENTERLINE STATION 182+45.36

CENTERLINE STATION 183+95.36

CENTERLINE STATION 185+61.34

CS = 186+62.23 S

PROPOSED LEGEND (SEE DRAWING C100 FOR EXISTING LEGEND)

- SITE DEVELOPMENT PROPERTY LINE
- *EXISTING ADJACENT PROPERTY LINE*
- *EXISTING RIGHT-OF-WAY*
- SAN — PROPOSED SANITARY PIPE
- ST — PROPOSED STORM WATER SEWER PIPE
- RD — PROPOSED PIPED ROOF DRAIN
- PROPOSED ROOF DOWNSPOUT
- PROPOSED CURB INLET
- PROPOSED AREA INLET
- PROPOSED SANITARY AND STORM YARD CLEANOUT
- PROPOSED STORM MANHOLE
- GRASSY DRAINAGE FLAT BOTTOM SWALE
- PROPOSED SANITARY & SAMPLING MANHOLE
- PROPOSED ARTISAN PRECAST MASONRY FENCE (OR APPROVED EQUAL)
- PROPOSED EXPOSED BLDG. FOUNDATION
- PROPOSED MASONRY BLOCK RETAINING WALL
- PROPOSED ADA ACCESSIBLE RAMP (5% < SLOPE < 8.33%)
- PROPOSED CROSSWALK @ ENTRANCES (CROSS HATCHING SHOWN FOR REFERENCE ONLY)
- PROPOSED CONCRETE WALKWAY
- PROPOSED HEAVY DUTY CONCRETE
- TREE PROTECTION AREAS (NO GRADING)
- PROPOSED VARIABLE HEIGHT CURB (REVEAL FROM 6" TO 0")
- PROPOSED STAMPED AND DYED CONCRETE (EARTH TONE) OR EQUIVALENT TO CONFORM TO CURRENT ADA SPECIFICATIONS
- 860 — PROPOSED CONTOURS – MAJOR
- 861 — PROPOSED CONTOURS – MINOR
- PROPOSED LIMITS OF DISTURBANCE
- *680 — EXISTING MAJOR CONTOUR LINE*
- *681 — EXISTING MINOR CONTOUR LINE*

REFERENCE

1. TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.

MISSOURI ONE CALL SYSTEM, INC. 1-800-DIG-RITE STOP! CALL BEFORE YOU DIG!

CALL BEFORE YOU DIG! 1-800-DIG-RITE

SCALE IN FEET 0 30 60

*HAND SIGNATURE ON FILE

STATE OF MISSOURI KENNY KAMP NUMBER PE-2005019670 PROFESSIONAL ENGINEER

ZIP- 63146

P- MSD MAP# 17-N

REVISION RECORD

NO	DATE	DESCRIPTION
1	11/04/2016	SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
2	10/05/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
3	11/15/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
4	11/21/2017	RE-SUBMITTAL FOR THE DECEMBER 4TH PLANNING & ZONING COMMISSION MEETING
5	—	—
6	—	—
7	—	—
8	—	—

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CUBA, MO 65453
(636) 549-1600

SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX

GRADING PLAN

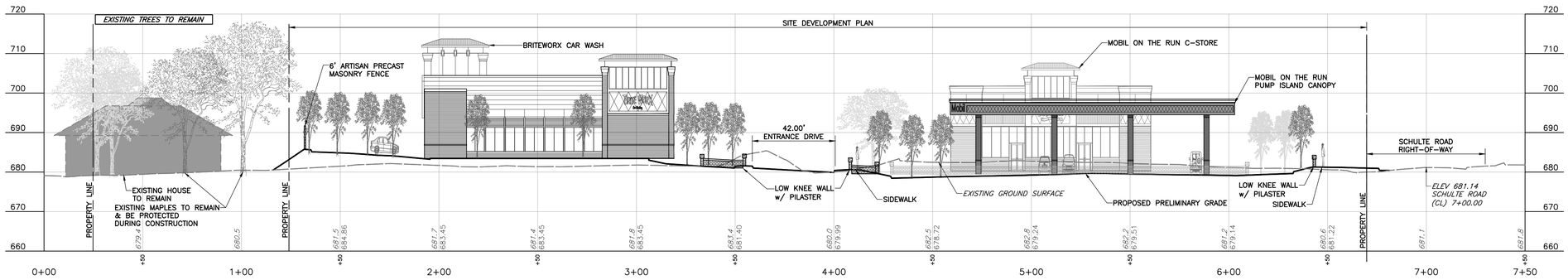
DATE:	APRIL 2017
DWG SCALE:	AS NOTED
PROJECT NO:	110-241
DRAWN BY:	CAC
CHECKED BY:	KTK
APPROVED BY:	KTK*

DRAWING NO.: **C300**

SHEET 04 OF 05

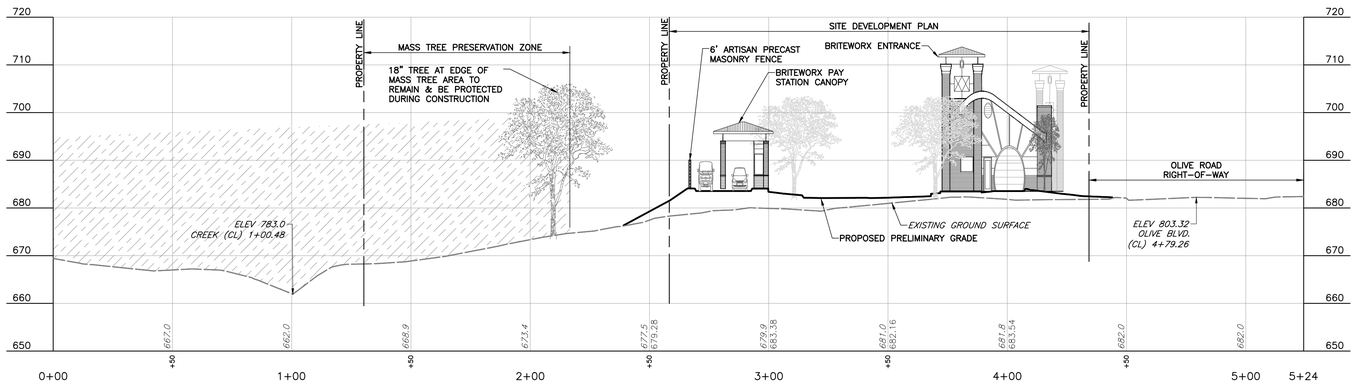
Attachment: Plans_BW received 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

\\SWR-STLOUIS\Projects\2017\110-241\C4D\Dwg\C04 Britebox C-Store\110241-CV04-C300.dwg[04 C300] LS(11/27/2017 - cowgill) - LP: 11/27/2017 12:22 PM



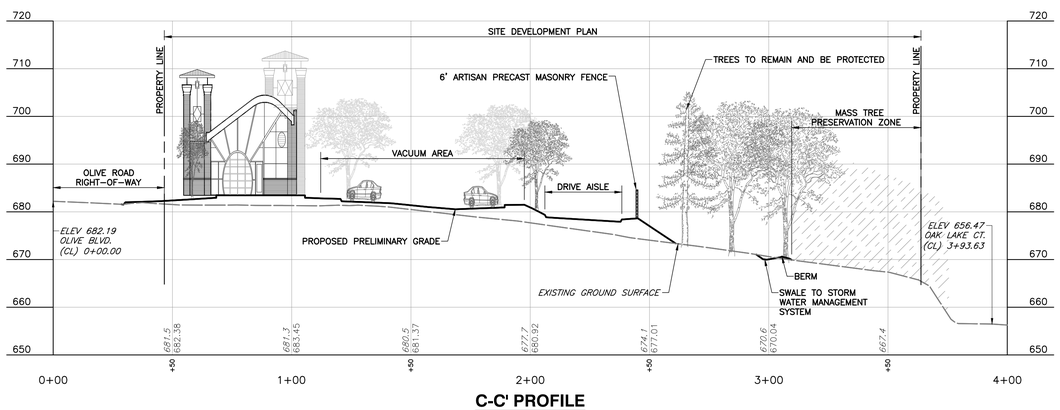
A-A' PROFILE

SCALE H:1"=30'; V:1"=15'



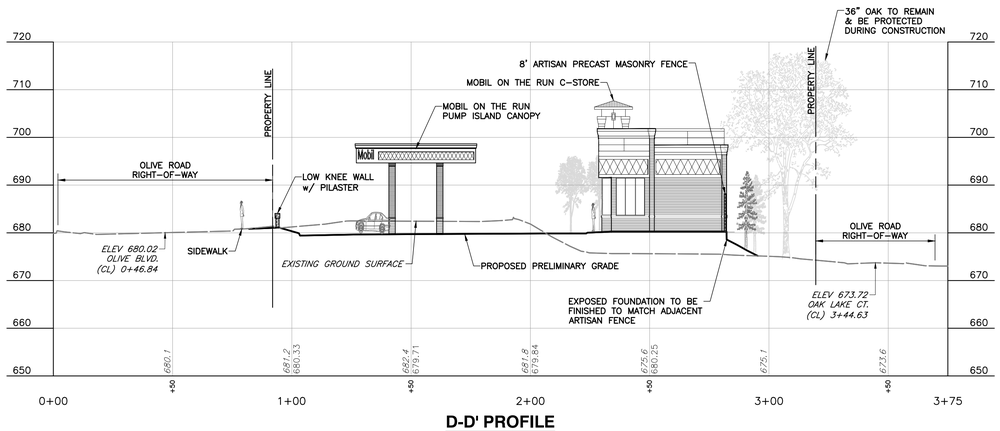
B-B' PROFILE

SCALE H:1"=30'; V:1"=15'



C-C' PROFILE

SCALE H:1"=30'; V:1"=15'



D-D' PROFILE

SCALE H:1"=30'; V:1"=15'

NOTE: BUILDING ELEVATIONS ARE PICTORIAL, REFER TO ARCHITECTURAL BUILDING ELEVATIONS FOR DETAIL ELEVATION PLANS

REFERENCE

1. TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.

CALL BEFORE YOU DIG! 1-800-DIG-RITE

*HAND SIGNATURE ON FILE

STATE OF MISSOURI KERRY A. KAMP NUMBER PE-2005019570 PROFESSIONAL ENGINEER 11/21/17

REVISION RECORD

NO	DATE	DESCRIPTION
1	11/04/2016	SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE, & SITE DEVELOPMENT PLAN, PLAT
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5	—	—
6	—	—
7	—	—
8	—	—

ZIP- 63146

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MSD MAP# 17-N

P-

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CUBA, MO 65453
(636) 549-1600

SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX

SITE SECTIONS

DATE:	APRIL 2017
DWG SCALE:	AS NOTED
PROJECT NO:	110-241
DRAWN BY:	CAC
CHECKED BY:	KTK
APPROVED BY:	KTK*

DRAWING NO.: C301

SHEET 05 OF 05

Attachment: Plans_BW received 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

I:\SHR-STL\05\Projects\2011\110-241\-CAD\Dwg\C304 Britemax C-Store\110241-C304-C301.dwg[05 C301] LS:(11/21/2017 - cnagel) - LP: 11/21/2017 12:22 PM

EXISTING TREES

58 TREES EXIST ON THE SITE OF SIZE THAT COUNT TOWARDS PRESERVATION ORDINANCE.

25% ARE REQUIRED TO BE PRESERVED, WE ARE PRESERVING 16 TREES THAT ARE 8" CAL AND LARGER (27.5% OF EXISTING TREES)

3 ADDITIONAL TREES (< 8" CAL SO NOT COUNTED IN THE TREE CONSERVATION ORDINANCE, BUT DO COUNT TOWARDS LANDSCAPING CREDITS) OF QUALITY NATIVE SPECIES WILL ALSO BE PRESERVED

TOTAL TREES PROTECTED ON SITE = 19

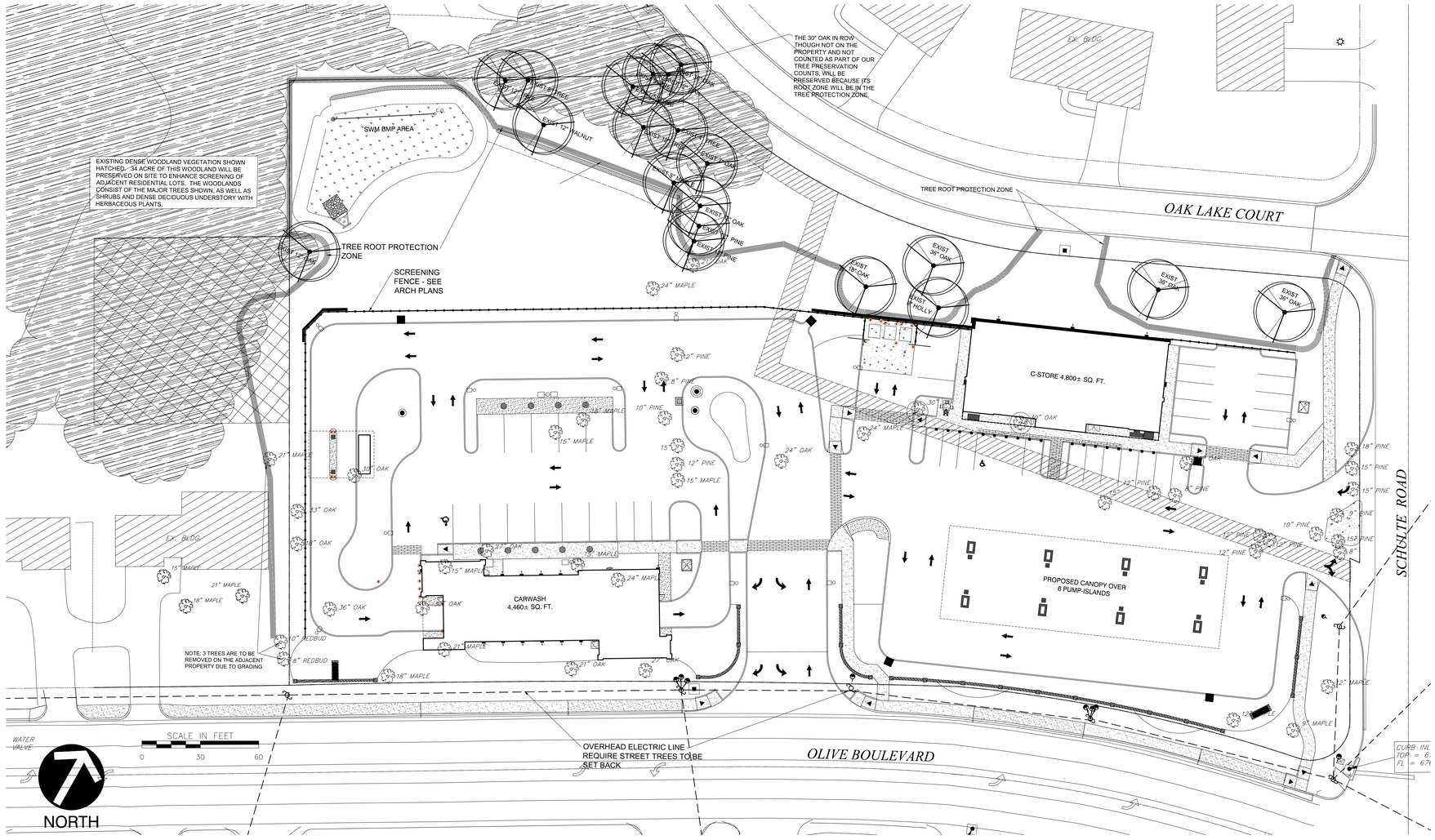
EXISTING TREES TO BE PRESERVED WILL HAVE AN APPROXIMATE TREE ROOT PROTECTION AREA AS SHOWN.

EXISTING TREE LEGEND

EXISTING TREE TO REMAIN

24" MAPLE EXISTING TREE TO BE REMOVED

TREE SURVEY AND PRESERVATION PLAN CONCEPT



DEVELOPMENT NOTES

1. TOTAL SITE DEVELOPMENT AREA: 147,605 SQ.FT. (3.389 ACRES)
   AREA WITHIN CITY LIMITS 103,655 SQ.FT. (2.380 ACRES)
   AREA WITHIN UNINCORPORATED 43,950 SQ. FT. (1.009 ACRES)

1. TOTAL SITE REZONING AREA: 170,736 SQ.FT. (3.920 ACRES)
   AREA WITHIN CITY LIMITS 122,277 SQ.FT. (2.807 ACRES)
   AREA WITHIN UNINCORPORATED 48,459 SQ. FT. (1.113 ACRES)

2. CURRENT ZONING (CC)– SINGLE FAMILY RESIDENTIAL & GENERAL COMMERCIAL
   PROPOSED ZONING (CC)– GENERAL COMMERCIAL
   CURRENT ZONING (UNI)– R3 (RESIDENCE) & C8 (PLANNED COMMERCIAL DISTRICT)
   PROPOSED ZONING (UNI)– C8 (PLANNED COMMERCIAL DISTRICT)

3. SETBACKS–
   FRONT YARD/ROW (CC) 10 FEET OLIVE BLVD. (CC)
   0 FEET SCHULTE ROAD (IN LIEU OF ROW GIVEN TO COUNTY)
   SIDE YARD (CC) 12 FEET
   SIDE YARD (UNI) 10 FEET
   REAR YARD (UNI) 15 FEET (NORTH PROPERTY LINE)
   BUILDING HEIGHT NOTE: ALL PROPOSED BUILDINGS TO BE 1 STORY IN HEIGHT

4. SPECIAL CONSIDERATIONS–
   4.1. TRASH ENCLOSURES SHALL BE INTERIOR TO THE SITE AND NOT ALONG THE NORTH PROPERTY LINE
   4.2. SIDEWALKS ALONG OLIVE BLVD. SHALL BE FIVE–FOOT IN WIDTH UNLESS ABUTTING CURB, IN WHICH CASE SHALL BE INCREASED TO SIX–FOOT WIDE.
   4.3. PLAN SHALL BE SO DEVELOPED TO INCLUDE AN INTEGRATED PEDESTRIAN CIRCULATION SYSTEM.

5. FIRE DISTRICT: CREVE COEUR

6. FLOOD NOTE:
   ACCORDING TO THE FLOOD INSURANCE RATE MAP OF THE CITY OF CREVE COEUR, MISSOURI (COMMUNITY PANEL NUMBER 290344 0166 H, EFFECTIVE DATE AUGUST 2, 1995), AND THE FLOOD INSURANCE RATE MAP OF ST. LOUIS COUNTY, MISSOURI (UNINCORPORATED AREAS) (COMMUNITY PANEL NUMBER 290327 0166 H, EFFECTIVE DATE AUGUST 2, 1995) THIS PROPERTY LIES WITHIN ZONE X. ZONE X IS DEFINED AS AN AREA OF MINIMAL FLOOD HAZARD.

7. ALL PROPOSED UTILITIES SHALL BE LOCATED UNDERGROUND.

8. TRASH ENCLOSURES SHALL BE SIX FOOT (6') IN HEIGHT AND SHALL BE CONSTRUCTED W/ A SIGHT–PROOF GATE; MATERIALS SHALL BE COMPATIBLE WITH THE ARCHITECTURE OF MAIN BUILDINGS AND OF SIMILAR MATERIALS.

9. ALL DRIVE–THROUGH AND DRIVE–IN SALES OF GOODS OR SERVICES (NOT INCLUDING RESTAURANTS) (CC–442100) (CONDITIONAL USE IN THE "PC", "CC" AND "C8" DISTRICTS).
   SHALL PROVIDE SPACE FOR AT LEAST THREE (3) CARS PER DRIVE–UP WINDOW OR STATION.
   SHALL PROVIDE LANDSCAPING TO SCREEN THE VIEW OF DRIVE–UP WAITING SPACES FROM SURROUNDING PROPERTIES.
   DRIVE–UP WINDOW ACCESS, WAITING SPACES AND EGRESS SHALL NOT INTERFERE WITH SITE CIRCULATION OR BE HAZARDOUS TO MOTORISTS ENTERING, EXITING OR PASSING BY THE SITE.

10. NOTE THAT ANY TENANT SIGNAGE IS REVIEWED UNDER A SEPARATE PERMIT PROCESS AND ANY APPROVAL OF THE PROJECT DOES NOT CONSTITUTE APPROVAL FOR ANY SIGNAGE SHOWN IN THE DRAWINGS

11. RATIO OF FLOOR TO SITE IN SQ.FT. (FAR)
    1:15 (1 SQ.FT. OF FLOOR SPACE TO 15 SQ.FT. OF PARCEL AREA)

12. PARKING CALCULATIONS:
    REQUIRED
    GENERAL RETAIL PER SEC 405.820(F) @ 4 PER 1,000 SQ.FT. and GASOLINE STATIONS PER SEC 405.820(F)1c @ 4 PER 1,000 SQ.FT. [NOTE: NO SERVICE BAYS; EXPANDED AREAS BETWEEN PUMP ISLANDS (36 FEET HAVE BEEN PROVIDED FOR MANEUVERING]
    TOTAL SQ.FT. = 4,800/1000*4 = 19.2

    PROVIDED
    PARKING SPACES = 25 SPACES INCLUSIVE OF 1 ACCESSIBLE SPACES

REVISION RECORD

NO	DATE	DESCRIPTION

Civil & Environmental Consultants, Inc.
CERTIFICATION/LICENSE NO. 2002013942
4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 - 866-250-3679
www.cecinc.com

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

TREE PRESERVATION PLAN

DATE:	11-25-2017
DWG SCALE:	AS NOTED
PROJECT NO.	
DRAWN BY:	MFD
CHECKED BY:	KTK
APPROVED BY:	

DRAWING NO.: L1

SHEET 1 OF 2

Attachment: Plans. BW received 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

D:\cadthrough\Acorn\2016\CEC Mobil billiwerke creve coeur\november 2017\November 20th new base\prelim\Dwg\TREE PRESERVATION 24x36] LS(11/25/2017 - mcp) – LP, 11/28/2017 8:36 PM

TREES

EXISTING TREES - 19 EXISTING TREES WILL BE PRESERVED

STREET TREES ALONG OLIVE - OVERHEAD UTILITIES OBSTRUCT THE PLACEMENT OF STREET TREES ALONG THIS ENTIRE FRONTAGE 425' OF FRONTAGE REQUIRES 14 STREET TREES AND 14 TREES ARE PROVIDED. COLUMNAR TREES WILL BE USED SET BACK FROM THE OVERHEAD UTILITIES BETWEEN 15 AND 25' TO PROVIDE MINIMUM CLEARANCE OF FUTURE CANOPY.

STREET TREES ALONG SCHULTE - OVERHEAD UTILITIES OBSTRUCT THE PLACEMENT OF STREET TREES ALONG THIS FRONTAGE EXCEPT AT THE VERY NORTH END. 191' FRONTAGE REQUIRES 6 STREET TREES AND 6 TREES ARE PROVIDED. 3 COLUMNAR TREES SET BACK FROM THE OVERHEAD UTILITIES 15'-25' TO PROVIDE MINIMUM CLEARANCE OF FUTURE CANOPY AND 3 BROAD SHADE TREES AT THE NORTHERN END.

PARKING LOT TREES - 443 LF OF PARKING AND VACUUM STALLS REQUIRE 9 INTERIOR PARKING LOT TREES. 11 INTERIOR PARKING LOT TREES ARE PROVIDED - 6 SHADE TREES, 3 COLUMNAR TREES AND 2 FLOWERING TREES.

15 ADDITIONAL TREES (A MIX OF SHADE TREES AND EVERGREEN TREES) WILL BE PROVIDED IN THE GREEN SPACE TO THE NORTH OF THE PROPERTY FOR RESIDENTIAL BUFFER AND SCREENING.

TOTAL PROPOSED TREES = 46 NEW TREES AND 19 EXISTING TREES = 65

NOTES:
1. ALL LANDSCAPE AREAS WITHIN GRADING LIMITS TO BE IRRIGATED.
2. ALL GREENSPACE AREAS OUTSIDE OF MULCHED LANDSCAPE BEDS, BUT WITHIN THE GRADING LIMITS TO BE SODDED TURF. IN AREAS OUTSIDE OF THE GRADING LIMITS THE EXISTING UNDISTURBED TURF AND FOREST UNDERSTORY WILL REMAIN.

PLANTING CONCEPT

OLIVE AND SCHULTE SIDES: THE MAIN LANDSCAPE TREATMENT IS THE ORNAMENTAL KNEE WALL. THIS LOW WALL IS LUSHLY BACK PLANTED IN A GARDEN STYLE WITH BOTH NATIVE AND HIGHLY ORNAMENTAL FLOWERING PERENNIALS AND SHRUBS. PLANTS RISE ABOVE THE WALL (WALL IS APPROX 2.5" TALL AND PLANTS BEHIND IT ARE 3-8' TALL), AND A VARIETY OF BLOOM TIMES AND BOLD MASSING GIVES THE DESIGN STRONG STREET APPEAL. SOME POCKETS OF PLANTING IN FRONT OF THE WALL (4' TALL) WILL SOFTEN THE WALL WITHOUT OBSCURING IT IN IT'S ENTIRETY.

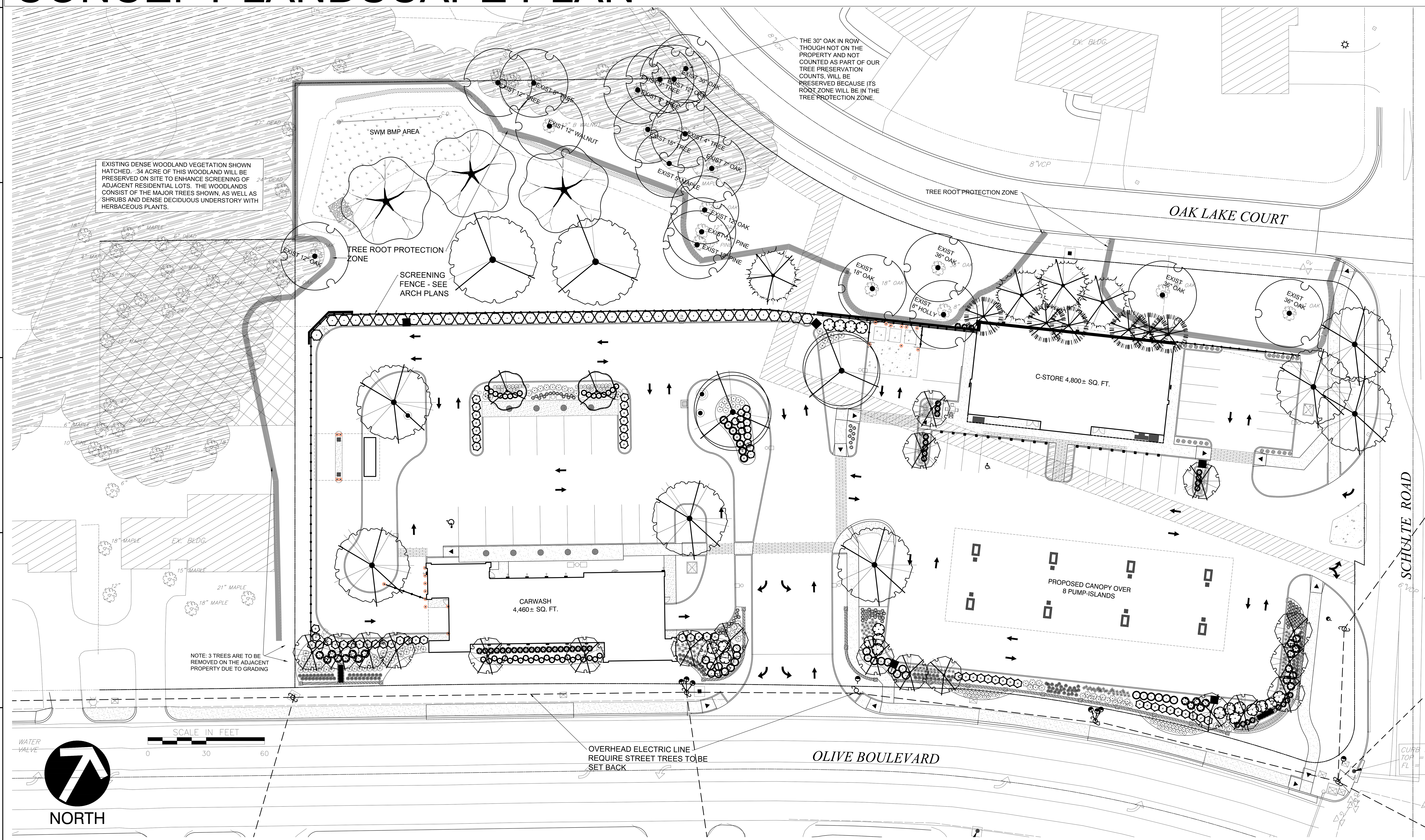
A SIGNIFICANT NUMBER OF THE PLANT SPECIES USED IN THIS PLAN ARE NATIVE (OR NATIVE CULTIVARS).

ON THE NORTH AND WEST MANY LARGE EXISTING TREES ARE PRESERVED AS AN IMMEDIATE BUFFER TO THE RESIDENTIAL AREA, AND MANY ADDITIONAL EVERGREENS AND SOME DECIDUOUS TREES ARE PROPOSED FOR FURTHER SCREENING.

ALL OTHER INFORMATION BESIDES THE PROPOSED PLANTINGS ARE SHOWN FOR REFERENCE ONLY. CONSULT THE SITE DEVELOPMENT PLAN, CIVIL, AND ARCHITECTURAL PLANS FOR CONFIRMATION OF ALL HARDSCAPE ELEMENTS.

SITE CALCULATIONS:	CITY OF CREVE COEUR	STL LOUIS COUNTY (UNINCORPORATED)	TOTAL SDP
*GREENSPACE DEFINED AS AREAS OF LANDSCAPE AND WALKWAYS			
TOTAL SITE AREA	103,655	43,950	147,605
BUILDING	9,706	0	9,706
PAVEMENT	64,357	107	64,464
SIDEWALK	5,012	289	5,301
LANDSCAPE	24,580	43,555	68,134
GREEN SPACE	29,592	43,843	73,435
PERCENTAGE GREENSPACE*	28.5%	99.8%	49.8%
PERCENTAGE SITE COVERAGE	71.5%	0.2%	50.2%

CONCEPT LANDSCAPE PLAN



DEVELOPMENT NOTES

1. TOTAL SITE DEVELOPMENT AREA: 147,605 SQ.FT. (3.389 ACRES)
   AREA WITHIN CITY LIMITS 103,655 SQ.FT. (2.380 ACRES)
   AREA WITHIN UNINCORPORATED 43,950 SQ. FT. (1.009 ACRES)
1. TOTAL SITE REZONING AREA: 170,736 SQ.FT. (3.920 ACRES)
   AREA WITHIN CITY LIMITS 122,277 SQ.FT. (2.807 ACRES)
   AREA WITHIN UNINCORPORATED 48,459 SQ. FT. (1.113 ACRES)
2. CURRENT ZONING (CC)– SINGLE FAMILY RESIDENTIAL & GENERAL COMMERCIAL
   PROPOSED ZONING (CC)– GENERAL COMMERCIAL
   CURRENT ZONING (UNI)– R3 (RESIDENCE) & C8 (PLANNED COMMERCIAL DISTRICT)
   PROPOSED ZONING (UNI)– C8 (PLANNED COMMERCIAL DISTRICT)
3. SETBACKS–
   FRONT YARD/ROW (CC) 10 FEET OLIVE BLVD. (CC)
   0 FEET SCHULTE ROAD (IN LIEU OF ROW GIVEN TO COUNTY)
   SIDE YARD (CC) 12 FEET
   SIDE YARD (UNI) 10 FEET
   REAR YARD (UNI) 15 FEET (NORTH PROPERTY LINE)
   BUILDING HEIGHT NOTE: ALL PROPOSED BUILDINGS TO BE 1 STORY IN HEIGHT
4. SPECIAL CONSIDERATIONS–
   4.1. TRASH ENCLOSURES SHALL BE INTERIOR TO THE SITE AND NOT ALONG THE NORTH PROPERTY LINE
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    TOTAL SQ.FT. = 4,800/1000*4 = 19.2
    PROVIDED
    PARKING SPACES = 25 SPACES INCLUSIVE OF 1 ACCESSIBLE SPACES

PLANT SCHEDULE

	BOTANICAL NAME / COMMON NAME	CONT	CAL	SIZE	QTY
DECIDUOUS TREES					
	Acer rubrum 'Armstrong' / Armstrong Red Maple	-	3"cal		20
	Acer saccharum / Sugar Maple	-	3"cal		2
	Gleditsia triacanthos 'Skyline' / Skyline Honey Locust	-	3"cal		7
	Quercus bicolor / Swamp White Oak	-	2" cal.		3
	Quercus rubra / Red Oak	-	2" cal.		2
EVERGREEN TREES					
	Ilex opaca / American Holly	5'-6' tall			6
	Picea abies / Norway Spruce	-		6' tall	4
FLOWERING TREES					
	Malus x 'Prairifire' / Prairifire Crab Apple	-	2" cal.		2
SHRUBS					
	Buxus x 'Green Velvet' / Boxwood	2 gal			27
	Euonymus alatus 'Compactus' / Compact Burning Bush	3 gal			25
	Hemerocallis x 'Little Grapette' / Little Grapette Daylily	1 gal			83
	Hydrangea arborescens 'Pee Wee' / Pee Wee Oakleaf Hydrangea	3 gal			39
	Hydrangea paniculata 'Little Lime' / Little Lime Hydrangea	3 gal			13
	Hydrangea paniculata 'Renhy' / Vanilla Strawberry Hydrangea	5 gal			19
	Ilex x meserveae 'China Girl' TM / China Girl Holly	3 gal			43
	Juniperus chinensis 'Sea Green' / Sea Green Juniper	2 gal			55
	Lagerstroemia indica 'Victor' / Crape Myrtle	3 gal			38
	Physocarpus opulifolius 'Amber Jubilee' / Ninebark	3 gal			43
	Taxus x media 'Densiformis' / Dense Yew	3 gal			7
	Viburnum dilatatum 'Cardinal Candy' / Cardinal Candy Viburnum	5 gal			21
ANNUALS/PERENNIALS					
	Amsonia hubrichtii / Arkansas Blue-star	1 gal			114
	Aster novae-angliae 'Purple Dome' / Purple Dome New England Aster	1 gal			48
	Heuchera x 'Citronelle' / Yellow Coral Bells	1 gal			30
	Iris sibirica 'Caesar's Brother' / Caesar's Brother Siberian Iris	1 gal			19
	Penstemon digitalis 'Husker Red' / Beardtongue	1 gal			92
	Rudbeckia fulgida / Coneflower	qt			123
GRASSES					
	Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass	qt			71
GROUND COVERS					
	Liriope spicata / Creeping Lily Turf	PLUG			108

EXISTING TREE TO BE PRESERVED
EXIST TREE SPECIES & SIZE

REVISION RECORD

NO	DATE	DESCRIPTION

Civil & Environmental Consultants, Inc.
CERTIFICATION/LICENSE NO. 2002013942
4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 · 866-250-3679
www.cecinc.com

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

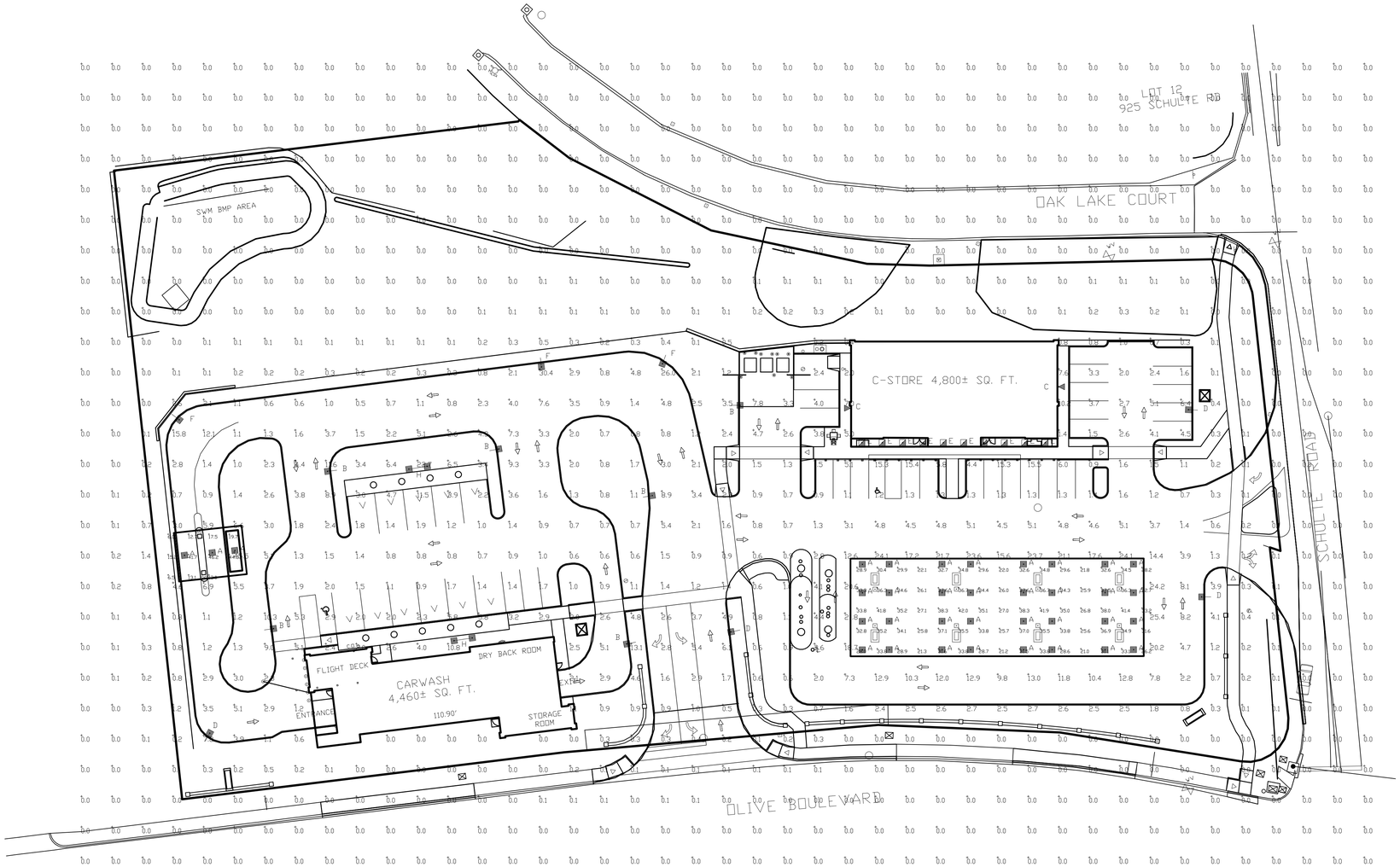
CONCEPT LANDSCAPE PLAN

DATE: 11-25-2017 | DRAWN BY: MFD
DWG SCALE: AS NOTED | CHECKED BY: KTK
PROJECT NO:
APPROVED BY:

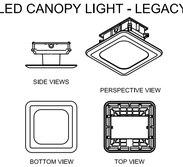
DRAWING NO.: L2
SHEET 2 OF 2

D:\passthrough\Acorn\2016\CEC Mobil briteworks creve coeur\november 2017\November 20th new base\prelim6H.dwg{CONCEPT LA 24X36} LS:(11/25/2017 – mary) – LP: 11/25/2017 8:36 PM

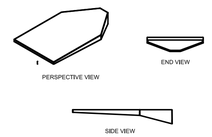
Attachment: Plans_BW received 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



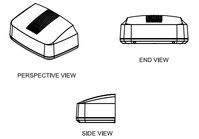
CRUS-SC-LED
LED CANOPY LIGHT - LEGACY



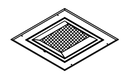
XLCS
LED Area Light



XPWS3
LED Wall Mount Light



XSL2-S-50
LED Soffit



Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Description	LLF	Lumens/Lamp	Arr. Lum. Lumens	Arr. Watts
	35	A	SINGLE	CRUS-SC-LED-LW-CW-UE MTD @ 15' GAS, 10' PAY CAN	1.000	N.A.	10871	87.9
	6	B	SINGLE	XLCS-FT-LED-SS-CW-SINGLE-16'POLE+2'BASE	1.000	N.A.	11383	96.2
	2	C	SINGLE	XPWS3-FT-LED-48-350-CW-UE MTD @ 12'	1.000	N.A.	5094	55
	4	D	SINGLE	XLCS-FT-LED-SS-CW-HSS-SINGLE-16'POLE+2'BASE	1.000	N.A.	9099	95.8
	10	E	SINGLE	XSL2-S-LED-50-SS-CW MTD @ 10'	1.000	N.A.	6193	59.9
	3	F	SINGLE	XLCS-FT-LED-SS-CW-HSS-SINGLE-8' MT HGT	1.000	N.A.	9099	95.8
	2	H	D180°	XLCS-FT-LED-SS-CW-D180-16'POLE+2'BASE	1.000	N.A.	22766	192.4

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
ALL CALC POINTS AT GRADE	Illuminance	Fc	1.42	45.5	0.0	N.A.	N.A.
GAS CANOPY	Illuminance	Fc	32.18	42.0	21.0	1.53	2.00
PAY CANOPY	Illuminance	Fc	21.45	46.2	6.0	3.58	7.70
INSIDE CURB	Illuminance	Fc	4.74	30.4	0.0	N.A.	N.A.

ALL CANOPY FIXTURES ARE RECESSED/FLUSH MOUNT

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

Total Project Watts
Total Watts = 5418.098

10995 ALLIANCE RD. CINCINNATI, OHIO 45242 USA
(513) 793-3200 • FAX (513) 793-6023

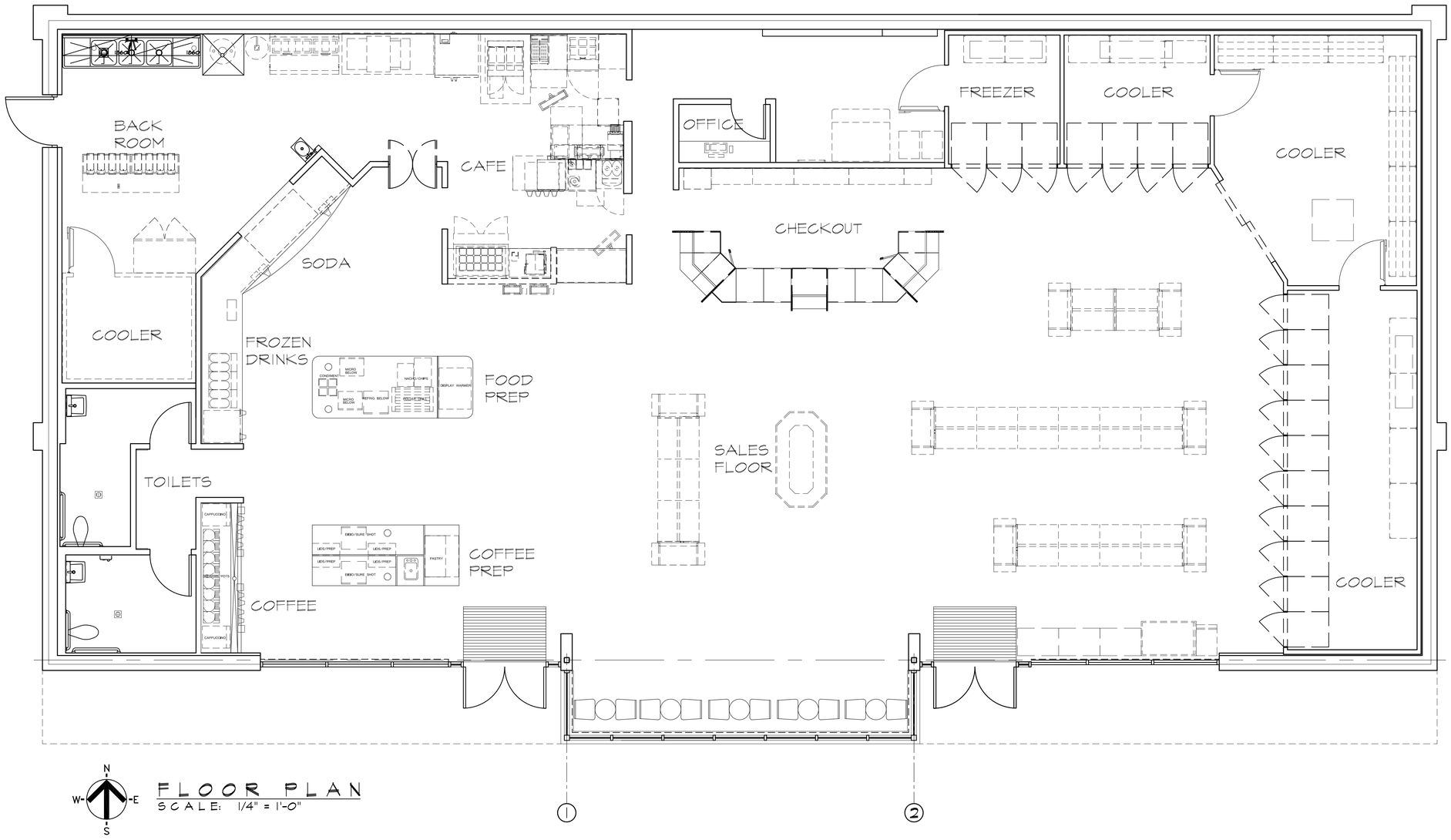
LIGHTING PROPOSAL LD-134109-5

MOBIL ON THE RUM
110241 OLIVE BLVD
CREVE COEUR,MO

BY:MVE	DATE:8-4-16	REV:11-20-17	SHEET 1 OF 1

SCALE: 1"=30' 0 30

Attachment: Plans_BW received 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



FLOOR PLAN
SCALE: 1/4" = 1'-0"

OSM
2190 S MASON ROAD SUITE 202
ST. LOUIS, MISSOURI 63131
PHONE 314.394.2210
Architecture
Planning
Construction Management
CERTIFICATE OF AUTHORITY: 000870 EXPIRATION: 12/3

P&Z SET REVISED

ExxonMobil
On the Run
CONVENIENCE STORE AND CAR WASH
11109 OLIVE BLVD

Attachment: Plans_BW received 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

PROJECT NUMBER 1623
DATE 6-23-17
DRAWN BY TSW
CHECKED BY SWM
REVISION 1 7-10-17
2 8-11-17
3 8-17-17
4 11-9-17
5 11-27-17 6 1-8-18

A1.1

FLOOR PLAN

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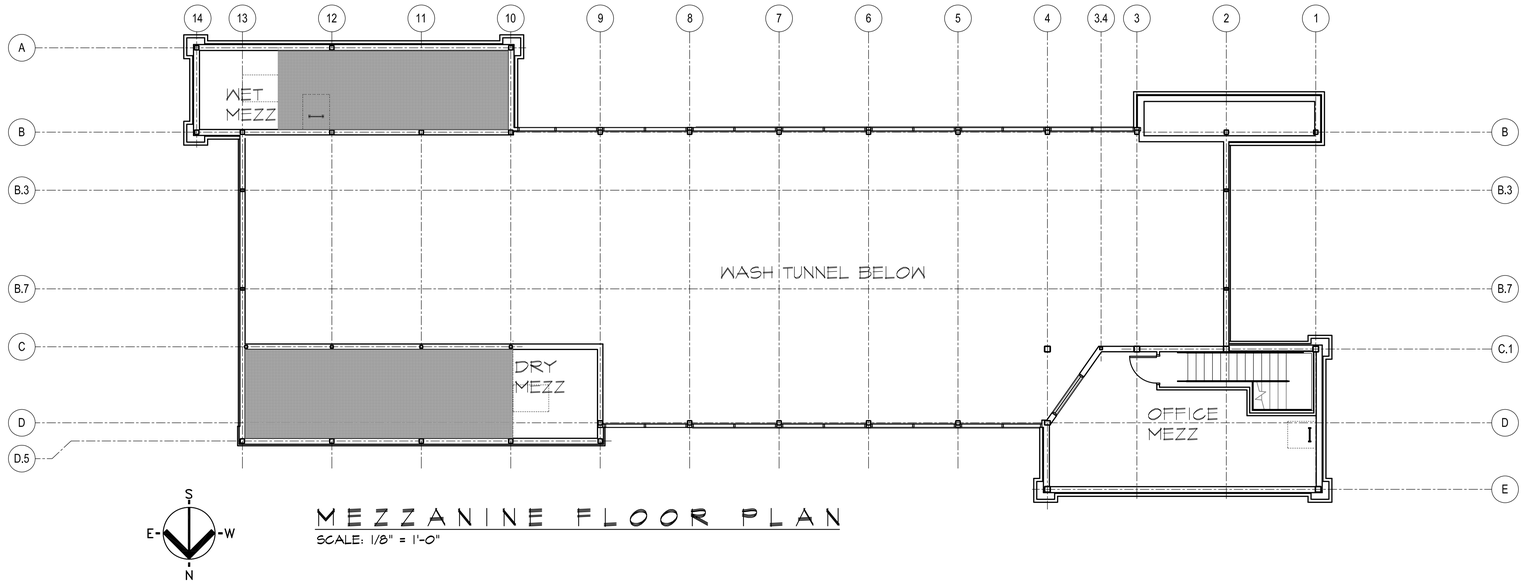
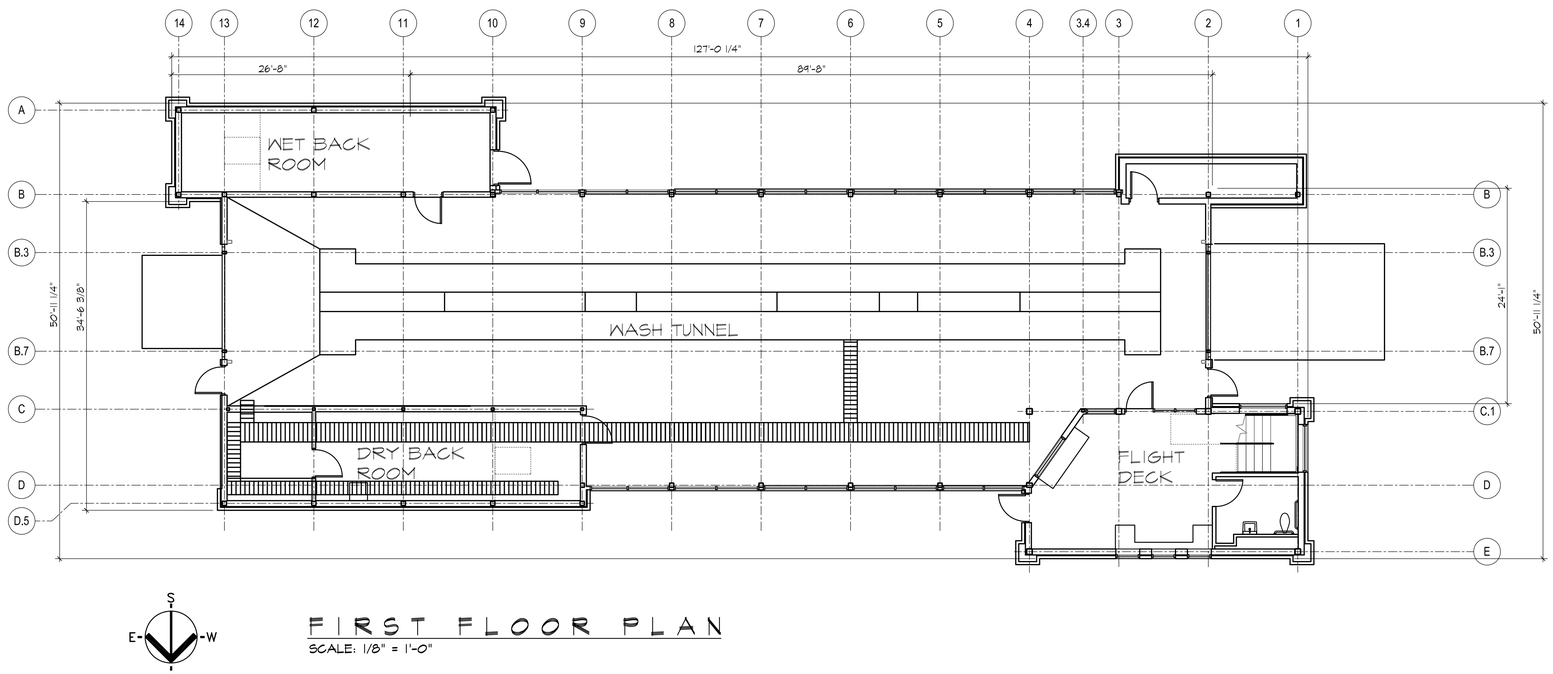


MEZZANINE FLOOR PLAN

SCALE: 1/8" = 1'-0"



FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

OSM
2190 S MASON ROAD SUITE 202
ST. LOUIS, MISSOURI 63131
PHONE 314.394.2210
Architecture
Planning
Construction Management
CERTIFICATE OF AUTHORITY: 000870 EXPIRATION: 12/3

P&Z SET REVISED

ExxonMobil
On the Run
CONVENIENCE STORE AND CAR WASH
11109 OLIVE BLVD

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PROJECT NUMBER	1623
DATE	6-23-17
DRAWN BY	JVF
CHECKED BY	SNM
REVISION 1	7-10-17
2	8-11-17
3	8-17-17
4	11-9-17
5 11-27-17	6 1-6-18

A1.2

CW FLOOR PLANS

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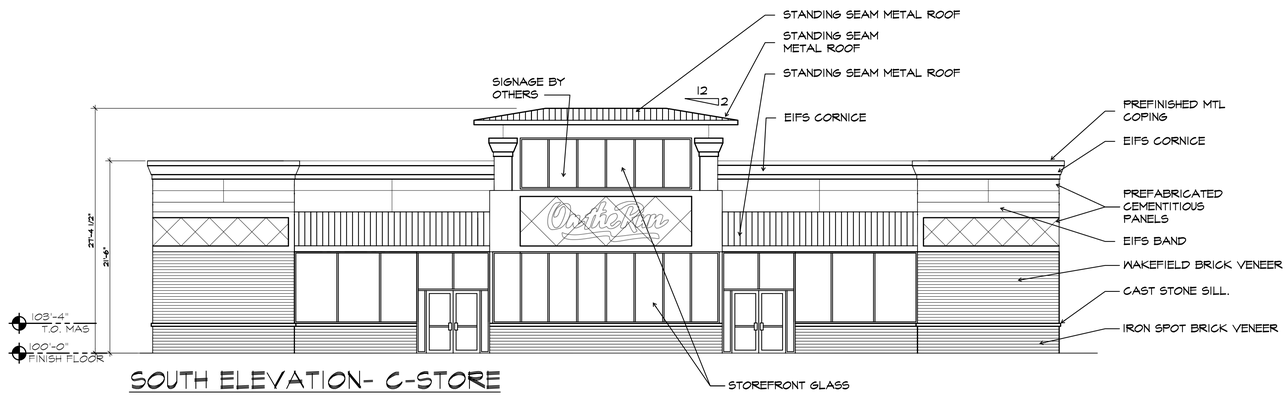
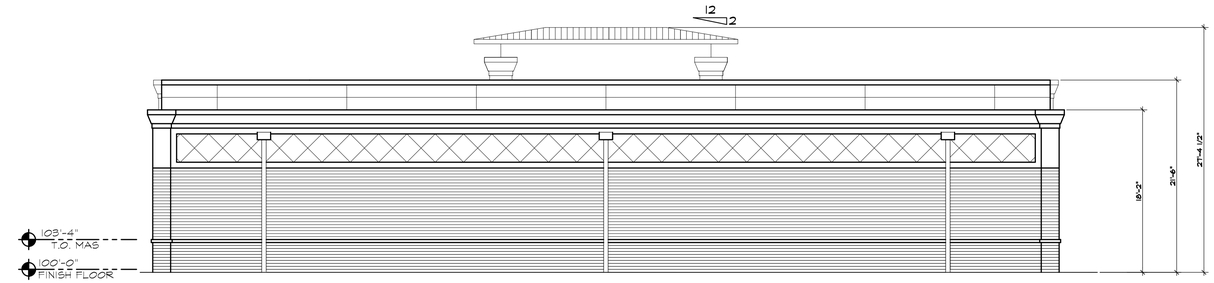


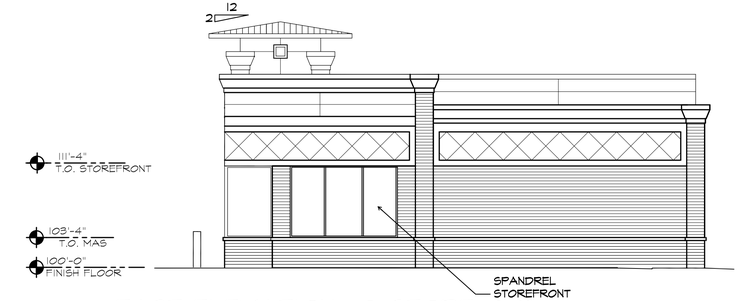
SOUTH ELEVATION- C-STORE
SCALE: 1/8" = 1'-0"



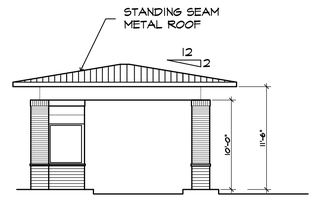
NORTH ELEVATION- C-STORE
SCALE: 1/8" = 1'-0"



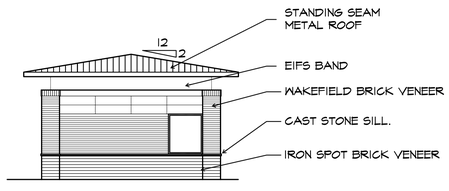
WEST ELEVATION- C-STORE
SCALE: 1/8" = 1'-0"



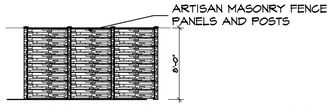
EAST ELEVATION- C-STORE
SCALE: 1/8" = 1'-0"



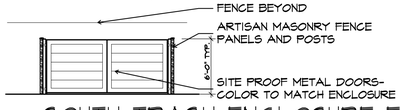
NORTH ELEVATION- CW CANOPY
SCALE: 1/8" = 1'-0" SOUTH SIMILAR



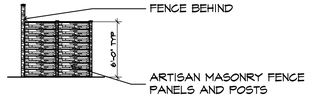
EAST ELEVATION- CW CANOPY
SCALE: 1/8" = 1'-0" WEST SIMILAR



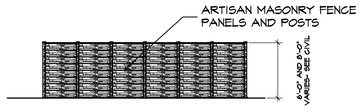
NORTH TRASH ENCLOSURE ELEVATION
SCALE: 1/8" = 1'-0"



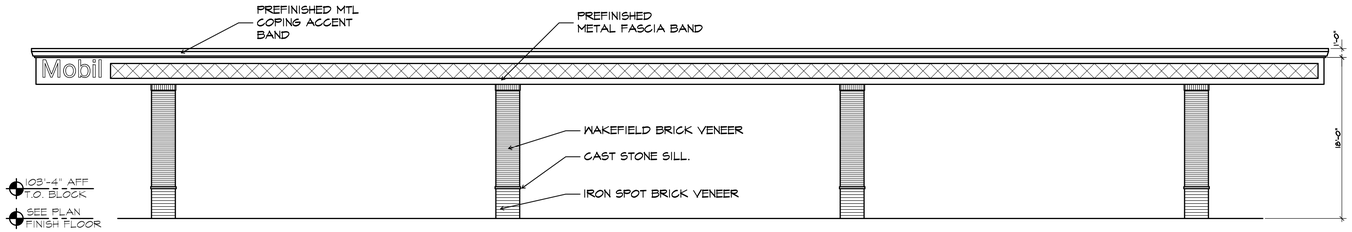
SOUTH TRASH ENCLOSURE ELEVATION
SCALE: 1/8" = 1'-0"



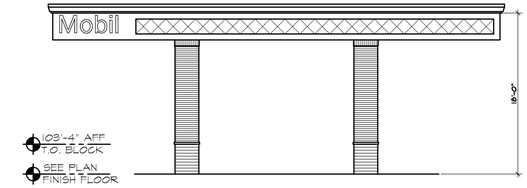
EAST-WEST TRASH ENCLOSURE ELEVATION
SCALE: 1/8" = 1'-0"



TYPICAL FENCE ELEVATION
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION FUEL CANOPY
SCALE: 1/8" = 1'-0"



EAST ELEVATION FUEL CANOPY
SCALE: 1/8" = 1'-0"

OSM
2190 S MASON ROAD SUITE 202
ST. LOUIS, MISSOURI 63131
PHONE 314.394.2210
Architecture
Planning
Construction Management
CERTIFICATE OF AUTHORITY: 000870 EXPIRATION: 12/3

P&Z SET REVISED

ExxonMobil
On the Run
CONVENIENCE STORE AND CAR WASH
11109 OLIVE BLVD

Attachment: Plans_BW received 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

PROJECT NUMBER 1623
DATE 6-23-17
DRAWN BY JVF
CHECKED BY SWM
REVISION 1 7-10-17
2 8-11-17
3 8-17-17
4 11-9-17
5 11-27-17 6 1-6-18

A5.1

EXTERIOR ELEVATIONS

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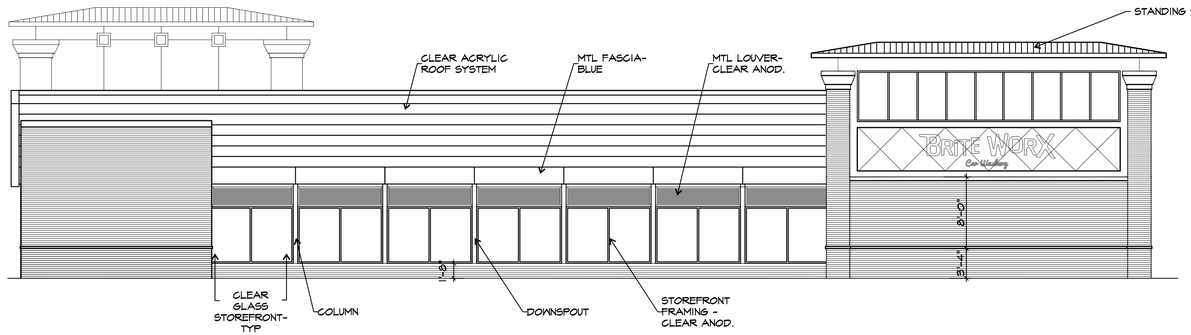
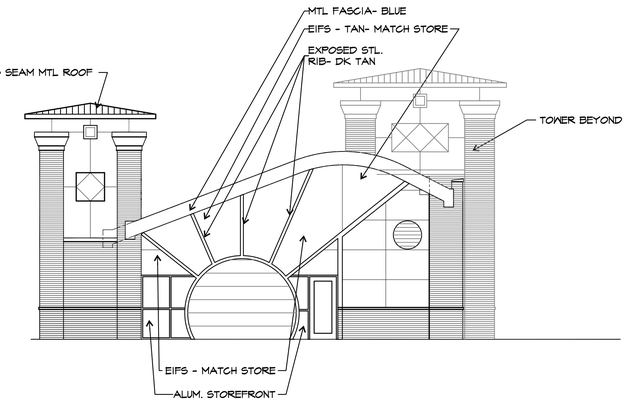


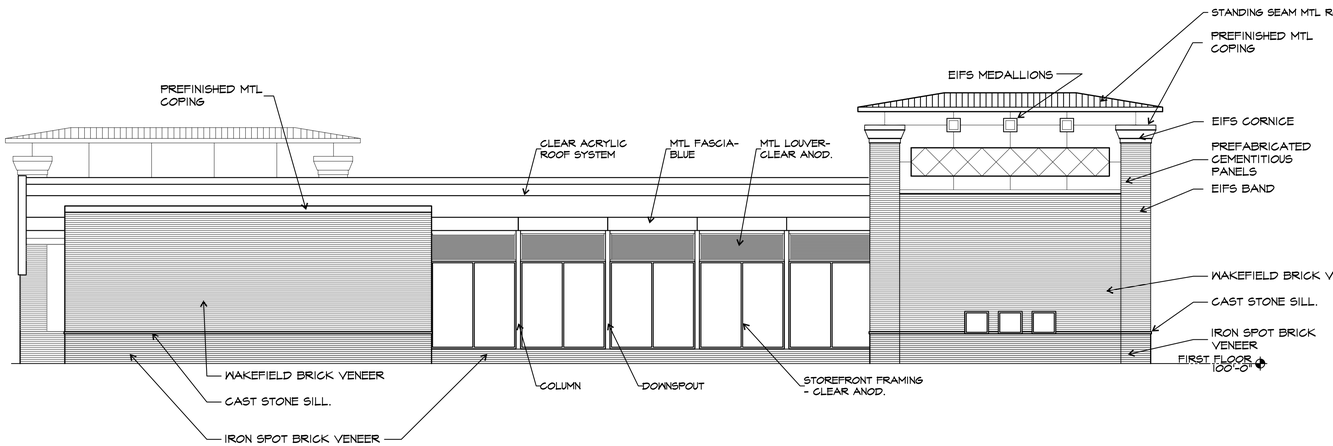
SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



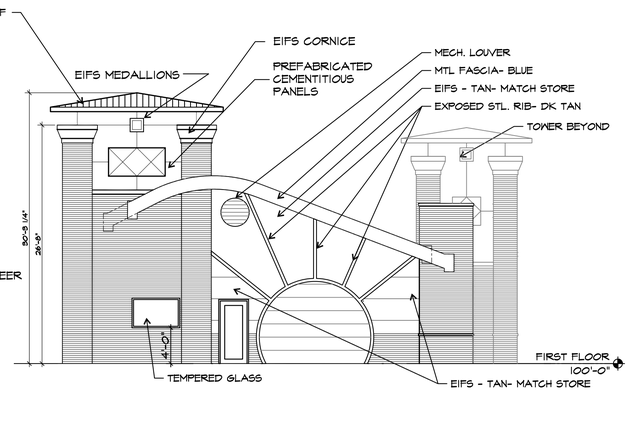
EAST ELEVATION

SCALE: 1/8" = 1'-0"



NORTH ELEVATION

SCALE: 1/8" = 1'-0"



WEST ELEVATION

SCALE: 1/8" = 1'-0"

OSM
2190 S MASON ROAD SUITE 202
ST. LOUIS, MISSOURI 63131
PHONE 314.394.2210
Architecture
Planning
Construction Management
CERTIFICATE OF AUTHORITY: 000870 EXPIRATION: 12/3

P&Z SET REVISED

On the Run ExxonMobil

CONVENIENCE STORE AND CAR WASH

11109 OLIVE BLVD.

Attachment: Plans_BW received 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

PROJECT NUMBER	1623
DATE	6-23-17
DRAWN BY	JVF
CHECKED BY	SWM
REVISION 1	7-10-17
2	8-11-17
3	8-17-17
4	11-9-17
5 11-27-17 6	1-6-18

A5.2

EXTERIOR ELEVATIONS

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Concept Revision Narrative
Mobil On the Run Convenience Store and BriteWorx Car Wash

Northwest Corner of Olive and Schulte, Creve Coeur, MO 63141

This concept design narrative was prepared to provide a detailed description of the individual changes made to the Site Plan in response to the feedback received at the December 5th, 2016 Planning and Zoning Commission meeting, April 24th, 2017 City Council Meeting, and subsequent meetings with City Planning Staff and Residents.

A. Limit retail uses size and scale

1) A newsmaller version of the BriteWorx tunnel carwash(from 5,128.5 to 4,460 sq. ft.)has been proposed for this site to reduce the size, scale, and intensity.
2) The gas canopy was reduced from the 50' x 184' / 10-pump island design to a 48' x 144' / 8-pump-island configuration.
3) The western parcel in the rezoning was removed from the re-development plan.

B. Protection of the existing healthy vegetation setting

1) With the assistance of a Landscape Architect, the protection zone areas for the existing larger trees being saved was expanded and additional measures are to be taken during demolition and construction.
2) The greenspace in the rear of the site was expanded to provide less impact on the vegetation and moves the limits of developed area further from the residential uses.

C. Volume

1) The number of vacuum stations was reduced from the earlier proposed 17 stalls to 11stalls.
2) The number of pumps were reducedfrom 10 pumps to 8pumps.

D. Mitigate Impact on residential area

1) An expanded greenspace bufferto the north will assist in any impact to the surrounding residential neighborhoods.
2) The reduced footprints and elimination of the vacuums increases the amount of greenspace, allows for a more compact footprint, and enhances the aesthetics of the development.

E. Setbacks and Connectivity

1) The redesign of the carwash layout and moving the vacuums behindthe wash a fewer number of vacuum stations provide for greater landscape treatments in the buffer

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

areaaround the carwash building and reduces the need for the furthest west property in the development. This is still a part of the rezoning application.

2) The reduction of the size of the gas canopy allows for more open space in front of the C-Store retail business and provides greater ease of maneuvering as one circulates the site.

F. Reduce the large gaps and interruptions along the streetscape

1) By reducing the non-pedestrian elements (vacuums, entrance lanes to carwash, pump islands, greenspaces, etc.) between the BriteWorx and Mobil on the Run, there is more connectivity as opposed to interruptions along the streetscape.

G. Architectural Revisions (added 1/8/18)

1) The design modification of the Convenience Store Entry Element further articulates and differentiates the upper level column to remove the appearance of a "floating column" above the lower level.

2) The vertical structural elements along Olive B;vd and the opposing side of the Car Wash building have been revised from blue to silver, to match the adjacent storefront frame color.

The Mobil on the Run and BriteWorx CarWashery provides a needed updated neighborhood service at this location with consideration to the elements of the design guidelines, comprehensive plan, and city ordinances.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

File # _____

city of CREVE COEUR
PLANNING DIVISION

300 North New Ballas Road Creve Coeur, Missouri 63141
Tel. (314) 872-2501 • Fax (314) 872-2505

PLANNING AND ZONING COMMISSION
APPLICATION FOR SUBDIVISION PLAT

Title of Project: Mobil on the Run/BriteWorx

Location of Project: Northwest corner of Olive Blvd. & Schulte Rd.
Locator # 17N530180, 17N530212, 17N530344, 17N540156, 17N540178, 17N540723

Please attach a copy of a metes and bounds legal description of the area to be subdivided.

Applicant:	***Applicant's Representative (if applicable):***
Name	Kevin Kamp *Name*
Wallis Companies(Arch Energy, LLC) *Company (If Applicable)*	Civil & Environmental Consultants, Inc. *Company (If Applicable)*
106 East Washington *Address*	4848 Park 370 Boulevard, Suite F *Address*
Cuba, MO 65453 *Address*	Hazelwood, MO 63042 *Address*
Telephone # (636) 549-1600	*Telephone #* (314) 656-4566
Fax #	*Fax #* (314) 656-4595
Email:	*Email:* kkamp@cecinc.com

APPLICANT:

Architect ____ ***Engineer*** ____ ***Surveryor*** ____ ***Agent*** ____ ***Owner*** X

The undersigned hereby requests to be placed on the Agenda for the Planning and Zoning Commission meeting at 6:30 P.M. on Monday, December 4th, ***20*** 17.

Signature _____

Title President

Date 11/27/17

SUBMITTAL CHECKLIST

- x P&Z Agenda Application
- x Fees Paid
- x Draft Preliminary Plat
- x Landscape Plan
- x Tree Preservation Plan
- x Digital copy of all documents

Jason Jaggi, AICP, Director of Community Development
Whitney Kelly, AICP, City Planner
Jessica Stutte, Administrative Assistant (872-2501)

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Land Description
Project No. 110-241

City of Creve Coeur Tract
Oak Lake Crossing
November 22, 2017

A tract of land being Part of Lots 1, 2, and 3 of "Oak Lake Estates", recorded in Plat Book 92, Page 3 of St. Louis County Records, and Part of Lots 3, 4 and 5 of the subdivision of the Farm of S. S. Matson, being part of U.S. Survey 1962, Township 45 North, Range 5 East of the Fifth Principal Meridian, St. Louis County, Missouri, more particularly described as follows:

Commencing at the intersection of the East line of a tract of land conveyed to Halliburton and Kohring, by deed recorded in Book 7558, Page 658 of said records with the North line of Olive Boulevard as widened by document recorded in Book 5112, Page 66 of said records, said point being 45.00 feet perpendicular distance North of Missouri State Highway 340 (variable width), also known as Olive Boulevard centerline station 179+55.77; thence along the said East line and along the East line of a tract of land conveyed to Pfortmiller by deed recorded in Book 11682, Page 2248 of said records, North 29 degrees 19 minutes 07 seconds West, 185.70 feet to the corporate limit line of the City of Creve Coeur; thence along said line the following courses and distances; thence North 60 degrees 01 minutes 53 seconds East, 100.29 feet to the POINT OF BEGINNING of the tract herein described; thence continuing along the corporate limit line of the City of Creve Coeur, North 60 degrees 01 minutes 53 seconds East, 200.09 feet; thence North 59 degrees 51 minutes 43 seconds East, 104.63 feet; thence along a curve to the right, the chord of which bears North 68 degrees 42 minutes 21 seconds East, 247.12 feet and the radius point of which bears South 30 degrees 08 minutes 17 seconds East, 803.69 feet from the last mentioned point, an arc distance of 248.11 feet to the West line of Schulte Road (variable width); thence along said West line Schulte Road, as described in Book 7631, Page 1576 of said records, the following courses and distances; thence South 29 degrees 19 minutes 28 seconds East, 91.74 feet; thence South 85 degrees 20 minutes 52 seconds West, 5.50 feet; thence South 29 degrees 19 minutes 28 seconds East, 83.77 feet; thence along a curve to the right, the chord of which bears South 24 degrees 59 minutes 17 seconds West, 32.49 feet and the radius point of which bears South 60 degrees 40 minutes 32 seconds West, 20.00 feet from the last mentioned point, an arc distance of 37.92 feet to a point being 45.00 feet perpendicular distance North of Olive Boulevard centerline station 185+63.34; thence along the aforesaid North right-of-way line of Olive Boulevard, being 45.00 feet perpendicularly distant north of and parallel to the centerline of said Olive Boulevard, the following courses and distances; thence along a curve to the left, the chord of which bears South 72 degrees 34 minutes 52 seconds West, 178.13 feet and the radius point of which bears South 10 degrees 41 minutes 58 seconds East, 761.20 feet from the last mentioned point, an arc distance of 178.54 feet to a point; thence South 61 degrees 53 minutes 32 seconds West, 154.64 feet; and thence South 59 degrees 51 minutes 43 seconds West, 189.15 feet; thence leaving said North right-of-way line, North 29 degrees 19 minutes 07 seconds West, 185.61 feet to the POINT OF BEGINNING, containing 2.380 acres, more or less.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

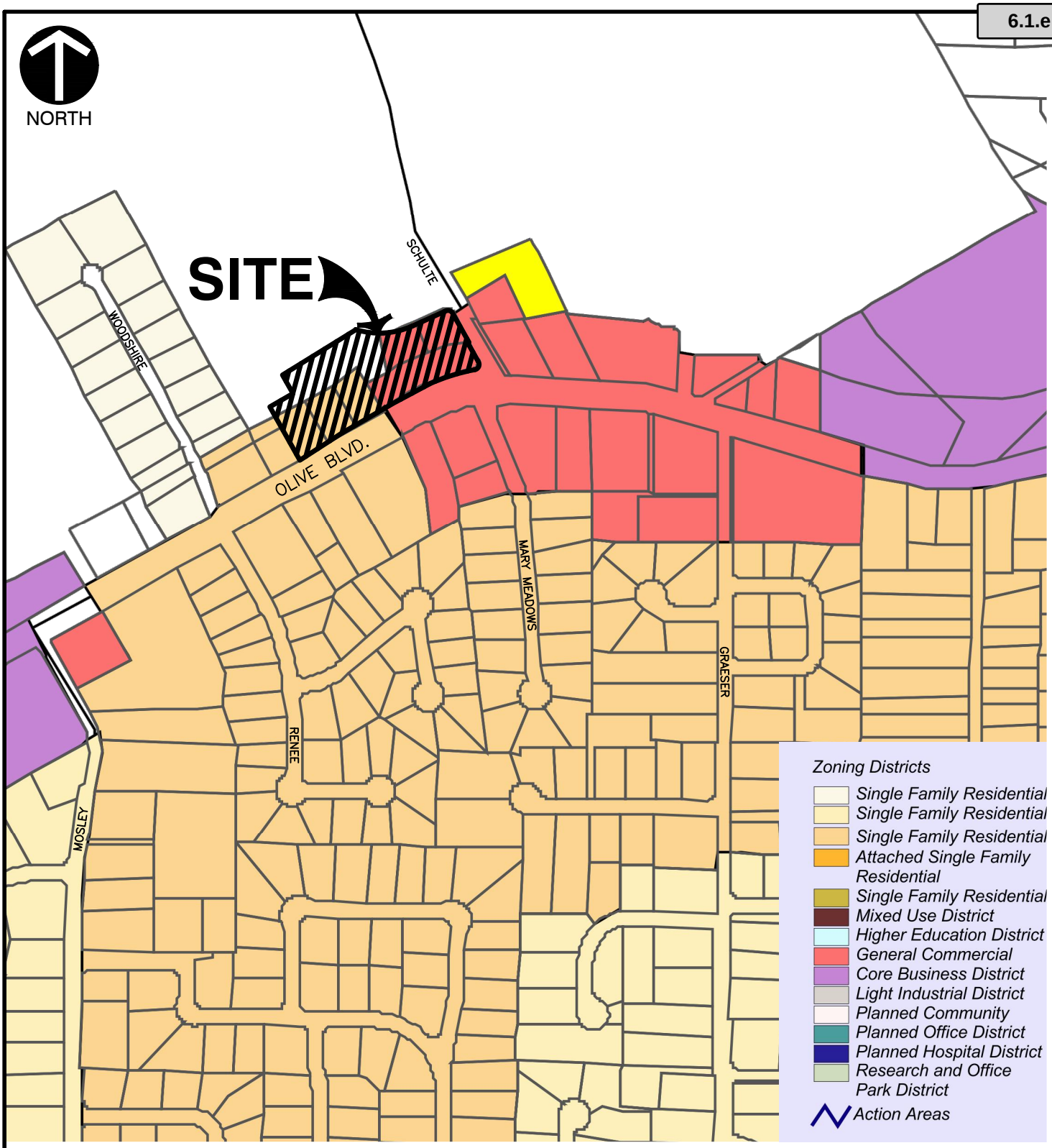
Land Description
Project No. 110-241

St. Louis County Tract
Oak Lake Crossing
November 22, 2017

A tract of land being Part of Lots 1, 2, and 3 of "Oak Lake Estates", recorded in Plat Book 92, Page 3 of St. Louis County Records, and Part of Lots 3, 4 and 5 of the Subdivision of the Farm of S. S. Matson, being Part of U.S. Survey 1962, Township 45 North, Range 5 East of the Fifth Principal Meridian, St. Louis County, Missouri, more particularly described as follows:

Commencing at the intersection of the East line of a tract of land conveyed to Halliburton and Kohring, by deed recorded in Book 7558, Page 658 of said records with the North line of Olive Boulevard as widened by document recorded in Book 5112, Page 66 of said records, said point being 45.00 feet perpendicular distance North of Missouri State Highway 340 (variable width), also known as Olive Boulevard centerline station 179+55.77; thence along the said East line and along the East line of a tract of land conveyed to Pfortmiller by deed recorded in Book 11682, Page 2248 of said records, North 29 degrees 19 minutes 07 seconds West, 185.70 feet to the corporate limit line of the City of Creve Coeur; thence along said line North 60 degrees 01 minutes 53 seconds East, 100.29 feet to the POINT OF BEGINNING of the tract herein described, said point being on the corporate limit line of the City of Creve Coeur; thence North 29 degrees 19 minutes 07 seconds West, 125.13 feet; thence North 59 degrees 56 minutes 12 seconds East, 200.00 feet; thence North 17 degrees 19 minutes 15 seconds East, 1.05 feet to the South line of Oak Lake Court, 50 feet wide; thence along said South line of Oak Lake Court, 50 feet wide, the following courses and distances; thence along a curve to the left, the chord of which bears North 86 degrees 27 minutes 24 seconds East, 213.69 feet and the radius point of which bears North 17 degrees 19 minutes 15 seconds East, 300.00 feet from the last mentioned point, an arc distance of 218.49 feet; thence North 65 degrees 35 minutes 32 seconds East, 138.44 feet; thence along a curve to the right, the chord of which bears South 71 degrees 51 minutes 58 seconds East, 27.05 feet and the radius of which bears South 24 degrees 24 minutes 28 seconds East, 20.00 feet from the last mentioned point, an arc distance of 29.70 feet to the West line of Schulte Road (variable width); thence along said West line Schulte Road, as described in Book 7631, Page 1576 of said records, South 29 degrees 19 minutes 28 seconds East, 34.48 feet to the aforementioned corporate limit line of the City of Creve Coeur; thence along said line the following courses and distances; thence along a curve to the left, the chord of which bears South 68 degrees 42 minutes 21 seconds West, 247.13 feet and the radius point of which bears South 12 degrees 27 minutes 00 seconds East, 803.69 feet from the last mentioned point, an arc distance of 248.11 feet; thence South 59 degrees 51 minutes 43 seconds West, 104.63 feet; thence South 60 degrees 01 minutes 53 seconds West, 200.09 feet to the POINT OF BEGINNING, containing 1.009 acre, more or less.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



REFERENCE

1. IMAGE DEPICTED COURTESY OF CREVE COEUR DEPARTMENT OF COMMUNITY DEVELOPMENT, GOVERNMENT CENTER, 300 N. NEW BALLAS ROAD, CREVE COEUR, MO 63141.

*HAND SIGNATURE ON FI

Civil & Environmental Consultants, Inc.
4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 · 866-250-3679
www.cecinc.com

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

BRITE WORX/MOBIL ON THE RUN
ZONING MAP

DRAWN BY:	MAK	CHECKED BY:	KTK	APPROVED BY:	KTK*	FIGURE NO.:	
DATE:	NOV. 2016	DWG SCALE:	(NONE)	PROJECT NO:	110-241		

P:\2011\110-241\-CADD\Dwg\CV04 BriteWorx C-Store\110241-CV04-Zoning Map.dwg{STL-8X11V_PDF} LS:(11/4/2016 - matt.knuth) - LP: 11/4/2016 12:58 PM

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

TRANSPORTATION ENGINEERS+PLANNERS

SINCE 1973

TECHNICAL MEMORANDUM

Date:	November 13, 2017
To:	Mr. Kevin T. Kamp, P.E.
From:	Lee Cannon, P.E., PTOE
CBB Job Number:	091-16-08
Project:	Work Order 8 – Creve Coeur Mobil Gas Station Creve Coeur, Missouri

CBB has completed this addendum to the traffic impact study dated 11/4/16 pertaining to the Proposed Mobil Gas and Convenience Store with Car Wash redevelopment in Creve Coeur, Missouri. The redevelopment site is located on the northwest quadrant of Olive Boulevard at Schulte Road.

Revised Site Plan

It is our understanding the site plan for the proposed redevelopment has been revised. The site plan provided for the original traffic impact study showed the proposed access plan for the site would consist of one right-out only driveway along Olive Boulevard near the west property line, one full access driveway on Olive Boulevard, and one three-quarter access driveway (no left-turn in) is on Schulte Road.

Exhibit 1R illustrates the revised preliminary site plan. As can be seen in Exhibit 1R, the proposed access for the site would consist of one full access driveway on Olive Boulevard, and one three-quarter access driveway (no left-turn in) on Schulte Road. The previously proposed right-out-only along Olive Boulevard was eliminated. The proposed 20 vehicle fueling positions were reduced to 16 vehicle fueling positions.

Revised Full Access Driveway

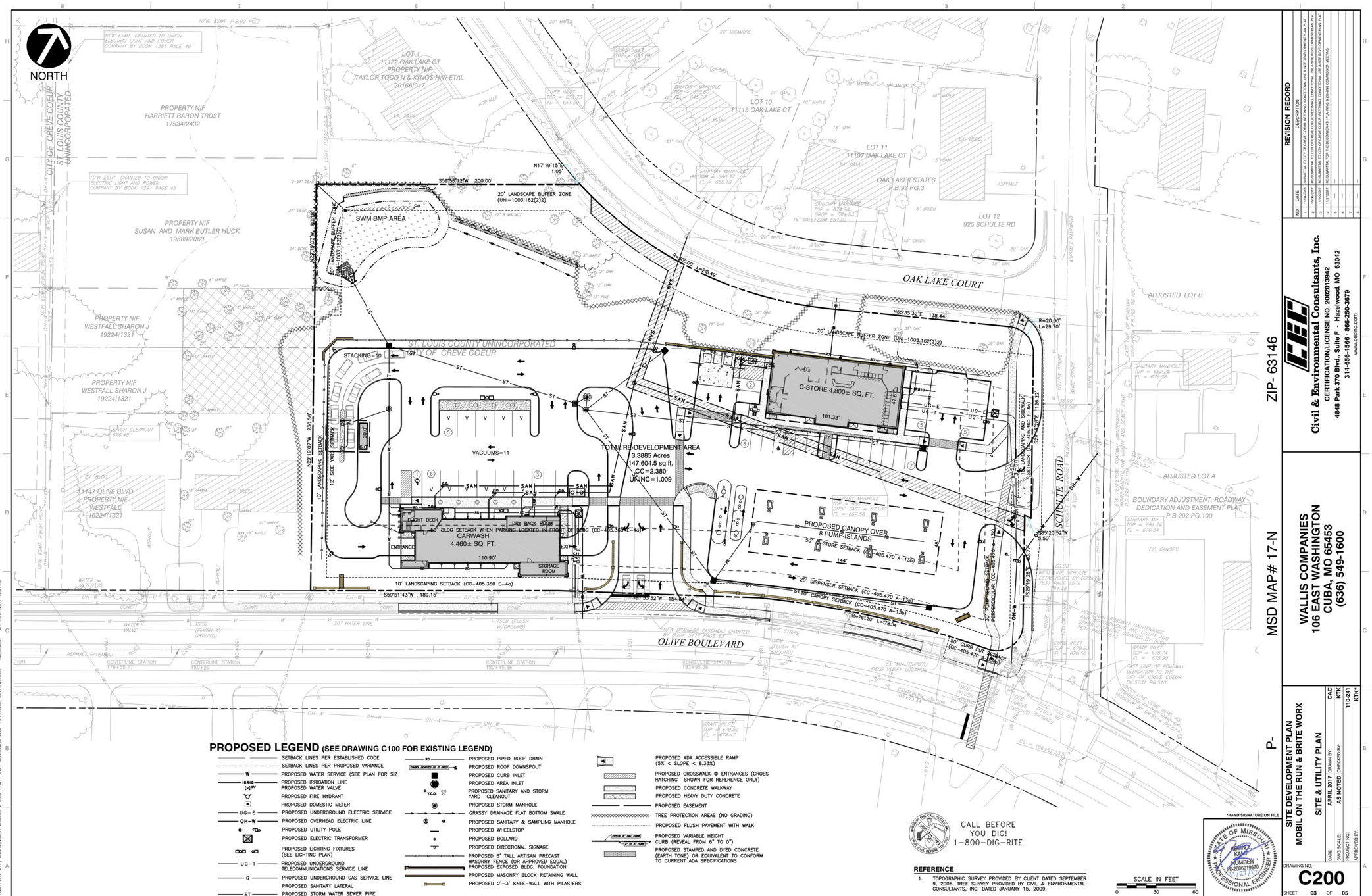
The proposed full access curb cut on Olive Boulevard in the original site plan was approximately 345 feet west of Schulte Road. On the revised site plan, the proposed full access curb cut on Olive Boulevard is approximately 320 feet west of Schulte Road. We acknowledge that the proposed full access driveway is still slightly closer to Schulte than MoDOT's desired corner clearance distance per their Access Management Guidelines, but the proposed development significantly improves access management along Olive Boulevard by reducing the five-existing full-access curb cuts to one curb cut.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

cbbtraffic.com

12400 Olive Blvd, Suite 430 St. Louis, MO 63141 T 314.878.6644 F 314.878.5876

450 Cottonwood Road, Suite B Glen Carbon, IL 62034 T 618.656.2612 F 314.878.5876



PROPOSED LEGEND (SEE DRAWING C100 FOR EXISTING LEGEND)

- SETBACK LINES PER ESTABLISHED CODE
- SETBACK LINES PER PROPOSED VARIANCE
- W — PROPOSED WATER SERVICE (SEE PLAN FOR SIZ
- IRRIG — PROPOSED IRRIGATION LINE
- PROPOSED WATER VALVE
- PROPOSED FIRE HYDRANT
- PROPOSED DOMESTIC METER
- UG-E — PROPOSED UNDERGROUND ELECTRIC SERVICE
- OH-W — PROPOSED OVERHEAD ELECTRIC LINE
- PROPOSED UTILITY POLE
- PROPOSED ELECTRIC TRANSFORMER
- PROPOSED LIGHTING FIXTURES (SEE LIGHTING PLAN)
- UG-T — PROPOSED UNDERGROUND TELECOMMUNICATIONS SERVICE LINE
- G — PROPOSED UNDERGROUND GAS SERVICE LINE
- PROPOSED SANITARY LATERAL
- ST — PROPOSED STORM WATER SEWER PIPE
- PROPOSED PIPED ROOF DRAIN
- PROPOSED ROOF DOWNSPOUT
- PROPOSED CURB INLET
- PROPOSED AREA INLET
- PROPOSED SANITARY AND STORM YARD CLEANOUT
- PROPOSED STORM MANHOLE
- PROPOSED GRASSY DRAINAGE FLAT BOTTOM SWALE
- PROPOSED SANITARY & SAMPLING MANHOLE
- PROPOSED WHEELSTOP
- PROPOSED BOLLARD
- PROPOSED DIRECTIONAL SIGNAGE
- PROPOSED 6' TALL ARTISAN PRECAST MASONRY FENCE (OR APPROVED EQUAL) PROPOSED EXPOSED BLDG. FOUNDATION
- PROPOSED MASONRY BLOCK RETAINING WALL
- PROPOSED 2'-3" KNEE-WALL WITH PILASTERS
- PROPOSED ADA ACCESSIBLE RAMP (5% < SLOPE < 8.33%)
- PROPOSED CROSSWALK @ ENTRANCES (CROSS HATCHING SHOWN FOR REFERENCE ONLY)
- PROPOSED CONCRETE WALKWAY
- PROPOSED HEAVY DUTY CONCRETE
- PROPOSED EASEMENT
- TREE PROTECTION AREAS (NO GRADING)
- PROPOSED FLUSH PAVEMENT WITH WALK
- PROPOSED VARIABLE HEIGHT CURB (REVEAL FROM 6" TO 0")
- PROPOSED STAMPED AND DYED CONCRETE (EARTH TONE) OR EQUIVALENT TO CONFORM TO CURRENT ADA SPECIFICATIONS

CALL BEFORE YOU DIG! 1-800-DIG-RITE

REFERENCE

1. TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.

SCALE IN FEET
0 30 60

*HAND SIGNATURE ON FILE

STATE OF MISSOURI
KENNY KAMP
NUMBER PE-2009019670
PROFESSIONAL ENGINEER

NO.	DATE	DESCRIPTION
1	11/30/2016	SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
2	11/15/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
3	11/30/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
4	11/22/2017	RE-SUBMITTAL FOR THE DECEMBER 4TH PLANNING & ZONING COMMISSION MEETING
5		
6		
7		
8		

ZIP- 63146

CEC
Civil & Environmental Consultants, Inc.
CERTIFICATION/LICENSE NO. 2002013942
4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 - 866-250-3679
www.cecinc.com

MSD MAP# 17-N

P-

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX
SITE & UTILITY PLAN

DATE:	APRIL 2017
DRAWN BY:	CAC
DWG SCALE:	AS NOTED
CHECKED BY:	KTK
PROJECT NO:	110-241
APPROVED BY:	KTK*

DRAWING NO.: C200
SHEET 03 OF 05

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Exhibit 1R: Revised Preliminary Site Plan (Provided by Others)

Job# 091-16-8
11/07/17

Revised Trip Generation

As noted above, the revised site plan shows that the proposed redevelopment would consist of 16 vehicle fueling positions which is a decrease from the originally proposed 20 vehicle fueling positions. The decrease in the number of vehicle fueling positions is expected to decrease the number of expected trips generated during the AM, Midday, and PM peak hours of a typical weekday.

CBB previously performed manual turning movement counts at the existing site driveways and found the current gas station generates 80 total trips during the AM peak hour, 120 total trips during the Midday peak hour and 100 trips during the PM peak hour with 8 vehicle fueling positions. In order to estimate the forecasted trips for the reconstructed store, the trips to the current store were increased based on the percentage increase in the number of vehicle fueling positions. **Table 1R** summarizes the trips counted at the existing Mobil and the projected trips based the previously proposed site plan and the current revised site plan. Fore simplicity, the trip estimate doubled the counts sin the new store will have twice as many vehicle fueling positions as the existing store.

Table 1R: Local Trip Generation Estimate – Based on Current Site Counts and Number of Fueling Positions

Land Use	*No. of Vehicle Fueling Positions*	*AM Peak Hour*			*Midday Peak Hour*			*PM Peak Hour*		
		In	*Out*	*Total*	*In*	*Out*	*Total*	*In*	*Out*	*Total*
Existing Mobil Station	8	45	35	80	65	55	120	50	50	100
Original Study Mobil Station Estimate	20	115	85	200	165	135	300	125	125	250
Revised Site Plan Mobil Station Estimate	**16**	**90**	**70**	**160**	**130**	**110**	**240**	**100**	**100**	**200**

CBB was provided customer transaction counts (gross receipts) for a similar Mobil gas station further east on Olive Boulevard in Olivette, Missouri. That location was also recently rebuilt to provide the improved convenience store, car wash and sixteen vehicle fueling positions to the brand's "Mobil on the Run" status. Based on the transaction counts, a trip generation estimate was made based on the same number of vehicle fueling positions at the proposed Schulte Store. **Table 2R** summarizes the trip estimate based on the similar facility records. For simplicity, the trip estimate was equal to the transactions forecast since the two stores will have the same number of vehicle fueling positions.

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Table 2R: Estimated Trips for Proposed Mobil Gas Station Rebuild Based on Similar Site Transaction Data

Land Use	*No. of Vehicle Fueling Positions*	*AM Peak Hour*			*Midday Peak Hour*			*PM Peak Hour*		
		In	*Out*	*Total*	*In*	*Out*	*Total*	*In*	*Out*	*Total*
Similar Mobil Station (Transaction Data)	16	80	80	160	125	125	250	95	95	190
Original Study Mobil Station Estimate	20	100	100	200	155	155	310	120	120	240
Revised Site-Plan Mobil Station Estimate	**16**	**80**	**80**	**160**	**125**	**125**	**250**	**95**	**95**	**190**

When comparing both methods above, trips are expected to be on the same order of magnitude for the proposed store. However, the trip estimate for the Mobil gas station based on transaction data is expected to be the most accurate trip forecast since it is based on local data for this exact use. Therefore, the trips estimated by the transactional data (Table 2R) were considered below.

It should be reiterated that the existing Mobil station already generates trips on the roadway system. Therefore, the existing trips were not assigned, resulting in a net increase in trips, as shown in **Table 3R**.

Furthermore, not all of the added site trips would represent *new* traffic on the adjacent roadways. A significant portion of the traffic attracted to this site would already be traveling on Olive Boulevard or Shulte Road as part of another trip (i.e., "pass-by" trips). These trips would represent patrons attracted to the gas station on their way to or from home, work, or another destination as a "convenience stop". Based upon statistical information provided in the *Trip Generation Handbook, A Recommended Practice* it was assumed that 62% of the development's traffic would be pass-by in nature during the AM peak hour, and 56% of the development's traffic would be pass-by during the PM peak hour. ITE does not provide a pass-by percentage for the Midday peak hour so the pass-by percentage from the PM peak hour was also used during the Midday peak hour. As seen in Table 3R, the proposed gas station would generate roughly double the total trips to and from the existing gas station (turns at the site driveways) with 30 *new* trips during the AM peak hour, 60 *new* trips during the Midday peak hour, 40 *new* trips during the PM peak hour.

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Table 3R: Increase in Trips for Proposed Mobil Gas Station Rebuild

	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
	In	*Out*	*Total*	*In*	*Out*	*Total*	*In*	*Out*	*Total*
Estimated Trips to Revised Mobil Site	80	80	160	125	125	250	95	95	190
Trips to Existing Mobil Site	(45)	(35)	(80)	(65)	(55)	(120)	(50)	(50)	(100)
Net Increase in Total Trips	**35**	**45**	**80**	**60**	**70**	**130**	**45**	**45**	**90**
Pass-By Trips	25	25	50	35	35	70	25	25	50
New Trips	10	20	30	25	35	60	20	20	40

Traffic Operations

The site-generated trips would be expected to decrease by roughly 20% from those shown in original traffic impact study. Consequently, the operations at those driveways would be better than the results shown in the original study. Since the developer is still willing to abide by the findings of the original traffic impact study, those recommended improvements will better mitigate the lower number of added trips.

Conclusion

In summary, the revised site plan for the Proposed Mobil Gas and Convenience Store with Car Wash redevelopment in Creve Coeur, Missouri is expected to decrease the site-generated trips by roughly 20% from the levels shown in the original traffic impact study dated 11/4/16. With the expected decrease in site-generated trips at the site driveways, the operations at those driveways would be improved from the results shown in the original traffic impact study. No further improvements from those previously recommended are required or nescessary. Should there be any questions regarding this addendum, please contact me at 314-308-6547 or Lcannon@cbbtraffic.com.

Sincerely,

Lee Cannon

Lee Cannon, P.E., PTOE
Principal, Traffic Engineer

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

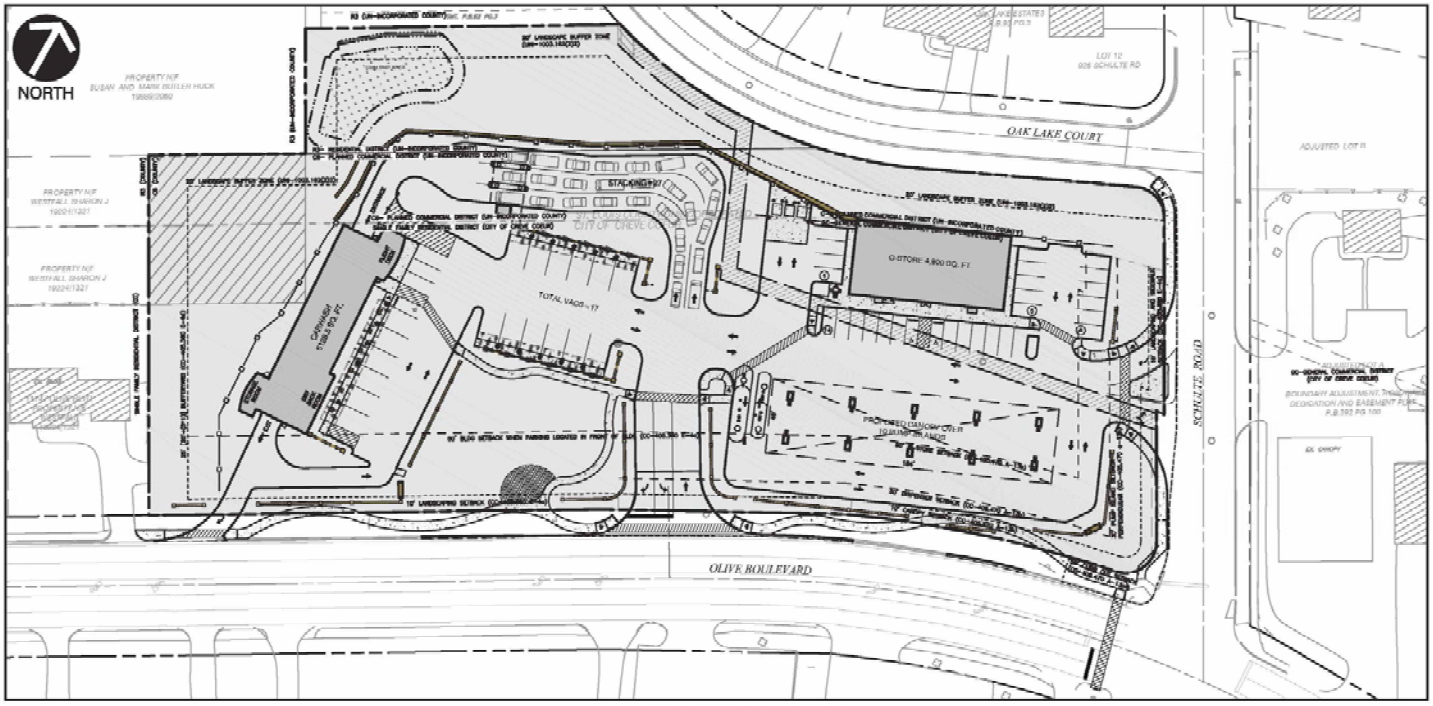
Traffic Impact Study

for

Proposed Mobil Rebuild with Car Wash

Creve Coeur, Missouri

11.04.2016



OVERALL SITE MAP
SCALE: 1" = 50'

prepared by:

TRANSPORTATION ENGINEERS+PLANNERS

prepared for:

Civil & Environmental Consultants, I
4848 Park 370 Boulevard, Suite F
Hazelwood, Missouri 63042

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Table of Contents

TABLE OF CONTENTS i
LIST OF EXHIBITS ii
LIST OF TABLES ii
LIST OF FIGURES ii
INTRODUCTION 1
BASE TRAFFIC CONDITIONS 4
Existing Road System 4
Base Traffic Volumes 5
Base Operating Conditions 6
Queue Observations 10
Delay Observations at Olive Boulevard and Woodshire Lane/Renee Lane 11
PROPOSED REDEVELOPMENT 12
Proposed Access 12
Driveway Sight Distance 12
Trip Generation 13
Trip Generation – ITE Data *13*
Trip Generation – Local Data *14*
Trip Distribution 16
2016 BUILD CONDITIONS 18
2016 Build Traffic Volumes 18
Right-Turn Lane Warrants 18
2016 Build Operating Conditions 20
Alternatives Analysis 22
Signal Timing Adjustments *22*
Add Flashing Yellow Arrow *22*
Provide a Southbound Right-Turn Lane *22*
Provide Dual Southbound Left-Turn Lanes and Split-Phase North-South *23*
Pedestrian Issues *24*
20-YEAR CONDITIONS 27
Forecasted 20-Year No-Build Conditions (2036) 27
Forecasted 20-Year Build Conditions (2036) 27
CONCLUSIONS 34

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

List of Exhibits

EXHIBIT 1: PRELIMINARY SITE PLAN (PROVIDED BY OTHERS) 2
EXHIBIT 2: BASE TRAFFIC VOLUMES (2013 COUNTS) 7
EXHIBIT 3: NET INCREASE OF SITE-GENERATED TRAFFIC VOLUMES 17
EXHIBIT 4: 2016 BUILD TRAFFIC VOLUMES 19
EXHIBIT 5: 20-YEAR NO-BUILD TRAFFIC VOLUMES 28
EXHIBIT 6: 20-YEAR BUILD TRAFFIC VOLUMES 29

List of Tables

TABLE 1: LEVEL OF SERVICE THRESHOLDS 8
TABLE 2: TRAFFIC OPERATING CONDITIONS – BASE TRAFFIC VOLUMES 9
TABLE 3: OBSERVED DELAYS – EXISTING CONDITIONS 11
TABLE 4: ITE TRIP GENERATION ESTIMATE – MOBIL GAS STATION REBUILD 14
TABLE 5: LOCAL TRIP GENERATION ESTIMATE – BASED ON CURRENT TRIPS AND FUELING POSITIONS 14
TABLE 6: ESTIMATED TRIPS FOR PROPOSED MOBIL GAS STATION REBUILD BASED ON TRANSACTION DATA 15
TABLE 7: INCREASE IN TRIPS FOR PROPOSED MOBIL GAS STATION REBUILD 16
TABLE 8: TRAFFIC OPERATING CONDITIONS – BUILD TRAFFIC VOLUMES 21
TABLE 9: BUILD OPERATING CONDITIONS WITH ALTERNATIVE IMPROVEMENT SCENARIOS – AM PEAK HOUR 24
TABLE 10: BUILD OPERATING CONDITIONS WITH ALTERNATIVE IMPROVEMENT SCENARIOS – MIDDAY PEAK HOUR 25
TABLE 11: BUILD OPERATING CONDITIONS WITH ALTERNATIVE IMPROVEMENT SCENARIOS – PM PEAK HOUR 26
TABLE 12: PROGRESSION ANALYSIS – 70TH PERCENTILE LINK BANDS 26
TABLE 13: 20-YEAR OPERATING CONDITIONS 30
TABLE 14: 20-YEAR OPERATING CONDITIONS WITH ALTERNATIVE IMPROVEMENT SCENARIOS – AM PEAK HOUR 32
TABLE 15: 20-YEAR OPERATING CONDITIONS WITH ALTERNATIVE IMPROVEMENT SCENARIOS – MIDDAY PEAK HOUR 32
TABLE 16: 20-YEAR OPERATING CONDITIONS WITH ALTERNATIVE IMPROVEMENT SCENARIOS – PM PEAK HOUR 33
TABLE 17: 20-YEAR PROGRESSION ANALYSIS – 70TH PERCENTILE LINK BANDS 33

List of Figures

FIGURE 1: SITE LOCATION MAP 1
FIGURE 2: RIGHT-TURN LANE WARRANTS (MODOT) 18

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Introduction

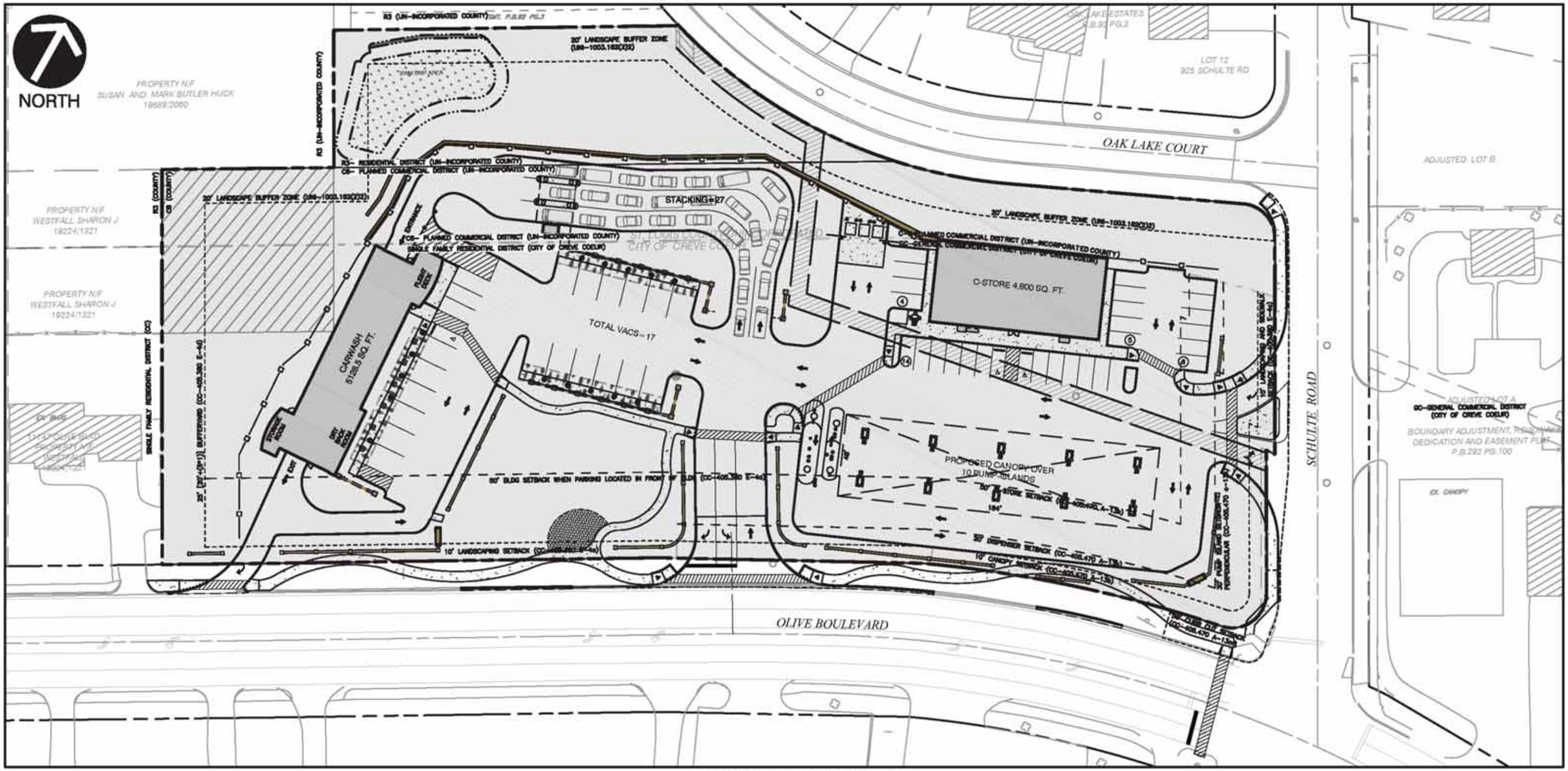
CBB has completed a traffic impact study for the Mobil Gas and Convenience Store with Car Wash redevelopment in Creve Coeur, Missouri. The redevelopment site is located on the northwest quadrant of Olive Boulevard at Schulte Road. The site location and the adjacent roadways are depicted in **Figure 1**.



Figure 1: Site Location Map

The existing Mobil gas station with eight vehicle fueling positions, small convenience kiosk, and car wash as well as three single-family homes along Olive Boulevard (currently used as commercial businesses) and three single-family homes along Oak Lake Court occupy the site today. It is our understanding that the existing Mobil gas station would be re-built with twenty vehicle fueling positions and an expanded convenience store, as well as an improved car wash. Access to the site would be provided via one right-out only driveway along Olive Boulevard near the west property line and one full access driveway on Olive Boulevard. Additionally, one three-quarter access driveway (no left-turn in) is proposed on Schulte Road. No access is proposed to Oak Lake Court. **Exhibit 1** illustrates the preliminary site plan provided by your civil engineer.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



OVERALL SITE MAP

SCALE: 1" = 50'

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Exhibit 1: Preliminary Site Plan (Provided by Others)

Job# 091-16-8
11/03/16

It should be noted that five curb cuts along Olive Boulevard (two to the existing Mobil site and three that serve residential structures operating as business) would be consolidated into the two access points noted above. The existing access to Schulte Road would be moved further to the north (away from the signal) to align with the existing Shell gas station on the east side of the road and would be limited to three-quarter access.

A scoping meeting was held with representatives from the Missouri Department of Transportation (MoDOT), the City of Creve Coeur and the development team. St. Louis County Department of Transportation (SLCDOT) was not able to attend the initial meeting but provided their comments and input separately. The purpose of this traffic study was to determine the number of trips that would be generated by the proposed re-development; evaluate the impact of those trips on operating conditions along the adjacent roadways; determine the ability of motorists to safely enter and exit the site and recommend appropriate access locations and configurations. Where necessary, roadway improvements and/or traffic control modifications have been recommended to mitigate the impact of the re-development. The focus of our analysis was the a.m., midday, and p.m. peak hours of a typical weekday. This scope does not include an analysis of internal circulation on the site itself or parking sufficiency.

The following report presents CBB's analysis comparing traffic conditions with and without the proposed redevelopment. The methodology employed to complete this study, along with the findings and conclusions, are discussed in greater detail in the subsequent sections. CBB followed current industry standard methods and processes in the completion of our work.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Base Traffic Conditions

In order to identify the traffic impacts associated with the proposed development, it is essential to understand the pre-development traffic conditions in the area. To that end, it was necessary to perform an operational analysis of the base traffic volumes on the surrounding road system. Therefore, any deficiencies in the current road system will be identified before the traffic generated by the proposed redevelopment is added to the system.

Existing Road System

Olive Boulevard (Missouri Route 340) is owned and maintained by MoDOT. Olive Boulevard is a major east-west arterial with a five-lane cross-section: two through lanes in each direction and a center left-turn lane. However, the left-turn lanes at Schulte Road/Mary Meadows Lane are substandard in width – 9 feet on the east and west leg. There is also a sweeping horizontal curve at this intersection that restricts sight distance along the roadway, particularly visibility on the south side. The approaches of Schulte Road and Mary Meadows Lane are offset (Mary Meadows Lane intersects Olive Boulevard further to the west) and skewed relative to the Olive Boulevard centerline, which is undesirable from an operational and safety perspective.

Schulte Road is a two-lane urban collector owned and maintained by SLCDOT. Schulte Road serves a large residential area to the north. A dedicated southbound left-turn lane and a shared through/right-lane are provided at the signalized intersection with Olive Boulevard. A separate northbound left-turn lane, albeit very short, is marked on Schulte Road at Oak Lake Court.

Oak Lake Court is a cul-de-sac residential street that currently serves 10 single-family homes. Oak Lake Court has access to Schulte Road a few hundred feet north of Olive Boulevard. Oak Lake Court is owned and maintained by SLCDOT.

Mary Meadows Lane is a private 24-foot wide, residential street that serves eighteen homes with one commercial driveway connection for the building in the southeast quadrant of Olive Boulevard and Mary Meadows. A channelized lane for eastbound-to-southbound right-turns is provided (this lane is separated by a raised median). The alignment and configuration of this lane is awkward and appears to be a remnant of a previous alignment modification. It was also noted that the vertical profile and horizontal alignment of Mary Meadows Lane restricts the sight distance across Olive Boulevard between northbound and southbound motorists approaching the intersection.

This study intersection is part of a coordinated system along Olive Boulevard with cycle lengths that are set at 140 seconds during the AM and PM peak hours and 120 seconds during the weekday and Saturday midday peak hours. At the signalized intersection of Olive Boulevard with Schulte Road/Mary Meadows Lane, the northbound and southbound approaches operate on a common phase while the eastbound and westbound left-turns operate with protected-plus-permitted Flashing Yellow Arrow (FYA) phasing.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Dautel Lane is a local roadway that serves a residential area north of Olive Boulevard with two commercial driveways that serve a pharmacy and jewelry store/thrift shop. A dedicated southbound left-turn lane and a shared through/right-lane are provided at the signalized intersection with Olive Boulevard.

Graeser Road is a two-lane urban collector owned and maintained by SLCDOT. Graeser Road serves a large residential area to the south with driveway access to commercial uses that front Olive Boulevard. A dedicated northbound left-turn lane and a shared through/right-lane are provided at the signalized intersection with Olive Boulevard.

At the signalized intersection of Olive Boulevard with Daute Lane/Greaser Road, the northbound and southbound approaches operate on a common phase with Flashing Yellow Arrow phasing while the eastbound and westbound left-turns operate with protected-plus-permitted Flashing Yellow Arrow phasing.

Woodshire Lane is a cul-de-sac local residential street that serves eighteen single-family homes to the north of Olive Boulevard. Woodshire Lane is located nearly opposite Renee Lane, offset slightly to the east.

Renee Lane is a local residential street that provides access to two cul-de-sac residential streets and serves approximately forty single-family homes to the south of Olive Boulevard.

Mosley Road is a local urban collector road that serves a large residential area to the south with access driveways to commercial/office uses that front Olive Boulevard. Separate northbound left-turn and right-turn lanes are provided at the signalized intersection with Olive Boulevard.

The signalized intersection of Olive Boulevard with Mosley Road is a "T" intersection with the westbound left-turns operating with protected-plus-permitted Flashing Yellow Arrow phasing.

Base Traffic Volumes

The following intersections were included in the traffic impact study analyses:

- Olive Boulevard at Mosley Road (Signalized);
- Olive Boulevard at Schulte Road/Mary Meadows Lane (Signalized);
- Olive Boulevard at Dautel Lane/Greaser Road (Signalized);
- Olive Boulevard at Woodshire Lane/Renee Lane (Side-Street Stop); and
- Oak Lake Court at Schulte Road (Side-Street Stop).

Turning movement traffic counts were collected by CBB in 2013 as part of the Olive Boulevard (Route 340) signal retiming project. The traffic counts collected at the signalized intersections of Olive Boulevard with Mosley Road, Schulte Road/Mary Meadows Lane, and Dautel Lane/Greaser Road were used for this traffic study. Based on this count data, the peak hours of the intersection identified for analysis were the morning (7:45 to 8:45 a.m.), midday (12:00 p.m. to 1:00 p.m.), and afternoon (4:30 to 5:30 p.m.) peak hours of a typical weekday.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

These counts were supplemented with new traffic counts and delay observations conducted by CBB during the weekday morning (7:00 - 9:00 a.m.), midday (11:00 a.m. to 1:00 p.m.) and weekday afternoon (4:00 - 6:00 p.m.) peak periods at the intersection of Olive Boulevard with Woodshire Lane/Renee Lane. Spot counts were also performed at the existing Mobil driveways to determine peak hour trips. Queue observations were also made for westbound Olive Boulevard at Schulte Road and southbound Schulte Road at Olive Boulevard. Trip estimates were utilized to address traffic for the 10 homes on Oak Lake Court. The Base Traffic Volumes are summarized in **Exhibit 2**.

As can be seen, the traffic volumes are relatively consistent during the three peak hours. The east-west volumes on Olive Boulevard are heavy during each peak hour. Traffic volumes to and from Mary Meadows Lane are relatively light since the street only serves eighteen homes. Traffic to and from Schulte Road is moderate with the heaviest volumes occurring in the p.m. peak hour.

Base Operating Conditions

The base operating conditions for the study area intersections were evaluated using SYNCHRO 8, which is based on procedures outlined in the *Highway Capacity Manual* to determine estimates of capacity and operational performance of signalized and unsignalized intersections. Our traffic operations analysis includes measures of effectiveness generated by the SYNCHRO software.

The operating conditions were graded in accordance with six levels of traffic service (Level A "Free Flow" to Level F "Fully Saturated") established by the *Highway Capacity Manual*. Levels of service (LOS) are measures of traffic flow which consider such factors as speed, delay, traffic interruptions, safety, driver comfort, and convenience. Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is generally considered acceptable for peak period conditions.

It must also be acknowledged that the perception of acceptable traffic service varies widely by area. Specifically, more delay is usually tolerated in urban areas compared to rural areas. Based on the character of this area, we believe that LOS D would be a desirable target for overall peak period traffic operations but may not be achievable for the unsignalized movements due to the heavy peak hour volumes along Olive Boulevard.

The thresholds that define levels of service at an intersection are based upon the type of control used (i.e., whether it is signalized or unsignalized) and the calculated delay. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and aggregated for each approach and the intersection as a whole. At intersections with partial (side-street) stop control, delay is calculated for the minor movements only since motorists on the main road are not required to stop. Furthermore, criteria differ for the two, since control types create different driver expectations. **Table 1** summarizes the level of service thresholds used in this analysis.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



Exhibit 2: Base Traffic Volumes (2013 Counts)

Job# 091-16-8
11/03/16

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Table 1: Level of Service Thresholds

Level of Service (LOS)	Control Delay per Vehicle (sec/veh)	
	Signalized Intersections	*Unsignalized Intersections*
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

It should be noted that the unsignalized intersections within the study area were evaluated using the HCM 2010 module in the Synchro software. Each of the study intersections was evaluated using the methodologies described above. The results of the SYNCHRO evaluations are summarized in **Table 2**. Levels of service and average delay for each intersection approach are reported for the weekday AM, Midday, and PM peak hours.

Operating conditions at the study intersections are generally favorable (LOS C or better overall and LOS D or better by approach) with the exception of northbound Renee Lane during the midday and PM peak hours, the southbound approach of Woodshire Lane during the PM peak hour, the southbound approach of Schulte Road at Olive Boulevard during the AM peak hour, the southbound approach of the Mobil West Driveway during the midday and PM peak hours, and the southbound approach of the Mobil East Driveway during the AM, midday and PM peak hours.

The lengthy delays for southbound Schulte Road are primarily due to a relatively long cycle (140 second AM/PM and 120 second midday) with a relatively small amount of green time allocated to Schulte Road/Mary Meadows Lane. It should be noted that the calculated volume to capacity ratios (v/c) do not exceed 1.0 during the peak hours but did reach 0.92 during the AM peak hour, 0.78 during the Midday peak hour and 0.82 during the PM peak hour. In this case, the cycle length dictates the poor level of service during the AM peak hour and drives the longer delays in the Midday and PM peak hours. The northbound and southbound approaches have minimal green times to maximize progression bands for the heavy eastbound and westbound through movements.

The southbound approaches exiting the current Mobil East and West Driveways operate poorly due to the heavy traffic volumes along Olive Boulevard and the close spacing of the Mobil Driveways from the Schulte Road signal, which typically does not allow for two-stage left-turns; therefore, no two-stage left-turns were assumed in the analyses for the Mobil driveways. If two-stage left-turns were completed by motorists, then the calculated southbound delays may improve.

The analyses software results indicate that the existing movements from Renee Lane and Woodshire Lane operate at less than desirable levels during the PM peak and southbound

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

approach during the midday peak, primarily due to the heavy east-west traffic along Olive Boulevard. It should be noted that current delay observations were made at Renee Lane/Woodshire Lane, which is discussed further below.

Table 2: Traffic Operating Conditions – Base Traffic Volumes

Intersection/Approach	AM Peak Hour	Midday Peak Hour	PM Peak Hour
Olive Boulevard and Mosley Road – Signalized			
Eastbound Olive Boulevard	A (2.4)	A (5.3)	A (5.9)
Westbound Olive Boulevard	B (12.1)	A (9.6)	B (10.9)
Northbound Mosley Road	D (43.9)	D (43.3)	D (48.5)
Overall Intersection	**A (9.4)**	**A (8.9)**	**B (10.0)**
Olive Boulevard and Woodshire Lane/Renee Lane – Side-Street Stop			
Eastbound Left-Turn Olive Boulevard	B (14.2)	B (14.8)	C (16.6)
Westbound Left-Turn Olive Boulevard	B (13.4)	C (16.4)	B (14.6)
Northbound Renee Lane	D (32.6)	E (43.5)	E (35.5)
Southbound Woodshire Lane	D (33.3)	D (28.2)	E (36.7)
Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized			
Eastbound Olive Boulevard	B (17.0) 20' LT	B (10.4) 30' LT	B (16.8) 105' LT
Westbound Olive Boulevard	B (11.0)	A (4.8)	A (8.3)
Northbound Mary Meadows Lane	D (51.2)	D (44.3)	D (51.3)
Southbound Schulte Road	E (71.8) 335' LT	D (46.3) 190' LT	D (53.8) 225' LT
Overall Intersection	**B (19.2)**	**B (10.3)**	**B (15.6)**
Olive Boulevard and Dautel Lane/Graeser Road – Signalized			
Eastbound Olive Boulevard	A (6.2)	B (15.3)	B (11.4)
Westbound Olive Boulevard	B (15.0)	B (15.9)	C (29.1)
Northbound Dautel Lane	C (32.3)	D (36.6)	D (41.6)
Southbound Graeser Road	D (49.9)	D (42.6)	D (50.4)
Overall Intersection	**B (13.1)**	**B (17.9)**	**C (23.6)**
Oak Lake Court and Schulte Road – Side-Street Stop			
Eastbound Oak Lake Court	A (9.9)	A (9.6)	B (10.2)
Northbound Left-Turn Schulte Road	A (7.7)	A (7.7)	A (7.8)
Schulte Road at Mobil/Shell Driveway – Side-Street Stop			
Eastbound Mobil Driveway	B (10.4)	B (10.2)	B (10.3)
Westbound Shell Driveway	B (11.5)	B (11.6)	B (13.0)
Northbound Schulte Road	A (7.7)	A (7.7)	A (7.8)
Southbound Schulte Road	A (7.4)	A (7.6)	A (7.8)
Olive Boulevard at Mobil West Driveway – Side-Street Stop			
Eastbound Left-Turn Olive Boulevard	B (14.2)	B (13.3)	C (17.3)
Southbound Mobil Driveway	C (23.9)	F (77.7)	F (104.8)
Olive Boulevard at Mobil East Driveway – Side-Street Stop			
Eastbound Left-Turn Olive Boulevard	B (14.2)	C (15.5)	C (16.7)
Southbound Mobil Driveway	E (36.7)	F (78.0)	F (115.0)

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Queue Observations

The eastbound queues along Olive Boulevard from the traffic signal at Schulte Road and southbound queues along Schulte Road from the Olive Boulevard signal were observed during the AM, Midday and PM peak hours. Queue observations were made to verify the Synchro estimated queues and determine potential blockages of the proposed access points.

The location of the existing Mobil East driveway allows approximately two vehicles to stack on Olive Boulevard eastbound (approximately 65 feet) before it is blocked, while the Mobile West Driveway allows approximately 5 or 6 vehicles to stack (approximately 185 feet) before it is blocked. The proposed full access further to the west on Olive Boulevard will allow 10 or 11 vehicles to stack (approximately 265 feet) before it will be blocked.

Based on the field observations during the AM, Midday and PM peak hours, there is a heavy, steady flow of traffic on Olive Boulevard during the AM and PM peak hours, with moderate to heavy traffic during the Midday peak hour. The eastbound queues on Olive Boulevard at Schulte Road/Mary Meadows Lane are routinely long during the AM, Midday and PM peak hours.

AM peak observations indicate that the eastbound left-turn queue along Olive Boulevard from Schulte Road had a maximum length of 3, 6, and 5 vehicles during the and AM, Midday, and PM peak hours, respectively. Observations indicate that the eastbound left-turn queues all cleared each time the cycle changed to green during the AM, Midday and PM peak hours. Observations also indicated that the eastbound left-turn queues blocked the existing driveways several times during the peak hours. However, since the proposed relocated access will allow for more storage in the eastbound left-turn lane, the proposed driveway location should not be blocked during any of the peak hours.

The existing Mobil gas station driveway on Schulte Road allows approximately 3 vehicles to stack (approximately 75 feet) before it is blocked. The proposed three-quarter access (no left-turn in) on Schulte Road would allow approximately 4 vehicles to stack (approximately 100 feet) before will be blocked.

Observations indicate that the southbound left-turn queue along Schulte Road from Olive Boulevard had a maximum queue of 11, 7 and 10 vehicles during the and AM, Midday, and PM peak hours, respectively, while average queues were 8, 6 and 7 vehicles, respectively. Observations further indicate that the southbound left-turn queues cleared a vast majority of the time each cycle during the AM, Midday and PM peak hours. Peak hour observations indicate that the southbound left-turn queues blocked the existing Mobil and Shell driveways several times during the peak hours and local drivers tend to spill back into the northbound left-turn lane marked for Oak Lake Court in order to leave the right-turn lane clear.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Delay Observations at Olive Boulevard and Woodshire Lane/Renee Lane

CBB also recorded the actual delays experienced by vehicles attempting to turn from Woodsire Lane and Renee Lane onto Olive Boulevard during the AM, Midday and PM peak hours to verify the accuracy of the average delays reported in the analyses. Based on the total volume on the side streets and the total measured delay for each vehicle, the average delays observed for the southbound approach of Woodshire Lane and northbound Renee Lane are summarized in **Table 3**. These average delays included both left and right-turning vehicles which share each exit lane.

Table 3: Observed Delays – Existing Conditions

Intersection/Approach	AM Peak Hour	Midday Peak Hour	PM Peak Hour
Olive Boulevard and Woodshire Lane/Renee Lane – Side-Street Stop			
Northbound Renee Lane	21.6 sec	25.2 sec	36.2 sec
Southbound Woodshire Lane	28.3 sec	40.7 sec	24.6 sec

Average Vehicular delay in seconds per vehicle

It should be noted that some vehicles experienced more delay than the average listed in Table 3, and some vehicles experienced less. The maximum delays for southbound Woodshire Lane were observed to be 80 seconds, 110 seconds and 65 seconds during the AM, Midday and PM peak hour, respectively, while the minimum delays observed were approximately 5 seconds during each peak hour. The maximum delays for northbound Renee Lane were observed to be 67 seconds, 67 seconds and 174 seconds during the AM, Midday and PM peak hour, respectively, while the minimum delays observed were approximately 4 seconds during the AM and PM peak hours, and 2 seconds during the Midday peak hour.

Overall, the delays estimated by the computer analysis software were reasonably accurate (some lower and some higher) when compared to actual delays observed in the field. It should also be noted that the southbound volume on Woodshire Lane was very low (less than 10 vph), and the northbound volume on Renee Lane was also low (5 vph to 19 vph) which is a small sample size and may create quite a lot of volatility on those delays experienced by each approach from day to day.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Proposed Redevelopment

The proposed redevelopment would rebuild the existing Mobil gas station to provide twenty vehicle fueling positions, an expanded convenience store, and a new car wash. It is our understanding that three-single family home structures along Olive Boulevard and three single-family residences along Oak Lake Court would be razed to make way for the new gas station.

Proposed Access

Access to the site is proposed via one full access curb cut on Olive Boulevard approximately 345 feet west of Schulte Road and one right-out-only curb cut approximately 290 feet to the west of the proposed full access driveway. This access arrangement remains similar to the previous redevelopment proposed on the site. It is our understanding that MoDOT traffic and permits staff was agreeable to these access locations for the previous project. It is acknowledged that the proposed full access driveway is slightly closer to Schulte than MoDOT's desired corner clearance distance per their Access Management Guidelines, but the proposed development significantly improves access management along Olive by reducing the five existing full-access curb cuts to two curb cuts: one full access and one right-out-only.

Access is also proposed on Schulte Road in the form of a three-quarter access driveway (no left-turn in) that would be located opposite the existing Shell gas station driveway. It is our understanding that the SLCDOT has insisted on the no left-turn-in restriction due to the southbound queues from the signal at Olive Boulevard even though a similar, yet worse access management is currently in place for the existing Mobil Station.

Driveway Sight Distance

Adequate sight distance is necessary at intersections to allow drivers to perceive potentially conflicting vehicles or other road users and allow those motorists sufficient time to adjust their speed to avoid a collision or make a choice of when to cross or enter the mainline traffic flow. All drivers approaching or stopped at an intersection should have an unobstructed view of the entire intersection so that potential collisions can be avoided.

MoDOT's Engineering Policy Guide (EPG) Section 233.2.1 Intersection sight distance, was referenced to determine the minimum sight distance needs at the site driveway. The MoDOT method incorporates the method from A Policy on Geometric Design of Highways and Streets published by the American Association of State Highway and Transportation Officials (AASHTO), commonly referred to as the "Green Book", which uses the design speed of the major road and the required gap time from a minor road to enter or cross the major road to define the minimum safe distance for entrance visibility. The minimum intersection sight distance according to the MoDOT EPG on a 35 mph roadway is **390 feet**. The minimum stopping sight distance along a 35 mph roadway is **200 feet.**

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

The sight distance available at the proposed full access driveway was not measured, but field observations verified ample visibility in excess of the minimums. The site engineer should verify the sight distance all proposed driveways on the site plan with respect to all site improvements. Careful consideration should always be given to sight distance obstructions when planning any aesthetics enhancements, such as berms, fencing, signs and landscaping, to ensure that these improvements do not obstruct the view of entering and exiting traffic at the site intersections with the public roads. It is generally recommended that all improvements higher than 3.0 feet above the elevation of the nearest pavement edge be held back at least 20 feet from the traveled roadway.

Trip Generation

In order to estimate the trip generation of the improved gas station, convenience store and car wash, several methods were considered. The first method compared several gas station land use codes as identified by ITE. The second comparison considered the local data from the existing location at Schulte and transactional data from another facility within the area, which is similar to the proposed.

Trip Generation – ITE Data

Traffic forecasts were estimated by using information provided in the "Trip Generation Manual", Ninth Edition, published by the Institute of Transportation Engineers (ITE). This manual, which is a standard resource for transportation engineers, is based on a compilation of nationwide studies documenting the traffic characteristics of various land uses.

Based on the preliminary site plan provided, the proposed development consists of twenty vehicle fueling positions, a convenience store, and a car wash. Trip generation was reviewed for land uses similar to those shown on the site plan to provide an average number of trips during each peak hour.

Based upon the recommended procedure for estimating trip generation outlined in the "Trip Generation Handbook, A Recommended Practice", published by ITE (March 2001), the average trip rate was utilized for:

- Land Use 944 – Gasoline/Service Station
- Land Use 945 – Gasoline/Service Station with Convenience Market
- Land Use 946 – Gasoline/Service Station with Convenience Market and Car Wash

As shown in **Table 4**, the forecasted average number of trips for a 20 vehicle fueling position gas station is expected to be 230 total trips during the AM peak hour, 310 total trips during the Midday peak hour, and 280 total trips during the PM peak hour.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Table 4: ITE Trip Generation Estimate – Mobil Gas Station Rebuild

Land Use	Vehicle Fueling Positions	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Gasoline/Service Station (Land Use 944)	20	125	120	245	185	185	370	140	140	280
Gasoline/Service Station with Convenience Market (Land Use 945)	20	105	105	210	135	135	270	135	135	270
Gasoline/Service Station with Convenience Market and Car Wash (Land Use 946)	20	120	120	240	145	145	290	140	140	280
Average Number of Trips		**115**	**115**	**230**	**155**	**155**	**310**	**140**	**140**	**280**

Trip Generation – Local Data

Based on CBB's driveway counts, the current gas station generates 80 total trips during the AM peak hour, 120 total trips during the Midday peak hour and 100 trips during the PM peak hour with 8 vehicle fueling positions. As noted above, the proposed Mobil gas station will provide twenty vehicle fueling positions. In order to estimate the forecasted trips for the new store, the trips to the current store were increased based on the percentage increase in the number of vehicle fueling positions. **Table 5** summarizes the trips counted at the existing Mobil and the projected trips based on the increase in the number of pumps.

Table 5: Local Trip Generation Estimate – Based on Current Trips and Fueling Positions

Land Use	No. of Vehicle Fueling Positions	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Existing Mobil Station	8	45	35	80	65	55	120	50	50	100
Proposed Mobil Station Estimate	20	115	85	200	165	135	300	125	125	250

CBB was provided customer transaction counts (gross receipts) for a similar Mobil gas station further east on Olive Boulevard in Olivette, Missouri. This location was also recently rebuilt to provide the improved convenience store, car wash and sixteen vehicle fueling positions. Based on the transaction counts, a trip generation estimate was made based on the higher number of vehicle fueling positions at the proposed Schulte Store. **Table 6** summarizes the trip estimated based on the similar facility records.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Table 6: Estimated Trips for Proposed Mobil Gas Station Rebuild based on Transaction Data

Land Use	*No. of Vehicle Fueling Positions*	*AM Peak Hour*			*Midday Peak Hour*			*PM Peak Hour*		
		In	*Out*	*Total*	*In*	*Out*	*Total*	*In*	*Out*	*Total*
Similar Mobil Station (Transaction Data)	16	80	80	160	125	125	250	95	95	190
Proposed Mobil Station Estimate	**20**	**100**	**100**	**200**	**155**	**155**	**310**	**120**	**120**	**240**

When comparing all the different methods above, trips are expected to be in the same order of magnitude. However, the trip estimate for the Mobil gas station based on transaction data is expected to be the most accurate trip forecast since it is based on local data for this exact use. Therefore, the trips estimated by the transactional data (Table 6) were used in this study.

It should be reiterated that the existing Mobil station already generates trips on the roadway system. Therefore, the existing trips were negated from the trip estimate resulting in a net increase in trips, as shown in **Table 7**.

Furthermore, not all of the added site trips would represent *new* traffic on the adjacent roadways. A significant portion of the traffic attracted to this site would already be traveling on Olive Boulevard or Shulte Road as part of another trip (i.e., "pass-by" trips). These trips would represent patrons attracted to the gas station on their way to or from home, work, or another destination as a "convenience stop". Based upon statistical information provided in the *Trip Generation Handbook, A Recommended Practice* it was assumed that 62% of the development's traffic would be pass-by in nature during the AM peak hour, and 56% of the development's traffic would be pass-by during the PM peak hour. ITE does not provide a pass-by percentage for the Midday peak hour so the pass-by percentage from the PM peak hour was also used during the Midday peak hour. As seen in Table 7, the proposed gas station would generate 50 *new* trips during the AM peak hour, 80 *new* trips during the Midday peak hour, 60 *new* trips during the PM peak hour.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Table 7: Increase in Trips for Proposed Mobil Gas Station Rebuild

	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
	In	*Out*	*Total*	*In*	*Out*	*Total*	*In*	*Out*	*Total*
Estimated Trips to Improved Mobil Site	100	100	200	155	155	310	120	120	240
Trips to Existing Mobil Site	(45)	(35)	(80)	(65)	(55)	(120)	(50)	(50)	(100)
Net Increase in Trips	**55**	**65**	**120**	**90**	**100**	**190**	**70**	**70**	**140**
Pass-By Trips	35	35	70	55	55	110	40	40	80
New Trips	20	30	50	35	45	80	30	30	60

Trip Distribution

The traffic generated by the redevelopment was assigned to the adjoining roadway system based on existing traffic patterns. The directional distribution of the existing trips was assumed to remain constant for the increase in trips during the AM, Midday and PM peak hours. The pass-by trips were assigned to Olive Boulevard based on the existing traffic patterns.

Exhibit 3 illustrates the net increase of trips for the proposed Mobil station rebuild at the study intersections. As would be expected, the biggest impact of the development is at the proposed driveways. Added turns at the main Olive Boulevard driveway are expected range from 96 to 160 trips. These trips equate to approximately one and a half vehicle per minute to about 3 trips per minute on average during the peak hours.

The impacts of the proposed Mobil redevelopment are expected to be diminished outside of the direct vicinity of the site due to the high number of pass-by trips associated with the use. As seen in Exhibit 3, the added trips outside of the vicinity of the Mobil driveways are expected to be less than 30 vph during the AM and PM peak hours and 40 vph or less during the Midday peak hour.

The added trips at the intersection of Olive Boulevard and Schulte Road is expected to be 18 vph, 33 vph, and 26 vph during the AM, Midday, and PM peak hours, respectively. These trips equate to approximately one vehicle per two minutes on average during the Midday and PM peak hours or one vehicle every three minutes on average during the AM peak hour.

As can be seen, the increase in the southbound left-turn from Schulte Road to Olive Boulevard is expected to be less than 10 vph during the AM, Midday and PM peak hours. The site trips represent less than one additional vehicle each six minutes on average.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

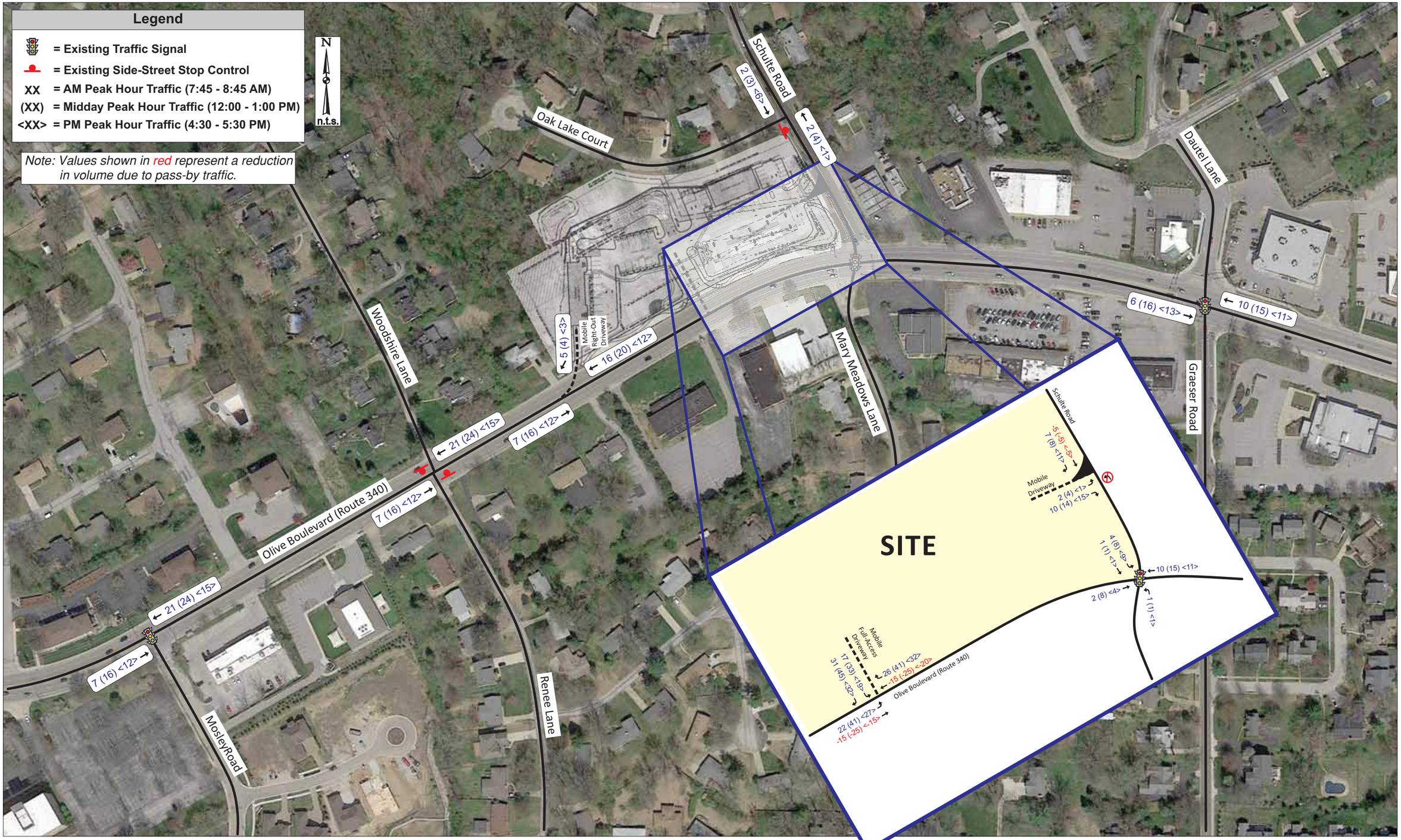


Exhibit 3: Net Increase of Site-Generated Traffic Volumes

Job# 091-16-8
11/03/16

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

2016 Build Conditions

2016 Build Traffic Volumes

The traffic generated by the proposed Mobil gas station rebuild (Exhibit 3) was aggregated with the Base Traffic Volumes (Exhibit 2) to reflect the Forecasted Traffic Volumes. **Exhibit 4** reflects the 2016 Build Traffic Volumes.

Right-Turn Lane Warrants

The MoDOT figure, *Right Turn Lane Warrant for a Four-Lane Roadway,* was utilized to address traffic volumes at the intersection of Olive Boulevard with the proposed full access driveway for the proposed Mobil redevelopment. **Figure 2** illustrates the 2016 Build Traffic Volumes plotted on the MoDOT figure for evaluation of a westbound right-turn lane. Based on the minimal number of right-turns needed to satisfy the criteria in conjunction with the heavy traffic volumes along Olive Boulevard, a separate westbound right-turn lane is warranted. Based on the posted speed limit of 35 mph, a 90-foot storage length with taper is required to meet MoDOT's deceleration minimum.

However, it should be noted that the addition of a separate westbound right-turn lane on Olive Boulevard at the proposed main access would have minimal impacts to operating conditions. It should also be noted that a Metro Bus stop is located near Schulte Road and overhead utilities are located in this area. Furthermore, the Olive Boulevard corridor does not have separate right-turn lanes at unsignalized intersections that do not feed into additional through lanes to right-turn lanes at signals; Therefore, a separate <u>westbound right-turn lane is not recommended at this location</u>.

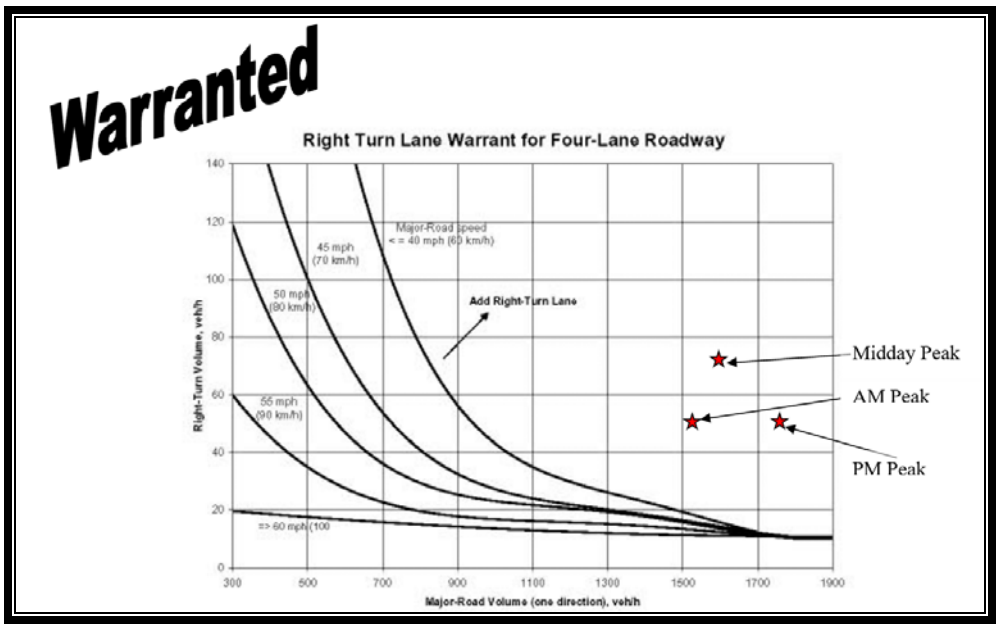


Figure 2: Right-Turn Lane Warrants (MoDOT)

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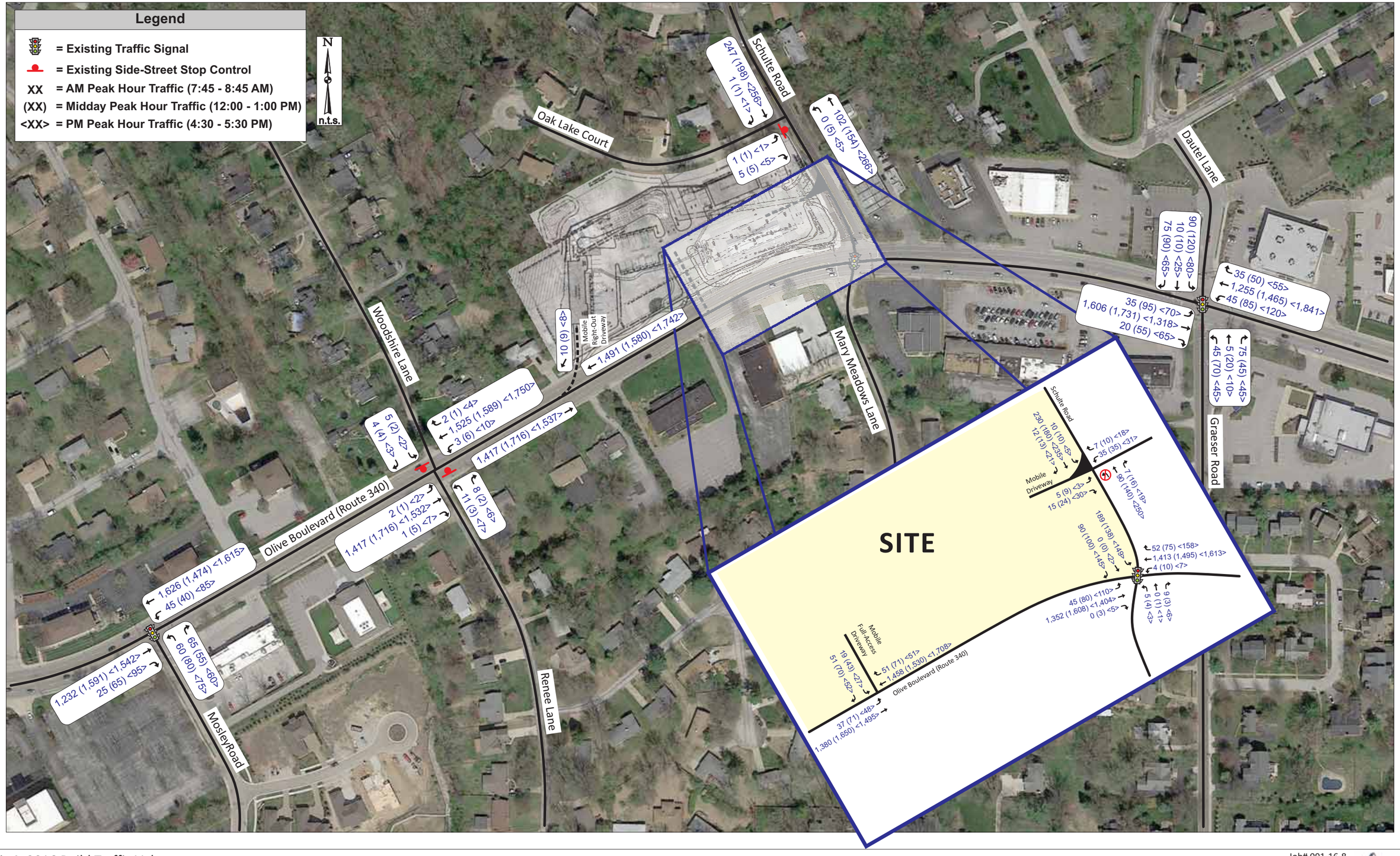


Exhibit 4: 2016 Build Traffic Volumes

Job# 091-16-8
11/03/16

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

2016 Build Operating Conditions

The 2016 Build Traffic Volumes were reanalyzed using the same methodology applied to the baseline conditions in an effort to identify any impacts of the proposed development. **Table 8** summarizes the levels of service and average delays at the study intersections during both peak hours with the 2016 Build Traffic Volumes.

As can be seen in **Table 8**, the overall intersection operations are expected to remain at similar levels as the base conditions during the weekday AM, Midday and PM peak hours. This analysis assumes no changes in the signal timing at Olive Boulevard and Schulte Road which gives preference to the east-west movements on Olive Boulevard. In fact, the overall change in delay is less than one second during all three peak hours at the Schulte signal. The southbound approach is expected to have minimal increases with 5.2 seconds during the AM peak hour, 4.9 seconds during the Midday peak hour and 1.9 seconds during the PM peak hour. The southbound levels of service would remain poor, again primarily due to the long cycle lengths.

The forecasted build v/c ratios for the southbound approach of Schulte Road remain less than 1.0 during the peak hours. The southbound v/c ratio is forecasted to be 0.95 during the AM peak hour, 0.80 during the Midday peak hour and 0.84 during the PM peak hour. In this case, the cycle length dictates the poor level of service during the AM peak hour and drives the poor movement levels in the PM peak hour. The northbound and southbound approaches have minimal green times to maximize green available to the heavy eastbound and westbound through movements on Olive Boulevard.

As previously noted, the increase in the southbound left-turns from Schulte Road to Olive Boulevard is expected to be less than 10 vph during all peaks, which represents less than one additional vehicle every six minutes on average.

The right-out-only Mobil driveway on Olive Boulevard and the three-quarter access drive on Schulte Road are expected to operate at acceptable levels of service during all three peak hours. It should be noted that the evaluations cannot effectively address the impact of the southbound queue along Schulte Road that would block the three-quarter access drive at times during the peak hours. Any queueing created by blockages would occur on the site. It was noted that the southbound left-turn delays at the unsignalized intersection are generally less than those forecasted for the southbound left-turn from Schulte Road at Olive Boulevard.

The main full access driveway on Olive Boulevard is expected to operate at acceptable levels, except for the southbound left-turn exiting movement during the peak hours. It is acknowledged that the through volumes on Olive Boulevard are heavy during the peak hours, which limits the availability of gaps at the proposed Olive Boulevard access drive during the peak hours. However, the presence of a center-left-turn lane along Olive Boulevard does allow for a motorist to complete their turn in two stages as opposed to waiting for a simultaneous gap in both directions of traffic flow, which is a common practice along the Olive Boulevard

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Corridor and throughout the greater St. Louis Metropolitan area and therefore was assumed in these analyses.

Table 8: Traffic Operating Conditions – Build Traffic Volumes

Intersection/Approach	AM Peak Hour	Midday Peak Hour	PM Peak Hour
Olive Boulevard and Mosley Road – Signalized			
Eastbound Olive Boulevard	A (2.4)	A (5.3)	A (5.9)
Westbound Olive Boulevard	B (11.7)	A (9.5)	B (10.8)
Northbound Mosley Road	D (43.9)	D (43.3)	D (48.5)
Overall Intersection	**A (9.2)**	**A (8.8)**	**A (10.0)**
Olive Boulevard and Woodshire Lane/Renee Lane – Side-Street Stop			
Eastbound Left-Turn Olive Boulevard	B (14.4)	C (15.0)	C (16.8)
Westbound Left-Turn Olive Boulevard	B (13.5)	C (16.6)	B (14.8)
Northbound Renee Lane	D (33.0)	E (43.9)	E (36.3)
Southbound Woodshire Lane	D (34.2)	D (28.9)	D (37.3)
Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized			
Eastbound Olive Boulevard	B (17.0) 20' LT	B (10.8) 30' LT	B (17.2) 110' LT
Westbound Olive Boulevard	B (11.2)	A (5.1)	A (8.8)
Northbound Mary Meadows Lane	D (51.3)	D (44.3)	D (51.2)
Southbound Schulte Road	E (77.0) 345' LT	D (51.2) 210' LT	E (55.7) 250' LT
Overall Intersection	**B (19.7)**	**B (11.1)**	**B (16.3)**
Olive Boulevard and Dautel Lane/Graeser Road – Signalized			
Eastbound Olive Boulevard	A (6.4)	B (15.7)	B (11.4)
Westbound Olive Boulevard	B (15.1)	B (16.0)	C (29.4)
Northbound Dautel Lane	C (32.3)	D (36.6)	D (41.6)
Southbound Graeser Road	D (49.9)	D (42.6)	D (50.4)
Overall Intersection	**B (13.2)**	**B (18.1)**	**C (23.7)**
Oak Lake Court and Schulte Road – Side-Street Stop			
Eastbound Oak Lake Court	A (9.9)	A (9.7)	B (10.3)
Northbound Left-Turn Schulte Road	A (7.7)	A (7.7)	A (7.8)
Schulte Road at Mobil/Shell Driveway – Side-Street Stop			
Eastbound Mobil Driveway	B (10.2)	B (10.1)	B (10.3)
Westbound Shell Driveway	B (11.5)	B (11.6)	B (13.2)
Southbound Schulte Road	A (7.4)	A (7.6)	A (7.8)
Olive Boulevard at Mobil Right-Out Only Driveway – Side-Street Stop			
Southbound Mobil Driveway	C (16.5)	C (17.4)	C (19.2)
Olive Boulevard at Mobil Full Access Driveway – Side-Street Stop			
Eastbound Left-Turn Olive Boulevard	C (15.3)	C (17.8)	C (19.2)
Southbound Mobil Left-Turn	E (48.0)	F (93.8)	F (81.0)
Southbound Mobil Right-Turn	C (18.7)	C (21.4)	C (22.8)
Southbound Mobil Driveway Approach	D (26.7)	E (49.0)	E (42.7)

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

The impacts of the new Mobil are also diminished outside of the direct access points to Olive Boulevard. As can be seen, minimal increases are expected at the signalized intersections with Olive Boulevard with Schulte Road, Mosely Road and Greaser/Dautel Lane. The analysis software estimates an increase of less than one second of delay for the northbound approach

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

of Renee Lane and less than one second of delay increase for the southbound approach of Woodshire Lane during each of the peak hours.

Alternatives Analysis

Several alternatives were evaluated to identify the impacts of each potential improvement. **Tables 9-11** summarize the build conditions with various alternative modifications.

Signal Timing Adjustments

The green time was increased for Schulte Road/Mary Meadows Lane to obtain similar levels of service as the existing conditions. An additional two seconds of green time during the AM peak, four seconds during the Midday peak and 2 seconds during the PM peak could be reallocated from the mainline to the north-south approaches to reach comparable levels to the existing conditions. As can be seen, the minimal change in signal timing would not result in major impacts to the mainline Olive Boulevard traffic conditions. **Table 12** illustrates the impacts to progression along the Olive Boulevard corridor. As can be seen in Table 12, the impacts to east-west progression are also minimal.

Add Flashing Yellow Arrow

During the traffic scoping meeting, Flashing Yellow Arrows (FYA) for the northbound and southbound approaches were discussed to improve safety at the intersection. Therefore, an analysis scenario was generated to show the operational impacts of switching to northbound and southbound FYA.

Based on the analysis, the FYA would provide negligible changes in operating conditions for the southbound approach, but the safety at the intersection may be improved substantially. The www.CMFClearinghouse.org was consulted in order to attempt to quantify the safety implications of installing a FYA. Based on countermeasure "Changing from permissive only to FYA- Permissive only (CMF ID: 7698)" in the CFMClearinghouse, various Crash Reduction Factors (CRF) could be applied to various crash types as summarized below.

- CRF of 10.8% (decrease) to all crash types and all severities;
- CRF of 31.1% (decrease) to all crash types; Fatal, serious injury and minor injuries;
- CRF of 50.2% (decrease) to Left-turn crash types; all severities; and
- CRF of 65.1% (decrease) to Left-turn crash types and Fatal, serious injury and minor injury severities.

Although a crash analysis was not identified as a specific part of this study scope, the CMF's listed above would appear to have the potential to significantly improvement safety (decrease the number of crashes) for the southbound left-turns.

Provide a Southbound Right-Turn Lane

During the traffic scoping meeting, it was specifically requested that one analysis scenario consider a separate southbound left-turn lane, through lane and right-turn lane. Therefore, an analysis scenario was generated to show the operational impacts of providing a separated southbound right-turn lane.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Based on the analysis, the addition of a southbound right-turn lane on Schulte Road would provide no improvement in operations when compared to the current condition. The minimal southbound through volumes (3 to 5 vph) have a low potential to block the southbound right-turns; therefore, the through/right-turn lane acts as a *defacto* right-turn lane in the existing condition. In addition, the westbound through volumes along Olive Boulevard are very heavy during the peak hours making it more difficult to find an adequate gap in westbound traffic to complete the right turn movement versus reaching the southbound stop bar due to other conflicting southbound through vehicles. Since there appears to be no benefit to provide a separate right-turn lane, it is not recommended.

Provide Dual Southbound Left-Turn Lanes and Split-Phase North-South

Previous studies of this intersection recommended split phasing and/or a horizontal and vertical realignment of Schulte Road and/or Mary Meadow Lane to decrease the offset and skew of the north-south approaches as well as the northbound sight distance obstruction created by the cresting of the profile grades. In order to realign the intersection, multiple property owners would be impacted. Previous plans, by others, to redevelopment the southwest quadrant of the intersection did not materialize. Consequently, the subject development has reserved ground in the northeast quadrant of the intersection so that realignment can occur in the future.

CBB also considered an alternative analysis where the intersection is re-aligned with dual southbound left-turn lanes (one southbound left-turn and one southbound shared left-turn/though lane) and a separate southbound right-turn lane. This would also require split-phasing the north-south approaches.

In order to maximize the amount of green time provided to the mainline, the northbound approach (Mary Meadows Lane) was given the minimum amount of split time (13.1 seconds), while the southbound approach was only provided enough split time to obtain similar levels of service as the existing conditions. The southbound green time was assumed to 17.9, 16.9, 17.9 seconds during the AM, Midday and PM peak hours, for a total north-south green time of 31, 30, and 31 seconds. The overall north-south green time would be slightly more with the split-phase when comparable to the 2016 Build conditions with modified signal timings.

Table 12 illustrates the impacts to progression along the Olive Boulevard corridor. As can be seen, the split-phase condition would have a negative impact on progression when compared to the existing conditions, except for the eastbound link between Mosley Road and Schulte Road during the Midday as well as the westbound link between Schulte Road and Mosley Road during the Midday peak hour. However, the link changes would have no effect on the corridor green bands, shown in Table 12.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

The biggest benefit of the dual left-turn alternative is the reduction in length of the southbound queues by approximately 40% during the AM peak hour, approximately 36% during the Midday peak hour and approximately 38% during the PM peak hour when compared to the single left-turn lane with modified signal timing. Even with the dual southbound left-turn scenario, the 95th percentile queues would still block the proposed relocated access to Schulte Road during all three peak hours.

It should also be noted that the while a split-phase scenario for the northbound and southbound approaches improves the southbound queueing, the 13.1 to 17.9 seconds assumed for those approaches would not provide adequate pedestrian accommodations (during every signal cycle) across Olive Boulevard. As a result, when the push button is activated it would give ample crossing time to accommodate pedestrians but the signal would become out-of-step for several cycles.

Pedestrian Issues

MoDOT requested that pedestrian accommodations (pedestrian push buttons and indications with marked crosswalks) be installed across Olive Boulevard. CBB recommends that the pedestrian accommodations be located on the west side of the intersection only. CBB believes that it is better and safer to have the pedestrians crossing the west leg, since it is closer to the MetroBus stop and the pedestrian phase would run with the heavier traffic flow so it would cause less disruptions. If the crosswalks were provided on the east side of the intersection the pedestrians would be crossing paths with the heavy southbound left-turn vehicles and would potential be less safe than crossing on the west side because there is lower northbound left-turn volume verses the southbound left-turn.

Table 9: Build Operating Conditions with Alternative Improvement Scenarios – AM Peak Hour

Intersection/Approach	*Original Timing [28 sec n-s]*	*with Timing Adjustments [30 Sec n-s]*	*Add Flashing Yellow Arrow NB & SB [28 Sec n-s]*	*Separate SB Right-Turn Lane [28 Sec n-s]*	*With Dual Left and Split-Phase [1] [31 Sec n-s]*
Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized					
Eastbound Olive Boulevard	B (17.0) 20' LT	B (18.0) 20' LT	B (17.0) 20' LT	B (17.0) 20' LT	B (13.7) 20' LT
Westbound Olive Boulevard	B (11.2)	B (11.1)	B (11.2)	B (11.2)	A (7.4)
Northbound Mary Meadows Ln.	D (51.3)	D (49.5)	D (51.2)	D (51.2)	E (69.0)
Southbound Schulte Road	E (77.0) 345' LT	E (69.4) 325' LT	E (77.3) 345' LT	E (77.0) 345' LT	E (69.0) 190' LT
Overall Intersection	**B (19.7)**	**B (19.5)**	**B (19.8)**	**B (19.7)**	**B (15.9)**

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)
[1] Dual Southbound Lefts and Split Phase (13.1 sec +17.9 sec)

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Table 10: Build Operating Conditions with Alternative Improvement Scenarios – Midday Peak Hour

Intersection/Approach	*Original Timing [24 sec n-s]*	*Timing Adjustments [26 Sec n-s]*	*Add Flashing Yellow Arrow NB & SB [24 Sec n-s]*	*Separate SB Right-Turn Lane [24 Sec n-s]*	*With Dual Left and Split-Phase [1] [30 Sec n-s]*
Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized					
Eastbound Olive Boulevard	B (10.8) 30' LT	B (10.1) 40' LT	B (10.8) 30' LT	B (10.8) 30' LT	A (7.7) 40' LT
Westbound Olive Boulevard	A (5.1)	A (6.6)	A (5.1)	A (5.1)	A (6.6)
Northbound Mary Meadows Ln.	D (44.3)	D (41.9)	D (44.3)	D (44.3)	E (55.4)
Southbound Schulte Road	D (51.2) 210' LT	D (46.3) 180' LT	D (51.2) 210' LT	D (51.2) 210' LT	D (44.9) 115' LT
Overall Intersection	**B (11.1)**	**B (11.0)**	**B (11.1)**	**B (11.1)**	**A (9.8)**

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)
[1] Dual Southbound Lefts and Split Phase (13.1 sec +16.9 sec)

Table 11: Build Operating Conditions with Alternative Improvement Scenarios – PM Peak Hour

Intersection/Approach	*Original Timing (28 sec n-s)*	*Timing Adjustments [30 Sec n-s]*	*Add Flashing Yellow Arrow NB & SB [28 Sec n-s]*	*Separate SB Right-Turn Lane [28 Sec n-s]*	*With Dual Left and Split-Phase [1] [31 Sec n-s]*
Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized					
Eastbound Olive Boulevard	B (17.2) 110' LT	B (16.3) 110' LT	B (17.3) 110' LT	B (17.2) 110' LT	B (13.4) 110' LT
Westbound Olive Boulevard	A (8.8)	B (10.5)	A (8.8)	A (8.8)	A (9.5)
Northbound Mary Meadows Ln.	D (51.2)	D (49.8)	D (51.2)	D (51.1)	E (67.3)
Southbound Schulte Road	E (55.7) 250' LT	D (53.3) 225' LT	E (55.7) 250' LT	E (55.7) 250' LT	D (53.2) 140' LT
Overall Intersection	**B (16.3)**	**B (16.6)**	**B (16.4)**	**B (16.3)**	**B (14.9)**

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)
[1] Dual Southbound Lefts and Split Phase (13.1 sec +17.9 sec)

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Table 12: Progression Analysis – 70th Percentile Link Bands

70th Percentile Link Green Bands	*Weekday AM Peak Hour*			*Weekday Midday Peak Hour*			*Weekday PM Peak Hour*		
	Existing	*Timing Adjustment*	*Dual LT/Split-Phase*	*Existing*	*Timing Adjustment*	*Dual LT/Split-Phase*	*Existing*	*Timing Adjustment*	*Dual LT/Split-Phase*
Eastbound									
Mosley Road to Schulte Road link	81 sec	79 sec	78 sec	77 sec	78 sec	89 sec	83 sec	83 sec	83 sec
Schulte to Dautel Lane Link	97 sec	97 sec	97 sec	78 sec	78 sec	78 sec	101 sec	99 sec	98 sec
Eastbound Arterial Green Band (Craig Road to Spoede Road)	70 sec	70 sec	70 sec	47 sec	47 sec	47 sec	71 sec	71 sec	71 sec
Westbound									
Dautel Lane to Schulte Road Link	98 sec	97 sec	96 sec	73 sec	70 sec	68 sec	88 sec	86 sec	85 sec
Schulte Road to Mosley Road Link	82 sec	80 sec	79 sec	63 sec	59 sec	68 sec	73 sec	71 sec	70 sec
Westbound Arterial Green Band (Spoede Road to Craig Road)	60 sec	60 sec	60 sec	50 sec	50 sec	50 sec	55 sec	55 sec	55 sec

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash

20-Year Conditions

Forecasted 20-Year No-Build Conditions (2036)

In order to assess the long-term traffic impacts, 20-year traffic projections were also analyzed. Specifically, traffic growth was assumed at a rate of 0.5% annually for 20 years (or 10.5% overall) along each of the roadways within the study area. The 20-year background growth was applied to the base traffic volumes to compare future traffic conditions assuming that the site remains as it currently stands. Forecasted 20-Year No-Build Volumes (only background growth added) are shown in **Exhibit 5.**

As can be seen, the 20-Year No-Build traffic forecast represents an increase over the base traffic forecast due to the background growth. East-west through traffic volumes along Olive Boulevard are expected to increase by as much as 180 vph during the peak periods due to incremental background growth.

Forecasted 20-Year Build Conditions (2036)

The 20-year No-Build Traffic Volumes (Exhibit 5) were aggregated with the site-generated trips for the new Mobil redevelopment trips (Exhibit 3) to create the 20-Year Build Traffic Volumes shown in **Exhibit 6**. It should be noted that traffic oriented to/from the proposed development was not increased since full build-out of the site was assumed to take place during the opening year. In other words, site-generated traffic volumes would reach their peak during the opening year and therefore would not experience any appreciable growth, which is consistent with standard industry practice. The anticipated operating conditions at the study intersections for the 20-Year No-Build and 20-year Build Traffic conditions are summarized in **Table 13**.

As shown in the LOS Table, all of the study intersections would degrade more in the 2036 No-Build Condition due to the increase in background traffic. As can be seen, the southbound approach of Schulte Road would operate at LOS F during the AM peak hour and LOS E during the PM peak hour. The v/c ratio for the southbound approach will reach 1.02 during the AM peak hour but remain less than 0.85 during the Midday and PM peak hours.

The east-west through lanes reach a volume-to-capacity ratio of 1.00 during the PM peak hour which indicates the east-west lanes would be approaching their capacity, and ultimately, a third lane would be necessary along Olive Boulevard to obtain acceptable levels for the long-term growth conditions. It should be reiterated that the 20-Year design scenarios are included to provide a general idea of future conditions as a planning tool and should not be used to dictate physical improvements required for construction under permit where background traffic growth is the critical element. Due to capacity constraints upstream or downstream, resulting congestion and the build-out of the surrounding area, the future traffic projections may not be realized/feasible unless major capacity improvements are built.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Legend

= Existing Traffic Signal
= Existing Side-Street Stop Control
XX = AM Peak Hour Traffic (7:45 - 8:45 AM)
(XX) = Midday Peak Hour Traffic (12:00 - 1:00 PM)
<XX> = PM Peak Hour Traffic (4:30 - 5:30 PM)

N
n.t.s.

Schulte Road
Oak Lake Court
Woodshire Lane
Olive Boulevard (Route 340)
MosleyRoad
Renee Lane
Mary Meadows Lane
Dautel Lane
Graeser Road

270 (215) <275>
1 (1) <1>
1 (1) <1>
5 (5) <5>
110 (165) <290>
0 (5) <5>
100 (130) <90>
10 (10) <30>
85 (100) <70>
40 (55) <60>
1,375 (1,600) <2,020>
50 (95) <130>
40 (105) <75>
1,770 (1,895) <1,440>
20 (60) <70>
85 (50) <50>
5 (20) <10>
50 (75) <50>
5 (2) <2>
4 (4) <3>
2 (1) <4>
1,625 (1,730) <1,915>
3 (6) <10>
2 (1) <2>
1,560 (1,870) <1,700>
1 (5) <7>
8 (2) <6>
11 (3) <7>
1,775 (1,600) <1,770>
50 (45) <95>
1,355 (1,740) <1,690>
30 (70) <105>
70 (60) <65>
65 (90) <85>

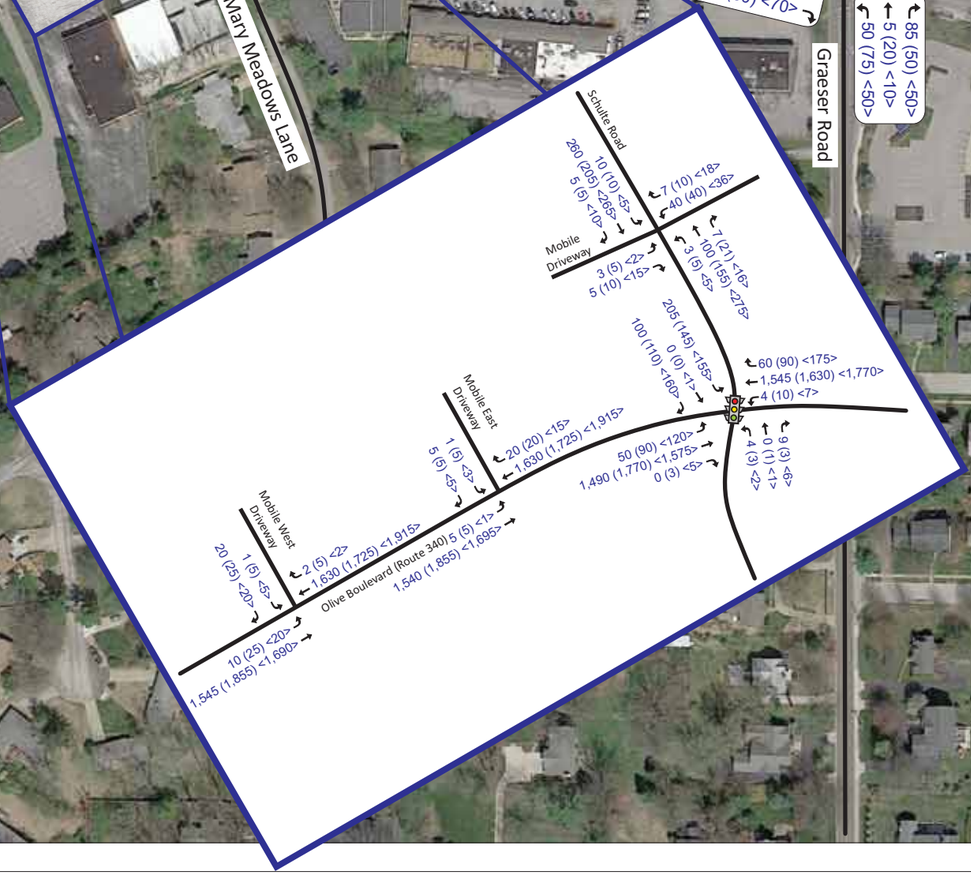


Exhibit 5: 20-Year No-Build Traffic Volumes

Job# 091-16-8
11/03/16

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

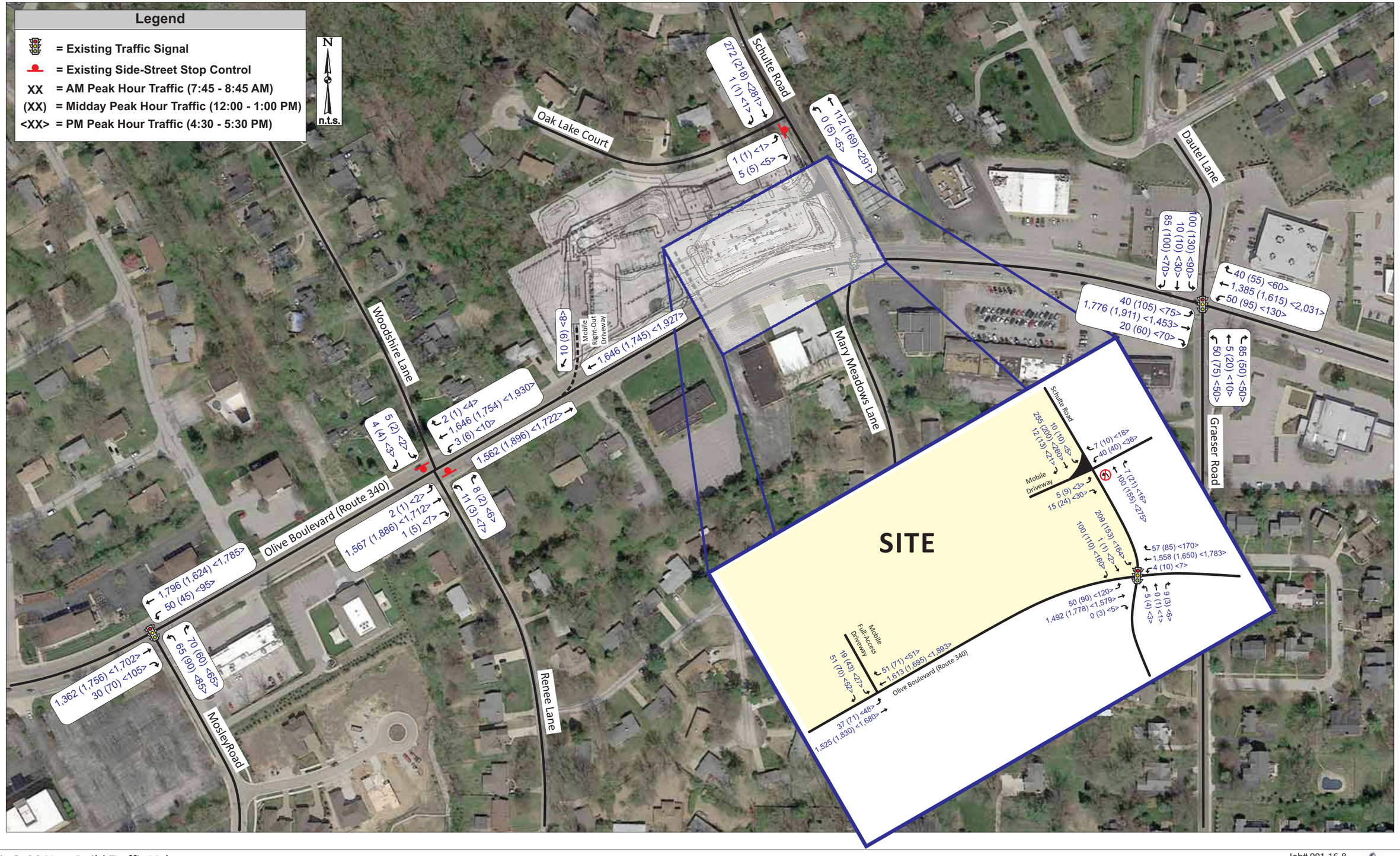


Exhibit 6: 20-Year Build Traffic Volumes

Job# 091-16-8
11/03/16

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Table 13: 20-Year Operating Conditions

Intersection/Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	20-Year No Build	20-Year Build *Original Timing (28 sec n-s)*	20-Year No Build	20-Year Build *Original Timing (24 sec n-s)*	20-Year No Build	20-Year Build *Original Timing (28 sec n-s)*
Olive Boulevard and Mosley Road – Signalized						
Eastbound Olive Boulevard	A (2.5)	A (2.5)	A (6.6)	A (6.6)	A (7.2)	A (7.4)
Westbound Olive Boulevard	B (13.1)	B (12.8)	B (10.7)	B (10.8)	B (13.3)	B (13.6)
Northbound Mosley Road	D (44.1)	D (44.1)	D (44.4)	D (44.4)	D (49.2)	D (49.2)
Overall Intersection	**A (10.0)**	**A (9.8)**	**B (10.0)**	**B (10.1)**	**B (11.9)**	**B (12.0)**
Olive Boulevard and Woodshire Lane/Renee Lane – Side-Street Stop						
Eastbound Left-Turn Olive Blvd	C (15.4)	C (15.6)	C (16.5)	C (16.8)	C (18.9)	C (19.0)
Westbound Left-Turn Olive Blvd	B (14.8)	B (14.8)	C (18.5)	C (18.7)	C (16.6)	C (16.7)
Northbound Renee Lane	E (40.8)	E (40.8)	F (55.3)	F (55.3)	E (45.4)	E (46.4)
Southbound Woodshire Lane	E (39.2)	E (39.9)	D (33.9)	D (35.1)	E (46.6)	E (48.1)
Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized						
Eastbound Olive Boulevard	B (18.0) 20' LT	B (17.9) 20' LT	B (13.9) 50' LT	B (14.6) 50' LT	B (17.9) 105' LT	B (18.2) 105' LT
Westbound Olive Boulevard	B (12.5)	B (12.6)	A (8.4)	A (9.0)	C (21.6)	C (24.2)
Northbound Mary Meadows Lane	D (51.2)	D (51.2)	D (44.2)	D (44.3)	D (51.0)	D (51.1)
Southbound Schulte Road	F (83.9) 385' LT	F (90.2) 395' LT	D (50.6) 225' LT	D (54.6) 240' LT	E (58.4) 260' LT	E (61.0) 285' LT
Overall Intersection	**C (21.4)**	**C (22.0)**	**B (13.9)**	**B (14.9)**	**C (23.0)**	**C (24.7)**
Olive Boulevard and Dautel Lane/Graeser Road – Signalized						
Eastbound Olive Boulevard	A (8.1)	A (8.3)	C (25.8)	C (27.4)	B (13.5)	B (13.7)
Westbound Olive Boulevard	B (17.0)	B (17.1)	B (18.7)	B (19.0)	D (40.0)	D (42.1)
Northbound Dautel Lane	C (31.8)	C (31.8)	D (36.2)	D (36.2)	D (41.3)	D (41.3)
Southbound Graeser Road	D (51.6)	D (51.6)	D (42.0)	D (42.0)	D (52.9)	D (52.9)
Overall Intersection	**B (15.0)**	**B (15.1)**	**C (24.1)**	**C (25.0)**	**C (30.4)**	**C (31.6)**
Oak Lake Court and Schulte Road – Side-Street Stop						
Eastbound Oak Lake Court	B (10.1)	B (10.1)	A (9.8)	A (9.8)	B (10.4)	B (10.5)
Northbound Left-Turn Schulte Rd	A (7.7)	A (7.7)	A (7.7)	A (7.7)	A (7.9)	A (7.9)
Schulte Road at Mobil/Shell Driveway – Side-Street Stop						
Eastbound Mobil Driveway	B (10.6)	B (10.4)	B (10.4)	B (10.4)	B (10.5)	B (10.5)
Westbound Shell Driveway	B (12.0)	B (12.1)	B (12.2)	B (12.2)	B (14.1)	B (14.2)
Northbound Schulte Road	A (7.8)	--	A (7.7)	--	A (7.9)	--
Southbound Schulte Road	A (7.5)	A (7.5)	A (7.6)	A (7.6)	A (7.9)	A (7.9)
Olive Boulevard at Mobil West Driveway – Side-Street Stop						
Eastbound Left-Turn Olive Blvd	C (15.7)	--	C (17.7)	--	C (19.9)	--
Southbound Mobil Driveway	C (29.8)	C (18.2)	F (150.1)	C (19.3)	F (>200)	C (21.6)
Olive Boulevard at Mobil East Driveway – Side-Street Stop						
Eastbound Left-Turn Olive Blvd	C (15.7)	C (17.2)	C (16.8)	C (20.8)	C (18.9)	C (22.7)
Southbound Mobil Left-Turn	--	F (61.3)	--	F (141.2)	--	F (118.7)
Southbound Mobil Right-Turn	--	C (21.0)	--	C (24.8)	--	D (26.8)
Southbound Mobil Driveway	F (50.8)	D (31.9)	F (>200)	F (69.1)	F (>200)	F (58.2)

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Under the 2036 Build condition, the overall intersection operations are expected to remain at similar overall levels as the 2036 No-Build with minimal changes in delay during the weekday AM, Midday and PM peak hours. Without signal timing adjustments, the overall delay is expected to increase less than 2 seconds during the AM, Midday or PM peak hour at Schulte Road and Olive Boulevard. The southbound approach is expected to have minimal increases with 6.3 seconds during the AM peak hour, 4 seconds during the Midday peak hour and 2.6 seconds during the PM peak hour. Without signal timing adjustments, the 2036 forecasted build v/c ratios for the southbound approach would remain more than 1.0 during the AM peak hour. The southbound v/c ratio is forecasted to be 0.88 or better during the Midday or PM peak hour. Again, the cycle length dictates and high v/c ratios drive the poor level of service during the AM and PM peak hours. The northbound and southbound approaches have minimal green times to maximize green times to the heavy eastbound and westbound through movements on Olive Boulevard.

As previously noted, the increase in the southbound left-turns from Schulte Road to Olive Boulevard is expected to be less than 10 vph during all peaks. The increase in site trips represent less than one additional vehicle every six minutes on average.

Again, the three Mobil driveways (main access to Olive Boulevard, right-out only to Olive Boulevard and the three-quarter access driveway on Schulte Road) are expected to operate at acceptable levels of service during the peak hours with the exception of the southbound left-turn out of the site during the peak hours. It should also be noted that the southbound left-turn delay exiting the Mobil Driveway was generally less than the southbound left-turn delay on Schulte Road at Olive Boulevard since Schulte vehicles turns must wait for green.

Again, the impacts of the new Mobil are diminished outside of the direct access points to Olive Boulevard. As can be seen, minimal increases are expected at the signalized intersections including Olive Boulevard at Schulte Road. The impacts of the new Mobil are also expected to be minimal at the signalized intersections adjacent to Schulte (Mosely Road and Greaser/Dautel Lane). Furthermore, the analysis software estimates an increase in delay of one second or less for the northbound approach of Renee Lane and less than two seconds of delay for the southbound approach of Woodshire Lane during each of the peak hours as compared to the 2036 No-Build.

Similar to the 2016 build conditions, various alternatives were re-evaluated to summarize the impacts of the potential improvements. Again, the modified signal timing would improve the southbound approach and have minimal impacts to the mainline; the separate right-turn lane would have no worthwhile impacts; the Flashing Yellow Arrow provided minimal operation changes but potentially a safety improvement; and the dual left-turn would provide improved operations but would have the most negative impact to adjacent link progression.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Table 14: 20-Year Operating Conditions with Alternative Improvement Scenarios – AM Peak Hour

Intersection/Approach	20-Year No Build	20-Year Build Original Timing [28 sec n-s]	20-Year Build Timing Adjustments [29 Sec n-s]	20-Year Build Add Flashing Yellow Arrow NB& SB [28 Sec n-s]	20-Year Build Separate SB Right-Turn Lane [28 Sec n-s]	20-Year Build with Dual Left and Split-Phase [1] [30 Sec n-s]
Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized						
Eastbound Olive Boulevard	B (18.0) 20' LT	B (17.9) 20' LT	B (18.7) 20' LT	B (17.9) 20' LT	B (17.9) 20' LT	B (13.8) 20' LT
Westbound Olive Boulevard	B (12.5)	B (12.6)	B (12.8)	B (12.6)	B (12.6)	A (8.5)
Northbound Mary Meadows Lane	D (51.2)	D (51.2)	D (50.3)	D (51.2)	D (51.2)	E (69.0)
Southbound Schulte Road	F (83.9) 385' LT	F (90.2) 395' LT	F (82.1) 385' LT	F (91.1) 395' LT	F (90.3) 395' LT	F (82.7) 230' LT
Overall Intersection	**C (21.4)**	**C (22.0)**	**C (21.7)**	**C (22.1)**	**C (22.0)**	**B (17.7)**

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

[1] Dual Southbound Lefts and Split Phase (13.1 sec +16.9 sec)

Table 15: 20-Year Operating Conditions with Alternative Improvement Scenarios – Midday Peak Hour

Intersection/Approach	20-Year No Build	20-Year Build Original Timing [24 sec n-s]	20-Year Build Timing Adjustments [27 Sec n-s]	20-Year Build Add Flashing Yellow Arrow NB& SB [24 Sec n-s]	20-Year Build Separate SB Right-Turn Lane [24 Sec n-s]	20-Year Build with Dual Left and Split-Phase [1] [30 Sec n-s]
Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized						
Eastbound Olive Boulevard	B (13.9) 50' LT	B (14.6) 50' LT	B (15.4) 50' LT	B (14.6) 50' LT	B (14.6) 50' LT	B (10.4) 55' LT
Westbound Olive Boulevard	A (8.4)	A (9.0)	B (10.2)	A (9.0)	A (9.0)	A (8.4)
Northbound Mary Meadows Lane	D (44.2)	D (44.3)	D (41.9)	D (44.3)	D (44.1)	E (55.4)
Southbound Schulte Road	D (50.6) 225' LT	D (54.6) 240' LT	D (48.7) 210' LT	D (54.6) 240' LT	D (54.6) 240' LT	D (50.6) 135' LT
Overall Intersection	**B (13.9)**	**B (14.9)**	**B (15.4)**	**B (14.9)**	**B (14.9)**	**B (12.3)**

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)

Dual Southbound Lefts and Split Phase (13.1 sec +15.9 sec)

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash

Table 16: 20-Year Operating Conditions with Alternative Improvement Scenarios – PM Peak Hour

Intersection/Approach	20-Year No Build	20-Year Build Original Timing [28 sec n-s]	20-Year Build Timing Adjustments [30 Sec n-s]	20-Year Build Add Flashing Yellow Arrow NB& SB [28 Sec n-s]	20-Year Build Separate SB Right-Turn Lane [28 Sec n-s]	20-Year Build with Dual Left and Split-Phase [1] [30 Sec n-s]
Olive Boulevard and Schulte Road/Mary Meadows Lane – Signalized						
Eastbound Olive Boulevard	B (17.9) 105' LT	B (18.2) 105' LT	B (17.5) 105' LT	B (18.3) 105' LT	B (18.2) 105' LT	B (13.9) 105' LT
Westbound Olive Boulevard	C (21.6)	C (24.2)	C (28.2)	C (24.5)	C (24.2)	B (15.6)
Northbound Mary Meadows Lane	D (51.0)	D (51.1)	D (49.5)	D (51.0)	D (51.0)	E (67.3)
Southbound Schulte Road	E (58.4) 260' LT	E (61.0) 285' LT	E (57.2) 265' LT	E (61.1) 285' LT	E (61.0) 285' LT	E (57.8) 175' LT
Overall Intersection	**C (23.0)**	**C (24.7)**	**C (26.0)**	**C (24.9)**	**C (24.7)**	**B (18.4)**

(xx.x) - Level of Service (Vehicular delay in seconds per vehicle)
Dual Southbound Lefts and Split Phase (13.1 sec + 16.9 sec)

Table 17: 20-Year Progression Analysis – 70th Percentile Link Bands

70th Percentile Link Green Bands	*Weekday AM Peak Hour*			*Weekday Midday Peak Hour*			*Weekday PM Peak Hour*		
	Existing	*Timing Adjustment*	*Dual LT/Split-Phase*	*Existing*	*Timing Adjustment*	*Dual LT/Split-Phase*	*Existing*	*Timing Adjustment*	*Dual LT/Split-Phase*
Eastbound									
Mosley Road to Schulte Road Link	80 sec	79 sec	78 sec	77 sec	77 sec	88 sec	83 sec	83 sec	83 sec
Schulte to Dautel Lane Link	97 sec	97 sec	97 sec	76 sec	76 sec	76 sec	96 sec	94 sec	94 sec
Eastbound Arterial Green Band (Craig Road to Spoede Road)	70 sec	70 sec	70 sec	46 sec	46 sec	46 sec	67 sec	67 sec	67 sec
Westbound									
Dautel Lane to Schulte Road Link	98 sec	98 sec	97 sec	72 sec	70 sec	68 sec	86 sec	84 sec	84 sec
Schulte Road to Mosley Road Link	82 sec	81 sec	80 sec	63 sec	60 sec	68 sec	72 sec	70 sec	70 sec
Westbound Arterial Green Band (Spoede Road to Craig Road)	60 sec	60 sec	60 sec	50 sec	50 sec	50 sec	52 sec	52 sec	52 sec

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash

Conclusions

CBB completed a traffic impact study for the proposed Creve Coeur Mobil with Car Wash redevelopment in Creve Coeur, Missouri. The site located on the northwest quadrant of Olive Boulevard at Schulte Road. The site is currently occupied by a Mobil gas station with a small convenience store and a car wash as well as a several homes.

- Access to the redeveloped site is proposed via one full access driveway on Olive Boulevard, one right-turn exit-only driveway on Olive Boulevard at the west end of the property, and one three-quarter driveway (no left-turn in) on Schulte Road generally opposite the existing Shell station driveway.
- Base traffic conditions were observed and evaluated to reveal constraints that currently exist at the signalized intersection of Olive Boulevard with Schulte Road/Mary Meadows Lane. The north-south approaches currently operate at less than desirable levels of service during the AM and PM peak hours primarily as a result of long signal cycle lengths dictated by other critical intersections on the Olive Boulevard corridor. The horizontal and vertical physical configuration of the existing intersection is also less than desirable.
- The new Mobil gas station would be expected to generate approximately 120, 190, and 140 additional trips during the AM, Midday and PM peak hours of a typical weekday, respectively.
- Based on MoDOT's Access Management Guidelines, a separate westbound right-turn lane would be warranted on Olive Boulevard at the proposed full-access driveway. However, that lane would have minimal impact on operating conditions, have impacts to utilities and separate right-turn lanes are not currently provided at unsignalized intersections along the Olive Boulevard corridor, CBB does not recommend the installation of the right-turn lane on Olive Boulevard at the proposed full access driveway.
- The proposed access drives would operate at acceptable levels of service, except for the southbound left-turns out of the main entrance, which is primarily due to the heavy east-west volumes on Olive Boulevard. The left-turning motorists should be able to make two-stage turns onto eastbound Olive Boulevard via the center left-turn lane or go to the signal via Schulte Road.
    - A two-lane exit is recommended and proposed on the conceptual site plan to separate exiting left and right-turns. It should also be noted that this driveway has the ability to storage approximately 4 or 5 vehicles that would be queued in the southbound direction before impacting internal circulation.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

- The impacts of the proposed Mobil can be mitigated at the intersection of Olive Boulevard with Schulte Road by providing two seconds of additional north-south green time during the AM and PM peak hour and four seconds of additional north-south green time in the Midday peak hour. On-site observations found that the southbound approach currently clears during a vast majority of the cycles, even during the peak hours, so timing adjustments may not be necessary to allow acceptable operations in the field.

- Minimal operational impacts would be gained by providing a separate southbound right-turn lane since the southbound through volumes are so low, the lane currently operates as a defacto right-turn lane. CBB does not recommend this improvement.

- Minimal operational impacts are expected with the installation of Flashing yellow arrows for the northbound and southbound approaches, but could provide significant improvements in safety, especially related to left-turn crashes. CBB recommends this change.

- If dual southbound left-turns (one left-turn and one share left-turn/through lane) are constructed, a slightly larger north-south split is needed to accommodate the forecasted traffic since split phasing should be required which would negatively impact progression along Olive Boulevard. The primarily benefits of the dual left-turn lanes would be accommodation of a safer north-south phasing (split phased) and cutting the southbound queue length nearly in half.
    - It should be noted that the proposed rebuilding of the Mobil gas station has very little impact at the signalized intersection and the existing safety concerns with the horizontal and vertical alignment of the north and south legs are present with or without the proposed development.
    - This improvement would help to address the long-term needs of the intersection. It is not feasible to construct the full intersection improvements without the coordination and concurrence with the private ownership of Mary Meadows on the south side of the road.
    - As a result, the subject development has reserved ground in the northeast quadrant of the intersection so that a better horizontal alignment can occur in the future when all parties can come to an agreement.

- A marked pedestrian crossing is recommended across the west side of the intersection to accommodate pedestrians crossing Olive Boulevard.

- Since traffic to and from the development is not expected to create a noticeable change in traffic along Olive Boulevard to the west (limited to less than 25 vph in either direction), there will be limited impact to ingress/egress for the adjacent neighboring streets (Renee Lane and Woodshire Lane). The delay increases are estimated to be less than one additional second for the northbound approach and one additional second for the southbound approach.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

- The results for the Year 2036 No-Build Scenario and 2036 Build Scenario are very similar, where only slight increases in north-south green times are needed to effectively accommodate the traffic from the proposed new Mobil gas station.

We trust that you will find that the information in this report useful in evaluating the traffic impacts of the subject site. Please contact Brian Rensing in our St. Louis office (314) 449-9569 or via email at Brensing@cbbtraffic.com should there be any questions or need for additional information.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

CBB Job No. 2016-91

prepared by:

CBB
12400 Olive Boulevard
Suite 430
St. Louis, MO 63141
(314) 878-6644

Designed Acoustics
"Hear the difference"

ENVIRONMENTAL NOISE STUDY OF PROPOSED NEW COMMERCIAL DEVELOPMENT ON THE NORTH WEST CORNER OF OLIVE AND SCHULTE, LOCATED IN CREVE COUER MISSOURI

PREPARED FOR:

Arch Energy (Wallis Companies)
106 E. Washington
Cuba, Missouri 65453

PREPARED BY:

KEVIN TANKERSLEY
President / Senior Engineer
DESIGNED ACOUSTICS, LLC
PROJECT #
11824

DATE
NOVEMBER 10th, 2016

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Environmental Noise Study Report

TABLE OF CONTENTS

INTRODUCTION.....3

NOISE MEASUREMENTS 3

INSTRUMENTATION 4

MEASUREMENTS.....4

FINDINGS.....5

CONCLUDING REMARKS 6

ACOUSTIC NOMENCLATURE AND TERMINOLOGY.....7

INTRODUCTION

Designed Acoustics was retained by Wallis Companies to perform an Environmental Noise Study and to provide an evaluation of existing and potential noise levels that could be generated by a proposed new commercial development. The property is at northwest corner of Olive & Schulte located in Creve Coeur Missouri. This report summarizes Designed Acoustics' noise investigation and the potential audible effects at the property lines of the proposed site. Environmental noise studies, being investigative by nature, are often forced to make assumptions concerning the properties of the noise source(s) under such study. Designed Acoustics recognizes the proposed uses and have elected to base the study upon a conservative "worst case situation" in order to ensure the validity of calculated results.

The following report explains the methodology used to gather data as well as Designed Acoustics' findings and compliance with the City of Creve Coeur criteria which is:

> *An acoustical study shall be submitted demonstrating that the order facility and service windows will not produce sounds exceeding sixty (60) dB as measured at any property line abutting a residential use, up to a height of eight (8) feet above ground at the property line and demonstrating that the order facility and service windows will not increase ambient sound levels at other property lines above the average Monday to Friday midday level.*

For the development proposed at this location, no service order window is proposed however, some of the mechanical components of the car wash have higher decibel levels and will be evaluated. It should also be noted that the hours of operation proposed for the carwash portion of the facility are from approximately 7 am until 8 pm.

NOISE MEASUREMENTS

Long-term 24-hour noise measurements were completed at the subject site. While on-site short term measurements were also taken at the same time that the long term monitoring was beginning, approximately 4pm on Thursday, November 3rd, 2016. Additionally, short term background noise measurements were again taken at the time that the long term monitors were retrieved, approximately 10am on Wednesday, November 9th, 2016.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

INSTRUMENTATION

A Larson-Davis Laboratories Model Sound Expert LxT precision sound level meter was used for all octave band measurements reported here. This meter conforms to the ANSI Standard Specifications for Sound Level Meters S1.4-1983, Type 1 (Precision), and the IEC Standard 651-1979, Sound-Level Meters, Type 1 Peak. The instrument was calibrated and is traceable to The National Institute of Standards. Evidence of traceability is on file at the Larson Davis Corporate Headquarters. The meter calibration was field verified before and after the measurement session.

Larson-Davis Laboratories Model Sound Expert LxT sound meters were used for A-weighted long-term sound level measurements. This meter conforms to ANSI Standard Specifications for Sound Level Meters S1.4-1983, Type 2, and the IEC 651-1979, Sound Level Meters Type 2. The instruments were calibrated and are traceable to the National Institute of Standards. Evidence of traceability is on file at the Larson Davis Corporate Headquarters. The meters were field verified before and after the measurement session.

MEASUREMENTS

Long Term monitor results

Date	Ldn (dBA)	Lday (dBA)	Lnight (dBA)
Friday, November 4th, 2016	65.8	64.9	57.0
Saturday, November 5th, 2016	65.7	66.4	54.3
Sunday, November 6th, 2016	65.1	63.2	57.1
Monday, November 7th, 2016	65.3	65.2	55.4
Tuesday, November 8th, 2016	65.8	64.7	57.1
Wednesday, November 9th, 2016	64.9*	64.9*	54.3*

***Not a complete 24 hour cycle of data.**

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

FINDINGS

The estimated impact of speaker noise at the nearest property line was calculated using provided manufactures data. The total attenuation at the nearest property line (and beyond) was calculated based on land topography supplied to Designed Acoustics by the site civil engineer, barrier height and location(s) (insertion loss[1]), and distance from source. The calculations show no increase of noise impact at the property line. It is important to note that as a conservative approach Designed Acoustics did NOT take into consideration the large amounts of trees and shrubs at the property lines and beyond. Due to seasonal changes in the geometry, shape, and consistency of such barriers, sound attenuation is difficult to predict when these are figured into the calculations. Designed Acoustics acknowledges that trees and foliage, in bloom, will add a slight degree of extra attenuation beyond those factors accounted for in this study. Therefore, the addition of trees and / or foliage near the property lines will have a positive impact on the noise environment beyond the property line.

The estimated SPLs assume a 6' barrier (that Designed Acoustics supports installing) placed between the given property lines and proposed carwash. Additionally, estimated SPLs at the northwest property line took into consideration the elevation difference between the carwash and the nearby property. This topography increases the barrier effectiveness at the northwest property line. Designed Acoustics estimated these SPLs at an 8' height per the aforementioned city code.

The site plan, provided by CEC and included in the appendix, indicates the approximate distance from the closest point on the North West property line to the entrance to the car wash. Designed Acoustics estimates a sound level of 70dBA at this area. Distance attenuation a long with barrier attenuation was used to calculate the estimated property line dBA at 8'. The worst case is calculated to be 49 dBA at the property line. It's important to note that these estimated SPLs are lower than the onsite background measurements that have been taken. We recognize that the driers exiting the car wash are in fact the loudest noise generator on site, approximately 95dBA to 100dBA during its cycle, the direction of those driers will face the highway. It's our conclusion that the highway noise and the distance would dampen those levels significantly. While we did check all property line dBA levels during our study, Designed Acoustics has chosen the car wash entrance area to focus on because we are confident it would be the worst case scenario for noise on the proposed new development and any residential property line.

It is Designed Acoustics professional opinion that the operation of the proposed new development will have no negative environmental noise impact on adjacent properties and that the proposed noise levels that will be present upon development as proposed will meet the regulations presented.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

CONCLUDING REMARKS

As stated earlier environmental noise impact studies, being investigative by nature, are often forced to make assumptions concerning the properties of the noise source under such study. Designed Acoustics recognizes the usage of this proposed development. We have elected to base our study upon this worst case situation in order to ensure the validity of calculated results.

As a first step, Designed Acoustics placed a long term noise monitor at the proposed location in order to quantify the day, night, Leq background noise levels as a base starting point for our acoustical analysis

Designed Acoustics was supplied with manufacturer's noise measurements of the proposed equipment for our review and to establish if the equipment proposed would have the potential for negative effects on the surrounding areas.

As an additional step we were given access to an existing location with similar equipment. (475 N. Lindberg, Florissant. Missouri)
Designed Acoustics visited that location on November 9th, 2016 at approximately 11:30am. While on site sound level readings of the car wash were taken. It's important to note that the sound level readings taken matched the manufacturer's data that was given to us for review. While still on site, sound levels were taken at the wall (barrier) located behind the carwash that separates the carwash from a residential neighborhood. (53dBA to 56dBA) Additional sound level readings were taken behind the wall. The sound level readings behind the wall were significantly lower. (42dBA – 45dBA)

Based on our acoustical analysis and the factors mentioned in this report the new development shall meet the aforementioned city code requirements.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

ACOUSTIC NOMENCLATURE AND TERMINOLOGY

ANSI: American National Standards Institute

A-Weighing: Prescribed frequency response defined by ANSI Standard S-1971. Used to obtain a single number representing the sound pressure level of a noise in a manner approximating the response of the ear, by de-emphasizing the effects of the low and high frequencies.

Background Sound: Sound that remains when sound of interest is removed is background sound relative to the sound of interest.

Daytime: The hours 0700 (7:00 am) to 2200 (10:00 pm).

Day-night average sound level (Ldn): A measure of the noise environment over a 24-hour A-weighted sound level with a 10 dB weighing applied to the nighttime levels. When equivalent level (Leq) information is available, the Ldn is calculated as follows:

Where Leq(d) = Leq for the hours 0700-2200.
Leq(n) = Leq for the hours 2200-0700.
Annualized Ldn is effective Ldn determined over a full year accounting for daily and seasonal variations.

dBA: Overall A-weighted sound pressure level expressed in decibels referenced to 20 micro-pascals.

Decibel (dB): Ten times the logarithm of the ratio of a quantity (X) to a reference quantity (X_r).

Equivalent Sound Level (Leq): The level of a constant sound which, in a given situation and time period, has the same sound energy as a time varying sound level.
f_i = percent of time period in which a particular L_i occurs.
L_i = sound level in dB.

Exceedance Level - Ln: The sound pressure level exceeded n percent of the time. Example: L10 is the sound pressure level exceeded 10% of the time during a measurement period. L50 corresponds to the median level.

Frequency: Number of complete oscillation cycles per unit of time. The frequency is the reciprocal of the period. The unit of frequency often used is the Hertz.

Hertz (Hz): Unit of frequency equal to one cycle per second.

Ldn: See day-night average sound level.

Leq(n): Equivalent sound level for a period n in length.

Lmax: The maximum sound level detected during the period of measurement.

Lmin: The minimum sound level detected during the period of measurement.

Ln: See Exceedance Level, the sound level exceeded n percent of the time.

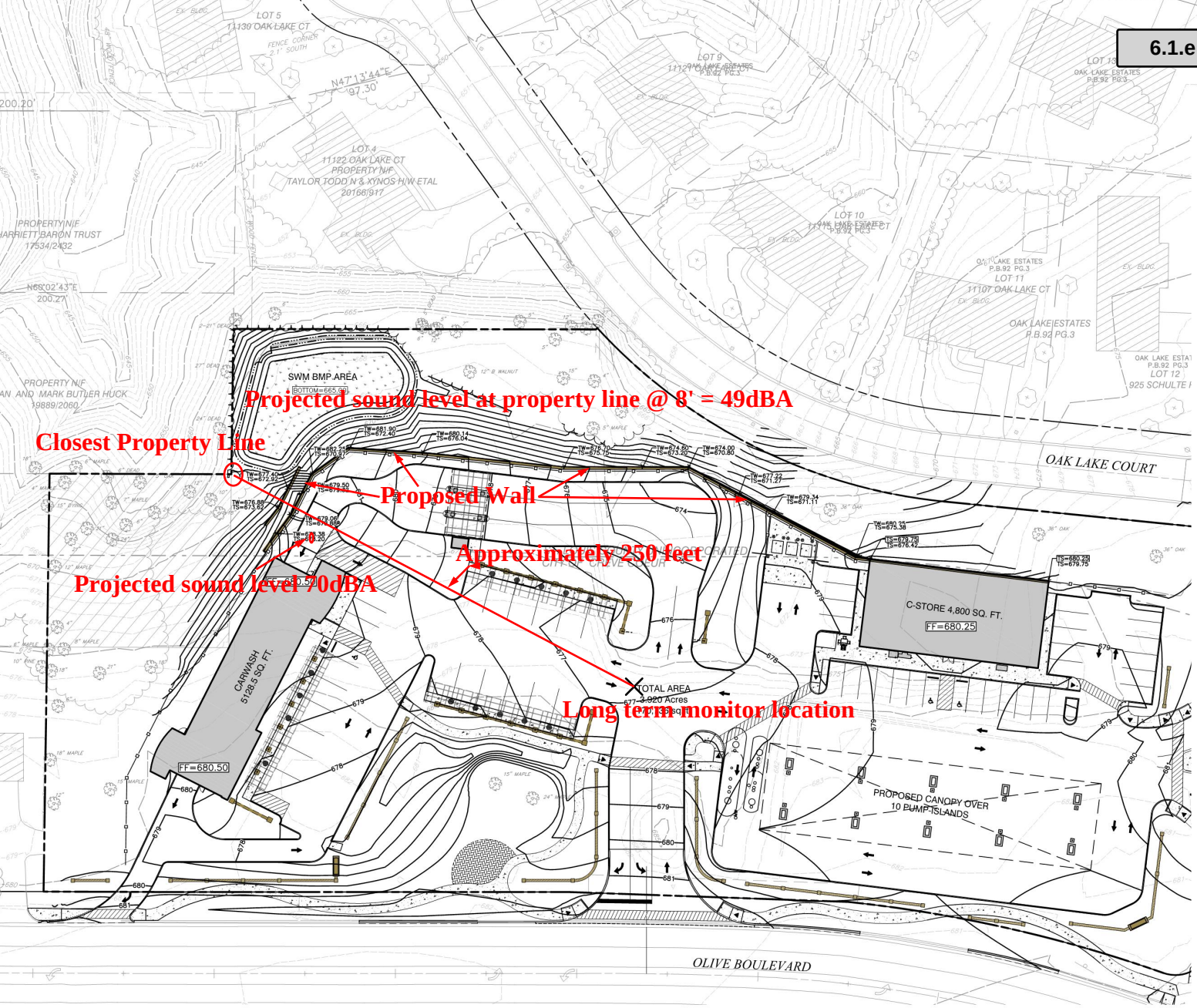
Nighttime: The hours 2200 (10:00 pm) to 0700 (7:00 am).

Sound Pressure Level (SPL): In decibels, 20 times the logarithm to the base 10 of the ratio of a sound pressure to the reference sound pressure of 20 micro-pascals. Where p = sound pressure to be quantified p_{ref} = 20 micro-Pascals (metric). 2.9 x 10^{-9} psi (English)

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Figures 1 & Graphs 1 – 6

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

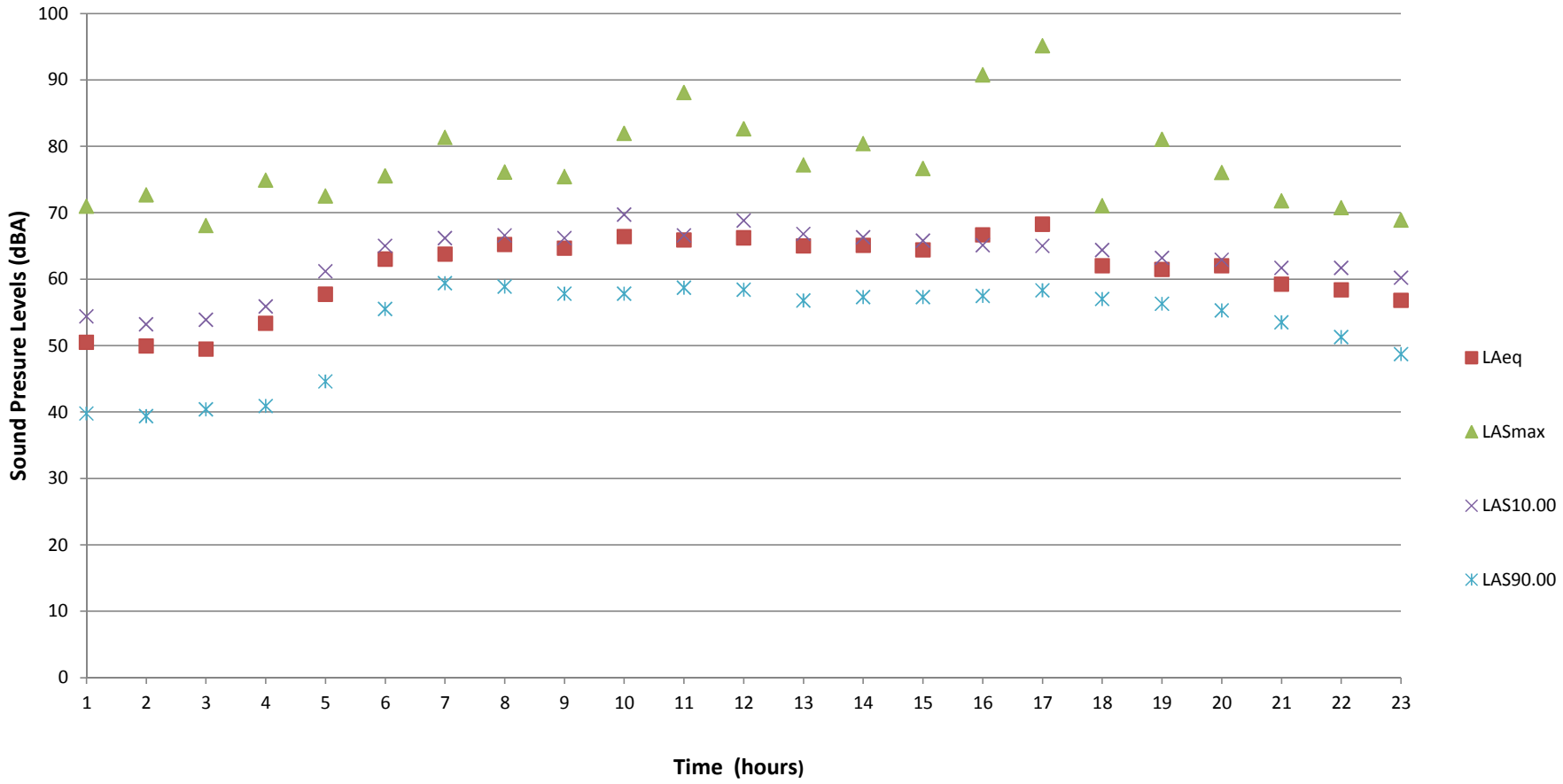


Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

DESIGNED ACOUSTICS
HEAR THE DIFFERENCE

Olive & Schulte
Enviromental Noise Study
November 4th, 2016

Ldn 24 = 65.8
Leq (Day) = 64.9
Leq (Night) = 57.0

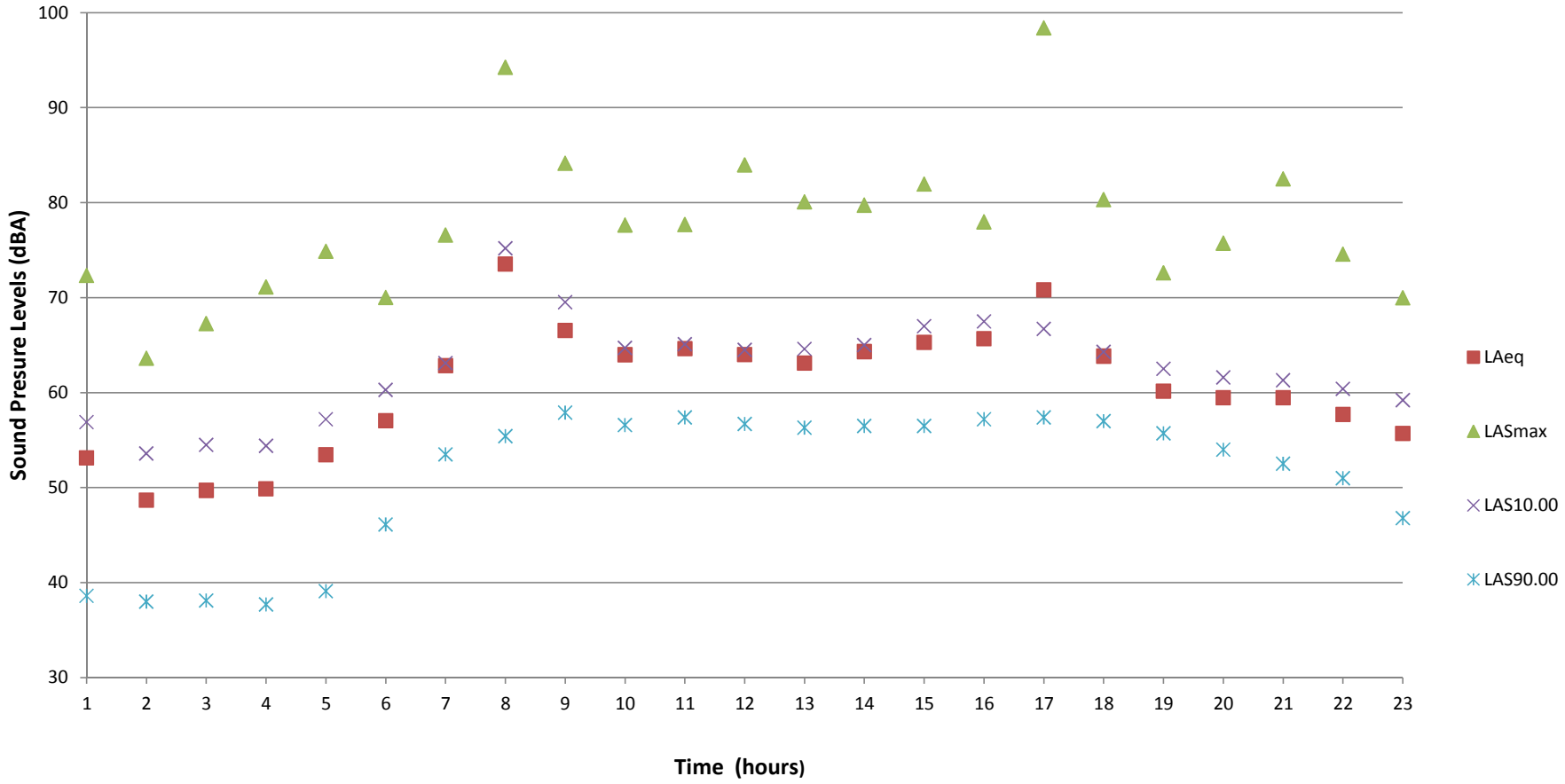


Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash

DESIGNED ACOUSTICS
HEAR THE DIFFERENCE

Olive & Schulte
Enviromental Noise Study
November 5th, 2016

Ldn 24 = 65.7
Leq (Day) = 66.4
Leq (Night) = 54.3

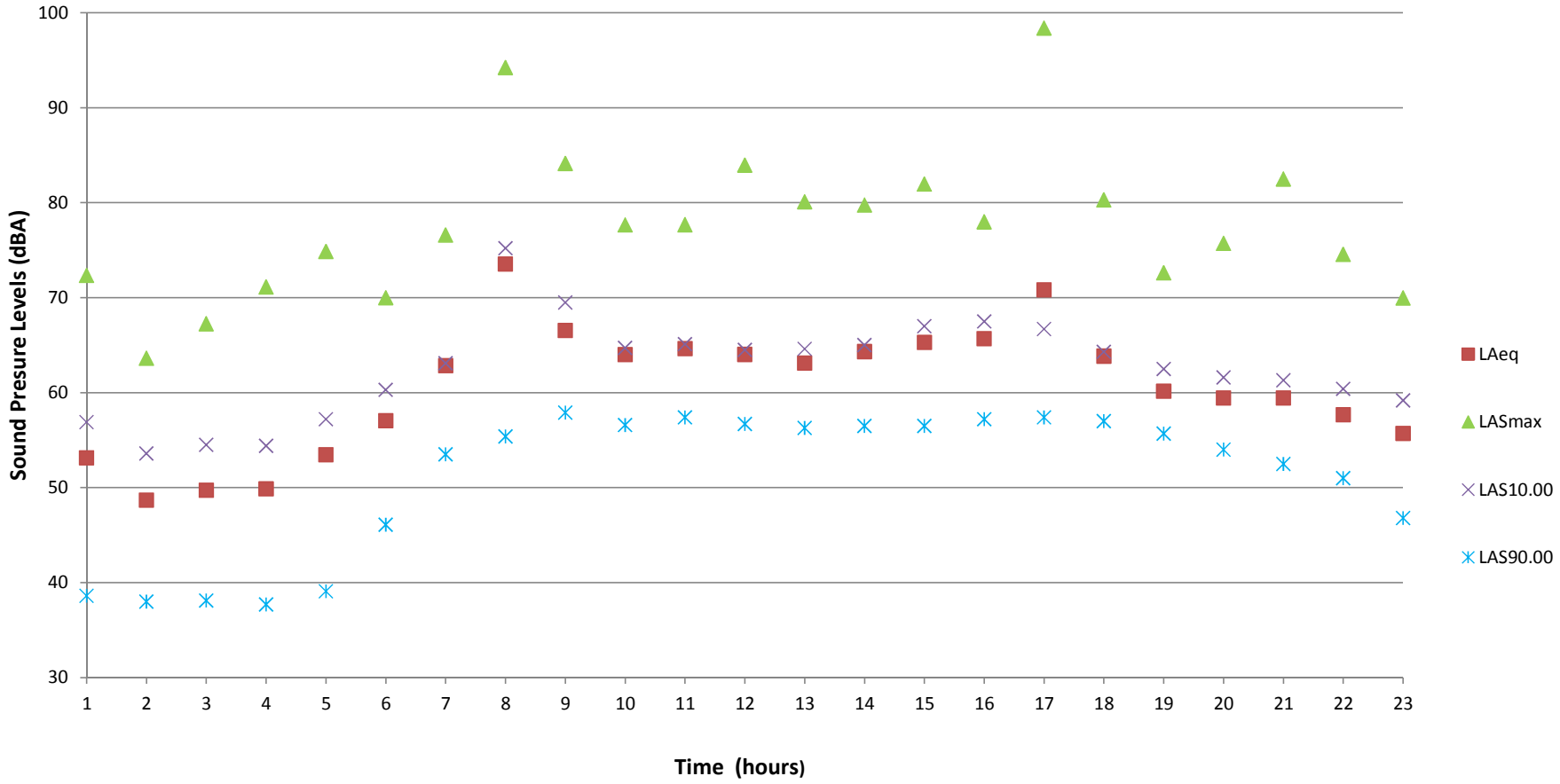


Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash

DESIGNED ACOUSTICS
HEAR THE DIFFERENCE

Olive & Schulte
Enviromental Noise Study
November 6th, 2016

Ldn 24 = 65.1
Leq (Day) = 63.2
Leq (Night) = 57.1

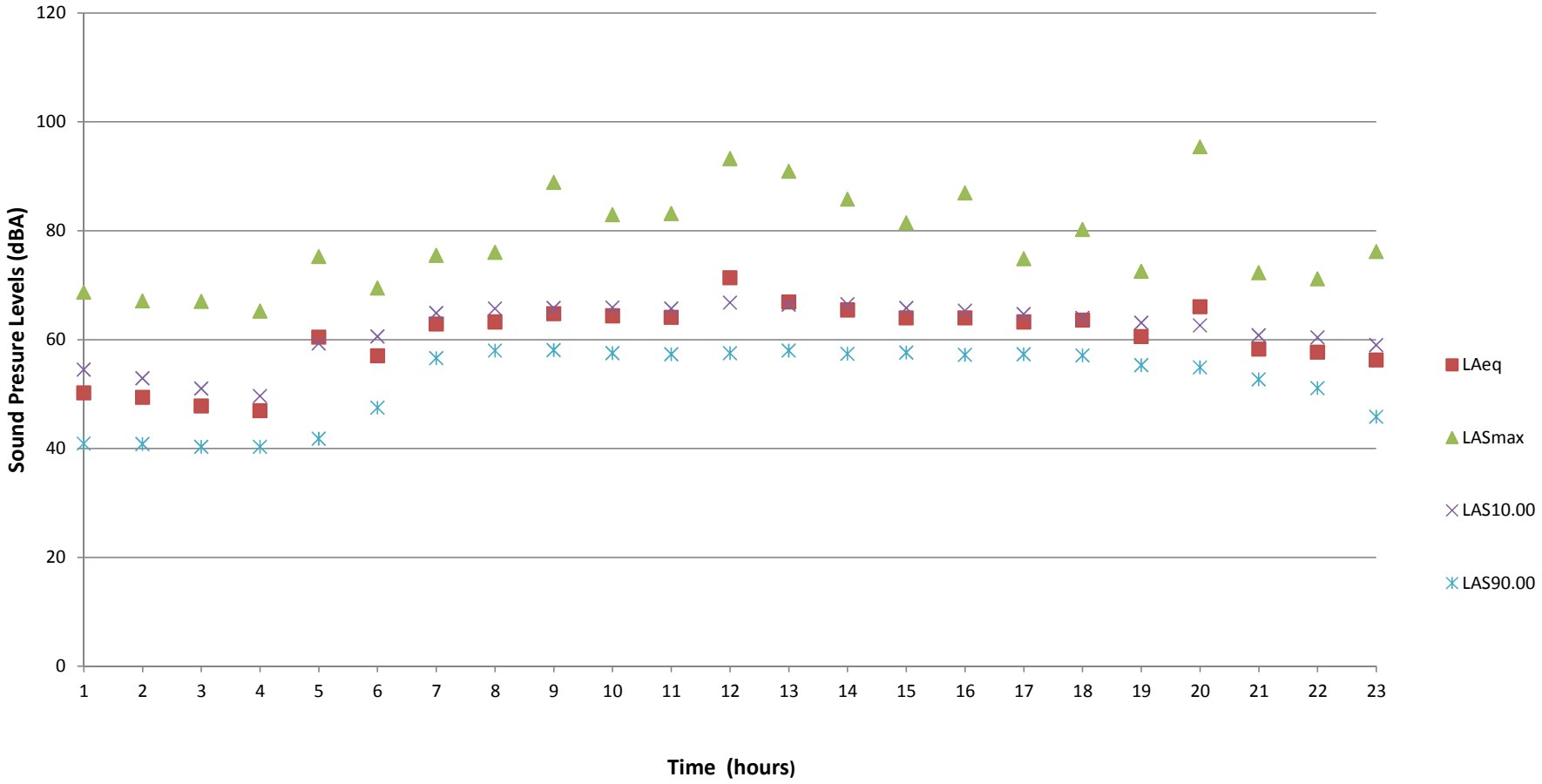


Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash

DESIGNED ACOUSTICS
HEAR THE DIFFERENCE

Olive & Schulte
Enviromental Noise Study
November 7th, 2016

Ldn 24 = 65.3
Leq (Day) = 65.2
Leq (Night) = 55.4

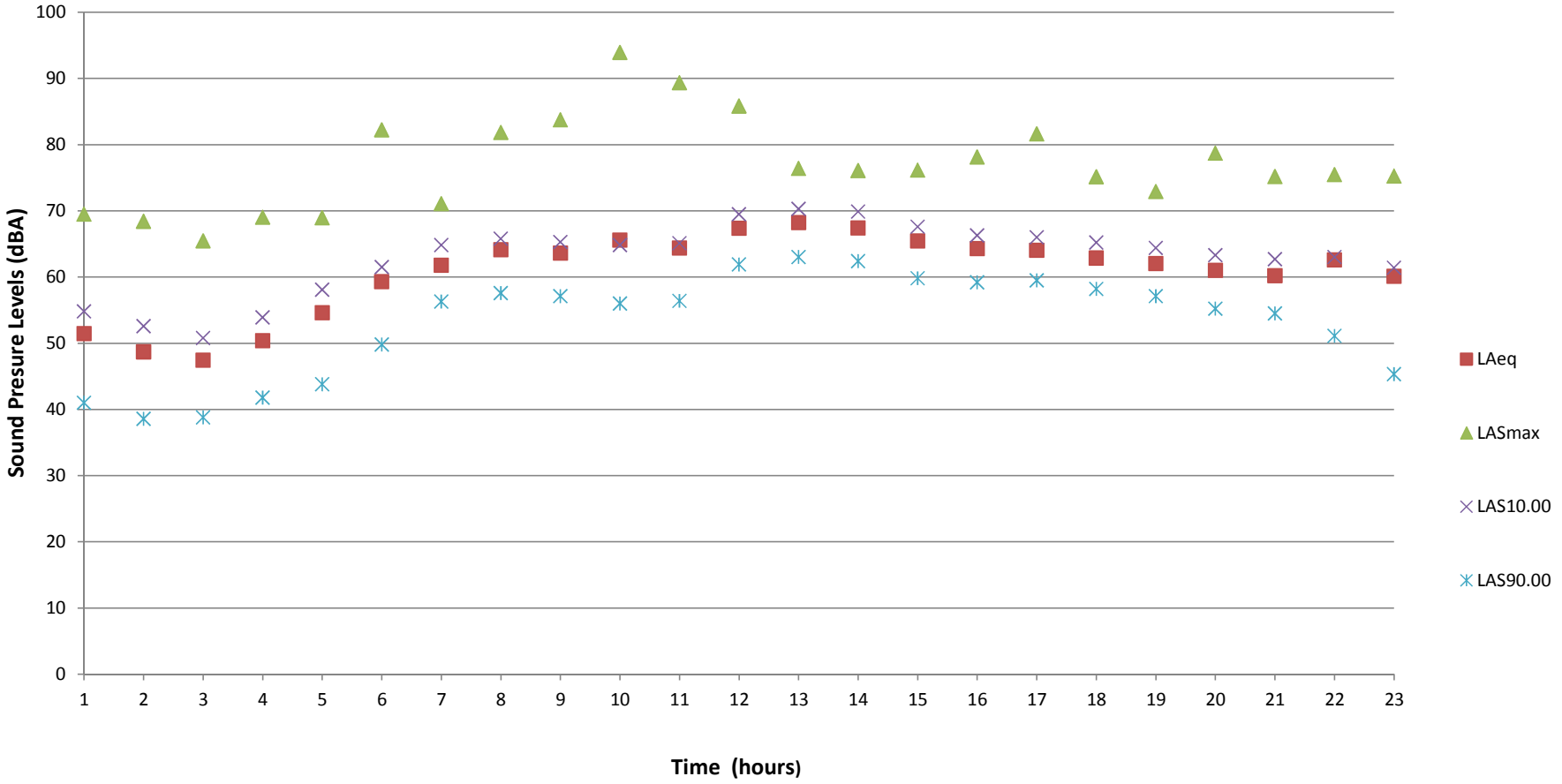


Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash

DESIGNED ACOUSTICS
HEAR THE DIFFERENCE

Olive & Schulte
Enviromental Noise Study
November 8th, 2016

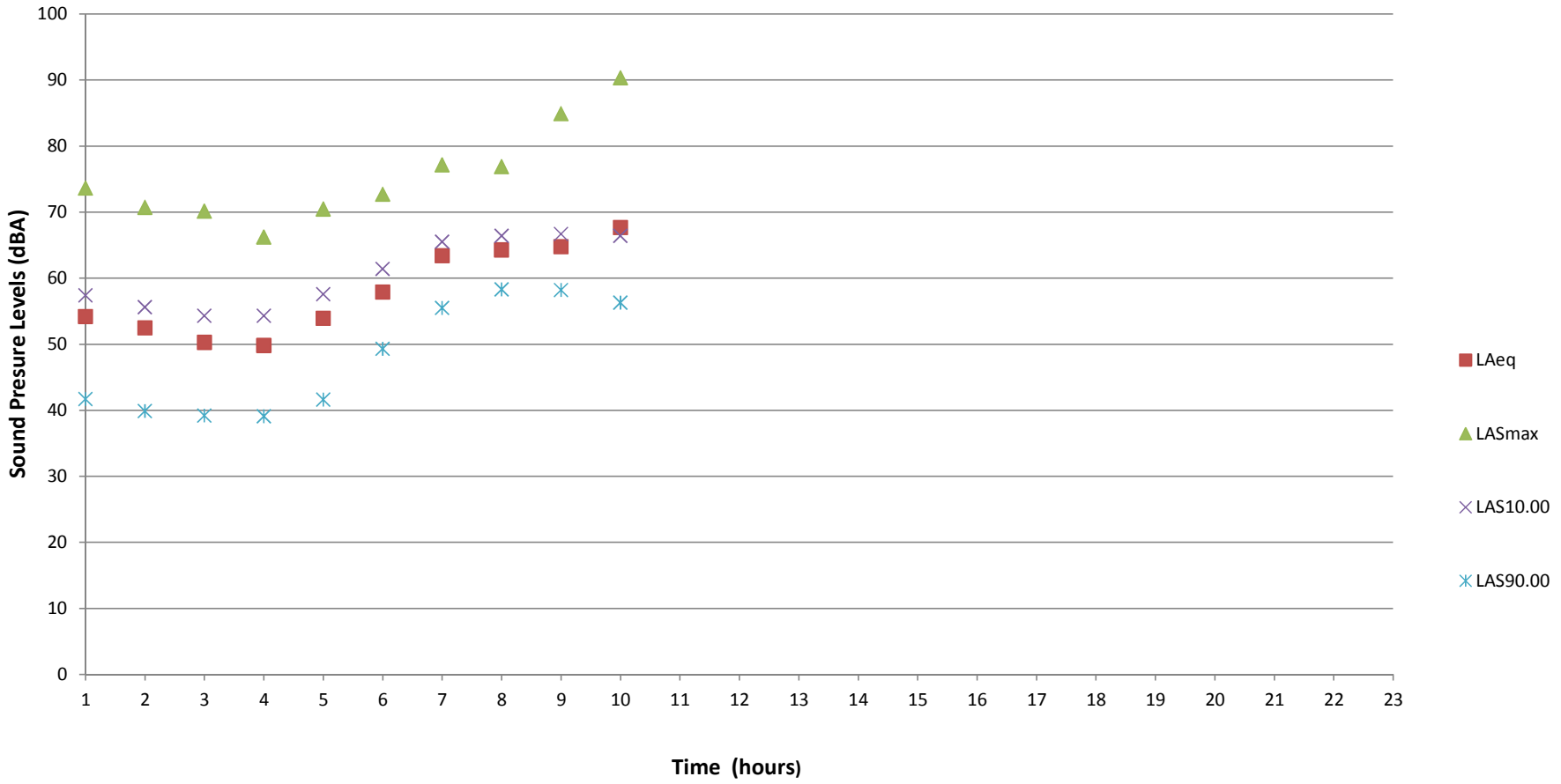
Ldn 24 = 65.8
Leq (Day) = 64.7
Leq (Night) = 57.1



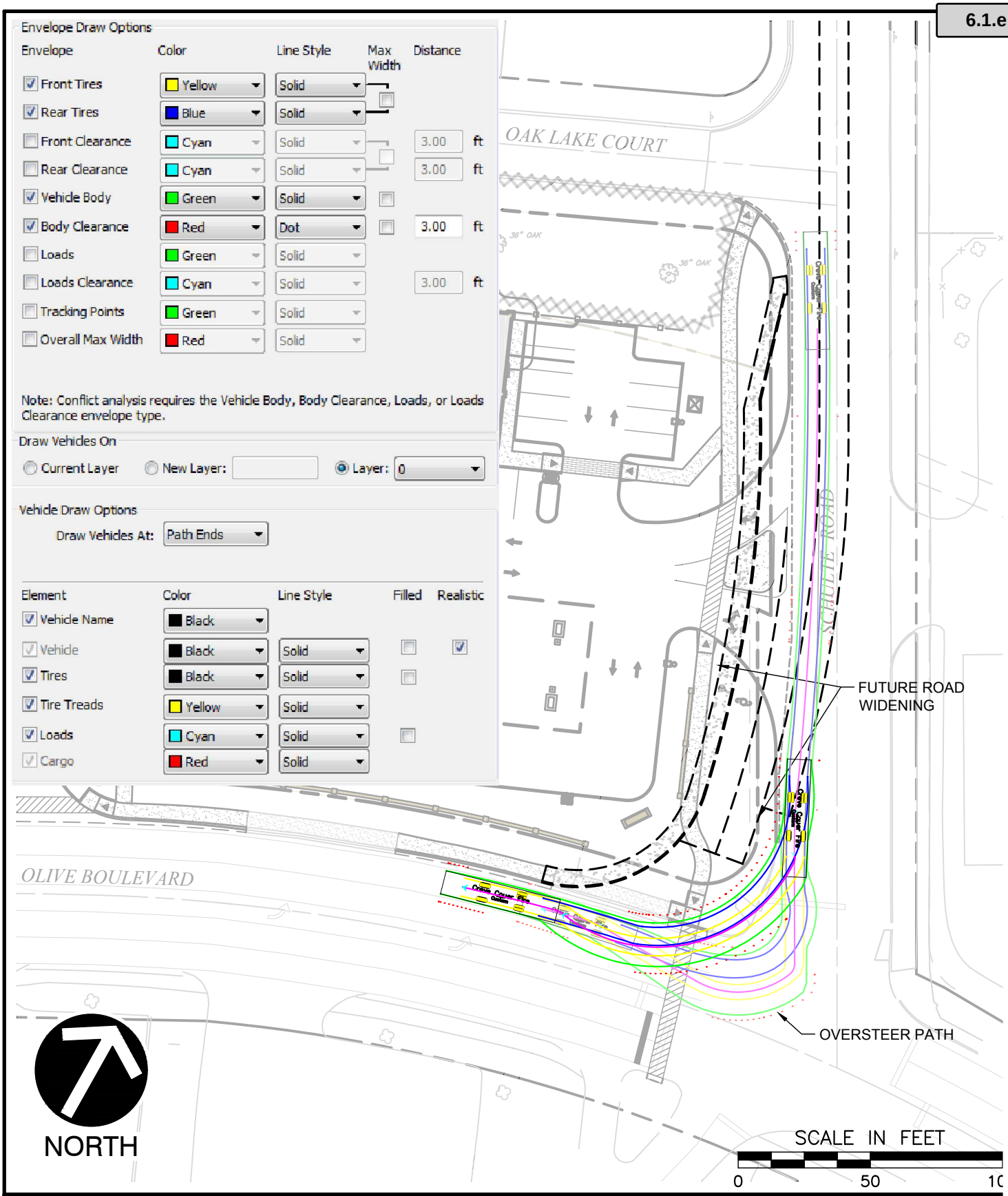
Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash

Olive & Schulte
Enviromental Noise Study
November 9th, 2016
(Only partial day of recordings)

Ldn 24 = 64.9
Leq (Day) = 64.9
Leq (Night) = 54.3



Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash



Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

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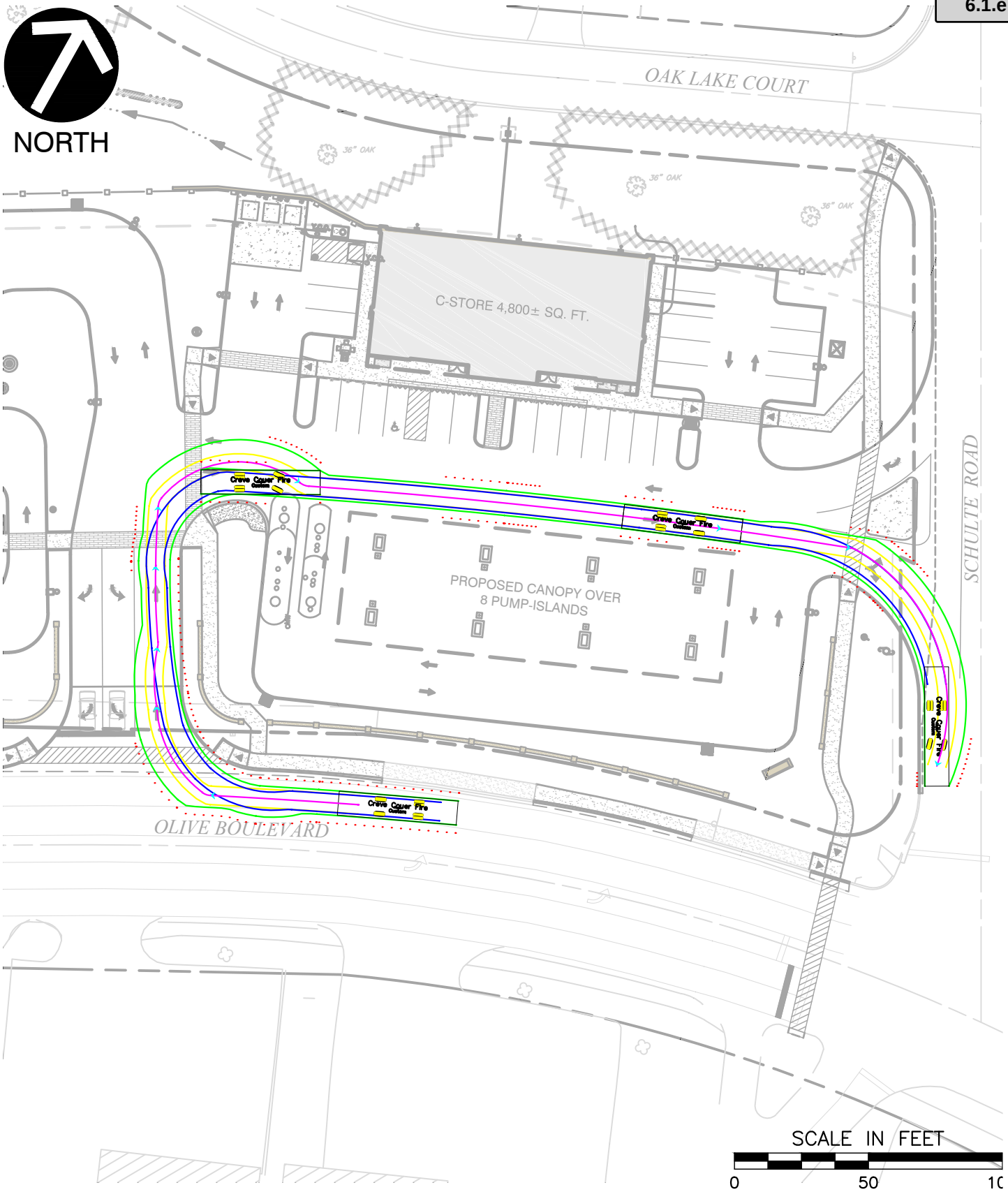
Civil & Environmental Consultants, Inc.
4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 · 866-250-3679
www.cecinc.com

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453

FIRE TRUCK ACCESS EXHIBIT
SCHULTE TO OLIVE BLVD, WESTBOUND

DRAWN BY:	CAC	CHECKED BY:	KTK	APPROVED BY:	KTK*	FIGURE NO.:	
DATE:	NOV. 2017	DWG SCALE:	1"=50'	PROJECT NO:	110-241		



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4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 · 866-250-3679
www.cecinc.com

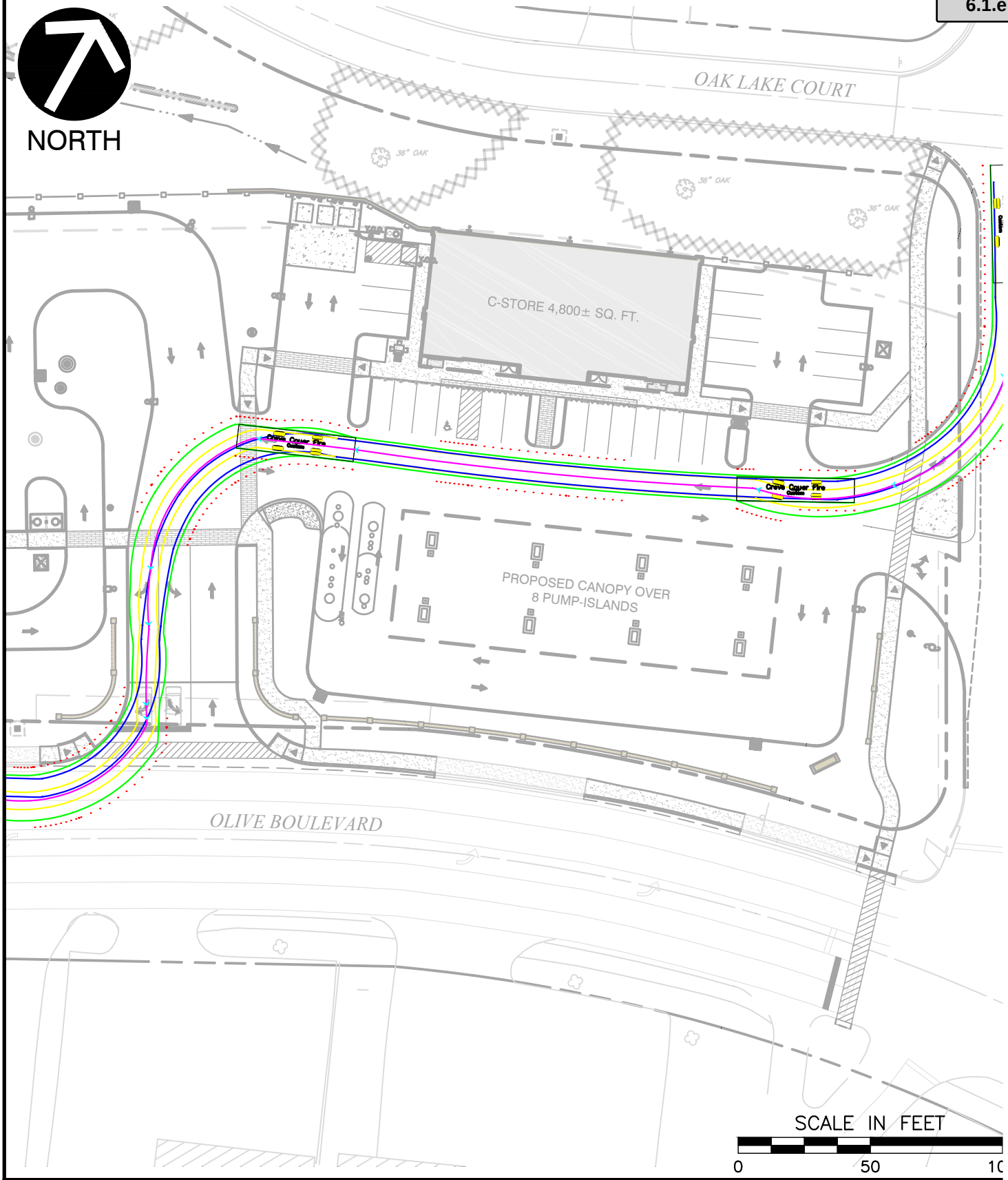
WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453

FIRE TRUCK ACCESS EXHIBIT
OLIVE BLVD ENTRANCE

DRAWN BY:	CAC	CHECKED BY:	KTK	APPROVED BY:	KTK*	FIGURE NO.:	
DATE:	NOV. 2017	DWG SCALE:	1"=50'	PROJECT NO:	110-241		

P:\2011\110-241\-CADD\Dwg\CV04 BriteWorx C-Store\110241-CV04-SP01 Exhibits.dwg{FIRETRUCK-B} LS:(11/9/2017 - cnagel) - LP: 11/9/2017 2:47 PM

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



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4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 · 866-250-3679
www.cecinc.com

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453

FIRE TRUCK ACCESS EXHIBIT
SCHULTE ROAD ENTRANCE

DRAWN BY:	CAC	CHECKED BY:	KTK	APPROVED BY:	KTK*	FIGURE NO.:	
DATE:	NOV. 2017	DWG SCALE:	1"=50'	PROJECT NO:	110-241		

P:\2011\110-241\-CADD\Dwg\CV04 BriteWorx C-Store\110241-CV04-SP01 Exhibits.dwg{FIRETRUCK-C} LS:(11/9/2017 - cnagel) - LP: 11/9/2017 2:47 PM

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

LED CANOPY LIGHT - LEGACY™ (CRUS)



AC distribution utilizes a reflector which alters the look from a standard S distribution

DOE LIGHTING FACTS

Department of Energy has verified representative product test data and results in accordance with its Lighting Facts Program. Visit www.lightingfacts.com for specific catalog strings.

US & Int'l. patents pending.

HOUSING - Low profile, durable die-cast, aluminum construction, providing a reliable weather-tight seal.

LEDS - Features an array of select, mid-power, high brightness, high efficiency LED chips; 5000K color temperature, 70 CRI (nominal).

DRIVE CURRENT - Choice of Very Low Wattage (VLW), Low Wattage (LW), Super Saver (SS), High Output (HO) or Very High Output (VHO).

OPTICS / DISTRIBUTION - Choice of Symmetrical or Asymmetrical, which directs light through a clear tempered glass lens, to provide a uniform distribution of light to vertical and horizontal surfaces.

OPTICAL UNIT - Features an ultra-slim 7/8" profile die-cast housing, with a flat glass lens. Unit is water-resistant, sealed to an IP67 rating. Integral designed heat sink does not trap dirt and grime, ensuring cool running performance over the life of the fixture.

PRESSURE STABILIZING VENT - Luminaire assembly incorporates a pressure stabilizing vent breather to prevent seal fatigue and failure.

HAZARDOUS LOCATION - Designed for lighter than air fuel applications. Product is suitable for Class 1 Division 2 only when properly installed per LSI installation instructions (consult factory).

DRIVER - State-of-the-art driver technology superior energy efficiency and optimum light output. Driver components are fully encased in potting for moisture resistance. Complies with IEC and FCC standards. 0-10 V dimming supplied standard with all drive currents.

DRIVER HOUSING - Die-cast aluminum, wet location rated driver/electrical enclosure is elevated above canopy deck to prevent water entry, provide easy "knock-out" connection of primary wiring and contributes to attaining the lowest operating temperatures available. Seals to optical housing via one-piece molded silicone gasket.

OPERATING TEMPERATURE - -40°C to 50°C (-40°F to +122°F)

ELECTRICAL - Universal voltage power supply, 120-277 VAC, 50/60 HZ input. Drivers feature two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Scenario 1, Location Category C.

FINISH - Standard color is white and is finished with LSI's DuraGrip® polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.

INSTALLATION - One person installation. No additional sealant required. Installs in a 12" or 16" deck pan. Deck penetration consists of a 4" hole, simplifying installation and water sealing. Unit is designed to quickly retrofit into existing Scottsdale (4") hole as well as openings for Encore and Encore Top Access and to reconnect wiring for the SC/ECTA without having to relocate the conduit. Retro panels are available for existing Encores (see back page) as well as kits for recessed and 2x2 installations (see separate spec sheets). Support brackets are provided standard, to prevent sagging of deck.

SHIPPING WEIGHT - 27 pounds (single pack), 48 pounds (double pack).

EXPECTED LIFE - Minimum 60,000 to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

WARRANTY - Limited 5-year warranty.

LISTING - UL and ETL listed to UL 1598, UL 8750 and other U.S. and International safety standards. Suitable for wet locations.

PHOTOMETRICS - Please visit our web site at **www.lsi-industries.com** for detailed photometric data.

Consult Factory

Class 1, Division 2 – Standard on SS & LW.

T5 Temperature Classification – The surface temperature of this product will not rise above 100˚C., within a 40˚C ambient.

Gas Groups A,B,C, and D – Group A: Acetylene / Group B: Hydrogen / Group C: Propane and Ethylene / Group D: Benzene, Butane, Methane & Propane.

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.

RoHS COMPLIANT · Intertek wet location · IP67 · CE · cULus LISTED wet location · ida INTERNATIONAL DARK-SKY ASSOCIATION APPROVED · DLC

Project Name _____ Fixture Type _____

Catalog # _____

03/23/16

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

LED CANOPY LIGHT - LEGACY™ (CRUS)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **CRUS SC LED HO 50 UE WHT**

Prefix	Distribution[1]	Light Source	Drive Current	Color Temperature	Input Voltage	Finish	Options
CRUS	SC - Standard Symmetric AC - Aymmetric	LED	VLW - Very Low Watt LW - Low Watt SS - Super Saver HO - High Output VHO - Very High Output	50 - 5000K	UE - Universal Voltage (120-277V) 347 - 480V	WHT - White BRZ - Bronze BLK - Black	None

FOOTNOTES:
1- AC distribution utilizes a reflector which alters the look from a standard S distribution.

ACCESSORY ORDERING INFORMATION

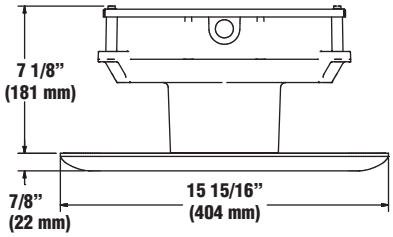
(Accessories are field installed)

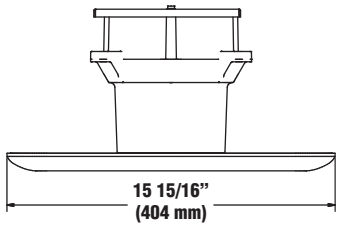
Description	Order Number
Retrofit Panels - EC / ECTA / SCF to CRU, for 16" Deck Panel	525946
Retrofit Panels - ECTA / SCF to CRU, for 12" Deck Panel	530281
Retrofit 2x2 Cover Panel Blank (no holes)	357282
Retrofit RIC Cover Panel Blank (no holes)	354702

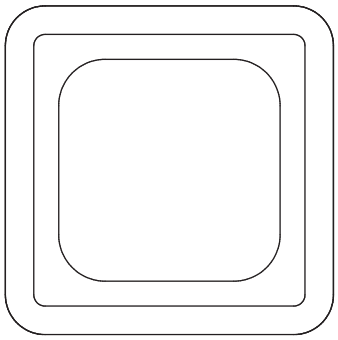
Description	Order Number
Kit - Hole Plugs and Silicone (enough for 25 retrofits)[1]	1320540

1- Consists of (25) 7/8" hole plugs and (1) 10.3 oz tube of RTV

DIMENSIONS







LIGHT OUTPUT - CRUS

		Lumens		Watts		LPW	
		SC	AC	SC	AC	SC	AC
Cool White	VLW - Very Low Watt	8842	–	79	–	112	–
	LW - Low Watt	10871	8746	88	83	124	105
	SS - Super Saver	13554	11518	114	111	119	104
	HO - High Output	18633	–	132	–	141	–
	VHO - Very High Output	22418	17262	159	157	141	110

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

LED CANOPY LIGHT - LEGACY™ UNIVERSAL SUPERKIT - 2X2 (CRUSK UNV)



US & Int'l. patents pending.

Crossover SuperKits allow you replace many existing 2x2 canopy fixtures (including LSI, Whiteway and Jet-Phillips) without having to know the dimensions of the existing fixture.

HOUSING - Low profile, durable die-cast, aluminum construction, providing a reliable weather-tight seal.

LEDS - Features an array of select, mid-power, high brightness, high efficiency LED chips; 5000K color temperature, 70 CRI (nominal).

DRIVE CURRENT - Choice of Very Low Wattage (VLW), Low Wattage (LW), Super Saver (SS), High Output (HO) or Very High Output (VHO).

OPTICS / DISTRIBUTION - Symmetrical, which directs light through a glass lens to provide a uniform distribution of light to vertical and horizontal surfaces.

OPTICAL UNIT - Features an ultra-slim 7/8" profile die cast housing, with a standard flat glass lens. Unit is water-resistant, sealed to an IP67 rating. Integral designed heat sink does not trap dirt and grime, ensuring cool running performance over the life of the fixture.

PRESSURE STABILIZING VENT - Luminaire assembly incorporates a pressure stabilizing vent breather to prevent seal fatigue and failure.

DRIVER- State-of-the-art driver technology superior energy-efficiency and optimum light output. Driver components are fully encased in potting for moisture resistance. Complies with IEC and FCC standards. 0-10 V dimming supplied standard with all drive currents.

ADAPTOR PANEL - Die formed galvanized steel, with powder coat finish.

OPERATING TEMPERATURE - -40°C to 50°C (-40°F to +122°F)

ELECTRICAL - Universal voltage power supply, 120-277 VAC, 50/60 HZ input. Drivers feature two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Scenario 1, Location Category C.

FINISH - Standard color is white and is finished with LSI's DuraGrip polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.

INSTALLATION - Pre-assembled optical unit and mounting panel hinges and fastens to existing fixture housing in place of current door assembly. Driver is pre-mounted to back of CRUSK assembly.

SHIPPING WEIGHT - 27 pounds.

EXPECTED LIFE - Minimum 60,000 to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

WARRANTY - Limited 5-year warranty.

LISTING - UL listed to UL 1598, UL 8750 and other U.S. and International safety standards. Suitable for wet locations.

PHOTOMETRICS - Applications layouts are available upon request. Contact LSI Petroleum Lighting or petroleum.apps@lsi-industries.com

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.

RoHS COMPLIANT · c UL us LISTED wet location · IP67 · CE · ida INTERNATIONAL DARK-SKY ASSOCIATION APPROVED · DLC PREMIUM LISTED

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

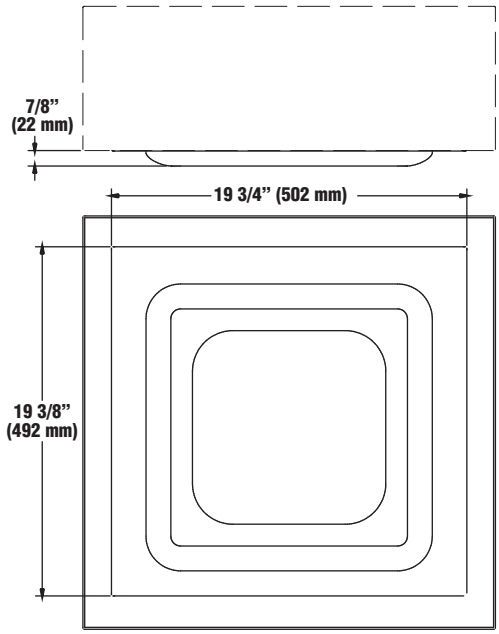
LED CANOPY LIGHT - LEGACY™ UNIVERSAL SUPERKIT - 2X2 (CRUSK UNV)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **CRUSK UNV SC LED HO 50 UE WHT**

Prefix	Distribution	Light Source	Drive Current	Color Temperature	Input Voltage	Finish	Options
CRUSK UNV (Universal 2x2)	SC - Standard Symmetric	LED	VLW - Very Low Watt LW - Low Watt SS - Super Saver HO - High Output VHO - Very High Output	50 - 5000K	UE - Universal Voltage (120-277V) 347 - 480V	WHT - White BRZ - Bronze BLK - Black	None

DIMENSIONS



LIGHT OUTPUT - CRUSK UNV

		Lumens		Watts		LPW	
		SC	AC	SC	AC	SC	AC
Cool White	VLW - Very Low Watt	8,842	–	79	–	112	–
	LW - Low Watt	10,871	8746	88	83	124	105
	SS - Super Saver	13,554	11,518	114	111	119	104
	HO - High Output	18633	–	132	–	141	–
	VHO - Very High Output	22418	17262	159	157	141	110

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

LED CANOPY LIGHT - LEGACY™ RECESSED SUPERKIT – (CRUSK RECU)

Recessed Housing Not Included



US & Int'l. patents pending.

Crossover SuperKits allow you replace many existing recessed canopy fixtures (including LSI, Whiteway and Jet-Phillips) without having to know the dimensions of the existing fixture.

HOUSING - Low profile, durable die-cast, aluminum construction, providing a reliable weather-tight seal.

LEDS - Features an array of select, mid-power, high brightness, high efficiency LED chips; 5000K color temperature, 70 CRI (nominal).

DRIVE CURRENT - Choice of Very Low Wattage (VLW), Low Wattage (LW), Super Saver (SS), High Output (HO) or Very High Output (VHO).

OPTICS / DISTRIBUTION - Symmetrical, which directs light through a glass lens, to provide a uniform distribution of light to vertical and horizontal surfaces.

OPTICAL UNIT - Features an ultra-slim 7/8" profile die cast housing, with a standard flat glass lens. Unit is water-resistant, sealed to an IP67 rating. Integral designed heat sink does not trap dirt and grime, ensuring cool running performance over the life of the fixture.

PRESSURE STABILIZING VENT - Luminaire assembly incorporates a pressure stabilizing vent breather to prevent seal fatigue and failure.

DRIVER- State-of-the-art driver technology superior energy-efficiency and optimum light output. Driver components are fully encased in potting for moisture resistance. Complies with IEC and FCC standards. 0-10 V dimming supplied standard with all drive currents.

ADAPTOR PANEL - Die formed galvanized steel, with powder coat finish.

OPERATING TEMPERATURE - -40°C to 50°C (-40°F to +122°F)

ELECTRICAL - Universal voltage power supply, 120-277 VAC, 50/60 HZ input. Drivers feature two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Scenario 1, Location Category C.

FINISH - Standard color is white and is finished with LSI's DuraGrip polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.

INSTALLATION - Tether holds pre-assembled optical unit and mounting panel hinges during wiring for one-man installation. Driver is pre-mounted to back of CRUSK assembly.

SHIPPING WEIGHT - 30 pounds.

EXPECTED LIFE - Minimum 60,000 to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

WARRANTY - Limited 5-year warranty.

LISTING - UL listed to UL 1598, UL 8750 and other U.S. and International safety standards. Suitable for wet locations.

PHOTOMETRICS - Applications layouts are available upon request. Contact LSI Petroleum Lighting or petroleum.apps@lsi-industries.com

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.

RoHS COMPLIANT · c UL us LISTED wet location · IP67 · CE · ida INTERNATIONAL DARK-SKY ASSOCIATION APPROVED · DLC DLC QPL LISTED

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

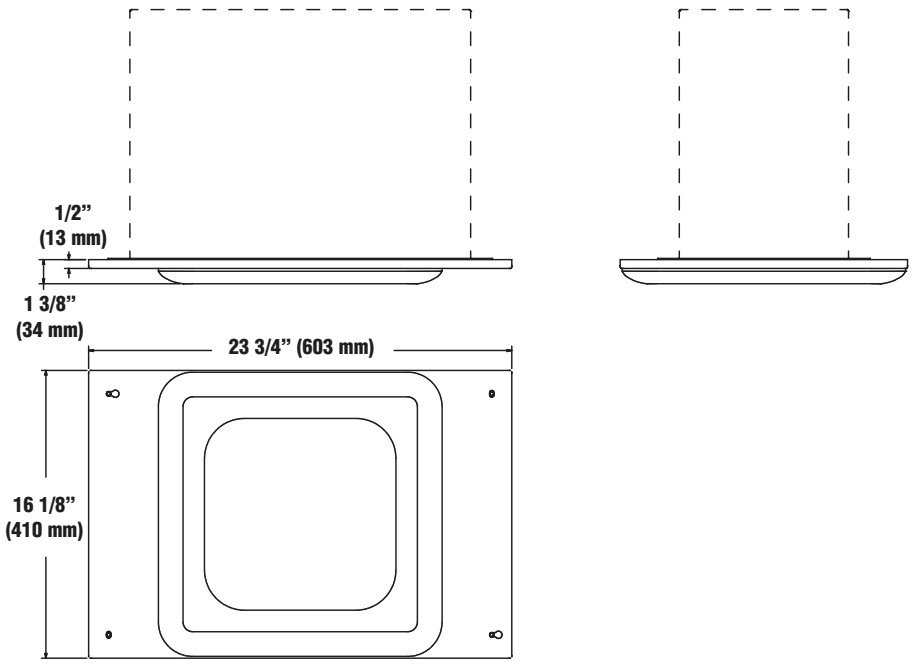
LED CANOPY LIGHT - LEGACY™ RECESSED SUPERKIT – (CRUSK RECU)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **CRUSK RECU SC LED HO 50 UE WHT**

Prefix	Distribution	Light Source	Drive Current	Color Temperature	Input Voltage	Finish	Options
CRUSK RECU (Recessed)	SC - Standard Symmetric	LED	VLW - Very Low Watt LW - Low Watt SS - Super Saver HO - High Output VHO - Very High Output	50 - 5000K	UE - Universal Voltage (120-277V) 347 - 480V	WHT - White BRZ - Bronze BLK - Black	None

DIMENSIONS



LIGHT OUTPUT - CRUSK RECU

		Lumens		Watts		LPW	
		SC	AC	SC	AC	SC	AC
Cool White	VLW - Very Low Watt	8842	–	79	–	112	–
	LW - Low Watt	10871	8746	88	83	124	105
	SS - Super Saver	13554	11518	114	111	119	104
	HO - High Output	18633	–	132	–	141	–
	VHO - Very High Output	22418	17262	159	157	141	110

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

LED CANOPY LIGHT - LEGACY™ DOUBLE DECK (CRUS - DDM)



For Use on Water-tight Plenum Canopies

US & Int'l. patents pending.

HOUSING - Low profile, durable die-cast, aluminum construction, providing a reliable weather-tight seal.

LEDS - Features an array of select, mid-power, high brightness, high efficiency LED chips; 5000K color temperature, 70 CRI (nominal).

DRIVE CURRENT - Choice of Very Low Wattage (VLW), Low Wattage (LW), Super Saver (SS), High Output (HO) or Very High Output (VHO).

OPTICS / DISTRIBUTION - Symmetrical, which directs light through a clear tempered glass lens, to provide a uniform distribution of light to vertical and horizontal surfaces.

OPTICAL UNIT - Features an ultra-slim 7/8" profile die cast housing, with a standard flat glass lens. Unit is water-resistant, sealed to an IP67 rating. Integral designed heat sink does not trap dirt and grime, ensuring cool running performance over the life of the fixture.

PRESSURE STABILIZING VENT - Luminaire assembly incorporates a pressure stabilizing vent breather to prevent seal fatigue and failure.

HAZARDOUS LOCATION - Designed for lighter than air fuel applications. Product is suitable for Domestic Class 1 Division 2, only when properly installed per LSI installation instructions (consult factory).

DRIVER - State-of-the-art driver technology superior energy-efficiency and optimum light output. Driver components are fully encased in potting for moisture resistance. Complies with IEC and FCC standards. 0-10 V dimming supplied standard with all drive currents.

DRIVER HOUSING - Die cast aluminum, wet location rated driver/electrical enclosure is elevated above canopy deck to prevent water entry, provide easy "knock-out" connection of primary wiring and contributes to attaining the lowest operating temperatures available. Seals to optical housing via one-piece molded silicone gasket.

OPERATING TEMPERATURE - -40°C to 50°C (-40°F to +122°F)

ELECTRICAL - Universal voltage power supply, 120-277 VAC, 50/60 HZ input. Drivers feature two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Scenario 1, Location Category C.

FINISH - Standard color is white and is finished with LSI's DuraGrip polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.

INSTALLATION - One person installation. No additional sealant required. Installs in a 12" or 16" deck pan. Deck penetration consists of a 11" square hole. Fixture is secured via 4 fasteners directly through frame and deck into structure members/beams.

SHIPPING WEIGHT - 22 pounds.

EXPECTED LIFE - Minimum 60,000 to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

WARRANTY - Limited 5-year warranty.

LISTING - UL and ETL listed to UL 1598, UL 8750 and other U.S. and International safety standards. Suitable for damp locations.

PHOTOMETRICS - Applications layouts are available upon request. Contact LSI Petroleum Lighting or petroleum.apps@lsi-industries.com.

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.

IP67

RoHS COMPLIANT

Intertek

LISTED damp location

Project Name _____ Fixture Type _____

Catalog # _____

03/23/16

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

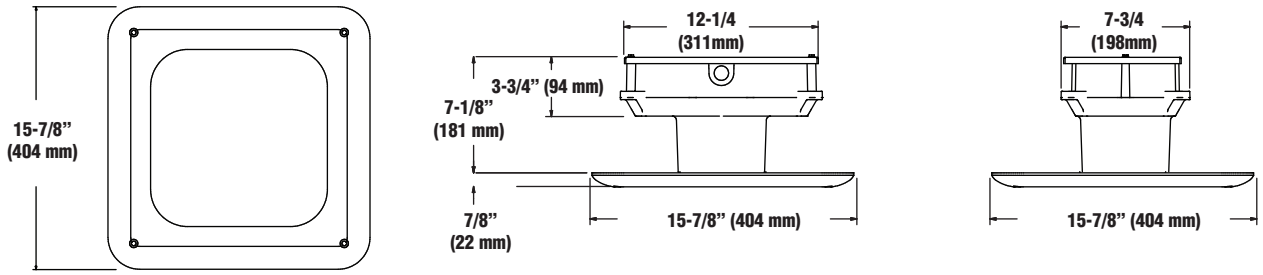
LED CANOPY LIGHT - LEGACY™ DOUBLE DECK (CRUS - DDM)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **CRUS DDM SC LED SS 50 UE WHT**

Prefix	Distribution	Light Source	Drive Current	Color Temperature	Input Voltage	Finish
CRUS DDM	SC - Standard Symmetric	LED	VLW - Very Low Watt LW - Low Watt SS - Super Saver HO - High Output VHO - Very High Output	50 - 5000K	UE - Universal Voltage (120-277V) 347 - 347V	WHT - White BRZ - Bronze BLK - Black

DIMENSIONS



LIGHT OUTPUT - CRUS DDM

		Lumens		Watts		LPW	
		SC	AC	SC	AC	SC	AC
Cool White	VLW - Very Low Watt	8842	–	79	–	112	–
	LW - Low Watt	10871	8746	88	83	124	105
	SS - Super Saver	13554	11518	114	111	119	104
	HO - High Output	18633	–	132	–	141	–
	VHO - Very High Output	22418	17262	159	157	141	110

LED Chips are frequently updated therefore values may increase.

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

LED SURFACE MOUNT - LEGACY™ (CRUS SM)



US & Int'l. patents pending.

HOUSING - One-piece, die-formed, aluminum housing with powder coated finish. One conduit knockout and four mounting holes. 2x2 housing is formed from zinc-coated steel.

LEDS - Features an array of select, mid-power, high brightness, high efficiency LED chips; 5000K color temperature, 70 CRI.

DRIVE CURRENT - Choice of Very Low Wattage (VLW), Low Wattage (LW), Super Saver (SS), High Output (HO) or Very High Output (VHO).

OPTICS / DISTRIBUTION - Symmetrical, which directs light through a glass lens to provide a uniform distribution of light to vertical and horizontal surfaces.

OPTICAL UNIT - Features an ultra-slim 7/8" profile die cast housing, with a standard flat clear or diffused glass lens. Unit is water-resistant, sealed to an IP67 rating. Integral designed heat sink does not trap dirt and grime, ensuring cool running performance over the life of the fixture.

PRESSURE STABILIZING VENT - Luminaire assembly incorporates a pressure stabilizing vent breather to prevent seal fatigue and failure.

DRIVER- State-of-the-art driver technology superior energy-efficiency and optimum light output. Driver components are fully encased in potting for moisture resistance. Complies with IEC and FCC standards. 0-10 V dimming supplied standard with all drive currents.

ADAPTOR PANEL - Die formed galvanized steel, with powder coat finish.

OPERATING TEMPERATURE - -40°C to 50°C (-40°F to +122°F)

ELECTRICAL - Universal voltage power supply, 120-277 VAC, 50/60 HZ input. Drivers feature two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Scenario 1, Location Category C.

FINISH - Standard color is white and is finished with LSI's DuraGrip polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.

INSTALLATION - Pre-assembled optical unit and mounting panel attaches to fixture housing via 4 fasteners. Driver is pre-mounted to back of optical assembly.

SHIPPING WEIGHT - 35 pounds.

EXPECTED LIFE - Minimum 60,000 to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

WARRANTY - Limited 5-year warranty.

PHOTOMETRICS - Applications layouts are available upon request. Contact LSI Petroleum Lighting or petroleum.apps@lsi-industries.com

LISTING - UL listed to UL 1598, UL 8750 and other U.S. and International safety standards. Suitable for wet locations. For a list of the specific products in this series that are DLC listed, please consult the LED Lighting section of our website or the Design Lights website at www.designlights.org.

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.

Intertek wet location

RoHS COMPLIANT

IP67

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

LED SURFACE MOUNT - LEGACY™ (CRUS SM)

LUMINAIRE ORDERING INFORMATION

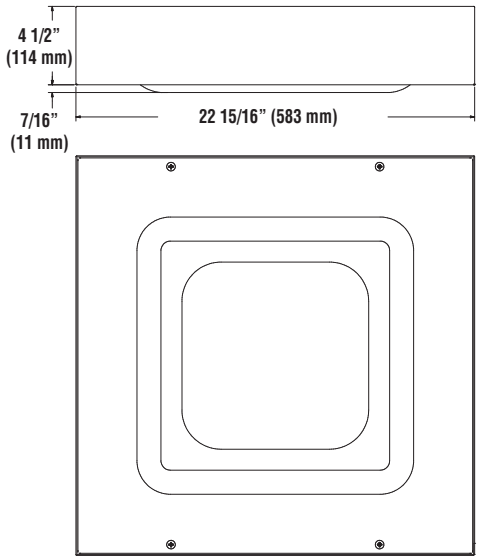
TYPICAL ORDER EXAMPLE: **CRUS SM SC LED VHO 50 UE WHT**

Prefix	Distribution	Light Source	Drive Current	Color Temperature	Input Voltage	Finish	Options
CRUS SM (Surface Mount)	SC - Standard Symmetric	LED	VLW - Very Low Watt LW - Low Watt SS - Super Saver HO - High Output VHO - Very High Output	50 - 5000K	UE - Universal Voltage (120-277V) 347-480 Volt	WHT - White BRZ - Bronze BLK - Black	DFL - Diffused Lens

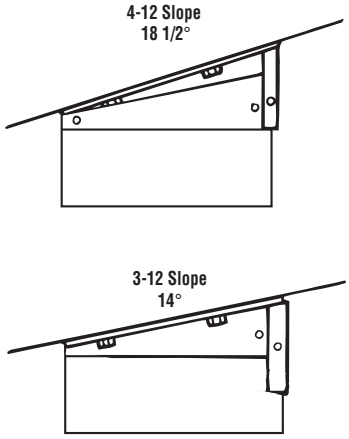
ACCESSORY ORDERING INFORMATION

Description	Order Number
SSA Slope Surface Adaptor	52152 CLR
2x2 Shallow Housing Only	545376
10' Toggle Cable Hanger	TCH10

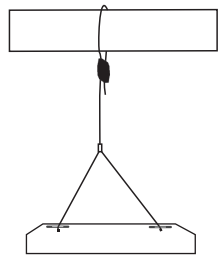
DIMENSIONS



SLOPE SURFACE ADAPTOR – SSA ACCESSORY



TOGGLE CABLE HANGER



LIGHT OUTPUT - CRUS SM

		Lumens		Watts		LPW	
		SC	AC	SC	AC	SC	AC
Cool White	VLW - Very Low Watt	8842	–	79	–	112	–
	LW - Low Watt	10871	8746	88	83	124	105
	SS - Super Saver	13554	11518	114	111	119	104
	HO - High Output	18633	–	132	–	141	–
	VHO - Very High Output	22418	17262	159	157	141	110

LED Chips are frequently updated therefore values may increase.

Project Name _____ Fixture Type _____

Catalog # _____

03/23/16

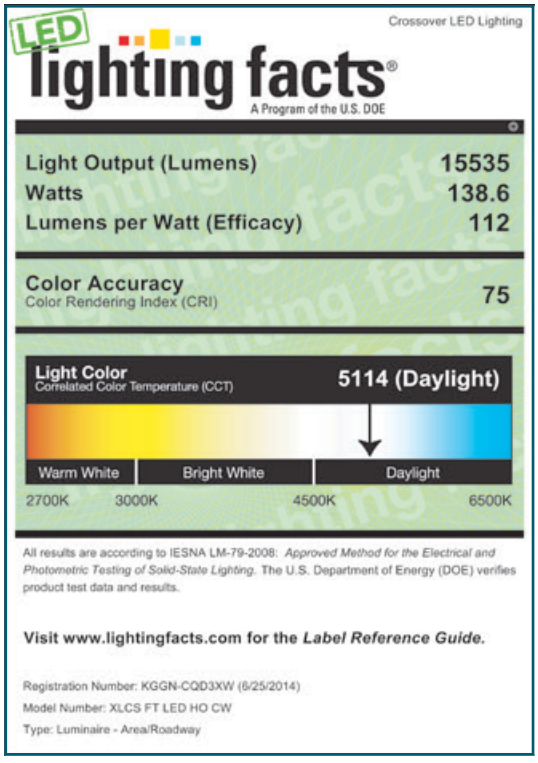
Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

LED AREA LIGHTS - LSI SLICE SMALL (XLCS)

Crossover® LED LIGHTING TECHNOLOGY

US & Int'l. patents pending





SMARTTEC™ - LSI drivers feature integral sensor which reduces drive current, when ambient temperatures exceed rated temperature.

EXPECTED LIFE - Minimum 60,000 hours to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

LEDS - Select high-brightness LEDs in Cool White (5000ºK nominal), or Neutral White (4000ºK nominal) color temperature, 70 CRI (nominal).

DISTRIBUTION/PERFORMANCE - Types FT and 5. Exceptional uniformity creates bright environment at lower light levels.

HOUSING - One-piece, die-formed aluminum housing contains factory prewired driver. Wiring access door (with safety lanyard) located underneath.

OPTICAL UNIT - Clear tempered flat glass lens permanently sealed to weather-tight aluminum optic frame (includes pressure-stabilizing breather). Optic frame recessed into housing cavity and sealed to the housing with one-piece EPDM gasket.

MOUNTING - Tapered rear design allows fixtures to be mounted in 90° and 120° configurations without the need for extension arms. Use with 3" reduced drilling pattern. A round pole plate is required for mounting to round poles. Wall mount available by ordering wall mounting bracket (BKS-XBO-WM-*-CLR). See Accessory Ordering Information chart for all brackets.

ELECTRICAL - Two-stage surge protection (including separate surge protection built into electronic driver) meets Location Category C Low. Available with universal voltage power supply 120-277 VAC (50/60Hz input), and 347-480 VAC. Optional button-type photocells (PCI) are available in 120, 208, 240, 277 or 347 volt (supply voltage must be specified).

DRIVER - Available in SS (Super Saver) and HO (High Output) drive currents. Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed.

OPERATING TEMPERATURE - -40°C to +50°C (-40°F to +122°F)

FINISH - Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Available in black, bronze and white. Other standard LSI finishes available. Consult factory.

WARRANTY - LSI LED fixtures carry a limited 5-year warranty.

PHOTOMETRICS - Please visit our web site at www.lsi-industries.com for detailed photometric data.

SHIPPING WEIGHT (in carton) - One fixture: 17.5 lbs. (7.9 kg). Packed two per carton: 30 lbs. (13.6 kg).

LISTING - UL listed to U.S. and international safety standards. Suitable for wet locations.

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.

American Innovation American Made · ARRA Funding Compliant · DLC · cULus LISTED wet location · RoHS COMPLIANT · FC · ida International DARK-SKY ASSOCIATION

Fixtures comply with ANSI C136.31-2010 American National Standard for Roadway Lighting Equipment - Luminaire Vibration 1.5G requirements.

LIGHT OUTPUT - XLCS

		Lumens (Nominal) Type FT	Type 5	Watts (Nominal)
Cool White	SS	11400	11400	97
	HO	15500	15700	140
Neutral White	SS	9200	9300	97
	HO	12100	12200	140

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

LED AREA LIGHTS - LSI SLICE SMALL (XLCS)

Crossover® LED LIGHTING TECHNOLOGY

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **XLCS 5 LED SS CW UE BLK PCI120**

Prefix	Distribution	Light Source	Drive Current	Color Temperature	Input Voltage	Finish	Options
XLCS	5 - Type V FT - Forward Throw	LED	SS - Super Saver HO -High Output	CW - Cool White NW - Neutral White	UE - Universal Voltage (120-277V) 347-480 Universal Voltage (347-480V)	BLK - Black BRZ - Bronze WHT - White	Button Type Photocells PCI120 - 120V PCI208-277V - 208-277V PCI347 - 347V

LUMINAIRE EPA CHART - XLCS

	Single	0.4
	D180°	0.8
	D90°	0.6
	T90°	1.4
	TN120°	1.4
	Q90°	1.6

Note: House Side Shield adds to fixture EPA. Consult Factory.

ACCESSORY ORDERING INFORMATION

(Accessories are field installed)

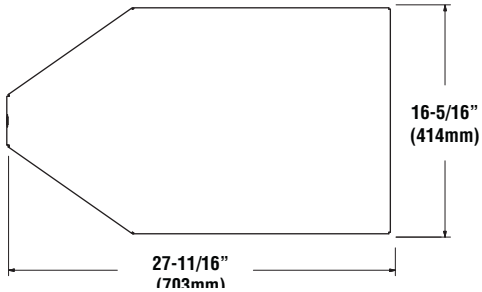
Description	Order Number	Description	Order Number
BKS-XBO-WM-*-CLR Wall Mount Bracket	382132CLR	DFK208, 240 Double Fusing (208V, 240V)	DFK208, 240[2]
XLCS-FT-HSS House Side Shield (Black only)	C/F[1]	DFK480 Double Fusing (480V)	DFK480[2]
X4RPP Round Pole Plate for 4" Poles	379967CLR	FK347 Single Fusing (347V)	FK347[2]
X5RPP Round Pole Plate for 5" Poles	379968CLR		
FK120 Single Fusing (120V)	FK120[2]		
FK277 Single Fusing (277V)	FK277[2]		

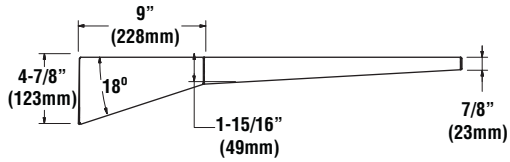
FOOTNOTES:

1 - House Side Shields add to fixture EPA. Consult factory.

2 - Fusing must be located in the hand hole of pole.

DIMENSIONS





Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

LED PATRIOT® WALL SCONCE (XPWS3)

Crossover® LED LIGHTING TECHNOLOGY



US patent 7828456, 8002428 and CAN 2736757 & 2736757 and MX patent 29631 and ISRL 49679 and AUS 2008312668 and US & Int'l. patents pending

SMARTTEC™ -LSI drivers feature integral sensor which reduces drive current, when ambient temperatures exceed rated temperature

ENERGY SAVING CONTROL OPTIONS - DIM- 0-10 volt dimming enabled with controls by others.

OPTIONAL INTEGRAL MOTION SENSOR - Passive infrared motion sensor activates switching of luminaire light levels. High level light is activated when passersby enter target zone and increased to full bright in 1-2 seconds. Low light level (30% of maximum drive current) is activated when target zone is absent of motion activity for 5 minutes and is gradually ramped down (10 seconds) to low level. Sensor detection range 110° horizontal x 93° vertical x 10 meters maximum distance.

EXPECTED LIFE - Minimum 60,000 hours to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

LEDS - Available with 28 or 48 select high-brightness LEDs in Cool White (5000K nominal) or Neutral White (4000K nominal) color temperature, 70 CRI (nominal).

OPTICS/DISTRIBUTIONS - Ultra-high efficiency reflectors provide three distributions. Choose from Wide Throw (WT), Forward Throw (FT) or Wall Wash (WW).

HOUSING - One-piece die-cast aluminum housing is smoothly contoured rectangular shape. Mounting hardware is stainless steel or electro-zinc plated steel. Housing and optical unit are sealed with extruded silicone gasket; supply conductors with molded EPDM bushing.

OPTICAL UNIT - Clear tempered optical-grade flat glass lens sealed to the aluminum optic housing creates an IP65 rated unit. Pressure stabilizing breather allows super-tight protection while preventing cycling from building up internal pressures and vacuums that can stress optical unit seals.

WALL MOUNTING - Galvanized-steel universal wall mounting plate easily mounts directly to 4" octagonal or square junction box. EPDM gasket is supplied to be installed between mounting plate and junction box, sealing junction box from entrance of water. Universal plate permits fixture to be mounted in uplighting (indoor only) or downlighting position.

POLE MOUNTING - XPMA (for square) or XPMAR (for round) allows mounting to poles in single and D180 configurations. Use with 3" reduced drilling pattern.

ELECTRICAL - Two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Location Category C. Available with universal voltage power supply 120-277VAC (50/60Hz input) or 347-480VAC.

DRIVER - Available in 350mA and 450mA drive currents (Drive currents are factory programmed). Components are fully encased in potting material for IP65 moisture resistance. Driver complies with IEC and FCC standards. Driver can be easily accessed.

EMERGENCY OPTIONS - Optional integral emergency battery-back-up options are available. BB option operates in 0°C to 60°C ambient temperature and CWBB operates in -20°C to 60°C ambient temperature. When primary AC power failure occurs, both options operate 10 LEDs for minimum of 90 minutes.

OPERATING TEMPERATURE - -40°C to +50°C (-40°F to +122°F)

FINISH - Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling.

WARRANTY - LSI LED fixtures carry a limited 5-year warranty.

PHOTOMETRICS - Please visit our web site at www.lsi-industries.com for detailed photometric data.

SHIPPING WEIGHT (in carton) - 30 lbs./13.6Kg

LISTING - ETL listed to ANSI/UL1598, UL8750 and other U.S. and international safety standards. Suitable for wet locations in downlight position. Optional Class 1 Division 2 (groups A, B, C &D) hazardous location rating is available (Select HL option). For a list of the specific products in this series that are DLC listed, please consult the LED Lighting section of our website or the Design Lights website at www.designlights.org.

DOE LIGHTING FACTS

Department of Energy has verified representative product test data and results in accordance with its Lighting Facts Program. Visit www.lightingfacts.com for specific catalog strings.

LIGHT OUTPUT - XPWS3

Milliamps		# of LEDs	Distribution/Lumens (Nominal) Type FT	Type WT	Type WW	Watts
Cool White	350 mA	28	3100	3000	3200	34
		48	5100	5100	5200	55
	450 mA	28	3700	3600	3800	44
		48	6200	6100	6300	72
Neutral White	350 mA	28	2900	2900	3100	34
		48	4900	4800	4900	55
	450 mA	28	3500	3500	3700	44
		48	5800	5700	5800	72

LED Chips are frequently updated therefore values may increase.

Also available in traditional light sources

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.

American Innovation — American Made

RoHS COMPLIANT

Intertek wet location (downlight only)

ARRA Funding Compliant

IP65

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

LED PATRIOT® WALL SCONCE (XPWS3)

Crossover® LED LIGHTING TECHNOLOGY

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **XPWS3 FT LED 48 450 CW UE WHT BB**

Prefix	Distribution	Light Source	# of LEDs	Drive Current	Color Temperature	Input Voltage	Finish	Options
XPWS3 - LED Patriot Wall Sconce	WT - Wide Throw FT - Forward Throw WW - Wall Wash	LED	28 48	350 - 350mA 450 - 450mA	CW - Cool White NW - Neutral White	UE - Universal Voltage (120-277) 347-480	BLK - Black BRZ - Bronze GPT - Graphite MSV - Metalic Silver PLP - Platinum Plus SVG - Satin Verde Green WHT - White	BB - Battery Back-up[1] CWBB - Cold Weather Battery Back-up[1] DIM - 0 - 10V dimming (from external signal)[2] IMS - Integral Motion Sensor[2] EMR2 - Two Emergency 12V Circuit Provisions with (2) 35 Watt Halogen Lamps[3] PCI 120 - Button Type Photocell PCI 208 - Button Type Photocell PCI 240 - Button Type Photocell PCI 277 - Button Type Photocell PCI 347 - Button Type Photocell HL - Class1, Division2, Hazardous Location Rating. ETL listed to UL844[4] XPMA - Pole Mounting Adaptor w/fixture backplate for use with square poles[5] XPMAR4 - Pole Mounting Adaptor w/fixture backplate for use with 4" O.D. round poles[5] XPMAR5 - Pole Mounting Adaptor w/fixture backplate for use with 5" O.D. round poles[5]

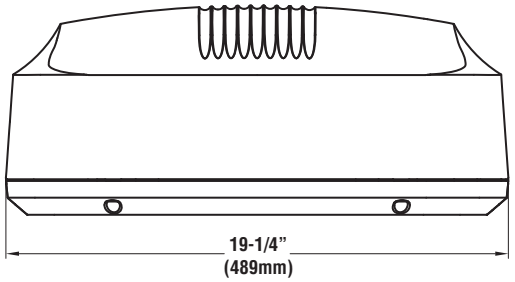
ACCESSORY ORDERING INFORMATION (Accessories are field installed)

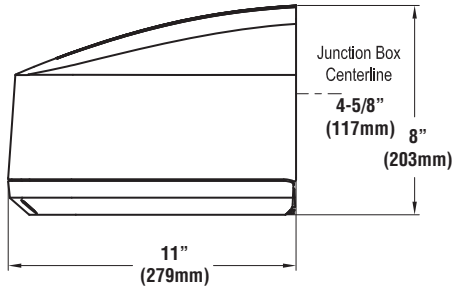
Description	Order Number	Description	Order Number
XPWS3 Polycarbonate Shield	244657	DFK208, 240 - Double Fusing	DFK208,240[6]
XPWS3 SW BLK - Surface Wiring Box (Available in black only)	356915BLK	DFK480 - Double Fusing	DFK480[6]
FK120 - Single Fusing	FK120[6]	FK347 - Single Fusing	FK347[6]
FK277 - Single Fusing	FK277[6]		

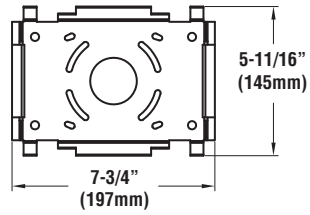
FOOTNOTES:

1- Available with UE voltage only. Not available with EMR2 or HL options.
2 - DIM and IMS cannot be ordered together.
3 - Utilizes GZ4 sockets. 12 volt separate circuits required. Not available with battery back-up, photocell option, HL, XPMA or XPMAR options.
4 - Not available with battery backup, photocell or EMR2 option.
5 - Not available with EMR2 option. Designed with 3" reduced drilling pattern. For S or D180 mounting configuration only.
6 - Fusing to be installed in a compatible junction box supplied by contractor.

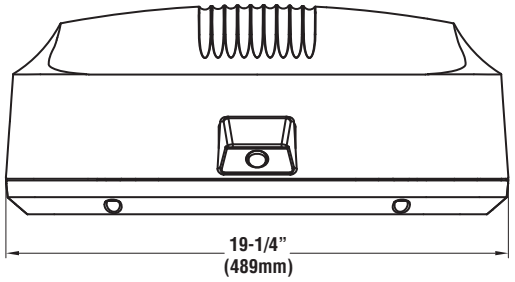
DIMENSIONS



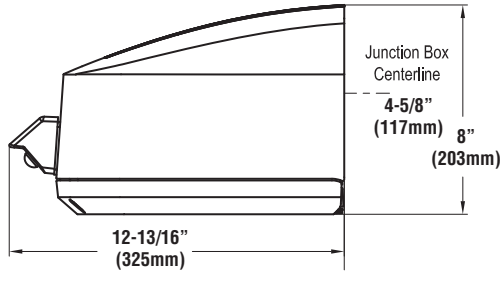




Universal Mounting Plate



Shown with IMS Option



Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

LED SOFFIT LIGHT (XSL2)

Crossover® LED LIGHTING TECHNOLOGY



US patents D574994 & D595896 & 7828456 and US & Int'l. patents pending

EXPECTED LIFE - Minimum 60,000 hours to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

LEDS - Select high-brightness LEDs. Cool White 5000K color temperature, 69 CRI (nominal).

DRIVER CURRENT - Super saver (SS) - most economical and highest lumens per watt or High Output (HO) - highest output per initial dollar.

DISTRIBUTION/PERFORMANCE - Type S (Symmetric) or 5A (Type 5). Excellent uniformity with Bug rating of BU-UO-G1. Optional diffused lens available to reduce visibility of diodes

HOUSING/OPTICAL UNIT - Housing is die-formed aluminum with a gasketed clear tempered glass lens providing a water-resistant seal. Weather-tight aluminum enclosure contains factory prewired driver to ensure no water entry. Sealed optical unit containing LEDs rated IP67.

MOUNTING - Direct mounts with screws through the trim frame (standard). Optional channel bar kit available to suspend assembly from ceiling joists. 12" clearance required for ease of installation.

ELECTRICAL - Universal frequency power supply (50/60 Hz). Supply voltage must be specified for pre-wired thermal protectors.

DRIVER - State-of-the-art driver technology designed specifically for LSI LED light sources provides unsurpassed system efficiency. Driver will operate with input of 120/208/240/277V (50/60 Hz). Components are fully encased in potting material for moisture resistance. Driver complies with IEC and FCC standards.

OPERATING TEMPERATURE - -40°C to +50°C (-40°F to +122°F).

FINISH - Each fixture is finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling, and is guaranteed for five full years. Standard color is white.

WARRANTY - LSI LED fixtures carry a limited 5-year warranty.

PHOTOMETRICS - Application layouts are available upon request. Contact LSI Applications Group at lighting.apps@lsi-industries.com

LISTING - Listed to U.S. and Canadian safety standards. Suitable for damp locations.

Crossover® LED Lighting

lighting facts℠
A Program of the U.S. DOE

Light Output (Lumens)	4957
Watts	62.2
Lumens per Watt (Efficacy)	79
Color Accuracy Color Rendering Index (CRI)	69

Light Color
Correlated Color Temperature (CCT) — 5100 (Daylight)

Warm White | Bright White | Daylight

2700K 3000K 4500K 6500K

All results are according to IESNA LM-79-2008: *Approved Method for the Electrical and Photometric Testing of Solid-State Lighting.* The U.S. Department of Energy (DOE) verifies product test data and results. Products qualified under the DOE ENERGY STAR® program have the ENERGY STAR mark on this label.

Visit www.lightingfacts.com for the *Label Reference Guide*.

Registration Number: KGGN-EDE2GE
Model Number: XSL2-S-LED-50-CW-UE
Type: Surface and pendant-mounted downlights

This "Lighting Facts Label" represents LSI's commitment, through participation in the Department of Energy's SSL Quality Advocates program, to accurately report performance criteria of our LED fixtures. **This label represents a single test of a single fixture. Input power below represents rated values for the family.** Color temperature and lumen output for each variation of this Crossover® fixture can be found in the ordering information below as well as at www.lightingfacts.com.

LIGHT OUTPUT - XSL2

	Clear Lens	Lumens	Watts	LPW
Type S	SS - Super Saver	6,193	60	103
Type S	HO - High Output	8,348	86	97
Type 5A	SS - Super Saver	5,158	60	86
Type 5A	HO - High Output	6,959	86	81
	Diffused Lens			
Type S	SS - Super Saver	5,752	60	96
Type S	HO - High Output	6,751	87	78
Type 5A	SS - Super Saver	4,393	60	73
Type 5A	HO - High Output	5,842	87	67

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.

American Innovation — American Made

IP67

Intertek

RoHS COMPLIANT

ARRA Funding Compliant

Suitable for damp locations

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

LSI Industries™ American Innovation Through Technology

Project Name _____ Fixture Type _____

Catalog # _____

07/29/14

LED SOFFIT LIGHT (XSL2)

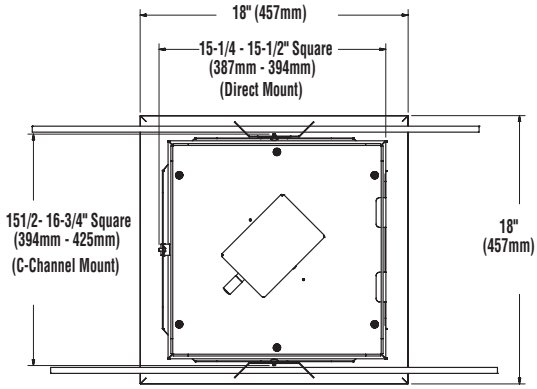
Crossover® LED LIGHTING TECHNOLOGY

PRODUCT ORDERING INFORMATION

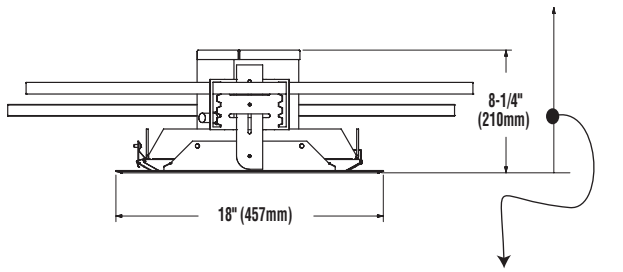
TYPICAL ORDER EXAMPLE: **XSL2 S LED 50 SS CW 120 WHT CMT**

Prefix	Distribution	Light Source	# of LEDs	Drive Current	Color Temperature	Input Voltage	Finish	Options
XSL2 - Soffit Light	S - Symmetric 5A - Type 5	LED	50	HO - High Output SS - Super Saver	CW - Cool White (5000º K nom.)	120 208 240 277 347	WHT - White	CMT - Channel Bar Mounting Kit DM - Direct Mount DFL - Diffused Lens

DIMENSIONS

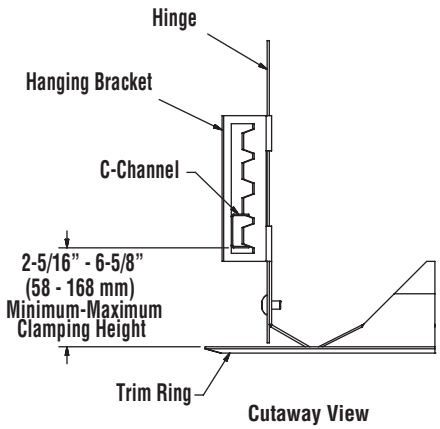


TOP VIEW



SIDE VIEW
(Channel Mount Shown)

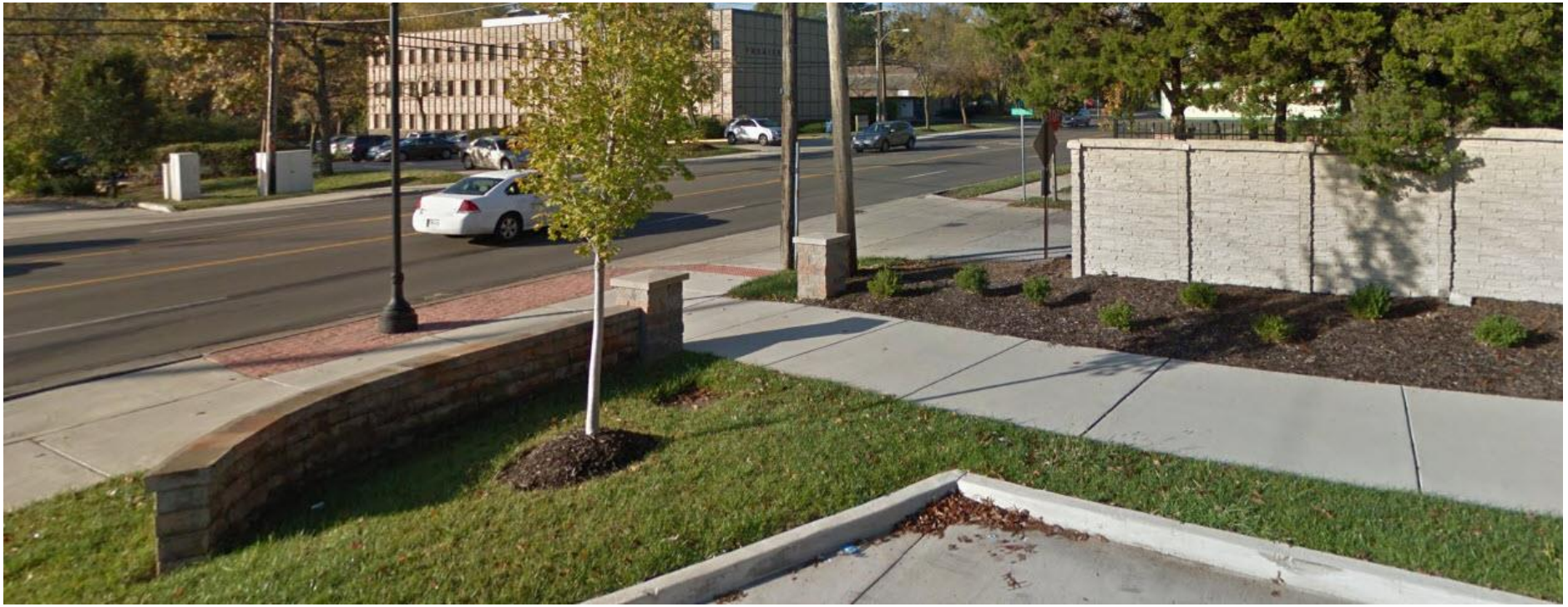
SHIPPING WEIGHT - 14 lbs. (6.4kg)



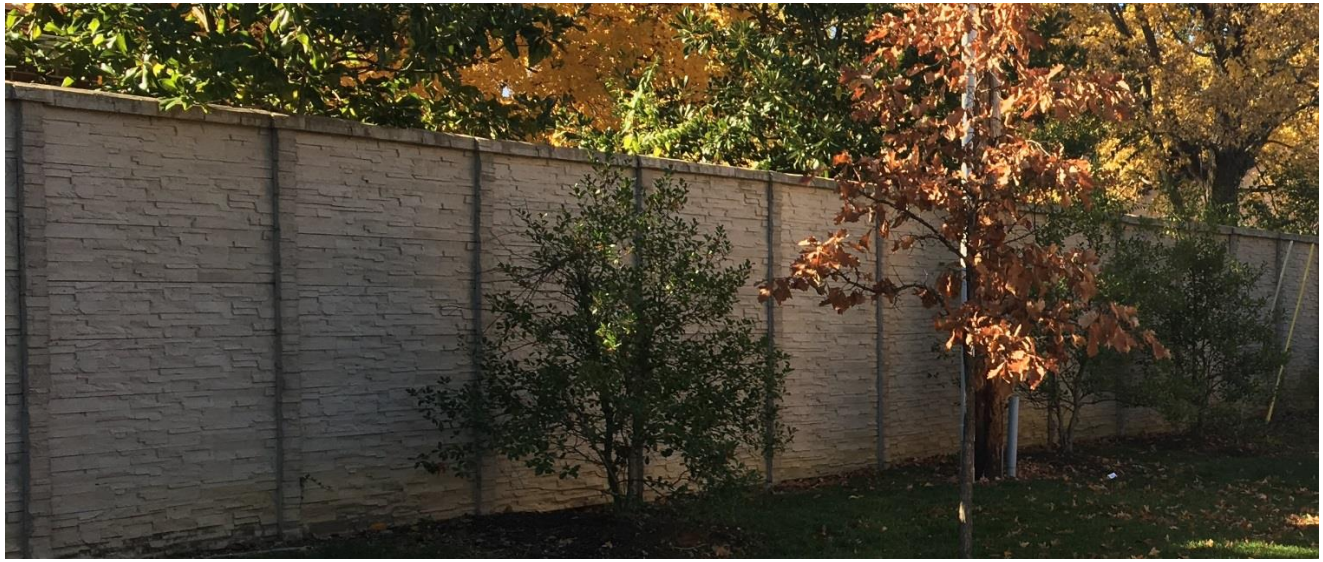
Cutaway View

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

ARTISAN FENCE & KNEE WALL



ARTISAN FENCE



Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash

TRASH ENCLOSURE







Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash

STAMPED CONCRETE





Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash

MoDOT
Missouri Department of Transportation

St. Louis District
Gregory J. Horn, District Engineer

1590 Woodlake Drive
Chesterfield, Missouri 63017-5712
314.275.1500
Fax: 573.522.6475
1.888.ASK MODOT (275.6636)

January 18, 2017

Lee Cannon, P.E., PTOE
CBB
12400 Olive Blvd, Suite 430
St. Louis, MO 63141

RE: Mobil Gas Station

Dear Mr. Cannon,

This is in response to the meeting that was held on January 18, 2017 in regards to the comments that were submitted for the Mobil Gas Station Traffic Impact Study (TIS) on Missouri Route 340 at Schulte Road. During the meeting each topic that was outlined in the TIS review comments was thoroughly discussed and the following recommendations were agreed to by all parties:

- The southbound dual left turns, due to geometric constraints with the southern approach, will not be required to be constructed.
- The development will dedicate right of way for future construction of dual southbound left turn lanes.
- The signal must be brought up to ADA compliance. This includes crosswalks on all 4 legs of the intersection with Audible Push Buttons and Countdown Pedestrian Signal Heads. If a specific crossing creates a safety concern, you can fill out a design exception for review and approvals.
- An additional signal head is required for the southbound through movement. This can be mounted overhead on the existing mast arm or on a pedestal in the median island at the northbound approach.
- Based on the reduced number of trips that will be generated by the site, the right turn lane warrants on westbound Route 340 will need to be revised.

Sincerely,

Jeanette Ruggeri

Jeanette Ruggeri
Senior Traffic Studies Specialist
Missouri Department of Transportation
SouthWest St. Louis County
jeanette.ruggeri@modot.mo.gov

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Steven V. Stenger
County Executive

Saint Louis
COUNTY
TRANSPORTATION
PUBLIC WORKS

Nichalos D. Gardner, Ph.D., P.E.
Director

Stephanie Leon Streeter, P.E.
Deputy Director

November 21, 2016

Mr. Brian Rensing, P.E., P.T.O.E.
Associate – Transportation Engineer
Crawford, Bunte, Brammeier
12400 Oliver Boulevard, Suite 430
St. Louis, Missouri 63141

RE: Traffic Impact Study
Mobil Rebuild with Car Wash

Dear Mr. Rensing:

I have completed my review of the November 4, 2016 traffic impact study that you prepared for the proposed development in the northwest quadrant of the intersection of Olive Boulevard (Missouri Route 340) and Schulte Road in Creve Coeur, Missouri.

Based on the assumption of:

- A 20-pump service station with convenience market and car wash

I am satisfied that your study conclusions are a reasonably accurate assessment of traffic conditions that might be anticipated upon completion of this project. I am generally satisfied that the methodology of this study is valid. I agree with the following required roadway improvements:

- Relocation and reconfiguration of Schulte Road access to be opposite the service station access to the east while restricting left turns into the subject site
- Appropriate signal improvements as directed by the Missouri Department of Transportation
- Reservation of ground for potential future alignment of Schulte Road

Please submit site plans for concept approval showing roadway improvements, however note that any change to the approved site plan or traffic impact study may require review, and approval from this Department and may result in changes in requirements. No further submittals of the traffic impact study to St. Louis County Department of Transportation will be required unless changes to the site study are made. Any submittals required by other reviewing agencies will need to be reviewed by this Department. While no resubmittal of this study is being required at this time, should it become necessary in the future, please address the following comment:

- Traffic exiting the site should be more balanced amongst access points when level of service is particularly deficient at one while considerable excess capacity exists at others. In this case, is it reasonable to assume the large number of left turns at the unsignalized Olive Boulevard access when access to the signal is provided at Schulte Road?

Thank you for the opportunity to review your traffic impact study for this development. Please feel free to contact me at (314) 615-8594, if you require any further information or assistance.

Sincerely,

Adam J. Spector, P.E.
Transportation Planning Project Manager

AJS:mtb

cc: Kevin Kamp, Civil & Environmental Consultants
Whitney Kelly, City Planner, City of Creve Coeur
Karen Yeomans, Southwest Area Engineer, MoDOT

Attachment: Reports and Exhibits submitted 1-9-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

BILL NO. _____ **ORDINANCE NO. _____**

AN ORDINANCE AUTHORIZING THE REZONING OF 11127-11141 OLIVE BOULEVARD FROM C SINGLE FAMILY RESIDENTIAL TO GC-GENERAL COMMERCIAL AND ISSUANCE OF A NEW CONDITIONAL USE PERMIT WITH BOUNDARY ADJUSTMENT, AND SITE DEVELOPMENT PLAN APPROVAL FOR A MOBIL ON THE RUN CONVENIENCE STORE WITH GAS PUMPS AND BRITEWORX CAR WASH FACILITY LOCATED AT 11109-11141 OLIVE BOULEVARD AND 11100-11114 OAK LAKE COURT

WHEREAS, Gasoline Stations with Convenience Stores (NAICS #447110) and Car Wash Facilities (NAICS #811192) are conditional uses in the GC-General Commercial District; and

WHEREAS, Kevin Kamp, of Civil & Environmental Consultants, Inc. has submitted an application on behalf of Wallis Companies (Arch Energy, LLC), for the rezoning of 11127,11135 and 11141 Olive Boulevard, from C-Single Family Residential District to GC-General Commercial District, and for a Conditional Use Permit, Site Development Plan and Boundary Adjustment for a new Mobil on the Run convenience store with gas pumps and BriteWorx Car Wash facility encompassing 11109-11135 Olive Boulevard and 11100-11114 Oak Lake Court; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, December 5, 2016, beginning at 6:30 p.m., and continued on December 4, 2017, beginning at 6:30 p.m., and Tuesday, January 16, 2018, at 6:30 p.m. or immediately following the close of the previous public hearing, on said application for the conditional use permit as provided by Section 405.1070(D)(2); and

WHEREAS, notice of publication for said public hearing had been previously published at least 15 days prior to the hearing, in the St. Louis Countian, a newspaper of general circulation in the City of Creve Coeur; and

WHEREAS, the Planning and Zoning Commission reviewed and, by a _____vote, recommended approval of the rezoning, boundary adjustment, conditional use permit and site plan, subject to the conditions contained herein, at its meeting on January 16, 2018; and

WHEREAS, all parties desiring to be heard, either for or against said application, were given an opportunity to be heard, and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the Council; and this Bill having been read by title in open meeting two times before final passage by the City Council, and

WHEREAS, the City Council finds that the application and evidence presented clearly indicate that the proposed rezoning is in the public interest and the proposed conditional use, when subject to certain conditions set forth herein:

1. Will contribute to and promote the community welfare and convenience at the specific location.
2. Will not cause substantial injury to the value of neighboring property.
3. Meets the applicable provisions of the City's Comprehensive Plan and any applicable neighborhood or sector plans and complies with other applicable zoning district regulations and provisions of this Chapter, unless good cause exists for deviation therefrom.

Attachment: 16-031.Draft Ordinance.1-16-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

BILL NO. _____ **ORDINANCE NO. _____**

4. Will be compatible with the surrounding area and thus will not impose an excessive burden or have a substantial negative impact on surrounding or adjacent users or on community facilities or services.

NOW, THEREFORE, be it ordained by the City Council of the City of Creve Coeur, St. Louis County, Missouri, as follows:

Section 1: The rezoning of the properties at 11127, 11135 and 11141 Olive Boulevard, currently zoned C Single Family Residential, to GC General Commercial is hereby approved and the official zoning map shall be amended accordingly.

Section 2: A Conditional Use Permit is authorized to be issued pursuant to Section 4 hereof for the operation of a Mobil on the Run Gas Station with Convenience store with 16 gas pumps and Briteworx car wash facility with 11 outdoor vacuum stations located at 11109-11135 Olive Boulevard and 11100-11114 Oak Lake Court, with such property being described as follows:

A tract of land being Part of Lots 1, 2, and 3 of "Oak Lake Estates", recorded in Plat Book 92, Page 3 of St. Louis County Records, and Part of Lots 3, 4 and 5 of the subdivision of the Farm of S. S. Matson, being part of U.S. Survey 1962, Township 45 North, Range 5 East of the Fifth Principal Meridian, St. Louis County, Missouri, more particularly described as follows:

Commencing at the intersection of the East line of a tract of land conveyed to Halliburton and Kohring, by deed recorded in Book 7558, Page 658 of said records with the North line of Olive Boulevard as widened by document recorded in Book 5112, Page 66 of said records, said point being 45.00 feet perpendicular distance North of Missouri State Highway 340 (variable width), also known as Olive Boulevard centerline station 179+55.77; thence along the said East line and along the East line of a tract of land conveyed to Pfortmiller by deed recorded in Book 11682, Page 2248 of said records, North 29 degrees 19 minutes 07 seconds West, 185.70 feet to the corporate limit line of the City of Creve Coeur; thence along said line the following courses and distances; thence North 60 degrees 01 minutes 53 seconds East, 100.29 feet to the POINT OF BEGINNING of the tract herein described; thence continuing along the corporate limit line of the City of Creve Coeur, North 60 degrees 01 minutes 53 seconds East, 200.09 feet; thence North 59 degrees 51 minutes 43 seconds East, 104.63 feet; thence along a curve to the right, the chord of which bears North 68 degrees 42 minutes 21 seconds East, 247.12 feet and the radius point of which bears South 30 degrees 08 minutes 17 seconds East, 803.69 feet from the last mentioned point, an arc distance of 248.11 feet to the West line of Schulte Road (variable width); thence along said West line Schulte Road, as described in Book 7631, Page 1576 of said records, the following courses and distances; thence South 29 degrees 19 minutes 28 seconds East, 91.74 feet; thence South 85 degrees 20 minutes 52 seconds West, 5.50 feet; thence South 29 degrees 19 minutes 28 seconds East, 83.77 feet; thence along a curve to the right, the chord of which bears South 24 degrees 59 minutes 17 seconds West, 32.49 feet and the radius point of which bears South 60 degrees 40 minutes 32 seconds West, 20.00 feet from the last mentioned point, an arc distance of 37.92 feet to a point being 45.00 feet perpendicular distance North of Olive Boulevard centerline station 185+63.34; thence along the aforesaid North right-of-way line of Olive Boulevard, being 45.00 feet perpendicularly distant north of and parallel to the centerline of said Olive Boulevard, the following courses and distances; thence along a curve to the left, the chord of which bears South 72 degrees 34 minutes 52 seconds West, 178.13 feet and the radius point of which bears South 10 degrees 41 minutes 58 seconds East, 761.20 feet from the last mentioned point, an arc distance of 178.54 feet to a point; thence South 61 degrees 53 minutes 32 seconds West, 154.64 feet; and thence South 59 degrees 51 minutes 43 seconds West, 189.15 feet; thence leaving said North right-of-way line, North 29

Attachment: 16-031.Draft Ordinance.1-16-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

degrees 19 minutes 07 seconds West, 185.61 feet to the POINT OF BEGINNING, containing 2.380 acres, more or less.

And,

A tract of land being Part of Lots 1, 2, and 3 of "Oak Lake Estates", recorded in Plat Book 92, Page 3 of St. Louis County Records, and Part of Lots 3, 4 and 5 of the Subdivision of the Farm of S. S. Matson, being Part of U.S. Survey 1962, Township 45 North, Range 5 East of the Fifth Principal Meridian, St. Louis County, Missouri, more particularly described as follows:

Commencing at the intersection of the East line of a tract of land conveyed to Halliburton and Kohring, by deed recorded in Book 7558, Page 658 of said records with the North line of Olive Boulevard as widened by document recorded in Book 5112, Page 66 of said records, said point being 45.00 feet perpendicular distance North of Missouri State Highway 340 (variable width), also known as Olive Boulevard centerline station 179+55.77; thence along the said East line and along the East line of a tract of land conveyed to Pfortmiller by deed recorded in Book 11682, Page 2248 of said records, North 29 degrees 19 minutes 07 seconds West, 185.70 feet to the corporate limit line of the City of Creve Coeur; thence along said line North 60 degrees 01minutes 53 seconds East, 100.29 feet to the POINT OF BEGINNING of the tract herein described, said point being on the corporate limit line of the City of Creve Coeur; thence North 29 degrees 19 minutes 07 seconds West, 125.13 feet; thence North 59 degrees 56 minutes 12 seconds East, 200.00 feet; thence North 17 degrees 19 minutes 15 seconds East, 1.05 feet to the South line of Oak Lake Court, 50 feet wide; thence along said South line of Oak Lake Court, 50 feet wide, the following courses and distances; thence along a curve to the left, the chord of which bears North 86 degrees 27 minutes 24 seconds East, 213.69 feet and the radius point of which bears North 17 degrees 19 minutes 15 seconds East, 300.00 feet from the last mentioned point, an arc distance of 218.49 feet; thence North 65 degrees 35 minutes 32 seconds East, 138.44 feet; thence along a curve to the right, the chord of which bears South 71 degrees 51 minutes 58 seconds East, 27.05 feet and the radius of which bears South 24 degrees 24 minutes 28 seconds East, 20.00 feet from the last mentioned point, an arc distance of 29.70 feet to the West line of Schulte Road (variable width); thence along said West line Schulte Road, as described in Book 7631, Page 1576 of said records, South 29 degrees 19 minutes 28 seconds East, 34.48 feet to the aforementioned corporate limit line of the City of Creve Coeur; thence along said line the following courses and distances; thence along a curve to the left, the chord of which bears South 68 degrees 42 minutes 21 seconds West, 247.13 feet and the radius point of which bears South 12 degrees 27 minutes 00 seconds East, 803.69 feet from the last mentioned point, an arc distance of 248.11 feet; thence South 59 degrees 51 minutes 43 seconds West, 104.63 feet; thence South 60 degrees 01 minutes 53 seconds West, 200.09 feet to the POINT OF BEGINNING, containing 1.009 acre, more or less.

Section 3: The Conditional Use Permit granted shall be subject to all applicable statutes, ordinances, rules and regulations, and the following conditions:

1. The Conditional Use Permit shall be for the operation of a 4,800 square foot new 24-hour Mobil on the Run Gas Station with convenience store, with 16 gas pumps, and a 4,460 Car Wash Facility with 11 outdoor vacuums located at 11109 – 11135 Olive Boulevard, and 11100, 11108, and 11114 Oak Lake Court.
2. The existing home at 11141 Olive Boulevard shall be removed and the site cleared and replanted to be in compliance with the zoning ordinance for buffering adjacent to residentially zoned property to the west.

Attachment: 16-031.Draft Ordinance.1-16-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

3. The Car Wash Hours of Operation, including the vacuums shall be limited to 7 AM to 9 PM, seven days a week.
4. The Applicant is required to submit Grading and Site Improvement Plans, showing all exterior improvements, for all new construction to the Division of Planning for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Grading and Site Improvement Plans shall be in substantial conformance with the Site Development Plans and the Landscape Plan submitted on January 9, 2018 as bound together and submitted in conjunction with Application #16-031 by CEC Civil & Environmental Consultants, Inc., and as amended below.
5. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the "Exterior Elevations" submitted on January 9, 2018 as bound together and submitted in conjunction with Application #16-031 by CEC Civil & Environmental Consultants, Inc., and as amended below.
6. The elevations shall be revised to eliminate the overhangs on the ends of the front façade and to provide additional brick on the front and sides of the building and to incorporate a raised planter adjacent to the building along the front façade on each end, for the Zoning Administrator's approval. Entrance doors shall be located within the tower element.
7. Accessory structures such as trash enclosures and fencing and similar site elements are to be compatible with the architecture of the main buildings and should use similar materials.
8. The Gas Station canopy lighting shall be dimmed between the hours of 10:00 P.M. and 6:00 A.M., to have a minimum horizontal illuminance at grade level of at least one (1) footcandle and no more than five and one-half (5.5) footcandles. The uniformity ratio shall be no greater than four to one (4:1). Maximum illumination level shall be no more than twenty-two (22) footcandles. All light fixtures shall be recessed or flush mounted so that the lens cover is recessed or flush with the bottom surface or ceiling of the canopy and/or shielded by the fixture or the edge of the canopy so that light is restrained to no more than eighty-five (85) degrees from vertical. Areas on the apron away from the gasoline pump islands used for parking or vehicle storage shall be illuminated in accordance with the requirements for surface parking areas.
9. The Landscape Plan shall be revised to provide additional plantings along Schulte Road and Olive Boulevard, as well as along the west property line, and relocate the knee walls further inward with the plantings on the public view for the Zoning Administrator's approval to meet with the City's Comprehensive Plan and Design Guidelines as well as Sections 405.540 and 405.810 of the Zoning Ordinance as discussed in the Staff Report for December 4th Planning and Zoning Commission Meeting. Burning bush and other invasive species shall not be used and minimum caliper requirements shall be met.
10. The knee walls shall be lowered to be consistent with a low knee wall design element, for the Zoning Administrator's approval.
11. An underground irrigation system shall be installed and maintained to serve all new landscaped areas. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt manner.
12. The fence line shall end in line with the northwest corner of the car wash facility, and the upright evergreen landscaped hedge shall be carried around to provide sufficient screening of the car wash entrance.
13. The site development plan drawings for the car wash and gas station with convenience store shall be revised to show a 30 foot buffer yard where it abuts a single family residential district.
14. The site development plans shall be revised to provide a minimum of 8 feet of sidewalk adjacent to the building, with a minimum 4 foot clearance between the vacuums and the building to meet with the regulations of Section 405.730 Sidewalks and City's Design Guidelines.
15. The Applicant shall bring the signal at Schulte Road and Olive Boulevard into ADA compliance on all four legs of the intersection, and an additional signal head is required for the southbound through movement that can be mounted overhead on the existing mast arm or on a pedestal in the

Attachment: 16-031.Draft Ordinance.1-16-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

median island at the northbound approach, per MoDOT and St. Louis County's recommendations and approval.

16. Proof of recording of the approved boundary adjustment consolidation plat and copies of MoDOT and St. Louis County approval based on the approved plans shall be provided prior to the issuance of a Site Improvement Permit or Building Permits from the City. All conditions of such approval shall be met by the applicant, except any inconsistency herewith shall require resolution with all applicable authorities.
17. Employee, delivery and company vehicles shall be parked interior to the site and as far from the public right-of-way as possible.
18. Outdoor storage and display of merchandise shall be prohibited.
19. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code. Specifically, no temporary signs, including window signs, shall be placed on the car wash building.
20. All lighting shall comply with Section 405.680 Lighting of the Zoning Ordinance.
21. Noise levels shall meet with the St. Louis County standards.
22. Any mechanical equipment installed for the site shall be properly screened with approved materials.
23. Any future enlargement, extension, expansion or alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or alteration may be issued.
24. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
25. No conditional use permit granted by the City Council shall be valid for a period longer than one year from the date it grants the conditional use permit, unless within such period: (1) a building permit is obtained and construction is begun; or (2) if a building permit is not required, an occupancy permit is obtained and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the conditional use permit is scheduled to expire.
26. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to be bound by the approved Site Development Plan for the property and the conditions herein set forth, and written confirmation thereof signed by the new owner or lessee shall be filed with the City at the time of such transfer or lease. Failure to comply with this provision shall not excuse anyone from these conditions.

Section 4: The City Administrator of the City of Creve Coeur is hereby authorized and directed to issue a Conditional Use Permit in accordance with the provisions of this ordinance, said permit to expressly provide for the conditions and stipulations hereinabove set out in Section 3 of this ordinance. Exercise of the rights granted pursuant to the issued permit shall constitute acceptance of all conditions and stipulations set forth herein.

Section 5: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

Attachment: 16-031.Draft Ordinance.1-16-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

BILL NO. _____ **ORDINANCE NO. _____**

ADOPTED THIS ____ DAY OF _____, 2018.

_____
ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2018.

_____
BARRY GLANTZ
MAYOR

ATTEST:

_____
DEBORAH RYAN, MPCC
CITY CLERK

Attachment: 16-031.Draft Ordinance.1-16-2018 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION #16-031 FOR THE REZONING, CONDITIONAL USE PERMIT, AND SITE DEVELOPMENT PLAN AND BOUNDARY ADJUSTMENT APPROVAL OF A MOBIL ON THE RUN CONVENIENCE STORE WITH GAS PUMPS AND BRITEWORX CAR WASH FACILITY LOCATED AT 11109-11141 OLIVE BOULEVARD & 11100-11114 OAK LAKE COURT, CURRENTLY ZONED GC GENERAL COMMERCIAL AND C SINGLE FAMILY RESIDENTIAL

FOR THE MEETING OF: Monday, December 4, 2017

LOCATION: 11109 – 11141 Olive Boulevard, and 11100, 11108, and 11114 Oak Lake Court, including portions of unincorporated St. Louis County, at the northwest corner of Schulte Road, and Olive Boulevard.

REQUEST: Kevin Kamp, of Civil & Environmental Consultants, Inc. has submitted an application on behalf of Wallis Companies (Arch Energy, LLC), for the rezoning of 11127,11135 & 11141 Olive Boulevard, from C-Single Family Residential District to GC-General Commercial District, and for a Conditional Use Permit, Site Development Plan and Boundary Adjustment for a new Mobil on the Run convenience store with gas pumps and BriteWorx Car Wash facility encompassing 11109-11135 Olive Boulevard and 11100-11114 Oak Lake Court.

ADDITIONAL INFORMATION: The original proposal was reviewed by the Planning and Zoning Commission on December 5, 2016. The City Council reviewed the proposal and referred it back to the Planning and Zoning Commission at its meeting on April 24, 2017. Section 405.360 GC- General Commercial District generally requires a minimum area of five acres, but not if expanding an existing GC District, and the existing Mobil Station at 11109 Olive Boulevard is already zoned GC-General Commercial. The proposal is 3.92 acres and is adjacent to an existing property zoned GC District. Gasoline Stations with Convenience Stores (NAICS #447110) and Car Wash Facilities (NAICS #811192) are conditional uses in the GC District. The existing Mobil was originally developed in 1984.

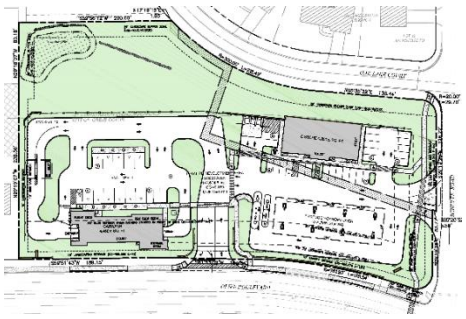
Key Issues:
- Does the request integrate with the existing surrounding uses?
- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request meet with the minimum standards of the proposed GC-General Commercial?
- Is the request consistent with the required findings for a conditional use permit?

Creve Coeur 2030
- East Olive Corridor Neighborhood Commercial District
- Objectives and Strategies

Zoning Code References
- Section 405.210: Regulation of Uses, Table A
- Section 405.360 GC-General Commercial District
- Section 405.470 Conditional Uses
- Section 405.1060 Zoning Changes and Text Amendments

APPLICANT: Kevin Kamp
Civil & Environmental Consultants, Inc.
4848 Park 370 Boulevard, Suite F
Hazelwood, MO 63042

PROPERTY OWNER: Wallis Companies (Arch Energy, LLC)
106 East Washington
Cuba, MO 65453





REPORT PREPARED BY: Jason Jaggi, AICP, Director of Community Development; Whitney Kelly, AICP, City Planner
DATE: 12/1/2017
ATTACHMENTS: Applicant's Revised Materials received November 27, 2017
Draft Ordinance
Public Comments received

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

SUMMARY OF PROPOSAL AND CHANGES SINCE THE PREVIOUS REVIEW

Kevin Kamp, of Civil & Environmental Consultants, Inc., on behalf of Wallis Companies, has submitted a request for the following:

- Rezone the 11127, 11135 & 11141 Olive Boulevard properties in the City of Creve Coeur from C-Single Family Residential District to GC-General Commercial District.
- Conditional Use and Site Development Plan approval for a 4,800 square foot 24-hour Mobil on the Run Convenience Store located on the former Oak Lake Court parcels, with 16 pumps (down from 20 with the canopy structure reduced from the 50' x 184' to a 48' x 144' configuration) gas station on the existing 11109 Olive Boulevard gas station site and a 4,460± square foot BriteWorx Car Wash, with 11 outdoor vacuum stations (reduced from a 5,128 sq. ft. facility with 17 outdoor vacuum stations) on the 11127 and 11135 Olive Boulevard properties that has proposed hours of operation of 7 AM to 9 PM. The Car Wash facility has been relocated along Olive Boulevard, with the vacuums and stacking lane north of the structure. The shown stacking lane for the Car Wash has been reduced from 27 cars to 10 cars.
- 11141 Olive Boulevard will be rezoned for the proposed development but left undeveloped at this time so that the service bay door of the Car Wash facility does not face a residentially zoned property in order to comply with Section 405.470(13)(c) Gasoline Service Stations of the Zoning Ordinance and to reduce its size.
- Total site coverage for the portion that is in Creve Coeur is 71.5%, while the overall site coverage is 50.2%
- Boundary adjustment approval to consolidate 11109 – 11135 Olive Boulevard, and 11100, 11108, and 11114 Oak Lake Court into one 3.389 acre parcel. The home at 11141 Olive Boulevard will remain as a separate lot.

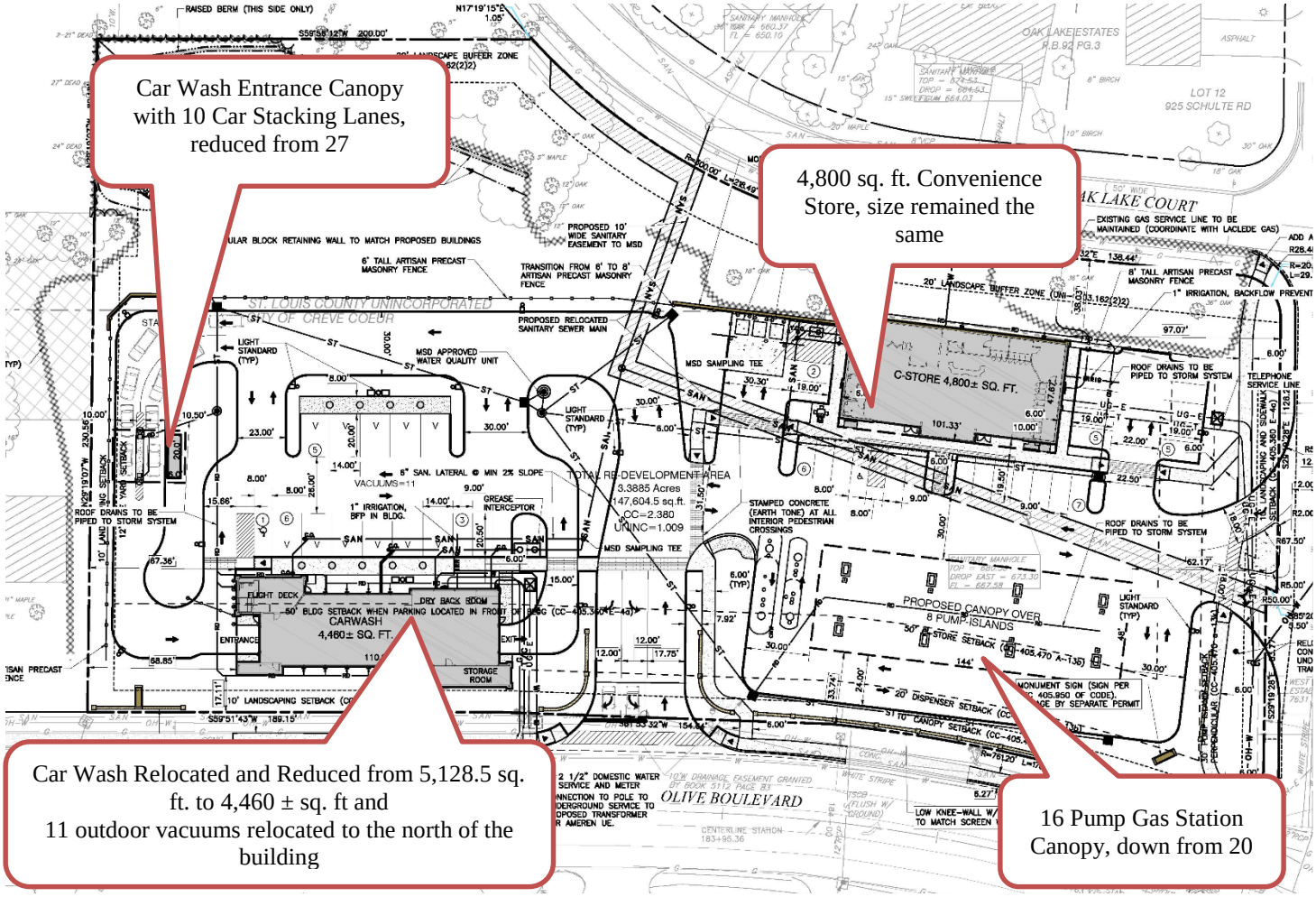


Figure 1: Close-up of the Applicant's Revised Site Development Plan

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

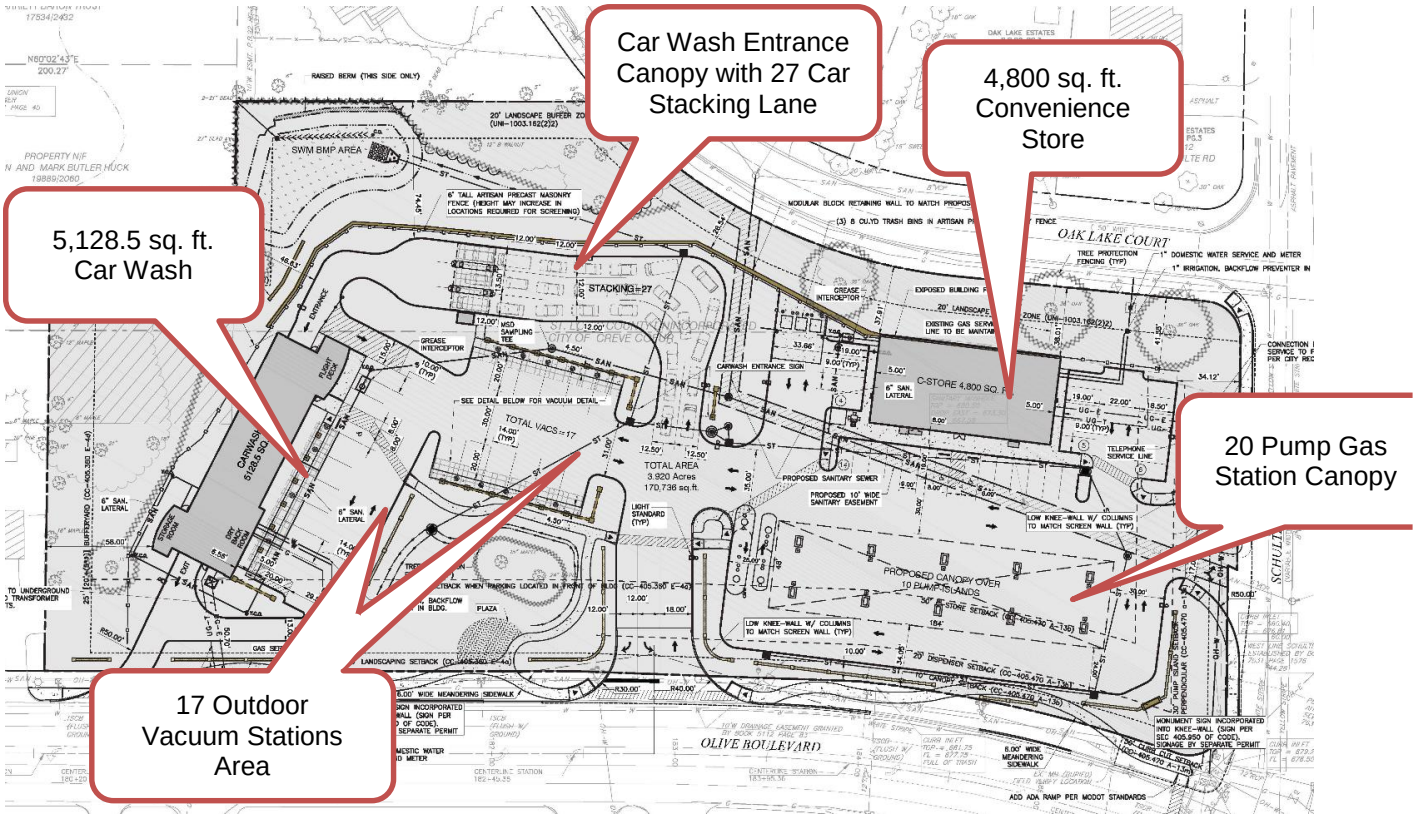


Figure 2: Close-up of the Site Plan from the December 5, 2016 Staff Report



Figure 3: South Elevation of the Convenience Store

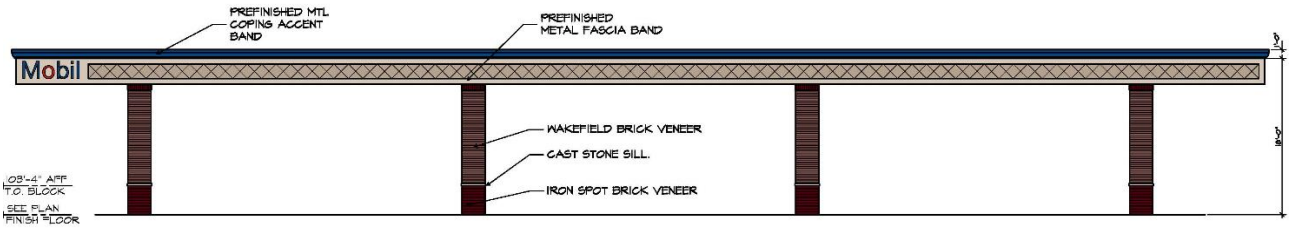


Figure 4: South Elevation of the Gas Pumps Canopy

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



Figure 5: South and East Elevations of the Car Wash Facility

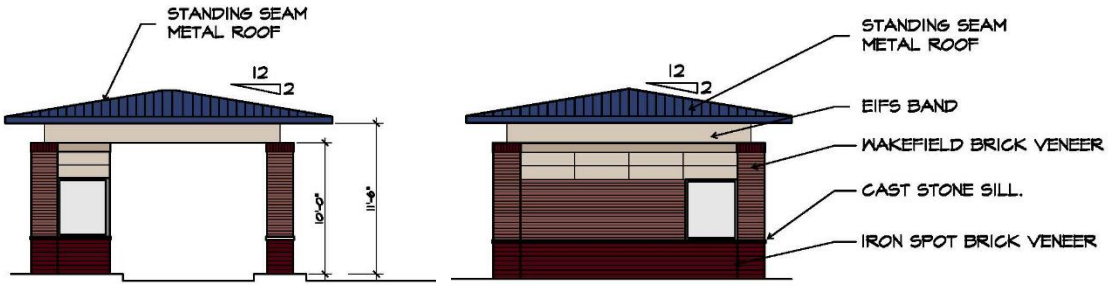


Figure 6: East and South Elevation of the Car Wash Canopy

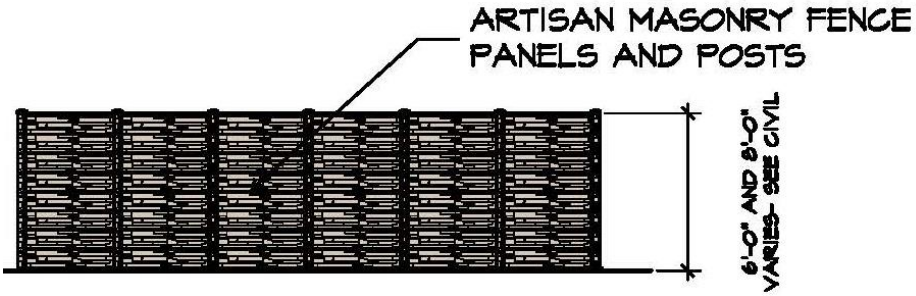


Figure 7: Close up of the Typical Fence Detail

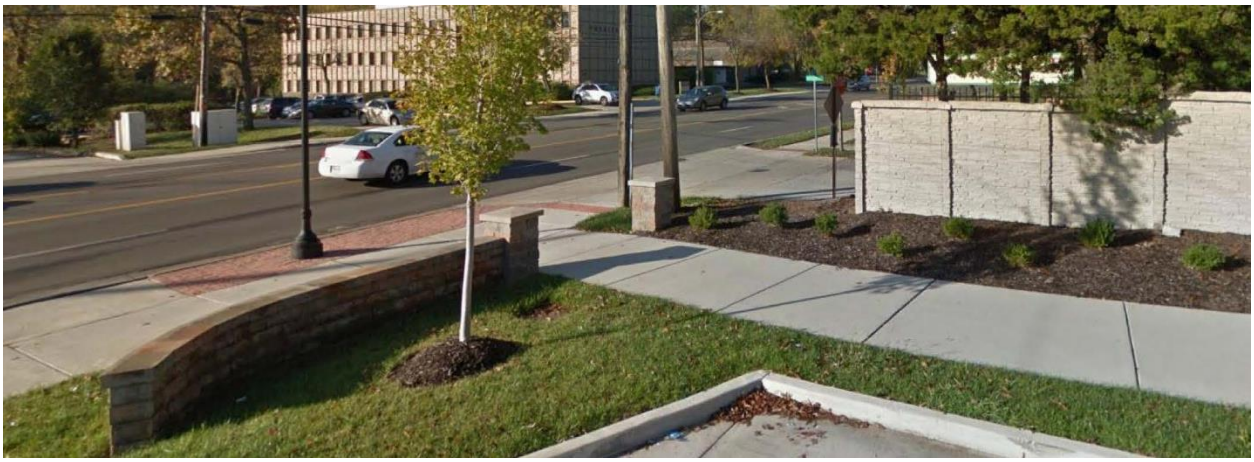


Figure 8: Close-up of Site Elements examples of the Knee wall and Fence design at the Olivette location

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



Figure 9: Detail of an example of the Trash Enclosure from Site Elements

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Residential	Unincorporated St. Louis County C8 Planned Commercial; R3 Residential	Partial Oak Lake Court
South	Complete Music, Masonic Lodge; Residential Structures used for offices	Partial GC General Commercial; C Single Family Residential	Olive Boulevard
East	Gas Station with Car Wash	GC General Commercial	Schulte Road
West	Residential	Partial C Single Family Residential; A Single Family Residential	NA

COMPREHENSIVE PLAN REVIEW

As discussed in the previous review of the proposal, the subject property is within the East Olive Corridor of the *Creve Coeur 2030* Comprehensive Plan where the vision for the area is to create a walkable corridor of destination retail boutiques, neighborhood service businesses, small-scale restaurants, attached townhomes, and low-density multi-family home and single family homes. Development of the East Olive corridor should encourage pedestrian access from adjacent neighborhoods and prioritize walkability between neighboring lots while accommodating car access and easy parking. Revitalization of this area has faltered due to the lot constraints, direct adjacency to established residential neighborhoods, and frontages onto Olive Boulevard. Existing lot constraints limit the limit development options for these properties. The East Olive Corridor comprises the Neighborhood Commercial District (NC) place type that supports the development of a variety of medium-to low –density commercial, retail, office, neighborhood service business and residential development in a commercial corridor with shallow lot depths. This district is designed to provide a transition between more intense commercial districts to the east and west that would build toward a coherent corridor identity. (p. 88). Frontage recommendations encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building façade frontages and primary building entrances to face Olive Boulevard.

Further, the Comprehensive Plan includes the overall goals of Placemaking & Community Identity that include the following:

- Improves streetscapes and public realm enhancements (Strategy 1.3),
- Ensures that adjacent non-residential and residential developments are compatible with each other (Strategy 1.8); and,

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

And, Under Economic Growth and Community Services that include:

- Strategy 3.1: Ensure future economic growth is responsive to the changing economy and captures the "place-making dividend".
- Strategy 3.3: Transform the Olive Boulevard corridor with a Central Business District and supporting Mixed-Use Districts.

Compatibility with the Comprehensive Plan

The revised drawings represent an improvement since the previous application, with the relocation of the car wash to be placed along Olive Boulevard to create greater interest, reducing the overall size of the proposed development, and providing pedestrian elements such as the knee wall and lush landscaping along the pedestrian walkways, and sufficient landscaped buffer along the rear of the development for protection of the residential developments to the north. The concerns of staff and the Commission with the prior proposal focused on the policies of the Comprehensive Plan involving the scale of the proposed development, and the intensity of the uses at the scale which was proposed. The revised proposal reduces the overall scale in many areas including land area; number of gas pumps and size of overhead canopy; reduced size of the car wash structure, the number of outdoor vacuum stations; and, reduced stacking lanes.

Staff has compared the scale of the revised plan with the individual components of the car wash building, convenience store and gas canopy with other properties along the East Olive corridor. Several other buildings have been developed at the approximate same size, such as the Walgreens, the multi-tenant retail building where FroYo and BMO Harris Bank are located; Scotsman's Jewelry and others suggests that the scale is now more proportionate with the existing commercial developments. The commercial development of these properties is oriented along Olive at a similar depth as other commercial developments within the East Olive corridor. Figure 10 provides an overlay of the redevelopment within the context of the immediate area to assist the Commission in its review of the scale.

The Comprehensive Plan also acknowledges the development challenges inherent with the East Olive corridor, many of which are present with these properties and with this development proposal. These include shallow lot depths, topography, small individual parcels, and the zoning requirements which involve assembly of multiple properties to provide sufficient land for development to provide the necessary buffering from residential property.

With respect to rezoning and commercial expansion of the East Olive corridor, the Comprehensive Plan foresees the redevelopment of properties in this area to transition to commercial along Olive with emphasis on protection from adjacent established residential neighborhoods. The revised proposal provides for sufficient buffering including tree preservation, additional landscaping and screen walls to afford reasonable protection for the adjacent residences.

Because the Comprehensive Plan provides broader goals to support the vision, the interpretation of the degree to which the development proposal achieves these goals is the charge of the Commission in its recommendation to the City Council. If the Commission finds that the proposal still does not meet with the goals of the Comprehensive Plan, further direction should be provided to the Applicant.

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



Figure 10: GIS view of the area with the components of the proposal shown.

DESIGN GUIDELINES REVIEW

The City's Design Guidelines provide further recommendations on the layout and design for gas stations and car washes that include building architecture should be designed to provide an attractive appearance that is compatible with the surrounding area. Prefabricated or pre-designed buildings are strongly discouraged. When requested and approved, such buildings are to be substantially modified and embellished to create a project that is complementary to the community fabric. All architectural details should be related to an overall architectural theme. Separate structures, such as canopy, car wash or cashier's booth, on the site should be avoided. When requested and approved, separate structures are to have consistent architectural detail and design elements that provide a cohesive project appearance. And, a car wash that is incorporated into the project shall be well integrated into the design. The car wash opening should be sited so that it is not visible as the primary view front the street into the project site. (p. 11-12)

The Design Guidelines general recommendations include:

- Well-articulated high quality designs with pedestrian elements included;
- Scale of the building should be carefully considered with an architectural and urban scale compatible with the neighboring developments and that the coordination between the actual or apparent height of adjacent structures is strongly encouraged.
- Adjacent structures should carry the lines of one building into the next through the use of varying window heights, brick coursing, or other horizontal elements that complement neighboring buildings. (p. 7).
- Clearly defined primary building entrances that is oriented toward the street level.
- Building that are styles in an attempt to use the building itself as advertising are strongly discouraged, particularly where the proposed architecture is the result of a "corporate" or

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

franchise style. The building should not be designed as a sign and should not be flood lit at night. (p.8)

- Materials that have good architectural character, with a preference toward "green" traditional building materials, and limited use of EIFS (p. 9)

The following is a list of design matters that should be reviewed with the applicant by the Commission:

- *The elements of corporate architecture and the overall massing of the structures.* The proposal utilizes similar designs throughout the various structures; however, corporate design elements of Mobil on the Run and Briteworx car wash are present. The structures are not pre-fabricated and the architect has designed the buildings to be unique to the location. For example, a darker blue accent striping and for the tower roof structures are used instead of the traditional Mobil blue color. Staff believes that additional brick on the storefront of the c-store and on the car wash, particularly the west elevation of the wash and limiting the blue accents in between the glass on the car wash storefront would further the proposal toward the Design Guidelines and provide an improved appearance.
- *Building elements, such as parapet wall, penthouses or screen walls should be treated as an integral part of the architecture.* The mechanical screening and parapet walls are well integrated on the c-store, however, as noted, the amount of brick could be expanded to provide an improved appearance.

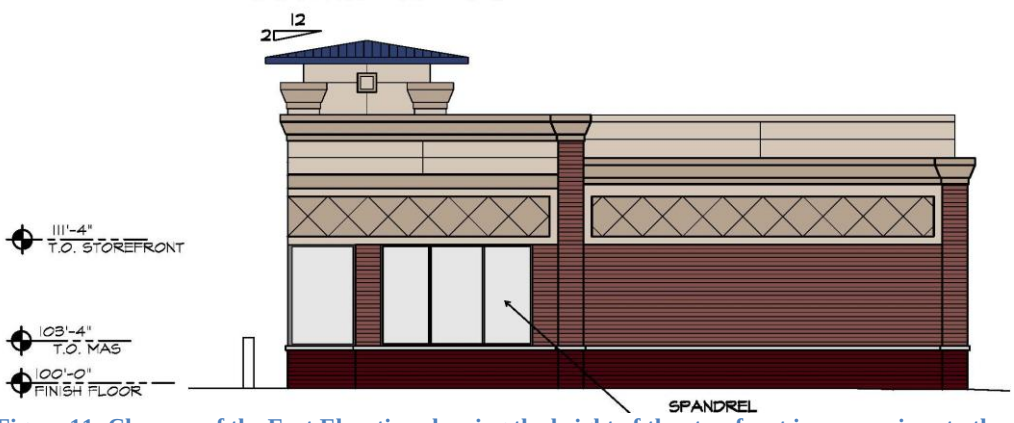


Figure 11: Close-up of the East Elevation showing the height of the storefront in comparison to the overall structure.

On the c-store, the massing is somewhat blocky with no sloped roofs except for the central tower element. If the Commission believes this is a concern, additional sloped roofs could be provided to reduce the massing.

- The entrance to the c-store provides for the prominent entrance to attract attention from Olive Boulevard. The doors; however, do not correspond to this element. The applicant has stated that two entrances are preferred to provide easier access to the store. Additionally, the column elements at the front entry do not carry all the way down. Staff would note that the awnings provide covering of the entrances; however, the placement on opposite sides of the tower element are not typical.



Figure 12: Close-up of South Elevation of the Convenience Store

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

- *Accessory structures such as trash enclosures and fencing and similar site elements are to be compatible with the architecture of the main buildings and should use similar materials.* The proposed walls and trash enclosure is inconsistent with these recommendations, that appear to utilize a prefabricated stacked stone style fence panel in a light brown color, where a brick style similar to the building would move the proposal toward the Design Guidelines and the requirements for gas stations.
- *The Design Guidelines strongly encourages high quality landscaping that accentuates the building and site, softens the effects of parking in areas and enhances the quality of life of the City; and, that there is a consistency of landscape design throughout a development, and that landscaped areas are to be maximized and balanced throughout the site.* The proposed landscaping along Olive is well designed. However, most of the landscaping is behind the proposed knee walls and blocked from view, where it should be along the Olive side to be consistent with the Comprehensive Plan that calls for well landscaped frontages. Moving the knee walls back and/or providing the landscaping in front would further the proposal toward the Design Guidelines. Further, the design should be carried north along Schulte Road to provide sufficient headlight screening and fill in along the west property line.

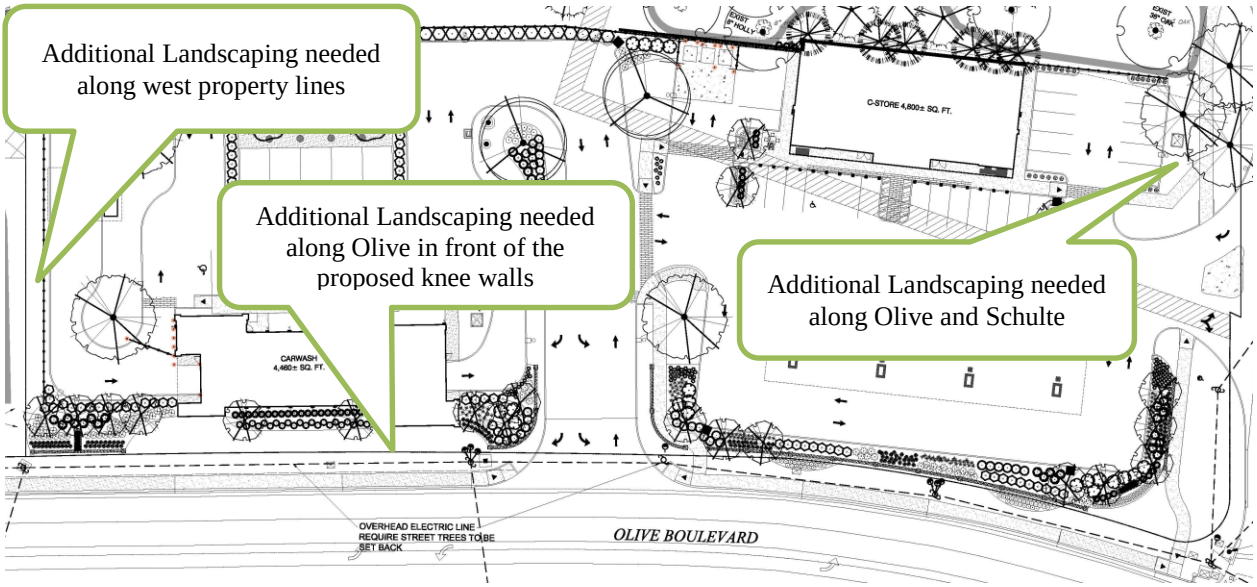


Figure 12: Close-up of the Landscaped Plan

- The proposed fence is extended south to the line of the car wash entrance. Staff recommends that the fencing be pulled back and dense, upright evergreens be carried north to provide for a softer, landscaped screening of the car wash entrance.

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

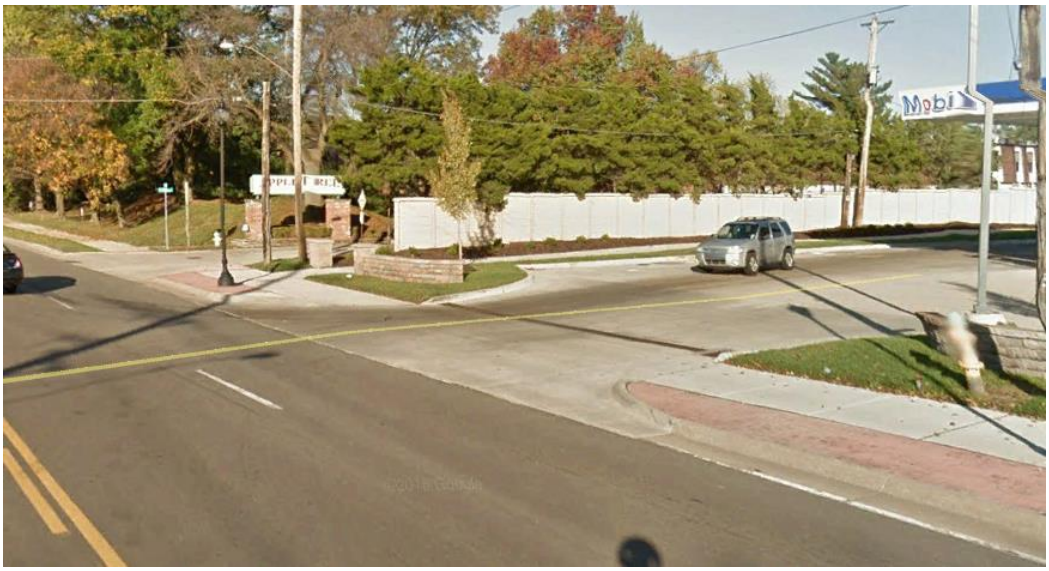


Figure 13: Google Image of the fencing at the Olivette Mobil location.

- The Landscape Plan lists Burning Bush as a proposed material, and that several of the proposed trees are 2 inch caliper. Burning Bush is listed on the City's Landscaping Guide as an invasive species, and all trees are to be a minimum of 3 inch caliper. Therefore any condition of approval should include that Burning Bush should be removed and replaced with a suitable material, and that all trees are to be 3 inch caliper.

- *The Design Guidelines recommend that sidewalks in front of retail businesses in a commercial district should be a minimum of 10 feet and include pedestrian amenities such as planters and benches. Outdoor sales, dinning or storage should not impair pedestrian movement, and should maintain a minimum 4 foot clearance path along the sidewalk. Section 405.730(A)(2) Sidewalks of the Zoning Ordinance requires a minimum width of internal sidewalks in non-residential developments to be at least six feet and eight if used as a curb stop discussed further below.* The Applicant is showing 6 feet along the east and west side of the c-store and in front of the tower element, and 10 feet at the entrances, per the image below. A 4 top table is shown on the west corner of the building for outdoor dining, in furtherance of the Design Guidelines. However, Staff recommends that all of the sidewalks adjacent to the building be increased to a minimum of 8 feet and that a minimum of four feet clearance along the car wash facility and the vacuums be provided to further the proposal toward the Design Guidelines and with the minimum requirements of the Zoning Ordinance. Additionally, the sidewalk in front of the car wash facility is showing 6 and 8 foot sidewalks, with the vacuum structures in the middle. This condition should be revised to provide at least a 4-foot wide clear pedestrian path.

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

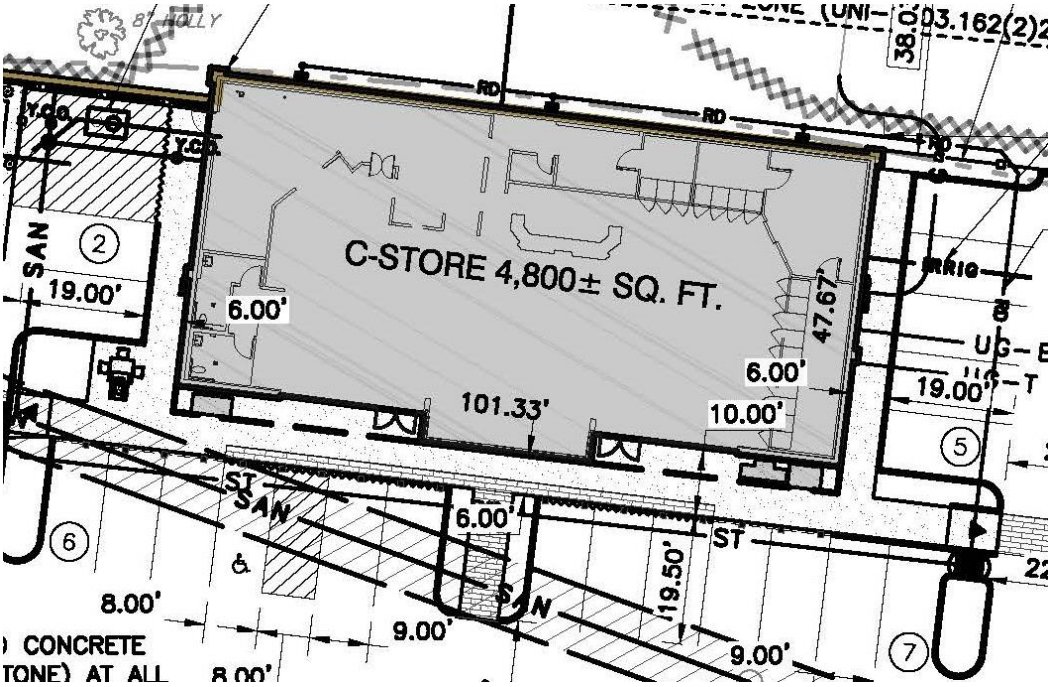


Figure 14: Close-up of the Site Development Plan.

- The Applicant is showing that all pedestrian crosswalks will utilize a stamped textured concrete in furtherance of the Design Guidelines that recommends at intersections, crosswalks, and main building entries, a change in sidewalk color, texture, or material should emphasize the location. Paint Striping to accentuate these areas is strongly discouraged. (p. 5). And as required in Section 405.730(A)(1)(c) Sidewalks of the Zoning Ordinance.



Figure 15: Close up of the Stamped concrete example from Applicant's materials.

- The City's Pedestrian Plan indicates that Olive Boulevard as a primary street should have a separated sidewalk. However, MoDOT has recently redone all of the sidewalks in this area along Olive Boulevard that are adjacent to the curb. Therefore, a condition to separate the sidewalk in this area has not been included.
- MoDOT has indicated the signal at Schulte and Olive Boulevard must be brought up to the ADA Compliance on all four legs of the intersection. MoDOT compliance has been included as a condition of approval.

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

ZONING REVIEW

Section 405.1060(B) of Zoning Changes and Text Amendments requires that the action of the Planning and Zoning Commission approving, disapproving, or conditionally approving the site concept or site development plan shall accompany its recommendation to the City Council regarding the rezoning. Therefore, while a recommendation on the proposed conditional use permit and site development plan with any rezoning is required, the rezoning of properties is not contingent on the implementation of the development and, if approved, would remain.

Section 405.360: GC-General Commercial District

The stated purpose and intent of the GC District is to accommodate by site development plan approval convenience retail shopping and services and offices which are free standing or part of small scale planned commercial developments and which are compatible in scale and intensity of use with adjacent residential uses. While a Gas Station with Convenience Store, and a Car Wash are conditional uses in the GC District, it is the overall scale and intensity of use that is reviewed with the stated purpose of the GC District. The purpose of the GC district is similar to the recommendations in the Comprehensive Plan. The convenience store, gas station, and car wash provide retail and services for the adjacent residential areas and other areas within this section of Creve Coeur.

With any rezoning, the minimum lots requirements for the proposed district apply. As discussed above, this is an expansion of the existing GC district that will total 3.92 acres. The minimum lot area is one-half acre with a minimum lot width of 75 feet, and minimum lot depth of 150 feet. The remaining parcel of 11141 Olive Boulevard is 100 feet in width an approximately 0.53 acres (0.43 acres in Creve Coeur and 0.10 acres in Un-incorporated St. Louis County.) The consolidated lot for the gas station, convenience store and car wash make up the remaining 3.39 acres. However, where a GC District abuts a single family residential district, 405.360(E)(4)(d) *Buffer yards* requires a buffer yard of twenty (20) feet on all sides that abut the single-family district. The minimum required buffer yard shall be increased in five (5) foot increments, up to a maximum of forty (40) feet, for each acre of the subject property over two (2) acres in area. All acreage shall be rounded up to the next whole number for buffer yard calculation purposes. The buffer yard shall not contain any impervious surface and shall be landscaped and provided with other screening devices as deemed appropriate by the Planning and Zoning Commission. Therefore, for the property at 11141 Olive Boulevard that would be rezoned but left undeveloped, the required buffer yard from the west property line is 20 feet and for the consolidated parcel associated with the development, 30 feet where adjacent to residential. The site development plan drawings for the car wash and gas station with convenience store will need to be revised to show a 30 foot buffer yard where it abuts a single family residential district. However, the Applicants are showing sufficient room to provide for such buffer.

For the property at 11141 Olive Boulevard, the home and drive way is within this required buffer yard area. A rezoning of a property cannot be completed where it would create non-conformities on the site. Further, the future use of this residential structure is unknown and if left vacant, this property could become a nuisance for the surrounding area. A condition to remove the existing home and driveway for future redevelopment and to comply with zoning has been included.

Maximum structure height shall not exceed 3 stories or 45 feet tall. The proposed is a single story use with the maximum structure height of approximately 27.38 feet for the convenience store, and 30.27 feet for the Briteworx Car Wash facility.

Maximum site coverage is 63%. The Planning and Zoning Commission may, in its discretion, allow the permitted coverage to be increased as a bonus by an additional factor to 70% in consideration of special or outstanding landscape and site planning features. As stated above, the total site coverage for the portion that is in Creve Coeur is 71.5%, while the overall site coverage is 50.2%.

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

"Use" Specific Regulations
Section 405.470(A)(13) provides specific requirements regarding gas stations and car washes:

Section 405.470. Conditional Uses.
A. Conditional uses allowed in zoning districts are as follows:
13. Gasoline service stations — NAICS 447110 and 447190 (conditional use in the "PC", "GC" and "CB" districts). The following specific development standards shall be met before a conditional use permit may be issued for a gasoline service station in accordance with Section 405.1070, so as to control the mode of development, method of operation and to ensure that the location does not adversely affect the health, safety and welfare of the community, especially from the traffic point of view.
a. Site size. Service station sites shall contain a minimum area of twenty thousand (20,000) square feet, a minimum lot frontage of one hundred (100) feet and a minimum of twenty-five hundred (2,500) square feet for each dispenser, whichever is greater. A dispenser may have more than one (1) hose.
b. Setbacks. All buildings shall be set back at least fifty (50) feet from the street right-of-way line and at least ten (10) feet from any other property line unless a greater setback is required by other provisions of this Chapter. Dispenser islands shall be set back twenty (20) feet from any property line. Canopies may be erected to within ten (10) feet of a property line or street right-of-way to protect automobiles positioned for service at pump islands.
c. Service bays. Service bays shall be limited to one (1) per five thousand (5,000) square feet of land area. All service bays are to be contained entirely within the building. Where adjacent to a residential district ("A", "B", "C", "D", "AR" or "MR"), no more than three (3) service bays shall be permitted. Service bay doors shall not face residentially zoned property.
d. Parking and access. In addition to providing parking in accordance with Section 405.820(F), there should be adequate space on site for automobiles to wait in line for each dispenser island and dispenser.
e. Fencing. The site shall be fenced with a six (6) foot brick or stone masonry wall or solid fence of wood or other material deemed appropriate by the Planning and Zoning Commission along each property line which abuts property zoned to any residential classification ("A", "B", "C", "D", "AR" or "MR").
f. Retail sales. Sales shall be restricted for the service station to gasoline, oil, tires, batteries and automotive accessories and food and beverages sold from vending machines, unless permission is explicitly granted as part of the conditional use permit for the sale of other items or classes of items such as food, beverages, personal care or other convenience items or car washing services.
g. Trash disposal and storage. All used tires and parts, trash and similar objects shall be stored within a solid brick or concrete enclosure in the rear half or, in the case of corner sites, the rear quarter of the site.
h. Major repairs prohibited. Major engine or transmission dismantling, body and fender work, top and upholstery work shall not be permitted on the premises of the service station.
i. Trailer and equipment rental prohibited. Trailer and equipment rentals shall not be permitted to operate on the premises of a service station.
j. Gasoline deliveries. No delivery tanker shall park on public right-of-way during gasoline delivery, nor shall any hose be permitted on the public right-of-way.
k. Pump island location. Pump islands located parallel to the street should observe a twenty (20) foot setback. Pump islands located perpendicular to the street should observe a thirty (30) foot setback.
l. Landscaping and buffering. A landscaped buffer at least ten (10) feet in width should be provided along the length of all property lines including along all frontage on street rights-of-way except where broken for entranceways. Landscaping shall be provided in accordance with a landscape plan approved by the Planning and Zoning Commission.
m. Curb cuts and corner radius. On corner sites a twenty (20) foot curb radius shall be provided and no curb entrance shall be located within less than fifty (50) feet from the end of such curve. At intersections where a primary flow of right turn traffic is anticipated, a thirty-five (35) foot corner curb radius of curvature shall be provided, again with a fifty (50) foot curb cut setback from the end of the curve.

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

n. Sight lines. Landscaping provided along the street frontage in accordance with paragraph (13)(l) "Landscaping and Buffering" above should preserve sight lines for entering and exiting traffic. This does not preclude careful placement of street trees with high foliage or low growing shrubbery (below thirty (30) inches).

The proposed site development plan meets with the requirements for the use with the exception of the trash enclosure. As discussed above, the fence and trash enclosure material is a stacked pre-cast stone that is inconsistent with the building materials. Section 405.470 (A) (13)(g) specifically states that the trash enclosure shall be a solid brick enclosure, therefore a condition of approval includes that the trash enclosure shall be a brick to match the building, for the Zoning Administrator's approval.

Landscaping
As discussed above, the proposal provides for well-designed landscaping, with a few minor additional landscaped areas and adjustments needed to meet with the recommendations of the Comprehensive Plan, Design Guidelines, and the Zoning Ordinance.

Section 405.540 Landscaping provides design standards for landscape plans that include a minimum of 1 street tree for every 30 lineal feet of street frontage and such tress shall be located on the subject property at least 2.5 feet, but not more than 12 feet from the back of the curb unless additional setback is necessary to accommodate planned road widening, overhead utility line or some other condition identified by the Director of Planning. The Landscape Plan indicates that due to the overhead utilities and the gas pump island canopy, the trees will be a columnar variety that will be setback 15-25 feet along Olive Boulevard and Schulte Road, and 3 broad shade trees provided at the north end of the property along Schulte Road, thus meeting with the requirements of the ordinance.

Section 405.810(A)(5) provides additional requirements for headlight screening for parking lots, and extending the landscaping north along Schulte Road is needed to meet with this requirement. As discussed above, a condition of approval is that the Landscape plans shall be revised to meet with this requirement of the zoning ordinance.

Lighting
All lighting will be in conformance with Section 405.680 Lighting of the Zoning Ordinance that all lights will be downcast and fully shielded and will not cast lighting upon adjacent property or right-of-way. The Applicant's photometric plan is showing that at the car wash canopy the lighting will be 1.4 at the property line. However, this property11141 Olive Boulevard is also being rezoned to GC-District with this request, Staff does not have a concern with the amount of spillage in this area.

The gas station canopy lights will be flush mounted to comply with the City's Design Guidelines that lighting fixtures are to be flush with the underside of the canopy (p.12).

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

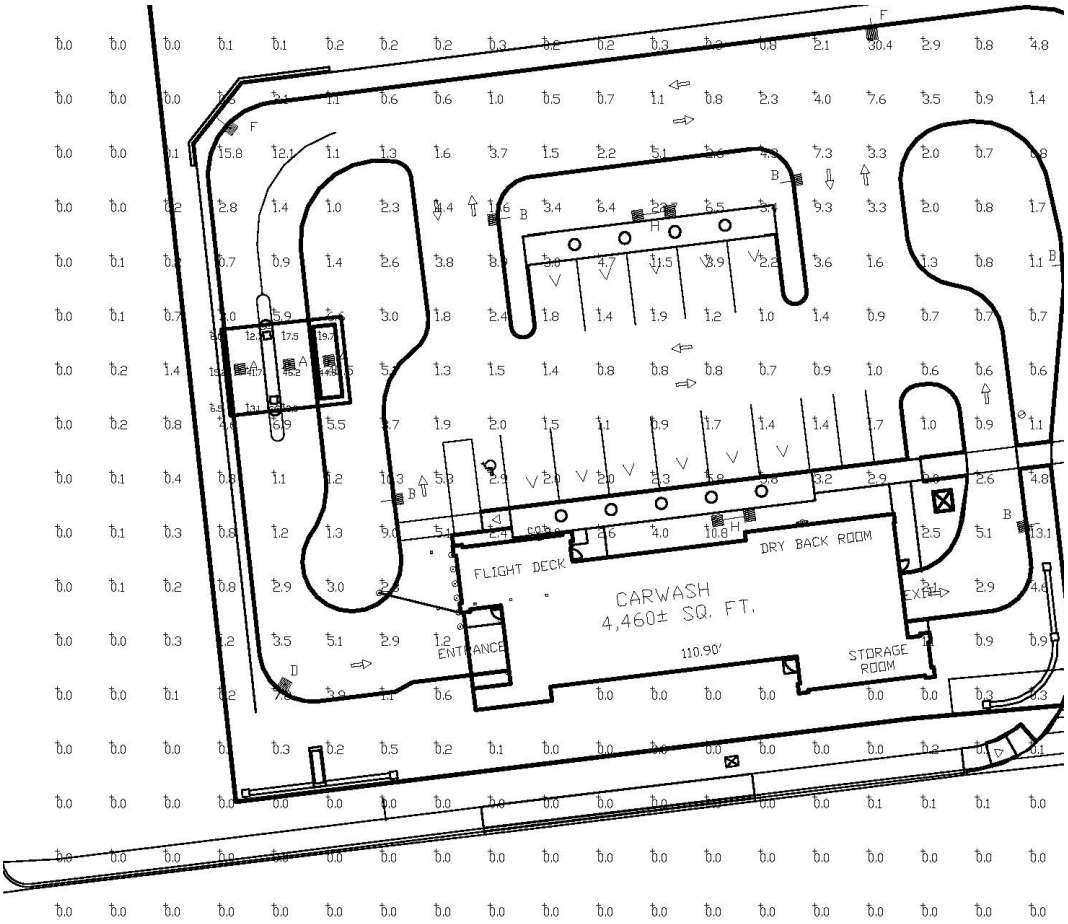


Figure 16: Close-up of the Applicant's Photometric Plan at the west property line

Stormwater Mitigation
The plans include a stormwater detention basin on the northwest corner of the property located in unincorporated St. Louis County. Roof drains and surface storm water runoff will be collected and piped into this basin.

Signs
Signs are reviewed at Staff level and review and ultimate approval of the development does not constitute approval of the signs shown on the drawings. Section 405.950(I) provides for specific direction on Automobile Service Station signs that include sins on the Canopy. Particularly subsection 4 that states that sings on the service station canopy shall not exceed 30 square feet in gross sign area per street frontage, and includes any business logo inclusive of striping or other symbols, appearing on the canopy shall count as part of the gross sign area. The Applicant's drawings show that the service station canopy will have a similar dark blue striping detail and crosshatched accent designs as the Mobil on the Run Store and the BriteWorx Car Wash facility. With these distinctions, staff does not believe that the darker blue coping of canopy should be considered an element of signage and count toward allowable sign area.

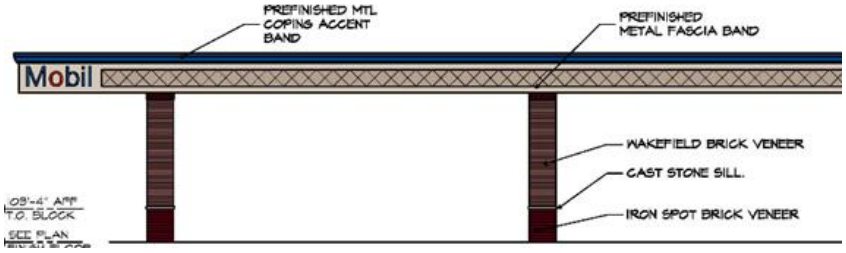


Figure 17: Close up of the Canopy structure elevation

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

SOUND STUDY

A sound study was completed by Designed Acoustics based upon the nature of the proposed use for the prior review. A revised sound study with the new layout has not been provided. The Study completed in November of 2016, indicated that a worst case scenario at the closest residential property line with an 8 foot wall would have a 49 dBA at the property line. While reviewing the BriteWorx facility in Florissant, MO the report states that sound levels were taken at the wall (barrier) located behind the carwash that separates the carwash from a residential neighborhood. (53dBA to 56dBA) Additional sound level readings were taken behind the wall. The sound level readings behind the wall were significantly lower. (42dBA – 45dBA).

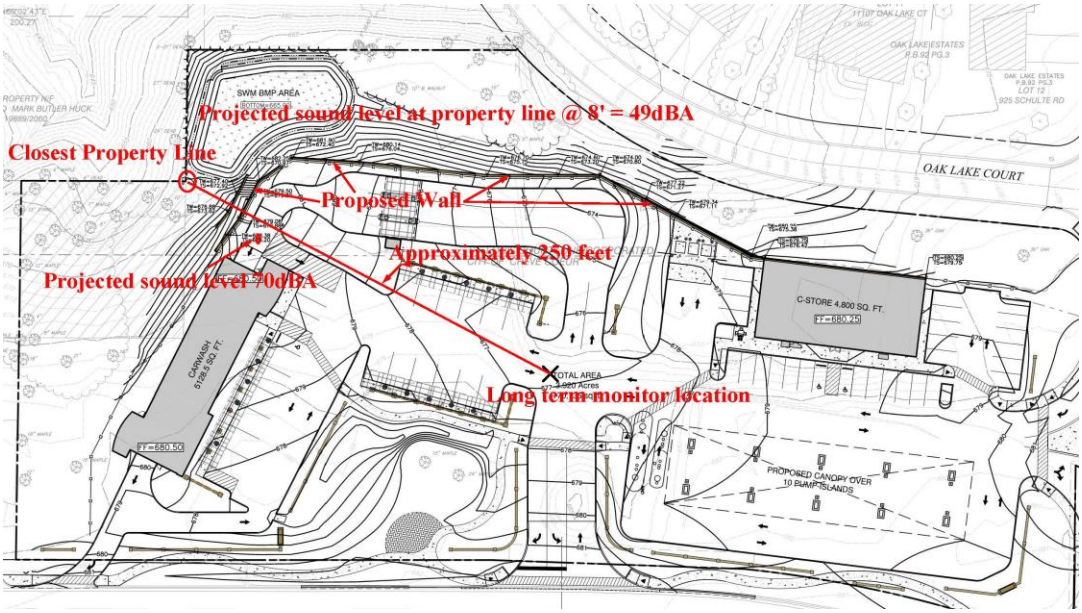


Figure 18: Close-up of the Acoustic Report Graphic

The graphics from the study is showing an average noise level of 65.8, with a Day average of 64.9 and night average of 57.0 on November 4, 2016

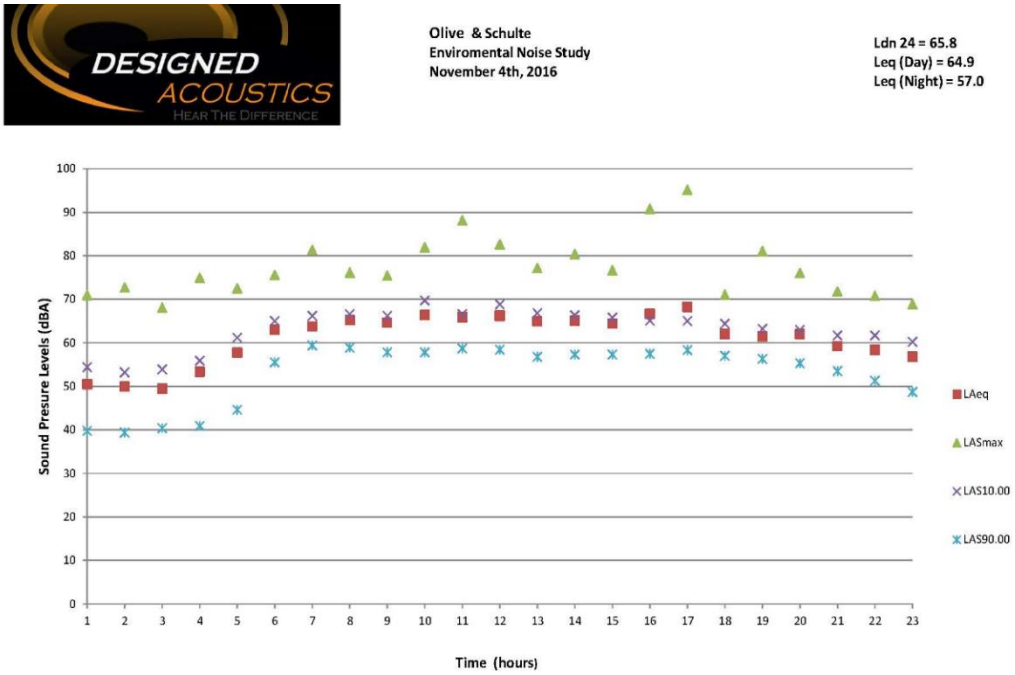


Figure 19: Graphic of the Environment Noise Study from the Applicant's Acoustic Study

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

As with a recent discussion of a similar facility the maximum sound, the perception of the noise and the level of sound impact can be very subjective. It should be noted that during that discussion, it was noted that the St. Louis County Daytime Permissible Sound Levels for a continuous operation of a car wash is 55 dBA max. To gain an understanding of the possible noise impacts associated with the car wash facility in particular, Staff would recommend that Commission members visit the Mobil on the Run location at 9371 Olive Boulevard in Olivette. The reorientation of carwash facility since this acoustic study was completed may further decrease the impact on the residential properties to the northwest. Staff recommends that an updated sound study be provided that reflects the current plan, prior to final Council review.

TRAFFIC IMPACT STUDY

A Traffic Impact Study (TIS) was submitted as part of the prior submittal and reviewed by the City's consulting traffic engineer. MoDOT has jurisdication for Olive Boulevard and St. Louis County has jurisdication for Schulte Road. Both agencies have reviewed the TIS and have provided the following comments and requirements:

MoDOT:

- The southbound dual left turns, due to geometric constraints with the southern approach, will not be required to be constructed.
- The development will dedicate righ of way for future construction of dual southbound left turn lanes.
- The signal must be brought up to ADA compliance. This includes crosswalsk on all 4 legs of the intersection with Audible Push Buttons and Countdown Pedestrian Signal Heads. If a specific crossing creates a safety concern, you can fill out a design exception for review and approvals
- An additional signal head is required for the southbound through movement. This can be mounted overhead on the existing mast arm or on a pedestal in the median island at the northbound approach.
- Based on the redcued number of trips that will be generated by the site, the right turn lane warrants on westbound Route 340 will need to be revised.

St. Louis County:

- Relocation and reconfiguration of Schulte Road access to be opposite the service station access to the east while restricting left turns into the subject site.
- Appropriate signal improvements as directed by MoDOT
- Reservation of ground for potential future alignment of Schulte Road.

St. Louis County observed that the traffic exiting the site should be more balanced amongst access points when level of service is particilarly deficient at one while considerable excess capacity exists at others. In this case, is it reasonable to assume the large number of left turns at the unsignalized Olive Boulvard access when access to the signal is provided at Schulte Road? The County noted that no changes are necessary based upon this comment but should conditions change, this matter should be addressed.

Staff does not anticipate any additional requirements based on the redesign and would note that the former curb cut on the western end of the site has been eliminated. Nonetheless, a conditon of approval has been included to require the applicant to provide approvals from MoDOT and St. Louis County based on an approved plan prior to the City issuing any construction permits for the project and that the traffic impact requirements of each agency be implemented.

BOUNDARY ADJUSTMENT PLAT

As part of this request, the Applicant has submitted a plat that would consolidate all of the individual lots into one new lot consisting of 3.320 acres and the lot at 11141 Olive Boulevard. The consolidated lots would straddle both jurisdictions of the City of Creve Coeur and Unincorporated St. Louis County.

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

REVIEW BY ST. LOUIS COUNTY

The total development site includes 2.807 acres located within the City of Creve Coeur and 1.113 acres located within Unincorporated St. Louis County. Based upon conversations with the St. Louis County Planning Department, the Applicant will be required to submit the plans for the County's approval in conjunction with the review by the City. Any approval by the City of this proposal should incorporate a condition that the Applicant receive approval of the plan by St. Louis County and that any conditions of approval imposed by the County be followed in addition to those by the City of Creve Coeur.

RECOMMENDATION AND ACTION

If approved, the proposed development would represent a notable change within the East Olive corridor. The proposal seeks to remove an antiquated gas station and accessory car wash with a more modern facility. With the suggestions offered by staff within this report along with discussions between the Commission and the applicant during the meeting, on balance, this revised proposal can achieve many of the goals and objectives of the Comprehensive Plan. Due to the nature of the proposed uses, the Commission should review the project to determine if any potential impacts with the development, particularly those that involve adjacent residential areas have been sufficiently mitigated.

If the Commission members believe that the revised proposal represents a development more in keeping with the Comprehensive Plan, meets the development standards of the zoning ordinance, inlcuding the conditional use requirements specific to gas stations, and significantly follows the Design Guidelines they should make a motion to to approve the rezoning, conditional use permit and site development plans, and boundary adjustment. Staff has provided conditions below which are included in the draft ordinance:

1. The Conditional Use Permit shall be for the operation of a 4,800 square foot new 24-hour Mobil on the Run Gas Station with convenience store, with 16 gas pumps, and a 4,460 Car Wash Facility with 11 outdoor vacuums located at 11109 – 11135 Olive Boulevard, and 11100, 11108, and 11114 Oak Lake Court
2. The existing home at 11141 Olive Boulevard shall be removed and the site cleared to be in compliance with the zoning ordinance for buffering adjacent to residentially zoned property.
3. The Car Wash Hours of operation, including the vacuums shall be 7 AM to 9 PM, seven days a week.
4. The Applicant is required to submit Grading and Site Improvement Plans, showing all exterior improvements, for all new construction to the Division of Planning for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Grading and Site Improvement Plans shall be in substantial conformance with the Site Development Plans and the Landscape Plan submitted on November 27, 2017 as bound together and submitted in conjunction with Application #16-031 by CEC Civil & Environmental Consultants, Inc., and as amended below.
5. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the "Exterior Elevations" submitted on November 27, 2017 as bound together and submitted in conjunction with Application #16-031 by CEC Civil & Environmental Consultants, Inc., and as amended below.
6. The Landscape Plan shall be revised to provide additional plantings along Schulte Road and Olive Boulevard, as well as along the west property line, and relocate the knee walls further inward with the plantings on the public view for the Zoning Administrator's approval to meet with the City's Comprehensive Plan and Design Guidelines as well as Sections 405.540 and 405.810 of the Zoning Ordinance as discussed in the Staff Report for December 4th Planning and Zoning Commission Meeting.
7. An underground irrigation system shall be installed and maintained to serve all new landscaped areas. Vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt manner.

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

8. The fence line shall end in line with the northwest corner of the car wash facility, and the upright evergreen landscaped hedge shall be carried around to provide sufficient screening of the entrance.
9. The site development plan drawings for the car wash and gas station with convenience store shall be revised to show a 30 foot buffer yard where it abuts a single family residential district.
10. The site development plans shall be revised to provide a minimum of 8 feet of sidewalk adjacent to the building, with a minimum 4 foot clearance between the vacuums and the building to meet with the regulations of Section 405.730 Sidewalks and City's Design Guidelines.
11. The Applicant shall bring the signal at Schulte Road and Olive Boulevard to the ADA Compliance on all four legs of the intersection, and that an additional signal head is required for the southbound through movement that can be mounted overhead on the existing mast arm or on a pedestal in the median island at the northbound approach, per MoDOT and St. Louis County's recommendations and approval.
12. Copies of MoDOT and St. Louis County approval based on the approved plans shall be provided prior to the issuance of a Site Improvement Permit or Building Permits from the City.
13. Employee parking, delivery and company vehicles shall be parked interior to the site and as far from the public right-of-way as possible.
14. Outdoor storage and display of merchandise shall be prohibited.
15. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code. Specifically, no temporary signs, including window signs, shall be placed on the car wash building.
16. All lighting shall comply with Section 405.680 Lighting of the Zoning Ordinance.
17. A revised sound study shall be provided based on the final site development plans prior to final action by the City Council.
18. Noise levels shall meet with the St. Louis County standards.
19. Any mechanical equipment installed for the site shall be properly screened with approved materials.
20. Any future enlargement, extension, expansion or alteration in the use of the structures or site must be approved by the City Council upon receipt of the recommendation of the Planning and Zoning Commission as an amendment to the Conditional Use Permit before a Building Permit for the enlargement, expansion or alteration may be issued.
21. Failure to comply with any one or all of the conditions of this permit shall be adequate cause for the revocation of said permit by the City Council, provided, however, no permit shall be revoked without prior notice to the owner of the intention of the City Council to revoke this permit and reasonable time granted to the owner to correct or remedy any such breach of conditions, except for repeated breaches or violations.
22. No conditional use permit granted by the City Council shall be valid for a period longer than one year from the date it grants the conditional use permit, unless within such period: (1) a building permit is obtained and construction is begun; or (2) if a building permit is not required, an occupancy permit is obtained and the use of the building commenced. The City Council may grant extensions to the one (1) year period of not more than one hundred and eighty (180) days each, without notice or hearing, provided that a written request for such extension is filed by the original applicant and approved by the City Council prior to the date the conditional use permit is scheduled to expire.
23. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to be bound by the approved Site Development Plan for the property and the conditions herein set forth, and written confirmation thereof signed by the new owner or lessee shall be filed with the City at the time of such transfer or lease. Failure to comply with this provision shall not excuse anyone from these conditions.

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

MOTION
The proposal will require three different motions for approval; one for the rezoning of all of the properties; the boundary adjustment plat and conditional use permit; and, the site development plan approval for the Gas Station and Car Wash. Below are example motions, in the appropriate order:

"I move to approve Application #16-031 for the rezoning of properties at 11127, 11135 & 11141 Olive Boulevard, currently zoned C Single Family Residential, to GC General Commercial."

"I move to approve Application #16-031 for a boundary adjustment and conditional use permit for a Mobil on the Run convenience store and Gas Station and Briteworx car wash facility with 11 outdoor vacuum stations located as shown in the materials submitted on November 27, 2017 at 11109-11135 Olive Boulevard & 11100-11114 Oak Lake Court, subject to the condition that that a final drawing be prepared for review by staff and signature and recording." (Conditions may be added, eliminated, or modified by preceding motion)

"I move to approve Application #16-031 for site development plan for a Mobil on the Run convenience store with 16 gas pumps and Briteworx car wash facility with 11 outdoor vacuum stations located at 11109-11135 Olive Boulevard & 11100-11114 Oak Lake Court as shown in the materials submitted on November 27, 2017, and per the conditions provided in the Draft Ordinance for the meeting of December 4, 2017" (conditions may be added, eliminated, or modified by preceding motion).

Or,

"I move to continue Application #16-031 for the rezoning, conditional use permit, and site development plan and boundary adjustment approval of a Mobil on the Run convenience store and Gas Station and Briteworx car wash facility located at 11109-11135 Olive Boulevard & 11100-11114 Oak Lake Court, to allow for the Applicant to revise the drawings based upon the discussion and direction from the Commission" (conditions may be added, eliminated, or modified by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE
Included and attached by reference. See body of report for specific excerpts.

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

APPENDIX 3: AERIAL PHOTO



Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

APPENDIX 4: SITE PHOTOGRAPHS	Photo Date: 12/01/2016
	Description: View looking northwest at the Existing Mobil Station at 11109 Olive Boulevard from the Olive Boulevard and Schulte Road intersection.
	Description: View looking north at the home used as a commercial office at 11127 Olive Boulevard that that will be removed for the proposed development.
	Description: View looking north at the home used as a commercial office at 11135 Olive Boulevard that will be removed for the proposed development.

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

	Description: View looking northwest at the home used as a commercial office at 11141 Olive Boulevard that will be removed for the proposed development. The home at 1147 Olive Boulevard in the background will be remaining.
	Description: View looking south from the subject property at the homes south of Olive Boulevard.
	Description: View looking southeast at the commercial buildings at the corner of Olive Boulevard and Mary Meadows Drive on the southside of Olive Boulevard.

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

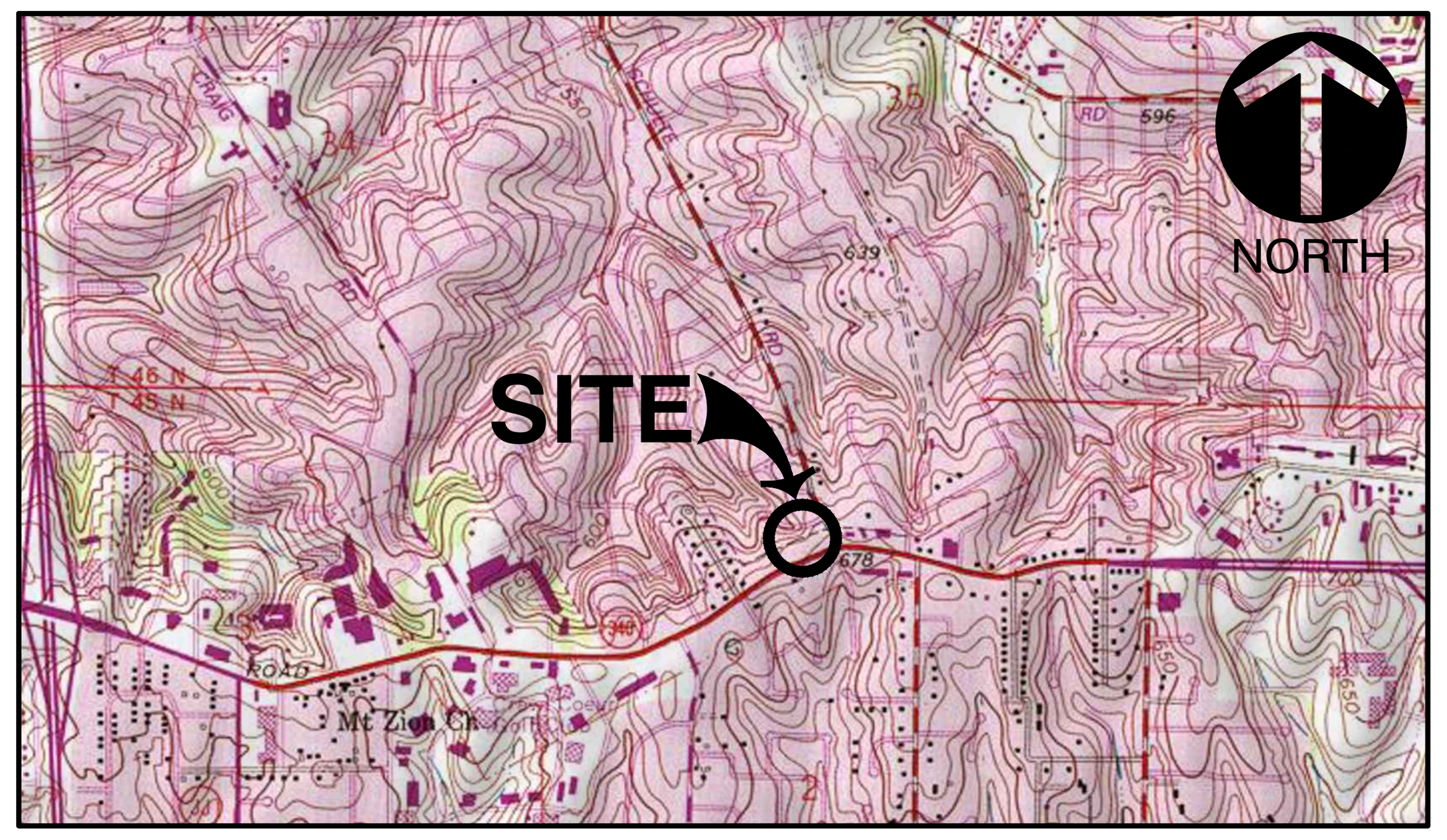
	Description: View looking east from western property line of the subject properties.
	Description: View looking southwest of the home at 11100 Oak Lake Court that will be removed for the proposed development.
	Description: View looking east from the cul-de-sac of Oak Lake Court at 11108 and 11114 Oak Lake Court that will be removed for the proposed development.

Attachment: 16-031.Staff Report.12-4-2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

SITE DEVELOPMENT PLAN FOR

BRITE WORX Car Washery — Mobil On the Run

A TRACT OF LAND BEING ALL OF LOTS 1, 2, 3 AND 4 OF "OAK LAKE ESTATES", P.B.92 PG.3 AND PART OF LOTS 3, 4, AND 5 OF THE SUBDIVISION OF THE FARM OF S.S. MATSON IN U.S. SURVEY 1962, TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN ST. LOUIS COUNTY, MISSOURI



USGS MAP

U.S.G.S. 7.5' TOPOGRAPHIC MAP CREVE COEUR QUADRANGLE MISSOURI
DATED 1990, PHOTOREVISED 1993
SCALE 1" = 2,000'

THE FOLLOWING UTILITIES AND OWNERS ARE LOCATED WITHIN THE WORK LIMITS OF THIS PROJECT

LACLEDE GAS COMPANY
COMMERCIAL & INDUSTRIAL MARKETING
720 OLIVE STREET
ST. LOUIS, MO 63101
CONTACT: JIM TRAVIS
PHONE: 314-342-0687
EMAIL: JTravis@lacledegas.com

AT&T TELEPHONE
402 N 3RD
ST. CHARLES, MO 63301
CONTACT: JIM LILLY
PHONE: (636) 949-4228

MCI FIBER
2400 NORTH GLENVILLE
RICHARDSON, TX 75082
CONTACT:
PHONE: (972) 729-6016 EXT. 1

MISSOURI AMERICAN WATER
727 CRAIG RD.
CREVE COEUR, MO 63141
CONTACT: DAWN SPINK
PHONE: (314) 996-2379
EMAIL: dawn.spink@amwater.com

CREVE COEUR FIRE PROTECTION DISTRICT
11221 OLIVE BLVD.
CREVE COEUR, MO 63141
CONTACT: MR. KENNETH BLACK
PHONE:

ST. LOUIS METROPOLITAN SEWER DISTRICT
2350 MARKET ST.
ST. LOUIS, MO 63103
PHONE: (314) 768-6200

AMEREN
DORSETT DISTRICT
1212 DORSETT ROAD
MARYLAND HEIGHTS, MO 63043
CONTACT: RYAN ALEXANDER
PHONE: (314) 344-9560
EMAIL: RAlexander2@ameren.com

CHARTER COMMUNICATIONS
815 CHARTER COMMONS
TOWN & COUNTRY, MO 63017
CONTACT: RICHARD STURK
PHONE: (636) 387-6650
EMAIL: mapping-design@chartercom.com

MODOT
WEST AREA PERMITS
1590 WOODLAKE DRIVE
CHESTERFIELD, MO 63017-5712
CONTACT: JIM BODART
PHONE: (314) 340-4318
EMAIL: James.Bodart@modot.mo.gov

ARCHITECT

OSM, INC.
15510 OLIVE BLVD.; SUITE 207
ST, LOUIS, MISSOURI 63017
PH: (636) 536-7004
FX: (636) 536-7014
CONTACT: STEWART MACGREGOR
EMAIL: SM@ATT.NET

CIVIL ENGINEER

CIVIL & ENVIRONMENTAL CONSULTANTS, INC.
4848 PARK 370 BLVD.; SUITE F
HAZELWOOD, MISSOURI 63042
PH: (314) 656-4566
FX: (314) 656-4595
CONTACT: KEVIN KAMP, PE

LANDSCAPE

ACORN LANDSCAPES
HTTP://WWW.ACORNLANDSCAPES.COM
PH: (636) 394-0255
CONTACT: MARY FRANCOIS DEWEESE
EMAIL: DEWEESE@ACORNLANDSCAPES.COM

LIGHTING

PEIKER PIATCHEK ASSOCIATES
ST. LOUIS, MISSOURI 63129
PH: (314) 892-4646
FX: (314) 397-1160
CONTACT: RICHARD HAYDEN
EMAIL: RHAYDEBREP@AOL.COM

PRELIMINARY DRAINAGE NOTES

1. PROJECT AREA: 147,605 SQ.FT. (3.39 ACRES)
2. WATERSHED: FEE FEE
3. 15YR/20MIN DIFFERENTIAL RUNOFF (Q=A*PI, PER MSD):

DIFFERENTIAL RUNOFF CALCULATION (15-YEAR/20-MINUTE)				
SITE DRAINAGE AREA				
	AREA (SF)	AREA (AC)		
TOTAL DISTURBED AREA	147,605	3.39		
EXISTING SITE RUNOFF				
	AREA (SF)	AREA (AC)	PI	Q (CFS)
ROOF (DISCONNECTED)	19,485	0.45	3.54	1.58
PERVIOUS	86,496	1.99	1.70	3.38
IMPERVIOUS	41,624	0.96	3.54	3.38
TOTAL	147,605	3.39	2.46	8.34
PROPOSED SITE RUNOFF				
	AREA (SF)	AREA (AC)	PI	Q (CFS)
ROOF (DIRECT CONNECT)	17,720	0.41	4.20	1.71
PERVIOUS	68,134	1.56	1.70	2.66
IMPERVIOUS	61,751	1.42	3.54	5.02
TOTAL	147,605	3.39	2.77	9.39
DIFFERENTIAL RUNOFF				
PROPOSED	EXISTING	DIFFERENTIAL (CFS)*		
9.39	8.34	1.06		

*Per MSD Table 4-5, this project is in a restricted watershed with a differential runoff less than 5cfs, thus it is required to provide detention to limit runoff for the 2-year and 100-year 24-hour storms to the existing condition ("zero increase"). Water quality must also be provided per MSD requirements.

4. PER MSD SECTION 4.080.01(2B), THIS PROJECT DOES NOT REQUIRE DETENTION, HOWEVER THE SITE MUST PROVIDE WATER QUALITY.
5. PER THE NATIONAL RESOURCE CONSERVATION SERVICE (NRCS) THIS PROJECT IS WITHIN HYDROLOGIC SOIL GROUP 'D' HAVING A LOW INFILTRATION RATE AND HIGH RUNOFF POTENTIAL.
6. WATER QUALITY VOLUME FOR THE ENTIRE SITE (3.39 ACRES AT 51% IMPERVIOUS) PER MARYLAND STORMWATER DESIGN MANUAL APPENDIX D-10:
WQp=3.02 CFS OR WQv=8,300 CF

WATER QUALITY BMPS:

- HYDRODYNAMIC SEPARATOR AND SNOUT FOR HOTSPOT AREA AT GAS PUMPS
- BIORETENTION (WILL ALSO PROVIDE VOLUME REDUCTION)

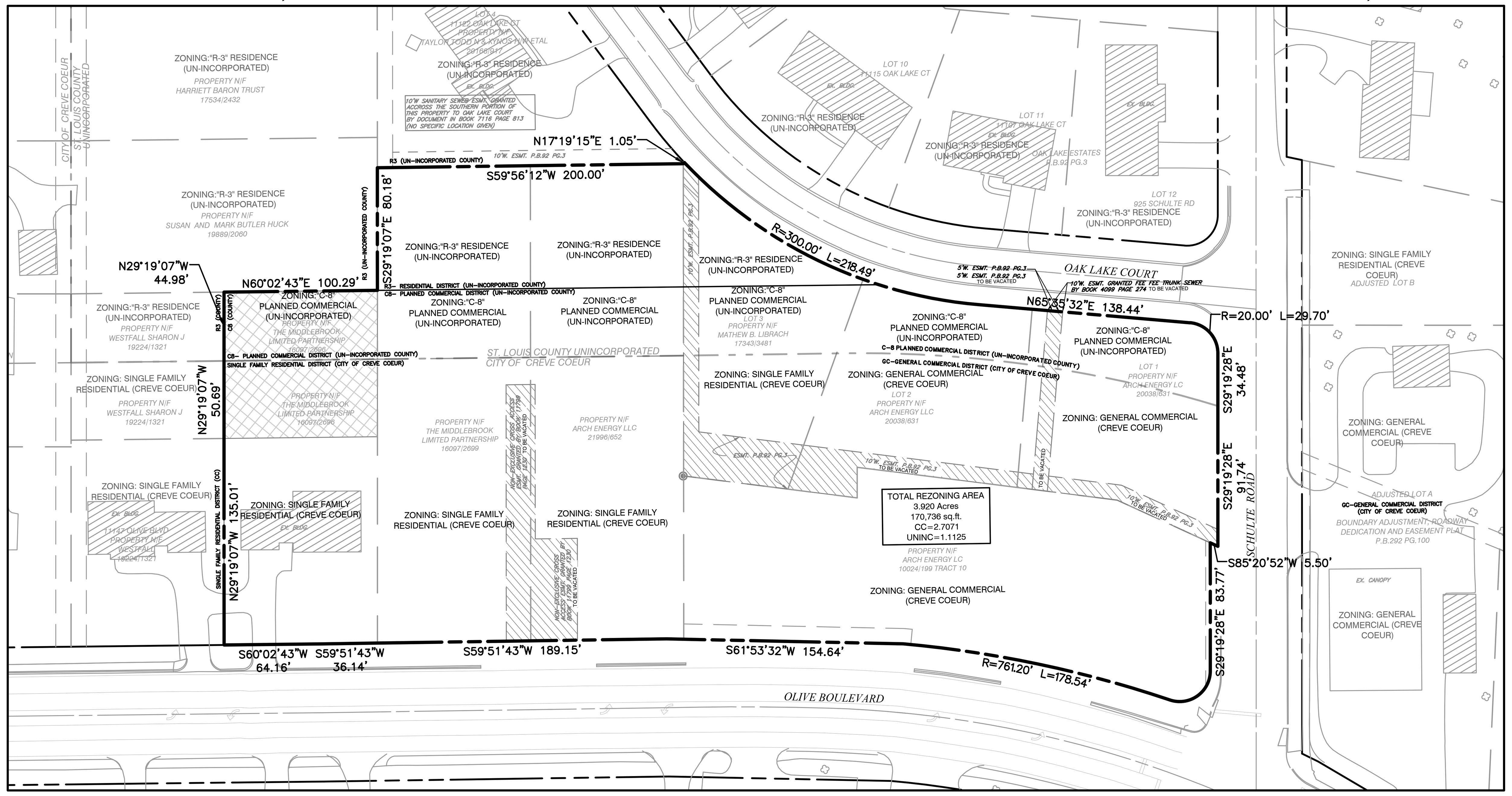
MISSOURI ONE CALL SYSTEM, INC. 1-800-344-7483 STOP! CALL BEFORE YOU DIG!

CALL BEFORE YOU DIG!
1-800-DIG-RITE

REFERENCE

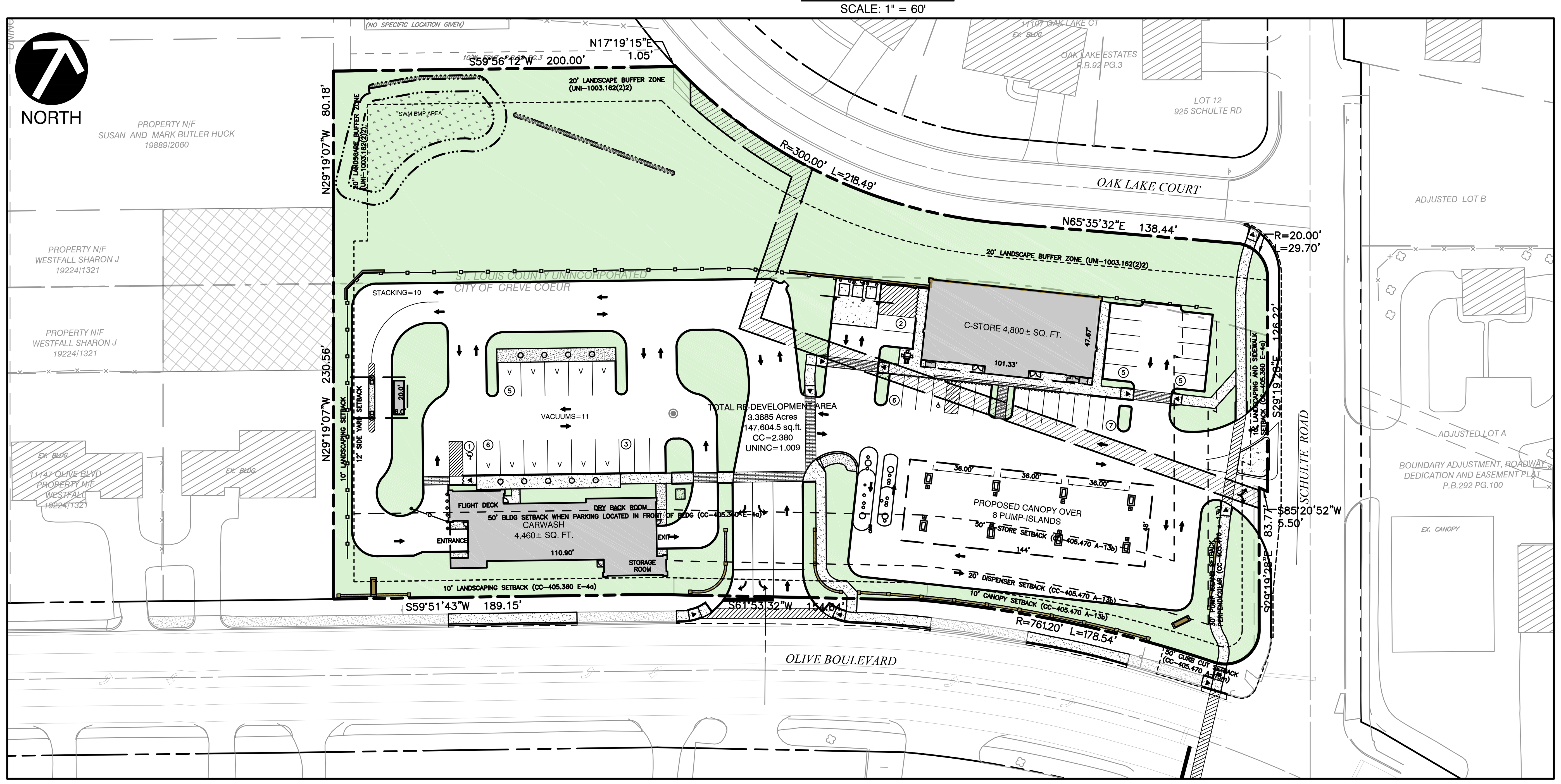
1. TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.

\\svr-stlouis\projects\2011\110-241\-CADD\Dwg\CV04 BriteWorx C-Store\110241-CV04-C000.dwg(01 C000) LS:(11/27/2017 - cnagel) - LP: 11/27/2017 12:21 PM



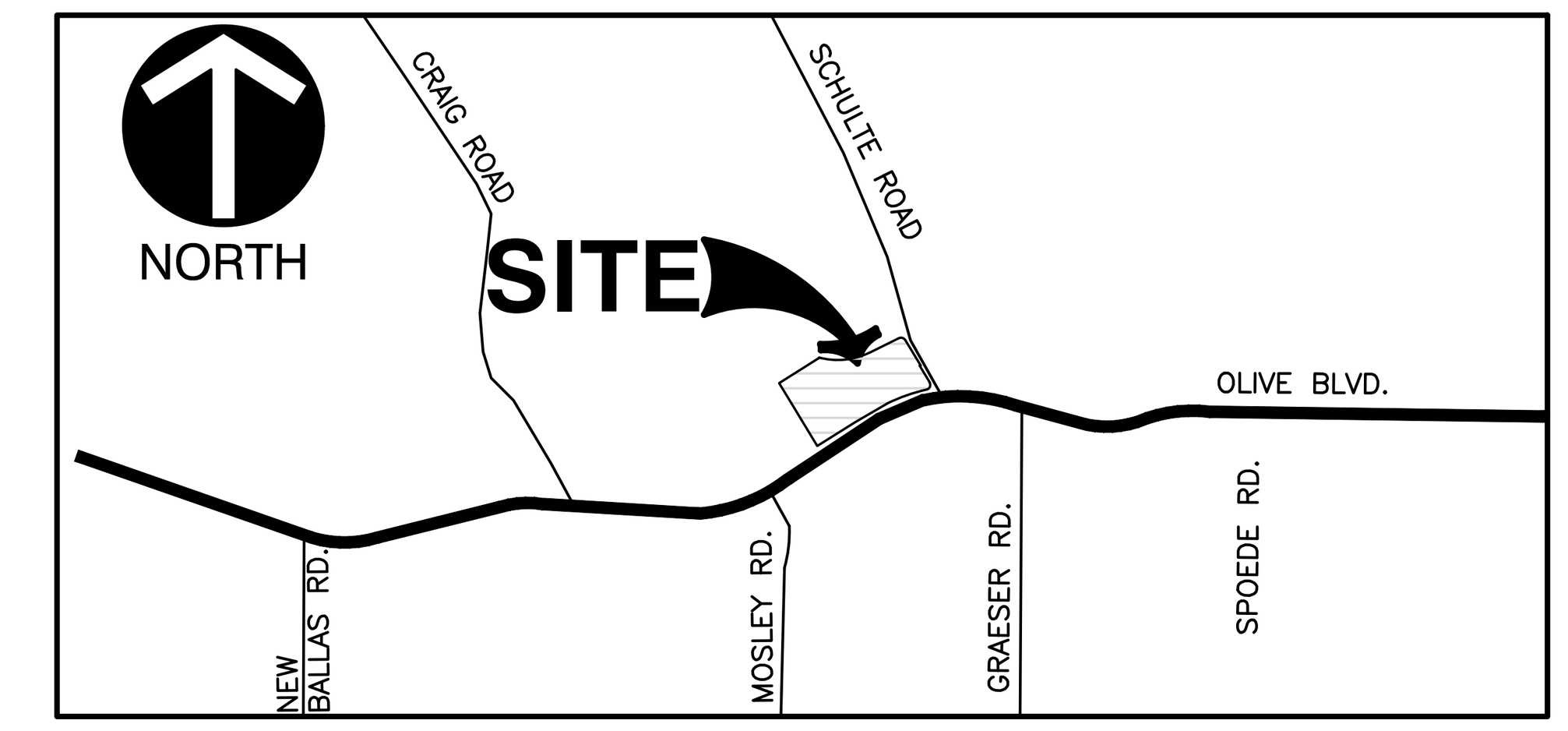
ZONING MAP

SCALE: 1" = 60'



OVERALL SITE MAP

SCALE: 1" = 50'



DEVELOPMENT NOTES

1. TOTAL SITE DEVELOPMENT AREA: 147,605 SQ.FT. (3.389 ACRES)
   AREA WITHIN CITY LIMITS 103,655 SQ.FT. (2.380 ACRES)
   AREA WITHIN UNINCORPORATED 43,950 SQ. FT. (1.009 ACRES)

1. TOTAL SITE REZONING AREA: 170,736 SQ.FT. (3.920 ACRES)
   AREA WITHIN CITY LIMITS 122,277 SQ.FT. (2.807 ACRES)
   AREA WITHIN UNINCORPORATED 48,459 SQ. FT. (1.113 ACRES)

2. CURRENT ZONING (CC)– SINGLE FAMILY RESIDENTIAL & GENERAL COMMERCIAL
   PROPOSED ZONING (CC)– GENERAL COMMERCIAL
   CURRENT ZONING (UNI)– R3 (RESIDENCE) & C8 (PLANNED COMMERCIAL DISTRICT)
   PROPOSED ZONING (UNI)– C8 (PLANNED COMMERCIAL DISTRICT)

3. SETBACKS–
   FRONT YARD/ROW (CC) 10 FEET OLIVE BLVD. (CC)
   0 FEET SCHULTE ROAD (IN LIEU OF ROW GIVEN TO COUNTY)
   SIDE YARD (CC) 12 FEET
   SIDE YARD (UNI) 10 FEET
   REAR YARD (UNI) 15 FEET (NORTH PROPERTY LINE)
   BUILDING HEIGHT NOTE: ALL PROPOSED BUILDINGS TO BE 1 STORY IN HEIGHT

4. SPECIAL CONSIDERATIONS–
   4.1. TRASH ENCLOSURES SHALL BE INTERIOR TO THE SITE AND NOT ALONG THE NORTH PROPERTY LINE
   4.2. SIDEWALKS ALONG OLIVE BLVD. SHALL BE FIVE-FOOT IN WIDTH UNLESS ABUTTING CURB, IN WHICH CASE SHALL BE INCREASED TO SIX-FOOT WIDE.
   4.3. PLAN SHALL BE SO DEVELOPED TO INCLUDE AN INTEGRATED PEDESTRIAN CIRCULATION SYSTEM.

5. FIRE DISTRICT: CREVE COEUR

6. FLOOD NOTE:
   ACCORDING TO THE FLOOD INSURANCE RATE MAP OF THE CITY OF CREVE COEUR, MISSOURI (COMMUNITY PANEL NUMBER 290344 0166 H, EFFECTIVE DATE AUGUST 2, 1995), AND THE FLOOD INSURANCE RATE MAP OF ST. LOUIS COUNTY, MISSOURI (UNINCORPORATED AREAS) (COMMUNITY PANEL NUMBER 290327 0166 H, EFFECTIVE DATE AUGUST 2, 1995) THIS PROPERTY LIES WITHIN ZONE X. ZONE X IS DEFINED AS AN AREA OF MINIMAL FLOOD HAZARD.

7. ALL PROPOSED UTILITIES SHALL BE LOCATED UNDERGROUND.

8. TRASH ENCLOSURES SHALL BE SIX FOOT (6') IN HEIGHT AND SHALL BE CONSTRUCTED W/ A SIGHT-PROOF GATE; MATERIALS SHALL BE COMPATIBLE WITH THE ARCHITECTURE OF MAIN BUILDINGS AND OF SIMILAR MATERIALS.

9. ALL DRIVE-THROUGH AND DRIVE-IN SALES OF GOODS OR SERVICES (NOT INCLUDING RESTAURANTS) (CC-442100) (CONDITIONAL USE IN THE "PC", "GC" AND "CB" DISTRICTS).
   SHALL PROVIDE SPACE FOR AT LEAST THREE (3) CARS PER DRIVE-UP WINDOW OR STATION.
   SHALL PROVIDE LANDSCAPING TO SCREEN THE VIEW OF DRIVE-UP WAITING SPACES FROM SURROUNDING PROPERTIES.
   DRIVE-UP WINDOW ACCESS, WAITING SPACES AND EGRESS SHALL NOT INTERFERE WITH SITE CIRCULATION OR BE HAZARDOUS TO MOTORISTS ENTERING, EXITING OR PASSING BY THE SITE.

10. NOTE THAT ANY TENANT SIGNAGE IS REVIEWED UNDER A SEPARATE PERMIT PROCESS AND ANY APPROVAL OF THE PROJECT DOES NOT CONSTITUTE APPROVAL FOR ANY SIGNAGE SHOWN IN THE DRAWINGS

11. RATIO OF FLOOR TO SITE IN SQ.FT. (FAR)
    1:15 (1 SQ.FT. OF FLOOR SPACE TO 15 SQ.FT. OF PARCEL AREA)

12. PARKING CALCULATIONS:
    REQUIRED
    GENERAL RETAIL PER SEC 405.820(F) @ 4 PER 1,000 SQ.FT. and GASOLINE STATIONS PER SEC 405.820(F)1c @ 4 PER 1,000 SQ.FT. [NOTE: NO SERVICE BAYS; EXPANDED AREAS BETWEEN PUMP ISLANDS (36 FEET HAVE BEEN PROVIDED FOR MANEUVERING]
    TOTAL SQ.FT. = 4,800/1000*4 = 19.2

    PROVIDED
    PARKING SPACES = 25 SPACES INCLUSIVE OF 1 ACCESSIBLE SPACES

SITE CALCULATIONS:	*GREENSPACE DEFINED AS AREAS OF LANDSCAPE AND WALKWAYS		
	CITY OF CREVE COEUR	STL LOUIS COUNTY (UNINCORPORATED)	TOTAL SDP
TOTAL SITE AREA	103,655	43,950	147,605
BUILDING	9,706	0	9,706
PAVEMENT	64,357	107	64,464
SIDEWALK	5,012	289	5,301
LANDSCAPE	24,580	43,555	68,134
GREEN SPACE	29,592	43,843	73,435
PERCENTAGE GREENSPACE*	28.5%	99.8%	49.8%
PERCENTAGE SITE COVERAGE	71.5%	0.2%	50.2%

DRAWING LIST

SHEET NO.	DRAWING NO.	TITLE
01	C000	COVER
02	C100	EXISTING CONDITIONS PLAN
03	C200	SITE & UTILITY PLAN
04	C300	GRADING PLAN
05	C301	SITE SECTIONS

ZIP- 63146

MSD MAP# 17-N

P-

STATE OF MISSOURI — KEVIN T. KAMP — NUMBER PE-2006019670 — PROFESSIONAL ENGINEER — 11/27/17

*HAND SIGNATURE ON FILE

REVISION RECORD

NO	DATE	DESCRIPTION
1	11/04/2016	SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
2	10/06/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
3	11/10/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
4	11/27/2017	RE-SUBMITTAL FOR THE DECEMBER 4TH PLANNING & ZONING COMMISSION MEETING
5	----	----
6	----	----
7	----	----
8	----	----

CEC
Civil & Environmental Consultants, Inc.
CERTIFICATION/LICENSE NO. 2002013942
4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 · 866-250-3679
www.cecinc.com

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX

COVER

DATE:	APRIL 2017	DRAWN BY:	CAC
DWG SCALE:	AS NOTED	CHECKED BY:	KTK
PROJECT NO:	110-241		
APPROVED BY:	KTK*		

DRAWING NO.: **C000**
SHEET 01 OF 05

Attachment: Revised Plans received November 27, 2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

NORTH

10'W ESMT. GRANTED TO UNION ELECTRIC LIGHT AND POWER COMPANY BY BOOK 1381 PAGE 49

10'W ESMT. GRANTED TO UNION ELECTRIC LIGHT AND POWER COMPANY BY BOOK 1391 PAGE 55

ST. LOUIS COUNTY UNINCORPORATED
CITY OF CREVE COEUR

ST. LOUIS COUNTY UNINCORPORATED
CITY OF CREVE COEUR

OLIVE BOULEVARD

OAK LAKE COURT
50' WIDE
10'W. ESMT. GRANTED FEE FEE TRUNK SEWER BY. BOOK 4099 PAGE 274 TO BE VACATED
5'W. ESMT. P.B.92 PG.3
5'W. ESMT. P.B.92 PG.3 TO BE VACATED

SCHULTE ROAD
VARIABLE WIDTH ASPHALT PAVEMENT

EAST LINE OF ROADWAY DEDICATION P.B.294 PG.100

5'W. PERPETUAL ROADWAY MAINTENANCE, IMPROVEMENTS AND UTILITY AND SEWER ESMT. GRANTED BY BOOK P.B.392 PG.100

10'W. ESMT. 5400.97'

10'W DRAINAGE EASEMENT GRANTED BY BOOK 5112 PAGE 83

20' WATER LINE

10'W ESMT. P.B.92 PG.3

10'W ESMT. P.B.34 PG.48

ESMT. P.B.92 PG.3

ESMT. P.B.92 PG.3 TO BE VACATED

NON-EXCLUSIVE CROSS ACCESS ESMT. GRANTED BY BOOK 1299 PAGE 1330 TO BE VACATED

EX. BLDG.

EX. CARWASH

EX. CANOPY

ASPHALT

ASPHALT PAVEMENT

CONC.

ASPHALT (NOT ON ASPHALT)

WHITE STRIPE

YELLOW STRIPE

WATER METER

WATER VALVE

TSCB (FLUSH W/ GROUND)

TSCB (FLUSH W/GROUND)

TSCB (ABOVE GROUND)

ELEC. PULL BOX (FLUSH W/ GROUND)

EX. MH (BURIED) FIELD VERIFY LOCATION

CENTERLINE STATION 179+55.77

CENTERLINE STATION 180+20

CENTERLINE STATION 182+45.36

CENTERLINE STATION 183+95.36

CENTERLINE STATION 185+63.33

CS = 186+62.23

B.V.C.P. CLEANOUT 676.48

STORM MANHOLE
TOP = 682.98
6"PVC OUT = 680.52
BOTTOM = 672.98

MANHOLE NOTE
THERE IS A 6" METAL PIPE AT EAST DROP WITH NO FLOW, BELOW THIS THERE IS A 6"VCP WITH MUCH FLOW AT MH FL

CURB INLET
TOP = 659.75
FL = 651.29

CURB INLET
TOP = 655.69
FL = 650.32

SANITARY MANHOLE
TOP = 655.90
FL = 645.73

SANITARY MANHOLE
TOP = 660.37
FL = 650.10

SANITARY MANHOLE
TOP = 674.53
DROP = 664.53
15" SWR FL = 664.03

SANITARY MANHOLE
TOP = 680.50
DROP EAST = 673.30
FL = 667.58

SANITARY MANHOLE
TOP = 682.25
FL = 676.36

SANITARY MH
TOP = 681.74
FL = 676.34

CURB INLET
TOP = 680.40
FL = 676.61
60.00'

CURB INLET
TOP = 681.75
FL = 677.75
FULL OF TRASH

CURB INLET
TOP = 679.23
FL = 676.50

GRATE INLET
TOP = 680.35
FL = 678.15

GRATE INLET
TOP = 678.74
FL = 675.99

GRATE INLET
TOP = 679.52
FL = 676.47

GRATE INLET
TOP = 680.86
FL = 678.86

WEST LINE SCHULTE ESTABLISHED BY BOOK 7631 PAGE 1576
44.28

EAST LINE OF ROADWAY DEDICATION TO THE CITY OF CREVE COEUR BK.5731 PG.510

NORTH LINE OLIVE BLVD. AS ESTABLISHED BY THE STATE OF MISSOURI BY BK.5514 PG.577

LEGEND

- SPOT ELEVATION
- PROPERTY CENTER LINE
- SET MONUMENT
- FLOW ARROW
- STORM GRATED INLET
- STORM GRATED INLET
- STORM INLET
- STORM DOUBLE INLET
- STORM DOUBLE INLET
- STORM MANHOLE
- SANITARY MANHOLE
- SANITARY CLEAN OUT
- BILLBOARD POST
- SINGLE POST SIGN
- DOUBLE POST SIGN
- FENCE POST
- ELECTRIC BOX
- ELECTRIC MANHOLE
- ELECTRIC TRANSFORMER
- PULL BOX
- LIGHT POLE
- GAS METER
- GAS VALVE
- WATER MANHOLE
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- GUY WIRE
- UTILITY POLE
- UNDERGROUND SANITARY
- UNDERGROUND STORM
- UNDERGROUND STORM
- UNDERGROUND TELEPHONE
- UNDERGROUND GAS
- OVERHEAD UTILITIES
- EXISTING MAJOR CONTOUR LINE
- EXISTING MINOR CONTOUR LINE
- EXISTING ADJACENT PROPERTY LINE
- EXISTING RIGHT-OF-WAY
- EXISTING EASEMENT TO BE VACATED
- SITE DEVELOPMENT PROPERTY LINE

NOTE: REFER TO C000 FOR PARCEL ZONING AND OWNERSHIP INFORMATION

CALL BEFORE YOU DIG! 1-800-DIG-RITE

REFERENCE

1. TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.

SCALE IN FEET
0 30 60

*HAND SIGNATURE ON FILE

STATE OF MISSOURI
KEVIN T. KANE
NUMBER PE-2006019670
11/9/17
PROFESSIONAL ENGINEER

ZIP- 63146

MSD MAP# 17-N

P-

REVISION RECORD

NO	DATE	DESCRIPTION
1	11/06/2016	SUBMITTAL TO CITY OF CREVE COEUR- REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
2	12/05/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR- REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
3	11/15/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR- REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
4	11/27/2017	RE-SUBMITTAL FOR THE DECEMBER 4TH PLANNING & ZONING COMMISSION MEETING
5		
6		
7		
8		

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4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 · 866-250-3679
www.cecinc.com

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX
EXISTING CONDITIONS PLAN

DATE:	APRIL 2017	DRAWN BY: CAC
DWG SCALE:	AS NOTED	CHECKED BY: KTK
PROJECT NO:		110-241
APPROVED BY:		KTK*

DRAWING NO.: **C100**
SHEET 02 OF 05

Attachment: Revised Plans received November 27, 2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

\\serv-atlouis\projects\2011\11-241\-CADD\Dwg\C104 Britebox C-Store\11241-C104-C105.dwg[D Size] C100 LS(11/27/2017 - cnagel) - LP: 11/27/2017 12:21 PM

NORTH

PROPERTY N/F HARRIETT BARON TRUST 17534/2432

PROPERTY N/F SUSAN AND MARK BUTLER HUCK 19889/2060

PROPERTY N/F WESTFALL SHARON J 19224/1321

PROPERTY N/F WESTFALL SHARON J 19224/1321

1147 OLIVE BLVD PROPERTY N/F WESTFALL 19224/1321

LOT 4 11122 OAK LAKE CT PROPERTY N/F TAYLOR TODD N & XYNOS H W ETAL 20166/917

LOT 10 11115 OAK LAKE CT

LOT 11 11107 OAK LAKE CT

OAK LAKE ESTATES P.B.92 PG.3

LOT 12 925 SCHULTE RD

ADJUSTED LOT A

ADJUSTED LOT B

BOUNDARY ADJUSTMENT, ROADWAY DEDICATION AND EASEMENT PLAT P.B.292 PG.100

ST. LOUIS COUNTY UNINCORPORATED

CITY OF CREVE COEUR

10'W ESMT. GRANTED TO UNION ELECTRIC LIGHT AND POWER COMPANY BY BOOK 1381 PAGE 49

10'W ESMT. GRANTED TO UNION ELECTRIC LIGHT AND POWER COMPANY BY BOOK 1391 PAGE 45

10'W ESMT. P.B.92 PG.3

10'W ESMT. P.B.34 PG.48

EXISTING FIRE HYDRANT

RAISED BERM (THIS SIDE ONLY)

S59°58'12"W 200.00'

N17°19'15"E 1.05'

20' LANDSCAPE BUFFER ZONE (UNI-1003.162(2)2)

SWM BMP AREA

GRASSY DRAINAGE CHANNEL AND RAISED BERM

N29°19'07"W 230.56'

MODULAR BLOCK RETAINING WALL TO MATCH PROPOSED BUILDINGS

6' TALL ARTISAN PRECAST MASONRY FENCE

TRANSITION FROM 6' TO 8' ARTISAN PRECAST MASONRY FENCE

12" PROPOSED 10' WIDE SANITARY EASEMENT TO MSD

PROPOSED RELOCATED SANITARY SEWER MAIN

MSD APPROVED WATER QUALITY UNIT

MSD SAMPLING TEE

TREE PROTECTION ZONE (TYP)

STACKING-10

LIGHT STANDARD (TYP)

TOTAL RE-DEVELOPMENT AREA
3.3885 Acres
147,604.5 sq.ft.
CC=2.380
UNINC=1.009

6" SAN. LATERAL @ MIN 2% SLOPE

VACUUMS=11

1" IRRIGATION, BFP IN BLDG.

GREASE INTERCEPTOR

ROOF DRAINS TO BE PIPED TO STORM SYSTEM

FLIGHT DECK

DRY BACK ROOM

50' BLDG SETBACK WHEN PARKING LOCATED IN FRONT OF BLDG (CC-405.360 E-4a)

CARWASH 4,460± SQ. FT.

ENTRANCE

EXIT

STORAGE ROOM

10' LANDSCAPING SETBACK (CC-405.360 E-4a)

S59°51'43"W 189.15'

MONUMENT SIGN INCORPORATED INTO KNEE-WALL (SIGN PER SEC 405.950 OF CODE). SIGNAGE BY SEPARATE PERMIT

MODULAR BLOCK RETAINING WALL TO MATCH PROPOSED BUILDINGS

(3) 8 CU.YD TRASH BINS IN ARTISAN PRECAST MASONRY FENCE

TREE PROTECTION ZONE (TYP)

OAK LAKE COURT

1" DOMESTIC WATER SERVICE AND METER

EXISTING GAS SERVICE LINE TO BE MAINTAINED (COORDINATE WITH LACLEDE GAS)

8' TALL ARTISAN PRECAST MASONRY FENCE

GREASE TRAP

EXPOSED BUILDING FOUNDATION

ADD ADA RAMP

R=20.00' L=29.70'

N65°35'32"E 138.44'

20' LANDSCAPE BUFFER ZONE (UNI-1003.162(2)2)

1" IRRIGATION, BACKFLOW PREVENTER IN BLDG.

C-STORE 4,800± SQ. FT.

ROOF DRAINS TO BE PIPED TO STORM SYSTEM

TELEPHONE SERVICE LINE

STAMPED CONCRETE (EARTH TONE) AT ALL INTERIOR PEDESTRIAN CROSSINGS

ROOF DRAINS TO BE PIPED TO STORM SYSTEM

PROPOSED CANOPY OVER 8 PUMP-ISLANDS

LIGHT STANDARD (TYP)

50' STORE SETBACK (CC-405.470 A-13b)

MONUMENT SIGN (SIGN PER SEC 405.950 OF CODE). SIGNAGE BY SEPARATE PERMIT

20' DISPENSER SETBACK (CC-405.470 A-13b)

ST TO CANOPY SETBACK (CC-405.470 A-13b)

30' TANK FILL SETBACK PERPENDICULAR (CC-405.470 A-13b)

RELOCATED POLE & GUY WIRE. CONNECTION TO POLE TO UNDERGROUND SERVICE TO PROPOSED TRANSFORMER PER AMEREN UE.

S29°19'28"E 33.71'

S05°20'52"W 50'

R=761.20' L=178.54'

50' CURB CUT SETBACK (CC-405.470 A-13b)

LOW KNEE-WALL W/ COLUMNS TO MATCH SCREEN WALL (TYP)

ADD ADA RAMP PER MODOT STANDARDS

STRIPE FOR CROSSWALK AND REVISED STOP BAR LOCATION. SAWCUT EXISTING ISLAND FOR ADA CONNECTION

2 1/2" DOMESTIC WATER SERVICE AND METER

CONNECTION TO POLE TO UNDERGROUND SERVICE TO PROPOSED TRANSFORMER PER AMEREN UE.

10'W DRAINAGE EASEMENT GRANTED BY BOOK 5112 PAGE 83

TELEPHONE SERVICE LINE

OLIVE BOULEVARD

EXISTING FIRE HYDRANT

6' TALL ARTISAN PRECAST MASONRY FENCE

WATER MH

WATER VALVE

TSCB (FLUSH-W/ GROUND)

TSCB (FLUS GAS SERVICE W/GROUND)

CENTERLINE STATION 179+55.77

CENTERLINE STATION 180+20

CENTERLINE STATION 182+45.36

CENTERLINE STATION 183+95.36

CENTERLINE STATION 185+61.34

SANITARY MANHOLE TOP = 855.90 48" DIA. = 845.73

SANITARY MANHOLE TOP = 660.37 FL = 650.10

SANITARY MANHOLE TOP = 674.53 DROP = 664.53 15" SWEEP FROM 664.03

SANITARY MANHOLE TOP = 667.58 FL = 667.30

SANITARY MH TOP = 681.74 FL = 676.34

SANITARY MANHOLE TOP = 682.25 FL = 676.96

CURB INLET TOP = 659.75 FL = 651.39

CURB INLET TOP = 655.69 FL = 650.32

CURB INLET TOP = 679.23 FL = 676.50

GRATE INLET TOP = 678.74 FL = 675.99

GRATE INLET TOP = 679.52 FL = 676.47

EAST LINE OF ROADWAY DEDICATION TO THE CITY OF CREVE COEUR BK.5731 PG.510

EAST LINE OF BROADWAY DEDICATION P.B.292 PG.100

NORTH LINE OLIVE BLVD. AS DEDICATED TO THE STATE OF MISSOURI BY BK.5514 PG.357

PERPETUAL ROADWAY MAINTENANCE, IMPROVEMENTS AND UTILITY AND SEWER EASEMENTS GRANTED BY BOOK 7631 PAGE 1573

5' PERPETUAL ROADWAY IMPROVEMENTS AND UTILITY AND SEWER EASEMENT P.B.292 PG.100

5' PERPETUAL ROADWAY MAINTENANCE, IMPROVEMENTS AND UTILITY AND SEWER EASEMENT GRANTED BY BOOK 7631 PAGE 1576

10'W ESMT. GRANTED TO UNION ELECTRIC LIGHT AND POWER COMPANY BY BOOK 1391 PAGE 45

10'W ESMT. GRANTED TO UNION ELECTRIC LIGHT AND POWER COMPANY BY BOOK 1381 PAGE 49

10'W ESMT. P.B.92 PG.3

10'W ESMT. P.B.34 PG.48

10'W ESMT. 1400'9"

50' WIDE

ASPHALT PAVEMENT

CONC.

EX. BLDG.

EX. CANOPY

WHITE STRIPE

YELLOW STRIPE

PROPOSED LEGEND (SEE DRAWING C100 FOR EXISTING LEGEND)

- SITE DEVELOPMENT PROPERTY LINE
- BUILDING SETBACK
- LANDSCAPE AND BUFFER SETBACK
- W — PROPOSED WATER SERVICE (SEE PLAN FOR SIZE)
- IRRIG — PROPOSED IRRIGATION LINE
- WV — PROPOSED WATER VALVE
- PROPOSED FIRE HYDRANT
- PROPOSED DOMESTIC METER
- UG-E — PROPOSED UNDERGROUND ELECTRIC SERVICE
- OH-W — PROPOSED OVERHEAD ELECTRIC LINE
- PROPOSED UTILITY POLE
- PROPOSED ELECTRIC TRANSFORMER
- PROPOSED LIGHTING FIXTURES (SEE LIGHTING PLAN)
- UG-T — PROPOSED UNDERGROUND TELECOMMUNICATIONS SERVICE LINE
- G — PROPOSED UNDERGROUND GAS SERVICE LINE
- SAN — PROPOSED SANITARY PIPE
- ST — PROPOSED STORM WATER SEWER PIPE
- RD — PROPOSED PIPED ROOF DRAIN
- PROPOSED ROOF DOWNSPOUT
- PROPOSED CURB INLET
- PROPOSED AREA INLET
- PROPOSED SANITARY AND STORM YARD CLEANOUT
- PROPOSED STORM MANHOLE
- PROPOSED GRASSY DRAINAGE FLAT BOTTOM SWALE
- PROPOSED SANITARY & SAMPLING MANHOLE
- PROPOSED WHEELSTOP
- PROPOSED BOLLARD
- PROPOSED DIRECTIONAL SIGNAGE
- PROPOSED ARTISAN PRECAST MASONRY FENCE (OR APPROVED EQUAL)
- PROPOSED EXPOSED BLDG. FOUNDATION
- PROPOSED MASONRY BLOCK RETAINING WALL
- PROPOSED 2'-3' KNEE-WALL WITH PILASTERS
- PROPOSED ADA ACCESSIBLE RAMP (5% < SLOPE < 8.33%)
- PROPOSED CROSSWALK @ ENTRANCES (CROSS HATCHING SHOWN FOR REFERENCE ONLY)
- PROPOSED CONCRETE WALKWAY
- PROPOSED HEAVY DUTY CONCRETE
- TREE PROTECTION AREAS (NO GRADING)
- PROPOSED FLUSH PAVEMENT WITH WALK
- PROPOSED VARIABLE HEIGHT CURB (REVEAL FROM 6" TO 0")
- PROPOSED STAMPED AND DYED CONCRETE (EARTH TONE) OR EQUIVALENT TO CONFORM TO CURRENT ADA SPECIFICATIONS
- PROPOSED EASEMENT
- *EXISTING ADJACENT PROPERTY LINE*
- *EXISTING RIGHT-OF-WAY*

CALL BEFORE YOU DIG! 1-800-DIG-RITE

REFERENCE

1. TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.

SCALE IN FEET
0 30 60

*HAND SIGNATURE ON FILE

STATE OF MISSOURI KENNY KAMP NUMBER PE-2005019670 PROFESSIONAL ENGINEER

ZIP- 63146

MSD MAP# 17-N

P-

REVISION RECORD

NO	DATE	DESCRIPTION
1	11/04/2016	SUBMITTAL TO CITY OF CREVE COEUR- REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN_PLAT
2	10/05/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR- REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN_PLAT
3	11/15/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR- REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN_PLAT
4	11/21/2017	RE-SUBMITTAL FOR THE DECEMBER 4TH PLANNING & ZONING COMMISSION MEETING
5	—	—
6	—	—
7	—	—
8	—	—

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4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 - 866-250-3679
www.cecinc.com

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX

SITE & UTILITY PLAN

DATE:	APRIL 2017
DWG SCALE:	AS NOTED
PROJECT NO:	110-241
APPROVED BY:	KTK*
DRAWN BY:	CAC
CHECKED BY:	KTK

DRAWING NO.: C200

SHEET 03 OF 05

Attachment: Revised Plans received November 27, 2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Packet Pg. 170

I:\16-031.00\01\Projects\2017\110-241\C-CAD\Dwg\C004 Britetron C-Store\110241-CVSH-C200.dwg(03 C200) LS(11/27/2017 - cnagel) - LP: 11/27/2017 12:21 PM

NORTH

PROPERTY N/F HARRIETT BARON TRUST 17534/2432

LOT 4 11122 OAK LAKE CT PROPERTY N/F TAYLOR TODD N & XYNOS HW ETAL 20166/917

LOT 10 11115 OAK LAKE CT

LOT 11 11107 OAK LAKE CT

OAK LAKE ESTATES P.B.92 PG.3

LOT 12 925 SCHULTE RD

PROPERTY N/F SUSAN AND MARK BUTLER HUCK 19889/2060

PROPERTY N/F WESTFALL SHARON J 19224/1321

PROPERTY N/F WESTFALL SHARON J 19224/1321

1147 OLIVE BLVD PROPERTY N/F WESTFALL 19224/1321

ADJUSTED LOT B

ADJUSTED LOT A

BOUNDARY ADJUSTMENT, ROADWAY DEDICATION AND EASEMENT PLAT P.B.292 PG.100

ST. LOUIS COUNTY UNINCORPORATED

CITY OF CREVE COEUR

OAK LAKE COURT

SCHULTE ROAD

OLIVE BOULEVARD

BMP OUTLET/WEIR

RAISED BERM (THIS SIDE ONLY)

SWM BMP AREA

GRASSY SWALE & BERM

LIMITS OF DISTURBANCE TYPICAL. EXISTING WOODLAND AND TREES TO BE PROTECTED (TYP).

TREE PROTECTION FENCING (TYP)

C-STORE 4,800± SQ. FT.
FF=680.25

CARWASH
4,460± SQ. FT.
FF=683.45

PROPOSED CANOPY OVER 8 PUMP ISLANDS

EXPOSED BLDG. FOUNDATION

EX. MH. (BURIED) FIELD VERIFY LOCATION

EX. CANOPY

SANITARY MANHOLE TOP = 681.74 FL = 676.34

SANITARY MANHOLE TOP = 682.22 FL = 676.86

SANITARY MANHOLE TOP = 679.30 DROP EAST = 673.30 FL = 667.58

SANITARY MANHOLE TOP = 660.37 FL = 650.10

SANITARY MANHOLE TOP = 674.53 DROP = 664.53 FL = 664.03

SANITARY MANHOLE TOP = 659.40 FL = 645.74

CURB INLET TOP = 679.23 FL = 676.50

GRATE INLET TOP = 678.74 FL = 675.99

GRATE INLET TOP = 679.52 FL = 676.47

CURB INLET TOP = 655.58 FL = 652.33

CURB INLET TOP = 655.73 FL = 651.29

CENTERLINE STATION 179+55.77

CENTERLINE STATION 180+20

CENTERLINE STATION 182+45.36

CENTERLINE STATION 183+95.36

CENTERLINE STATION 185+61.34

CS = 186+62.23 S 0°

PROPOSED LEGEND (SEE DRAWING C100 FOR EXISTING LEGEND)

- SITE DEVELOPMENT PROPERTY LINE
- *EXISTING ADJACENT PROPERTY LINE*
- *EXISTING RIGHT-OF-WAY*
- SAN — PROPOSED SANITARY PIPE
- ST — PROPOSED STORM WATER SEWER PIPE
- RD — PROPOSED PIPED ROOF DRAIN
- PROPOSED ROOF DOWNSPOUT
- PROPOSED CURB INLET
- PROPOSED AREA INLET
- PROPOSED SANITARY AND STORM YARD CLEANOUT
- PROPOSED STORM MANHOLE
- GRASSY DRAINAGE FLAT BOTTOM SWALE
- PROPOSED SANITARY & SAMPLING MANHOLE
- PROPOSED ARTISAN PRECAST MASONRY FENCE (OR APPROVED EQUAL)
- PROPOSED EXPOSED BLDG. FOUNDATION
- PROPOSED MASONRY BLOCK RETAINING WALL
- PROPOSED ADA ACCESSIBLE RAMP (5% < SLOPE < 8.33%)
- PROPOSED CROSSWALK @ ENTRANCES (CROSS HATCHING SHOWN FOR REFERENCE ONLY)
- PROPOSED CONCRETE WALKWAY
- PROPOSED HEAVY DUTY CONCRETE
- TREE PROTECTION AREAS (NO GRADING)
- PROPOSED VARIABLE HEIGHT CURB (REVEAL FROM 6" TO 0")
- PROPOSED STAMPED AND DYED CONCRETE (EARTH TONE) OR EQUIVALENT TO CONFORM TO CURRENT ADA SPECIFICATIONS
- 860 — PROPOSED CONTOURS – MAJOR
- 861 — PROPOSED CONTOURS – MINOR
- PROPOSED LIMITS OF DISTURBANCE
- *680 — EXISTING MAJOR CONTOUR LINE*
- *681 — EXISTING MINOR CONTOUR LINE*

REFERENCE

1. TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.

CALL BEFORE YOU DIG! 1-800-DIG-RITE

SCALE IN FEET
0 30 60

*HAND SIGNATURE ON FILE

STATE OF MISSOURI · KENNY KAMP · NUMBER PE-2005019670 · PROFESSIONAL ENGINEER

REVISION RECORD

NO	DATE	DESCRIPTION
1	11/04/2016	SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
2	12/05/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
3	11/15/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
4	11/21/2017	RE-SUBMITTAL FOR THE DECEMBER 4TH PLANNING & ZONING COMMISSION MEETING
5	—	—
6	—	—
7	—	—
8	—	—

ZIP- 63146

P- MSD MAP# 17-N

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314-656-4566 · 866-250-3679
www.cecinc.com

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106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX

GRADING PLAN

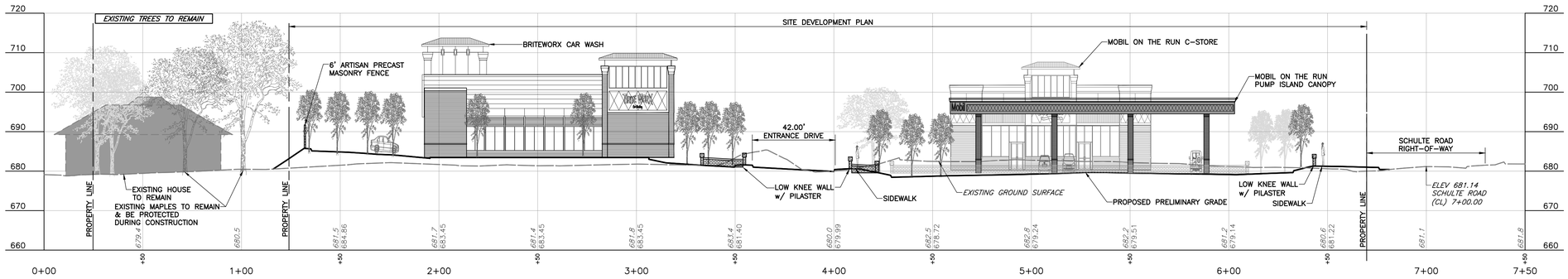
DATE:	APRIL 2017
DRAWN BY:	CAC
DWG SCALE:	AS NOTED
CHECKED BY:	KTK
PROJECT NO:	110-241
APPROVED BY:	KTK*

DRAWING NO.: C300

SHEET 04 OF 05

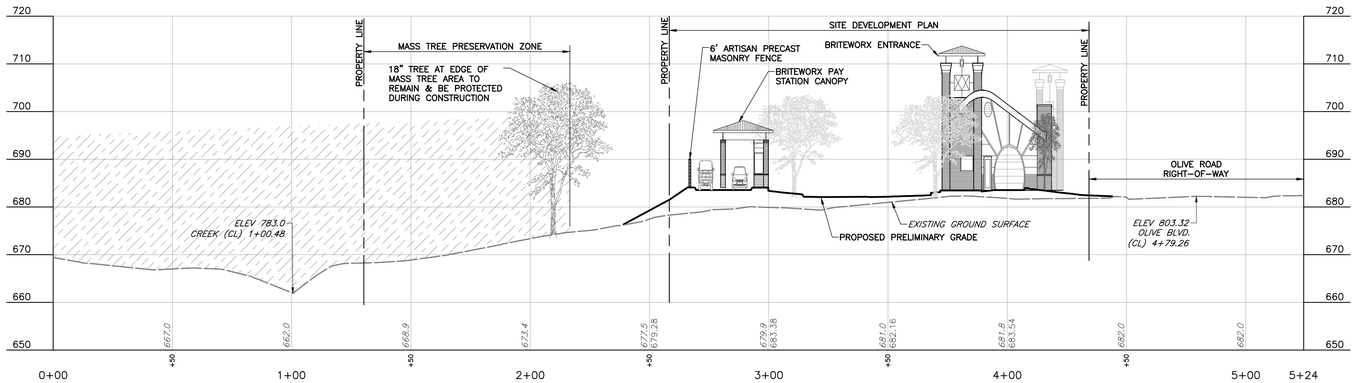
Attachment: Revised Plans received November 27, 2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

I:\MR-STUDIES\Projects\2017\110-241\C4D\Dwg\C004 Briteworx C-Store\110241-CVD4-C300.dwg[04 C300] LS(11/27/2017 - cnagel) - LP: 11/27/2017 12:22 PM



A-A' PROFILE

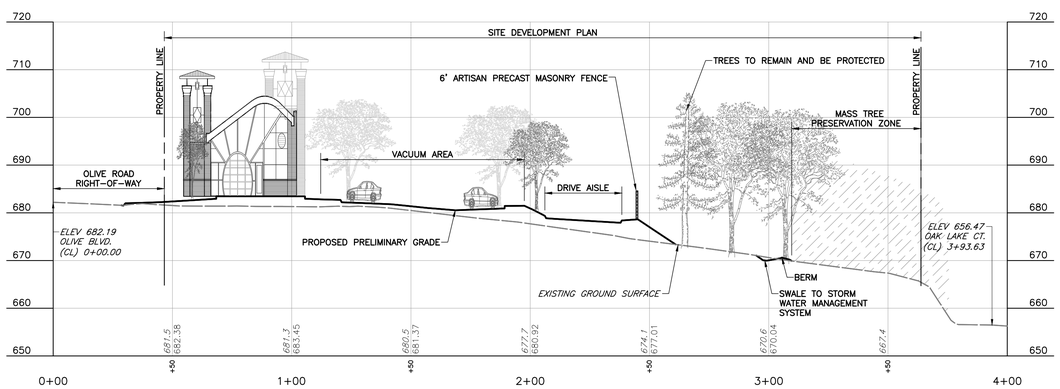
SCALE H:1"=30'; V:1"=15'



B-B' PROFILE

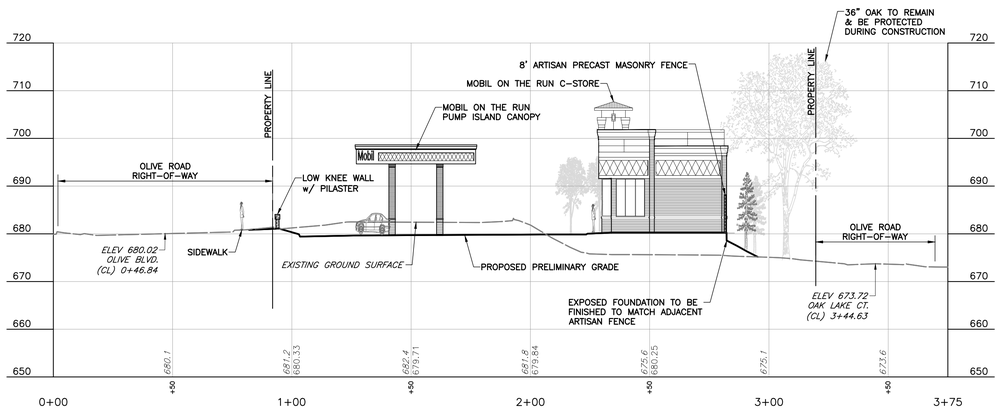
SCALE H:1"=30'; V:1"=15'

NOTE: BUILDING ELEVATIONS ARE PICTORIAL, REFER TO ARCHITECTURAL BUILDING ELEVATIONS FOR DETAIL ELEVATION PLANS



C-C' PROFILE

SCALE H:1"=30'; V:1"=15'



D-D' PROFILE

SCALE H:1"=30'; V:1"=15'

REFERENCE

1. TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.

CALL BEFORE YOU DIG! 1-800-DIG-RITE

*HAND SIGNATURE ON FILE

STATE OF MISSOURI KERRY T. KAMP NUMBER PE-2009019570 PROFESSIONAL ENGINEER 11/27/17

ZIP- 63146

MSD MAP# 17-N

P-

REVISION RECORD

NO	DATE	DESCRIPTION
1	11/04/2016	SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
2	12/05/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
3	11/15/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
4	11/21/2017	RE-SUBMITTAL FOR THE DECEMBER 4TH PLANNING & ZONING COMMISSION MEETING
5	—	—
6	—	—
7	—	—
8	—	—

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CUBA, MO 65453
(636) 549-1600

SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX

SITE SECTIONS

DATE:	APRIL 2017
DWG SCALE:	AS NOTED
PROJECT NO:	110-241
DRAWN BY:	CAC
CHECKED BY:	KTK
APPROVED BY:	KTK*

DRAWING NO.: **C301**

SHEET 05 OF 05

Attachment: Revised Plans received November 27, 2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

\\SWK-STL01\Projects\2011\110-241\-CADD\Dwg\C304 Britetlow C-Store\110241-C304-C301.dwg(05 C301) LS(11/27/2017 - cnagel) - LP: 11/27/2017 12:22 PM

DEVELOPMENT NOTES

1. TOTAL SITE DEVELOPMENT AREA: 147,605 SQ.FT. (3.389 ACRES)
   AREA WITHIN CITY LIMITS 103,655 SQ.FT. (2.380 ACRES)
   AREA WITHIN UNINCORPORATED 43,950 SQ. FT. (1.009 ACRES)

1. TOTAL SITE REZONING AREA: 170,736 SQ.FT. (3.920 ACRES)
   AREA WITHIN CITY LIMITS 122,277 SQ.FT. (2.807 ACRES)
   AREA WITHIN UNINCORPORATED 48,459 SQ. FT. (1.113 ACRES)

2. CURRENT ZONING (CC)– SINGLE FAMILY RESIDENTIAL & GENERAL COMMERCIAL
   PROPOSED ZONING (CC)– GENERAL COMMERCIAL
   CURRENT ZONING (UNI)– R3 (RESIDENCE) & C8 (PLANNED COMMERCIAL DISTRICT)
   PROPOSED ZONING (UNI)– C8 (PLANNED COMMERCIAL DISTRICT)

3. SETBACKS–
   FRONT YARD/ROW (CC) 10 FEET OLIVE BLVD. (CC)
   0 FEET SCHULTE ROAD (IN LIEU OF ROW GIVEN TO COUNTY)
   SIDE YARD (CC) 12 FEET
   SIDE YARD (UNI) 10 FEET
   REAR YARD (UNI) 15 FEET (NORTH PROPERTY LINE)

   BUILDING HEIGHT NOTE: ALL PROPOSED BUILDINGS TO BE 1 STORY IN HEIGHT

4. SPECIAL CONSIDERATIONS–
   4.1. TRASH ENCLOSURES SHALL BE INTERIOR TO THE SITE AND NOT ALONG THE NORTH PROPERTY LINE
   4.2. SIDEWALKS ALONG OLIVE BLVD. SHALL BE FIVE–FOOT IN WIDTH UNLESS ABUTTING CURB, IN WHICH CASE SHALL BE INCREASED TO SIX–FOOT WIDE.
   4.3. PLAN SHALL BE SO DEVELOPED TO INCLUDE AN INTEGRATED PEDESTRIAN CIRCULATION SYSTEM.

5. FIRE DISTRICT: CREVE COEUR

6. FLOOD NOTE:
   ACCORDING TO THE FLOOD INSURANCE RATE MAP OF THE CITY OF CREVE COEUR, MISSOURI (COMMUNITY PANEL NUMBER 290344 0166 H, EFFECTIVE DATE AUGUST 2, 1995), AND THE FLOOD INSURANCE RATE MAP OF ST. LOUIS COUNTY, MISSOURI (UNINCORPORATED AREAS) (COMMUNITY PANEL NUMBER 290327 0166 H, EFFECTIVE DATE AUGUST 2, 1995) THIS PROPERTY LIES WITHIN ZONE X. ZONE X IS DEFINED AS AN AREA OF MINIMAL FLOOD HAZARD.

7. ALL PROPOSED UTILITIES SHALL BE LOCATED UNDERGROUND.

8. TRASH ENCLOSURES SHALL BE SIX FOOT (6') IN HEIGHT AND SHALL BE CONSTRUCTED W/ A SIGHT–PROOF GATE; MATERIALS SHALL BE COMPATIBLE WITH THE ARCHITECTURE OF MAIN BUILDINGS AND OF SIMILAR MATERIALS.

9. ALL DRIVE–THROUGH AND DRIVE–IN SALES OF GOODS OR SERVICES (NOT INCLUDING RESTAURANTS) (CC–442100) (CONDITIONAL USE IN THE "PC", "GC" AND "C8" DISTRICTS).
   SHALL PROVIDE SPACE FOR AT LEAST THREE (3) CARS PER DRIVE–UP WINDOW OR STATION.
   SHALL PROVIDE LANDSCAPING TO SCREEN THE VIEW OF DRIVE–UP WAITING SPACES FROM SURROUNDING PROPERTIES.
   DRIVE–UP WINDOW ACCESS, WAITING SPACES AND EGRESS SHALL NOT INTERFERE WITH SITE CIRCULATION OR BE HAZARDOUS TO MOTORISTS ENTERING, EXITING OR PASSING BY THE SITE.

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    1:15 (1 SQ.FT. OF FLOOR SPACE TO 15 SQ.FT. OF PARCEL AREA)

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    REQUIRED
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    TOTAL SQ.FT. = 4,800/1000*4 = 19.2

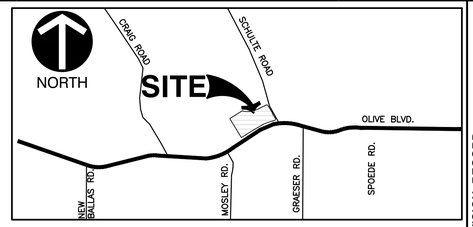
    PROVIDED
    PARKING SPACES = 25 SPACES INCLUSIVE OF 1 ACCESSIBLE SPACES

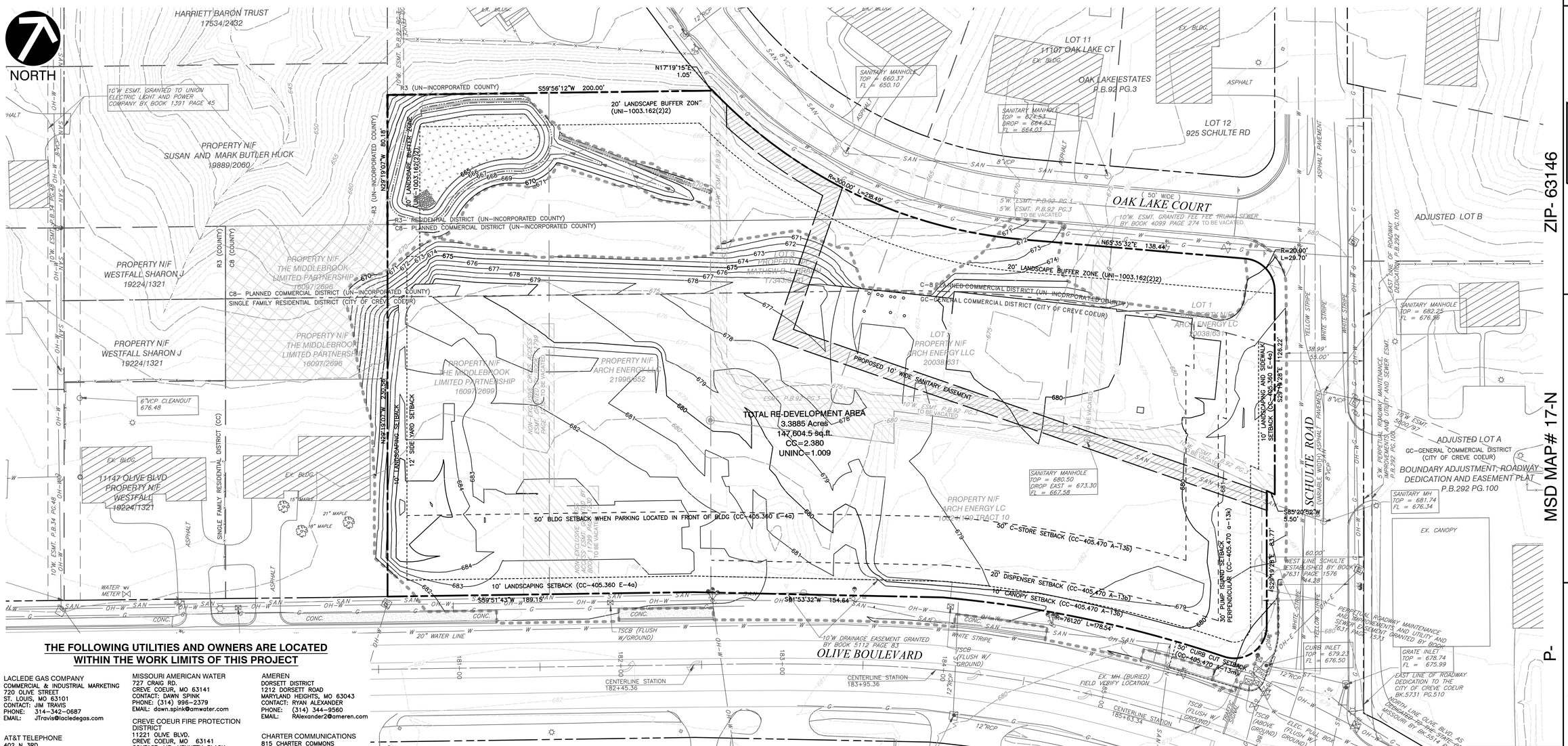
PRELIMINARY PLAT

Mobil On the Run

BRITE WORX Car Washery

A TRACT OF LAND BEING ALL OF LOTS 1, 2, 3 AND 4 OF "OAK LAKE ESTATES", P.B.92 PG.3 AND PART OF LOTS 3, 4, AND 5 OF THE SUBDIVISION OF THE FARM OF S.S. MATSON IN U.S. SURVEY 1962, TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN ST. LOUIS COUNTY, MISSOURI





THE FOLLOWING UTILITIES AND OWNERS ARE LOCATED WITHIN THE WORK LIMITS OF THIS PROJECT

LACLEDE GAS COMPANY
COMMERCIAL & INDUSTRIAL MARKETING
720 OLIVE STREET
ST. LOUIS, MO 63101
CONTACT: JIM TRAVIS
PHONE: 314–342–0687
EMAIL: JTravis@lacledegas.com

AT&T TELEPHONE
402 N 3RD
ST. CHARLES, MO 63301
CONTACT: JIM LILLY
PHONE: (636) 949–4228

MCI FIBER
2400 NORTH GLENVILLE
RICHARDSON, TX 75082
CONTACT:
PHONE: (972) 729–6016 EXT. 1

MISSOURI AMERICAN WATER
727 CRAIG RD.
CREVE COEUR, MO 63141
CONTACT: DAWN SPINK
PHONE: (314) 996–2379
EMAIL: dawn.spink@amwater.com

CREVE COEUR FIRE PROTECTION DISTRICT
11221 OLIVE BLVD.
CREVE COEUR, MO 63141
CONTACT: MR. KENNETH BLACK
PHONE:

ST. LOUIS METROPOLITAN SEWER DISTRICT
2350 MARKET ST.
ST. LOUIS, MO 63103
PHONE: (314) 768–6200

AMEREN
DORSETT DISTRICT
1212 DORSETT ROAD
MARYLAND HEIGHTS, MO 63043
CONTACT: RYAN ALEXANDER
PHONE: (314) 344–9560
EMAIL: RAlexander2@ameren.com

CHARTER COMMUNICATIONS
815 CHARTER COMMONS
TOWN & COUNTRY, MO 63017
CONTACT: RICHARD STURK
PHONE: (636) 387–6650
EMAIL: mapping–design@chartercom.com

MODOT
WEST AREA PERMITS
1590 WOODLAKE DRIVE
CHESTERFIELD, MO 63017–5712
CONTACT: JIM BODART
PHONE: (314) 340–4318
EMAIL: James.Bodart@modot.mo.gov

LEGEND

- SITE DEVELOPMENT PROPERTY LINE
- BUILDING SETBACK
- LANDSCAPE AND BUFFER SETBACK
- PROPOSED EASEMENT
- *EXISTING ADJACENT PROPERTY LINE*
- *EXISTING RIGHT–OF–WAY*
- *EXISTING EASEMENT TO BE VACATED*
- 860 PROPOSED CONTOURS – MAJOR
- 861 PROPOSED CONTOURS – MINOR
- PROPOSED LIMITS OF DISTURBANCE
- *680 EXISTING MAJOR CONTOUR LINE*
- *681 EXISTING MINOR CONTOUR LINE*

SCALE IN FEET
0 30 60

STATE OF MISSOURI
KENT C. KAMP
NUMBER PE-2005019670
11/27/17
PROFESSIONAL ENGINEER

ZIP- 63146

P-

MSD MAP# 17-N

REVISION RECORD

NO	DATE	DESCRIPTION
1	11/04/2016	RESUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
2	10/05/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
3	11/15/2017	RE-SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
4	11/21/2017	RE-SUBMITTAL FOR THE DECEMBER 4TH PLANNING & ZONING COMMISSION MEETING
5		
6		
7		
8		

Civil & Environmental Consultants, Inc.
CERTIFICATION/LICENSE NO. 2002019942
4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 · 866-250-3679
www.cecinc.com

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX

PRELIMINARY PLAT

DATE:	APRIL 2017
DRAWN BY:	CAC
DVG SCALE:	1" = 30'
CHECKED BY:	DRAFT
PROJECT NO:	110-241
APPROVED BY:	KTK*

DRAWING NO.:
PLAT
SHEET 1 OF 1

Attachment: Revised Plans received November 27, 2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

\\cec-nt\civil projects\2017\110-241\C400\Dwg\C104 Briteworx C-Store\110241-C104-PLAT.dwg[1 PLAT] LS(11/27/2017 - cnagel) - LP: 11/27/2017 12:22 PM

EXISTING TREES

58 TREES EXIST ON THE SITE OF SIZE THAT COUNT TOWARDS PRESERVATION ORDINANCE.

25% ARE REQUIRED TO BE PRESERVED, WE ARE PRESERVING 16 TREES THAT ARE 8" CAL AND LARGER (27.5% OF EXISTING TREES)

3 ADDITIONAL TREES (< 8" CAL SO NOT COUNTED IN THE TREE CONSERVATION ORDINANCE, BUT DO COUNT TOWARDS LANDSCAPING CREDITS) OF QUALITY NATIVE SPECIES WILL ALSO BE PRESERVED

TOTAL TREES PROTECTED ON SITE = 19

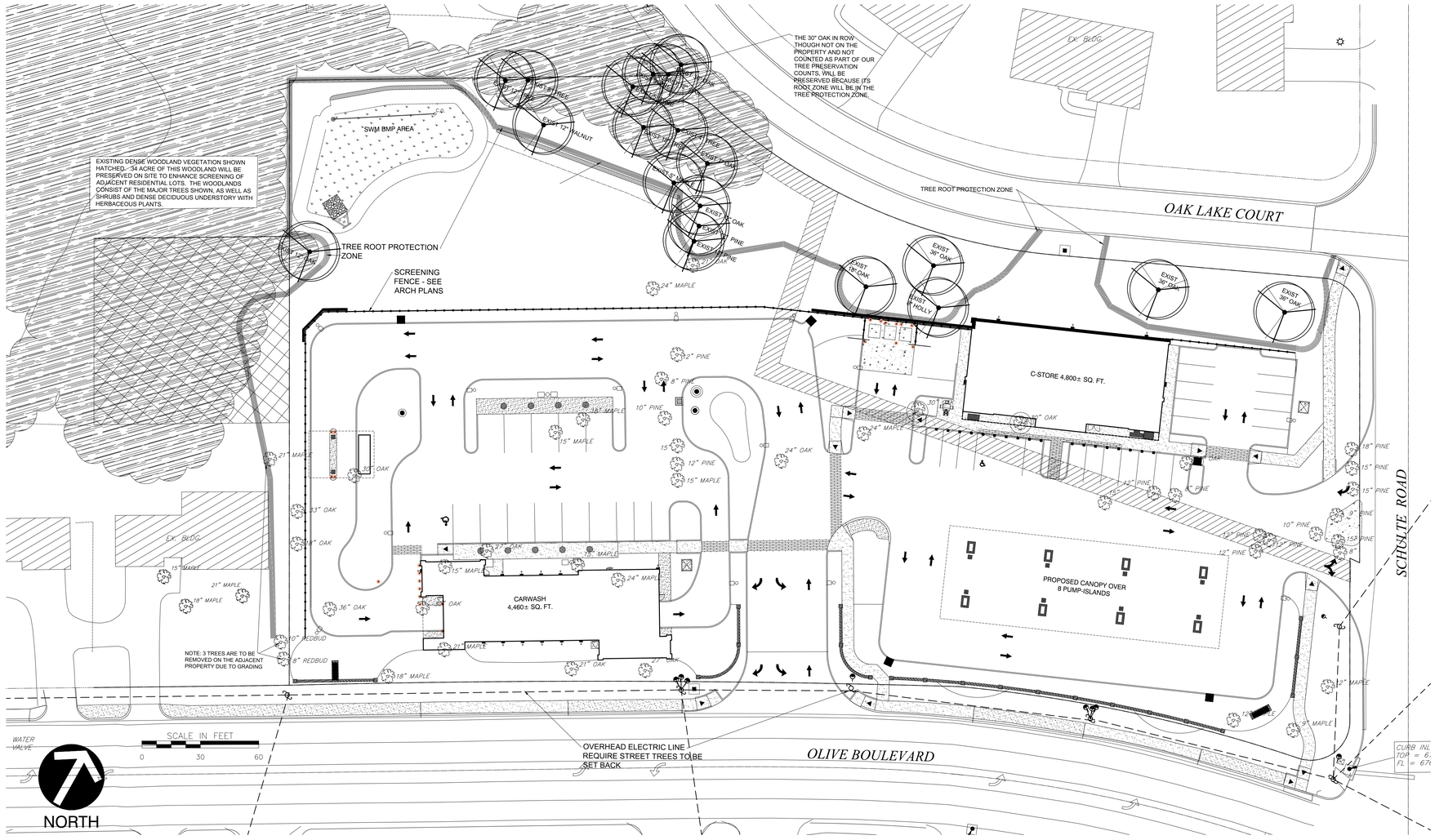
EXISTING TREES TO BE PRESERVED WILL HAVE AN APPROXIMATE TREE ROOT PROTECTION AREA AS SHOWN.

EXISTING TREE LEGEND

EXISTING TREE TO REMAIN

24" MAPLE EXISTING TREE TO BE REMOVED

TREE SURVEY AND PRESERVATION PLAN CONCEPT



DEVELOPMENT NOTES

1. TOTAL SITE DEVELOPMENT AREA: 147,605 SQ.FT. (3.389 ACRES)
   AREA WITHIN CITY LIMITS 103,655 SQ.FT. (2.380 ACRES)
   AREA WITHIN UNINCORPORATED 43,950 SQ. FT. (1.009 ACRES)

1. TOTAL SITE REZONING AREA: 170,736 SQ.FT. (3.920 ACRES)
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2. CURRENT ZONING (CC)– SINGLE FAMILY RESIDENTIAL & GENERAL COMMERCIAL
   PROPOSED ZONING (CC)– GENERAL COMMERCIAL
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3. SETBACKS–
   FRONT YARD/ROW (CC) 10 FEET OLIVE BLVD. (CC)
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   SIDE YARD (CC) 12 FEET
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   BUILDING HEIGHT NOTE: ALL PROPOSED BUILDINGS TO BE 1 STORY IN HEIGHT

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5. FIRE DISTRICT: CREVE COEUR

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   ACCORDING TO THE FLOOD INSURANCE RATE MAP OF THE CITY OF CREVE COEUR, MISSOURI (COMMUNITY PANEL NUMBER 290344 0166 H, EFFECTIVE DATE AUGUST 2, 1995), AND THE FLOOD INSURANCE RATE MAP OF ST. LOUIS COUNTY, MISSOURI (UNINCORPORATED AREAS) (COMMUNITY PANEL NUMBER 290327 0166 H, EFFECTIVE DATE AUGUST 2, 1995) THIS PROPERTY LIES WITHIN ZONE X. ZONE X IS DEFINED AS AN AREA OF MINIMAL FLOOD HAZARD.

7. ALL PROPOSED UTILITIES SHALL BE LOCATED UNDERGROUND.

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    TOTAL SQ.FT. = 4,800/1000*4 = 19.2

    PROVIDED
    PARKING SPACES = 25 SPACES INCLUSIVE OF 1 ACCESSIBLE SPACES

REVISION RECORD

NO	DATE	DESCRIPTION

Civil & Environmental Consultants, Inc.
CERTIFICATION/LICENSE NO. 2002013942
4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 - 866-250-3679
www.cecinc.com

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

TREE PRESERVATION PLAN

DATE:	11-25-2017
DWG SCALE:	AS NOTED
PROJECT NO:	
DRAWN BY:	MFD
CHECKED BY:	KTK
APPROVED BY:	

DRAWING NO.: **L1**

SHEET 1 OF 2

Attachment: Revised Plans received November 27, 2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Z:\cesettlement\Acom\2016\16CEC Mobil britworx creve coeur\november 2017\november 20th new base\arch\dwg\TREE PRESERVATION 24X36(L1(11/25/2017 - mwj) - LP: 11/25/2017 8:35 PM

TREES

EXISTING TREES - 19 EXISTING TREES WILL BE PRESERVED

STREET TREES ALONG OLIVE - OVERHEAD UTILITIES OBSTRUCT THE PLACEMENT OF STREET TREES ALONG THIS ENTIRE FRONTAGE 425' OF FRONTAGE REQUIRES 14 STREET TREES AND 14 TREES ARE PROVIDED. COLUMNAR TREES WILL BE USED SET BACK FROM THE OVERHEAD UTILITIES BETWEEN 15 AND 25' TO PROVIDE MINIMUM CLEARANCE OF FUTURE CANOPY.

STREET TREES ALONG SCHULTE - OVERHEAD UTILITIES OBSTRUCT THE PLACEMENT OF STREET TREES ALONG THIS FRONTAGE EXCEPT AT THE VERY NORTH END. 191' FRONTAGE REQUIRES 6 STREET TREES AND 6 TREES ARE PROVIDED. 3 COLUMNAR TREES SET BACK FROM THE OVERHEAD UTILITIES 15'-25' TO PROVIDE MINIMUM CLEARANCE OF FUTURE CANOPY AND 3 BROAD SHADE TREES AT THE NORTHERN END.

PARKING LOT TREES - 443 LF OF PARKING AND VACUUM STALLS REQUIRE 9 INTERIOR PARKING LOT TREES. 11 INTERIOR PARKING LOT TREES ARE PROVIDED - 6 SHADE TREES, 3 COLUMNAR TREES AND 2 FLOWERING TREES.

15 ADDITIONAL TREES (A MIX OF SHADE TREES AND EVERGREEN TREES) WILL BE PROVIDED IN THE GREEN SPACE TO THE NORTH OF THE PROPERTY FOR RESIDENTIAL BUFFER AND SCREENING.

TOTAL PROPOSED TREES = 46 NEW TREES AND 19 EXISTING TREES = 65

NOTES:
1. ALL LANDSCAPE AREAS WITHIN GRADING LIMITS TO BE IRRIGATED.
2. ALL GREENSPACE AREAS OUTSIDE OF MULCHED LANDSCAPE BEDS, BUT WITHIN THE GRADING LIMITS TO BE SODDED TURF. IN AREAS OUTSIDE OF THE GRADING LIMITS THE EXISTING UNDISTURBED TURF AND FOREST UNDERSTORY WILL REMAIN.

PLANTING CONCEPT

OLIVE AND SCHULTE SIDES: THE MAIN LANDSCAPE TREATMENT IS THE ORNAMENTAL KNEE WALL. THIS LOW WALL IS LUSHLY BACK PLANTED IN A GARDEN STYLE WITH BOTH NATIVE AND HIGHLY ORNAMENTAL FLOWERING PERENNIALS AND SHRUBS. PLANTS RISE ABOVE THE WALL (WALL IS APPROX 2.5" TALL AND PLANTS BEHIND IT ARE 3-8' TALL), AND A VARIETY OF BLOOM TIMES AND BOLD MASSING GIVES THE DESIGN STRONG STREET APPEAL. SOME POCKETS OF PLANTING IN FRONT OF THE WALL (4' TALL) WILL SOFTEN THE WALL WITHOUT OBSCURING IT IN IT'S ENTIRETY.

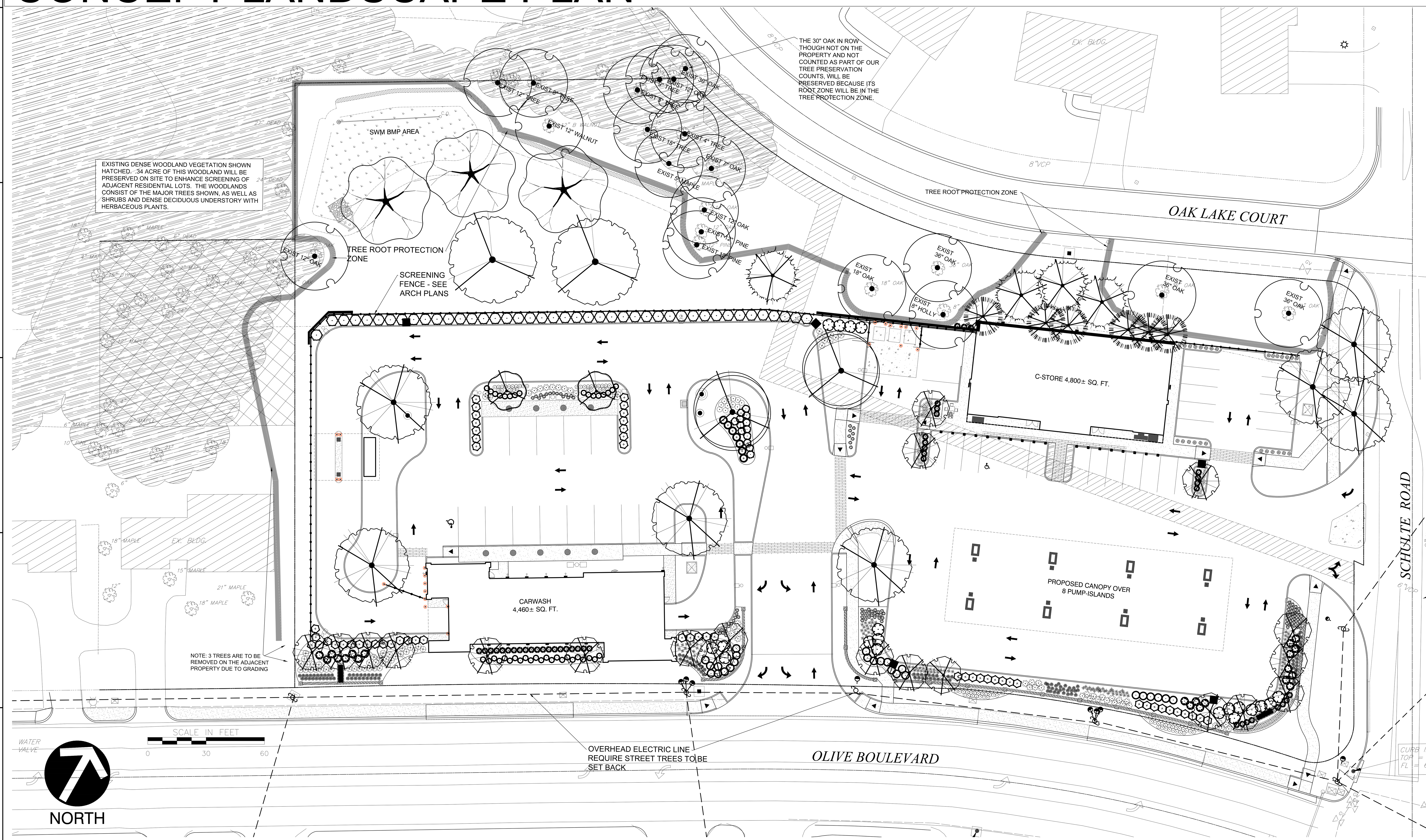
A SIGNIFICANT NUMBER OF THE PLANT SPECIES USED IN THIS PLAN ARE NATIVE (OR NATIVE CULTIVARS).

ON THE NORTH AND WEST MANY LARGE EXISTING TREES ARE PRESERVED AS AN IMMEDIATE BUFFER TO THE RESIDENTIAL AREA, AND MANY ADDITIONAL EVERGREENS AND SOME DECIDUOUS TREES ARE PROPOSED FOR FURTHER SCREENING.

ALL OTHER INFORMATION BESIDES THE PROPOSED PLANTINGS ARE SHOWN FOR REFERENCE ONLY. CONSULT THE SITE DEVELOPMENT PLAN, CIVIL, AND ARCHITECTURAL PLANS FOR CONFIRMATION OF ALL HARDSCAPE ELEMENTS.

SITE CALCULATIONS:	*GREENSPACE DEFINED AS AREAS OF LANDSCAPE AND WALKWAYS		
	CITY OF CREVE COEUR	STL LOUIS COUNTY (UNINCORPORATED)	TOTAL SDP
TOTAL SITE AREA	103,655	43,950	147,605
BUILDING	9,706	0	9,706
PAVEMENT	64,357	107	64,464
SIDEWALK	5,012	289	5,301
LANDSCAPE	24,580	43,555	68,134
GREEN SPACE	29,592	43,843	73,435
PERCENTAGE GREENSPACE*	28.5%	99.8%	49.8%
PERCENTAGE SITE COVERAGE	71.5%	0.2%	50.2%

CONCEPT LANDSCAPE PLAN



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PLANT SCHEDULE

DECIDUOUS TREES	BOTANICAL NAME / COMMON NAME	CONT	CAL	SIZE	QTY
	Acer rubrum 'Armstrong' / Armstrong Red Maple	-	3"cal		20
	Acer saccharum / Sugar Maple	-	3"cal		2
	Gleditsia triacanthos 'Skyline' / Skyline Honey Locust	-	3"cal		7
	Quercus bicolor / Swamp White Oak	-	2" cal.		3
	Quercus rubra / Red Oak	-	2" cal.		2
EVERGREEN TREES	BOTANICAL NAME / COMMON NAME	CONT	CAL	SIZE	QTY
	Ilex opaca / American Holly	5'-6' tall			6
	Picea abies / Norway Spruce	-		6' tall	4
FLOWERING TREES	BOTANICAL NAME / COMMON NAME	CONT	CAL	SIZE	QTY
	Malus x 'Prairifire' / Prairifire Crab Apple	-	2" cal.		2
SHRUBS	BOTANICAL NAME / COMMON NAME	CONT			QTY
	Buxus x 'Green Velvet' / Boxwood	2 gal			27
	Euonymus alatus 'Compactus' / Compact Burning Bush	3 gal			25
	Hemerocallis x 'Little Grapette' / Little Grapette Daylily	1 gal			83
	Hydrangea arborescens 'Pee Wee' / Pee Wee Oakleaf Hydrangea	3 gal			39
	Hydrangea paniculata 'Little Lime' / Little Lime Hydrangea	3 gal			13
	Hydrangea paniculata 'Renhy' / Vanilla Strawberry Hydrangea	5 gal			19
	Ilex x meserveae 'China Girl' TM / China Girl Holly	3 gal			43
	Juniperus chinensis 'Sea Green' / Sea Green Juniper	2 gal			55
	Lagerstroemia indica 'Victor' / Crape Myrtle	3 gal			38
	Physocarpus opulifolius 'Amber Jubilee' / Ninebark	3 gal			43
	Taxus x media 'Densiformis' / Dense Yew	3 gal			7
	Viburnum dilatatum 'Cardinal Candy' / Cardinal Candy Viburnum	5 gal			21
ANNUALS/PERENNIALS	BOTANICAL NAME / COMMON NAME	CONT			QTY
	Amsonia hubrichtii / Arkansas Blue-star	1 gal			114
	Aster novae-angliae 'Purple Dome' / Purple Dome New England Aster	1 gal			48
	Heuchera x 'Citronelle' / Yellow Coral Bells	1 gal			30
	Iris sibirica 'Caesar's Brother' / Caesar's Brother Siberian Iris	1 gal			19
	Penstemon digitalis 'Husker Red' / Beardtongue	1 gal			92
	Rudbeckia fulgida / Coneflower	qt			123
GRASSES	BOTANICAL NAME / COMMON NAME	CONT			QTY
	Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass	qt			71
GROUND COVERS	BOTANICAL NAME / COMMON NAME	CONT			QTY
	Liriope spicata / Creeping Lily Turf	PLUG			108

EXISTING TREE TO BE PRESERVED
EXIST TREE SPECIES & SIZE

REVISION RECORD

NO	DATE	DESCRIPTION

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CERTIFICATION/LICENSE NO. 2002013942
4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
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www.cecinc.com

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

CONCEPT LANDSCAPE PLAN

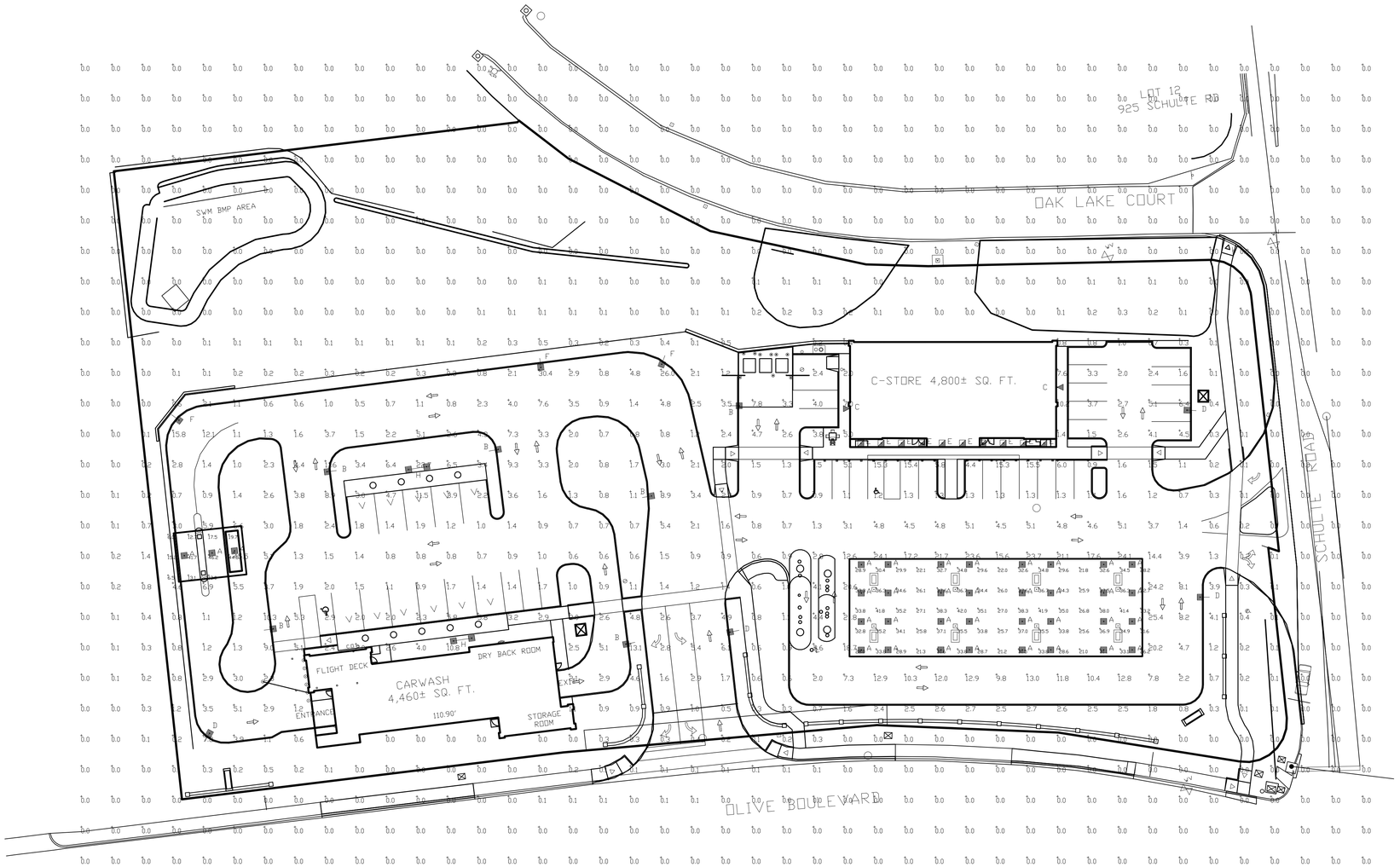
DATE:	11-25-2017	DRAWN BY:	MFD
DWG SCALE:	AS NOTED	CHECKED BY:	KTK
PROJECT NO:			
APPROVED BY:			

DRAWING NO.: L2

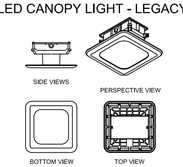
SHEET 2 OF 2

Attachment: Revised Plans received November 27, 2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

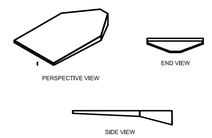
D:\passthrough\Acorn\2016\CEC Mobil briteworks creve coeur\november 2017\November 20th new base\prelim6H.dwg{CONCEPT LA 24X36} LS:(11/25/2017 - mary) - LP: 11/25/2017 8:36 PM



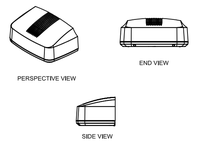
CRUS-SC-LED
LED CANOPY LIGHT - LEGACY



XLCS
LED Area Light



XPWS3
LED Wall Mount Light



XSL2-S-50
LED Soffit



Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Description	LLF	Lumens/Lamp	Arr. Lum. Lumens	Arr. Watts
	35	A	SINGLE	CRUS-SC-LED-LW-CW-UE MTD @ 15' GAS, 10' PAY CAN	1.000	N.A.	10871	87.9
	6	B	SINGLE	XLCS-FT-LED-SS-CW-SINGLE-16'POLE+2'BASE	1.000	N.A.	11383	96.2
	2	C	SINGLE	XPWS3-FT-LED-48-350-CW-UE MTD @ 12'	1.000	N.A.	5094	55
	4	D	SINGLE	XLCS-FT-LED-SS-CW-HSS-SINGLE-16'POLE+2'BASE	1.000	N.A.	9099	95.8
	10	E	SINGLE	XSL2-S-LED-50-SS-CW MTD @ 10'	1.000	N.A.	6193	59.9
	3	F	SINGLE	XLCS-FT-LED-SS-CW-HSS-SINGLE-8' MT HGT	1.000	N.A.	9099	95.8
	2	H	D180°	XLCS-FT-LED-SS-CW-D180-16'POLE+2'BASE	1.000	N.A.	22766	192.4

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
ALL CALC POINTS AT GRADE	Illuminance	Fc	1.42	45.5	0.0	N.A.	N.A.
GAS CANOPY	Illuminance	Fc	32.18	42.0	21.0	1.53	2.00
PAY CANOPY	Illuminance	Fc	21.45	46.2	6.0	3.58	7.70
INSIDE CURB	Illuminance	Fc	4.74	30.4	0.0	N.A.	N.A.

ALL CANOPY FIXTURES ARE RECESSED/FLUSH MOUNT

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

Total Project Watts
Total Watts = 5418.098

10995 ALLIANCE RD. CINCINNATI, OHIO 45242 USA
(513) 793-3200 • FAX (513) 793-6073

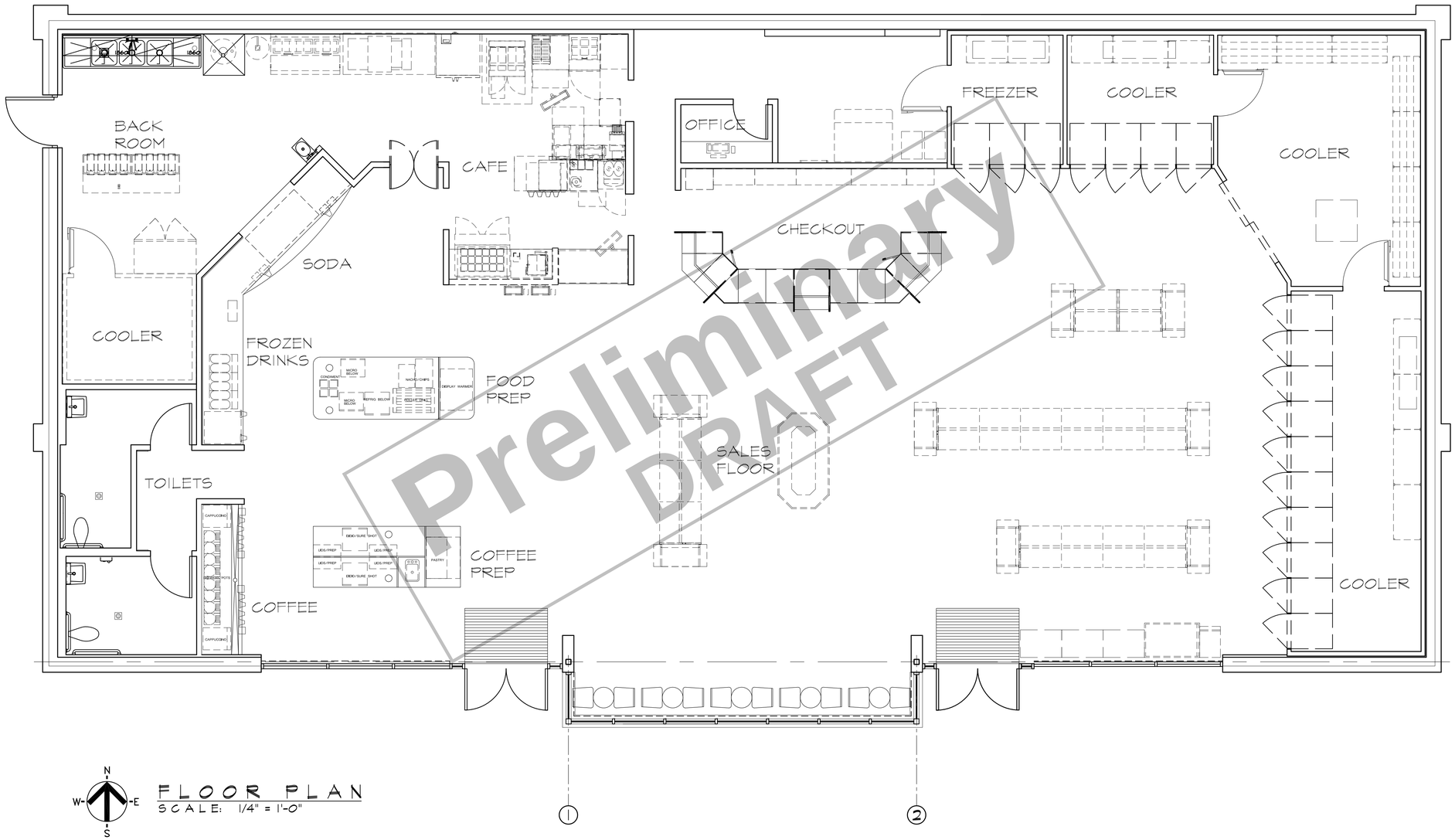
LIGHTING PROPOSAL LD-134109-S

MOBIL ON THE RUM
11024I OLIVE BLVD
CREVE COEUR,MO

BY:MVE	DATE:8-4-16	REV:11-20-17	SHEET 1 OF 1

SCALE: 1"=30' 0 30

Attachment: Revised Plans received November 27, 2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



FLOOR PLAN
SCALE: 1/4" = 1'-0"

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CONVENIENCE STORE AND CAR WASH

1109 OLIVE BLVD

Attachment: Revised Plans received November 27, 2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

PROJECT NUMBER 1623
DATE 6-23-17
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CHECKED BY SAM
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3 8-17-17
4 11-9-17

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FLOOR PLAN

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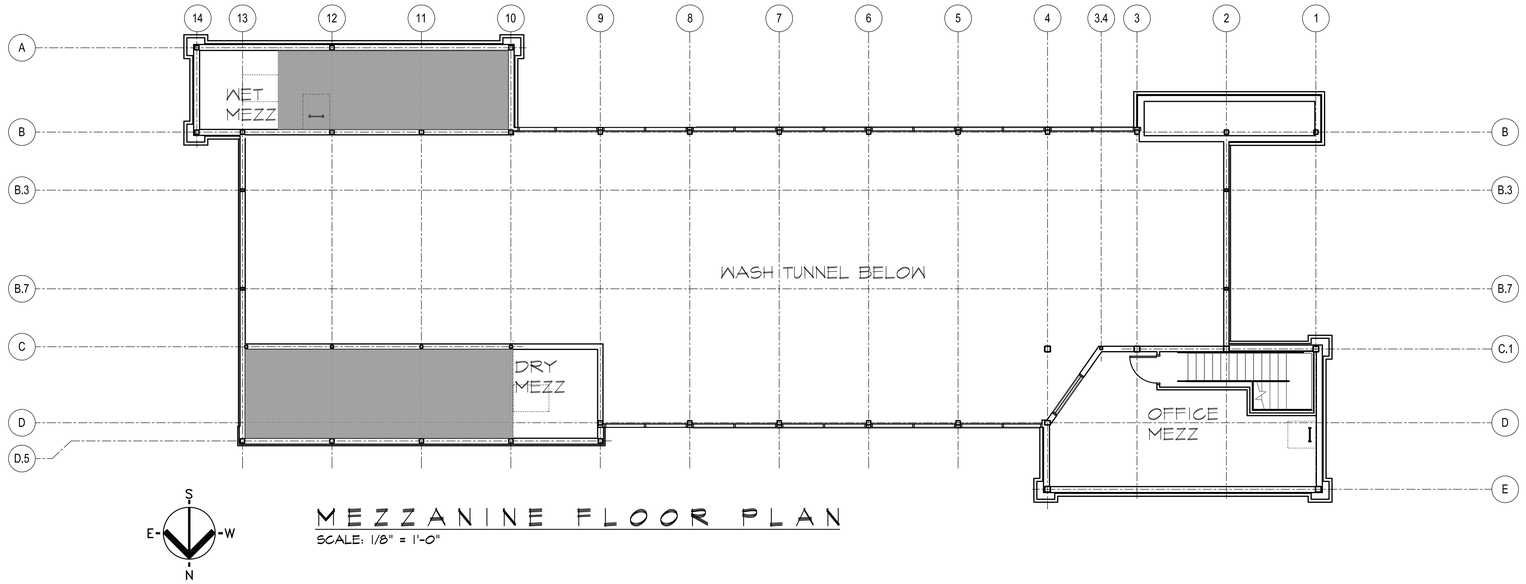
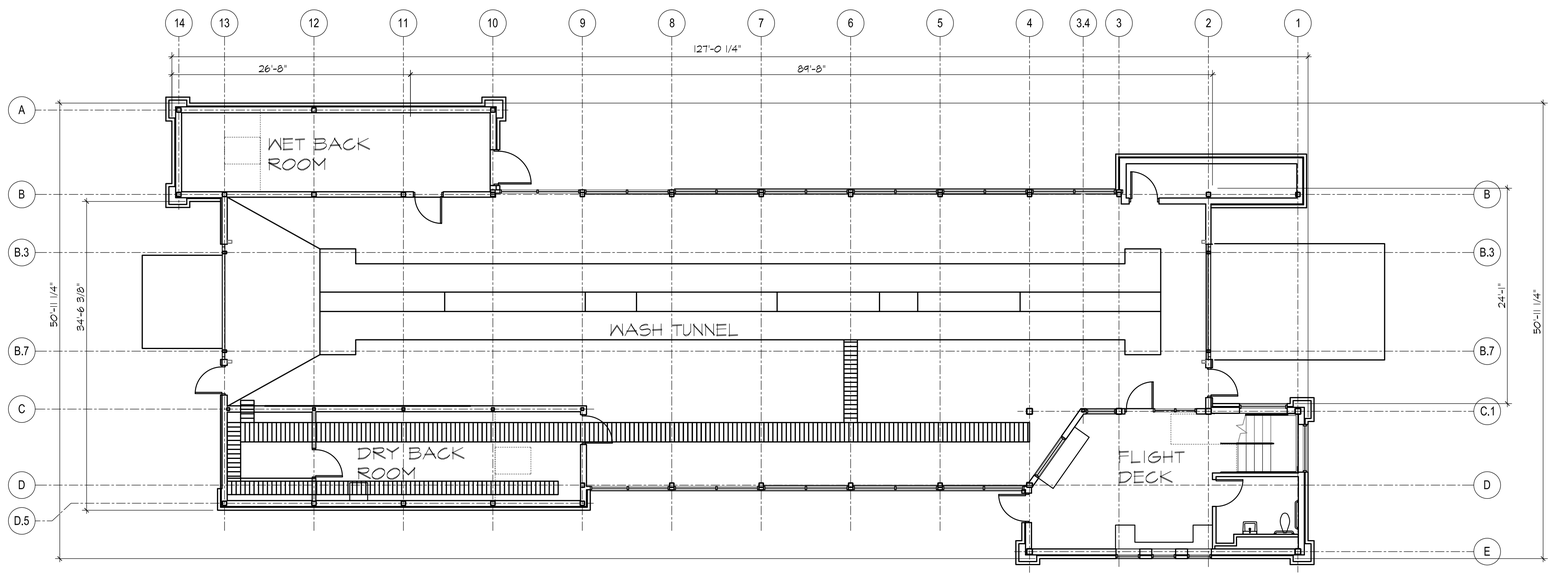


MEZZANINE FLOOR PLAN

SCALE: 1/8" = 1'-0"



FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

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CONVENIENCE STORE AND CAR WASH

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PROJECT NUMBER	1623
DATE	6-23-17
DRAWN BY	JVF
CHECKED BY	SNM
REVISION 1	7-10-17
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CW FLOOR PLANS

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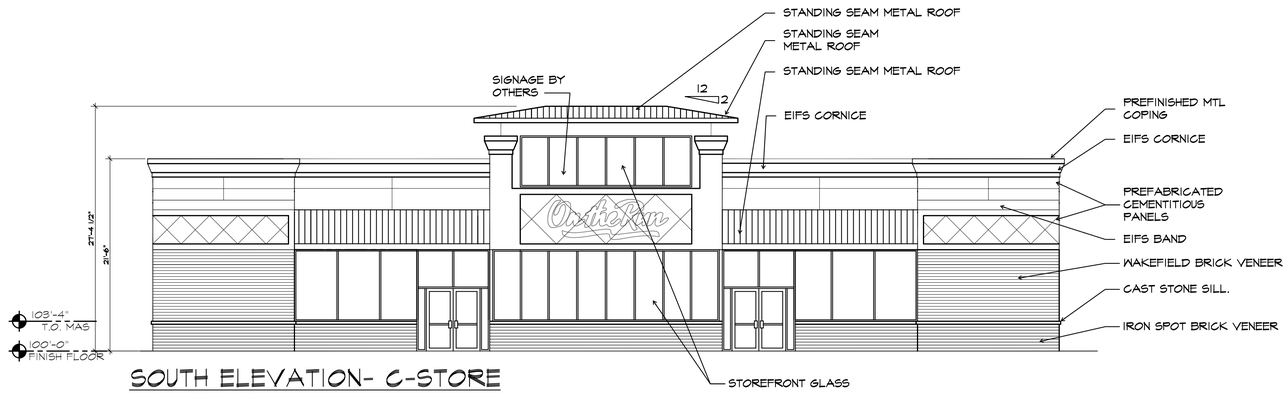
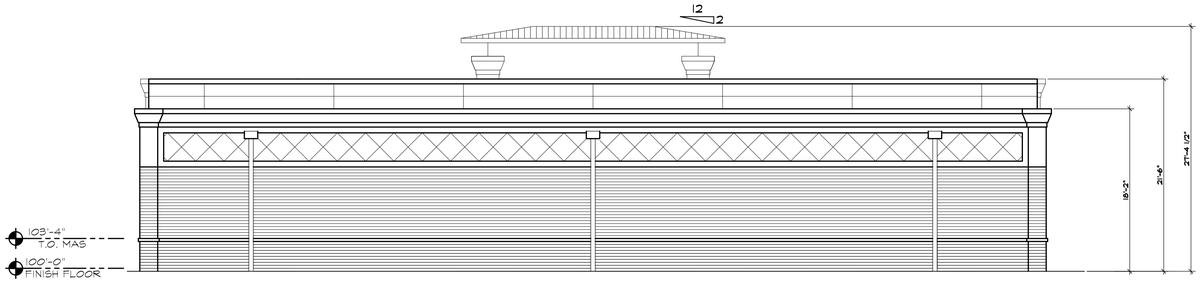


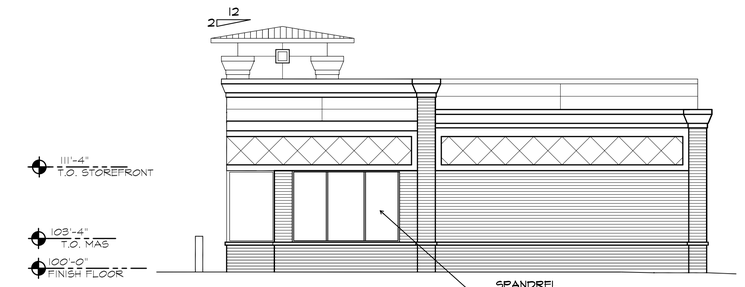
SOUTH ELEVATION- C-STORE
SCALE: 1/8" = 1'-0"



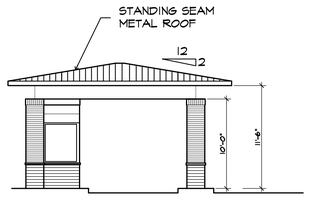
WEST ELEVATION- C-STORE
SCALE: 1/8" = 1'-0"



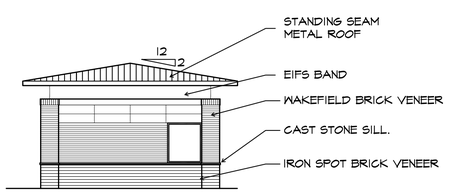
NORTH ELEVATION- C-STORE
SCALE: 1/8" = 1'-0"



EAST ELEVATION- C-STORE
SCALE: 1/8" = 1'-0"



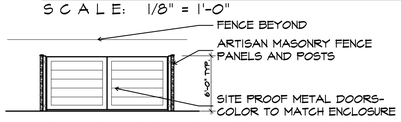
NORTH ELEVATION- CW CANOPY
SCALE: 1/8" = 1'-0" SOUTH SIMILAR



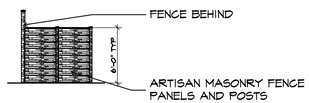
EAST ELEVATION- CW CANOPY
SCALE: 1/8" = 1'-0" WEST SIMILAR



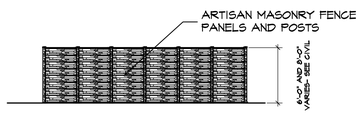
NORTH TRASH ENCLOSURE ELEVATION
SCALE: 1/8" = 1'-0"



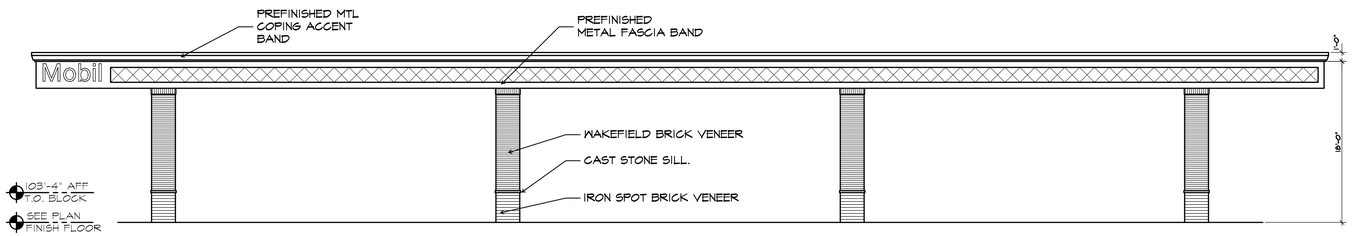
SOUTH TRASH ENCLOSURE ELEVATION
SCALE: 1/8" = 1'-0"



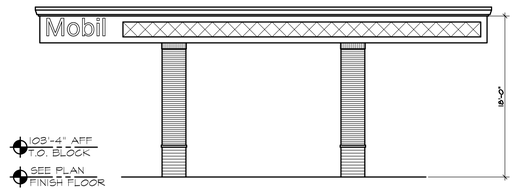
EAST-WEST TRASH ENCLOSURE ELEVATION
SCALE: 1/8" = 1'-0"



TYPICAL FENCE ELEVATION
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION FUEL CANOPY
SCALE: 1/8" = 1'-0"



EAST ELEVATION FUEL CANOPY
SCALE: 1/8" = 1'-0"

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CONVENIENCE STORE AND CAR WASH

11109 OLIVE BLVD

Attachment: Revised Plans received November 27, 2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

PROJECT NUMBER 1623
DATE 6-23-17
DRAWN BY JVF
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REVISION 1 7-10-17
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5 11-27-17

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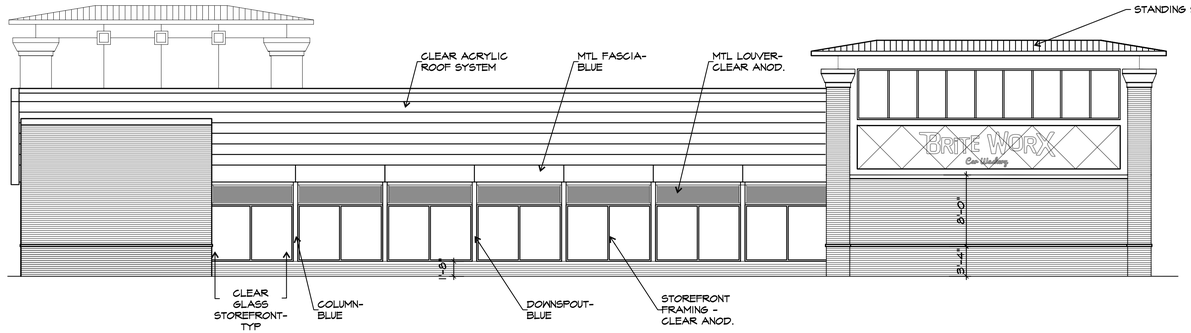
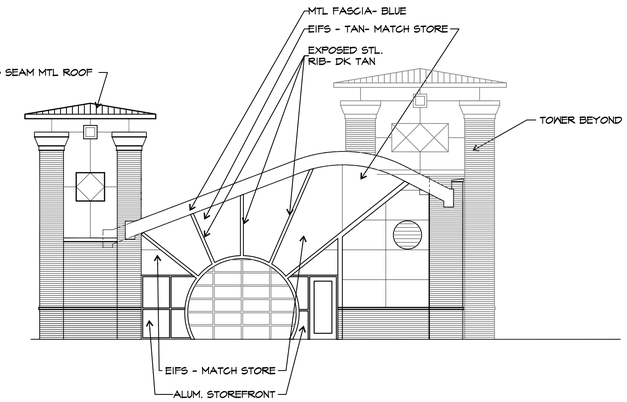


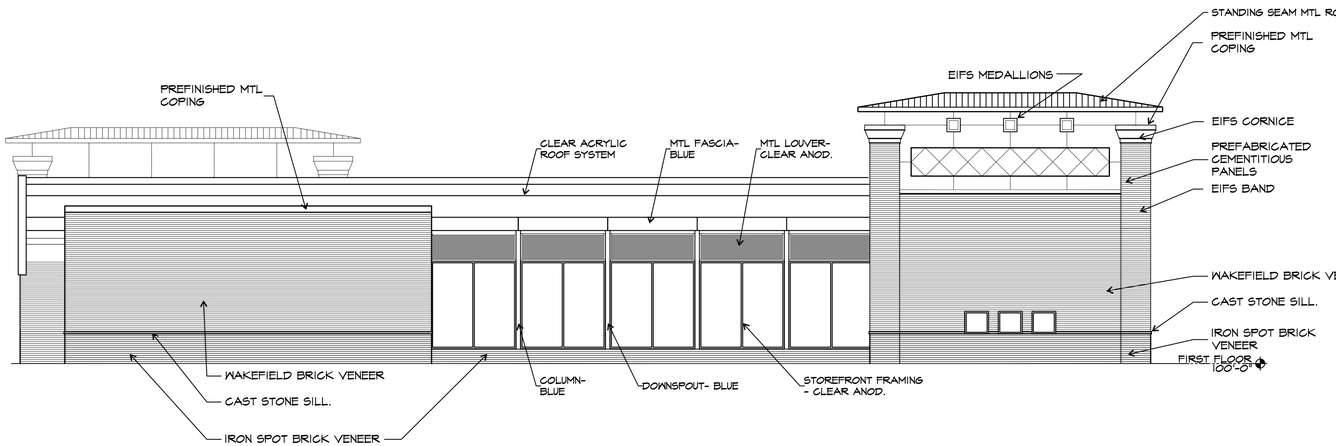
SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



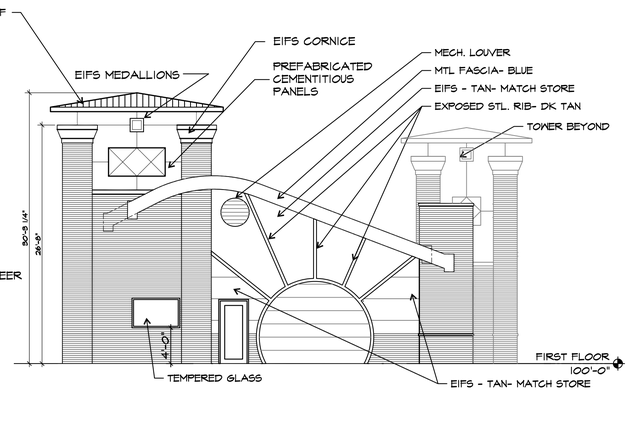
EAST ELEVATION

SCALE: 1/8" = 1'-0"



NORTH ELEVATION

SCALE: 1/8" = 1'-0"



WEST ELEVATION

SCALE: 1/8" = 1'-0"

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CONVENIENCE STORE AND CAR WASH

11109 OLIVE BLVD.

PROJECT NUMBER	1623
DATE	6-23-17
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REVISION 1	7-10-17
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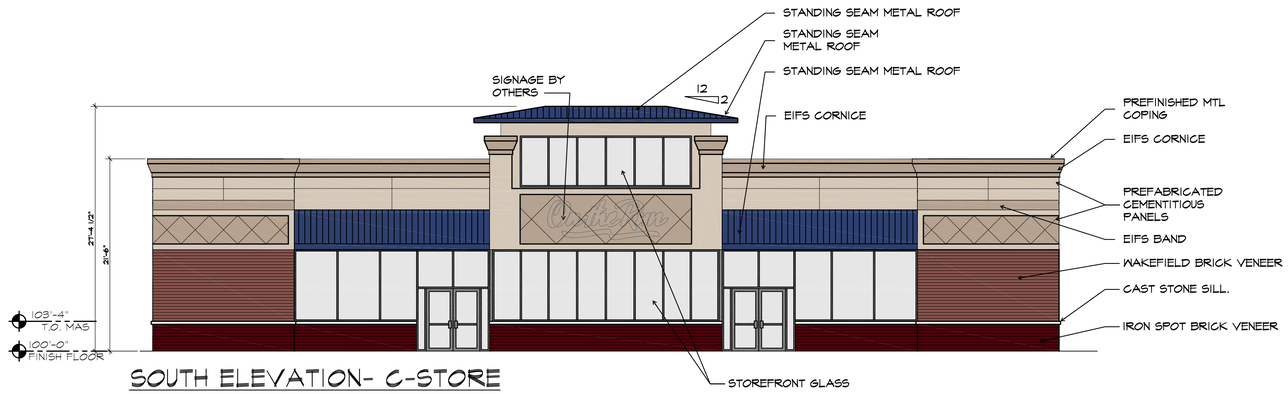
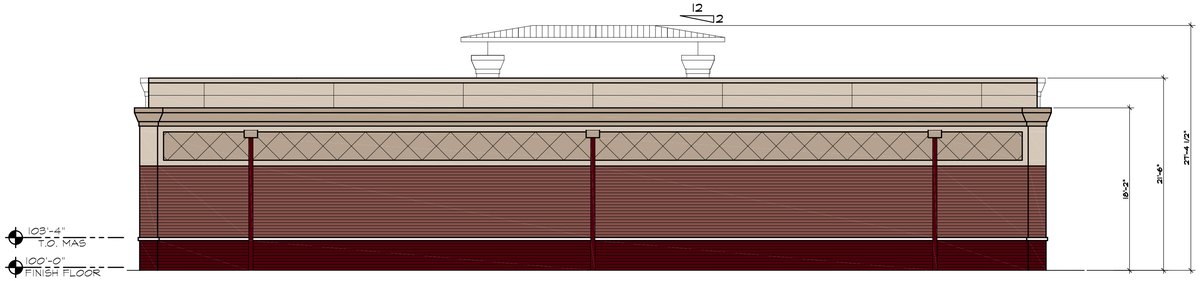


SOUTH ELEVATION- C-STORE

SCALE: 1/8" = 1'-0"



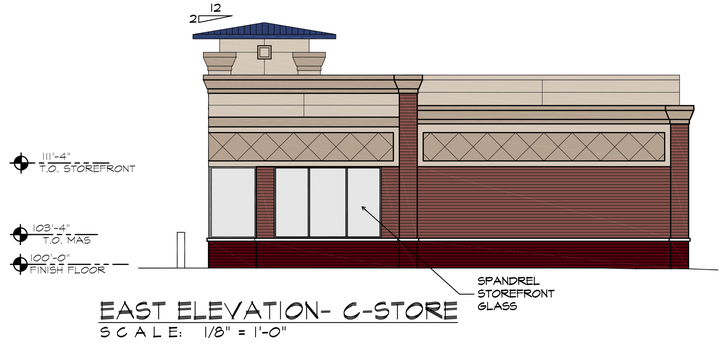
NORTH ELEVATION- C-STORE

SCALE: 1/8" = 1'-0"



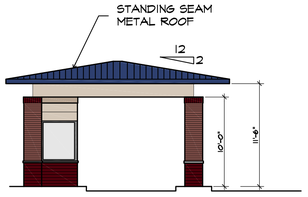
WEST ELEVATION- C-STORE

SCALE: 1/8" = 1'-0"



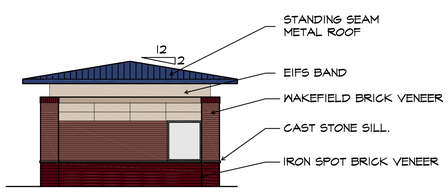
EAST ELEVATION- C-STORE

SCALE: 1/8" = 1'-0"



EAST ELEVATION- CW CANOPY

SCALE: 1/8" = 1'-0"



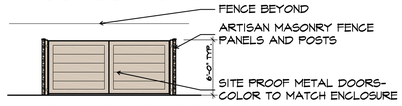
SOUTH ELEVATION- CW CANOPY

SCALE: 1/8" = 1'-0"



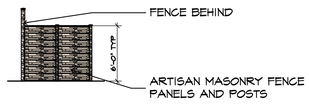
NORTH TRASH ENCLOSURE ELEVATION

SCALE: 1/8" = 1'-0"



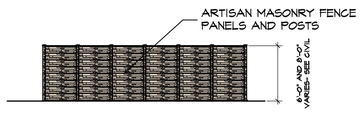
SOUTH TRASH ENCLOSURE ELEVATION

SCALE: 1/8" = 1'-0"



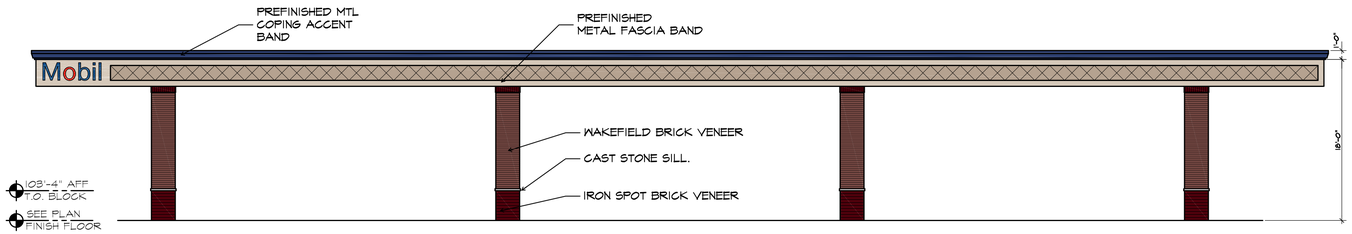
EAST-WEST TRASH ENCLOSURE ELEVATION

SCALE: 1/8" = 1'-0"



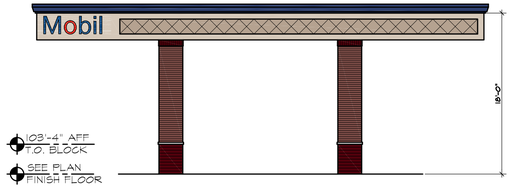
TYPICAL FENCE ELEVATION

SCALE: 1/8" = 1'-0"



SOUTH ELEVATION FUEL CANOPY

SCALE: 1/8" = 1'-0"



EAST ELEVATION FUEL CANOPY

SCALE: 1/8" = 1'-0"

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CONVENIENCE STORE AND CAR WASH

1109 OLIVE BLVD

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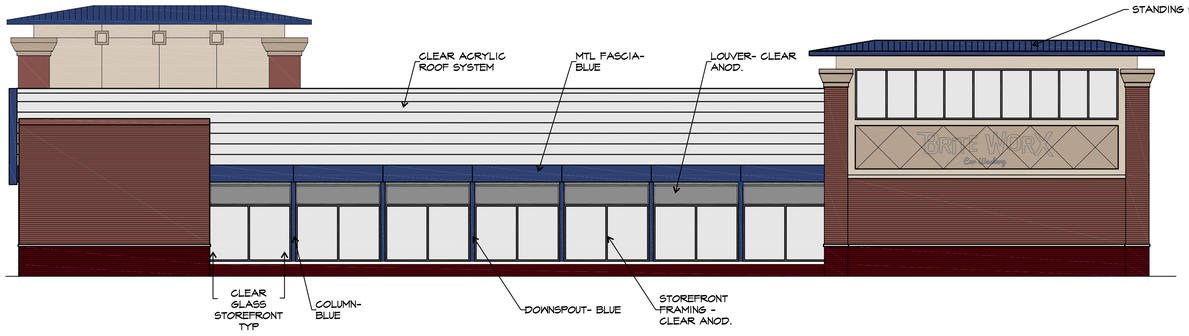
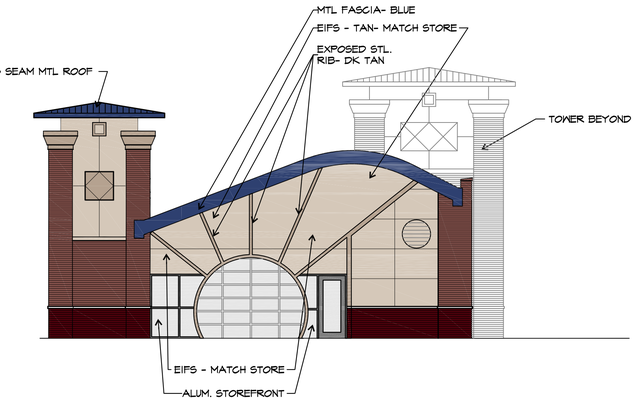


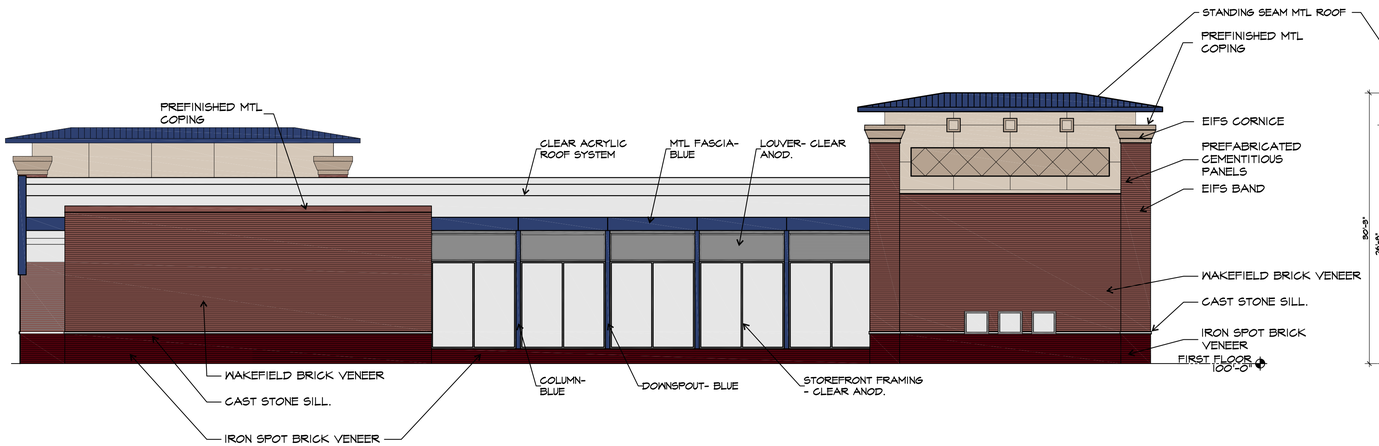
SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



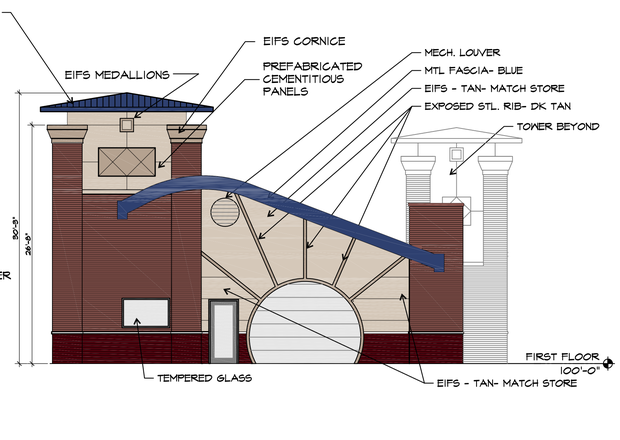
EAST ELEVATION

SCALE: 1/8" = 1'-0"



NORTH ELEVATION

SCALE: 1/8" = 1'-0"



WEST ELEVATION

SCALE: 1/8" = 1'-0"

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CONVENIENCE STORE AND CAR WASH

11109 OLIVE BLVD

PROJECT NUMBER	1623
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Attachment: Revised Plans received November 27, 2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION #16-031 FOR THE REZONING, CONDITIONAL USE PERMIT, AND SITE DEVELOPMENT PLAN AND BOUNDARY ADJUSTMENT APPROVAL OF A MOBIL ON THE RUN CONVENIENCE STORE WITH GAS PUMPS AND BRITEWORX CAR WASH FACILITY LOCATED AT 11109-11141 OLIVE BOULEVARD & 11100-11114 OAK LAKE COURT, CURRENTLY ZONED GC GENERAL COMMERCIAL AND C SINGLE FAMILY RESIDENTIAL

FOR THE MEETING OF: Monday, December 5, 2016

LOCATION: 11109 – 11141 Olive Boulevard, and 11100, 11108, and 11114 Oak Lake Court, including portions of unincorporated St. Louis County, at the northwest corner of Schulte Road, and Olive Boulevard.

REQUEST: Kevin Kamp, of Civil & Environmental Consultants, Inc. has submitted an application on behalf of Wallis Companies (Arch Energy, LLC), for the rezoning of 11127,11135 & 11141 Olive Boulevard, from C-Single Family Residential District to GC-General Commercial District, and for a Conditional Use Permit, Site Development Plan and Boundary Adjustment for a new Mobil on the Run convenience store with gas pumps and BriteWorx Car Wash facility encompassing 11109-11141 Olive Boulevard and 11100-11114 Oak Lake Court.

ADDITIONAL INFORMATION: The Applicant will also be submitting to St. Louis County for review and approval of the proposed uses for the portions of these properties located within Unincorporated St. Louis County. Section 405.360 GC-General Commercial District generally requires a minimum area of five acres, but not if expanding an existing GC District, and the existing Mobil Station at 11109 Olive Boulevard is already zoned GC-General Commercial. The proposal is 3.92 acres and is adjacent to an existing property zoned GC District. Gasoline Stations with Convenience Stores (NAICS #447110) and Car Wash Facilities (NAICS #811192) are conditional uses in the GC District. The existing Mobil was originally developed in 1984.

Key Issues:
- Does the request integrate with the existing surrounding uses?
- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request meet with the minimum standards of the proposed GC-General Commercial?
- Is the request consistent with the required findings for a conditional use permit?

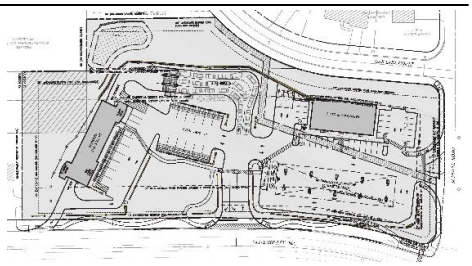
Comp. Plan References
- East Olive Corridor Action Area

Zoning Code References
- Section 405.210: Regulation of Uses, Table A
- Section 405.360 GC-General Core Business District
- Section 405.470 Conditional Uses
- Section 405.1060 Zoning Changes and Text Amendments

APPLICANT: Kevin Kamp
Civil & Environmental Consultants, Inc.
4848 Park 370 Boulevard, Suite F
Hazelwood, MO 63042

PROPERTY OWNER: Wallis Companies (Arch Energy, LLC)
106 East Washington
Cuba, MO 65453





REPORT PREPARED BY: Jason Jaggi, AICP, Director of Community Development; Whitney Kelly, AICP, City Planner
DATE: 12/1/2016
ATTACHMENTS: Applicant's Materials received November 4, 2016
Traffic Impact Study from CBB
City's Consulting Traffic Engineer Memo
Sound Study submitted November 4, 2016
Public Comment

Attachment: 16-031.Mobil and BriteWorx.Staff Report.12-5-2016 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

SCOPE OF REVIEW AND STAFF ANALYSIS

The focus of this staff report is to provide an analysis and findings on the most significant aspects of these applications for the proposed development as they relate to the request for rezoning, compatibility with the Comprehensive Plan, Design Guidelines and Zoning Ordinance. Staff is of the opinion that it would be most useful for the Commission and the public to review the broader aspects of this proposal with the Applicant so that further direction can be provided.

SUMMARY OF PROPOSAL

Kevin Kemp, of Civil & Environmental Consultants, Inc., on behalf of Wallis Companies, has submitted a request for the following:

- Rezone the 11127, 11135 & 11141 Olive Boulevard properties in the City of Creve Coeur from C-Single Family Residential District to GC-General Commercial District.
- Conditional Use and Site Development Plan approval for a 4,800 square foot new 24-hour Mobil on the Run Convenience Store located on the former Oak Lake Court parcels, with 20 pump Gas Station on the existing 11109 Olive Boulevard gas station site and a 5,128 square foot BriteWorx Car Wash with 17 outdoor vacuum stations on the 11127, 11135 & 11141 Olive Boulevard properties that has proposed hours of operation of 7 AM to 9 PM.
- Boundary adjustment approval to consolidate 11109 – 11141 Olive Boulevard, and 11100, 11108, and 11114 Oak Lake Court into one 3.92 acre parcel.

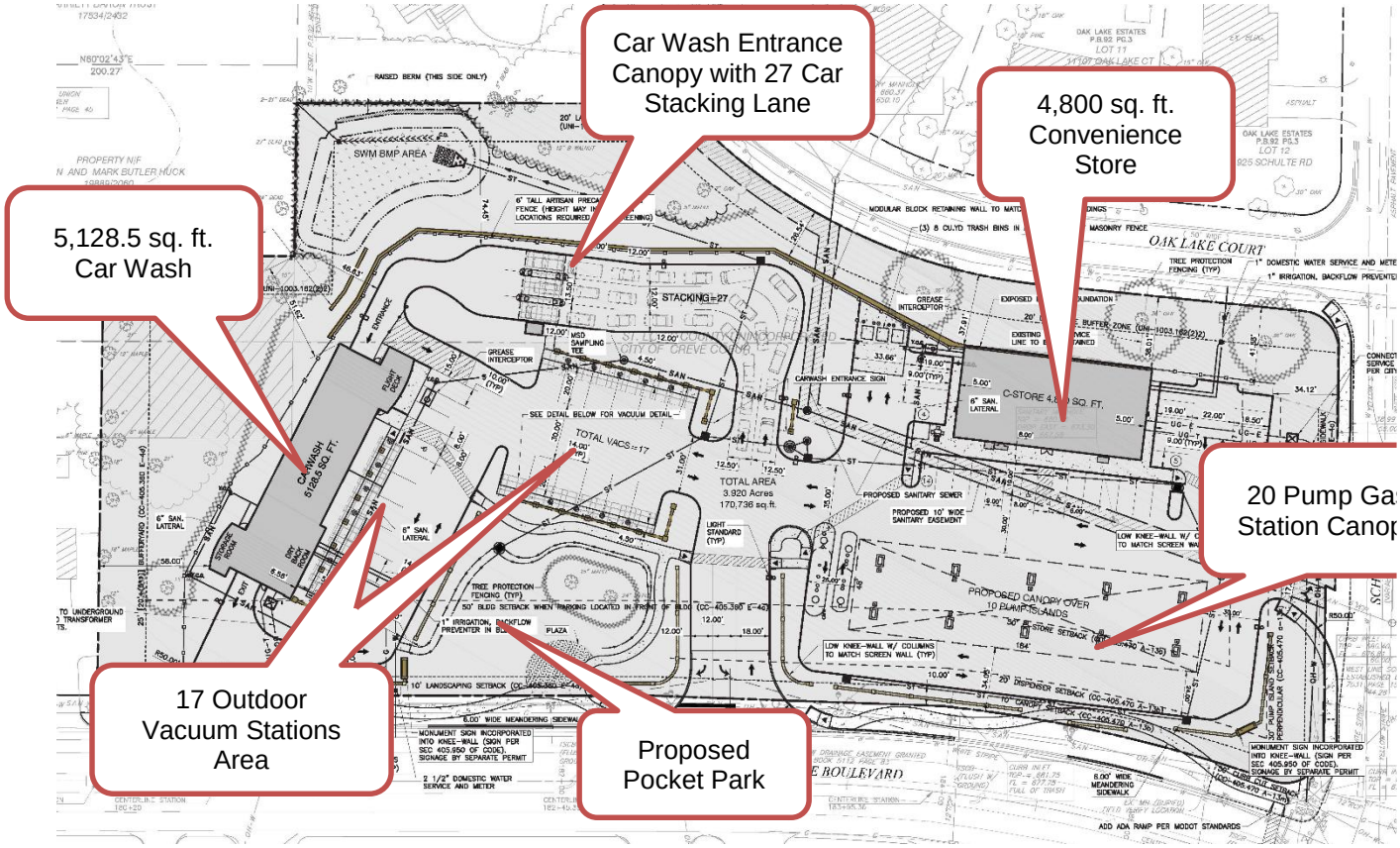


Figure 1: Close-up of the Applicant's Site Development Plan

Attachment: 16-031.Mobil and BriteWorx.Staff Report.12-5-2016 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



Figure 2: South Elevation of the Convenience Store

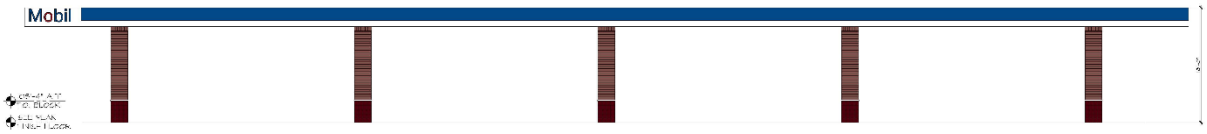


Figure 3: South Elevation of the Gas Pumps Canopy

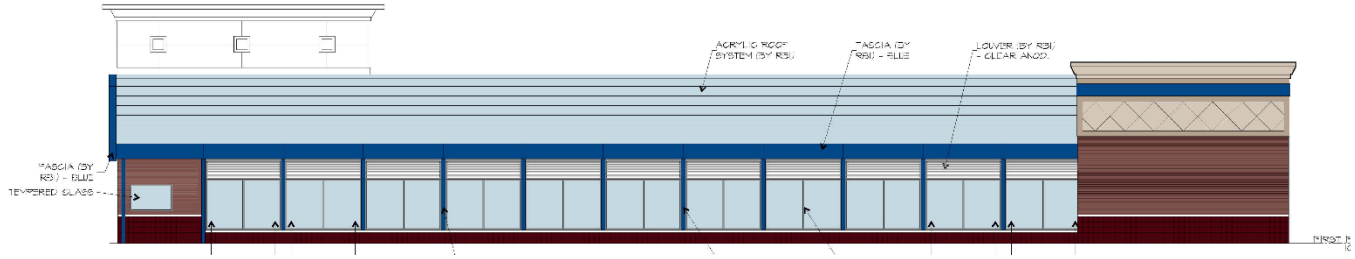


Figure 4: West Elevation of the Car Wash Facility

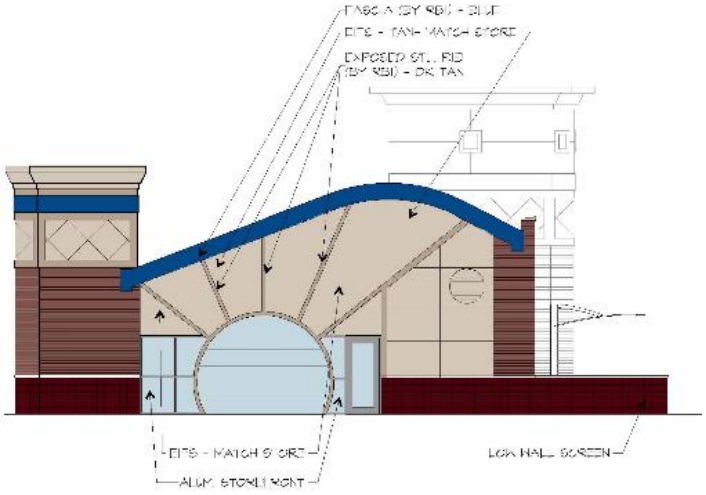


Figure 5: South Elevation of the Car Wash Facility

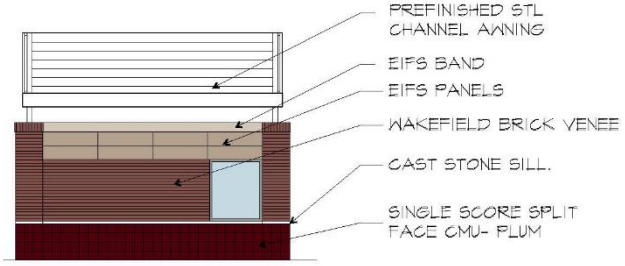


Figure 6: South Elevation of the Vacuum Stations

Attachment: 16-031.Mobil and BriteWorx.Staff Report.12-5-2016 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Residential	Unincorporated St. Louis County C8 Planned Commercial; R3 Residential	Partial Oak Lake Court
South	Complete Music, Masonic Lodge; Residential Structures used for offices	Partial GC General Commercial; C Single Family Residential	Olive Boulevard
East	Gas Station with Car Wash	GC General Commercial	Schulte Road
West	Residential	Partial C Single Family Residential; A Single Family Residential	NA

COMPREHENSIVE PLAN REVIEW

The subject property is located in the East Olive Corridor of the Comprehensive Plan that envisions an area of small businesses with a residential neighborhood character, with substantial green spaces and with landscaping for a "green line" park that gives the impression of driving or walking through a park along Olive Boulevard (page 51). The Residential Preservation and Economic Development Section discusses that the land uses envisioned for this corridor include small-scale retail, office, single-family, multi-family, and parks and recreation uses with the following policies, which are most applicable to the nature of this request *(Pages 52-53)*:

1. *Preserve and protect single-family residential areas from intrusions of non-residential uses. Limit commercial and non-single family uses to Olive Boulevard. Limit retail uses to a size and scale designed to provide goods and services to the Creve Coeur market rather than to a regional market.*
3. *Maintain this area with a residential character, even when homes are converted or replaced by business uses. New development or redevelopment should be compatible with the low-density residential character of the corridor, as discussed below.*
4. *Protect existing healthy, larger trees during the development or redevelopment process.*
5. *All elevations of new construction or redevelopment should maintain the overall character of the existing residential structure or area. Emphasis should be given to compatible door, window and other opening location, size and scale.*
7. *All new development or redevelopment of non-residential uses should comply with the Creve Coeur Design Guidelines. The City's Design Guidelines should be strengthened for this area to ensure that building scale, height, shape, and volume will be compatible with residential structures. Illustrations should be added to depict acceptable building design features.*
8. *Mechanical equipment should be located so as not to be visible from any public ways or adjacent residential areas. Where such limitation is not possible, the facilities should be screened from public view with materials compatible with the building. The backs or sides of buildings adjacent to residential areas should be designed so as to cover utility boxes and meters, have architectural treatment of facades similar to the front façade, incorporate landscaping, strips or other buffers (low walls, ornamental fencing and incorporate opaque screening of dumpsters and mechanical equipment.*
9. *Mitigate the impact of non-residential uses on residential area through heavy landscaping and other buffers.*
10. *New buildings should have setbacks consistent with surrounding established residential patterns and provide a sidewalk and landscape treatment in the front of buildings. New development should be designed to provide connections to the "green line" park linear greenway.*

Attachment: 16-031.Mobil and BriteWorx.Staff Report.12-5-2016 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

15. *Operational compatibility standards should be adopted and enforced to control noise, lighting, the placement of outdoor vending machines, and hours of operation, particularly for commercial uses near residential areas.*

Further, the Comprehensive Plan provides recommendations of key properties along the East Olive Corridor. The subject properties lie largely in East Olive Corridor Key Property Area 2, with a small portion in Key Area 1 as shown below:

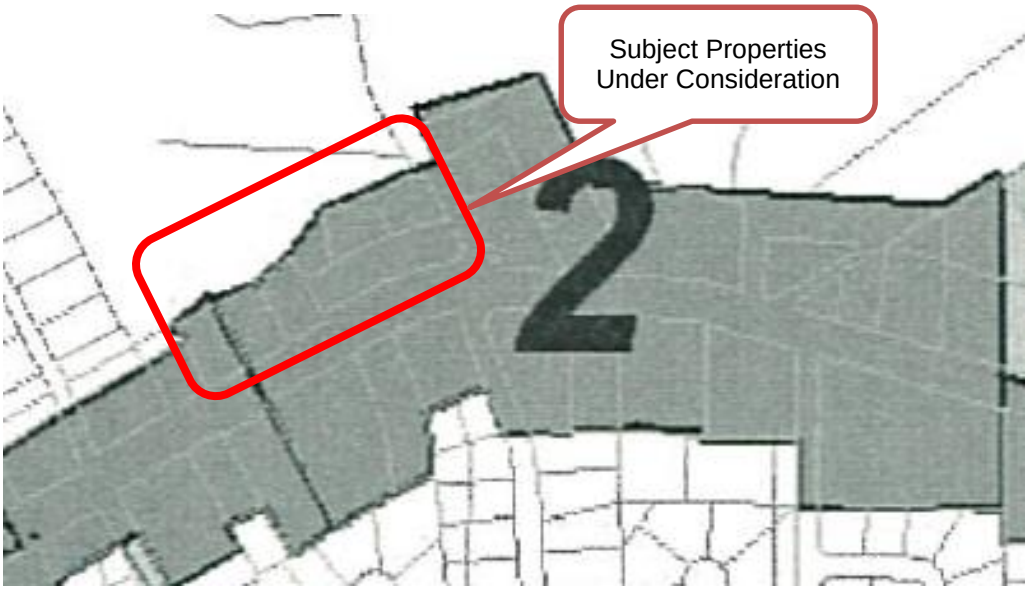


Figure 7: Close-up of the East Olive Corridor Key Properties Map of the Comprehensive Plan found on Page 55, with the subject properties boxed in red.

East Olive Corridor Key Property Area 2 recommends that as redevelopment and new investment occurs, the area will be encouraged to remain commercial, with uses limited to neighborhood-oriented commercial. Redevelopment should be designed to protect and be compatible with adjacent residential areas, as provided for in the *Residential Preservation and Economic Development* recommendations for the East Olive Corridor. (Page 57).

The current draft of the Comprehensive Plan Update, *Creve Coeur 2030*, currently under review would further the existing Comprehensive Plan recommendations with the East Olive Corridor vision to create a walkable corridor of destination retail boutiques, neighborhood service business, small-scale restaurants, and attached townhomes and low-density multi-family homes that encourage pedestrian access from adjacent neighborhoods and prioritize walkability between neighboring lots while accommodating car access and easy parking (p. 88). Frontage recommendations encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building façade frontages to Olive Boulevard.

Compatibility with the Comprehensive Plan

The proposed development of a gas station with a convenience store and a separate, detached car wash facility with exterior vacuum stations appears to be consistent with a few of the polices of the Comprehensive Plan; however, Staff finds the proposal to be in conflict with several significant policies of the Plan.

The development includes pedestrian amenities and landscaping treatments given the proposed auto-oriented uses. For example, the Applicant has included a pocket park with pedestrian amenities and sufficient landscaped buffer along the rear and west side of the development and low-height landscape wall feature which furthers the project toward the goals of the Comprehensive Plan. In addition, the Applicant is proposing to save several large, mature trees on the site and has incorporated them into the site planning for the project.

Attachment: 16-031.Mobil and BriteWorx.Staff Report.12-5-2016 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

The proposal's primary challenges with the policies of the Comprehensive Plan involve the scale of the proposed development, the intensity of the uses at the scale which is proposed, and the compatibility of the development with the residential character of this section of Olive Boulevard. The Comprehensive Plan clearly speaks to this area of Olive Boulevard as having a vision for smaller scale retail and service businesses that cater to the surrounding residential neighborhoods. To further the goal of compatibility, the Comprehensive Plan suggests that the commercial uses themselves incorporate design elements that maintain this strong residential character. As currently proposed, Staff finds that this project is inconsistent with these elements of the Comprehensive Plan. Redevelopment of the existing facility within the existing GC District would be more in keeping with the character of the area, and the Comprehensive Plan, and standards for the GC District discussed further below.

A rezoning contrary to the Comprehensive Plan should be founded on two concepts: one, that the current goals, and those proposed with the *Creve Coeur 2030* plan, are sufficiently debatable that their intended outcomes can be questioned; and two, that the proposal more adequately fulfills the goals of the Comprehensive Plan and, by extension, represents a greater benefit to the public interest. Staff is not convinced that the proposal offers a greater benefit to the public interest, or more adequately fulfills the goals of the Comprehensive Plan. While current plan recommendations for the area may be questionable with regard to the conversion of existing homes to commercial uses, and that the GC District may be an appropriate zoning discussed further below, the overall scale of the proposed development would represent a significant departure for the area that has maintained a residential feel connecting the larger commercial centers of the Central Business District and the Commerce Center. Regardless of the specific merits of the proposal, it remains unclear how it represents a tangibly greater benefit to the public. Staff finds that the scale and intensity of the proposed development would be more appropriate in a larger heavy commercial or industrial area.

DESIGN GUIDELINES REVIEW

As noted earlier in this report, Staff will only provide discussions on the larger design issues. Once direction has been provided on the overall appropriateness of the project, as proposed, a more detailed review will be provided at the appropriate time.

The Design Guidelines recommend that the size, design, and orientation of buildings should be sensitive to existing terrain, existing buildings, and the surrounding area, the use of natural materials and architectural consistency between all building elevations, and an overall sense of architectural continuity on all elevations. The use of false or decorative façade treatments is discouraged. Further, multiple buildings on the same site are to create a cohesive visual relationship between the buildings. Material and/or color changes at the outside corners of structures that give the impression of thinness and artificiality of the material are discouraged.

The following is a list of Staff's key items that should be discussed and/or revised based on further discussion at the meeting:

- The large gaps and interruptions along the "streetscape" caused by the non-pedestrian elements, such as the vacuum area, and service entrance into the car wash facility.
- The degree of usability of the 'pocket park" pedestrian amenities in the proposed location and the extensive use of low walls to provide visual interest which appears to heighten the large scale of the development.
- Strong use of corporate architecture and overuse of EIFS that is strongly discouraged, and the overall design which is inconsistent with the Comprehensive Plan which calls for incorporating residential design elements to maintain the residential character of commercial buildings in this section of Olive Boulevard.
- Building elements, such as parapet wall, penthouses or screen walls should be treated as an integral part of the architecture, where the Convenience Store relies on EIFS to create an artificial height to the building that is not in keeping with the residential character surrounding the area.

Attachment: 16-031.Mobil and BriteWorx.Staff Report.12-5-2016 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

- The lack of a separated pedestrian connection from the gas pump to the main entrance of the convenience store that does not interfere with the Accessible parking area, where the Design Guidelines recommend breaking up the row of parking.
- The Design Guidelines provide specific direction regarding Auto Service Stations where separate structures, such as a canopy, carwash or cashier's booth should be avoided; however, if approved, should have a consistent design theme and a car wash that is incorporated into the project shall be well integrated into the design.

ZONING REVIEW
Section 405.1060(B) of Zoning Changes and Text Amendments requires that the action of the Planning and Zoning Commission approving, disapproving, or conditionally approving the site concept or site development plan shall accompany its recommendation to the City Council regarding the rezoning. Therefore, while a recommendation on the proposed conditional use permit and site development plan with any rezoning is required, the rezoning of properties is not contingent on the implementation of the development and, if approved, would remain.

The stated purpose and intent of the GC District is to accommodate by site development plan approval convenience retail shopping and services and offices which are free standing or part of small scale planned commercial developments and which are compatible in scale and intensity of use with adjacent residential uses. While a Gas Station with Convenience Store, and a Car Wash are conditional uses in the GC District, it is the overall scale and intensity of use of the proposal that are inconsistent with the stated purpose of the GC District.

As Staff is seeking direction regarding the key discussions of the appropriateness of the development with the Comprehensive Plan and the purposes and intent of the GC-General Commercial District, a full analysis with the remaining sections of the Zoning Code, including signage and landscaping will be completed at a later time.

TRAFFIC IMPACT STUDY
The Applicant has included a Traffic Impact Study (TIS) conducted by CBB that has been reviewed by the City's Consulting Traffic Engineer, GBA. Comments from St. Louis County Department of Transportation have been provided; however, MoDOT has not provided formal comments at this time. The City's Consulting Traffic Engineer did raise a few items, namely, requesting additional queue length information for other turning movements within the study area, the difficulty of enforcing the no left turn access from northbound Schulte into the site, the spacing of the full access point from the Olive/Schulte intersection, and the proximity and orientation of the adjacent driveway to the residence to the west with the exit from the car wash facility that is within 50 feet from one another.

Since both adjacent public roadways are controlled by entities other than the City (MoDOT and St. Louis County), the Applicant will be required to obtain final approval from each agency. The TIS prepared by CBB on behalf of the Applicant, the GBA TIS review memo, and the review letter by St. Louis County are attached to this report for review by the Commission.

SOUND STUDY
A sound study was completed by Designed Acoustics based upon the nature of the proposed use. To gain an understanding of the possible noise impacts associated with the car wash facility in particular, Staff would recommend that Commission members visit the Mobil on the Run location at 9371 Olive Boulevard in Olivette. Depending upon the direction of the other elements of this proposal staff would look to review the noise study in greater detail at the appropriate time.

Attachment: 16-031.Mobil and BriteWorx.Staff Report.12-5-2016 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

BOUNDARY ADJUSTMENT PLAT
As part of this request, the Applicant has submitted a plat that would consolidate all of the individual lots into one new lot consisting of 3.920 acres. The consolidated lot would straddle both jurisdictions of the City of Creve Coeur and Unincorporated St. Louis County. As a boundary adjustment plat is largely a minesterial act by the Commission, it would be appropriate to defer action.

REVIEW BY ST. LOUIS COUNTY
The total development site includes 2.807 acres located within the City of Creve Coeur and 1.113 acres located within Unincorporated St. Louis County. Based upon conversations with the St. Louis County Planning Department, the Applicant will be required to submit the plans for the County's approval in conjunction with the review by the City. Any approval by the City of this proposal should incorporate a condition that the Applicant receive approval of the plan by St. Louis County.

RECOMMENDATION AND ACTION
At this time, Staff is seeking direction regarding the compatibility of the proposal with the Comprehensive Plan, the rezoning of portions of the site to the GC District, and the larger aspects of the Design Guidelines before completeing a full review of the Conditional Use and Site Development Plans.

As discussed throughout this report, the GC District may be an approriate zoning designation; however it is Staff's opinion that the proposal does not meet with significant elements of the Comprehensive Plan and does not create a compelling argument for action inconsistent with the Comprehensive Plan, nor are there public benefits unique to this project that substantially justify the approval of the proposal as presented. Further, the scale of the proposal is inconsistent with the stated purposes of the GC District that calls for small scale neighorhood commercial developments that is compatible in scale with the adjacent residences and would leave a remnant parcel which would effectively prohibit any future redevelopment potential of the property that fronts directly onto Olive Boulevard located just west of the development at 11147 Olive Boulevard.

The Commission should hear from the Applicant and provide direction regarding the Comprehensive Plan and the appropratenes of the proposal within the General Commercial District. If they find that additional design consideration or other modificatoins are necessary which may include reducing the scale of the project, they should make a motion to continue the proposal to the December 19th or later meeting and provide such direction to the Applicant. If they find that the proposal is inconsistent with the Comprehensive Plan and with the purpose and intent of the General Commercial District, they should make motions to approve the applications and then individually vote to recommend denial of the Applications.

MOTION
The following are examples of appropriate motions for these applications, **but without any stated conditions at this point:**

"I move to approve Application #16-031 for the rezoning of properties at 11127, 11135 & 11141 Olive Boulevard, currently zoned C Single Family Residential, to GC General Commercial."

"I move to approve Application #16-031 for a boundary adjsutment and conditional use permit for a Mobil on the Run convenience store with 20 gas pumps and Briteworx car wash facility with 17 outdoor vacuum stations located at 11109-11141 Olive Boulevard & 11100-11114 Oak Lake Court."

"I move to approve Application #16-031 for site development plan for a Mobil on the Run convenience store with 20 gas pumps and Briteworx car wash facility with 17 outdoor vacuum stations located at 11109-11141 Olive Boulevard & 11100-11114 Oak Lake Court."

Attachment: 16-031.Mobil and BriteWorx.Staff Report.12-5-2016 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Or,

"I move to continue Application #16-031 for the rezoning, conditional use permit, and site development plan and boundary adjustment approval of a Mobil on the Run convenience store with 20 gas pumps and Briteworx car wash facility located at 11109-11141 Olive Boulevard & 11100-11114 Oak Lake Court, currently zoned GC General Commercial and C Single Family Residential to allow for the Applicant to revise the drawings based upon the discussion and direction from the Commission" (conditions may be added, eliminated, or modified by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE
Included and attached by reference. See body of report for specific excerpts.

Attachment: 16-031.Mobil and BriteWorx.Staff Report.12-5-2016 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

APPENDIX 3: AERIAL PHOTO



Attachment: 16-031.Mobil and BriteWorx.Staff Report.12-5-2016 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

APPENDIX 4: SITE PHOTOGRAPHS	Photo Date: 12/01/2016
	Description: View looking northwest at the Existing Mobil Station at 11109 Olive Boulevard from the Olive Boulevard and Schulte Road intersection.
	Description: View looking north at the home used as a commercial office at 11127 Olive Boulevard that that will be removed for the proposed development.
	Description: View looking north at the home used as a commercial office at 11135 Olive Boulevard that will be removed for the proposed development.

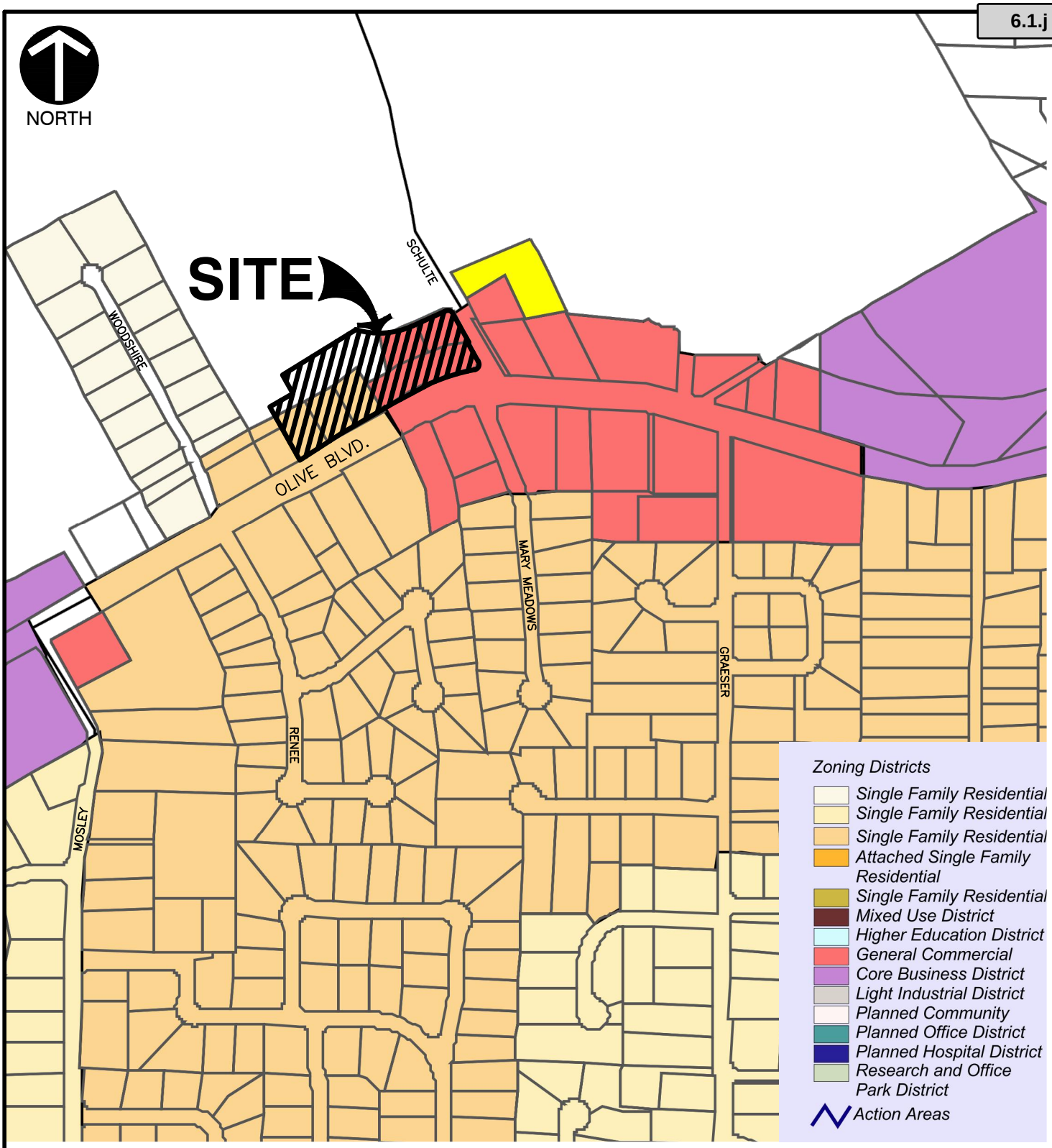
Attachment: 16-031.Mobil and BriteWorx.Staff Report.12-5-2016 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

	Description: View looking northwest at the home used as a commercial office at 11141 Olive Boulevard that will be removed for the proposed development. The home at 1147 Olive Boulevard in the background will be remaining.
	Description: View looking south from the subject property at the homes south of Olive Boulevard.
	Description: View looking southeast at the commercial buildings at the corner of Olive Boulevard and Mary Meadows Drive on the southside of Olive Boulevard.

Attachment: 16-031.Mobil and BriteWorx.Staff Report.12-5-2016 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

	Description: View looking east from western property line of the subject properties.
	Description: View looking southwest of the home at 11100 Oak Lake Court that will be removed for the proposed development.
	Description: View looking east from the cul-de-sac of Oak Lake Court at 11108 and 11114 Oak Lake Court that will be removed for the proposed development.

Attachment: 16-031.Mobil and BriteWorx.Staff Report.12-5-2016 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



REFERENCE

1. IMAGE DEPICTED COURTESY OF CREVE COEUR DEPARTMENT OF COMMUNITY DEVELOPMENT, GOVERNMENT CENTER, 300 N. NEW BALLAS ROAD, CREVE COEUR, MO 63141.

*HAND SIGNATURE ON FI

Civil & Environmental Consultants, Inc.
4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 · 866-250-3679
www.cecinc.com

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

BRITE WORX/MOBIL ON THE RUN
ZONING MAP

DRAWN BY:	MAK	CHECKED BY:	KTK	APPROVED BY:	KTK*	FIGURE NO.:	
DATE:	NOV. 2016	DWG SCALE:	(NONE)	PROJECT NO:	110-241		

P:\2011\110-241\-CADD\Dwg\CV04 BriteWorx C-Store\110241-CV04-Zoning Map.dwg\{STL-8X11V_PDF} LS:(11/4/2016 - matt.knuth) - LP: 11/4/2016 12:58 PM

Attachment: 20161104_110241-CV04-Zoning Map (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

SITE DEVELOPMENT PLAN FOR

BRITE WORX Car Washery

Mobil On the Run

A TRACT OF LAND BEING ALL OF LOTS 1, 2, 3 AND 4 OF "OAK LAKE ESTATES", P.B.92 PG.3 AND PART OF LOTS 3, 4, AND 5 OF THE SUBDIVISION OF THE FARM OF S.S. MATSON IN U.S. SURVEY 1962, TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN ST. LOUIS COUNTY, MISSOURI



USGS MAP

U.S.G.S. 7.5' TOPOGRAPHIC MAP CREVE COEUR QUADRANGLE MISSOURI
DATED 1990, PHOTOREVISED 1993
SCALE 1" = 2,000'

SITE CALCULATIONS:	*GREENSPACE DEFINED AS AREAS OF LANDSCAPE AND WALKWAYS/PLAZAS		
	CITY OF CREVE COEUR	STL LOUIS COUNTY (UNINCORPORATED)	TOTAL
TOTAL SITE AREA	122,276.9	48,459.0	170,735.9
BUILDING	9,928.5	0.0	9,928.5
PAVEMENT	59,543.1	8,353.8	67,896.9
SIDEWALK/PLAZA	6,499.6	59.4	6,559.0
LANDSCAPE	46,305.7	40,045.8	86,351.5
PERCENTAGE GREENSPACE*	43.2%	82.8%	54.4%
PERCENTAGE SITE COVERAGE	56.8%	17.2%	45.6%

PRE/POST IMPERVIOUS AREAS [AREAS IN SQ.FT.]

[BASED ON ABOVE]
TOTAL AREA OF SITE = 170,736
PRE-DEVELOPMENT IMPERVIOUS AREAS = 65,586 ~ 38.4%
POST-DEVELOPMENT IMPERVIOUS AREAS = 77,833 ~ 45.6%

THE FOLLOWING UTILITIES AND OWNERS ARE LOCATED WITHIN THE WORK LIMITS OF THIS PROJECT

LACLEDE GAS COMPANY
COMMERCIAL & INDUSTRIAL MARKETING
720 OLIVE STREET
ST. LOUIS, MO 63101
CONTACT: JIM TRAVIS
PHONE: 314-342-0687
EMAIL: JTravis@lacledegas.com

AT&T TELEPHONE
402 N 3RD
ST. CHARLES, MO 63301
CONTACT: JIM LILLY
PHONE: (636) 949-4228

MCI FIBER
2400 NORTH GLENVILLE
RICHARDSON, TX 75082
CONTACT:
PHONE: (972) 729-6016 EXT. 1

MISSOURI AMERICAN WATER
727 CRAIG RD.
CREVE COEUR, MO 63141
CONTACT: DAWN SPINK
PHONE: (314) 996-2379
EMAIL: dawn.spink@amwater.com

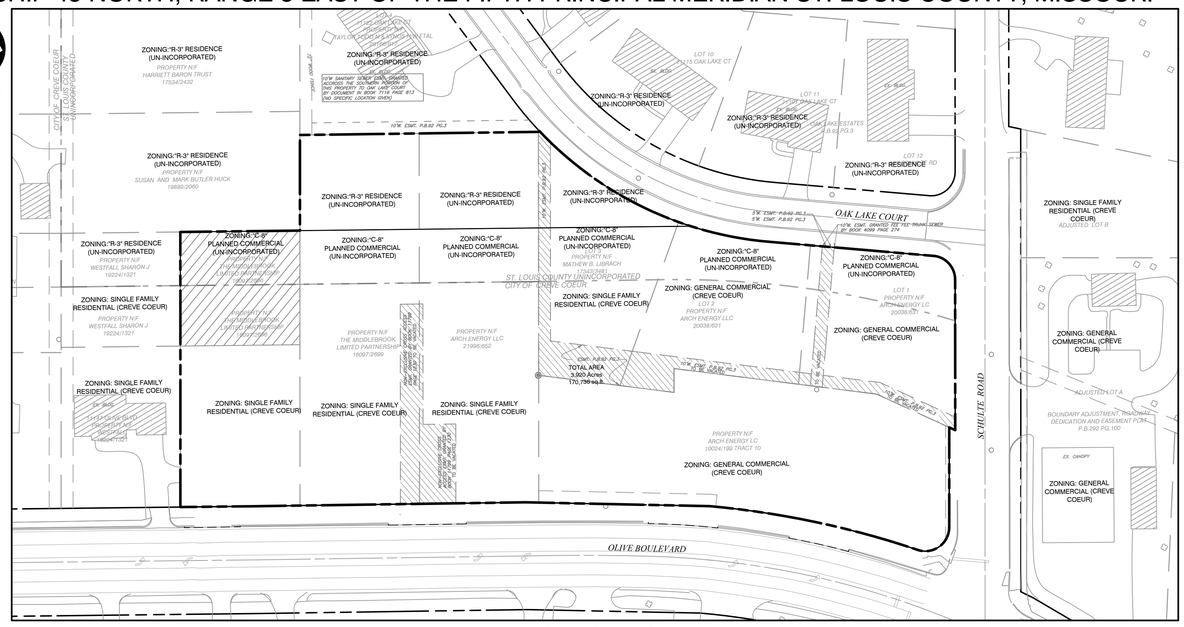
CREVE COEUR FIRE PROTECTION DISTRICT
11221 OLIVE BLVD.
CREVE COEUR, MO 63141
CONTACT: MR. KENNETH BLACK
PHONE:

ST. LOUIS METROPOLITAN SEWER DISTRICT
2350 MARKET ST.
ST. LOUIS, MO 63103
PHONE: (314) 768-6200

AMEREN
DORSETT DISTRICT
1212 DORSETT ROAD
MARYLAND HEIGHTS, MO 63043
CONTACT: RYAN ALEXANDER
PHONE: (314) 344-9560
EMAIL: RAlexander2@ameren.com

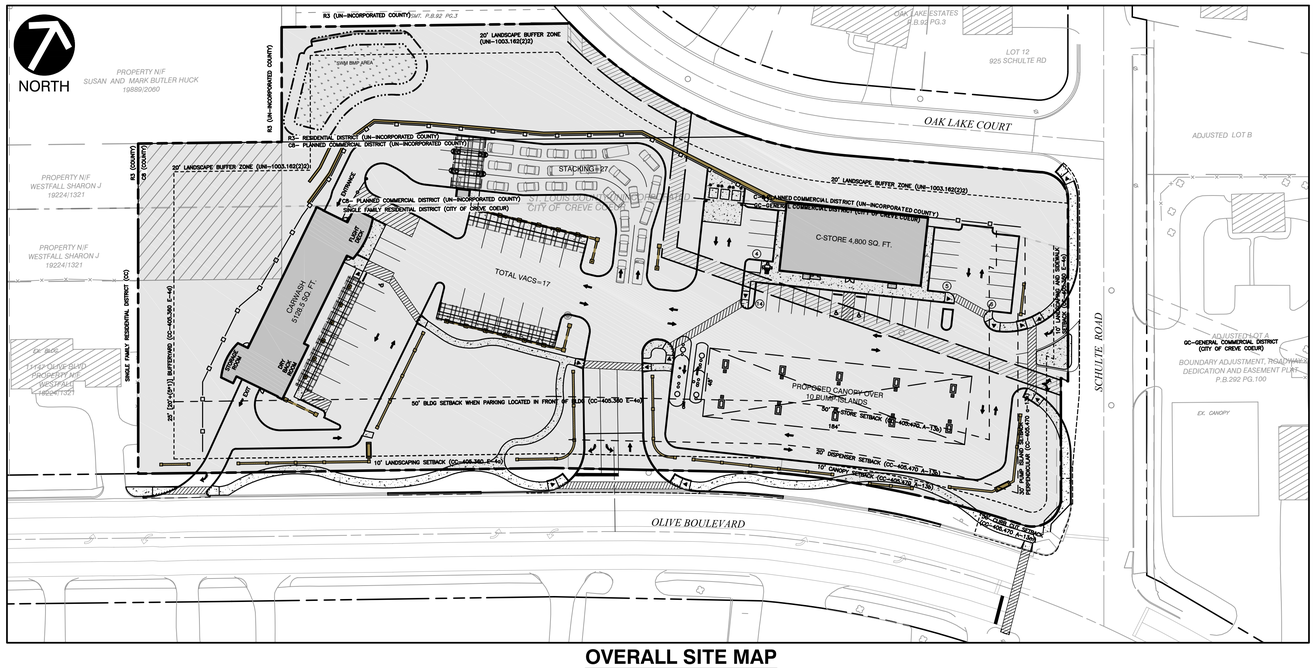
CHARTER COMMUNICATIONS
815 CHARTER COMMONS
TOWN & COUNTRY, MO 63017
CONTACT: RICHARD STURK
PHONE: (636) 387-6650
EMAIL: mapping-design@chartercom.com

MODOT
WEST AREA PERMITS
1590 WOODLAKE DRIVE
CHESTERFIELD, MO 63017-5712
CONTACT: JIM BODART
PHONE: (314) 340-4318
EMAIL: James.Bodart@modot.mo.gov



ZONING MAP

SCALE: 1" = 60'



OVERALL SITE MAP

SCALE: 1" = 50'

DEVELOPMENT NOTES

1. TOTAL PARCEL AREA: 170,736 SQ.FT. (3.920 ACRES)
   AREA WITHIN CITY LIMITS 122,277 SQ.FT. (2.807 ACRES)
   AREA WITHIN UNINCORPORATED 48,459 SQ. FT. (1.113 ACRES)
2. CURRENT ZONING (CC)- SINGLE FAMILY RESIDENTIAL & GENERAL COMMERCIAL
   PROPOSED ZONING (CC)- GENERAL COMMERCIAL
   CURRENT ZONING (UNI)- R3 (RESIDENCE) & C8 (PLANNED COMMERCIAL DISTRICT)
   PROPOSED ZONING (UNI)- C8 (PLANNED COMMERCIAL DISTRICT)
3. SETBACKS-
   FRONT YARD/ROW (CC) 10 FEET OLIVE BLVD. (CC)
   0 FEET SCHULTE ROAD (IN LIEU OF ROW GIVEN TO COUNTY)
   SIDE YARD (CC) 12 FEET*
   SIDE YARD (UNI) 10 FEET
   REAR YARD (UNI) 15 FEET (NORTH PROPERTY LINE)
   BUFFER YARD 25 FEET [SEC 405.360 E-4d]* WITH FENCE FOR DRIVE THRU SCREENING
   *BUFFER YARD @ 20FT + (5 X 1) = 25 FEET
   BUILDING HEIGHT NOTE: ALL PROPOSED BUILDINGS TO BE 1 STORY IN HEIGHT
4. SPECIAL CONSIDERATIONS-
   4.1. TRASH ENCLOSURES SHALL BE INTERIOR TO THE SITE AND NOT ALONG THE NORTH PROPERTY LINE.
   4.2. SIDEWALKS ALONG OLIVE BLVD. SHALL BE FIVE-FOOT IN WIDTH UNLESS ABUTTING CURB, IN WHICH CASE SHALL BE INCREASED TO SIX-FOOT WIDE.
   4.3. PLAN SHALL BE SO DEVELOPED TO INCLUDE AN INTEGRATED PEDESTRIAN CIRCULATION SYSTEM.
5. FIRE DISTRICT: CREVE COEUR
6. FLOOD NOTE:
   ACCORDING TO THE FLOOD INSURANCE RATE MAP OF THE CITY OF CREVE COEUR, MISSOURI (COMMUNITY PANEL NUMBER 290344 0166 H, EFFECTIVE DATE AUGUST 2, 1995), AND THE FLOOD INSURANCE RATE MAP OF ST. LOUIS COUNTY, MISSOURI (UNINCORPORATED AREAS) (COMMUNITY PANEL NUMBER 290327 0166 H, EFFECTIVE DATE AUGUST 2, 1995) THIS PROPERTY LIES WITHIN ZONE X. ZONE X IS DEFINED AS AN AREA OF MINIMAL FLOOD HAZARD.
7. ALL PROPOSED UTILITIES SHALL BE LOCATED UNDERGROUND.
8. TRASH ENCLOSURES SHALL BE SIX FOOT (6') IN HEIGHT AND SHALL BE CONSTRUCTED W/ A SIGHT-PROOF GATE; MATERIALS SHALL BE COMPATIBLE WITH THE ARCHITECTURE OF MAIN BUILDINGS AND OF SIMILAR MATERIALS.
9. STACKING: GENERAL STANDARDS
   9.1. DRIVE-THROUGH LANE/STACKING LANES SHALL HAVE A MINIMUM WIDTH OF TWELVE FEET.
   9.2. STACKING LANES SHALL BE SET BACK 20 FEET FROM RESIDENTIALLY ZONED PROPERTY LINES.
   9.3. AUDIBLE ELECTRONIC DEVICES SUCH AS LOUDSPEAKERS, AUTOMOBILE SERVICE ORDER DEVICES, AND SIMILAR INSTRUMENTS SHALL NOT BE LOCATED WITHIN 50 FEET OF ANY RESIDENTIAL PROPERTY LINE.
   9.4. ALL DRIVE-THROUGH AREAS, INCLUDING BUT NOT LIMITED TO MENU BOARDS, STACKING LANES, TRASH RECEPTACLES, LOUDSPEAKERS, DRIVE UP WINDOWS, AND OTHER OBJECTS ASSOCIATED WITH THE DRIVE-THROUGH AREA SHALL BE LOCATED IN THE SIDE OR REAR YARD OF A PROPERTY, AND SHALL NOT CROSS, INTERFERE WITH, OR IMPEDE ANY PUBLIC RIGHT-OF-WAY.

SITE CALCULATIONS 170,736 SQ.FT.:
AREA CREVE COEUR = 122,277 SQ.FT. (2.807 ACRES)
GREENSPACE (CC) = 52,805
IMPERVIOUS (CC) = 69,472 (56.8%)

AREA UNINCORPORATED = 48,459 SQ.FT. (1.113 ACRES)
GREENSPACE (UNI) = 40,098
IMPERVIOUS (CC) = 8,361 (17.3%)

TOTAL GREENSPACE = 91,548 (54.4%)
TOTAL IMPERVIOUS = 77,833 (45.6%)

RATIO OF FLOOR TO SITE IN SQ.FT. (FAR)
1:17.2 (1 SQ.FT. OF FLOOR SPACE TO 17.2 SQ.FT. OF PARCEL AREA)

PARKING CALCULATIONS:
CREVE COEUR-
REQUIRED = GENERAL RETAIL @ 4 PER 1,000 SQ.FT. = 19.2

UNINCORPORATED-
REQUIRED = CARWASH @ 1/BAY + 5 STACKING PER BAY = 20
= FOOD MARKET @ 3-1/3 PER 1,000 SQ.FT. = 15.9

PROVIDED = 27 STACKING
= 30 SPACES INCLUSIVE OF 2 ACCESSIBLE SPACES

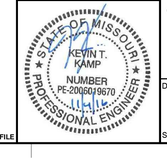
PRELIMINARY DRAINAGE NOTES

1. PROJECT AREA: 170,736 (3.92 ACRES)
2. WATERSHED: FEE FEE
3. 15YR/20MIN DIFFERENTIAL RUNOFF (Q=A*PI, PER MSD):
   PRE: Q=(3.92AC)*(0.38)*(3.54)+(3.92AC)*(0.62)*(1.70)=9.43 CFS
   POST: Q=(3.92AC)*(0.10)*(4.20)+(3.92AC)*(0.41)*(3.54)+(3.92AC)*(0.49)*(4.60)=9.84 CFS
   DIFFERENTIAL RUNOFF: Q=(+)1.17 CFS
4. PER MSD SECTION 4.080.01(2B), THIS PROJECT DOES NOT REQUIRE DETENTION, HOWEVER THE SITE MUST PROVIDE WATER QUALITY.
5. PER THE NATIONAL RESOURCE CONSERVATION SERVICE (NRCS) THIS PROJECT IS WITHIN HYDROLOGIC SOIL GROUP 'D' HAVING A LOW INFILTRATION RATE AND HIGH RUNOFF POTENTIAL.
6. WATER QUALITY VOLUME FOR THE ENTIRE SITE (3.92 ACRES AT 51% IMPERVIOUS) PER MARYLAND STORMWATER DESIGN MANUAL APPENDIX D-10:
   WQp=3.02 CFS OR WQv=8,300 CF

WATER QUALITY BMPS:
- HYDRODYNAMIC SEPARATOR AND SNOUT FOR HOTSPOT AREA AT GAS PUMPS
- BIORETENTION (WILL ALSO PROVIDE VOLUME REDUCTION)

DRAWING LIST

SHEET NO.	DRAWING NO.	TITLE
01	C000	COVER
02	C100	EXISTING CONDITIONS PLAN
03	C200	SITE & UTILITY PLAN
04	C300	GRADING PLAN
05	C301	SITE SECTIONS



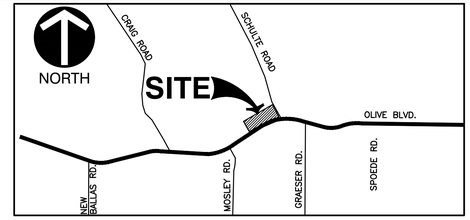
*HAND SIGNATURE ON FILE



CALL BEFORE YOU DIG!
1-800-DIG-RITE

REFERENCE

1. TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.



REVISION RECORD

NO	DATE	DESCRIPTION
1	11/04/2016	SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN
2	—	—
3	—	—
4	—	—
5	—	—
6	—	—
7	—	—
8	—	—

ZIP- 63146

Civil & Environmental Consultants, Inc.
CERTIFICATION/LICENSE NO. 2002019942
4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 · 866-250-3679
www.cecinc.com

MSD MAP# 17-N

P-

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX
COVER

DATE:	AUG. 2016
DRAWN BY:	CAC
DWG SCALE:	AS NOTED
CHECKED BY:	KTK
PROJECT NO:	110-241
APPROVED BY:	KTK*

DRAWING NO.: **C000**

SHEET 01 OF 05

Attachment: 20161104-110241 CIVIL (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

NORTH

10'W ESMT. GRANTED TO UNION ELECTRIC LIGHT AND POWER COMPANY BY BOOK 1381 PAGE 49

10'W ESMT. GRANTED TO UNION ELECTRIC LIGHT AND POWER COMPANY BY BOOK 1391 PAGE 15

CITY OF CREVE COEUR
ST. LOUIS COUNTY
UNINCORPORATED

PROPERTY N/F
HARRIETT BARON TRUST
17534/2432

PROPERTY N/F
SUSAN AND MARK BUTLER HUCK
19889/2060

PROPERTY N/F
WESTFALL SHARON J
19224/1321

PROPERTY N/F
WESTFALL SHARON J
19224/1321

1147 OLIVE BLVD
PROPERTY N/F
WESTFALL
19224/1321

LOT 4
11122 OAK LAKE CT
PROPERTY N/F
TAYLOR TODD N & XYNOS H W ETAL
20166/917

LOT 10
11104 OAK LAKE ESTATES CT
P.B.92 PG.3

OAK LAKE ESTATES
P.B.92 PG.3
LOT 11
11107 OAK LAKE CT

OAK LAKE ESTATES
P.B.92 PG.3
LOT 12
925 SCHULTE RD

OAK LAKE COURT
50' WIDE
10'W. ESMT. GRANTED FEE FEE TRUNK SEWER BY. BOOK 4099 PAGE 274

ADJUSTED LOT B

EAST LINE OF BROADWAY DEDICATION P.B.292 PG.100

LOT 3
PROPERTY N/F
MATHEW B. LIBRACH
17443/3481

LOT 2
PROPERTY N/F
ARCH ENERGY LLC
20038/831

LOT 1
PROPERTY N/F
ARCH ENERGY LLC
20038/631

PROPERTY N/F
THE MIDDLEBROOK
LIMITED PARTNERSHIP
16097/2696

PROPERTY N/F
THE MIDDLEBROOK
LIMITED PARTNERSHIP
16097/2699

PROPERTY N/F
ARCH ENERGY LLC
21996/652

PROPERTY N/F
ARCH ENERGY LLC
16024/199 TRACT 10

ST. LOUIS COUNTY/UNINCORPORATED
CITY OF CREVE COEUR

OLIVE BOULEVARD

SCHULTE ROAD

ADJUSTED LOT A
GC–GENERAL COMMERCIAL DISTRICT
(CITY OF CREVE COEUR)

BOUNDARY ADJUSTMENT, ROADWAY DEDICATION AND EASEMENT PLAT

TOTAL AREA
3.920 Acres
170,736 sq.ft.

R3 (UN–INCORPORATED COUNTY)

R3– RESIDENTIAL DISTRICT (UN–INCORPORATED COUNTY)
C8– PLANNED COMMERCIAL DISTRICT (UN–INCORPORATED COUNTY)

C8– PLANNED COMMERCIAL DISTRICT (UN–INCORPORATED COUNTY)
SINGLE FAMILY RESIDENTIAL DISTRICT (CITY OF CREVE COEUR)

C8–PLANNED COMMERCIAL DISTRICT (UN–INCORPORATED COUNTY)
GC–GENERAL COMMERCIAL DISTRICT (CITY OF CREVE COEUR)

20' LANDSCAPE BUFFER ZONE (UNI–1003.162(2)2)

10' LANDSCAPING SETBACK (CC–405.360 E–4a)

25' [20'+(5'×1')] BUFFERYARD (CC–405.360 E–4c)

50' BLDG SETBACK WHEN PARKING LOCATED IN FRONT OF BLDG (CC–405.360 E–4a)

50' C–STORE SETBACK (CC–405.470 A–13b)

20' DISPENSER SETBACK (CC–405.470 A–13b)

10' CANOPY SETBACK (CC–405.470 A–13b)

50' PUMP ISLAND SETBACK PERPENDICULAR (CC–405.470 a–13b)

50' CURB CUT SETBACK (CC–405.470 A–13m)

10' LANDSCAPING AND SIDEWALK SETBACK (CC–405.360 E–4c)

PARCEL 1
COMM. FILE NO. 16–09251
PARCEL 2
PROPERTY N/F
THE MIDDLEBROOK
LIMITED PARTNERSHIP
16097/2696

COMM. FILE NO. 16–09251
PARCEL 1
PROPERTY N/F
THE MIDDLEBROOK
LIMITED PARTNERSHIP
16097/2699

COMM. FILE NO. 16–03535
PROPERTY N/F
ARCH ENERGY LLC
21996/652

COMM. FILE NO. 16–04012
LOT 3
PROPERTY N/F
MATHEW B. LIBRACH
17443/3481

PARCEL
COMM. FILE NO. 16–09251
PARCEL 3
PROPERTY N/F
THE MIDDLEBROOK
LIMITED PARTNERSHIP
16097/2696

EX. BLDG.
1147 OLIVE BLVD
PROPERTY N/F
WESTFALL
19224/1321

EX. BLDG.
11122 OAK LAKE CT
PROPERTY N/F
TAYLOR TODD N & XYNOS H W ETAL
20166/917

EX. BLDG.
11104 OAK LAKE ESTATES CT
P.B.92 PG.3

EX. BLDG.
11107 OAK LAKE CT

EX. BLDG.
925 SCHULTE RD

EX. BLDG.
LOT 3
PROPERTY N/F
MATHEW B. LIBRACH
17443/3481

EX. BLDG.
LOT 2
PROPERTY N/F
ARCH ENERGY LLC
20038/831

EX. BLDG.
LOT 1
PROPERTY N/F
ARCH ENERGY LLC
20038/631

EX. CARWASH

EX. CANOPY

EX. MH (BURIED)
FIELD VERIFY LOCATION

ESMT. P.B.92 PG.3
10'W. ESMT. TO BE VACATED

ESMT. EXCLUSIVE OF ACCESS ESMT. GRANTED BY BOOK 5112 PAGE 83 TO BE VACATED

NON–EXCLUSIVE ACCESS ESMT. GRANTED BY BOOK 5112 PAGE 83 TO BE VACATED

10'W DRAINAGE EASEMENT GRANTED BY BOOK 5112 PAGE 83

PERPETUAL ROADWAY MAINTENANCE AND IMPROVEMENTS AND UTILITY AND SEWER EASEMENT GRANTED BY BOOK 5731 PAGE 513

PERPETUAL ROADWAY MAINTENANCE AND IMPROVEMENTS AND UTILITY AND SEWER EASEMENT GRANTED BY BOOK 5731 PAGE 513

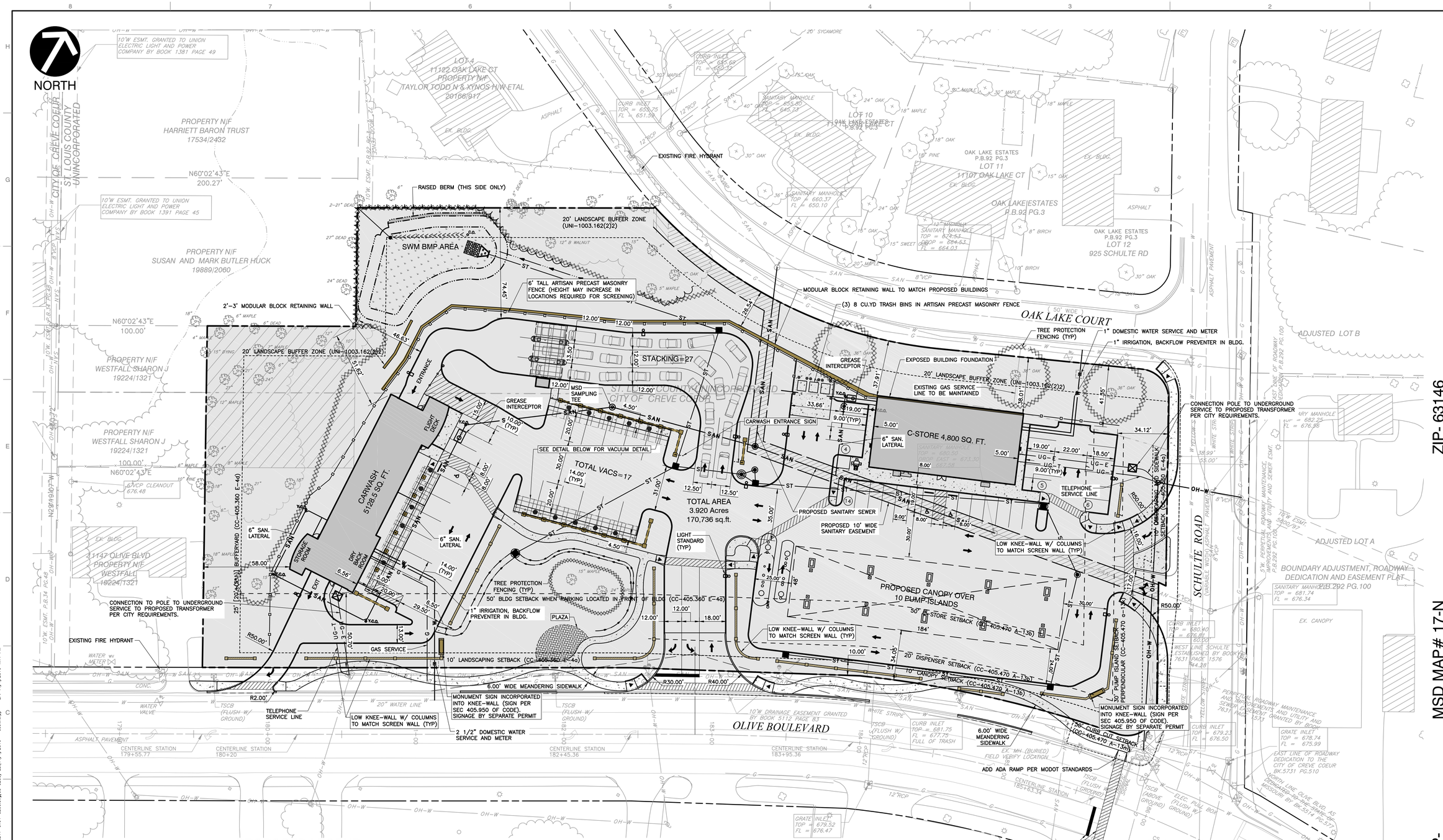
5'W. ESMT. P.B.92 PG.3

5'W. ESMT. P.B.92 PG.3

10'W. ESMT. P.B.92 PG.3

10'W. ESMT. P.B.92 PG.3

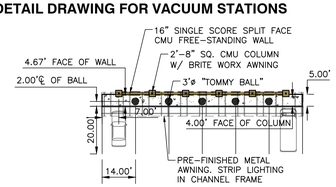
10



PROPOSED LEGEND (SEE DRAWING C100 FOR EXISTING LEGEND)

- SETBACK LINES PER ESTABLISHED CODE
- SETBACK LINES PER PROPOSED VARIANCE
- W — PROPOSED WATER SERVICE (SEE PLAN FOR SIZES)
- PROPOSED WATER VALVE
- PROPOSED FIRE HYDRANT
- PROPOSED DOMESTIC METER
- UG-E — PROPOSED UNDERGROUND ELECTRIC SERVICE
- OH-W — PROPOSED OVERHEAD ELECTRIC LINE
- PROPOSED UTILITY POLE
- PROPOSED ELECTRIC TRANSFORMER
- PROPOSED LIGHTING FIXTURES (SEE LIGHTING PLAN)
- UG-T — PROPOSED UNDERGROUND TELECOMMUNICATIONS SERVICE LINE
- G — PROPOSED UNDERGROUND GAS SERVICE LINE
- SAN — PROPOSED SANITARY LATERAL
- ST — PROPOSED STORM WATER SEWER PIPE
- PROPOSED ROOF DOWNSPOUT
- PROPOSED ROOF DOWNSPOUT SPLASH PAD
- PROPOSED CURB INLET
- PROPOSED AREA INLET
- PROPOSED SANITARY AND STORM YARD CLEANOUT
- PROPOSED STORM MANHOLE
- GRASSY DRAINAGE FLAT BOTTOM SWALE
- PROPOSED WHEELSTOP
- PROPOSED BOLLARD
- PROPOSED DIRECTIONAL SIGNAGE
- PROPOSED VACUUM CANOPY
- PROPOSED 6' TALL ARTISAN PRECAST MASONRY FENCE (OR APPROVED EQUAL)
- PROPOSED 4' TALL SCREEN WALL WITH COLUMNS
- PROPOSED 2'-3' KNEE-WALL WITH 4' PILASTER
- PROPOSED FLUSH PAVEMENT WITH WALK
- PROPOSED VARIABLE HEIGHT CURB (REVEAL FROM 6" TO 0")
- PROPOSED ADA ACCESSIBLE RAMP (5% < SLOPE < 8.33%)
- PROPOSED CROSSWALK (CROSS HATCHING SHOWN FOR REFERENCE ONLY)
- PROPOSED CONCRETE WALKWAY
- PROPOSED HEAVY DUTY CONCRETE
- PROPOSED MONUMENT SIGN & POLE SIGN
- PROPOSED EASEMENT
- TREE PROTECTION AREAS (NO GRADING)

DETAIL DRAWING FOR VACUUM STATIONS



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REFERENCE

1. TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.

SCALE IN FEET 0 30 60

*HAND SIGNATURE ON FILE

STATE OF MISSOURI KEVIN T. KAMP NUMBER PE-2006019670 PROFESSIONAL ENGINEER

REVISION RECORD

NO	DATE	DESCRIPTION
1	11/04/2016	SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
2	—	—
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4	—	—
5	—	—
6	—	—
7	—	—
8	—	—

ZIP- 63146

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CERTIFICATION/LICENSE NO. 2002013942
4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 - 866-250-3679
www.cecinc.com

MSD MAP# 17-N

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

P-

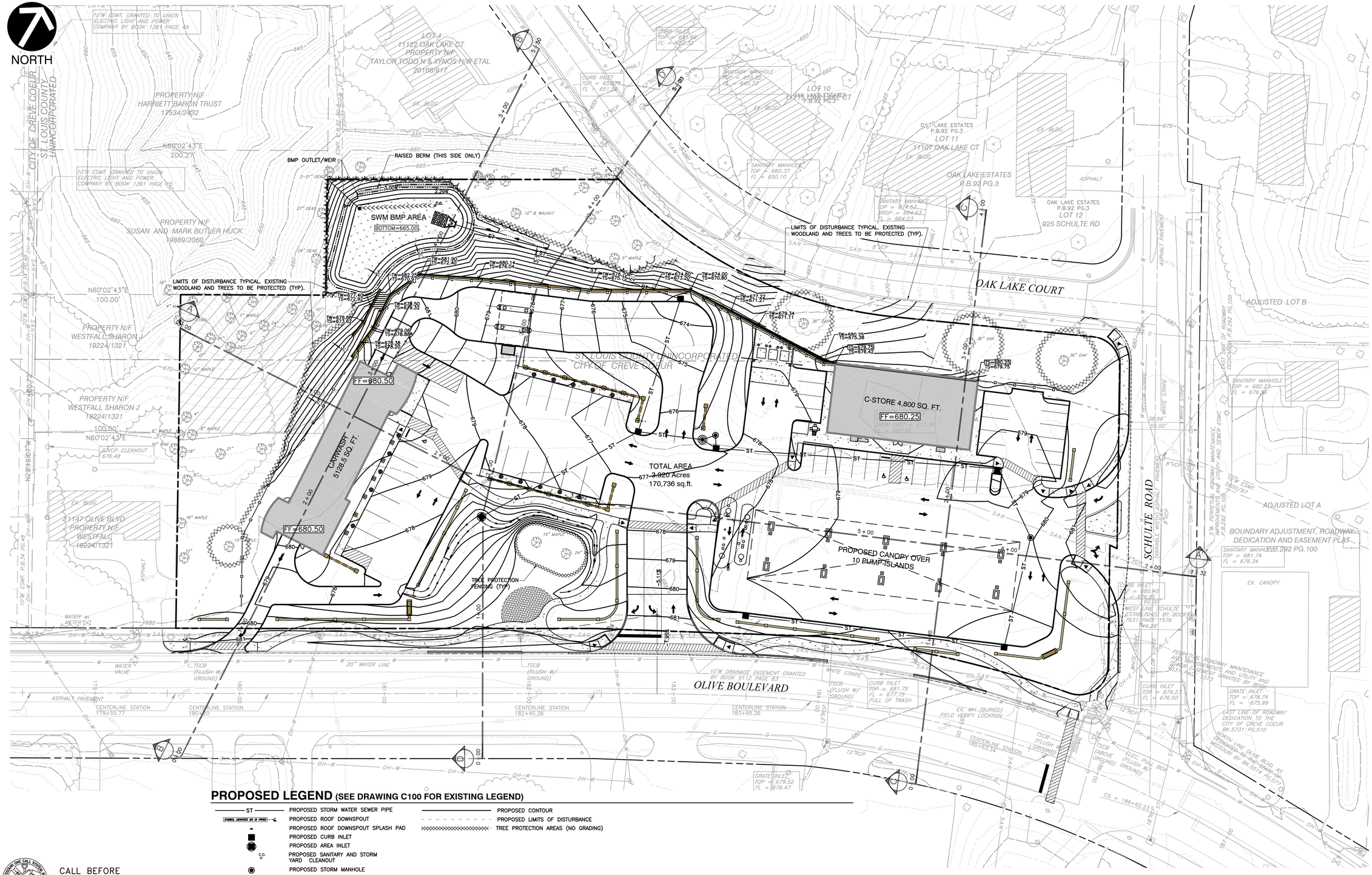
SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX
SITE & UTILITY PLAN

DATE:	AUG. 2016	DRAWN BY:	CAC
DWG SCALE:	AS NOTED	CHECKED BY:	KTK
PROJECT NO:			110-241
APPROVED BY:			KTK*

DRAWING NO.: C200

SHEET 03 OF 05

Attachment: 20161104-110241 CIVIL (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



PROPOSED LEGEND (SEE DRAWING C100 FOR EXISTING LEGEND)

- ST — PROPOSED STORM WATER SEWER PIPE
- (SYMBOL DENOTES 225 IS PIPED) — PROPOSED ROOF DOWNSPOUT
- PROPOSED ROOF DOWNSPOUT SPLASH PAD
- PROPOSED CURB INLET
- PROPOSED AREA INLET
- C.O. — PROPOSED SANITARY AND STORM YARD CLEANOUT
- PROPOSED STORM MANHOLE
- PROPOSED CONTOUR
- PROPOSED LIMITS OF DISTURBANCE
- TREE PROTECTION AREAS (NO GRADING)
- GRASSY DRAINAGE FLAT BOTTOM SWALE
- PROPOSED 6' TALL ARTISAN PRECAST MASONRY FENCE (OR APPROVED EQUAL)
- (DENOTES VACUUM) — PROPOSED 4' TALL SCREEN WALL WITH COLUMNS
- PROPOSED 2'-3' KNEE-WALL WITH 4' PILASTER
- PROPOSED FLUSH PAVEMENT WITH WALK
- (TYPICAL 6" TALL CURB, "0" TO 6" CURB) — PROPOSED VARIABLE HEIGHT CURB (REVEAL FROM 6" TO 0")
- PROPOSED ADA ACCESSIBLE RAMP (5% < SLOPE < 8.33%)

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REFERENCE

1. TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.

SCALE IN FEET
0 30 60

*HAND SIGNATURE ON FILE

STATE OF MISSOURI
KEVIN T. KAMP
NUMBER PE-2006019670
PROFESSIONAL ENGINEER

ZIP- 63146

P- MSD MAP# 17-N

REVISION RECORD

NO	DATE	DESCRIPTION
1	11/04/2016	SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN
2		
3		
4		
5		
6		
7		
8		

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WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

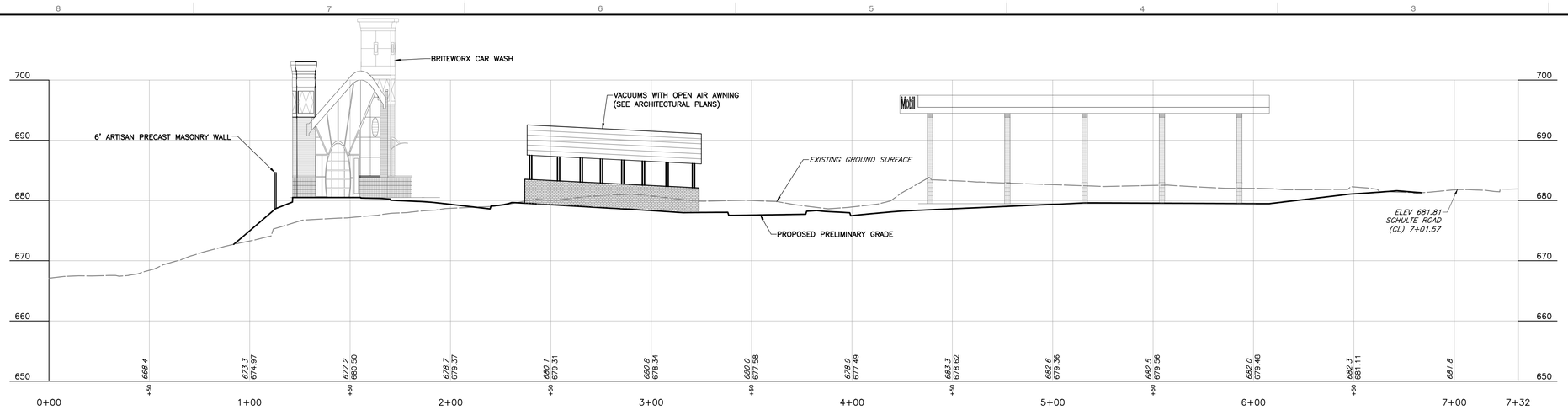
SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX
GRADING PLAN

DATE:	AUG. 2016
DRAWN BY:	CAC
DWG SCALE:	AS NOTED
CHECKED BY:	KTK
PROJECT NO:	110-241
APPROVED BY:	KTK*

DRAWING NO.: C300
SHEET 04 OF 05

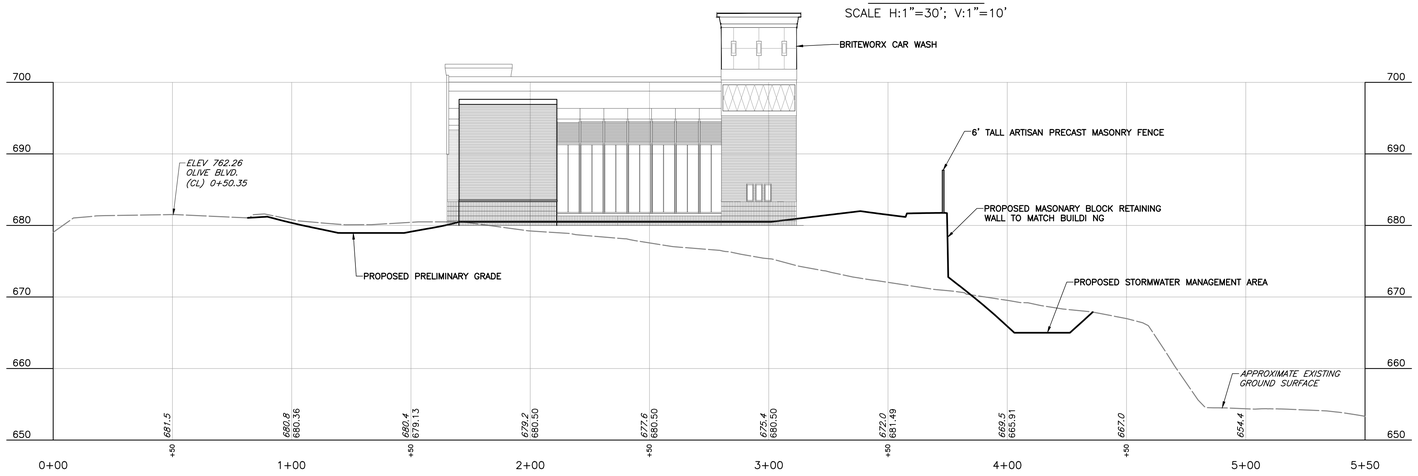
\\SVR-STLOUIS\Projects\2011\110-241\--CAD\Dwg\Civil Drawings C-Store\110241-C004-C300.dwg[M. CSD] LS(11/4/2016 - mattkauth) - LP: 11/4/2016 1:11 PM

Attachment: 20161104-110241 CIVIL (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



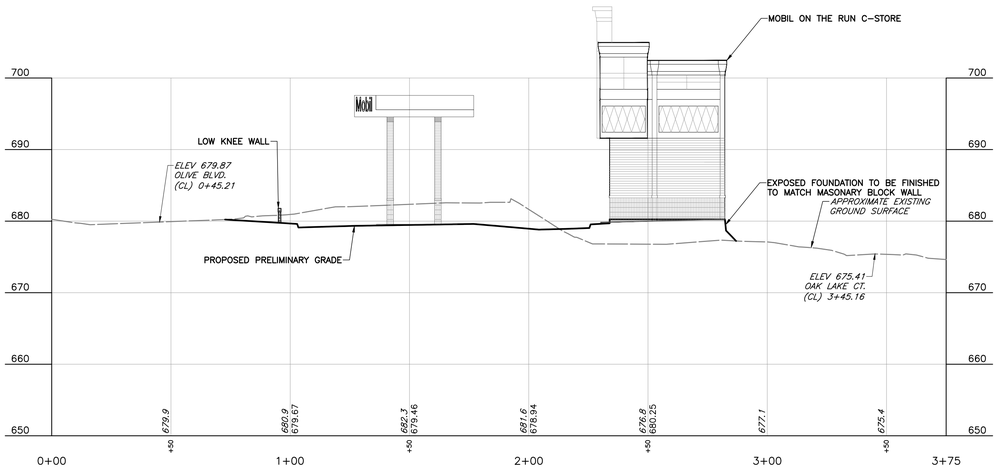
SECTION A-A'

SCALE H:1"=30'; V:1"=10'



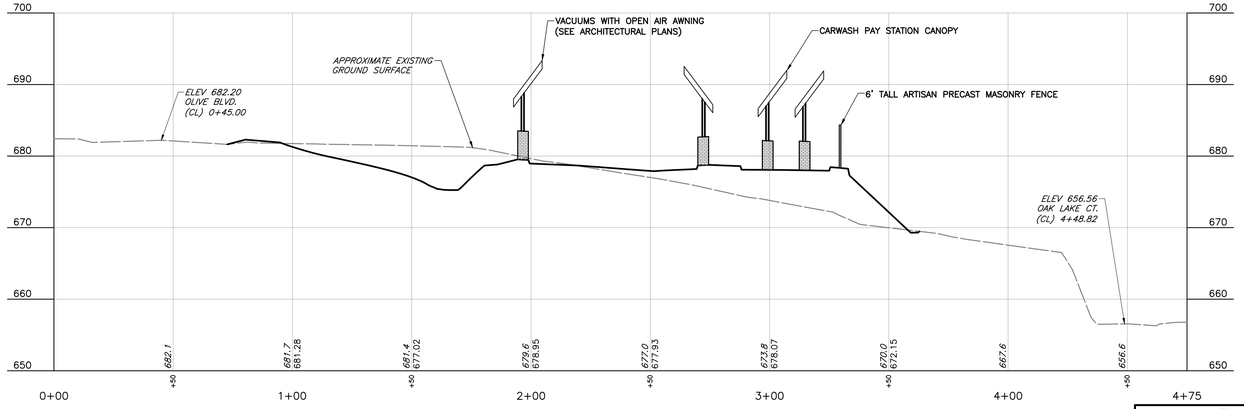
SECTION B-B'

SCALE H:1"=30'; V:1"=10'



SECTION C-C'

SCALE H:1"=30'; V:1"=10'



SECTION D-D'

SCALE H:1"=30'; V:1"=10'

REFERENCE

1. TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.

MISSOURI ONE CALL SYSTEM INC. STOP! CALL BEFORE YOU DIG!

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*HAND SIGNATURE ON FILE

STATE OF MISSOURI
KEVIN T. KAMP
NUMBER PE-2006019670
PROFESSIONAL ENGINEER

REVISION RECORD

NO	DATE	DESCRIPTION
1	11/04/2016	SUBMITTAL TO CITY OF CREVE COEUR: REZONING, CONDITIONAL USE & SITE DEVELOPMENT PLAN, PLAT
2	—	—
3	—	—
4	—	—
5	—	—
6	—	—
7	—	—
8	—	—

Civil & Environmental Consultants, Inc.
CERTIFICATION/LICENSE NO. 2002013942
4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 · 866-250-3679
www.ceiinc.com

ZIP- 63146

MSD MAP# 17-N

P-

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX

SITE SECTIONS

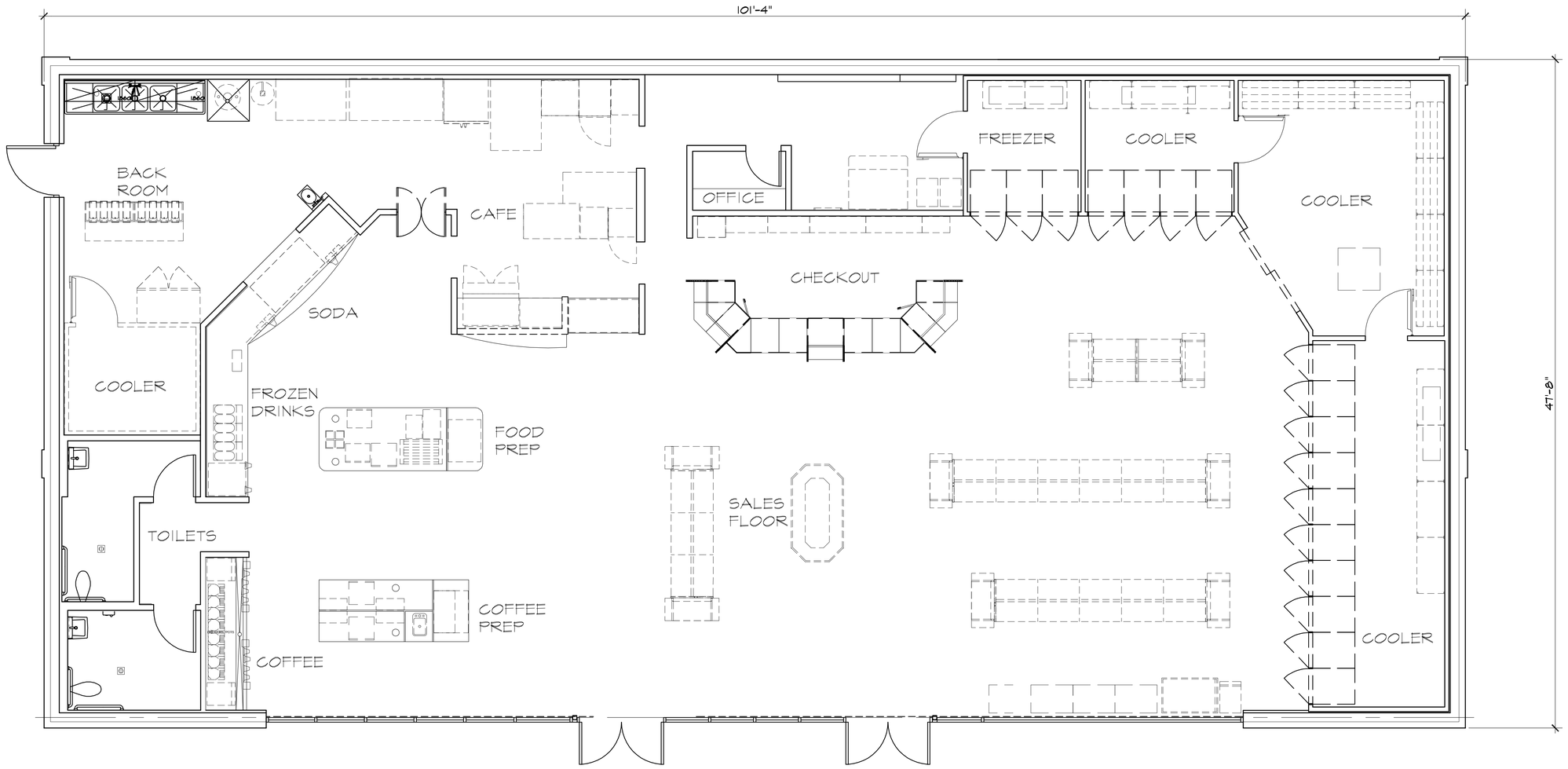
DATE:	AUG. 2016	DRAWN BY: CAC
DWG SCALE:	AS NOTED	CHECKED BY: KTK
PROJECT NO:		110-241
APPROVED BY:		KTK*

DRAWING NO.:
C301
SHEET 05 OF 05

Attachment: 20161104-110241 CIVIL (16-031 Mobil on the Run and Brite Worx Car Wash RZCS,CUP,SDP)

Packet Pg. 201

\\SVR-STL00(S)\Projects\2011\110-241\-CAD\Dwg\C404 Britebox C-Store\110241-C404-C301.dwg(08 C301) LS(11/4/2016 - courtney) - LP: 11/4/2016 1:11 PM



N
W E
S

FLOOR PLAN
SCALE: 1/4" = 1'-0"

OSM
2190 S MASON ROAD SUITE 202
ST. LOUIS, MISSOURI 63131
PHONE 314.394.2210
Architecture
Planning
Construction Management
CERTIFICATE OF AUTHORITY: 000870 EXPIRATION: 12/31/16

P&Z SET

ExxonMobil

On the Run

CONVENIENCE STORE AND CAR WASH

11109 OLIVE BLVD
CREVE COEUR, MISSOURI 63141

Attachment: 20161104_Architectural (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

PROJECT NUMBER 1623
DATE 11-4-16
DRAWN BY TSW
CHECKED BY SWM
REVISION

A1.1

FLOOR PLAN

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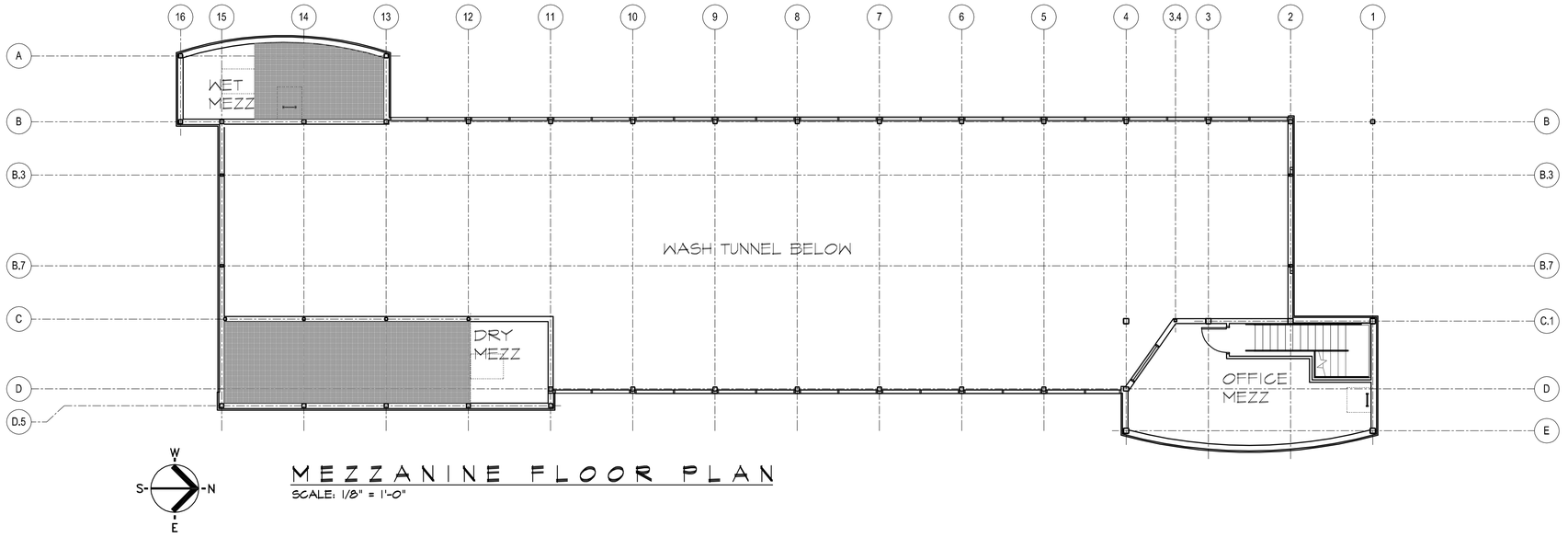
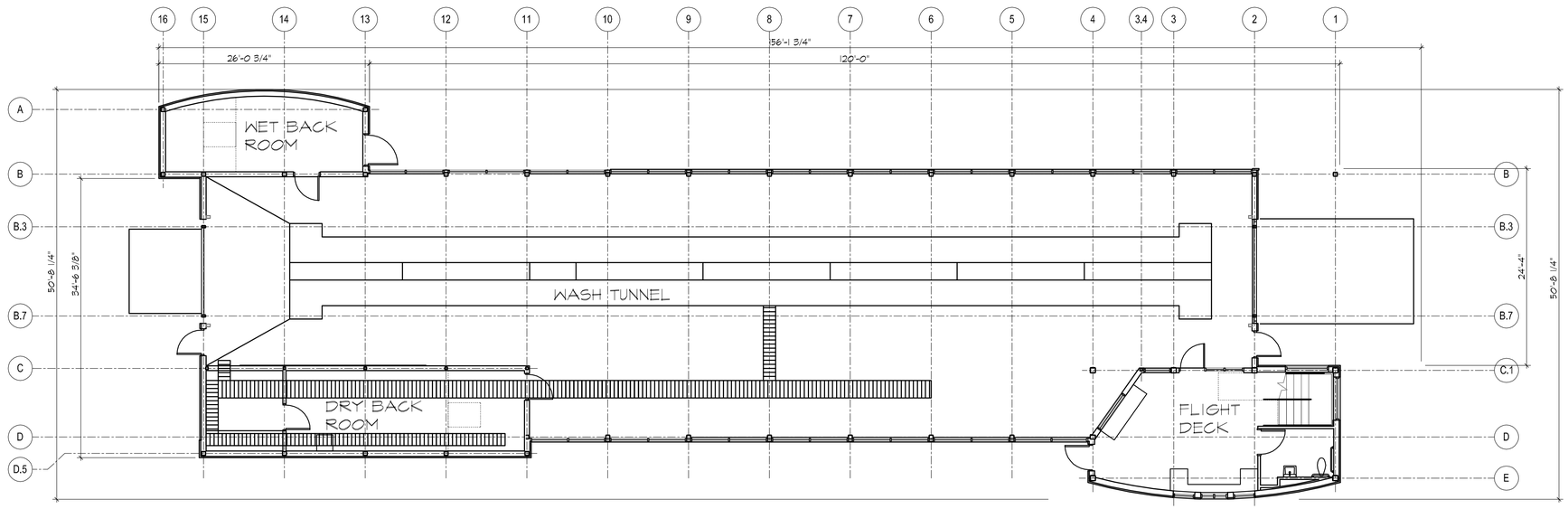


MEZZANINE FLOOR PLAN

SCALE: 1/8" = 1'-0"



FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

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PHONE 314.394.2210
Architecture
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CONVENIENCE STORE AND CAR WASH

11109 OLIVE BLVD
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Attachment: 20161104_Architectural (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

PROJECT NUMBER 1623
DATE 11-4-16
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CHECKED BY SNM
REVISION

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CW FLOOR PLANS

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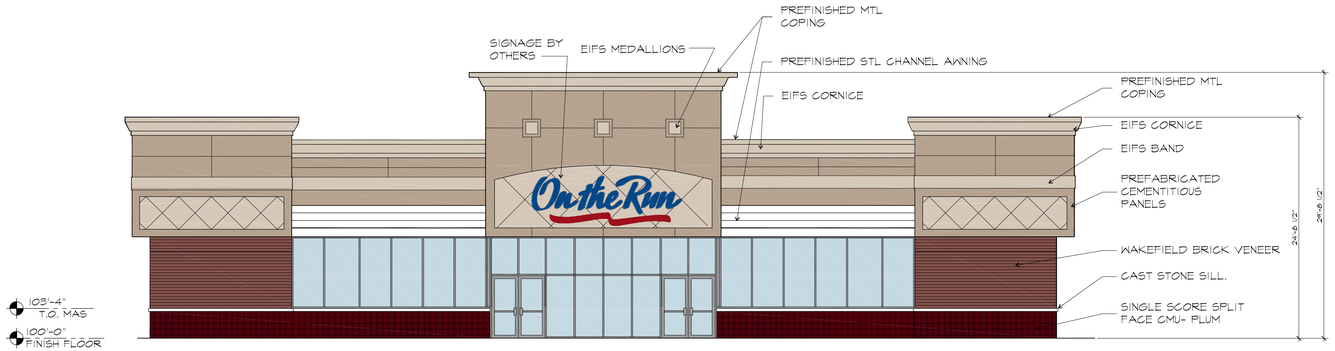
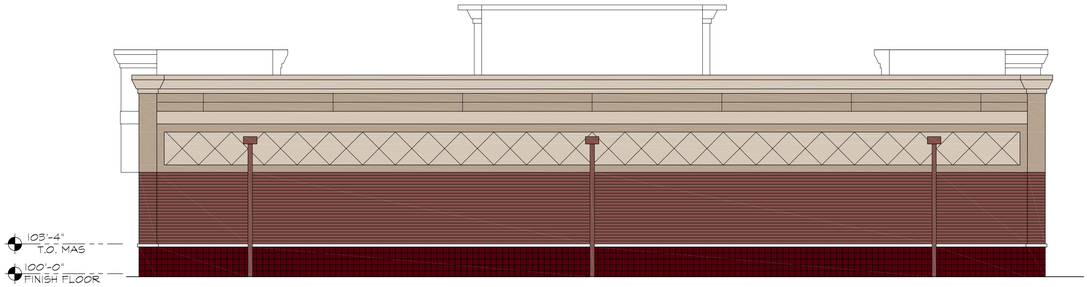


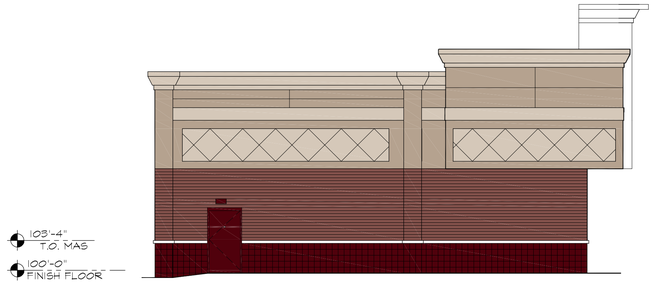
SOUTH ELEVATION- C-STORE

SCALE: 1/8" = 1'-0"



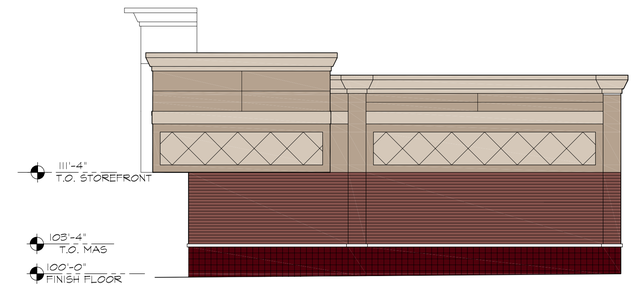
NORTH ELEVATION- C-STORE

SCALE: 1/8" = 1'-0"



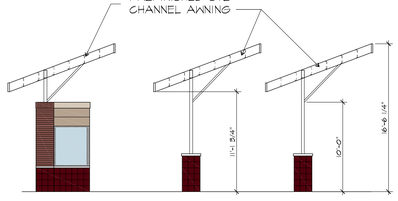
WEST ELEVATION- C-STORE

SCALE: 1/8" = 1'-0"



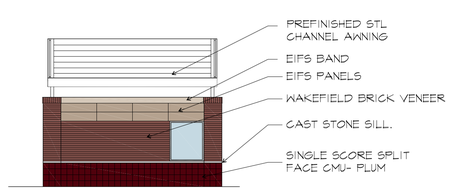
EAST ELEVATION- C-STORE

SCALE: 1/8" = 1'-0"



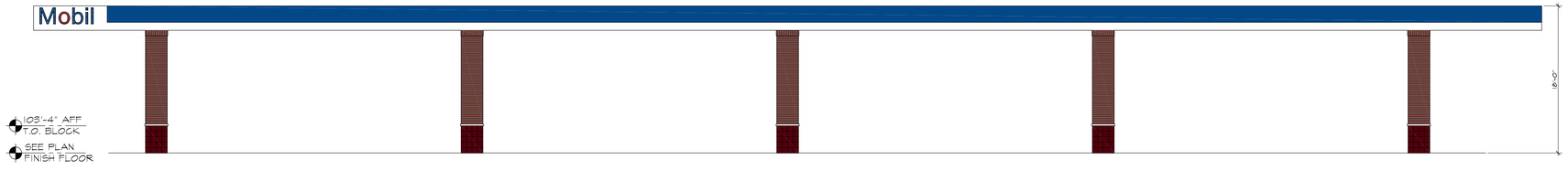
EAST ELEVATION- CW CANOPY

SCALE: 1/8" = 1'-0"



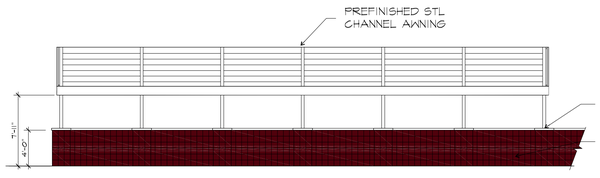
SOUTH ELEVATION- CW CANOPY

SCALE: 1/8" = 1'-0"



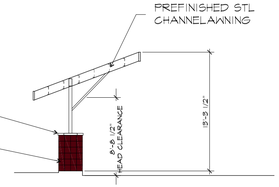
SOUTH ELEVATION FUEL CANOPY

SCALE: 1/8" = 1'-0"



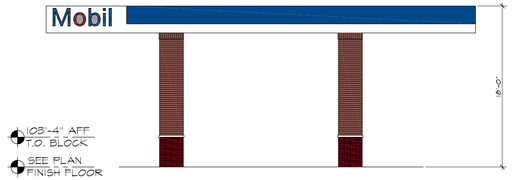
SOUTH ELEVATION- VACUUM SCREEN- CONNECTOR

SCALE: 1/8" = 1'-0"



EAST ELEVATION VACUUM SCREEN

SCALE: 1/8" = 1'-0"



EAST ELEVATION FUEL CANOPY

SCALE: 1/8" = 1'-0"

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On the Run

CONVENIENCE STORE AND CAR WASH

1109 OLIVE BLVD
CREVE COEUR, MISSOURI 63141

Attachment: 20161104_Architectural (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

PROJECT NUMBER 1623
DATE 11-4-16
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REVISION

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EXTERIOR ELEVATIONS

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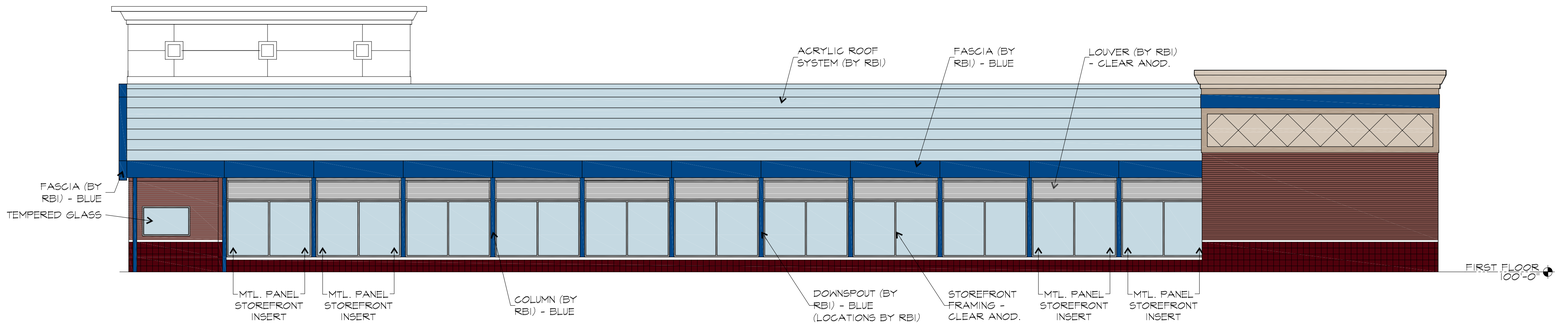
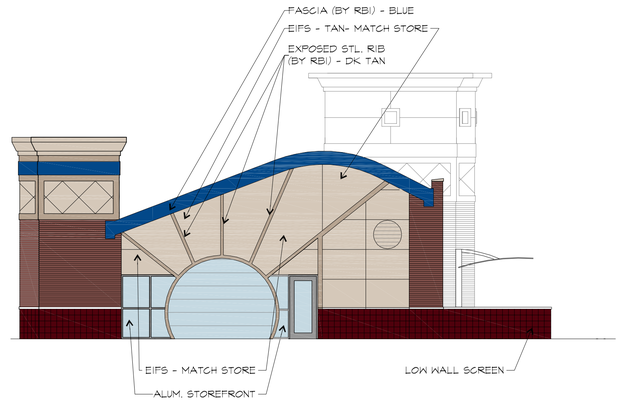


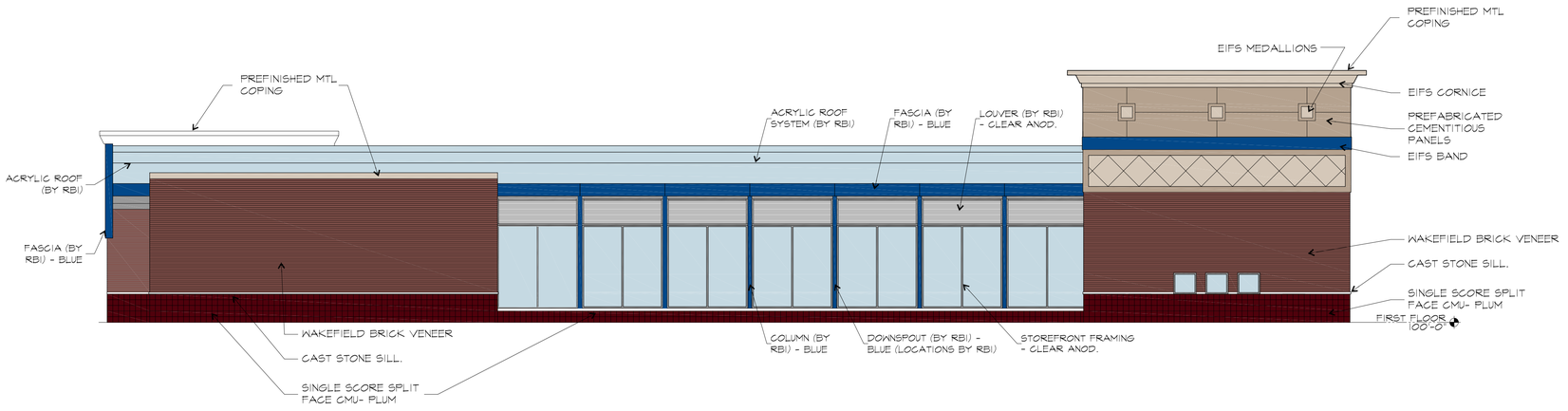
WEST ELEVATION

SCALE: 1/8" = 1'-0"



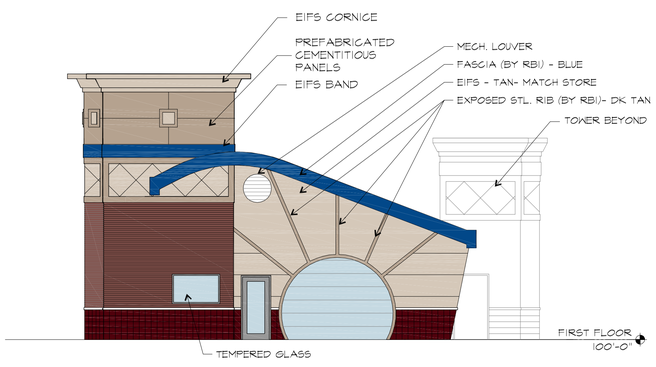
SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



EAST ELEVATION

SCALE: 1/8" = 1'-0"



NORTH ELEVATION

SCALE: 1/8" = 1'-0"

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CONVENIENCE STORE AND CAR WASH

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CREVE COEUR, MISSOURI 63141

Attachment: 20161104_Architectural (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

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EXTERIOR ELEVATIONS

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EXISTING TREES

74 TREES EXIST ON THE SITE
24 TREES 8" CAL AND LARGER WILL BE PRESERVED (32% OF EXISTING TREES) TO MEET THE 25% REQUIREMENTS OF THE TREE CONSERVATION ORDINANCE.
2 ADDITIONAL LARGE TREES (A 15" AND 24" MAPLE IN THE FRONT OF THE PROJECT) WILL HAVE PROTECTION ATTEMPTED (DEMO AROUND THESE TREES WILL BE PARTICULARLY DIFFICULT...IF THEY ARE REMOVED, THEY WILL BE REPLACED WITH 3" CAL SHADE TREES)
8 ADDITIONAL TREES (< 8" CAL SO NOT COUNTED IN THE TREE CONSERVATION ORDINANCE, BUT DO COUNT TOWARDS LANDSCAPING CREDITS) OF QUALITY NATIVE SPECIES (DOGWOOD, OAK, MAPLE, ETC) WILL ALSO BE PRESERVED
.34 ACRES OF UNDISTURBED WOODLAND UNDERSTORY WILL BE PRESERVED IN THE ROOT PROTECTION ZONES TO PRESERVE THE EXISTING DENSE VEGETATIVE SCREENING FOR THE ADJACENT RESIDENTIAL LOTS.

TOTAL TREES PROTECTED ON SITE = 34

EXISTING TREES TO BE PRESERVED WILL HAVE AN APPROXIMATE TREE ROOT PROTECTION AREA AS SHOWN.

FIELD ADJUSTMENT MAY BE NECESSARY FOR DEMO OF EXISTING STRUCTURES.

DEVELOPMENT NOTES

1. TOTAL PARCEL AREA: 170,736 SQ.FT. (3.920 ACRES)
   AREA WITHIN CITY LIMITS 122,277 SQ.FT. (2.807 ACRES)
   AREA WITHIN UNINCORPORATED 48,459 SQ. FT. (1.113 ACRES)

2. CURRENT ZONING (CC)– SINGLE FAMILY RESIDENTIAL & GENERAL COMMERCIAL
   PROPOSED ZONING (CC)– GENERAL COMMERCIAL
   CURRENT ZONING (UNI)– R3 (RESIDENCE) & C8 (PLANNED COMMERCIAL DISTRICT)
   PROPOSED ZONING (UNI)– C8 (PLANNED COMMERCIAL DISTRICT)

3. SETBACKS–
   FRONT YARD/ROW (CC) 10 FEET OLIVE BLVD. (CC)
   0 FEET SCHULTE ROAD (IN LIEU OF ROW GIVEN TO COUNTY)
   SIDE YARD (CC) 12 FEET*
   SIDE YARD (UNI) 10 FEET
   REAR YARD (UNI) 15 FEET (NORTH PROPERTY LINE)
   BUFFER YARD 25 FEET [SEC 405.360 E–4d]* WITH FENCE FOR DRIVE THRU SCREENING
   *BUFFER YARD @ 20FT + (5 X 1) = 25 FEET
   BUILDING HEIGHT NOTE: ALL PROPOSED BUILDINGS TO BE 1 STORY IN HEIGHT

4. SPECIAL CONSIDERATIONS–
   4.1. TRASH ENCLOSURES SHALL BE INTERIOR TO THE SITE AND NOT ALONG THE NORTH PROPERTY LINE
   4.2. SIDEWALKS ALONG OLIVE BLVD. SHALL BE FIVE–FOOT IN WIDTH UNLESS ABUTTING CURB, IN WHICH CASE SHALL BE INCREASED TO SIX–FOOT WIDE.
   4.3. PLAN SHALL BE SO DEVELOPED TO INCLUDE AN INTEGRATED PEDESTRIAN CIRCULATION SYSTEM.

5. FIRE DISTRICT: CREVE COEUR

6. FLOOD NOTE:
   ACCORDING TO THE FLOOD INSURANCE RATE MAP OF THE CITY OF CREVE COEUR, MISSOURI (COMMUNITY PANEL NUMBER 290344 0166 H, EFFECTIVE DATE AUGUST 2, 1995), AND THE FLOOD INSURANCE RATE MAP OF ST. LOUIS COUNTY, MISSOURI (UNINCORPORATED AREAS) (COMMUNITY PANEL NUMBER 290327 0166 H, EFFECTIVE DATE AUGUST 2, 1995) THIS PROPERTY LIES WITHIN ZONE X. ZONE X IS DEFINED AS AN AREA OF MINIMAL FLOOD HAZARD.

7. ALL PROPOSED UTILITIES SHALL BE LOCATED UNDERGROUND.

8. TRASH ENCLOSURES SHALL BE SIX FOOT (6') IN HEIGHT AND SHALL BE CONSTRUCTED W/ A SIGHT–PROOF GATE; MATERIALS SHALL BE COMPATIBLE WITH THE ARCHITECTURE OF MAIN BUILDINGS AND OF SIMILAR MATERIALS.

9. STACKING: GENERAL STANDARDS
   9.1. DRIVE–THROUGH STACKING LANES SHALL HAVE A MINIMUM WIDTH OF TWELVE FEET.
   9.2. STACKING LANES SHALL BE SET BACK 20 FEET FROM RESIDENTIALLY ZONED PROPERTY LINES.
   9.3. AUDIBLE ELECTRONIC DEVICES SUCH AS LOUDSPEAKERS, AUTOMOBILE SERVICE ORDER DEVICES, AND SIMILAR INSTRUMENTS SHALL NOT BE LOCATED WITHIN 50 FEET OF ANY RESIDENTIAL PROPERTY LINE.
   9.4. ALL DRIVE–THROUGH AREAS, INCLUDING BUT NOT LIMITED TO MENU BOARDS, STACKING LANES, TRASH RECEPTACLES, LOUDSPEAKERS, DRIVE UP WINDOWS, AND OTHER OBJECTS ASSOCIATED WITH THE DRIVE–THROUGH AREA SHALL BE LOCATED IN THE SIDE OR REAR YARD OF A PROPERTY, AND SHALL NOT CROSS, INTERFERE WITH, OR IMPEDE ANY PUBLIC RIGHT–OF–WAY.

10. CROSS–ACCESS TO BE ESTABLISHED BY PLAT.

PARKING CALCULATIONS:
CREVE COEUR–
REQUIRED = GENERAL RETAIL @ 4 PER 1,000 SQ.FT. = 19.2

UNINCORPORATED–
REQUIRED = CARWASH @ 1/BAY + 5 STACKING PER BAY = 20
= FOOD MARKET @ 3–1/3 PER 1,000 SQ.FT. = 15.9

PROVIDED = 27 STACKING
= 30 SPACES INCLUSIVE OF 2 ACCESSIBLE SPACES

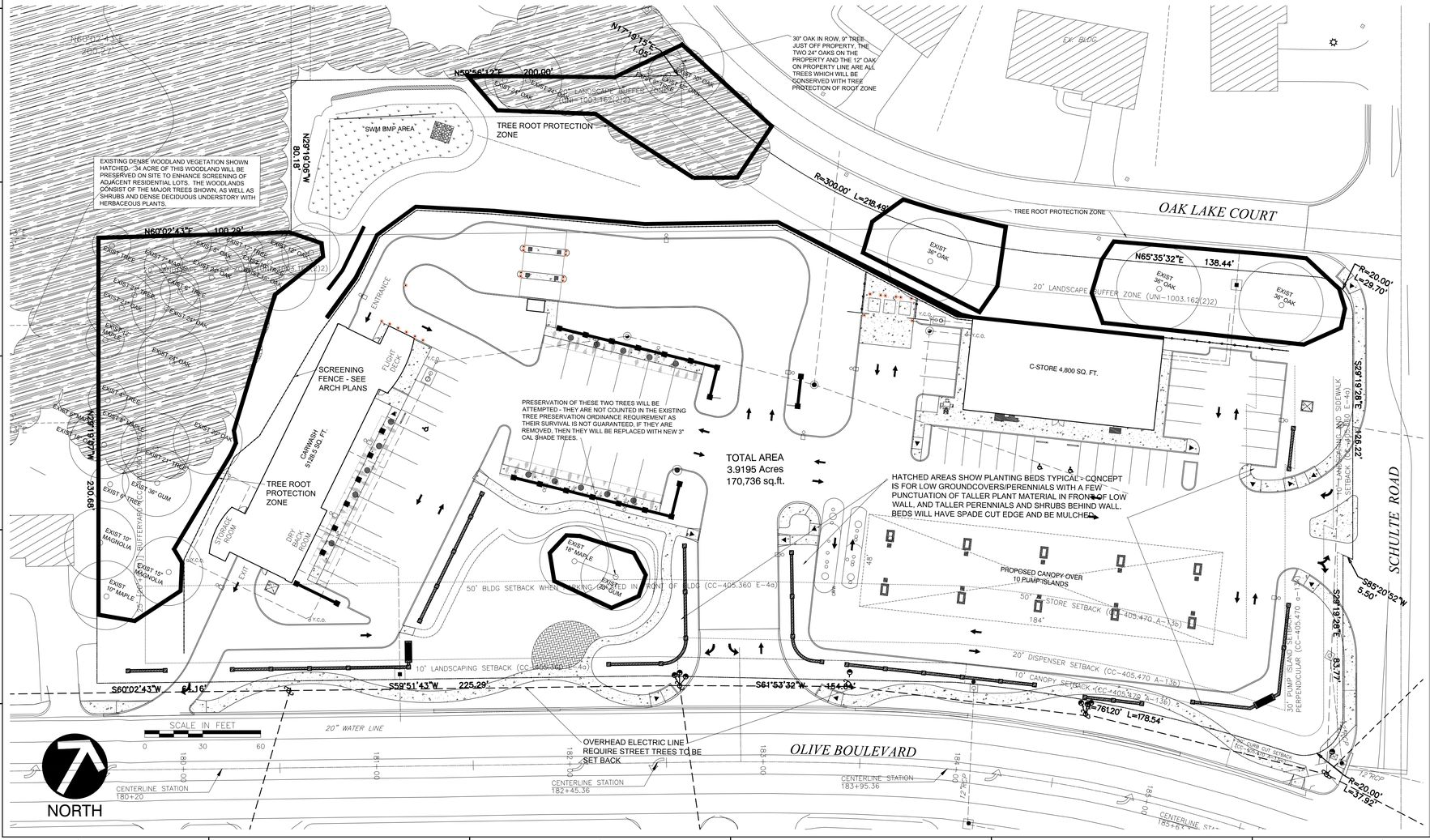
SITE CALCULATIONS 170,736 SQ.FT.:
AREA CREVE COEUR = 122,277 SQ.FT.
GREENSPACE (CC) = 45,466.5
IMPERVIOUS (CC) = 76,810.5 (62.8%)

AREA UNINCORPORATED = 48,459 SQ. FT. (1.109 ACRES)
GREENSPACE (UNI) = 38,826
IMPERVIOUS (CC) = 9,633 (19.9%)

TOTAL GREENSPACE = 84,292.5 (49.4%)
TOTAL IMPERVIOUS = 86,433.5 (50.6%)

RATIO OF FLOOR TO SITE IN SQ.FT. (FAR)
1:17.2 (1 SQ.FT. OF FLOOR SPACE TO 17.2 SQ.FT. OF PARCEL AREA)

TREE SURVEY AND PRESERVATION PLAN preliminary


N60°02'43"E 200.27'
N17°19'18"E 1.05'
N58°56'12"E 200.00'
EXIST. 30" OAK
EXIST. 24" OAK
EXIST. TREE
EXIST. 36" OAK
EXIST. 30" OAK
EXIST. TREE
EXIST. 24" OAK

TREES

EXISTING TREES - 72 TREES EXIST ON THE SITE -18 WILL BE PRESERVED

STREET TREES ALONG OLIVE - OVERHEAD UTILITIES OBSTRUCT THE PLACEMENT OF STREET TREES ALONG THIS ENTIRE FRONTAGE 2 OF THE EXISTING LARGE SHADE TREES, 1 NEW LARGE SHADE TREES, 2 NEW FLOWERING TREES AND 13 COLUMNAR DECIDUOUS TREES WILL BE PROVIDED ALONG THIS STREET IN LOCATIONS THAT CAN BE SET BACK FROM THE UTILITY INTERFERENCE.

STREET TREES ALONG SCHULTE - OVERHEAD UTILITIES OBSTRUCT THE PLACEMENT OF STREET TREES ALONG THIS FRONTAGE EXCEPT AT THE VERY NORTH END WHICH CAN ACCOMMODATE 2 STREET TREES. AN ADDITIONAL 2 LARGE SHADE TREES WILL BE PROVIDED ALONG THIS STREET IN LOCATIONS THAT CAN BE SET BACK FROM THE UTILITY INTERFERENCE AND NOT OBSTRUCT THE SIGHT TRIANGLE OF THE INTERSECTION.

PARKING LOT TREES - 12 PARKING LOT TREES ARE REQUIRED FOR THE PROPOSED LINEAL FEET OF PARKING AND VACUUM SPACES10 LARGE DECIDUOUS TREES 2 FLOWERING TREES ARE PROVIDED TO MEET THIS REQUIREMENT

14 ADDITIONAL TREES (A MIX OF SHADE TREES, FLOWERING TREES AND EVERGREEN TREES) WILL BE PROVIDED IN THE GREEN SPACE TO THE NORTH AND WEST OF THE PROPERTY FOR RESIDENTIAL BUFFER.

TOTAL PROPOSED TREES = 46 NEW TREES AND 34 EXISTING TREES = 80

NOTES:
1. ALL LANDSCAPE AREAS WITHIN GRADING LIMITS TO BE IRRIGATED.
2. ALL GREENSPACE AREAS OUTSIDE OF MULCHED LANDSCAPE BEDS TO BE SODDED TURF.

PLANTING CONCEPT

OLIVE AND SCHULTE SIDES: THE MAIN LANDSCAPE TREATMENT IS THE ORNAMENTAL KNEE WALL. THIS WALL IS ACCENTED WITH VERY LOW GROUNDCOVER BEDS IN FRONT AND PUNCTUATED WITH TALLER FLOWERING SHRUBS ON THE BACKSIDE WHICH WILL BE TALLER THAN THE WALL CREATING A MODULATING LAYERED LOOK WITCH ENHANCES THE WALL WITHOUT OBSCURING IT. IN THE FRONT PLAZA AREA, THE EXISTING TREES GIVE INSTANT VEGETATIVE MASS AND ARE SUPPLEMENTED WITH A GARDEN STYLE LANDSCAPE OF FLOWERING TREES, SHRUBS AND PERENNIAL FLOWERS. ON THE NORTH AND WEST MANY LARGE EXISTING TREES ARE PRESERVED AS AN IMMEDIATE BUFFER TO THE RESIDENTIAL AREA, AND MANY ADDITIONAL EVERGREENS AND SOME DECIDUOUS TREES ARE PROPOSED FOR FURTHER SCREENING.

ALL OTHER INFORMATION BESIDES THE PROPOSED PLANTINGS ARE SHOWN FOR REFERENCE ONLY. CONSULT THE SITE DEVELOPMENT PLAN, CIVIL, AND ARCHITECTURAL PLANS FOR CONFIRMATION OF ALL HARDSCAPE ELEMENTS.

DEVELOPMENT NOTES

1. TOTAL PARCEL AREA: 170,736 SQ.FT. (3.920 ACRES)
   AREA WITHIN CITY LIMITS 122,277 SQ.FT. (2.807 ACRES)
   AREA WITHIN UNINCORPORATED 48,459 SQ. FT. (1.113 ACRES)
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   PROPOSED ZONING (CC)– GENERAL COMMERCIAL
   CURRENT ZONING (UNI)– R3 (RESIDENCE) & C8 (PLANNED COMMERCIAL DISTRICT)
   PROPOSED ZONING (UNI)– C8 (PLANNED COMMERCIAL DISTRICT)
3. SETBACKS–
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   SIDE YARD (CC) 12 FEET*
   SIDE YARD (UNI) 10 FEET
   REAR YARD (UNI) 15 FEET (NORTH PROPERTY LINE)
   BUFFER YARD 25 FEET [SEC 405.360 E–4d]* WITH FENCE FOR DRIVE THRU SCREENING
   *BUFFER YARD @ 20FT + BUILDING HEIGHT (5 X 1) = 25 FEET
   NOTE: ALL PROPOSED BUILDINGS TO BE 1 STORY IN HEIGHT
4. SPECIAL CONSIDERATIONS–
   4.1. TRASH ENCLOSURES SHALL BE INTERIOR TO THE SITE AND NOT ALONG THE NORTH PROPERTY LINE
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   ACCORDING TO THE FLOOD INSURANCE RATE MAP OF THE CITY OF CREVE COEUR, MISSOURI (COMMUNITY PANEL NUMBER 290344 0166 H, EFFECTIVE DATE AUGUST 2, 1995), AND THE FLOOD INSURANCE RATE MAP OF ST. LOUIS COUNTY, MISSOURI (UNINCORPORATED AREAS) (COMMUNITY PANEL NUMBER 290327 0166 H, EFFECTIVE DATE AUGUST 2, 1995) THIS PROPERTY LIES WITHIN ZONE X. ZONE X IS DEFINED AS AN AREA OF MINIMAL FLOOD HAZARD.
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8. TRASH ENCLOSURES SHALL BE SIX FOOT (6') IN HEIGHT AND SHALL BE CONSTRUCTED W/ A SIGHT–PROOF GATE; MATERIALS SHALL BE COMPATIBLE WITH THE ARCHITECTURE OF MAIN BUILDINGS AND OF SIMILAR MATERIALS.
9. STACKING: GENERAL STANDARDS
   9.1. DRIVE–THROUGH STACKING LANES SHALL HAVE A MINIMUM WIDTH OF TWELVE FEET.
   9.2. STACKING LANES SHALL BE SET BACK 20 FEET FROM RESIDENTIALLY ZONED PROPERTY LINES.
   9.3. AUDIBLE ELECTRONIC DEVICES SUCH AS LOUDSPEAKERS, AUTOMOBILE SERVICE ORDER DEVICES, AND SIMILAR INSTRUMENTS SHALL NOT BE LOCATED WITHIN 50 FEET OF ANY RESIDENTIAL PROPERTY LINE.
   9.4. ALL DRIVE–THROUGH AREAS, INCLUDING BUT NOT LIMITED TO MENU BOARDS, STACKING LANES, TRASH RECEPTACLES, LOUDSPEAKERS, DRIVE UP WINDOWS, AND OTHER OBJECTS ASSOCIATED WITH THE DRIVE–THROUGH AREA SHALL BE LOCATED IN THE SIDE OR REAR YARD OF A PROPERTY, AND SHALL NOT CROSS, INTERFERE WITH, OR IMPEDE ANY PUBLIC RIGHT–OF–WAY.
10. CROSS–ACCESS TO BE ESTABLISHED BY PLAT.

PARKING CALCULATIONS:
CREVE COEUR–
REQUIRED = GENERAL RETAIL @ 4 PER 1,000 SQ.FT. = 19.2

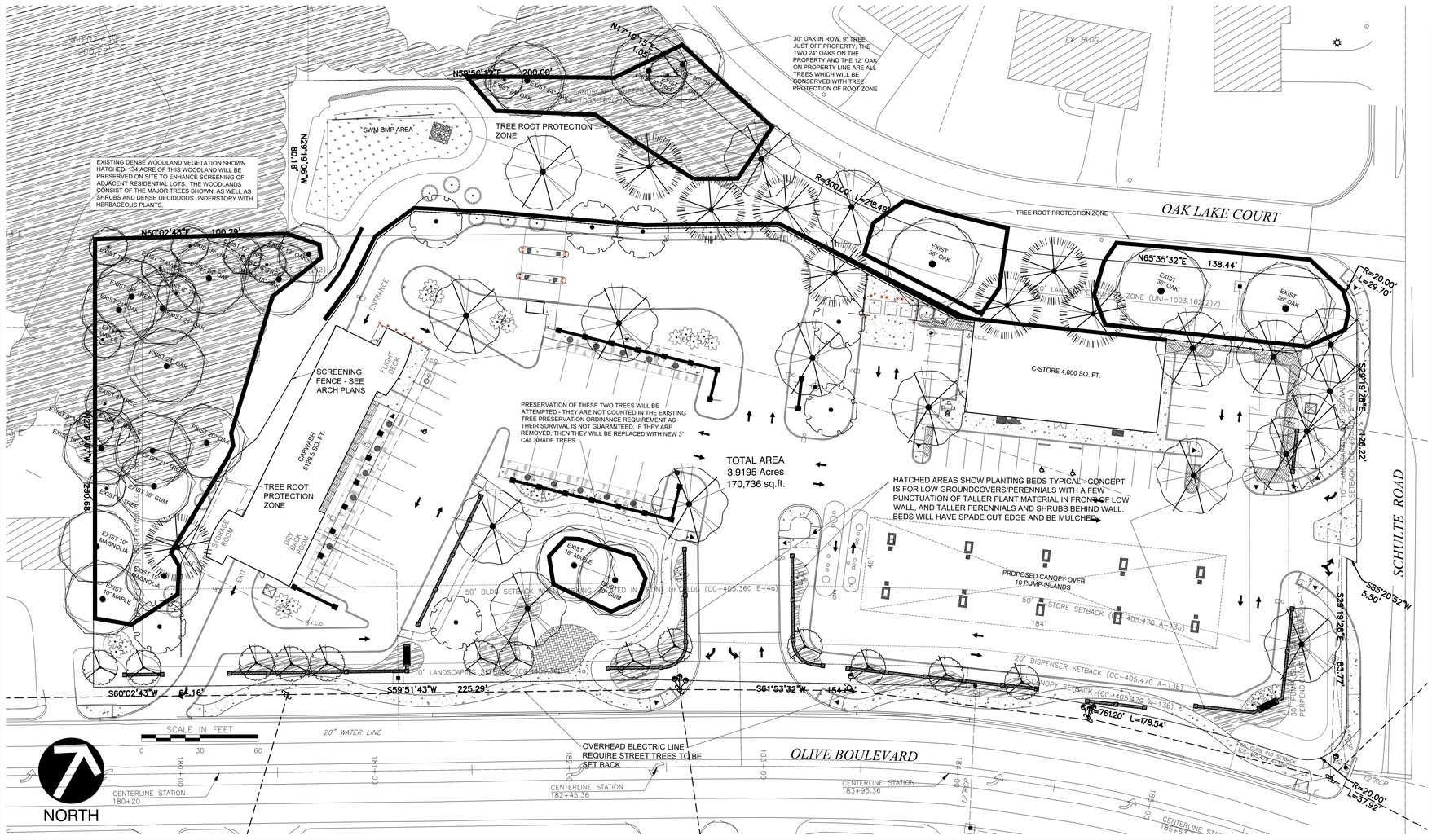
UNINCORPORATED–
REQUIRED = CARWASH @ 1/BAY + 5 STACKING PER BAY = 20
= FOOD MARKET @ 3–1/3 PER 1,000 SQ.FT. = 15.9
PROVIDED = 27 STACKING
= 30 SPACES INCLUSIVE OF 2 ACCESSIBLE SPACES

SITE CALCULATIONS 170,736 SQ.FT.:

AREA CREVE COEUR	=	122,277 SQ.FT.
GREENSPACE (CC)	=	45,466.5
IMPERVIOUS (CC)	=	76,810.5 (62.8%)
AREA UNINCORPORATED	=	48,459 SQ. FT. (1.109 ACRES)
GREENSPACE (UNI)	=	38,826
IMPERVIOUS (CC)	=	9,633 (19.9%)
TOTAL GREENSPACE	=	84,292.5 (49.4%)
TOTAL IMPERVIOUS	=	86,433.5 (50.6%)

RATIO OF FLOOR TO SITE IN SQ.FT. (FAR)
1:17.2 (1 SQ.FT. OF FLOOR SPACE TO 17.2 SQ.FT. OF PARCEL AREA)

CONCEPT LANDSCAPE PLAN preliminary



CONCEPT_PLANT_SCHEDULE

LARGE DECIDUOUS TREE	TYPICAL LARGE SHADE TREE SUCH AS MAPLE, HONEYLOCUST, GINKGO, YELLOWOOD, ETC. INSTALLED AT 2.5-3" CAL INITIAL SIZE.	18
SMALL FLOWERING DECIDUOUS TREE	ORNAMENTAL SMALL TREE SUCH AS MULTISTEM REDBUD, FRINGE TREE OR DOGWOOD INSTALLED AT 6' TALL INITIAL SIZE.	7
EVERGREEN TREE	LARGE EVERGREEN TREES SUCH AS WHITE PINE, NORWAY SPRUCE AND SERBIAN SPRUCE, INSTALLED AT 6-7' TALL INITIAL SIZE	8
COLUMNAR DECIDUOUS TREE	COLLUMNAR FORM OF DECIDUOUS SHADE TREES SUCH AS MAPLE, GINKGO OR OAK. THESE STAY NARROW LIKE A COLLUMN. INSTALLED AT A 2.5-3" CALIPER INITIAL SIZE	13
EXISTING TREE TO REMAIN	THE EXISITING TREES TO BE PRESERVED INCLUDE VARIOUS DECIDUOUS SPECIES AND SOME EVERGREEN SPECIES AS SHOWN ON THE PLAN. THEY RANGE IN SIZE FROM 8" CAL. TO 36" CAL. IN SIZE.	34
LARGE EVERGREEN SHRUBS	MATURE AT 20-25' TALL, SLOWER GROWING AND DENSER THAN LARGER EVERGREEN TREES AT MATURITY. 4-5' TALL INITIAL PLANTING SIZE (LARGER INITIAL PLANTING SIZE NOT AVAIL. DUE TO SLOW GROWING NATURE OF THIS TYPE OF EVERGREEN) EXAMPLES INCLUDE KETELEERI UPRIGHT JUNIPER AND OAKLEAF HOLLY.	15
LARGE FLOWERING SHRUBS	LARGE ORNAMENTAL FLOWERING SHRUBS SUCH AS VIBURNUM, CREPE MYRTLE AND THE LARGE HYDRANGEA (LIMELIGHT)	27
ORNAMENTAL LANDSCAPE	PERENNIAL FLOWERS, LOW SHRUBS, ORNAMENTAL GRASSES AND GROUNDCOVER MIX FOR ORNAMENTATION.	3,175 sf

Civil & Environmental Consultants, Inc.
CERTIFICATION/LICENSE NO. 2002013942
4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 · 866-250-3679
www.cecinc.com

Mobil On the Run
BRITE WORX Car Washery

PLANNED COMMERCIAL DEVELOPMENT
BRITE WORX CARWASHERY
MOBIL ON THE RUN
WALLIS COMPANIES

DATE:	NOV 2016	DRAWN BY:	MFD
DWG SCALE:	1"=30'	CHECKED BY:	DRAFT
PROJECT NO:			110-241
APPROVED BY:			DRAFT

DRAWING NO.: LA 02
SHEET 1 OF 2

Attachment: 20161104_Landscape (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

D:\cadd\proj\Acon\2016\CEC Mobil w\Wentzville creve coeur\2016 PRELIM 3\Landin 3C.dwg[ORIENT LA 24x36] LS(11/9/2016 - mod) - LP, 11/9/2016 8:34 AM

DEVELOPMENT NOTES

1. TOTAL PARCEL AREA: 170,736 SQ.FT. (3.920 ACRES)
   AREA WITHIN CITY LIMITS 122,277 SQ.FT. (2.807 ACRES)
   AREA WITHIN UNINCORPORATED 48,459 SQ. FT. (1.113 ACRES)
2. CURRENT ZONING (CC)– SINGLE FAMILY RESIDENTIAL & GENERAL COMMERCIAL
   PROPOSED ZONING (CC)– GENERAL COMMERCIAL
   CURRENT ZONING (UNI)– R3 (RESIDENCE) & C8 (PLANNED COMMERCIAL DISTRICT)
   PROPOSED ZONING (UNI)– C8 (PLANNED COMMERCIAL DISTRICT)
3. SETBACKS–
   FRONT YARD/ROW (CC) 10 FEET OLIVE BLVD. (CC)
   0 FEET SCHULTE ROAD (IN LIEU OF ROW GIVEN TO COUNTY)
   SIDE YARD (CC) 12 FEET*
   SIDE YARD (UNI) 10 FEET
   REAR YARD (UNI) 15 FEET (NORTH PROPERTY LINE)
   BUFFER YARD SCREENING 25 FEET [SEC 405.360 E–4d]* WITH FENCE FOR DRIVE THRU
   *BUFFER YARD @ 20FT + (5 X 1) = 25 FEET
   BUILDING HEIGHT NOTE: ALL PROPOSED BUILDINGS TO BE 1 STORY IN HEIGHT
4. SPECIAL CONSIDERATIONS–
   4.1. TRASH ENCLOSURES SHALL BE INTERIOR TO THE SITE AND NOT ALONG THE NORTH PROPERTY LINE
   4.2. SIDEWALKS ALONG OLIVE BLVD. SHALL BE FIVE–FOOT IN WIDTH UNLESS ABUTTING CURB, IN WHICH CASE SHALL BE INCREASED TO SIX–FOOT WIDE.
   4.3. PLAN SHALL BE SO DEVELOPED TO INCLUDE AN INTEGRATED PEDESTRIAN CIRCULATION SYSTEM.
5. FIRE DISTRICT: CREVE COEUR
6. FLOOD NOTE:
   ACCORDING TO THE FLOOD INSURANCE RATE MAP OF THE CITY OF CREVE COEUR, MISSOURI (COMMUNITY PANEL NUMBER 290344 0166 H, EFFECTIVE DATE AUGUST 2, 1995), AND THE FLOOD INSURANCE RATE MAP OF ST. LOUIS COUNTY, MISSOURI (UNINCORPORATED AREAS) (COMMUNITY PANEL NUMBER 290327 0166 H, EFFECTIVE DATE AUGUST 2, 1995) THIS PROPERTY LIES WITHIN ZONE X. ZONE X IS DEFINED AS AN AREA OF MINIMAL FLOOD HAZARD.
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PRELIMINARY PLAT FOR

BRITE WORX Car Washery — Mobil On the Run

A TRACT OF LAND BEING ALL OF LOTS 1, 2, 3 AND 4 OF "OAK LAKE ESTATES", P.B.92 PG.3 AND PART OF LOTS 3, 4, AND 5 OF THE SUBDIVISION OF THE FARM OF S.S. MATSON IN U.S. SURVEY 1962,
TOWNSHIP 45 NORTH, RANGE 5 EAST OF THE FIFTH PRINCIPAL MERIDIAN ST. LOUIS COUNTY, MISSOURI

SITE CALCULATIONS 170,736 SQ.FT.:

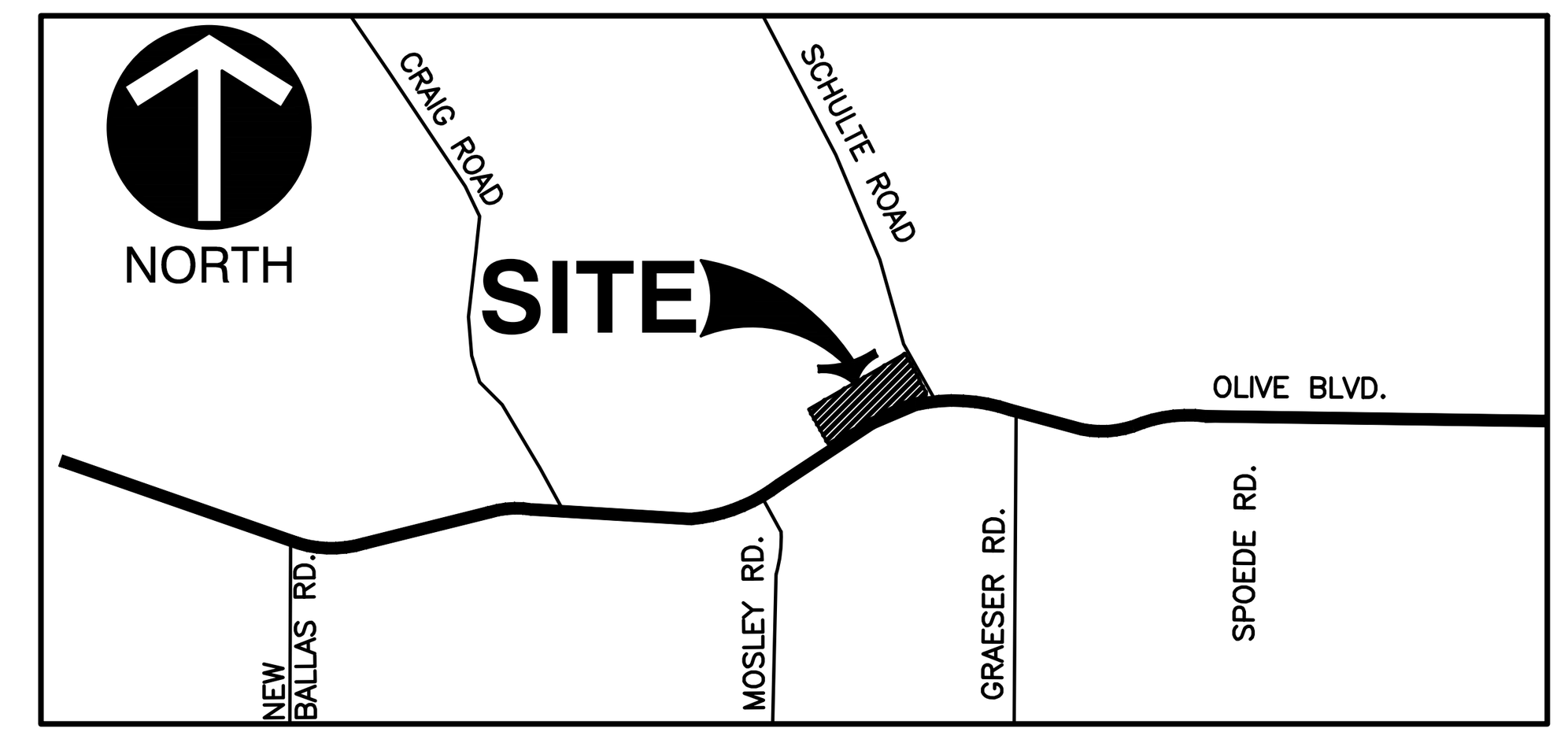
AREA CREVE COEUR	=	122,277 SQ.FT. (2.807 ACRES)
GREENSPACE (CC)	=	52,805
IMPERVIOUS (CC)	=	69,472 (56.8%)
AREA UNINCORPORATED	=	48,459 SQ.FT. (1.113 ACRES)
GREENSPACE (UNI)	=	40,098
IMPERVIOUS (CC)	=	8,361 (17.3%)
TOTAL GREENSPACE	=	91,548 (54.4%)
TOTAL IMPERVIOUS	=	77,833 (45.6%)

RATIO OF FLOOR TO SITE IN SQ.FT. (FAR)
1:17.2 (1 SQ.FT. OF FLOOR SPACE TO 17.2 SQ.FT. OF PARCEL AREA)

PARKING CALCULATIONS:
CREVE COEUR–
REQUIRED = GENERAL RETAIL @ 4 PER 1,000 SQ.FT. = 19.2

UNINCORPORATED–
REQUIRED = CARWASH @ 1/BAY + 5 STACKING PER BAY = 20
= FOOD MARKET @ 3–1/3 PER 1,000 SQ.FT. = 15.9

PROVIDED = 27 STACKING
= 30 SPACES INCLUSIVE OF 2 ACCESSIBLE SPACES



PRELIMINARY DRAINAGE NOTES

1. PROJECT AREA: 170,736 (3.92 ACRES)
2. WATERSHED: FEE FEE
3. 15YR/20MIN DIFFERENTIAL RUNOFF (Q=A*PI, PER MSD):
   PRE: Q=(3.92AC)*(0.38)*(3.54)+(3.92AC)*(0.62)*(1.70)=9.43 CFS
   POST: Q=(3.92AC)*(0.10)*(4.20)+(3.92AC)*(0.41)*(3.54)+(3.92AC)*(0.49)*(4.60)=9.84 CFS
   DIFFERENTIAL RUNOFF: Q=(+)1.17 CFS
4. PER MSD SECTION 4.080.01(2B), THIS PROJECT DOES NOT REQUIRE DETENTION, HOWEVER THE SITE MUST PROVIDE WATER QUALITY.
5. PER THE NATIONAL RESOURCE CONSERVATION SERVICE (NRCS) THIS PROJECT IS WITHIN HYDROLOGIC SOIL GROUP 'D' HAVING A LOW INFILTRATION RATE AND HIGH RUNOFF POTENTIAL.
6. WATER QUALITY VOLUME FOR THE ENTIRE SITE (3.92 ACRES AT 51% IMPERVIOUS) PER MARYLAND STORMWATER DESIGN MANUAL APPENDIX D–10:
   WQp=3.02 CFS OR WQv=8,300 CF

   WATER QUALITY BMPS:
   - HYDRODYNAMIC SEPARATOR AND SNOUT FOR HOTSPOT AREA AT GAS PUMPS
   - BIORETENTION (WILL ALSO PROVIDE VOLUME REDUCTION)

THE FOLLOWING UTILITIES AND OWNERS ARE LOCATED WITHIN THE WORK LIMITS OF THIS PROJECT

LACLEDE GAS COMPANY
COMMERCIAL & INDUSTRIAL MARKETING
720 OLIVE STREET
ST. LOUIS, MO 63101
CONTACT: JIM TRAVIS
PHONE: 314–342–0687
EMAIL: JTravis@lacledegas.com

AT&T TELEPHONE
402 N 3RD
ST. CHARLES, MO 63301
CONTACT: JIM LILLY
PHONE: (636) 949–4228

MCI FIBER
2400 NORTH GLENVILLE
RICHARDSON, TX 75082
CONTACT:
PHONE: (972) 729–6016 EXT. 1

MISSOURI AMERICAN WATER
727 CRAIG RD.
CREVE COEUR, MO 63141
CONTACT: DAWN SPINK
PHONE: (314) 996–2379
EMAIL: dawn.spink@amwater.com

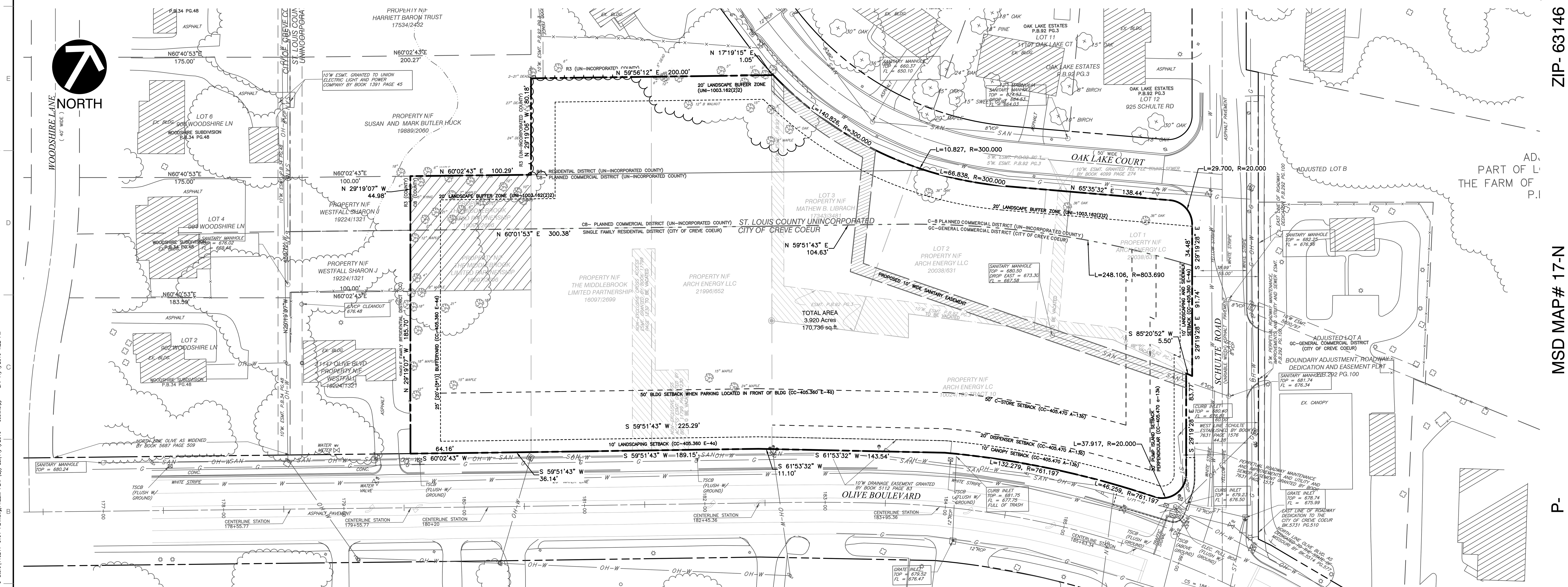
CREVE COEUR FIRE PROTECTION DISTRICT
11221 OLIVE BLVD.
CREVE COEUR, MO 63141
CONTACT: MR. KENNETH BLACK
PHONE:

ST. LOUIS METROPOLITAN SEWER DISTRICT
2350 MARKET ST.
ST. LOUIS, MO 63103
PHONE: (314) 768–6200

AMEREN
DORSETT DISTRICT
1212 DORSETT ROAD
MARYLAND HEIGHTS, MO 63043
CONTACT: RYAN ALEXANDER
PHONE: (314) 344–9560
EMAIL: RAlexander2@ameren.com

CHARTER COMMUNICATIONS
815 CHARTER COMMONS
TOWN & COUNTRY, MO 63017
CONTACT: RICHARD STURK
PHONE: (636) 387–6650
EMAIL: mapping–design@chartercom.com

MODOT
WEST AREA PERMITS
1590 WOODLAKE DRIVE
CHESTERFIELD, MO 63017–5712
CONTACT: JIM BODART
PHONE: (314) 340–4318
EMAIL: James.Bodart@modot.mo.gov



ZIP- 63146

MSD MAP# 17-N

P-

LEGEND

— — —	PARCEL LINE
- - - -	SETBACK LINE
(shaded)	PROPOSED EASEMENT
(hatched)	EASEMENT VACATE

SCALE IN FEET
0 30 60

REFERENCE

1. TOPOGRAPHIC SURVEY PROVIDED BY CLIENT DATED SEPTEMBER 9, 2006. TREE SURVEY PROVIDED BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. DATED JANUARY 15, 2009.

MISSOURI ONE CALL SYSTEM, INC. 1-800-344-7483 STOP! CALL BEFORE YOU DIG!

CALL BEFORE YOU DIG!
1–800–DIG–RITE

*HAND SIGNATURE ON FILE

STATE OF MISSOURI
KEVIN T. KAMP
NUMBER PE-2006019670
PROFESSIONAL ENGINEER
11/4/16

REVISION RECORD

NO	DATE	DESCRIPTION
1	---	---
2	---	---
3	---	---
4	---	---
5	---	---
6	---	---
7	---	---
8	---	---

Civil & Environmental Consultants, Inc.
CERTIFICATION/LICENSE NO. 2002013942
4848 Park 370 Blvd., Suite F - Hazelwood, MO 63042
314-656-4566 · 866-250-3679
www.cecinc.com

WALLIS COMPANIES
106 EAST WASHINGTON
CUBA, MO 65453
(636) 549-1600

SITE DEVELOPMENT PLAN
MOBIL ON THE RUN & BRITE WORX

PRELIMINARY PLAT

DATE:	AUG. 2016	DRAWN BY:	CAC
DWG SCALE:	AS NOTED	CHECKED BY:	KTK
PROJECT NO:	110-241	APPROVED BY:	KTK*

DRAWING NO.: PLAT
SHEET 1 OF 1

P:\2011\110-241\-CADD\Dwg\CV04 BriteWorx C-Store\110241-CV04-PLAT.dwg{PRELIM PLAT (2)} LS:(11/4/2016 - ccolthorp) - LP: 11/4/2016 1:22 PM

Attachment: 20161104-110241-CV04-PRELIM PLAT (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

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MEMORANDUM

To: Jason W. Jaggi, AICP (City of Creve Coeur)
From: Amanda J. Anderson P.E., PTOE
David J. Mennenga, P.E., PTOE
Date: November 21, 2016
Subject: Proposed Mobil Rebuild – Traffic Impact Study Review

As requested, GBA staff has completed a review of the traffic impact study report and site plans submitted in association with the proposed redevelopment of the Mobil gas and convenience store with car wash, located in the northwest quadrant of the intersection of Olive Boulevard with Schulte Road in Creve Coeur, Missouri. The traffic impact study report prepared by CBB Transportation was determined to be a very thorough evaluation of the existing traffic conditions, as well as for the expected future traffic operations with the redevelopment of this proposed Mobil gas station / car wash site.

As part of this study, CBB developed trip generation estimates based on a Mobil station with similar improvements to the east on Olive Boulevard in Olivette, Missouri. It should be noted that the trip generation estimates for the proposed Mobil station redevelopment site are lower than the trip generation rates as described in the Institute of Transportation Engineers' (ITE) "*Trip Generation Manual*" for Land Use 946 – Service Station with Convenience Market and Car Wash by nearly 20% in both the morning and evening peak hour. The mid-day peak hour estimate is higher than the ITE trip generation rate. Due to the proximity of the existing Mobil gas station used for estimating trips for the study, the CBB developed trip generation rates seem reasonable for this location.

Using information provided in the ITE "*Trip Generation Manual*" for similar land uses, the assumed "average" pass-by trip reduction of 62 percent during the morning peak hour and 56 percent during both the mid-day and evening peak hours are appropriate.

Attachment: GBA Mobil Rebuild Memo 11-21-2016 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Based upon the trip generation rates for the similar Mobil station near the study site and the reduction of pass-by trips and existing trips generated by the site, the proposed Mobil station would only be expected to create 50 “new” trips (i.e., 20 inbound trips, 30 outbound trips) during the morning peak traffic hour. The site would generate 80 “new” trips (i.e., 35 inbound trips, 45 outbound trips) during the mid-day peak hour, and 60 “new” trips (i.e., 30 inbound trips, 30 outbound trips) during the evening peak hour.

The traffic impact study stated the site-generated traffic was assigned to the adjoining roadway system based on existing traffic patterns. This assignment is reasonable for the proposed redevelopment of the Mobil gas station / car wash site, with the majority of the site-generated traffic expected to access the site via Olive Boulevard. The assumed annual background traffic growth rate of 0.5% per year for the future 20-year design horizon is also reasonable for this location, due to the limited potential for other new developments in the surrounding area.

Related to the traffic impact study report itself, we do have the following comments regarding several erroneous statements or factual discrepancies contained therein:

- The report states that Version 8 of the Synchro analysis software was utilized for this traffic study. Although we would not expect significantly different analysis results, the consultant should consider using the most current version (Ver. 9) of Synchro for future studies submitted to the City.

- It is standard practice to report the 95th-percentile queue length for each movement at a signalized intersection. Queue lengths have been only reported for the critical left-turns on the southbound approach and the eastbound approach at the intersection of Olive Boulevard with Schulte Road. The City may consider requesting additional queue length information within the study area.

- On page 8 of the Base Operating Conditions analyses, it was stated that, “…no two-stage left-turn were assumed in the analyses…” because the spacing to the signal does not typically allow for the these turns. On page 20, the study report indicates two-state left-turn were included as part of the analyses for the 2016 Build Operating Conditions. The City may consider requesting clarification for the discrepancies between the two scenarios since the 2016 Build results may be optimistically reported for southbound movements with this assumption.

- On Schulte Road, left-turns are prohibited into the site. This will be difficult to enforce without constructing a non-traversable median on Schulte Road. However, such a median cannot be

Attachment: GBA Mobil Rebuild Memo 11-21-2016 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

constructed without impacting the southbound left-turn operations into the Shell Station or onto Schulte Road.

- The proposed full access driveway appears to be approximately 320 feet from Schulte Road. Using MoDOT's Access Management Guidelines, the suggested corner clearance for a Major – Non Freeway type facility is 440 to 660 feet. As noted in the study report, the project consolidates several access points onto Olive Boulevard, and MoDOT staff has preliminarily approved the proposed access locations.

- The proposed right-out on Olive Boulevard, at the west edge of the site, is approximately 50 feet from the existing driveway for the adjacent property. If the drive were constructed more perpendicular to Olive Boulevard, the separation distance could be increased. Additionally, the distance between the right-out driveway and the full access driveway on Olive Boulevard appears to be approximately 350 feet, also short of the recommended 440 feet of separation distance. Final MoDOT traffic and permits staff approval may be required for these proposed access locations.

The on-site parking lot layout provides for a very straight-forward internal circulation pattern, including the one-way ingress point into the car wash lanes, one-way egress routes exiting the carwash, and two-way circulation lanes elsewhere.

The submitted site plan includes a total of 29 parking spaces adjacent to the convenience store. Based upon a review of ITE's "*Parking Generation*" criterion for this type of gasoline/service station with convenience market land use, the average peak period parking demand rate of 0.75 vehicles per fueling position would indicate that about 15 parking spaces should be required. In order to fully cover the upper end of ITE's 85th-percentile confidence interval range (i.e., a rate of 1.03 vehicles per fueling position), a total of 21 parking spaces would instead need to be provided for this site. Based on the City's Zoning Ordinance 405.820, four parking spaces are required per 1,000 square feet of gross floor area. Therefore, more than adequate parking has been provided for this proposed site redevelopment project.

cc: MCE, file

Attachment: GBA Mobil Rebuild Memo 11-21-2016 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Steven V. Stenger
County Executive

Saint Louis COUNTY
TRANSPORTATION
PUBLIC WORKS

Nichalos D. Gardner, Ph.D., P.E.
Director

Stephanie Leon Streeter, P.E.
Deputy Director

November 21, 2016

Mr. Brian Rensing, P.E., P.T.O.E.
Associate – Transportation Engineer
Crawford, Bunte, Brammeier
12400 Oliver Boulevard, Suite 430
St. Louis, Missouri 63141

RE: Traffic Impact Study
Mobil Rebuild with Car Wash

Dear Mr. Rensing:

I have completed my review of the November 4, 2016 traffic impact study that you prepared for the proposed development in the northwest quadrant of the intersection of Olive Boulevard (Missouri Route 340) and Schulte Road in Creve Coeur, Missouri.

Based on the assumption of:

- A 20-pump service station with convenience market and car wash

I am satisfied that your study conclusions are a reasonably accurate assessment of traffic conditions that might be anticipated upon completion of this project. I am generally satisfied that the methodology of this study is valid. I agree with the following required roadway improvements:

- Relocation and reconfiguration of Schulte Road access to be opposite the service station access to the east while restricting left turns into the subject site
- Appropriate signal improvements as directed by the Missouri Department of Transportation
- Reservation of ground for potential future alignment of Schulte Road

Please submit site plans for concept approval showing roadway improvements, however note that any change to the approved site plan or traffic impact study may require review, and approval from this Department and may result in changes in requirements. No further submittals of the traffic impact study to St. Louis County Department of Transportation will be required unless changes to the site study are made. Any submittals required by other reviewing agencies will need to be reviewed by this Department. While no resubmittal of this study is being required at this time, should it become necessary in the future, please address the following comment:

- Traffic exiting the site should be more balanced amongst access points when level of service is particularly deficient at one while considerable excess capacity exists at others. In this case, is it reasonable to assume the large number of left turns at the unsignalized Olive Boulevard access when access to the signal is provided at Schulte Road?

Thank you for the opportunity to review your traffic impact study for this development. Please feel free to contact me at (314) 615-8594, if you require any further information or assistance.

Sincerely,

Adam J. Spector, P.E.
Transportation Planning Project Manager

AJS:mtb

cc: Kevin Kamp, Civil & Environmental Consultants
Whitney Kelly, City Planner, City of Creve Coeur
Karen Yeomans, Southwest Area Engineer, MoDOT

Attachment: STLCounty Review Letter of TIS (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

PLANNING AND ZONING COMMISSION PUBLIC HEARING

CITY OF CREVE COEUR, MISSOURI

300 NORTH NEW BALLAS ROAD

MONDAY, DECEMBER 5, 2016

6:30 P.M.

PUBLIC HEARING

APPLICATION NO. 16-031

THOSE IN ATTENDANCE:

Ms. Beth Kistner, Chair
Mr. Tim Carney
Ms. Muriel Hall
Mr. Don Magruder
Mr. Gene Rovak
Ms. Heather Silverman
Mr. Matthew Schuh
Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Whitney Kelly, City Planner
Ms. Jessica Stutte, Planning Assistant/Recording Secretary

McLaughlin Court Reporting Services, Inc.

Deborah K. McLaughlin, RPR, MO-CCR #314, IL-CSR, KS-CCR
4772 Gatesbury Drive
St. Louis, MO 63128
(314)974-1199

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

CHAIRMAN KISTNER: All right. We're going to open up our Planning and Zoning Commission meeting for Monday, December 5th, 2016.

Let's start with our call to order.

Mr. Carney?

MR. CARNEY: Present.

CHAIRMAN KISTNER: Ms. Hall? She's absent.

Mr. Magruder?

MR. MAGRUDER: Present.

CHAIRMAN KISTNER: Mr. Rovak?

MR. ROVAK: Present.

CHAIRMAN KISTNER: Ms. Silverman?

MS. SILVERMAN: Present.

CHAIRMAN KISTNER: Mr. Schuh is absent at this time.

City Attorney, Carl Lumley?

MR. LUMLEY: Present.

CHAIRMAN KISTNER: Director of Community Development, Jason Jaggi?

MR. JAGGI: Present.

CHAIRMAN KISTNER: City Planner, Whitney Kelly?

MS. KELLY: Present.

CHAIRMAN KISTNER: And Planning Assistant/Recording Secretary, Jessica Stutte?

MS. STUTTE: Present.

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

CHAIRMAN KISTNER: And please note that Ms. Hall --

MS. HALL: Present.

CHAIRMAN KISTNER: -- is with us. Is present. All right.

We're going to start with the acceptance of the agenda. We have a motion?

MS. SILVERMAN: I so move.

MR. ROVAK: Second.

CHAIRMAN KISTNER: Second Mr. Rovak. All in favor?

(All responded aye.)

(Mr. Schuh is now present.)

CHAIRMAN KISTNER: Now we'll move to New Business.

We have a public hearing, Application No. 16-031: A rezoning, conditional use permit and site development plan and boundary adjustment approval for the Mobile On the Run Convenience Store with gas pumps and Briteworx Car Wash facility located at 11109 to 11141 Olive Boulevard and 11100 to 11114 Oak Lake Court, currently zoned GC, General Commercial, and C Single Family Residential.

Any people who think they want to speak to this matter tonight, if you could come forward and be sworn in,

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

that'll just make it a little faster when we get to the various points of comment during the evening.

(The speakers were sworn in by the court reporter.)

CHAIRMAN KISTNER: All right. Thank you.

Good evening. Assume you're the applicant. If you can start with your name and dress.

MR. KAMP: Certainly will.

My name is Kevin Kamp. I'm with Civil & Environmental Consultants located in Hazelwood, Missouri.

Here tonight representing Wallis Companies.

Also with me are some -- several folks from Wallis and several members of the design team.

And tonight we're happy to and excited to present to you the plan for the redevelopment of the existing Mobil Gas Station Convenience Store and Car Wash at Olive and Schulte.

The current station was constructed in the mid-'80s. And then Wallis acquired the sites in the early '90s when Mobile sold their retail locations in this area to the Wallis family.

So the goals of this development are to modernize the service offering. The convenience store there today is not only to provide the items or the offerings now expected by the consumer, and the proposed

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

plan will provide for a new On the Run concept convenience offering.

The pump area will be enhanced with improved circulation and traffic flow around the pump islands, and the current automatic car wash on the facility will be replaced with a state of the art Briteworx Tunnel Wash facility.

The owner is -- is further committing to the neighborhood by providing the high-quality accessible redevelopment that is feasibly consistent with the Design Guidelines and the Comprehensive Plan while preserving and enhancing the buffer between the adjacent residents and the major state arterial highway of Olive Boulevard.

The proposed site will reduce the current five full access curb cuts onto Olive with one full access location with ride-out egress on the western portion of the site.

The Schulte access will be slightly realigned, and also will be constructed in order to prevent left turn movements into the facility.

The streetscape will provide for an enhanced pedestrian path that provides pedestrian openings along the way and access to the site, and large areas of open space adjacent to that frontage will also provide esthetic views from the passing traffic.

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

It will also feature a small knee wall that is constructed along the right-of-way with other street trees and other such elements along that streetscape.

So this is a generated video from our computer model of the developed -- developed, basically, for the design of the site. And the site provides for some safe and clearly defined vehicular pathways and ample room for backing and ample room for circulation between the pumps.

And the layout and the openness, while not typically found with this type of use, separates the particular components, but keeps them connected enough to appropriately share access and circulation.

See, there's also circulation that is clear and separate entrance and exits for the wash.

I'm talking faster than the video is moving. Sorry.

And I should note that careful design consideration was given to the locating the site elements and how they are positioned to create visual interest and provide for the expansive green spaces on the development.

And this open space and area recognizes and bridges the needs of revitalizing the current uses with the guidelines for design and the concepts in the Comprehensive Plan.

This figure here shows the intensity as a

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

percentage building coverage per the site area. And as can be seen, the existing Mobile site, which is in the lower left corner there, that represents about 12.3 percent of that site area of the existing site.

It's made up and comprised of those buildings. And what we did was, okay, you have the canopy, you have the -- the C-Store and you have the car wash.

If we look at the overall area that's to be redeveloped and included in the redevelopment effort, that overall intensity or, you know, building area versus site area is around 13.1 percent.

And then that compared to the proposed development, we're looking at about 11 percent of building coverage versus site area.

Should be noted that the development overall has about 50 percent green space, actually, about 54 percent green space.

So building architecture. So high quality, low to no maintenance materials are being used to maintain the quality of the development for the city and the neighborhood.

These natural materials, which are, I have a small sample board up here, and we can pass that around, consist of integral colors, split face bands. And these materials are used in concert with the massing to reduce

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

the visual scale of the building and to make it more of a human scale.

The materials are residential in scale, not commercial. Material changes also emphasize the horizontal lines, further reducing the visual scale of the building.

Massing changes are not only to add the visual interest, but they help define the ins and the entrance of the building.

These massing changes are done both horizontally and vertically to be more human scale.

On the car wash side, it does utilize the same materials and the massing elements as far as the store to maintain some consistency individual connection between the two facilities as required by the Design Guidelines.

And we also have provided several connecting elements on the site, which also some of them act as a vacuum canopy -- or vacuum stations, and they -- these visually connect the two principal buildings on the site.

And the -- the building placement and the connecting elements on the site gives the development a sense of welcoming and community.

The -- so commercial buildings and residential buildings have different architectural styles and characteristics and functional requirements. Creating a

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

commercial neighborhood store, which looks commercial, but feels residential in scale is what has been achieved through the material scale and material selection and colors. But, most importantly, by building placement in landscaped areas similar to a park-like setting.

The design planning process all -- also considered several other important elements. And we can go through in detail any of these elements and answer all these questions, but I think, kind of playing off of what Jason had asked in your packets, that, you know, that there's a lot of, lot of elements that we have spent a long time kind of developing, and so just trying to give a broad brush overview first, so.

The landscaping made extensive use of the existing vegetation, especially in the buffer areas.

And the buffer areas are also enhanced with new plant materials, a retaining wall, as well as a sound wall or masonry fence.

Lighting has also been designed and pole heights and light levels have been adjusted to customize -- and customized for the security and safety needs for each component of the overall use, while maintaining and being very cognizant of the adjacent neighbors.

A noise study was also conducted, with -- which concluded that the operation of the proposed redevelopment

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

with the proposed elements of the fence and topography will have no negative noise impact on the adjacent properties.

Oops. There we go. We can go on.

Traffic study was also completed for this project by CBB, and Lee Cannon with CBB is here tonight, if we want to get into further details about those particular components.

But the commercial corridor of Olive Boulevard, Missouri State Route 340, is a five-lane state-maintained arterial highway with high existing volumes, especially during the peak hours.

And the study found the proposed site access, we'll kind of go point by point of their study, on Olive -- Olive Boulevard will consolidate those five existing curb cuts into two. The new full access driveway will be further away from the signal at Schulte, and will have separate exit lanes for both left and right turn movements. And the throat of the stacking lanes will be about four to five cars.

The second curb cut on Olive will be a ride-out only. It's an egress for the -- mainly for the exiting car wash.

The current access on Schulte, as I mentioned earlier, will be reduced to limit the north turns in --

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

northbound turns in from Schulte, and there is no access proposed from Oak Lake Court.

The new Mobile is expected to have an increase of on-site traffic, however, there is available capacity on Olive, and based on the convenience-oriented use of the -- and high traffic levels, much of this added traffic will be captured trips from the existing flows and the traffic already exist on Olive.

Those captured trips will add to the turns and the site driveways, but will not increase the traffic flows away from the site. Less out of the site directly onto Olive will have, during those highest delay periods, have the option to make a right onto Schulte and then utilize the light onto Olive.

Some of the -- there are some signal timing changes that can be made to accommodate the additional traffic efficiency. And CBB has recommended potentially even changing the left turn signal heads to have some flashing yellow indicators, which will allow for larger green turn -- green times on that Schulte left turn.

CBB also did recommend that we mark a pedestrian crossing on the west leg of Olive Boulevard. And although findings of impact did not require any modifications to the existing intersection, the redevelopment, just by planning prospectus, does propose an open space in the

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

area nearest Schulte and Olive, that could, in the potential of a future right-of-way in the event it would be needed for a future improvement of Schulte or Mary Meadows intersection.

So the study itself has been reviewed by St. Louis County and the City's third party consultant, both of whom have concurred with findings. MoDOT has yet to officially respond.

So the -- this redevelopment site area has been in the works for, I think nearly ten years, honestly, with various uses, all of which contemplated far more intense multi-tenant type of developments.

We are thankful for the opportunity to seek your favorable recommendation for the development. And we also very much appreciate the City staff, current and former, for meeting with this current design team and this current proposal for well over a year now.

And it has really afforded us the opportunity to -- to really listen, adjust, make some other, you know, modifications to the proposal as we've gone along.

So with that, I'd be happy to answer any questions. I understand the public hearing nature, there's going to be some back and forth, but thank you for your time.

CHAIRMAN KISTNER: Thank you.

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Anybody have any questions right now for the applicant before we hear from Jason?

Actually, you know what, I do have a -- sorry, Jason.

Can I ask one question?

MR. JAGGI: I'll set up while you're asking the question.

CHAIRMAN KISTNER: All right.

Could you give a little information about how the -- the size of this location would compare to the one in Olivette, for which I think a lot of people here are familiar, including, you know, number of pumps, amount of area, egress, that sort of thing?

MR. KAMP: Okay. The site itself is considerably less.

I mean this is a -- from a site area and amount of green space, this is -- this is larger in acreage, total acreage of the tract that would normally house the C-Store.

And as far as how it compares to the Olivette store, it's the same footprint except the difference is, at Olivette, instead of having the car wash stand alone, all that internal circulation and everything, that car wash is bolted to the back of the building.

So, but the equipment interior in that car wash

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

is very similar. The -- the offerings inside of the store are very similar. The pump and the spacing is something that we would continue, and that's something that's done with a lot of new On the Run facilities, but it's similar to Olivette.

CHAIRMAN KISTNER: So the -- the number of pumps is the same?

MR. KAMP: Number of pumps at Olivette, we have -- we have eight fueling islands. Here we have ten.

CHAIRMAN KISTNER: So it's, what, 20, 25 percent bigger?

MR. KAMP: Yeah, 25 percent.

CHAIRMAN KISTNER: And square footage of the convenience store?

MR. KAMP: C-store is the same, I believe. Little bit smaller than Olivette.

CHAIRMAN KISTNER: Okay. Thank you.

MR. KAMP: Uh-huh.

MR. JAGGI: Good evening, Chair Kistner, Members of Planning & Zoning Commission. Jason Jaggi, Director of the Department of Community Development, on behalf of the City of Creve Coeur.

I think Mr. Kamp provided you a good overview of the project in terms of the specific aspects of the development proposal, and how that project may -- may meet

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

with the City's Comprehensive Plan and City's Design Guidelines.

I thought it might be beneficial for you to kind of understand a little bit maybe of the context in terms of what's being requested this evening on -- for you to look at.

This is a rather complex proposal, and that involves property that encompassed both City of Creve Coeur, within our city limits, as well as the unincorporated sections of Creve Coeur. And also these properties have a mixture of zoning designations, both inside the city limits, as well as within unincorporated St. Louis County.

So I thought it might be beneficial to kind of break down these various elements for you in a larger scale.

And then I'm certainly available to answer any questions you may have as we proceed through my presentation or afterwards.

So what we -- what staff's approach to this proposal, given the complexity, is we thought it would be important for the Commission to look at this project initially from a big picture standpoint. Namely, in terms of, one, the rezoning, and, two, the -- the compliance with the proposal as it relates to the Comprehensive

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Plan's larger objectives for this area of the city.

So, as Mr. Kamp mentioned, this proposal does include seven parcels. You can see here on the map, although I don't think I have a pointer, unfortunately, the red box does highlight seven. The project area, which does contain seven parcels.

Thank you.

You can see here this is the -- the -- the proposed development area. These are the residential uses that are partially located in the city, and then partially located in unincorporated county. The same holds true for these properties that have a large degree of their frontages within the City of Creve Coeur. But, again, they're split with St. Louis County. So this boundary here is the city/county limits, all this is county, all this is city.

The applicant is proposing to rezone a portion of this, and upon conclusion of the project, it would be located on one consolidated lot. So all this would be proposed to be consolidated into one lot that is also a request that's in front of you this evening.

So in terms of the zoning overview, again, this is the -- the applicant submitted this. I kind of touched it up a little bit just to further educate you on some of the -- the context in terms of the rezoning question

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

that's before you this evening.

You can see here these are the properties. This is where the existing gas station sits on the existing parcel.

And then you have the Creve Coeur portion to the north is also zoned GC. These areas are right now currently zoned GC as we stand today. The areas -- the three parcels, as we move further west on Olive, are zoned residential, although I believe there is some commercial use in at least some of them, but they are zoned residential right now.

As we move on the south side of Olive, this map is a little out of date because it was pulled from our website, which is not exactly current, but this is the most current version, we actually have this area zoned GC as well. This is the Masonic Temple that was subject to a proposed use in association with the Goddard School. That project actually never resulted, however, the zoning, which was rezoning in conjunction with that development application, remains. So this is zoned GC. This property here. And then as we move further west, the actual Goddard School location is also zoned GC.

So that gives you a little bit of the context in terms of the zoning along this portion of Creve Coeur is all GC, and this is all Single Family Residential through

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

here.

Based on that, you know, if you look at the GC District in terms of the rezoning request, the purpose of the GC District is to accommodate convenience retail shopping and services and offices, which are freestanding or part of a small scale planned commercial development, which are compatible in scale and intensity of use with adjacent residential uses. That is the purpose of the GC District.

And as I just described, there has been some history of rezoning some of these areas to the GC District, based on development proposals that have come forward, but -- to the City.

So, in regards to the rezoning, I would say staff's, you know, and we touched on this in the staff report, but we definitely understand the pattern of rezoning some of these single families with frontages along Olive. But we do have some concerns with, primarily two things, with a rezoning request standing on its own.

One is we would -- with this proposal, we would have this property here, which is 111 -- I'm sorry -- 11147 Olive Boulevard. Right here. That would not be subject to any rezoning. That would remain residential.

And then, obviously, we have the -- the Woodshire properties, which are zoned residentials now,

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

but those are a little more consistent with -- with Woodshire.

But this is one thing that we did notice if this rezoning were to move forward, we would have kind of a remnant parcel that would still have residential zoning, which means what's the future of that property. It's a -- it's a bit of an unknown at this point.

But what we also -- when looking at rezoning, we think it's important for the Commission to consider, you know, when we rezone properties, what are we -- we -- what are we rezoning it to, and what is the intent of the district into which it would be rezoned.

And that's where I think we have some concerns with this development proposal and the scale that it is being presented this evening.

So to -- that -- that kind of touches base on the rezoning aspect of it.

Specific to the development proposal, you have a conditional use and a site development plan application request, as well as a boundary or a subdivision plat that would consolidate all the parcels.

Our 2002 Comprehensive Plan, which is our existing Comprehensive Plan, this area falls within the East Olive Corridor. This is an area that calls for small businesses with residential character and substantial

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

green space and landscaping.

It also is part of the key area, a specific area of the 2002 Plan called Area No. 2 in East Olive, which also suggests that as this area redevelops, it shall remain commercial with neighborhood-oriented commercial, and it's also to maintain that compatibility with the adjacent residential areas.

So in the staff report, which you have, and the applicant has as well, we've identified nine segments of the Comprehensive Plan, nine policies, and we evaluated this project based on those nine policies.

I won't go into each one of those, but I'll just try to summarize that for you this evening, and if you have specific questions, we're available to respond to those.

I also want to touch on, and the staff report touches on the 2030 Comprehensive Plan, which is, obviously, under development. It's been part of your review for the last several months.

And in a nutshell, that plan, basically, emphasizes the existing policies of the 2002 Plan, but further those to -- to accentuate or to recommend additional walkability within the district, but to, essentially, remain neighborhood-oriented and service-type businesses with the introduction of also multi-family as a

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

possibility.

Envision that the East Corridor could be part of a larger rezoning in the future as well, based on a implementation strategy of the plan, where, you know, this area, if it were to proceed as -- as we're discussing is on review, this area could be subject to a new zoning potentially as an implementation measure.

So as we -- as I've described both of the -- the Comprehensive Plans, the one official plan and then the plan that we are under review, how does this application comport to those ideals. How does it match up with that.

And this is where we have little bit of a concern. One is, on a pro side, the -- the plan calls for pedestrian amenities, landscape buffers adjacent to residential areas. By and large, this application seems to meet with that on -- on a bigger scale.

Also the plan calls for saving some mature trees and incorporating that into a site plan. We think the applicant has also done a good job with that as well.

But those are, you know, relatively minor issues. Our larger issues, basically, boil down to the scale and intensity of the proposal.

If you look at the Comprehensive Plan, it clearly states that it's supposed to be compatible with residential character of Olive Boulevard, calls for

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

smaller retail and service businesses that cater to surrounding residences.

It also encourages residential design elements to be incorporated as much as possible with proposals that are in the commercial portion of the East Olive Corridor, and it could be questioned as to whether this proposal meets with the scale and intensity of uses of the Comprehensive Plan, and one that respects the adjacent residential areas.

In terms of Design Guidelines, we did not prepare a detailed Design Guideline review for you at this time based upon discussion of some of the larger issues, but we did have a few concerns, and I'll just touch on those just in general.

You know, the use of EIFS, the -- the kind of corporate architecture look of the proposed submittal, as well as it doesn't seem to incorporate some bit of a residential design element that the Comp Plan seems to call for.

Mr. Kamp addressed the traffic impact study. I don't think staff has any other comments at this point. You do have the CBB report. You also have the report from GBA, which is the City's traffic consultant.

By and large there's some recommendations, but those can be met, it appears, with the proposed project.

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

The staff -- the sound study as well, we did receive that, and we haven't really analyzed that to a great degree at this time, but we can certainly answer any questions you may have regarding those two documents at this time.

So in -- in regard to the -- to the motions you do have, this -- this will be discussed, obviously, and then you do have some motions that will need to be voted upon separately, and we can assist in that as you move further in the proceedings this evening.

I think I'll stop there, and if there's any questions, I'd be happy to answer those at this time.

CHAIRMAN KISTNER: Anybody ready to -- have any questions for Jason?

Yeah, I think if not, I'd like to hear from, there's, obviously, a substantial amount of interest from, I presume, the residents in the areas around. So I think this would be a good time.

I don't have any speaker cards, so I think, first of all, there were a few people who -- who did -- who were sworn in. I don't have a way of knowing who you are who were sworn in, but if you could figure -- okay. You raised your hand, you're up first.

MS. CHERYL RICHARDS: So do I need to talk --

CHAIRMAN KISTNER: No, you need to come forward.

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

MS. CHERYL RICHARDS: Okay.

CHAIRMAN KISTNER: If you've already been sworn in.

MS. CHERYL RICHARDS: I was sworn.

CHAIRMAN KISTNER: Okay. Then if you could just start with your name and address.

MS. CHERYL RICHARDS: I'm Cheryl Richards, and my --

CHAIRMAN KISTNER: And just one second too.

Because we have -- especially because we have a lot of people, we have a tradition of three minutes, so I'm not -- I don't have a clock on me, but if everybody could just be sort of cognizant of that as they're talking.

MS. CHERYL RICHARDS: Okay. My name is Cheryl Richards. I live at 842 Mary Meadows Lane.

And the issues that I just wanted to make sure were addressed had to do with the traffic.

The first one is the whole issue of going straight through that intersection with Mary Meadows, because it's hard to do at this point. It said on page 23 in one of these things that it said de-facto right turn lane to go onto Olive, and that is true.

If you're in the -- the lane, and you want to go straight into Mary Meadows, cars honk at you because they

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

can't believe that anybody would actually want to go straight. And I do not even try to go straight from Mary Meadows through because of all the left turn -- turning cars that it seems like it's too dangerous. So that's one issue in terms of what -- how to address some of that.

The second issue is how to make sure that the traffic is not going to go into the gas station from the Schulte side.

We have a exit only sign on Mary Meadows for the commercial strip that goes off of Mary Meadows, and people are not following that at all. They go in when it's convenient for them. And so I'm not quite sure how it is that this is going to get enforced.

And the third thing that I was wondering about, because we had gone through the issues with Walgreens and Fifth Third Bank at the top of Mary Meadows and Olive, was whether MoDOT is really going to agree to doing something in terms of changing how much time is allocated in the traffic lights for Olive.

I thought, historically, they were really not in favor of reducing the time.

And right now with the cars that are turning left from Schulte onto Olive, it's really dangerous if you're making a right turn from Mary Meadows. There's now a no right turn, so you're kind of turning right at the

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

same time as they're turning left, and it's really complicated.

We are still training our young drivers on our street to be very, very careful whenever they go out into the Olive intersection.

I'm just kind of concerned about having more traffic at that intersection.

That three minutes?

CHAIRMAN KISTNER: Thank you very much.

Yeah --

MS. CHERYL RICHARDS: Thank you.

CHAIRMAN KISTNER: -- that's wonderful. Thank you.

We have a next speaker?

And have you been -- and start with your name and address, please.

MR. MARK HUCK: My name is Mark Huck. I live at 906 Woodshire.

And, let's see, hold on. My property's right here (witness indicating).

I guess just the first --

CHAIRMAN KISTNER: Just for the record, since -- your property that adjoins this property?

MR. MARK HUCK: Yes, it does.

CHAIRMAN KISTNER: Okay.

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

MR. MARK HUCK: My house sits right about here (witness indicating).

Woodshire Lane is not shown here. It's just to the west of the property.

A few points. I think it's -- was very well noted that -- I really don't know how this development fits within the spirit of the Comprehensive Plan as far as small businesses with residential character. I mean it's just a massive plot.

Secondly, of course, I think all of us on Woodshire Lane are concerned about the additional traffic. And especially for those who live towards the south end of Woodshire Lane, there's, my guess is there's going to be additional lights because of the gas pumps, the parking lot, the area where the -- the vacuums are.

Additionally, there are three lanes wide of cars that line up for the car wash, and, you know, as they're turning and coming in, they're going to be shooting right onto our property.

There was an elevation study, I guess, I don't know if I would call it a study, when we met a couple of months ago, the people from Mobile were -- had some elevations done, but we really didn't get time to get into what effect it would have on everybody, so that's just another concern.

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

I guess, lastly, when you're trying to turn into Woodshire Lane coming from the west, we have to rely on the light at Schulte, and when the traffic is stopped by a red light, then, typically, there's a number of cars coming off of Schulte that are heading west. And a few cars come out of the Mobile On the Run, so it can be quite a bear sometimes trying to get into Woodshire Lane.

And I really -- I would guess they're doing this because they anticipate having more cars coming in and out, and I don't know how that's going to -- to help our situation.

Additionally, where the existing entrances and exits are to the Mobile, there -- the first one is set up, and these are rough numbers based off of Google, 735 feet before you can turn into the first entrance, and then about 850 feet before you can turn into the second entrance. So that means cars that are traveling eastbound are starting to pull over into the center lane, which means, of course, if you're trying to get out of Woodshire, you can't because you have cars that are in the left-hand lane heading east, and, of course, you can't pull into the center lane, that's against the law to pull into the center lane and then try to merge on to the eastbound lanes.

So with the new proposal, when the traffic stops

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

here, of course, you're going to have people coming off of Schulte, then you're going to have an exit that is going to be 660 feet from Woodshire, then another one that's going to be 340 feet. And I can just, you know, the concern is there's going to be, as soon as traffic is stopped here, there's going to be a constant flow of people coming out of the Mobile Station and on Schulte Road, and you're never going to be able to cross it, so.

I don't know how these studies are done, but, you know, from a practical standpoint, those would be my concerns as far as additional traffic.

CHAIRMAN KISTNER: Thank you very much.

MR. MARK HUCK: Thank you.

CHAIRMAN KISTNER: Do we have other residents? People in the audience who wish to speak?

Come forth. And were you sworn in?

MR. ANDY VOSS: I was.

CHAIRMAN KISTNER: Okay. If you could start with your name and address.

MR. ANDY VOSS: My name's Andy Voss. I live down from Mark Huck on 910 Woodshire, which would be just north of his property. I also have a parcel of land that backs up close to this adjacent property.

You know, I think one thing I just want to expand upon what Mark says, is if you look at what the

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

existing businesses are there today, we're taking a vast jump from what that is. We're talking about businesses that operate during normal business hours, where we would have residents, the way they are now, with businesses shutting down during the normal business hours. Here we will have a gas station, as Mark stated, with lights, traffic and sound beyond those normal business hours.

And I think that's something that definitely needs to be taken into account when looking at this, as you compare it to the surrounding residential areas.

The other part, I'd be interested to see where some of the comparative numbers were drawn from, as far as visits in the Mobile numbers to see if it's a similar situated Mobile Station.

I think one of the reasons that they're looking to expand upon this Mobile Station is to capture some of the CityPlace traffic in the CityPlace, so my guess is what you would see here is a significant jump in the visitation.

Also, the comparisons on the number of things that weren't discussed, things surrounding the -- the car wash, the -- the number of vacuums and all of those type of situations that actually increase the size of this plot drastically.

And so in looking at all of that, I think the

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

number one thing -- and the other part I didn't see, I saw a mention of a light study. I don't know that -- has that been published or something that we could see as to the results of that? And so I saw the traffic, and I saw the sound, but how that light study, what the results of that light study were, I -- I'd like to see those, if at all possible.

MS. KELLY: They were on the City's website.

MR. ANDY VOSS: They were. Okay. Thank you.

CHAIRMAN KISTNER: Thank you very much.

Do we have other people?

We have a lot of interest -- we have a lot of interest, but not necessarily speakers. Okay.

With that, I think it's -- are there any questions that anyone here has for -- yes.

MR. ROVAK: I have one small one.

On the photo -- photometric study, which -- and I did not look at that itself yet, usually what I see in those are the levels of intensity as you go both directions along the site.

Is there also, in terms of the selection of light standards and fixtures, cut-off angles that are going to preclude spillage of light, so that if you're standing off from the site, you're not looking into bright lights?

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

We've seen sites that have had good control of the general lighting intensity, but bad control, and they're not all -- not necessarily in Creve Coeur, but others along Olive that I've seen that as you drive by, you're looking into some very, very intense lighting.

MR. KAMP: Yeah.

MR. ROVAK: So that's one of the things I'd like to ask.

MR. KAMP: Yeah, so you're right, on the photometrics themselves, yeah, we -- we do comply with the code that the -- the foot candles --

MR. ROVAK: Right.

MR. KAMP: -- as predicted and measured and all that, so what -- the other thing we did, that Mr. Huck actually talked about, we, and I showed you a video from this -- this plan we did --

MR. ROVAK: Uh-huh.

MR. KAMP: -- we did some -- some looking at, both along Oak Lake and Woodshire, and then we're proposing this masonry wall -- or let's call it -- let's call it the masonry fence, just to keep the terminology correct.

MR. ROVAK: Uh-huh.

MR. KAMP: And that sits atop, actually, a retaining wall as well.

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

So what we did is we -- we -- we modeled the top of this wall to be such that along Oak Lake, as you do get a small look into the site from back there, that you would not be able to see the underside of the canopy.

MR. ROVAK: That's what I'm asking.

MR. KAMP: Right.

MR. ROVAK: So you got cut off -- these are cut off --

MR. KAMP: Correct.

And then, additionally, we spent a good deal of time in this car wash, which is not open 24 hours. It's 7 a.m. to 8 p.m. operation. We -- we really customized the lighting to be only effective enough for security concerns and -- and those types of things on those off hours.

Additionally, the site configuration, the -- the building itself is going to block this canopy from -- from traversing west into the -- the Woodshire thing, and then a fence continues all the way around to meet that building as well.

MR. ROVAK: Okay. Thank you.

MR. KAMP: Uh-huh.

Oh, and, yeah, I'm sorry. And the headlight part as well, as you're -- you're coming into the, you know, pay station area, that -- that's there, is just

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

going to block, and -- and there's also a good amount of grade difference --

MR. ROVAK: Uh-huh.

MR. KAMP: -- between the two, yeah.

MR. ROVAK: Okay. Thank you.

MS. SILVERMAN: How tall was that fence?

MR. KAMP: It's 6 to 8 feet. And as we further refine that this particular masonry sound wall fence, it's very -- it's like a stone facade-looking thing. We've used it -- it's the same fence that's at the Olivette facility. It can go up to 10 foot in height, so as we start finalizing grades and getting into construction documents, we're not limited at that 8 foot, we can -- if there are areas that, you know, to prevent things like seeing the underside of the canopy and those kind of things, we can add to.

MR. SCHUH: But general and specific question, and it may be better answered by staff, but if you have an answer, I'm open to hearing it.

Any idea where the nearest gas stations are in relation to the proposed site?

And then my question for staff is going to be about the -- whether there's any averages per capita or per square mileage about whether there's an average number of gas stations per those -- per those measures?

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

MR. KAMP: Well, typically the, you know, I'll take a stab, and, Jason, definitely, you know, if there's particular statistics for Creve Coeur, but right now the closest gas station is right here on the corner where we're currently located.

There's one that -- that's Circle K, that's the Shell. Going west, there's a facility right at Olive and Ballas, and I'm sure you guys are familiar with how challenging that can be to get in and out of, cause that is a small parcel of property, so.

You know, and as far as locations of convenience stores along, you know, a heavily traveled, probably one of the larger arteries of the state route through the community on Olive is logical place that, you know, generally that's where they will locate.

And did that answer your question?

MR. SCHUH: How about per car washes?

MR. KAMP: Carwashes, in this particular -- well, in Olivette, it's -- you know, I don't know what -- they're a neighborhood use, so this is not -- this is not a destination type of thing where you're going to get people from all over the county going to this particular car wash.

I mean this is a -- a neighborhood use. And that's why, you know, we feel like this is still a strong

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

place to be. It serves the -- the significantly large residential community immediately adjacent and behind, across and up and down Olive. And so this is not like a type of destination.

So as far as where they're located, and especially the style, type, price points, all those things, are really the demands of serving the demands of the, you know, the community that's there, and that's how it's kind of put together.

MR. MAGRUDER: I have a question.

MR. KAMP: Yes, sir.

MR. MAGRUDER: Has a study been done trying to determine how -- what the traffic will be in and out of the -- this particular site after it's built?

It's going to bring a lot more traffic than we now see, I would imagine. Has a study been done?

MR. KAMP: Yes. And, actually, I'll let Lee kind of address that.

MR. MAGRUDER: Okay.

MR. KAMP: If we want to talk about traffic for a little bit, I can kind of get it pulled up here. Is that --

CHAIRMAN KISTNER: So do we want to get into the detail of traffic, or I think -- I think the first thing for us to decide is there's sort of the -- the larger

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

issue of is -- is the -- the plan itself consistent --

MR. MAGRUDER: Oh, okay.

CHAIRMAN KISTNER: -- enough with our Comprehensive Plan.

Is this -- do we want to get into the detail of the building materials and the traffic and all that?

MR. MAGRUDER: I'll withdraw my question for now.

CHAIRMAN KISTNER: Well, and I'm not suggesting you need to.

MR. MAGRUDER: That's okay.

CHAIRMAN KISTNER: But my thought was that we should address the -- the sort of that threshold question of is this something that we want to work with, and kind of, you know, get into that detail? Does it -- does it meet the threshold criteria for something that -- that fits, and that we want to, you know, consider and move forward on?

MR. MAGRUDER: Okay. I have something on that too.

2030 Comprehensive Plan we've been working on for a year reads, "The vision of East Olive is to create a walkable corridor of destination retail boutiques, neighborhood services and small-scale restaurants and attached townhomes and a low-density multi-family homes".

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

I don't see this -- this is the same thing at all. So it doesn't feel like, to me, this fits where we're trying to go in that area in the upcoming Comprehensive Plan.

I sort of hate to think we spent all that time on the Comprehensive Plan and ignore it.

MR. KAMP: I guess, you know, cause we -- in -- in looking through and going through the design challenges of -- of the site, those are things that we considered as well as that the -- the forward thinking Comprehensive Plan, and that is why the expansive green space.

This is -- this is a neighborhood service that's here now, and looking to modernize those service offerings.

You know, going from a smaller site to allow for that, the expansion to -- of those -- those services, and increasing the ability for, you know, more modern conveniences that you would find at that newer stations, we feel like by providing like those pocket parcels, expansive green spaces along that streetscape breaks up some of that intensity and actually lets us have less coverage, site coverage from a building perspective on the overall site than exists now.

You know -- you know, architecturally, while, you know, we do have residential elements within it like

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

the trellis over the connecting elements and things like that, that start to tie in some of the residential, you know, there -- there exist in the corridor like Scotsman's and things like where they are commercial structures, that's a community service and a community business that's oriented to the committee -- or the community, so.

CHAIRMAN KISTNER: Anything else?

MR. ROVAK: What's -- quick question.

I looked for it, and maybe I overlooked it, but didn't see it.

In the various site plans --

MR. KAMP: Uh-huh.

MR. ROVAK: -- say beginning with demo plan, maybe you could expand on that. Is there one where the proposed plan is superimposed on the existing site?

I was looking for it, and like I say, I may have overlooked it, but that's -- sometime answers a lot of these kinds of questions --

MR. KAMP: If I don't have it in this package, I can -- I do not think that's included in your packet --

MR. ROVAK: Okay.

MR. KAMP: -- but I think I have something.

VOICE: Had it side by side --

MR. KAMP: I --

MR. ROVAK: Okay. That would be good.

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

VOICE: -- on the coverage slide.

MR. KAMP: Yeah. Well, I do also have this that I can probably toggle back and forth on here.

So this is the -- the existing site. So you can see this is kind of where the landscape business operates now.

MR. ROVAK: Uh-huh.

MR. KAMP: This is a moving company type of thing. The business operates here. There's a little hatched area that's a deed restricted area, that's going to remain as is and vegetated as is.

MR. ROVAK: Okay.

MR. KAMP: And then this is -- these are the three houses, which are part in the county, part in the city. And then this, of course, is the existing Mobile station.

MR. ROVAK: That's the station and the car wash --

MR. KAMP: Right.

MR. ROVAK: -- to the immediate west?

MR. KAMP: Right.

And this is then the proposed site.

So the -- the -- this building here is no closer than -- than the residents are now.

And, actually, even from a grade perspective,

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

everything along here stays intact all the way up to the edges of the fence, so that way we're preserving trees, and then we're protecting with some -- a little bit of topography changes, as well as the -- the additional wall to -- to help further keep even Olive Boulevard noise from -- from bleeding back through.

MR. ROVAK: All right. Thank you.

MR. KAMP: Uh-huh. Did that help?

MR. ROVAK: Yes, it does.

MR. KAMP: Okay.

MR. ROVAK: I think that's -- I think a lot of these, particularly when we want to look at what the impact is, I like to compare it with to what do we have now and what direction does this take us.

MR. KAMP: Okay. Would it help if we -- we provided a plan that kind of related it too for you?

CHAIRMAN KISTNER: I -- I mean not -- let's see where we get to tonight.

MR. ROVAK: Okay.

CHAIRMAN KISTNER: So just for a comment from myself, there was a paragraph in the staff report that really struck me, and I want to -- I want to read it.

"Is staff's opinion that the proposal does not meet with the significant elements of the Comprehensive Plan, and does not create a compelling argument for action

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

inconsistent with the Comprehensive Plan, nor are there public benefits unique to this project that substantially justify the approval of the proposal as presented.

Further, the scale of the proposal is inconsistent with the stated purposes of the GC District that calls for small-scale neighborhood commercial developments that is compatible in scale with the adjacent residences and would leave a remnant parcel, which would effectively prohibit any future redevelopment potential of the property -- that property that fronts directly onto Olive Boulevard located just west of the development."

For me, that -- that's a -- a pretty compelling statement in the staff's findings. I think, for me, personally, I -- I reached the same conclusion.

I would like -- that is that is so overarching, I'd like to get some comment from -- from others on the Commission whether or not you concur with that or not, because if not, then there's a lot of other things to discuss and continue on with.

But -- but to me, that's a pretty threshold evaluation, and I'd like to see what other people think about it.

MR. CARNEY: Yeah, I -- I agree with you there, and I also agree with Mr. Magruder. We've been looking at this East Olive Corridor for a year, and I think we're

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

actually maybe liberalizing things a little bit on that corridor, but I don't think we're -- I think this is a step too far.

I don't think we're talking about allowing General Commercial development like you would have in the GC District in this corridor.

So I don't think it -- it meets the old guidelines, and I don't think it meets the new guidelines.

MR. MAGRUDER: Obviously, I feel the same way.

I want to say this though. I think Mobile did a dynamite job in trying to put together something that was well done, as beautiful as it is.

I just don't think it fits here is -- is my issue because we're not -- the Comprehensive Plan isn't looking at a gigantic thing like this, is the way I read it, and so but I want to tell you, I thought that it was -- it was very attractive. I just don't think it fits.

MR. KAMP: And I appreciate. I mean I'm -- you know, when I think intensity, I think of, you know, some of those other uses, like multi-family, those kind of things that are going to really have a significant amount of site coverage or proposals that have made previously, which are several multi-tenant buildings all stacked up together with -- with parking and things like that.

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

And while, architecturally, maybe they'll have a pitched roof or something like that, but the true intensity in the site coverage, I feel, is not as compatible with potentially what we're proposing and as far as the open space and that feel, that it's more of a park-like setting, and we have these uses that are needed in a neighborhood and in a Commercial District that's adjacent to neighborhoods.

You know, and from -- even from a building scale, there's the front door of this particular corridor opens up with the, you know, the Scotsman -- the Scotsman Jewelry facility, which is a nice looking building, but it definitely has commercial elements, and that's the front door of this thing.

So I'm trying to help understand, you know, what direction could -- could we head. I mean we -- we -- we definitely envisioned adding this, not having another user, not trying to do this plus a fast food or this plus another sit-down restaurant or whatever, you know, part on this development, but rather use that space to create some of that open area in the -- the total effort of making it a more neighborhood facility.

CHAIRMAN KISTNER: To me, any time you get to that kind of scale and scope, you're talking about ten times four -- is it forty pumps? Twenty --

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

MS. SILVERMAN: Ten pumps.

CHAIRMAN KISTNER: Or ten -- ten -- ten --

MR. KAMP: That would be --

MS. SILVERMAN: Twenty.

CHAIRMAN KISTNER: -- bays, twenty pumps.

MR. KAMP: That would be twenty fueling locations.

CHAIRMAN KISTNER: Fueling locations.

MS. SILVERMAN: Uh-huh.

CHAIRMAN KISTNER: And that is way beyond local residential. That is all about capturing traffic off of Olive.

It's -- it's not -- it's not a residential small-scale neighborhood commercial development when you get to that kind of scale of -- of development.

So I don't think there's any way when you combine seven pieces of property for a gas station, convenience store and car wash, by definition, you have gone outside of that kind of small-scale commercial development that is envisioned in the -- and is defined in the Commercial -- in the GC District, and is described in both the current and the -- the Draft 2030 Comprehensive Plan.

MR. KAMP: So when I'm hearing you speak of scale, it's number of pumps.

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Are there other elements besides the number of pumps that -- that you could point to?

MS. HALL: Yes.

CHAIRMAN KISTNER: Uh-huh.

MS. HALL: Okay. So a couple things that I noticed is like for the car wash, you're going to have seventeen vacuum stations.

MR. KAMP: Yeah.

MS. HALL: I mean that's a lot.

MR. KAMP: So these are --

CHAIRMAN KISTNER: For the neighborhood.

MS. HALL: Right. And then --

MR. KAMP: Well, these are -- it's a free vacuum service that's provided on the exit side.

MS. HALL: But it's seventeen. I mean I haven't seen too many car wash gas stations that have seventeen.

And then twenty-seven canopy stacking lanes. I guess for them to dry the cars, or whatever they're going to do.

MR. KAMP: No, that's the entrance to the wash. That's the queue for the --

CHAIRMAN KISTNER: Waiting.

MS. HALL: Oh, okay.

So just to support what we're thinking is a large scale.

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

MR. KAMP: Okay.

MR. MAGRUDER: Larger scale meaning the number of linear feet along Olive is probably tripled what we have -- what we now see with the Mobile Station that's there.

MS. SILVERMAN: I think it's not just the amount of space that it's taking up, but also the amount -- I mean I think we're also talking about in terms of, you know, twenty-seven cars just being there to -- to -- to wash, plus the seventeen that could be vacuuming, plus there's, you know, twenty spots for gas, I mean that's certainly more cars than are in the neighborhood -- or maybe not in the neighborhood, but more cars that are going to be utilizing that service in the neighborhood at that time.

MS. HALL: So I just had one other question.

Does -- I notice this company, this energy company that's -- that has this gas station, is there any other gas station that they built like this that we can reference this to --

MR. KAMP: So --

MS. HALL: -- to --

MR. KAMP: -- Arch Energy, is that what you're speaking of?

MS. HALL: Yes.

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

MR. KAMP: Okay.

MS. HALL: Uh-huh.

MR. KAMP: That was one of the Wallis companies. Wallis is a --

MS. HALL: Right. Okay.

MR. KAMP: -- family-owned business. They're based in Cuba, Missouri.

MS. HALL: Okay.

MR. KAMP: And they -- they -- they are the distributor, the wholesaler, for Mobile and BP Products here in Eastern Missouri.

MS. HALL: Okay.

MR. KAMP: And they have about thirty-two company-owned Mobile On the Run stores here.

MS. HALL: Okay.

MR. KAMP: Kind of the more recent ones are Olivette, the one near the airport, which is a BP On the Run.

And, yeah, so they've operated and developed several.

MS. HALL: So, but do they have one that's this size?

MR. KAMP: So this is -- as far as the store itself, it's the same, it's about maybe a little bit smaller than the Olivette store. That's -- that's kind of

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

mid block between -- same situation, only except mid block between Lindbergh and I70 instead of Lindbergh and -- and 270.

MS. HALL: Okay. So this is the last question.

MR. KAMP: Uh-huh.

MS. HALL: Maybe this will kind of clear it up.

Okay. So at Olivette, how many vacuum stalls do they have there?

MR. KAMP: So Olivette is a little bit offering on the car wash side. It's bolted to the back and behind they have carpet cleaners and -- and kind of vacuum stations on the back side of it.

MS. HALL: Yes.

MR. KAMP: The offering itself for Briteworx is similar to a standalone car wash facility that they have on -- in Florissant off of North Lindbergh.

MS. HALL: Okay.

MR. KAMP: And they also have a -- an operating Briteworx location in Columbia, Illinois.

MS. HALL: Okay. Okay.

MR. KAMP: And so --

MS. HALL: So this is kind of like the first test run of a station of this capacity --

MR. KAMP: No --

MS. HALL: -- or do they have one?

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

MR. KAMP: -- I wouldn't -- I wouldn't say that at all. It's, basically, two -- two successful business units that -- that are under the Wallis umbrella, one being Briteworx Car Wash and the other being the Mobile On the Run facilities.

And rather than having a wash attached to the building with the depth and trying to preserve some of that -- that -- that -- that buffer yard behind, there's just simply not enough depth to get that to work. So just moving the wash over also provides for a much -- much higher end offering from the car wash perspective than that's -- than that's other places.

MS. HALL: Okay. Thank you.

CHAIRMAN KISTNER: So the -- there's 25 percent more pumps.

I think you didn't answer about the -- the vacuum station, so there are either none or a lot fewer than the seventeen proposed here --

MR. KAMP: Yeah, it's a different thing, cause they're a pay for use at the Olivette location, but at the Florissant location, I think there are -- there are twelve at the Florissant location currently, and there's fourteen at the Columbia, Illinois location.

And those -- this is a free service, a part of your -- your wash, so the use rate goes up a little higher

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

as -- as you offer it.

CHAIRMAN KISTNER: I'm sure it does.

MR. KAMP: The difference here compared to Florissant Briteworx and the Columbia Briteworx is that those vacuums are not individual vacuums themselves. This is a centralized type of system. So the only thing that's actually in the stalls where the vacuums are is just a hose that -- that is then concealed within the architecture, so it's not, you know, the big machine that's sitting out at each of those stalls.

MR. SCHUH: Beth, I think I saw a couple of audience members with their hands raised, if we're still open for public comment.

CHAIRMAN KISTNER: We are. If people want to come and be sworn in.

If you have something to say, you really have to come up. We're in a public hearing, so it has to be recorded. So if anybody wants to come up and speak, just please do so. Just a quick swearing in, and give us your comments.

MR. KAMP: This is Mary --

(The speaker was sworn in by the court reporter.)

MR. KAMP: So Mary's our landscape --

CHAIRMAN KISTNER: Start with -- let her give

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

her name and address.

MS. MARY DEWEESE: My name is Mary Deweese, and I am the landscape architect on this project.

And I just wanted to clarify. There's been a few questions about the scale of the site, and I think that's different from the conversation you're having about maybe the scale of -- the number of vacuums.

The scale of the site consolidating all of those parcels is actually a huge benefit to the residential scale of the project because the buildings themselves are still regular gas station size, but they're put on a huge parcel, so that there's so much protected. There's -- there's a third of an acre of woods that aren't even touched behind this. There's the park area in front.

So you can't have a business with a lot of green space and existing trees and those beautiful trees without expanding the actual parcel to make room for all the landscape.

That's all.

CHAIRMAN KISTNER: Thank you.

I'll -- I'll -- I know you've already been up here to speak, but I'll bring you back one more time.

MR. ANDY VOSS: Again, my name is Andy Voss at 910 Woodshire.

You know, just listening to some of the -- the

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

rebuttals or back and forth and the discussion points, I mean I've heard a lot about green space on this site plan.

I mean to me, all I keep hearing is you can dress this up any way you want, but it doesn't change the purpose of this site and this plan.

The fact that a gas station has green space on it does not change the functional use as in comparison to what you've described to us here tonight as what the plan is going forward.

I've also taken a look in a short time at some of the comparison gas stations that they've eluded to.

One of them is on Highway 67 in Florissant. We're talking about things that are not sitting and surrounded by residential plans.

So I don't think that those reference points are accurate as things to use when we're discussing this.

Thank you.

CHAIRMAN KISTNER: Thank you.

MR. MAGRUDER: Thank you.

MR. KAMP: Just one quick point of clarification.

Highway 67 is North Lindbergh, just like this is Highway 340 and it's Olive Boulevard.

And actually the one in Florissant is -- does have residents immediately behind it. And we worked with

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

them in the same capacity.

I just want to make sure that we're on the same page.

CHAIRMAN KISTNER: Thank you.

MR. KAMP: And -- and I think Mr. Voss' point is correct, I mean we are providing this green space, and I think it's in lieu of these uses crammed in a smaller site with additional uses there, or replacing the car wash with a multi-tenant building.

I mean the, you know, I think it's a blessing for the community to have such high property values, but I think the reality is is for -- for this project to be revitalized in this area of Olive to be revitalized at some point, it's going to take some wherewithal for that person who would redevelop it to invest in something that makes sense for the return, makes sense for the community and still meets all the other merits of the Design Guidelines and Comprehensive Plan.

But finding that use, you know, has left this project and this site area, whether it be the Mobile or -- or previous, you know, developments, it's left this with just the, you know, obsolete structures that are there today.

So I mean I would encourage that -- I would love the opportunity to continue to hear the dialogue about

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

what is -- what is making the intensity and hearing that, so we can have the opportunity to kind of absorb that and see if there are still additional tweaks we can make to that plan to lower that -- this perceived intensity and things like that.

CHAIRMAN KISTNER: Thank you.

I think at this point we -- if there is no new information to take in or questions to be asked, that we will close the public hearing and continue our discussion and debate.

Mr. Lumley.

MR. LUMLEY: I offer the following exhibits into the record of this public hearing: Documentation in possession of the city clerk reflecting public notice, the staff's report, the application and materials presented this evening by the applicant, the City's Code of Ordinances and Charter, City Comprehensive Plan and the public file regarding the application.

CHAIRMAN KISTNER: The hearing is closed.

(The public hearing was closed at 7:39 p.m.)

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

STATE OF MISSOURI)
) SS
COUNTY OF ST. LOUIS)

I, Deborah K. McLaughlin, Registered Professional Reporter, Missouri Certified Court Reporter, Illinois Certified Shorthand Reporter and Kansas Certified Court Reporter, do hereby certify that I reported the Planning and Zoning public hearing stenographically and later reduced to typewriting; and that this is a true and accurate transcript of the public hearing.

Deborah K. McLaughlin
_____, RPR, MO-CCR, IL-CSR, KS-CCR

Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

CHAIRMAN KISTNER: [56] 1/24 2/6 2/9 2/11 2/13 2/17 2/20 2/22 2/25 3/3 3/9 3/13 4/4 12/24 13/7 14/5 14/9 14/12 14/16 23/12 23/24 24/1 24/4 24/8 26/8 26/11 26/21 26/24 29/11 29/13 29/17 31/9 36/22 37/2 37/8 37/11 39/6 41/16 41/19 44/22 45/1 45/4 45/7 45/9 46/3 46/10 46/21 50/13 51/1 51/13 51/24 52/19 53/17 54/3 55/5 55/18
MR. ANDY VOSS: [4] 29/16 29/19 31/8 52/22
MR. CARNEY: [2] 2/5 42/22
MR. JAGGI: [3] 2/19 13/5 14/18
MR. KAMP: [65]
MR. LUMLEY: [2] 2/16 55/11
MR. MAGRUDER: [11] 2/8 36/9 36/11 36/18 37/1 37/6 37/10 37/18 43/8 47/1 53/18
MR. MARK HUCK: [4] 26/16 26/23 26/25 29/12
MR. ROVAK: [24] 2/10 3/8 31/15 32/6 32/11 32/16 32/22 33/4 33/6 33/20 34/2 34/4 39/7 39/12 39/20 39/24 40/6 40/11 40/16 40/19 41/6 41/8 41/10 41/18
MR. SCHUH: [3] 34/16 35/16 51/10
MS. CHERYL RICHARDS: [6] 23/23 23/25 24/3 24/6 24/14 26/10
MS. HALL: [24] 3/2 46/2 46/4 46/8 46/11 46/14 46/22 47/15 47/21 47/24 48/1 48/4 48/7 48/11 48/14 48/20 49/3 49/5 49/12 49/16 49/19 49/21 49/24 50/12
MS. KELLY: [2] 2/21 31/7
MS. MARY DEWEESE: [1] 52/1
MS. SILVERMAN: [7] 2/12 3/7 34/5 44/25 45/3 45/8 47/5
MS. STUTTE: [1] 2/24
VOICE: [2] 39/22
39/25

'

'80s [1] 4/19
'90s [1] 4/20

0

031 [2] 1/9 3/17

1

10 [1] 34/11
11 percent [1] 7/13
111 [1] 18/21
11100 [1] 3/21
11109 [1] 3/20
11114 [1] 3/21
11141 [1] 3/20
11147 [1] 18/22
1199 [1] 1/24
12.3 percent [1] 7/4
13.1 percent [1] 7/11
16-031 [2] 1/9 3/17

2

20 [1] 14/10
2002 [3] 19/22 20/3 20/21
2016 [2] 1/4 2/3
2030 [3] 20/17 37/21 45/22
23 [1] 24/21
24 [1] 33/11
25 percent [3] 14/10 14/12 50/14
270 [1] 49/3

3

300 [1] 1/3
314 [2] 1/23 1/24
340 [2] 10/10 53/23
340 feet [1] 29/4

4

4772 [1] 1/23

5

50 percent [1] 7/16
54 percent [1] 7/16
5th [1] 2/3

6

63128 [1] 1/24
660 feet [1] 29/3
67 [2] 53/12 53/22
6:30 [1] 1/5

7

7 a.m [1] 33/12
735 [1] 28/14
7:39 [1] 55/20

8

8 feet [1] 34/7
842 [1] 24/16
850 feet [1] 28/16

9

906 [1] 26/18
910 [2] 29/21 52/24
974-1199 [1] 1/24

A

a.m [1] 33/12
ability [1] 38/17
able [2] 29/8 33/4
about [31] 7/3 7/13 7/16 7/16 10/7 10/20 13/9 25/14 26/6 27/1 27/11 28/16 30/2 32/15 34/23 34/24 35/17 36/20 42/22 43/4 44/24 45/11 47/8 48/13 48/24 50/16 52/5 52/6 53/2 53/13 54/25
absent [2] 2/7 2/14
absorb [1] 55/2
accentuate [1] 20/22
acceptance [1] 3/6
access [9] 5/15 5/15 5/18 5/23 6/12 10/13 10/16 10/24 11/1
accessible [1] 5/9
accommodate [2] 11/16 18/4
account [1] 30/9
accurate [2] 53/16 56/10
achieved [1] 9/2
acquired [1] 4/19
acre [1] 52/13
acreage [2] 13/17 13/18
across [1] 36/3
act [1] 8/17
action [1] 41/25
actual [2] 17/21 52/17
actually [15] 7/16 13/3 17/15 17/18 25/1 30/23 32/15 32/24 36/17 38/21 40/25 43/1 51/7 52/9 53/24
add [3] 8/7 11/9 34/16
added [1] 11/6
adding [1] 44/17
additional [8] 11/16 20/23 27/11 27/14 29/11 41/4 54/8 55/3
additionally [4] 27/16 28/12 33/10 33/16
address [7] 24/6 25/5 26/16 29/19 36/18 37/13 52/1
addressed [2] 22/20 24/18
adjacent [12] 5/12 5/24 9/23 10/2 18/8 20/7 21/14 22/8 29/23 36/2 42/7 44/8
adjoins [1] 26/23
adjust [1] 12/19
adjusted [1] 9/20
adjustment [1] 3/18
afforded [1] 12/18
after [1] 36/14
afterwards [1] 15/19
again [3] 16/13 16/22 52/23
against [1] 28/22
agenda [1] 3/7
ago [1] 27/22
agree [3] 25/17 42/23 42/24
airport [1] 48/17
all [41] 2/1 3/5 3/10 3/12 4/5 9/6 9/8 12/11 13/8 13/23 16/15 16/15 16/19 17/25 17/25 19/21 23/20 25/3 25/11 27/10 30/22 30/25 31/6 32/3 32/13 33/19 35/22 36/6 37/6 38/2 38/5 41/1 41/7 43/24 45/11 50/2 52/8 52/17 52/19 53/3 54/17
allocated [1] 25/18
allow [2] 11/19 38/15
allowing [1] 43/4
alone [1] 13/22
along [14] 5/22 6/2 6/3 12/20 17/24 18/18 31/20 32/4 32/19 33/2 35/12 38/20 41/1 47/3
already [3] 11/8 24/2 52/21
also [40] 4/12 5/19 5/24 6/1 6/13 8/4 8/16 8/17 9/6 9/16 9/19 9/24 10/5 11/21 12/14 15/10 16/20 17/6 17/22 19/8 20/2 20/4 20/6 20/16 20/25 21/17 21/19 22/3 22/22 29/22 30/20 31/21 34/1 40/2 42/24 47/7 47/8 49/18 50/10 53/10
although [3] 11/22 16/4 17/9
am [1] 52/3
amenities [1] 21/14
amount [7] 13/12 13/16 23/16 34/1 43/22 47/6 47/7
ample [2] 6/7 6/8
analyzed [1] 23/2
Andy [2] 29/20 52/23
angles [1] 31/22
another [4] 27/25 29/3 44/17 44/19
answer [8] 9/8 12/21 15/17 23/3 23/12 34/19 35/16 50/16
answer your [1] 35/16
answered [1] 34/18
answers [1] 39/17
anticipate [1] 28/9
any [20] 3/24 9/8 11/23 12/21 13/1 15/17 18/23 22/21 23/3 23/11 23/13 23/19 31/14 34/20 34/23 42/9 44/23 45/16 47/18 53/4
anybody [4] 13/1 23/13 25/1 51/18
anyone [1] 31/15
Anything [1] 39/7
appears [1] 22/25
applicant [7] 4/6 13/2 16/17 16/23 20/9 21/19 55/16
application [8] 1/9 3/16 17/20 19/19 21/10 21/15 55/15 55/18
appreciate [2] 12/15 43/19
approach [1] 15/20
appropriately [1] 6/12
approval [2] 3/18 42/3
Arch [1] 47/23
architect [1] 52/3
architectural [1] 8/24
architecturally [2] 38/24 44/1
architecture [3] 7/18 22/16 51/9
are [82]
area [34] 4/20 5/3 6/21 7/1 7/4 7/8 7/10 7/11 7/14 12/1 12/9 13/13 13/16 16/1 16/5 16/9 17/15 19/23 19/24 20/2 20/2 20/3 20/4 21/5 21/6 27/15 33/25 38/3 40/10 40/10 44/21 52/14 54/13 54/20
areas [13] 5/23 9/5 9/15 9/16 17/6 17/7 18/11 20/7 21/15 22/9 23/17 30/10 34/14
aren't [1] 52/13
argument [1] 41/25
around [5] 5/4 7/11 7/23 23/17 33/19
art [1] 5/6
arterial [2] 5/13 10/11
arteries [1] 35/13
as [91]
ask [2] 13/5 32/8
asked [2] 9/10 55/8
asking [2] 13/6 33/5
aspect [1] 19/17
aspects [1] 14/24
assist [1] 23/9
Assistant [2] 1/18 2/24
Assistant/Recording [2] 1/18 2/24

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

A

association [1] 17/17
Assume [1] 4/6
at [56] 2/14 3/20 4/17 7/8 7/13 10/17 13/22 14/8 15/6 15/22 17/10 18/2 19/7 19/8 21/23 22/11 22/21 23/3 23/4 23/12 24/16 24/21 24/25 25/11 25/16 25/25 26/7 26/17 28/3 29/25 30/9 30/25 31/6 31/18 32/18 34/10 34/13 35/7 38/1 38/18 41/12 42/24 43/15 47/14 49/7 50/2 50/20 50/20 50/22 50/23 51/10 52/23 53/10 54/13 55/7 55/20
atop [1] 32/24
attached [2] 37/25 50/6
ATTENDANCE [1] 1/12
Attorney [2] 1/16 2/16
attractive [1] 43/17
audience [2] 29/15 51/12
automatic [1] 5/5
available [3] 11/4 15/17 20/14
average [1] 34/24
averages [1] 34/23
away [2] 10/17 11/11
aye [1] 3/12

B

back [9] 12/23 13/24 33/3 40/3 41/6 49/10 49/12 52/22 53/1
backing [1] 6/8
backs [1] 29/23
bad [1] 32/2
BALLAS [2] 1/3 35/8
bands [1] 7/24
Bank [1] 25/16
base [1] 19/16
based [8] 11/5 18/2 18/12 20/11 21/3 22/12 28/14 48/7
basically [4] 6/5 20/20 21/21 50/2
bays [1] 45/5
be [69]
bear [1] 28/7
beautiful [2] 43/12 52/16
because [13] 17/13 24/10 24/10 24/21 24/25 25/3 25/15 27/14 28/9 28/20 42/18 43/14 52/10
been [16] 9/2 9/19 9/20 12/5 12/9 18/10 20/18 24/2 26/15 31/3 36/12 36/16 37/21 42/24 52/4 52/21
before [4] 13/2 17/1 28/15 28/16
beginning [1] 39/13
behalf [1] 14/21
behind [5] 36/2 49/10 50/8 52/14 53/25
being [7] 7/19 9/22 15/5 19/15 47/9 50/4 50/4
believe [3] 14/15 17/9 25/1
beneficial [2] 15/3 15/14
benefit [1] 52/9
benefits [1] 42/2
besides [1] 46/1
Beth [2] 1/13 51/11
better [1] 34/18
between [6] 5/12 6/8 8/14 34/4 49/1 49/2
beyond [2] 30/7 45/10
big [2] 15/23 51/9
bigger [2] 14/11 21/16
bit [12] 14/16 15/4 16/24 17/23 19/7 21/12 22/17 36/21 41/3 43/1 48/24 49/9
bleeding [1] 41/6
blessing [1] 54/10
block [4] 33/17 34/1 49/1 49/1
board [1] 7/23
boil [1] 21/21
bolted [2] 13/24 49/10
both [9] 8/10 10/18 12/7 15/8 15/11 21/8 31/19 32/19 45/22
Boulevard [10] 3/21 5/13 10/9 10/15 11/22 18/22 21/25 41/5 42/11 53/23
boundary [3] 3/18 16/14 19/20
boutiques [1] 37/23
box [1] 16/5
BP [2] 48/10 48/17
break [1] 15/15
breaks [1] 38/20
bridges [1] 6/22
bright [1] 31/24
bring [2] 36/15 52/22
Briteworx [7] 3/20 5/6 49/14 49/19 50/4 51/4 51/4
broad [1] 9/13
brush [1] 9/13
buffer [4] 5/12 9/15 9/16 50/8
buffers [1] 21/14
building [19] 7/1 7/10 7/13 7/18 8/1 8/6 8/9 8/20 9/4 13/24 33/17 33/19 37/6 38/22 40/23 44/9 44/12 50/7 54/9
buildings [6] 7/5 8/19 8/23 8/24 43/24 52/10
built [2] 36/14 47/19
business [10] 3/15 30/3 30/5 30/7 39/5 40/5 40/9 48/6 50/2 52/15
businesses [7] 19/25 20/25 22/1 27/8 30/1 30/2 30/4
but [58]

C

C-Store [3] 7/7 13/19 14/15
call [5] 2/4 22/19 27/21 32/20 32/21
called [1] 20/3
calls [5] 19/24 21/13 21/17 21/25 42/6
can [29] 4/7 7/2 7/23 9/7 10/4 11/16 13/5 16/3 16/8 17/2 22/25 23/3 23/9 28/6 28/15 28/16 29/4 34/11 34/13 34/16 35/9 36/21 39/20 40/3 40/4 47/19 53/3 55/2 55/3
can't [4] 25/1 28/20 28/21 52/15
candles [1] 32/11
Cannon [1] 10/6
canopy [6] 7/6 8/18 33/4 33/17 34/15 46/17
capacity [3] 11/4 49/23 54/1
capita [1] 34/23
capture [1] 30/16
captured [2] 11/7 11/9
capturing [1] 45/11
car [23] 3/20 4/16 5/5 7/7 8/12 10/23 13/22 13/23 13/25 27/17 30/21 33/11 35/17 35/23 40/17 45/18 46/6 46/16 49/10 49/15 50/4 50/11 54/8
cards [1] 23/19
careful [2] 6/17 26/4
Carl [2] 1/16 2/16
Carney [2] 1/13 2/5
carpet [1] 49/11
cars [14] 10/20 24/25 25/4 25/22 27/16 28/4 28/6 28/9 28/17 28/20 46/18 47/9 47/12 47/13
Carwashes [1] 35/18
cater [1] 22/1
cause [3] 35/9 38/7 50/19
CBB [5] 10/6 10/6 11/17 11/21 22/22
CCR [6] 1/23 1/23 56/13 56/13 56/14 56/14
center [3] 28/18 28/22 28/23
centralized [1] 51/6
certainly [4] 4/8 15/17 23/3 47/12
Certified [3] 56/5 56/6 56/6
certify [1] 56/7
Chair [2] 1/13 14/19
challenges [1] 38/8
challenging [1] 35/9
change [2] 53/4 53/7
changes [5] 8/4 8/7 8/10 11/16 41/4
changing [2] 11/18 25/18
character [3] 19/25 21/25 27/8
characteristics [1] 8/25
Charter [1] 55/17
Cheryl [2] 24/7 24/15
Circle [1] 35/6
circulation [5] 5/4 6/8 6/12 6/13 13/23
city [20] 1/2 1/16 1/17 2/16 2/21 7/20 12/15 14/22 15/8 15/9 15/12 16/1 16/10 16/13 16/15 16/16 18/13 40/15 55/14 55/17
City's [6] 12/6 15/1 15/1 22/23 31/8 55/16
city/county [1] 16/15
CityPlace [2] 30/17 30/17
Civil [1] 4/9
clarification [1] 53/21
clarify [1] 52/4
cleaners [1] 49/11
clear [2] 6/13 49/6
clearly [2] 6/7 21/24
clerk [1] 55/14
clock [1] 24/12
close [2] 29/23 55/9
closed [2] 55/19 55/20
closer [1] 40/23
closest [1] 35/4
code [2] 32/11 55/16
COEUR [9] 1/2 14/22 15/9 15/10 16/13 17/5 17/24 32/3 35/3
cognizant [2] 9/23 24/13
colors [2] 7/24 9/4
Columbia [3] 49/19 50/23 51/4
combine [1] 45/17
come [8] 3/25 18/12 23/25 28/6 29/16 51/15 51/17 51/18
coming [7] 27/18 28/2 28/5 28/9 29/ 29/7 33/24
comment [4] 4/2 41/20 42/16 51/13
comments [2] 22/21 51/20
comments at [1] 22/21
commercial [20] 3/22 8/4 8/23 9/1 9/1 10/9 17/9 18/6 20/5 20/5 22/5 25/10 39/4 42/6 43/5 44/7 44/13 45/14 45/19 45/21
COMMISSION [6] 1/1 2/2 14/20 15/22 19/9 42/17
committee [1] 39/6
committing [1] 5/8
community [12] 1/17 2/18 8/22 14/21 35/14 36/2 36/8 39/5 39/5 39/6 54/11 54/16
Comp [1] 22/18
companies [2] 4/11 48/3
company [4] 40/8 47/17 47/18 48/14
company-owned [1] 48/14
comparative [1] 30/12
compare [3] 13/10 30/10 41/13
compared [2] 7/12 51/3
compares [1] 13/20
comparison [2] 53/7 53/11
comparisons [1] 30/20
compatibility [1] 20/6
compatible [4] 18/7 21/24 42/7 44/4
compelling [2] 41/25 42/12
completed [1] 10/5
complex [1] 15/7
complexity [1] 15/21
compliance [1] 15/24
complicated [1] 26/2
comply [1] 32/10
component [1] 9/22
components [2] 6/11 10/8
comport [1] 21/11
Comprehensive [23] 5/11 6/24 15/1 15/25 19/22 19/23 20/10 20/17 21/9 21/23 22/8 27/7 37/4 37/21 38/4 38/6 38/10 41/24 42/1 43/14 45/22 54/18 55/17
comprised [1] 7/5

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

C

computer [1] 6/4
concealed [1] 51/8
concept [1] 5/1
concepts [1] 6/23
concern [3] 21/13 27/25 29/5
concerned [2] 26/6 27/11
concerns [5] 18/18 19/13 22/13 29/11 33/14
concert [1] 7/25
concluded [1] 9/25
conclusion [2] 16/18 42/14
concur [1] 42/17
concurred [1] 12/7
conditional [2] 3/17 19/19
conducted [1] 9/24
configuration [1] 33/16
conjunction [1] 17/19
connect [1] 8/19
connected [1] 6/11
connecting [3] 8/16 8/21 39/1
connection [1] 8/14
consider [2] 19/9 37/17
considerably [1] 13/15
consideration [1] 6/18
considered [2] 9/7 38/9
consist [1] 7/24
consistency [1] 8/14
consistent [3] 5/10 19/1 37/1
consolidate [2] 10/15 19/21
consolidated [2] 16/19 16/20
consolidating [1] 52/8
constant [1] 29/6
constructed [3] 4/18 5/19 6/2
construction [1] 34/12
consultant [2] 12/6 22/23
Consultants [1] 4/10
consumer [1] 4/25
contain [1] 16/6
contemplated [1] 12/11
context [3] 15/4 16/25 17/23
continue [4] 14/3 42/19 54/25 55/9
continues [1] 33/19
control [2] 32/1 32/2
convenience [9] 3/19 4/16 4/23 5/1 11/5 14/14 18/4 35/11 45/18
convenience-oriented [1] 11/5
conveniences [1] 38/18
convenient [1] 25/12
conversation [1] 52/6
corner [2] 7/3 35/4
corporate [1] 22/16
correct [3] 32/22 33/9 54/6
corridor [10] 10/9 19/24 21/2 22/5 37/23 39/3 42/25 43/2 43/6 44/10
could [16] 3/25 12/1 13/9 21/2 21/6 22/6 23/22 24/5 24/13 29/18 31/3 39/14 44/16 44/16 46/2 47/10
could figure [1] 23/22
county [9] 12/6 15/13 16/11 16/14 16/15 16/15 35/22 40/14 56/2
couple [3] 27/21 46/5 51/11
course [5] 27/10 28/19 28/21 29/1 40/15
court [7] 1/22 3/21 4/3 11/2 51/22 56/5 56/6
coverage [7] 7/1 7/14 38/22 38/22 40/1 43/23 44/3
crammed [1] 54/7
create [4] 6/19 37/22 41/25 44/20
Creating [1] 8/25
CREVE [9] 1/2 14/22 15/8 15/10 16/13 17/5 17/24 32/3 35/3
criteria [1] 37/16
cross [1] 29/8
crossing [1] 11/22
CSR [3] 1/23 56/13 56/14
Cuba [1] 48/7
curb [3] 5/15 10/16 10/21
current [11] 4/18 5/5 5/14 6/22 10/24 12/15 12/16 12/16 17/14 17/15 45/22
currently [4] 3/22 17/7 35/5 50/22
customize [1] 9/20
customized [2] 9/21 33/12
cut [4] 10/21 31/22 33/7 33/7
cut-off [1] 31/22
cuts [2] 5/15 10/16

D

dangerous [2] 25/4 25/23
date [1] 17/13
de [1] 24/22
de-facto [1] 24/22
deal [1] 33/10
debate [1] 55/10
Deborah [3] 1/23 56/4 56/14
DECEMBER [2] 1/4 2/3
December 5th [1] 2/3
decide [1] 36/25
deed [1] 40/10
define [1] 8/8
defined [2] 6/7 45/20
definitely [5] 18/16 30/8 35/2 44/13 44/17
definition [1] 45/18
degree [2] 16/12 23/3
delay [1] 11/12
demands [2] 36/7 36/7
demo [1] 39/13
density [1] 37/25
Department [1] 14/21
depth [2] 50/7 50/9
described [4] 18/10 21/8 45/21 53/8
design [15] 4/13 5/10 6/6 6/17 6/23 8/15 9/6 12/16 15/1 22/3 22/10 22/11 22/18 38/8 54/17
designations [1] 15/11
designed [1] 9/19
destination [3] 35/21 36/4 37/23
detail [4] 9/8 36/24 37/5 37/15
detailed [1] 22/11
details [1] 10/7
determine [1] 36/13
developed [3] 6/5 6/5 48/19
developing [1] 9/12
development [27] 1/17 2/19 3/18 4/22 6/20 7/13 7/15 7/20 8/21 12/14 14/21 14/25 16/9 17/19 18/6 18/12 19/14 19/18 19/19 20/18 27/6 42/11 43/5 44/20 45/14 45/15 45/20
developments [3] 12/12 42/7 54/21
Deweese [1] 52/2
dialogue [1] 54/25
did [16] 7/6 11/21 11/23 19/3 22/10 22/13 23/1 23/20 31/18 32/14 32/16 32/18 33/1 35/16 41/8 43/10
didn't [4] 27/23 31/1 39/10 50/16
difference [3] 13/21 34/2 51/3
different [3] 8/24 50/19 52/6
direction [2] 41/14 44/16
directions [1] 31/20
directly [2] 11/11 42/10
Director [3] 1/17 2/18 14/20
discuss [1] 42/19
discussed [2] 23/7 30/21
discussing [2] 21/5 53/16
discussion [3] 22/12 53/1 55/9
distributor [1] 48/10
district [10] 18/3 18/4 18/9 18/12 19/12 20/23 42/5 43/6 44/7 45/21
do [26] 13/3 18/18 22/22 23/7 23/8 23/24 24/18 24/21 25/2 29/14 31/11 32/10 33/2 36/23 37/5 38/25 39/20 40/2 41/13 44/18 46/19 48/21 49/7 49/25 51/19 56/7
Documentation [1] 55/13
documents [2] 23/4 34/13
does [18] 8/12 11/25 16/2 16/5 16/6 21/10 21/11 26/24 37/15 37/15 41/9 41/14 41/23 41/25 47/17 51/2 53/7 53/24
doesn't [3] 22/17 38/2 53/4
doing [2] 25/17 28/8
Don [1] 1/14
don't [21] 16/4 22/21 23/19 23/21 24/12 27/6 27/20 28/10 29/9 31/2 35/19 38/1 39/19 43/2 43/4 43/7 43/8 43/13 43/17 45/16 53/15
done [8] 8/10 14/3 21/19 27/23 29/9 36/12 36/16 43/12
door [2] 44/10 44/14
down [6] 15/15 21/21 29/21 30/5 36/3 44/19
Draft [1] 45/22
drastically [1] 30/24
drawn [1] 30/12
dress [2] 4/7 53/4
drive [2] 1/23 32/4
drivers [1] 26/3
driveway [1] 10/16
driveways [1] 11/10
dry [1] 46/18
during [5] 4/2 10/12 11/12 30/3 30/5
dynamite [1] 43/11

E

each [3] 9/21 20/12 51/10
earlier [1] 10/25
early [1] 4/19
east [7] 19/24 20/3 21/2 22/5 28/21 37/22 42/25
eastbound [2] 28/17 28/24
Eastern [1] 48/11
edges [1] 41/2
educate [1] 16/24
effect [1] 27/24
effective [1] 33/13
effectively [1] 42/9
efficiency [1] 11/17
effort [2] 7/9 44/21
egress [3] 5/16 10/22 13/13
EIFS [1] 22/15
eight [1] 14/9
either [1] 50/17
element [1] 22/18
elements [16] 6/3 6/18 8/13 8/17 8/21 9/7 9/8 9/11 10/1 15/15 22/3 38/25 39/1 41/24 44/13 46/1
elevation [1] 27/20
elevations [1] 27/23
else [1] 39/7
eluded [1] 53/11
emphasize [1] 8/4
emphasizes [1] 20/21
encompassed [1] 15/8
encourage [1] 54/24
encourages [1] 22/3
end [2] 27/12 50/11
energy [2] 47/17 47/23
enforced [1] 25/13
enhanced [3] 5/3 5/21 9/16
enhancing [1] 5/12
enough [4] 6/11 33/13 37/3 50/9
entrance [5] 6/14 8/8 28/15 28/17 46/20
entrances [1] 28/12
Environmental [1] 4/10
Envision [1] 21/2
envisioned [2] 44/17 45/20
equipment [1] 13/25
especially [5] 9/15

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

E

especially... [4] 10/11 24/10 27/12 36/6
essentially [1] 20/24
esthetic [1] 5/24
evaluated [1] 20/10
evaluation [1] 42/21
even [6] 11/18 25/2 40/25 41/5 44/9 52/13
evening [10] 4/2 4/6 14/19 15/5 16/21 17/1 19/15 20/13 23/10 55/16
event [1] 12/2
everybody [2] 24/12 27/24
everything [2] 13/23 41/1
exactly [1] 17/14
except [2] 13/21 49/1
excited [1] 4/14
exhibits [1] 55/12
exist [2] 11/8 39/3
existing [18] 4/16 7/2 7/4 9/15 10/11 10/16 11/7 11/24 17/3 17/3 19/23 20/21 28/12 30/1 39/15 40/4 40/15 52/16
exists [1] 38/23
exit [4] 10/18 25/9 29/2 46/14
exiting [1] 10/22
exits [2] 6/14 28/13
expand [3] 29/25 30/16 39/14
expanding [1] 52/17
expansion [1] 38/16
expansive [3] 6/20 38/11 38/20
expected [2] 4/25 11/3
extensive [1] 9/14

F

facade [1] 34/9
facade-looking [1] 34/9
face [1] 7/24
facilities [3] 8/15 14/4 50/5
facility [9] 3/20 5/5 5/7 5/20 34/11 35/7 44/12 44/22 49/15
fact [1] 53/6
facto [1] 24/22
falls [1] 19/23
familiar [2] 13/12 35/8
families [1] 18/17
family [7] 3/23 4/21 17/25 20/25 37/25 43/21 48/6
family-owned [1] 48/6
far [11] 8/13 12/11 13/20 27/7 29/11 30/12 35/11 36/5 43/3 44/5 48/23
fast [1] 44/18
faster [2] 4/1 6/15
favor [2] 3/11 25/21
favorable [1] 12/14
feasibly [1] 5/10
feature [1] 6/1
feel [6] 35/25 38/2 38/19 43/9 44/3 44/5
feels [1] 9/2
feet [6] 28/14 28/16 29/3 29/4 34/7 47/3
fence [8] 9/18 10/1 32/21 33/19 34/6 34/8 34/10 41/2
few [5] 22/13 23/20 27/5 28/5 52/5
fewer [1] 50/17
Fifth [1] 25/16
figure [2] 6/25 23/22
file [1] 55/18
finalizing [1] 34/12
find [1] 38/18
finding [1] 54/19
findings [3] 11/23 12/7 42/13
first [9] 9/13 23/20 23/23 24/19 26/21 28/13 28/15 36/24 49/22
fits [5] 27/7 37/17 38/2 43/13 43/18
five [4] 5/14 10/10 10/15 10/20
five-lane [1] 10/10
fixtures [1] 31/22
flashing [1] 11/19
Florissant [6] 49/16 50/21 50/22 51/4 53/12 53/24
flow [2] 5/4 29/6
flows [2] 11/7 11/11
folks [1] 4/12
following [2] 25/11 55/12
food [1] 44/18
foot [3] 32/11 34/11 34/13
footage [1] 14/13
footprint [1] 13/21
former [1] 12/15
forth [4] 12/23 29/16 40/3 53/1
forty [1] 44/25
forward [7] 3/25 18/13 19/4 23/25 37/18 38/10 53/9
found [2] 6/10 10/13
four [2] 10/20 44/25
fourteen [1] 50/22
free [2] 46/13 50/24
freestanding [1] 18/5
from bleeding [1] 41/6
front [4] 16/21 44/10 44/13 52/14
frontage [1] 5/24
frontages [2] 16/13 18/17
fronts [1] 42/10
fueling [3] 14/9 45/6 45/8
full [3] 5/15 5/15 10/16
functional [2] 8/25 53/7
further [12] 5/8 8/5 10/7 10/17 16/24 17/8 17/21 20/22 23/10 34/7 41/5 42/4
future [5] 12/2 12/3 19/6 21/3 42/9

G

gas [17] 3/19 4/16 17/3 25/7 27/14 30/6 34/20 34/25 35/4 45/17 46/16 47/11 47/18 47/19 52/11 53/6 53/11
Gatesbury [1] 1/23
GBA [1] 22/23
GC [14] 3/22 17/6 17/7 17/15 17/20 17/22 17/25 18/2 18/4 18/8 18/11 42/5 43/6 45/21
Gene [1] 1/15
general [5] 3/22 22/14 32/2 34/17 43/5
generally [1] 35/15
generated [1] 6/4
get [19] 4/1 10/7 25/13 27/23 27/23 28/7 28/19 33/2 35/9 35/21 36/21 36/23 37/5 37/15 41/18 42/16 44/23 45/15 50/9
getting [1] 34/12
gigantic [1] 43/15
give [4] 9/12 13/9 51/19 51/25
given [2] 6/18 15/21
gives [2] 8/21 17/23
go [15] 9/8 10/4 10/4 10/14 20/12 24/23 24/24 25/1 25/2 25/7 25/11 26/4 31/19 34/11 38/3
goals [1] 4/22
Goddard [2] 17/17 17/22
goes [2] 25/10 50/25
going [34] 2/1 3/6 12/23 24/19 25/7 25/13 25/17 27/13 27/18 28/10 29/1 29/2 29/2 29/4 29/5 29/6 29/8 31/23 33/17 34/1 34/22 35/7 35/21 35/22 36/15 38/8 38/15 40/10 43/22 46/6 46/18 47/14 53/9 54/14
gone [3] 12/20 25/15 45/19
good [9] 4/6 14/19 14/23 21/19 23/18 32/1 33/10 34/1 39/25
Google [1] 28/14
got [1] 33/7
grade [2] 34/2 40/25
grades [1] 34/12
great [1] 23/3
green [13] 6/20 7/16 7/17 11/20 11/20 13/17 20/1 38/11 38/20 52/15 53/2 53/6 54/6
green turn [1] 11/20
guess [8] 26/21 27/13 27/20 28/1 28/8 30/17 38/7 46/18
Guideline [1] 22/11
guidelines [8] 5/11 6/23 8/15 15/2 22/10 43/8 43/8 54/18
guys [1] 35/8

H

had [7] 9/10 24/18 25/15 27/22 32/1 39/23 47/16
Hall [3] 1/14 2/7 3/2
hand [2] 23/23 28/21
hands [1] 51/12
happy [3] 4/14 12/21 23/12
hard [1] 24/21
has [21] 7/15 9/2 9/19 11/17 12/5 12/7 12/9 12/18 18/10 20/9 21/19 22/21 31/2 31/15 36/12 36/16 44/13 47/18 51/17 53/6 54/19
hatched [1] 40/10
hate [1] 38/5
have [101]
haven't [2] 23/2 46/15
having [6] 13/22 26/6 28/9 44/17 50/6 52/6
Hazelwood [1] 4/10
head [1] 44/16
heading [2] 28/5 28/21
headlight [1] 33/23
heads [1] 11/18
hear [3] 13/2 23/15 54/25
hear from [1] 23/15
heard [1] 53/2
hearing [15] 1/1 1/8 3/16 12/22 34/19 45/24 51/17 53/3 55/1 55/9 55/13 55/19 55/20 56/8 56/10
Heather [1] 1/15
heavily [1] 35/12
height [1] 34/11
heights [1] 9/19
help [6] 8/8 28/10 41/5 41/8 41/15 44/15
her [2] 51/25 52/1
here [36] 4/11 6/25 7/23 10/6 13/11 14/9 16/3 16/8 16/15 17/2 17/21 18/1 18/21 18/22 26/20 27/1 27/3 29/1 29/6 30/5 30/18 31/15 35/4 36/21 38/13 40/3 40/9 40/23 41/1 43/13 48/11 48/14 50/18 51/3 52/22 53/8
hereby [1] 56/7
high [5] 5/9 7/18 10/11 11/6 54/11
high-quality [1] 5/9
higher [2] 50/11 50/25
highest [1] 11/12
highlight [1] 16/5
highway [5] 5/13 10/11 53/12 53/22 53/23
his [1] 29/22
historically [1] 25/20
history [1] 18/11
hold [1] 26/19
holds [1] 16/11
homes [1] 37/25
honestly [1] 12/10
honk [1] 24/25
horizontal [1] 8/5
horizontally [1] 8/10
hose [1] 51/8
hours [6] 10/12 30/3 30/5 30/7 33/11 33/15
house [2] 13/18 27/1
houses [1] 40/14
how [20] 6/19 13/9 13/20 14/25 21/10 21/11 25/5 25/6 25/12 25/18 27/6 28/10 29/9 31/5 34/6 35/8 35/17 36/8 36/13 49/7
however [2] 11/4 17/18
Huck [3] 26/17 29/21 32/14
huge [2] 52/9 52/11
huh [12] 14/18 32/17 32/23 33/22 34/3 39/12 40/7 41/8 45/9 46/4 48/2 49/5
human [2] 8/2 8/11

I

I'd [8] 12/21 23/12 23/15 30/11 31/6 32/7 42/16 42/21
I'll [10] 13/6 20/12 22/13 23/11 35/1

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

I

I'll... [5] 36/17 37/7 52/21 52/21 52/22
I'm [17] 4/9 6/15 15/17 18/21 24/7 24/12 25/12 26/6 33/5 33/23 34/19 35/8 37/9 43/19 44/15 45/24 51/2
I've [4] 21/8 32/4 53/2 53/10
I70 [1] 49/2
idea [1] 34/20
ideals [1] 21/11
identified [1] 20/9
if [37] 3/25 4/6 7/8 10/7 18/2 19/3 20/13 21/5 21/23 23/11 23/15 23/22 24/2 24/5 24/12 24/24 25/23 27/21 28/19 29/18 29/25 30/13 31/6 31/23 34/13 34/18 35/2 36/20 39/19 41/15 42/18 51/12 51/14 51/16 51/18 55/3 55/7
ignore [1] 38/6
IL [3] 1/23 56/13 56/14
IL-CSR [3] 1/23 56/13 56/14
Illinois [3] 49/19 50/23 56/5
imagine [1] 36/16
immediate [1] 40/20
immediately [2] 36/2 53/25
impact [4] 10/2 11/23 22/20 41/13
implementation [2] 21/4 21/7
important [3] 9/7 15/22 19/9
importantly [1] 9/4
improved [1] 5/3
improvement [1] 12/3
in [136]
Inc [1] 1/22
include [1] 16/3
included [2] 7/9 39/20
including [1] 13/12
inconsistent [2] 42/1 42/5
incorporate [1] 22/17
incorporated [1] 22/4
incorporating [1] 21/18
increase [3] 11/3 11/10 30/23
increasing [1] 38/17
indicating [2] 26/20 27/2
indicators [1] 11/19
individual [2] 8/14
51/5
information [2] 13/9 55/8
initially [1] 15/23
ins [1] 8/8
inside [2] 14/1 15/12
instead [2] 13/22 49/2
intact [1] 41/1
integral [1] 7/24
intense [2] 12/11 32/5
intensity [12] 6/25 7/10 18/7 21/22 22/7 31/19 32/2 38/21 43/20 44/3 55/1 55/4
intent [1] 19/11
interest [5] 6/19 8/8 23/16 31/12 31/13
interested [1] 30/11
interior [1] 13/25
internal [1] 13/23
intersection [5] 11/24 12/4 24/20 26/5 26/7
into [29] 5/20 10/7 10/16 16/20 19/12 20/12 21/18 24/25 25/7 26/4 27/23 28/1 28/7 28/15 28/16 28/18 28/22 28/23 30/9 31/24 32/5 33/3 33/18 33/24 34/12 36/23 37/5 37/15 55/12
introduction [1] 20/25
invest [1] 54/15
involves [1] 15/8
is [178]
is that [1] 42/15
islands [2] 5/4 14/9
isn't [1] 43/14
issue [5] 24/19 25/5 25/6 37/1 43/14
issues [5] 21/21 21/21 22/12 24/17 25/15
issues that [1] 24/17
it [85]
it's [50] 7/5 10/22 13/21 14/4 14/10 19/6 19/7 19/9 20/6 20/18 21/24 24/21 25/4 25/11 25/23 26/1 27/3 27/5 27/8 30/13 31/14 33/11 34/7 34/8 34/9 34/10 35/19 36/9 36/14 36/15 44/5 45/13 45/13 45/13 45/25 46/13 46/15 47/6 47/7 48/24 48/24 49/10 50/2 50/19 51/9 53/23 54/7 54/10 54/14 54/21
items [1] 4/24
its [1] 18/19
itself [7] 12/5 13/14 31/18 33/17 37/1
48/24 49/14

J

Jaggi [3] 1/17 2/19 14/20
Jason [8] 1/17 2/19 9/10 13/2 13/4 14/20 23/14 35/2
Jessica [2] 1/18 2/24
Jewelry [1] 44/12
job [2] 21/19 43/11
jump [2] 30/2 30/18
just [42] 4/1 9/12 11/24 16/24 18/10 20/12 22/13 22/14 24/5 24/9 24/13 24/17 26/6 26/21 26/22 27/3 27/9 27/24 29/4 29/21 29/24 32/21 33/25 41/20 42/11 43/13 43/17 46/24 47/6 47/9 47/16 50/9 50/9 51/7 51/18 51/19 52/4 52/25 53/20 53/22 54/2 54/22
justify [1] 42/3

K

Kamp [4] 4/9 14/23 16/2 22/20
Kansas [1] 56/6
keep [3] 32/21 41/5 53/3
keeps [1] 6/11
Kelly [2] 1/17 2/21
Kevin [1] 4/9
key [1] 20/2
kind [28] 9/9 9/12 10/14 15/3 15/14 16/23 19/4 19/16 22/15 25/25 26/6 34/15 36/9 36/18 36/21 37/14 40/5 41/16 43/21 44/24 45/15 45/19 48/16 48/25 49/6 49/11 49/22 55/2
kinds [1] 39/18
Kistner [2] 1/13 14/19
knee [1] 6/1
know [55] 7/10 9/10 12/19 13/3 13/12 18/2 18/15 19/10 21/4 21/20 22/15 27/6 27/17 27/21 28/10 29/4 29/9 29/10 29/24 31/2 33/25 34/14 35/1 35/2 35/11 35/12 35/14 35/19 35/19 35/25 36/8 37/15 37/17 38/7 38/15 38/17 38/24 38/24 38/25 39/3 43/20 43/20 44/9 44/11 44/15 44/19 47/9 47/11 51/9 52/21 52/25 54/10 54/19
54/21 54/22
knowing [1] 23/21
KS [3] 1/23 56/13 56/14
KS-CCR [3] 1/23 56/13 56/14

L

Lake [4] 3/21 11/2 32/19 33/2
land [1] 29/22
landscape [5] 21/14 40/5 51/24 52/3 52/18
landscaped [1] 9/5
landscaping [2] 9/14 20/1
lane [13] 10/10 24/16 24/23 24/24 27/3 27/11 27/13 28/2 28/7 28/18 28/21 28/22 28/23
lanes [5] 10/18 10/19 27/16 28/24 46/17
large [6] 5/23 16/12 21/15 22/24 36/1 46/25
larger [10] 11/19 13/17 15/15 16/1 21/3 21/21 22/12 35/13 36/25 47/2
last [2] 20/19 49/4
lastly [1] 28/1
later [1] 56/8
law [1] 28/22
layout [1] 6/9
least [1] 17/10
leave [1] 42/8
Lee [2] 10/6 36/17
left [11] 5/19 7/3 10/18 11/18 11/20 25/3 25/23 26/1 28/21 54/19 54/21
left-hand [1] 28/21
leg [1] 11/22
less [3] 11/11 13/15 38/21
let [2] 36/17 51/25
let's [5] 2/4 26/19 32/20 32/20 41/17
lets [1] 38/21
levels [3] 9/20 11/6 31/19
liberalizing [1] 43/1
lieu [1] 54/7
light [9] 9/20 11/14 28/3 28/4 31/2 31/5 31/6 31/22 31/23
lighting [4] 9/19 32/2 32/5 33/13
lights [4] 25/19 27/14 30/6 31/25
like [32] 9/5 23/15 25/4 31/6 32/7 34/9 34/14 35/25 36/3 38/2 38/19 38/19 38/25 39/1 39/3 39/4 39/16 41/13 42/15 42/16
42/21 43/5 43/15 43/21 43/25 44/2 46/6 47/19 49/22 53/22 55/5
limit [1] 10/25
limited [1] 34/13
limits [3] 15/9 15/12 16/15
Lindbergh [4] 49/2 49/2 49/16 53/22
line [1] 27/17
linear [1] 47/3
lines [1] 8/5
listen [1] 12/19
listening [1] 52/25
little [16] 4/1 13/9 14/16 15/4 16/24 17/13 17/23 19/1 21/12 36/21 40/9 41/3 43/1 48/24 49/9 50/25
live [4] 24/16 26/17 27/12 29/20
local [1] 45/10
locate [1] 35/15
located [8] 3/20 4/10 16/10 16/11 16/19 35/5 36/5 42/11
locating [1] 6/18
location [8] 5/16 13/10 17/22 49/19 50/20 50/21 50/22 50/23
locations [4] 4/20 35/11 45/7 45/8
logical [1] 35/14
long [1] 9/12
look [11] 7/8 15/6 15/22 18/2 21/23 22/16 29/25 31/18 33/3 41/12 53/10
looked [1] 39/9
looking [15] 7/13 19/8 30/9 30/15 30/25 31/24 32/5 32/18 34/9 38/8 38/13 39/16 42/24 43/15 44/12
looks [1] 9/1
lot [18] 9/11 9/11 13/11 14/4 16/19 16/20 24/11 27/15 31/12 31/12 36/15 39/17 41/11 42/18 46/9 50/17 52/15 53/2
Louis [5] 1/24 12/6 15/13 16/14 56/2
love [1] 54/24
low [2] 7/18 37/25
low-density [1] 37/25
lower [2] 7/3 55/4
Lumley [3] 1/16 2/16 55/11

M

machine [1] 51/9
made [4] 7/5 9/14 11/16 43/23
Magruder [3] 1/14 2/8

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

M

Magruder... [1] 42/24
mainly [1] 10/22
maintain [3] 7/19 8/14 20/6
maintained [1] 10/10
maintaining [1] 9/22
maintenance [1] 7/19
major [1] 5/13
make [9] 4/1 8/1 11/13 12/19 24/17 25/6 52/17 54/2 55/3
makes [2] 54/16 54/16
making [3] 25/24 44/21 55/1
many [2] 46/16 49/7
map [2] 16/3 17/12
mark [5] 11/21 26/17 29/21 29/25 30/6
Mary [11] 12/3 24/16 24/20 24/25 25/2 25/9 25/10 25/16 25/24 51/21 52/2
Mary's [1] 51/24
Masonic [1] 17/16
masonry [4] 9/18 32/20 32/21 34/8
massing [4] 7/25 8/7 8/10 8/13
massive [1] 27/9
match [1] 21/11
material [3] 8/4 9/3 9/3
materials [8] 7/19 7/22 7/25 8/3 8/13 9/17 37/6 55/15
matter [1] 3/25
Matthew [1] 1/16
mature [1] 21/17
may [6] 14/25 14/25 15/18 23/4 34/18 39/16
maybe [9] 15/4 39/9 39/14 43/1 44/1 47/13 48/24 49/6 52/7
McLaughlin [4] 1/22 1/23 56/4 56/14
me [9] 4/12 24/12 38/2 41/22 42/12 42/13 42/20 44/23 53/3
Meadows [9] 12/4 24/16 24/20 24/25 25/3 25/9 25/10 25/16 25/24
mean [15] 13/16 27/8 35/24 41/17 43/19 44/16 46/9 46/15 47/8 47/11 53/2 53/3 54/6 54/10 54/24
meaning [1] 47/2
means [3] 19/6 28/17 28/19
measure [1] 21/7
measured [1] 32/13
measures [1] 34/25
meet [5] 14/25 21/16 33/19 37/16 41/24
meeting [2] 2/2 12/16
meets [4] 22/7 43/7 43/8 54/17
members [3] 4/13 14/19 51/12
mention [1] 31/2
mentioned [2] 10/24 16/2
merge [1] 28/23
merits [1] 54/17
met [2] 22/25 27/21
mid [3] 4/19 49/1 49/1
mid-'80s [1] 4/19
might [2] 15/3 15/14
mileage [1] 34/24
minor [1] 21/20
minutes [2] 24/11 26/8
MISSOURI [7] 1/2 4/10 10/10 48/7 48/11 56/1 56/5
mixture [1] 15/11
MO [4] 1/23 1/24 56/13 56/14
MO-CCR [3] 1/23 56/13 56/14
Mobil [1] 4/16
Mobile [18] 3/19 4/20 7/2 11/3 27/22 28/6 28/13 29/7 30/13 30/14 30/16 40/15 43/10 47/4 48/10 48/14 50/4 54/20
model [1] 6/5
modeled [1] 33/1
modern [1] 38/17
modernize [2] 4/23 38/13
modifications [2] 11/23 12/20
MoDOT [2] 12/7 25/17
MONDAY [2] 1/4 2/3
months [2] 20/19 27/22
more [15] 8/1 8/11 12/11 19/1 26/6 28/9 36/15 38/17 44/5 44/22 47/12 47/13 48/16 50/15 52/22
most [2] 9/4 17/15
motion [1] 3/7
motions [2] 23/6 23/8
move [8] 3/8 3/14 17/8 17/12 17/21 19/4 23/9 37/17
move on [1] 17/12
movements [2] 5/20 10/19
moving [3] 6/15 40/8 50/10
Mr [7] 1/13 1/14 1/15 1/16 1/16 1/17 3/13
Mr. [12] 2/5 2/8 2/10 2/14 3/10 14/23 16/2 22/20 32/14 42/24 54/5 55/11
Mr. Carney [1] 2/5
Mr. Huck [1] 32/14
Mr. Kamp [3] 14/23 16/2 22/20
Mr. Lumley [1] 55/11
Mr. Magruder [2] 2/8 42/24
Mr. Rovak [2] 2/10 3/10
Mr. Schuh [1] 2/14
Mr. Voss' [1] 54/5
Ms [6] 1/13 1/14 1/15 1/17 1/18 2/7
Ms. [2] 2/12 3/2
Ms. Hall [1] 3/2
Ms. Silverman [1] 2/12
much [10] 11/6 12/15 22/4 25/18 26/9 29/12 31/10 50/10 50/10 52/12
multi [6] 12/12 20/25 37/25 43/21 43/24 54/9
multi-family [3] 20/25 37/25 43/21
multi-tenant [3] 12/12 43/24 54/9
Muriel [1] 1/14
my [17] 4/9 15/18 24/8 24/15 26/17 26/19 27/1 27/13 29/10 29/20 30/17 34/22 37/7 37/12 43/13 52/2 52/23
myself [1] 41/21

N

name [10] 4/7 4/9 24/6 24/15 26/15 26/17 29/19 52/1 52/2 52/23
name's [1] 29/20
Namely [1] 15/23
natural [1] 7/22
nature [1] 12/22
near [1] 48/17
nearest [2] 12/1 34/20
nearly [1] 12/10
necessarily [2] 31/13 32/3
need [4] 23/8 23/24 23/25 37/10
needed [2] 12/3 44/6
needs [3] 6/22 9/21 30/9
negative [1] 10/2
neighborhood [17] 5/9 7/21 9/1 20/5 20/24 35/20 35/24 37/24 38/12 42/6 44/7 44/22 45/14 46/11 47/12 47/13 47/14
neighborhood-oriented [2] 20/5 20/24
neighborhoods [1] 44/8
neighbors [1] 9/23
never [2] 17/18 29/8
new [11] 1/3 3/14 5/1 9/16 10/16 11/3 14/4 21/6 28/25 43/8 55/7
newer [1] 38/18
next [1] 26/14
nice [1] 44/12
nine [3] 20/9 20/10 20/11
no [12] 1/9 3/17 7/19 10/2 11/1 20/3 23/25 25/25 40/23 46/20 49/24 55/7
noise [3] 9/24 10/2 41/5
none [1] 50/17
nor [1] 42/1
normal [3] 30/3 30/5 30/7
normally [1] 13/18
north [6] 1/3 10/25 17/6 29/22 49/16 53/22
northbound [1] 11/1
not [49] 4/24 6/9 8/3 8/7 11/10 11/23 17/14 18/22 22/10 23/15 24/12 25/2 25/7 25/11 25/12 25/20 27/3 31/13 31/18 31/24 32/3 32/3 33/4 33/11 34/13 35/20 35/20 36/3 37/9 39/20 41/17 41/23 41/25 42/17 42/17 42/18 43/14 44/3 44/17 44/18 45/13 45/13 47/6 47/13 50/9 51/5 51/9 53/7 53/13
not individual [1] 51/5
note [2] 3/1 6/17
noted [2] 7/15 27/6
notice [3] 19/3 47/17 55/14
noticed [1] 46/6
now [20] 3/13 3/14 4/25 12/17 13/1 17/6 17/11 18/25 25/22 25/24 30/4 35/3 36/16 37/8 38/13 38/23 40/6 40/24 41/14 47/4
number [12] 13/12 14/6 14/8 28/4 30/20 30/22 31/1 34/24 45/25 46/1 47/2 52/7
numbers [3] 28/14 30/12 30/13
nutshell [1] 20/20

O

Oak [4] 3/21 11/2 32/19 33/2
objectives [1] 16/1
obsolete [1] 54/22
obviously [5] 18/24 20/18 23/7 23/16 43/9
off [12] 9/9 25/10 28/5 28/14 29/1 31/22 31/24 33/7 33/8 33/14 45/11 49/16
offer [2] 51/1 55/12
offering [5] 4/23 5/2 49/9 49/14 50/11
offerings [3] 4/25 14/1 38/14
offices [1] 18/5
official [1] 21/9
officially [1] 12/8
Oh [3] 33/23 37/2 46/23
old [1] 43/7
Olive [39] 3/21 4/17 5/13 5/15 10/9 10/15 10/15 10/21 11/5 11/8 11/12 11/14 11/22 12/1 17/8 17/12 18/18 18/22 19/24 20/3 21/25 22/5 24/23 25/16 25/19 25/23 26/5 32/4 35/7 35/14 36/3 37/22 41/5 42/11 42/25 45/12 47/3 53/23 54/13
Olivette [13] 13/11 13/20 13/22 14/5 14/8 14/16 34/10 35/19 48/17 48/25 49/7 49/9 50/20
on [88]
on-site [1] 11/4
one [37] 5/15 13/5 13/10 15/24 16/19 16/20 18/20 19/3 20/12 21/9 21/13 22/8 24/9 24/19 24/22 25/4 28/13 29/3 29/24 30/15 31/1 31/16 31/16 32/7 35/6 35/12 39/14 47/16 48/3 48/17 48/21 49/25 50/3 52/22 53/12 53/20 53/24
ones [1] 48/16
only [7] 4/24 8/7 10/22 25/9 33/13 49/1 51/6
onto [8] 5/15 11/12 11/13 11/14 24/23 25/23 27/19 42/10
Oops [1] 10/4
open [9] 2/2 5/23 6/21 11/25 33/11 34/19 44/5 44/21 51/13
openings [1] 5/22
openness [1] 6/9

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

O

opens [1] 44/11
operate [1] 30/3
operated [1] 48/19
operates [2] 40/5 40/9
operating [1] 49/18
operation [2] 9/25 33/12
opinion [1] 41/23
opportunity [4] 12/13 12/18 54/25 55/2
option [1] 11/13
or [30] 4/24 7/10 8/18 9/18 12/3 15/19 18/6 19/20 20/22 31/3 32/20 34/23 36/24 39/6 42/17 42/17 43/23 44/2 44/18 44/19 45/2 46/18 47/12 49/25 50/17 53/1 54/8 54/20 54/21 55/8
order [2] 2/4 5/19
Ordinances [1] 55/17
oriented [4] 11/5 20/5 20/24 39/6
other [19] 6/2 6/3 9/7 12/19 22/21 29/14 30/11 31/1 31/11 32/14 42/18 42/21 43/21 46/1 47/16 47/19 50/4 50/12 54/17
others [2] 32/4 42/16
our [15] 2/2 2/4 6/4 15/9 17/13 19/22 19/22 21/21 26/3 26/3 27/19 28/10 37/3 51/24 55/9
our landscape [1] 51/24
out [12] 5/16 10/21 11/11 17/13 26/4 28/6 28/10 28/19 29/7 35/9 36/13 51/10
outside [1] 45/19
over [5] 12/17 28/18 35/22 39/1 50/10
overall [5] 7/8 7/10 7/15 9/22 38/23
overarching [1] 42/15
overlooked [2] 39/9 39/17
overview [3] 9/13 14/23 16/22
own [1] 18/19
owned [2] 48/6 48/14
owner [1] 5/8

P

p.m [3] 1/5 33/12 55/20
package [1] 39/19
packet [1] 39/20
packets [1] 9/10
page [2] 24/21 54/3
paragraph [1] 41/21
parcel [7] 17/4 19/5 29/22 35/10 42/8 52/12 52/17
parcels [6] 16/3 16/6 17/8 19/21 38/19 52/9
park [3] 9/5 44/6 52/14
park-like [2] 9/5 44/6
parking [2] 27/14 43/25
part [11] 18/6 20/2 20/18 21/2 30/11 31/1 33/24 40/14 40/14 44/19 50/24
partially [2] 16/10 16/10
particular [8] 6/11 10/8 34/8 35/3 35/18 35/22 36/14 44/10
particularly [1] 41/12
party [1] 12/6
pass [1] 7/23
passing [1] 5/25
path [1] 5/22
pathways [1] 6/7
pattern [1] 18/16
pay [2] 33/25 50/20
peak [1] 10/12
pedestrian [4] 5/22 5/22 11/21 21/14
people [13] 3/24 13/11 23/20 24/11 25/10 27/22 29/1 29/7 29/15 31/11 35/22 42/21 51/14
per [6] 7/1 34/23 34/24 34/25 34/25 35/17
perceived [1] 55/4
percent [8] 7/4 7/11 7/13 7/16 7/16 14/10 14/12 50/14
percentage [1] 7/1
periods [1] 11/12
permit [1] 3/17
person [1] 54/15
personally [1] 42/14
perspective [3] 38/22 40/25 50/11
photo [1] 31/17
photometric [1] 31/17
photometrics [1] 32/10
picture [1] 15/23
pieces [1] 45/17
pitched [1] 44/2
place [2] 35/14 36/1
placement [2] 8/20 9/4
places [1] 50/12
plan [44] 3/18 4/15 5/1 5/11 6/24 15/1 19/19 19/22 19/23 20/3 20/10 20/17 20/20 20/21 21/4 21/9 21/10 21/13 21/17 21/18 21/23 22/8 22/18 27/7 32/16 37/1 37/4 37/21 38/4 38/6 38/11 39/13 39/15 41/16 41/25 42/1 43/14 45/23 53/2 53/5 53/8 54/18 55/4 55/17
Plan's [1] 16/1
planned [1] 18/6
Planner [2] 1/17 2/21
planning [8] 1/1 1/18 2/2 2/23 9/6 11/25 14/20 56/7
plans [3] 21/9 39/11 53/14
plant [1] 9/17
plat [1] 19/20
playing [1] 9/9
please [3] 3/1 26/16 51/19
plot [2] 27/9 30/23
plus [4] 44/18 44/18 47/10 47/10
pocket [1] 38/19
point [10] 10/14 10/14 19/7 22/21 24/21 46/2 53/20 54/5 54/14 55/7
pointer [1] 16/4
points [5] 4/2 27/5 36/6 53/1 53/15
pole [1] 9/19
policies [3] 20/10 20/11 20/21
portion [5] 5/16 16/17 17/5 17/24 22/5
positioned [1] 6/19
possession [1] 55/14
possibility [1] 21/1
possible [2] 22/4 31/7
potential [2] 12/2 42/9
potentially [3] 11/17 21/7 44/4
practical [1] 29/10
preclude [1] 31/23
predicted [1] 32/13
prepare [1] 22/11
present [12] 2/6 2/9 2/11 2/13 2/17 2/20 2/22 2/25 3/3 3/4 3/13 4/15
presentation [1] 15/19
presented [3] 19/15 42/3 55/15
preserve [1] 50/7
preserving [2] 5/11 41/2
presume [1] 23/17
pretty [2] 42/12 42/20
prevent [2] 5/19 34/14
previous [1] 54/21
previously [1] 43/23
price [1] 36/6
primarily [1] 18/18
principal [1] 8/19
pro [1] 21/13
probably [3] 35/12 40/3 47/3
proceed [2] 15/18 21/5
proceedings [1] 23/10
process [1] 9/6
Products [1] 48/10
Professional [1] 56/4
prohibit [1] 42/9
project [14] 10/6 14/24 14/25 15/22 16/5 16/18 17/18 20/11 22/25 42/2 52/3 52/10 54/12 54/20
properties [6] 10/3 15/11 16/12 17/2 18/25 19/10
property [15] 15/8 17/20 18/21 19/6 26/23 26/23 27/4 27/19 29/22 29/23 35/10 42/10 42/10 45/17 54/11
property's [1] 26/19
proposal [16] 12/17 12/20 14/25 15/7 15/21 15/25 16/2 18/20 19/14 19/18 21/22 22/6 28/25 41/23 42/3 42/4
proposals [3] 18/12 22/4 43/23
propose [1] 11/25
proposed [16] 4/25 5/14 7/12 9/25 10/1 10/13 11/2 16/9 16/20 17/17 22/16 22/25 34/21 39/15 40/22 50/18
proposing [3] 16/17 32/20 44/4
prospectus [1] 11/25
protected [1] 52/12
protecting [1] 41/3
provide [5] 4/24 5/1 5/21 5/24 6/20
provided [4] 8/16 14/23 41/16 46/14
provides [3] 5/22 6/6 50/10
providing [3] 5/9 38/19 54/6
public [14] 1/1 1/8 3/16 12/22 42/2 51/13 51/17 55/9 55/13 55/14 55/18 55/20 56/8 56/10
published [1] 31/3
pull [3] 28/18 28/22 28/22
pulled [2] 17/13 3
pump [3] 5/3 5/4 14/2
pumps [12] 3/19 6/8 13/12 14/6 14/8 27/14 44/25 45/1 45/5 45/25 46/2 50/15
purpose [3] 18/3 18/8 53/5
purposes [1] 42/5
put [3] 36/9 43/11 52/11

Q

quality [3] 5/9 7/18 7/20
question [12] 13/5 13/7 16/25 34/17 34/22 35/16 36/10 37/7 37/13 39/8 47/16 49/4
questioned [1] 22/6
questions [12] 9/9 12/22 13/1 15/18 20/14 23/4 23/12 23/14 31/15 39/18 52/5 55/8
queue [1] 46/21
quick [3] 39/8 51/19 53/20
quite [2] 25/12 28/6

R

raised [2] 23/23 51/12
rate [1] 50/25
rather [3] 15/7 44/20 50/6
reached [1] 42/14
read [2] 41/22 43/15
reads [1] 37/22
ready [1] 23/13
realigned [1] 5/18
reality [1] 54/12
really [15] 12/18 12/19 23/2 25/17 25/20 25/23 26/1 27/6 27/23 28/8 33/12 36/7 41/22 43/22 51/16
reasons [1] 30/15
rebuttals [1] 53/1
receive [1] 23/2
recent [1] 48/16
recognizes [1] 6/21
recommend [2] 11/21 20/22
recommendation [1] 12/14
recommendations [1] 22/24
recommended [1] 11/17
record [2] 26/22 55/13
recorded [1] 51/18
Recording [2] 1/18 2/24
red [2] 16/5 28/4

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

R

redevelop [1] 54/15
redeveloped [1] 7/9
redevelopment [7] 4/15 5/10 7/9 9/25 11/24 12/9 42/9
redevelops [1] 20/4
reduce [2] 5/14 7/25
reduced [2] 10/25 56/9
reducing [2] 8/5 25/21
reference [2] 47/20 53/15
refine [1] 34/8
reflecting [1] 55/14
regard [1] 23/6
regarding [2] 23/4 55/18
regards [1] 18/14
Registered [1] 56/4
regular [1] 52/11
related [1] 41/16
relates [1] 15/25
relation [1] 34/21
relatively [1] 21/20
rely [1] 28/2
remain [4] 18/23 20/5 20/24 40/11
remains [1] 17/20
remnant [2] 19/5 42/8
replaced [1] 5/6
replacing [1] 54/8
report [7] 18/16 20/8 20/16 22/22 22/22 41/21 55/15
reported [1] 56/7
reporter [6] 4/4 51/23 56/5 56/5 56/6 56/7
Reporting [1] 1/22
representing [1] 4/11
represents [1] 7/3
request [4] 16/21 18/3 18/19 19/20
requested [1] 15/5
require [1] 11/23
required [1] 8/15
requirements [1] 8/25
residences [2] 22/2 42/8
residential [27] 3/23 8/3 8/23 9/2 16/9 17/9 17/11 17/25 18/8 18/23 19/5 19/25 20/7 21/15 21/25 22/3 22/9 22/18 27/8 30/10 36/2 38/25 39/2 45/11 45/13 52/9 53/14
residentials [1] 18/25
residents [6] 5/12 23/17 29/14 30/4 40/24 53/25
respects [1] 22/8
respond [2] 12/8 20/14
responded [1] 3/12
restaurant [1] 44/19
restaurants [1] 37/24
restricted [1] 40/10
resulted [1] 17/18
results [2] 31/4 31/5
retail [4] 4/20 18/4 22/1 37/23
retaining [2] 9/17 32/25
return [1] 54/16
review [4] 20/19 21/6 21/10 22/11
reviewed [1] 12/5
revitalized [2] 54/13 54/13
revitalizing [1] 6/22
rezone [2] 16/17 19/10
rezoned [1] 19/12
rezoning [15] 3/17 15/24 16/25 17/19 18/3 18/11 18/14 18/17 18/19 18/23 19/4 19/8 19/11 19/17 21/3
Richards [2] 24/7 24/16
ride [2] 5/16 10/21
ride-out [2] 5/16 10/21
right [31] 2/1 3/5 4/5 6/2 10/18 11/13 12/2 13/1 13/8 17/6 17/11 18/22 24/22 25/22 25/24 25/25 25/25 26/19 27/1 27/18 32/9 32/12 33/6 35/3 35/4 35/7 40/19 40/21 41/7 46/12 48/5
right-of-way [2] 6/2 12/2
ROAD [2] 1/3 29/8
roof [1] 44/2
room [3] 6/7 6/8 52/17
rough [1] 28/14
route [2] 10/10 35/13
Rovak [3] 1/15 2/10 3/10
RPR [3] 1/23 56/13 56/14
run [8] 3/19 5/1 14/4 28/6 48/14 48/18 49/23 50/5

S

safe [1] 6/6
safety [1] 9/21
said [2] 24/21 24/22
same [14] 8/12 13/21 14/7 14/15 16/11 26/1 34/10 38/1 42/14 43/9 48/24 49/1 54/1 54/2
sample [1] 7/23
saving [1] 21/17
saw [4] 31/1 31/4 31/4 51/11
say [6] 18/14 39/13 39/16 43/10 50/1 51/16
says [1] 29/25
scale [30] 8/1 8/2 8/3 8/5 8/11 9/2 9/3 15/16 18/6 18/7 19/14 21/16 21/22 22/7 37/24 42/4 42/6 42/7 44/10 44/24 45/14 45/15 45/19 45/25 46/25 47/2 52/5 52/7 52/8 52/10
scale of [1] 52/7
School [2] 17/17 17/22
Schuh [3] 1/16 2/14 3/13
Schulte [15] 4/17 5/18 10/17 10/24 11/1 11/13 11/20 12/1 12/3 25/8 25/23 28/3 28/5 29/2 29/7
scope [1] 44/24
Scotsman [2] 44/11 44/11
Scotsman's [1] 39/3
second [6] 3/9 3/10 10/21 24/9 25/6 28/16
Secondly [1] 27/10
Secretary [2] 1/18 2/24
sections [1] 15/10
security [2] 9/21 33/13
see [21] 6/13 16/3 16/8 17/2 26/19 30/11 30/13 30/18 31/1 31/3 31/6 31/18 33/4 36/16 38/1 39/10 40/5 41/17 42/21 47/4 55/3
seeing [1] 34/15
seek [1] 12/13
seem [1] 22/17
seems [3] 21/15 22/18 25/4
seen [4] 7/2 32/1 32/4 46/16
segments [1] 20/9
selection [2] 9/3 31/21
sense [3] 8/22 54/16 54/16
separate [2] 6/14 10/18
separately [1] 23/9
separates [1] 6/10
serves [1] 36/1
service [9] 4/23 20/24 22/1 38/12 38/13 39/5 46/14 47/14 50/24
service-type [1] 20/24
services [4] 1/22 18/5 37/24 38/16
serving [1] 36/7
set [2] 13/6 28/13
setting [2] 9/5 44/6
seven [6] 16/3 16/5 16/6 45/17 46/17 47/9
seventeen [5] 46/7 46/15 46/16 47/10 50/18
several [7] 4/12 4/13 8/16 9/7 20/19 43/24 48/20
shall [1] 20/4
share [1] 6/12
She's [1] 2/7
Shell [1] 35/7
shooting [1] 27/18
shopping [1] 18/5
short [1] 53/10
Shorthand [1] 56/6
should [3] 6/17 7/15 37/13
showed [1] 32/15
shown [1] 27/3
shows [1] 6/25
shutting [1] 30/5
side [9] 8/12 17/12 21/13 25/8 39/23 39/23 46/14 49/10 49/12
sign [1] 25/9
signal [3] 10/17 11/15 11/18
significant [3] 30/18 41/24 43/22
significantly [1] 36/1
Silverman [2] 1/15 2/12
similar [6] 9/5 14/1 14/2 14/4 30/13 49/15
simply [1] 50/9
since [1] 26/22
single [3] 3/22 17/25 18/17
sir [1] 36/11
sit [1] 44/19
sit-down [1] 44/19
site [48] 3/17 5/14 5/17 5/23 6/6 6/6 6/18 7/1 7/2 7/4 7/4 7/10 7/14 8/17 8/19 8/21 10/13 11/4 11/10 11/11 11/11 12/9 13/14 13/16 19/19 21/18 31/20 31/24 33/3 33/16 34/21 36/14 38/9 38/15 38/22 38/23 39/11 39/15 40/4 40/22 43/23 44/3 52/5 52/8 53/2 53/5 54/7 54/20
sites [2] 4/19 32/1
sits [3] 17/3 27/1 32/24
sitting [2] 51/10 53/13
situated [1] 30/14
situation [2] 28/11
situations [1] 30/
size [4] 13/10 30/23 48/22 52/11
slide [1] 40/1
slightly [1] 5/18
small [12] 6/1 7/23 18/6 19/24 27/8 31/16 33/3 35/10 37/24 42/6 45/14 45/19
small-scale [4] 37/24 42/6 45/14 45/19
smaller [5] 14/16 22/1 38/15 48/25 54/7
so [96]
sold [1] 4/20
some [40] 4/12 6/6 8/14 8/17 11/15 11/15 11/18 12/19 12/23 16/24 17/9 17/10 18/10 18/11 18/17 18/18 19/13 21/17 22/12 22/17 22/24 23/8 25/5 27/22 30/12 30/16 32/5 32/18 32/18 38/21 39/2 41/3 42/16 43/20 44/20 50/7 52/25 53/10 54/14 54/14
something [13] 14/2 14/3 25/17 30/8 31/3 37/14 37/16 37/19 39/22 43/11 44/2 51/16 54/15
sometime [1] 39/17
sometimes [1] 28/7
soon [1] 29/5
sorry [4] 6/16 13/3 18/21 33/23
sort [5] 13/13 24/13 36/25 37/13 38/5
sound [5] 9/17 23/1 30/7 31/5 34/8
south [2] 17/12 27/12
space [15] 5/24 6/21 7/16 7/17 11/25 13/17 20/1 38/11 44/5 44/20 47/7 52/16 53/2 53/6 54/6
spaces [2] 6/20 38/20
spacing [1] 14/2
speak [5] 3/24 29/15 45/24 51/18 52/22
speaker [3] 23/19 26/14 51/22
speakers [2] 4/3 31/13
speaking [1] 47/24
specific [5] 14/24 19/18 20/2 20/14 34/17
spent [3] 9/11 33/10 38/5
spillage [1] 31/23
spirit [1] 27/7
split [2] 7/24 16/14

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

S

spots [1] 47/11
square [2] 14/13 34/24
SS [1] 56/1
St [2] 1/24 56/2
St. [3] 12/6 15/13 16/14
St. Louis [3] 12/6 15/13 16/14
stab [1] 35/2
stacked [1] 43/24
stacking [2] 10/19 46/17
staff [9] 12/15 18/15 20/8 20/16 22/21 23/1 34/18 34/22 41/21
staff's [5] 15/20 18/15 41/23 42/13 55/15
stalls [3] 49/7 51/7 51/10
stand [2] 13/22 17/7
standalone [1] 49/15
standards [1] 31/22
standing [2] 18/19 31/24
standpoint [2] 15/23 29/10
start [9] 2/4 3/6 4/7 24/6 26/15 29/18 34/12 39/2 51/25
starting [1] 28/18
state [6] 5/6 5/13 10/10 10/10 35/13 56/1
state-maintained [1] 10/10
stated [2] 30/6 42/5
statement [1] 42/13
states [1] 21/24
station [20] 4/16 4/18 17/3 25/7 29/7 30/6 30/14 30/16 33/25 35/4 40/16 40/17 45/17 47/4 47/18 47/19 49/23 50/17 52/11 53/6
station of [1] 49/23
stations [8] 8/18 34/20 34/25 38/18 46/7 46/16 49/12 53/11
statistics [1] 35/3
stays [1] 41/1
stenographically [1] 56/8
step [1] 43/3
still [7] 19/5 26/3 35/25 51/12 52/11 54/17 55/3
stone [1] 34/9
stop [1] 23/11
stopped [2] 28/3 29/6
stops [1] 28/25
store [14] 3/19 4/16 4/23 7/7 8/13 9/1 13/19 13/21 14/1 14/14 14/15 45/18 48/23 48/25
stores [2] 35/12 48/14
straight [4] 24/20 24/25 25/2 25/2
strategy [1] 21/4
street [2] 6/2 26/4
streetscape [3] 5/21 6/3 38/20
strip [1] 25/10
strong [1] 35/25
struck [1] 41/22
structures [2] 39/4 54/22
studies [1] 29/9
study [15] 9/24 10/5 10/13 10/14 12/5 22/20 23/1 27/20 27/21 31/2 31/5 31/6 31/17 36/12 36/16
Stutte [2] 1/18 2/24
style [1] 36/6
styles [1] 8/24
subdivision [1] 19/20
subject [3] 17/16 18/23 21/6
submittal [1] 22/16
submitted [1] 16/23
substantial [2] 19/25 23/16
substantially [1] 42/2
successful [1] 50/2
such [3] 6/3 33/2 54/11
suggesting [1] 37/9
suggests [1] 20/4
summarize [1] 20/13
superimposed [1] 39/15
support [1] 46/24
supposed [1] 21/24
sure [6] 24/17 25/6 25/12 35/8 51/2 54/2
surrounded [1] 53/14
surrounding [3] 22/2 30/10 30/21
swearing [1] 51/19
sworn [9] 3/25 4/3 23/21 23/22 24/2 24/4 29/16 51/15 51/22
system [1] 51/6

T

take [4] 35/2 41/14 54/14 55/8
taken [2] 30/9 53/10
taking [2] 30/1 47/7
talk [2] 23/24 36/20
talked [1] 32/15
talking [7] 6/15 24/14 30/2 43/4 44/24 47/8 53/13
tall [1] 34/6
team [2] 4/13 12/16
tell [1] 43/16
Temple [1] 17/16
ten [7] 12/10 14/9 44/24 45/1 45/2 45/2 45/2
tenant [3] 12/12 43/24 54/9
terminology [1] 32/21
terms [12] 14/24 15/4 15/23 16/22 16/25 17/24 18/3 22/10 25/5 25/18 31/21 47/8
test [1] 49/23
than [12] 6/15 14/16 36/15 38/23 40/24 40/24 47/12 48/25 50/6 50/11 50/12 50/18
thank [22] 4/5 12/23 12/25 14/17 16/7 26/9 26/11 26/12 29/12 29/13 31/9 31/10 33/21 34/5 41/7 50/13 52/20 53/17 53/18 53/19 54/4 55/6
thankful [1] 12/13
that [240]
that'll [1] 4/1
that's [53] 7/8 14/3 14/3 16/21 17/1 19/13 25/4 26/12 27/24 28/10 28/22 29/3 30/8 32/7 33/5 33/25 34/10 35/6 35/6 35/15 35/25 36/8 36/8 37/11 38/12 39/5 39/5 39/17 39/20 40/10 40/10 40/17 41/11 42/12 42/20 44/7 44/13 46/9 46/14 46/20 46/21 47/4 47/11 47/18 48/21 48/25 48/25 50/12 50/12 51/6 51/10 52/6 52/19
That's what [1] 33/5
the exit [1] 46/14
the stalls [1] 51/7
the way [1] 30/4
their [4] 4/20 10/14 16/12 51/12
them [7] 6/11 8/17 17/10 25/12 46/18 53/12 54/1
themselves [3] 32/10 51/5 52/10
then [28] 4/19 7/12 11/13 15/17 16/10 17/5 17/21 18/24 21/9 23/8 24/5 28/4 28/15 28/23 29/2 29/3 32/19 33/10 33/18 34/22 40/13 40/15 40/22 41/3 42/18 46/12 46/17 51/8
there [38] 4/24 7/3 10/4 11/1 11/4 11/15 17/9 18/10 23/11 23/20 27/16 27/20 28/13 30/1 31/14 31/21 33/3 33/25 34/14 36/8 39/3 39/3 39/14 41/21 42/1 42/23 46/1 47/5 47/9 47/18 49/8 50/17 50/21 50/21 54/8 54/22 55/3 55/7
there's [32] 6/13 9/11 12/23 22/24 23/11 23/16 25/24 27/13 27/13 28/4 29/5 29/6 34/1 34/23 34/24 35/2 35/6 35/7 36/25 40/9 42/18 44/10 45/16 47/11 50/8 50/14 50/22 52/4 52/12 52/12 52/13 52/14
these [25] 7/22 7/24 8/10 8/18 9/8 9/9 15/10 15/15 16/9 16/12 17/2 17/6 18/11 18/17 24/22 28/14 29/9 33/7 39/18 40/13 41/12 44/6 46/10 46/13 54/7
these are [1] 46/13
they [26] 3/24 6/19 8/8 8/18 17/10 24/25 25/11 25/20 26/4 28/9 30/4 31/8 31/9 35/15 39/4 47/19 48/9 48/9 48/9 48/13 48/21 49/8 49/11 49/15 49/18 49/25
they'll [1] 44/1
they're [14] 16/14 24/13 26/1 27/17 27/18 28/8 30/15 32/3 35/20 36/5 46/18 48/6 50/20 52/11
they've [2] 48/19 53/11
thing [16] 13/13 19/3 25/14 29/24 31/1 32/14 33/18 34/9 35/21 36/24 38/1 40/9 43/15 44/14 50/19 51/6
things [20] 18/19 24/22 30/20 30/21 32/7 33/14 34/14 34/16 36/7 38/9 39/1 39/4 42/18 43/1 43/22 43/25 46/5 53/13 53/16 55/5
think [54] 3/24 9/9 12/10 13/11 14/23 16/4 19/9 19/13 21/18 22/21 23/11 23/15 23/17 23/19 27/5 27/10 29/24 30/8 30/15 30/25 31/14 36/24 36/24 38/5 39/20 39/22 41/11 41/11 42/13 42/21 42/25 43/2 43/2 43/7 43/8 43/10 43/13 43/17 43/20 43/20 45/16 47/6 47/8 50/16 50/21 51/11 52/5 53/15 54/5 54/7 54/10 54/12 55/7
thinking [2] 38/10 46/24
third [4] 12/6 25/14 25/16 52/13
thirty [1] 48/13
thirty-two [1] 48/13
this [156]
those [42] 1/12 7/5 10/7 10/15 11/9 11/12 19/1 20/11 20/12 20/15 20/22 21/11 21/20 22/14 22/25 23/4 23/12 27/12 29/10 30/7 30/22 31/6 31/19 33/14 33/14 34/15 34/25 34/25 36/6 38/9 38/13 38/16 38/16 38/19 43/21 43/21 50/24 51/5 51/10 52/8 52/16 53/15
though [1] 43/10
thought [6] 15/3 15/14 15/21 25/20 37/12 43/16
three [5] 17/8 24/11 26/8 27/16 40/14
threshold [3] 37/13 37/16 42/20
throat [1] 10/19
through [11] 9/3 9/8 15/18 17/25 24/20 25/3 25/15 35/13 38/8 38/8 41/6
tie [1] 39/2
Tim [1] 1/13
time [18] 2/15 9/12 12/24 22/12 23/3 23/5 23/12 23/18 25/18 25/21 26/1 27/23 33/11 38/5 44/23 47/15 52/22 53/10
times [2] 11/20 44/25
times four [1] 44/25
timing [1] 11/15
today [4] 4/24 17/7 30/1 54/23
together [3] 36/9 43/11 43/25
toggle [1] 40/3
tonight [6] 3/25 4/11 4/14 10/6 41/18 53/8
too [6] 24/9 25/4 37/20 41/16 43/3 46/16
top [2] 25/16 33/1
topography [2] 10/1 41/4

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

T

total [2] 13/18 44/21
touch [2] 20/16 22/13
touched [3] 16/23 18/15 52/14
touches [2] 19/16 20/17
towards [1] 27/12
townhomes [1] 37/25
tract [1] 13/18
tradition [1] 24/11
traffic [29] 5/4 5/25 10/5 11/4 11/6 11/6 11/8 11/10 11/17 22/20 22/23 24/18 25/7 25/19 26/7 27/11 28/3 28/25 29/5 29/11 30/7 30/17 31/4 36/13 36/15 36/20 36/24 37/6 45/11
traffic and [1] 37/6
training [1] 26/3
transcript [1] 56/10
traveled [1] 35/12
traveling [1] 28/17
traversing [1] 33/18
trees [5] 6/2 21/17 41/2 52/16 52/16
trellis [1] 39/1
tripled [1] 47/3
trips [2] 11/7 11/9
true [4] 16/11 24/23 44/2 56/9
try [3] 20/13 25/2 28/23
trying [10] 9/12 28/1 28/7 28/19 36/12 38/3 43/11 44/15 44/18 50/7
Tunnel [1] 5/6
turn [12] 5/19 10/18 11/18 11/20 11/20 24/22 25/3 25/24 25/25 28/1 28/15 28/16
turning [5] 25/3 25/22 25/25 26/1 27/18
turns [3] 10/25 11/1 11/9
tweaks [1] 55/3
twelve [1] 50/21
twenty [7] 44/25 45/4 45/5 45/6 46/17 47/9 47/11
twenty-seven [2] 46/17 47/9
two [10] 8/15 8/19 10/16 15/24 18/19 23/4 34/4 48/13 50/2 50/2
type [9] 6/10 12/12 20/24 30/22 35/21 36/4 36/6 40/8 51/6
types [1] 33/14
typewriting [1] 56/9
typically [3] 6/10 28/4 35/1

U

Uh [12] 14/18 32/17 32/23 33/22 34/3 39/12 40/7 41/8 45/9 46/4 48/2 49/5
Uh-huh [12] 14/18 32/17 32/23 33/22 34/3 39/12 40/7 41/8 45/9 46/4 48/2 49/5
umbrella [1] 50/3
under [3] 20/18 21/10 50/3
underside [2] 33/4 34/15
understand [4] 12/22 15/4 18/16 44/15
unfortunately [1] 16/4
unincorporated [3] 15/10 15/12 16/11
unique [1] 42/2
units [1] 50/3
unknown [1] 19/7
up [24] 2/2 7/5 7/23 13/6 16/24 21/11 23/23 27/17 28/13 29/23 34/11 36/3 36/21 38/20 41/1 43/24 44/11 47/7 49/6 50/25 51/17 51/18 52/21 53/4
upcoming [1] 38/3
upon [5] 16/18 22/12 23/9 29/25 30/16
us [8] 3/4 12/18 27/10 36/25 38/21 41/14 51/19 53/8
use [18] 3/17 6/10 9/14 9/22 11/5 17/10 17/17 18/7 19/19 22/15 35/20 35/24 44/20 50/20 50/25 53/7 53/16 54/19
used [3] 7/19 7/25 34/10
user [1] 44/18
uses [9] 6/22 12/11 16/9 18/8 22/7 43/21 44/6 54/7 54/8
usually [1] 31/18
utilize [2] 8/12 11/14
utilizing [1] 47/14

V

vacuum [7] 8/18 8/18 46/7 46/13 49/7 49/11 50/17
vacuuming [1] 47/10
vacuums [6] 27/15 30/22 51/5 51/5 51/7 52/7
values [1] 54/11
various [4] 4/2 12/11 15/15 39/11
vast [1] 30/1
vegetated [1] 40/11
vegetation [1] 9/15
vehicular [1] 6/7
version [1] 17/15
versus [2] 7/10 7/14
vertically [1] 8/11
very [14] 9/23 12/15 14/1 14/2 26/4 26/4 26/9 27/5 29/12 31/10 32/5 32/5 34/9 43/17
video [3] 6/4 6/15 32/15
views [1] 5/25
vision [1] 37/22
visitation [1] 30/19
visits [1] 30/13
visual [4] 6/19 8/1 8/5 8/7
visually [1] 8/19
volumes [1] 10/11
Voss [2] 29/20 52/23
Voss' [1] 54/5
voted [1] 23/8

W

Waiting [1] 46/22
Walgreens [1] 25/15
walkability [1] 20/23
walkable [1] 37/23
wall [8] 6/1 9/17 9/17 32/20 32/25 33/2 34/8 41/4
Wallis [7] 4/11 4/13 4/19 4/21 48/3 48/4 50/3
want [19] 3/24 10/7 20/16 24/24 25/1 29/24 36/20 36/23 37/5 37/14 37/17 41/12 41/22 41/22 43/10 43/16 51/14 53/4 54/2
wanted [2] 24/17 52/4
wants [1] 51/18
was [24] 4/18 6/18 7/6 9/24 10/5 17/13 17/16 17/19 24/4 25/14 25/16 27/5 27/20 29/17 34/6 37/12 39/16 41/21 43/11 43/17 43/17 48/3 51/22 55/20
wash [29] 3/20 4/16 5/5 5/6 6/14 7/7 8/12 10/23 13/22 13/24 13/25 27/17 30/22 33/11 35/23 40/18 45/18 46/6 46/16 46/20 47/10 49/10 49/15 50/4 50/6 50/10 50/11 50/25 54/8
washes [1] 35/17
way [13] 5/23 6/2 12/2 23/21 30/4 33/19 41/1 41/2 43/9 43/15 45/10 45/16 53/4
we [121]
we'll [2] 3/14 10/14
we're [26] 2/1 3/6 4/14 7/13 20/14 21/5 30/1 30/2 32/19 34/13 35/5 38/3 41/2 41/3 42/25 43/2 43/4 43/14 44/4 46/24 47/8 51/12 51/17 53/13 53/16 54/2
we've [6] 12/20 20/9 32/1 34/9 37/21 42/24
website [2] 17/14 31/8
welcoming [1] 8/22
well [23] 9/17 12/17 15/9 15/12 17/16 19/20 20/9 21/3 21/19 22/17 23/1 27/5 32/25 33/20 33/24 35/1 35/19 37/9 38/10 40/2 41/4 43/12 46/13
were [14] 4/3 19/4 21/5 23/20 23/21 23/22 24/18 25/20 27/22 29/16 30/12 31/6 31/8 31/9
weren't [1] 30/21
west [10] 11/22 17/8 17/21 27/4 28/2 28/5 33/18 35/7 40/20 42/11
western [1] 5/16
what [38] 7/6 9/2 9/9 13/3 14/10 15/20 15/20 19/8 19/10 19/10 19/11 25/5 27/24 29/25 29/25 30/2 30/18 31/5 31/18 32/14 33/1 33/5 35/19 36/13 41/12 41/13 41/14 42/21 44/4 44/15 46/24 47/3 47/4 47/23 53/8 53/8 55/1 55/1
what's [3] 15/5 19/6 39/8
whatever [2] 44/19 46/18
when [16] 4/1 4/20 19/8 19/10 25/11 27/21 28/1 28/3 28/25 30/9 41/12 43/20 45/14 45/16 45/24 53/16
whenever [1] 26/4
where [19] 17/3 19/13 21/4 21/12 27/15 28/12 30/3 30/11 34/20 35/4 35/15 35/21 36/5 38/2 39/4 39/14 40/5 41/18 51/7
wherewithal [1] 54/14
whether [6] 22/6 25/17 34/23 34/24 42/17 54/20
which [31] 7/2 7/22 8/17 9/1 9/24 11/1 12/11 13/11 16/5 17/14 17/19 18/5 18/7 18/21 18/25 19/6 19/12 19/22 20/3 20/8 20/17 22/23 28/18 29/21 31/17 33/11 40/14 42/8 43/24 44/12 48/17
while [6] 5/11 6/9 9/22 13/6 38/24 44/1
Whitney [2] 1/17 2/21
who [9] 3/24 23/20 23/20 23/21 23/21 23/22 27/12 29/15 54/15
whole [1] 24/19
wholesaler [1] 48/10
whom [1] 12/7
why [2] 35/25 38/11
wide [1] 27/16
will [29] 4/8 5/1 5/3 5/5 5/14 5/18 5/19 5/21 5/24 6/1 10/2 10/15 10/17 10/17 10/19 10/21 10/25 11/7 11/9 11/10 11/12 11/19 23/7 23/8 30/6 35/15 36/13 49/6 55/9
wish [1] 29/15
withdraw [1] 37/7
within [8] 15/9 15/12 16/13 19/23 20/23 27/7 38/25 51/8
without [1] 52/16
witness [2] 26/20 27/2
won't [1] 20/12
wonderful [1] 26/12
wondering [1] 25/14
woods [1] 52/13
Woodshire [14] 18/25 19/2 26/18 27/3 27/11 27/13 28/2 28/7 28/20 29/3 29/21 32/19 33/18 52/24
work [2] 37/14 50/9
worked [1] 53/25
working [1] 37/21
works [1] 12/10
would [39] 12/2 13/10 13/18 14/3 15/21 16/18 16/19 18/14 18/20 18/20 18/22 18/23 19/4 19/5 19/12 19/21 23/18 25/1 27/21 27/24 28/8 29/10 29/21 30/3 30/18 33/3 36/16 38/18 39/25 41/15 42/8 42/8 42/15 43/5 45/3 45/6 54/15 54/24 54/24
wouldn't [2] 50/1 50/1

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Y

yard [1] 50/8
yeah [13] 14/12 23/15 26/10 32/6 32/9 32/10 33/23 34/4 40/2 42/23 46/8 48/19 50/19
year [3] 12/17 37/22 42/25
years [1] 12/10
yellow [1] 11/19
yes [8] 26/24 31/15 36/11 36/17 41/9 46/3 47/25 49/13
yet [2] 12/7 31/18
you [152]
you're [22] 4/6 13/6 23/23 24/24 25/24 25/25 28/1 28/19 29/1 29/2 29/8 31/23 31/24 32/5 32/9 33/24 33/24 35/21 44/24 46/6 47/23 52/6
you've [3] 24/2 52/21 53/8
young [1] 26/3
your [15] 4/7 9/10 12/13 12/24 20/18 23/23 24/6 26/15 26/23 29/19 35/16 39/20 50/25 50/25 51/19

Z

zoned [9] 3/22 17/6 17/7 17/8 17/10 17/15 17/20 17/22 18/25
zoning [10] 1/1 2/2 14/20 15/11 16/22 17/18 17/24 19/5 21/6 56/8

Attachment: 12-5-2016 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

CITY OF CREVE COEUR, MISSOURI

300 NORTH NEW BALLAS ROAD

MONDAY, DECEMBER 4, 2017

6:30 P.M.

PUBLIC HEARING

APPLICATION NO. 16-031

THOSE IN ATTENDANCE:

Ms. Beth Kistner, Chairman
Mr. Tim Carney
Ms. Muriel Hall
Mr. Don Magruder
Ms. Heather Silverman
Mr. Matthew Schuh
Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Whitney Kelly, City Planner
Ms. Jessica Stutte, Planning Assistant/Recording Secretary

McLaughlin Court Reporting Services, Inc.

Deborah K. McLaughlin, RPR, MO-CCR #314, IL-CSR, KS-CCR
4772 Gatesbury Drive
St. Louis, MO 63128
(314) 974-1199

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

CHAIRMAN KISTNER: All right. Good evening, everyone.

We're ready for the Monday, December 4th, 2017 meeting of the Planning and Zoning Commission meeting.

We'll start with our roll call.

Mr. Carney?

MR. CARNEY: Present.

CHAIRMAN KISTNER: Ms. Hall?

MS. HALL: Present.

CHAIRMAN KISTNER: Mr. Magruder?

MR. MAGRUDER: Present.

CHAIRMAN KISTNER: Mr. Rovak, I think, is absent tonight.

Ms. Silverman?

MS. SILVERMAN: Present.

CHAIRMAN KISTNER: Mr. Schuh?

MR. SCHUH: Present.

CHAIRMAN KISTNER: City Attorney, Carl Lumley?

MR. LUMLEY: Present.

CHAIRMAN KISTNER: Director of Community Development, Jason Jaggi?

MR. JAGGI: Present.

CHAIRMAN KISTNER: City Planner, Whitney Kelly?

MS. KELLY: Present.

CHAIRMAN KISTNER: And the Planning

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Assistant/Recording Secretary, Jessica Stutte?

MR. JAGGI: She's present, she just stepped out of the room momentarily.

We'll move now to our first item on the published agenda, Public Hearing, Application No. 16-031; rezoning, conditional use permit and site development plan and boundary adjustment approval of a Mobil On The Run Convenience Store with gas pumps and Briteworx Carwash facility located at 11109 to 11141 Olive Boulevard and 11100 to 11114 Oak Lake Court, currently Zoned GC, General Commercial, and C Single Family Residential.

(Someone in audience indicated they can't hear.)

CHAIRMAN KISTNER: Are we going to start --

MS. KELLY: Need to be sworn in.

CHAIRMAN KISTNER: Oh, need to be sworn in, yes.

Anybody who's here and wishes to speak to this, whether you're a member of the audience or an applicant or a member of the staff, if you could come forward to be sworn in or just stand where you are, that's fine.

(The speakers were sworn in by the court reporter.)

MR. KAMP: Apologize about that.

CHAIRMAN KISTNER: If you can start with your name and business address.

KEVIN KAMP: Yeah. My name is Kevin Kamp. I'm

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

with Civil & Environmental Consultants representing Wallis Companies.

So, good evening. Again, Kevin Kamp, Civil & Environmental Consultants representing Wallis Companies.

Tonight we're happy to present to you a revised plan for the redevelopment of the existing Mobil Gas Station Convenience Store and Carwash that's at Olive and Schulte.

We appreciate this Commission, the Council, the neighbors and, of course, the staff for providing input along the way and participating -- participating in the numerous meetings that we've had and held, really to redefine the project and the elements thereof to what we have today.

The goals of the redevelopment remain the same, and I think are still achieved by this new proposal, and they include modernizing the neighborhood service offering.

This convenience store there today is not able to provide those items and those offerings now expected by the consumer. And the proposed plan will provide for a new On The Run concept, a convenience offering, and the pump area, which is reduced from that original proposal, will be enhanced with improved circulation and traffic flow. And the current automatic carwash will be graced

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

with the state-of-the-art Briteworx tunnel wash facility, which has been, again, reduced in size, and also fewer vacuums than the original proposal that we brought to you before.

The other is further committed to the neighborhood by providing a high-quality and accessible redevelopment that is consistent with the Design Guidelines and the Comprehensive Plan while preserving and enhancing and increasing that buffer between the adjacent residents and the major state arterial of Olive Boulevard.

The proposed site will reduce the current multiple full access curb cuts on Olive to one single entrance and exit. That previous proposal that was before you did have an additional egress on the most western side, and that is no longer.

The current full access on Schulte will be realigned, again, with that Shell entrance and within those -- there will be limits to that left turn movement in, so those will not be allowed.

We agree with staff that we will obtain final approval from MoDOT and -- and St. Louis County with this revised plan. However, it is a -- it's less impact-full and smaller than the original development so.

The streetscape will provide for enhanced pedestrian path that provides pedestrian openings and

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

access to the site, and walls to provide esthetic views from the passing traffic.

We will agree to work with staff on the final details of some of those elements that are mentioned throughout Jason's report on that streetscape, and including, but not limited to that knee wall and where that landscaping is provided on either the north and south side of that wall.

So this new plan reduces the number of fielding location; it reduces the size of the wash; it reduces the number of vacuums on location, it reduces the number of pay locations and stacking locations for the wash; it reduces the number of egress points on to Olive; it decreases the amount of area needed for the redevelopment, and increases the amount of buffer between Olive, this development, and the residential areas adjacent to it.

So a comparison that I wanted to pull up, and I tried my best with colors, so I apologize. So I tried to outline the two with the green and black and white being the proposed development, and then the more purple, magenta, type with our original proposal.

So you'll notice, the -- the buffer yard is probably the thing that stand out the most, between the Oak Lake Court and as well as the Woodshire folks.

We have reduced the development scale itself by

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

eliminating one property completely from the development, which is that most further -- furthest western property.

And you can see there the number of vacuums have gone down, although rotated it's hard to tell, but you can definitely see visually the size of the wash has decreased, the number of pumps has decreased, and there's several other changes that you'll notice, the traffic flows are a bit more south, those kind of things.

And we can go through those in detail. Jason did a really good job in his report, and kind of outlined a lot of those changes for you, so I'm just trying to be cognizant of everyone's time here so.

At this point, I, you know, it's been a year since we talked to you last. We've met with Council. We've met with three-plus groups of neighbors at various times here at City Hall and at their -- at their own place, we've met with Jason and Whitney, I don't know, probably half a dozen times in the last year, really, with the effort to -- to get ourselves to a point that where we felt we were meeting those elements that we all had discussed, and that we had feedback from Council, and that we had feedback from the neighbors.

There are very many elements along the way that we considered all those voices, and did things and revised things in order to -- to appease those -- those voices.

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

So we do have the architect here tonight, several members of the Wallis family, the landscape architect, as well as Lee Cannon (phonetic) with CBB is here as well, so we can address any of those questions.

So we can move forward a little bit with the architecture presentation if you wish, or we can kind of talk about some of the -- the -- the layout and development, you know, overall type of discussion, if you want first.

I just will leave it up to you.

CHAIRMAN KISTNER: I think starting with a little bit of the layout --

KEVIN KAMP: Uh-huh.

CHAIRMAN KISTNER: -- compared to what it was is probably helpful, and then we can move into the architecture.

KEVIN KAMP: Okay.

So, again, the new plan, again, one less property. The single entrance, one of the things we heard from the Woodshire folks --

CHAIRMAN KISTNER: And by less property, you mean to the west?

KEVIN KAMP: Correct. Let's see.

So the development area used to include a parcel, which was here. And that has been removed from

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

the development area.

Additionally that -- the wash, as you can see, used to come over into that area and had an egress only on to Olive.

One of the concerns of the folks in Woodshire was that that egress point got a little too close to where they are exiting and entering Olive, so that's been completely eliminated.

The number of vacs has also has been decreased. And those vacs are now also opposite that wash. We brought the wash up closer to Olive, which is more consistent with the Design Guidelines having street-front buildings, and that length of that wash is smaller, and the overall footprint is smaller as well.

The number of pumps on the C-Store side, instead of having ten, as we proposed last time we talked to you, we're down to eight.

And the other consideration is that we've moved that trash enclosure a little further south, so it's a little further from the residents as well.

And with that, those are the more substantive changes. There's also been some other modifications on the site that we talked to Jason and Whitney about.

We had a meandering type of sidewalk. They preferred something more linear to provide for kind of a

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

more linear streetscape, which is -- is fine by us. We're working.

There's a small knee wall that was proposed in the front of that. Jason did have a comment that he wants us to work with him a little bit more about if that landscape is on the north or the south side of that, and we're completely amenable to work with staff on exactly the placement of that wall.

And am I missing anything, Jason, from a -- other changes?

MR. JAGGI: I'll just provide my remarks at the end of your presentation.

KEVIN KAMP: Okay.

CHAIRMAN KISTNER: Any questions among the Commission about the layout? Okay.

KEVIN KAMP: Okay. So we do -- we did also, in this time, work significantly with staff on the architectural elevations.

The last time we were together, we -- we only glossed over these issues. So Stewart MacGregor, the architect for the project, is here to share with you and maybe I can walk those up to them.

STEWART MACGREGOR: Good evening. My name is Stewart MacGregor. I'm the architect with the project. And I can go through all the different changes we've made,

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

but we'd be here until Christmas if I articulate each one of them. I don't want to do that to anybody.

We have met, as Kevin said, we met with staff probably half a dozen times. And appreciate all the feedback, which it's been, since we've gone to Council and gone back to staff, it's -- it's really been a good working relationship, and we've been able to incorporate a lot of their suggestions.

We've also tried to follow the Comprehensive Plan. And some examples in there, for example, we have the tower elements are our interpretation of the Market at McKnight, which was also in your Comprehensive Plan. It's an example of development.

We have tried to reduce the scale, that was one of the issues before, reduce the scale of the project, reduce the massing.

And, basically, as staff has said, we need some continuity because there are several buildings on the site. We want to make sure that the architectural elements we use are consistent through both buildings, so it looks like a unified development rather than two different developers doing the same, you know, two different buildings on the same site.

And in incorporating those Market at McKnight elements, they had that sloped roof element. I know that

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

was one of the staff's comments was to bring some sloped roof elements, so we were able to accomplish that.

We have a basic floor plan, which we're in the process of -- of working out. We're going to be working within the constraints of the building footprint to provide a great deal of convenience in the neighborhood and the needs versus what's there now is really not much of an offering for the people that are walking up in the neighborhood.

The carwash is, you know, going to provide, again, just as Kevin said, just a significant wash or at least top of the line in -- in the St. Louis area. I think that what that's going to do is is that's going to provide the neighborhood and those that come and go from Creve Coeur, working in Creve Coeur, you know, you got nice shiny cars driving down the streets now.

I don't know where we went with your elevations.

The -- what we did was we -- we, again, we've met with staff, and we tried to articulate in a much more three dimensional way than what we originally had done.

We've added some elements that actually don't have anything to do with the floor plan, but, you know, staff comment was let's try to hide a little bit of -- hide a little bit of the roof and let's do some of these other things. And we were able to add those to make use

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

of the floor plan, so we've actually adjusted quite a bit.

From the very beginning, this doesn't look anything like what we presented a year ago at all. It's -- I mean if I put the two side by side, you'd think they were two completely different buildings.

A couple separate elements remain the same, but, again, this is probably the nicest and most likely the most expensive store that this applicant has ever built. We're using very high-quality materials.

CHAIRMAN KISTNER: You can stay near the -- if you can stay near the microphone when you're speaking.

STEWART MACGREGOR: The samples are high-quality samples of -- it's brick. It's not the large scale brick, it's a residential scale brick that adds to the residential scale on the project.

We're using neutral colors with an accent color. And we're, basically, everything that we're into this building is -- is going to conserve energy from the LED lighting to the locally sourced materials, so that -- we're not going for (inaudible) accreditation, but we're following those guidelines.

So, again, we have -- we have tried to work with staff as close as we can to try to get as many of the elements that they were looking for incorporated here and still strike a balance with what the applicant is looking

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

for as well esthetically, so.

So if you have any questions, I'd be happy to answer.

CHAIRMAN KISTNER: How much of the -- the building has that sort of corporate blue Mobile On The Run color on it?

STEWART MACGREGOR: Actually we are -- we talked with staff about that, and we are selecting a different blue than the corporate blue, so we're -- in talking with them at least, the corporate blue, we're trying to get away from that, and so that was one of the concessions that we made, to go with a darker blue. It's not necessarily corporate.

But in this particular slide, the blue that you're seeing in the upper left-hand -- I'm sorry -- the lower left-hand corner, that's the side that, you know -- that's, basically, 8 percent blue; the top is -- is also, basically, 8 percent. But the C-Store is about 10 percent blue. So there's not much. It's more of an accent color than a dominant color.

CHAIRMAN KISTNER: And where was that sort of material that has --

STEWART MACGREGOR: Yeah. That was -- going backwards. Let me get back the --

On the canopy itself, the -- the standard

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

corporate Mobile is all white with that blue accent band, the Mobile blue accent band, going all the way around.

In talking with staff, they're considering that blue accent band as a percentage of the signage. So what we did was add and worked out a solution with staff that that panel would actually be tan to match the building. And then in that, it's, basically, a directive line printed on -- it looks a lot better when it's up in the air, but it's -- what we're doing is matching the same elements we have on the store on the carwash with that canopy.

CHAIRMAN KISTNER: So this X material, I'm still not --

STEWART MACGREGOR: It's still just a -- printed on a graphic metal panel. But it'll match --

CHAIRMAN KISTNER: And do you have any elevations that show that up close?

STEWART MACGREGOR: That's about as close as we can get.

Maybe we can send that to staff, and they can circulate it, but that's -- that's, basically, where we -- we're matching that. The panels on the canopy about 3 feet tall, give or take, 3, three and a half feet tall.

MS. SILVERMAN: So it's just on the canopy, not on the building?

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

STEWART MACGREGOR: Right. Right. It's just that we could try to do the same material on the canopy, but canopies tend to move a lot --

MS. SILVERMAN: Sure.

STEWART MACGREGOR: -- in the wind. We don't want cracking.

MS. SILVERMAN: Right.

STEWART MACGREGOR: The best way to --

MS. SILVERMAN: Got it.

STEWART MACGREGOR: -- to simulate that same -- same detail.

KEVIN KAMP: And the weight of that canopy as well, that design so.

CHAIRMAN KISTNER: Understand.

MR. CARNEY: The staff report mentioned suggesting that the columns on both sides of the center piece go all the way to the ground.

Did you see that?

STEWART MACGREGOR: I did.

MR. CARNEY: Thoughts on that?

STEWART MACGREGOR: We talked to staff about that, explained that the store personnel need to be able to see out through the pumps. And if we put columns there, it blocks about half of the pumps. It's a security thing.

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

And we've -- we've adjusted those a little bit, and I think we can adjust those a little bit more and articulate that a little bit better, so that it doesn't look like they're floating on that particular piece.

You know, we've -- we've changed it from the last time we met with staff, and I think we can tweak it just a little bit more to make it appear as though they're not coming down to glass, it's actually coming off of say a second level, but I think we can accomplish that and solve that problem.

MR. CARNEY: And then how far up do the blue awnings over the doors go? They cover the doors like --

STEWART MACGREGOR: 4 feet, yeah.

MR. CARNEY: 4 feet.

STEWART MACGREGOR: I like to keep a nice distance out there to cover the sidewalk. The last thing you want is somebody walking right out of the door, hit ice. No matter how much salt you throw out there, there's always going to be a 10 degree freezing. That keeps that -- that water and that ice and snow away from the building so that you at least got some time to get your footing when you get out the door if you're carrying things.

CHAIRMAN KISTNER: You talked about the, I'll call it the X material, cause I don't know what else to

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

call it, being on the canopy, but there's also in the renderings on the south and east elevation, there -- it looks like there's a portion that is -- also seems to have that X --

STEWART MACGREGOR: Yes.

CHAIRMAN KISTNER: -- factor.

STEWART MACGREGOR: Yeah, that's an inset panel.

CHAIRMAN KISTNER: Is that the same thing as what's on the --

MR. KAMP: No, it'll actually be a cementitious. This is meant to replicate the cementitious because this can't be built out of that same material.

CHAIRMAN KISTNER: So that's only on the canopy?

MR. KAMP: Correct. Correct.

STEWART MACGREGOR: We're trying to tie those -- those -- all those things together architecturally.

MS. SILVERMAN: On your -- your noise study, was it -- is that the car way -- the carwash with the doors closed, I believe?

MR. KAMP: So the -- the noise study was conducted with the basis of gathering ambient noise in the existing conditions, and then modeling that which was found at other locations throughout the metro area.

All of those locations and those decibel readings were read with doors open in normal operation.

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

MS. SILVERMAN: Doors open, okay.

KEVIN KAMP: So one other thing, and I'm hopeful as we get to this, that there are a couple conditions that I want to clarify.

One other point on the noise study is that a point that, because we were talking about a whole lot of things there at the beginning, that -- the vacuums themselves are not point sources of noise besides just a nozzle of the vacuum.

Some of the other locations they have individual canisters at each vacuum location.

Here what we're doing is housing a centralized vacuum system, so the source of that vacuum is housed within the building of the carwash. So each individual nozzle is just that, there is not a point source of -- of noise, environmental noise at each vacuum location.

Furthermore, with the new revised layout, it's kind of as I showed, they're -- the -- all the vacuums come closer to Olive, and we're still providing that cementitious fence along the perimeter.

MS. SILVERMAN: And that was going to be my next question. If you included the vacuum --

KEVIN KAMP: Yes.

MS. SILVERMAN: -- sound when you did the noise study.

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

CHAIRMAN KISTNER: Do you have an example of that here in St. Louis?

KEVIN KAMP: Unfortunately, we don't.

This will -- this is the -- the -- what could be one -- first or second of which that we're going to do the centralized vacuum system.

There are other locations that have used a centralized vacuum system in St. Louis, however, they housed the mechanical unit outside, so it's not for the same purposes that we're wanting to centralize that.

Across the country there are locations that use that same kind of concept, but we don't have anything locally in St. Louis that would.

CHAIRMAN KISTNER: Okay.

MS. HALL: I just have a couple of questions.

KEVIN KAMP: Yeah.

MS. HALL: Do you have a full sketch of like the layout of how this is going to look like completed? Or -- like we're looking at it now, it's kind of like in bits and pieces, and we don't know -- do you have a full sketch of it?

KEVIN KAMP: Like a sketch-up rendering?

MS. HALL: Right.

KEVIN KAMP: We do not have a revised with all the elements in there.

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Initially we did provide kind of a fly-through of what that original layout looked like.

MS. HALL: Uh-huh.

KEVIN KAMP: But we have not revised that because we've been kind of moving parts along the whole way.

MS. HALL: Okay.

The other thing is, I know the last time you were here we talked about the vacuum.

How many -- if it's been reduced, what's the number --

KEVIN KAMP: Right. So originally we proposed seventeen vacuums. And let me pull -- there's a slide -- so this is probably a pretty good slide to talk through.

So the original proposal had vacuums along the front of the wash, as well as the vacuums that provided kind of a connecting element throughout the site.

What we're proposing now is eleven vacuums instead of seventeen.

MS. HALL: Okay. Is it going to be a free vacuum?

KEVIN KAMP: Yes. Yes. Yes.

MS. HALL: Okay. So is it going to be like your typical, when you go get gas, if you want to get a carwash, it's either $3, $6 or $9, or is it just going to

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

be like a $3 wash?

KEVIN KAMP: No. No. So it'll be a little bit higher than an automatic where you pull in and it does everything around you, then you pull out.

It's much faster --

MS. HALL: Uh-huh.

KEVIN KAMP: -- and the quality of the wash is much, much greater.

MS. HALL: Okay.

KEVIN KAMP: So the price points generally can range between like, you know, $12 and $18.

MS. HALL: Okay.

KEVIN KAMP: It does have mechanical equipment to be able to like even do tire shines on your car as you're going through that wash.

So they're a little bit higher, but it's not as high as like a full service, you know, $30-40 dollar kind of wash.

MS. HALL: Okay. That's fine.

The reason why I asked that is because sometimes when you have like a $3 or $5 carwash with a free vacuum, it draws a lot of traffic.

KEVIN KAMP: No, and that's not the intent.

MS. HALL: Okay.

KEVIN KAMP: And especially in this market, the

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

intent is to offer that service for somebody that needs to do a little touch up and that kind of thing, we really envision this, and that's why reducing the number of vacuums to eleven made sense, especially in the market.

MS. HALL: Okay.

CHAIRMAN KISTNER: Are you saying though that the vacuum is free?

KEVIN KAMP: Yes.

CHAIRMAN KISTNER: So you can use it, even if you are not using the carwash?

MR. KAMP: Technically you could. I mean it's discouraged, but there's not really a way to meter that.

CHAIRMAN KISTNER: When I know there's a free vacuum up the street, and I'm there.

Okay. I'm curious.

STEWART MACGREGOR: We'll designate one for you.

CHAIRMAN KISTNER: No, it doesn't sound like you need to if they're free.

MS. HALL: Right.

And then the final question. How many property owners will be affected by this plan? Have you --

KEVIN KAMP: Will be affected by what?

MS. HALL: Well, is there any property owners behind?

KEVIN KAMP: Yeah, okay, so -- so -- again,

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

to -- to the north of the property is -- so some of the factors of this, about where the development area stops for us is the City/County line. So these parcels are actually, for all intents and purposes, let's say half in the city and half in the county --

MS. HALL: Right.

KEVIN KAMP: -- incorporated.

So the residents to the north along Oak Lake Court, they -- they're county residents.

And what we've done is, with some efforts on tree preservation and increasing that buffer yard, as well as enhance by some additional landscaping, we intend, along with that wall, to provide -- yeah. Yeah, so here's about the City/County line. So the areas here, we're intending to leave as naturally vegetated as possible, a non-invasive species, and then supplement that with additional landscaping.

In the new plan, the other thing that we did is by eliminating that property that was here where this kind of came across is that we've made -- made some additional strides in providing a buffer to the folks that are along not, you know, one or two properties over now, there's a street that has several homes that back up in Woodshire, and so that -- that increased that buffer from this -- this -- this development as well.

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Again, providing a cementitious wall from, you know, kind of the carwash, all the way around to the C-Store until you get to that -- that point, and then at which point the building becomes kind of that buffer and then continue that along until you get to the Schulte frontage.

MR. MAGRUDER: What do you plan to do with property 11141?

KEVIN KAMP: Okay. So, you know, when we talked, one of the original concerns of staff at -- at this -- this meeting with P&Z was that we -- we became to a point where we're going to orphan Mr. Halliburton's (phonetic) property, which is the next property west of that, so what do we do with that.

So we, like I said, we had many meetings. If I -- if I took that individual comment, and then I added that to what I heard from some of the folks in Woodshire, in that egress, it started to kind of make sense to me, was there a way that I could eliminate that egress and consolidate, get a smaller package put together, which is what I heard this Commission ask for, and -- and -- and have something there later that could potentially be combined.

So the intent of the Wallis family is to do nothing with it. It -- it comes as part of their real

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

estate deal to honestly acquire that property as well as this one --

MR. MAGRUDER: Uh-huh.

KEVIN KAMP: -- right here, and so it's a both -- it's an all or nothing kind of purchase for them.

So it really, for them, becomes just this -- this -- this property that is part of this deal, but not part of the development.

MR. MAGRUDER: Are they planning to raze the house or leave it --

KEVIN KAMP: You know --

MR. MAGRUDER: -- like it is?

KEVIN KAMP: -- we would prefer to keep the house as is, you know, a potential tenant or something like that would be fine.

I do understand throughout Jason's report there's some concern about the -- about the conformity to some zoning code.

We'd like to explore that in a couple different ways, either the Board of Adjustment or some additional discussion with understanding with the City Attorney exactly, you know, hey, this is existed. It's a commercial use today, what's next door is a commercial use, and it's been a commercial use for a long time, we're not changing any of that, is there any kind of leeway.

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

But at the end of the day, we're -- we're going to do what we need to do to comply with the zoning matter.

So, you know, our intent would be to hopefully leave that building intact until such time as somebody approaches, you know, the Wallis' and the Halliburton, kind of to do whatever they want to do because our idea was to leave something there left with Halliburton and that last property, that's something that could still be constructed.

MR. MAGRUDER: Thank you.

CHAIRMAN KISTNER: But you're asking for rezoning of another one for --

KEVIN KAMP: Yes.

MR. MAGRUDER: Yes.

CHAIRMAN KISTNER: -- commercial?

KEVIN KAMP: Yes.

CHAIRMAN KISTNER: And, yet, it's not part of this particular --

KEVIN KAMP: Not part of the development plan, no.

CHAIRMAN KISTNER: Would you be open to keeping its zoning where it is?

MR. KAMP: No. Actually, no, we wouldn't, because I mean it's in line with the Comprehensive Plan that all these properties become commercial. They're --

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

they're commercial -- acting as commercial properties now, even though they may be residential dwelling units, and so, really, no, our intent is to rezone this commercial, have it ready to go for that acquisition-type thing.

CHAIRMAN KISTNER: But if it were left zoned residential, then there would be a need to then for any future redevelopment come back to rezone that with a particular plan as opposed to --

KEVIN KAMP: Well --

CHAIRMAN KISTNER: -- leaving it?

KEVIN KAMP: -- no matter what would get proposed there, they'd have to come back to this body for consolidation, but I mean --

MR. LUMLEY: But the point -- the point though is that they wouldn't be able to face the carwash towards that property.

KEVIN KAMP: And that's also true. There's other matters of zoning from that perspective.

Thank you.

CHAIRMAN KISTNER: Before we hear from the staff, there is a fairly significant list of conditions that the staff has recommended.

Have you looked through those and --

KEVIN KAMP: I have. I have.

CHAIRMAN KISTNER: -- and are you in agreement

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

with all of them?

KEVIN KAMP: Most of them. There's just actually only a couple clarifications I have.

MR. LUMLEY: Do you have the revised and original of the ordinance?

KEVIN KAMP: Yes, I do. I do. Thank you.

So there's one comment that actually didn't make its way all the way to the comments, which is the trash enclosure that I'd just like to briefly touch on it, but I just looked down at my note, and wanted to make sure I touched on this with this Commission.

So the ordinance particularly calls for a trash enclosure, especially in this conditional use situation to match that of the building.

What we're proposing is actually that -- and if you pardon me for just one second, I want to show you what we're talking about. Well, we'll start with that.

But so the trash enclosure itself is situated along and backs up to this cementitious fence that we're proposing, and it's called an artisan precast. And I think there's some photos that -- that Jason provided in that thing, in your guys' report.

So this is like -- it looks like a stacked stone type of thing.

What we propose to do is to actually construct

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

the trash enclosure out of that same material. It's, again, cementitious. It has a footing and it has a foundation and it has a concrete floor. But what we think that can do is help -- and we feel that the spirit is that -- that this blend in, that it just becomes part of the backdrop. It's set -- because it's set off to the left or the west of the C-Store, we think it does a better job of blending in with that fence material rather than try to mimic the materials on the building and the -- and the brick lines and those kind of things.

I will be honest, if you -- if you prefer that we make it match the building, we're -- we're completely fine. We're just making an observation that we think that to make it hide better, that we actually think it's a better idea to build this out of the same material that we're building the fence out of.

So just -- that's one note that's not really in those -- those comments from, you know, as far as conditions.

I will ask that on No. 2, we discussed this briefly, that the -- that the -- the site will be cleared. I would just ask that we allow for some flexibility. I don't want you guys to get the impression that you're going to pass this and the site will be cleared. We would like to explore other options as far as Board of

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Adjustment or other clarifications with the City Attorney to leave that house intact, so that's really, on No. 2, that's the only thing that I -- I have, and, again, it's just clarifying that when do it.

CHAIRMAN KISTNER: What would you be seeking from the Board of Adjustment?

KEVIN KAMP: So we would seek that -- that it is a conforming use, a non -- a legal nonconforming use, based on the history of, both that unit functioning as commercial unit, and what's adjacent to it being Mr. Halliburton's property, both functioning as commercial, that would be unchanged, and so, really, that -- that position of that property is unique in its situation next to a, although zoned residential, Comprehensive Plan points to that to be commercial as well, and so those two be allowed to maintain, you know, their -- their occupancy as commercial units if they would agree.

And also some clarification as far as, you know, since that has that history, both of those operating in that same way, if there's any flexibility in a grandfather situation for that property since we're untouched in the redevelopment, only rezoning it, if there would be any flexibility.

MS. SILVERMAN: That property currently in use?

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

MR. KAMP: Yes, I think right now it's college office. There's a small business uses it as a hub for operations. It'd be similar use, maybe a non-profit, it may be somebody that just needs a space, again, just to keep that building intact.

The other one is on No. 6. There's reference to the -- the comments provided for the additional plantings. The only thing I would comment is on the knee wall, along the frontage of the property. Let me go back to my plan here.

So there's a knee wall proposed here, and what staff is asking for us is to look at pulling those plantings that we have proposed kind of on the north of that wall to the south.

There will be some limitations on what we can pull and what we can't move. We need to make sure that that wall is far enough that there's no problems with cars circulating in the lot actually hitting that wall. Even though it's only about yea high, we need to make sure that's protected, and there -- there are a large number of utilities that are -- that should be restricted along Olive that are buried underground, both overhead along there, so the plantings are rather limited.

And I would just ask for the Commission, you know, our intent of putting that wall there is to kind of

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

preserve that corridor, but there may be sections of that wall that may have to either be eliminated wholly or that may need to be shifted around, and we don't mind working with staff, and Jason and I have already started the conversation about exactly how we do some of those things, but I would like just a little bit of flexibility to work with staff on that item.

And then the last would be on Item 17, which is to provide a sound study, and I'll let Jason comment a little further, and we did touch on a little bit earlier as well with regards that to central vacuum.

If, you know, if you look at proximity, we did a noise study for the original development, again, in that more purple color with some locations back nearest the residential units.

Everything has been pulled back towards Olive in addition to those vacuums, so intuitively, that noise level is left, and we have maintained and even brought closer to that new source, the cementitious fence and all those other buffering materials.

Additionally, I think when Jason wrote the comment, and I do not want to put words in his mouth, and I'll let him comment on it further, but it was presumed that those were all individual canister vacuums, and not that that noise source was actually going to be located

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

within the building itself.

So I just think, look, we -- we can -- we have no problem revising that noise study, however, I just think a matter of, you know, intuitiveness and efficiency that it might not -- it's not needed.

But other than that, we -- we'd have no objections to the comments that staff provides.

CHAIRMAN KISTNER: Thank you.

MR. LUMLEY: If I could clarify a couple points to the revised ordinance.

In Condition 1, we added a proposed condition that we have this combination of properties in the city and the county, and we've got, was it 71 percent coverage if you only lived in the city, but about 50 percent coverage total. So a condition just saying that the combined site coverage can't ever exceed the 63 percent that the city imposes as maximum.

Just so you're -- I just wanted to make sure you saw that.

KEVIN KAMP: Yeah, and I'm fine with that --

MR. LUMLEY: And then --

KEVIN KAMP: -- I mean cause we're at like 50.2 percent or something coverage.

MR. LUMLEY: Then the -- the trash enclosure item is addressed in No. 5 in the revised ordinance.

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

The additional sound study is deleted because the way that condition was worded was sound study has to be completed prior to City Council action. The ordinance is the City Council action, so the City's either going to require it be done or not by the time it votes, but it wouldn't be a condition in the final ordinance.

CHAIRMAN KISTNER: So that would come out?

MR. LUMLEY: Well, it's out in the -- in the draft ordinance.

CHAIRMAN KISTNER: Oh, okay.

MR. LUMLEY: Which was revised this morning.

So just to clarify those points.

KEVIN KAMP: Well, then maybe I did not have the latest draft.

MR. JAGGI: You may not.

MR. KAMP: I was going to say, I thought I --

MR. JAGGI: Yeah, Mr. Lumley has summarized a few adjustments, and I apologize.

KEVIN KAMP: Oh, no, it's -- it's fine.

MR. JAGGI: But that is the extent some of the comments.

MR. LUMLEY: Basically, just tried to make it more consistent with the staff report.

KEVIN KAMP: Right. And, yeah, and again, it's -- it's -- it's really the items of the trash

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

enclosure and the flexibility on that knee wall, as well as the demolition or not demolition of that house, just giving us a little time to think about that maybe and proceed with the options on that.

MR. MAGRUDER: Something you might want to think about. Handicapped people do not like stamped concrete. It's very uncomfortable riding a chair across that or having a walker or something like that. I'm not saying you should or shouldn't do it, I just thought I'd pass that along to you.

KEVIN KAMP: And I totally appreciate that.

I mean we have, at least when my firm presents stamped and dyed concrete in ADA accessible areas, we have a very strict tolerance on the depths of those grooves and the depths of those other things, and then that's all -- comes from the ADA code.

However, the city, in the Design Guidelines, asked for those pedestrian ways to be signified by something other than paint.

MR. MAGRUDER: Uh-huh.

KEVIN KAMP: And -- and so, but I --

MR. MAGRUDER: It's attractive, I understand that, I'm just saying --

KEVIN KAMP: Right.

MR. MAGRUDER: -- when you bounce across it,

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

it's not -- feel -- it doesn't feel --

KEVIN KAMP: Right.

MR. MAGRUDER: -- very good.

KEVIN KAMP: Right. You go to a major, maybe hardware store in town, they -- they filled all those in.

MR. MAGRUDER: I just wanted to point that out.

KEVIN KAMP: Great.

CHAIRMAN KISTNER: Any other questions for the applicant?

MR. CARNEY: I just have one other question.

Do you have any plans for, there's quite a bit of green space to the north, do you have plans to maintain that landscaping that borders the subdivision?

KEVIN KAMP: Yeah. So there's a couple things that are going to be required.

One is, yes, the intent of that having landscaped in a park-like nature.

Additionally, that's where some of the stormwater facilities are going to be housed. So MSD will have restrictions and maintenance agreements and yearly inspections that have to occur with a lot of that landscaping, cause some of that landscaping will play into stormwater quality concerns. And so, yes, we will maintain that.

And the intent is that it became this buffer

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

area.

MR. CARNEY: Uh-huh.

I mean right now that that area's front yards of homes, so I just get concerned --

KEVIN KAMP: Yeah, well --

MR. CARNEY: -- about maintaining that grass or that look --

KEVIN KAMP: Right.

MR. CARNEY: -- after you put a fence there.

KEVIN KAMP: And, really, right now what it is is if -- right now what it is is -- is the -- this whole area where there's this gravel and disposal area, and kind of overrun kind of area, that -- that's all going to be green, and brought back to turf grass and plant material.

MR. CARNEY: Okay.

CHAIRMAN KISTNER: Questions?

Jason.

MR. JAGGI: Good evening, Members of the Commission. Jason Jaggi, Director of Planning and Development with the City of Creve Coeur.

Just to give a little bit of a background. I know you've heard a lot about the applicant, and I'll try to move along in my comment and not repeat some of the information that's already been presented, but also to clarify some of our recommendations for your

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

consideration.

As you know, this was first presented to P and Z back in -- about a year ago, actually, to date, December 5th, 2016.

That time the applicant, at your recommendation for denial, the applicant withdrew it.

The applicant, at that time, did not quite understand what it meant to withdraw the application, therefore, they rescinded that withdrawal and proceeded to the City Council on April 24th, 2017 with a slightly revised plan.

The Council did hear the presentation from the applicant and referred it back to this Commission for further review. And since that time staff has been meeting with the applicant on numerous occasions to try to address some of these comments. And I think you have the staff report which explains where we generally are with a lot of these different aspects.

But I'll walk you through that, and then if there's any questions, I'd be happy to answer those with that.

So, I think, again, I think Mr. Kamp did a pretty good job of summarizing the changes since the last meeting.

You can see here we've done -- we've also

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

provided some summary of how the project's been -- been revised since the presentation to you a year ago.

As -- as Mr. Kamp mentioned, the stacking lanes, as was shown here, the size of the carwash, the number of vacs, the number of gas station facilities, and the actual -- the actual area of the development has all been reduced since the prior version. And so that's the site plan that you saw about a year ago.

And you can see this is the site plan that's -- that's been revised.

The stacking lanes has been significantly reduced. The carwash itself has been reduced, vacs and then the number of gas pumps.

The existing egress from the carwash facility has been reduced, so we just have one on each street frontage, one access point to the site.

The C-Store though has remained the same. There is no reduction in size of the convenience store itself.

But all other aspects of the plan generally have been reduced in scale in an effort to try to address some of the concerns that -- that this Commission had, as well as the staff, about a year ago.

So in terms of the Comp Plan, I know you have the -- the analysis that -- that staff provided to you, but I wanted to touch on a few things and try to bring

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

some analysis to this -- to this question, which is, you know, what -- what is the appropriate scale in the east Olive Corridor.

Obviously, the Comprehensive Plan speaks -- speaks of this area being a less intense commercial district than the areas to the west and east; that it's supposed to be a little more, you know, reduced in scale in consideration of the close proximity of residences both on the south side, but also the north side.

So, you can see here, this is the graphic that was provided in the staff report, and I thought it was helpful, and Whitney provided this, I thought this provided a good kind of view of when this development, as proposed, as laid out on the site, you can get a -- get a feel for kind of how it relates to the -- to the environment. It's not just the site itself.

As we move even further outward, you can see the -- the parcels are highlighted here in blue.

Again, this is the one residence that is proposed to be rezoned, but not to be utilized or contribute towards the development. It will, essentially, be -- we're recommending it be removed, but the applicant wants to keep it there, but it does not contribute to the development.

And you can kind of see as we go along East

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Olive, that this property, this is the city kind of line, that -- that general line is something of actual area that's being developed, it is maintained through here.

You have some properties here at the Walgreens that goes a little bit further back, and with the access -- Total Access Care and the restaurant here, that used to be a larger restaurant, but, in general, you can kind of see that the scale has been bought in a little bit more respective of the existing conditions, oh, within the -- within the East Olive Corridor.

That's obvious significant question that -- that we'd have to come to some sort of agreement with this proposal or at least vet it and discuss it.

So, in terms of what other gas stations do we have around. Well, we have, obviously, there's an existing station now on the property. It's much smaller. It's been there for a long time. It's -- it's fairly outdated, and it's not what consumers typically want in gas stations. It's much smaller in scale, however.

But this -- this is kind of the most -- or the newer of the gas stations that we have in Creve Coeur, and it's at the corner of Ballas and Olive, 767 North New Ballas, and in comparison, this is a small site. It's .6 acres, approximately it's 3300 square foot of convenience store, and then with ten fueling stations, or

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

five pump islands, however you want to describe it. There is no car wash here. So this is a very compact site in the center of the city, just to give you some comparisons to what's being proposed.

The applicant has referenced the Olivette location as a store they developed not too long ago, and it has some similarities to this proposal, and, obviously, some differences as well.

But just to give you, again, a little bit of a comparison, that property here at Olivette at 9371 Olive is on a 2.4 acre site. You can see this is not developed at all back in here.

There's some multi-family residences to the west, and it also has sixteen fueling stations or eight pump islands. And the carwash building, I would say it's probably very close in size to what's being proposed here, although the one in Creve Coeur would be detached. It would be located directly behind or attached to this -- this convenience store, but the store itself, in combining with that carwash, is about 7900 square feet, as staff estimates it.

So, and, again, just to give you a little bit of a comparison of how this service station compares to some other -- other ones in the area.

So I think the main points of the Comprehensive

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Plan speaks to --

CHAIRMAN KISTNER: Jason --

MR. JAGGI: Yes.

CHAIRMAN KISTNER: -- can you go back to the size of the convenience store --

MR. JAGGI: Yes.

CHAIRMAN KISTNER: -- on the Olivette one, how those relate or how equivalent are they?

MR. JAGGI: So this -- I didn't measure what the -- what the difference is, and the applicant may know what -- I'm sure they know --

MR. KAMP: It's the same, 4200.

MR. JAGGI: Okay. They're saying it's the same size convenience store as what's proposed here.

CHAIRMAN KISTNER: This one here I think is 4800.

MR. JAGGI: It's 4800 is what's being proposed here in Creve Coeur. Yes.

CHAIRMAN KISTNER: So it's larger than the one in Olivette?

MR. JAGGI: The applicant is saying yes, be larger than the one in Olivette.

This measure here combines the carwash, just the footprint.

With the Comprehensive Plan, you know, I think

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

the big question, like I mentioned, and what this Commission had a concern of with the last proposal, is the scale of it.

The last time I think it was universally agreed that it was just too big of a development for the site. Not keeping at all with the Comprehensive Plan.

This -- this project is significantly been reduced in size, but it is still a question of is it -- is it still the right size for this area of town.

Again, looking at some of the other developments along the corridor, you can kind of see how it compares in terms of individual building sites here with other developments along the East Olive Corridor.

The Comprehensive Plan also makes a keynote, and I think some of these issues are also present with this application, that there are some challenges with development along the East Olive Corridor. You know, things like topography, multiple ownership. Residential protection is a -- is a large measure of -- of what the goals of the plan are.

There are a lot of different things that play here, and sometimes there's contradicting elements to development proposals along East Olive.

It also speaks of improved street -- streetscapes with connectivity. That -- it is also is a

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

goal.

So, yes, scale is a big important part of it, the types of uses, but also some other elements of the plan are also present with this proposal.

In terms of some of our -- our observations with the building elevations, moving on beyond the Comp Plan, the Design Guidelines and other objectives of the city, we did work with the architect to try to, you know, revise these elevations. And I think they have been revised to a great extent compared to the first version that you saw.

We did want to bring up the possibility that maybe some additional brick might help with -- with the building, but it certainly does compare well with the other structures in terms of the -- the design language, which repeats itself throughout all these different structures.

But if we look at it, we can see the brick, especially on the south elevation, is somewhat minimal compared to the other materials above it.

It was discussed about the Mobile blue, and does that meet corporate architecture. Again, the applicant is not using that -- that traditional brighter Mobil blue there. They agreed to tone that down and have more of a Navy, a darker blue color. And it's not the typical blue illuminated panel on the canopy that you would see at

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

other Mobile Stations. Again, so this is a unique design for Creve Coeur.

The columns would be all brick with two different types of brick, again, for an improvement appearance.

With the carwash building itself, this is that relatively large structure. We did like the idea of it being closer to Olive, keeping with some of our objectives to create a little interest along the street front.

At the highest point this element here will be close to 30 feet, so it is a larger structure than -- than maybe what we're used to along the street frontages, so I think that brings the design considerations that much more front and center for this project.

So you have some additional height and massing, but you do have a lot of interruption with the building.

We did think that there, you know, we had some concerns with the blue, with the amount of blue accents. I think it works well with -- with the rooftops. What we have still are concern a little bit with all the blue along -- along the frontage within these windows areas, and maybe there's an opportunity to kind of mute this or tone this down just a little bit with the (inaudible), but just some ideas, and maybe a little bit of additional brick here. You're going to see those on the end of the

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

tunnel on both the east and west elevations.

Just, visually, they seem a little bit light, but in terms of masonry, but I do believe these are recessed a little bit as well in openings, so maybe they won't be highly visible, but I do think they'll be visible.

CHAIRMAN KISTNER: What is that lighter material in the kind of swooped area?

MR. JAGGI: This is an EIFS material is up through here, then you have the aluminum, the storefront system in here.

CHAIRMAN KISTNER: So would you think that maybe additional brick and less EIFS on those?

MR. JAGGI: Yes, that's what we're -- yes. We're looking for a little more of a masonry or brick in this area just to help with the appearance.

We also touched on this idea. This is from the Olivette location. This is the fence that was used to separate the commercial from some residential. We do like the product that they're using, which is very similar here, but we thought that that extended too far out in front along Olive. That creates more of a barrier -- more of a wall when you're going down Olive, so we do have a recommendation that that wall be pulled back, and in lieu of such a solid, kind of hard wall, that they use some

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

landscaping to soften that transition. So you'll see that condition.

Where -- let's see here. We've got this issue with the brick versus tying into the -- the existing precast masonry screen wall on the back.

We're, generally, okay with that. We certainly understand the applicant's desire to keep it consistent. We don't have a big issue with that. Our code though for conditional uses for gas stations specifically says brick or concrete material. So we thought, well, it's brick, it's traditionally brick that's used to match the building, that's what we look for.

However, I do think if the Commission wants to agree with the applicant, it does say concrete, so if you're comfortable keeping that all the same, I do think you probably have the ability to consider that, rather than a traditional brick to match the building.

But I know the applicant did mention they're happy to go either way, so I just wanted to kind of clarify that.

In terms of the landscape plan -- I think that's all we had in terms of design. The landscape plan, we generally thought it was a very well-developed landscape plan. It provides for a lot of different types of plant material. That's an objective of the Comp Plan as well,

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

to create nice landscaped street frontages. This -- this project provides a lot of that.

As Mr. -- as the architect, Mr. Kamp, mentioned, you know, we did have some concern, see here, these are the screen walls and all the landscaping is behind them, so we thought, you know, maybe not -- if all of it can't be in front, well, maybe we can introduce some of it and look at those locations of those walls just to kind of mix that up a little bit. Because even though the wall is small, it's a lot of plant material, it's just going to be hidden from view, and we'd like to see a little bit more attention to that.

But certainly knowing that there's some site constraints that may -- may need to be worked out.

This is the wall here. Again, they're proposing that fence come all the way through here. We, again, like to see that pulled back a little bit with the -- with the upright evergreens transitioning more around this corner, provide some of the screening, but also soften that look.

And then, finally, our recommendation on the landscape plan involves carrying some of this treatment further up along Schulte, that kind of create more of a balance here. We -- this area seems to be lacking, and we think that that needs to be carried up a little bit further along Schulte Road as well.

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

I believe the only other item we had was that all trees need to be 3-inch caliper.

So, again, just a summary of the Design Guidelines. Maybe consider some additional brick in certain areas if the Commission feels like there's maybe not enough. We do think there's opportunity to add just a little bit more to it, on both the C-Store, as I pointed out, as well as the carwash building.

There could be a need for slopped roofs. This has come up before. I don't know that this building would benefit tremendously from additional sloped roofs based on this current design, but that could be, if you were concerned with the massing, you know, that's something that could be looked at.

But, again, the previous version we had big towers on the corners, and I think it was a much more imposing building. This is a little bit -- little bit softer in that respect, but we did want to talk about that.

Did touch on the trash enclosure.

And then we also had a recommendation to be more consistent with our Design Guideline, if we -- see if we can get a consistent 8 foot wide walk in front of the convenience store. Portions of that dimension are provided, but it's not continuous along the frontage, and

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

we think it could be possible to add a couple more feet along the front, again, provide a little more pedestrian comfort along the front of the building. Same thing with the carwash.

And then I think I've -- I've touched on all of these landscape revisions that we suggested.

In terms of zoning compliance, you know, we have different requirements for the zoning as well.

So it was already mentioned that 11141 Olive Boulevard is not -- is going to be request to be rezoned commercial. That is consistent with the Comprehensive Plan in that area; that the frontages of this portion of East Olive would eventually turn over to commercial. This rezoning would support it, and it's already been discussed. They're relying on that being rezoning to be in compliance due to the garage door open, which those properties are still residential, even though they're -- they're used for commercial, they're residentially zoned, and that's how our ordinance is written, so.

There is this requirement for the buffer. I know Mr. Kamp has mentioned the ability to be flexible on that. We can certainly take another look at that if everything else is acceptable to the Commission. I don't know that there's much flexibility, but we can certainly take a look at that.

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Typically when you rezone properties you have to -- the site needs to be compliant with what district you're rezoning to.

If a variance is necessary, then that's a separate procedure, and there's different standards that would have to go to that board in terms of hardship and other factors.

But we did have it in there for compliance to remove the structure to comply with zoning.

We also weren't -- we weren't sure what was going to happen with that building, whether it was going to be vacant and turn into a problem for the city, a lot of unknowns. And I think -- I understand the applicant wants to kind of keep their options open, but from our perspective, we -- we wanted to kind of be clear and it just seems better just to remove the structure.

CHAIRMAN KISTNER: If the structure -- if one of the conditions were to remove it, would they still be able to go to the Board of Adjustment for variance?

MR. JAGGI: They wouldn't need one if it's removed.

CHAIRMAN KISTNER: Obviously.

MR. JAGGI: Yes.

CHAIRMAN KISTNER: But I mean if they -- if we were to not have it, you know, have a condition for

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

removal, would there then need to be per the Board of Adjustment?

MR. JAGGI: Yes.

CHAIRMAN KISTNER: And if that were denied, then they would still need to remove it?

MR. JAGGI: Correct.

CHAIRMAN KISTNER: Okay. I just wanted to get the sequence.

MR. JAGGI: I think we need to make sure that the -- we can double check the zoning to make sure that, indeed, they have to have that buffer when they rezone it. I believe they do.

But, yes, if you were to take that condition -- or if you were to leave that condition in, they could go separately to the Board of Adjustment, request that that dimension be reduced from 20 feet to 8 feet or whatever's present with the existing house.

If they were denied by the Board of Adjustment, then they would have to comply, assuming they don't appeal that decision, yes.

Just touching on some of the other issues.

We do think it complies with the setbacks, coverage, all the conditional use requirements for gas stations, all those look to be fine. There's an extensive list that was included in your staff report. They -- I

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

believe they are compliant with all of those requirements for gas stations.

The landscape plan. They are seeking some relief to put those plantings along Olive a little bit further back in consideration of the overhead lines, which is allowable. And then we had some conditions on the planting material specifically.

The lighting was reviewed and it also meets code.

They're complying with stormwater mitigation by collecting it all on the northern end of the site. We saw no issues with stormwater.

Did touch on the signs and striping.

With respect to the sound study, Mr. Kamp did bring to staff's attention that those central vacs were located inside the structure. We did not realize that, so there will be no outside canisters creating a lot of noise, which is a big concern. That has been eliminated.

If -- if the Commission feels that there is no need to redo this study because the memo in front of you from their acoustic engineer, basically, says it should be fine, there should be nothing worse. In fact, a lot of things should be better.

If you're comfortable with that, we can -- we can move on without it, but we didn't have that

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

information when we made our recommendation.

And then, finally, the only -- the last issue that I wanted to touch on was the traffic impact study. MoDOT and St. Louis County. MoDOT has jurisdiction over Olive, St. Louis County on Schulte, so the city does not have any jurisdiction on either of these roads.

They have reviewed the traffic impact study. They have made some recommendations that are in your report, but, essentially, they're not requiring a whole lot of changes to that intersection.

I know that's been discussed in the past. But it's very complicated matter dealing with Mary Meadows, Schulte and Olive. There's a lot of -- multiple parties would have to participate and agree to changes to make that happen, so in lieu of that, the applicant is setting aside property that should that ever happen or be a need to happen in the future, that would not be impacted within their development. And I think they're prepared to dedicate that plan actually in order for that to happen if it's needed some point in the future.

CHAIRMAN KISTNER: Is that one of the conditions which already included?

MR. JAGGI: It is. Yeah, that they comply with all of MoDOTS' requirements, yes, should be in there.

That concludes my remarks.

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Well, I thought it did, but, actually, my apologies.

There is a boundary adjustment plat, again, that's kind of a minor thing. If everything else is acceptable, that -- that would be part of your approval, there wouldn't need to be a separate motion for that. But it would consolidate all these properties on one lot except for that existing residential, and that would remain. That is not to be re-subdivided because they're relying on that to comply with the other requirements of zoning.

It also does require review by St. Louis County. They are familiar with where the applicant is in the process, and the applicant has talked with the county, but depending on what happens with the City of Creve Coeur, where that goes, then they will revisit the county and comply with whatever requirements they need to take care of with St. Louis County.

I think we've gone through the ordinance with the applicant, but I'd be happy to answer any -- any questions you may have.

CHAIRMAN KISTNER: I have a few.

MR. JAGGI: Uh-huh.

CHAIRMAN KISTNER: The canopy over the gas pumps, I understand they were reduced from ten to eight --

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

or sixteen to twenty -- I mean from twenty to sixteen on each side.

But the canopy itself is reduced in size?

MR. JAGGI: Yes.

CHAIRMAN KISTNER: By what amount?

MR. JAGGI: Let's see. I don't have the dimensions in front of me, but you can -- this is the -- the applicant may be able to tell you exactly what was the dimension. But you can see here this was the revised plan for the original plan, and that's how it's been reduced, so I don't have that dimension. It's in the drawing. We can get that to you. But it has been -- the length of it has been reduced.

MS. KELLY: Excuse me, Madam Chairman. If you look on page 11, there's a bullet point, it's the second bullet point of the proposed changes, and the parentheses, the canopy structure was reduced from 50 feet to -- by 184 feet to 48 feet by 144 feet.

CHAIRMAN KISTNER: I'm sorry, can you say that again?

MS. KELLY: The canopy structure was reduced from the 50 by 184 feet to the current proposal of 48 feet by 144 feet.

CHAIRMAN KISTNER: So that 40 feet --

MR. JAGGI: 40 feet reduction. Yeah.

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Thank you, Whitney.

Yeah, it's been reduced by 40 feet.

CHAIRMAN KISTNER: I think you said the tallest point on this was 30 feet --

MR. JAGGI: Yes.

CHAIRMAN KISTNER: -- of the building elevation.

MR. JAGGI: Yes, of the carwash.

CHAIRMAN KISTNER: How tall is, for example, Walgreens?

MR. JAGGI: I would say that that's probably, again, not having that dimension in front of me, not looking at the plans, but I would say this is comparable, if you're looking at height, to probably the height of the Scotsman Jewelry, that tower element on the corner, it's probably similar height to this tower element as well.

This may be slightly taller than the Walgreens, cause I don't think that parapet on that wall goes quite as high as the Scotsman, so I think this would probably be comparable to the Scotsman building in terms of height.

MR. SCHUH: I -- I did not see in the packets, my apologies if it's in there, but I didn't think to look at the Comprehensive Plan.

Is what's on page 30 of the report, that's not the entire East Olive Corridor, is it? I believe it goes further than that. I'm just trying to get an idea of what

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

percentage of the East Olive Corridor this single site would occupy.

And I'm not looking for a number --

MR. JAGGI: Okay. That's good.

MR. SCHUH: -- I mean visually if this were in it, it would be a significant amount.

MR. JAGGI: Yeah, let me just see if I can address that a little bit.

East Olive Corridor, essentially, extends from this area near Mosley all the way down to -- to Spoede --

MR. SCHUH: Okay.

MR. JAGGI: -- essentially. So that whole area comprises the East Olive Corridor. Does that help? So this is -- this is -- you know, what percent, I, obviously --

MR. SCHUH: Yeah. I get that.

MR. JAGGI: Yeah.

MR. SCHUH: Yeah. Thank you.

MR. JAGGI: Uh-huh.

CHAIRMAN KISTNER: Any other questions for staff?

Okay. Thank you.

I think we're ready now to hear from residents.

I don't have any speaker cards -- oh, I do.

So I'll ask each of you, I'll just, you know,

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

take you in the order these cards happen to be sitting here, and ask you if you've been sworn in. If you haven't, we'll ask you to be sworn in.

Marcine Darby (phonetic).

And next up will be Cheryl Richards.

MARCINE DARBY: Well, all right. I'm speaking on behalf of my mother.

CHAIRMAN KISTNER: If -- okay.

MARCINE DARBY: Yeah.

CHAIRMAN KISTNER: If you could just start -- have you been sworn?

MARCINE DARBY: Yes.

CHAIRMAN KISTNER: Okay. And just start with your name and address.

MARCINE DARBY: Okay. My name is Marcine Darby. I live in Chesterfield, but my mother lives at 11107 Oak Lake Court, which is probably the most impacted house in the project.

So she asked me to read this for her because her voice does not project.

My name is Joan Althaus. I reside 11107 Oak Lake Court, which has been my home for 56 years. My home is located directly across the street from the proposed Mobile On The Run.

From the very first discussion regarding this

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

proposed project, one of the major concerns of mine and my neighbors has been the increased traffic on Olive Road and on Schulte Road that a project of this size will generate.

As a part of my concern, is the increased number of drivers who will find it convenient to use Oak Lake Court as a turnaround, and they find it difficult to enter or exit the new facility.

It is somewhat of a problem now with the access to the two existing stations directly across from one another.

A no turnaround sign could be installed, but who would enforce it, as it would probably be located in the county.

I sent a letter to the Commission last week regarding my continued concern about the traffic flow.

In case it got misrouted, I have another copy of it for your consideration.

I am asking if a traffic study has been made since our last meeting, and if so, what is the latest proposal.

Thank you.

CHAIRMAN KISTNER: Thank you very much.

Cheryl Richards.

And next up will be Johanna Sutterfield.

CHERYL RICHARDS: My name is Cheryl Richards. I

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

live at 842 Mary Meadows Lane, and I'm a trustee of the Mary Meadows Subdivision. And I've been sworn in.

So the concerns that I had, again, were about the traffic. When they do the traffic study, they talk a lot about distinguishing between the pass-by trips and the new trips, but given that everybody has to get on and off of the gas station either by Schulte or Olive, it seems like that kind of ignores the ongoing issue of the traffic.

I'm also concerned about the -- what's going to be done to prevent the left turns into the gas station from Schulte. It sounded like there are problems with trying to create something that's going to be a construction-type to channel it.

On Mary Meadows there's a sign saying it's exist only for the commercial property there, and people don't follow the sign, so I'm not sure it's going to work any better on Schulte.

And then the other thing that I wanted to mention was that I was here, was it a month ago, to talk about the Waterways Gas Station Convenience Store Carwash that they're proposing that would be (inaudible), and I just was wondering whether the Comprehensive Plan really had the idea of having three gas stations within a block of each other on Olive.

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Thank you.

CHAIRMAN KISTNER: Jason, is there any update on the Waterways?

MR. JAGGI: Yeah. To answer a couple of those questions.

First, Waterways did withdraw their proposal, so they withdrew the text amendment relative to the carwash, that's been withdrawn, and they did submit a site development plan, a conditional use permit. That has also been withdrawn, so it does not appear that specific proposal will be moving forward.

With respect to the Comprehensive Plan, the plan does not specify how many retail buildings should be appropriate or how many gas stations.

Certainly understand your point, but the plan does not get into that sort of analysis.

CHERYL RICHARDS: And the Schulte?

CHAIRMAN KISTNER: Excuse me, we can't have conversations from the audience. You need to go back to the microphone.

CHERYL RICHARDS: And the issue of the left turn from the Schulte -- from the gas station, if you could address that.

CHAIRMAN KISTNER: Yeah, actually --

MR. JAGGI: Sure.

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

CHAIRMAN KISTNER: -- we had talked about that before.

MR. JAGGI: Uh-huh.

Yeah. Shed some light on that.

So, and, again, remembering that MoDOT and St. Louis County reviewed these projects and have jurisdiction over these roadways, we need to keep that in mind.

They -- they do agree with the -- with the entrance -- limited entrance and exit on Schulte being directionally opposite of the Shell Station across the street, so that's why it's being positioned that location.

They also are concerned with -- they would be concerned with eliminating -- with having left turn lanes going northbound on Schulte turning left into the site, because, one, is you would have (inaudible) going southbound on Schulte and Olive that would create a delay. And could have vehicles backing up on to Schulte, which would impact the intersection at Olive.

So that's why the restriction is not to allow left turns on to Schulte.

If you're traveling westbound on Olive, you would, you know, just go past the intersection, have full -- full access of the intersection directly from the site that way.

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

So I think that's probably as best as that can be done for this particular site, given the conditions of this area.

So, but that's an explanation as to why it's designed that way and one of the reasons for eliminating the access.

CHAIRMAN KISTNER: Thank you.

Johanna Sutterfield.

And next up is Linda Rezny -- Rezny. Sorry.

JOHANNA SUTTERFIELD: Hi, I'm Johanna Sutterfield. I live at 817 Mary Meadows, and I'm also a trustee of Mary Meadows.

My concern is we -- we, well, first of all, we did meet with the developers and the traffic control architect with regards to development.

Our concern, as you all know, is Mary Meadows and Schulte is not a straight road across. So with all the traffic reports, not going to increase traffic on Olive, but it is going to increase people who stop now at the Mobile Station, which means those people are going to be coming on to Schulte or back out on Olive.

And if anyone probably has not done this, but you drive on Mary Meadows, you enter Mary Meadows intersection way at the top of the street. Coming across, the light turns green, if I want to go north on to

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Schulte, I'm fighting to dodge cars. And not only do I fight the cars going from Schulte to Olive, people going west on to Olive, assume, because people coming up Schulte are making left turns, they can immediately turn right on to Schulte.

So been several times when cross also person trying to make a right turn. So I guess my concern is when you see traffic studies, are the studies ever include accident studies at that intersection?

Within the last two months, I personally have seen the remains of two accidents, one of which was sitting at the top of Mary Meadows. I didn't see how it happened, but two cars were sitting on Mary Meadows. A Prius, which airbags were all deployed. The other a truck. So I'm not sure, the other one was sitting in a parking lot down by the (inaudible).

So my still concern is the whole intersection of Mary Meadows and Olive and Schulte. So that's my concern.

Thank you.

CHAIRMAN KISTNER: Thank you.

Linda Rezny.

Next up is Mark Huck.

LINDA REZNY: Linda Rezny, 104 Graeser Acres.

I'll continue what the trustee said. I understand from the trustees that Creve Coeur owns

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

100 feet of Mary Meadows, and that there was some ignorance about that at some -- in the recent past, maybe you know that now, but would that help solve the problem.

And as far as left turning northbound on to Schulte, would it be possible to put a dedicated left turn lane there to allow that and -- because people really don't want to take their lives in their hands to make a left turn at Olive. And the people on Oak Lake and the people in the parking lot at -- at the Shell really don't want people turning around when they find out they can't make the left turn. Okay. Cause they're going to have to turn in Oak Lake or they're going to turn into the Shell and -- and come back around.

My other comments have to do with sound. The sound wall is only 6 feet tall. The one behind Walgreens, if I remember correctly, is 6 feet on a 3 foot berm. It's 8 foot only at the side of the building, and shortening it where it's coming southbound on the west side, if you want it to look softer, put plants around it, but make it as long as possible. Make it as long as possible on the Schulte side. All of this protects the neighbors.

Remove -- having a sound wall at Walgreens has been some help. I live four blocks from -- four houses from the Walgreens. Remove -- removing the earth and removing the buildings that were previously there, even

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

with the sound wall, has made a constant roar in my backyard from Olive Street noise. Okay. Which is why I would be in favor for the 11141 to leave the building there or put a wall there to eliminate the noise that will just roll off of Olive off of -- off of turf grass, okay. Trees do not stop noise nearly as well as the concrete wall.

And doing a sound study, when -- when it's coming to Council, it's, no, you need -- you need to see the sound study, okay, and while it's still in Planning and Zoning.

Thank you.

CHAIRMAN KISTNER: Thank you.

Mark Huck.

MARK HUCK: My name's Mark Huck. I live at 906 Woodshire.

CHAIRMAN KISTNER: Were you sworn?

MARK HUCK: I was.

CHAIRMAN KISTNER: Okay.

MARK HUCK: I was sworn in.

I was here last year and spoke about the light pollution, noise pollution, traffic. Still have those same concerns.

I retired November 30th of last year, so I hadn't had much experience driving through the week up and

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

down Olive Street Road.

It's -- the traffic is horrendous the way it is now. The only way that we can get out and head east on Olive is when the light at Schulte turns, and it's long enough cars turning right on Schulte, so we have to wait for them.

I don't know how we're ever going to get in and out of our street because as soon as the light turns red on Olive Street Road at Schulte, you're going to have people from Schulte wanting to get on Olive Street Road, and you're going to have people from the Mobil On The Run wanting to get on Olive Street Road.

And I don't know if there's been any talk about changing the length of the stoplight at Schulte to allow more time, but the way it is now, it's -- it's very difficult to get out, you know, any time between seven o'clock in the morning and seven o'clock in the evening, so the same concerns as last year.

CHAIRMAN KISTNER: MoDOT does control that, and I'm sorry to say, they have one interest, and that's getting traffic flowing on Olive.

MARK HUCK: Sure.

So as long as it's -- and there are many -- couple times a week I will head west on Olive to get somewhere where I can turn around, head east, and it's

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

only going to make it worse.

Thanks.

CHAIRMAN KISTNER: Thank you.

Michael Thomas. Have you been sworn in?

MICHAEL THOMAS: I have.

My name's Michael Thomas, 154 Laduemont. I'm also a trustee for Ladue Conway Estates. And I just wanted to stop by for a few minutes, or 90 minutes, to express my support for this proposed Mobile On The Run and the new carwash.

I use the existing Mobile Station regularly, and was pleased to see the Creve Coeur notice about the zoning proposal.

I looked at the plans and the agenda packet that have been presented tonight, and I think it looks fabulous. I think it looks -- it's a huge needed improvement for this section of Olive, which I think looks kind of depressed. I like that it matches the Scotsman and the Walgreens. I just think it's a much needed improvement to this area.

At the same time, I fully support sound walls and, you know, anything you can do to improve traffic -- traffic flow.

But I definitely think this is going to benefit Creve Coeur, and I'd like to see it approved.

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Thank you.

CHAIRMAN KISTNER: Thank you.

Quick question. You mentioned you're a trustee of Laduemont. Are you speaking on behalf -- as a trustee or that's an aside?

MICHAEL THOMAS: I -- well, I say I spoke to every resident, which probably was only -- spoken to four or five neighbors about this in passing over the past few weeks since I saw the notice, and everybody's in full support and agreement.

You know, when you travel westbound, these are the only two gas stations that can really serve you, you now, it's hard to get to the (inaudible) 66, and it's really hard to get to the Shell Station because of where it's situated.

This Mobile is really the best place for a modern gas station that we, I think, desperately need, and I think we, you know, have to -- well, I just think right there is a -- it's an excellent location, and I think it's going to draw additional renovation and business to this -- to this stretch of Olive.

CHAIRMAN KISTNER: Thank you.

MICHAEL THOMAS: Thank you.

CHAIRMAN KISTNER: Julie McCollum.

Have you been sworn in?

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

JULIE MCCOLLUM: Yes.

Good evening. My name's Julie McCollum. I live at 912 Woodshire Lane. I'm also a trustee of Woodshire Lane.

Although I've seen significant renovation in the attempt to downsize, I still -- I still personally believe and have had comments from neighbors that the site proposed is too large.

I don't think the number of vacuums is really maybe appropriate for maybe the business that they'll bring in. So I heard some comments from Ms. Hall in terms of the amount of the carwash.

So I'm concerned -- I'm interested that cause a $12 carwash, are they really going to be able to fill up eleven bays of cars needing vacuums, you know, could they do with four? Could they make this site a little smaller?

In addition, I have to echo Mark's and other people's concerns about the traffic turning east at -- in the morning, especially at lunchtime and at five o'clock, it's near impossible.

So I'm elevating our concern about the traffic.

CHAIRMAN KISTNER: Thank you very much.

Are there other members of the audience who would like to speak to this matter?

Anything further from staff?

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

MR. JAGGI: No, nothing additional.

CHAIRMAN KISTNER: If not, we can -- we may be finished with our public hearing and start our discussion.

MR. LUMLEY: Thank you.

I'd offer the following exhibits into the record of this public hearing: Documentation in possession of the City Clerk reflecting the public notice regarding this matter, the latest staff report regarding the application, the materials presented this evening, and the updated application and drawing, the City Code of Ordinances and Charter, the City's Comprehensive Plan and the public file regarding this application.

CHAIRMAN KISTNER: Thank you.

Hearing is closed.

(The public hearing was concluded at 8:05 p.m.)

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

STATE OF MISSOURI)
) SS
COUNTY OF ST. LOUIS)

I, Deborah K. McLaughlin, Registered Professional Reporter, Missouri Certified Court Reporter, Illinois Certified Shorthand Reporter and Kansas Certified Court Reporter, do hereby certify that I reported the Planning and Zoning public hearing stenographically and later reduced to typewriting; and that this is a true and accurate transcript of the public hearing.



_____, RPR, MO-CCR, IL-CSR, KS-CCR

Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

CHAIRMAN KISTNER: [89]
CHERYL RICHARDS: [3] 62/24 64/16 64/20
JOHANNA SUTTERFIELD: [1] 66/9
JULIE MCCOLLUM: [1] 72/25
KEVIN KAMP: [55] 3/24 8/12 8/16 8/22 10/12 10/15 16/11 19/1 19/22 20/2 20/15 20/21 20/23 21/3 21/11 21/21 22/1 22/6 22/9 22/12 22/22 22/24 23/7 23/21 23/24 24/6 25/8 26/3 26/10 26/12 27/12 27/15 27/18 28/8 28/10 28/16 28/23 29/1 29/5 31/6 34/19 34/21 35/12 35/18 35/23 36/10 36/20 36/23 37/1 37/3 37/6 37/13 38/4 38/7 38/9
LINDA REZNY: [1] 67/22
MARCINE DARBY: [4] 61/5 61/8 61/11 61/14
MARK HUCK: [4] 69/14 69/17 69/19 70/21
MICHAEL THOMAS: [3] 71/4 72/5 72/22
MR. CARNEY: [10] 2/6 16/14 16/19 17/10 17/13 37/9 38/1 38/5 38/8 38/14
MR. JAGGI: [37] 2/21 3/1 10/10 35/14 35/16 35/19 38/17 44/2 44/5 44/8 44/12 44/16 44/20 48/8 48/13 53/19 53/22 54/2 54/5 54/8 56/22 57/22 58/3 58/5 58/24 59/4 59/6 59/9 60/3 60/6 60/11 60/16 60/18 64/3 64/24 65/2 73/25
MR. KAMP: [9] 3/21 18/9 18/13 18/19 23/10 27/22 31/25 35/15 44/11
MR. LUMLEY: [10] 2/18 28/13 29/3 34/8 34/20 34/23 35/7 35/10 35/21 74/3
MR. MAGRUDER: [13] 2/10 25/6 26/2 26/8 26/11 27/9 27/13 36/4 36/19 36/21 36/24 37/2 37/5
MR. SCHUH: [6] 2/16 59/19 60/4 60/10 60/15 60/17
MS. HALL: [17] 2/8 20/14 20/16 20/22 21/2 21/6 21/19 21/22 22/5 22/8 22/11 22/18 22/23 23/4 23/18 23/22 24/5
MS. KELLY: [4] 2/23 3/13 58/13 58/20
MS. SILVERMAN: [10] 2/14 15/23 16/3 16/6 16/8 18/16 18/25 19/20 19/23 31/24
STEWART MACGREGOR: [18] 10/22 13/11 14/6 14/22 15/13 15/17 15/25 16/4 16/7 16/9 16/18 16/20 17/12 17/14 18/4 18/6 18/14 23/15

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10 [1] 17/19
10 percent [1] 14/18
100 feet [1] 68/1
104 [1] 67/23
11 [1] 58/15
11100 [1] 3/10
11107 [2] 61/16 61/21
11109 [1] 3/9
11114 [1] 3/10
11141 [4] 3/9 25/8 52/9 69/3
1199 [1] 1/23
144 feet [2] 58/18 58/23
154 [1] 71/6
16-031 [2] 1/7 3/5
17 [1] 33/8
184 feet [2] 58/18 58/22

2
2.4 [1] 43/11
20 [1] 54/16
2016 [1] 39/4
2017 [3] 1/3 2/3 39/10
24th [1] 39/10

3
3 feet [1] 15/23
3-inch [1] 51/2
30 [1] 59/23
30 feet [2] 47/11 59/4
300 [1] 1/2
30th [1] 69/24
314 [2] 1/22 1/23
3300 [1] 42/24

4
4 feet [1] 17/13
40 [1] 22/17
40 feet [3] 58/24 58/25 59/2
4200 [1] 44/12
4772 [1] 1/22
48 feet [2] 58/18 58/22
4800 [2] 44/16 44/17
4th [1] 2/3

5
50 [1] 58/22
50 feet [1] 58/17
50 percent [1] 34/14
50.2 percent [1] 34/23
56 [1] 61/22
5th [1] 39/4

6
6 feet [1] 68/15
63 [1] 34/16
63128 [1] 1/23
66 [1] 72/13
6:30 [1] 1/4

7
71 percent [1] 34/13
767 [1] 42/22
7900 square [1] 43/20

8
8 feet [1] 54/16
8 percent [2] 14/17 14/18
817 [1] 66/11
842 [1] 63/1
8:05 [1] 74/15

9
90 [1] 71/8
906 [1] 69/15
912 [1] 73/3
9371 [1] 43/10
974-1199 [1] 1/23

A
ability [2] 49/16 52/21
able [10] 4/19 11/7 12/2 12/25 16/22 22/14 28/15 53/18 58/8 73/14
about [45] 3/22 8/7 9/23 10/5 10/15 14/8 14/18 15/18 15/22 16/21 16/24 17/24 19/6 21/9 24/2 24/14 26/17 26/17 29/17 32/19 33/5 34/14 36/3 36/6 38/6 38/22 39/3 40/8 40/22 43/20 46/20 51/18 62/15 63/3 63/5 63/10 63/21 65/1 68/2 69/21 70/13 71/12 72/8 73/18 73/21
above [1] 46/19
absent [1] 2/12
accent [5] 13/16 14/19 15/1 15/2 15/4
accents [1] 47/18
acceptable [2] 52/23 57/5
access [9] 5/12 5/16 6/1 40/16 42/6 42/6 62/8 65/24 66/6
accessible [2] 5/6 36/13
accident [1] 67/9
accidents [1] 67/11
accomplish [2] 12/2 17/9
accreditation [1] 13/20
accurate [1] 75/10
achieved [1] 4/
acoustic [1] 55/21
acquire [1] 26/
acquisition [1] 28/4
acquisition-type [1] 28/4
acre [1] 43/11
acres [2] 42/24 67/23
across [9] 20/1 24/20 36/7 36/2 61/23 62/9 65/1 66/17 66/24
acting [1] 28/1
action [2] 35/3 35/4
actual [3] 40/6 40/6 42/2
actually [19] 12/21 13/1 14/7 15/6 17/8 18/10 24/4 27/23 29/3 29/7 29/15 29/2 30/14 32/18 33/ 39/3 56/19 57/1 64/24
ADA [2] 36/13 36/16
add [4] 12/25 15/5 51/6 52/1
added [3] 12/21 25/16 34/11
addition [2] 33/17 73/17
additional [15] 5/14 24/12 24/1 24/20 26/20 32/ 35/1 46/12 47/1 47/24 48/13 51/ 51/11 72/20 74/
Additionally [3] 9/2 33/21 37/18
address [7] 3/2 8/4 39/16 40/20 60/8 61/14 64/2
addressed [1] 34/25
adds [1] 13/14
adjacent [3] 5/ 6/16 31/10
adjust [1] 17/2
adjusted [2] 13 17/1
adjustment [9] 3/7 26/20 31/1 31/6 53/19 54/2 54/15 54/18 57/
adjustments [1] 35/18
affected [2] 23/21 23/22

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

A

after [1] 38/9
again [34] 4/3 5/2 5/17 8/18 8/18 12/11 12/18 13/7 13/22 23/25 25/1 30/2 31/3 32/4 33/13 35/24 39/22 41/19 43/9 43/22 45/10 46/21 47/1 47/4 50/15 50/16 51/3 51/15 52/2 57/3 58/20 59/11 63/3 65/5
agenda [2] 3/5 71/14
ago [7] 13/3 39/3 40/2 40/8 40/22 43/6 63/20
agree [6] 5/20 6/3 31/18 49/14 56/14 65/9
agreed [2] 45/4 46/23
agreement [3] 28/25 42/12 72/10
agreements [1] 37/20
air [1] 15/9
airbags [1] 67/14
all [51] 2/1 7/20 7/24 10/25 11/4 13/3 15/1 15/2 16/17 18/16 18/24 19/18 20/24 24/4 25/2 26/5 27/25 29/1 29/8 33/19 33/24 36/15 37/5 38/13 40/6 40/19 43/12 45/6 46/15 47/3 47/20 49/15 49/22 50/5 50/6 50/16 51/2 52/5 54/23 54/24 55/1 55/11 56/24 57/7 60/10 61/6 66/13 66/16 66/17 67/14 68/21
allow [4] 30/22 65/20 68/6 70/14
allowable [1] 55/6
allowed [2] 5/19 31/16
along [31] 4/11 7/23 19/20 21/5 21/15 24/8 24/13 24/21 25/5 29/19 32/8 32/21 32/22 36/10 38/23 41/25 45/11 45/13 45/17 45/23 47/9 47/12 47/21 47/21 48/22 50/22 50/25 51/25 52/2 52/3 55/4
already [5] 33/4 38/24 52/9 52/14 56/22
also [35] 5/2 9/9 9/10 9/22 10/16 11/9 11/12 14/17 18/1 18/3 28/17 31/19 38/24 39/25 41/9 43/14 45/14 45/15 45/24 45/25 46/3 46/4 48/17 50/19 51/21 53/10 55/8 57/12 63/10 64/9 65/13 66/11 67/6 71/7 73/3
Althaus [1] 61/21
although [4] 7/4 31/14 43/17 73/5
aluminum [1] 48/10
always [1] 17/19
am [2] 10/9 62/18
ambient [1] 18/21
amenable [1] 10/7
amendment [1] 64/7
among [1] 10/14
amount [6] 6/14 6/15 47/18 58/5 60/6 73/12
analysis [3] 40/24 41/1 64/16
another [4] 27/12 52/22 62/10 62/16
answer [4] 14/3 39/20 57/20 64/4
any [22] 8/4 10/14 14/2 15/16 23/23 26/25 26/25 28/6 31/21 31/23 37/8 37/11 39/20 56/6 57/20 57/20 60/20 60/24 63/17 64/2 70/13 70/16
anybody [2] 3/16 11/2
anyone [1] 66/22
anything [6] 10/9 12/22 13/3 20/12 71/22 73/25
apologies [2] 57/2 59/21
apologize [3] 3/22 6/18 35/18
appeal [1] 54/19
appear [2] 17/7 64/10
appearance [2] 47/5 48/16
appease [1] 7/25
applicant [23] 3/17 13/8 13/25 37/9 38/22 39/5 39/6 39/7 39/13 39/15 41/22 43/5 44/10 44/21 46/21 49/14 49/18 53/13 56/15 57/13 57/14 57/20 58/8
applicant's [1] 49/7
application [7] 1/7 3/5 39/8 45/16 74/8 74/10 74/12
appreciate [3] 4/9 11/4 36/11
approaches [1] 27/5
appropriate [3] 41/2 64/14 73/10
approval [3] 3/7 5/21 57/5
approved [1] 71/25
approximately [1] 42/24
April [1] 39/10
April 24th [1] 39/10
architect [7] 8/1 8/3 10/21 10/24 46/8 50/3 66/15
architectural [2] 10/18 11/19
architecturally [1] 18/16
architecture [3] 8/6 8/16 46/21
are [59] 3/13 3/19 4/16 6/4 7/8 7/23 9/7 9/10 9/21 11/11 11/18 11/20 12/8 13/12 14/7 14/8 19/3 19/8 20/7 20/11 23/6 23/10 24/3 24/21 26/9 28/25 32/20 32/21 32/22 32/23 37/15 37/19 39/17 41/18 44/8 45/15 45/16 45/20 45/21 46/4 47/20 48/3 50/4 51/24 52/17 55/1 55/3 56/8 57/13 63/12 65/13 66/20 67/4 67/8 70/23 72/4 72/11 73/14 73/23
area [25] 4/23 6/14 8/24 9/1 9/3 12/12 18/23 24/2 38/1 38/12 38/12 38/13 40/6 41/5 42/2 43/24 45/9 48/8 48/16 50/23 52/12 60/10 60/12 66/3 71/20
area's [1] 38/3
areas [6] 6/16 24/14 36/13 41/6 47/21 51/5
around [10] 15/2 22/4 25/2 33/3 42/15 50/18 68/10 68/13 68/19 70/25
art [1] 5/1
arterial [1] 5/10
articulate [3] 11/1 12/19 17/3
artisan [1] 29/20
as [103]
aside [2] 56/16 72/5
ask [7] 25/21 30/20 30/22 32/24 60/25 61/2 61/3
asked [3] 22/20 36/18 61/19
asking [3] 27/11 32/12 62/18
aspects [2] 39/18 40/19
Assistant [2] 1/14 3/1
Assistant/Recording [2] 1/14 3/1
assume [1] 67/3
assuming [1] 54/19
at [73] 3/9 4/7 7/13 7/15 7/16 7/16 7/16 10/11 11/11 11/24 12/11 13/3 14/10 17/21 18/23 19/7 19/11 19/16 20/19 25/3 25/10 25/10 27/1 29/10 32/12 33/12 34/22 36/12 39/5 39/7 42/4 42/13 42/22 43/10 43/10 43/12 45/6 45/10 46/17 46/25 47/10 50/8 51/14 52/22 52/25 59/12 59/13 59/22 61/16 63/1 65/19 66/11 66/19 66/24 67/9 67/12 68/2 68/8 68/9 68/9 68/17 68/22 69/15 70/4 70/9 70/14 71/14 71/21 73/3 73/18 73/19 73/19 74/15
attached [1] 43/18
attempt [1] 73/6
ATTENDANCE [1] 1/9
attention [2] 50/12 55/15
Attorney [4] 1/13 2/18 26/21 31/1
attractive [1] 36/22
audience [4] 3/12 3/17 64/19 73/23
automatic [2] 4/25 22/3
away [2] 14/11 17/20
awnings [1] 17/

B

back [21] 11/6 14/24 24/23 28/ 28/12 32/9 33/1 33/16 38/14 39/ 39/13 42/5 43/1 44/4 48/24 49/5 50/17 55/5 64/1 66/21 68/13
backdrop [1] 30
background [1] 38/21
backing [1] 65/
backs [1] 29/19
backwards [1] 14/24
backyard [1] 69
balance [2] 13/ 50/23
BALLAS [3] 1/2 42/22 42/23
band [3] 15/1 15/2 15/4
barrier [1] 48/
based [2] 31/9 51/11
basic [1] 12/3
basically [8] 11/17 13/17 14/ 14/18 15/7 15/2 35/22 55/21
basis [1] 18/21
bays [1] 73/15
be [128]
became [2] 25/1 37/25
because [18] 11/18 18/11 19/ 21/5 22/20 27/6 27/24 30/6 35/1 50/9 55/20 57/9 61/19 65/16 67/ 68/6 70/8 72/14
become [1] 27/2
becomes [3] 25/ 26/6 30/5
been [48] 5/2 7/13 8/25 9/7 9 9/22 11/5 11/6 11/7 21/5 21/10 26/24 33/16 38/ 39/14 40/1 40/1 40/6 40/10 40/1 40/12 40/15 40/ 42/8 42/17 45/7 46/9 52/14 55/1 56/11 58/10 58/ 58/13 59/2 61/2 61/11 61/22 62/ 62/18 63/2 64/8

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

B

been... [7] 64/10 67/6 68/23 70/13 71/4 71/15 72/25
before [6] 5/4 5/13 11/15 28/20 51/10 65/2
beginning [2] 13/2 19/7
behalf [2] 61/7 72/4
behind [4] 23/24 43/18 50/5 68/15
being [12] 6/19 18/1 31/10 41/5 42/3 43/4 43/16 44/17 47/8 52/15 65/10 65/12
believe [7] 18/19 48/3 51/1 54/12 55/1 59/24 73/6
benefit [2] 51/11 71/24
berm [1] 68/16
besides [1] 19/8
best [4] 6/18 16/8 66/1 72/16
Beth [1] 1/10
better [8] 15/8 17/3 30/7 30/14 30/15 53/16 55/23 63/18
between [6] 5/9 6/15 6/23 22/11 63/5 70/16
beyond [1] 46/6
big [6] 45/1 45/5 46/2 49/8 51/15 55/18
bit [35] 7/8 8/5 8/12 10/5 12/23 12/24 13/1 17/1 17/2 17/3 17/7 22/2 22/16 33/6 33/10 37/11 38/21 42/5 42/8 43/9 43/22 47/20 47/23 47/24 48/2 48/4 50/9 50/11 50/17 50/24 51/7 51/17 51/17 55/4 60/8
bit of [1] 12/23
bits [1] 20/19
black [1] 6/19
blend [1] 30/5
blending [1] 30/8
block [1] 63/24
blocks [2] 16/24 68/23
blue [20] 14/5 14/9 14/9 14/10 14/12 14/14 14/17 14/19 15/1 15/2 15/4 17/11 41/18 46/20 46/22 46/24 46/24 47/18 47/18 47/20
board [8] 26/20 30/25 31/6 53/6 53/19 54/1 54/15 54/18
body [1] 28/12
borders [1] 37/13
both [10] 11/20 16/16 26/5 31/9 31/11 31/20 32/22 41/8 48/1 51/7
bought [1] 42/8
Boulevard [3] 3/9 5/10 52/10
bounce [1] 36/25
boundary [2] 3/7 57/3
brick [17] 13/13 13/13 13/14 30/10 46/12 46/17 47/3 47/4 47/25 48/13 48/15 49/4 49/9 49/10 49/11 49/17 51/4
briefly [2] 29/9 30/21
brighter [1] 46/22
bring [5] 12/1 40/25 46/11 55/15 73/11
brings [1] 47/13
Briteworx [2] 3/8 5/1
brought [4] 5/3 9/11 33/18 38/14
buffer [10] 5/9 6/15 6/22 24/11 24/21 24/24 25/4 37/25 52/20 54/11
buffering [1] 33/20
build [1] 30/15
building [32] 12/5 13/18 14/5 15/6 15/25 17/21 19/14 25/4 27/4 29/14 30/9 30/12 30/16 32/5 34/1 43/15 45/12 46/6 46/13 47/6 47/16 49/12 49/17 51/8 51/10 51/17 52/3 53/11 59/6 59/19 68/17 69/3
buildings [7] 9/13 11/18 11/20 11/23 13/5 64/13 68/25
built [2] 13/8 18/12
bullet [2] 58/15 58/16
buried [1] 32/22
business [4] 3/24 32/2 72/20 73/10
but [94]
but you [1] 58/7

C

C-Store [6] 9/15 14/18 25/3 30/7 40/17 51/7
caliper [1] 51/2
call [3] 2/5 17/25 18/1
called [1] 29/20
calls [1] 29/12
came [1] 24/20
can [55] 3/23 7/3 7/4 7/9 8/4 8/5 8/6 8/15 9/2 10/22 10/25 13/10 13/11 13/23 15/19 15/20 15/20 17/2 17/6 17/9 22/10 23/9 30/4 32/15 34/2 39/25 40/9 41/10 41/14 41/17 41/25 42/7 43/11 44/4 45/11 46/17 50/7 51/23 52/22 52/24 54/10 55/24 55/25 58/7 58/9 58/12 58/19 60/7 66/1 67/4 70/3 70/25 71/22 72/12 74/2
can't [7] 3/12 18/12 32/16 34/16 50/6 64/18 68/10
canister [1] 33/24
canisters [2] 19/11 55/17
Cannon [1] 8/3
canopies [1] 16/3
canopy [13] 14/25 15/11 15/22 15/24 16/2 16/12 18/1 18/13 46/25 57/24 58/3 58/17 58/21
car [3] 18/18 22/14 43/2
cards [2] 60/24 61/1
care [2] 42/6 57/17
Carl [2] 1/13 2/18
Carney [2] 1/10 2/6
carried [1] 50/24
carrying [2] 17/22 50/21
cars [7] 12/16 32/17 67/1 67/2 67/13 70/5 73/15
carwash [27] 3/8 4/7 4/25 12/10 15/10 18/18 19/14 21/25 22/21 23/10 25/2 28/15 40/4 40/12 40/14 43/15 43/20 44/23 47/6 51/8 52/4 59/7 63/21 64/7 71/10 73/12 73/14
case [1] 62/16
cause [6] 17/25 34/22 37/22 59/17 68/11 73/13
CBB [1] 8/3
CCR [6] 1/22 1/22 75/13 75/13 75/14 75/14
cementitious [7] 18/10 18/11 19/20 25/1 29/19 30/2 33/19
center [3] 16/16 43/3 47/14
central [2] 33/11 55/15
centralize [1] 20/10
centralized [3] 19/12 20/6 20/8
certain [1] 51/5
certainly [6] 46/13 49/6 50/13 52/22 52/24 64/15
Certified [3] 75/5 75/6 75/6
certify [1] 75/7
chair [1] 36/7
Chairman [2] 1/10 58/14
challenges [1] 45/16
changed [1] 17/5
changes [9] 7/7 7/11 9/22 10/10 10/25 39/23 56/10 56/14 58/16
changing [2] 26/25 70/14
channel [1] 63/14
Charter [1] 74/11
check [1] 54/10
Cheryl [3] 61/5 62/23 62/25
Chesterfield [1] 61/16
Christmas [1] 11/1
circulate [1] 15/21
circulating [1] 32/18
circulation [1] 4/24
city [27] 1/1 1/13 1/14 2/18 2/23 7/16 24/3 24/5 24/14 26/21 31/1 34/12 34/14 34/17 35/3 35/4 36/17 38/20 39/ 42/1 43/3 46/7 53/12 56/5 57/1 74/7 74/10
City's [2] 35/4 74/11
City/County [2] 24/3 24/14
Civil [2] 4/1 4
clarification [1 31/19
clarifications [29/3 31/1
clarify [5] 19/ 34/9 35/12 38/2 49/20
clarifying [1] 31/4
clear [1] 53/15
cleared [2] 30/ 30/24
Clerk [1] 74/7
close [7] 9/6 13/23 15/17 15/ 41/8 43/16 47/1
closed [2] 18/1 74/14
closer [4] 9/11 19/19 33/19 47/
code [5] 26/18 36/16 49/8 55/9 74/10
COEUR [12] 1/1 12/15 12/15 38/ 42/21 43/17 44/ 47/2 57/15 67/2 71/12 71/25
cognizant [1] 7/12
collecting [1] 55/11
college [1] 32/
color [6] 13/16 14/6 14/19 14/2 33/14 46/24
colors [2] 6/18 13/16
columns [3] 16/ 16/23 47/3
combination [1] 34/12
combined [2] 25/23 34/16
combines [1] 44/23
combining [1] 43/19
come [11] 3/18 9/3 12/14 19/19 28/7 28/12 35/7 42/12 50/16 51/ 68/13
comes [2] 25/25 36/16
comfort [1] 52/

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

C

comfortable [2] 49/15 55/24
coming [7] 17/8 17/8 66/21 66/24 67/3 68/18 69/9
comment [9] 10/4 12/23 25/16 29/7 32/8 33/9 33/22 33/23 38/23
comments [10] 12/1 29/8 30/18 32/7 34/7 35/21 39/16 68/14 73/7 73/11
commercial [19] 3/11 26/23 26/23 26/24 27/15 27/25 28/1 28/1 28/3 31/10 31/12 31/15 31/17 41/5 48/19 52/11 52/13 52/18 63/16
Commission [15] 2/4 4/9 10/15 25/21 29/11 32/24 38/19 39/13 40/21 45/2 49/13 51/5 52/23 55/19 62/14
committed [1] 5/5
Community [2] 1/13 2/20
Comp [3] 40/23 46/6 49/25
compact [1] 43/2
Companies [2] 4/2 4/4
comparable [2] 59/12 59/19
compare [1] 46/13
compared [3] 8/14 46/10 46/19
compares [2] 43/23 45/11
comparison [4] 6/17 42/23 43/10 43/23
comparisons [1] 43/3
completed [2] 20/18 35/3
completely [5] 7/1 9/8 10/7 13/5 30/12
compliance [3] 52/7 52/16 53/8
compliant [2] 53/2 55/1
complicated [1] 56/12
complies [1] 54/22
comply [6] 27/2 53/9 54/19 56/23 57/10 57/17
complying [1] 55/10
Comprehensive [15] 5/8 11/9 11/12 27/24 31/15 41/4 43/25 44/25 45/6 45/14 52/11 59/22 63/23 64/12 74/11
comprises [1] 60/13
concept [2] 4/22 20/12
concern [13] 26/17 45/2 47/20 50/4 55/18 62/4 62/15 66/13 66/16 67/7 67/17 67/18 73/21
concerned [6] 38/4 51/13 63/10 65/13 65/14 73/13
concerns [10] 9/5 25/10 37/23 40/21 47/18 62/1 63/3 69/23 70/18 73/18
concessions [1] 14/11
concluded [1] 74/15
concludes [1] 56/25
concrete [6] 30/3 36/6 36/13 49/10 49/14 69/6
condition [9] 34/11 34/11 34/15 35/2 35/6 49/2 53/25 54/13 54/14
conditional [5] 3/6 29/13 49/9 54/23 64/9
conditions [9] 18/22 19/3 28/21 30/19 42/9 53/18 55/6 56/21 66/2
conducted [1] 18/21
conforming [1] 31/8
conformity [1] 26/17
connecting [1] 21/17
connectivity [1] 45/25
conserve [1] 13/18
consider [2] 49/16 51/4
consideration [5] 9/18 39/1 41/8 55/5 62/17
considerations [1] 47/13
considered [1] 7/24
considering [1] 15/3
consistent [8] 5/7 9/12 11/20 35/23 49/7 51/22 51/23 52/11
consolidate [2] 25/20 57/7
consolidation [1] 28/13
constant [1] 69/1
constraints [2] 12/5 50/14
construct [1] 29/25
constructed [1] 27/9
construction [1] 63/14
construction-type [1] 63/14
Consultants [2] 4/1 4/4
consumer [1] 4/21
consumers [1] 42/18
continue [2] 25/5 67/24
continued [1] 62/15
continuity [1] 11/18
continuous [1] 51/25
contradicting [1] 45/22
contribute [2] 41/21 41/23
control [2] 66/14 70/19
convenience [12] 3/8 4/7 4/19 4/22 12/6 40/18 42/25 43/19 44/5 44/14 51/24 63/21
convenient [1] 62/5
conversation [1] 33/5
conversations [1] 64/19
Conway [1] 71/7
copy [1] 62/16
corner [4] 14/16 42/22 50/18 59/14
corners [1] 51/16
corporate [6] 14/5 14/9 14/10 14/13 15/1 46/21
Correct [4] 8/23 18/14 18/14 54/6
correctly [1] 68/16
corridor [10] 33/1 41/3 42/10 45/11 45/13 45/17 59/24 60/1 60/9 60/13
could [19] 3/18 16/2 20/4 23/11 25/19 25/22 27/8 34/9 51/9 51/12 51/14 52/1 54/14 61/10 62/11 64/22 65/18 73/15 73/16
Council [9] 4/9 7/14 7/21 11/5 35/3 35/4 39/10 39/12 69/9
country [1] 20/11
county [15] 5/21 24/3 24/5 24/9 24/14 34/13 56/4 56/5 57/12 57/14 57/16 57/18 62/13 65/6 75/2
couple [10] 13/6 19/3 20/15 26/19 29/3 34/9 37/14 52/1 64/4 70/24
course [1] 4/10
court [10] 1/21 3/10 3/20 6/24 24/9 61/17 61/22 62/6 75/5 75/7
cover [2] 17/12 17/16
coverage [5] 34/13 34/15 34/16 34/23 54/23
cracking [1] 16/6
create [5] 47/9 50/1 50/22 63/13 65/17
creates [1] 48/22
creating [1] 55/17
CREVE [12] 1/1 12/15 12/15 38/20 42/21 43/17 44/18 47/2 57/15 67/25 71/12 71/25
cross [1] 67/6
CSR [3] 1/22 75/13 75/14
curb [1] 5/12
curious [1] 23/15
current [5] 4/25 5/11 5/16 51/12 58/22
currently [2] 3/10 31/25
cuts [1] 5/12

D

Darby [2] 61/4 61/15
darker [2] 14/12 46/24
date [1] 39/3
day [1] 27/1
deal [3] 12/6 26/1 26/7
dealing [1] 56/
Deborah [3] 1/2 75/4 75/14
DECEMBER [3] 1/ 2/3 39/4
December 4th [1] 2/3
December 5th [1] 39/4
decibel [1] 18/
decision [1] 54/20
decreased [3] 7 7/6 9/9
decreases [1] 6/14
dedicate [1] 56/19
dedicated [1] 68/5
definitely [2] 7/5 71/24
degree [1] 17/1
delay [1] 65/17
deleted [1] 35/
demolition [2] 36/2 36/2
denial [1] 39/6
denied [2] 54/4 54/18
depending [1] 57/15
deployed [1] 67/14
depressed [1] 71/18
depths [2] 36/1 36/15
describe [1] 43
design [12] 5/7 9/12 16/13 36/1 46/7 46/14 47/1 47/13 49/22 51/ 51/12 51/22
designate [1] 23/16
designed [1] 66
desire [1] 49/7
desperately [1] 72/17
detached [1] 43/17
detail [2] 7/9 16/11
details [1] 6/4
developed [4] 42/3 43/6 43/11 49/23
developers [2] 11/22 66/14
development [29] 1/13 2/21 3/6 5/23 6/16 6/20 6/25 7/1 8/8 8/ 9/1 11/13 11/21

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

D

development... [16] 24/2 24/25 26/8 27/19 33/13 38/20 40/6 41/13 41/21 41/24 45/5 45/17 45/23 56/18 64/9 66/15
developments [2] 45/10 45/13
did [35] 5/14 7/10 7/24 10/4 10/16 12/18 15/5 16/18 16/19 19/24 21/1 24/18 33/10 33/12 35/13 39/7 39/12 39/22 46/8 46/11 47/7 47/17 49/18 50/4 51/18 51/20 53/8 55/13 55/14 55/16 57/1 59/20 64/6 64/8 66/14
didn't [5] 29/7 44/9 55/25 59/21 67/12
difference [1] 44/10
differences [1] 43/8
different [13] 10/25 11/22 11/23 13/5 14/8 26/19 39/18 45/21 46/15 47/4 49/24 52/8 53/5
difficult [2] 62/6 70/16
dimension [5] 51/24 54/16 58/9 58/11 59/11
dimensional [1] 12/20
dimensions [1] 58/7
directionally [1] 65/11
directive [1] 15/7
directly [4] 43/18 61/23 62/9 65/24
Director [3] 1/13 2/20 38/19
discouraged [1] 23/12
discuss [1] 42/13
discussed [5] 7/21 30/20 46/20 52/15 56/11
discussion [4] 8/8 26/21 61/25 74/3
disposal [1] 38/12
distance [1] 17/16
distinguishing [1] 63/5
district [2] 41/6 53/2
do [58] 8/1 10/16 11/2 12/13 12/22 12/24 15/16 16/2 17/11 20/1 20/5 20/17 20/20 20/24 22/14 23/2 25/7 25/7 25/14 25/14 25/24 26/16 27/2 27/2 27/6 27/6 29/4 29/6 29/6 29/25 30/4 31/4 33/5 33/22 36/6 36/9 37/11 37/12 42/14 47/16 48/3 48/5 48/19 48/23 49/13 49/15 51/6 54/12 54/22 60/24 63/4 65/9 67/1 68/14 69/6 71/22 73/16 75/7
Documentation [1] 74/6
dodge [1] 67/1
does [15] 22/3 22/13 30/7 41/23 46/13 46/20 49/14 56/5 57/12 60/13 61/20 64/10 64/13 64/16 70/19
doesn't [4] 13/2 17/3 23/17 37/1
doing [4] 11/22 15/9 19/12 69/8
dollar [1] 22/17
dominant [1] 14/20
Don [1] 1/11
don't [25] 7/17 11/2 12/17 12/21 16/5 17/25 20/3 20/12 20/20 30/23 33/3 49/8 51/10 52/23 54/19 58/6 58/11 59/17 60/24 63/16 68/7 68/9 70/7 70/13 73/9
done [7] 12/20 24/10 35/5 39/25 63/11 66/2 66/22
door [4] 17/17 17/22 26/23 52/16
doors [5] 17/12 17/12 18/18 18/25 19/1
double [1] 54/10
down [11] 7/4 9/17 12/16 17/8 29/10 46/23 47/23 48/23 60/10 67/16 70/1
downsize [1] 73/6
dozen [2] 7/18 11/4
draft [2] 35/9 35/14
draw [1] 72/20
drawing [2] 58/11 74/10
draws [1] 22/22
drive [2] 1/22 66/23
drivers [1] 62/5
driving [2] 12/16 69/25
due [1] 52/16
dwelling [1] 28/2
dyed [1] 36/13

E

each [8] 11/1 19/11 19/14 19/16 40/15 58/2 60/25 63/25
earlier [1] 33/10
earth [1] 68/24
east [17] 18/2 41/2 41/6 41/25 42/10 45/13 45/17 45/23 48/1 52/13 59/24 60/1 60/9 60/13 70/3 70/25 73/18
echo [1] 73/17
efficiency [1] 34/4
effort [2] 7/19 40/20
efforts [1] 24/10
egress [7] 5/14 6/13 9/3 9/6 25/18 25/19 40/14
EIFS [2] 48/9 48/13
eight [3] 9/17 43/14 57/25
either [8] 6/7 21/25 26/20 33/2 35/4 49/19 56/6 63/7
element [5] 11/25 21/17 47/10 59/14 59/15
elements [15] 4/13 6/4 7/20 7/23 11/11 11/20 11/25 12/2 12/21 13/6 13/24 15/10 20/25 45/22 46/3
elevating [1] 73/21
elevation [3] 18/2 46/18 59/6
elevations [6] 10/18 12/17 15/17 46/6 46/9 48/1
eleven [3] 21/18 23/4 73/15
eliminate [2] 25/19 69/4
eliminated [3] 9/8 33/2 55/18
eliminating [4] 7/1 24/19 65/14 66/5
else [3] 17/25 52/23 57/4
enclosure [8] 9/19 29/9 29/13 29/18 30/1 34/24 36/1 51/20
end [4] 10/12 27/1 47/25 55/11
energy [1] 13/18
enforce [1] 62/12
engineer [1] 55/21
enhance [1] 24/12
enhanced [2] 4/24 5/24
enhancing [1] 5/9
enough [3] 32/17 51/6 70/5
enter [2] 62/6 66/23
entering [1] 9/7
entire [1] 59/24
entrance [5] 5/13 5/17 8/19 65/10 65/10
environment [1] 41/16
environmental [3] 4/1 4/4 19/16
envision [1] 23/3
equipment [1] 22/13
equivalent [1] 44/8
especially [5] 22/25 23/4 29/13 46/18 73/19
essentially [4] 41/21 56/9 60/9 60/12
estate [1] 26/1
Estates [1] 71/7
esthetic [1] 6/1
esthetically [1] 14/1
estimates [1] 43/21
even [9] 22/14 23/9 28/2 32/18 33/18 41/17 50/9 52/17 68/25
evening [7] 2/1 4/3 10/23 38/18 70/18 73/2 74/9
eventually [1] 52/13
ever [5] 13/8 34/16 56/16 67/8 70/7
evergreens [1] 50/18
every [1] 72/7
everybody [1] 63/6
everybody's [1] 72/9
everyone [1] 2/
everyone's [1] 7/12
everything [5] 13/17 22/4 33/1 52/23 57/4
exactly [4] 10/ 26/22 33/5 58/8
example [4] 11/ 11/13 20/1 59/8
examples [1] 11/10
exceed [1] 34/1
excellent [1] 72/19
except [1] 57/8
Excuse [2] 58/1 64/18
exhibits [1] 74
exist [1] 63/15
existed [1] 26/
existing [10] 4 18/22 40/14 42/ 42/16 49/4 54/1 57/8 62/9 71/11
exit [3] 5/13 62/7 65/10
exiting [1] 9/7
expected [1] 4/
expensive [1] 13/8
experience [1] 69/25
explained [1] 16/22
explains [1] 39/17
explanation [1] 66/4
explore [2] 26/ 30/25
express [1] 71/
extended [1] 48/21
extends [1] 60/
extensive [1] 54/24
extent [2] 35/2 46/10

F

fabulous [1] 71/16
face [1] 28/15
facilities [2] 37/19 40/5
facility [4] 3/ 5/1 40/14 62/7

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

F

fact [1] 55/22
factor [1] 18/6
factors [2] 24/2 53/7
fairly [2] 28/21 42/17
familiar [1] 57/13
family [4] 3/11 8/2 25/24 43/13
far [7] 17/11 30/18 30/25 31/19 32/17 48/21 68/4
faster [1] 22/5
favor [1] 69/3
feedback [3] 7/21 7/22 11/5
feel [4] 30/4 37/1 37/1 41/15
feels [2] 51/5 55/19
feet [23] 15/23 15/23 17/13 17/14 43/20 47/11 52/1 54/16 54/16 58/17 58/18 58/18 58/18 58/22 58/22 58/23 58/24 58/25 59/2 59/4 68/1 68/15 68/16
felt [1] 7/20
fence [8] 19/20 29/19 30/8 30/16 33/19 38/9 48/18 50/16
few [5] 35/18 40/25 57/22 71/8 72/8
fewer [1] 5/2
fielding [1] 6/9
fight [1] 67/2
fighting [1] 67/1
file [1] 74/11
fill [1] 73/14
filled [1] 37/5
final [4] 5/20 6/3 23/20 35/6
finally [2] 50/20 56/2
find [3] 62/5 62/6 68/10
fine [9] 3/19 10/1 22/19 26/15 30/13 34/20 35/19 54/24 55/22
finished [1] 74/3
firm [1] 36/12
first [8] 3/4 8/9 20/5 39/2 46/10 61/25 64/6 66/13
five [3] 43/1 72/8 73/19
flexibility [6] 30/22 31/21 31/24 33/6 36/1 52/24
flexible [1] 52/21
floating [1] 17/4
floor [4] 12/3 12/22 13/1 30/3
flow [3] 4/25 62/15 71/23
flowing [1] 70/21
flows [1] 7/8
fly [1] 21/1
fly-through [1] 21/1
folks [5] 6/24 8/20 9/5 24/21 25/17
follow [2] 11/9 63/17
following [2] 13/21 74/5
foot [4] 42/24 51/23 68/16 68/17
footing [2] 17/22 30/2
footprint [3] 9/14 12/5 44/24
forward [3] 3/18 8/5 64/11
found [1] 18/23
foundation [1] 30/3
four [4] 68/23 68/23 72/7 73/16
free [5] 21/20 22/21 23/7 23/13 23/18
freezing [1] 17/19
front [14] 9/12 10/4 21/16 38/3 47/9 47/14 48/22 50/7 51/23 52/2 52/3 55/20 58/7 59/11
frontage [5] 25/6 32/9 40/16 47/21 51/25
frontages [3] 47/12 50/1 52/12
fueling [2] 42/25 43/14
full [9] 5/12 5/16 5/22 20/17 20/20 22/17 65/24 65/24 72/9
fully [1] 71/21
functioning [2] 31/9 31/11
further [14] 5/5 7/2 9/19 9/20 33/10 33/23 39/14 41/17 42/5 50/22 50/25 55/5 59/25 73/25
Furthermore [1] 19/17
furthest [1] 7/2
future [3] 28/7 56/17 56/20

G

garage [1] 52/16
gas [20] 3/8 4/6 21/24 40/5 40/13 42/14 42/19 42/21 49/9 54/23 55/2 57/24 63/7 63/11 63/21 63/24 64/14 64/22 72/12 72/17
Gatesbury [1] 1/22
gathering [1] 18/21
GC [1] 3/10
general [3] 3/10 42/2 42/7
generally [5] 22/10 39/17 40/19 49/6 49/23
generate [1] 62/3
get [33] 7/19 13/23 14/10 14/24 15/19 17/21 17/22 19/3 21/24 21/24 25/3 25/5 25/20 28/11 30/23 38/4 41/14 41/14 51/23 54/7 58/12 59/25 60/16 63/6 64/16 70/3 70/7 70/10 70/12 70/16 70/24 72/13 72/14
getting [1] 70/21
give [5] 15/23 38/21 43/3 43/9 43/22
given [2] 63/6 66/2
giving [1] 36/3
glass [1] 17/8
glossed [1] 10/20
go [19] 7/9 10/25 12/14 14/12 16/17 17/12 21/24 28/4 32/9 37/4 41/25 44/4 49/19 53/6 53/19 54/14 64/19 65/23 66/25
goal [1] 46/1
goals [2] 4/15 45/20
goes [4] 42/5 57/16 59/17 59/24
going [51] 3/13 12/4 12/10 12/13 12/13 13/18 13/20 14/23 15/2 17/19 19/21 20/5 20/18 21/20 21/23 21/25 22/15 25/12 27/1 30/24 33/25 35/4 35/16 37/15 37/19 38/13 47/25 48/23 50/10 52/10 53/11 53/11 63/10 63/13 63/17 65/15 65/16 66/18 66/19 66/20 67/2 67/2 68/11 68/12 70/7 70/9 70/11 71/1 71/24 72/20 73/14
gone [4] 7/4 11/5 11/6 57/19
good [12] 2/1 4/3 7/10 10/23 11/6 21/14 37/3 38/18 39/23 41/13 60/4 73/2
got [7] 9/6 12/15 16/9 17/21 34/13 49/3 62/16
graced [1] 4/25
Graeser [1] 67/23
grandfather [1] 31/21
graphic [2] 15/15 41/10
grass [3] 38/6 38/14 69/5
gravel [1] 38/12
great [3] 12/6 37/7 46/10
greater [1] 22/8
green [4] 6/19 37/12 38/14 66/25
grooves [1] 36/14
ground [1] 16/17
groups [1] 7/15
guess [1] 67/7
Guideline [1] 51/22
guidelines [6] 5/8 9/12 13/21 36/17 46/7 51/4
guys [1] 30/23
guys' [1] 29/22

H

had [23] 4/12 7/20 7/21 7/22 9/3 9/24 11/25 12/20 21/15 25/15 40/21 45/2 47/17 49/22 51/1 51/15 51/21 55/6 63/3 63/24 65/1 69/25 73/7
hadn't [1] 69/25
half [6] 7/18 11/4 15/23 16/24 24/4 24/5
Hall [4] 1/11 2/8 7/16 73/11
Halliburton [2] 27/5 27/7
Halliburton's [2] 25/12 31/11
hand [2] 14/15 14/16
Handicapped [1] 36/6
hands [1] 68/7
happen [6] 53/1 56/15 56/16 56/ 56/19 61/1
happened [1] 67/13
happens [1] 57/
happy [5] 4/5 14/2 39/20 49/1 57/20
hard [4] 7/4 48/25 72/13 72/
hardship [1] 53
hardware [1] 37
has [44] 5/2 7/ 7/6 8/25 9/9 9/ 11/17 13/8 14/5 14/22 24/23 28/ 30/2 30/2 30/3 31/20 33/16 35/ 35/17 39/14 40/ 40/11 40/12 40/ 40/17 42/8 43/5 43/7 43/14 51/1 52/21 55/18 56/ 57/14 58/12 58/ 61/22 62/2 62/1 63/6 64/9 66/22 68/22 69/1
has also [1] 9/
have [113]
haven't [1] 61/
having [8] 9/12 9/16 36/8 37/16 59/11 63/24 65/ 68/22
he [1] 10/4
head [3] 70/3 70/24 70/25
hear [4] 3/12 28/20 39/12 60/
heard [5] 8/19 25/17 25/21 38/ 73/11
hearing [8] 1/6 3/5 74/3 74/6 74/14 74/15 75/ 75/10
Heather [1] 1/1
height [5] 47/1 59/13 59/13 59/ 59/19
held [1] 4/12
help [6] 30/4 46/12 48/16 60/ 68/3 68/23
helpful [2] 8/1 41/12
her [2] 61/19 61/19
here [48] 3/16 7/12 7/16 8/1 8 8/25 10/21 11/1

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

H

here... [40] 13/24 19/12 20/2 21/9 24/14 24/19 26/4 32/10 32/11 39/25 40/4 41/10 41/18 42/3 42/4 42/6 43/2 43/10 43/12 43/16 44/14 44/15 44/18 44/23 45/12 45/22 47/10 47/25 48/10 48/11 48/21 49/3 50/4 50/15 50/16 50/23 58/9 61/2 63/20 69/21
here's [1] 24/13
hereby [1] 75/7
hey [1] 26/22
Hi [1] 66/10
hidden [1] 50/11
hide [3] 12/23 12/24 30/14
high [6] 5/6 13/9 13/12 22/17 32/19 59/18
high-quality [3] 5/6 13/9 13/12
higher [2] 22/3 22/16
highest [1] 47/10
highlighted [1] 41/18
highly [1] 48/5
him [2] 10/5 33/23
his [2] 7/10 33/22
history [2] 31/9 31/20
hit [1] 17/17
hitting [1] 32/18
home [2] 61/22 61/22
homes [2] 24/23 38/4
honest [1] 30/11
honestly [1] 26/1
hopeful [1] 19/2
hopefully [1] 27/3
horrendous [1] 70/2
house [6] 26/10 26/14 31/2 36/2 54/17 61/17
housed [3] 19/13 20/9 37/19
houses [1] 68/23
housing [1] 19/12
how [20] 14/4 17/11 17/18 20/18 21/10 23/20 33/5 40/1 41/15 43/23 44/7 44/8 45/11 52/19 58/10 59/8 64/13 64/14 67/12 70/7
however [7] 5/22 20/8 34/3 36/17 42/19 43/1 49/13
hub [1] 32/2
Huck [3] 67/22 69/14 69/15
huge [1] 71/16
huh [9] 8/13 21/3 22/6 26/3 36/20 38/2 57/23 60/19 65/3

I

I'd [7] 14/2 29/9 36/9 39/20 57/20 71/25 74/5
I'll [9] 10/11 17/24 33/9 33/23 38/22 39/19 60/25 60/25 67/24
I'm [29] 3/25 7/11 10/24 14/15 15/12 19/2 23/14 23/15 34/20 36/8 36/23 44/11 58/19 59/25 60/3 61/6 63/1 63/10 63/17 66/10 66/11 67/1 67/15 70/20 71/6 73/3 73/13 73/13 73/21
I've [4] 52/5 52/5 63/2 73/5
ice [2] 17/18 17/20
idea [6] 27/6 30/15 47/7 48/17 59/25 63/24
ideas [1] 47/24
if [74] 3/18 3/23 8/6 8/8 10/5 11/1 13/4 13/10 14/2 16/23 17/22 19/22 21/10 21/24 23/9 23/18 25/15 25/16 28/5 29/15 30/11 30/11 31/17 31/21 31/23 33/12 33/12 34/9 34/14 38/11 39/19 46/17 49/13 49/14 50/6 51/5 51/12 51/22 51/22 52/22 53/4 53/17 53/17 53/20 53/24 53/24 54/4 54/13 54/14 54/18 55/19 55/19 55/24 56/19 57/4 58/14 59/13 59/21 60/5 60/7 61/2 61/2 61/8 61/10 62/18 62/19 64/22 65/22 66/22 66/25 68/16 68/18 70/13 74/2
ignorance [1] 68/2
ignores [1] 63/8
IL [3] 1/22 75/13 75/14
IL-CSR [3] 1/22 75/13 75/14
Illinois [1] 75/6
illuminated [1] 46/25
immediately [1] 67/4
impact [4] 5/22 56/3 56/7 65/19
impact-full [1] 5/22
impacted [2] 56/17 61/17
important [1] 46/2
imposes [1] 34/17
imposing [1] 51/17
impossible [1] 73/20
impression [1] 30/23
improve [1] 71/22
improved [2] 4/24 45/24
improvement [3] 47/4 71/17 71/20
in [183]
inaudible [6] 13/20 47/23 63/22 65/16 67/16 72/13
Inc [1] 1/21
inch [1] 51/2
include [3] 4/17 8/24 67/8
included [3] 19/22 54/25 56/22
including [1] 6/6
incorporate [1] 11/7
incorporated [2] 13/24 24/7
incorporating [1] 11/24
increase [2] 66/18 66/19
increased [3] 24/24 62/2 62/4
increases [1] 6/15
increasing [2] 5/9 24/11
indeed [1] 54/11
indicated [1] 3/12
individual [5] 19/10 19/14 25/16 33/24 45/12
information [2] 38/24 56/1
Initially [1] 21/1
input [1] 4/10
inset [1] 18/7
inside [1] 55/16
inspections [1] 37/21
installed [1] 62/11
instead [2] 9/15 21/19
intact [3] 27/4 31/2 32/5
intend [1] 24/12
intending [1] 24/15
intense [1] 41/5
intent [8] 22/23 23/1 25/24 27/3 28/3 32/25 37/16 37/25
intents [1] 24/4
interest [2] 47/9 70/20
interested [1] 73/13
interpretation [1] 11/11
interruption [1] 47/16
intersection [7] 56/10 65/19 65/23 65/24 66/24 67/9 67/17
into [11] 8/15 9/3 13/17 37/22 49/4 53/12 63/11 64/16 65/15 68/12 74/5
introduce [1] 50/7
intuitively [1] 33/17
intuitiveness [1] 34/4
invasive [1] 24/16
involves [1] 50/21
is [208]
is is that's [1] 12/13
islands [2] 43/1 43/15
issue [5] 49/3 49/8 56/2 63/8 64/21
issues [5] 10/20 11/15 45/15 54/21 55/12
it [167]
It'd [1] 32/3
it'll [3] 15/15 18/10 22/2
it's [109]
item [5] 3/4 33/7 33/8 34/25 51/1
items [2] 4/20 35/25
its [3] 27/22 29/8 31/13
itself [11] 6/2 14/25 29/18 34/ 40/12 40/18 41/ 43/19 46/15 47/ 58/3

J

Jaggi [3] 1/13 2/21 38/19
Jason [15] 1/13 2/21 7/9 7/17 9/23 10/4 10/9 29/21 33/4 33/9 33/21 38/17 38/ 44/2 64/2
Jason's [2] 6/5 26/16
Jessica [2] 1/1 3/1
Jewelry [1] 59/
Joan [1] 61/21
job [3] 7/10 30 39/23
Johanna [3] 62/ 66/8 66/10
Julie [2] 72/24 73/2
jurisdiction [3] 56/4 56/6 65/7
just [74] 3/2 3/19 7/11 8/10 10/11 12/11 12/ 15/14 15/24 16/ 17/7 19/8 19/15 20/15 21/25 26/ 29/2 29/9 29/10 29/16 30/5 30/1 30/17 30/22 31/ 32/4 32/4 32/24 33/6 34/2 34/3 34/15 34/18 34/ 35/12 35/22 36/ 36/9 36/23 37/6 37/10 38/4 38/2 40/15 41/16 43/ 43/9 43/22 44/2 45/5 47/23 47/2 48/2 48/16 49/1 50/8 50/10 51/3 51/6 53/16 53/1 54/7 54/21 59/2 60/7 60/25 61/1 61/13 63/23 65/ 69/5 71/7 71/19 72/18

K

Kamp [7] 3/25 4 39/22 40/3 50/3 52/21 55/14
Kansas [1] 75/6

(7) here... - Kansas

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

K

keep [7] 17/15 26/13 32/5 41/23 49/7 53/14 65/7
keeping [4] 27/21 45/6 47/8 49/15
keeps [1] 17/19
Kelly [2] 1/14 2/23
Kevin [4] 3/25 4/3 11/3 12/11
keynote [1] 45/14
kind [42] 7/8 7/10 8/6 9/25 19/18 20/12 20/19 21/1 21/5 21/17 22/17 23/2 24/19 25/2 25/4 25/18 26/5 26/25 27/6 30/10 32/13 32/25 38/12 38/13 41/13 41/15 41/25 42/1 42/8 42/20 45/11 47/22 48/8 48/25 49/19 50/8 50/22 53/14 53/15 57/4 63/8 71/18
Kistner [1] 1/10
knee [5] 6/6 10/3 32/8 32/11 36/1
know [64] 7/13 7/17 8/8 11/22 11/25 12/10 12/15 12/17 12/22 14/16 17/5 17/25 20/20 21/8 22/11 22/17 23/13 24/22 25/2 25/9 26/11 26/14 26/22 27/3 27/5 30/18 31/16 31/19 32/25 33/12 34/4 38/22 39/2 40/23 41/2 41/7 44/10 44/11 44/25 45/17 46/8 47/17 49/18 50/4 50/6 51/10 51/13 52/7 52/21 52/24 53/25 56/11 60/14 60/25 65/23 66/16 68/3 70/7 70/13 70/16 71/22 72/11 72/18 73/15
knowing [1] 50/13
KS [3] 1/22 75/13 75/14
KS-CCR [3] 1/22 75/13 75/14

L

lacking [1] 50/23
Ladue [1] 71/7
Laduemont [2] 71/6 72/4
laid [1] 41/14
Lake [8] 3/10 6/24 24/8 61/17 61/22 62/5 68/8 68/12
landscape [8] 8/2 10/6 49/21 49/22 49/23 50/21 52/6 55/3
landscaped [2] 37/17 50/1
landscaping [8] 6/7 24/12 24/17 37/13 37/22 37/22 49/1 50/5
landscaping that [1] 37/13
lane [4] 63/1 68/6 73/3 73/4
lanes [3] 40/3 40/11 65/14
language [1] 46/14
large [5] 13/13 32/20 45/19 47/7 73/8
larger [4] 42/7 44/19 44/22 47/11
last [19] 7/14 7/18 9/16 10/19 17/6 17/16 21/8 27/8 33/8 39/23 45/2 45/4 56/2 62/14 62/19 67/10 69/21 69/24 70/18
later [2] 25/22 75/9
latest [3] 35/14 62/19 74/8
layout [6] 8/7 8/12 10/15 19/17 20/18 21/2
least [5] 12/12 14/10 17/21 36/12 42/13
leave [8] 8/10 24/15 26/10 27/4 27/7 31/2 54/14 69/3
leaving [1] 28/10
LED [1] 13/18
Lee [1] 8/3
leeway [1] 26/25
left [17] 5/18 14/15 14/16 27/7 28/5 30/7 33/18 63/11 64/21 65/14 65/15 65/21 67/4 68/4 68/5 68/8 68/11
left-hand [2] 14/15 14/16
legal [1] 31/8
length [3] 9/13 58/12 70/14
less [5] 5/22 8/18 8/21 41/5 48/13
let [6] 14/24 21/13 32/9 33/9 33/23 60/7
let's [6] 8/23 12/23 12/24 24/4 49/3 58/6
letter [1] 62/14
level [2] 17/9 33/18
lieu [2] 48/24 56/15
light [6] 48/2 65/4 66/25 69/21 70/4 70/8
lighter [1] 48/7
lighting [2] 13/19 55/8
like [44] 11/21 13/3 17/4 17/12 17/15 18/3 20/17 20/18 20/19 20/19 20/22 21/2 21/23 22/1 22/11 22/14 22/17 22/21 23/17 25/15 26/12 26/15 26/19 29/9 29/23 29/23 30/25 33/6 34/22 36/6 36/8 37/17 45/1 45/18 47/7 48/19 50/11 50/16 51/5 63/8 63/12 71/18 71/25 73/24
likely [1] 13/7
limitations [1] 32/15
limited [3] 6/6 32/23 65/10
limits [1] 5/18
Linda [3] 66/9 67/21 67/23
line [7] 12/12 15/7 24/3 24/14 27/24 42/1 42/2
linear [2] 9/25 10/1
lines [2] 30/10 55/5
list [2] 28/21 54/25
little [43] 8/5 8/12 9/6 9/19 9/20 10/5 12/23 12/24 17/1 17/2 17/3 17/7 22/2 22/16 23/2 33/6 33/10 33/10 36/3 38/21 41/7 42/5 42/8 43/9 43/22 47/9 47/20 47/23 47/24 48/2 48/4 48/15 50/9 50/11 50/17 50/24 51/7 51/17 51/17 52/2 55/4 60/8 73/16
live [6] 61/16 63/1 66/11 68/23 69/15 73/2
lived [1] 34/14
lives [2] 61/16 68/7
locally [2] 13/19 20/13
located [6] 3/9 33/25 43/18 55/16 61/23 62/12
location [8] 6/10 6/11 19/11 19/16 43/6 48/18 65/12 72/19
locations [9] 6/12 6/12 18/23 18/24 19/10 20/7 20/11 33/14 50/8
long [7] 26/24 42/17 43/6 68/20 68/20 70/4 70/23
longer [1] 5/15
look [17] 13/2 17/4 20/18 32/12 33/12 34/2 38/7 46/17 49/12 50/8 50/19 52/22 52/25 54/24 58/15 59/21 68/19
looked [5] 21/2 28/23 29/10 51/14 71/14
looking [8] 13/24 13/25 20/19 45/10 48/15 59/12 59/13 60/3
looks [7] 11/21 15/8 18/3 29/23 71/15 71/16 71/17
lot [24] 7/11 11/8 15/8 16/3 19/6 22/22 32/18 37/21 38/22 39/18 45/21 47/16 49/24 50/2 50/10 53/12 55/17 55/22 56/10 56/13 57/7 63/5 67/16 68/9
Louis [12] 1/23 5/21 12/12 20/2 20/8 20/13 56/4 56/5 57/12 57/18 65/6 75/2
lower [1] 14/16
Lumley [3] 1/13 2/18 35/17
lunchtime [1] 73/19

M

MacGregor [2] 10/20 10/24
Madam [1] 58/14
made [9] 10/25 14/12 23/4 24/20 24/20 56/1 56/8 62/18 69/1
magenta [1] 6/2
Magruder [2] 1/ 2/10
main [1] 43/25
maintain [3] 31/16 37/12 37/
maintained [2] 33/18 42/3
maintaining [1] 38/6
maintenance [1] 37/20
major [3] 5/10 37/4 62/1
make [22] 11/19 12/25 17/7 25/1 29/7 29/10 30/1 30/14 32/16 32/ 34/18 35/22 54/ 54/10 56/14 67/ 68/7 68/11 68/1 68/20 71/1 73/1
makes [1] 45/14
making [2] 30/1 67/4
many [8] 7/23 13/23 21/10 23/ 25/15 64/13 64/ 70/23
Marcine [2] 61/ 61/15
Mark [3] 67/22 69/14 69/15
Mark's [1] 73/1
market [4] 11/1 11/24 22/25 23/
Mary [13] 56/12 63/1 63/2 63/15 66/11 66/12 66/ 66/23 66/23 67/ 67/13 67/18 68/
masonry [3] 48/ 48/15 49/5
massing [3] 11/ 47/15 51/13
match [6] 15/6 15/15 29/14 30/ 49/11 49/17
matches [1] 71/
matching [2] 15 15/22
material [15] 14/22 15/12 16/ 17/25 18/12 30/ 30/8 30/15 38/1 48/7 48/9 49/10 49/25 50/10 55/
materials [6] 13/9 13/19 30/9 33/20 46/19 74/
matter [7] 17/1 27/2 28/11 34/4 56/12 73/24 74/
matters [1] 28/
Matthew [1] 1/1

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

M

maximum [1] 34/17
may [13] 28/2 32/4 33/1 33/2 33/3 35/15 44/10 50/14 50/14 57/21 58/8 59/16 74/2
maybe [19] 10/22 15/20 32/3 35/13 36/3 37/4 46/12 47/12 47/22 47/24 48/4 48/12 50/6 50/7 51/4 51/5 68/2 73/10 73/10
McCollum [2] 72/24 73/2
McKnight [2] 11/12 11/24
McLaughlin [4] 1/21 1/22 75/4 75/14
me [11] 14/24 21/13 25/18 29/16 32/9 58/7 58/14 59/11 60/7 61/19 64/18
Meadows [13] 56/12 63/1 63/2 63/15 66/11 66/12 66/16 66/23 66/23 67/12 67/13 67/18 68/1
mean [11] 8/22 13/4 23/11 27/24 28/13 34/22 36/12 38/3 53/24 58/1 60/5
meandering [1] 9/24
means [1] 66/20
meant [2] 18/11 39/8
measure [3] 44/9 44/23 45/19
mechanical [2] 20/9 22/13
meet [2] 46/21 66/14
meeting [7] 2/4 2/4 7/20 25/11 39/15 39/24 62/19
meetings [2] 4/12 25/15
meets [1] 55/8
member [2] 3/17 3/18
members [3] 8/2 38/18 73/23
memo [1] 55/20
mention [2] 49/18 63/20
mentioned [8] 6/4 16/15 40/3 45/1 50/3 52/9 52/21 72/3
met [7] 7/14 7/15 7/17 11/3 11/3 12/19 17/6
metal [1] 15/15
meter [1] 23/12
metro [1] 18/23
Michael [2] 71/4 71/6
microphone [2] 13/11 64/20
might [3] 34/5 36/5 46/12
mimic [1] 30/9
mind [2] 33/3 65/8
mine [1] 62/1
minimal [1] 46/18
minor [1] 57/4
minutes [2] 71/8 71/8
misrouted [1] 62/16
missing [1] 10/9
MISSOURI [3] 1/1 75/1 75/5
mitigation [1] 55/10
mix [1] 50/8
MO [4] 1/22 1/23 75/13 75/14
MO-CCR [3] 1/22 75/13 75/14
Mobil [4] 3/7 4/6 46/22 70/11
Mobile [10] 14/5 15/1 15/2 46/20 47/1 61/24 66/20 71/9 71/11 72/16
modeling [1] 18/22
modern [1] 72/17
modernizing [1] 4/17
modifications [1] 9/22
MoDOT [5] 5/21 56/4 56/4 65/5 70/19
MoDOTS' [1] 56/24
momentarily [1] 3/3
MONDAY [2] 1/3 2/3
month [1] 63/20
months [1] 67/10
more [29] 6/20 7/8 9/11 9/21 9/25 10/1 10/5 12/19 14/19 17/2 17/7 33/14 35/23 41/7 42/9 46/23 47/13 48/15 48/22 48/22 50/11 50/18 50/22 51/7 51/16 51/21 52/1 52/2 70/15
morning [3] 35/11 70/17 73/19
Mosley [1] 60/10
most [8] 5/14 6/23 7/2 13/7 13/8 29/2 42/20 61/17
mother [2] 61/7 61/16
motion [1] 57/6
mouth [1] 33/22
move [8] 3/4 8/5 8/15 16/3 32/16 38/23 41/17 55/25
moved [1] 9/18
movement [1] 5/18
moving [3] 21/5 46/6 64/11
Mr [6] 1/10 1/11 1/12 1/13 1/13 50/3
Mr. [12] 2/6 2/10 2/12 2/16 25/12 31/11 35/17 39/22 40/3 50/3 52/21 55/14
Mr. Carney [1] 2/6
Mr. Halliburton's [2] 25/12 31/11
Mr. Kamp [5] 39/22 40/3 50/3 52/21 55/14
Mr. Lumley [1] 35/17
Mr. Magruder [1] 2/10
Mr. Rovak [1] 2/12
Mr. Schuh [1] 2/16
Ms [5] 1/10 1/11 1/12 1/14 1/14
Ms. [3] 2/8 2/14 73/11
Ms. Hall [2] 2/8 73/11
Ms. Silverman [1] 2/14
MSD [1] 37/19
much [17] 12/7 12/19 14/4 14/19 17/18 22/5 22/8 22/8 42/16 42/19 47/13 51/16 52/24 62/22 69/25 71/19 73/22
multi [1] 43/13
multi-family [1] 43/13
multiple [3] 5/12 45/18 56/13
Muriel [1] 1/11
mute [1] 47/22
my [32] 3/25 6/18 10/11 10/23 19/21 29/10 32/9 36/12 38/23 56/25 57/1 59/21 61/7 61/15 61/16 61/21 61/22 62/1 62/4 62/15 62/25 66/13 67/7 67/17 67/18 68/14 69/1 69/15 71/6 71/9 73/2

N

name [7] 3/24 3/25 10/23 61/14 61/15 61/21 62/25
name's [3] 69/15 71/6 73/2
naturally [1] 24/15
nature [1] 37/17
Navy [1] 46/24
near [4] 13/10 13/11 60/10 73/20
nearest [1] 33/14
nearly [1] 69/6
necessarily [1] 14/13
necessary [1] 53/4
need [26] 3/14 3/15 11/17 16/22 23/18 27/2 28/6 32/16 32/19 33/3 50/14 51/2 51/9 53/20 54/1 54/5 54/9 55/20 56/16 57/6 57/17 64/19 65/7 69/9 69/9 72/17
needed [5] 6/14 34/5 56/20 71/16 71/19
needing [1] 73/15
needs [5] 12/7 23/1 32/4 50/24 53/2
neighborhood [5] 4/17 5/6 12/6 12/9 12/14
neighbors [7] 4/10 7/15 7/22 62/2 68/21 72/8 73/7
neutral [1] 13/16
new [12] 1/2 4/16 4/22 6/9 8/18 19/17 24/18 33/19 42/22 62/7 63/6 71/10
newer [1] 42/21
next [8] 19/21 25/13 26/23 31/14 61/5 62/24 66/9 67/22
nice [3] 12/16 17/15 50/1
nicest [1] 13/7
no [30] 1/7 3/5 5/15 17/18 18/1 22/2 22/2 22/23 23/17 27/20 27/ 27/23 28/3 28/1 30/20 31/2 32/6 32/17 34/3 34/6 34/25 35/19 40/ 43/2 55/12 55/1 55/19 62/11 69/ 74/1
noise [17] 18/1 18/20 18/21 19/ 19/8 19/16 19/1 19/24 33/13 33/ 33/25 34/3 55/1 69/2 69/4 69/6 69/22
non [3] 24/16 31/8 32/3
non-invasive [1] 24/16
non-profit [1] 32/3
nonconforming [1 31/8
normal [1] 18/2
north [10] 1/2 6/7 10/6 24/1 24/8 32/13 37/1 41/9 42/22 66/2
northbound [2] 65/15 68/4
northern [1] 55/11
not [76]
note [2] 29/10 30/17
nothing [4] 25/ 26/5 55/22 74/1
notice [5] 6/22 7/7 71/12 72/9 74/7
November [1] 69/24
November 30th [1 69/24
now [21] 3/4 4/ 9/10 12/7 12/16 20/19 21/18 24/ 28/1 32/1 38/3 38/10 38/11 42/ 60/23 62/8 66/1 68/3 70/3 70/15 72/13
nozzle [2] 19/9 19/15
number [17] 6/9 6/11 6/11 6/13 7/3 7/6 9/9 9/1 21/11 23/3 32/2 40/4 40/5 40/13 60/3 62/4 73/9
numerous [2] 4/ 39/15

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

O

Oak [8] 3/10 6/24 24/8 61/16 61/21 62/5 68/8 68/12
objections [1] 34/7
objective [1] 49/25
objectives [2] 46/7 47/8
observation [1] 30/13
observations [1] 46/5
obtain [1] 5/20
obvious [1] 42/11
obviously [5] 41/4 42/15 43/7 53/22 60/15
occasions [1] 39/15
occupancy [1] 31/17
occupy [1] 60/2
occur [1] 37/21
off [6] 17/8 30/6 63/6 69/5 69/5 69/5
offer [2] 23/1 74/5
offering [3] 4/18 4/22 12/8
offerings [1] 4/20
office [1] 32/2
oh [5] 3/15 35/10 35/19 42/9 60/24
Olive [55] 3/9 4/7 5/10 5/12 6/13 6/15 9/4 9/7 9/11 19/19 32/22 33/16 41/3 42/1 42/10 42/22 43/10 45/13 45/17 45/23 47/8 48/22 48/23 52/9 52/13 55/4 56/5 56/13 59/24 60/1 60/9 60/13 62/2 63/7 63/25 65/17 65/19 65/22 66/19 66/21 67/2 67/3 67/18 68/8 69/2 69/5 70/1 70/4 70/9 70/10 70/12 70/21 70/24 71/17 72/21
Olivette [6] 43/5 43/10 44/7 44/20 44/22 48/18
on [140]
on the [1] 18/9
one [43] 5/12 7/1 8/18 8/19 9/5 11/1 11/14 12/1 14/11 19/2 19/5 20/5 23/16 24/22 25/10 26/2 27/12 29/7 29/16 30/17 32/6 37/10 37/16 40/15 40/16 41/19 43/17 44/7 44/15 44/19 44/22 53/17 53/20 56/21 57/7 62/1 62/9 65/16 66/5 67/11 67/15 68/15 70/20
one for [1] 27/12
ones [1] 43/24
ongoing [1] 63/8
only [19] 9/3 10/19 18/13 29/3 31/3 31/23 32/8 32/19 34/14 51/1 56/2 63/16 67/1 68/15 68/17 70/3 71/1 72/7 72/12
open [5] 18/25 19/1 27/21 52/16 53/14
openings [2] 5/25 48/4
operating [1] 31/20
operation [1] 18/25
operations [1] 32/3
opportunity [2] 47/22 51/6
opposed [1] 28/8
opposite [2] 9/10 65/11
options [3] 30/25 36/4 53/14
or [50] 3/17 3/17 3/19 8/6 10/6 12/11 15/23 20/5 20/18 21/25 21/25 22/21 24/22 26/5 26/10 26/14 26/20 30/7 31/1 33/2 34/23 35/5 36/2 36/7 36/8 36/9 38/6 41/20 42/13 42/20 42/25 43/14 43/18 44/8 47/22 48/15 49/10 54/14 54/16 56/16 58/1 62/7 63/7 64/14 66/21 68/12 69/4 71/8 72/5 72/8
order [3] 7/25 56/19 61/1
ordinance [9] 29/5 29/12 34/10 34/25 35/3 35/6 35/9 52/19 57/19
Ordinances [1] 74/10
original [10] 4/23 5/3 5/23 6/21 21/2 21/15 25/10 29/5 33/13 58/10
originally [2] 12/20 21/12
orphan [1] 25/12
other [46] 5/5 7/7 9/18 9/22 10/10 12/25 18/23 19/2 19/5 19/10 20/7 21/8 24/18 28/18 30/25 31/1 32/6 33/20 34/6 36/15 36/19 37/8 37/10 40/19 42/14 43/24 43/24 45/10 45/12 46/3 46/7 46/14 46/19 47/1 51/1 53/7 54/21 57/10 60/20 63/19 63/25 67/14 67/15 68/14 73/17 73/23
our [24] 2/5 3/4 6/21 11/11 27/3 27/6 28/3 32/25 38/25 46/5 46/5 47/8 49/8 50/20 51/22 52/19 53/14 56/1 62/19 66/16 70/8 73/21 74/3 74/3
ourselves [1] 7/19
out [26] 3/2 6/23 12/4 15/5 16/23 17/16 17/17 17/18 17/22 18/12 22/4 30/1 30/15 30/16 35/7 35/8 37/6 41/14 48/21 50/14 51/8 66/21 68/10 70/3 70/8 70/16
outdated [1] 42/18
outline [1] 6/19
outlined [1] 7/10
outside [2] 20/9 55/17
outward [1] 41/17
over [9] 9/3 10/20 17/12 24/22 52/13 56/4 57/24 65/7 72/8
overall [2] 8/8 9/14
overhead [2] 32/22 55/5
overrun [1] 38/13
own [1] 7/16
owners [2] 23/21 23/23
ownership [1] 45/18
owns [1] 67/25

P

p.m [2] 1/4 74/15
package [1] 25/20
packet [1] 71/14
packets [1] 59/20
page [2] 58/15 59/23
page 30 [1] 59/23
paint [1] 36/19
panel [4] 15/6 15/15 18/7 46/25
panels [1] 15/22
parapet [1] 59/17
parcel [1] 8/25
parcels [2] 24/3 41/18
pardon [1] 29/16
parentheses [1] 58/16
park [1] 37/17
park-like [1] 37/17
parking [2] 67/16 68/9
part [9] 25/25 26/7 26/8 27/17 27/19 30/5 46/2 57/5 62/4
participate [1] 56/14
participating [2] 4/11 4/11
particular [5] 14/14 17/4 27/18 28/8 66/2
particularly [1] 29/12
parties [1] 56/13
parts [1] 21/5
pass [3] 30/24 36/9 63/5
pass-by [1] 63/5
passing [2] 6/2 72/8
past [4] 56/11 65/23 68/2 72/8
path [1] 5/25
pay [1] 6/12
pedestrian [4] 5/25 5/25 36/18 52/2
people [13] 12/8 36/6 63/16 66/19 66/20 67/2 67/3 68/6 68/8 68/9 68/10 70/10 70/11
people's [1] 73/18
per [1] 54/1
percent [8] 14/17 14/18 14/18 34/13 34/14 34/16 34/23 60/14
percentage [2] 15/4 60/1
perimeter [1] 19/20
permit [2] 3/6 64/9
person [1] 67/6
personally [2] 67/10 73/6
personnel [1] 16/22
perspective [2] 28/18 53/15
phonetic [3] 8/ 25/13 61/4
photos [1] 29/2
piece [2] 16/17 17/4
pieces [1] 20/2
place [2] 7/17 72/16
placement [1] 10/8
plan [50] 3/6 4 4/21 5/8 5/22 6 8/18 11/10 11/1 12/3 12/22 13/1 23/21 24/18 25/ 27/19 27/24 28/ 31/15 32/9 39/1 40/8 40/9 40/19 40/23 41/4 44/1 44/25 45/6 45/1 45/20 46/4 46/6 49/21 49/22 49/ 49/25 50/21 52/ 55/3 56/19 58/9 58/10 59/22 63/ 64/9 64/12 64/1 64/15 74/11
Planner [2] 1/1 2/23
planning [7] 1/ 2/4 2/25 26/9 38/19 69/10 75/
plans [4] 37/11 37/12 59/12 71/
plant [3] 38/14 49/24 50/10
planting [1] 55
plantings [4] 32/7 32/13 32/2 55/4
plants [1] 68/1
plat [1] 57/3
play [2] 37/22 45/21
pleased [1] 71/
plus [1] 7/15
point [20] 7/13 7/19 9/6 19/5 19/6 19/8 19/15 25/3 25/4 25/12 28/14 28/14 37/ 40/16 47/10 56/ 58/15 58/16 59/ 64/15
pointed [1] 51/

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

P

points [6] 6/13 22/10 31/15 34/9 35/12 43/25
pollution [2] 69/22 69/22
portion [2] 18/3 52/12
Portions [1] 51/24
position [1] 31/13
positioned [1] 65/12
possession [1] 74/6
possibility [1] 46/11
possible [5] 24/15 52/1 68/5 68/20 68/20
potential [1] 26/14
potentially [1] 25/22
precast [2] 29/20 49/5
prefer [2] 26/13 30/11
preferred [1] 9/25
prepared [1] 56/18
present [13] 2/7 2/9 2/11 2/15 2/17 2/19 2/22 2/24 3/2 4/5 45/15 46/4 54/17
presentation [4] 8/6 10/12 39/12 40/2
presented [5] 13/3 38/24 39/2 71/15 74/9
presents [1] 36/12
preservation [1] 24/11
preserve [1] 33/1
preserving [1] 5/8
presumed [1] 33/23
pretty [2] 21/14 39/23
prevent [1] 63/11
previous [2] 5/13 51/15
previously [1] 68/25
price [1] 22/10
printed [2] 15/8 15/14
prior [2] 35/3 40/7
Prius [1] 67/14
probably [17] 6/23 7/18 8/15 11/4 13/7 21/14 43/16 49/16 59/10 59/13 59/15 59/18 61/17 62/12 66/1 66/22 72/7
problem [5] 17/10 34/3 53/12 62/8 68/3
problems [2] 32/17 63/12
procedure [1] 53/5
proceed [1] 36/4
proceeded [1] 39/9
process [2] 12/4 57/14
product [1] 48/20
Professional [1] 75/5
profit [1] 32/3
project [12] 4/13 10/21 10/24 11/15 13/15 45/7 47/14 50/2 61/18 61/20 62/1 62/3
project's [1] 40/1
projects [1] 65/6
properties [8] 24/22 27/25 28/1 34/12 42/4 52/17 53/1 57/7
property [25] 7/1 7/2 8/19 8/21 23/20 23/23 24/1 24/19 25/8 25/13 25/13 26/1 26/7 27/8 28/16 31/11 31/13 31/22 31/25 32/9 42/1 42/16 43/10 56/16 63/16
proposal [15] 4/16 4/23 5/3 5/13 6/21 21/15 42/13 43/7 45/2 46/4 58/22 62/20 64/6 64/11 71/13
proposals [1] 45/23
propose [1] 29/25
proposed [21] 4/21 5/11 6/20 9/16 10/3 21/12 28/12 32/11 32/13 34/11 41/14 41/20 43/4 43/16 44/14 44/17 58/16 61/23 62/1 71/9 73/8
proposing [5] 21/18 29/15 29/20 50/15 63/22
protected [1] 32/20
protection [1] 45/19
protects [1] 68/21
provide [14] 4/20 4/21 5/24 6/1 9/25 10/11 12/6 12/10 12/14 21/1 24/13 33/9 50/19 52/2
provided [10] 6/7 21/16 29/21 32/7 40/1 40/24 41/11 41/12 41/13 51/25
provides [4] 5/25 34/7 49/24 50/2
providing [5] 4/10 5/6 19/19 24/21 25/1
proximity [2] 33/12 41/8
public [9] 1/6 3/5 74/3 74/6 74/7 74/11 74/15 75/8 75/10
published [1] 3/5
pull [5] 6/17 21/13 22/3 22/4 32/16
pulled [3] 33/16 48/24 50/17
pulling [1] 32/12
pump [3] 4/23 43/1 43/15
pumps [7] 3/8 7/6 9/15 16/23 16/24 40/13 57/25
purchase [1] 26/5
purple [2] 6/20 33/14
purposes [2] 20/10 24/4
put [9] 13/4 16/23 25/20 33/22 38/9 55/4 68/5 68/19 69/4
putting [1] 32/25

Q

quality [5] 5/6 13/9 13/12 22/7 37/23
question [8] 19/22 23/20 37/10 41/1 42/11 45/1 45/8 72/3
questions [10] 8/4 10/14 14/2 20/15 37/8 38/16 39/20 57/21 60/20 64/5
Quick [1] 72/3
quite [4] 13/1 37/11 39/7 59/17

R

range [1] 22/11
rather [4] 11/21 30/8 32/23 49/16
raze [1] 26/9
re [1] 57/9
re-subdivided [1] 57/9
read [2] 18/25 61/19
readings [1] 18/25
ready [3] 2/3 28/4 60/23
real [1] 25/25
realigned [1] 5/17
realize [1] 55/16
really [22] 4/12 7/10 7/18 11/6 12/7 23/2 23/12 26/6 28/3 30/17 31/2 31/12 35/25 38/10 63/23 68/6 68/9 72/12 72/14 72/16 73/9 73/14
reason [1] 22/20
reasons [1] 66/5
recent [1] 68/2
recessed [1] 48/4
recommendation [5] 39/5 48/24 50/20 51/21 56/1
recommendations [2] 38/25 56/8
recommended [1] 28/22
recommending [1] 41/22
record [1] 74/5
Recording [2] 1/14 3/1
red [1] 70/8
redefine [1] 4/13
redevelopment [6] 4/6 4/15 5/7 6/14 28/7 31/23
redo [1] 55/20
reduce [4] 5/11 11/14 11/15 11/16
reduced [20] 4/23 5/2 6/25 21/10 40/7 40/12 40/12 40/15 40/20 41/7 45/8 54/16 57/25 58/3 58/10 58/13 58/17 58/21 59/2 75/9
reduces [5] 6/9 6/10 6/10 6/11 6/13
reducing [1] 23/3
reduction [2] 40/18 58/25
reference [1] 32/6
referenced [1] 43/5
referred [1] 39/13
reflecting [1] 74/7
regarding [5] 61/25 62/15 74/ 74/8 74/12
regards [2] 33/ 66/15
Registered [1] 75/4
regularly [1] 71/11
relate [1] 44/8
relates [1] 41/
relationship [1] 11/7
relative [1] 64
relatively [1] 47/7
relief [1] 55/4
relying [2] 52/ 57/10
remain [3] 4/15 13/6 57/9
remained [1] 40/17
remains [1] 67/
remarks [2] 10/ 56/25
remember [1] 68/16
remembering [1] 65/5
removal [1] 54/
remove [6] 53/9 53/16 53/18 54/ 68/22 68/24
removed [3] 8/2 41/22 53/21
removing [2] 68/24 68/25
rendering [1] 20/22
renderings [1] 18/2
renovation [2] 72/20 73/5
repeat [1] 38/2
repeats [1] 46/
replicate [1] 18/11
report [12] 6/5 7/10 16/15 26/1 29/22 35/23 39/ 41/11 54/25 56/ 59/23 74/8
reported [1] 75
reporter [5] 3/ 75/5 75/5 75/6 75/7
Reporting [1] 1/21

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

R

reports [1] 66/18
representing [2] 4/1 4/4
request [2] 52/10 54/15
require [2] 35/5 57/12
required [1] 37/15
requirement [1] 52/20
requirements [6] 52/8 54/23 55/1 56/24 57/10 57/17
requiring [1] 56/9
rescinded [1] 39/9
reside [1] 61/21
residence [1] 41/19
residences [2] 41/8 43/13
resident [1] 72/7
residential [12] 3/11 6/16 13/14 13/15 28/2 28/6 31/14 33/15 45/18 48/19 52/17 57/8
residentially [1] 52/18
residents [5] 5/10 9/20 24/8 24/9 60/23
respect [3] 51/18 55/14 64/12
respective [1] 42/9
restaurant [2] 42/6 42/7
restricted [1] 32/21
restriction [1] 65/20
restrictions [1] 37/20
retail [1] 64/13
retired [1] 69/24
review [2] 39/14 57/12
reviewed [3] 55/8 56/7 65/6
revise [1] 46/8
revised [15] 4/5 5/22 7/24 19/17 20/24 21/4 29/4 34/10 34/25 35/11 39/11 40/2 40/10 46/9 58/9
revising [1] 34/3
revisions [1] 52/6
revisit [1] 57/16
Rezny [4] 66/9 67/21 67/23
rezone [4] 28/3 28/7 53/1 54/11
rezoned [2] 41/20 52/10
rezoning [6] 3/6 27/12 31/23 52/14 52/15 53/3
Richards [3] 61/5 62/23 62/25
riding [1] 36/7
right [25] 2/1 16/1 16/1 16/7 17/17 20/23 21/12 23/19 24/6 26/4 32/1 35/24 36/24 37/2 37/4 38/3 38/8 38/10 38/11 45/9 61/6 67/4 67/7 70/5 72/18
road [9] 1/2 50/25 62/2 62/3 66/17 70/1 70/9 70/10 70/12
roads [1] 56/6
roadways [1] 65/7
roar [1] 69/1
roll [2] 2/5 69/5
roof [3] 11/25 12/2 12/24
roofs [2] 51/9 51/11
rooftops [1] 47/19
room [1] 3/3
rotated [1] 7/4
Rovak [1] 2/12
RPR [3] 1/22 75/13 75/14
Run [6] 3/7 4/22 14/5 61/24 70/11 71/9

S

said [6] 11/3 11/17 12/11 25/15 59/3 67/24
salt [1] 17/18
same [23] 4/15 11/22 11/23 13/6 15/9 16/2 16/10 16/11 18/8 18/12 20/10 20/12 30/1 30/15 31/21 40/17 44/12 44/13 49/15 52/3 69/23 70/18 71/21
samples [2] 13/12 13/13
saw [5] 34/19 40/8 46/10 55/11 72/9
say [10] 17/8 24/4 35/16 43/15 49/14 58/19 59/10 59/12 70/20 72/6
saying [7] 23/6 34/15 36/8 36/23 44/13 44/21 63/15
says [2] 49/9 55/21
scale [13] 6/25 11/14 11/15 13/13 13/14 13/15 40/20 41/2 41/7 42/8 42/19 45/3 46/2
Schuh [2] 1/12 2/16
Schulte [32] 4/8 5/16 25/5 50/22 50/25 56/5 56/13 62/3 63/7 63/12 63/18 64/17 64/22 65/10 65/15 65/17 65/18 65/21 66/17 66/21 67/1 67/2 67/3 67/5 67/18 68/5 68/21 70/4 70/5 70/9 70/10 70/14
Scotsman [4] 59/14 59/18 59/19 71/18
screen [2] 49/5 50/5
screening [1] 50/19
second [4] 17/9 20/5 29/16 58/15
Secretary [2] 1/14 3/1
section [1] 71/17
sections [1] 33/1
security [1] 16/24
see [32] 7/3 7/5 8/23 9/2 16/18 16/23 39/25 40/9 41/10 41/17 41/25 42/8 43/11 45/11 46/17 46/25 47/25 49/1 49/3 50/4 50/11 50/17 51/22 58/6 58/9 59/20 60/7 67/8 67/12 69/9 71/12 71/25
seeing [1] 14/15
seek [1] 31/7
seeking [2] 31/5 55/3
seem [1] 48/2
seems [4] 18/3 50/23 53/16 63/7
seen [2] 67/11 73/5
selecting [1] 14/8
send [1] 15/20
sense [2] 23/4 25/18
sent [1] 62/14
separate [4] 13/6 48/19 53/5 57/6
separately [1] 54/15
sequence [1] 54/8
serve [1] 72/12
service [4] 4/17 22/17 23/1 43/23
Services [1] 1/21
set [2] 30/6 30/6
setbacks [1] 54/22
setting [1] 56/15
seven [2] 70/17 70/17
seven o'clock [1] 70/17
seventeen [2] 21/13 21/19
several [5] 7/7 8/2 11/18 24/23 67/6
share [1] 10/21
she [2] 3/2 61/19
She's [1] 3/2
Shed [1] 65/4
Shell [5] 5/17 65/11 68/9 68/12 72/14
shifted [1] 33/3
shines [1] 22/14
shiny [1] 12/16
shortening [1] 68/17
Shorthand [1] 75/6
should [8] 32/21 36/9 55/21 55/22 55/23 56/16 56/24 64/13
shouldn't [1] 36/9
show [2] 15/17 29/16
showed [1] 19/18
shown [1] 40/4
side [13] 5/15 6/8 9/15 10/6 13/4 13/4 14/16 41/9 41/9 58/2 68/17 68/18 68/21
sides [1] 16/16
sidewalk [2] 9/24 17/16
sign [3] 62/11 63/15 63/17
signage [1] 15/4
significant [5] 12/11 28/21 42/11 60/6 73/5
significantly [3] 10/17 40/11 45/7
signified [1] 36/18
signs [1] 55/13
Silverman [2] 1/12 2/14
similar [3] 32/3 48/20 59/15
similarities [1] 43/7
simulate [1] 16/10
since [10] 7/14 11/5 31/20 31/2 39/14 39/23 40/ 40/7 62/19 72/9
single [4] 3/11 5/12 8/19 60/1
site [29] 3/6 5/11 6/1 9/23 11/19 11/23 21/ 30/21 30/24 34/ 40/7 40/9 40/16 41/14 41/16 42/ 43/2 43/11 45/5 50/13 53/2 55/1 60/1 64/8 65/15 65/25 66/2 73/7 73/16
sites [1] 45/12
sitting [4] 61/ 67/12 67/13 67/
situated [2] 29/18 72/15
situation [3] 29/13 31/14 31/
sixteen [3] 43/ 58/1 58/1
size [12] 5/2 6/10 7/5 40/4 40/18 43/16 44/ 44/14 45/8 45/9 58/3 62/3
sketch [3] 20/1 20/20 20/22
sketch-up [1] 20/22
slide [3] 14/14 21/13 21/14
slightly [2] 39/10 59/16
sloped [3] 11/2 12/1 51/11
slopped [1] 51/
small [4] 10/3 32/2 42/23 50/1
smaller [7] 5/2 9/13 9/14 25/20 42/16 42/19 73/
snow [1] 17/20
so [148]
soften [2] 49/1 50/19
softer [2] 51/1 68/19
solid [1] 48/25
solution [1] 15
solve [2] 17/10 68/3
some [68] 6/4 8 9/22 11/10 11/1 12/1 12/21 12/2

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

S

some... [60] 17/21 19/10 24/1 24/10 24/12 24/20 25/17 26/17 26/18 26/20 29/21 30/22 31/19 32/15 33/5 33/14 35/20 37/18 37/22 38/23 38/25 39/16 40/1 40/20 41/1 42/4 42/12 43/3 43/7 43/8 43/13 43/23 45/10 45/15 45/16 46/3 46/5 46/12 47/8 47/15 47/17 47/24 48/19 48/25 50/4 50/7 50/13 50/19 50/21 51/4 54/21 55/3 55/6 56/8 56/20 65/4 68/1 68/2 68/23 73/11
somebody [4] 17/17 23/1 27/4 32/4
Someone [1] 3/12
something [12] 9/25 25/22 26/14 27/7 27/8 34/23 36/5 36/8 36/19 42/2 51/13 63/13
sometimes [2] 22/20 45/22
somewhat [2] 46/18 62/8
somewhere [1] 70/25
soon [1] 70/8
sorry [4] 14/15 58/19 66/9 70/20
sort [4] 14/5 14/21 42/12 64/16
sound [13] 19/24 23/17 33/9 35/1 35/2 55/14 68/14 68/15 68/22 69/1 69/8 69/10 71/21
sounded [1] 63/12
source [4] 19/13 19/15 33/19 33/25
sourced [1] 13/19
sources [1] 19/8
south [8] 6/7 7/8 9/19 10/6 18/2 32/14 41/9 46/18
southbound [2] 65/17 68/18
space [2] 32/4 37/12
speak [2] 3/16 73/24
speaker [1] 60/24
speakers [1] 3/20
speaking [3] 13/11 61/6 72/4
speaks [4] 41/4 41/5 44/1 45/24
species [1] 24/16
specific [1] 64/10
specifically [2] 49/9 55/7
specify [1] 64/13
spirit [1] 30/4
Spoede [1] 60/10
spoke [2] 69/21 72/6
spoken [1] 72/7
square [2] 42/24 43/20
SS [1] 75/1
St [3] 1/23 56/5 75/2
St. [9] 5/21 12/12 20/2 20/8 20/13 56/4 57/12 57/18 65/6
St. Louis [9] 5/21 12/12 20/2 20/8 20/13 56/4 57/12 57/18 65/6
stacked [1] 29/23
stacking [3] 6/12 40/3 40/11
staff [37] 3/18 4/10 5/20 6/3 10/7 10/17 11/3 11/6 11/17 12/19 12/23 13/23 14/8 15/3 15/5 15/20 16/15 16/21 17/6 25/10 28/21 28/22 32/12 33/4 33/7 34/7 35/23 39/14 39/17 40/22 40/24 41/11 43/20 54/25 60/21 73/25 74/8
staff's [2] 12/1 55/15
stamped [2] 36/6 36/13
stand [2] 3/19 6/23
standard [1] 14/25
standards [1] 53/5
start [7] 2/5 3/13 3/23 29/17 61/10 61/13 74/3
started [2] 25/18 33/4
starting [1] 8/11
state [3] 5/1 5/10 75/1
state-of-the-art [1] 5/1
station [13] 4/7 40/5 42/16 43/23 63/7 63/11 63/21 64/22 65/11 66/20 71/11 72/14 72/17
stations [13] 42/14 42/19 42/21 42/25 43/14 47/1 49/9 54/24 55/2 62/9 63/24 64/14 72/12
stay [2] 13/10 13/11
stenographically [1] 75/8
stepped [1] 3/2
Stewart [2] 10/20 10/24
still [17] 4/16 13/25 15/12 15/14 19/19 27/8 45/8 45/9 47/20 52/17 53/18 54/5 67/17 69/10 69/22 73/6 73/6
stone [1] 29/23
stop [3] 66/19 69/6 71/8
stoplight [1] 70/14
stops [1] 24/2
store [22] 3/8 4/7 4/19 9/15 13/8 14/18 15/10 16/22 25/3 30/7 37/5 40/17 40/18 42/25 43/6 43/19 43/19 44/5 44/14 51/7 51/24 63/21
storefront [1] 48/10
stormwater [4] 37/19 37/23 55/10 55/12
straight [1] 66/17
street [17] 9/12 23/14 24/23 40/15 45/24 47/9 47/12 50/1 61/23 65/12 66/24 69/2 70/1 70/8 70/9 70/10 70/12
street-front [1] 9/12
streets [1] 12/16
streetscape [3] 5/24 6/5 10/1
streetscapes [1] 45/25
stretch [1] 72/21
strict [1] 36/14
strides [1] 24/21
strike [1] 13/25
striping [1] 55/13
structure [8] 47/7 47/11 53/9 53/16 53/17 55/16 58/17 58/21
structures [2] 46/14 46/16
studies [3] 67/8 67/8 67/9
study [17] 18/17 18/20 19/5 19/25 33/9 33/13 34/3 35/1 35/2 55/14 55/20 56/3 56/7 62/18 63/4 69/8 69/10
Stutte [2] 1/14 3/1
subdivided [1] 57/9
subdivision [2] 37/13 63/2
submit [1] 64/8
substantive [1] 9/21
such [2] 27/4 48/25
suggested [1] 52/6
suggesting [1] 16/16
suggestions [1] 11/8
summarized [1] 35/17
summarizing [1] 39/23
summary [2] 40/1 51/3
supplement [1] 24/16
support [4] 52/14 71/9 71/21 72/10
supposed [1] 41/7
sure [14] 11/19 16/4 29/10 32/16 32/19 34/18 44/11 53/10 54/9 54/10 63/17 64/25 67/15 70/22
Sutterfield [3] 62/24 66/8 66/11
swooped [1] 48/8
sworn [12] 3/14 3/15 3/19 3/20 61/2 61/3 61/11 63/2 69/17 69/20 71/4 72/25
system [4] 19/13 20/6 20/8 48/11

T

take [7] 15/23 52/22 52/25 54/13 57/17 61/1 68/7
talk [6] 8/7 21/14 51/18 63/4 63/20 70/13
talked [10] 7/14 9/16 9/23 14/7 16/21 17/24 21/9 25/10 57/14 65/1
talking [4] 14/15/3 19/6 29/17
tall [4] 15/23 15/23 59/8 68/1
taller [1] 59/1
tallest [1] 59/
tan [1] 15/6
Technically [1] 23/11
tell [2] 7/4 58
ten [3] 9/16 42/25 57/25
tenant [1] 26/1
tend [1] 16/3
terms [12] 40/2 42/14 45/12 46/ 46/14 48/3 49/2 49/22 52/7 53/6 59/19 73/11
text [1] 64/7
than [18] 5/3 5/23 11/21 12/2 14/9 14/20 22/3 30/8 34/6 36/19 41/6 44/19 44/2 47/11 47/11 49/ 59/16 59/25
Thank [23] 27/1 28/19 29/6 34/8 59/1 60/18 60/2 62/21 62/22 64/ 66/7 67/19 67/2 69/12 69/13 71/ 72/1 72/2 72/22 72/23 73/22 74/ 74/13
Thanks [1] 71/2
that [455]
that that [1] 38/3
that's [54] 3/1 4/7 9/7 12/13 12/13 14/16 14/ 15/18 15/21 15/ 18/7 18/13 22/1 22/23 23/3 27/8 28/17 30/17 30/ 31/2 31/3 32/20 36/15 37/18 38/ 38/24 40/7 40/9 40/10 42/3 42/1 48/14 49/11 49/ 49/21 49/25 51/ 52/19 53/4 56/1 57/4 58/10 59/1 59/23 60/4 63/1 64/8 65/12 65/2 66/1 66/4 67/18 70/20 72/5
their [12] 7/16 7/16 11/8 25/25 31/17 31/17 53/ 55/21 56/18 64/ 68/7 68/7
them [9] 10/22

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

T

them... [8] 11/2 14/10 26/5 26/6 29/1 29/2 50/5 70/6
themselves [1] 19/8
then [33] 6/20 8/15 15/7 17/11 18/22 22/4 23/20 24/16 25/3 25/5 25/16 28/6 28/6 33/8 34/21 34/24 35/13 36/15 39/19 40/13 42/25 48/10 50/20 51/21 52/5 53/4 54/1 54/4 54/19 55/6 56/2 57/16 63/19
there [64] 4/19 5/18 7/3 7/23 11/10 11/18 12/7 16/24 17/16 17/18 18/2 19/3 19/7 19/15 20/7 20/11 20/25 23/14 23/23 25/19 25/22 26/25 27/7 28/6 28/12 28/21 31/23 32/15 32/20 32/20 32/23 32/25 33/1 38/9 40/17 41/23 42/17 43/1 45/16 45/21 46/23 47/17 51/9 52/20 53/8 54/1 55/17 55/19 55/22 56/24 57/3 57/6 59/21 63/12 63/16 64/2 68/1 68/6 68/25 69/4 69/4 70/23 72/19 73/23
there are [1] 45/16
there's [39] 7/6 9/22 10/3 14/19 17/18 18/1 18/3 21/13 23/12 23/13 24/22 26/17 28/17 29/2 29/7 29/21 31/21 32/2 32/6 32/11 32/17 37/11 37/14 38/12 39/20 42/15 43/13 45/22 47/22 50/13 51/5 51/6 52/24 53/5 54/24 56/13 58/15 63/15 70/13
therefore [1] 39/9
thereof [1] 4/13
these [19] 10/20 12/24 24/3 27/25 39/16 39/18 45/15 46/9 46/15 47/21 48/3 50/4 52/6 56/6 57/7 61/1 65/6 65/7 72/11
they [65] 3/12 4/17 9/7 9/24 11/25 13/5 13/24 15/20 17/12 19/10 20/8 24/9 26/9 27/6 28/2 28/15 31/17 37/5 37/5 39/9 43/6 44/8 44/11 46/9 46/23 48/2 48/4 48/25 53/18 53/20 53/24 54/5 54/11 54/11 54/12 54/14 54/18 54/19 54/19 54/25 55/1 55/3 56/7 56/8 56/23 57/13 57/16 57/17 57/25 62/6 63/4 63/4 64/7 64/8 65/9 65/9 65/13 65/13 67/4 68/10 68/10 70/20 73/14 73/15 73/16
they'd [1] 28/12
they'll [2] 48/5 73/10
they're [24] 15/3 17/4 17/7 19/18 22/16 23/18 24/9 27/25 28/1 44/13 48/20 49/18 50/15 52/15 52/17 52/18 52/18 55/10 56/9 56/18 57/9 63/22 68/11 68/12
thing [16] 6/23 16/25 17/16 18/8 19/2 21/8 23/2 24/18 28/4 29/22 29/24 31/3 32/8 52/3 57/4 63/19
things [16] 7/8 7/24 7/25 8/19 12/25 17/23 18/16 19/7 30/10 33/5 36/15 37/14 40/25 45/18 45/21 55/23
think [62] 2/12 4/16 8/11 12/13 13/4 17/2 17/6 17/9 29/21 30/3 30/7 30/13 30/14 32/1 33/21 34/2 34/4 36/3 36/5 39/16 39/22 39/22 43/25 44/15 44/25 45/4 45/15 46/9 47/13 47/17 47/19 48/5 48/12 49/13 49/15 49/21 50/24 51/6 51/16 52/1 52/5 53/13 54/9 54/22 56/18 57/19 59/3 59/17 59/18 59/21 60/23 66/1 71/15 71/16 71/17 71/19 71/24 72/17 72/18 72/18 72/19 73/9
think some [1] 45/15
this [149]
Thomas [2] 71/4 71/6
those [58] 1/9 4/20 4/20 5/18 5/19 6/4 7/8 7/9 7/11 7/20 7/24 7/25 7/25 8/4 9/10 9/21 10/22 11/24 12/14 12/25 13/21 17/1 17/2 18/15 18/16 18/16 18/24 18/24 28/23 30/10 30/18 30/18 31/16 31/20 32/12 33/5 33/17 33/20 33/24 35/12 36/14 36/15 36/18 37/5 39/20 44/8 47/25 48/13 50/8 50/8 52/16 54/24 55/1 55/4 55/15 64/4 66/20 69/22
though [9] 17/7 23/6 28/2 28/14 32/19 40/17 49/8 50/9 52/17
thought [9] 35/16 36/9 41/11 41/12 48/21 49/10 49/23 50/6 57/1
Thoughts [1] 16/20
three [4] 7/15 12/20 15/23 63/24
three-plus [1] 7/15
through [14] 7/9 10/25 11/20 16/23 21/1 21/14 22/15 28/23 39/19 42/3 48/10 50/16 57/19 69/25
throughout [5] 6/5 18/23 21/17 26/16 46/15
throw [1] 17/18
tie [1] 18/15
Tim [1] 1/10
time [19] 7/12 9/16 10/17 10/19 17/6 17/21 21/8 26/24 27/4 35/5 36/3 39/5 39/7 39/14 42/17 45/4 70/15 70/16 71/21
times [5] 7/16 7/18 11/4 67/6 70/24
tire [1] 22/14
today [3] 4/14 4/19 26/23
together [3] 10/19 18/16 25/20
tolerance [1] 36/14
tone [2] 46/23 47/23
tonight [4] 2/13 4/5 8/1 71/15
too [5] 9/6 43/6 45/5 48/21 73/8
took [1] 25/16
top [4] 12/12 14/17 66/24 67/12
topography [1] 45/18
total [2] 34/15 42/6
totally [1] 36/11
touch [7] 23/2 29/9 33/10 40/25 51/20 55/13 56/3
touched [3] 29/11 48/17 52/5
touching [1] 54/21
towards [3] 28/15 33/16 41/21
tower [3] 11/11 59/14 59/15
towers [1] 51/16
town [2] 37/5 45/9
traditional [2] 46/22 49/17
traditionally [1] 49/11
traffic [23] 4/24 6/2 7/7 22/22 56/3 56/7 62/2 62/15 62/18 63/4 63/4 63/9 66/14 66/18 66/18 67/8 69/22 70/2 70/21 71/22 71/23 73/18 73/21
transcript [1] 75/10
transition [1] 49/1
transitioning [1] 50/18
trash [8] 9/19 29/8 29/12 29/18 30/1 34/24 35/25 51/20
travel [1] 72/11
traveling [1] 65/22
treatment [1] 50/21
tree [1] 24/11
trees [2] 51/2 69/6
tremendously [1] 51/11
tried [7] 6/18 6/18 11/9 11/14 12/19 13/22 35/
trips [2] 63/5 63/6
truck [1] 67/15
true [2] 28/17 75/9
trustee [7] 63/ 66/12 67/24 71/ 72/3 72/4 73/3
trustees [1] 67/25
try [9] 12/23 13/23 16/2 30/9 38/22 39/15 40/ 40/25 46/8
trying [6] 7/11 14/10 18/15 59/ 63/13 67/7
tunnel [2] 5/1 48/1
turf [2] 38/14 69/5
turn [13] 5/18 52/13 53/12 64/ 65/14 67/4 67/7 68/5 68/8 68/11 68/12 68/12 70/
turnaround [2] 62/6 62/11
turning [5] 65/ 68/4 68/10 70/5 73/18
turns [6] 63/11 65/21 66/25 67/ 70/4 70/8
tweak [1] 17/6
twenty [2] 58/1 58/1
two [13] 6/19 11/21 11/22 13/ 13/5 24/22 31/1 47/3 62/9 67/10 67/11 67/13 72/
tying [1] 49/4
type [6] 6/21 8 9/24 28/4 29/24 63/14
types [3] 46/3 47/4 49/24
typewriting [1] 75/9
typical [2] 21/ 46/24
typically [2] 42/18 53/1

U

Uh [9] 8/13 21/ 22/6 26/3 36/20 38/2 57/23 60/1 65/3
Uh-huh [9] 8/13

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

U

Uh-huh... [8] 21/3 22/6 26/3 36/20 38/2 57/23 60/19 65/3
unchanged [1] 31/12
uncomfortable [1] 36/7
underground [1] 32/22
understand [9] 16/14 26/16 36/22 39/8 49/7 53/13 57/25 64/15 67/25
understanding [1] 26/21
Unfortunately [1] 20/3
unified [1] 11/21
unique [2] 31/13 47/1
unit [3] 20/9 31/9 31/10
units [3] 28/2 31/17 33/15
universally [1] 45/4
unknowns [1] 53/13
until [4] 11/1 25/3 25/5 27/4
untouched [1] 31/22
up [27] 6/17 8/10 9/11 10/22 12/8 15/8 15/17 17/11 20/22 23/2 23/14 24/23 29/19 46/11 48/9 50/9 50/22 50/24 51/10 61/5 62/24 65/18 66/9 67/3 67/22 69/25 73/14
update [1] 64/2
updated [1] 74/9
upper [1] 14/15
upright [1] 50/18
us [5] 10/1 10/5 24/3 32/12 36/3
use [18] 3/6 11/20 12/25 20/11 23/9 26/23 26/24 26/24 29/13 31/8 31/8 31/25 32/3 48/25 54/23 62/5 64/9 71/11
used [8] 8/24 9/3 20/7 42/7 47/12 48/18 49/11 52/18
uses [3] 32/2 46/3 49/9
using [5] 13/9 13/16 23/10 46/22 48/20
utilities [1] 32/21
utilized [1] 41/20

V

vacant [1] 53/12
vacs [5] 9/9 9/10 40/5 40/12 55/15
vacuum [14] 19/9 19/11 19/13 19/13 19/16 19/22 20/6 20/8 21/9 21/21 22/21 23/7 23/14 33/11
vacuums [14] 5/3 6/11 7/3 19/7 19/18 21/13 21/15 21/16 21/18 23/4 33/17 33/24 73/9 73/15
variance [2] 53/4 53/19
various [1] 7/15
vegetated [1] 24/15
vehicles [1] 65/18
version [3] 40/7 46/10 51/15
versus [2] 12/7 49/4
very [15] 7/23 13/2 13/9 36/7 36/14 37/3 43/2 43/16 48/20 49/23 56/12 61/25 62/22 70/15 73/22
vet [1] 42/13
view [2] 41/13 50/11
views [1] 6/1
visible [2] 48/5 48/6
visually [3] 7/5 48/2 60/5
voice [1] 61/20
voices [2] 7/24 7/25
votes [1] 35/5

W

wait [1] 70/5
Walgreens [7] 42/4 59/9 59/16 68/15 68/22 68/24 71/19
walk [3] 10/22 39/19 51/23
walker [1] 36/8
walking [2] 12/8 17/17
wall [26] 6/6 6/8 10/3 10/8 24/13 25/1 32/8 32/11 32/14 32/17 32/18 32/25 33/2 36/1 48/23 48/24 48/25 49/5 50/9 50/15 59/17 68/15 68/22 69/1 69/4 69/7
Wallis [4] 4/1 4/4 8/2 25/24
Wallis' [1] 27/5
walls [4] 6/1 50/5 50/8 71/21
want [20] 8/9 11/2 11/19 16/6 17/17 19/4 21/24 27/6 29/16 30/23 33/22 36/5 42/18 43/1 46/11 51/18 66/25 68/7 68/10 68/18
wanted [11] 6/17 29/10 34/18 37/6 40/25 49/19 53/15 54/7 56/3 63/19 71/8
wanting [3] 20/10 70/10 70/12
wants [4] 10/4 41/23 49/13 53/14
was [65] 5/13 8/14 8/25 9/6 10/3 11/12 11/14 12/1 12/1 12/18 12/23 14/11 14/21 14/23 15/5 18/17 18/20 18/22 19/21 24/19 25/11 25/19 27/7 33/23 33/25 34/13 35/2 35/2 35/11 35/16 39/2 40/4 41/11 41/11 45/4 45/5 46/20 48/18 49/23 51/1 51/16 52/9 53/10 53/11 54/25 55/8 56/3 58/8 58/9 58/17 58/21 59/4 63/20 63/20 63/20 63/23 67/11 67/15 68/1 69/18 69/20 69/21 71/12 72/7 74/15
wash [15] 5/1 6/10 6/12 7/5 9/2 9/10 9/11 9/13 12/11 21/16 22/1 22/7 22/15 22/18 43/2
water [1] 17/20
Waterways [3] 63/21 64/3 64/6
way [24] 4/11 7/23 12/20 15/2 16/8 16/17 18/18 21/6 23/12 25/2 25/19 29/8 29/8 31/21 35/2 49/19 50/16 60/10 65/25 66/5 66/24 70/2 70/3 70/15
ways [2] 26/20 36/18
we [194]
we'd [5] 11/1 26/19 34/6 42/12 50/11
we'll [5] 2/5 3/4 23/16 29/17 61/3
we're [45] 2/3 4/5 9/17 10/1 10/7 12/3 12/4 13/9 13/16 13/17 13/17 13/20 13/20 14/9 14/10 15/9 15/22 18/15 19/12 19/19 20/5 20/10 20/19 21/18 24/14 25/12 26/24 27/1 27/1 29/15 29/17 29/19 30/12 30/12 30/13 30/16 31/22 34/22 41/22 47/12 48/14 48/15 49/6 60/23 70/7
we've [24] 4/12 7/14 7/15 7/17 9/18 10/25 11/5 11/7 11/9 12/18 12/21 13/1 17/1 17/1 17/5 17/5 21/5 24/10 24/20 34/13 39/25 39/25 49/3 57/19
week [3] 62/14 69/25 70/24
weeks [1] 72/9
weight [1] 16/12
well [40] 6/24 8/3 8/4 9/14 9/20 14/1 16/13 21/16 23/23 24/11 24/25 26/1 28/9 29/17 31/16 33/11 35/8 35/13 36/1 38/5 40/21 42/15 43/8 46/13 47/19 48/4 49/10 49/23 49/25 50/7 50/25 51/8 52/8 57/1 59/15 61/6 66/13 69/6 72/6 72/18
well-developed [1] 49/23
went [1] 12/17
were [27] 3/20 7/20 10/19 12/2 12/25 13/5 13/24 18/25 19/6 21/9 28/5 33/24 51/12 53/18 53/25 54/4 54/13 54/14 54/18 55/15 57/25 60/5 63/3 67/13 67/14 68/25 69/17
weren't [2] 53/10 53/10
west [9] 8/22 25/13 30/7 41/6 43/14 48/1 67/3 68/18 70/24
westbound [2] 65/22 72/11
western [2] 5/1 7/2
what [56] 4/13 8/14 12/13 12/1 12/20 13/3 13/2 15/4 15/9 17/25 19/12 20/4 21/2 21/18 23/22 24/ 25/7 25/14 25/1 25/21 27/2 28/1 29/15 29/16 29/ 30/3 31/5 32/11 32/15 32/16 38/ 38/11 39/8 41/2 41/2 42/14 42/1 44/9 44/10 44/1 45/1 45/19 47/1 47/19 48/7 48/1 49/12 53/2 53/1 57/15 58/5 58/8 59/25 60/14 62/ 67/24
what's [11] 12/ 18/9 21/10 26/2 31/10 43/4 43/1 44/14 44/17 59/ 63/10
whatever [2] 27 57/17
whatever's [1] 54/16
when [25] 13/11 15/8 17/22 19/2 21/24 22/21 23/ 25/9 31/4 33/21 36/12 36/25 41/ 48/23 53/1 54/1 56/1 63/4 67/6 67/8 68/10 69/8 69/8 70/4 72/11
where [21] 3/19 6/6 7/19 9/6 12/17 14/21 15/ 22/3 24/2 24/19 25/12 27/22 37/ 38/12 39/17 49/ 57/13 57/16 68/ 70/25 72/14
whether [3] 3/1 53/11 63/23
which [34] 4/23 5/2 7/2 8/25 9/ 10/1 11/5 11/12 12/3 18/22 20/5 25/4 25/13 25/2 29/8 33/8 35/11 39/17 41/1 46/1 48/20 52/16 55/

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

W

which... [11] 55/18 56/22 61/17 61/22 65/18 66/20 67/11 67/14 69/2 71/17 72/7
while [2] 5/8 69/10
white [2] 6/19 15/1
Whitney [6] 1/14 2/23 7/17 9/23 41/12 59/1
who [4] 62/5 62/11 66/19 73/23
who's [1] 3/16
whole [6] 19/6 21/5 38/11 56/9 60/12 67/17
wholly [1] 33/2
why [6] 22/20 23/3 65/12 65/20 66/4 69/2
wide [1] 51/23
will [33] 4/21 4/24 4/25 5/11 5/16 5/18 5/19 5/20 5/24 6/3 8/10 20/4 23/21 23/22 30/11 30/20 30/21 30/24 32/15 37/19 37/22 37/23 41/21 47/10 55/17 57/16 61/5 62/3 62/5 62/24 64/11 69/4 70/24
wind [1] 16/5
windows [1] 47/21
wish [1] 8/6
wishes [1] 3/16
withdraw [2] 39/8 64/6
withdrawal [1] 39/9
withdrawn [2] 64/8 64/10
withdrew [2] 39/6 64/7
within [10] 5/17 12/5 19/14 34/1 42/9 42/10 47/21 56/17 63/24 67/10
without [1] 55/25
won't [1] 48/5
wondering [1] 63/23
Woodshire [8] 6/24 8/20 9/5 24/23 25/17 69/16 73/3 73/3
worded [1] 35/2
words [1] 33/22
work [8] 6/3 10/5 10/7 10/17 13/22 33/6 46/8 63/17
worked [2] 15/5 50/14
working [6] 10/2 11/7 12/4 12/4 12/15 33/3
works [1] 47/19
worse [2] 55/22 71/1
would [56] 15/6 20/13 26/13 26/15 27/3 27/21 28/6 28/11 30/22 30/24 31/5 31/7 31/12 31/17 31/23 32/8 32/24 33/6 33/8 35/7 43/15 43/17 43/18 46/25 47/3 48/12 51/10 52/13 52/14 53/6 53/18 54/1 54/5 54/19 56/14 56/17 57/5 57/7 57/8 59/10 59/12 59/18 60/2 60/6 62/12 62/12 63/22 65/13 65/16 65/17 65/19 65/23 68/3 68/5 69/3 73/24
wouldn't [5] 27/23 28/15 35/6 53/20 57/6
written [1] 52/19
wrote [1] 33/21

Y

yard [2] 6/22 24/11
yards [1] 38/3
yea [1] 32/19
yeah [24] 3/25 14/23 17/13 18/7 20/16 23/25 24/13 24/13 34/20 35/17 35/24 37/14 38/5 56/23 58/25 59/2 60/7 60/16 60/17 60/18 61/9 64/4 64/24 65/4
year [10] 7/13 7/18 13/3 39/3 40/2 40/8 40/22 69/21 69/24 70/18
yearly [1] 37/20
years [1] 61/22
yes [31] 3/15 18/5 19/23 21/22 21/22 21/22 23/8 27/13 27/14 27/16 29/6 32/1 37/16 37/23 44/3 44/6 44/18 44/21 46/2 48/14 48/14 53/23 54/3 54/13 54/20 56/24 58/4 59/5 59/7 61/12 73/1
yet [1] 27/17
you [209]
you'd [1] 13/4
you'll [3] 6/22 7/7 49/1
you're [18] 3/17 13/11 14/15 17/22 22/15 27/11 30/23 34/18 47/25 48/23 49/15 53/3 55/24 59/13 65/22 70/9 70/11 72/3
you've [2] 38/22 61/2
your [18] 3/23 10/12 11/12 12/17 17/21 18/17 18/17 21/23 22/14 29/22 38/25 39/5 54/25 56/8 57/5 61/14 62/17 64/15

Z

zoned [4] 3/10 28/5 31/14 52/18
zoning [13] 2/4 26/18 27/2 27/22 28/18 52/7 52/8 53/9 54/10 57/11 69/11 71/12 75/8

Attachment: 12-4-2017 Public Hearing Transcripts (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Whitney Kelly <wkelly@crevecoeurmo.gov>

#16-031 For The Rezoning Of 11109-11141 Olive Blvd for Mobil On The Run, meeting Dec.5, 2016

Bill Halliburton <billhfs@sbcglobal.net> Mon, Nov 28, 2016 at 1:22 PM
To: wkelly@crevecoeurmo.gov, Jason Jaggi <jjaggi@crevecoeurmo.gov>, jfaron@crevecoeurmo.gov, atravers@crevecoeurmo.gov, bglantz@ci.creve-coeur.mo.us

Dear Concerned City Officials:
I received the Notice Of Public Hearing, Application to Planning and Zoning Commission for the rezoning and conditional use permit for 11109-11141 Olive Blvd. and 11100-11114 Oak Lake Ct., currently Zoned GC General Commercial and C Single Family Residential to be held December 5th, 2016.

Reading the Key Issues, the request does not integrate with the existing surrounding uses. Were this to be approved, i would become the next door neighbor to the project, and be the only remaining residence in the block at 11147 Olive. Blvd. I would have a residence next door to a very large and bright service station-car wash-and possible Quick Mart.

It this seems to advance I will study Section 405.210; Regulation of Uses, Table A.,
Section 405.360 GC-General Core Business District,
Section 405.470 Conditional Uses,
Section 405-1060 Zoning Changes and Text Amendments.

Obviously, this does not give me a sense of well being. I would be the 'proverbial lonely petunia in an onion patch', and all I'd do is cry all day.

Thank you for sending the information.
Sincerely,
Bill Halliburton
11147 Olive. Blvd.
Creve Coeur, Mo. 63141-7650

Attachment: Public Comments from December 5, 2016 Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

PLANNING DEPT.
DEC 1 2016
RECEIVED

November 30, 2016

To the members of the Creve Coeur Planning and Zoning Commission:

My name is Joan Althaus. I reside at 11107 Oak Lake Court in the residence into which my husband and I and three young children moved fifty five yeqrs ago. We looked at numerous properties before selecting this house. It was well constructed by a local builder but the main reason we chose to live here was the quiet location and the safety that living on a cul de sac provided.

When the rest of the houses on the cul de sac were completed, the 11 houses were occupied by professional people with children similar in age, There would be13 children who would line up at Oak Lake Court and Schulte Road to await the school bus which would take them to Weber School (now Creve Coeur City Hall).The children played together and enjoyed the safety of very little traffic on our little street. The families knew one another and enjoyed neighborhood picnics in our backyards. Of course the scene has changed over the years as the children grew up and the ownership of the properties changed. We now have families with pre school children who enjoy the safety that the cul de sac provides as they walk with their children and pets in the street .There are no sidewalks. It is presently a safe, quiet environment for those families and their children.

If the Mobil on the Run is approved, this will no longer be the safe, quiet street now being enjoyed by those families who chose to live here.

I have several concerns, my main one being the traffic that such an expanded operation would generate and its effect on Oak Lake Court. Even now there are times when the traffic on Schulte Road is so heavy it is difficult to exit Oak Lake Court. There are accesses to the present Mobil Station and the Shell station opposite each other on Schulte Road which also presents a traffic problem and will only intensify. Even now, I often have cars turning around in my drive.

I have some other concerns and I hope that it will remain a requirement that there will be no access to the expanded facility from Oak Lake Court.

.If the expansion is approved, there would be a need for a place for the workmen to park. I request that it be a contingent that a place be provided and that they be prevented from parking on Oak Lake Court.

Although my property is located in the unincorporated county, I have always aligned myself with Creve Coeur and put much effort into working for the betterment of the community.

Joan M. Althaus

Joan M. Althaus
Creve Coeur Squire

314 872 7922

Attachment: Public Comments from December 5, 2016 Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Whitney Kelly <wkelly@crevecoeurmo.gov>

Application #16-031 Rezoning for Mobil on the Run

Bill Halliburton <billhfs@sbcglobal.net> Wed, Apr 19, 2017 at 1:56 PM
To: Jason Jaggi <jjaggi@crevecoeurmo.gov>, Whitney Kelly <wkelly@crevecoeurmo.gov>, bglantz@ci.creve-coeur.mo.us, jfaron@crevecoeurmo.gov, atravers@crevecoeurmo.gov

Dear Concerned Creve Coeur Administrators:
I own the single family residence at 11147 Olive Blvd. I have owned this home since 1972.

11127-11135-11141 Olive are residences too, and office several commercial enterprises, and have so for many years, as I am sure you are aware.
11141 is used as dormitory housing for employees that are here for the landscaping season each year and are employed by Quiet Village Landscaping Co., which offices at 11135 Olive Blvd., along with other commercial enterprises. This has existed for years, though I am aware that Quiet Village has acquired property to move to North of Creve Coeur. 11127 Olive contains commercial enterprises also.
Were the rezoning to take place, I would be the only residence left in this block of homes. I would be between the Mobil complex, and the houses on Woodshire Lane. This would not be desirable at all, nor a desirable situation to be in.
I ask that you not approve this rezoning as my residence would not integrate with the existing surrounding uses.
I would certainly be "lonely" on Olive, and essentially have a depreciated property.

Please pass this on to the Planning and Zoning Commission Members;
Beth Kistner, Chair
Gene Rovak
Tim Carney
Heather Silverman
Matthew Schuh
Muriel Hall
Donald Magruder

Thank you for your help,
Sincerely,
Bill Halliburton
11147 Olive Blvd.
(314)567-4163
fax- (314)567-3729
e-mail- billhfs@sbcglobal.net

Attachment: Public Comments from the April 2017 Council Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

6.1.t

Whitney Kelly <wkelly@crevecoeurmo.gov>

18 pictures for you

1 message

william k Halliburton <billhfs22@gmail.com> Wed, Apr 19, 2017 at 2:32 PM
To: wkelly@crevecoeurmo.gov

11127-11135-11141 Olive, all residential.

You have been sent 18 pictures.

DSCN2641.JPG
DSCN2642.JPG
DSCN2643.JPG
DSCN2644.JPG
DSCN2645.JPG
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DSCN2656.JPG
DSCN2657.JPG
DSCN2658.JPG

These pictures were sent with Picasa, from Google.
Try it out here: http://picasa.google.com/

18 attachments



DSCN2641.JPG
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DSCN2642.JPG
79K

Attachment: Public Comments from the April 2017 Council Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)


11127








5197


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Attachment: Public Comments from the April 2017 Council Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)




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Jason Jaggi <jjaggi@crevecoeurmo.gov>

Mobil on the Run applicatin resurrected after withdrawal?

1 message

L R <lrezny@hotmail.com> Mon, Apr 24, 2017 at 2:30 PM
To: "mayor-council@crevecoeurmo.gov" <mayor-council@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>

Concerning the Mobil on the Run application: On Dec 5, the Rezoning, was unanimously denied by Planning and Zoning, then boundary adjustment and Conditional Use permit were unanimously denied,. Finally the Site Plan was unanimously denied. Obviously the plan needs significant work.

It could have gone to Council in that form the next week, but it was WITHDRAWN, not postponed, by the lawyer a few days later. It was withdrawn, not by an inexperienced person, but by the well paid lawyer of the substantial and experienced Wallis company.

Since it was withdrawn, the SAME plan should not have come back for a year.

Why is it here now?

The lawyer did what he did, and then he died of a heart problem, not dementia.

A NEW application could be filed NOW if it had SIGNIFICANT changes. This plan clearly needs significant changes. Given the withdrawal, if they just want to do some nice, but minor, changes, they should have to wait the year the withdrawal requires.

Let them know as soon as they make a NEW plan that is consistent with the Comprehensive Plan and the neighborhood they should come back.

Attachment: Public Comments from the April 2017 Council Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Problems with Left turns on N bound Schulte and a Solution

1 message

L R <lrezny@hotmail.com> Mon, Apr 24, 2017 at 4:48 PM
To: "mayor-council@crevecoeurmo.gov" <mayor-council@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>

Last week I was headed W on Olive in front of Trader Joe's when a car traveling E on Olive made a fast U turn in front of me and turned into McDonald's.

Note that the No Left into McDonald's has been the case for years, but there are always people who do not know this and do stupid and/or illegal things.

It is best to make the road simple enough that they are not tempted.

In the case of the Mobil redo, it is proposed to forbid a left turn into the station from N bound Schulte. The station can be approached from the

W in which case you CAN make a left turn in the middle of Olive. But the Olive is busy and you might think it safer to use the light at Schulte to make a left and

use Schulte to enter, at which point you would be denied a Left in.

If you were approaching from the E there would no direction on Olive that you should drive past the pumps and enter from Olive. The shorter route to the pumps

is a Right onto Schulte, where only then you find you are denied the Left into the Mobil.

Now a portion of the people from the W or E on Olive have a dilemma. No Left into the Mobil.

They might miss seeing the NO LEFT sign and turn in the out,

or they might see the sign and make a U turn on Schulte if traffic is light,

or they might turn into the Shell on the right, interfering with the circulation and exiting at Shell,

or they might proceed down Schulte to the next best spot , Oak Lake, where you turn Left and find the first driveway, Joans at 11107,

or the drive at 11115, home of a preschooler.

Hopefully they would notice the playground in the front yard at 11121 and avoid that drive way.

Maybe they are are polite, not wanting to use someones drive and go to the circle at the end to turn and retrace their drive past the children's yards twice.

Now these children will not always be small, in a few yeas they will be older and want to play in the previously quiet circle at the end of their own street.

Attachment: Public Comments from the April 2017 Council Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Will it be safe?

Possible solution, using part of the Mobil land to widen this stretch of Schulte to put a N bound Left turn lane on Schulte to queue the

cars waiting to turn left into the Mobile.

Attachment: Public Comments from the April 2017 Council Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Questions about noise from the proposed Mobil on the Run

1 message

L R <lrezny@hotmail.com> Mon, Apr 24, 2017 at 4:57 PM
To: "mayor-council@crevecoeurmo.gov" <mayor-council@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>

Questions about noisefrom the proposed Mobil on the Run

The noise study only looked at the noise from the entrance, not the exit with the dryers on the Olive side.

It says the dryers would be very noisy, 95-100 dBA, but that the street noise would cover it.

May be true, but that assumes that the street is uniformly noisy. When the background street noise abated, like in the evenings and on the weekend, there would be the 100dBA of dryer noise ft 70 or 75 from the property line. What will be the noise at the property line at 11147 Olive ?

Is there a masonry wall on that side?

Is there any study of the noise from the 10 vacuums ?

Why are these question coming to Council? Ans: This project was rejected and is not ready for prime time.

Attachment: Public Comments from the April 2017 Council Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Widening Schulte and good plan design

1 message

L R <lrezny@hotmail.com> Mon, Apr 24, 2017 at 4:09 PM
To: "mayor-council@crevecoeurmo.gov" <mayor-council@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>

Schulte needs to be moved a bit to the West EVENTUALLY to align with Mary Meadows. It is not an emergency.

The current plan for the Mobil on the Run forbids Left turn from N bound Schulte. Experts have said that would be hard to enforce. You will get examples of the problems that not allowing Lefts will cause elsewhere later.

If more business is attracted to the NW corner of Schulte and Olive, Schulte needs to be widened at Olive to allow a lane for the N bound left turners.

Is not clear to me who is responsible for the County road, Schulte, at an intersection in Creve Coeur, but currently government bodies ask the owner or developer to do this kind of infrastructure when they redevelop. It may be the responsibility of St Louis County, or of Creve Coeur, adn will have to be coordinated with MODOT as Olive is a State road.

Paying for the infrastructure is part of the cost of development. It is not a bribe to allow bad design. It is part of cost of allowing good design, especially when the need for the infrastructure is not urgent. The only reason the issue is coming up now is that the owner wants to redo the property and that changes the handling of the Left turns N bound on Schulte.

Creve Coeur needs to take this opportunity to fix Schulte if Mobil is asking for an opportunity to fix their property. Just be careful not to make the infrastructure changes that redeveloping Mobil would require an excuse to accept bad design on the Mobil property.

If Mobil wants to redevelop this infrastructure change needs to be brought up early on.

Attachment: Public Comments from the April 2017 Council Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

RECEIVED
NOV 27 2017
PLANNING DEPT.

11107 Oak Lake Court
St Louis Mo 63146
November 14, 2017

To the members of the Creve Coeur Planning and Zoning Commission:

(copy of)

I am enclosing a letter that I sent a year ago as the composition of the commission may have changed since my November 30, 2016 letter.

My concerns remain the same except now my concern regarding added traffic has intensified. I've observed much more traffic on Schulte Road now that industry has increased in the West Port area. The employees are using Schulte (and also Craig) as means of reaching Olive Street Road.

Schulte Road presents many hazards. It is narrow…there are no sidewalks and there are ditches along the sides of the street so that pedestrians are walking in the street, or running in the street. The area surrounding Schulte Road has been designated as a Naturally Occurring Retirement Community, so there are numerous retirees using the street.

The intersection of Schulte and Olive is at present time hazardous and would become more so with added traffic.

I do not use the intersection as frequently as my neighbors who travel that route to and from work, but this is what I recently encountered:

> I was on Schulte, making my left turn, and after completing it, I signaled to pull to the right lane and there was a car right beside me that had made a left turn from the right turn lane.
>
> A few days later, I am again in the left turn lane and the driver of the car in front of me grew impatient waiting for the light to turn, so he made a right turn from the left turn lane, went a short distance, made a U turn and was able to travel east without a delay..

Those were just hazards that I've encountered recently with that intersection of Schulte and Olive and I don't travel it that frequently... I'm certain that there have been many other such occurrences.

Every meeting I've attended and every discussion I've had, the problem of increased traffic is of great concern to all, as it should be. I'm wondering what solution is proposed for providing a safe flow of traffic if this proposed Mobil on the Run is permitted.

We do at times, have cars using the cul de sac as their turn round when the drivers encounter difficulty exiting or entering. one of the existing gas stations.. We do have families with young children residing on Oak Lake Court and that presents a hazard.

I note from signs that there is a Water Way that may be proposed within a block of Schulte…no excuse for dirty cars.

Joan M. Althaus

Encl.

Joan M. Althaus 314 872 7922

Attachment: Public Comment received for the December 4, 2017 Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

November 30, 2016

COPY

To the members of the Creve Coeur Planning and Zoning Commission:

My name is Joan Althaus. I reside at 11107 Oak Lake Court in the residence into which my husband and I and three young children moved fifty five yeqrs ago. We looked at numerous properties before selecting this house. It was well constructed by a local builder but the main reason we chose to live here was the quiet location and the safety that living on a cul de sac provided.

When the rest of the houses on the cul de sac were completed, the 11 houses were occupied by professional people with children similar in age, There would be13 children who would line up at Oak Lake Court and Schulte Road to await the school bus which would take them to Weber School (now Creve Coeur City Hall).The children played together and enjoyed the safety of very little traffic on our little street. The families knew one another and enjoyed neighborhood picnics in our backyards. Of course the scene has changed over the years as the children grew up and the ownership of the properties changed. We now have families with pre school children who enjoy the safety that the cul de sac provides as they walk with their children and pets in the street .There are no sidewalks. It is presently a safe, quiet environment for those families and their children.

If the Mobil on the Run is approved, this will no longer be the safe, quiet street now being enjoyed by those families who chose to live here.

I have several concerns, my main one being the traffic that such an expanded operation would generate and its effect on Oak Lake Court. Even now there are times when the traffic on Schulte Road is so heavy it is difficult to exit Oak Lake Court. There are accesses to the present Mobil Station and the Shell station opposite each other on Schulte Road which also presents a traffic problem and will only intensify. Even now, I often have cars turning around in my drive.

I have some other concerns and I hope that it will remain a requirement that there will be no access to the expanded facility from Oak Lake Court.

.If the expansion is approved, there would be a need for a place for the workmen to park. I request that it be a contingent that a place be provided and that they be prevented from parking on Oak Lake Court.

Although my property is located in the unincorporated county, I have always aligned myself with Creve Coeur and put much effort into working for the betterment of the community.

Joan M. Althaus
Creve Coeur Squire

314 872 7922

Attachment: Public Comment received for the December 4, 2017 Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: Proposed Mobil-on-the-Run Gas Staion and Brite Worx Car Wash @ Olive/Schulte

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov> Mon, Nov 13, 2017 at 8:35 AM
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Please include in the packet material for the Mobil on the Run and car wash application.

---------- Forwarded message ----------
From: **Joseph Piotrowicz** <piotrowicz4@yahoo.com>
Date: Sun, Nov 12, 2017 at 2:07 PM
Subject: Proposed Mobil-on-the-Run Gas Staion and Brite Worx Car Wash @ Olive/Schulte
To: Jason Jaggi <jjaggi@crevecoeurmo.gov>, "gchoate@stlouisco.com" <gchoate@stlouisco.com>
Cc: Jason Jaggi <jjaggi@ci.creve-coeur.mo.us>, Scott Saunders <ssaunders@ci.creve-coeur.mo.us>, "spage@stlouisco.com" <spage@stlouisco.com>, "atravers@crevecoeurmo.gov" <atravers@crevecoeurmo.gov>, "jfaron@crevecoeurmo.gov" <jfaron@crevecoeurmo.gov>, "elawrence@crevecoeurmo.gov" <elawrence@crevecoeurmo.gov>, "truzicka@crevecoeurmo.gov" <truzicka@crevecoeurmo.gov>, "cdalfonso@crevecoeurmo.gov" <cdalfonso@crevecoeurmo.gov>, "rhoffman@crevecoeurmo.gov" <rhoffman@crevecoeurmo.gov>, "sbaseley@crevecoeurmo.gov" <sbaseley@crevecoeurmo.gov>, Joseph Piotrowicz <piotrowicz4@yahoo.com>

Jason/Gail,

My wife, Jill, and I live on Pam Lane, which will be directly behind and downhill from the proposed giant Mobil gas station and Car Wash. We have a few concerns/comments that we were hoping that is being considered by Creve Coeur and St. Louis County during this proposal process. Please send this email to others (council members, alderpersons, etc.) who have any impact on denying/approving the proposed giant gas station development at Olive/Schulte.

Creve Coeur East Olive Corridor Neighborhood Commercial District

1. From the Creve Coeur Comprehensive Plan on page 88: 'The Vision for East Olive is to create a walkable corridor of destination retail boutiques, neighborhood service businesses, small-scale restaurants, attached townhomes, and low-density multi-family homes and single family homes. Development of the East Olive corridor should encourage pedestrian access from adjacent neighborhoods and prioritize walkability between neighboring lots while accommodating car access and easy parking.'
2. Besides the obvious that a giant car wash and gas station not fitting anywhere in that description, I hope the following concerns further discourage you from approving the plan presented for the Mobil-on-the-Run and Briteworx car wash.

Sewer/Storm Drainage

1. The proposed plan for the site includes a SWM BMP very near the residential homes behind the site. What is the plan of action to control possible odors created by the SWM BMP?
2. It looks like all of the storm water from the proposed site is to drains to the proposed SWM BMP. What happens to the rainwater from the site if the rainstorm overwhelms the SWM BMP? Where does the overflow go?
3. It looks like the sewer waste from the site will be added to the current system used by the Oak Lake Court residences and the Pam Lane homes. Has anyone reached out to MSD to see if the current system can handle the new output from the proposed waste? If so, can we be provided with MSD's response? Our understanding is the that sewer system in this watershed is old and already has issues with its current usage amounts. During and after heavy rainstorms we can even smell sewage in our backyards. Also, the current storm system drains from Oak Lake Court directly to the backyards of the Oak Lake Court and Pam Lane residences as an underground storm drainage system does not currently exist. What has MSD communicated regarding this proposal and can wee obtain a copy of MSD's feedback/report?

Noise Pollution

Attachment: Public Comment received for the December 4, 2017 Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

1. It appears that the car wash house is now proposed to be parallel to Olive instead of diagonally and facing Mary Meadows residences. This appears to have solved on problem and has created others: 1) The vehicles are stacking up the NW corner to pay and wait to get into the car wash. 2) Vehicles make lots noise (engines/exhaust/loud music). 3) We assume the 9 vacuum stations will actually have 18 vacuums and serve two parking spaces a piece. 4) The 18 vacuums will be between the car wash building and the residences. A lot of the noise will be blocked by and bounced off of the car Building and back into the residential neighborhood. 5) Three residential homes and many trees on the south side of Oak Lake Court currently act as a buffer between the current gas station. The three residential homes will be demolished and a lot of the trees will be cut down with the newer gas station foot print moving even closer to the Oak Lake Court and Pam Lane residences. 6) The terrain behind the site leads down into a valley which is located behind the Pam Lane and Oak Lake Courts.
2. Taking the SIX factors mentioned here into account, the new gas station will have huge negative impact on the noise level in the neighborhood behind the proposed giant gas station and car wash as the noise will be naturally funneled down into the valley.

Light Pollution

1. The new site plan includes several buildings, light posts and accounts for large amount of vehicular traffic. Taking into account 1) the removal of the three residential homes on Oak Lake Court, 2) the removal of many trees, 3)the site plan is closer to current existing occupied residential homes than ever before, 4) the terrain is a valley with the bright lights of the gas station/car wash at the top of the hill and the residential homes all downhill.
2. Taking the FOUR factors mentioned above into account, the great amount of increased light pollution will have a huge negative impact on the residential homes.

Traffic

1. From Olive, the new site plan calls for one entrance and that is located on north side of Olive and very close to the Schulte intersection. This creates traffic issues on a curve of busy Olive for the customers of the gas station/car wash AND for drivers heading eastbound Olive and looking to turn left onto Schulte. This adds a great deal of danger to an already dangerous intersection.
2. Drivers traveling northbound on Schulte cannot turn into Mobil. This will lead to 2 very unwanted things: 1) Drivers will still try to illegally enter the new site and will most likely cause accidents and traffic/delays. 2) Drivers will turn around on residential driveways on Schulte, Oak Lake Court or Pam Lane.
3. From Mobil, customers exiting onto Schulte, are allowed to turn left-northbound onto Schulte. Why? This is already danger at the current site and a larger customer base would make navigation of this tight intersection even worse.
4. Simply put, the Olive/Schulte intersection cannot handle this site plan.

Previous Residential Comments/Requests Ignored
At December meeting with the surrounding residences, we asked for some considerations and were also provided information that has now changed.

1. The fence on the north side of the property was 8 foot tall and we asked for the design team to make it taller. However, it looks like the fence is now 6 foot tall. Considering the elevation of the light/noise pollution sources and the downhill terrain towards the surrounding residential homes, this is no way helpful in blocking the light/noise pollution and is worse than the initial plan.
2. We asked if a litter control plan would be considered and have not heard back. Is there a plan for one, and, if so, what are the details? Consider the trash that accumulates from the smaller gas station, we can only imagine it will only get worse. We can't even get the current Shell gas station owners to clean up the trash-filled empty lot they own just north of their gas station.
3. We asked if the dumpsters and cooking vents for the prepared foods could be moved as close to Schulte as possible and away from the residential homes to reduce noise and smell pollutions. After reviewing the plans, it does not look like either requests were met.

Olive/Graeser A Better Gas Station/Car Wash Station

1. Waterway looking into the site at Olive/Graeser appears to be a way better site for a giant car wash/gas station: 1) the terrain is mostly flat, 2) the intersection has already been updated/enlarged and can handle the traffic for this kind of business, and 3) residential homes are further away from the site and are not being removed as part of the plan.
2. Since this is better, why would Creve Coeur need another giant gas station/car wash, in a location that doesn't work, and very near an existing Shell gas station/car wash.

Attachment: Public Comment received for the December 4, 2017 Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Re-Zoned

1. Have all of the residential home on Oak Lake Court been re-zoned from residential to commercial?

Thank you for taking the time to read and respond to this email,
Joe Piotrowicz
11116 Pam Lane
St. Louis, MO 63146
H: 314-989-1412

--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

PLEASE NOTE MY NEW EMAIL ADDRESS:
jjaggi@crevecoeurmo.gov

www.creve-coeur.org

Attachment: Public Comment received for the December 4, 2017 Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Whitney Kelly <wkelly@crevecoeurmo.gov>

Mobil On The Run- November 20, 2017 P&Z

Bill Halliburton <billhfs@sbcglobal.net> Thu, Nov 16, 2017 at 3:14 PM
To: barry glantz <bglantz@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>, Whitney Kelly <wkelly@crevecoeurmo.gov>, Alexis Travers <atravers@crevecoeurmo.gov>, jfaron@crevecoeurmo.gov

Dear Concerned City Leaders:
I received the NOTICE OF PUBLIC HEARING and again see that the rezone is for all the 11000 block of Olive, except my residence at 11147 Olive. I am not delighted about being the only home left in the block, as I had suggested to you all in a prior e-mail.
I have sent pictures of all the house on the block, and will repeat sending them today. None of the houses are now or have for many years been in compliance with the City Master Zoning Plans, and obviously are still not.
I owned 902 Woodshire for many years, and coincidentally had Mr. and Mrs. Magruder as rental tenants for a couple of years. Their home was being renovated further down on Woodshire. The whole of Woodshire Lane was not then part of Creve Coeur. I assume that now it is, as Mr. Magruder is on P&Z.
11141 Olive, next door to me acts as housing for the employees of the Lawn Care Service that was housed in the next house East for many years. It still has the residents, who are not a problem for me, but being residential, unlicensed automobiles in the front and rear yards is a bit of a stretch.

I am against the rezoning as I do not want to be the only residence let in this block of Olive. I would still be the lonely little petunia in an onion patch, and that would be disastrous for us, as we are quite advanced in age. I would appreciate my thoughts being passed on to the P&Z Committee, in addition to all of you.
We have resided in Creve Coeur since 1968, 49 years, and do own other property in Creve Coeur. We maintain our property.

I will, under separate cover, again send the pictures of the residences on this block. I remember when 11135 was Mr. Bayer's State Farm Office, and office in his home, and 11135 was the Wagner Family, Landscaping, and office in their home, and 11141 was the Christoferson home, until he passed on and his widow Ruth moved to Friendship Village South and sold the home. I realize that nthing is a permanent as change, but isolating one residence is not change, it is in my opinion, very unfair.

Respectfully,
Bill Halliburton

Attachment: Public Comment received for the December 4, 2017 Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)





Attachment: Public Comment received for the December 4, 2017 Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)








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Attachment: Public Comment received for the December 4, 2017 Meeting (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Whitney Kelly <wkelly@crevecoeurmo.gov>

Mobil Gas Station Redevelopment @ Olive/Schulte

Joseph Piotrowicz <piotrowicz4@yahoo.com> Sun, Dec 17, 2017 at 9:48 PM
Reply-To: Joseph Piotrowicz <piotrowicz4@yahoo.com>
To: "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>, "bkistner@crevecoeurmo.gov" <bkistner@crevecoeurmo.gov>, "tcarney@crevecoeurmo.gov" <tcarney@crevecoeurmo.gov>, "mhall@crevecoeurmo.gov" <mhall@crevecoeurmo.gov>, "dmagruder@crevecoeurmo.gov" <dmagruder@crevecoeurmo.gov>, "grovak@crevecoeurmo.gov" <grovak@crevecoeurmo.gov>, "hsilverman@crevecoeurmo.gov" <hsilverman@crevecoeurmo.gov>, "mschuh@crevecoeurmo.gov" <mschuh@crevecoeurmo.gov>, "clumley@crevecoeurmo.gov" <clumley@crevecoeurmo.gov>, "jstutte@crevecoeurmo.gov" <jstutte@crevecoeurmo.gov>

Creve Coeur Planning and Zoning Commission Members,

Below I discuss my wife's and my opinions on the proposed Mobil gas station redevelopment at Olive/Schulte. We would greatly appreciate it if you took the time to read our letter below.

I reference the 18DEC17 meeting agenda packet found here: http://crevecoeurcitymo.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=1777&Inline=True. Drawing 'C301' on Page 41 and drawing 'PLAT' on page 42 reference the elevation of the terrain and the buildings on the newly proposed gasoline, car wash and vacuum station.

Drawing 'B-B' on C301 indicates that the top of the masonry wall on the north side of the property will be at 690'. Drawing 'C-C' PROFILE' on C301 indicates several things: 1) The carwash building will be at roughly 713', 2) The masonry wall at the north side of the property will be at 685', 3) The location of the vacuum area-including sample small cars with headlights at the top of the wall, and 4) The elevation of Oak Lake Court at 656'. Drawing 'D-D' PROFILE' on C301 indicates that the underside super-bright lights of the pump canopy will be at roughly 695' in elevation and the canopy's side lights will be at roughly 698'. The many 16' tall parking lot lights will be at roughly 696'-702' depending on their location on the site.

While keeping this information in mind, please take a look at the bird's-eye view of the PLAT drawing on page 42. Notice that the elevation drops significantly as you look northwest. This valley includes Oak Lake Court, Pam Lane and also a section of Leisure Lane. Because of the current site plan and the information noted above, our valley will: 1) be lit up from the bright lights from cars AND large trucks driving along around the property, the pump canopy lights, parking lot lights, the building lights and the street lights from Olive Blvd, 2) loud with sound from the folks at the vacuum station that will be stationed between the giant car wash building and the valley-essentially funneling and enhancing the sounds of the parking lot down the valley (engines/exhaust/radios-folks jamming out while vacuuming!); also, the sounds from Olive Blvd will increase- without the existing houses blocking the Olive Blvd. sounds, the sounds will naturally increase… not sure how a generic sound test from 2016 could have possibly tested these scenarios when this plan didn't exist at the time.

It looks like drawing on 'A-A' on C301 indicates that the existing home on Olive Blvd to the west of the site (which the developers also own) have raised the terrain and the masonry privacy fence to protect that house

Attachment: Comments received December 18, 2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

from the increased light and noise pollution. **Can the many homes in the valley northwest of proposed site not receive the same or even better accommodations?**

Please also take the time to drive to the site and spend 10 minutes there. Take a look towards the valley to the northwest. Imagine the proposed houses on Oak Lake Court gone and how that will impact the lighting and sounds of the valley below. Imagine the 30+ foot car wash building anchoring this intersection right against Olive Blvd (yikes!). Take a look at the Schulte/Olive intersection and watch how cars turn into and out of the current gas station. Well…this giant gas station doesn't fit. Plain and simple.

I ask that you also review the audio recording of the P&Z meeting from 04DEC17. Specifically the comments made by commission members. As stated multiple times by several of the commission members, it just does not fit with the CC Comprehensive Plan. Plain and simple. The other members that were on the fence simply sounded like they were willing to possibly settle and look at the CC Comprehensive Plan with blurry eyes and already make exceptions. Why settle and make exceptions? There is no good reason to. A giant gas station/car wash/vacuum enter simply doesn't fit. The site's owners have made bad business decisions, have a bad location and should sell to or develop a different business opportunity or, at minimum, clean up all of their properties. Their unsightly properties are not a reason to allow an to the CC Comprehensive Plan, its a reason to site them for property maintenance infractions.

My wife and I read the CC Comprehensive Plan and we got excited. We had visions of cafes, coffee houses, restaurants, a tax/accounting office, some retails shops, salons, farmer's market…small businesses that we could walk to from our house and that would complement each other…kind of like downtown Kirkwood, the Central West End and the Delmar Loop. We still hope this is the case. With the BP gas station and Waterway car wash at Olive/Old Olive St, the Shell gas station and car wash at Olive/Schulte and the Phillips gas station at New Ballas/Olive…why make an exception to the CC Comprehensive Plan for the fourth gas station in this 1.8 mile stretch of Olive Blvd? The proposed site plan would take up a giant section of Olive Blvd…for a gas station…nothing a neighborhood resident would be excited about walking to…and it's something the area is not hurting for. Once you make this exception, that's it…the proposed site has a giant gas station for the foreseeable future and now the CC Comprehensive Plan can be mocked as not that important of a document.

In summation: Please vote NO to the proposed giant gas station for all the reasons stated above. Don't settle. Follow the vision of the CC Comprehensive Plan as it was carefully and thoughtfully written. Be patient and this stretch of Olive will be great one day.

Thank you for your time and consideration.

Take care,

Joe Piotrowicz

11116 Pam Lane

St Louis, MO 63146

H: 314-989-1412

Attachment: Comments received December 18, 2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

Whitney Kelly <wkelly@crevecoeurmo.gov>

Proposed additional lane N bound on Schulte at Olive for Left turns

1 message

L R <lrezny@hotmail.com> Mon, Dec 18, 2017 at 5:40 PM
To: "karen.yoemans@modot.mo.gov" <karen.yoemans@modot.mo.gov>
Cc: Jason Jaggi <jjaggi@crevecoeurmo.gov>, Whitney Kelly <wkelly@crevecoeurmo.gov>, "lcannon.CBBTRAFFIC.COM" <lcannon@cbbtraffic.com>, "Brensing.cbbtraffic.com" <Brensing@cbbtraffic.com>, Federico Lagos <Federico.Lagos@modot.mo.gov>, "john.braden@modot.mo.gov" <john.braden@modot.mo.gov>, "kkamp@cecinc.com" <kkamp@cecinc.com>

Wallis OII is proposing to redevelop the Mobil at 11109 Olive, and changing the entrances on Olive and Schulte. I wrote an earlier mail about intersection at Olive, Schulte and Mary Meadows concerning the south bound lanes on Schulte and the light. I also propose adding a N bound left turn lane on Schulte to enter the Mobil.

I have concerns with the proposal to make the Schulte entrance 3/4, restricting left from N bound Schulte:
If I were going going east on Olive and wanted to enter the Mobil, I would avoid trying to make a left on Olive before the light. I would find it safer to make a left at the light on Olive and a left from Schulte. I live off Dautel, one block to the east and am so relieved I no longer have to sit in Olive waiting for a break in traffic to get left turns. Why would you want to make people wanting to enter the Mobil do a left away from the light?
Further if you restrict the left in from Schulte there will always be those who are new to the situation and end up attempting it. If they read the sign forbidding the turn they then become an aggravation and possible hazard on Schulte, in the Shell lot or on Oak Lake Court as they try to turn around. This is already a problem on Oak Lake and the residents are sure it will get worse.
There are also a fair number of people who will try and make the left even though the configuration of the entrance makes it difficult. I see them do this all the time at the nearby McDonalds. They are traveling east on Olive and make the forbidden left in after sweeping a mini U-turn on Olive or turning in/out at the front edge of the Trader Joe's lot to get the proper alignment .

I understand that allowing the Left from Schulte has the potential to cause a back up on Olive.
I propose adding a second lane north bound on Schulte going left into the Mobilas it has several advantages:
This would provide a place for the left turners without causing a back up on Olive.
It would eliminate the problems of frustrated left turners making U turns in the Shell lot, further down Schulte, or on Oak Lake Court.
It would eliminate the problem of people sweeping around on Schulte at the entrance to align themselves with a restricted entrance.
>>>Further adding second lane on N bound Schlute for Lefts would move the centerline of Schulte at the intersection with Olive further to the west, aligning Schulte closer to Mary Meadows.

In support of my earlier email, doing two S bound left turn lanes on Schulte would shorten that queque and prevent the S bound drivers from blocking the N bound left turners.

Another consideration is the possibility of a median in Olive at this location as there are medians further to the east and west. If a median is proposed in the future, a 3/4 entrance from Schulte would be bad for the Mobil business. Why not put in the full entrance on Schulte now in case of future changes on Olive?

Attachment: Comments received December 18, 2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)

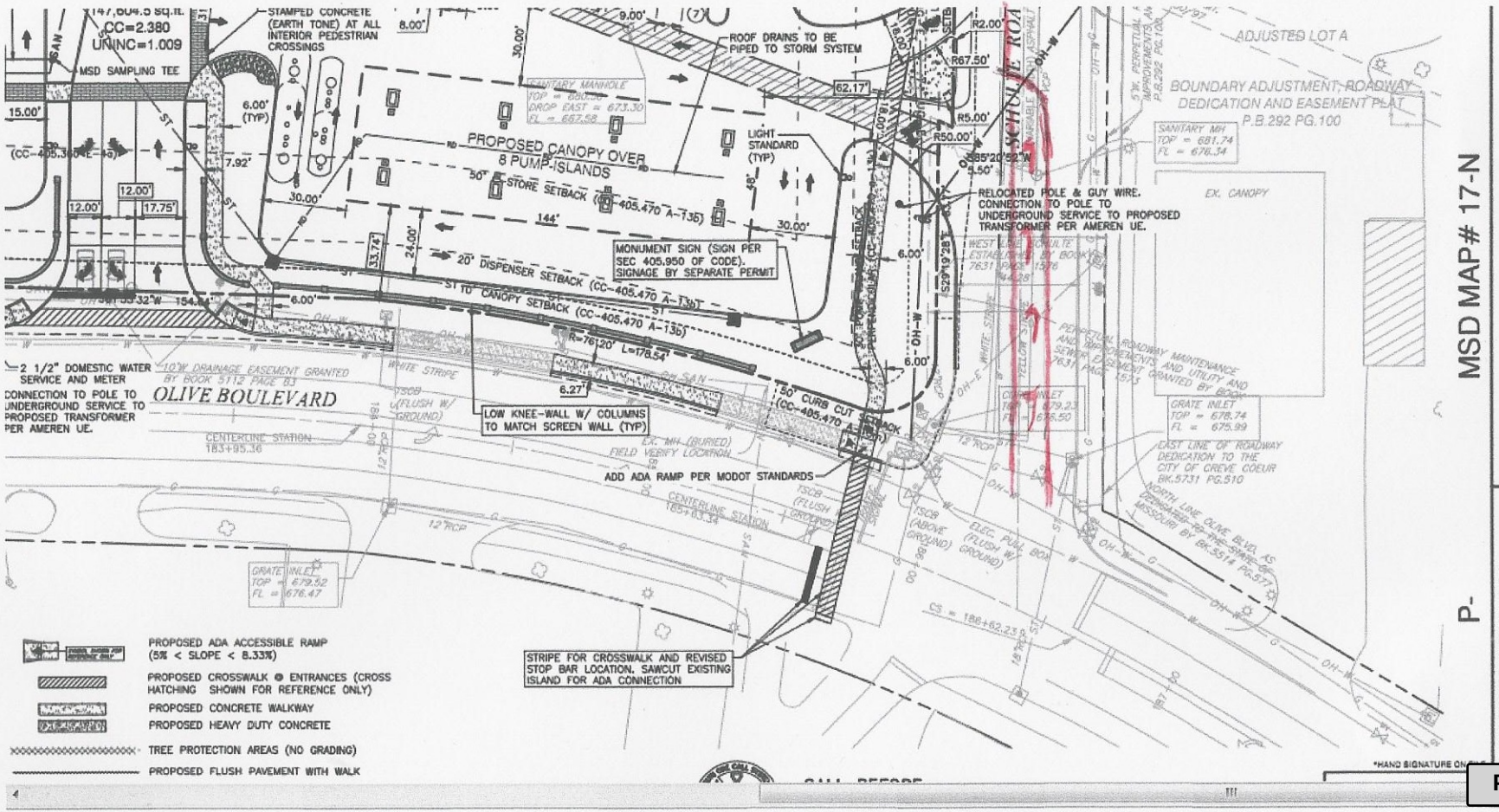
I have attached my drawing:
Proposed Left lane N bound Schulte
This is drawn over C200, page 3 of 15 in the "Revised plans received Nov 27, 2017"
Item 6b of the Creve Coeur Planning and Zoning Agenda of Dec 4, 2017
b. Revised Plans received November 27, 2017

I drew the proposed dedicated left lane in red with turn markings in red.
For clarity I did not show any changes in the S bound lanes on Schulte, but they should also be made.

I have sent copies to everyone listed in the 12-6-16 MODOT Traffic Review letter.
If there are others who should see this, please forward

Thank you for your consideration of my proposal
Linda Rezny
104 Graeser Acres
St Louis, MO 63146
314-872-7699
314-349-0378 cell

Attachment: Comments received December 18, 2017 (16-031 Mobil on the Run and Brite Worx Car Wash RZG,CUP,SDP)



Attachment: Comments received December 18, 2017

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION #17-044 FOR THE REZONING FROM A SINGLE FAMILY RESIDENTIAL TO B SINGLE FAMILY RESIDENTIAL WITH RDD-RESIDENTIAL DESIGNED DEVELOPMENT DESIGNATION FOR 105 AND 157 N. NEW BALLAS ROAD, 1 SANTINO COURT, AND 11921 LADUE ROAD

FOR THE MEETING OF: Monday, December 18, 2017

LOCATION: 105 and 157 N. New Ballas Road, 1 Santino Court, and 11921 Ladue Road.

REQUEST: Brent Crittenden, of Urban Improvement Company, LLC, has submitted a request for the rezoning and preliminary plat approval of 4.732 acres at 105 and 157 N. New Ballas Road, 1 Santino Court, and 11921 Ladue Road, Creve Coeur, MO from A Single Family Residential to B Single Family Residential with RDD-Residential Design Development designation to allow for the development of a 9-home single family subdivision with an average lot size of 19,817.67 square feet.

ADDITIONAL INFORMATION: Any rezoning and preliminary plat with RDD designation requires City Council approval, upon the recommendation from the Planning and Zoning Commission. The properties are currently zoned A Single Family Residential and are part of the Emerald Green Estates Subdivision originally developed in the 1960's and early 1970's. The Subdivision includes a mix of zoning with A Single Family Residential along Ladue and N. New Ballas Roads, and B Single Family Residential interior to the subdivision, along Emerald Green Court and Emerald Green Drive.

Key Issues:
- Do the lots substantially meet all land development standards of this Chapter and those of any other applicable City regulations?

Comprehensive Plan References
- Estate Neighborhood 1 (ER-1)
- Estate Neighborhood 2 (ER-2)

Zoning Code References
- Section 405.250: A Single Family Residential
- Section 405.260: B Single Family Residential
- Section 405.450.*C:* Residential Designed Development Procedure
- Section 405.1060: Zoning changes and Text Amendments

APPLICANT/ PROPERTY OWNER: Brent Crittenden
Urban Improvement Company, LLC
1607 Tower Grove, Ave.
St. Louis, MO 63110



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: January 12, 2018
ATTACHMENTS: Applicant's revised drawings received January 10, 2018
Draft Ordinance

Attachment: 17-044.Staff Report.1-16-2018 (#17-044: Santino Court RZG B-RDD)

REVISED ARCHITECTURAL DESIGNS

Based upon the discussion during the December 18th meeting, the Applicants have revised the elevations of the proposed homes to include more brick, and have provided color renderings. The revised drawings include:

- Removed the 6'-0" wood privacy fence from the site plan, the site plan is now showing two fence types: the 4'-0" wood fence and the aluminum fence around New Ballas Rd.
- All floor plan and elevation options are shown in the drawings.
- Additional brick has been added to the front elevations and back of the garage of the homes.
- Vertical cement fiber siding has been changed to vertical board and batten.
- Included in the package are some new photo-realistic renderings to communicate the concept of the proposed project.
- The landscape buffer along the north property line for the home owner to the north.
- The building line along N. New Ballas Road has shown at 45 feet, as recommended in the prior Staff Report.
- All other aspects of the proposal remain the same, including the dedication of the area at the corner of Ladue Roads and N. New Ballas Roads to the City of Creve Coeur for the completion of the sidewalk project.



Figure 1: Rendering of the homes with additional brick submitted on January 10, 2018



Figure 2: Close-up of the site plan with the proposed fence detail submitted January 10, 2018

Attachment: 17-044.Staff Report.1-16-2018 (#17-044: Santino Court RZG B-RDD)

NEIGHBORHOOD MEETING
Based upon the comments received at the December 18th P&Z meeting from several nearby residents, the applicants have scheduled a meeting with the Emerald Green residents to present the proposed development and answer any questions that the neighbors might have. This meeting is scheduled for Friday evening, January 12th.

SUMMARY AND ACTION
As discussed in the prior staff report, the proposed rezoning will allow a reasonable redevelopment of the subject properties that balances protection for the surrounding neighborhoods while providing a unique housing style. Further, the proposed subdivision is generally in keeping with the intent of the goals of the Comprehensive Plan by developing at a density that is largely in keeping with the surrounding development in an highly visible area, as well as meeting with the Goals for Residential Development & Preservation in the *Creve Coeur 2030* Comprehensive Plan by enhancing the diversity of housing types and improving the walkability and accessibility of neighborhoods. It also conforms to many of the purposes of the Residential Design Development procedure by providing for desireable layout, unique archtitectural style, and housing that offers aging in place and sustainable building and site design features that are not generally found in the City.

The revised drawings includes additonal brick with equal treatment of materials shown on all elevations, which has been a concern in prior RDD discussions. The additional brick improves the overall appearance of the proposed development and addresses the concerns of compatibility of materials to the adjacent neighborhoods. Therefore, a condition of approval includes that the final subdivision plans and building permits shall show the drawings to be substantial compliance with the elevations submitted for this meeting.

Dedication of Sidewalk Easement
The proposed subdivision plat will provide a small section of additional right of way to the City. This area is currently and would remain a portion of the North New Ballas Road curbing and pavement near the northwest corner of North New Ballas Road and Ladue Road. The approval of the City is required for the acquisition of land, such as this addition to the public right of way, according to Section 89.380 of the Missouri Revised Statutes. Through approval of the plat the City would acknowledge and approve the dedication

Below are the recommendations based upon the revised plans, and those items carried over from the previous staff report:

- The final plat shall include a 25 foot landscaped easement provided along Ladue Road and N. New Ballas Road, south of Santino Court, and to the top of the retaining wall for Lot 1 to ensure long-term preservation of the green space and landscaping in these areas.
- The Applicant shall submit a final subdivision plat with trust indentures and final subdivision improvement plans for review and approval by the Planning and Zoning Commission and City Council. The Grading and Subdivision Improvement Plans shall be in substantial conformance with the Site Development Plans and the Landscape Plan submitted on January 10, 2018 as bound together and submitted in conjunction with Application #17-044 by UIC, and as amended below.
- All building elevations shall be in substantial conformance with the "Exterior Elevations" submitted on January 10, 2018 as bound together and submitted in conjunction with Application #17-044 by UIC, showing equal design treatment of all sides. Exterior wall materials are limited to brick, fiber cement, and wood siding. No vinyl siding is permitted.
- Final design of the private park amenity shall be specified in the subdivision improvement plans.
- The Landscape Plan shall be revised to include adding a minimum of one street tree for every 30 lineal feet or part thereof of street frontage, as required in Sections 410.300 and 410.320 of the Subdivision and Land Development Standards along Santino Court, Ladue Road, and North New Ballas Roads, for the Zoning Administrator's approval.

Attachment: 17-044.Staff Report.1-16-2018 (#17-044: Santino Court RZG B-RDD)

- Additional evergreen plants shall be provided along the north of Lots 1 and 2 to provide additional screening for the residents to the north.
- A tree preservation plan shall be submitted showing a minimum of 25% of the existing tree mass or 25% of the trees over 8" caliper shall be preserved as required by Section 405.320 Tree Conservation of the Subdivision Ordinance, and a copy of the Arborist Report regarding the health of the trees to be removed and replaced, subject to Zoning Administrator approval.
- The proposed four-foot fence along Ladue Road shall not be any closer than 25 feet from the property line.
- The Subdivision Improvement Plans and final plat shall provide the appropriate easement for the sidewalks along N. New Ballas Road in coordination with the City's Public Works Department
- Prior to issuance of any building permits, the applicant shall prepare and record the final subdivision plat as approved by the City Council and indentures requiring public access, maintenance, insurance, funding, maintenance of the stormwater BMPs as required by MSD, maintenance of landscaping along Ladue and N. New Ballas roads, and common ground area, to be approved by the City Attorney.
- All signs shall comply with Section 405.940 of the Zoning Ordinance.
- All street lighting shall meet with 405.680: Lighting of the Zoning Ordinance.
- All other standards not specifically approved by the City Council should be in conformance with the Section 405.260, B Single-Family Residential District of the Zoning Code.

If the Planning and Zoning Commission finds that the proposed rezoning to B Single Family Residential under the RDD procedure is appropriate and finds that the Preliminary Plat and subdivision improvements are acceptable, then a recommendation to the City Council on the draft RDD ordinance and preliminary plat can voted on. Any changes to the draft ordinance should be discussed and made by separate actions.

MOTION
The following are examples of motions to pass a recommendation on this application:

1) "I move to recommend approval of the Rezoning, Residential Designed Development and Preliminary Plat for the Santino Court subdivision submitted with Application #17-044, subject to the conditions contained in the draft ordinance attached to the staff report for the meeting of January 16, 2018." (conditions may be added, eliminated, altered, and modified).

2) "I move to recommend approval of the Site Development Plan for the Santino Court subdivision submitted with Application #17-044, subject to the conditions contained in the draft ordinance attached to the staff report for the meeting of January 16, 2018" (conditions may be added, eliminated, altered, and modified).

APPENDIX 1: COMPREHENSIVE PLAN
Included and attached by reference. See body of report for specific excerpts.

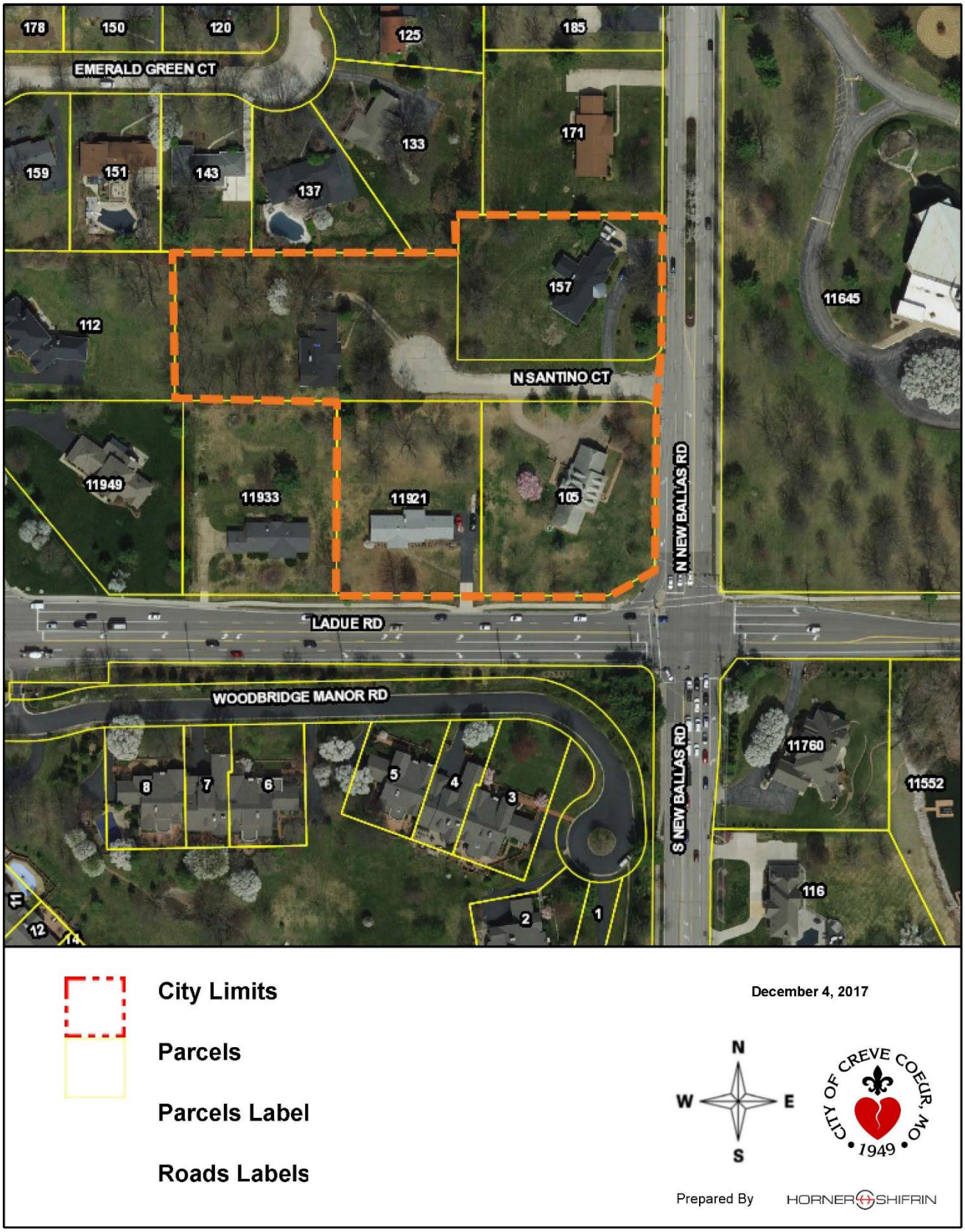
APPENDIX 2: ZONING CODE (CHAPTER 405 OF THE CREVE COEUR MUNICIPAL CODE)
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 3: CREVE COEUR SUBDIVISION AND LAND DEVELOPMENT REGULATIONS (CHAPTER 410 OF THE CREVE COEUR MUNICIPAL CODE)
Included and attached by reference. See body of report for specific excerpts.

Attachment: 17-044.Staff Report.1-16-2018 (#17-044: Santino Court RZG B-RDD)

APPENDIX 5: AERIAL MAP

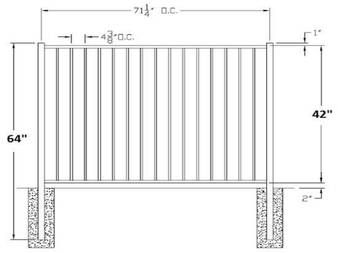
Santino Court Subdivision



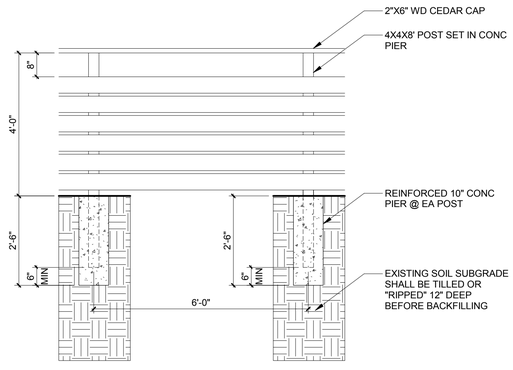
Attachment: 17-044.Staff Report.1-16-2018 (#17-044: Santino Court RZG B-RDD)



SITE PLAN



DECORATIVE ALUMINUM FENCE DETAIL



4’-0” WOOD DECORATIVE FENCE DETAIL

OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
Central Design Office, LLC
1607 Tower Grove Avenue
Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

NOT FOR CONSTRUCTION

Brent A. Crittenden
MO# 2006003774

REV	DATE	DESCRIPTION

1" ACTUAL

140.01.00 - SINGLE FAMILY NEW CONSTRUCTION

SANTINO COURT

CREVE CECOUR, SANTINO COURT

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: DECEMBER 11, 2017
DRAWN BY: TNW
SHEET NAME: FENCING LOCATION AND DETAILS

SHEET 001

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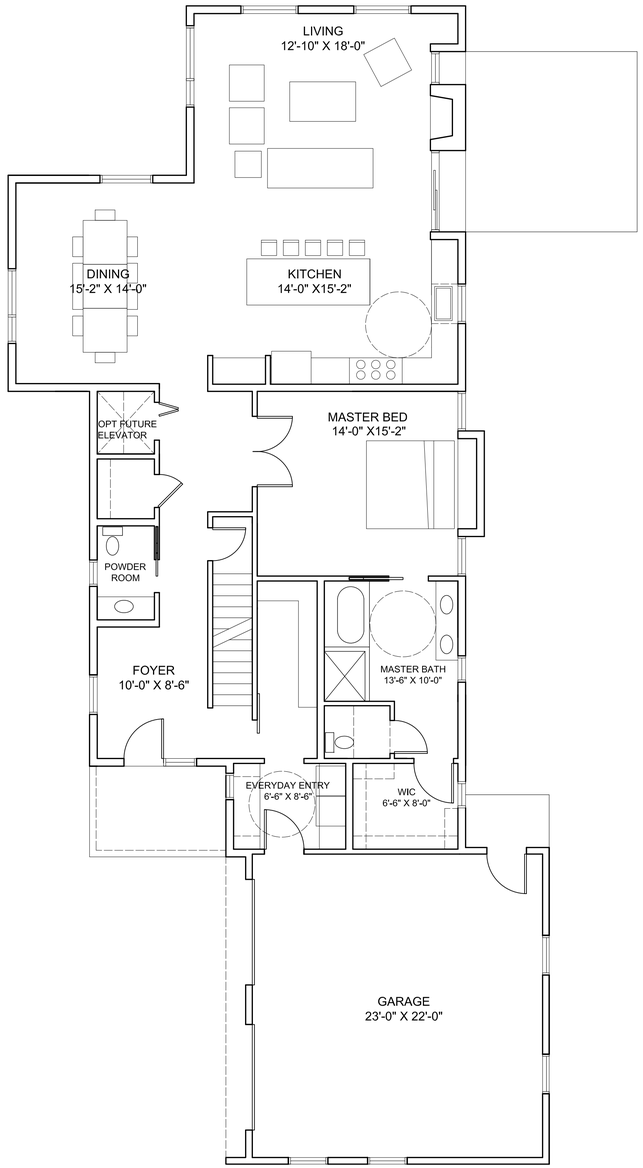
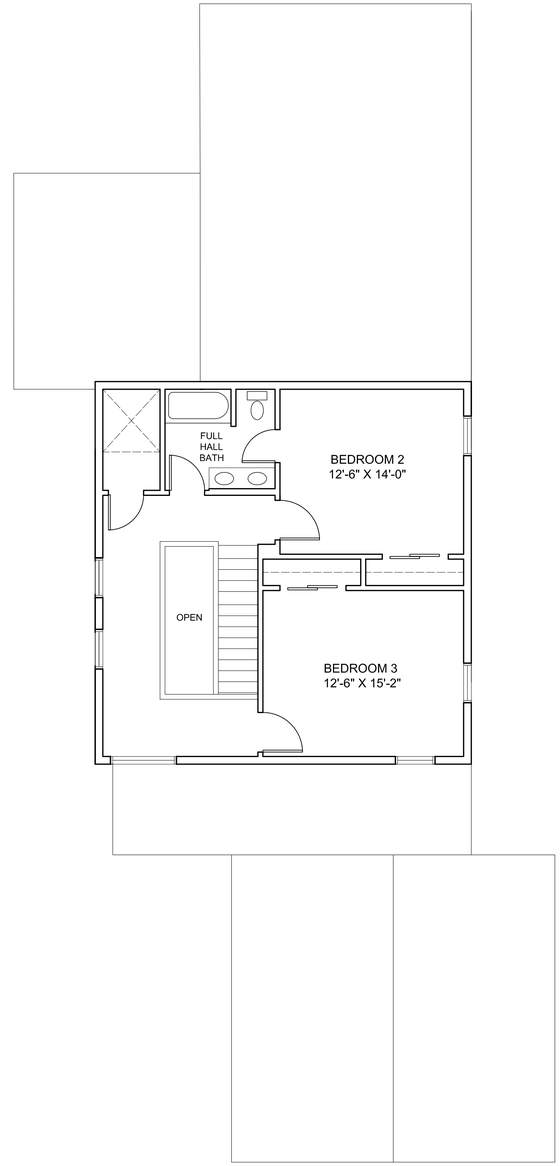
Attachment: Preliminary_RDD_submittal_01102018 (#17-044: Santino Court RZG B-RDD)



1ST FLOOR



2ND FLOOR

FLOOR PLAN A - BASE PLANS

Note: All floor plans and elevations are compatible with each model

OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
Central Design Office, LLC
1607 Tower Grove Avenue
Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

NOT FOR CONSTRUCTION

Brent A. Crittenden
MO# 2006003774

REV	DATE	DESCRIPTION

1" ACTUAL

140.01.00 - SINGLE FAMILY NEW CONSTRUCTION

SANTINO COURT
CREVE CEOUR, SANTINO COURT

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: JANUARY 9, 2018
DRAWN BY: Author
SHEET NAME: FLOOR PLANS

SHEET 002

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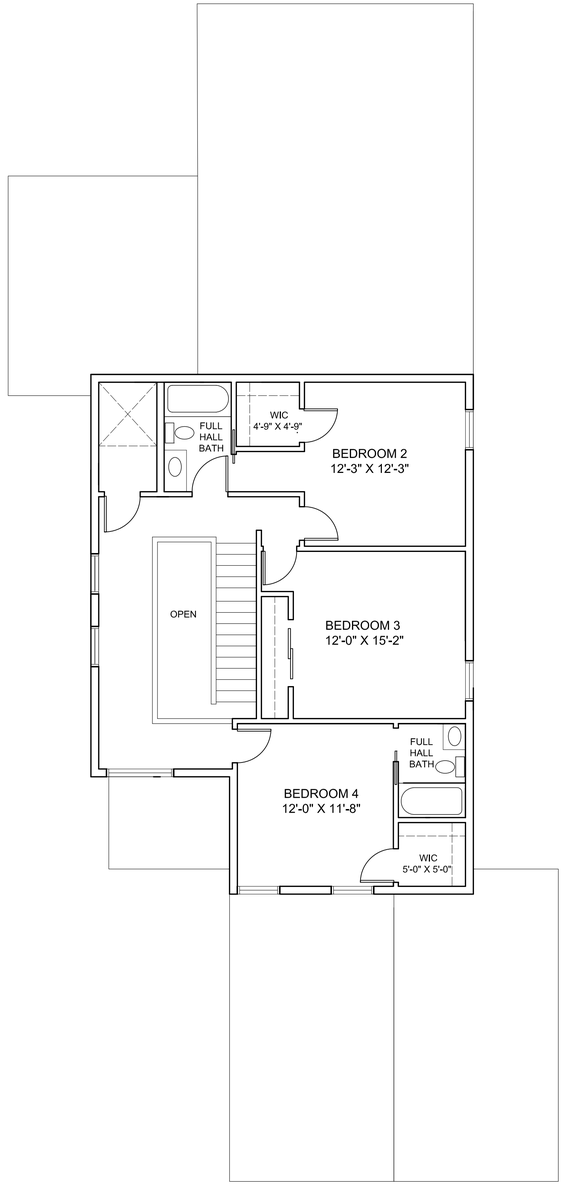
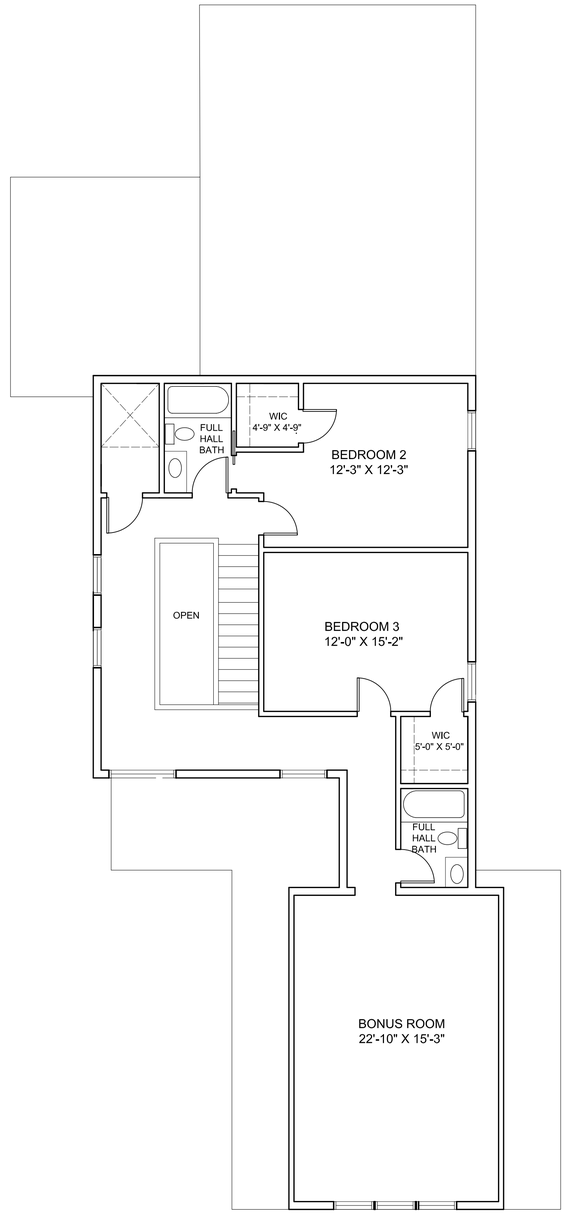
Attachment: Preliminary_RDD_submittal_01102018 (#17-044: Santino Court RZG B-RDD)



2ND FLOOR

FLOOR PLAN A - OPTION 1 - 4 BEDROOM



2ND FLOOR

FLOOR PLAN A - OPTION 2 - BONUS ROOM ABOVE GARAGE

Note: All floor plans and elevations are compatible with each model

OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
Central Design Office, LLC
1607 Tower Grove Avenue
Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

NOT FOR CONSTRUCTION

Brent A. Crittenden
MO# 2006003774

REV	DATE	DESCRIPTION

1" ACTUAL

140.01.00 - SINGLE FAMILY NEW CONSTRUCTION

SANTINO COURT
CREVE CEOUR, SANTINO COURT

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: JANUARY 9, 2018
DRAWN BY:. Author
SHEET NAME: FLOOR PLANS

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Attachment: Preliminary, RDD submittal, 01102018 (#17-044: Santino Court RZG B-RDD)

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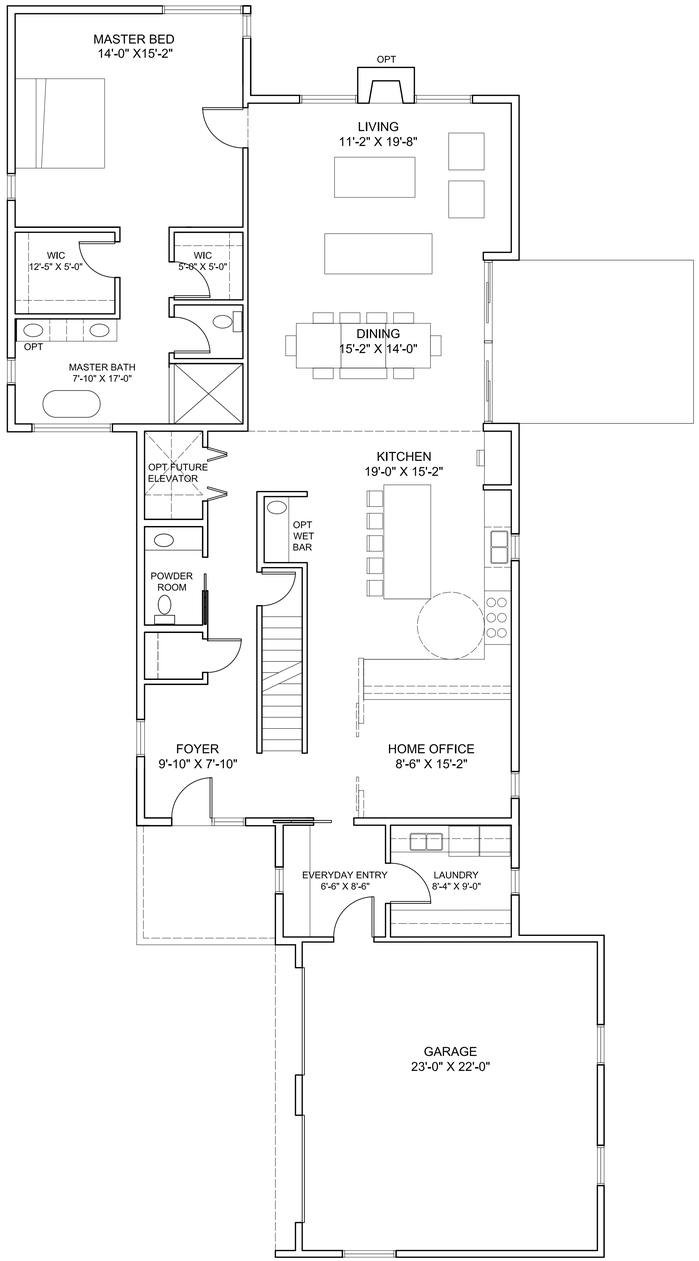

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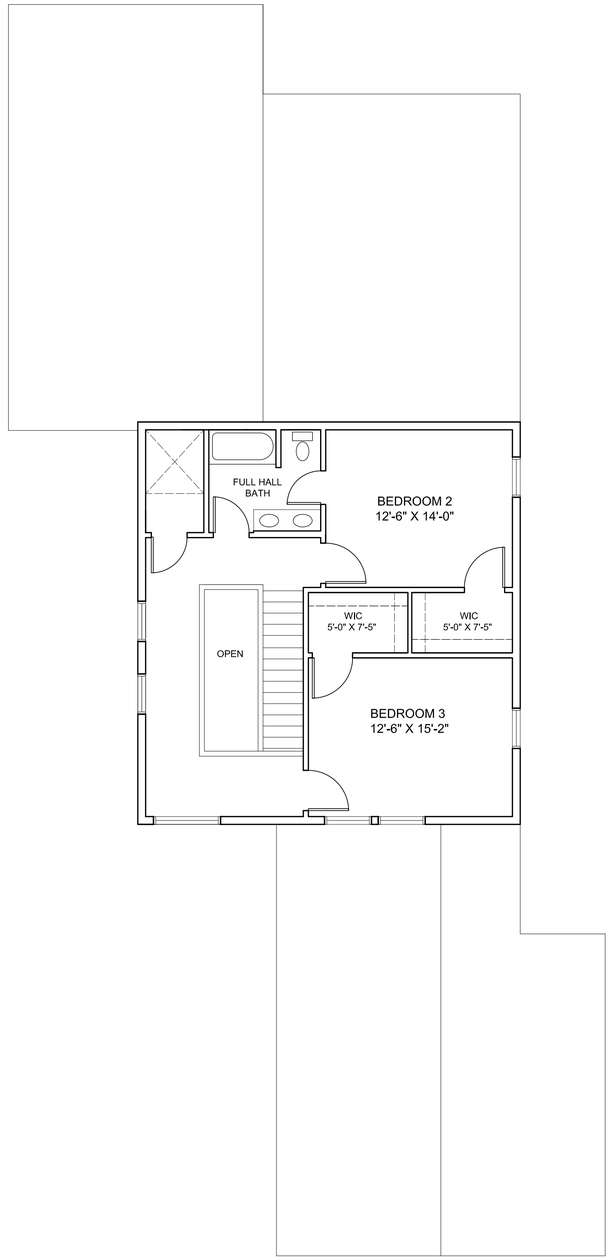

2ND FLOOR

FLOOR PLAN B - BASE PLANS

Note: All floor plans and elevations are compatible with each model

OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
Central Design Office, LLC
1607 Tower Grove Avenue
Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

NOT FOR CONSTRUCTION

Brent A. Crittenden
MO# 2006003774

REV	DATE	DESCRIPTION

1" ACTUAL

140.01.00 - SINGLE FAMILY NEW CONSTRUCTION

SANTINO COURT
CREVE CEOUR, SANTINO COURT

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: JANUARY 9, 2018
DRAWN BY: Author
SHEET NAME: FLOOR PLANS

SHEET 003

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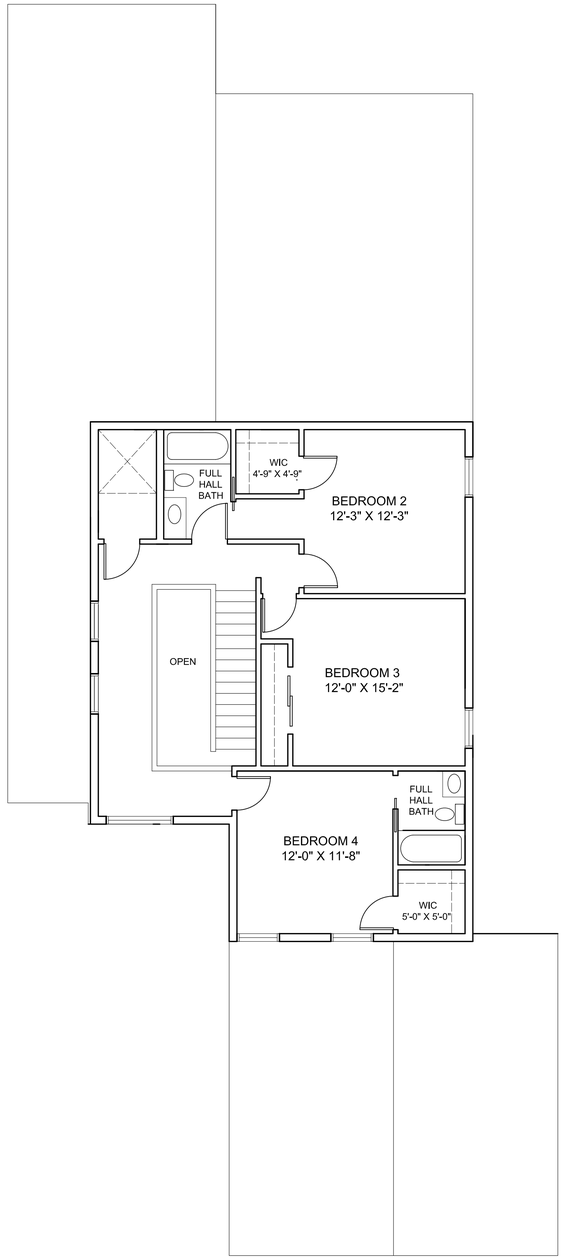
Attachment: Preliminary_RDD_submittal_01102018 (#17-044: Santino Court RZG B-RDD)



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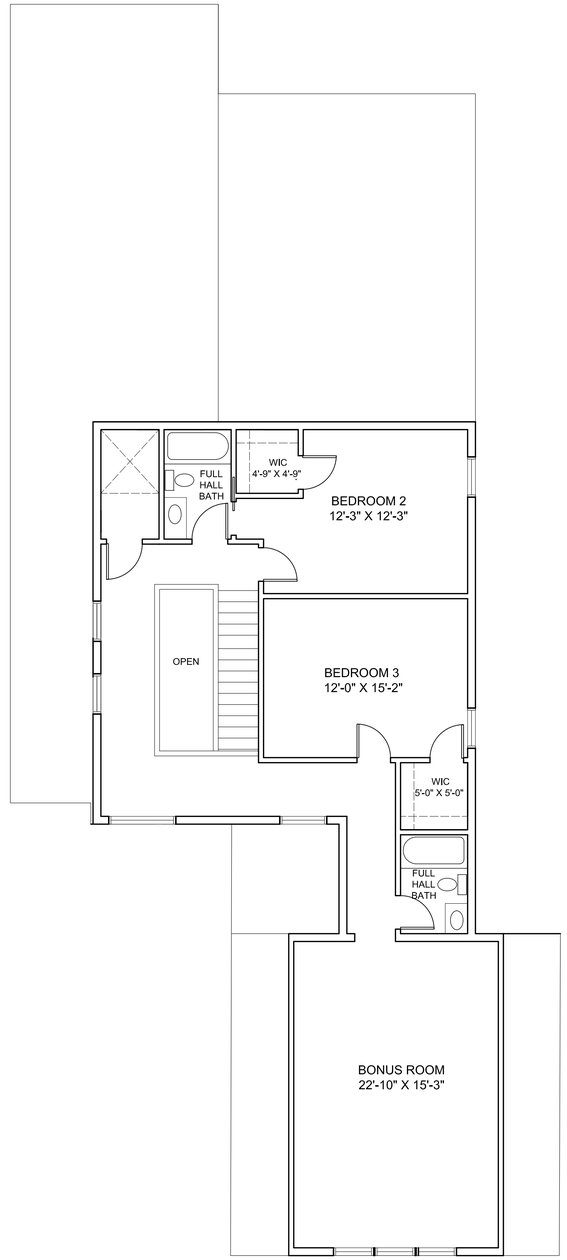
FLOOR PLAN B - OPTION 1 - 4 BEDROOMS



2ND FLOOR

FLOOR PLAN B - OPTION 2 - BONUS ROOM ABOVE GARAGE

Note: All floor plans and elevations are compatible with each model

OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
Central Design Office, LLC
1607 Tower Grove Avenue
Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

NOT FOR CONSTRUCTION

Brent A. Crittenden
MO# 2006003774

REV	DATE	DESCRIPTION

1" ACTUAL

140.01.00 - SINGLE FAMILY NEW CONSTRUCTION

SANTINO COURT
CREVE CEOUR, SANTINO COURT

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: JANUARY 9, 2018
DRAWN BY: Author
SHEET NAME: FLOOR PLANS

SHEET 003

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Attachment: Preliminary_RDD_submittal_01102018 (#17-044: Santino Court RZG B-RDD)

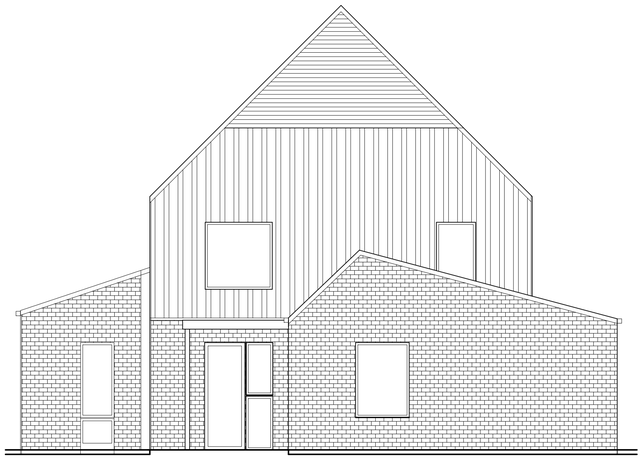


OPTIONAL BONUS ROOM - DESIGN 2

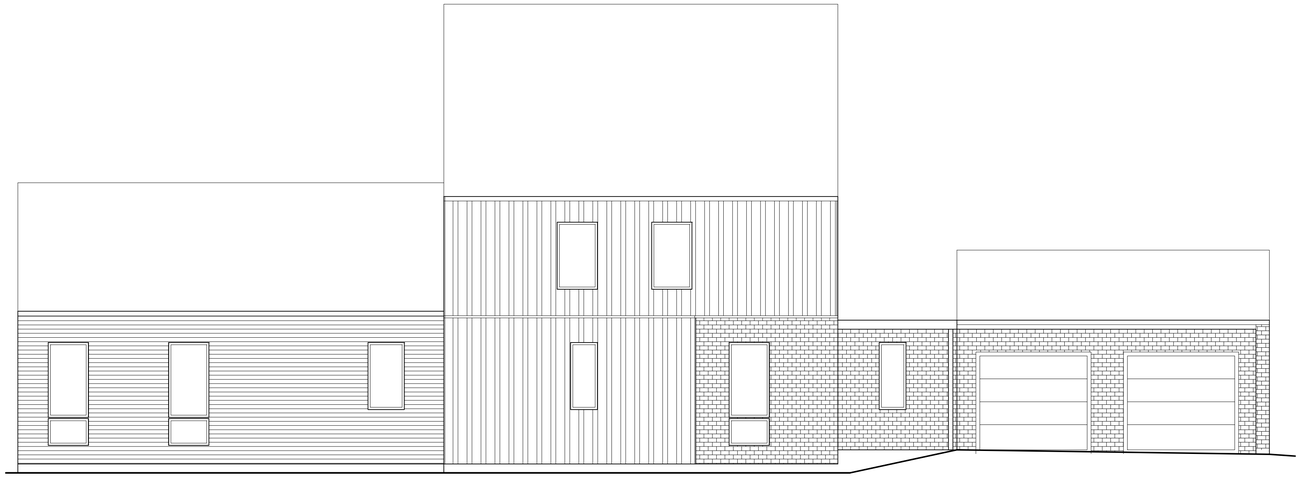


OPTIONAL BONUS ROOM - DESIGN 3

- BOARD AND BATTEN
- CEMENT FIBER LAP SIDING
- BRICK
- WOOD SIDING



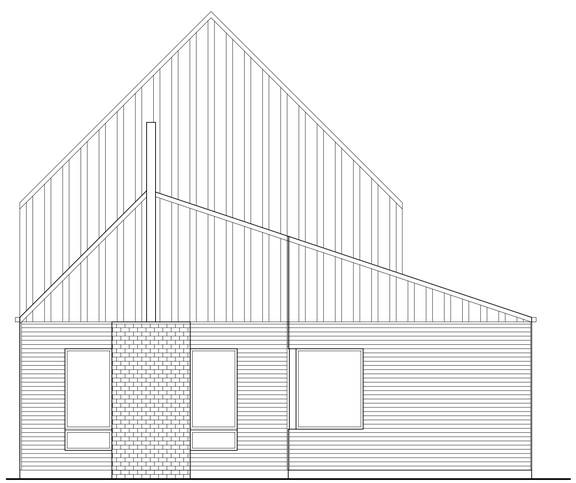
FRONT ELEVATION



LEFT ELEVATION



RIGHT ELEVATION



BACK ELEVATION

ELEVATION STYLE 1

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OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
Central Design Office, LLC

1607 Tower Grove Avenue
Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

NOT FOR CONSTRUCTION

Brent A. Crittenden
MO# 2006003774

REV	DATE	DESCRIPTION

1" ACTUAL

140.01.00 - SINGLE FAMILY NEW CONSTRUCTION

SANTINO COURT
CREVE CEOUR, SANTINO COURT

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: JANUARY 9, 2018
DRAWN BY:. Author
SHEET NAME: ELEVATIONS

SHEET 004

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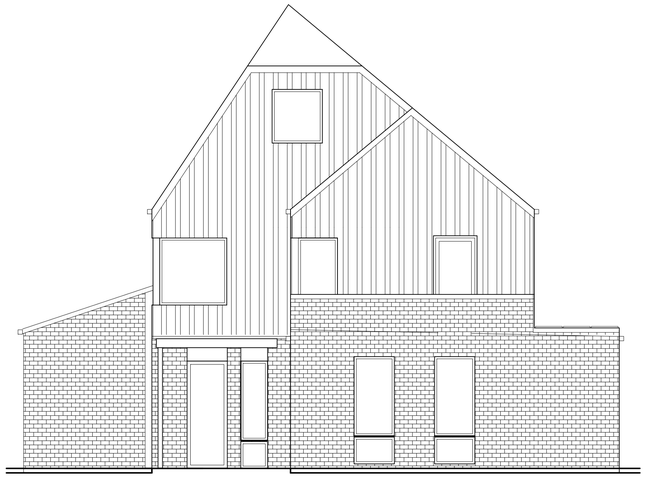


OPTIONAL BONUS ROOM - DESIGN 2

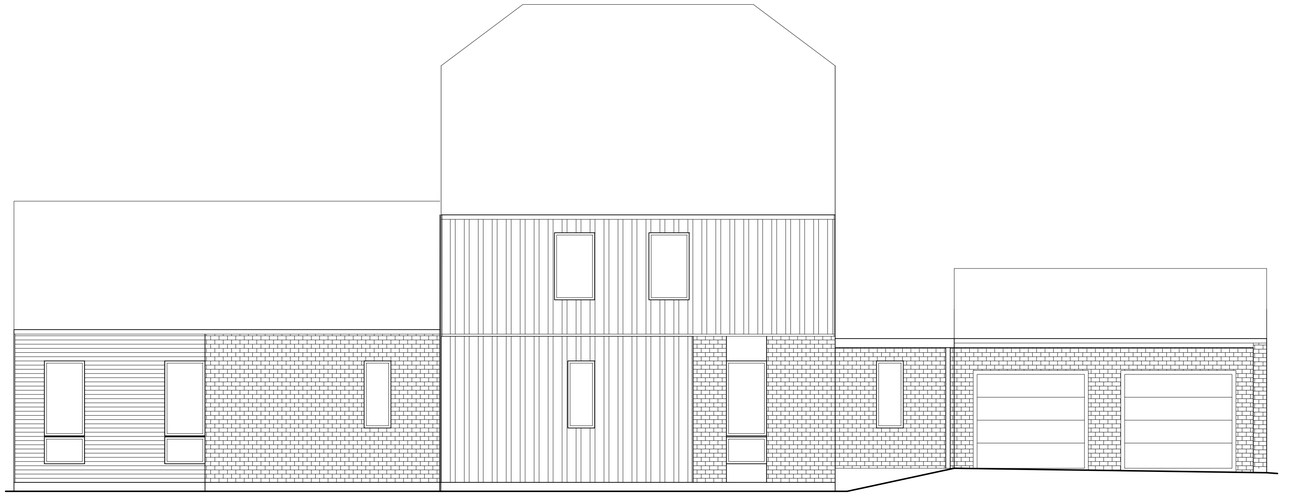


OPTIONAL BONUS ROOM - DESIGN 3

- BOARD AND BATTEN
- CEMENT FIBER LAP SIDING
- BRICK
- WOOD SIDING



FRONT ELEVATION

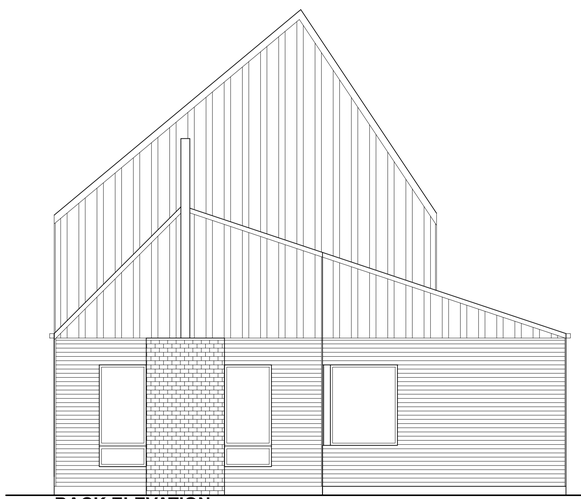


LEFT ELEVATION



RIGHT ELEVATION

ELEVATION STYLE 2



BACK ELEVATION

OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
Central Design Office, LLC

1607 Tower Grove Avenue
Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

NOT FOR CONSTRUCTION

Brent A. Crittenden
MO# 2006003774

REV	DATE	DESCRIPTION

1" ACTUAL

140.01.00 - SINGLE FAMILY NEW CONSTRUCTION

SANTINO COURT

CREVE CEOUR, SANTINO COURT

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: JANUARY 9, 2018
DRAWN BY: Author
SHEET NAME: ELEVATIONS

SHEET 005

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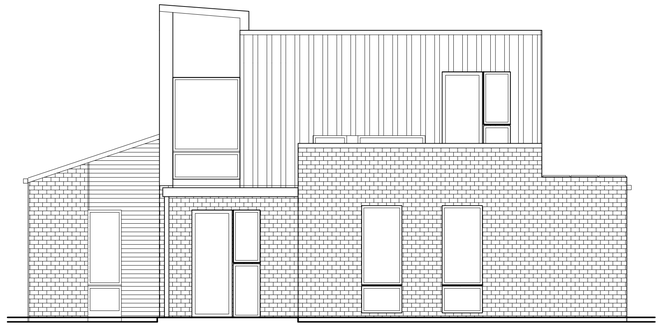
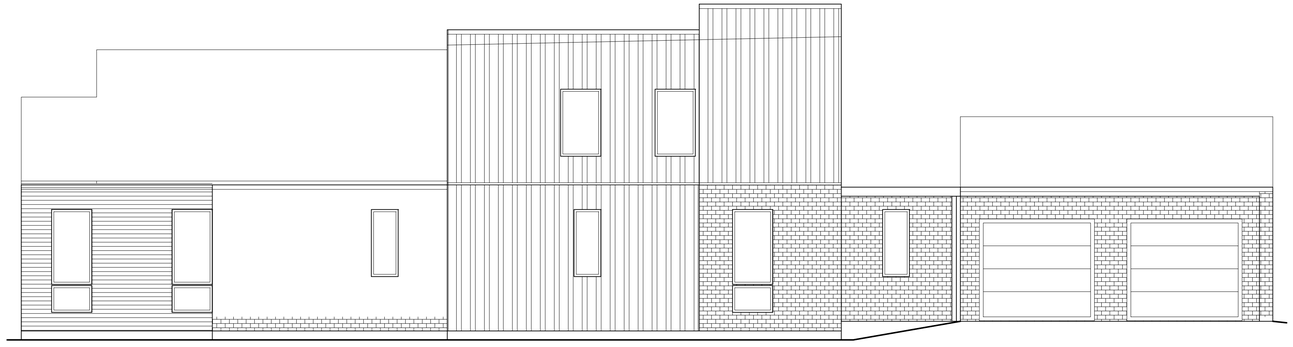


OPTIONAL BONUS ROOM - DESIGN 2

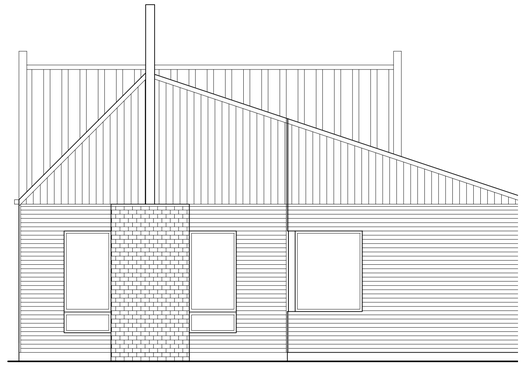
- BOARD AND BATTEN
- CEMENT FIBER LAP SIDING
- BRICK
- WOOD SIDING

FRONT ELEVATION

LEFT ELEVATION



RIGHT ELEVATION



BACK ELEVATION

ELEVATION STYLE 3

OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
Central Design Office, LLC

1607 Tower Grove Avenue
Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

NOT FOR CONSTRUCTION

Brent A. Crittenden
MO# 2006003774

REV	DATE	DESCRIPTION

1" ACTUAL

140.01.00 - SINGLE FAMILY NEW CONSTRUCTION

SANTINO COURT

CREVE CEOUR, SANTINO COURT

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: JANUARY 9, 2018
DRAWN BY: Author
SHEET NAME: ELEVATIONS

SHEET 006

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ELEVATION STYLE 3

ELEVATION STYLE 2

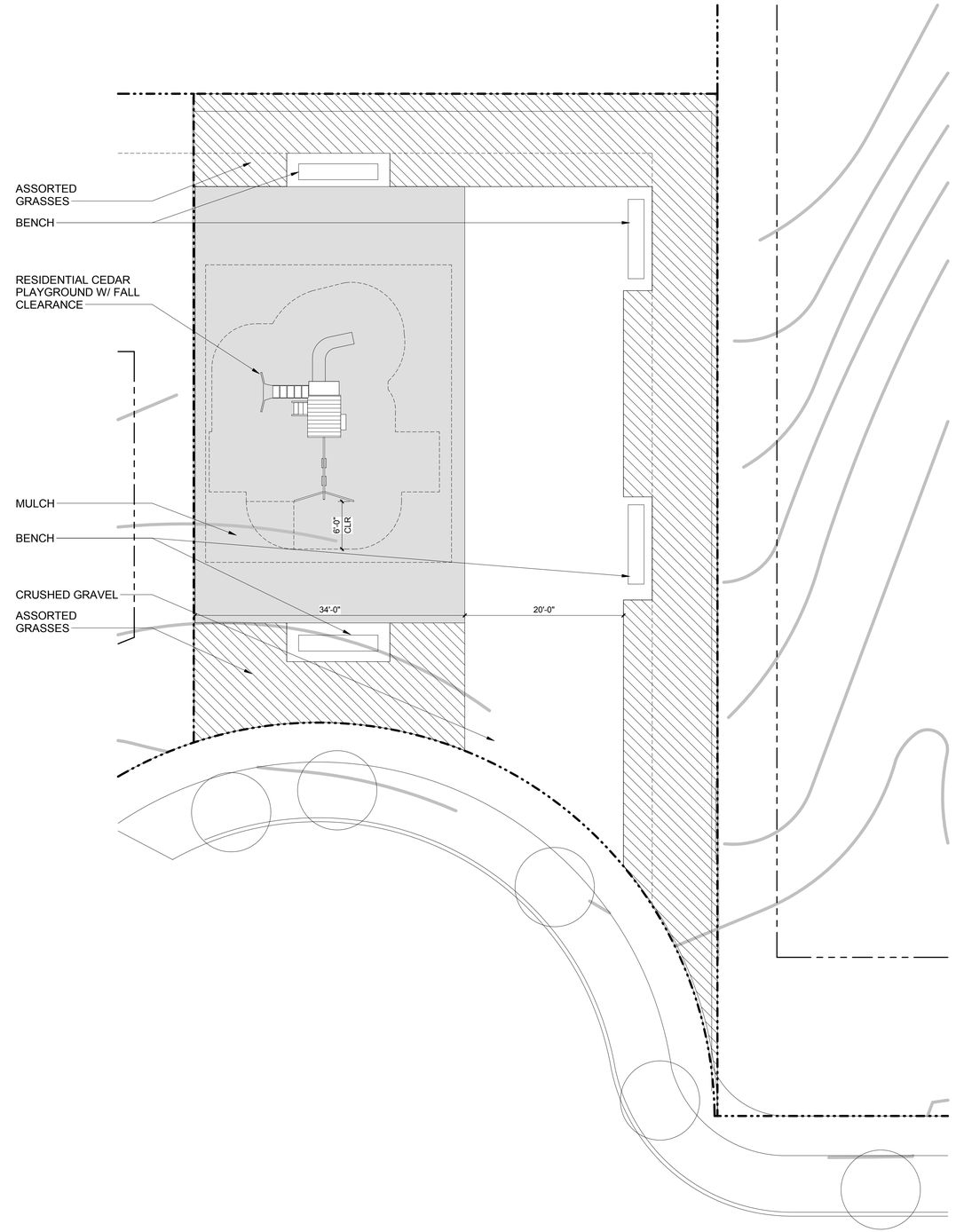
PERSPECTIVE LOOKING NORTH

Attachment: Preliminary_RDD_submittal_01102018 (#17-044: Santino Court RZG B-RDD)



PERSPECTIVE LOOKING WEST

Attachment: Preliminary_RDD_submittal_01102018 (#17-044: Santino Court RZG B-RDD)



COMMON AREA - ENLARGED PLAN

OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
Central Design Office, LLC

1607 Tower Grove Avenue
Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

NOT FOR CONSTRUCTION

Brent A. Crittenden
MO# 2006003774

REV	DATE	DESCRIPTION

1" ACTUAL

140.01.00 - SINGLE FAMILY NEW CONSTRUCTION

SANTINO COURT

CREVE CEOUR, SANTINO COURT

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: DECEMBER 11, 2017
DRAWN BY: Author
SHEET NAME: PARK ENLARGED PLAN

SHEET 010

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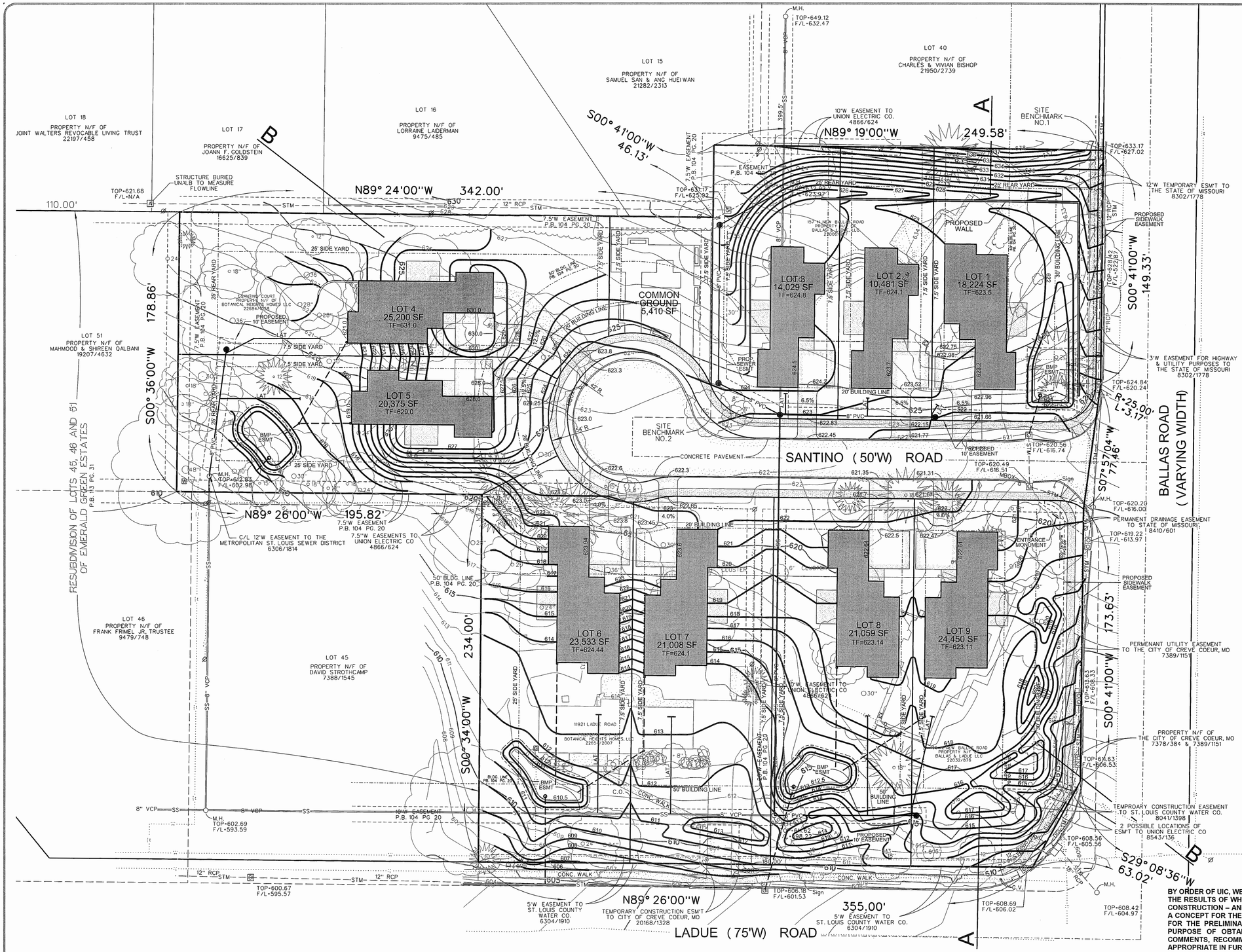

LEGEND

A	AREA INLET
BC	BOTTOM OF CURB
CO	CLEAN OUT
CI	CURB INLET
DI	DOUBLE CURB INLET
E.M.	ELECTRIC METER
E.T.	ELECTRIC TRANSFORMER
FF	FINISHED FLOOR
FH	FIRE HYDRANT
GI	GRATE INLET
GM	GAS METER
GV	GAS VALVE
G.W.	GUY WIRE
LS	LIGHT STANDARD
M.H.	MANHOLE
PVC	POLY VINYL CHLORIDE
RCP	REINFORCED CONCRETE PIPE
TBR	TO BE REMOVED
TBR&R	TO BE REMOVED AND REPLACED
TC	TOP OF CURB
TSCB	TRAFFIC SIGNAL CONTROL BOX
UIP	USE IN PLACE
U.M.H.	UTILITY MANHOLE
UP	UTILITY POLE
VCP	VITRIFIED CLAY PIPE
WM	WATER METER
W.V.	WATER VALVE
WL	YARD LIGHT
-G-	GAS LINE
-OU-	OVERHEAD UTILITIES
-SS-	SANITARY SEWER
-STM-	STORM SEWER
-T-	TELEPHONE LINE
-UE-	UNDERGROUND ELECTRIC
-W-	WATER LINE
-X-	FENCE

REVISED 12-12-2017

BY ORDER OF UIC, WE HAVE PREPARED A SITE DEVELOPMENT PLAN / PRELIMINARY PLAT, THE RESULTS OF WHICH ARE CURRENTLY REPRESENTED ON THIS DRAWING – NOT FOR CONSTRUCTION – AND WAS PREPARED FOR THE SOLE LIMITED PURPOSE OF PROVIDING A CONCEPT FOR THE PROPOSED DEVELOPMENT OF THE TRACT AND IS INTENDED ONLY FOR THE PRELIMINARY USE OF GOVERNMENTAL REVIEWING AUTHORITIES FOR THE PURPOSE OF OBTAINING APPROVAL OF A CONCEPT AND IS SUBJECT TO SUCH COMMENTS, RECOMMENDATIONS OR REVISIONS AS MAY BE DEEMED NECESSARY OR APPROPRIATE IN FURTHERANCE OF SUCH PURPOSES.

STATE OF MISSOURI
12-12-17
TIMOTHY JOHN MEYER
NUMBER E-24665
PROFESSIONAL ENGINEER

TIMOTHY J. MEYER
PROFESSIONAL ENGINEER
PE-24665

STATE OF MISSOURI
ERIC J. KIRBY
NUMBER PLS-2005000374
12/12/17
PROFESSIONAL LAND SURVEYOR

ERIC J. KIRBY, P.L.S
PROFESSIONAL LAND SURVEYOR
MO P.L.S. #2005000374

VOLZ Incorporated
ENGINEERS
LAND PLANNING
LAND SURVEYING
TRANSPORTATION
CONSTRUCTION MANAGEMENT
1897 Tower Grove Avenue
St. Louis, Missouri 63110
10640 Indian Head Indl. Blvd.
St. Louis, Missouri 63132
314.426.6212 Main
314.890.1250 Fax
www.volzinc.com
Authority #203

SANTINO COURT

A TRACT OF LAND BEING LOTS 41 & 42 & PART OF LOTS 43 & 44
OF EMERALD GREEN ESTATESSECTION 10, TOWNSHIP 45 NORTH - RANGE 5 EAST
CITY OF CREVE COEUR, MISSOURI

SITE DEVELOPMENT PLAN
PRELIMINARY PLAT

LOCATOR NUMBER: 18O510302
18O510402
18O510502

4.732 ACRES

21495-0

11-17-2017

01

Attachment: Preliminary_RDD_submittal_01102018 (#17-044: Santino Court RZG B-RDD)

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DISTRICTS:
METROPOLITAN ST. LOUIS SEWER DISTRICT
CREVE COEUR FIRE PROTECTION DISTRICT PARKWAY SCHOOL DISTRICT
CREVE COEUR CREEK WATERSHED

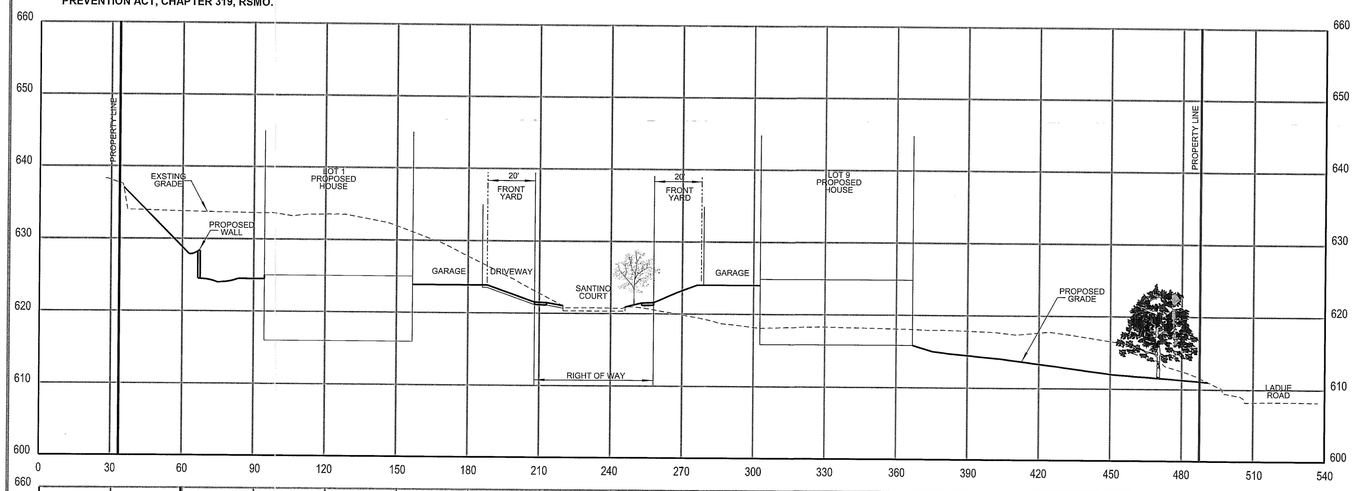
UTILITY SERVICE AREAS:
AMEREN
SPIRE GAS COMPANY
MISSOURI AMERICAN WATER COMPANY
CHARTER COMMUNICATIONS (CABLE TV)
AT&T TELEPHONE COMPANY

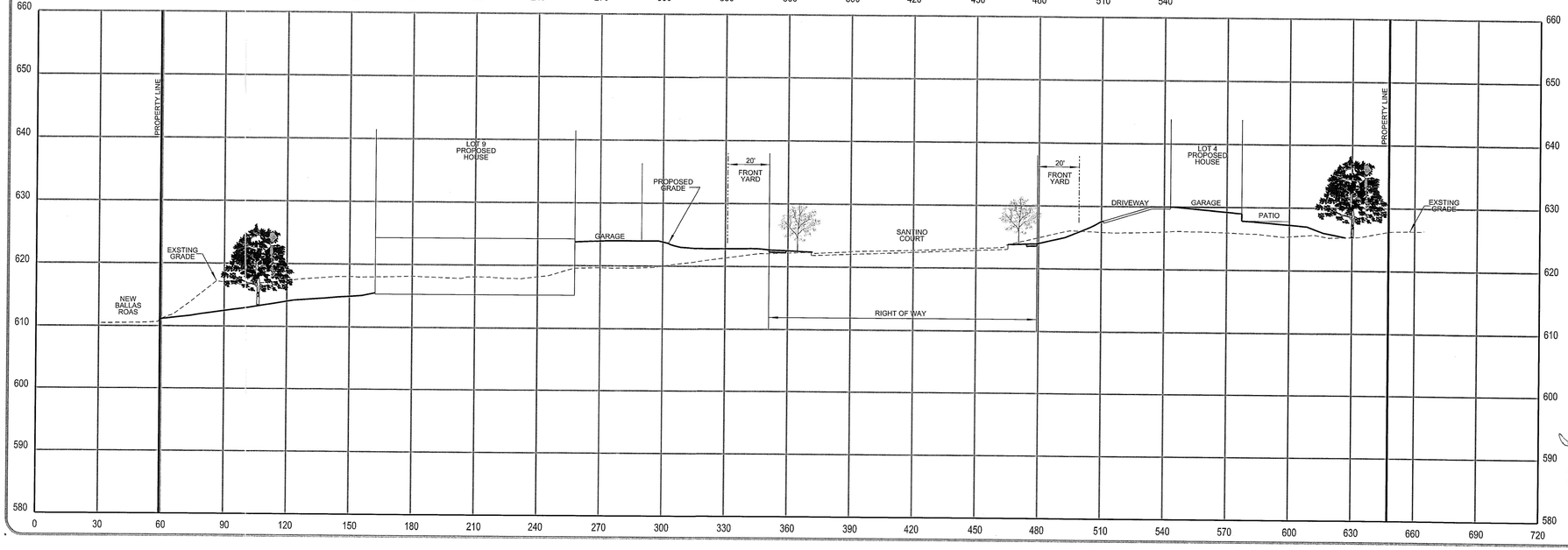
GENERAL NOTES:

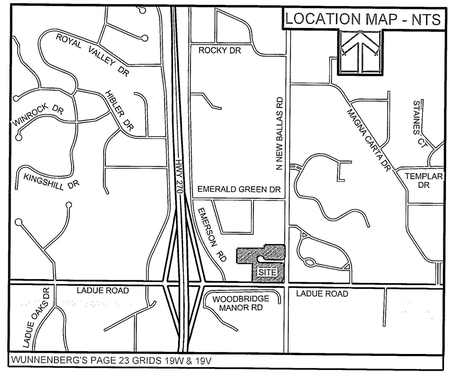
1. SANITARY SEWER CONNECTIONS SHALL BE AS APPROVED BY THE METROPOLITAN ST. LOUIS SEWER DISTRICT.
2. STORMWATER MANAGEMENT SHALL BE DESIGNED PURSUANT TO THE CITY OF CREVE COEUR STANDARDS AND METROPOLITAN ST. LOUIS SEWER DISTRICT REQUIREMENTS AND DISCHARGE AT AN ADEQUATE NATURAL DISCHARGE POINT. SINKHOLES ARE NOT ADEQUATE NATURAL DISCHARGE POINTS.
3. THE LOCATION OF STORM AND SANITARY SEWER IMPROVEMENTS ARE APPROXIMATE ONLY. ACTUAL LOCATIONS SHALL BE DETERMINED BY FIELD CONDITIONS AND SHALL BE INDICATED ON THE IMPROVEMENT PLANS.
4. GRADING AND DRAINAGE SHALL BE PER CITY OF CREVE COEUR STANDARDS AND METROPOLITAN ST. LOUIS SEWER DISTRICT REQUIREMENTS.
5. LANDSCAPING WILL BE PROVIDED AS REQUIRED BY CITY OF CREVE COEUR.
6. SLOPE SHALL NOT EXCEED 3 (HORIZONTAL) : TO 1 (VERTICAL), UNLESS SUPPORTED BY GEOTECHNICAL REPORT AND APPROVED BY THE CITY OF CREVE COEUR STANDARDS.
7. SETBACKS FOR RDD REQUIREMENTS TAKE PRECEDENCE OVER "SPECIAL USE" SETBACK REQUIREMENTS.
8. THE PROPOSED LIGHT STANDARDS SHALL BE IN COMPLIANCE TO THE CITY OF CREVE COEUR'S LIGHTING CODE.
9. THE UNDERGROUND UTILITIES SHOWN HEREIN WERE PLOTTED FROM AVAILABLE INFORMATION AND DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NONEXISTENCE, SIZE, TYPE, NUMBER OR LOCATION OF THESE OR OTHER UTILITIES. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND UTILITIES SHOWN OR NOT SHOWN AND SHALL BE LOCATED IN EXCAVATION OR CONSTRUCTION OF IMPROVEMENTS IN THE FIELD PRIOR TO ANY GRADING. THESE PROVISIONS SHALL IN NO WAY ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319, RSMO.

A TRACT OF LAND BEING SANTINO ROAD (50 FEET WIDE), LOTS 41 & 42 AND PART OF LOTS 43 & 44 OF "EMERALD GREEN ESTATES" A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 104, PAGE 20 OF THE ST. LOUIS COUNTY RECORDS IN SECTION 10, TOWNSHIP 45 NORTH – RANGE 5 EAST, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 42; THENCE EASTWARDLY ALONG THE NORTH LINE OF SAID LOT 42 SOUTH 89 DEGREES 24 MINUTES 00 SECONDS EAST 342.00 FEET TO A POINT ON THE WEST LINE OF SAID LOT 41; THENCE NORTHWARDLY ALONG SAID WEST LINE NORTH 00 DEGREES 41 MINUTES 00 SECONDS EAST 46.13 FEET TO THE NORTH LINE OF SAID LOT 41; THENCE EASTWARDLY ALONG SAID NORTH LINE SOUTH 89 DEGREES 19 MINUTES 00 SECONDS WEST 249.58 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF BALLAS ROAD (VARYING WIDTH); THENCE SOUTHWARDLY ALONG SAID WEST RIGHT-OF-WAY LINE THE FOLLOWING COURSES AND DISTANCES: SOUTH 00 DEGREES 41 MINUTES 00 SECONDS WEST 149.33 FEET, ALONG A CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS NORTH 89 DEGREES 19 MINUTES 00 SECONDS WEST 25.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 3.17 FEET, SOUTH 07 DEGREES 57 MINUTES 04 SECONDS WEST 77.46 FEET, SOUTH 00 DEGREES 41 MINUTES 00 SECONDS WEST 173.63 FEET AND SOUTH 29 DEGREES 08 MINUTES 36 SECONDS WEST 63.02 FEET TO A POINT ON THE NORTH RIGHT-OF WAY LINE OF LADUE ROAD (75 FEET WIDE); THENCE WESTWARDLY ALONG SAID NORTH RIGHT-OF-WAY LINE NORTH 89 DEGREES 26 MINUTES 00 SECONDS WEST 355.00 FEET TO THE WEST LINE OF AFOREMENTIONED LOT 44; THENCE NORTHWARDLY ALONG SAID WEST LINE NORTH 00 DEGREES 34 MINUTES 00 SECONDS WEST 234.00 FEET TO A POINT ON THE SOUTH LINE OF AFOREMENTIONED LOT 42; THENCE WESTWARDLY ALONG SAID SOUTH LINE NORTH 89 DEGREES 26 MINUTES 00 SECONDS WEST 195.82 FEET TO THE WEST LINE OF SAID LOT 42; THENCE NORTHWARDLY ALONG SAID WEST LINE NORTH 00 DEGREES 36 MINUTES 00 SECONDS EAST 178.86 FEET TO THE POINT OF BEGINNING AND CONTAINING 4.732 ACRES ACCORDING TO CALCULATIONS BY VOLZ INCORPORATED DURING NOVEMBER 2017.







STORMWATER MANAGEMENT FLOOD PROTECTION			
TOTAL SITE AREA	=	185,130	sf
EXISTING			
PERVIOUS AREA	=	140,317	sf
PERVIOUS PERCENTAGE	=	75.8%	
15YR-20MIN PI FACTOR	=	1.70	
PERVIOUS FLOWRATE (Q)	=	5.48	cfs
IMPERVIOUS AREA	=	44,813	sf
IMPERVIOUS PERCENTAGE	=	24.2%	
15YR-20MIN PI FACTOR	=	3.54	
IMPERVIOUS FLOWRATE (Q)	=	3.64	cfs
FLOWRATE (Q)	=	9.12	cfs
PROPOSED			
PERVIOUS AREA	=	129,201	sf
PERVIOUS PERCENTAGE	=	69.8%	
15YR-20MIN PI FACTOR	=	1.70	
PERVIOUS FLOWRATE (Q)	=	5.04	cfs
IMPERVIOUS AREA	=	55,929	sf
IMPERVIOUS PERCENTAGE	=	30.2%	
15YR-20MIN PI FACTOR	=	3.54	
IMPERVIOUS FLOWRATE (Q)	=	4.55	cfs
FLOWRATE (Q)	=	9.59	cfs
DIFFERENTIAL FLOWRATE			
PROP Q - EX Q	=	0.47	cfs < 2 cfs
Q_p		Not Required	

CHANNEL PROTECTION			
TOTAL SITE AREA	=	185,130	sf
	=	4.25	Ac < 5 Ac
C_{PV}		Not Required	

WATER QUALITY			
TOTAL DISTURBED AREA	=	172,737	sf
	=	3.97	Ac > 1 Ac
W_{QV}		Required	

PROJECT NOTES:		
AREA OF SITE:	4.732 ACRES | 4.257 ACRES EXCLUDES RIGHT-OF-WAY	
LOCATOR NO:	18O610392 18O610062 18O610402 18O610028	
OWNER OF RECORD: SITE ADDRESS:	18O610392 BALLAS AND LADUE LLC 157 N NEW BALLAS RD SAINT LOUIS, MO 63141	18O610402 BALLAS & LADUE LLC 105 N NEW BALLAS RD SAINT LOUIS, MO 63141
	18O610062 BOTANICAL HEIGHTS HOMES LLC 1 SANTINO CT SAINT LOUIS, MO 63141	18O610028 BOTANICAL HEIGHTS HOMES LLC 11921 LADUE RD SAINT LOUIS, MO 63141
PREPARED FOR:	VOLZ 1607 TOWER GROVE AVENUE ST. LOUIS, MISSOURI 63110 MAIN: 314.771.7300	
PREPARED BY:	VOLZ Incorporated 10849 INDIAN HEAD INDL. BLVD. ST. LOUIS, MO 63132 314.426.6212 MAIN 314.890.1250 FAX	
EXISTING ZONING:	SINGLE FAMILY RESIDENTIAL	
PROPOSED ZONING:	"B" SINGLE FAMILY RESIDENTIAL – SECTION 405.260 RDD – RESIDENTIAL DEVELOPMENT DISTRICT	
PROPOSED SETBACKS:	20' FRONT YARD 7.5' SIDE YARD 25' REAR YARD	
NEW BALLAS ROAD:	30' SETBACK	
LADUE ROAD:	50' SETBACK	
OPEN SPACE:	3.45 ACRES / 4.732 ACRES = 73%	
DENSITY CALCULATIONS:	4.257 ACRES - 185,434.92 SF EXCLUDES RIGHT OF WAY 185,434.92 SF / 20,000 SF = 9.27	
PROPOSED LOTS:	9 LOTS	
OFF-STREET PARKING REQUIREMENTS:	9 LOTS x 2 PARKING SPACES PER	18 SPACES
LEGAL DESCRIPTION	A TRACT OF LAND BEING LOTS 41 & 42 & PART OF LOTS 43 & 44 OF EMERALD GREEN ESTATES SECTION 10, TOWNSHIP 45 NORTH - RANGE 5 EAST CITY OF CREVE COEUR, MISSOURI	

BASED ON MSD GENERAL DESIGN CRITERIA FOR STORM WATER MANAGEMENT, WATER QUALITY IS THE ONLY ELEMENT REQUIRED. THIS SITE DOES NOT MEET THE THRESHOLD NEEDS FOR CHANNEL PROTECTION OR FLOOD VOLUME DETENTION.

WATER QUALITY WILL BE ADDRESSED IN A SERIES OF RAIN GARDENS AS SHOWN ON THE PROPOSED PLAN.

REVISED 12-12-2017

BY ORDER OF UIC, WE HAVE PREPARED A SITE DEVELOPMENT PLAN / PRELIMINARY PLAT, THE RESULTS OF WHICH ARE CURRENTLY REPRESENTED ON THIS DRAWING – NOT FOR CONSTRUCTION – AND WAS PREPARED FOR THE SOLE LIMITED PURPOSE OF PROVIDING A CONCEPT FOR THE PROPOSED DEVELOPMENT OF THE TRACT AND IS INTENDED ONLY FOR THE PRELIMINARY USE OF GOVERNMENTAL REVIEWING AUTHORITIES FOR THE PURPOSE OF OBTAINING APPROVAL OF A CONCEPT AND IS SUBJECT TO SUCH COMMENTS, RECOMMENDATIONS OR REVISIONS AS MAY BE DEEMED NECESSARY OR APPROPRIATE IN FURTHERANCE OF SUCH PURPOSES.

STATE OF MISSOURI
12-12-17
TIMOTHY JOHN MEYER
NUMBER E-24665
REGISTERED PROFESSIONAL ENGINEER

TIMOTHY J. MEYER
PROFESSIONAL ENGINEER
PE-24665

STATE OF MISSOURI
ERIC J. KIRBY
NUMBER PLS-2005000074
12/12/17
PROFESSIONAL LAND SURVEYOR

ERIC J. KIRBY, P.L.S
PROFESSIONAL LAND SURVEYOR
MO P.L.S. #200500007

VOLZ Incorporated
ENGINEERS
LAND PLANNING
LAND SURVEYING
TRANSPORTATION
CONST. MANAGEMENT
10849 Indian Head Ind'l. Blvd.
St. Louis, Missouri 63132
314.426.6212 Phone
314.890.1250 Fax
www.volzinc.com
Authority #203

1607 TOWER GROVE AVENUE
ST. LOUIS, MISSOURI 63110
MAIN: 314.771.7300

SANTINO COURT

A TRACT OF LAND BEING LOTS 41 & 42 & PART OF LOTS 43 & 44 OF EMERALD GREEN ESTATESSECTION 10, TOWNSHIP 45 NORTH - RANGE 5 EAST CITY OF CREVE COEUR, MISSOURI

SITE DEVELOPMENT PLAN
PRELIMINARY PLAT

4.732 ACRES

LOCATOR NUMBER: 18O610392, 18O610062, 18O610402, 18O610028

21495-0

11-17-2017
02

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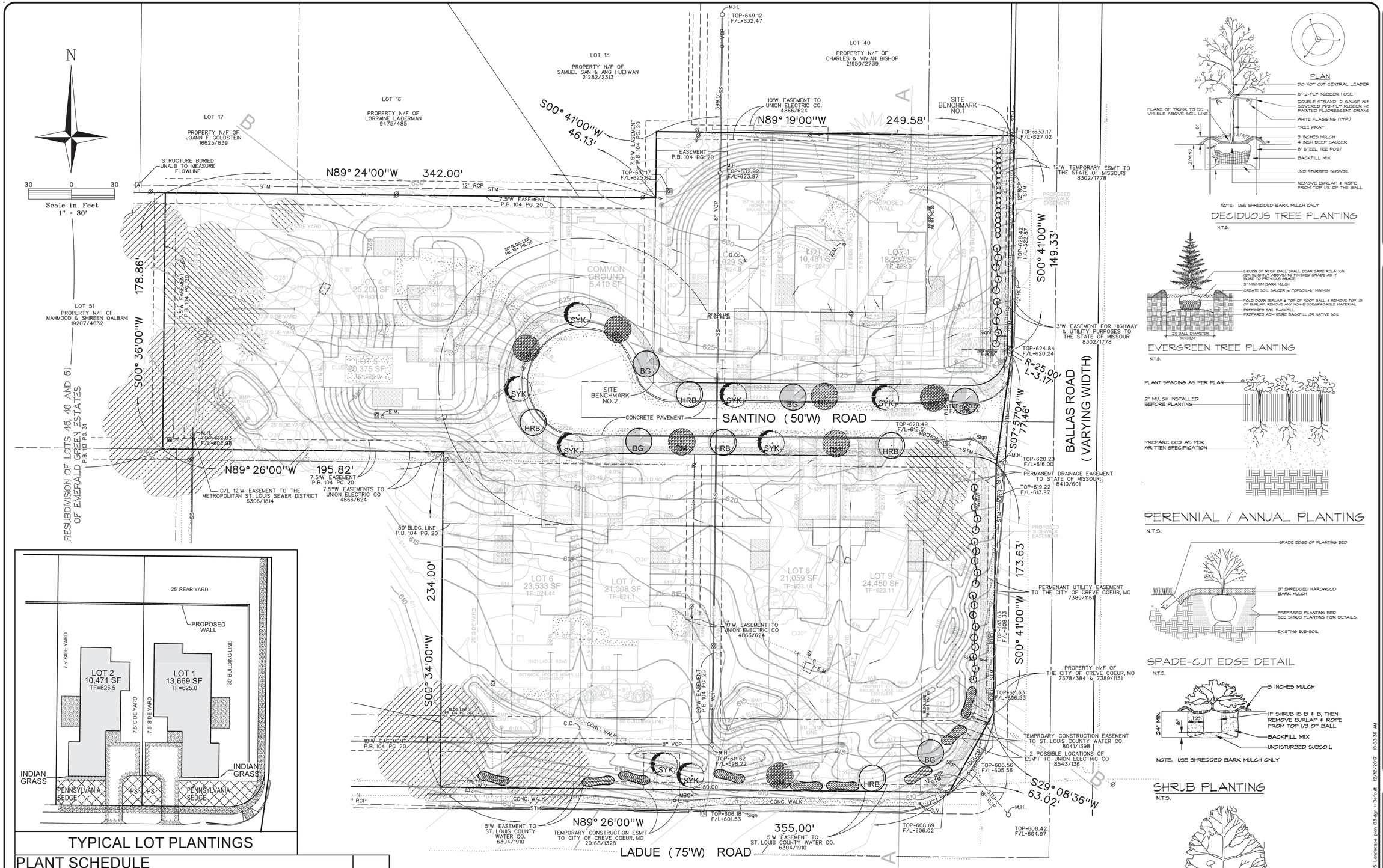
Attachment: Preliminary_RDD_submittal_01102018 (#17-044: Santino Court RZG B-RDD)



TYPICAL LOT PLANTINGS

PLANT SCHEDULE

TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
SYK	8	LONDON PLANE / PLATANUS × ACERIFOLIA	2.5" CAL
BG	5	BLACK GUM / NYSSA SYLVATICA	2.5" CAL
HRB	5	HERTAGE RIVER BIRCH / BETULA NIGRA 'CULLY' HERITAGE	2.5" CAL
RM	7	RED MAPLE / ACER RUBRUM	2.5" CAL
	16	ASSORTED GRASSES	18" O.C.
	18	MAIDEN GRASS	18" O.C.
	24	ARBORVITAE / THUJA	
	TYPICAL LOT	PENNSYLVANIA SEDGE /CAREX PENSYLVANICA	
	TYPICAL LOT	INDIAN GRASS / SORGHASTRUM NUTANS	

DECIDUOUS TREE PLANTING
N.T.S.

EVERGREEN TREE PLANTING
N.T.S.

PERENNIAL / ANNUAL PLANTING
N.T.S.

SPADE-CUT EDGE DETAIL
N.T.S.

SHRUB PLANTING
N.T.S.

TREE PROTECTION DETAIL
N.T.S.

REVISED 12-12-2017

VOLZ Incorporated
ENGINEERS
LAND PLANNING
LAND SURVEYING
TRANSPORTATION
CONST. MANAGEMENT
10849 Indian Head Ind'l. Blvd.
St. Louis, Missouri 63132
314.890.1250 Phone
314.890.1250 Fax
www.volzinc.com
Authority #203
1607 Tower Grove Avenue
St. Louis, Missouri 63110

SANTINO COURT

A TRACT OF LAND BEING LOTS 41 & 42 & PART OF LOTS 43 & 44
OF EMERALD GREEN ESTATESSECTION 10, TOWNSHIP 45 NORTH - RANGE 5 EAST
CITY OF CREVE COEUR, MISSOURI

LANDSCAPE PLAN

LOCATOR NUMBER: 18O610392 18O610402 18O610412 18O610028

4.257 ACRES

21495-0

11-17-2017

03

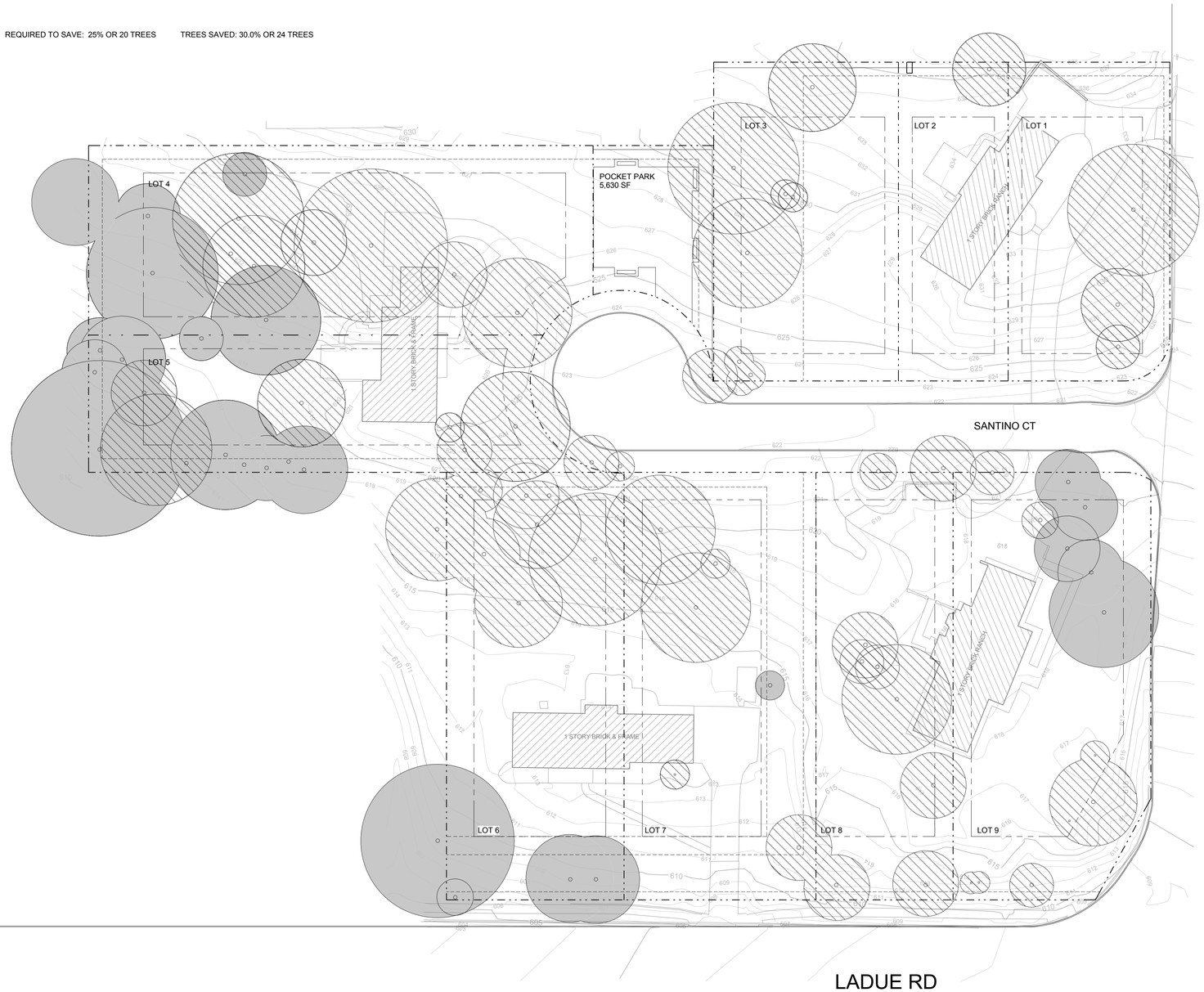
H:\cad\21400-21499\21495\Planning\SDP\21495 Landscape plan 03.dgn :: Default 12/12/2017 10:08:36 AM

Attachment: Preliminary_RDD_submittal_01102018 (#17-044: Santino Court RZG B-RDD)

EXISTING TREES 8" DIA. OR MORE

TREES TO SAVE

INDIVIDUAL TREES: 8" DIA OR MORE 80 TREES REQUIRED TO SAVE: 25% OR 20 TREES TREES SAVED: 30.0% OR 24 TREES



1 TREE CENSUS
1/32" = 1'-0"

OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
Central Design Office, LLC
1607 Tower Grove Avenue
Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

NOT FOR CONSTRUCTION

Brent A. Crittenden
MO# 2006003774

REV	DATE	DESCRIPTION

1" ACTUAL

140.01.00 - SINGLE FAMILY NEW CONSTRUCTION

SANTINO COURT
CREVE CEOUR, SANTINO COURT

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: DECEMBER 11, 2017
DRAWN BY: Author
SHEET NAME: TREE CENSUS

SHEET L-100

COPYRIGHT 2017 CENTRAL DESIGN OFFICE, LLC

P:\UIC\PROJECTS\14001_Ballas and Ladue Road (UIC Homes)\b. Designia Drawings\Revit\14057_Ballas and Ladue.rvt 1/9/2018 10:04:36 AM

Attachment: Preliminary_RDD_submittal_01102018 (#17-044: Santino Court RZG B-RDD)

BILL NO. _____ **ORDINANCE NO. _____**

AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF CREVE COEUR TO REZONE 4.257 ACRES OF LAND FROM "A" SINGLE-FAMILY RESIDENTIAL DISTRICT TO "B" SINGLE-FAMILY RESIDENTIAL DISTRICT AND AUTHORIZING A RESIDENTIAL DESIGNED DEVELOPMENT (RDD) WITH ACCOMPANYING PRELIMINARY SUBDIVISION PLAT AND SITE DEVELOPMENT PLAN FOR THE PROPOSED SANTINO COURT SUBDIVISION, FOR THE PROPERTY CURRENTLY ADDRESSED AS 105 AND 157 N. NEW BALLAS ROAD, 1 SANTINO COURT, AND 11921 LADUE ROAD

WHEREAS, Brent Crittenden, of Urban Improvement Company, LLC, has submitted a request for the rezoning and preliminary plat approval of 4.257 acres at 105 and 157 N. New Ballas Road, 1 Santino Court, and 11921 Ladue Road, Creve Coeur, MO from A Single Family Residential to B Single Family Residential with RDD-Residential Design Development designation to allow for the development of a 9 single family home subdivision with an average lot size of 19,817.7 square feet; and

WHEREAS, in accordance with Sections 405.280, 405.450(C), and 405.1080 of the Zoning Ordinance, the applicant has submitted a Site Development Plan (hereafter referred to as the "subdivision improvement plan") and Preliminary Plat to the Department of Planning for the Santino Court subdivision, including 9 lots on the 4.257 acres, with residential designed development (RDD); and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, December 18, 2017, beginning at 6:30 p.m., and continued to Tuesday, January 16, 2018, at 6:30 p.m. or immediately following the close of the previous public hearing, on the rezoning and RDD request and accompanying Preliminary Plat; and

WHEREAS, notice of said public hearing had been previously published at least 15 days prior to the hearing, in the St. Louis Countian, a newspaper of general circulation in the City of Creve Coeur and otherwise posted and published in accordance with the Zoning Ordinance; and

WHEREAS, the Planning and Zoning Commission reviewed and, by a ____ vote recommended approval of the rezoning, RDD, plat, and site development plan, at its meeting on January 16, 2018; and,

WHEREAS, all persons who presented themselves and desiring to be heard were given an opportunity to be heard and a copy of the proposed ordinance was made available for public inspection prior to its further consideration by the City Council; and this Bill having been read by title in open meeting two times by the City Council; and

WHEREAS, the City Council being fully informed finds that rezoning the property would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest and in good zoning practice; and

WHEREAS, the City Council finds that the Residential Designed Development proposal, as submitted on December 12, 2018 and when subject to certain conditions set forth herein, is consistent with good planning practice, consistent with good site landscape planning, is not detrimental to the existing and permitted uses in the surrounding area, is deemed desirable to provide the purpose of Section 405.450 of the Zoning Code and is in accordance with the

Attachment: 17-044.Draft Ordinance.1-16-2018 (#17-044: Santino Court RZG B-RDD)

BILL NO. _____ **ORDINANCE NO. _____**

criteria of Section 405.450(C)(1-3) of the Zoning Code regarding minimum project area, gross acreage, yards, and site and building coverage;

NOW, THEREFORE, be it ordained by the City Council of the City of Creve Coeur, St. Louis County, Missouri, as follows:

SECTION 1: The Official Zoning Map of the City of Creve Coeur shall be amended to rezone the property addressed as 105 and 157 N. New Ballas Road, 1 Santino Court, and 11921 Ladue Road, Creve Coeur, MO from A Single Family Residential to B Single Family Residential with RDD-Residential Design Development designation, subject to the conditions stated herein, which property is more specifically described as follows:

Legal Descriptions
1 Santino Court – Lot 42 of Emerald Green Estates, according to the plat thereof recorded in Plat Book 104 page 20 of the St. Louis County Records

105 N New Ballas - Lot 43 of Emerald Green Estates, according to the plat thereof, recorded in Plat Book 104 page 20, EXCEPTING THEREFROM the South 15 feet thereof conveyed to the State of Missouri by deed recorded in Book 5322 page 466 of the St. Louis County Records and FURTHER EXCEPTING THEREFROM that portion conveyed to the State of Missouri, acting by and through the Missouri Highway and Transportation Commission by deed recorded in Book 8410 page 601 of the St. Louis County Records.

157 N New Ballas – Lot 41 of Emerald Green Estates, according to the plat thereof recorded in plat book 104 page 20 of the St. Louis County Records.

11921 Ladue - Lot 44 of Emerald Green Estates, as per plat thereof recorded in Plat Book 104 page 20 of the St. Louis County Records, excepting therefrom the South 15 feet thereof conveyed to the State of Missouri by deed recorded in Book 5322 page 466.

SECTION 2: A residential designed development (RDD) permit is hereby granted for the Santino Court subdivision, to be located on the land described in Section 1 of this ordinance, subject to the conditions contained herein.

SECTION 3: The Santino Court RDD shall conform to the Site Improvement Plan, the Preliminary Plat and the Landscape Plan, last revised January 10, 2018, or as further revised as required and approved by the City of Creve Coeur, and are further subject to the following conditions:

1. The final plat shall include a 25 foot landscaped easement provided along Ladue Road and N. New Ballas Road, south of Santino Court, and to the top of the retaining wall for Lot 1 to ensure long-term preservation of the green space and landscaping in these areas.
2. The Applicant shall submit a final subdivision plat with trust indentures and final subdivision improvement plans for review and approval by the Planning and Zoning Commission and City Council. The Grading and Subdivision Improvement Plans shall be in substantial conformance with the Site Development Plans and the Landscape Plan submitted on January 10, 2018 as bound together and submitted in conjunction with Application #17-044 by UIC, and as amended below.

Attachment: 17-044.Draft Ordinance.1-16-2018 (#17-044: Santino Court RZG B-RDD)

BILL NO. _____ **ORDINANCE NO. _____**

3. All building elevations shall be in substantial conformance with the "Exterior Elevations" submitted on January 10, 2018 as bound together and submitted in conjunction with Application #17-044 by UIC, showing equal design treatment of all sides. Exterior wall materials shall be limited to brick, fiber cement, and wood siding. No vinyl siding is permitted.
4. Final design of the private park amenity shall be specified in the subdivision improvement plans.
5. The Landscape Plan shall be revised to include adding a minimum of one street tree for every 30 lineal feet or part thereof of street frontage, as required in Sections 410.300 and 410.320 of the Subdivision and Land Development Standards along Santino Court, Ladue Road, and North New Ballas Roads, for the Zoning Administrator's approval.
6. Additional evergreen plants shall be provided along the north of Lots 1 and 2 to provide additional screening for the residents to the north.
7. A tree preservation plan shall be submitted showing a minimum of 25% of the existing tree mass or 25% of the trees over 8" caliper shall be preserved as required by Section 405.320 Tree Conservation of the Subdivision Ordinance, and a copy of the Arborist Report regarding the health of the trees to be removed and replaced, subject to Zoning Administrator approval.
8. The proposed four-foot fence along Ladue Road shall not be any closer than 25 feet from the property line.
9. The Subdivision Improvement Plans and final plat shall provide the appropriate easement for the sidewalks along N. New Ballas Road in coordination with the City's Public Works Department
10. Prior to issuance of any building permits, the applicant shall prepare and record the final subdivision plat as approved by the City Council and indentures requiring public access, maintenance, insurance, funding, maintenance of the stormwater BMPs as required by MSD, maintenance of landscaping along Ladue and N. New Ballas roads, and common ground area, to be approved by the City Attorney.
11. All signs shall comply with Section 405.940 of the Zoning Ordinance.
12. All street lighting shall meet with 405.680: Lighting of the Zoning Ordinance.
13. All other standards not specifically approved by the City Council should be in conformance with the Section 405.260, B Single-Family Residential District of the Zoning Code.

SECTION 4: As set forth in Section 405.1080 of the Zoning Ordinance of the City of Creve Coeur, A Site Development Plan approved by the City of Creve Coeur shall be valid for a period of up to one (1) year from the date it is approved. After one year, a Site Development Plan will no longer be valid unless an extension is granted. The City of Creve Coeur may grant one, one (1) year extension prior to the expiration of the Site Development Plan upon written request of the applicant submitted to the City at least 180 days prior to the expiration date and granted prior to the expiration date.

SECTION 5: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS _____ DAY OF _____, 2018

_____
DR. ROBERT HOFFMAN
PRESIDENT OF CITY COUNCIL

Attachment: 17-044.Draft Ordinance.1-16-2018 (#17-044: Santino Court RZG B-RDD)

BILL NO. _____ **ORDINANCE NO. _____**

APPROVED THIS _____ DAY OF _____, 2018

_____
BARRY GLANTZ
MAYOR

ATTEST:

_____
DEBORAH RYAN, MPCC
CITY CLERK

Attachment: 17-044.Draft Ordinance.1-16-2018 (#17-044: Santino Court RZG B-RDD)

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

APPLICATION TO PLANNING AND ZONING COMMISSION #17-044 FOR THE REZONING FROM A SINGLE FAMILY RESIDENTIAL TO B SINGLE FAMILY RESIDENTIAL WITH RDD-RESIDENTIAL DESIGNED DEVELOPMENT DESIGNATION FOR 105 AND 157 N. NEW BALLAS ROAD, 1 SANTINO COURT, AND 11921 LADUE ROAD

FOR THE MEETING OF: Monday, December 18, 2017

LOCATION: 105 and 157 N. New Ballas Road, 1 Santino Court, and 11921 Ladue Road.

REQUEST: Brent Crittenden, of Urban Improvement Company, LLC, has submitted a request for the rezoning and preliminary plat approval of 4.732 acres at 105 and 157 N. New Ballas Road, 1 Santino Court, and 11921 Ladue Road, Creve Coeur, MO from A Single Family Residential to B Single Family Residential with RDD-Residential Design Development designation to allow for the development of a 9 single family home subdivision with an average lot size of 20,017 square feet.

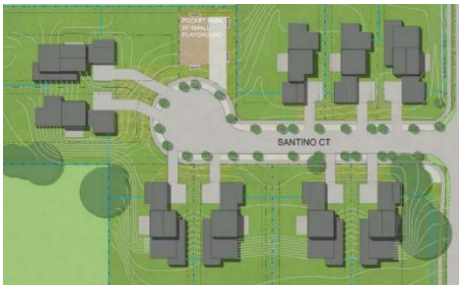
ADDITIONAL INFORMATION: Any rezoning and preliminary plat with RDD designation requires City Council approval, upon the recommendation from the Planning and Zoning Commission. The properties are currently zoned A Single Family Residential and are part of the Emerald Green Estates Subdivision originally developed in the 1960's and early 1970's. The Subdivision includes a mix of zoning with A Single Family Residential along Ladue and N. New Ballas Roads, and B Single Family Residential interior to the subdivision, along Emerald Green Court and Emerald Green Drive.

Key Issues:
- Do the lots substantially meet all land development standards of this Chapter and those of any other applicable City regulations?

Comprehensive Plan References
- Estate Neighborhood 1 (ER-1)
- Estate Neighborhood 2 (ER-2)

Zoning Code References
- Section 405.250: A Single Family Residential
- Section 405.260: B Single Family Residential
- Section 405.450.*C:* Residential Designed Development Procedure
- Section 405.1060: Zoning changes and Text Amendments

APPLICANT/ PROPERTY OWNER: Brent Crittenden
Urban Improvement Company, LLC
1607 Tower Grove, Ave.
St. Louis, MO 63110





REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: December 12, 2017
ATTACHMENTS: Applicant's Materials received November 17, 2017 and revised drawings received December 12, 2017
Draft Ordinance

Attachment: 17-044.Santino Court RZG and RDD.Staff Report.12-18-2017 (#17-044: Santino Court RZG B-RDD)

LAND USE AND ZONING OF SURROUNDING PROPERTIES
The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Single Family Residences	A and B Single-Family Residential	N/A
South	Woodbridge Subdivision Multi Family Residences	A-RDD, A Single Family Residential with Residential Designed Development	Ladue Road
East	Religious/Institutional Use-Congregation Shaare Emeth	A Single Family Residential	N. New Ballas Road
West	Single Family Residences	A and B Single-Family Residential	NA



Figure 1: Applicant's Rezoning Evaluation of Surrounding Area

DEVELOPMENT STATISTICS & COMPARISON CHART
The following are statistics for the proposed Santino Court subdivision with the minimum requirements for the B Zoning District, and with the two most recent RDD Approvals:

	PROPOSED SANTINO COURT	GENERIC B ZONING DISTRICT	CREEKSIDE AT MASON ZONED B-RDD (APPROVED IN 2014)	VILLAS AT MOSLEY ZONED C-RDD (APPROVED IN 2012)
Acres	4.257 (excluding the ROW)	varies	7.46 acres (excluding ROW)	4 acres (including 24,263 sq. ft. of ROW)
No. of Units	9 d.u.	varies	17 d.u.	10 d.u
Units / Acre (excluding ROW)	2.11	2.18	2.28	2.9
Lot Size (sq.ft.)	10,481 (min.) 19,817.7 average	20,000 (min.)	9,100 (min.) 10,402 average	10,000 (min.) 11,250 average
Common Ground / Open Space	5,410 sq. ft.		3.40 acres	0.63 ac.

Attachment: 17-044.Santino Court RZG and RDD.Staff Report.12-18-2017 (#17-044: Santino Court RZG B-RDD)

Lot Frontage	87 ft. (average)	100 ft. (min.)	70 ft. (min.)	60 ft. (min.)
Front Yard Setback	20 ft.	45 ft.	20 ft.	15 ft.
Side Yard Setback	7.5 ft.; 25 feet adjacent to A District; 30 feet along N. New Ballas Road*	15 ft.	8 ft.	5 ft.
Rear Yard Setback	25 ft. for Lots 1-5 50 ft. for Lots 6-9 along Ladue Road	30 ft.	15 ft. (min.)	22.5 ft. along the north 30 ft. along the south
Maximum Site Coverage	35% (Total coverage 27%)	35%	45% for each lot 24% for total area	43%

*The homes along N. New Ballas are showing a 30 foot building line, however the homes are showing that they are approximately 55 feet from the east property line along N. New Ballas Road, and 120 feet from Ladue Roads. The A district has a minimum front yard setback of 50 feet, and the B district has a minimum front yard setback of 45 feet along any road. Section 405.240(B)(1)(a) Setback Requirement on Certain Streets and Right-of-Way states buildings along N. New Ballas Road should be no further than the permitted setback of the district, plus 40 feet from the centerline of the right-of-way, which in this area is 60 feet, unless approved by the Planning and Zoning Commission, per below:

B. Setback Requirements On Certain Streets And Rights-Of-Way.

1. No building or structure shall be located further from a major street or highway in the City of Creve Coeur than provided for by the standards specified below:

   a. Arterial street or highway (Ballas Road, Lindbergh Boulevard and Olive Boulevard): Forty (40) feet setback from the centerline of said arterial street or highway plus the permitted setback distance established in the zoning district. The Planning and Zoning Commission may increase the distance measured from the centerline of an arterial street or highway to ensure a consistent right-of-way along such a thoroughfare or if a road expansion is projected in an adopted land use plan.

Staff assumes that this was intended for the commercial development further north, and not intended for the residential areas. However since the proposal has the developments further away and in line with the residence to the north, Staff would recommend that a condition of approval for the final plat include that the building line along N. New Ballas Road should be moved to be 45 feet from the east property line to be consistent with the B district and more in line with the proposed homes, to ensure a consistent building line, and Landscaping along the street frontages area be maintained, per the discussion further below.

COMPREHENSIVE PLAN ANALYSIS

The *Creve Coeur 2030*, Goals for Residential Development & Preservation includes: to preserve and evolve its high-quality residential development and stable property values while enhancing the diversity of housing types and improving the walkability and accessibility of neighborhoods, including Strategy 2.1: providing opportunities for a greater diversity of housing options throughout the City to attract changing market demographics-including seniors, young professionals, and families, and Strategy 2.2: Guide the rebuilding of outdated housing stock in selected areas to improve housing diversity and maintain a competitive residential market. The proposal is to rezone the property to allow for a different type of hosing that is designed to allow for aging in place homes, within a walkable neighborhood that will include a common ground area and energy efficient home. The design of the homes are a very modern, contemporary, aesthetic that is to be more attractive to young professionals and seniors that desire to age in place, in keeping with the goals and objectives of the City's Comprehensive Plan.

Attachment: 17-044.Santino Court RZG and RDD.Staff Report.12-18-2017 (#17-044: Santino Court RZG B-RDD)



Figure 2: Close up of Community Place Type Districts Map, p. 55 of Creve Coeur 2030

The Emerald Green Estates Subdivision is within Estate Neighborhood 1 (ER-1) & 2 (ER-2), with the subject properties located in ER-2.

ER-2 describes large-lot (1acre and larger) detached single family residential neighborhoods with a curvilinear, cul-de-sac street system in either a residential subdivision of multiple street with one or several entrances/ or on individual residential streets with one access to a through street or road and lacks a centralized subdivision common ground.

The Vision for ER-2 includes that homes should be architecturally-harmonious, located to provide large front lawns and preserve existing trees, and built to a consistent setback from the street. Streets should terminate in cul-de-sacs or circles to create small, secluded neighborhoods.

ER-1 are medium-lot (15,000 sq. ft. to 1 acre), detached single-family residential neighborhoods with both rectilinear and curvilinear, cul-de-sac street system in either a residential subdivision of multiple streets with one or several entrances; or on individual residential streets with on access to a through street or road. Estate 1 includes portions of the current B and C Single Family Residential zoning districts, based on physical characteristics and configuration.

The Comprehensive Plan largely looked at the residential areas with respect to existing character and didn't recommend specific redevelopment of residential areas throughout the City. Given the location on a busy intersection, and the adjacent surrounding development particularly for the west side of N. New Ballas Road, the rezoning to a B District with the Residential Designed Development Designation is largely in keeping with the Comprehensive Plan. While the lots are smaller than one acre, the overall density is in keeping with the adjacent ER-1 District, and the homes are reoriented to Santino Court, with a front yard setback of 20 feet. The Applicants are maintaining the large landscaped areas along the outer perimeters, along Ladue and N. New Ballas Roads. The homes, while a much more modern style than ordinarily found in the City, also target those that wish to age in place, and are all cohesive with one another, to create a small secluded neighborhood consistent with ER-2 vision.

ZONING ANALYSIS

Rezoning

Section 405.1060.E offers the following guidance regarding rezonings:

> Zoning regulations should be changed if the public welfare is not served by the zoning or if the public interest served by the zoning is greatly outweighed by the detriment to private interests. In making this determination, the City should consider the adaptability of the subject property to its zoned use and the effect of zoning on property value in assessing private detriment. The character of the neighborhood, the zoning and uses of nearby property, and the detrimental effect that a change in zoning would have on other property in the area are relevant to the determination of public benefit.

Maintaining the existing A district is not advantageous to the long term sustainability of the area, particularly, a busy intersection on Ladue Road, west of N. New Ballas, near I-270 . Maintaining a residential district with a higher level of density allows for the further protection of the residential development to the north, and is in keeping with the existing development to the south. With this proposal, the applicant has attempted to balance public benefit with the private interest of maintaining the residential character of the area and, thereby protecting the adjacent subdivision, while providing a similar density of the Emerald Green Estates Subdivision, and also providing for a unique housing development within the City.

Attachment: 17-044.Santino Court RZG and RDD.Staff Report.12-18-2017 (#17-044: Santino Court RZG B-RDD)

The minimum district size for the B Single Family District is 5 acres, or if less than 5 acres in area may be rezoned when it is contiguous to such an existing district, per Section 405.260(E)(1) minimum district size. The subject properties consist of 4.275 acres surrounding the existing public right-of-way of Santino Court and are contiguous to the B District to the northwest as part of the Emerald Green Estates Subdivision.

Residential Design Development Procedure
The Applicant has proposed rezoning to the B Single Family Residential District, utilizing the Residential Designed Development (RDD) procedure. This procedure effectively creates an overlay wherein the City Council, on the recommendation of the Planning and Zoning Commission, may modify the lot and development standards, subject to certain provisions.

In determining conformance with the RDD, the critical questions for this project are fulfillment of the purpose of the RDD and tree preservation. With regard to the former, the Zoning Code states:

> *SECTION 405.450: PERMITTED USES*
> *C. Residential Designed Development Procedure. The purpose of this Section is to provide a permissive, voluntary and alternate zoning procedure in the "A", "B", "C" and "D" single-family residential and "AR" attached residential zoning districts in order to permit greater flexibility in the size and configuration of lots without altering the allowable residential density in these districts and to provide thereby for desirable and proper common open space, tree cover, recreation areas, parks or scenic vistas and the preservation of the natural beauty of the City.*
>
> 1. *Variation in number, size of lots. The City Council may by ordinance grant a residential designed development permit upon recommendation of the Planning and consistent with good planning practice, consistent with good site landscape planning, is not detrimental to the existing and permitted uses in the surrounding area, is deemed desirable to promote the purposes of this Section and is in accordance with the following criteria.*
>   a. *Minimum project area. No residential designed development permit shall be granted for any area of less than four (4) acres.*
>   b. *Gross acreage. The lot sizes within the subdivision may vary from those required by the regulations for the single-family residential zoning district within which the site is located. The maximum number of lots that may be approved shall be computed by including only common area and lot acreage in gross acreage and dividing the gross acreage by the minimum lot area requirements of the district.*
>   c. *Yards. The minimum front yard and side yard requirements for each lot as set out in the regulations for the single-family residential zoning district within which the site is located may be reduced by the City Council and, if so reduced, shall be set out on the preliminary subdivision plan to be submitted in accordance with Chapter 410, Subdivision and Development of Land.*
>   d. *Site and building coverages. The maximum site and building coverage requirements for each lot, as set out in the regulations for the single-family residential zoning district within which the site is located, may be increased by the City Council and, if so increased, shall be set out on the preliminary subdivision plan to be submitted in accordance with Chapter 410, Subdivision and Development of Land.*
> 2. *Common areas. As part of the residential designed development plan, common land for open space of recreational use shall be reserved for common use by all the owners of the residential lots and the subdivision and such common land may be included in the total gross acreage used for determining the number of lots*

Attachment: 17-044.Santino Court RZG and RDD.Staff Report.12-18-2017 (#17-044: Santino Court RZG B-RDD)

permitted under the minimum lot size provisions of the residential zoning district within which it is located, subject to the following standards and conditions:

a. Subdivision plat. All such common land shall be shown on the subdivision plat, to be approved by the Planning and Zoning Commission and the City Council and shall be shown as such on the record plat of such subdivision, subject to the restrictions set out below.

b. Trust indenture. All common land shall be conveyed by the developer in fee simple absolute title by warranty deed to the trustees for the subdivision. The developer shall at the time of recording the record plat of such subdivision record a trust indenture providing that such common land shall be held and maintained by the trustees for the benefit, use and enjoyment of the lot owners, present and future, of such subdivision. Such trust indenture shall provide a uniform means of assessment to ensure that all such common land and any improvements constructed thereon shall be maintained by the trustees for the lot owners in compliance with the ordinances of this City and in such manner that such land and improvements will remain attractive and useful to the lot owners and shall not be injurious to the health, safety and welfare of the lot owners and of residents of surrounding areas or be detrimental to property values of surrounding areas. Such trust indenture shall also provide that the conveyance or change of ownership of any lot shall carry with it ownership in the common land and that no lot owner shall have the right to convey his/her interest in such common land except as an incident of the ownership of the platted lot even though such provisions are not expressly included in the deed of conveyance and shall further provide that no right or power conferred on the trustees by such indenture, in order to comply with the provisions of this paragraph, may be abrogated. All such trust indentures shall be submitted to the City Attorney for approval as to legal form and shall be recorded with the Recorder of Deeds of St. Louis County simultaneously with the recording of the final subdivision plat.

c. Maintenance of common areas and streets. If the trustees of any such subdivision should fail to maintain any common area or street in accordance with the ordinances of the City or in such manner as to assure their intended use or in such manner as to injure the health, safety or welfare of the lot owners or of residents of surrounding areas or in such manner as to be detrimental to the property values of surrounding areas, the City may bring an action to compel the trustees or lot owners or both to correct any condition in such common area or street failing to meet any of the above standards. In the alternative, the City may correct any such condition in which event the City shall have the right to a lien against each lot in such subdivision for the pro rata cost of labor and material necessary to correct any such condition. The pro rata cost shall be determined by dividing the total cost, as determined by the City, by the number of lots in the subdivision. Any such lien shall bear interest at the rate per annum of two percent (2%) above prime and may be enforced by any means permitted by law or equity. In addition, the trustees or lot owners or both shall be responsible for any attorney's fees incurred by the City.

3. Procedure.

a. Application. The granting of a residential designed development permit may be initiated by the filing of an application by one (1) or more of the owners or authorized representatives of the owners of the property sought to be used for the residential designed development proposal. Such application shall be submitted pursuant to and accompanied by a preliminary subdivision plan in accordance with Chapter 410, Subdivision and Development of Land

Attachment: 17-044.Santino Court RZG and RDD.Staff Report.12-18-2017 (#17-044: Santino Court RZG B-RDD)

including, but not limited to, the following information: The out boundaries of the property; the location, use and proposed improvements to all common land and streets; the total area of the property; and the proposed boundary lines of all lots showing the area and width of each lot.

b. Review. Such preliminary plan shall be reviewed by the Planning and Zoning Commission and a report and recommendation thereon made to the City Council for its approval, in accordance with the voting, nature and fee provisions of Chapter 410, Subdivision and Development of Land.

c. Final subdivision plat. In the event such preliminary plat (plan) is approved by the City Council, the applicant shall thereafter submit a final subdivision plat, together with the trust indenture as required above, for approval by the City Council upon recommendation of the Planning and Zoning Commission as required in Chapter 410, Subdivision and Development of Land.

4. Tree conservation. Any development proposed as a residential designed development shall provide for the conservation of existing trees and existing tree masses on the site. The percentage of trees and tree masses preserved during development shall exceed the minimum standards of the subdivision regulations (shall exceed twenty-five percent (25%) of the existing trees and twenty-five percent (25%) of the existing tree mass areas).

When reading the provisions for flexibility in lot size and configuration it is necessary to realize that the trade-off for this flexibility is the protection and/or provision of some natural quality of the site and City that is worth preserving. In other words, this process is not simply a way to avoid seeking variances before the Board of Adjustment. While the development does not offer the protection, nor provision of a natural resource worth preserving, the new park and amount of greenspace for the individual lots does create a comparably large amount of greenspace, and the proposal provides for a new type of housing that is consistent with good planning practices and landscape design, whereby all landscaping on each of the lots within the development, and that of the park, are maintained by the HOA, utilizing high quality native materials.

Attachment: 17-044.Santino Court RZG and RDD.Staff Report.12-18-2017 (#17-044: Santino Court RZG B-RDD)

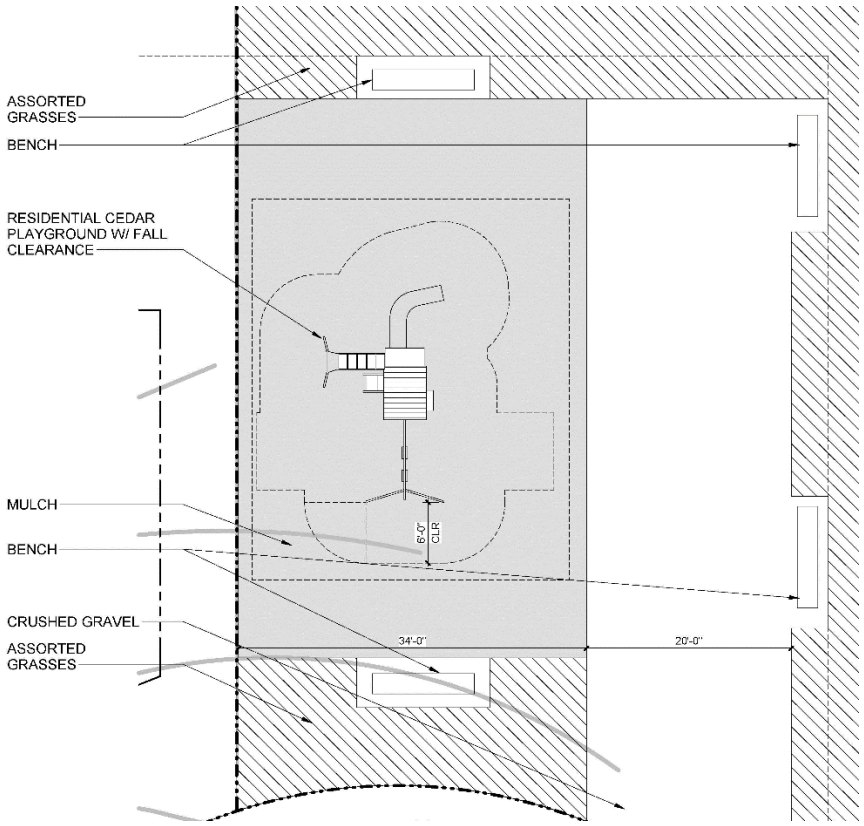


Figure 3: Close-up of the preliminary plans of the proposed playground from the Applicant's Slides

The proposal will preserve approximately 32.5% or 20 of the existing trees over 8" caliper or more, which is greater than the requirement that not less than 25% of the area of such tree masses nor 25% of eight inch caliper trees shall be preserved per the subsection 4 above as well as Section 410.320: Tree Conservation of the Subdivision Ordinance. However, they are having an arborist review the health of these trees, as the Applicant has indicated that many appear to be either dead or almost dead. A substantial portion of the removal of the trees results from the extensive regrading of the properties to allow for walkout basements, and soil modifications to meet with MSD requirements for stormwater. Therefore, the draft ordinance contains a condition of approval that the landscape plan be revised to meet with the tree preservation requirement that not more than 75% of the tree mass shall be removed, and/or a copy of the Arborist report indicating that the health of the trees is not worth preserving.

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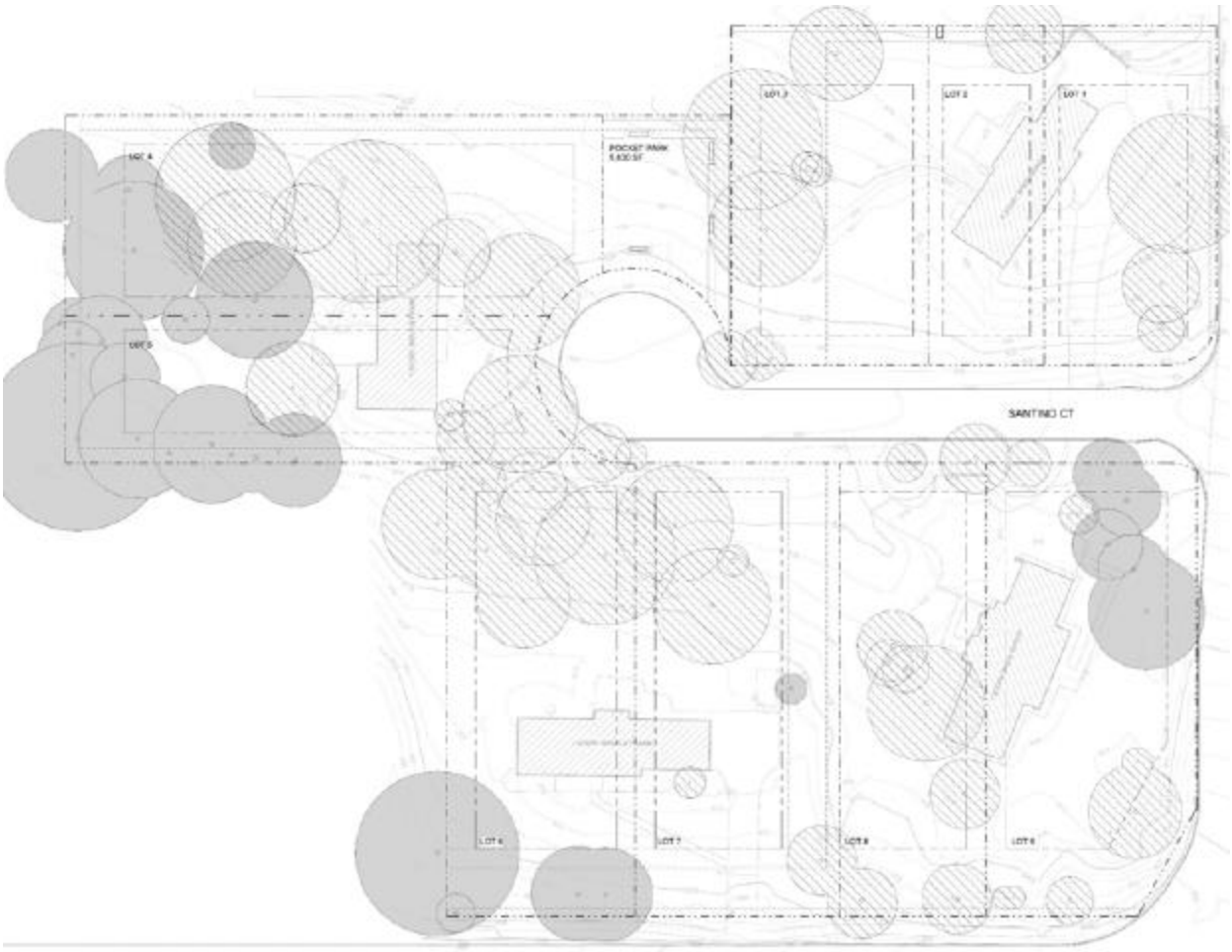


Figure 4: Close-up of the Tree Census slide. The dark shaded are trees to be saved, and the hashed trees are to be removed.

The Applicant is requesting lot sizes different from the requirements of the B Residential District regulations, while the lot coverage and floor area ratio (FAR) requirements will be maintained. Landscape easements are provided along N. New Ballas and Ladue Road Frontages. If approved, a condition should be put in place to require that all other standards not specifically approved by the City Council should be in conformance with the Section 405.260, B Single-Family Residential District of the Zoning Code.

Generally, any stormwater detention or BMP and landscaped easements are provided within common ground and not on private property, for maintenance and protection of the landscaping. Staff would generally prefer, that the landscaped areas along Ladue and N. New Ballas would be within common ground. However, the Applicant has indicated that the Homeowners Association would include maintaining the landscaping within an easement, and that the rain gardens are an option for each of the lots. The Applicant is in initial discussions with MSD and feels that with the amended soils, stormwater detention may not be necessary. Therefore, Staff has included a condition of approval that the City Attorney shall review the indentures to ensure that all landscaped easements and any stormwater areas are properly addressed.

ARCHITECTURE AND DESIGN

The Applicant has included several example elevations, however specific designs will be dependent upon the individual buyer. The designs are a very contemporary style that would be unique within the City. Discussion with the Applicant on the overall design and clarification on the various materials should be

Attachment: 17-044.Santino Court RZG and RDD.Staff Report.12-18-2017 (#17-044: Santino Court RZG B-RDD)

had, as this would be a significant change in a highly visible area. Home Size ranging from 2,200 SF to 4,000 SF and materials consist of Brick, fiber cement lap siding, wood look accents, with sustainable/energy efficient features.



DEVELOPMENT CHARACTERISTICS

- *Traffic*
  A traffic study was not submitted by the applicant. With the proposed 9 homes, the development will generate an amount of traffic that is appropriate for the size of the tract and it is not expected to change or to have an adverse impact on traffic flow. The subdivision is laid out utilizing the existing configuration of Santino Court.

- *Sidewalks*
  The proposal includes detached, five-foot wide sidewalks separated by approximately 7.5 feet of landscaping along both sides of the existing Santino Court that is consistent with Section 410.250(D) Sidewalks of the Subdivision Regulations which state the minimum width of sidewalks in residential subdivisions shall be five feet, except where otherwise approved, based on the proximity of the sidewalk to the roadway, the volume and speed of traffic, expected number of pedestrians or other safety factors.

  The City's Public Works Department has received a federal grant to acquire easements and complete the sidewalk along N. New Ballas Road. The sidewalks shown are part of the grant and the Applicants have indicated that they will be donating the easements for the City to complete these sidewalks. The sidewalks along Ladue Road are preexisting.

Attachment: 17-044.Santino Court RZG and RDD.Staff Report.12-18-2017 (#17-044: Santino Court RZG B-RDD)

- *Landscaping and Amenities*
  As indicated above the Applicant is including a new playground for the subdivision, and new landscaping throughout the development. New street trees are provided along Santino court that appear to meet with the requirement of one street tree for every 30 lineal feet per Section 410.300 of the Subdivision and Development of Land. The trees consist of four different varieties that create greater interest than typically found in developments that only provide for the same variety. It should be noted that while 3" caliper trees are required when reviewing projects under the Zoning Ordinance, Section 410.300 Street Trees of the Subdivision Ordinance allows for a minimum of 2 ½ inch diameter as measured six inches above ground.

  An evergreen hedge along with maiden grasses are provided along the North portion of N. New Ballas to provide screening of the retaining wall. Staff would also recommend that a hedge be provided along the north property line to provide additional screening for the home to the north. (However, it should be noted that there is approximately 10 foot grade difference from the property line to the bottom of the retaining wall.)

  A mix of evergreen and grasses are provided along N. New Ballas Road south of Santino Court. And filling in between the existing trees, along with new trees along Ladue Road, is in keeping with the existing landscaping of the area. Staff has included a condition that the Landscape Plan shall be revised to indicate the appropriate number of street trees along Santino Court and for additional evergreens along the north property line for the Zoning Administrator's approval. However, the requirement of street tress for one for every 30 lineal feet has not been included due to the berms and other landscaping provided. Street trees along Ladue and N. New Ballas Roads should be provided to meet with the Subdivision Code, and is included as a condition for the Zoning Administrator's approval.

  Additionally, typical lot landscaping includes a mix of native grasses, with the option of rain gardens to be maintained by the homeowner.

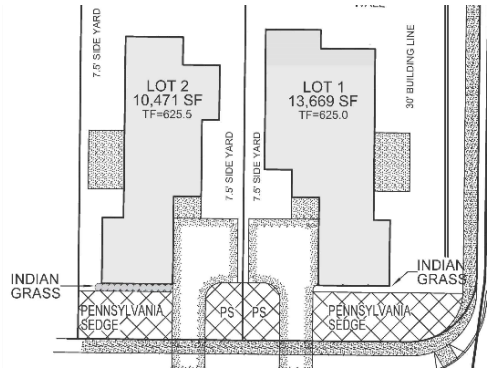


Figure 5: Close-up of the Applicants Landscape Plan showing the typical lot plantings along Santino Court

As mentioned above the proposal reorients the home along Santino Court, and is shown to be approximately 120 feet from Ladue Road, allowing for a large expanse of lush native landscaping along Ladue Road and at the N. New Ballas Road intersection.



Attachment: 17-044.Santino Court RZG and RDD.Staff Report.12-18-2017 (#17-044: Santino Court RZG B-RDD)

Attachment: 17-044.Santino Court RZG and RDD.Staff Report.12-18-2017 (#17-044: Santino Court RZG B-RDD)

The Applicants are showing a 50 foot building line along Ladue Road that is consistent with the adjacent properties and a 30 foot building line along N. New Ballas Road. Staff recommends that the building lines be moved closer to the proposed building to 45 feet along N. New Ballas Road, and that a 25 foot landscaped Easement be provided along Ladue Road and N. New Ballas Road, south of Santino Court, and to the top of the retaining all for Lot 1 to ensure long-term preservation of the green space and landscaping in these areas on the proposed lots.

With the subdivision reoriented toward Santino Court, Section 410.220.H, requires that a landscaped buffer shall be provided along the secondary streets to prevent direct access:

> *If unavoidable, the primary frontage of double frontage lots shall be so designated on the subdivision plat, a common landscape buffer or easement shall be defined along the secondary street frontage and no access to the lot shall be allowed from the secondary street frontage. Where possible, primary frontage for such double frontage lots shall be on interior subdivision streets and a landscaped buffer or low masonry wall within an easement shall be provided along the secondary frontage on the major street, collector or arterial street to provide screening of sight and sound and to prevent direct access to said double frontage lot from this secondary frontage.*

The proposal includes a proposed fence and landscaping along N. New Ballas Road and Ladue Roads that will prevent any future access to Ladue Road. A condition of approval has been included to require easements along the secondary frontage.

- *Tree Coverage*
  The Tree Census provided within the Applicant's slides is showing that preservation of 32.5% of the trees that are 8" or more in diameter. As discussed above, the minimum standard is that 25% of the trees must be preserved, as required by the section below:

> *SECTION 410.320: TREE CONSERVATION*
> *Any subdivision preliminary plat submitted after the effective date of this Section shall provide for the conservation of existing trees on the site. Nothing in this Section is intended to preclude the removal of existing trees after the receipt of an initial occupancy permit.*
> *1. A tree census shall accompany every preliminary plat application. The tree census shall graphically depict the general location of all tree masses and all trees of eight (8) inch caliper size or larger. In addition, such census shall indicate which tree masses and trees are to remain and which tree masses and trees are to be removed. Not more than seventy-five percent (75%) of the area of such tree masses nor seventy-five percent (75%) of such eight (8) inch caliper trees shall be proposed for removal.*

The Applicants are having an arborist review the trees as many appear to be in poor health or dying. Therefore, Staff has included a condition that a tree preservation plan be submitted that preserves the minimum of 25% of the trees, and a copy of the Arborist Report indicating the health of the trees, and

those that should be removed and replaced. Replacement shall be at a 3:1 ratio, per Section 405.320 of the Subdivision Ordinance.

- *Site Grading*
  A large part of the existing land will be disturbed with some significant grading to provide for soil modification and basement walkouts along the north and the BMPs along Ladue Road for Stormwater Management. As discussed above, the applicant should attempt to work with the natural terrain more to both reduce the amount of tree cover removed and to better meet the goals of the Comprehensive Plan and the purposes of the RDD procedure. All other site grading requirements appear to be met.

- *Stormwater Control*
  The Applicant are showing BMP easements and are proposing soil modifications throughout the site, and have submitted the plans for review at MSD. The Applicants have indicated that they believe that the soil modifications should provide for sufficient detention and that the proposed BMPs may not be necessary. If approved, the BMP easements will not be necessary. Staff has included a condition of approval that final plans shall be submitted to conform to the requirements of MSD, which will be reviewed by the Planning and Zoning Commission and City Council for the final plat.

- *Fence*
  The Applicants are showing a 3.5 foot open slated decorative fence approximately 15 feet from N. New Ballas Road north of Santino Court to provide a barrier along the retaining wall, and along Lot 9 south of Santino Court. A four foot wood privacy fence is proposed approximately at the 50 foot building line along Ladue Road and enclosing Lots 6-8, and a six foot privacy fence is provided elsewhere around the entire development. Section 405.680 Fences requires Planning and Zoning Commission approval of any fence within a front yard setback along any street right-of-way. As Staff has suggested that the Building Lines of the lots along N. New Ballas Road and Ladue Road to be moved back, approval of the plans would also include the approval of the fences as proposed. However, the fences are not currently shown on the site development plans, therefore Staff has included a condition of approval that the fence along Ladue Road shall not be closer than 50 feet, so as not to box in the adjacent residential property. The fencing along N. New Ballas Road is consistent with the proposed text amendment allowing for an open slatted dark metal style fence of not more than 4 feet in height to be 15 feet from the east property line. Staff would prefer that the same style be consistency along all street frontages. The Planning and Zoning Commission can review the design with the Applicant.

Attachment: 17-044.Santino Court RZG and RDD.Staff Report.12-18-2017 (#17-044: Santino Court RZG B-RDD)

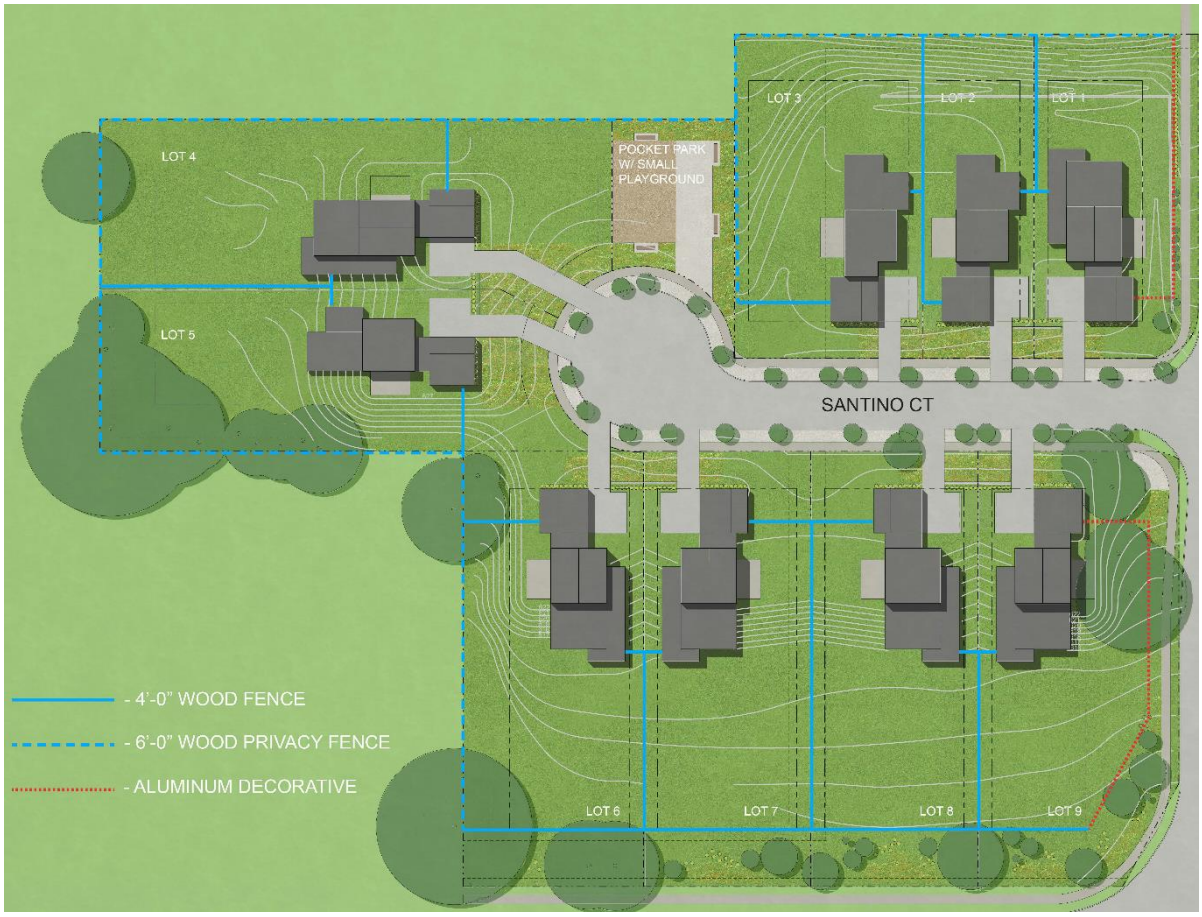


Figure 7: Applicant's Site Plan showing the location of proposed fencing.

- *Subdivision Sign*
  The site development plan and preliminary plat indicates a subdivision entrance sign at the southern entrance area. Signs for residential developments are permitted by site development plan approval per Section 405.940 Signs in Residential districts, as follows:

  SECTION 405.940: SIGNS IN RESIDENTIAL DISTRICTS

  B. Residential Development Signs. Permanent signs designating a subdivision, neighborhood or multi-family development for traffic efficiency and safety shall be approved by the Planning and Zoning Commission through the site development plan approval process as defined in Section 405.1080. Such signs shall be limited to twelve (12) square feet per sign face with a maximum of two (2) sign faces.

SUMMARY AND ACTION

The proposed rezoning will allow a reasonable redevelopment of the subject properties that balances protection for the surrounding neighborhoods while providing a unique housing style. Further, the proposed subdivision is generally in keeping with the intent of the goals of the Comprehensive Plan by developing at a density that is largely in keeping with the surrounding development in an highly visible area. It also conforms to much of the purposes of the Residential Design Development procedure by providing for desireable layout, unique archtiectural style, and housing that promotes an aging in place that is not generally found in the City. Further the Applicants are including a playgound as an amenity along with native landscaping along the street frontages.

Attachment: 17-044.Santino Court RZG and RDD.Staff Report.12-18-2017 (#17-044: Santino Court RZG B-RDD)

In total, Staff recommends the following conditions of approval be included in the draft ordinance for the reasons discussed above:

- The final plat shall be revised to indicate the building ling along North New Ballas Road be moved closer to 45 feet along N. New Ballas Road, and that a 25 foot landscaped Easement be provided along Ladue Road and N. New Ballas Road, south of Santino Court, and to the top of the retaining all for Lot 1 to ensure long-term preservation of the green space and landscaping in these areas.
- The Landscape Plan shall be in substantial conformance with the Landscape plan submitted on December 12, 2017 subject to the requirements of Sections 410.300 and 410.320 of the Subdivision and Land Development Standards.
- The Landscape Plan shall be revised to include adding a minimum of one street tree for every 30 lineal feet or part thereof of street frontage, as required in Sections 410.300 and 410.320 of the Subdivision and Land Development Standards along Santino Court, Ladue Road, and North New Ballas Roads, for the Zoning Administrator's approval.
- Additional evergreen plants shall be provided along the north of Lots 1 and 2 to provide additional screening for the residents to the north.
- A tree preservation plan shall be submitted showing a minimum of 25% of the existing tree mass or 25% of the tress over 8" caliper shall be preserved as required by Section 405.320 Tree Conservation of the Subdivision Ordinance, and a copy of the Arborist Report regarding the health of the trees to be removed and replaced, subject to Zoning Administrator approval.
- The proposed four-foot fence along Ladue Road shall not be any closer than 25 feet from the property line.
- The Subdivision Improvement Plans shall include the appropriate easement for the sidewalks along N. New Ballas Road in coordination with the City's Public Works Department
- Prior to issuance of any building permits, the applicant shall prepare and record the final subdivision plat as approved by the City Council and indentures requiring public access, insurance, funding, maintenance of the stormwater BMPs as required by MSD, maintenance of landscaping along Ladue and N. New Ballas roads, and common ground area, to be approved by the City Attorney.
- All signs shall comply with Section 405.940 of the Zoning Ordinance.
- All street lighting shall meet with 405.680: Lighting of the Zoning Ordinance.
- All other standards not specifically approved by the City Council should be in conformance with the Section 405.260, B Single-Family Residential District of the Zoning Code.

If the Planning and Zoning Commission finds that the proposed rezoning to B Single Family Residential under the RDD procedure is appropriate and finds that the Preliminary Plat and subdivision improvements are acceptable, then a recommendation to the City Council on the draft RDD ordinance and preliminary plat can voted on.

If the Commission members believe that the proposal as presented does not meet with the goals of the Comprehensive Plan or the purposes of the Zoning Code and Subdivision Code, then they should provide specific direction to the applicant regarding revisions needed and continue the item until the next meeting.

Any changes to the draft ordinance should be discussed and made by separate actions.

MOTION
The following are examples of motions to pass a recommendation on this application:

1) "I move to recommend approval of the Rezoning, Residential Designed Development and Preliminary Plat for the Santino Court subdivision submitted with Application #17-044, subject to the

Attachment: 17-044.Santino Court RZG and RDD.Staff Report.12-18-2017 (#17-044: Santino Court RZG B-RDD)

conditions contained in the draft ordinance attached to the staff report for the meeting of December 18, 2017" (conditions may be added, eliminated, altered, and modified).

2) "I move to recommend approval of the Site Development Plan for the Santino Court subdivision submitted with Application #17-044, subject to the conditions contained in the draft ordinance attached to the staff report for the meeting of December 18, 2017" (conditions may be added, eliminated, altered, and modified).

The following is an example motion to continue the discussion to the subsequent meeting:

> "I move to continue discussion of Application #17-044, the Rezoning and Preliminary Plat for the Santino Court subdivision, to the meeting of Tuesday, January 16, 2018, to allow the applicant time to address the concerns of the Planning and Zoning Commission expressed at the meeting of December 18, 2017.

APPENDIX 1: COMPREHENSIVE PLAN
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE (CHAPTER 405 OF THE CREVE COEUR MUNICIPAL CODE)
Included and attached by reference. See body of report for specific excerpts.

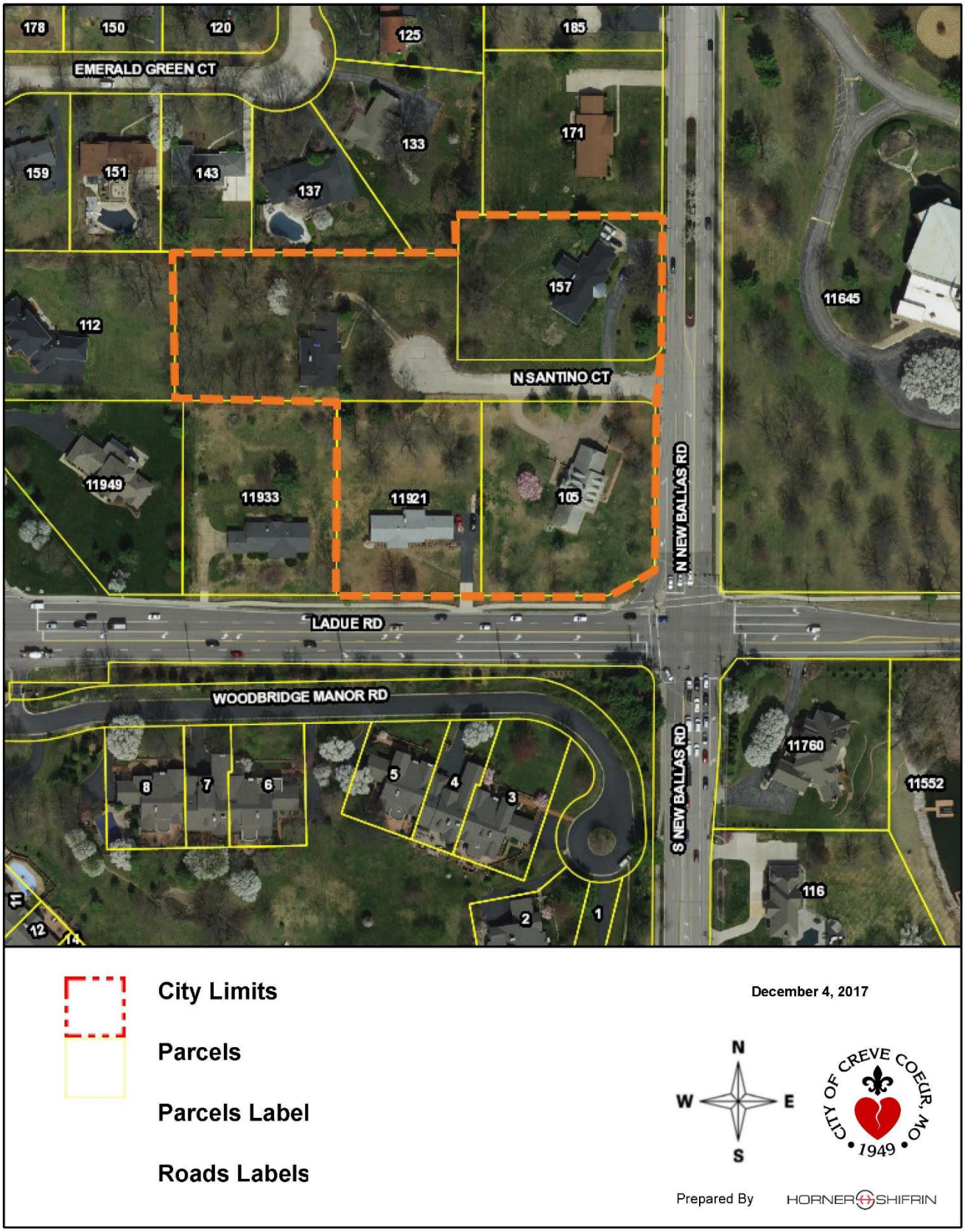
APPENDIX 3: CREVE COEUR SUBDIVISION AND LAND DEVELOPMENT REGULATIONS (CHAPTER 410 OF THE CREVE COEUR MUNICIPAL CODE)
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 4: CREVE COEUR STREAM BUFFER PROTECTION REGULATIONS (CHAPTER 430 OF THE CREVE COEUR MUNICIPAL CODE)
Included and attached by reference. See body of report for specific excerpts.

Attachment: 17-044.Santino Court RZG and RDD.Staff Report.12-18-2017 (#17-044: Santino Court RZG B-RDD)

APPENDIX 5: AERIAL MAP

Santino Court Subdivision



Attachment: 17-044.Santino Court RZG and RDD.Staff Report.12-18-2017 (#17-044: Santino Court RZG B-RDD)

APPENDIX 6: SITE PHOTOGRAPHS	Photo Date:12/12/2017
	Description: New Looking north west from Santino Court at the existing home at 157 N. New Ballas Road.
	Description: View looking west at the home at 1 Santino Court.

Attachment: 17-044.Santino Court RZG and RDD.Staff Report.12-18-2017 (#17-044: Santino Court RZG B-RDD)

	Description: View looking southwest from Santino Court at the existing home at 105 N. New Ballas Road
	Description: View looking south from Santino Court at the existing home at 11921 Ladue Road

Attachment: 17-044.Santino Court RZG and RDD.Staff Report.12-18-2017 (#17-044: Santino Court RZG B-RDD)

	Description:

Attachment: 17-044.Santino Court RZG and RDD.Staff Report.12-18-2017 (#17-044: Santino Court RZG B-RDD)

Santino Court

Proposed Residential Development – Re-zoning Request



Planning and home design by Central De
Office, LLC, under the supervision of Bre
Crittenden, Architect, Missouri License #
2006003774. Not for construction.

Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)

Santino Court

Proposed Residential Development - Re-zoning Request

November 17, 2017 Planning & Zoning Submittal

Brent Crittenden – Urban Improvement Company, LLC
Sarah Gibson – Urban Improvement Company, LLC
William Rombach – Urban Improvement Company, LLC
Brett McMahon – Urban Improvement Company, LLC
Taylor Williamson – Urban Improvement Company, LLC
Dave Volz – Volz, Inc.
Jeff Atkins – Volz, Inc.

Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)

Re-zoning Request

- Site currently zoned Residential District ‘A’ (1 acre density)
- Proposed “Residential Design Development (RDD)” based on Residential District “B” zoning (20,000 sf per lot density), Single Family Residential (20,000+ SF per parcel in the aggregate).
- Need for re-zoning:
  - To serve existing residents within Creve Coeur and the greater Saint Louis area with an option to age in place. The age in place product is limited in the St. Louis area and we seek to provide a high quality option for people who find it desirable. The proposed project at Santino Court will be a walkable neighborhood which will include a common area and energy efficient homes in a maintenance free HOA. The increased density will allow the residents to have a sense of community amongst their neighbors.
  - Aging in place as "the ability to live in one's own home and community safely, independently, and comfortably, regardless of age, income, or ability level.”

Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)

Re-Zoning Request

- Surrounding Zoning
  - The site is currently zoned ‘A’. The majority of the Emerald Green Subdivision is zoned ‘B’ with some surrounding parcels zoned ‘A’.
  - This redevelopment offers average half acre lots, greenspace, and adjusted setbacks, to help promote a sense of community through an engaging streetscape and higher density

North : ‘B’ – Residential	East : ‘A’ – Place of Worship
South : ‘A’ - Residential	West : ‘A’ – Residential & ‘B’ – Residential

Emerald Green Subdivision	
Existing ‘A’ Lots	10
Existing ‘B’ Lots	31
Proposed ‘B’ Lots	9

Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)

Code Comparison

Residential Zoning – Code Comparison Table		
	‘B’ Residence District	Proposed Site Plan (RDD)
Lot Size	20,000 SF	20,017 SF AVG
Lot Width	100 FT (min.)	87 FT AVG
Lot Depth	100 FT (min.)	218 FT AVG
Units Per Acre	2.178	2.112
Site Coverage	35.0%	10%
Front Yard Setback	45 FT	20 FT
Side Yard Setback	15 FT	7.5 FT
Rear Yard Setback	30 FT	25 FT
Open Space (min. recommended)	40%	73% approx. proposed

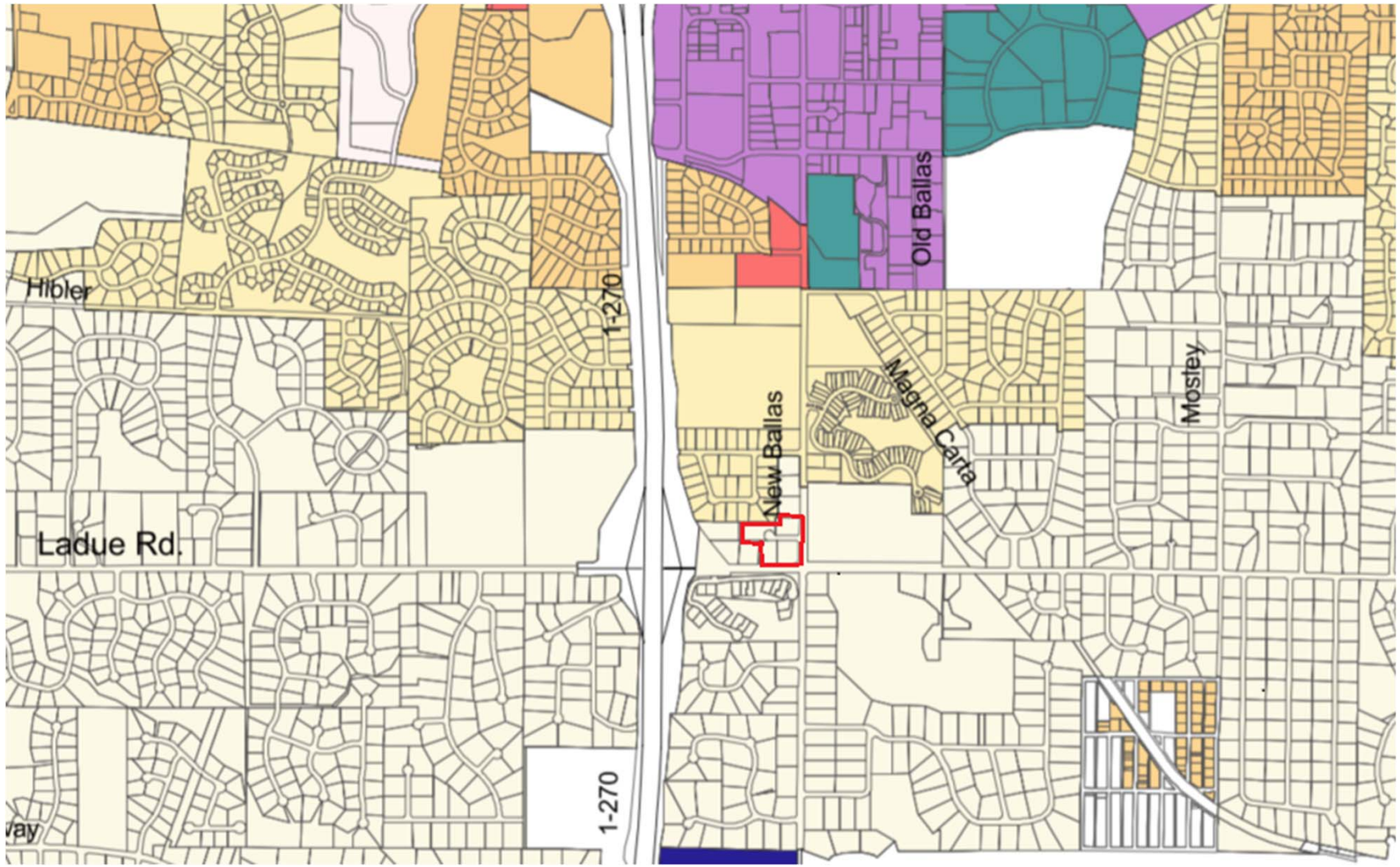
Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)

Community Features

- Subdivision indentures guarantee maintenance & replacement of landscaping within Common Ground and Landscape Easements.
- Rain Gardens/Amended Soils providing Water Quality, Runoff Reduction and Landscape Features.
- Fencing around the property which will be elegantly landscaped to provide privacy for residents
- Common Ground with play space
- Home Details
  - Home Size ranging from 2,200 SF to 4,000 SF
  - Model Base Price: mid $600's, Average Price: low $800's
- Architectural Products
  - Brick, cement fiber lap siding, wood look accents
  - Architectural shingles, TPO (only on flat roof option)
  - Abundant available sustainable /energy efficient features

Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)

Creve Coeur Zoning Map



- Proposed site is located at the Northwest corner of N. New Ballas Rd. and Ladue Rd. (outlined in red)
- Existing Zoning ‘A’
- Proposed Zoning ‘B’ RDD
- Proposed 9 Homesites for a Single Family Residential Community

Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)

Re-zoning Evaluation



Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)

Existing Property

Emerald Green Estates

Woodbridge Manor

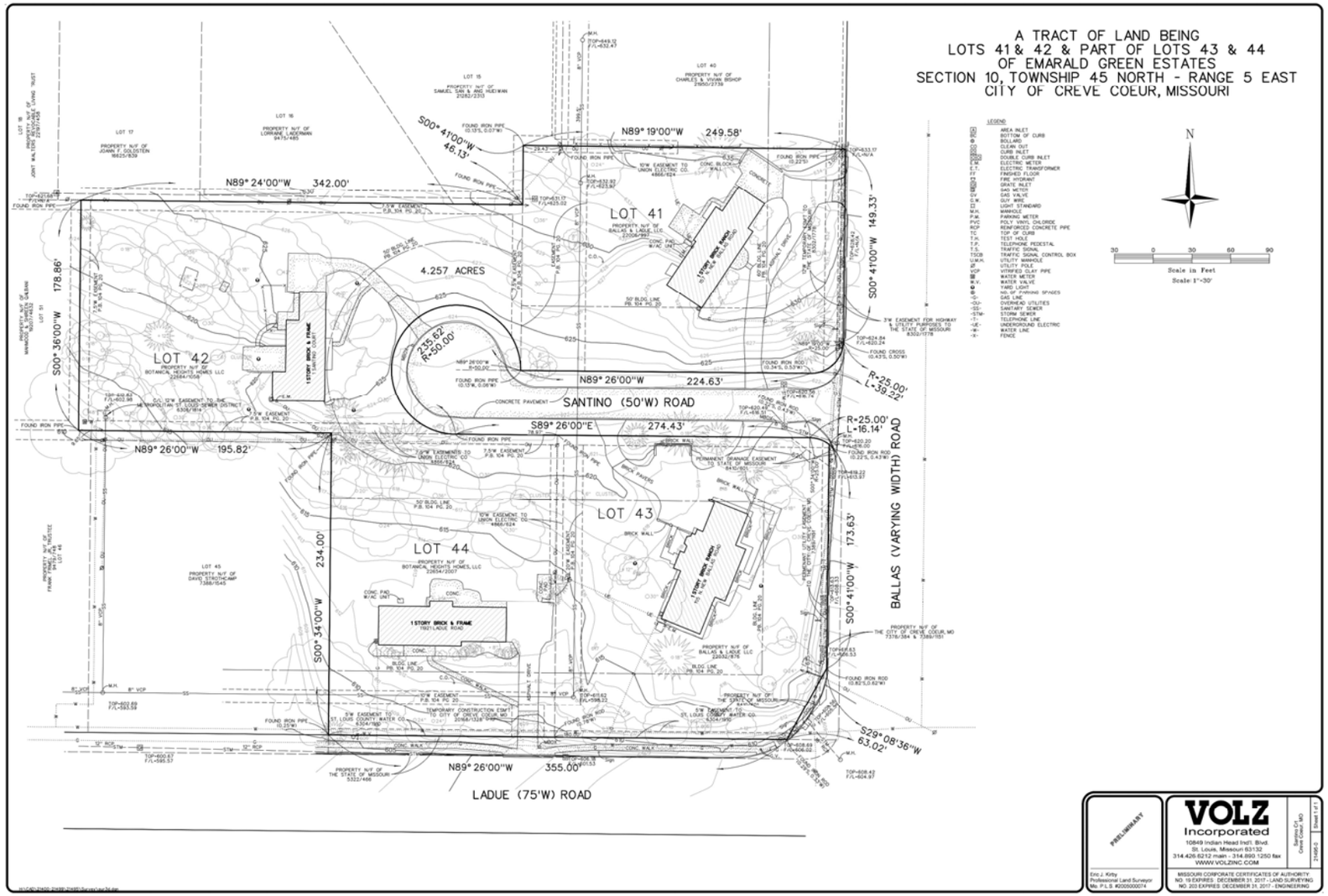


Carlyle Subdivision

Shaare Emeth Congregation

Existing Lake

Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)



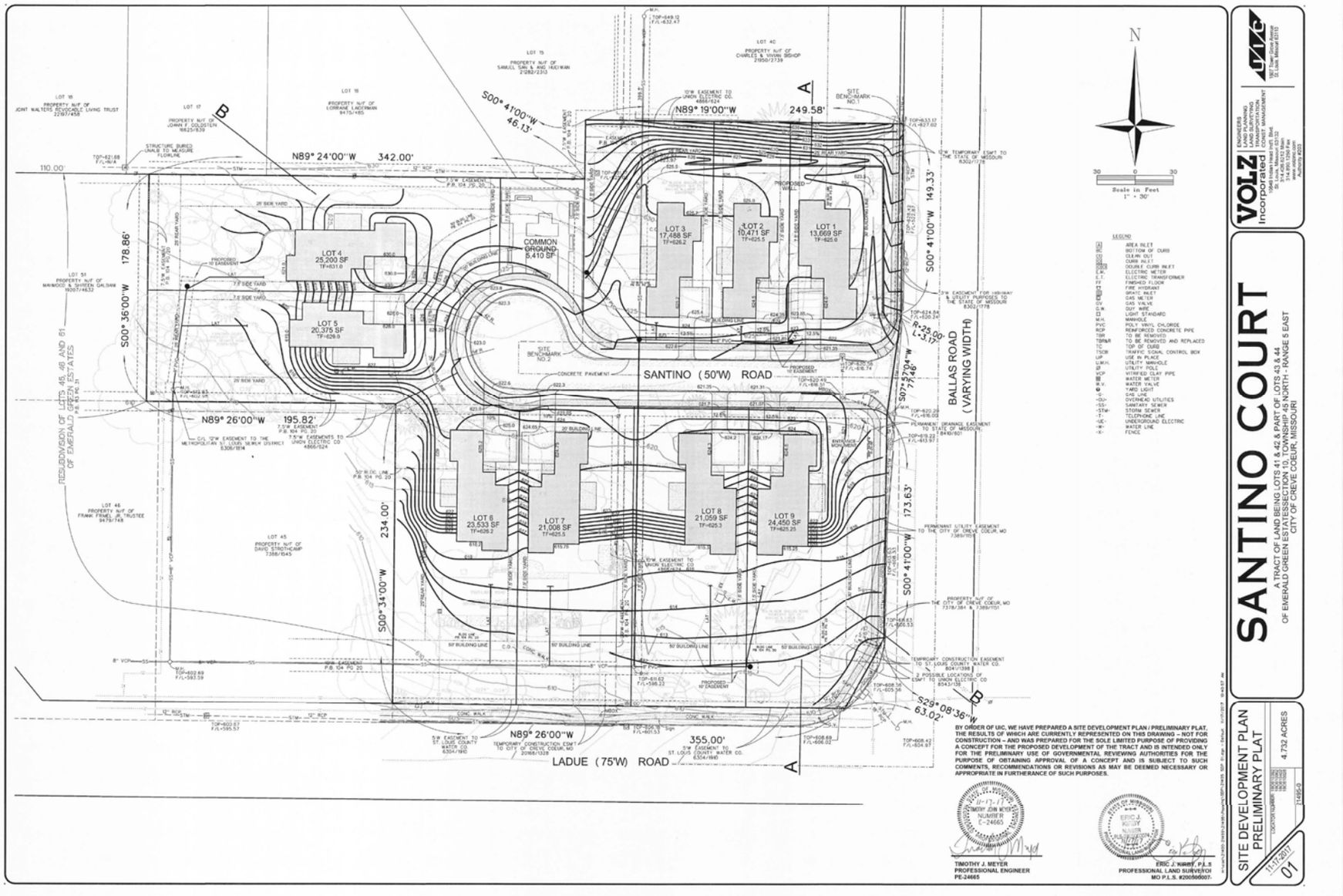
Existing Conditions Survey
and Topography

Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)

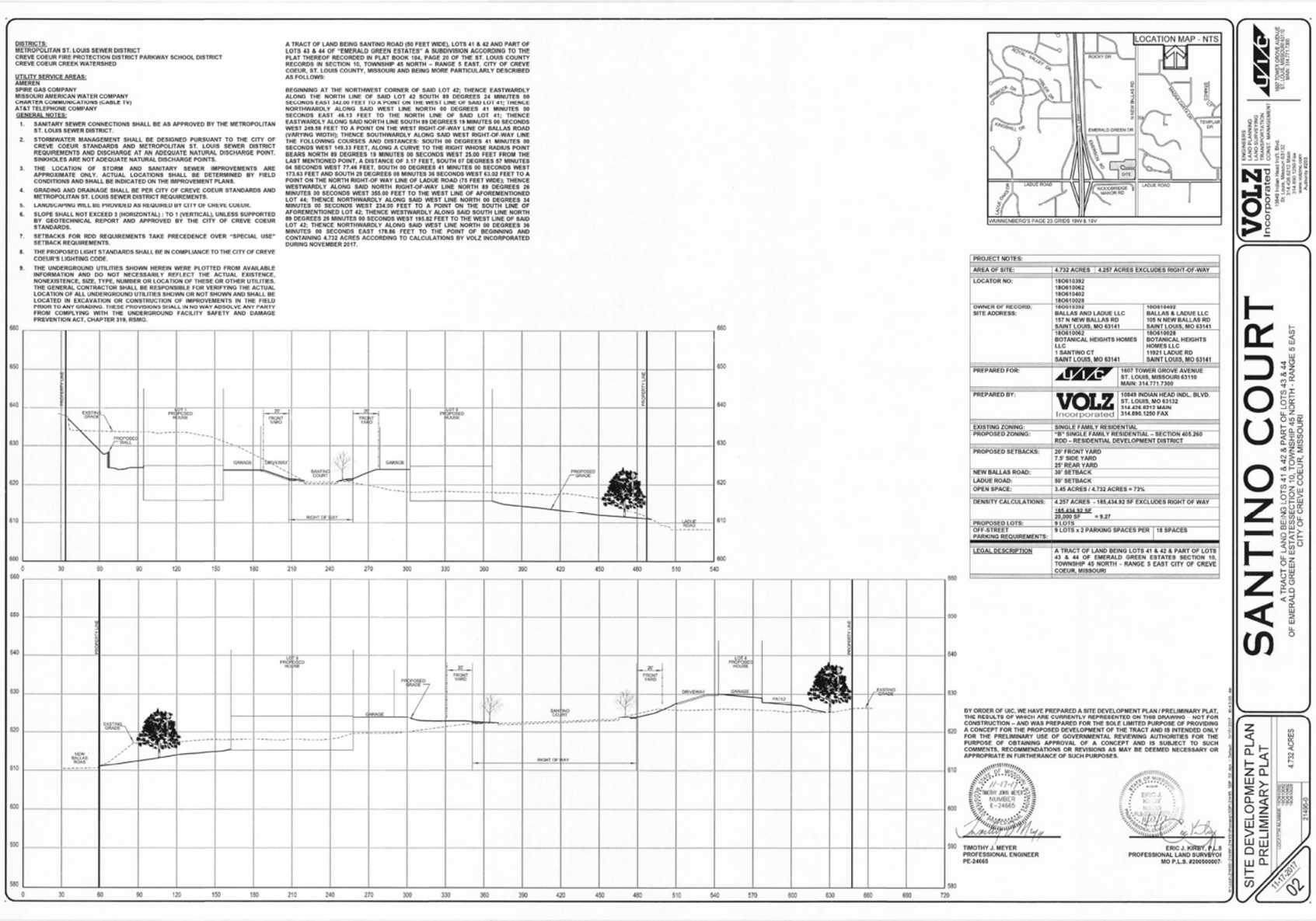
Concept Plan



Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)



Preliminary Site Development plan



DISTRICTS:
METROPOLITAN ST. LOUIS SEWER DISTRICT
CREVE COEUR FIRE PROTECTION DISTRICT PARKWAY SCHOOL DISTRICT
CREVE COEUR CREEK WATERSHED

UTILITY SERVICE AREAS:
AMEREN
SPIRE GAS COMPANY
MISSOURI AMERICAN WATER COMPANY
CHARTER COMMUNICATIONS (CABLE TV)
AT&T TELEPHONE COMPANY

GENERAL NOTES:

1. SANITARY SEWER CONNECTIONS SHALL BE AS APPROVED BY THE METROPOLITAN ST. LOUIS SEWER DISTRICT.
2. STORMWATER MANAGEMENT SHALL BE DESIGNED PURSUANT TO THE CITY OF CREVE COEUR STANDARDS AND METROPOLITAN ST. LOUIS SEWER DISTRICT REQUIREMENTS AND DISCHARGE AT AN ADEQUATE NATURAL DISCHARGE POINT. SINKHOLES ARE NOT ADEQUATE NATURAL DISCHARGE POINTS.
3. THE LOCATION OF STORM AND SANITARY SEWER IMPROVEMENTS ARE APPROXIMATE ONLY. ACTUAL LOCATIONS SHALL BE DETERMINED BY FIELD CONDITIONS AND SHALL BE INDICATED ON THE IMPROVEMENT PLANS.
4. GRADING AND DRAINAGE SHALL BE PER CITY OF CREVE COEUR STANDARDS AND METROPOLITAN ST. LOUIS SEWER DISTRICT REQUIREMENTS.
5. LANDSCAPING WILL BE PROVIDED AS REQUIRED BY CITY OF CREVE COEUR.
6. SLOPE SHALL NOT EXCEED 3 (HORIZONTAL) : TO 1 (VERTICAL), UNLESS SUPPORTED BY GEOTECHNICAL REPORT AND APPROVED BY THE CITY OF CREVE COEUR STANDARDS.
7. SETBACKS FOR RDD REQUIREMENTS TAKE PRECEDENCE OVER "SPECIAL USE" SETBACK REQUIREMENTS.
8. THE PROPOSED LIGHT STANDARDS SHALL BE IN COMPLIANCE TO THE CITY OF CREVE COEUR'S LIGHTING CODE.
9. THE UNDERGROUND UTILITIES SHOWN HEREIN WERE PLOTTED FROM AVAILABLE INFORMATION AND DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NONEXISTENCE, SIZE, TYPE, NUMBER OR LOCATION OF THESE OR OTHER UTILITIES. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND UTILITIES SHOWN OR NOT SHOWN AND SHALL BE LOCATED IN EXCAVATION OR CONSTRUCTION OF IMPROVEMENTS IN THE FIELD PRIOR TO ANY GRADING. THESE PROVISIONS SHALL IN NO WAY ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319, RSMO.

A TRACT OF LAND BEING SANTINO ROAD (50 FEET WIDE), LOTS 41 & 42 AND PART OF LOTS 43 & 44 OF "EMERALD GREEN ESTATES" A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 104, PAGE 20 OF THE ST. LOUIS COUNTY RECORDS IN SECTION 10, TOWNSHIP 45 NORTH – RANGE 5 EAST, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 42; THENCE EASTWARDLY ALONG THE NORTH LINE OF SAID LOT 42 SOUTH 89 DEGREES 24 MINUTES 00 SECONDS EAST 342.00 FEET TO A POINT ON THE WEST LINE OF SAID LOT 41; THENCE NORTHWARDLY ALONG SAID WEST LINE NORTH 00 DEGREES 41 MINUTES 00 SECONDS EAST 46.13 FEET TO THE NORTH LINE OF SAID LOT 41; THENCE EASTWARDLY ALONG SAID NORTH LINE SOUTH 89 DEGREES 19 MINUTES 00 SECONDS WEST 249.58 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF BALLAS ROAD (VARYING WIDTH); THENCE SOUTHWARDLY ALONG SAID WEST RIGHT-OF-WAY LINE THE FOLLOWING COURSES AND DISTANCES: SOUTH 00 DEGREES 41 MINUTES 00 SECONDS WEST 549.33 FEET, ALONG A CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS NORTH 89 DEGREES 19 MINUTES 00 SECONDS WEST 25.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 3.17 FEET, SOUTH 07 DEGREES 57 MINUTES 04 SECONDS WEST 77.46 FEET, SOUTH 00 DEGREES 41 MINUTES 00 SECONDS WEST 173.63 FEET AND SOUTH 29 DEGREES 08 MINUTES 36 SECONDS WEST 63.02 FEET TO A POINT ON THE NORTH RIGHT-OF WAY LINE OF LADUE ROAD (75 FEET WIDE); THENCE WESTWARDLY ALONG SAID NORTH RIGHT-OF-WAY LINE NORTH 89 DEGREES 26 MINUTES 00 SECONDS WEST 355.00 FEET TO THE WEST LINE OF AFOREMENTIONED LOT 44; THENCE NORTHWARDLY ALONG SAID WEST LINE NORTH 00 DEGREES 34 MINUTES 00 SECONDS WEST 234.00 FEET TO A POINT ON THE SOUTH LINE OF AFOREMENTIONED LOT 42; THENCE WESTWARDLY ALONG SAID SOUTH LINE NORTH 89 DEGREES 26 MINUTES 00 SECONDS WEST 195.82 FEET TO THE WEST LINE OF SAID LOT 42; THENCE NORTHWARDLY ALONG SAID WEST LINE NORTH 00 DEGREES 36 MINUTES 09 SECONDS EAST 178.86 FEET TO THE POINT OF BEGINNING AND CONTAINING 4.732 ACRES ACCORDING TO CALCULATIONS BY VOLZ INCORPORATED DURING NOVEMBER 2017.

LOCATION MAP - NTS

VIUNNENBERG'S PAGE 23 GRIDS 19W & 19V

PROJECT NOTES:		
AREA OF SITE:	4.732 ACRES | 4.257 ACRES EXCLUDES RIGHT-OF-WAY	
LOCATOR NO:	18O610392 18O610062 18O610402 18O610028	
OWNER OF RECORD: SITE ADDRESS:	18O610392 BALLAS AND LADUE LLC 157 N NEW BALLAS RD SAINT LOUIS, MO 63141	18O618402 BALLAS & LADUE LLC 105 N NEW BALLAS RD SAINT LOUIS, MO 63141
	18O610062 BOTANICAL HEIGHTS HOMES LLC 1 SANTINO CT SAINT LOUIS, MO 63141	18O610028 BOTANICAL HEIGHTS HOMES LLC 11921 LADUE RD SAINT LOUIS, MO 63141
PREPARED FOR:	UIC	1607 TOWER GROVE AVENUE ST. LOUIS, MISSOURI 63110 MAIN: 314.771.7300
PREPARED BY:	VOLZ Incorporated	10849 INDIAN HEAD INDL. BLVD. ST. LOUIS, MO 63132 314.426.8313 MAIN 314.890.1250 FAX
EXISTING ZONING:	SINGLE FAMILY RESIDENTIAL	
PROPOSED ZONING:	"R" SINGLE FAMILY RESIDENTIAL – SECTION 405.260 RDD – RESIDENTIAL DEVELOPMENT DISTRICT	
PROPOSED SETBACKS: NEW BALLAS ROAD: LADUE ROAD: OPEN SPACE:	20' FRONT YARD 7.5' SIDE YARD 25' REAR YARD 30' SETBACK 50' SETBACK 3.45 ACRES / 4.732 ACRES = 73%	
DENSITY CALCULATIONS:	4.257 ACRES - 185,434.92 SF EXCLUDES RIGHT OF WAY 185,434.92 SF / 20,000 SF = 9.27	
PROPOSED LOTS:	9 LOTS	
OFF-STREET PARKING REQUIREMENTS:	9 LOTS x 2 PARKING SPACES PER | 18 SPACES	
LEGAL DESCRIPTION	A TRACT OF LAND BEING LOTS 41 & 42 & PART OF LOTS 43 & 44 OF EMERALD GREEN ESTATES SECTION 10, TOWNSHIP 45 NORTH - RANGE 5 EAST CITY OF CREVE COEUR, MISSOURI	

BY ORDER OF UIC, WE HAVE PREPARED A SITE DEVELOPMENT PLAN / PRELIMINARY PLAT, THE RESULTS OF WHICH ARE CURRENTLY REPRESENTED ON THIS DRAWING - NOT FOR CONSTRUCTION – AND WAS PREPARED FOR THE SOLE LIMITED PURPOSE OF PROVIDING A CONCEPT FOR THE PROPOSED DEVELOPMENT OF THE TRACT AND IS INTENDED ONLY FOR THE PRELIMINARY USE OF GOVERNMENTAL REVIEWING AUTHORITIES FOR THE PURPOSE OF OBTAINING APPROVAL OF A CONCEPT AND IS SUBJECT TO SUCH COMMENTS, RECOMMENDATIONS OR REVISIONS AS MAY BE DEEMED NECESSARY OR APPROPRIATE IN FURTHERANCE OF SUCH PURPOSES.

TIMOTHY J. MEYER
PROFESSIONAL ENGINEER
PE-24665

ERIC J. KIRBY, P.L.S
PROFESSIONAL LAND SURVEYOR
MO P.L.S. #2005000?

VOLZ Incorporated
ENGINEERS
LAND PLANNING
LAND SURVEYING
PROJECT MANAGEMENT
1946 Indian Head Ind'l. Blvd.
St. Louis, Missouri 63132
314.426.8313 Main
314.890.1250 Fax
www.volzinc.com
Authority #605

SANTINO COURT

A TRACT OF LAND BEING LOTS 41 & 42 & PART OF LOTS 43 & 44
OF EMERALD GREEN ESTATES SECTION 10, TOWNSHIP 45 NORTH - RANGE 5 EAST
CITY OF CREVE COEUR, MISSOURI

SITE DEVELOPMENT PLAN
PRELIMINARY PLAT

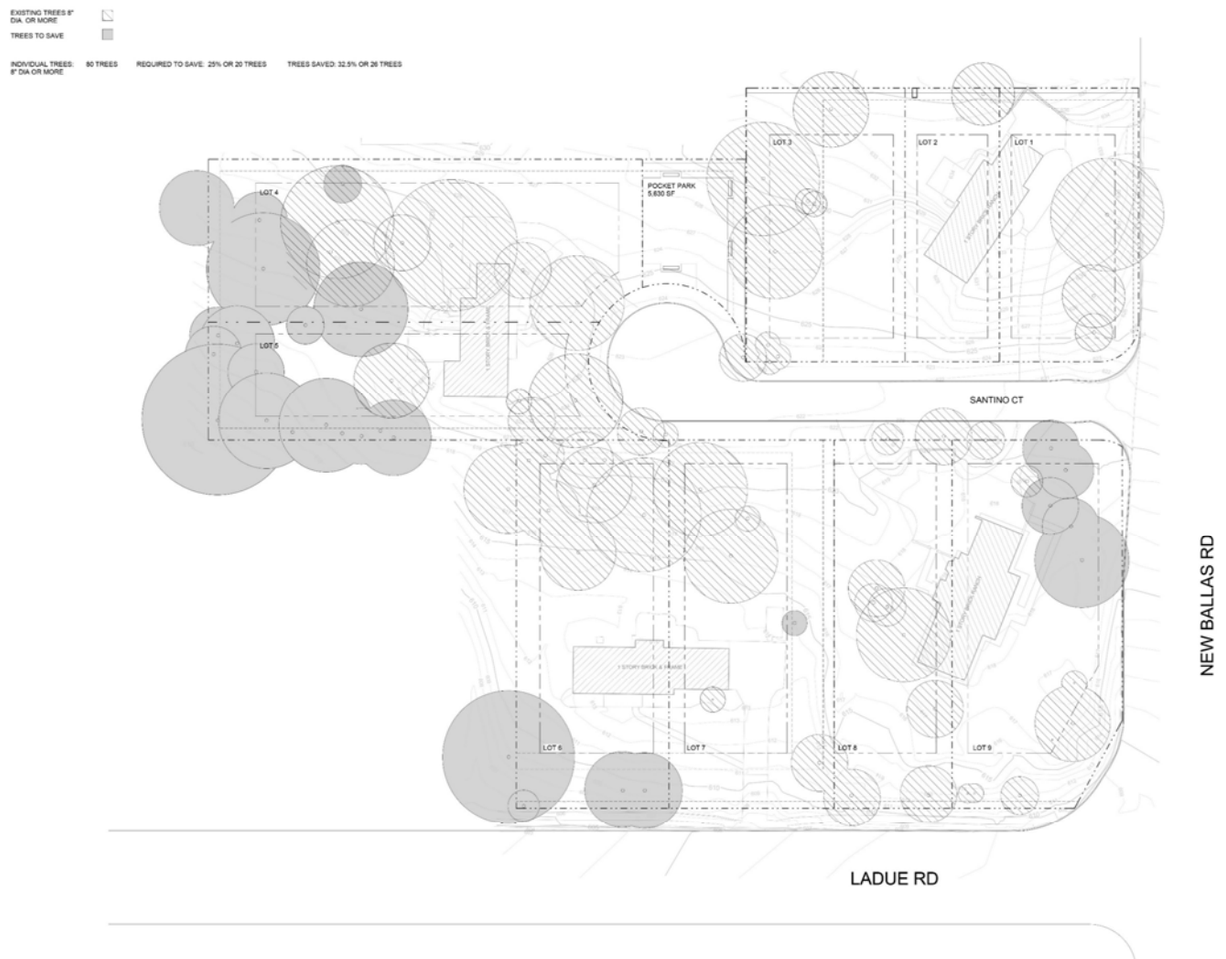
11-17-2017
02

4.732 ACRES

21495-0

Site Sections

Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)



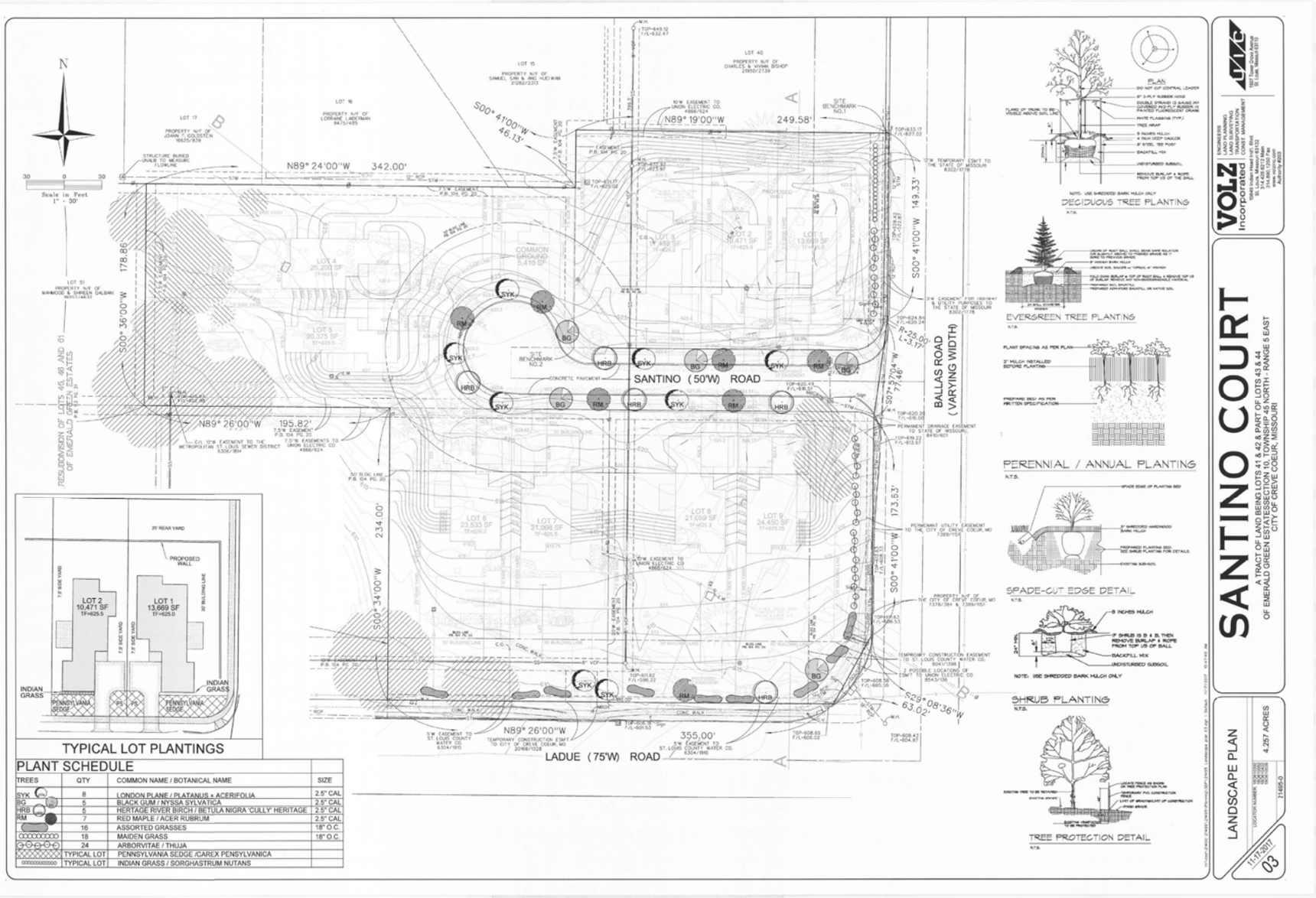
EXISTING TREES 8" DIA. OR MORE

TREES TO SAVE

INDIVIDUAL TREES: 8" DIA OR MORE — 80 TREES — REQUIRED TO SAVE: 25% OR 20 TREES — TREES SAVED: 32.5% OR 26 TR

Tree Census

Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)



Preliminary Landscape Plan

Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)

Examples of Trees/Plants on Landscape Plan



London Plane



Pennsylvania Sedge



Black Gum



Indian Grass



Heritage River Birch

Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)

Examples of Trees/Plants on Landscape Plan



Red Maple



Evergreen



Assorted Grasses



Arborvitae

Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)

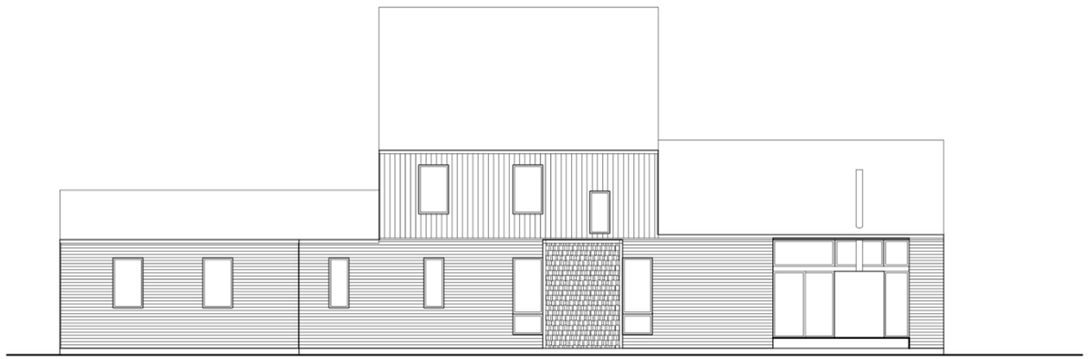
Examples of Rain Gardens

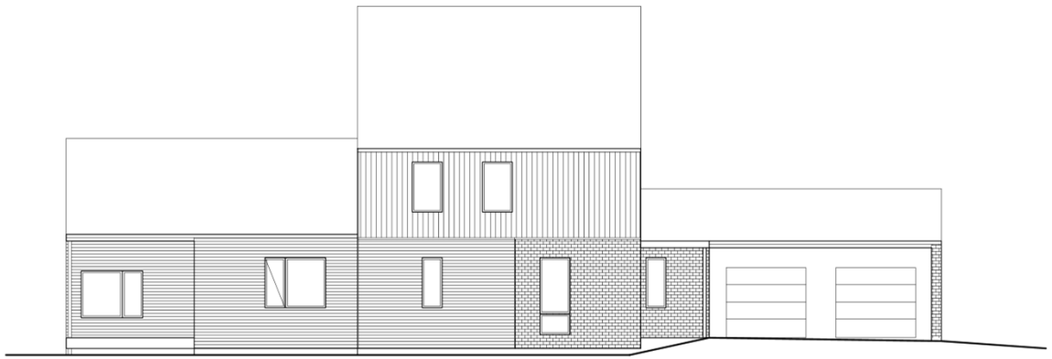




Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)

Model 1 Elevations



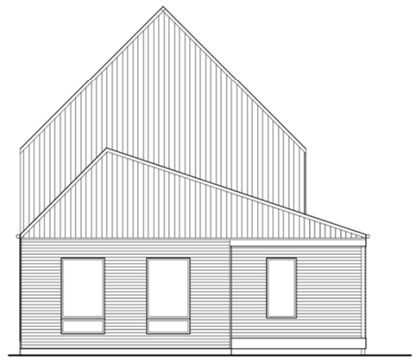


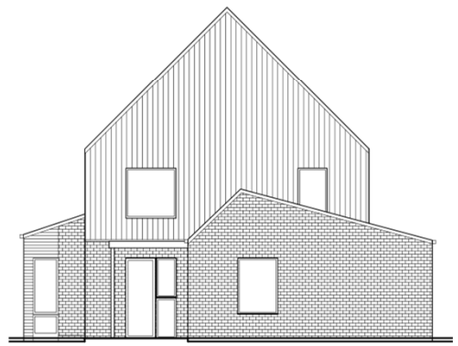
VERTICAL CEMENT FIBER SIDING

CEMENT FIBER LAP SIDING

BRICK

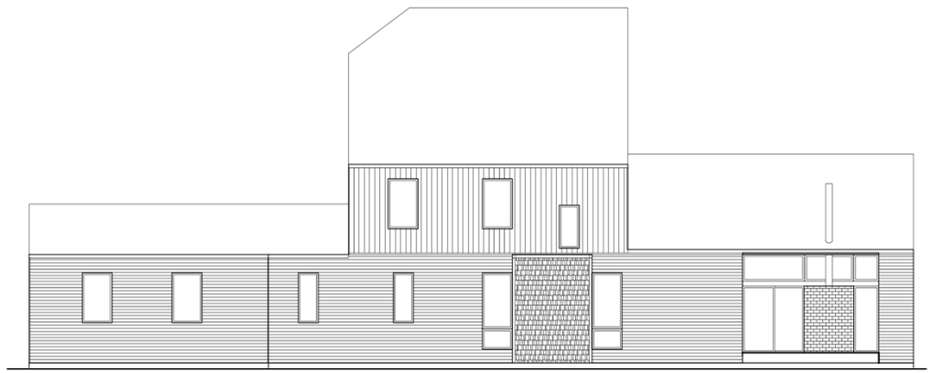
WOOD SIDING

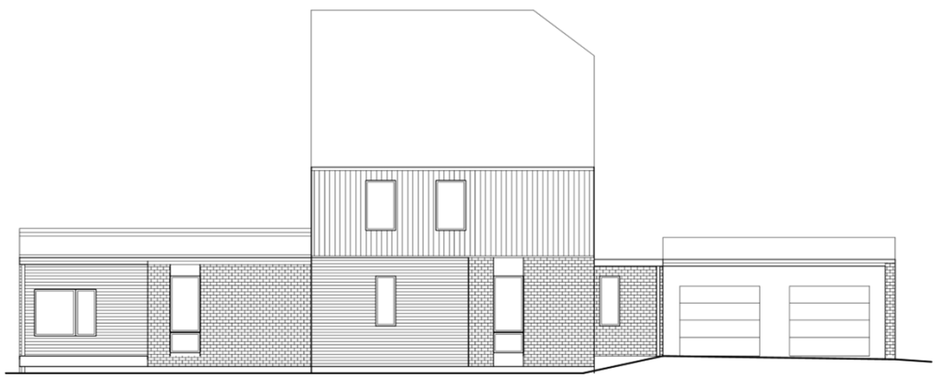




Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)

Model 2 Elevations



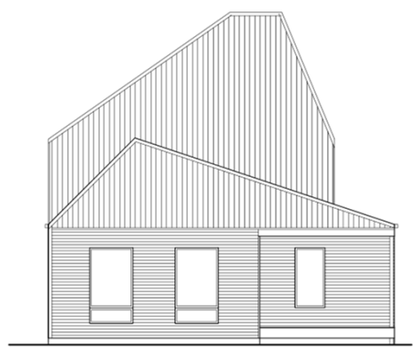


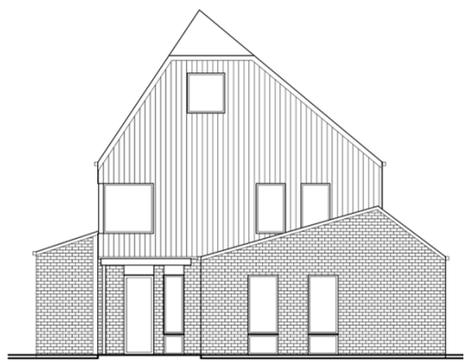
VERTICAL CEMENT FIBER SIDING

CEMENT FIBER LAP SIDING

BRICK

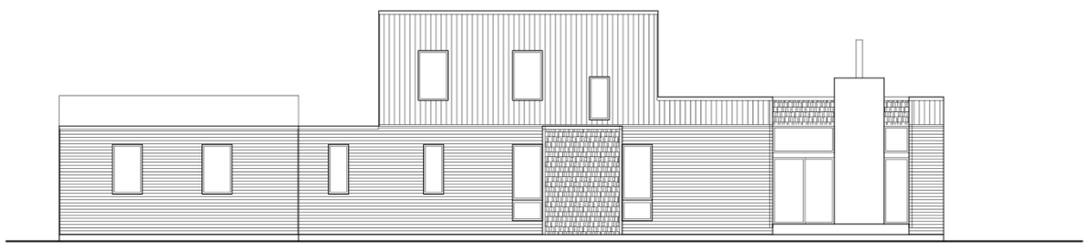
WOOD SIDING





Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)

Model 3 Elevations

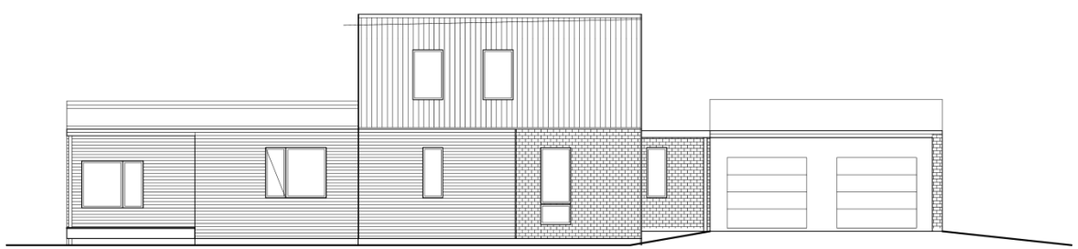


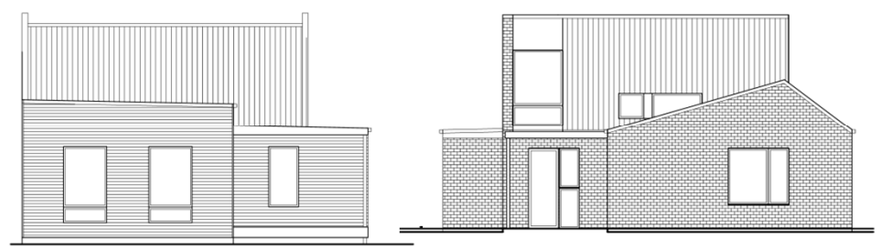
VERTICAL CEMENT FIBER SIDING

CEMENT FIBER LAP SIDING

BRICK

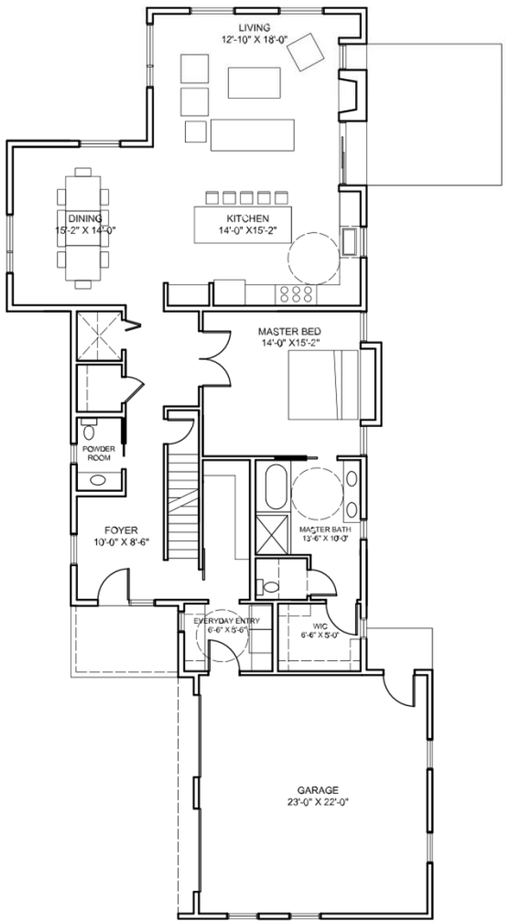
WOOD SIDING



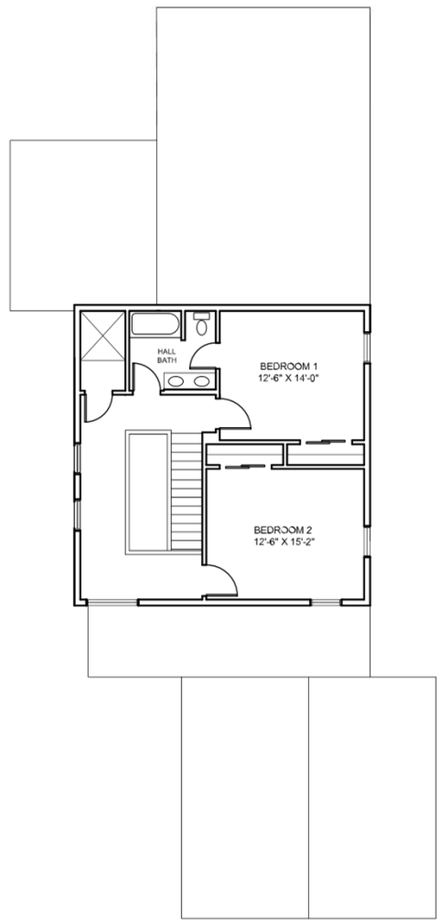


Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)

Floor Plan A



1st Floor

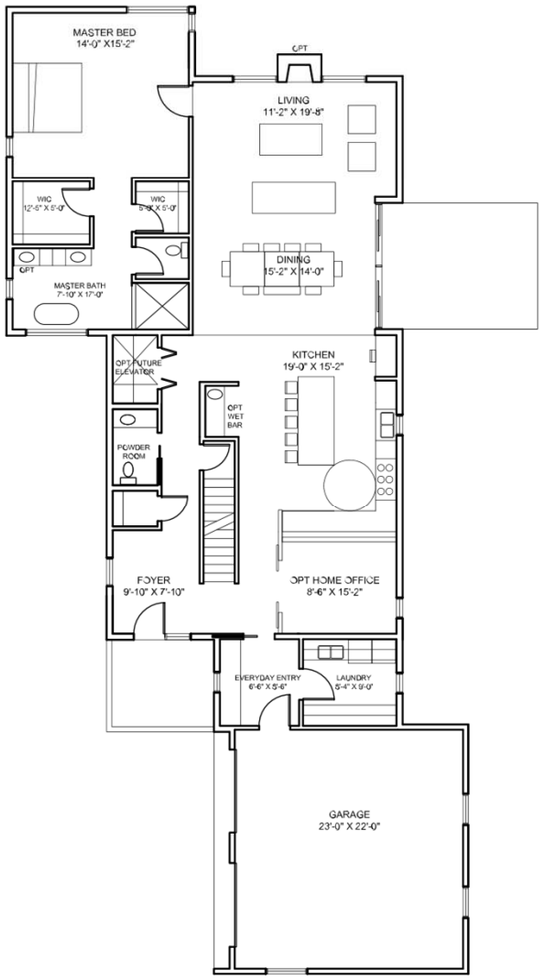


2nd Floor

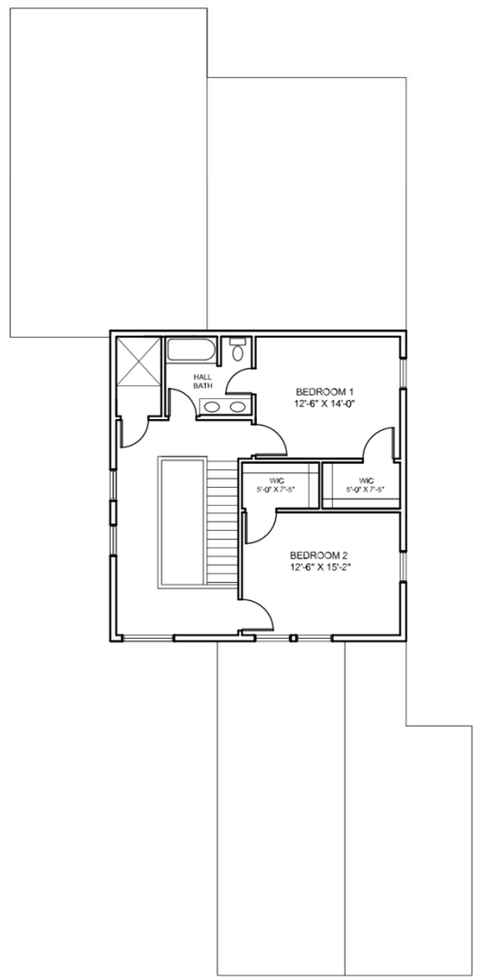
Note: All floor plans and elevations are compatible with each model.

Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)

Floor Plan B



1st Floor



2nd Floor

Note: All floor plans and elevations are compatible with each model.

Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)



Perspective
Looking West

Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)



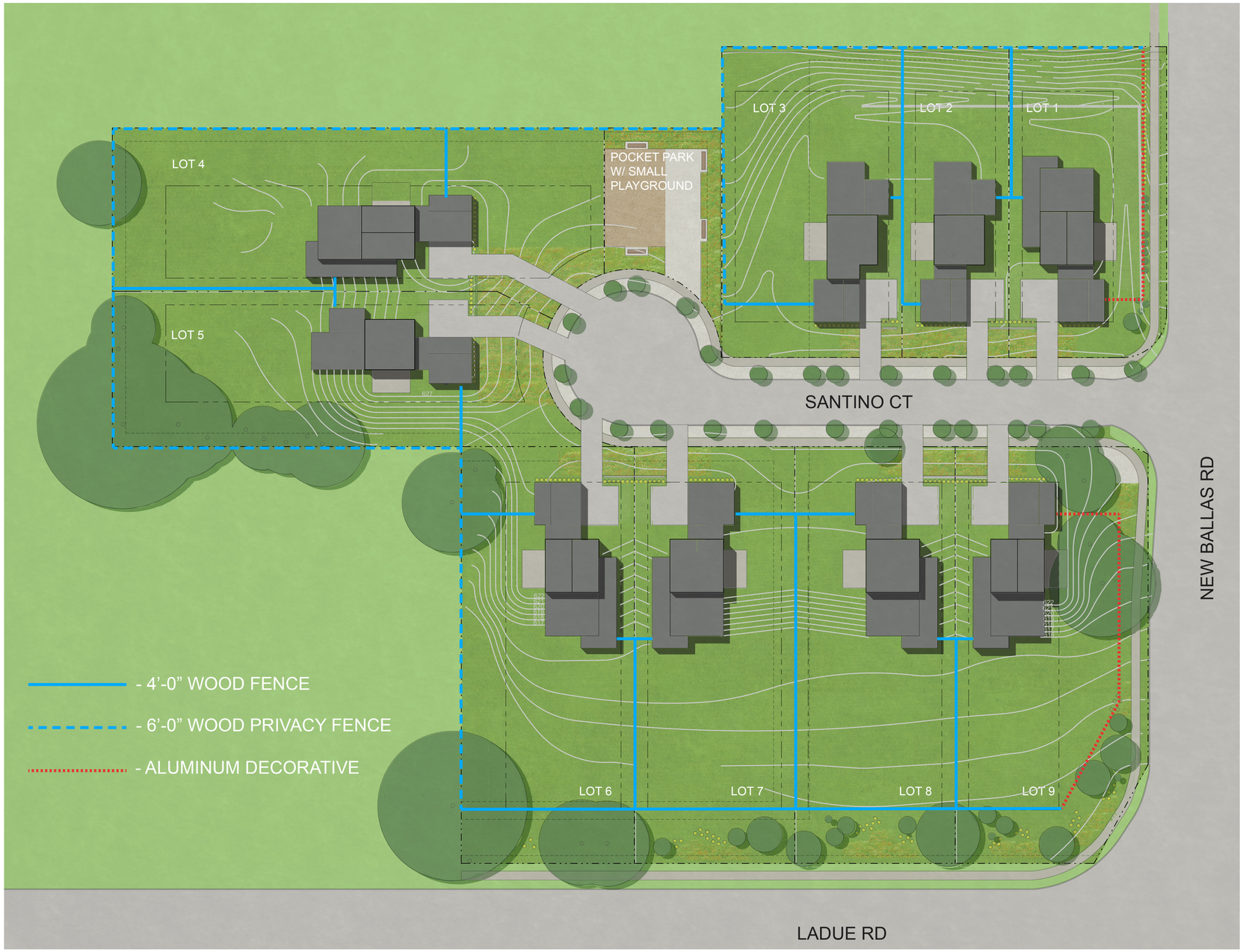
Perspective
Looking West

Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)

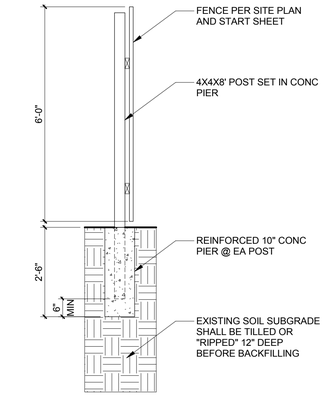


Perspective
Looking South

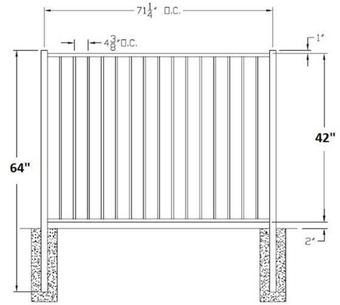
Attachment: Santino Submittal Slides 11-17-2017 (#17-044: Santino Court RZG B-RDD)



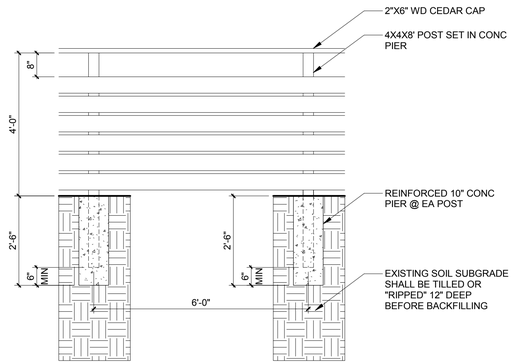
SITE PLAN



6’-0” WOOD PRIVACY FENCE DETAIL



DECORATIVE ALUMINUM FENCE DETAIL



4’-0” WOOD DECORATIVE FENCE DETAIL

OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
Central Design Office, LLC
1607 Tower Grove Avenue
Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

NOT FOR CONSTRUCTION

Brent A. Crittenden
MO# 2006003774

REV	DATE	DESCRIPTION

1" ACTUAL

140.01.00 - SINGLE FAMILY NEW CONSTRUCTION

SANTINO COURT
CREVE CEOUR, SANTINO COURT

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: DECEMBER 11, 2017
DRAWN BY: TNW
SHEET NAME: FENCING LOCATION AND DETAILS

SHEET 001

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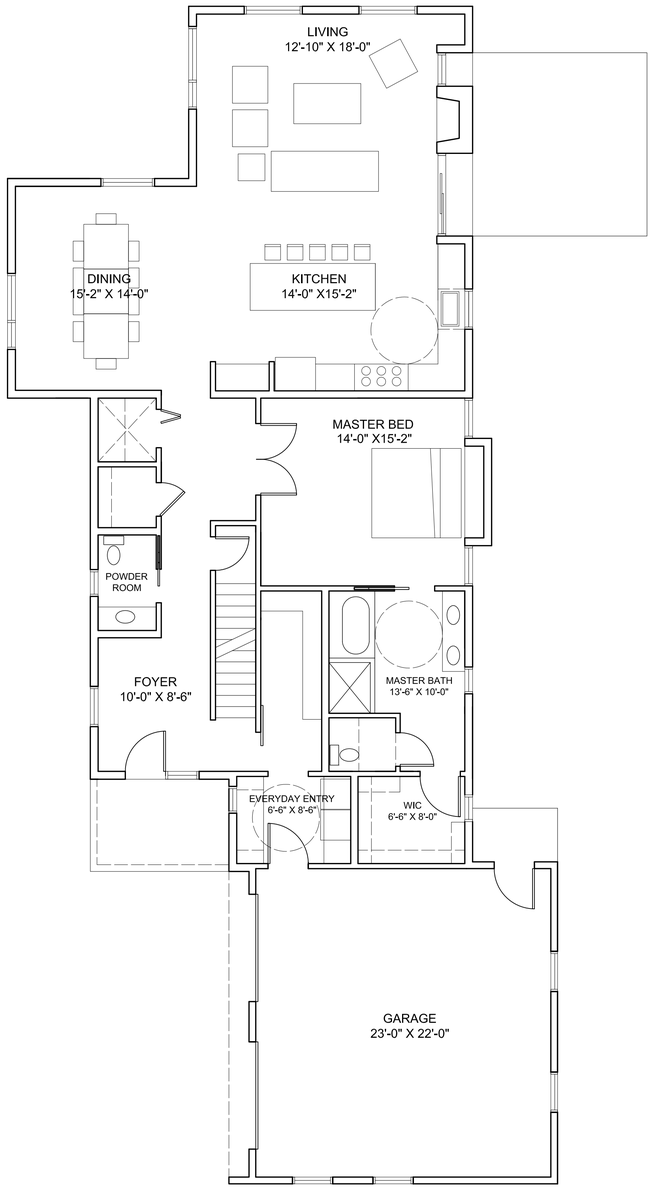
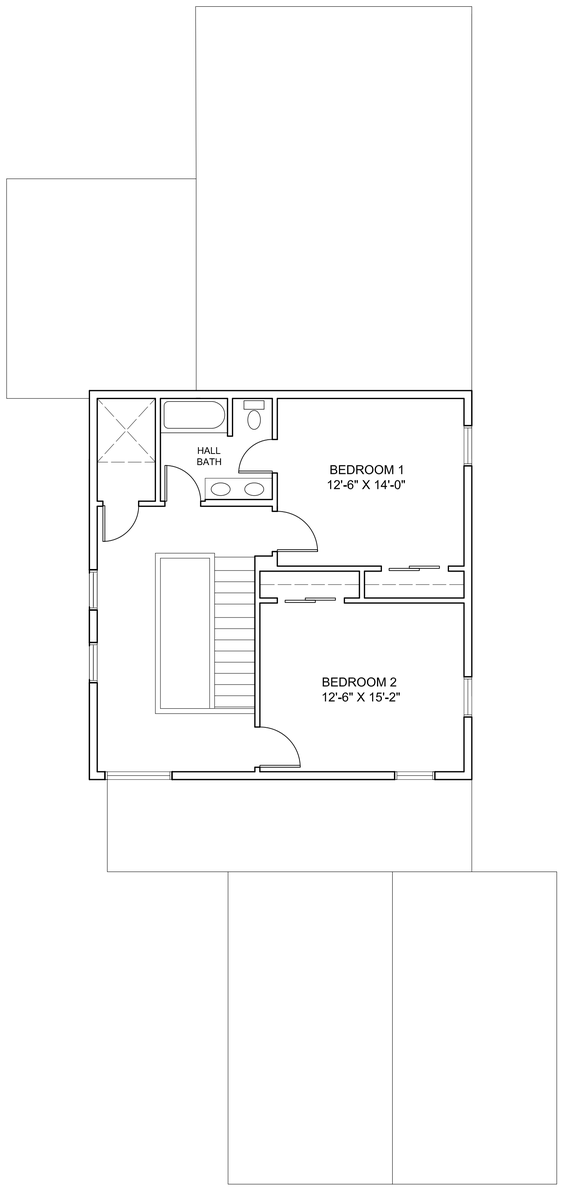
Attachment: Preliminary_RDD_submittal_12112017 (#17-044: Santino Court RZG B-RDD)



1ST FLOOR



2ND FLOOR

FLOOR PLAN A

Note: All floor plans and elevations are compatible with each model

OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
Central Design Office, LLC

1607 Tower Grove Avenue
Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

NOT FOR CONSTRUCTION

Brent A. Crittenden
MO# 2006003774

REV	DATE	DESCRIPTION

1" ACTUAL

140.01.00 - SINGLE FAMILY NEW CONSTRUCTION

SANTINO COURT
CREVE CEOUR, SANTINO COURT

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: DECEMBER 11, 2017
DRAWN BY: Author
SHEET NAME: FLOOR PLANS

SHEET 002

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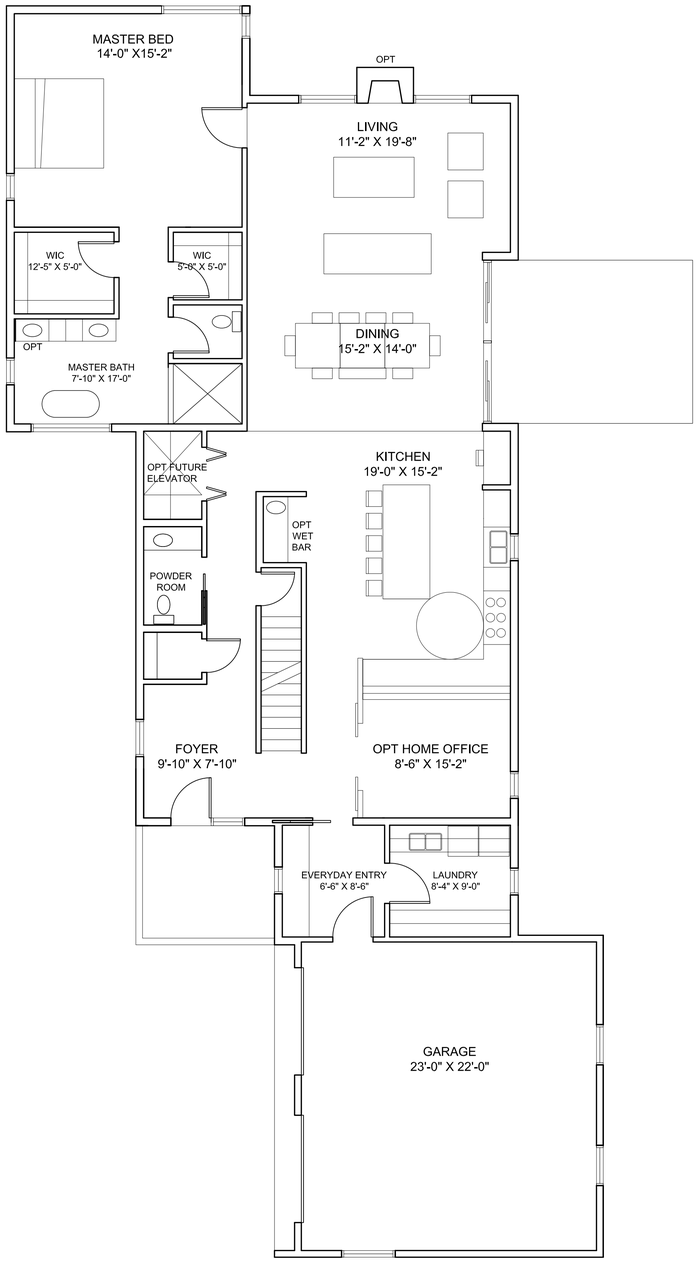
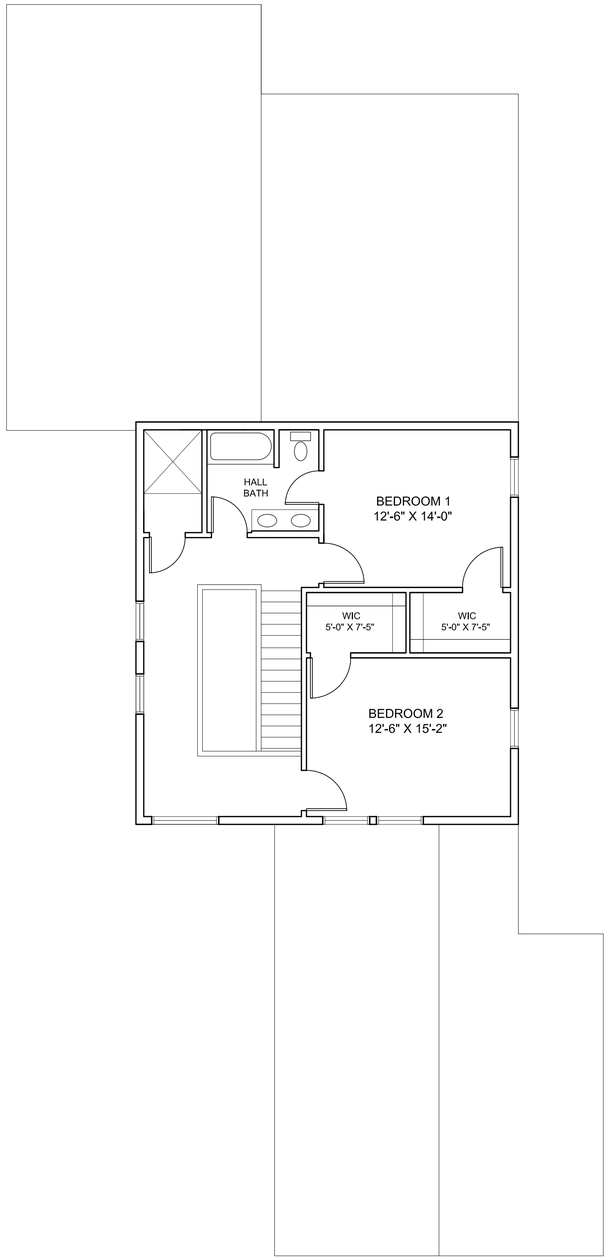


1ST FLOOR



2ND FLOOR

FLOOR PLAN B

Note: All floor plans and elevations are compatible with each model

OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
Central Design Office, LLC

1607 Tower Grove Avenue
Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

NOT FOR CONSTRUCTION

Brent A. Crittenden
MO# 2006003774

REV	DATE	DESCRIPTION

1" ACTUAL

140.01.00 - SINGLE FAMILY NEW CONSTRUCTION

SANTINO COURT
CREVE CECOUR, SANTINO COURT

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: DECEMBER 11, 2017
DRAWN BY: Author
SHEET NAME: FLOOR PLANS

SHEET 003

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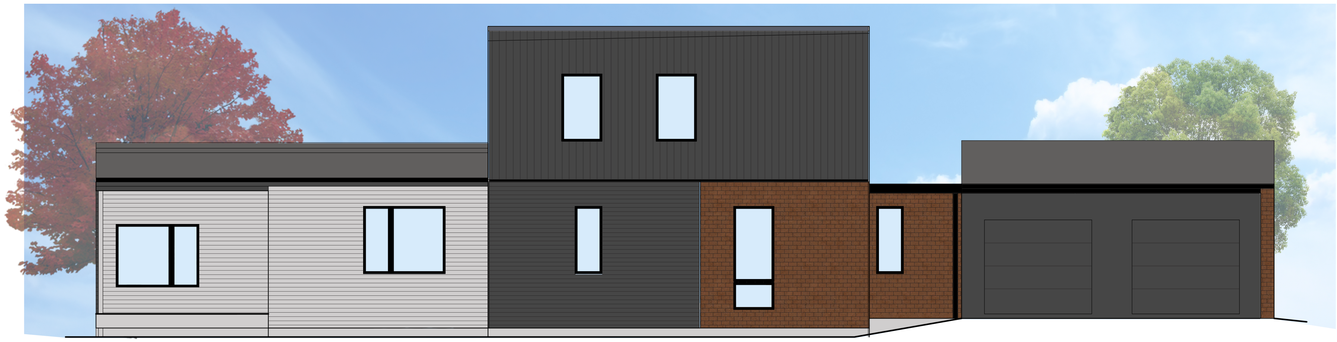
Attachment: Preliminary_RDD_submittal_12112017 (#17-044: Santino Court RZG B-RDD)



FRONT ELEVATION



LEFT ELEVATION



RIGHT ELEVATION



BACK ELEVATION

OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
Central Design Office, LLC

1607 Tower Grove Avenue
Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

NOT FOR CONSTRUCTION

Brent A. Crittenden
MO# 2006003774

REV	DATE	DESCRIPTION

1" ACTUAL

140.01.00 - SINGLE FAMILY NEW CONSTRUCTION

SANTINO COURT

CREVE CEOUR, SANTINO COURT

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: DECEMBER 11, 2017
DRAWN BY: Author
SHEET NAME: ELEVATIONS

SHEET 004

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Attachment: Preliminary_RDD_submittal_12112017 (#17-044: Santino Court RZG B-RDD)



FRONT ELEVATION



LEFT ELEVATION



RIGHT ELEVATION



BACK ELEVATION

OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
Central Design Office, LLC

1607 Tower Grove Avenue
Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

NOT FOR CONSTRUCTION

Brent A. Crittenden
MO# 2006003774

REV	DATE	DESCRIPTION

1" ACTUAL

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: DECEMBER 11, 2017
DRAWN BY: Author
SHEET NAME: ELEVATIONS

140.01.00 - SINGLE FAMILY NEW CONSTRUCTION

SANTINO COURT

CREVE CEOUR, SANTINO COURT

SHEET 005

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Attachment: Preliminary_RDD_submittal_12112017 (#17-044: Santino Court RZG B-RDD)



FRONT ELEVATION



LEFT ELEVATION



RIGHT ELEVATION



BACK ELEVATION

OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
Central Design Office, LLC

1607 Tower Grove Avenue
Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

NOT FOR CONSTRUCTION

Brent A. Crittenden
MO# 2006003774

REV	DATE	DESCRIPTION

1" ACTUAL

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: DECEMBER 11, 2017
DRAWN BY: Author
SHEET NAME: ELEVATIONS

140.01.00 - SINGLE FAMILY NEW CONSTRUCTION

SANTINO COURT

CREVE CEOUR, SANTINO COURT

SHEET 006

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Attachment: Preliminary_RDD_submittal_12112017 (#17-044: Santino Court RZG B-RDD)



PERSPECTIVE LOOKING SOUTH

OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
Central Design Office, LLC

1607 Tower Grove Avenue
Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

NOT FOR CONSTRUCTION

Brent A. Crittenden
MO# 2006003774

REV	DATE	DESCRIPTION

1" ACTUAL

140.01.00 - SINGLE FAMILY NEW CONSTRUCTION

SANTINO COURT

CREVE CEOUR, SANTINO COURT

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: DECEMBER 11, 2017
DRAWN BY: Author
SHEET NAME: PERSPECTIVE

SHEET 007

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PERSPECTIVE LOOKING WEST

OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
Central Design Office, LLC

1607 Tower Grove Avenue
Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

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MO# 2006003774

REV	DATE	DESCRIPTION

1" ACTUAL

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SANTINO COURT

CREVE CEOUR, SANTINO COURT

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: DECEMBER 11, 2017
DRAWN BY: Author
SHEET NAME: PERSPECTIVE

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PERSPECTIVE LOOKING WEST

OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
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Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

NOT FOR CONSTRUCTION

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REV	DATE	DESCRIPTION

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SANTINO COURT

CREVE CEOUR, SANTINO COURT

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: DECEMBER 11, 2017
DRAWN BY: Author
SHEET NAME: PERSPECTIVE

SHEET 009

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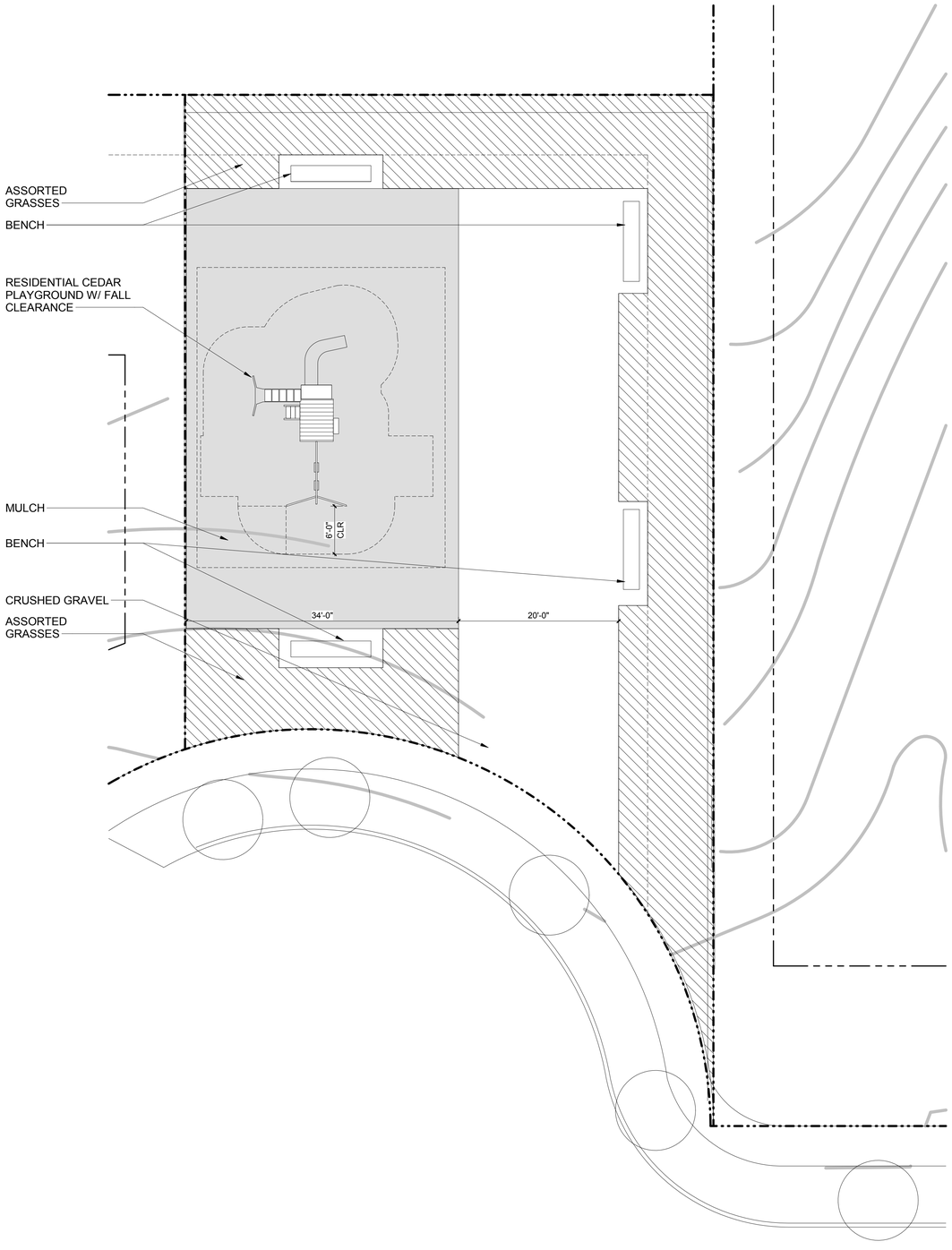

OWNER:
UIC HOMES
1607 Tower Grove Avenue
Saint Louis, Missouri 63110

ARCHITECT:
Central Design Office, LLC

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Saint Louis, Missouri 63110
centraldesignoffice.com
314.771.7300

NOT FOR CONSTRUCTION

Brent A. Crittenden
MO# 2006003774

REV	DATE	DESCRIPTION

1" ACTUAL

140.01.00 - SINGLE FAMILY NEW CONSTRUCTION

SANTINO COURT

CREVE CEOUR, SANTINO COURT

ISSUE NAME: PRELIMINARY RDD
ISSUE DATE: DECEMBER 11, 2017
DRAWN BY: Author
SHEET NAME: PARK ENLARGED PLAN

SHEET 010

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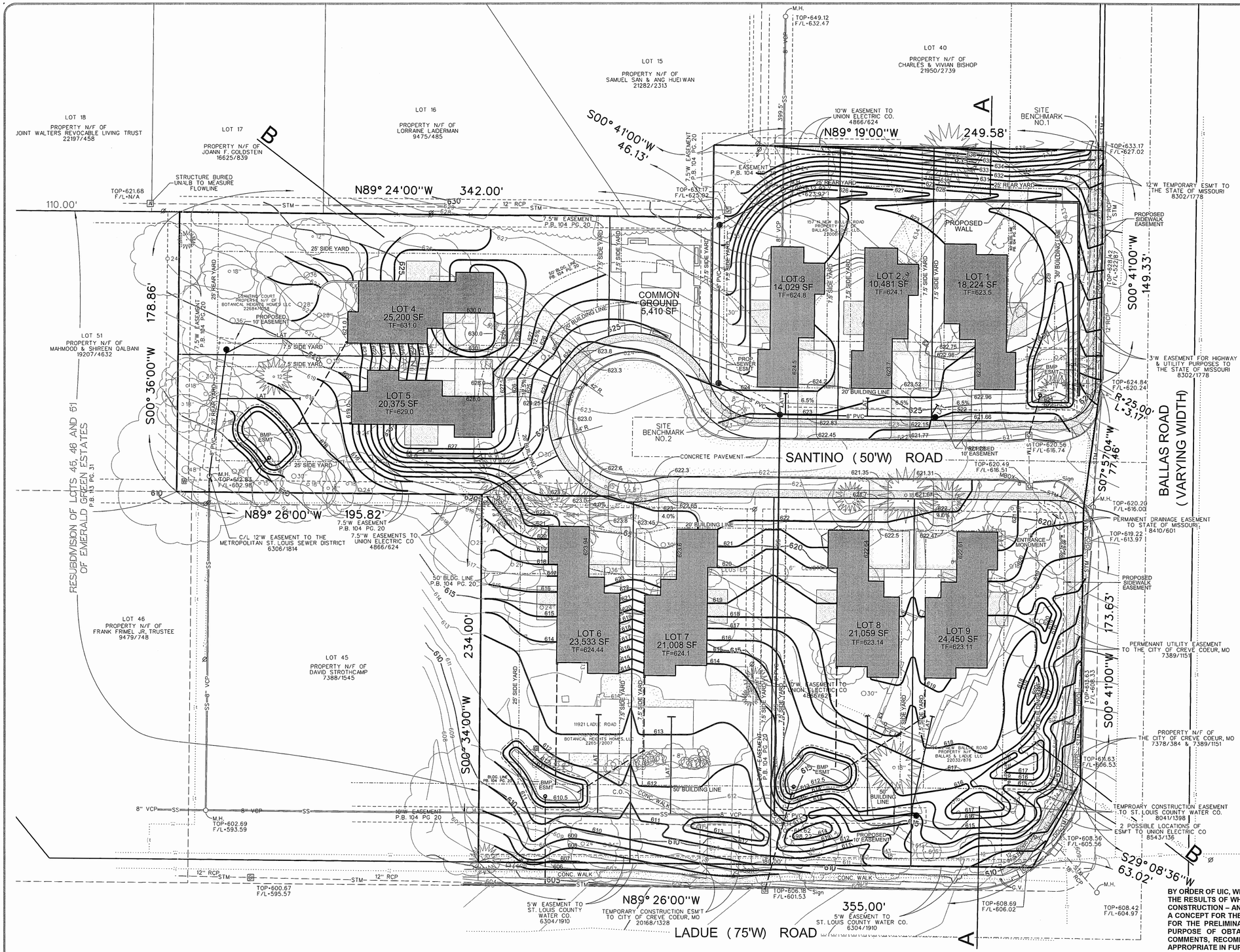

LEGEND

A	AREA INLET
BC	BOTTOM OF CURB
CO	CLEAN OUT
C	CURB INLET
C C	DOUBLE CURB INLET
E.M.	ELECTRIC METER
E.T.	ELECTRIC TRANSFORMER
FF	FINISHED FLOOR
	FIRE HYDRANT
	GRATE INLET
	GAS METER
GV	GAS VALVE
G.W.	GUY WIRE
	LIGHT STANDARD
M.H.	MANHOLE
PVC	POLY VINYL CHLORIDE
RCP	REINFORCED CONCRETE PIPE
TBR	TO BE REMOVED
TBR&R	TO BE REMOVED AND REPLACED
TC	TOP OF CURB
TSCB	TRAFFIC SIGNAL CONTROL BOX
UIP	USE IN PLACE
U.M.H.	UTILITY MANHOLE
Ø	UTILITY POLE
VCP	VITRIFIED CLAY PIPE
	WATER METER
W.V.	WATER VALVE
	YARD LIGHT
-G-	GAS LINE
-OU-	OVERHEAD UTILITIES
-SS-	SANITARY SEWER
-STM-	STORM SEWER
-T-	TELEPHONE LINE
-UE-	UNDERGROUND ELECTRIC
-W-	WATER LINE
-X-	FENCE

REVISED 12-12-2017

BY ORDER OF UIC, WE HAVE PREPARED A SITE DEVELOPMENT PLAN / PRELIMINARY PLAT, THE RESULTS OF WHICH ARE CURRENTLY REPRESENTED ON THIS DRAWING – NOT FOR CONSTRUCTION – AND WAS PREPARED FOR THE SOLE LIMITED PURPOSE OF PROVIDING A CONCEPT FOR THE PROPOSED DEVELOPMENT OF THE TRACT AND IS INTENDED ONLY FOR THE PRELIMINARY USE OF GOVERNMENTAL REVIEWING AUTHORITIES FOR THE PURPOSE OF OBTAINING APPROVAL OF A CONCEPT AND IS SUBJECT TO SUCH COMMENTS, RECOMMENDATIONS OR REVISIONS AS MAY BE DEEMED NECESSARY OR APPROPRIATE IN FURTHERANCE OF SUCH PURPOSES.

STATE OF MISSOURI 12-12-17 TIMOTHY JOHN MEYER NUMBER E-24665 PROFESSIONAL ENGINEER

TIMOTHY J. MEYER
PROFESSIONAL ENGINEER
PE-24665

STATE OF MISSOURI ERIC J. KIRBY NUMBER LS-2005000374 12/12/17 PROFESSIONAL LAND SURVEYOR

ERIC J. KIRBY, P.L.S
PROFESSIONAL LAND SURVEYOR
MO P.L.S. #2005000374

VOLZ Incorporated
ENGINEERS
LAND PLANNING
LAND SURVEYING
TRANSPORTATION
CONSTRUCTION MANAGEMENT
1897 Tower Grove Avenue
St. Louis, Missouri 63110
10640 Indian Head Indl. Blvd.
St. Louis, Missouri 63132
314.426.6212 Main
314.890.1250 Fax
www.volzinc.com
Authority #203

SANTINO COURT

A TRACT OF LAND BEING LOTS 41 & 42 & PART OF LOTS 43 & 44
OF EMERALD GREEN ESTATESSECTION 10, TOWNSHIP 45 NORTH - RANGE 5 EAST
CITY OF CREVE COEUR, MISSOURI

SITE DEVELOPMENT PLAN
PRELIMINARY PLAT

4.732 ACRES

LOCATOR NUMBER: 18O510302
18O510402
18O510502

21495-0

11-17-2017

01

Attachment: Preliminary_RDD_submittal_12112017 (#17-044: Santino Court RZG B-RDD)

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DISTRICTS:
METROPOLITAN ST. LOUIS SEWER DISTRICT
CREVE COEUR FIRE PROTECTION DISTRICT PARKWAY SCHOOL DISTRICT
CREVE COEUR CREEK WATERSHED

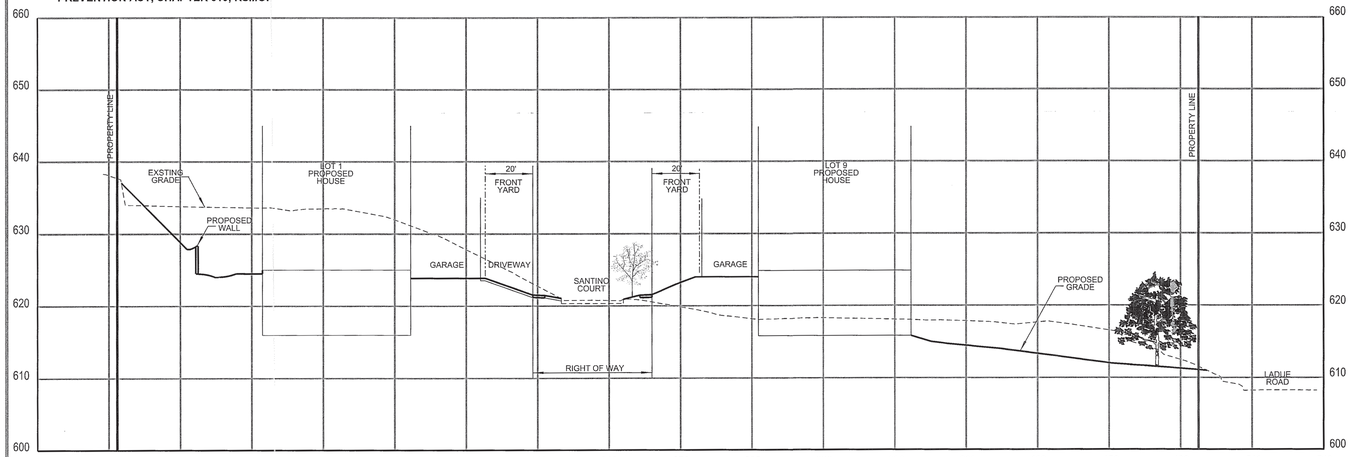
UTILITY SERVICE AREAS:
AMEREN
SPIRE GAS COMPANY
MISSOURI AMERICAN WATER COMPANY
CHARTER COMMUNICATIONS (CABLE TV)
AT&T TELEPHONE COMPANY

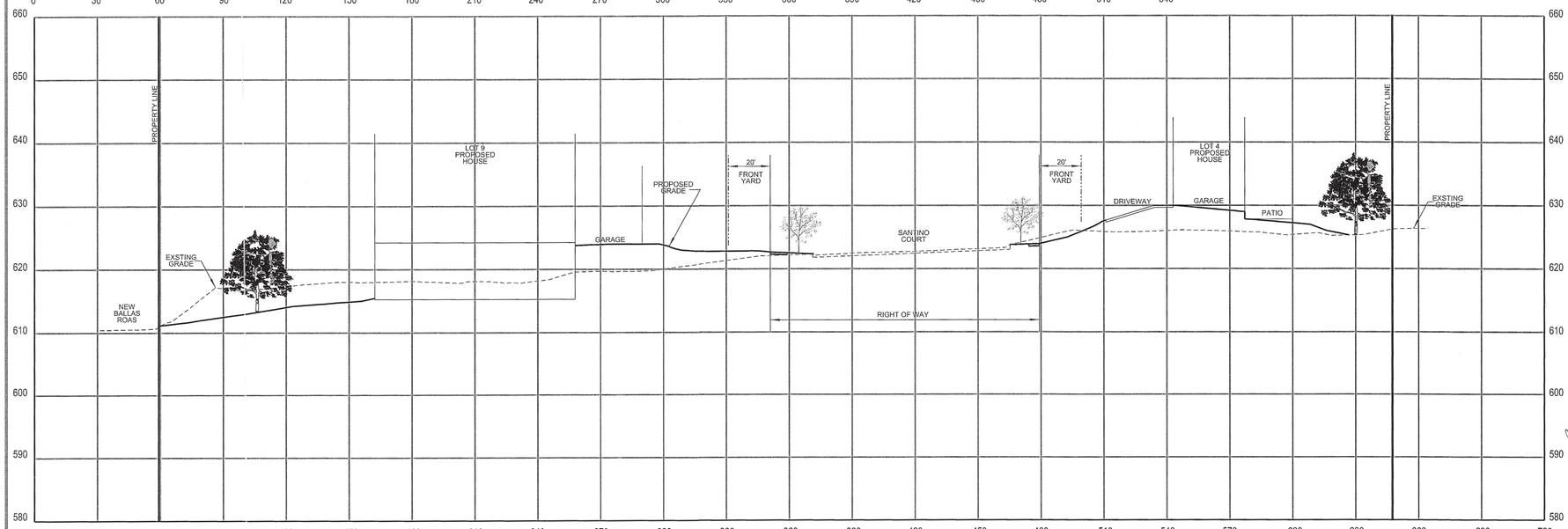
GENERAL NOTES:

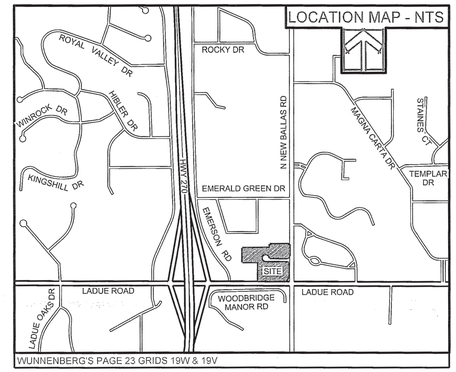
1. SANITARY SEWER CONNECTIONS SHALL BE AS APPROVED BY THE METROPOLITAN ST. LOUIS SEWER DISTRICT.
2. STORMWATER MANAGEMENT SHALL BE DESIGNED PURSUANT TO THE CITY OF CREVE COEUR STANDARDS AND METROPOLITAN ST. LOUIS SEWER DISTRICT REQUIREMENTS AND DISCHARGE AT AN ADEQUATE NATURAL DISCHARGE POINT. SINKHOLES ARE NOT ADEQUATE NATURAL DISCHARGE POINTS.
3. THE LOCATION OF STORM AND SANITARY SEWER IMPROVEMENTS ARE APPROXIMATE ONLY. ACTUAL LOCATIONS SHALL BE DETERMINED BY FIELD CONDITIONS AND SHALL BE INDICATED ON THE IMPROVEMENT PLANS.
4. GRADING AND DRAINAGE SHALL BE PER CITY OF CREVE COEUR STANDARDS AND METROPOLITAN ST. LOUIS SEWER DISTRICT REQUIREMENTS.
5. LANDSCAPING WILL BE PROVIDED AS REQUIRED BY CITY OF CREVE COEUR.
6. SLOPE SHALL NOT EXCEED 3 (HORIZONTAL) : TO 1 (VERTICAL), UNLESS SUPPORTED BY GEOTECHNICAL REPORT AND APPROVED BY THE CITY OF CREVE COEUR STANDARDS.
7. SETBACKS FOR RDD REQUIREMENTS TAKE PRECEDENCE OVER "SPECIAL USE" SETBACK REQUIREMENTS.
8. THE PROPOSED LIGHT STANDARDS SHALL BE IN COMPLIANCE TO THE CITY OF CREVE COEUR'S LIGHTING CODE.
9. THE UNDERGROUND UTILITIES SHOWN HEREIN WERE PLOTTED FROM AVAILABLE INFORMATION AND DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NONEXISTENCE, SIZE, TYPE, NUMBER OR LOCATION OF THESE OR OTHER UTILITIES. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND UTILITIES SHOWN OR NOT SHOWN AND SHALL BE LOCATED IN EXCAVATION OR CONSTRUCTION OF IMPROVEMENTS IN THE FIELD PRIOR TO ANY GRADING. THESE PROVISIONS SHALL IN NO WAY ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319, RSMO.

A TRACT OF LAND BEING SANTINO ROAD (50 FEET WIDE), LOTS 41 & 42 AND PART OF LOTS 43 & 44 OF "EMERALD GREEN ESTATES" A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 104, PAGE 20 OF THE ST. LOUIS COUNTY RECORDS IN SECTION 10, TOWNSHIP 45 NORTH – RANGE 5 EAST, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 42; THENCE EASTWARDLY ALONG THE NORTH LINE OF SAID LOT 42 SOUTH 89 DEGREES 24 MINUTES 00 SECONDS EAST 342.00 FEET TO A POINT ON THE WEST LINE OF SAID LOT 41; THENCE NORTHWARDLY ALONG SAID WEST LINE NORTH 00 DEGREES 41 MINUTES 00 SECONDS EAST 46.13 FEET TO THE NORTH LINE OF SAID LOT 41; THENCE EASTWARDLY ALONG SAID NORTH LINE SOUTH 89 DEGREES 19 MINUTES 00 SECONDS WEST 249.58 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF BALLAS ROAD (VARYING WIDTH); THENCE SOUTHWARDLY ALONG SAID WEST RIGHT-OF-WAY LINE THE FOLLOWING COURSES AND DISTANCES: SOUTH 00 DEGREES 41 MINUTES 00 SECONDS WEST 149.33 FEET, ALONG A CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS NORTH 89 DEGREES 19 MINUTES 00 SECONDS WEST 25.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 3.17 FEET, SOUTH 07 DEGREES 57 MINUTES 04 SECONDS WEST 77.46 FEET, SOUTH 00 DEGREES 41 MINUTES 00 SECONDS WEST 173.63 FEET AND SOUTH 29 DEGREES 08 MINUTES 36 SECONDS WEST 63.02 FEET TO A POINT ON THE NORTH RIGHT-OF WAY LINE OF LADUE ROAD (75 FEET WIDE); THENCE WESTWARDLY ALONG SAID NORTH RIGHT-OF-WAY LINE NORTH 89 DEGREES 26 MINUTES 00 SECONDS WEST 355.00 FEET TO THE WEST LINE OF AFOREMENTIONED LOT 44; THENCE NORTHWARDLY ALONG SAID WEST LINE NORTH 00 DEGREES 34 MINUTES 00 SECONDS WEST 234.00 FEET TO A POINT ON THE SOUTH LINE OF AFOREMENTIONED LOT 42; THENCE WESTWARDLY ALONG SAID SOUTH LINE NORTH 89 DEGREES 26 MINUTES 00 SECONDS WEST 195.82 FEET TO THE WEST LINE OF SAID LOT 42; THENCE NORTHWARDLY ALONG SAID WEST LINE NORTH 00 DEGREES 36 MINUTES 00 SECONDS EAST 178.86 FEET TO THE POINT OF BEGINNING AND CONTAINING 4.732 ACRES ACCORDING TO CALCULATIONS BY VOLZ INCORPORATED DURING NOVEMBER 2017.







STORMWATER MANAGEMENT FLOOD PROTECTION			
TOTAL SITE AREA	=	185,130	sf
EXISTING			
PERVIOUS AREA	=	140,317	sf
PERVIOUS PERCENTAGE	=	75.8%	
15YR-20MIN PI FACTOR	=	1.70	
PERVIOUS FLOWRATE (Q)	=	5.48	cfs
IMPERVIOUS AREA	=	44,813	sf
IMPERVIOUS PERCENTAGE	=	24.2%	
15YR-20MIN PI FACTOR	=	3.54	
IMPERVIOUS FLOWRATE (Q)	=	3.64	cfs
FLOWRATE (Q)	=	9.12	cfs
PROPOSED			
PERVIOUS AREA	=	129,201	sf
PERVIOUS PERCENTAGE	=	69.8%	
15YR-20MIN PI FACTOR	=	1.70	
PERVIOUS FLOWRATE (Q)	=	5.04	cfs
IMPERVIOUS AREA	=	55,929	sf
IMPERVIOUS PERCENTAGE	=	30.2%	
15YR-20MIN PI FACTOR	=	3.54	
IMPERVIOUS FLOWRATE (Q)	=	4.55	cfs
FLOWRATE (Q)	=	9.59	cfs
DIFFERENTIAL FLOWRATE			
PROP Q - EX Q	=	0.47	cfs < 2 cfs
Q_p		Not Required	

CHANNEL PROTECTION			
TOTAL SITE AREA	=	185,130	sf
	=	4.25	Ac < 5 Ac
C_{pv}		Not Required	

WATER QUALITY			
TOTAL DISTURBED AREA	=	172,737	sf
	=	3.97	Ac > 1 Ac
W_{qv}		Required	

PROJECT NOTES:		
AREA OF SITE:	4.732 ACRES | 4.257 ACRES EXCLUDES RIGHT-OF-WAY	
LOCATOR NO:	18O610392 18O610062 18O610402 18O610028	
OWNER OF RECORD: SITE ADDRESS:	18O610392 BALLAS AND LADUE LLC 157 N NEW BALLAS RD SAINT LOUIS, MO 63141	18O610402 BALLAS & LADUE LLC 105 N NEW BALLAS RD SAINT LOUIS, MO 63141
	18O610062 BOTANICAL HEIGHTS HOMES LLC 1 SANTINO CT SAINT LOUIS, MO 63141	18O610028 BOTANICAL HEIGHTS HOMES LLC 11921 LADUE RD SAINT LOUIS, MO 63141
PREPARED FOR:	UIC 1607 TOWER GROVE AVENUE ST. LOUIS, MISSOURI 63110 MAIN: 314.771.7300	
PREPARED BY:	VOLZ Incorporated 10849 INDIAN HEAD INDL. BLVD. ST. LOUIS, MO 63132 314.426.6212 MAIN 314.890.1250 FAX	
EXISTING ZONING:	SINGLE FAMILY RESIDENTIAL	
PROPOSED ZONING:	"B" SINGLE FAMILY RESIDENTIAL – SECTION 405.260 RDD – RESIDENTIAL DEVELOPMENT DISTRICT	
PROPOSED SETBACKS:	20' FRONT YARD 7.5' SIDE YARD 25' REAR YARD	
NEW BALLAS ROAD:	30' SETBACK	
LADUE ROAD:	50' SETBACK	
OPEN SPACE:	3.45 ACRES / 4.732 ACRES = 73%	
DENSITY CALCULATIONS:	4.257 ACRES - 185,434.92 SF EXCLUDES RIGHT OF WAY 185,434.92 SF 20,000 SF = 9.27	
PROPOSED LOTS:	9 LOTS	
OFF-STREET PARKING REQUIREMENTS:	9 LOTS x 2 PARKING SPACES PER	18 SPACES
LEGAL DESCRIPTION	A TRACT OF LAND BEING LOTS 41 & 42 & PART OF LOTS 43 & 44 OF EMERALD GREEN ESTATES SECTION 10, TOWNSHIP 45 NORTH - RANGE 5 EAST CITY OF CREVE COEUR, MISSOURI	

BASED ON MSD GENERAL DESIGN CRITERIA FOR STORM WATER MANAGEMENT, WATER QUALITY IS THE ONLY ELEMENT REQUIRED. THIS SITE DOES NOT MEET THE THRESHOLD NEEDS FOR CHANNEL PROTECTION OR FLOOD VOLUME DETENTION.

WATER QUALITY WILL BE ADDRESSED IN A SERIES OF RAIN GARDENS AS SHOWN ON THE PROPOSED PLAN.

REVISED 12-12-2017

BY ORDER OF UIC, WE HAVE PREPARED A SITE DEVELOPMENT PLAN / PRELIMINARY PLAT, THE RESULTS OF WHICH ARE CURRENTLY REPRESENTED ON THIS DRAWING – NOT FOR CONSTRUCTION – AND WAS PREPARED FOR THE SOLE LIMITED PURPOSE OF PROVIDING A CONCEPT FOR THE PROPOSED DEVELOPMENT OF THE TRACT AND IS INTENDED ONLY FOR THE PRELIMINARY USE OF GOVERNMENTAL REVIEWING AUTHORITIES FOR THE PURPOSE OF OBTAINING APPROVAL OF A CONCEPT AND IS SUBJECT TO SUCH COMMENTS, RECOMMENDATIONS OR REVISIONS AS MAY BE DEEMED NECESSARY OR APPROPRIATE IN FURTHERANCE OF SUCH PURPOSES.

STATE OF MISSOURI
12-12-17
TIMOTHY JOHN MEYER
NUMBER E-24665
REGISTERED PROFESSIONAL ENGINEER

TIMOTHY J. MEYER
PROFESSIONAL ENGINEER
PE-24665

STATE OF MISSOURI
ERIC J. KIRBY
NUMBER PLS-2005000074
12/13/17
PROFESSIONAL LAND SURVEYOR

ERIC J. KIRBY, P.L.S
PROFESSIONAL LAND SURVEYOR
MO P.L.S. #2005000074

UIC
1607 TOWER GROVE AVENUE
ST. LOUIS, MISSOURI 63110
MAIN: 314.771.7300

VOLZ Incorporated
ENGINEERS
LAND PLANNING
LAND SURVEYING
TRANSPORTATION
CONST. MANAGEMENT
10849 Indian Head Industrial Blvd.
St. Louis, Missouri 63132
314.426.6212 Main
314.890.1250 Fax
www.volzinc.com
Authority #233

SANTINO COURT

A TRACT OF LAND BEING LOTS 41 & 42 & PART OF LOTS 43 & 44 OF EMERALD GREEN ESTATES SECTION 10, TOWNSHIP 45 NORTH - RANGE 5 EAST
CITY OF CREVE COEUR, MISSOURI

SITE DEVELOPMENT PLAN
PRELIMINARY PLAT

LOCATOR NUMBER: 18O610392 / 18O610402 / 18O610062 / 18O610028

4.732 ACRES

21495-0

11-17-2017
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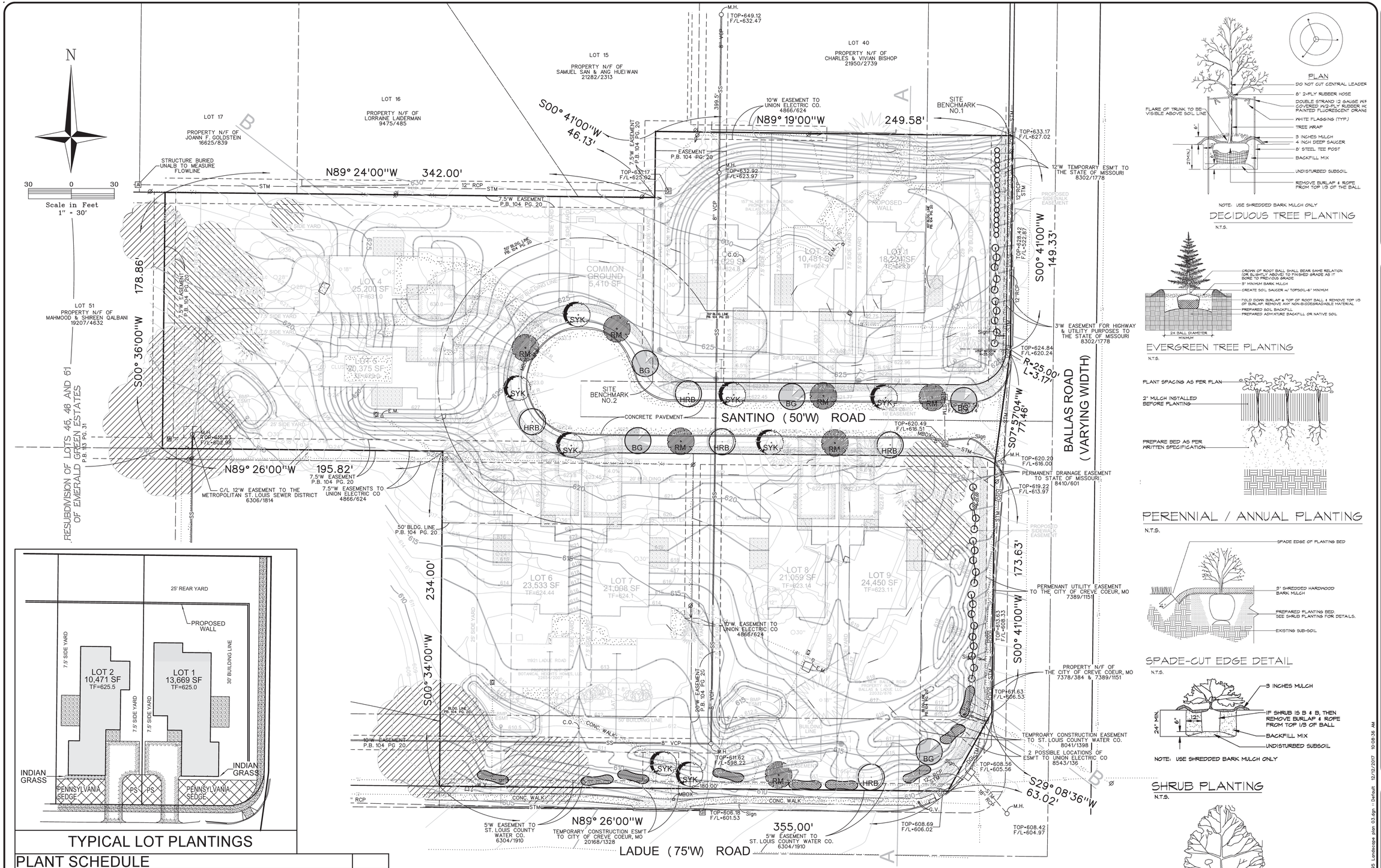

TYPICAL LOT PLANTINGS

PLANT SCHEDULE

TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
SYK	8	LONDON PLANE / PLATANUS × ACERIFOLIA	2.5" CAL
BG	5	BLACK GUM / NYSSA SYLVATICA	2.5" CAL
HRB	5	HERTAGE RIVER BIRCH / BETULA NIGRA 'CULLY' HERITAGE	2.5" CAL
RM	7	RED MAPLE / ACER RUBRUM	2.5" CAL
	16	ASSORTED GRASSES	18" O.C.
	18	MAIDEN GRASS	18" O.C.
	24	ARBORVITAE / THUJA	
	TYPICAL LOT	PENNSYLVANIA SEDGE /CAREX PENSYLVANICA	
	TYPICAL LOT	INDIAN GRASS / SORGHASTRUM NUTANS	

NOTE: USE SHREDDED BARK MULCH ONLY

DECIDUOUS TREE PLANTING

N.T.S.

EVERGREEN TREE PLANTING

N.T.S.

PERENNIAL / ANNUAL PLANTING

N.T.S.

SPADE-CUT EDGE DETAIL

N.T.S.

NOTE: USE SHREDDED BARK MULCH ONLY

SHRUB PLANTING

N.T.S.

TREE PROTECTION DETAIL

N.T.S.

REVISED 12-12-2017

VOLZ Incorporated
ENGINEERS
LAND PLANNING
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10849 Indian Head Indt. Blvd.
St. Louis, Missouri 63132
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A TRACT OF LAND BEING LOTS 41 & 42 & PART OF LOTS 43 & 44
OF EMERALD GREEN ESTATESSECTION 10, TOWNSHIP 45 NORTH - RANGE 5 EAST
CITY OF CREVE COEUR, MISSOURI

LANDSCAPE PLAN

LOCATOR NUMBER: 18O610392, 18O610402, 18O610412, 18O610028

4.257 ACRES

21495-0

11-17-2017

03

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Attachment: Preliminary_RDD_submittal_12112017 (#17-044: Santino Court RZG B-RDD)

Santino Court

Proposed Residential Development - Re-Zoning Request



Planning and home design by Central Design Office, LLC, under the supervision of Brent A Crittenden, Architect, Missouri License # 2006003774. Not for construction.

Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)







UIC Homes believes in supporting vibrant and sustainable neighborhoods, designing and building our homes as attentive and adaptive additions to their context -- in a very broad sense: not only as the existing buildings on a street, but also the history of that place and its forward trajectory. For us, architecture is always an optimistic endeavor that imagines a possible future of a place and then builds it.

Our homes are developed through an iterative process that considers the range of if-then possibilities. In the case of our model homes, these designs have been vetted and built with an eye toward efficient, flexible, and adaptive open plans that enrich the way people live today.





Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)













Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Santino Court

Proposed Residential Development - Re-zoning Request

November 17, 2017 Planning & Zoning Submittal

Brent Crittenden – Urban Improvement Company, LLC
Sarah Gibson – Urban Improvement Company, LLC
William Rombach – Urban Improvement Company, LLC
Brett McMahon – Urban Improvement Company, LLC
Taylor Williamson – Urban Improvement Company, LLC
Dave Volz – Volz, Inc.
Jeff Atkins – Volz, Inc.

Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Re-Zoning Request

- Site currently zoned Residential District ‘A’ (1 acre density)
- Proposed “Residential Design Development (RDD)” based on Residential District “B” zoning (20,000 sf per lot density), Single Family Residential (20,000+ SF per parcel in the aggregate).
- Need for re-zoning:
  - To serve existing residents within Creve Coeur and the greater Saint Louis area with an option to age in place. The age in place product is limited in the St. Louis area and we seek to provide a high quality option for people who find it desirable. The proposed project at Santino Court will be a walkable neighborhood which will include a common area and energy efficient homes in a maintenance free HOA. The increased density will allow the residents to have a sense of community amongst their neighbors.
  - Aging in place as “the ability to live in one’s own home and community safely, independently, and comfortably, regardless of age, income, or ability level.”

Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Re-Zoning Request

- Surrounding Zoning
  - The site is currently zoned ‘A’. The majority of the Emerald Green Subdivision is zoned ‘B’ with some surrounding parcels zoned ‘A’.
  - This redevelopment offers average 20,000 sf lots, greenspace, and adjusted setbacks, to help promote a sense of community through an engaging streetscape and higher density

North : ‘B’ – Residential	East : ‘A’ – Place of Worship
South : ‘A’ - Residential	West : ‘A’ – Residential & ‘B’ – Residential

Emerald Green Subdivision

	Existing	Proposed	Net
A’ Lots	10	-4	6
‘B’ Lots	31	9	40

Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Code Comparison

Residential Zoning – Code Comparison Table		
	'B' Residence District	**Proposed Site Plan (RDD)**
Lot Size	20,000 SF	20,017 SF AVG
Lot Width	100 FT (min.)	87 FT AVG
Lot Depth	100 FT (min.)	218 FT AVG
Units Per Acre	2.178	2.112
Site Coverage	35.0%	35% (32% as drawn)
Front Yard Setback	45 FT	20 FT
Side Yard Setback	15 FT	7.5 FT
Rear Yard Setback	30 FT	25 FT
Open Space (min. recommended)	40%	73% approx. proposed

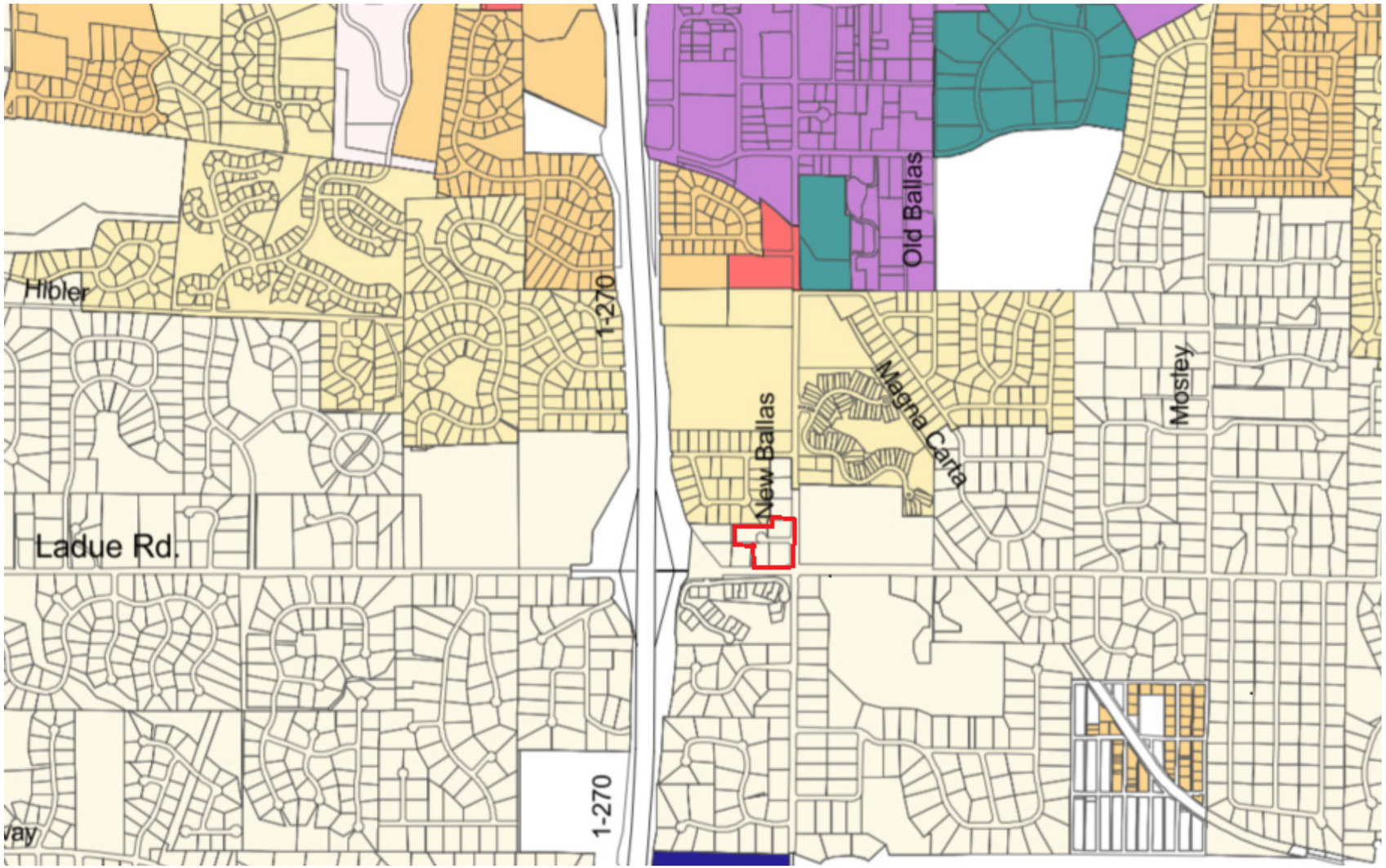
Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Community Features

- Subdivision indentures guarantee maintenance & replacement of landscaping within Common Ground and Landscape Easements.
- Rain Gardens/Amended Soils providing Water Quality, Runoff Reduction and Landscape Features.
- Fencing around the property which will be elegantly landscaped to provide privacy for residents
- Common Ground with play space
- Home Details:
  - Home Size ranging from 2,200 SF to 4,000 SF
  - Model Base Price: mid $600's, Average Price: low $800's
- Architectural Products:
  - Brick, cement fiber lap siding, wood look accents
  - Architectural shingles, TPO (only on flat roof option)
  - Abundant available sustainable /energy efficient features

Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Creve Coeur Zoning Map



- Proposed site is located at the Northwest corner of N. New Ballas Rd. and Ladue Rd. (outlined in red)
- Existing Zoning ‘A’
- Proposed Zoning ‘B’ RDD
- Proposed 9 Homesites for a Single Family Residential Community

Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Re-zoning Evaluation



Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Existing Property



Emerald Green Estates

Carlyle Subdivision

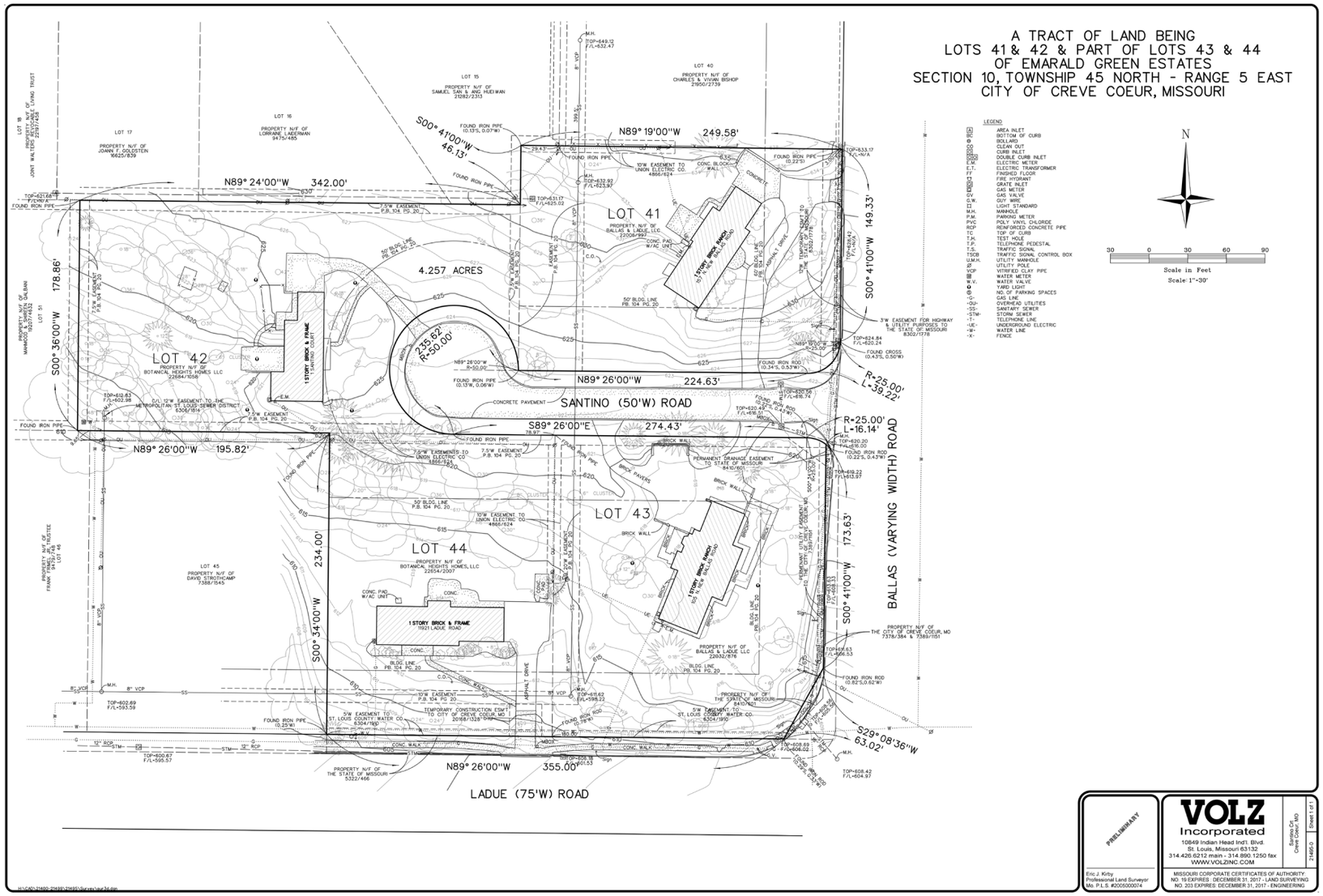
Shaare Emeth Congregation

Woodbridge Manor

Existing Lake

Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

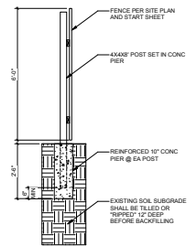
Existing Conditions Survey and Topography



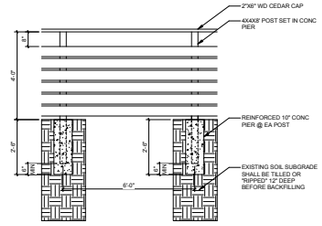
Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Site Plan and Fence Details

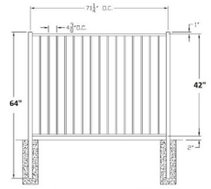




6'-0" Wood Privacy Fence Detail



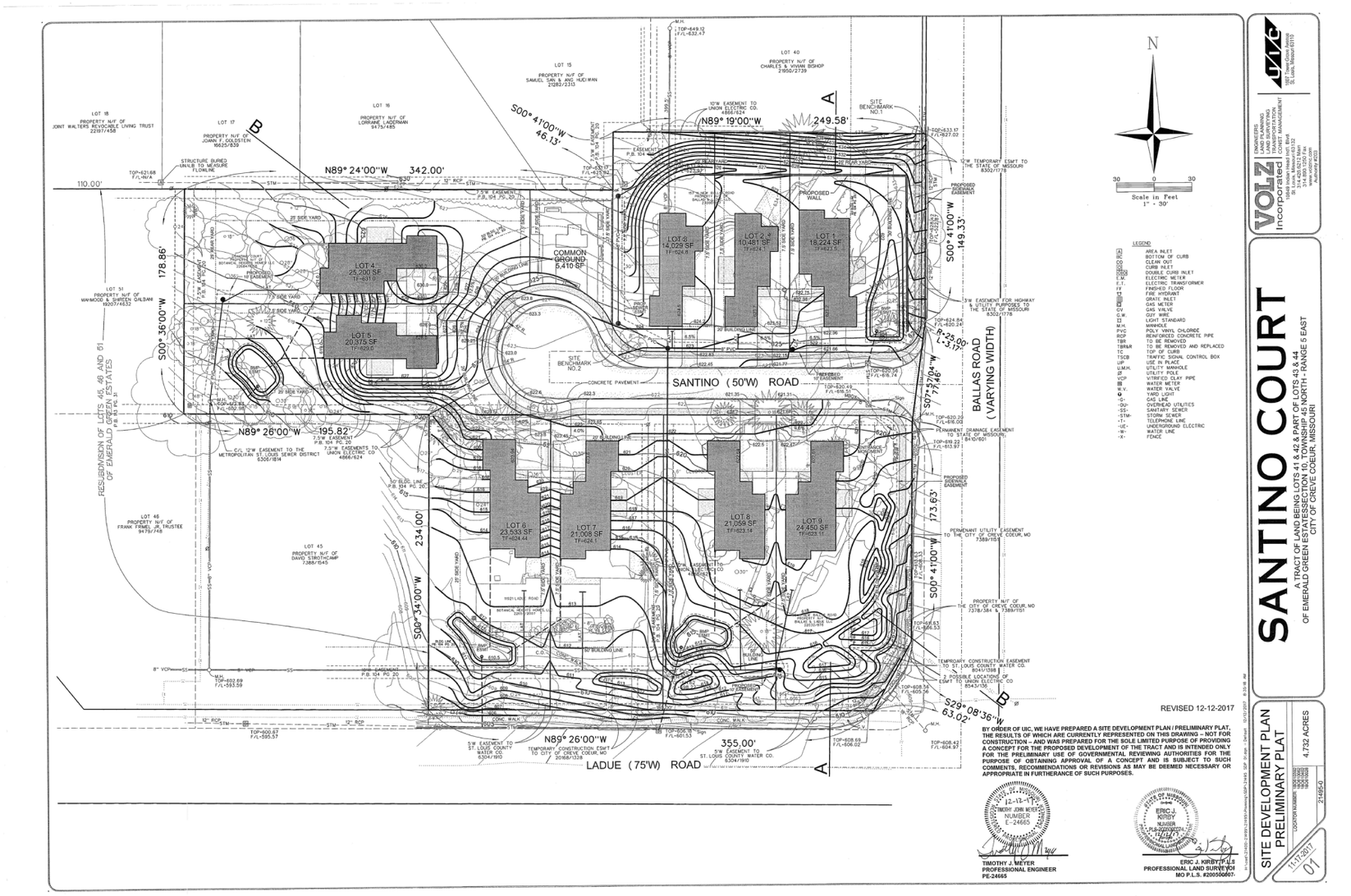
4'-0" Wood Fence Detail



Aluminum Fence Detail

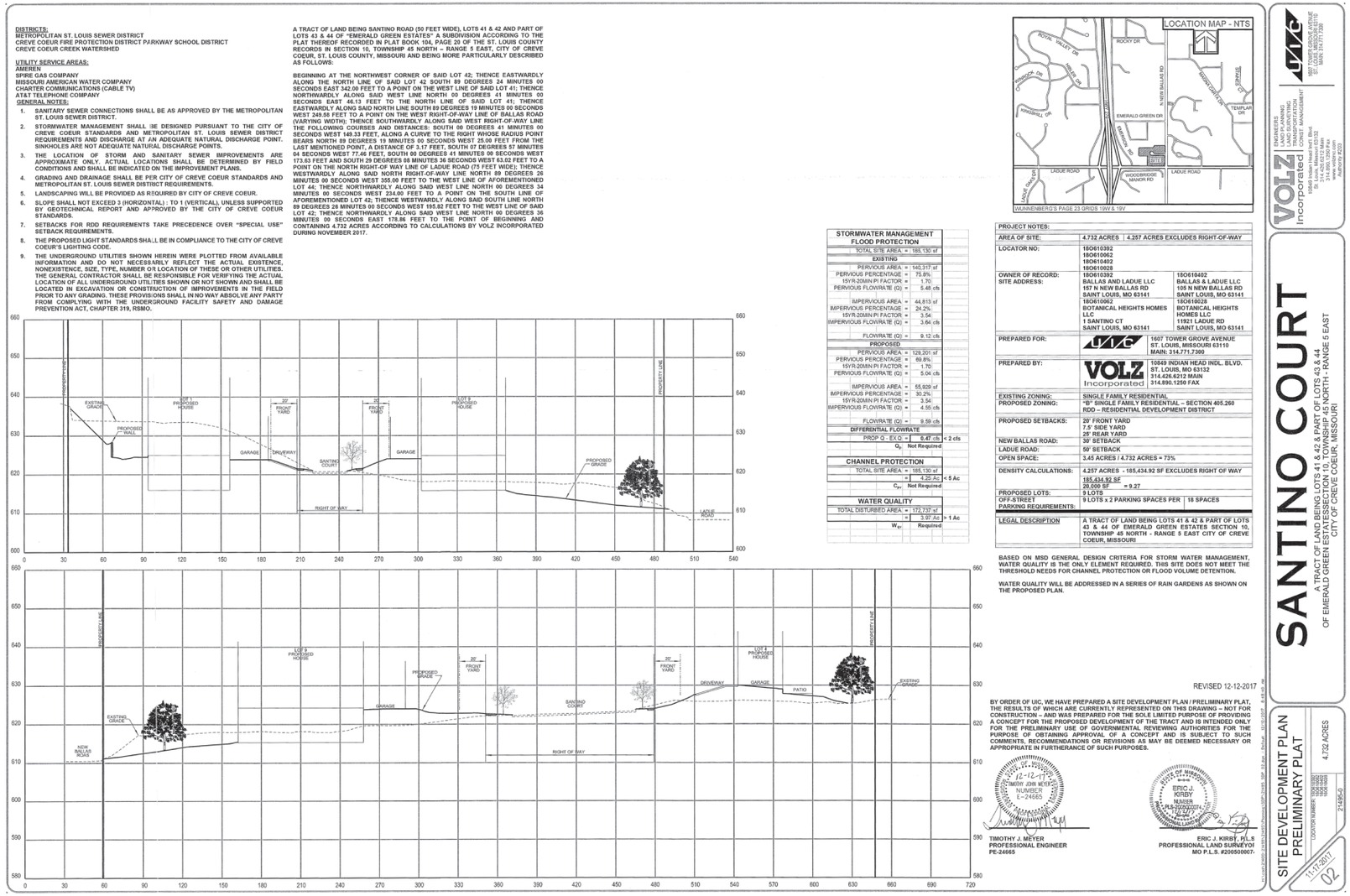
Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Proposed Site Plan



Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Site Sections



DISTRICTS:
METROPOLITAN ST. LOUIS SEWER DISTRICT
CREVE COEUR FIRE PROTECTION DISTRICT PARKWAY SCHOOL DISTRICT
CREVE COEUR CREEK WATERSHED

UTILITY SERVICE AREAS:
AMEREN
SPIRE GAS COMPANY
MISSOURI AMERICAN WATER COMPANY
CHARTER COMMUNICATIONS (CABLE TV)
AT&T TELEPHONE COMPANY

GENERAL NOTES:

1. SANITARY SEWER CONNECTIONS SHALL BE AS APPROVED BY THE METROPOLITAN ST. LOUIS SEWER DISTRICT.
2. STORMWATER MANAGEMENT SHALL BE DESIGNED PURSUANT TO THE CITY OF CREVE COEUR STANDARDS AND METROPOLITAN ST. LOUIS SEWER DISTRICT REQUIREMENTS AND DISCHARGE AT AN ADEQUATE NATURAL DISCHARGE POINT. SINKHOLES ARE NOT ADEQUATE NATURAL DISCHARGE POINTS.
3. THE LOCATION OF STORM AND SANITARY SEWER IMPROVEMENTS ARE APPROXIMATE ONLY. ACTUAL LOCATIONS SHALL BE DETERMINED BY FIELD CONDITIONS AND SHALL BE INDICATED ON THE IMPROVEMENT PLANS.
4. GRADING AND DRAINAGE SHALL BE PER CITY OF CREVE COEUR STANDARDS AND METROPOLITAN ST. LOUIS SEWER DISTRICT REQUIREMENTS.
5. LANDSCAPING WILL BE PROVIDED AS REQUIRED BY CITY OF CREVE COEUR.
6. SLOPE SHALL NOT EXCEED 3 (HORIZONTAL) : TO 1 (VERTICAL), UNLESS SUPPORTED BY GEOTECHNICAL REPORT AND APPROVED BY THE CITY OF CREVE COEUR STANDARDS.
7. SETBACKS FOR RDD REQUIREMENTS TAKE PRECEDENCE OVER "SPECIAL USE" SETBACK REQUIREMENTS.
8. THE PROPOSED LIGHT STANDARDS SHALL BE IN COMPLIANCE TO THE CITY OF CREVE COEUR'S LIGHTING CODE.
9. THE UNDERGROUND UTILITIES SHOWN HEREIN WERE PLOTTED FROM AVAILABLE INFORMATION AND DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NONEXISTENCE, SIZE, TYPE, NUMBER OR LOCATION OF THESE OR OTHER UTILITIES. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND UTILITIES SHOWN OR NOT SHOWN AND SHALL BE LOCATED IN EXCAVATION OR CONSTRUCTION OF IMPROVEMENTS IN THE FIELD PRIOR TO ANY GRADING. THESE PROVISIONS SHALL IN NO WAY ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319, RSMO.

A TRACT OF LAND BEING SANTINO ROAD (50 FEET WIDE), LOTS 41 & 42 AND PART OF LOTS 43 & 44 OF "EMERALD GREEN ESTATES" A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 104, PAGE 29 OF THE ST. LOUIS COUNTY RECORDS IN SECTION 10, TOWNSHIP 45 NORTH – RANGE 5 EAST, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 42; THENCE EASTWARDLY ALONG THE NORTH LINE OF SAID LOT 42 SOUTH 89 DEGREES 24 MINUTES 00 SECONDS EAST 342.00 FEET TO A POINT ON THE WEST LINE OF SAID LOT 41; THENCE NORTHWARDLY ALONG SAID WEST LINE NORTH 00 DEGREES 41 MINUTES 00 SECONDS EAST 46.13 FEET TO THE NORTH LINE OF SAID LOT 41; THENCE EASTWARDLY ALONG SAID NORTH LINE SOUTH 89 DEGREES 19 MINUTES 00 SECONDS WEST 249.58 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF BALLAS ROAD (VARYING WIDTH); THENCE SOUTHWARDLY ALONG SAID WEST RIGHT-OF-WAY LINE THE FOLLOWING COURSES AND DISTANCES: SOUTH 00 DEGREES 41 MINUTES 00 SECONDS WEST 149.33 FEET, ALONG A CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS NORTH 89 DEGREES 19 MINUTES 00 SECONDS WEST 25.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 3.17 FEET, SOUTH 07 DEGREES 57 MINUTES 04 SECONDS WEST 77.46 FEET, SOUTH 00 DEGREES 41 MINUTES 00 SECONDS WEST 173.63 FEET AND SOUTH 29 DEGREES 08 MINUTES 36 SECONDS WEST 63.03 FEET TO A POINT ON THE NORTH RIGHT-OF WAY LINE OF LADUE ROAD (75 FEET WIDE); THENCE WESTWARDLY ALONG SAID NORTH RIGHT-OF-WAY LINE NORTH 89 DEGREES 26 MINUTES 00 SECONDS WEST 355.00 FEET TO THE WEST LINE OF AFOREMENTIONED LOT 44; THENCE NORTHWARDLY ALONG SAID WEST LINE NORTH 00 DEGREES 34 MINUTES 00 SECONDS WEST 234.00 FEET TO A POINT ON THE SOUTH LINE OF AFOREMENTIONED LOT 42; THENCE WESTWARDLY ALONG SAID SOUTH LINE NORTH 89 DEGREES 26 MINUTES 00 SECONDS WEST 195.82 FEET TO THE WEST LINE OF SAID LOT 42; THENCE NORTHWARDLY ALONG SAID WEST LINE NORTH 00 DEGREES 36 MINUTES 00 SECONDS EAST 178.86 FEET TO THE POINT OF BEGINNING AND CONTAINING 4.732 ACRES ACCORDING TO CALCULATIONS BY VOLZ INCORPORATED DURING NOVEMBER 2017.

LOCATION MAP - NTS

WAINNEBERG'S PAGE 23 GRIDS 19W & 19V

STORMWATER MANAGEMENT

FLOOD PROTECTION

TOTAL SITE AREA =	185,130 sf	
EXISTING		
PERVIOUS AREA =	140,317 sf	
PERVIOUS PERCENTAGE =	75.8%	
15YR-20MIN PI FACTOR =	1.70	
PERVIOUS FLOWRATE (Q) =	5.48 cfs	
IMPERVIOUS AREA =	44,813 sf	
IMPERVIOUS PERCENTAGE =	24.2%	
15YR-20MIN PI FACTOR =	3.54	
IMPERVIOUS FLOWRATE (Q) =	3.64 cfs	
FLOWRATE (Q) =	9.12 cfs	
PROPOSED		
PERVIOUS AREA =	129,201 sf	
PERVIOUS PERCENTAGE =	69.8%	
15YR-20MIN PI FACTOR =	1.70	
PERVIOUS FLOWRATE (Q) =	5.04 cfs	
IMPERVIOUS AREA =	55,929 sf	
IMPERVIOUS PERCENTAGE =	30.2%	
15YR-20MIN PI FACTOR =	3.54	
IMPERVIOUS FLOWRATE (Q) =	4.55 cfs	
FLOWRATE (Q) =	9.59 cfs	
DIFFERENTIAL FLOWRATE		
PROP Q - EX Q =	0.47 cfs	< 2 cfs
Q_D	Not Required	

CHANNEL PROTECTION

TOTAL SITE AREA =	185,130 sf	
=	4.25 Ac	< 5 Ac
C_{PV}	Not Required	

WATER QUALITY

TOTAL DISTURBED AREA =	172,737 sf	
=	3.97 Ac	> 1 Ac
W_{EC}	Required	

PROJECT NOTES:	
AREA OF SITE:	4.732 ACRES | 4.257 ACRES EXCLUDES RIGHT-OF-WAY
LOCATOR NO:	18O610392 18O610062 18O610402 18O610928
OWNER OF RECORD: SITE ADDRESS:	18O610392 BALLAS AND LADUE LLC 157 N NEW BALLAS RD SAINT LOUIS, MO 63141 18O610062 BOTANICAL HEIGHTS HOMES LLC 1 SANTINO CT SAINT LOUIS, MO 63141 18O610402 BALLAS & LADUE LLC 105 N NEW BALLAS RD SAINT LOUIS, MO 63141 18O610928 BOTANICAL HEIGHTS HOMES LLC 11921 LADUE RD SAINT LOUIS, MO 63141
PREPARED FOR:	VOLZ Incorporated 1607 TOWER GROVE AVENUE ST. LOUIS, MISSOURI 63110 MAIN: 314.771.7300
PREPARED BY:	VOLZ Incorporated 10849 INDIAN HEAD INDL. BLVD. ST. LOUIS, MO 63132 314.426.6212 MAIN 314.890.1250 FAX
EXISTING ZONING: PROPOSED ZONING:	SINGLE FAMILY RESIDENTIAL "R" SINGLE FAMILY RESIDENTIAL – SECTION 405.260 RDD – RESIDENTIAL DEVELOPMENT DISTRICT
PROPOSED SETBACKS:	20' FRONT YARD 7.5' SIDE YARD 25' REAR YARD
NEW BALLAS ROAD:	30' SETBACK
LADUE ROAD:	50' SETBACK
OPEN SPACE:	3.45 ACRES / 4.732 ACRES = 73%
DENSITY CALCULATIONS:	4.257 ACRES - 185,434.92 SF EXCLUDES RIGHT OF WAY 185,434.92 SF 20,000 SF = 9.27
PROPOSED LOTS:	9 LOTS
OFF-STREET PARKING REQUIREMENTS:	9 LOTS x 2 PARKING SPACES PER | 18 SPACES
LEGAL DESCRIPTION	A TRACT OF LAND BEING LOTS 41 & 42 & PART OF LOTS 43 & 44 OF EMERALD GREEN ESTATES SECTION 10, TOWNSHIP 45 NORTH - RANGE 5 EAST CITY OF CREVE COEUR, MISSOURI

BASED ON MSD GENERAL DESIGN CRITERIA FOR STORM WATER MANAGEMENT, WATER QUALITY IS THE ONLY ELEMENT REQUIRED. THIS SITE DOES NOT MEET THE THRESHOLD NEEDS FOR CHANNEL PROTECTION OR FLOOD VOLUME DETENTION.

WATER QUALITY WILL BE ADDRESSED IN A SERIES OF RAIN GARDENS AS SHOWN ON THE PROPOSED PLAN.

REVISED 12-12-2017

BY ORDER OF UIC, WE HAVE PREPARED A SITE DEVELOPMENT PLAN / PRELIMINARY PLAT. THE RESULTS OF WHICH ARE CURRENTLY REPRESENTED ON THIS DRAWING – NOT FOR CONSTRUCTION – AND WAS PREPARED FOR THE SOLE LIMITED PURPOSE OF PROVIDING A CONCEPT FOR THE PROPOSED DEVELOPMENT OF THE TRACT AND IS INTENDED ONLY FOR THE PRELIMINARY USE OF GOVERNMENTAL REVIEWING AUTHORITIES FOR THE PURPOSE OF OBTAINING APPROVAL OF A CONCEPT AND IS SUBJECT TO SUCH COMMENTS, RECOMMENDATIONS OR REVISIONS AS MAY BE DEEMED NECESSARY OR APPROPRIATE IN FURTHERANCE OF SUCH PURPOSES.

12-12-17
TIMOTHY JOHN MEYER
NUMBER E-24665

TIMOTHY J. MEYER
PROFESSIONAL ENGINEER
PE-24665

STATE OF MISSOURI
ERIC J. KIRBY
NUMBER LS-2005000?
12/31/2017

ERIC J. KIRBY, P.L.S
PROFESSIONAL LAND SURVEYOR
MO P.L.S. #2005000?-

VOLZ Incorporated
ENGINEERS
PLANNERS
LAND SURVEYING
LANDSCAPE ARCHITECTS
CONSTR. MANAGEMENT
10849 Indian Head Ind'l. Blvd
St. Louis, Missouri 63132
314.426.5212 Main
314.890.1250 Fax
www.volzinc.com
ESTIMATE #2423

1607 TOWER GROVE AVENUE
ST. LOUIS, MISSOURI 63110
MAIN: 314.771.7300

SANTINO COURT

A TRACT OF LAND BEING LOTS 41 & 42 & PART OF LOTS 43 & 44 OF EMERALD GREEN ESTATESSECTION 10, TOWNSHIP 45 NORTH - RANGE 5 EAST CITY OF CREVE COEUR, MISSOURI

SITE DEVELOPMENT PLAN
PRELIMINARY PLAT

11-17-2017
02

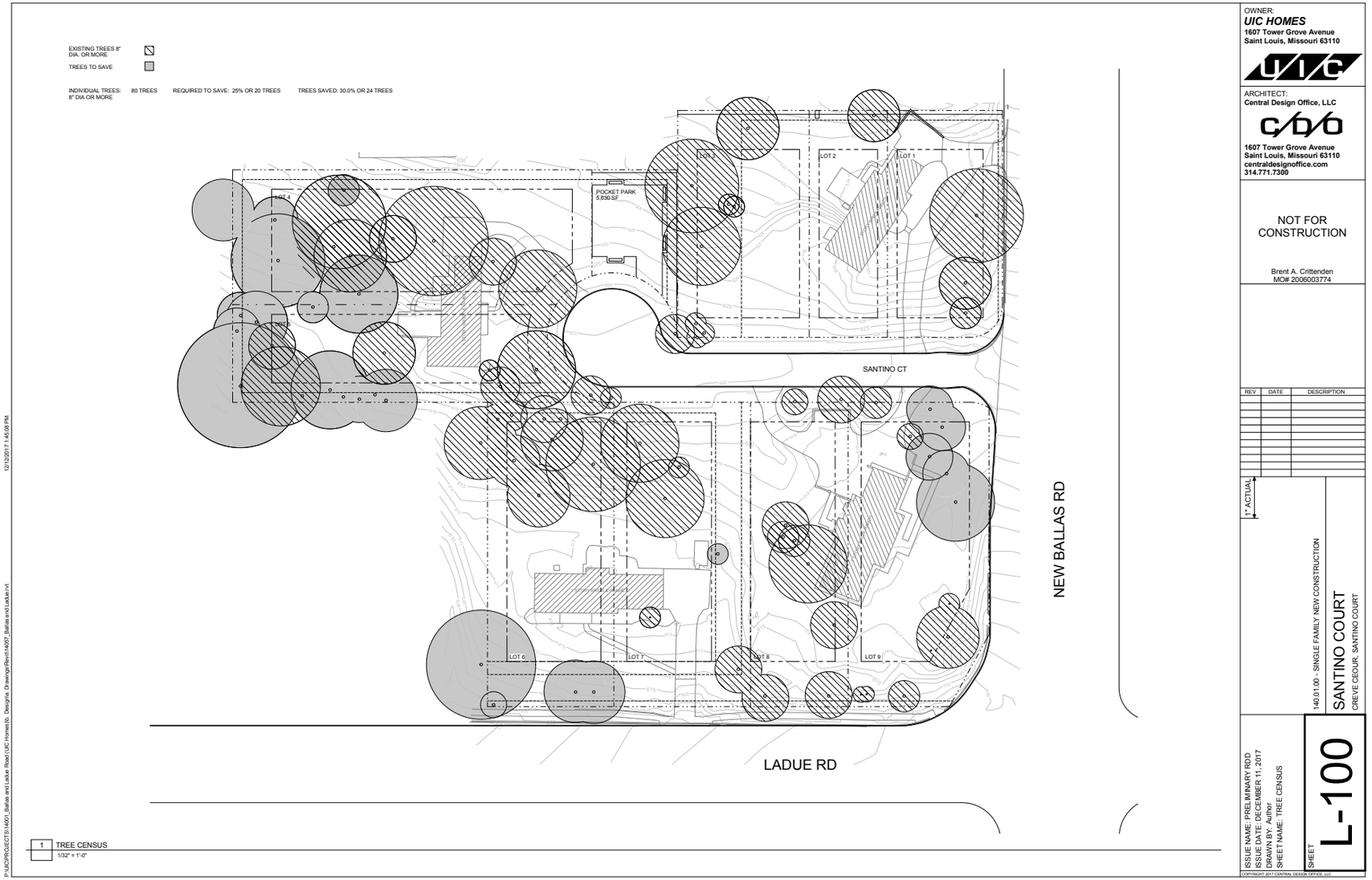
LOCATOR NUMBERS: 18O610392, 18O610062, 18O610402, 18O610928

4.732 ACRES

7-045-D

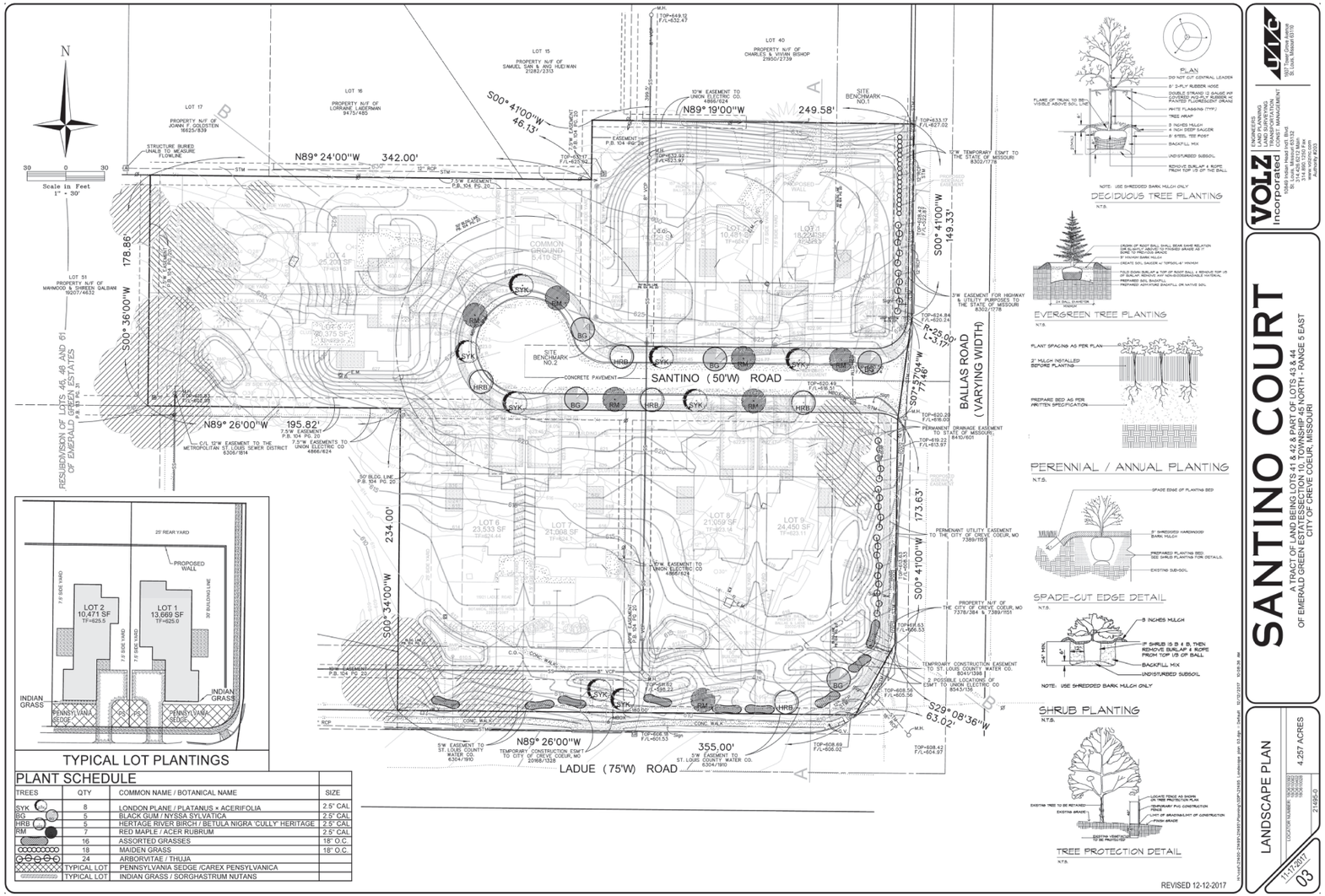
Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Tree Census



Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

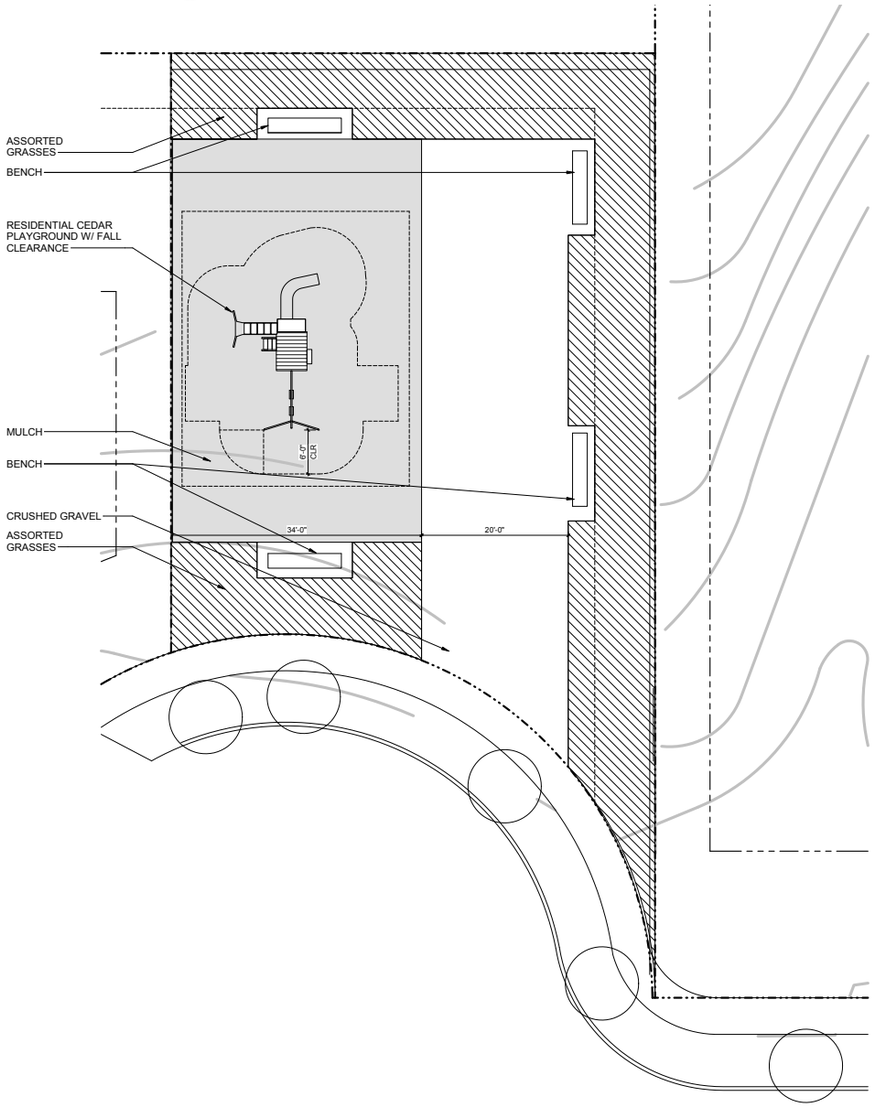
Proposed Site Plan



TREES	QTY	COMMON NAME / BOTANICAL NAME	SIZE
SYK	8	LONDON PLANE / PLATANUS × ACERIFOLIA	2.5" CAL
BG	5	BLACK GUM / NYSSA SYLVATICA	2.5" CAL
HRB	5	HERITAGE RIVER BIRCH / BETULA NIGRA 'CULLY' HERITAGE	2.5" CAL
RM	7	RED MAPLE / ACER RUBRUM	2.5" CAL
	16	ASSORTED GRASSES	18" O.C.
	18	MAIDEN GRASS	18" O.C.
	24	ARBORVITAE / THUJA	
	TYPICAL LOT	PENNSYLVANIA SEDGE /CAREX PENSYLVANICA	
	TYPICAL LOT	INDIAN GRASS / SORGHASTRUM NUTANS	

Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Park Enlarged Plan



Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Tree and Plant Examples for Landscaping



London Plane



Pennsylvania Sedge



Black Gum



Indian Grass



Heritage River Birch

Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Tree and PLant Examples for Landscaping



Red Maple



Evergreen



Assorted Grasses



Arborvitae

Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Rain Garden examples





Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Model 1 Elevations



Painted Cement Fiber lap siding w/ 6” exposure
Painted Cement Fiber siding w/ vertical battens, 8” spacing
Brick, running bond
Aluminum clad wood windows, typical
Painted steel full-lite door

Front Elevation



Asphalt shingles
Painted Cement Fiber siding w/ vertical battens, 8” spacing
Painted Cement Fiber lap siding w/ 6” exposure
Brick, running bond
Stained cedar shake siding
Painted steel full-lite door

Left Elevation



Asphalt shingles
Painted Cement Fiber siding w/ vertical battens, 8” spacing
Painted Cement Fiber lap siding w/ 6” exposure
Painted insulated steel garage door
Brick, running bond

Right Elevation



Painted Cement Fiber siding w/ vertical battens, 8” spacing
Painted Cement Fiber lap siding w/ 6” exposure
Aluminum clad wood windows, typical

Back Elevation

Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Model 2 Elevations



Painted Cement Fiber siding w/ vertical battens, 8” spacing

Brick, running bond

Aluminum clad wood windows, typical

Painted steel full-lite door

Front Elevation



Asphalt shingles

Painted Cement Fiber siding w/ vertical battens, 8” spacing

Painted Cement Fiber lap siding w/ 6” exposure

Brick, running bond

Stained cedar shake siding

Painted steel full-lite door

Left Elevation



Asphalt shingles

Painted Cement Fiber siding w/ vertical battens, 8” spacing

Painted Cement Fiber lap siding w/ 6” exposure

Painted insulated steel garage door

Brick, running bond

Right Elevation



Painted Cement Fiber siding w/ vertical battens, 8” spacing

Painted Cement Fiber lap siding w/ 6” exposure

Aluminum clad wood windows, typical

Back Elevation

Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Model 3 Elevations



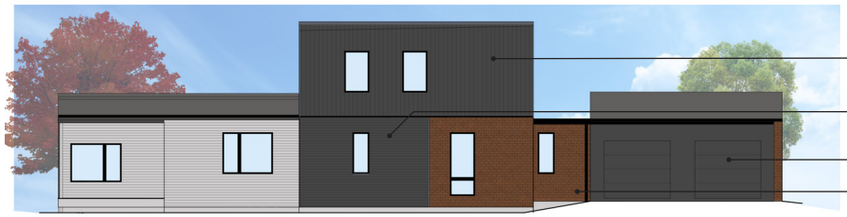
Painted Cement Fiber panels
Painted Cement Fiber siding w/ vertical battens, 8” spacing
Brick, running bond
Aluminum clad wood windows, typical
Painted steel full-lite door

Front Elevation



Painted Cement Fiber siding w/ vertical battens, 8” spacing
Painted Cement Fiber lap siding w/ 6” exposure
Brick, running bond
Stained cedar shake siding
Painted steel full-lite door

Left Elevation



Painted Cement Fiber siding w/ vertical battens, 8” spacing
Painted Cement Fiber lap siding w/ 6” exposure
Painted insulated steel garage door
Brick, running bond

Right Elevation

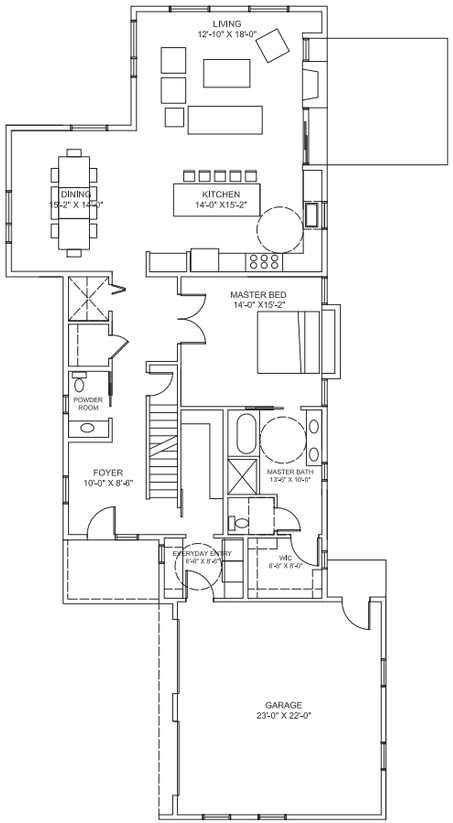


Painted Cement Fiber siding w/ vertical battens, 8” spacing
Painted Cement Fiber lap siding w/ 6” exposure
Aluminum clad wood windows, typical

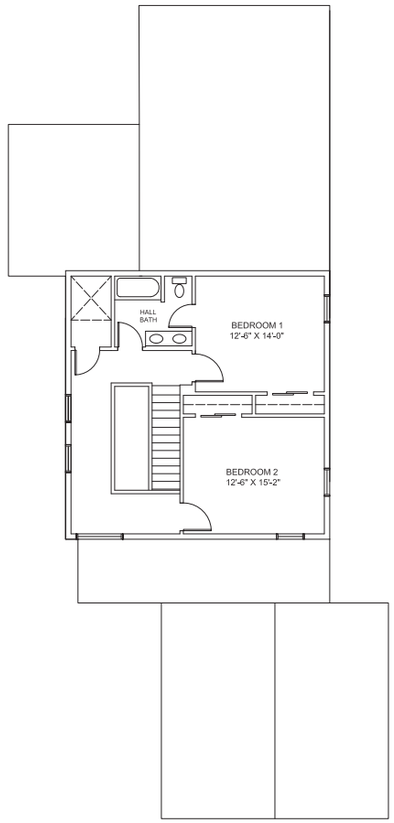
Back Elevation

Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Floor Plan A



1st Floor Plan

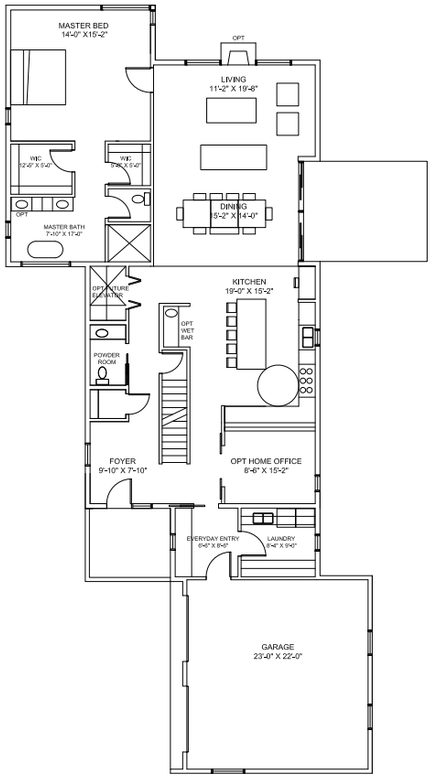


2nd Floor Plan

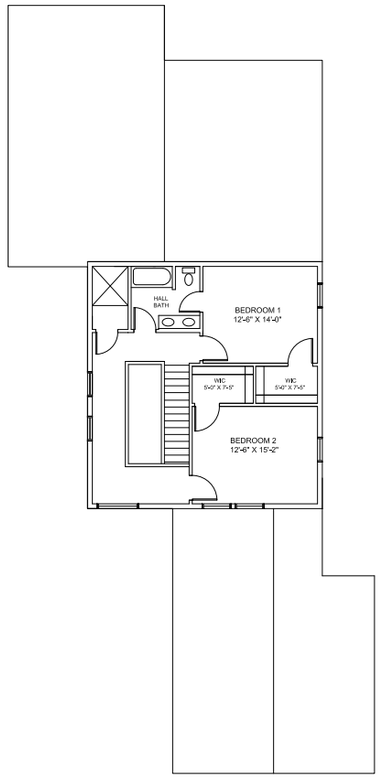
Note: All floor plans are compatible with each model home.

Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Floor Plan B



1st Floor Plan



2nd Floor Plan

Note: All floor plans are compatible with each model home.

Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)



Perspective Looking West

Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)



Perspective Looking West

Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)



Perspective Looking South

Attachment: 12-18-2017 Presentation Slides (#17-044: Santino Court RZG B-RDD)

Whitney Kelly <wkelly@crevecoeurmo.gov>

FW: A new comment has been posted to your Web Portal

Whitney Kelly <wkelly@crevecoeurmo.gov> Tue, Dec 19, 2017 at 9:55 AM
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

From: MinuteTraq Notifications [mailto:NoReply@IQM2.com]
Sent: Monday, December 18, 2017 9:47 PM
To: bmccoy@crevecoeurmo.gov; Carl Lumley; ctumbarello@ci.creve-coeur.mo.us; dryan@ci.creve-coeur.mo.us; gseifried@crevecoeurmo.gov; jheines@crevecoeurmo.gov; JJaggi@ci.creve-coeur.mo.us; jstutte@ci.creve-coeur.mo.us; JValvero@crevecoeurmo.gov; LKhawaja@crevecoeurmo.gov; lobermoeller@crevecoeurmo.gov; mperkins@crevecoeurmo.gov; RBeran@ci.creve-coeur.mo.us; shall@ci.creve-coeur.mo.us; sstott@crevecoeurmo.gov; sunser@ci.creve-coeur.mo.us; thansen@crevecoeurmo.gov; tkoncki@ci.creve-coeur.mo.us
Subject: A new comment has been posted to your Web Portal

The user David Strothcamp has posted a comment on Legislative File 2810: PUBLIC HEARING. Application #17-044: Rezoning from "A" Single Family Residential to "B" Single Family Residential with RDD-Residential Designed Development Designation for 105 and 157 N. New Ballas Road, 1 Santino Court, and 11921 Ladue Road<http://CreveCoeurCityMO.IQM2.com/Citizens/Detail_LegiFile.aspx?ID=2810>.

Comment: We were finally able to listen to the meeting on 12/18/2017, but we had to restart it several times as the audio would drop off often. If it were not for my husband, David Strothcamp, many of the people who attended the meeting tonight may not have done so. I also resent Mr. Finnegan's comments about my husband during the meeting this evening, when he darn well knew that we would not be able to attend the meeting. My husband did not give people misleading information about this development, he alerted many of them to what was going on. We were contacted by UIC to buy our property at 11933 Ladue Rd this past summer and David alerted the trustees to this at that time. The trustees have known that something was brewing for these houses for more that just 30 - 40 days, maybe not all the particulars, but they knew nonetheless. I have a mind to contact a lawyer to see if we might have a libel /defamation of character case against him. Mr Finnegan has not returned David's 9 recent phone calls either. We feel that none of the 1 acre lots should be reduced in size and we also feel that the design and materials being proposed for these new houses do not fit in with the neighborhood, nor any of the surrounding residential areas. We also don't want someone's back yard next to our front yard, whether there is a fence or not. The houses along Ladue Rd should face Ladue Rd otherwise it is going to look absolutely awful. If the city does not want more curb cuts into Ladue Rd, then the houses along Ladue Rd can have back entrances off of Santino Ct. Also, we do not agree that the new houses should be their own subdivision, they should be a part of Emerald Green and be required to adhere to the indentures of the subdivision. Even though we currently are not living in our house there, I am still working here in Ohio. But, our plan was to move back to St. Louis to be closer to family and to downsize from our house here in Ohio to the one in Creve Coeur. While some people in the subdivision know that our house is vacant since David's parents passes away, we do not appreciate it being made common knowledge in a Planning and Zoning meeting. We have an alarm system on the house and also pay for the outdoor light that is in the back yard between our house and the Frimel house. The outdoor light was installed many years ago after our house was broken into 2 times after it was built in 1984. My husband was a trustee for the Emerald Green subdivision from when he first bought his lot in 1977 until he moved to Ohio in 1993. He knows that the job requires working closely with the people in the neighborhood. He also has been recently told by numerous people in the neighborhood that they do not feel that they are being properly represented by the current trustees. We have paid taxes to Creve Coeur for over 30 years and try to make sure that our property is maintained, having the grass cut and maintaining electric, gas, sewer, etc. Family members in St. Louis regularly check on the house. We want what is best for the people in the Emerald Green subdivision and do not feel that what is being proposed is appropriate. Thank you for your time.

Link to the Discussion: http://CreveCoeurCityMO.IQM2.com/Citizens/Detail_LegiFile.aspx?ID=2810

CURTIS, HEINZ, GARRETT & O'KEEFE P.C.

image001.png
8K

Attachment: Public Comment 1 (#17-044: Santino Court RZG B-RDD)

6.2.i

Whitney Kelly <wkelly@crevecoeurmo.gov>

Zoning change to allow 9 homes at the corner of Ballas and Ladue

Lynn Hamilton <lynnfhamilton@sbcglobal.net> Mon, Dec 18, 2017 at 12:38 PM
To: mayor-council@ci.creve-coeur.mo.us
Cc: "MPerkins@ci.creve-coeur.mo.us" <MPerkins@ci.creve-coeur.mo.us>, wkelly@crevecoeurmo.gov

TO: The Honorable Barry Glantz and City Council Members:

I write to protest the proposed zoning change to allow 9 homes at the corner of Ballas and Ladue Road.

I oppose this change for the following reasons:

It will increase traffic at an already congested intersection making it more difficult for emergency service vehicles to traverse their needed route for servicing to the east, west, and south.

The idea of placing 9 homes in an area clearly not designed for this will serve to lower our property values and potentially lead the way for additional tear downs, in other areas of Creve Coeur, that will CRAM more homes into spaces not intended for them.

I wonder if this is the master plan for Creve Coeur and that our city's residents will be proud of this? I think not!

The builder should be directed to find another more appropriate locale for his stacking of homes and not here!

Thank you,
Lynn Hamilton
7 Woodbridge Manor Road
St. Louis, MO. 63141
314-991-3322
Sent from my iPad

Attachment: Public Comment 2 (#17-044: Santino Court RZG B-RDD)

6.2.j

Whitney Kelly <wkelly@crevecoeurmo.gov>

Zoning change to allow 9 homes at the corner of Ballas and Ladue

Lynn Hamilton <lynnfhamilton@sbcglobal.net> Sun, Jan 7, 2018 at 10:57 AM
To: mayor-council@ci.creve-coeur.mo.us
Cc: wkelly@crevecoeurmo.gov, MPerkins@ci.creve-coeur.mo.us

TO: The Honorable Barry Glantz and City Council Members:

FROM: Lynn F. Hamilton, residing at 7 Woodbridge Manor Road

RE: "An Application for Rezoning from "A" Single Family Residential to "B" Single Family Residential with RDD-Residential Designed Development Designation"

Location: 105 and 157 N. New Ballas Road, 1 Santino Court, and 11921 Ladue Road

TO: The Honorable Barry Glantz and City Council Members:

I regret I will be out of the city for the first reading of the above. I protest this rezoning for the reasons stated below, to you via email, on Monday, December 18.

Thank you, in advance, for acting to deter a development which will be, in my opinion, clearly an object of new urban blight in a fine residential area which speaks to the character of the City of Creve Coeur and its residents. This project will not enhance Creve Coeur at its current proposed location. Rather it will be a determent to our neighborhood.

Thank you,

Lynn Hamilton

From: Whitney Kelly [mailto:wkelly@crevecoeurmo.gov]
Sent: Monday, December 18, 2017 12:41 PM
To: Lynn Hamilton <lynnfhamilton@sbcglobal.net>
Cc: mayor-council@ci.creve-coeur.mo.us; MPerkins@ci.creve-coeur.mo.us
Subject: Re: Zoning change to allow 9 homes at the corner of Ballas and Ladue

[Quoted text hidden]

If you have received this message by mistake, please notify the City of Creve Coeur IT Coordinator (314-872-2509)and delete this message from your system. All email to and from the City are checked for viruses. Although this e-mail and any attachment(s) are believed to be free of any virus, worm, or other digital illness or defect that might affect any computer system that receives and opens this message, it is the responsibility of the recipient to make sure that it is free from any virus or other defect. The City does not accept, and specifically disclaims, any responsibility or liability for any loss or damage arising from the receipt or use of this message, and any attachment(s) in any way.

Attachment: Public Comment 3 (#17-044: Santino Court RZG B-RDD)

Ellen W. Svenson
16 Woodbridge Manor Road
St. Louis, MO 63141

Creve Coeur City Council
Creve Coeur Government Center

December 17, 2017

Dear Council Members:

I have been a resident of Creve Coeur since 1978, having resided at 12339 Conway Road for 23 years before moving to Woodbridge in 2001 (39 years total). Over that time, I have seen the growth of Creve Coeur and the resulting increase of traffic in our city, especially at the intersection of Ballas and Ladue.

Mercy Medical Center has grown from a neighborhood hospital without a neon light on its building to a level one trauma center. The intersection is THE path for emergency vehicles exiting 270 to access Mercy. The frequent sounding of sirens many times a day attests to this.

Schools such as Desmet with an enrollment of more than 950 students (as of 2015) and Parkway's Northeast Middle School, enrollment of 864 students, bring significant traffic to this intersection as well. Add to that the school at Share Emeth and those accessing Countryside Montessori just a bit west on Ladue.

The growth of businesses in Creve Coeur, especially those using Emerson Road as well as the regular flow of traffic on Ladue Road adds to the pressure on the intersection. The traffic back up at rush hour necessitates several changes of the traffic signals for an individual vehicle to get through. Through the hard work of the late Ray Gerritzen, Esq., MoDot finally installed a signal so that Woodbridge residents and others could safely access our subdivision. Adding more homes at the northwest corner adds to an already difficult situation.

Thank you for taking the safety of our neighborhoods and those traveling through the congestion at Ballas and Ladue, including a myriad of emergency vehicles, into consideration. Please vote against a change in the zoning.

Sincerely,

Ellen W Svenson

Ellen W. Svenson
16 Woodbridge Manor Road

Attachment: Public Comment 4 (#17-044: Santino Court RZG B-RDD)

David A. Strothcamp, C.P.A. and Mary E. Strothcamp
11933 Ladue Rd
Creve Coeur, Missouri 63141
Telephone: (330) 656-3188 **Email:** dmstrothcamp@outlook.com

January 3, 2018

Dear Members of the Planning and Zoning Commission – City of Creve Coeur,

We are addressing important issues related to Project 17004 for the public record, and for your review during the next meeting scheduled for January 16, 2018 regarding the proposed zoning changes and design concepts for Emerald Green subdivision. These issues were expressed by over twenty residents of the Emerald Green subdivision and neighboring residents of Woodbridge Manor who attended this Planning and Zoning Commission meeting on December 18, 2017. In our opinion, many of the issues and questions brought up by these residents, although expressed effectively during this public meeting, have not been adequately addressed by the five members of the Planning and Zoning Commission, by any of the City Administration Development members, or by any of the Design and Development employees of the Urban Improvement Corporation (UIC). The change in zoning and approval of the development project will greatly affect the daily lives of all the residents of Emerald Green subdivision for the next 30 months (2-½ years) whether or not their properties adjoin the area under consideration.

As a former Emerald Green trustee (1977 – 1993), I know that getting the residents to agree on issues facing the subdivision is not easy, but this project has focused residents to the issues surrounding this project. While Project 17004 is a residential proposal, the implications of the zoning changes and the design elements of the homes to be built make you wonder if UIC will eventually have plans to remake our entire subdivision in their vision. The assumption is that the proposed development will increase property values for the surrounding area. Given that most of the homes in Emerald Green are 30 to 60 years old and in various states of maintenance, homeowners may not receive a competitive price if and when they decide to sell, making it easier for companies like UIC to buy them at a lower price. Given that UIC wants their new homes to be separate from the rest of the Emerald Green subdivision, this will only further weaken our neighborhood structure, making it more vulnerable to other developers. Many residents of Emerald Green subdivision have been long time property tax payers to the City of Creve Coeur, St Louis County, the Parkway School District and the State Of Missouri. Many of our residents are older people who do not want to move, and/or are unable to easily move, if our subdivision becomes increasingly unstable as a result of this proposed development.

In any case, the following issues need to be addressed fully and communicated openly to the satisfaction of the residents of the Emerald Green subdivision.

Zoning

While several members of the Planning and Zoning Commission felt that the zoning change request issues were not significant at the December 18th meeting, some residents stated that they were opposed to these changes. We are also opposed to the zoning change from 1 acre lots to ½ acre lots. The subdivision trustees need to take a vote from all residents of Emerald Green on these zoning changes. It is our understanding that the Planning and Zoning Commission stated that the Emerald Green subdivision must vote on the zoning changes before the proposed development can move forward. To date, we have not received any communication from the neighborhood trustees as to where, when and how this vote will be taken.

Attachment: Public Comment 5 (#17-044: Santino Court RZG B-RDD)

Proposed Home Design / Building Materials / Layout

Most residents in attendance were opposed to the modern design, materials and color of the proposed homes, since they do not match the overall building aesthetics of the existing homes in the Emerald Green subdivision or the surrounding neighborhoods, like Woodridge Manor and Carlyle. They also do not meet the current Emerald Green space requirements for homes on ½ acre lots. Residents immediately adjoining the proposed development were opposed to the proposed wood fence around the homes. We do not like the fact that our front yard will be next to someone's back yard and that the houses along Ladue Rd will not face Ladue Rd. It will make our property and our neighbor's properties look like our houses were randomly built with no thought to how they fit in with the neighborhood. Also, a couple of residents from Woodridge Manor were opposed to the look of the proposed homes, building materials to be used and layout of the homes along Ladue Rd. Most of the people disliked that the proposed homes are frame (hardy board) structures with a little bit of brick accents, where all surrounding homes are brick and stone structures with wood accents. Some people objected to the flat /multi angled, steep roofs and vertical versus horizontal positioning of the siding. Steep roofs are expensive and hard to modify or maintain. Mr. Frimel who lives at 11949 Ladue Rd, an investor and developer in real estate properties for 50 years felt that the oddball designs were inappropriate to the neighborhood and will greatly diminish future home resale values.

Lack of Traffic Pattern Studies

Anyone who drives through or lives along the North New Ballas / Ladue Rd / Emerson Rd area knows that this is a 24/7 high traffic area. With two major hospitals and large interstate highways nearby, emergency vehicles are a constant presence at these various intersections. Loud sirens and air horns blasting occur frequently at any time of day or night. No amount of fencing or landscaping around the proposed development will lessen emergency vehicle or traffic noise. To make a left turn onto North New Ballas Rd from Santino Court is extremely difficult, since you must cross 2 lanes of traffic to get into the median turn area, which is also shared with the entrance to Shaare Emeth Synagogue. It is a traffic hazard that will only increase with additional residents on Santino Court, with the potentional for three times the number of cars trying to get onto North New Ballas Rd. Excavation and construction vehicles that will also be there over the 2-½ years needed to remove the existing houses and build the proposed houses. If the proposed new homes are intended for older residents who want to "Age in Place", getting in and out of Santino Court may be a safety issue for these drivers who may have slower reflexes and response time ability and/or impaired eyesight. Heavy traffic congestion and the risk of serious accidents and injuries at nearby intersections will be greatly increased.

Adequate Performance Bonding Insurance

The viability, integrity and stability of the builder must be assured throughout the construction process. The City of Creve Coeur should require the builder provide adequate performance bond insurance to protect the surrounding communities in case the builder would become financially and organizationally incapable of completing the project within a timely manner (2-1/2years), and/or cannot meet quality standards that are agreed upon at the beginning of the project. This assures that the existing subdivisions and the City of Creve Coeur will not be held libel for potential litigation. Were this to happen, Emerald Green residents should know that this could leave their subdivision open to other residential and commercial developers buying land that is no longer part of the Emerald Green subdivision. Also, the city should ask to independently review and copy certified audited financial statements from the builder organization to assure that the builder is financially capable of performing their agreed upon responsibilities for construction.

Attachment: Public Comment 5 (#17-044: Santino Court RZG B-RDD)

It should also be clarified just what company will be repsonsible for the proposed development. Is it UIC (Urban Improvement Corporation), is it UIC (Urban Improvement Construction LLC), or is it Botanical Heights Homes, LLC? This builder has had up to ten multiple or shared business aliases and various functional administrative addresses in the City of St. Louis that have been or are currently registered in the state of Missouri. It is not clear just which entity will be responsible for removing the existing homes, be responsible for building the new homes, and be responsible for organizing the new neighborhood legal endentures, etc. These commitments should not be delegated or left undefined.

Proposed Houses Will Be Separate from the Emerald Green Subdivision

The proposed houses will not be part of the Emerald Green subdivision, but will be a separate subdivision with it's own endentures and maintainance assessments. This means that Emerald Green will no longer have a say in how this new subdivision is organized, administrated or maintained in the future. Who will accept responsibility for this new subdivision once the builder leaves? Who will be responsible for writing the neighborhood endentures? Who will be responsible for making sure the grounds and landscaping are maintained? Will the city still be responsible for snow removal and street maintenance as it is today, or will this be the responsibility of the residents? Will the new residents be willing to be responsible for this "Maintenance Free?" subdivision? How much will the maintenance assessment be for each resident? All of these questions need to be addressed between the City of Creve Coeur and UIC and made known to all current residents, especially those immediately surrounding the proposed development.

Water Drainage and Utility Issues

Given that the proposed lots are to be reconfigured and excavated from the current layouts, and that some drainage issues exist today where numerous lots are at higher elevations, will the new houses be constructed so that storm water drainage is directed to flow underground from roof / gutter downspouts? Also, drainage today just comes from four houses. Has anyone assessed what additional storm water will be coming from nine houses, plus increased solid ground cover (driveways and sidewalks), less open ground and mature trees? The houses at 11933 and 11949 Ladue Rd and 112 Emerson Rd are all at low elevations in the Emerald Green subdivision and could be severely impacted by additional storm water run off if it is not directed underground.

Given that access to some utilities may be underground at the intersections of the proposed lots and current residents or city infrastructure (sidewalks), how is the builder going to handle damage and interrupted service that might occur to utilities to Emerald Green residents or the surrounding area? How will they handle any repair work needed either to individual home owners or to the city for sidewalk removal? Will underground utility infrastructure for the new houses be put in place at one time, or will it be done piecemeal for each house? What will be the duration of potential outages of utility services and how will the builder or city alert current residents if and when this occurs?

Time Needed to Build New Subdivision

For the houses immediately adjacent to the proposed new construction, there is no guarantee that the new houses will all be built and sold within a set time period. This means that residents will have to put up with construction dirt, noise, waste, equipment, building material storage, etc., for an indefinite period of time. This will impact property maintenance and values, will disrupt pool filtration systems and there is the increased potential for property damage or vandalism, breakins, and alarm systems going off. This will also impact the city for increased police surveillance and the potential for having to respond to alarm systems for increased false alarms, caused by the proposed construction and

Attachment: Public Comment 5 (#17-044: Santino Court RZG B-RDD)

excavating activities over the next thirty months. These false alarms may occur at all hours of the day and night at multiple houses in the Emerald Green subdivision and other surrounding properties.

Emerald Green Residents

During the December 18, 2017 meeting, several residents commented/complained that they had not heard about the proposed development until just the day of the meeting. While the residents have been described as being apathetic to what is going on in the neighborhood, given the number who did attend this December meeting tells us that people are interested in what is going on, if only they are kept better informed by the trustees. Even more residents may have attended had they been told about the meeting on a timely basis. The trustees have known about the changes coming to the subdivision since mid-summer, 2017. We alerted them to UIC's interest in buying our house and their proposed plans for the lots, which UIC sent to us and that we passed onto the trustees and some city officials. It was under our impression that the trustees would share this information with the residents, which obviously did not happen.

We do not feel that the two self-appointed, voluntary trustees are totally aware of the wishes and concerns of the residents regarding the proposed development. However, they have been the only ones to meet with UIC about their development plans, and they have not kept the residents of the subdivision informed about what they have negotiated with the builder. When we have tried to make the residents aware of what was going on and to suggest that they attend the December 18, 2017 meeting, we were accused of causing dissent in the neighborhood and threatened with bodily harm by one trustee for simply trying to maintain communication channels with him. To date, the residents of Emerald Green have not been asked to vote on the proposed zoning changes, which we understand is a requirement for this project to move forward. Any further negotiations with UIC should be done with the full knowledge of the subdivision, as well as residents being able to participate in any future meetings that UIC has with the trustees. This includes residents like ourselves being able to listen to these meetings via Skpe or other form of web communication. We also feel that the trustees should have an annual meeting with the residents where they present summaries for review and approval of the financial records of the subdivision outlining all balances, commitments, negotiations, income sources and expenditures.

In Summary

We will not be able to personally attend the Planning and Zoning Commission meeting on January 16, 2018, but will listen to the meeting if website access is available as it was for the previous December meeting.

We are opposed to the rezoning of the four, 1-acre lots to nine ½ acre building lots and to the development of a separate subdivision on these lots. We are not opposed to new houses being built or remodeling the existing homes on their 1 acre lots, provided they adhere to the former design and building requirements for homes in the Emerald Green subdivision, and that they remain a part of the Emerald Green subdivision.

While some feel that the proposed development may be beneficial to the City of Creve Coeur and to the Emerald Green subdivision by holding back commercial development in this area, we feel that the proposed development will only lead to further neighborhood instability and the eventual demise of the subdivision as it is today.

Thank you for the opportunity to express our concerns and document our thoughts about Project 17004.

Attachment: Public Comment 5 (#17-044: Santino Court RZG B-RDD)

Addendum to Our Letter of January 3, 2018
In reviewing our above letter with some Emerald Green neighbors, we have some additional concerns regarding Project 17004. They are:

Zoning
Allowing lot withdrawals from Emerald Green subdivision sets a precedence for other land withdrawals in the future, whether for residential or commercial development.

Proposed Home Design / Building Materials / Layout / Safety Issues
It is not clear that the two floor plans for the proposed new homes are meant to fit within the three exteriour layouts. Drawings do not show the location of furnaces, water heaters, exterior air conditioner condensers, mailboxs, streetlights etc. Floor plan A does not show the location of a laundry room. If fire places are a possible addtion, they are not indicated in the drawings. The houses appear to have very limited storage space. While these homes may appeal to people who are downsizing their possessions, storage space is still important. A proposed home could potentially have only one bedroom, if a future buyer wanted to keep building costs down by not having a second floor addition. This would severely limit its resale value. Additional drawings are needed showing the location of all utility lines (gas, electric, sanitary sewer, storm water sewer, telephone, and cable T.V – documenting their depths and intersection points) and where they connect to each new home.

Also, none of the units appear to have full or partial basements. Since the St. Louis regional area is prone to tornadoes and windsheers, it seems a serious safety hazard not to have basements. The majority of the homes in Emerald Green have basements, which was the desired design criteria for those homes.

Santino Court is a narrow bi-directional street (25 ft each way). Parking should be kept to individual driveways and not on the street. Given the potential for many more cars on this street, it will be a safety hazard to allow parking on the street in the event emergency vehicles have to use it.

Adequate Performance Bonding Insurance
Merely requiring the builder to provide an escrow deposit to be held until construction has been completed and inspected before release does not protect the Emerald Green subdivion or surrounding subdivisions from potential liability. It also does not insure the quality of the proposed new homes in the Santino Court subdivision for the future buyers of those homes.

Proposed Landscaping
For a small neighborhood with houses around a fairly narrow road, the trees being proposed for planting around Santino Court (London Plane, Red Maple, River Birch and Black Gum) all have the potential for growing into trees that are too big (50 – 85 feet tall with wide circumferences) for the roadway, and that could cause damage to the sidewalks, pavement and utility lines over time. All of these trees are messy, whether from dropping seeds (Black Gum and London Plane), lots of leaves (London Plane and Red Maple), shedding bark or limited lifespan (River Birch). Will maintenance fees for Santino Court homes include removing fall debris from the area?

Definition of Drawing Abbreviations
It would be helpful if all abbreviations on the architectural drawings were disclosed. For example, what does “BMP ESMT” mean? This is shown on the drawing for many of the proposed lots and is not defined anywhere. Is this related to how the land will be graded and will it infringe upon adjoining existing lots?

Attachment: Public Comment 5 (#17-044: Santino Court RZG B-RDD)

PLANNING AND ZONING COMMISSION PUBLIC HEARING

CITY OF CREVE COEUR, MISSOURI

300 NORTH NEW BALLAS ROAD

MONDAY, DECEMBER 18, 2017

6:30 P.M.

PUBLIC HEARING

APPLICATION NO. 17-044

THOSE IN ATTENDANCE:

Ms. Beth Kistner, Chairman
Mr. Tim Carney
Mr. Don Magruder
Mr. Gene Rovak
Ms. Heather Silverman
Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Whitney Kelly, City Planner
Ms. Jessica Stutte, Planning Assistant/Recording Secretary

McLaughlin Court Reporting Services, Inc.

Deborah K. McLaughlin, RPR, MO-CCR #314, IL-CSR, KS-CCR
4772 Gatesbury Drive
St. Louis, MO 63128
(314) 974-1199

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

CHAIRMAN KISTNER: All right. We'll bring the Monday, December 18, 2017, last one of the year, meeting of the Planning & Zoning Commission to order.

We'll start with our roll call.

Mr. Carney?

MR. CARNEY: Present.

CHAIRMAN KISTNER: Ms. Hall is absent.

Mr. Magruder?

MR. MAGRUDER: Present.

CHAIRMAN KISTNER: Mr. Rovak?

MR. ROVAK: Present.

CHAIRMAN KISTNER: Ms. Silverman?

MS. SILVERMAN: Present.

CHAIRMAN KISTNER: Mr. Schuh is absent.

City Attorney, Carl Lumley?

MR. LUMLEY: Present.

CHAIRMAN KISTNER: Director of Community Development, Jason Jaggi?

MR. JAGGI: Present.

CHAIRMAN KISTNER: City Planner, Whitney Kelly?

MS. KELLY: Present.

CHAIRMAN KISTNER: And Planning Assistant/Recording Secretary, Jessica Stutte?

MS. STUTTE: Present.

CHAIRMAN KISTNER: And I am Beth Kistner, Chair

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

of the Commission.

Okay. We have our second public hearing, Application 17-044, rezoning from "A" single family residential to "B" single family residential with RDD-Residential Designed Development designation for 105 and 157 North New Ballas Road, 1 Santino Court and 11921 Ladue Road.

Anybody who is planning to speak to this or comment, including people who have turned in speaker cards, if you can come forward now just to be sworn in at the outset, and then we'll get to the commenting people after we've heard from the applicant and the staff.

(The speakers were sworn by the court reporter.)

BRENT CRITTENDEN: Hi.

CHAIRMAN KISTNER: Good evening. Start with your name and address.

BRENT CRITTENDEN: My name is Brett Crittenden, and my address is 4319 McRee Avenue in St. Louis, Missouri.

I'm the CEO of UIC. We're an integrated architecture real estate development construction practice based in the city.

We have a significant homebuilding business, which is, at the moment, primarily in the City of St. Louis, so that we're aggressively growing into a

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

regional builder.

We focus on higher design standard and -- and green aspects of our homebuilding, I'd say is major project differentiators for the way that we work.

My first couple slides, just to give you -- these aren't -- these aren't representative of the -- of what the project I'm talking to you about, but I just, for the sake of the Board, giving an idea of what type of work we do and that we do have a decent amount of experience in homebuilding.

MS. KELLY: Sorry to interrupt. But just so -- the slides are printed out on the dais for you to follow along.

CHAIRMAN KISTNER: Thank you.

BRENT CRITTENDEN: So these are just some representative homes that we've done in the city, and we went into all that, just, again, to talk about our skill set.

This is the only project we've done in Creve Coeur to date, which is the renovation of the old Best Sound building on Lindbergh, which we actually did for two clients. Began with one, they had a business falling apart, and finished it more recently for another client. It was put in service about a year and a half ago.

CHAIRMAN KISTNER: Which property was this?

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

BRENT CRITTENDEN: 227 North Lindbergh. It was the Best Sound.

CHAIRMAN KISTNER: Best Sound, okay.

BRENT CRITTENDEN: Yeah, that was transformed, so we took it from a very 1980s look to something a little bit more contemporary.

So, I'm the top guy on the list there, Brent, and I've got some support from my staff here and from Bowles Construction is our Civil Engineering as needed.

I'll give the slide presentation today, and then they can help with physical questions and technical questions that I may not be able to get to.

So the -- the request is to switch from A zoning district to B zoning district with an RDD. So we're seeking approximately 20,000 square foot -- or cumulative -- 20,000 square foot average lot size for nine lots.

We own the four lots at the intersection of Ballas and Ladue on the northwest corner. So there are four single family homes on approximately 1-acre sites there now. And it has, effectively, its own court, Santino Court, which is called a cul-de-sac road. I'll show a map here in a second.

We're seeking to -- to -- to subdivide or to rezone it into B, which would allow us to go to smaller

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

lot sizes and have some variation lot sizes and setbacks by applying for an RDD.

The target market for this is to go -- is to seek primarily 55-plus demographic, but not exclusively, by catering -- by setting up a -- either a sub HOA or a true HOA, depending how we end up with the neighborhood, the adjacent neighborhood.

It would be a maintenance-free community, so lawn care and general home maintenance would be provided for in the HOA. And the homes are designed to be age in place, so they have no thresholds, no significant thresholds on entry from, say, your garage, your front yard, and the ground floor is entirely accessible and then adaptable to wheelchair accessible over time.

And there are things like provisions for elevator shafts in the -- in the buildings. So there will be a closet on day one if you bought it that way, but you can add an elevator over time.

So they won't -- they are, basically, can be bought and look pretty much like a conventional house, but then have the built-in features to allow for somebody to stay and add additional features as they -- as they age in the property.

This is just a summary sheet of what we're looking to do. We're taking our four lots, which are

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

currently A, and transitioning those to -- to nine B lots.

So on the left-hand on the bottom chart, Emerald Green Subdivision has 10 A lots currently and 31 B lots. Our proposed remix is six A and 40 B. I don't address it in this slide, and maybe some of the other speakers will talk about this too.

We have met with the trustees for Emerald Green. And we're discussing how we factor in, and one, I think the leading proposal, at least our understanding, is we may make for a financial consideration, exit Emerald Green Subdivision, which would clarify what we can do and would also allow us to have more a straightforward process for the HOA that we'd like to put in place.

CHAIRMAN KISTNER: Could you -- I didn't quite understand what you were saying that you had talked to them about.

BRENT CRITTENDEN: Potentially making a financial payment that would -- to the existing subdivision trustees that would allow us to -- to facilitate us exiting that -- the indentures that are currently in place in Emerald Green.

CHAIRMAN KISTNER: To have those properties exit the indentures?

BRENT CRITTENDEN: Exactly, yeah, our four properties.

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

Calculations here of our lot sizes. Our proposed lot size here varies on the -- from what you're shown, we are actually aligned with the 19,000, approximately 8 or 900 that's shown on the write-up.

My calculation didn't take into consideration a couple of the easements, but we're right around the 20,000 square foot area. And then other calculations of the -- the -- the different changes that we'd like to do, which is part of the reason we're seeking the RDD.

Community features would be the subdivision indentures set up for a maintenance-free arrangement, rain gardens that are amended soils, depending on how we finally negotiate the arrangement with the City of St. Louis -- or the city -- with MSD to -- as part of our overall green site development strategy.

Fencing around the property, which will be elegantly landscaped. You'll see when we show the site plans, we've set it back from the roads where we can, except for a limited section along New Ballas where we're doing a simulated wrought iron fence.

Common ground place with a play space. And people always ask why do you need play space for 55-plus.

Well, most people, the first wave of buyers, will have grandchildren, so it's a very modest play space, so just provides a little bit of a community amenity for a

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

demographic that wouldn't necessarily want to have it in their yard, but might want to have it available.

Home details. The home sizes would range from 2200 to 4,000 square feet. We do anticipate to start in the 600s and range up to the 800s. That's before the options and different features are added on.

Architectural products. We're primarily brick on the front elevations, but we do have cement fiber lap and vertical siding and some cedar shake siding.

Architectural shingles, and there is a little bit of TPO, which is white reflective flat roof on some flat roof portions of the properties.

And then we do plan to really focus on, as kind of secondary marketing aspect of this, in addition to age in place, features would be sustainable. So if you do want to leave, both in terms of just longterm life cycle costs, but if you do want to leave, it's easier to shut your home down. And we do a considerable amount of that in the -- in the city in our work now.

We've built about 30 homes with geothermal, for example, we probably put 30 or 40 solar rays on homes. We're pretty -- have pretty good expertise in different types of insulation factors and building envelope-type design.

So a few slides. These are the four lots at the

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

intersection of Ballas and Ladue, like I said, on New Ballas and Ladue on the northwest corner.

So our area -- our four lots are here, and those are currently zoned A. So there's a -- when Emerald Green was established, I assume, a band of A lots that banded -- that bound the outside, the periphery of the subdivision from the B lots that are currently in the middle.

We're effectively proposing adding on to the B zone and bringing that out to the corner on our -- on our four lots.

Just another slide, which you have in your packets, it's kind of showing where we're at. The 4.26 acres of proposed of total ground that we had purchased at the corner.

Existing site plan topography.

And then this is our proposed site plan. So the lots, all but three of our lots are close to the half-acre threshold, and then we have two smaller lots in this area that are under that amount, which frees up enough ground for pocket park here.

So just to orient you. This is Ladue Road. New Ballas is here. This is existing Santino Court. We're not making changes to the street, we're just adding sidewalks here, and then we're adding sidewalks to the perimeter and along -- and supplementing along Ladue Road

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

and then up on North New Ballas.

The color-coded dash lines show the type of fencing we're proposing. There's a simulated wrought iron fence adjacent to New Ballas here, and there's an elevation, which is light on this slide, but should be better in your packet.

We're doing a -- there's an existing fence by a homeowner just put in here, so we're not changing that. Wood privacy fence around the outside. And then we changed to a custom designed cedar fence, it's 4 feet high, along Ladue Road here.

This is the topographic plan. And a couple things to point out. We did -- some of this is, again, by trying to make these easy access entry like grade from the street without much, we're trading a significant amount worth, so we have a steep incline, and then about a 5-foot drop here. That allows us to set our ground floors in the elevation of the existing street.

What it also does, and we've discussed with the neighbor to the north, is it does place a two-story house, and the current house is one-story, the apex of our roof is approximately the same as the apex of the roof of the existing one-story home. And we've done some site sections and explained that to the homeowner to the north.

So his view, he will have an additional two

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

units for sure, but his view won't be that much different than what it is now.

And then we are in line with recommendations from -- from staff to add some hedges along that fence row as well.

And then we're doing some significant berming along both New Ballas and Ladue Roads. And then our fencing is actually inside of the berming. So we want to have a nice green buffer of berms and plants on the outside and the fence will actually sit inside of that, so won't be -- the fence won't be up on the front, we'll have really kind of a -- a green feel from the -- from the outside. But there -- so I think that will provide a nice experience from the road perspective and for pedestrians, but it'll also provide a nice buffer for the homes relative to the traffic on Ladue Road.

The site sections, which are in your slide, but a lot more legible there.

Tree census. This is our initial calculation that we still have work to do with staff on getting that exactly right. And we've committed to having an arborist engage before we finalize details to evaluate the actual size of the trees, and then evaluate some of the health of some of the species, I know particularly around the periphery of the site, so the southern and the eastern

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

border, we've got some specimens that are in pretty bad shape, so we've -- but we're committed to making that work out, and need a little bit further investigation to make that happen.

This is the civil site plan showing some of the street trees along Santino Court and then some of the plantings and hedgings around the outside.

There's, in development of site plan of the little pocket park, so have a chat or a crushed limestone area, some benches, decorative grasses around the edge and on Santino. And then just a high-end kind of residential scale playground equipment, so nothing too significant, but a nice kind of shared amenity at the -- at the end of the subdivision.

We have a host of planting and examples of what we're putting in. We are focusing more on native species in our planting and sustainable site strategies the best we can, so we're trying to avoid any kind of structure stormwater drainage systems, but accommodating all on site and work with the planting species to facilitate that.

So these are some of the designs. Our -- our elevations are all interchangeable with our plans. We have several plan configurations, but all elevations work with minor modifications with the -- with all plan configurations work with all the elevations, so we'll

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

never have two of the same elevations styles adjacent to one another. We'll let the market somewhat dictate what order that goes in, but we'll never have two of the same next to one another, and we can do that by having interchangeable plan configuration, so it doesn't create as much distinction between what plan is what.

The upper left image is the street elevation. So there's brick on the garage here and brick on the main part. And then there's a cement fiber, batten siding here, and you see a little bit of lap siding near the entry.

This is the -- the left elevation. It'll be east or west, depending on which home it is. This is 6-inch exposure cement fibrous siding, the horizontal batten siding here, and then a mixture of sidings and brick here.

This is the garage door here.

And then the rear elevation, one thing to point out relative to the property owners to the north of us, we don't have windows on our north elevations, so to the extent that we might have views back into the yards, there aren't -- there aren't windows on that north elevation.

CHAIRMAN KISTNER: So they would be solid?

BRENT CRITTENDEN: Yeah, the windows -- I'll show the plans in a second -- your windows look out your

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

side yard. And the homes are sort of set up where they prioritize the side yard because they're offset, but you wouldn't have -- and it's just a partial elevation, so this is the north wall. If this house is facing south, this is the north wall, the second story, which is what you see here. Okay.

MS. SILVERMAN: The second story doesn't have windows?

BRENT CRITTENDEN: Doesn't have windows.

MS. SILVERMAN: The whole side of the house?

BRENT CRITTENDEN: Right.

MS. SILVERMAN: The second story.

CHAIRMAN KISTNER: Oh, the lower level has --

BRENT CRITTENDEN: The side elevation, yeah. Yeah. The lower elevation has it, those really shouldn't look into somebody's backyard.

So that's -- so there's one with a straight gambrel roof. There's one with a modified gambrel roof.

And we're kind of going for a little bit of a contemporary take on a vernacular style with the -- with how we're designing the homes, particularly these two elevations. And then we have a -- a flat roof model as well that has a little bit more contemporary style to it.

These are the -- this is one of the typical plans. We do have the garage in front, but it's turned

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

perpendicular, so you drive into a small court style driveway, and then park here. Main entry is here with a porch. And then we have a series -- a mud room and storage area -- large storage area, foyer, powder room, which is oversize for wheelchair access. Takes you to a corridor back to a vaulted living space here, cause we're not under the second floor, we have vaulted ceilings back here with nice views out in all directions from the ground floor.

This is an example one thing I talked about is the closet that could be made into an elevator at a later date, so we can frame it in a way that can be removed.

And then your ground floor master. You can see we have turning -- 5-foot turning radius laid out in different areas on the floor plan to indicate you'll have the ability to navigate that bathroom with the wheelchair. And the same thing with the kitchen.

Second floor would have two bedrooms on this configuration and a bathroom.

So that's kind of the base floor plan.

MR. MAGRUDER: Is it a two-car garage or one-car?

BRENT CRITTENDEN: Two-car garage.

MR. MAGRUDER: Thank you.

BRENT CRITTENDEN: This is a variation on that.

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

And I won't get into too great of detail, but this has a second master suite -- or this has a -- I'm sorry, we do have a second master suite, but this one has a master suite in the rear of the home and the living space along the other side, just a variation on the plan.

And based on those, then we have an addition to add a third bedroom on the second floor. We're looking at being able to add studios above the garages to change the streetscape around a little bit.

This is actually based on a newer (inaudible) development in Florida on (inaudible), if anybody ever vacations there.

The footprint and the spacing and offsets of the homes were designed with that, so the idea of potentially doing second stories above the garage, which we'll see in the elevations, is inspired by -- by that configuration.

Some hand renderings of the -- the buildings.

Now, I would ask that you look to the rendered elevations for the material call-outs, because these are representative, for example, the language reviews and the renderings here is pure white brick, and that might not be readily available, so just in terms of how we understand this, please look back to the -- the -- the elevations to call-out more explicitly what the materials are.

You see here, and we had pushed these closer to

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

the road. We have the garages. Tried to own how that looks to the street and saw the good pedestrian feel, so try and transition that driveway space into more of like a court space, and your neighbor's garage faces yours, so you have kind of every two homes forms a little court space that we can landscape nicely, and we're introducing these small landscape walls out here to further refine that.

This is looking back towards two homes, and then from your front door looking across the street.

So it does have, you know, purposely little bit more of a urban feel. Might be the wrong word. But we're trying to get a stronger kind of pedestrian feel on this and make the neighborhood feel a little bit more intimate for the sake of a better quality of the community.

I think that's all I've got, so I'm happy to answer questions.

CHAIRMAN KISTNER: Did you bring material samples with you?

BRENT CRITTENDEN: I did not.

CHAIRMAN KISTNER: That's generally a requirement that we have.

MS. KELLY: I didn't think (inaudible).

CHAIRMAN KISTNER: That will -- that will be essential.

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

BRENT CRITTENDEN: Okay. Yeah, I'm sorry, I wasn't aware of that.

CHAIRMAN KISTNER: Yeah, our discussion.

So are there any questions for the applicant right now?

MR. ROVAK: No.

CHAIRMAN KISTNER: Then we're going to hear from staff and members of the audience.

MR. MAGRUDER: I have a question. The house that's at 11933, that would be the southwest, the empty spot there, have you talked to that person, and where are they as far as this project's concerned?

BRENT CRITTENDEN: We -- they -- so the residents, the owner of the home lives in Ohio. It's unoccupied right now. I've spent -- personally spent about five hours on the phone with him, and my real estate agent has done at least that, maybe a little more.

We made him a market rate non-conditional -- or unconditional offer so not -- non-conditional offer on the home at the same rate that we agreed to with the other four.

He didn't reject us on the basis of the, I think the price of the terms, and we were never quite able to get an understanding of what Mr. Shaw's objection to selling to us was.

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

But, ultimately, we -- we negotiated with him for considerable amount of time. And then at a certain point said, well, we'd like to proceed, we've come to terms with your neighbors, and we're again closing on these. We'd like to proceed if you would like to sell, this is probably the window, and that -- that's kind of the last discussion that we had with him. And I know he sees from the city staff and --

MR. MAGRUDER: So if I understand what you're saying, if he should decide to sell that to you in the future, you'd -- you'd be doing something with -- in that area too?

BRENT CRITTENDEN: Well, we would certainly look at it if that were the option, you know --

MR. MAGRUDER: I'm not pushing you on that, I'm sorry.

BRENT CRITTENDEN: Yeah. We have made certain decisions based on just accepting the fact that he wasn't interested in selling that we'd make it a little bit more challenging, but, certainly, yeah.

MR. MAGRUDER: Thank you.

CHAIRMAN KISTNER: Any questions for the applicant?

MR. CARNEY: Not at this time.

CHAIRMAN KISTNER: Okay.

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

Thank you.

BRENT CRITTENDEN: Thank you.

CHAIRMAN KISTNER: Whitney.

MS. KELLY: Okay.

Whitney Kelly, City Planner on behalf of the City of Creve Coeur.

The current four properties are seeking a -- as the applicant has indicated, they're seeking a rezoning from the A single family residential to B with an RDD designation.

As they abut a B -- an existing B District to the northwest, it does not -- they're simply expanding that, and then the RDD designation requires a minimum of 4 acres, which the applicant does meet.

In discussion with the Creve Coeur 2030, the goals of the four residential development preservation include providing high quality residential development and stable property values while enhancing the diversity of housing styles and types and improving walkability and allowing for aging and places.

At the time the Comprehensive Plan did not get into specific redevelopment in certain -- in this part of the community. It was based upon pretty much existing conditions.

The existing properties are within the ER 2

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

designation, and adjacent to them is the ER 1, which is a medium lot of 15,000 square feet to 1 acre.

Given the location of this busy intersection and the adjacent development, particularly to the south and to the west, institutional and a similar B RDD designation, we felt that the Comprehensive Plan -- that this overall fits in with the Comprehensive Plan as proposed.

They meet with all of the zoning district regulations for the B District with the variation, given that they're meeting -- there are no more than nine units, and it's in an existing cul-de-sac, so there's no new road being proposed. And that they're reorienting all of the houses within that cul-de-sac to create a more walkable cohesive design, a community.

For a B RDD they should -- it requires that the variation and the lot size can be allowed and the setbacks can be allowed provided they're not meeting -- exceeding the overall district requirement for density, and they are not. For the acreage, it would be slightly over nine units, and they are proposing nine units.

One item of note is that we have considered -- and they are including a pocket part to meet with the requirements of the RDD and to meet with the needs of the residents in that subdivision.

So to go through a couple of the motion -- or

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

the recommended conditions of approval, one thing that we did not include at the time, but given your discussion on the overall architecture, we would like to include a amendment to this that says that based upon your discussion tonight that elevations of the buildings -- or the residence shall comply with those presented before you, and any amendments you wish to seek. So that would need to be included as an amendment to the motion.

We have asked that the landscape plan be revised to move the proposed building line, especially along North New Ballas and Ladue Roads, further in, so that it protects the landscaped area, and that the landscaping and easement is provided, along with the other indentures of the subdivision for our City Attorney's approval.

Additional evergreen plants should be provided along the north property to provide some additional screening for the resident to the north.

And that the code does require that there be one street tree for every 30 lineal feet. Based upon the applicant's drawings, it looks to be consistent along Santino Court. But we would like a more accurate reading -- accounting of that. And we weren't sure if it was provided -- sufficient trees were provided along Ladue and North New Ballas, so we just made those as a condition of the approval.

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

The next phase after, should they get approval of the rezoning, is they would have to come back to you for review of the site improvement permits and final plat, so we would have that as part of the final plat.

And included is also that they're in continued discussions with MSD regarding the stormwater, so any improved -- before the final plat, we would need to see their concurrence on the design and that that be incorporated into the final drawings, so.

You have any other questions?

CHAIRMAN KISTNER: Not at this time.

MR. CARNEY: So -- so today we're -- we're mainly deciding on the zoning, and then the final plat would come back again before us again in another meeting if we do?

MS. KELLY: Yeah, so the motion actually requires three different motions.

It is the recommended -- recommendation to the City Council for approval of the rezoning in the RDD preliminary plat.

The -- I'm sorry just -- and then a recommendation for the site development plan for the subdivision with the conditions already contained in the draft ordinance.

So the final plat would be part of your review,

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

and then improvement plans would be part of your review at a later date.

But they would have to be consistent with these plans and any conditions you all wish to include.

MR. CARNEY: Okay.

CHAIRMAN KISTNER: So in terms of discussion, because I think one of the most prominent features of this RDD is rather unique architecture, you know, something that we haven't seen at all in Creve Coeur, we don't even have any materials here tonight to look at, and they are unique. So I think that right there is going to require some -- some additional review. But is the design -- the design of the -- the proposed design relevant to the discussion of the RDD? I believe it is, but I'm just checking it.

MS. SILVERMAN: And I would prefer to have all the information before I vote.

CHAIRMAN KISTNER: Yeah, I mean I -- lacking materials, I don't see how we can possibly complete a review tonight, but I think there may be further discussion, even without those materials being here, so.

But just to confirm that that's going to be part of our discussion tonight on the zoning amendment.

MR. JAGGI: And I would just add to that, the materials are proposed in the drawings. They are calling

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

out materials to be used, but we inadvertently forgot to mention that it would be good for them to bring samples this evening of the --

MS. KELLY: Right.

MR. JAGGI: -- actual materials.

MS. KELLY: They are in the --

CHAIRMAN KISTNER: Many times we've seen descriptions of things that did not match up with what actually got built, so that's why we have this requirement now.

MS. KELLY: Yeah, so the painted dark gray is cement fiber lap siding.

CHAIRMAN KISTNER: Yeah.

MS. KELLY: Okay, so, yeah.

CHAIRMAN KISTNER: Yeah, we can see what they are, but --

MS. KELLY: Yeah.

MS. SILVERMAN: We just like to know.

MS. KELLY: Yeah.

CHAIRMAN KISTNER: It's --

MS. KELLY: So.

CHAIRMAN KISTNER: Okay. Thank you.

We have a few speaker cards, and I noticed even more people did get sworn in.

So I'm going to start with the speaker cards,

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

and if you could come up and share your comments, and then there'll be -- I'll call on other people in the audience who did not fill out a speaker card.

We have Chris Walters.

CHRIS WALTERS: I'm going to let Jo go first, if that's okay, Joanna.

CHAIRMAN KISTNER: Joanna Goldstein?

VOICE: Yes.

CHAIRMAN KISTNER: Sure. Come on up.

You were sworn in, weren't you?

JOANN GOLDSTEIN: Yes, I was.

CHAIRMAN KISTNER: Okay. You could just start with your name and address.

JOANN GOLDSTEIN: I'm Joann Goldstein. I live at 143 Emerald Green Court.

And if you put up the other slide, you will see that my house backs up to Santino Court.

I -- I'm the one house in the whole Emerald Green Court area that actually looks out on the backyard of Santino Court, so my view right now from my backyard is beautiful wooded area or trees all the way to Ladue Road.

So I've got -- I'm not for or against the thing. I wanted to come tonight to be -- to learn more about the project.

CHAIRMAN KISTNER: Uh-huh.

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

JOANN GOLDSTEIN: First off, I just found out -- we just found out. We -- I understand that you've been meeting with the -- the trustees, but they have not communicated to us until yesterday that this was even happening.

I saw surveyors in my backyard, and I figured something was going on, but nobody ever said a word. I would have liked -- would have appreciated getting more advance notice, especially since it really, really does affect me and everybody else too, but I look at it.

So I do have some questions.

I'll -- I'll address one thing that has not been discussed is making left turns out of Santino Court between 4 and 6 p.m. that close to Ladue Road is going to be a big headache. Making left turns out of Emerald Green is not the easiest, but we're far enough back from, you know, north of Ladue Road that cars stop and let us come through.

There will not be a way for cars to stop to let people make a left turn out of Santino. And actually the only way for them to get there is to go into the left turn lane that is currently made for Shaare Emeth Temple.

So I think traffic patterns really need to be looked at carefully, especially maybe banning left-turn lanes at certain times of the day. So I wanted to bring

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

that up.

One of my questions was about the maintenance of the outside. That has been addressed, so I understand there's going to be an HOA, and that will be good.

I did have a big concern about trees. I didn't want it to be bare. And I feel good that there, you know, the City of Creve Coeur will also require a lot of trees.

It is true that the maintenance on Santino Court -- that person did not maintain it. There are trees there that are -- one big one that's been down for over a year that has been neglected and others that need to be trimmed.

Another question was, will they be built one at a time or will they be built all at once as spec homes and then sold? If they're built one at a time, that means a lot of noise, a lot of dust, a lot of, you know, building over a longer period of time, and that's in my backyard, so I'm concerned about that.

The fences. I didn't know anything -- I thought it was going to be individually owned and each person would have the right to build their own fence. If he's talking about building a fence around the property, and in my backyard, he's talking about a 6-foot wood fence, I really, really don't want to have to look out when I'm eating breakfast at a 6-foot wood fence.

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

He said there would be built -- you know, there would be landscaping in front of it or behind it, I don't know what he's talking about. Would that be -- would I be looking at trees or --

CHAIRMAN KISTNER: I think when he mentioned the landscaping, that would be covering, and I think that was along Ladue Road, not along the north property.

JOANN GOLDSTEIN: Right. Well, I would much prefer, if they are going to fence the whole property, to have the same fencing that's going on Ladue Road and Ballas, the wrought iron fencing, not a 6-foot wood fence. I -- I really don't want that.

And I wasn't sure -- oh, and I knew nothing about this playground. Where on the property? I couldn't figure out where on the property is this small playground going to go? Is that in my backyard? Or, you know, visible from my backyard?

So that's another something that I needed to see more of.

So those were my concerns.

CHAIRMAN KISTNER: Thank you very much.

The only other card I have is for Chris Walters.

CHRIS WALTERS: Hi, I'm Chris Walters. I live at 151 Emerald Green Court. I live just to the right of Joann that just spoke, if you're facing our street, facing

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

the houses.

So we're concerned a lot with the noise, with the amount of dirt and everything that's going to be going on. How long is that going to be happening?

We have a pool. Is it going to be filled with dirt and mud and debris every single day that they're building?

You know, the -- the park is another thing. We have a ton of great parks here in Creve Coeur, why does this little-bitty place need to have a park where we're going to have more noise? It's a pretty quiet subdivision where we live.

We all get along great, but, you know, we weren't even told about this. This -- this was just -- we were just informed of this this week. So we're kind of upset over that factor, that our -- our homeowners people didn't tell us until yesterday, and that we don't have any say in what's going to go on when it's right in our own backyard.

So those are our concerns, mostly just the noise and the amount of dirt, and what they're going to do are -- is our electric and everything else going to be affected when they're grading and knocking things down and, you know, how is that going to work for us?

So there -- there are quite a few questions that

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

we have, but we don't have any answers, so that's what we're most concerned with right now.

CHAIRMAN KISTNER: Thank you.

CHRIS WALTERS: Uh-huh.

CHAIRMAN KISTNER: Is there -- are there other people in the audience who would like to speak?

Sir, if you want to come up. I don't care about the order.

No, you.

And were you sworn in?

DR. QALBANI: I live --

CHAIRMAN KISTNER: Excuse me --

DR. QALBANI: My name is Qalbani, and I live --

CHAIRMAN KISTNER: Excuse me, were you sworn in? Did you --

DR. QALBANI: Sworn in?

CHAIRMAN KISTNER: -- sworn in at the beginning of the hearing?

DR. QALBANI: No. No.

CHAIRMAN KISTNER: Okay. If you could just be sworn in.

(The speaker was sworn in by the court reporter.)

CHAIRMAN KISTNER: If you can start with your

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

name and address.

DR. QALBANI: Yeah, my name is Dr. Qalbani, and I live at 112 Emerson Road, just immediately behind the -- this proposed whole thing.

And all those concerns are more was for me than for them. I'm just (inaudible).

And there was a concern about the -- that one lot which is still being negotiated and the guy from there, the owner of that, called me and said there's a problem -- there's going to be a problem with the utility and water supply and drainage and other things, which I don't know. Is that going to be a big problem with that, and it's going to affect the water supply and electric supply to our two houses, me and (inaudible) house?

And then Santino, are they going to, in the future, create a road from Ballas to Emerson through that building, or I don't know because it -- they are leaving the building -- some property, and they're leaving some other property immediately behind them, the two -- two of the properties we have.

So there are so many questions, so many concerns that the construction -- this construction is going to -- what's going to have effect on the property value, and I don't know. They're building a $800,000 house, but what's going to happen to -- there's a new house, what's going to

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

happen to the older houses there because of the construction and everything?

So I was (inaudible) inviting some more concerns, but I just happen to come by from my gym, but that's what we all are worried about.

Thank you.

CHAIRMAN KISTNER: Thank you.

The gentleman back there.

BRIAN FINNEGAN: I was sworn in, yeah.

My name is Brian Finnegan. And I'm the lead trustee of Emerald Green Estates Subdivision.

My apologies to our neighbors who have -- this has come upon us fairly recently. This -- I know they met with the city some time ago. I say we probably met with the development team within the last 35, 45 days or so.

And we're just really still in preliminary, and I understand tonight's hearing is a preliminary approval for approval for zoning, not approving the homes and the residences and all the setbacks, is that correct?

CHAIRMAN KISTNER: No, I mean --

BRIAN FINNEGAN: That's the understanding I have.

CHAIRMAN KISTNER: -- things like the setbacks and --

BRIAN FINNEGAN: Right. Exactly.

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

CHAIRMAN KISTNER: -- means the proposal that is here --

BRIAN FINNEGAN: Right.

CHAIRMAN KISTNER: -- is what would be voted --

BRIAN FINNEGAN: Okay.

CHAIRMAN KISTNER: -- on.

BRIAN FINNEGAN: So they have been very, very gracious and brought us in within, say, the last 30, 40 days to talk about just general terms and conditions of how they would have ownership, either be part of our subdivision or be their own standalone HOA, and we're still in discussions that way, but I think it's probably going to be something they may be their own little association.

So of that, we want certain considerations for the homeowners who back up to the property. So a lot of that still has -- hasn't been worked out yet.

I'm not pro or against this. But I am a little bit siding for the pro-ness of it because we've had several commercial developers come into our neighborhood last, really just last six months, and they want to knock down all our homes, again, that's what they say, they want to put -- use the 33 acres we have and put box stores there.

Okay. Something kind of informal canvassing of

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

residents that I've talked to, none of them want that to happen.

We've recently had a $1.4 million house built in our neighborhood, and we another one going to be knocked down and putting in $800,000 house.

And these are all what I consider poison pills to be able to keep the big box developers away from our neighborhood and keep our -- our neighborhood values up and be very progressive.

So what they're proposing here, even though I'm not really that big on the contemporary style of it, I think everything other than the flat roof one is really a very viable type of property.

In fact, I talked to the sister of one of the homeowners next to Joann just yesterday, and she may be a potential to move into this. It's right next to the temple, good access, she wants maintenance free.

So, again, I think there -- I think there was so much disinformation put out by Mr. Strothcamp (phonetic), that I think it's a matter -- Mr. Qalbani was talking about storm runoff and power line issues and things like that, I don't think that's going to happen. I don't think the city's going to let that happen.

So, again, these are things that we're working on in the subdivision.

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

But, again, we're just trying -- one of the reasons the trustees are taking such an active role in our subdivision is, we, quite frankly, we have a lot of apathy in our neighborhood. We have homeowners association meetings and one or two people show up.

So, again, the trustees have, essentially, always take the lead, and once we got enough information in our hands, we're going to dispense it to everyone. But we're going to make sure that those people that directly adjoin this development will be properly served. And we really want you to be happy with what they're doing. And I think they want to make sure that it's being properly done to their satisfaction.

So, again, that's, essentially, they're building houses proposing 6 to $800,000 range. There's nothing really wrong with that in this community.

Again, one thing I had to laugh about, is that we're a walkable community, and that's just been a farce. We've been trying to get a sidewalk for 25 years along the west side of Ballas, and that's a joke.

In fact, one of the things that we've talked about with this developer, they're either going to be required to build up to their property line, so there's a couple other lots that we need to do that to make it truly walkable. You can't walk to nowhere.

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

You know, again, we've seen this in this community for a long, long time.

That's it in a nutshell.

But, again, my apologies to the homeowners there, but, again, this -- I've -- I've gotten a rash of phone calls when the commercial developers were coming in, I met with them about knocking them down, putting big box stores. We don't want to just run around the residents and have them all alarmed. We're trying to just settle them down until we get all the facts and then make sure everything -- everyone's happy with -- with the development.

I think it could be a very beneficial to the city, cause it's residences. I'm really pro residential thing, not just commercial building in this community.

CHAIRMAN KISTNER: Thank you.

Other -- yes.

JUDY LEVENTHAL: My name is Judy Leventhal. And my mother lives at 185 North New Ballas Road.

I, too, just found out about this just a few days ago. And it seems like since our home faces Ballas Road, we're always the last to find out about anything.

When my mother built -- or bought this home 30 years ago, it was a two-lane road, and several years after we moved in, of course, it was widened into a four lane

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

road.

Living on Ballas Road has been nothing less than hell. We can no longer use our circular driveway. I've had to put horses in the driveway because people are cutting through. Now people are using our straightaway and dinging our driveway -- our garage door to turn around. Garbage is thrown in our front yard. It is an absolute mess living on Ballas Road.

I am absolutely opposed to this, because it's going to create even more traffic, even more mess. I have no idea what digging they're going to do that's going to eventually wind up in our front yard.

I have no idea if a sidewalk is going to be constructed now in what's left of our front yard. How much of the front yard is going to be taken, if that is, indeed, going to take place.

I have no idea if our taxes are going to be increased, the tax rate is going to be increased because of these homes.

You know, these -- the look of these homes, I just -- they do not fit in with the look of any home in the area. I think -- in fact, my house, or my mother's house and the house, you know, immediately next to us are going to be the only two left -- left on the west side of the street sitting on acre lots. So those two homes are

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

going to stick out like a sore thumb.

And, you know, originally when all of these -- this area was zoned acre lots for all those homes facing North New Ballas Road, for all those homes facing Ladue Road. They need to stay zoned in that same 1-acre lot.

I guarantee you that people would be very happy to tear down those homes and put beautiful homes just like the one next to my mother that just sold for 1.2 million. They would love to put a beautiful home on those 1-acre lots.

So, again, you know, I have no idea what the implications are going to be on our home if this construction project goes through.

I think it's going to be an absolute mess. I don't know how much more of our property is going to be taken.

I don't know what they plan to do as far as they mentioned fencing. I don't know what they're talking about fencing. Does that have anything to do with us?

So, you know, again, there are only two homes left, my mother's home and the home next to hers, that are -- that will be sitting on 1-acre lots if this proposal is -- is allowed.

And I just don't think that this looks like it fits in with the look of any home in the area.

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

So those are my concerns.

And, you know, I do think we need to be notified, you know, whether it's Emerald Green, I know, you know, the trustees are, whatever, saying they just found out. Well, you know, when you find out, we need to find out. Whether you know anything or not, we need to know what's going on, so we can be prepared and we can make educated decisions based on what's going on with these guys.

We had no idea that any of this was taking place. So I don't like to find out after the fact of what is being proposed and how that's going to affect my mother's property. And I think it's going to affect it very, very negatively, again, because there would only be a couple of 1-acre lots left on Ballas Road.

CHAIRMAN KISTNER: Okay. Thank you very much.

Was notice sent to the adjacent properties?

MS. KELLY: Yes, notice was sent. The code requires that a sign be placed on the property, and a notice sent out to the residents within 300 feet of the subject property ten days prior.

We always try to send it out earlier than that. I do know it was sent out before the Thanksgiving holiday, which is more than the ten days.

VOICE: We never got anything. The only thing

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

we got --

CHAIRMAN KISTNER: Thank you. We're in a hearing. Excuse me, we can't have comments from the audience when we're in a public hearing.

Thank you.

MS. KELLY: And there has been a sign on the property, and I believe it was also within the city's newsletter that is mailed to every resident.

CHAIRMAN KISTNER: Okay. Thank you.

Are there other people in the audience that would like to speak?

VOICE: Can I say something about that?

CHAIRMAN KISTNER: Excuse me, there's somebody behind you that's raised their hand who hasn't spoken yet.

SID HOLTHAUS: Good evening. My name is Sid Holthaus, and I live at No. 8 Woodbridge Manor Road.

I'm not a trustee. I'm a new owner there.

But we, in our subdivision, had no notification through the trustees or the ownership. And we did get this notice that arrived on Thursday that the meeting was tonight, and I came up in response to it.

And I think the feeling of the people in Woodbridge Manor is that, while there is a demand for smaller homes and condominium living, which we live in, there's also a -- a design element that exists in Carlyle

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

and also in Woodbridge Manor that is basically brick structures with some siding accents. But it seems that these proposed homes are going to be the opposite. They're going to have some brick accent, but they will, basically, be siding and hardy board-type material.

And I just don't believe that that goes in with the two multifamily -- well, they're not actually multifamily, but they're smaller lot developments, Carlyle and Woodbridge Manor.

And I'm not against, as I said, against the concept. I just think the design is so poorly done for that area. And especially in respect to the homes that are being left on Ladue Road and on Ballas Road and in Emerald Green, basically, I toured that area yesterday, and they're, basically, brick homes, but some have siding additions and siding garages and siding accents.

But we were somewhat unhappy that we didn't receive any notification. I don't personally believe that putting signs out on the street is notification, unless they put the sign on our property, because we're not really required to read the notices on other people's property.

But, anyway, we're here tonight, and that's -- that's what our feelings are.

And I thank you for your time.

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

CHAIRMAN KISTNER: Thank you very much.

We have other people who have not spoken yet who would like to speak?

Yes.

PAM ANDRUS: Hi, my name is Pam Andrus. And I live at 150 Emerald Green Court, so my front door looks out on the front yard of like Joann and Chris.

But, and I agree with the concerns that they've raised.

And my other concern would be that in addition to turning left out of that area, you're going from two or three houses to nine houses with double garages, that's going to increase the traffic in that area.

And if you're ever trying to get out on Ballas or on Emerson at -- from about three o'clock on, it's already very, very busy.

And you also have, luckily, we have, you know, a sidewalk now on Emerson, but you do have the runners and stuff from De Smet High School in that area, and I just -- I think that that needs to be addressed.

Thank you.

CHAIRMAN KISTNER: Thank you.

Are there other comments from the audience?

Have you been sworn in?

FRANK FRIMEL: My name is Frank Frimel. I live

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

at 11949 Ladue Road.

These things are such oddballs that I think it's going to affect the rest of the values in our subdivision.

I can't imagine how far we'd have to travel from our home to look for something so odd as this.

In most subdivisions they're tearing down the older homes, replacing it with high value homes. This here is going to be a cancer that's going to hurt the rest of us under these circumstances.

I have never seen anything so poorly. I've been in real estate for 50 years. I've owned property for 50 years, investments. This is just unbelievable. This belongs over in Kirkwood or somewhere where they have accepted this along -- on the road and Ballas, but this is definitely going to hurt the homes.

There won't be teardowns anymore in this area. And I think the resale values will be hurt by this.

So that's my opinion.

CHAIRMAN KISTNER: Thank you.

Do we have other people who wish to speak?

CHARLIE EBERT: Excuse me. I need to be sworn in, cause I can't hear very well and (inaudible).

(The speaker was sworn in by the court reporter.)

CHARLIE EBERT: My name is Charlie Ebert, and I

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

live at No. 3 Woodbridge Manor Road.

I guess everybody can hear this, can't they?

I have to admit, I have not heard hardly anything you said all night because of an army -- old army injuries I got, and I don't hear out of one side and not too good out of the other.

However, I live right on the corner of New Ballas and Ladue Road, so this is right across the street from me. If I look out my front window, I'm going to be looking into the backyard of these homes here.

And to me, I think that's a little tacky for the people living in -- in Creve Coeur.

When I moved out of Huntleigh, the big home, into Woodbridge Manor because we wanted to downsize, because, I guess you can tell, I am getting to become a advanced middle-age gentleman, and so it's about time that I downsized, but I was very pleased with Woodbridge Manor. It's a beautiful place, so very nice people, nice brick homes. I think it's first-class.

I don't think having something like this across the street really blends into the neighborhood. I have nothing against this. Much better homes than I lived in many years ago, but I think in the neighborhood, they don't really need this.

The other thing is, you really got to be

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

concerned about the traffic. If we didn't have that light at Woodbridge Manor in the morning and the evening, I couldn't get out of that -- that driveway. I mean there's constantly back and forth, up and down Ladue Road. I can tell you New Ballas Road is just as bad. Anybody that has to come out of there at that time of day without a traffic light are going to have a very difficult time. Of course, making a left-hand turn would be almost impossible.

I haven't -- I'm not really thrilled with this, let's put it that way. I think we can do better than this. Okay.

CHAIRMAN KISTNER: All right. Thank you very much.

CHARLIE EBERT: Thanks.

CHAIRMAN KISTNER: Thank you.

CHARLIE EBERT: Sure.

CHAIRMAN KISTNER: Other comments from the audience?

Okay.

RONALD HOLLANDER: I haven't been sworn in.

(The speaker was sworn in by the court reporter.)

RONALD HOLLANDER: My name is Ronald Hollander. I'm at 183 Emerald Green Court.

I'm not going to be affected by any of what's

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

going on up there except for the fact of all of the construction and dirt that's going to occur.

I'm not opposed to the half-acre lots to be rezoned, but I am concerned about the characteristic of what we're going to have in this new area as compared to what is now in our subdivision.

Every home in there is a one -- is all brick around the one-story area, and one of the newer buildings that was built has a lot more siding than the rest of us do.

The -- and also the fact that I don't know if you're aware of some of the problems in regard to the sewage and the water and electric that's in the area.

Electric goes out quite a bit when we even have a minimal storm in some of the areas. And I think that's all going to have to be upgraded, cause the -- all that comes from the back of the lot. So if they're going to upgrade, nine residents are going to have the need for much more water than five do now.

So they're going to have to really upgrade the water capacity, and that's coming from the back end of the subdivision. So there's going to be consideration as to how much tearing up of the rest of this subdivision that isn't even involved in the work that's going on.

So I just want to get my two cents in as another

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

person in Emerald Green.

No problem with the half an acre lot, cause most of ours are a little less than a half-acre lot. But the development that you're -- that is being contemplated putting in there is considerably lower grade than what's already there.

And if you notice what's going on on Ballas and the other streets, they're all being upgraded with two-story brick and stone, et cetera.

So appreciate the time.

CHAIRMAN KISTNER: Thank you.

Whitney, before we go on, a number of people have brought up the question about some utility and water issues in the area. I'm not familiar with any of that.

Are you aware of any, and do you have any --

MS. KELLY: I am not aware. The stormwater is control -- is permitted under MSD, and (inaudible) the applicant has plans for that. I'm not aware of any electrical or water issues outside of that.

CHAIRMAN KISTNER: Okay.

Yes.

HELEN DRESSLER: I have a question. I have not been sworn in.

CHAIRMAN KISTNER: Okay. If you could come forward then. I don't know if we can answer. We're

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

really here to take comments.

HELEN DRESSLER: It's not a question. It's just --

CHAIRMAN KISTNER: If you could start by being sworn in.

(The speaker was sworn in by the court reporter.)

CHAIRMAN KISTNER: If you start --

HELEN DRESSLER: My name is --

CHAIRMAN KISTNER: Okay.

HELEN DRESSLER: -- Helen Dressler. And I live at 11983 Emerald Green Drive.

I have a half-acre lot closer to Emerson. And it's not about -- well, the traffic's crazy anywhere, no matter what.

But I know these developers have, it seemed like, propositioned these 4 acres to sell to them to do their project.

Are they going to start picking up -- trying to pick off our half-acre lots to continue, you know, I'm not -- you know, it's like the other guy coming in, he wants to buy everything to rezone it commercial, whatever. Are these people then, after they get these nine houses built, are they going to pressure the other neighbors somewhere else?

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

Does that make sense? No.

CHAIRMAN KISTNER: Well --

HELEN DRESSLER: Well --

CHAIRMAN KISTNER: -- they can make an offer. I don't think pressure is an issue.

HELEN DRESSLER: That's all I'm saying, are they going to try to continue building these weird houses in the rest of our neighborhood?

All right. Thank you.

CHAIRMAN KISTNER: Thank you.

We have other comments?

One more.

Have you been sworn in?

CAROL FRIMEL: Yes, ma'am, I have.

CHAIRMAN KISTNER: Okay.

CAROL FRIMEL: I'm Carol Frimel. And I'm at 11949 Ladue Road.

And I too want to speak to the architecture.

I think it's extremely inappropriate in the subdivision. We are a subdivision, and I can -- I feel that any home that is part of that existing subdivision should be of the same construction.

I think this is very inappropriate. I cannot name another place in Creve Coeur that has architecture of this nature in a residential subdivision.

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

Perhaps someone can tell me that there is a place, but I am totally unaware.

And I do have the comment regarding the electric. My electric goes off weekly, almost daily. It only goes off for a minute.

And is that something to which they are discussing, the electrical problems? It only goes off for a minute, flashes back on, but you have to go ahead and redo the computers and all the clocks.

And so is that what they're referring to regarding a -- we don't know. Because I am complaining about our Creve Coeur electrical problems.

Thank you.

TIM WALTERS: I got --

CHAIRMAN KISTNER: All right.

TIM WALTERS: I have not been sworn in.

CHAIRMAN KISTNER: Okay.

(The speaker was sworn in by the court reporter.)

TIM WALTERS: Okay.

CHAIRMAN KISTNER: You can start with your name.

TIM WALTERS: Oh, my name's Tim Walters. Live at 151 Emerald Green Court.

I, for one, after hearing that there's nothing like this here, I really don't have any desire to be their

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

guinea pigs. Somebody else can be their guinea pigs.

And then with that, we, you know, the flier that we all got, and it's kind of nice that they put one on the site, which is that court, which nobody goes in, so to me, say, let's see how well we can hide this.

So, again, we didn't know nothing about it. I elect not to be your guinea pig, but we'll see what happens. Okay, that's it.

CHAIRMAN KISTNER: Thank you.

Any other comments?

Before we go on to discussion -- or close the hearing, is there anything that staff wants to add to the record?

MR. JAGGI: Not unless you have specific questions, we'd be happy to answer -- answer any questions.

CHAIRMAN KISTNER: Okay.

And, applicants, anything that you all would like to add before I close the hearing?

BRENT CRITTENDEN: I think probably won't come to consensus on the design of the homes. But I want to give some assurance that we take the input from the community very seriously.

In particular, we look forward to working with them on any inadequacies in infrastructure. Certainly

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

wouldn't anticipate that anything we will do will adversely affect theirs.

If anything, hopefully, we can increase the infrastructure, particularly electric.

And we will work tirelessly to make sure the construction doesn't inconvenience those.

And we, certainly, have some flexibility about the fence types adjacent to property owners. We, you know, frankly, were thinking there'd be a preference for something that was granted, particularly while we're under construction.

So we can -- we can be flexible on making the provisions that we heard today in terms of infrastructure and fencing and how we contact the adjacent properties.

CHAIRMAN KISTNER: Okay. Thank you.

MS. SILVERMAN: I had a question that came up.

Are you building them all at one time or are you building them --

BRENT CRITTENDEN: We -- we -- we project to build them all in about a thirty-month period. So we would like to break ground in the spring on the first display unit, and while we're doing that be building out the infrastructure required to make everything else work, and then we'll start the sales this spring as well.

CHAIRMAN KISTNER: Thank you.

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

VOICE: Will you repeat that timeframe? I didn't hear that timeframe.

BRENT CRITTENDEN: We -- we would like to start -- start construction on the first display this spring, and along with that we'll do the infrastructure upgrade, it should be upgrading things like the electric and water for the rest of the development. And as we're doing that, we'll start the sales process. We hope to be completed in about thirty months.

CHAIRMAN KISTNER: Thirty months, which I think is fairly typical for a subdivision (inaudible).

FRANK FRIMEL: Can I ask you a question?

CHAIRMAN KISTNER: If you do, you're going to have to come back up and state your name and address again for the record.

FRANK FRIMEL: Again, my name is Frank Frimel.

Can we drop out of the subdivisions that -- like they're dropping out and have our own? Split up our own lots and put on at the lots -- the houses in the back of our house or on the side of our house like they're doing? Is that possible? Is it that easy, all these regulations that we have that doesn't mean anything to these people? I can't understand that. I think we should drop out or dissolve it, and let the subdivision do as they want.

CHAIRMAN KISTNER: I don't have any --

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

MS. SILVERMAN: You would have to talk to your trustees about that.

MR. LUMLEY: I can give them a general answer.

I mean you have to -- you have to look at your specific subdivision indenture document. They're not identical. They all have different provisions about how many votes you need to make changes and things like that.

But in -- in general terms, it's typically not easy to drop out, and you have to reach --

FRANK FRIMEL: I always thought --

MR. LUMLEY: You have to obtain some degree of consensus, and the vote has to be taken to change the boundaries, change the rules, and what have you.

So they are -- they are serious enforceable documents. But the city does not get involved. It's a private contract among the residents that are subject to that indenture.

FRANK FRIMEL: Well, the subdivision is 1-acre lots indeed as the agreement was, and now we're splitting it because we're coming to you to split up into a B. But that's not up to the -- the people of the property?

MR. LUMLEY: No, it's up to both.

FRANK FRIMEL: To both.

MR. LUMLEY: So if the city said yes, as an example, and the homeowner -- the trustees, you know, and

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

the residents didn't approve it, you can enforce your indentures and not allow it.

FRANK FRIMEL: Okay. Thank you.

MR. LUMLEY: Depending, again, on what the documents say. But you have to get approval from both directions.

FRANK FRIMEL: Fine, sir. Thank you.

CHAIRMAN KISTNER: I think also, I don't know if you heard, but the applicant said that they were starting discussions with the subdivision trustees about, perhaps, removing those four properties from the Emerald Green Subdivision and establishing their own.

FRANK FRIMEL: Well, I would like to remove mine too, so I was just wondering --

CHAIRMAN KISTNER: Then you can talk to your trustees.

Wait. We're in a public hearing, so you need to stick with official statements here.

Do we have any other information to take in before we start our discussion?

If not, I'm going to ask Mr. Lumley to add some things to the exhibits -- the exhibits to the record.

MR. LUMLEY: Like to add the following exhibits to the record of this public hearing: Documentation in possession of the City Clerk reflecting the public notice,

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

the staff report regarding the application, the PowerPoint presentation that was provided this evening, the City Code of Ordinance and Charter, the City's Comprehensive Plan, and the public file regarding this application.

CHAIRMAN KISTNER: All right.

Hearing is closed.

(The public hearing was closed at 7:57 p.m.)

oOo

STATE OF MISSOURI)
) SS
COUNTY OF ST. LOUIS)

I, Deborah K. McLaughlin, Registered Professional Reporter, Missouri Certified Court Reporter, Illinois Certified Shorthand Reporter and Kansas Certified Court Reporter, do hereby certify that I reported the Planning and Zoning public hearing stenographically and later reduced to typewriting; and that this is a true and accurate transcript of the public hearing.



_____, RPR, MO-CCR, IL-CSR, KS-CCR

Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

BRENT CRITTENDEN: [22] 3/13 3/16 4/14 4/25 5/3 7/16 7/23 14/23 15/8 15/10 15/13 16/22 16/24 18/19 18/25 19/12 20/12 20/16 21/1 53/19 54/18 55/2
BRIAN FINNEGAN: [6] 34/8 34/20 34/24 35/2 35/4 35/6
CAROL FRIMEL: [2] 51/13 51/15
CHAIRMAN KISTNER: [86]
CHARLIE EBERT: [4] 45/20 45/24 47/13 47/15
CHRIS WALTERS: [3] 27/4 30/22 32/3
DR. QALBANI: [5] 32/10 32/12 32/16 32/19 33/1
FRANK FRIMEL: [9] 44/24 55/11 55/15 56/9 56/17 56/22 57/2 57/6 57/12
HELEN DRESSLER: [6] 49/21 50/1 50/8 50/10 51/2 51/5
JOANN GOLDSTEIN: [4] 27/10 27/13 27/25 30/7
JUDY LEVENTHAL: [1] 38/17
MR. CARNEY: [4] 2/5 20/23 24/11 25/4
MR. JAGGI: [4] 2/18 25/23 26/4 53/13
MR. LUMLEY: [7] 2/15 56/2 56/10 56/21 56/23 57/3 57/22
MR. MAGRUDER: [7] 2/8 16/20 16/23 19/8 20/8 20/14 20/20
MR. ROVAK: [2] 2/10 19/5
MS. KELLY: [15] 2/20 4/10 18/22 21/3 24/15 26/3 26/5 26/10 26/13 26/16 26/18 26/20 41/17 42/5 49/15
MS. SILVERMAN: [8] 2/12 15/6 15/9 15/11 25/15 26/17 54/15 55/25
MS. STUTTE: [1] 2/23
PAM ANDRUS: [1] 44/4
RONALD HOLLANDER: [2] 47/19 47/22
SID HOLTHAUS: [1] 42/14
TIM WALTERS: [4] 52/13 52/15 52/19 52/21
VOICE: [4] 27/7 41/24 42/11 54/25

$

$1.4 [1] 36/3
$1.4 million [1] 36/3
$800,000 [3] 33/24 36/5 37/15

0

044 [2] 1/9 3/3

1

1-acre [6] 5/20 40/5 40/9 40/22 41/15 56/18
1.2 million [1] 40/8
10 [1] 7/3
105 [1] 3/5
112 [1] 33/3
11921 [1] 3/6
11933 [1] 19/10
11949 [2] 45/1 51/17
11983 [1] 50/12
1199 [1] 1/22
143 [1] 27/15
15,000 square [1] 22/2
150 [1] 44/6
151 [2] 30/24 52/23
157 [1] 3/6
17-044 [2] 1/9 3/3
18 [2] 1/4 2/2
183 [1] 47/24
185 [1] 38/19
19,000 [1] 8/3
1980s [1] 5/5

2

20,000 [1] 5/16
20,000 square [2] 5/15 8/7
2017 [2] 1/4 2/2
2030 [1] 21/15
2200 [1] 9/4
227 [1] 5/1
25 [1] 37/19

3

30 [5] 9/20 9/21 23/19 35/8 38/23
300 [1] 1/3
300 feet [1] 41/20
31 [1] 7/3
314 [2] 1/21 1/22
33 acres [1] 35/23
35 [1] 34/15

4

4 acres [2] 21/14 50/17
4 feet [1] 11/10
4,000 [1] 9/4
4.26 acres [1] 10/13
40 [3] 7/4 9/21 35/8
4319 [1] 3/18
45 [1] 34/15
4772 [1] 1/21

5

5-foot [2] 11/16 16/14
50 [2] 45/11 45/11
55-plus [2] 6/4 8/22

6

6-foot [3] 29/23 29/25 30/11
6-inch [1] 14/14
600s [1] 9/5
63128 [1] 1/22
6:30 [1] 1/5

7

7:57 [1] 58/7

8

800s [1] 9/5

9

900 [1] 8/4
974-1199 [1] 1/22

A

a couple [1] 37/24
ability [1] 16/16
able [4] 5/12 17/8 19/23 36/7
about [44] 4/7 4/17 4/24 7/6 7/16 9/20 11/16 16/10 19/16 27/23 29/2 29/5 29/18 29/22 29/23 30/3 30/14 31/14 32/7 33/7 34/5 35/9 36/21 37/17 37/22 38/7 38/20 38/22 40/19 42/12 44/15 46/16 47/1 48/4 49/13 50/14 52/12 53/6 54/7 54/20 55/9 56/2 56/6 57/10
above [2] 17/8 17/15
absent [2] 2/7 2/14
absolute [2] 39/8 40/14
absolutely [1] 39/9
abut [1] 21/11
accent [1] 43/4
accents [2] 43/2 43/16
accepted [1] 45/14
accepting [1] 20/18
access [3] 11/14 16/5 36/17
accessible [2] 6/13 6/14
accommodating [1] 13/19
accounting [1] 23/22
accurate [2] 23/21 58/20
acre [15] 5/20 10/17 22/2 39/25 40/3 40/5 40/9 40/22 41/15 48/3 49/2 49/3 50/13 50/20 56/18
acreage [1] 22/19
acres [4] 10/13 21/14 35/23 50/17
across [3] 18/10 46/8 46/20
active [1] 37/2
actual [2] 12/22 26/5
actually [10] 4/21 8/3 12/8 12/10 17/10 24/16 26/9 27/19 28/20 43/7
adaptable [1] 6/14
add [10] 6/18 6/22 12/4 17/7 17/8 25/24 53/12 53/19 57/21 57/23
added [1] 9/6
adding [3] 10/8 10/23 10/24
addition [3] 9/14 17/6 44/10
additional [5] 6/22 11/25 23/15 23/16 25/12
additions [1] 43/16
address [7] 3/1 3/18 7/4 27/13 28/12 33/1 55/1
addressed [2] 29/3 44/20
adjacent [8] 6/ 11/4 14/1 22/1 22/4 41/17 54/8 54/14
adjoin [1] 37/1
admit [1] 46/3
advance [1] 28/
advanced [1] 46/16
adversely [1] 54/2
affect [6] 28/1 33/13 41/12 41/ 45/3 54/2
affected [2] 31/23 47/25
after [6] 3/12 24/1 38/24 41/1 50/23 52/24
again [22] 4/17 11/13 20/4 24/1 24/14 35/22 36/ 36/24 37/1 37/6 37/14 37/17 38/ 38/4 38/5 40/11 40/20 41/14 53/ 55/14 55/16 57/
against [5] 27/ 35/18 43/10 43/ 46/22
age [4] 6/10 6/ 9/14 46/16
agent [1] 19/17
aggressively [1] 3/25
aging [1] 21/20
ago [5] 4/24 34/14 38/21 38/ 46/23
agree [1] 44/8
agreed [1] 19/2
agreement [1] 56/19
ahead [1] 52/8
alarmed [1] 38/
aligned [1] 8/3
all [46] 2/1 4/ 10/17 13/19 13/ 13/23 13/24 13/ 16/8 18/16 22/8 22/12 25/4 25/9 25/16 27/21 29/ 31/13 33/5 34/5 34/19 35/22 36/ 38/9 38/10 40/2 40/3 40/4 46/4 47/12 48/1 48/7 48/16 48/16 49/

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

A

all... [11] 51/6 51/9 52/9 52/15 53/3 53/18 54/17 54/20 55/21 56/6 58/5
allow [5] 5/25 6/21 7/12 7/19 57/2
allowed [3] 22/16 22/17 40/23
allowing [1] 21/20
allows [1] 11/17
almost [2] 47/8 52/4
along [20] 4/13 8/19 10/25 10/25 11/11 12/4 12/7 13/6 17/4 23/10 23/13 23/16 23/20 23/23 30/7 30/7 31/13 37/19 45/14 55/5
already [3] 24/23 44/16 49/6
also [11] 7/12 11/19 12/15 24/5 29/7 42/7 42/25 43/1 44/17 48/11 57/8
always [5] 8/22 37/7 38/22 41/22 56/10
am [8] 2/25 35/18 39/9 46/15 48/4 49/16 52/2 52/11
amended [1] 8/12
amendment [3] 23/4 23/8 25/23
amendments [1] 23/7
amenity [2] 8/25 13/13
among [1] 56/16
amount [7] 4/9 9/18 10/19 11/15 20/2 31/3 31/21
Andrus [1] 44/5
another [11] 4/23 10/11 14/2 14/4 24/14 29/13 30/18 31/8 36/4 48/25 51/24
answer [5] 18/17 49/25 53/15 53/15 56/3
answers [1] 32/1
anticipate [2] 9/4 54/1
any [26] 13/18 19/4 20/22 23/7 24/6 24/10 25/4 25/10 31/17 32/1 39/21 40/25 41/10 43/18 47/25 49/14 49/15 49/15 49/18 51/21 52/25 53/10 53/15 53/25 55/25 57/19
anybody [3] 3/8 17/11 47/5
anymore [1] 45/16
anything [12] 29/19 38/22 40/19 41/6 41/25 45/10 46/4 53/12 53/18 54/1 54/3 55/22
anyway [1] 43/23
anywhere [1] 50/14
apart [1] 4/23
apathy [1] 37/3
apex [2] 11/21 11/22
apologies [2] 34/12 38/4
applicant [7] 3/12 19/4 20/23 21/8 21/14 49/18 57/9
applicant's [1] 23/20
applicants [1] 53/18
application [4] 1/9 3/3 58/1 58/4
applying [1] 6/2
appreciate [1] 49/10
appreciated [1] 28/8
approval [8] 23/1 23/14 23/25 24/1 24/19 34/17 34/18 57/5
approve [1] 57/1
approving [1] 34/18
approximately [4] 5/15 5/20 8/4 11/22
arborist [1] 12/21
Architectural [2] 9/7 9/10
architecture [5] 3/21 23/3 25/8 51/18 51/24
are [86]
area [23] 8/7 10/3 10/18 13/10 16/4 16/4 20/12 23/12 27/19 27/21 39/22 40/3 40/25 43/12 43/14 44/11 44/13 44/19 45/16 48/5 48/8 48/13 49/14
areas [2] 16/15 48/15
aren't [4] 4/6 4/6 14/22 14/22
army [2] 46/4 46/4
around [11] 8/6 8/16 11/9 12/24 13/7 13/10 17/9 29/22 38/8 39/7 48/8
arrangement [2] 8/11 8/13
arrived [1] 42/20
as [31] 5/9 6/22 6/22 8/14 9/13 11/22 12/5 14/6 15/22 19/12 19/12 21/7 21/11 22/7 23/8 23/24 24/4 29/14 40/17 40/17 43/10 45/5 47/5 48/5 48/22 48/25 54/24 55/7 55/24 56/19 56/24
ask [4] 8/22 17/18 55/12 57/21
asked [1] 23/9
aspect [1] 9/14
aspects [1] 4/3
Assistant [2] 1/16 2/23
Assistant/Recordin g [2] 1/16 2/23
association [2] 35/14 37/4
assume [1] 10/5
assurance [1] 53/22
at [51] 3/10 3/24 5/18 7/9 9/25 10/12 10/14 13/13 13/13 16/11 17/7 19/10 19/17 19/20 20/2 20/14 20/24 21/21 23/2 24/11 25/1 25/9 25/10 27/15 28/10 28/24 28/25 29/13 29/14 29/15 29/25 30/4 30/24 32/18 33/3 38/19 42/16 44/6 44/15 45/1 46/1 47/2 47/6 47/24 50/12 51/16 52/23 54/17 55/19 56/4 58/7
ATTENDANCE [1] 1/11
Attorney [2] 1/14 2/15
Attorney's [1] 23/14
audience [7] 19/8 27/2 32/6 42/4 42/10 44/23 47/18
available [2] 9/2 17/22
Avenue [1] 3/18
average [1] 5/16
avoid [1] 13/18
aware [5] 19/2 48/12 49/15 49/16 49/18
away [1] 36/7

B

back [17] 8/18 14/21 16/6 16/7 17/23 18/9 24/2 24/14 28/16 34/8 35/16 47/4 48/17 48/21 52/8 55/14 55/19
backs [1] 27/17
backyard [10] 15/16 27/19 27/20 28/6 29/17 29/23 30/16 30/17 31/19 46/10
bad [2] 13/1 47/5
BALLAS [27] 1/3 3/6 5/19 8/19 10/1 10/2 10/22 11/1 11/4 12/7 23/11 23/24 30/11 33/16 37/20 38/19 38/21 39/2 39/8 40/4 41/15 43/13 44/14 45/14 46/8 47/5 49/7
band [1] 10/5
banded [1] 10/5
banning [1] 28/24
bare [1] 29/6
base [1] 16/20
based [8] 3/22 17/6 17/10 20/18 21/23 23/4 23/19 41/8
basically [5] 6/19 43/1 43/5 43/14 43/15
basis [1] 19/22
bathroom [2] 16/16 16/19
batten [2] 14/9 14/15
be [116]
beautiful [4] 27/21 40/7 40/9 46/18
because [16] 15/2 17/19 25/7 33/17 34/1 35/19 39/4 39/9 39/18 41/14 43/20 46/4 46/14 46/15 52/11 56/20
become [1] 46/15
bedroom [1] 17/7
bedrooms [1] 16/18
been [17] 28/2 28/12 29/3 29/10 29/11 35/7 35/17 37/18 37/19 39/ 42/6 44/24 45/1 47/20 49/23 51/ 52/16
before [11] 9/5 12/22 23/6 24/7 24/14 25/17 41/ 49/12 53/11 53/ 57/20
Began [1] 4/22
beginning [1] 32/18
behalf [1] 21/5
behind [4] 30/2 33/3 33/19 42/1
being [10] 17/8 22/12 25/21 33/ 37/12 41/12 43/ 49/4 49/8 50/4
believe [4] 25/ 42/7 43/6 43/18
belongs [1] 45/
benches [1] 13/
beneficial [1] 38/13
berming [2] 12/ 12/8
berms [1] 12/9
best [4] 4/20 5 5/3 13/17
Beth [2] 1/12 2/25
better [4] 11/6 18/15 46/22 47/
between [2] 14/ 28/14
big [8] 28/15 29/5 29/10 33/1 36/7 36/11 38/7 46/13
bit [13] 5/6 8/ 9/11 13/3 14/10 15/19 15/23 17/ 18/11 18/14 20/ 35/19 48/14
bitty [1] 31/10
blends [1] 46/2
board [2] 4/8 43/5
board-type [1] 43/5
border [1] 13/1
both [5] 9/16 12/7 56/22 56/2 57/5
bottom [1] 7/2
bought [3] 6/17 6/20 38/23
bound [1] 10/6
boundaries [1] 56/13
Bowles [1] 5/9
box [3] 35/23 36/7 38/7
break [1] 54/21

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

B

breakfast [1] 29/25
Brent [1] 5/7
Brett [1] 3/17
Brian [1] 34/10
brick [11] 9/7 14/8 14/8 14/16 17/21 43/1 43/4 43/15 46/18 48/7 49/9
bring [4] 2/1 18/18 26/2 28/25
bringing [1] 10/9
brought [2] 35/8 49/13
buffer [2] 12/9 12/15
build [3] 29/21 37/23 54/20
builder [1] 4/1
building [15] 4/21 9/23 23/10 29/16 29/22 31/7 33/17 33/18 33/24 37/14 38/15 51/7 54/17 54/18 54/22
buildings [4] 6/16 17/17 23/5 48/8
built [11] 6/21 9/20 26/9 29/13 29/14 29/15 30/1 36/3 38/23 48/9 50/24
built-in [1] 6/21
business [2] 3/23 4/22
busy [2] 22/3 44/16
but [75]
buy [1] 50/22
buyers [1] 8/23

C

calculation [2] 8/5 12/19
calculations [2] 8/1 8/7
call [4] 2/4 17/19 17/24 27/2
call-out [1] 17/24
call-outs [1] 17/19
called [2] 5/22 33/9
calling [1] 25/25
calls [1] 38/6
came [2] 42/21 54/16
can [40] 3/10 5/11 6/18 6/19 7/11 8/18 13/18 14/4 16/12 16/12 16/13 18/6 22/16 22/17 25/19 26/15 32/25 39/3 41/7 41/7 42/12 46/2 46/15 47/4 47/10 49/25 51/4 51/20 52/1 52/21 53/1 53/5 54/3 54/12 54/12 55/12 55/17 56/3 57/1 57/15
can't [6] 37/25 42/3 45/4 45/22 46/2 55/23
cancer [1] 45/8
cannot [1] 51/23
canvassing [1] 35/25
capacity [1] 48/21
car [3] 16/21 16/22 16/23
card [2] 27/3 30/22
cards [3] 3/10 26/23 26/25
care [2] 6/9 32/7
carefully [1] 28/24
Carl [2] 1/14 2/15
Carlyle [2] 42/25 43/8
Carney [2] 1/12 2/5
Carol [1] 51/16
cars [2] 28/17 28/19
catering [1] 6/5
cause [5] 16/6 38/14 45/22 48/16 49/2
CCR [6] 1/21 1/21 58/23 58/23 58/24 58/24
cedar [2] 9/9 11/10
ceilings [1] 16/7
cement [4] 9/8 14/9 14/14 26/12
census [1] 12/19
cents [1] 48/25
CEO [1] 3/20
certain [5] 20/2 20/17 21/22 28/25 35/15
certainly [4] 20/13 20/20 53/25 54/7
Certified [3] 58/15 58/16 58/16
certify [1] 58/17
cetera [1] 49/9
Chair [1] 2/25
Chairman [1] 1/12
challenging [1] 20/20
change [3] 17/8 56/12 56/13
changed [1] 11/10
changes [3] 8/8 10/23 56/7
changing [1] 11/8
characteristic [1] 48/4
Charlie [1] 45/25
chart [1] 7/2
Charter [1] 58/3
chat [1] 13/9
checking [1] 25/15
Chris [4] 27/4 30/22 30/23 44/7
circular [1] 39/3
circumstances [1] 45/9
city [23] 1/2 1/14 1/15 2/15 2/20 3/22 3/24 4/16 8/13 8/14 9/19 20/8 21/5 21/6 23/14 24/19 29/7 34/14 38/14 56/15 56/24 57/25 58/2
city's [3] 36/23 42/7 58/3
civil [2] 5/9 13/5
clarify [1] 7/11
class [1] 46/19
Clerk [1] 57/25
client [1] 4/23
clients [1] 4/22
clocks [1] 52/9
close [4] 10/17 28/14 53/11 53/19
closed [2] 58/6 58/7
closer [2] 17/25 50/13
closet [2] 6/17 16/11
closing [1] 20/4
code [3] 23/18 41/18 58/2
coded [1] 11/2
COEUR [10] 1/2 4/20 21/6 21/15 25/9 29/7 31/9 46/12 51/24 52/12
cohesive [1] 22/14
color [1] 11/2
color-coded [1] 11/2
come [16] 3/10 20/3 24/2 24/14 27/1 27/9 27/23 28/17 32/7 34/4 34/13 35/20 47/6 49/24 53/20 55/14
comes [1] 48/17
coming [4] 38/6 48/21 50/21 56/20
comment [2] 3/9 52/3
commenting [1] 3/11
comments [7] 27/1 42/3 44/23 47/17 50/1 51/11 53/10
commercial [4] 35/20 38/6 38/15 50/22
COMMISSION [3] 1/1 2/3 3/1
committed [2] 12/21 13/2
Common [1] 8/21
communicated [1] 28/4
community [13] 1/15 2/17 6/8 8/10 8/25 18/15 21/23 22/14 37/16 37/18 38/2 38/15 53/23
compared [1] 48/5
complaining [1] 52/11
complete [1] 25/19
completed [1] 55/9
comply [1] 23/6
Comprehensive [4] 21/21 22/6 22/7 58/3
computers [1] 52/9
concept [1] 43/11
concern [3] 29/5 33/7 44/10
concerned [6] 19/12 29/18 31/2 32/2 47/1 48/4
concerns [7] 30/20 31/20 33/5 33/21 34/4 41/1 44/8
concurrence [1] 24/8
condition [1] 23/24
conditional [2] 19/18 19/19
conditions [5] 21/24 23/1 24/23 25/4 35/9
condominium [1] 42/24
configuration [3] 14/5 16/19 17/16
configurations [2] 13/23 13/25
confirm [1] 25/22
consensus [2] 53/21 56/12
consider [1] 36/6
considerable [2] 9/18 20/2
considerably [1] 49/5
consideration [3 7/10 8/5 48/22
considerations [35/15
considered [1] 22/21
consistent [2] 23/20 25/3
constantly [1] 47/4
constructed [1] 39/14
construction [11 3/21 5/9 33/22 33/22 34/2 40/1 48/2 51/22 54/6 54/11 55/4
contact [1] 54/
contained [1] 24/23
contemplated [1] 49/4
contemporary [4] 5/6 15/20 15/23 36/11
continue [2] 50/20 51/7
continued [1] 24/5
contract [1] 56/16
control [1] 49/
conventional [1] 6/20
corner [5] 5/19 10/2 10/9 10/14 46/7
correct [1] 34/
corridor [1] 16
costs [1] 9/17
could [8] 7/14 16/11 27/1 27/1 32/21 38/13 49/ 50/4
couldn't [2] 30/14 47/3
Council [1] 24/
COUNTY [1] 58/1
couple [6] 4/5 8/6 11/12 22/25 37/24 41/15
course [2] 38/2 47/7
court [29] 1/20 3/6 3/13 5/21 5/22 10/22 13/6 16/1 18/4 18/5 23/21 27/15 27/ 27/19 27/20 28/ 29/9 30/24 32/2 44/6 45/23 47/2

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

C

court... [7] 47/24 50/6 52/18 52/23 53/4 58/15 58/17
covering [1] 30/6
crazy [1] 50/14
create [4] 14/5 22/13 33/16 39/10
CREVE [10] 1/2 4/19 21/6 21/15 25/9 29/7 31/9 46/12 51/24 52/12
Crittenden [1] 3/17
crushed [1] 13/9
CSR [3] 1/21 58/23 58/24
cul [3] 5/22 22/11 22/13
cul-de-sac [3] 5/22 22/11 22/13
cumulative [1] 5/16
current [2] 11/21 21/7
currently [6] 7/1 7/3 7/21 10/4 10/7 28/22
custom [1] 11/10
cutting [1] 39/5
cycle [1] 9/16

D

daily [1] 52/4
dais [1] 4/12
dark [1] 26/11
dash [1] 11/2
date [3] 4/20 16/12 25/2
day [4] 6/17 28/25 31/6 47/6
days [5] 34/15 35/9 38/21 41/21 41/24
de [4] 5/22 22/11 22/13 44/19
Deborah [3] 1/21 58/14 58/24
debris [1] 31/6
DECEMBER [2] 1/4 2/2
December 18 [1] 2/2
decent [1] 4/9
decide [1] 20/10
deciding [1] 24/13
decisions [2] 20/18 41/8
decorative [1] 13/10
definitely [1] 45/15
degree [1] 56/11
demand [1] 42/23
demographic [2] 6/4 9/1
density [1] 22/18
depending [4] 6/6 8/12 14/13 57/4
descriptions [1] 26/8
design [10] 4/2 9/24 22/14 24/8 25/12 25/13 25/13 42/25 43/11 53/21
designation [5] 3/5 21/10 21/13 22/1 22/5
designed [4] 3/5 6/10 11/10 17/14
designing [1] 15/21
designs [1] 13/21
desire [1] 52/25
detail [1] 17/1
details [2] 9/3 12/22
developer [1] 37/22
developers [4] 35/20 36/7 38/6 50/16
development [16] 1/15 2/18 3/5 3/21 8/15 13/8 17/11 21/16 21/17 22/4 24/22 34/15 37/10 38/12 49/4 55/7
developments [1] 43/8
dictate [1] 14/2
did [13] 4/21 11/13 18/18 18/20 21/21 23/2 26/8 26/24 27/3 29/5 29/9 32/16 42/19
didn't [12] 7/14 8/5 18/23 19/22 29/5 29/19 31/17 43/17 47/1 53/6 55/2 57/1
different [7] 8/8 9/6 9/22 12/1 16/15 24/17 56/6
differentiators [1] 4/4
difficult [1] 47/7
digging [1] 39/11
dinging [1] 39/6
directions [2] 16/8 57/6
directly [1] 37/9
Director [2] 1/15 2/17
dirt [4] 31/3 31/6 31/21 48/2
discussed [2] 11/19 28/13
discussing [2] 7/8 52/7
discussion [11] 19/3 20/7 21/15 23/2 23/5 25/6 25/14 25/21 25/23 53/11 57/20
discussions [3] 24/6 35/12 57/10
disinformation [1] 36/19
dispense [1] 37/8
display [2] 54/22 55/4
dissolve [1] 55/24
distinction [1] 14/6
district [6] 5/14 5/14 21/11 22/8 22/9 22/18
diversity [1] 21/18
do [40] 4/9 4/9 6/25 7/11 8/8 8/22 9/4 9/8 9/13 9/15 9/17 9/18 12/20 14/4 15/25 17/2 24/15 28/11 31/21 37/24 39/11 39/21 40/17 40/19 41/2 41/23 44/18 45/20 47/10 48/10 48/19 49/15 50/17 52/3 54/1 55/5 55/13 55/24 57/19 58/17
document [1] 56/5
Documentation [1] 57/24
documents [2] 56/15 57/5
does [11] 11/19 11/20 18/11 21/12 21/14 23/18 28/9 31/9 40/19 51/1 56/15
doesn't [5] 14/5 15/7 15/9 54/6 55/22
doing [9] 8/20 11/7 12/6 17/15 20/11 37/11 54/22 55/8 55/20
Don [1] 1/13
don't [33] 7/4 14/20 25/9 25/19 29/24 30/2 30/12 31/17 32/1 32/7 33/12 33/17 33/24 36/22 36/22 38/8 40/15 40/17 40/18 40/24 41/11 43/6 43/18 46/5 46/20 46/24 48/11 49/25 51/5 52/11 52/25 55/25 57/8
done [6] 4/16 4/19 11/23 19/17 37/13 43/11
door [4] 14/17 18/10 39/6 44/6
double [1] 44/12
down [10] 9/18 29/10 31/23 35/22 36/5 38/7 38/10 40/7 45/6 47/4
downsize [1] 46/14
downsized [1] 46/17
Dr [1] 33/2
draft [1] 24/24
drainage [2] 13/19 33/11
drawings [3] 23/20 24/9 25/25
Dressler [1] 50/11
drive [3] 1/21 16/1 50/12
driveway [6] 16/2 18/3 39/3 39/4 39/6 47/3
drop [4] 11/17 55/17 55/23 56/9
dropping [1] 55/18
dust [1] 29/16

E

each [1] 29/20
earlier [1] 41/22
easement [1] 23/13
easements [1] 8/6
easier [1] 9/17
easiest [1] 28/16
east [1] 14/13
eastern [1] 12/25
easy [3] 11/14 55/21 56/9
eating [1] 29/25
Ebert [1] 45/25
edge [1] 13/10
educated [1] 41/8
effect [1] 33/23
effectively [2] 5/21 10/8
either [3] 6/5 35/10 37/22
elect [1] 53/7
electric [8] 31/22 33/13 48/13 48/14 52/4 52/4 54/4 55/6
electrical [3] 49/19 52/7 52/12
elegantly [1] 8/17
element [1] 42/25
elevation [9] 11/5 11/18 14/7 14/12 14/18 14/ 15/3 15/14 15/1
elevations [11] 9/8 13/22 13/23 13/25 14/1 14/2 15/22 17/16 17/ 17/23 23/5
elevator [3] 6/ 6/18 16/11
else [5] 28/10 31/22 50/25 53/ 54/23
Emerald [18] 7/ 7/7 7/10 7/21 10/4 27/15 27/1 28/15 30/24 34/ 41/3 43/14 44/6 47/24 49/1 50/1 52/23 57/11
Emerson [5] 33/ 33/16 44/15 44/ 50/13
Emeth [1] 28/22
empty [1] 19/10
end [4] 6/6 13/ 13/13 48/21
enforce [1] 57/
enforceable [1] 56/14
engage [1] 12/2
Engineering [1] 5/9
enhancing [1] 21/18
enough [3] 10/1 28/16 37/7
entirely [1] 6/
entry [4] 6/12 11/14 14/11 16/
envelope [1] 9/
envelope-type [1 9/23
equipment [1] 13/12
ER [2] 21/25 22
especially [4] 23/10 28/9 28/2 43/12
essential [1] 18/25
essentially [2] 37/6 37/14
established [1] 10/5
establishing [1] 57/12
estate [3] 3/21 19/16 45/11
Estates [1] 34/
et [1] 49/9
evaluate [2] 12/22 12/23
even [10] 25/9 25/21 26/23 28/

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

E

even... [6] 31/14 36/10 39/10 39/10 48/14 48/24
evening [5] 3/15 26/3 42/15 47/2 58/2
evening of [1] 26/3
eventually [1] 39/12
ever [3] 17/11 28/7 44/14
evergreen [1] 23/15
every [5] 18/5 23/19 31/6 42/8 48/7
everybody [2] 28/10 46/2
everyone [1] 37/8
everyone's [1] 38/11
everything [7] 31/3 31/22 34/2 36/12 38/11 50/22 54/23
exactly [3] 7/24 12/21 34/25
example [4] 9/21 16/10 17/20 56/25
examples [1] 13/15
exceeding [1] 22/17
except [2] 8/19 48/1
exclusively [1] 6/4
Excuse [5] 32/12 32/15 42/3 42/13 45/21
exhibits [3] 57/22 57/22 57/23
existing [11] 7/18 10/15 10/22 11/7 11/18 11/23 21/11 21/23 21/25 22/11 51/21
exists [1] 42/25
exit [2] 7/10 7/22
exiting [1] 7/20
expanding [1] 21/12
experience [2] 4/9 12/14
expertise [1] 9/22
explained [1] 11/24
explicitly [1] 17/24
exposure [1] 14/14
extent [1] 14/21
extremely [1] 51/19

F

faces [2] 18/4 38/21
facilitate [2] 7/20 13/20
facing [5] 15/4 30/25 30/25 40/3 40/4
fact [7] 20/18 36/14 37/21 39/22 41/11 48/1 48/11
factor [2] 7/8 31/16
factors [1] 9/23
facts [1] 38/10
fairly [2] 34/13 55/11
falling [1] 4/22
familiar [1] 49/14
family [4] 3/3 3/4 5/20 21/9
far [4] 19/12 28/16 40/17 45/4
farce [1] 37/18
features [6] 6/21 6/22 8/10 9/6 9/15 25/7
feel [7] 12/12 18/2 18/12 18/13 18/14 29/6 51/20
feeling [1] 42/22
feelings [1] 43/24
feet [5] 9/4 11/10 22/2 23/19 41/20
felt [1] 22/6
fence [15] 8/20 11/4 11/7 11/9 11/10 12/4 12/10 12/11 29/21 29/22 29/23 29/25 30/9 30/11 54/8
fences [1] 29/19
fencing [8] 8/16 11/3 12/8 30/10 30/11 40/18 40/19 54/14
few [4] 9/25 26/23 31/25 38/20
fiber [3] 9/8 14/9 26/12
fibrous [1] 14/14
figure [1] 30/15
figured [1] 28/6
file [1] 58/4
fill [1] 27/3
filled [1] 31/5
final [6] 24/3 24/4 24/7 24/9 24/13 24/25
finalize [1] 12/22
finally [1] 8/13
financial [2] 7/10 7/18
find [4] 38/22 41/5 41/6 41/11
Fine [1] 57/7
finished [1] 4/23
Finnegan [1] 34/10
first [7] 4/5 8/23 27/5 28/1 46/19 54/21 55/4
first-class [1] 46/19
fit [1] 39/21
fits [2] 22/7 40/25
five [2] 19/16 48/19
flashes [1] 52/8
flat [4] 9/11 9/12 15/22 36/12
flexibility [1] 54/7
flexible [1] 54/12
flier [1] 53/2
floor [8] 6/13 16/7 16/9 16/13 16/15 16/18 16/20 17/7
floors [1] 11/17
Florida [1] 17/11
focus [2] 4/2 9/13
focusing [1] 13/16
follow [1] 4/12
following [1] 57/23
foot [8] 5/15 5/16 8/7 11/16 16/14 29/23 29/25 30/11
footprint [1] 17/13
forgot [1] 26/1
forms [1] 18/5
forth [1] 47/4
forward [3] 3/10 49/25 53/24
found [4] 28/1 28/2 38/20 41/5
four [12] 5/18 5/20 6/25 7/24 9/25 10/3 10/10 19/21 21/7 21/16 38/25 57/11
foyer [1] 16/4
frame [1] 16/12
Frank [2] 44/25 55/16
frankly [2] 37/3 54/9
free [3] 6/8 8/11 36/17
frees [1] 10/19
Frimel [3] 44/25 51/16 55/16
front [13] 6/12 9/8 12/11 15/25 18/10 30/2 39/7 39/12 39/14 39/15 44/6 44/7 46/9
further [4] 13/3 18/7 23/11 25/20
future [2] 20/11 33/16

G

gambrel [2] 15/18 15/18
garage [9] 6/12 14/8 14/17 15/25 16/21 16/23 17/15 18/4 39/6
garages [4] 17/8 18/1 43/16 44/12
Garbage [1] 39/7
gardens [1] 8/12
Gatesbury [1] 1/21
Gene [1] 1/13
general [4] 6/9 35/9 56/3 56/8
generally [1] 18/21
gentleman [2] 34/8 46/16
geothermal [1] 9/20
get [19] 3/11 5/12 17/1 18/13 19/24 21/21 24/1 26/24 28/21 31/13 37/19 38/10 42/19 44/14 47/3 48/25 50/23 56/15 57/5
getting [3] 12/20 28/8 46/15
give [4] 4/5 5/10 53/22 56/3
given [3] 22/3 22/9 23/2
giving [1] 4/8
go [10] 5/25 6/3 22/25 27/5 28/21 30/16 31/18 49/12 52/8 53/11
goals [1] 21/16
goes [8] 14/3 40/13 43/6 48/14 52/4 52/5 52/7 53/4
going [80]
Goldstein [2] 27/7 27/14
good [9] 3/15 9/22 18/2 26/2 29/4 29/6 36/17 42/15 46/6
got [12] 5/8 13 18/16 26/9 27/2 37/7 41/25 42/1 46/5 46/25 52/1 53/3
gotten [1] 38/5
gracious [1] 35
grade [2] 11/14 49/5
grading [1] 31/
grandchildren [1 8/24
granted [1] 54/
grasses [1] 13/
gray [1] 26/11
great [3] 17/1 31/9 31/13
green [22] 4/3 7/3 7/7 7/10 7/ 8/15 10/4 12/9 12/12 27/15 27/ 28/15 30/24 34/ 41/3 43/14 44/6 47/24 49/1 50/1 52/23 57/11
ground [8] 6/13 8/21 10/13 10/1 11/17 16/8 16/1 54/21
growing [1] 3/2
guarantee [1] 40/6
guess [2] 46/2 46/15
guinea [3] 53/1 53/1 53/7
guy [3] 5/7 33/ 50/21
guys [1] 41/9
gym [1] 34/4

H

had [12] 4/22 7/15 10/13 17/2 20/7 35/19 36/3 37/17 39/4 41/1 42/18 54/16
half [7] 4/24 10/17 48/3 49/2 49/3 50/13 50/2
half-acre [5] 10/17 48/3 49/3 50/13 50/20
Hall [1] 2/7
hand [4] 7/2 17/17 42/14 47/
hands [1] 37/8
happen [7] 13/4 33/25 34/1 34/4 36/2 36/22 36/2
happening [2] 28/5 31/4
happens [1] 53/
happy [5] 18/16 37/11 38/11 40/

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

H

happy... [1] 53/15
hardly [1] 46/3
hardy [1] 43/5
has [22] 5/21 7/3 15/13 15/15 15/23 17/1 17/2 17/3 19/17 21/8 28/12 29/3 29/11 34/13 35/17 39/2 42/6 47/5 48/9 49/18 51/24 56/12
hasn't [2] 35/17 42/14
have [142]
haven't [3] 25/9 47/9 47/20
having [3] 12/21 14/4 46/20
he [8] 11/25 19/22 20/7 20/10 20/18 30/1 30/5 50/21
he's [3] 29/21 29/23 30/3
headache [1] 28/15
health [1] 12/23
hear [5] 19/7 45/22 46/2 46/5 55/2
heard [4] 3/12 46/3 54/13 57/9
hearing [16] 1/1 1/8 3/2 32/19 34/17 42/3 42/4 52/24 53/12 53/19 57/17 57/24 58/6 58/7 58/18 58/20
Heather [1] 1/14
hedges [1] 12/4
hedgings [1] 13/7
Helen [1] 50/11
hell [1] 39/3
help [1] 5/11
here [36] 5/8 5/23 8/1 8/2 10/3 10/20 10/22 10/24 11/4 11/8 11/11 11/17 14/8 14/10 14/15 14/16 14/17 15/6 16/2 16/2 16/6 16/8 17/21 17/25 18/7 25/10 25/21 31/9 35/2 36/10 43/23 45/8 46/10 50/1 52/25 57/18
hereby [1] 58/17
hers [1] 40/21
Hi [3] 3/14 30/23 44/5
hide [1] 53/5
high [5] 11/11 13/11 21/17 44/19 45/7
high-end [1] 13/11
higher [1] 4/2
him [4] 19/16 19/18 20/1 20/7
his [2] 11/25 12/1
HOA [6] 6/5 6/6 6/10 7/13 29/4 35/11
holiday [1] 41/23
Hollander [1] 47/23
Holthaus [1] 42/16
home [21] 6/9 9/3 9/3 9/18 11/23 14/13 17/4 19/14 19/20 38/21 38/23 39/21 40/9 40/12 40/21 40/21 40/25 45/5 46/13 48/7 51/21
homebuilding [3] 3/23 4/3 4/10
homeowner [3] 11/8 11/24 56/25
homeowners [5] 31/16 35/16 36/15 37/4 38/4
homes [33] 4/16 5/20 6/10 9/20 9/21 12/15 15/1 15/21 17/14 18/5 18/9 29/14 34/18 35/22 39/19 39/20 39/25 40/3 40/4 40/7 40/7 40/20 42/24 43/3 43/12 43/15 45/7 45/7 45/15 46/10 46/19 46/22 53/21
hope [1] 55/8
hopefully [1] 54/3
horizontal [1] 14/14
horses [1] 39/4
host [1] 13/15
hours [1] 19/16
house [18] 6/20 11/20 11/21 15/4 15/10 19/9 27/17 27/18 33/14 33/24 33/25 36/3 36/5 39/22 39/23 39/23 55/20 55/20
houses [10] 22/13 31/1 33/14 34/1 37/15 44/12 44/12 50/23 51/7 55/19
housing [1] 21/19
how [18] 6/6 7/8 8/12 15/21 17/22 18/1 25/19 31/4 31/24 35/10 39/14 40/15 41/12 45/4 48/23 53/5 54/14 56/6
However [1] 46/7
huh [2] 27/25 32/4
Huntleigh [1] 46/13
hurt [3] 45/8 45/15 45/17

I

I'd [1] 4/3
I'll [6] 5/10 5/22 14/24 27/2 28/12 28/12
I'm [38] 3/20 4/7 5/7 17/2 18/16 19/1 20/15 20/15 24/21 25/14 26/25 27/5 27/14 27/18 27/22 29/18 29/24 30/23 33/6 34/10 35/18 36/10 38/14 42/17 42/17 43/10 46/9 47/9 47/24 47/25 48/3 49/14 49/18 50/20 51/6 51/16 51/16 57/21
I've [10] 5/8 18/16 19/15 27/22 36/1 38/5 38/5 39/3 45/10 45/11
idea [7] 4/8 17/14 39/11 39/13 39/17 40/11 41/10
identical [1] 56/6
if [42] 3/10 6/17 9/15 9/17 15/4 17/11 20/5 20/9 20/10 20/14 23/22 24/15 27/1 27/5 27/16 29/15 29/21 30/9 30/25 32/7 32/21 32/25 39/13 39/15 39/17 40/12 40/22 44/14 46/9 47/1 48/11 48/17 49/7 49/24 49/25 50/4 50/8 54/3 55/13 56/24 57/8 57/21
IL [3] 1/21 58/23 58/24
IL-CSR [3] 1/21 58/23 58/24
Illinois [1] 58/16
image [1] 14/7
imagine [1] 45/4
immediately [3] 33/3 33/19 39/23
implications [1] 40/12
impossible [1] 47/8
improved [1] 24/7
improvement [2] 24/3 25/1
improving [1] 21/19
in [185]
inadequacies [1] 53/25
inadvertently [1] 26/1
inappropriate [2] 51/19 51/23
inaudible [9] 17/10 17/11 18/23 33/6 33/14 34/3 45/22 49/17 55/11
Inc [1] 1/20
inch [1] 14/14
incline [1] 11/16
include [4] 21/17 23/2 23/3 25/4
included [2] 23/8 24/5
including [2] 3/9 22/22
inconvenience [1] 54/6
incorporated [1] 24/9
increase [2] 44/13 54/3
increased [2] 39/18 39/18
indeed [2] 39/16 56/19
indenture [2] 56/5 56/17
indentures [5] 7/20 7/23 8/11 23/13 57/2
indicate [1] 16/15
indicated [1] 21/8
individually [1] 29/20
informal [1] 35/25
information [3] 25/17 37/7 57/19
informed [1] 31/15
infrastructure [5] 53/25 54/4 54/13 54/23 55/5
initial [1] 12/19
injuries [1] 46/5
input [1] 53/22
inside [2] 12/8 12/10
inspired [1] 17/16
institutional [1] 22/5
insulation [1] 9/23
integrated [1] 3/20
interchangeable [2] 13/22 14/5
interested [1] 20/19
interrupt [1] 4/11
intersection [3] 5/18 10/1 22/3
intimate [1] 18/14
into [20] 3/25 4/17 5/25 8/5 14/21 15/16 16/ 16/11 17/1 18/3 21/22 24/9 28/2 35/20 36/16 38/ 46/10 46/14 46/ 56/20
introducing [1] 18/6
investigation [1 13/3
investments [1] 45/12
inviting [1] 34
involved [2] 48/24 56/15
iron [3] 8/20 11/3 30/11
is [150]
isn't [1] 48/24
issue [1] 51/5
issues [3] 36/2 49/14 49/19
it [76]
it'll [2] 12/15 14/12
it's [35] 8/24 9/17 10/12 11/1 15/3 15/25 19/1 22/11 26/20 31/ 31/18 33/13 35/ 36/16 36/20 37/ 38/14 39/9 40/1 41/3 41/13 44/1 45/2 46/16 46/1 46/19 50/2 50/2 50/14 50/21 51/ 53/3 56/8 56/15 56/22
item [1] 22/21
its [1] 5/21

J

Jaggi [2] 1/15 2/18
Jason [2] 1/15 2/18
Jessica [2] 1/1 2/23
Jo [1] 27/5

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

J

Joann [4] 27/14 30/25 36/15 44/7
Joanna [2] 27/6 27/7
joke [1] 37/20
Judy [1] 38/18
just [60]

K

Kansas [1] 58/16
keep [2] 36/7 36/8
Kelly [3] 1/15 2/20 21/5
kind [14] 9/13 10/12 12/12 13/11 13/13 13/18 15/19 16/20 18/5 18/13 20/6 31/15 35/25 53/3
Kirkwood [1] 45/13
Kistner [2] 1/12 2/25
kitchen [1] 16/17
knew [1] 30/13
knock [1] 35/21
knocked [1] 36/4
knocking [2] 31/23 38/7
know [49] 12/24 18/11 20/7 20/14 25/8 26/18 28/17 29/6 29/16 29/19 30/1 30/3 30/16 31/8 31/13 31/24 33/12 33/17 33/24 34/13 38/1 39/20 39/23 40/2 40/11 40/15 40/17 40/18 40/20 41/2 41/3 41/3 41/4 41/5 41/6 41/7 41/23 44/17 48/11 49/25 50/16 50/20 50/21 52/11 53/2 53/6 54/9 56/25 57/8
KS [3] 1/21 58/23 58/24
KS-CCR [3] 1/21 58/23 58/24

L

lacking [1] 25/18
Ladue [22] 3/7 5/19 10/1 10/2 10/21 10/25 11/11 12/7 12/16 23/11 23/23 27/21 28/14 28/17 30/7 30/10 40/4 43/13 45/1 46/8 47/4 51/17
laid [1] 16/14
landscape [3] 18/6 18/7 23/9
landscaped [2] 8/17 23/12
landscaping [3] 23/12 30/2 30/6
lane [3] 28/22 38/24 38/25
lanes [1] 28/25
language [1] 17/20
lap [3] 9/8 14/10 26/12
large [1] 16/4
last [7] 2/2 20/7 34/15 35/8 35/21 35/21 38/22
later [3] 16/11 25/2 58/19
laugh [1] 37/17
lawn [1] 6/9
lead [2] 34/10 37/7
leading [1] 7/9
learn [1] 27/23
least [2] 7/9 19/17
leave [2] 9/16 9/17
leaving [2] 33/17 33/18
left [16] 7/2 14/7 14/12 28/13 28/15 28/20 28/21 28/24 39/14 39/24 39/24 40/21 41/15 43/13 44/11 47/8
left-hand [2] 7/2 47/8
left-turn [1] 28/24
legible [1] 12/18
less [2] 39/2 49/3
let [6] 14/2 27/5 28/17 28/19 36/23 55/24
let's [2] 47/10 53/5
level [1] 15/13
Leventhal [1] 38/18
life [1] 9/16
light [3] 11/5 47/1 47/7
like [37] 6/15 6/20 7/13 8/8 10/1 11/14 18/3 20/3 20/5 20/5 23/3 23/21 26/18 32/6 34/23 36/21 38/21 40/1 40/7 40/24 41/11 42/11 44/3 44/7 46/20 50/17 50/21 52/25 53/19 54/21 55/3 55/6 55/17 55/20 56/7 57/13 57/23
liked [1] 28/8
limestone [1] 13/9
limited [1] 8/19
Lindbergh [2] 4/21 5/1
line [4] 12/3 23/10 36/21 37/23
lineal [1] 23/19
lines [1] 11/2
list [1] 5/7
little [19] 5/5 8/25 9/10 13/3 13/9 14/10 15/19 15/23 17/9 18/5 18/11 18/14 19/17 20/19 31/10 35/13 35/18 46/11 49/3
little-bitty [1] 31/10
live [15] 27/14 30/23 30/24 31/12 32/11 32/14 33/3 42/16 42/24 44/6 44/25 46/1 46/7 50/11 52/22
lived [1] 46/22
lives [2] 19/14 38/19
living [6] 16/6 17/4 39/2 39/8 42/24 46/12
location [1] 22/3
long [3] 31/4 38/2 38/2
longer [2] 29/17 39/3
longterm [1] 9/16
look [17] 5/5 6/20 14/25 15/16 17/18 17/23 20/13 25/10 28/10 29/24 39/20 39/21 40/25 45/5 46/9 53/24 56/4
looked [1] 28/24
looking [6] 6/25 17/7 18/9 18/10 30/4 46/10
looks [5] 18/2 23/20 27/19 40/24 44/6
lot [23] 5/16 6/1 6/1 8/1 8/2 12/18 22/2 22/16 29/7 29/16 29/16 29/16 31/2 33/8 35/16 37/3 40/5 43/8 48/9 48/17 49/2 49/3 50/13
lots [25] 5/17 5/18 6/25 7/1 7/3 7/3 9/25 10/3 10/5 10/7 10/10 10/17 10/17 10/18 37/24 39/25 40/3 40/10 40/22 41/15 48/3 50/20 55/19 55/19 56/19
Louis [5] 1/22 3/18 3/25 8/14 58/12
love [1] 40/9
lower [3] 15/13 15/15 49/5
luckily [1] 44/17
Lumley [3] 1/14 2/15 57/21

M

ma'am [1] 51/14
made [5] 16/11 19/18 20/17 23/24 28/22
Magruder [2] 1/13 2/8
mailed [1] 42/8
main [2] 14/8 16/2
mainly [1] 24/13
maintain [1] 29/9
maintenance [6] 6/8 6/9 8/11 29/2 29/8 36/17
maintenance-free [2] 6/8 8/11
major [1] 4/3
make [16] 7/10 11/14 13/3 18/14 20/19 28/20 37/9 37/12 37/24 38/10 41/8 51/1 51/4 54/5 54/23 56/7
making [7] 7/17 10/23 13/2 28/13 28/15 47/8 54/12
Manor [8] 42/16 42/23 43/1 43/9 46/1 46/14 46/17 47/2
many [5] 26/7 33/21 33/21 46/23 56/7
map [1] 5/23
market [3] 6/3 14/2 19/18
marketing [1] 9/14
master [4] 16/13 17/2 17/3 17/3
match [1] 26/8
material [3] 17/19 18/18 43/5
materials [7] 17/24 25/10 25/19 25/21 25/25 26/1 26/5
matter [2] 36/20 50/15
may [5] 5/12 7/10 25/20 35/13 36/15
maybe [3] 7/5 19/17 28/24
McLaughlin [4] 1/20 1/21 58/14 58/24
McRee [1] 3/18
me [13] 28/10 32/12 32/15 33/ 33/9 33/14 42/3 42/13 45/21 46/ 46/11 52/1 53/4
mean [5] 25/18 34/20 47/3 55/2 56/4
mean I [1] 25/1
means [2] 29/15 35/1
medium [1] 22/2
meet [4] 21/14 22/8 22/22 22/2
meeting [6] 2/2 22/10 22/17 24/ 28/3 42/20
meetings [1] 37
members [1] 19/
mention [1] 26/
mentioned [2] 30/5 40/18
mess [3] 39/8 39/10 40/14
met [4] 7/7 34/ 34/14 38/7
middle [2] 10/7 46/16
middle-age [1] 46/16
might [4] 9/2 14/21 17/21 18/
million [2] 36/ 40/8
mine [1] 57/13
minimal [1] 48/
minimum [1] 21/
minor [1] 13/24
minute [2] 52/5 52/8
MISSOURI [4] 1/ 3/19 58/11 58/1
mixture [1] 14/
MO [4] 1/21 1/2 58/23 58/24
MO-CCR [3] 1/21 58/23 58/24
model [1] 15/22
modest [1] 8/24
modifications [1 13/24
modified [1] 15/18
moment [1] 3/24
MONDAY [2] 1/4 2/2
month [1] 54/20
months [3] 35/2 55/9 55/10
more [29] 4/23

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

M

more... [28] 5/6 7/12 12/18 13/16 15/23 17/24 18/3 18/12 18/14 19/17 20/19 22/10 22/13 23/21 26/24 27/23 28/8 30/19 31/11 33/5 34/3 39/10 39/10 40/15 41/24 48/9 48/19 51/12
morning [1] 47/2
most [5] 8/23 25/7 32/2 45/6 49/2
mostly [1] 31/20
mother [3] 38/19 38/23 40/8
mother's [3] 39/22 40/21 41/13
motion [3] 22/25 23/8 24/16
motions [1] 24/17
move [2] 23/10 36/16
moved [2] 38/25 46/13
Mr [6] 1/12 1/13 1/13 1/14 1/15 19/24
Mr. [7] 2/5 2/8 2/10 2/14 36/19 36/20 57/21
Mr. Carney [1] 2/5
Mr. Lumley [1] 57/21
Mr. Magruder [1] 2/8
Mr. Qalbani [1] 36/20
Mr. Rovak [1] 2/10
Mr. Schuh [1] 2/14
Mr. Strothcamp [1] 36/19
Ms [5] 1/12 1/14 1/15 1/16 2/7
Ms. [1] 2/12
Ms. Silverman [1] 2/12
MSD [3] 8/14 24/6 49/17
much [16] 6/20 11/15 12/1 14/6 21/23 30/8 30/21 36/19 39/15 40/15 41/16 44/1 46/22 47/13 48/19 48/23
mud [2] 16/3 31/6
multifamily [2] 43/7 43/8
my [45] 3/17 3/18 4/5 5/8 8/5 19/16 27/17 27/20 27/20 28/6 29/2 29/17 29/23 30/16 30/17 30/20 32/13 33/2 34/4 34/10 34/12 38/4 38/18 38/19 38/23 39/22 39/22 40/8 40/21 41/1 41/12 42/15 44/5 44/6 44/10 44/25 45/18 45/25 46/9 47/23 48/25 50/9 52/4 52/22 55/16

N

name [18] 3/16 3/17 27/13 32/13 33/1 33/2 34/10 38/18 42/15 44/5 44/25 45/25 47/23 50/9 51/24 52/21 55/14 55/16
name's [1] 52/22
native [1] 13/16
nature [1] 51/25
navigate [1] 16/16
near [1] 14/10
necessarily [1] 9/1
need [17] 8/22 13/3 23/8 24/7 28/23 29/11 31/10 37/24 40/5 41/2 41/5 41/6 45/21 46/24 48/18 56/7 57/17
needed [2] 5/9 30/18
needs [2] 22/23 44/20
negatively [1] 41/14
neglected [1] 29/11
negotiate [1] 8/13
negotiated [2] 20/1 33/8
neighbor [1] 11/20
neighbor's [1] 18/4
neighborhood [11] 6/6 6/7 18/14 35/20 36/4 36/8 36/8 37/4 46/21 46/23 51/8
neighbors [3] 20/4 34/12 50/24
ness [1] 35/19
never [5] 14/1 14/3 19/23 41/25 45/10
new [18] 1/3 3/6 8/19 10/1 10/21 11/1 11/4 12/7 22/11 23/11 23/24 33/25 38/19 40/4 42/17 46/7 47/5 48/5
newer [2] 17/10 48/8
newsletter [1] 42/8
next [7] 14/4 24/1 36/15 36/16 39/23 40/8 40/21
nice [8] 12/9 12/13 12/15 13/13 16/8 46/18 46/18 53/3
nicely [1] 18/6
night [1] 46/4
nine [8] 5/16 7/1 22/10 22/19 22/20 44/12 48/18 50/23
no [23] 1/9 6/11 6/11 19/6 22/10 22/11 32/9 32/20 32/20 34/20 39/3 39/11 39/13 39/17 40/11 41/10 42/16 42/18 46/1 49/2 50/14 51/1 56/22
nobody [2] 28/7 53/4
noise [4] 29/16 31/2 31/11 31/20
non [2] 19/18 19/19
non-conditional [2] 19/18 19/19
none [1] 36/1
north [19] 1/3 3/6 5/1 11/1 11/20 11/24 14/19 14/20 14/22 15/4 15/5 23/10 23/16 23/17 23/24 28/17 30/7 38/19 40/4
northwest [3] 5/19 10/2 21/12
not [58] 5/12 6/4 10/23 11/8 16/7 17/21 18/20 19/19 20/15 20/24 21/12 21/21 22/17 22/19 23/2 24/11 26/8 27/3 27/22 28/3 28/12 28/16 28/19 29/9 30/7 30/11 34/18 35/18 36/11 38/15 39/21 41/6 42/17 43/7 43/10 43/20 44/2 46/3 46/5 47/9 47/25 48/3 49/14 49/16 49/18 49/22 50/2 50/14 50/21 52/16 53/7 53/14 56/5 56/8 56/15 56/21 57/2 57/21
note [1] 22/21
nothing [7] 13/12 30/13 37/15 39/2 46/22 52/24 53/6
notice [7] 28/9 41/17 41/18 41/20 42/20 49/7 57/25
noticed [1] 26/23
notices [1] 43/21
notification [3] 42/18 43/18 43/19
notified [1] 41/3
now [16] 3/10 5/21 9/19 12/2 17/18 19/5 19/15 26/10 27/20 32/2 39/5 39/14 44/18 48/6 48/19 56/19
nowhere [1] 37/25
number [1] 49/12
nutshell [1] 38/3

O

o'clock [1] 44/15
objection [1] 19/24
obtain [1] 56/11
occur [1] 48/2
odd [1] 45/5
oddballs [1] 45/2
off [5] 28/1 50/20 52/4 52/5 52/7
offer [3] 19/19 19/19 51/4
official [1] 57/18
offset [1] 15/2
offsets [1] 17/13
oh [3] 15/13 30/13 52/22
Ohio [1] 19/14
old [2] 4/20 46/4
older [2] 34/1 45/7
on [114]
once [2] 29/14 37/7
one [43] 2/2 4/22 6/17 7/8 11/21 11/23 14/2 14/4 14/18 15/17 15/18 15/24 16/10 16/22 17/3 22/21 23/1 23/18 25/7 27/18 28/12 29/2 29/10 29/10 29/13 29/15 33/7 36/4 36/12 36/14 37/1 37/5 37/17 37/21 40/8 46/5 48/7 48/8 48/8 51/12 52/24 53/3 54/17
one-car [1] 16/22
one-story [3] 11/21 11/23 48/8
only [9] 4/19 28/21 30/22 39/ 40/20 41/14 41/ 52/5 52/7
oOo [1] 58/9
opinion [1] 45/
opposed [2] 39/ 48/3
opposite [1] 43
option [1] 20/1
options [1] 9/6
or [37] 3/8 5/1 5/24 6/5 8/4 8/ 9/21 13/9 14/13 16/21 17/2 19/1 22/25 23/5 27/2 27/22 29/14 30/ 30/4 30/16 33/1 34/15 35/11 35/ 37/5 38/23 39/2 41/6 42/19 44/1 44/15 45/13 49/ 53/11 54/17 55/ 55/23
order [3] 2/3 14/3 32/8
ordinance [2] 24/24 58/3
orient [1] 10/2
originally [1] 40/2
other [30] 7/5 8/7 17/5 19/20 23/13 24/10 27/ 27/16 30/22 32/ 33/11 33/19 36/ 37/24 38/17 42/ 43/21 44/2 44/1 44/23 45/20 46/ 46/25 47/17 49/ 50/21 50/24 51/ 53/10 57/19
others [1] 29/1
our [74]
ours [1] 49/3
out [48] 4/12 10/9 11/13 13/3 14/19 14/25 16/ 16/14 17/24 18/ 26/1 27/3 27/19 28/1 28/2 28/13 28/15 28/20 29/ 30/15 35/17 36/ 38/20 38/22 40/ 41/5 41/5 41/6 41/11 41/20 41/ 41/23 43/19 44/ 44/11 44/14 46/ 46/6 46/9 46/13 47/3 47/6 48/14 54/22 55/17 55/ 55/23 56/9
outs [1] 17/19
outset [1] 3/11
outside [7] 10/

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

O

outside... [6] 11/9 12/10 12/13 13/7 29/3 49/19
over [7] 6/14 6/18 22/19 29/10 29/17 31/16 45/13
overall [4] 8/15 22/6 22/18 23/3
oversize [1] 16/5
own [10] 5/18 5/21 18/1 29/21 31/18 35/11 35/13 55/18 55/18 57/12
owned [2] 29/20 45/11
owner [3] 19/14 33/9 42/17
owners [2] 14/19 54/8
ownership [2] 35/10 42/19

P

p.m [3] 1/5 28/14 58/7
packet [1] 11/6
packets [1] 10/12
painted [1] 26/11
Pam [1] 44/5
park [5] 10/20 13/9 16/2 31/8 31/10
parks [1] 31/9
part [11] 8/9 8/14 14/9 21/22 22/22 24/4 24/25 25/1 25/22 35/10 51/21
partial [1] 15/3
particular [1] 53/24
particularly [5] 12/24 15/21 22/4 54/4 54/10
patterns [1] 28/23
payment [1] 7/18
pedestrian [2] 18/2 18/13
pedestrians [1] 12/14
people [24] 3/9 3/11 8/22 8/23 26/24 27/2 28/20 31/16 32/6 37/5 37/9 39/4 39/5 40/6 42/10 42/22 44/2 45/20 46/12 46/18 49/12 50/23 55/22 56/21
people's [1] 43/21
perhaps [2] 52/1 57/10
perimeter [1] 10/25
period [2] 29/17 54/20
periphery [2] 10/6 12/25
permits [1] 24/3
permitted [1] 49/17
perpendicular [1] 16/1
person [4] 19/11 29/9 29/20 49/1
personally [2] 19/15 43/18
perspective [1] 12/14
phase [1] 24/1
phone [2] 19/16 38/6
phonetic [1] 36/19
physical [1] 5/11
pick [1] 50/20
picking [1] 50/19
pig [1] 53/7
pigs [2] 53/1 53/1
pills [1] 36/6
place [12] 6/11 7/13 7/21 8/21 9/15 11/20 31/10 39/16 41/11 46/18 51/24 52/2
placed [1] 41/19
places [1] 21/20
plan [20] 9/13 10/15 10/16 11/12 13/5 13/8 13/23 13/24 14/5 14/6 16/15 16/20 17/5 21/21 22/6 22/7 23/9 24/22 40/17 58/3
Planner [3] 1/15 2/20 21/5
planning [6] 1/1 1/16 2/3 2/22 3/8 58/18
plans [7] 8/18 13/22 14/25 15/25 25/1 25/4 49/18
planting [3] 13/15 13/17 13/20
plantings [1] 13/7
plants [2] 12/9 23/15
plat [6] 24/3 24/4 24/7 24/13 24/20 24/25
play [3] 8/21 8/22 8/24
playground [3] 13/12 30/14 30/15
please [1] 17/23
pleased [1] 46/17
plus [2] 6/4 8/22
pocket [3] 10/20 13/9 22/22
point [3] 11/13 14/18 20/3
poison [1] 36/6
pool [1] 31/5
poorly [2] 43/11 45/10
porch [1] 16/3
portions [1] 9/12
possession [1] 57/25
possible [1] 55/21
possibly [1] 25/19
potential [1] 36/16
potentially [2] 7/17 17/14
powder [1] 16/4
power [1] 36/21
PowerPoint [1] 58/1
practice [1] 3/21
prefer [2] 25/16 30/9
preference [1] 54/9
preliminary [3] 24/20 34/16 34/17
prepared [1] 41/7
Present [8] 2/6 2/9 2/11 2/13 2/16 2/19 2/21 2/24
presentation [2] 5/10 58/2
presented [1] 23/6
preservation [1] 21/16
pressure [2] 50/24 51/5
pretty [6] 6/20 9/22 9/22 13/1 21/23 31/11
price [1] 19/23
primarily [3] 3/24 6/4 9/7
printed [1] 4/12
prior [1] 41/21
prioritize [1] 15/2
privacy [1] 11/9
private [1] 56/16
pro [3] 35/18 35/19 38/14
pro-ness [1] 35/19
probably [5] 9/21 20/6 34/14 35/12 53/20
problem [4] 33/10 33/10 33/12 49/2
problems [3] 48/12 52/7 52/12
proceed [2] 20/3 20/5
process [2] 7/12 55/8
products [1] 9/7
Professional [1] 58/15
progressive [1] 36/9
project [7] 4/4 4/7 4/19 27/24 40/13 50/18 54/19
project's [1] 19/12
prominent [1] 25/7
properly [2] 37/10 37/12
properties [9] 7/22 7/25 9/12 21/7 21/25 33/20 41/17 54/14 57/11
property [27] 4/25 6/23 8/16 14/19 21/18 23/16 29/22 30/7 30/9 30/14 30/15 33/18 33/19 33/23 35/16 36/13 37/23 40/15 41/13 41/19 41/21 42/7 43/20 43/22 45/11 54/8 56/21
proposal [3] 7/9 35/1 40/23
proposed [12] 7/4 8/2 10/13 10/16 22/7 22/12 23/10 25/13 25/25 33/4 41/12 43/3
proposing [5] 10/8 11/3 22/20 36/10 37/15
propositioned [1] 50/17
protects [1] 23/12
provide [3] 12/13 12/15 23/16
provided [7] 6/9 22/17 23/13 23/15 23/23 23/23 58/2
provides [1] 8/25
providing [1] 21/17
provisions [3] 6/15 54/13 56/6
public [11] 1/1 1/8 3/2 42/4 57/17 57/24 57/25 58/4 58/7 58/18 58/20
purchased [1] 10/14
pure [1] 17/21
purposely [1] 18/11
pushed [1] 17/2
pushing [1] 20/
put [15] 4/24 7/13 9/21 11/8 27/16 35/23 35/ 36/19 39/4 40/7 40/9 43/20 47/1 53/3 55/19
putting [5] 13/ 36/5 38/7 43/19 49/5

Q

Qalbani [3] 32/ 33/2 36/20
quality [2] 18/ 21/17
question [7] 19 29/13 49/13 49/ 50/2 54/16 55/1
questions [12] 5/11 5/12 18/17 19/4 20/22 24/1 28/11 29/2 31/2 33/21 53/15 53/
quiet [1] 31/11
quite [5] 7/14 19/23 31/25 37/ 48/14

R

radius [1] 16/1
rain [1] 8/11
raised [2] 42/1 44/9
range [3] 9/3 9 37/15
rash [1] 38/5
rate [3] 19/18 19/20 39/18
rather [1] 25/8
rays [1] 9/21
RDD [12] 3/5 5/ 6/2 8/9 21/9 21/13 22/5 22/1 22/23 24/19 25/ 25/14
RDD-Residential [1] 3/5
reach [1] 56/9
read [1] 43/21
readily [1] 17/
reading [1] 23/
real [3] 3/21 19/16 45/11
really [24] 9/1 12/12 15/15 28/ 28/9 28/23 29/2 29/24 30/12 34/ 35/21 36/11 36/ 37/11 37/16 38/ 43/21 46/21 46/ 46/25 47/9 48/2

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

R

really... [2] 50/1 52/25
rear [2] 14/18 17/4
reason [1] 8/9
reasons [1] 37/2
receive [1] 43/18
recently [3] 4/23 34/13 36/3
recommendation [2] 24/18 24/22
recommendations [1] 12/3
recommended [2] 23/1 24/18
record [4] 53/13 55/15 57/22 57/24
Recording [2] 1/16 2/23
redevelopment [1] 21/22
redo [1] 52/9
reduced [1] 58/19
referring [1] 52/10
refine [1] 18/7
reflecting [1] 57/25
reflective [1] 9/11
regard [1] 48/12
regarding [5] 24/6 52/3 52/11 58/1 58/4
regional [1] 4/1
Registered [1] 58/14
regulations [2] 22/9 55/21
reject [1] 19/22
relative [2] 12/16 14/19
relevant [1] 25/13
remix [1] 7/4
remove [1] 57/13
removed [1] 16/12
removing [1] 57/11
rendered [1] 17/18
renderings [2] 17/17 17/21
renovation [1] 4/20
reorienting [1] 22/12
repeat [1] 55/1
replacing [1] 45/7
report [1] 58/1
reported [1] 58/17
reporter [10] 3/13 32/24 45/24 47/22 50/7 52/19 58/15 58/15 58/16 58/17
Reporting [1] 1/20
representative [3] 4/6 4/16 17/20
request [1] 5/13
require [3] 23/18 25/11 29/7
required [3] 37/23 43/21 54/23
requirement [3] 18/22 22/18 26/9
requirements [1] 22/23
requires [4] 21/13 22/15 24/17 41/19
resale [1] 45/17
residence [1] 23/6
residences [2] 34/19 38/14
resident [2] 23/17 42/8
residential [9] 3/4 3/4 3/5 13/11 21/9 21/16 21/17 38/14 51/25
residents [8] 19/14 22/24 36/1 38/8 41/20 48/18 56/16 57/1
respect [1] 43/12
response [1] 42/21
rest [6] 45/3 45/8 48/9 48/23 51/8 55/7
review [5] 24/3 24/25 25/1 25/12 25/20
reviews [1] 17/20
revised [1] 23/9
rezone [2] 5/25 50/22
rezoned [1] 48/4
rezoning [4] 3/3 21/8 24/2 24/19
right [23] 2/1 8/6 12/21 15/11 19/5 19/15 25/11 26/4 27/20 29/21 30/8 30/24 31/18 32/2 34/25 35/3 36/16 46/7 46/8 47/12 51/9 52/15 58/5
road [37] 1/3 3/6 3/7 5/22 10/21 10/25 11/11 12/14 12/16 18/1 22/11 27/21 28/14 28/17 30/7 30/10 33/3 33/16 38/19 38/22 38/24 39/1 39/2 39/8 40/4 40/5 41/15 42/16 43/13 43/13 45/1 45/14 46/1 46/8 47/4 47/5 51/17
roads [3] 8/18 12/7 23/11
role [1] 37/2
roll [1] 2/4
Ronald [1] 47/23
roof [8] 9/11 9/12 11/21 11/22 15/18 15/18 15/22 36/12
room [2] 16/3 16/4
Rovak [2] 1/13 2/10
row [1] 12/4
RPR [3] 1/21 58/23 58/24
rules [1] 56/13
run [1] 38/8
runners [1] 44/18
runoff [1] 36/21

S

sac [3] 5/22 22/11 22/13
said [9] 10/1 20/3 28/7 30/1 33/9 43/10 46/4 56/24 57/9
sake [2] 4/8 18/15
sales [2] 54/24 55/8
same [8] 11/22 14/1 14/3 16/17 19/20 30/10 40/5 51/22
samples [2] 18/19 26/2
Santino [12] 3/6 5/22 10/22 13/6 13/11 23/21 27/17 27/20 28/13 28/20 29/8 33/15
satisfaction [1] 37/13
saw [2] 18/2 28/6
say [9] 4/3 6/12 31/18 34/14 35/8 35/22 42/12 53/5 57/5
saying [4] 7/15 20/10 41/4 51/6
says [1] 23/4
scale [1] 13/12
School [1] 44/19
Schuh [1] 2/14
screening [1] 23/17
second [12] 3/2 5/23 14/25 15/5 15/7 15/12 16/7 16/18 17/2 17/3 17/7 17/15
secondary [1] 9/14
Secretary [2] 1/16 2/23
section [1] 8/19
sections [2] 11/24 12/17
see [13] 8/17 14/10 15/6 16/13 17/15 17/25 24/7 25/19 26/15 27/16 30/18 53/5 53/7
seek [2] 6/4 23/7
seeking [5] 5/15 5/24 8/9 21/7 21/8
seemed [1] 50/16
seems [2] 38/21 43/2
seen [4] 25/9 26/7 38/1 45/10
sees [1] 20/8
sell [3] 20/5 20/10 50/17
selling [2] 19/25 20/19
send [1] 41/22
sense [1] 51/1
sent [4] 41/17 41/18 41/20 41/23
series [1] 16/3
serious [1] 56/14
seriously [1] 53/23
served [1] 37/10
service [1] 4/24
Services [1] 1/20
set [5] 4/18 8/11 8/18 11/17 15/1
setbacks [4] 6/1 22/16 34/19 34/23
setting [1] 6/5
settle [1] 38/9
several [3] 13/23 35/20 38/24
sewage [1] 48/13
Shaare [1] 28/22
shafts [1] 6/16
shake [1] 9/9
shall [1] 23/6
shape [1] 13/2
share [1] 27/1
shared [1] 13/13
Shaw's [1] 19/24
she [2] 36/15 36/17
sheet [1] 6/24
shingles [1] 9/10
Shorthand [1] 58/16
should [8] 11/5 20/10 22/15 23/15 24/1 51/22 55/6 55/23
shouldn't [1] 15/15
show [5] 5/23 8/17 11/2 14/25 37/5
showing [2] 10/13/5
shown [2] 8/3 8
shut [1] 9/17
Sid [1] 42/15
side [9] 15/1 15/2 15/10 15/1 17/5 37/20 39/2 46/5 55/20
sidewalk [3] 37/19 39/13 44/
sidewalks [2] 10/24 10/24
siding [14] 9/9 9/9 14/9 14/10 14/14 14/15 26/ 35/19 43/2 43/5 43/15 43/16 43/ 48/9
sidings [1] 14/
sign [3] 41/19 42/6 43/20
significant [5] 3/23 6/11 11/15 12/6 13/12
signs [1] 43/19
Silverman [2] 1/14 2/12
similar [1] 22/
simply [1] 21/1
simulated [2] 8/20 11/3
since [2] 28/9 38/21
single [5] 3/3 3/4 5/20 21/9 31/6
sir [2] 32/7 57
sister [1] 36/1
sit [1] 12/10
site [14] 8/15 8/17 10/15 10/1 11/23 12/17 12/ 13/5 13/8 13/17 13/19 24/3 24/2 53/4
sites [1] 5/20
sitting [2] 39/ 40/22
six [2] 7/4 35/
size [4] 5/16 8 12/23 22/16
sizes [4] 6/1 6 8/1 9/3
skill [1] 4/17
slide [6] 5/10 7/5 10/11 11/5 12/17 27/16
slides [3] 4/5

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

S

slides... [2] 4/12 9/25
slightly [1] 22/19
small [3] 16/1 18/7 30/15
smaller [4] 5/25 10/18 42/24 43/8
Smet [1] 44/19
so [131]
soils [1] 8/12
solar [1] 9/21
sold [2] 29/15 40/8
solid [1] 14/23
some [36] 4/15 5/8 6/1 7/5 9/9 9/11 11/13 11/23 12/4 12/6 12/23 12/24 13/1 13/5 13/6 13/10 13/21 17/17 23/16 25/12 25/12 28/11 33/18 33/18 34/3 34/14 43/2 43/4 43/15 48/12 48/15 49/13 53/22 54/7 56/11 57/21
somebody [3] 6/21 42/13 53/1
somebody's [1] 15/16
someone [1] 52/1
something [12] 5/5 20/11 25/8 28/7 30/18 35/13 35/25 42/12 45/5 46/20 52/6 54/10
somewhat [2] 14/2 43/17
somewhere [2] 45/13 50/25
sore [1] 40/1
sorry [5] 4/11 17/2 19/1 20/16 24/21
sorry just [1] 24/21
sort [1] 15/1
Sound [3] 4/21 5/2 5/3
south [2] 15/4 22/4
southern [1] 12/25
southwest [1] 19/10
space [8] 8/21 8/22 8/24 16/6 17/4 18/3 18/4 18/6
spacing [1] 17/13
speak [6] 3/8 32/6 42/11 44/3 45/20 51/18
speaker [9] 3/9 26/23 26/25 27/3 32/23 45/23 47/21 50/6 52/18
speakers [2] 3/13 7/5
spec [1] 29/14
species [3] 12/24 13/16 13/20
specific [3] 21/22 53/14 56/5
specimens [1] 13/1
spent [2] 19/15 19/15
split [2] 55/18 56/20
splitting [1] 56/19
spoke [1] 30/25
spoken [2] 42/14 44/2
spot [1] 19/11
spring [3] 54/21 54/24 55/5
square [5] 5/15 5/16 8/7 9/4 22/2
SS [1] 58/11
St [2] 1/22 58/12
St. [3] 3/18 3/25 8/14
St. Louis [3] 3/18 3/25 8/14
stable [1] 21/18
staff [8] 3/12 5/8 12/4 12/20 19/8 20/8 53/12 58/1
standalone [1] 35/11
standard [1] 4/2
start [15] 2/4 3/15 9/4 26/25 27/12 32/25 50/4 50/8 50/19 52/21 54/24 55/4 55/4 55/8 57/20
starting [1] 57/9
state [2] 55/14 58/11
statements [1] 57/18
stay [2] 6/22 40/5
steep [1] 11/16
stenographically [1] 58/18
stick [2] 40/1 57/18
still [5] 12/20 33/8 34/16 35/12 35/17
stone [1] 49/9
stop [2] 28/17 28/19
storage [2] 16/4 16/4
storage area [1] 16/4
stores [2] 35/23 38/8
stories [1] 17/15
storm [2] 36/21 48/15
stormwater [3] 13/19 24/6 49/16
story [8] 11/20 11/21 11/23 15/5 15/7 15/12 48/8 49/9
straight [1] 15/17
straightaway [1] 39/5
straightforward [1] 7/12
strategies [1] 13/17
strategy [1] 8/15
street [13] 10/23 11/15 11/18 13/6 14/7 18/2 18/10 23/19 30/25 39/25 43/19 46/8 46/21
streets [1] 49/8
streetscape [1] 17/9
stronger [1] 18/13
Strothcamp [1] 36/19
structure [1] 13/18
structures [1] 43/2
studios [1] 17/8
stuff [1] 44/19
Stutte [2] 1/16 2/23
style [4] 15/20 15/23 16/1 36/11
styles [2] 14/1 21/19
sub [1] 6/5
subdivide [1] 5/24
subdivision [29] 7/3 7/11 7/19 8/10 10/6 13/14 22/24 23/14 24/23 31/11 34/11 35/11 36/25 37/3 42/18 45/3 48/6 48/22 48/23 51/20 51/20 51/21 51/25 55/11 55/24 56/5 56/18 57/10 57/12
subdivisions [2] 45/6 55/17
subject [2] 41/21 56/16
such [2] 37/2 45/2
sufficient [1] 23/23
suite [3] 17/2 17/3 17/4
summary [1] 6/24
supplementing [1] 10/25
supply [3] 33/11 33/13 33/14
support [1] 5/8
support from [1] 5/8
sure [9] 12/1 23/22 27/9 30/13 37/9 37/12 38/10 47/16 54/5
surveyors [1] 28/6
sustainable [2] 9/15 13/17
switch [1] 5/13
sworn [22] 3/10 3/13 26/24 27/10 32/10 32/15 32/17 32/18 32/22 32/23 34/9 44/24 45/21 45/23 47/20 47/21 49/23 50/5 50/6 51/13 52/16 52/18
systems [1] 13/19

T

tacky [1] 46/11
take [7] 8/5 15/20 37/7 39/16 50/1 53/22 57/19
taken [3] 39/15 40/16 56/12
Takes [1] 16/5
taking [3] 6/25 37/2 41/10
talk [5] 4/17 7/6 35/9 56/1 57/15
talked [6] 7/15 16/10 19/11 36/1 36/14 37/21
talking [6] 4/7 29/22 29/23 30/3 36/20 40/18
target [1] 6/3
tax [1] 39/18
taxes [1] 39/17
team [1] 34/15
tear [1] 40/7
teardowns [1] 45/16
tearing [2] 45/6 48/23
technical [1] 5/11
tell [4] 31/17 46/15 47/5 52/1
temple [2] 28/22 36/17
ten [2] 41/21 41/24
terms [8] 9/16 17/22 19/23 20/ 25/6 35/9 54/13 56/8
than [13] 12/2 22/10 33/5 36/1 39/2 41/22 41/2 46/22 47/10 48/ 48/19 49/3 49/5
thank [31] 4/14 16/24 20/21 21/ 21/2 26/22 30/2 32/3 34/6 34/7 38/16 41/16 42/ 42/5 42/9 43/25 44/1 44/21 44/2 45/19 47/12 47/ 49/11 51/9 51/1 52/13 53/9 54/1 54/25 57/3 57/7
Thanks [1] 47/1
Thanksgiving [1] 41/23
that [250]
that's [42] 8/4 9/5 15/17 16/20 18/16 18/21 19/ 20/6 25/22 26/9 27/6 29/10 29/1 30/10 30/18 31/ 32/1 34/5 34/21 35/22 36/22 37/ 37/18 37/20 38/ 39/11 41/12 42/ 43/23 43/24 44/ 45/8 45/18 46/1 48/2 48/13 48/1 48/21 48/24 51/ 53/8 56/21
the amount [1] 31/3
the motion [1] 22/25
their [12] 9/2 24/8 29/21 35/1 35/13 37/13 37/ 42/14 50/18 52/ 53/1 57/12
theirs [1] 54/2
them [17] 7/16 22/1 26/2 28/21 33/6 33/19 36/1 38/7 38/7 38/9 38/10 50/17 53/ 54/17 54/18 54/ 56/3
then [42] 3/11 5/10 6/13 6/21 8/7 9/13 10/16 10/18 10/24 11/ 11/9 11/16 12/3 12/6 12/7 12/23 13/6 13/11 14/9 14/15 14/18 15/

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

T

then... [20] 16/2 16/3 16/13 17/6 18/9 19/7 20/2 21/13 24/13 24/21 25/1 27/1 29/15 33/15 38/10 49/25 50/23 53/2 54/24 57/15
there [52] 5/7 5/19 5/21 6/15 6/16 9/10 12/13 12/18 14/21 14/22 17/12 19/4 19/11 22/10 23/18 25/11 25/20 28/19 28/21 29/6 29/9 29/10 30/1 30/1 31/25 31/25 32/5 32/5 33/7 33/9 33/21 34/1 34/8 35/24 36/18 36/18 38/5 40/20 41/14 42/6 42/10 42/17 42/23 44/23 45/16 47/6 48/1 48/7 49/5 49/6 52/1 53/12
there'd [1] 54/9
there'll [1] 27/2
there's [21] 10/4 11/3 11/4 11/7 13/8 14/8 14/9 15/17 15/18 22/11 29/4 33/9 33/10 33/25 37/15 37/23 42/13 42/25 47/3 48/22 52/24
these [31] 4/6 4/6 4/15 9/25 11/14 13/21 15/21 15/24 17/19 17/25 18/7 20/5 25/3 36/6 36/24 39/19 39/20 39/20 40/2 41/9 43/3 45/2 45/9 46/10 50/16 50/17 50/23 50/23 51/7 55/21 55/22
they [61]
they're [31] 15/2 21/8 21/12 22/10 22/12 22/17 24/5 29/15 31/6 31/21 31/23 33/18 33/24 36/10 37/11 37/14 37/22 39/11 40/18 43/4 43/7 43/8 43/15 45/6 48/17 48/20 49/8 52/10 55/18 55/20 56/5
they've [1] 44/8
thing [12] 14/18 16/10 16/17 23/1 27/22 28/12 31/8 33/4 37/17 38/15 41/25 46/25
things [13] 6/15 11/13 26/8 31/23 33/11 34/23 36/21 36/24 37/21 45/2 55/6 56/7 57/22
think [43] 7/8 12/13 18/16 18/23 19/22 25/7 25/11 25/20 28/23 30/5 30/6 35/12 36/12 36/18 36/18 36/20 36/22 36/22 37/12 38/13 39/22 40/14 40/24 41/2 41/13 42/22 43/11 44/20 45/2 45/17 46/11 46/19 46/20 46/23 47/10 48/15 51/5 51/19 51/23 53/20 55/10 55/23 57/8
thinking [1] 54/9
third [1] 17/7
thirty [3] 54/20 55/9 55/10
thirty-month [1] 54/20
this [103]
those [21] 1/11 7/1 7/22 10/3 15/15 17/6 23/6 23/24 25/21 30/20 31/20 33/5 37/9 39/25 40/3 40/4 40/7 40/9 41/1 54/6 57/11
though [1] 36/10
thought [2] 29/19 56/10
three [4] 10/17 24/17 44/12 44/15
three o'clock [1] 44/15
threshold [1] 10/18
thresholds [2] 6/11 6/12
thrilled [1] 47/9
through [6] 22/25 28/18 33/16 39/5 40/13 42/19
thrown [1] 39/7
thumb [1] 40/1
Thursday [1] 42/20
Tim [2] 1/12 52/22
time [18] 6/14 6/18 20/2 20/24 21/21 23/2 24/11 29/14 29/15 29/17 34/14 38/2 43/25 46/16 47/6 47/7 49/10 54/17
timeframe [2] 55/1 55/2
times [2] 26/7 28/25
tirelessly [1] 54/5
to know [1] 26/18
today [3] 5/10 24/12 54/13
told [1] 31/14
ton [1] 31/9
tonight [7] 23/5 25/10 25/20 25/23 27/23 42/21 43/23
tonight's [1] 34/17
too [9] 7/6 13/12 17/1 20/12 28/10 38/20 46/6 51/18 57/14
took [1] 5/5
top [1] 5/7
topographic [1] 11/12
topography [1] 10/15
total [1] 10/13
totally [1] 52/2
toured [1] 43/14
towards [1] 18/9
TPO [1] 9/11
trading [1] 11/15
traffic [6] 12/16 28/23 39/10 44/13 47/1 47/6
traffic's [1] 50/14
transcript [1] 58/20
transformed [1] 5/4
transition [1] 18/3
transitioning [1] 7/1
travel [1] 45/4
tree [2] 12/19 23/19
trees [8] 12/23 13/6 23/23 27/21 29/5 29/7 29/9 30/4
Tried [1] 18/1
trimmed [1] 29/12
true [3] 6/6 29/8 58/19
truly [1] 37/25
trustee [2] 34/11 42/17
trustees [11] 7/7 7/19 28/3 37/2 37/6 41/4 42/19 56/2 56/25 57/10 57/16
try [3] 18/3 41/22 51/7
trying [8] 11/14 13/18 18/13 37/1 37/19 38/9 44/14 50/19
turn [5] 28/20 28/21 28/24 39/6 47/8
turned [2] 3/9 15/25
turning [3] 16/14 16/14 44/11
turns [2] 28/13 28/15
two [24] 4/21 10/18 11/20 11/25 14/1 14/3 15/21 16/18 16/21 16/23 18/5 18/9 33/14 33/19 33/19 37/5 38/24 39/24 39/25 40/20 43/7 44/11 48/25 49/9
two-car [2] 16/21 16/23
two-lane [1] 38/24
two-story [2] 11/20 49/9
type [5] 4/8 9/23 11/2 36/13 43/5
types [3] 9/23 21/19 54/8
typewriting [1] 58/19
typical [2] 15/24 55/11
typically [1] 56/8

U

Uh [2] 27/25 32/4
Uh-huh [2] 27/25 32/4
UIC [1] 3/20
ultimately [1] 20/1
unaware [1] 52/2
unbelievable [1] 45/12
unconditional [1] 19/19
under [5] 10/19 16/7 45/9 49/17 54/10
understand [7] 7/15 17/22 20/9 28/2 29/3 34/17 55/23
understanding [3] 7/9 19/24 34/21
unhappy [1] 43/17
unique [2] 25/8 25/11
unit [1] 54/22
units [4] 12/1 22/10 22/20 22/20
unless [2] 43/19 53/14
unoccupied [1] 19/15
until [3] 28/4 31/17 38/10
up [33] 6/5 6/6 8/4 8/11 9/5 10/19 11/1 12/1 15/1 26/8 27/1 27/9 27/16 27/1 29/1 32/7 35/16 36/8 37/5 37/23 39/12 42/21 47/ 48/1 48/23 49/1 50/19 54/16 55/ 55/18 56/20 56/ 56/22
upgrade [3] 48/ 48/20 55/6
upgraded [2] 48/16 49/8
upgrading [1] 55/6
upon [4] 21/23 23/4 23/19 34/1
upper [1] 14/7
upset [1] 31/16
urban [1] 18/12
us [19] 5/25 7/ 7/19 7/20 11/17 14/19 19/22 19/ 24/14 28/4 28/1 31/17 31/24 34/ 35/8 39/23 40/1 45/9 48/9
use [2] 35/23 39/3
used [1] 26/1
using [1] 39/5
utility [2] 33/ 49/13

V

vacations [1] 17/12
value [2] 33/23 45/7
values [4] 21/1 36/8 45/3 45/17
variation [5] 6 16/25 17/5 22/9 22/16
varies [1] 8/2
vaulted [2] 16/ 16/7
vernacular [1] 15/20
vertical [1] 9/
very [22] 5/5 8/24 30/21 35/7 35/7 36/9 36/13 38/13 40/6 41/1 41/14 41/16 44/ 44/16 44/16 45/ 46/17 46/18 47/ 47/12 51/23 53/
viable [1] 36/1

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)

V

view [3] 11/25 12/1 27/20
views [2] 14/21 16/8
views out [1] 16/8
visible [1] 30/17
vote [2] 25/17 56/12
voted [1] 35/4
votes [1] 56/7

W

Wait [1] 57/17
walk [1] 37/25
walkability [1] 21/19
walkable [3] 22/13 37/18 37/25
wall [2] 15/4 15/5
walls [1] 18/7
Walters [4] 27/4 30/22 30/23 52/22
want [20] 9/1 9/2 9/16 9/17 12/8 29/6 29/24 30/12 32/7 35/15 35/21 35/22 36/1 37/11 37/12 38/8 48/25 51/18 53/21 55/24
wanted [3] 27/23 28/25 46/14
wants [3] 36/17 50/22 53/12
was [43] 4/24 4/25 5/1 5/4 10/5 19/25 21/23 23/23 27/11 28/4 28/7 29/2 29/13 29/20 30/6 31/14 32/23 33/5 33/7 34/3 34/9 36/18 36/20 38/24 38/25 40/3 41/10 41/17 41/18 41/23 42/7 42/20 45/23 46/17 47/21 48/9 50/6 52/18 54/10 56/19 57/14 58/2 58/7
wasn't [3] 19/2 20/18 30/13
water [8] 33/11 33/13 48/13 48/19 48/21 49/13 49/19 55/7
wave [1] 8/23
way [8] 4/4 6/17 16/12 27/21 28/19 28/21 35/12 47/10
we [164]
we'd [7] 7/13 8/8 20/3 20/5 20/19 45/4 53/15
we'll [12] 2/1 2/4 3/11 12/11 13/25 14/2 14/3 17/15 53/7 54/24 55/5 55/8
we're [61]
we've [17] 3/12 4/16 4/19 8/18 9/20 11/19 11/23 12/21 13/1 13/2 20/3 26/7 35/19 36/3 37/19 37/21 38/1
week [1] 31/15
weekly [1] 52/4
weird [1] 51/7
well [16] 8/23 12/5 15/23 20/3 20/13 30/8 41/5 43/7 45/22 50/14 51/2 51/3 53/5 54/24 56/18 57/13
went [1] 4/17
were [15] 3/13 7/15 17/14 19/23 20/14 23/23 27/10 30/20 31/15 32/10 32/15 38/6 43/17 54/9 57/9
weren't [3] 23/22 27/10 31/14
west [4] 14/13 22/5 37/20 39/24
what [40] 4/7 4/8 6/24 7/11 7/15 8/2 11/19 12/2 13/15 14/2 14/6 14/6 15/5 17/24 19/24 20/9 26/8 26/15 30/3 31/21 32/1 34/5 35/4 35/22 36/6 36/10 37/11 39/11 40/11 40/17 40/18 41/11 43/24 48/5 48/6 50/15 52/10 53/7 56/13 57/4
what Mr [1] 19/24
what's [10] 31/18 33/23 33/24 33/25 39/14 41/7 41/8 47/25 49/5 49/7
whatever [2] 41/4 50/22
wheelchair [3] 6/14 16/5 16/16
when [13] 8/17 10/4 29/24 30/5 31/18 31/23 38/6 38/23 40/2 41/5 42/4 46/13 48/14
where [10] 8/18 8/19 10/12 15/1 19/11 30/14 30/15 31/10 31/12 45/13
whether [2] 41/3 41/6
which [29] 3/24 4/20 4/21 4/25 5/22 5/25 6/25 7/11 8/9 8/16 9/11 10/11 10/19 11/5 12/17 14/13 15/5 16/5 17/15 21/14 22/1 33/8 33/11 41/24 42/24 52/6 53/4 53/4 55/10
while [4] 21/18 42/23 54/10 54/22
white [2] 9/11 17/21
Whitney [5] 1/15 2/20 21/3 21/5 49/12
who [10] 3/8 3/9 27/3 32/6 34/12 35/16 42/14 44/2 44/2 45/20
whole [4] 15/10 27/18 30/9 33/4
why [3] 8/22 26/9 31/9
widened [1] 38/25
will [23] 6/16 7/5 8/16 8/24 11/25 12/10 12/13 18/24 18/24 27/16 28/19 29/4 29/7 29/13 29/14 37/10 40/22 43/4 45/17 54/1 54/1 54/5 55/1
wind [1] 39/12
window [2] 20/6 46/9
windows [6] 14/20 14/22 14/24 14/25 15/8 15/9
wish [3] 23/7 25/4 45/20
within [6] 21/25 22/13 34/15 35/8 41/20 42/7
without [3] 11/15 25/21 47/6
won't [7] 6/19 12/1 12/11 12/11 17/1 45/16 53/20
wondering [1] 57/14
wood [4] 11/9 29/23 29/25 30/11
Woodbridge [8] 42/16 42/23 43/1 43/9 46/1 46/14 46/17 47/2
wooded [1] 27/21
word [2] 18/12 28/7
work [12] 4/4 4/8 9/19 12/20 13/2 13/20 13/23 13/25 31/24 48/24 54/5 54/23
worked [1] 35/17
working [2] 36/24 53/24
worried [1] 34/5
worth [1] 11/16
would [54] 5/25 6/8 6/9 7/11 7/11 7/18 7/19 8/10 9/3 9/15 14/23 16/18 17/18 19/10 20/5 20/13 22/19 23/3 23/7 23/21 24/2 24/4 24/7 24/14 24/25 25/1 25/3 25/16 25/24 26/2 28/8 28/8 29/21 30/1 30/2 30/3 30/3 30/6 30/8 32/6 35/4 35/10 40/6 40/9 41/14 42/11 44/3 44/10 47/8 53/18 54/21 55/3 56/1 57/13
would -- to [1] 7/18
wouldn't [3] 9/1 15/3 54/1
write [1] 8/4
write-up [1] 8/4
wrong [2] 18/12 37/16
wrought [3] 8/20 11/3 30/11

Y

yard [9] 6/13 9/2 15/1 15/2 39/7 39/12 39/14 39/15 44/7
yards [1] 14/21
yeah [19] 5/4 7/24 14/24 15/14 15/15 19/1 19/3 20/17 20/20 24/16 25/18 26/11 26/13 26/14 26/15 26/17 26/19 33/2 34/9
year [3] 2/2 4/24 29/11
years [6] 37/19 38/24 38/24 45/11 45/12 46/23
yes [8] 27/8 27/11 38/17 41/18 44/4 49/21 51/14 56/24
yesterday [4] 28/4 31/17 36/15 43/14
yet [3] 35/17 42/14 44/2
you [147]
you'd [2] 20/11 20/11
you'll [2] 8/17 16/15
you're [8] 8/2 20/9 30/25 44/1 44/14 48/12 49/ 55/13
you've [1] 28/2
your [28] 3/16 6/12 6/12 9/18 10/11 11/6 12/1 14/25 14/25 16/ 18/4 18/10 20/4 23/2 23/4 24/25 25/1 27/1 27/13 32/25 43/25 52/ 53/7 55/14 56/1 56/4 57/1 57/15
yours [1] 18/4

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zone [1] 10/9
zoned [3] 10/4 40/3 40/5
zoning [9] 1/1 2/3 5/13 5/14 22/8 24/13 25/2 34/18 58/18

Attachment: Public Hearing Transcript 12-18-17 (#17-044: Santino Court RZG B-RDD)