



AGENDA
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
WEDNESDAY, JUNE 3, 2020

6:00 PM

As a precautionary measure to help prevent exposure and spread of COVID-19, the Planning and Zoning Commission scheduled for Wednesday, June 3, at 6:00 p.m. will be livestreamed online.

The Council Chambers will be closed to the public; however, citizens are encouraged to participate and submit public comments in the following ways:

1. **Video Livestream** — Watch a live video broadcast of the Planning and Zoning Commission meeting here: <https://us02web.zoom.us/j/85368403652>. The public will be required to provide a name and email address to enter the meeting. The email address will not be saved or used to contact you. Citizens will have the opportunity to make public comments live during the meeting using the video livestream program ([How to Participate in Online Public Meetings](#)).
2. **Teleconference** — Call in to the meeting by dialing 1-312-626-6799/// Webinar ID: webinar ID: 853 6840 3652.
3. **Email** — Public comment may also be emailed to the City no later than 5:00 p.m. on Wednesday, June 3, 2020. Submit public comments to Jessica Stutte, Planning Assistant, at jstutte@crevecoeurmo.gov.
4. **Live Audio** — Listen to a live audio broadcast of the Planning and Zoning Commission meeting by visiting the [Agendas & Minutes](#) page and clicking on the "Audio" link at the start of the meeting (audio only).

For agenda items that require a public hearing, the City's court reporter will swear in all persons who wish to speak on the application, however, the Planning and Zoning Commission may vote to suspend this rule for agenda items where significant public participation is expected in recognition of the logistical constraints of audio/ video conferencing. When the Chair believes it is in the best interest of the Commission to suspend this requirement, he/she shall call for a vote of the Commission to affirm the suspension prior to opening the public hearing. If the requirement is suspended, speakers in the hearing will nonetheless be expected to be truthful.

Members of the public will have three (3) minutes to provide comments. The Commission will utilize a timer that is visible to the public to monitor the time, subject to limits of technology. The Chair reserves the right to end the public comment for that individual if the time allowance is not being respected. The Chair will also have the discretion to end public comment for an individual for disruption of the hearing. Citizens are encouraged to select one or two members of a group to address the Commission as a spokesperson. Time limits for spokespersons may be extended at the discretion of the Chair.

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. James Myers
Mr. Gene Rovak
Mr. Larry Potashnick
Mr. Todd Streiler
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

The Planning and Zoning Commission is anticipating to end the meeting at 9:30 PM, and will continue discussion to the next regularly scheduled meeting of June 15, 2020 at 6:30 PM.

APPROVAL OF MINUTES

1. June 1, 2020 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. PUBLIC HEARING. Application #20-002 & #20-010: Boundary Adjustment, Site Development Plan and Conditional Use Permit for QuikTrip Gas Station with Convenience Store at 11004, 11026, and 11032 Olive Boulevard and 825 and 827 Graeser Road, and the Redevelopment of the Adjacent Retail Center at 11032 and 11056 Olive Boulevard

Gwen Keen, Real Estate Project Manager, QuikTrip Corporation, has submitted an application for a Conditional Use Permit and Site Development Plan at 11004, 11026, 11032 and 11056 Olive Boulevard and 825-827 Graeser Road, for a new gas station with convenience store, that includes the redevelopment of the adjacent retail center at 11032 and 11056 Olive Boulevard. Gasoline Stations with Convenience Stores (NAICS 447110) require a conditional use permit in the GC-General Commercial District subject to a public hearing and recommendation of the Planning and Zoning Commission with

final approval by the City Council. The Planning and Zoning Commission continued the public hearing at its meeting on June 1, 2020 to a special meeting on June 3rd.

WORK AGENDA

(None)

DEPARTMENT REPORTS

Director of Community Development

ADJOURNMENT

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.

Posted: _____
Jason W. Jaggi
Director of Community Development



DRAFT MINUTES
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, JUNE 1, 2020
6:00 PM

CALL TO ORDER

ROLL CALL

Beth Kistner	Commission Chair	
Gene Rovak	Commission Member	(Remote)
Tim Carney	Commission Member	(Remote)
Muriel Hall	Commission Member	(Remote)
Larry Potashnick	Commission Member	(Remote)
James Myers	Commission Member	(Remote)
Todd Streiler	Commission Member	(Remote)

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. Also, in attendance assisting with technology were Chris Tumbarello, IT Specialist, and Melissa Orscheln, Public Information Officer.

ACCEPTANCE OF THE AGENDA

Mr. Streiler made a motion to accept the agenda with the condition to end the meeting at 9:30. Mr. Carney seconded. All in favor

APPROVAL OF MINUTES

1. May 18, 2020 Planning and Zoning Commission Draft Meeting Minutes

Mr. Rovak made a motion to accept the minutes for May 18, 2020. Mr. Myers seconded. All in favor.

PUBLIC COMMENT

None

UNFINISHED BUSINESS

None

NEW BUSINESS

1. PUBLIC HEARING. Application #20-002 & #20-010: Boundary Adjustment, Site Development Plan and Conditional Use Permit for QuikTrip Gas Station with Convenience Store at 11004, 11026, and 11032 Olive Boulevard and 825 and 827 Graeser Road, and the Redevelopment of the Adjacent Retail Center at 11032 and 11056 Olive Boulevard

Mr. Rovak made a motion to suspend the requirement for swearing in. Mr. Potashnick seconded. A roll call vote was taken, and all were in favor.

Ms. Kistner called the public hearing to order and explained how the public hearing would proceed. (See transcript for verbatim testimony)

Ms. Gwen Keen, of Quik Trip Corporation, said they wanted to present facts over fear. She said Quik Trip is #1 in the industry. She said they take pride in their brand. Ms. Keen said they take care of their employees. Quality and excellence go into everything they do.

She went over the proposed location. She said they could take the stone up to the roof top and remove the red stripe around the canopy.

She said there are multiple cameras inside the store for employees to monitor the inside and outside. She showed a rendering of the proposal from various angles. She spoke to the landscaping and the large area between the building and residents.

Mr. Nathan Cowan, Civil Engineer, said the development meets or exceeds all building setback or landscaping buffers. He said the closest pump to a nearby resident was 265 feet. He said the site was designed for onsite circulation. He said the fueling tanker is critical. He said it would enter from Graeser and exit from Olive going east. He went over the Site Storm Water Management. He said there would be a bio-retention basin and detention basin.

Commission member Murial Hall joined the meeting at 6:29 pm.

Mr. Jason Morgan of Cornerstone Commercial Realty Inc, spoke to the current shopping center. He said it is in below average condition. He said the Quik Trip would help revitalize the center.

Mr. Mike Baalman, of Baalman Architects, said they are proposing a complete facelift of the store front to the west of the proposed development. He said they would raise the parapet and enhance the canopy. He said they would also stain the existing brick to coordinate with the QT building.

Mr. Morgan said he wanted to address a specific issue with a home on Martin Grove. One sale did fall through, but the home ended up selling over list price. He said the home values have gone up in the area.

Mr. Lee Cannon, Sr. Traffic Engineer with CBB, said he lives and works in the area and is very familiar with the stretch along Olive. He spoke to how traffic studies work. He said any project is going to produce some traffic and their job is to determine the level of impact and provide solutions.

He said 75% of Quik Trip traffic are pass-by trips.

He said the drive on Graeser would be moved further south.

He spoke to MoDOT's requirements which are now incorporated into the plan.

Mr. Cannon went over the recommendations. He said despite more traffic, the plan will mitigate traffic.

Ms. Keen said they use state-of-the-art fuel tanks. She said they are a TDD participant. She said they have some control with some delivery times. She said they are adaptable.

Mr. Myers asked what the proposed hours were.

Ms. Keen said they would be open 24/7.

Mr. Potashnick asked about crime statistics.

Ms. Keen said Quik Trip tries to mitigate crime. She said the layout allows visibility inside and outside the store. She said crime typically follows the surrounding area. She said they use high definition cameras on the property. She said they would not put a store anywhere they would not put their own kids.

Mr. Jaggi, Director of Community Development, showed the location. He said it comprises 6 total parcels, is zoned "GC" and is about 5 acres. He gave a summary of the development. He showed how the site would look with the boundary adjustment. He said it would have cross-access. He said they are adding significant green space.

Mr. Jaggi said they are located in the East Olive Corridor. He refreshed the commission on the vision for the East Olive Corridor and the Neighborhood Commercial District Place type.

He said there are challenges in the East Olive area.

He said staff's conclusion is that the proposal embodies many of the recommendations of the comprehensive plan. He gave a list of reasons. He said there is significant buffering to adjacent residential areas.

He said Quik Trip adheres to the design guidelines, the general recommendations and the auto service station specific recommendations. He said they use high quality materials.

He said he would like to see the stone carried around the side tower elements.

He said they would like to accentuate landscaping at the corner and provide a final design for pedestrian seating area in front of the retail. He said they would like to see 6 feet of clearance in the front of the store.

He said the application should be reviewed as to the 6 review points for a conditional use permit.

He said they looked at the 14 standards for gas stations and staff believes the applicant meets all the standards.

He said the traffic impact study concentrated on morning, midday, and evening peak periods. He said this use would create additional traffic. Although additional traffic southbound on Graeser would be minimal.

Ms. Kistner asked about the traffic turning lane.

Mr. Jaggi said there would a dedicated lane to turn into Quik Trip and to turn southbound onto Graeser. He said more cars will go northbound on Graeser, but they would be funneled through more quickly because of the proposed changes.

Mr. Lee Cannon said they were looking at whether it was necessary to extend the right turn lane northbound on Graeser.

Ms. Kistner asked about the parking.

Mr. Jaggi explained without sharing parking the shopping center would be short parking spaces.

Ms. Kistner asked if staff was happy with the stormwater proposal.

Mr. Jaggi said they were at this time. He explained how the approval process would work with MSD first and then staff approval.

Mr. Streiler asked if there was one CUP for all the retail sites.

Mr. Jaggi said individual uses would be subject to separate CUP's. This CUP was only for the Quik Trip.

Mr. Brett Berger, of Graeser Neighbors for Safety, said the vast majority of neighbors strongly oppose the development. He said the application traffic study is not valid. He said the CUP would be a violation of safety.

Ms. Zoe Lemcovitz said they violate the CUP standards in section C. She said the applicant does not provide adequate screening. She said a Quik Trip will lower home values. She said the development would violate the Comprehensive Plan and the East Olive Standards.

Mr. Kurt Lord said the traffic reviews have not been reviewed by MoDOT. he said the traffic study is incomplete and inaccurate.

Mr. Brett Berger said there was traffic stacking that would not be resolved. He said they also were concerned with tanker trucks. He questioned whether Graeser Rd was equipped to handle tanker trucks.

Ms. Gena Shanfield questioned whether this site was appropriate for Quik Trip. She said 25 children get off the bus right there. She said they had concerns about chemicals leaking onto residential properties.

Ms. Mary Suzanne Crockett said homeowners care about 3 things: property values, crime, and safety. She said the property home values will go down. She said the Quik Trip presenters gave false information regarding the sale of the home on Martin Grove. She said the new homeowners were furious when told about the proposed development. She requested a property value study. She said the presenters did not present facts on Quik Trip crime.

Mr. Fetzer Crockett, trustee, said Quik Trip would leech off the other two businesses. He said he is very concerned about the runoff from Quik Trip into his subdivision's retention pond.

The Commission took a 15-minute break and resumed at 8:15pm.

Mr. Mark Krug, a resident and trustee, said he was concerned about stacking and cut-through traffic to Rondelay. He said he is against the Quik Trip.

Mr. Jeffrey French, a resident who also lives in Creve Coeur, said he is concerned with traffic. He said he is upset with the thought of a tanker near the bus stop. He said no one has mentioned drug use at Quik Trip and those who do drugs like Quik Trip because the bathrooms are a clean place to pass out. He learned this while working EMS.

Ms. Rachel Loeb said she was out walking and was very concerned about the traffic when the kids are at the bus stop. She said the housing values are also a concern to her. She showed live video of the scene.

Mr. Todd Muchnick, a resident on Graeser, said he was concerned about people turning right to get to 40/64. He did not see a lot of positives.

Mr. Jim Cornelison, a resident, asked for 6 minutes using his wife, Olivia Cornelison's time. He went through the steps a developer takes when considering a location. He said the facelift on the nearby shopping center is an attempt to woo the P&Z Commission. He said they do not want to look like Manchester Road.

Ms. Linda Rezny, said the traffic study was obsolete. She said it needs a masonry wall instead of a fence. She said she was concerned with site and groundwater contamination. She said they already have 2 stations nearby.

Mr. Tom Stern, a resident, said he has lived in Creve Coeur for 36 years and is also a business owner. He said the proposed development meets all the requirements of the city. He gave a history of the site and how the center has accommodated various requests from the city and MoDOT over the years. He said the shopping centers were there long before the residential homes behind the centers. He said Quik Trip is an outstanding citizen, and the City should welcome Quik Trip with open arms.

Ms. Cherie Roddy, a resident, said the project would be in her back yard. She said they need to support their existing businesses. She questioned why they needed another gas station.

Mr. Jan Hofer, a resident, said he would like to see how the tanker would make the turn without going into the northbound land of Graeser.

Mr. Lee Cannon said he would try to discuss the questions raised about traffic. He said the traffic impact study was prepared in accordance to industry standards. He said they believe the study is whole and complete. He said the suggestions by MoDOT have been incorporated into the proposal. He said the shopping centers were both open at the time of the study. He said the full occupancy is included in the count. He said the comparison to the Maryland Heights store is different due to the convenience section being 17% bigger and that location having 25% more pumps. He explained what a pass by trip is. He said they do not draw new traffic, but the traffic that is already passing by.

He said the traffic signal is an amenity. He said the north end of Graeser is commercial and the south end, residential. He said they have tried to mitigate additional traffic. He said they are looking at whether they need to lengthen the right turn lane, but that was not a suggestion made by MoDOT.

Ms. Kistner asked about the turning radius for tanker trucks and how often that would be occurring.

Mr. Cannon said Graeser is built to accommodate heavy loads and they do not want the truck to overlap into the northbound lane.

Mr. Streiler asked for a supplemental study for the retail study.

Mr. Cannon said he could clarify from the current data.

Mr. Carney asked how many people exit from the shopping center going west.

Mr. Cannon said the majority of the traffic would use the signal during peak hours. During off peak hours it was estimated to be 1/3.

Ms. Keen said the tankers would not be making right turns onto Graeser from the site and would not be going south. She said that site already has deliveries without conflict with the school buses and it is sustainable. She said they expect to have tanker deliveries every 2 days. She said Quik Trip is not in the fuel business but is in the convenience store business. She said they are in this for the long haul. She pointed out that crime happens and happens in Creve Coeur, but they do many things to mitigate crime in their business. She pointed out that this property has been zoned commercial for 50 years. She said there is no evidence that property values go down when a gas station moves in.

Mr. John Young, applicant's attorney, spoke to compliance with the comprehensive plan and the staff report. He asked for a favorable recommendation.

Ms. Kistner recommended they continue the hearing to Wednesday to allow other residents to speak and staff to give their remarks. Some who registered did not respond when called, and it could be due to unfamiliar technology challenges.

Planning and Zoning Commission – MINUTES

Monday, June 1, 2020

Mr. Jaggi said there is also still a chance for written comments to be submitted to staff Tuesday evening.

Mr. Rovak made a motion to continue the hearing to the June 3rd meeting at 6 pm, Mr. Carney seconded. All in favor.

RESULT:	CONTINUED [UNANIMOUS]	Next: 6/3/2020 6:00 PM
MOVER:	Gene Rovak, Commission Member	
SECONDER:	Tim Carney, Commission Member	
AYES:	Kistner, Rovak, Carney, Potashnick, Myers, Streiler	
ABSENT:	Hall	

WORK AGENDA

None

DEPARTMENT REPORTS

None

ADJOURNMENT

Mr. Potashnick made a motion to adjourn. All in favor. Meeting adjourned at 9:25 pm.



300 North New Ballas Road • Creve Coeur, Missouri 63141
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www.creve-coeur.org

**APPLICATION TO PLANNING AND ZONING COMMISSION
#20-002 & #20-010: BOUNDARY ADJUSTMENT, SITE DEVELOPMENT
PLAN AND CONDITIONAL USE PERMIT FOR QUIKTRIP GAS STATION
WITH CONVENIENCE STORE AT 11004, 11026, AND 11032 OLIVE
BOULEVARD AND 825 AND 827 GRAESER ROAD, AND THE
REDEVELOPMENT OF THE ADJACENT RETAIL CENTER
AT 11032 AND 11056 OLIVE BOULEVARD**

FOR THE MEETING OF: Monday, June 1, 2020 at 6:00 PM

LOCATION: 11004, 11026, 11032 and 11056 Olive Boulevard, and 825 and 827 Graeser Road, zoned GC-General Commercial District

REQUEST: Gwen Keen, Real Estate Project Manager, QuikTrip Corporation, has submitted an application for a Conditional Use Permit and Site Development Plan at 11004, 11026, 11032 and 11056 Olive Boulevard and 825-827 Graeser Road, for a new gas station with convenience store, that includes the redevelopment of the adjacent retail center at 11032 and 11056 Olive Boulevard. Gasoline Stations with Convenience Stores (NAICS 447110) require a conditional use permit in the GC-General Commercial District subject to a public hearing and recommendation of the Planning and Zoning Commission with final approval by the City Council.

ADDITIONAL INFORMATION: The properties at 11004 and 11026 Olive Boulevard were originally developed in 1963 and the properties at 11032 and 11056 Olive Boulevard were developed in 1966-1967 and contain pre-existing non-conformities. The properties at 825 and 827 Graeser Road were included in the commercial district along with the properties on Olive Boulevard in the earliest available zoning map of 1966.

Key Issues:

- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the request meet with the minimum standards of the GC-General Commercial district?
- Is the request consistent with the required standards for a conditional use permit?

Creve Coeur 2030

- East Olive Corridor Neighborhood Commercial District

Zoning Code References

- Section 405.210: Regulation of Uses, Table A
- Section 405.360 GC-General Commercial District
- Section 405.470 Conditional Uses

APPLICANT: Gwen Keen
Real Estate Project Manager
QuikTrip Corporation
2255 Bluestone
St. Charles, MO 63303

PROPERTY OWNER: Thomas A. Stern
BG Olive & Graeser LLC
Forsyth Investments LLC
150 N. Meramec Ste 500
St. Louis, MO 63105



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 5/26/2020
ATTACHMENTS: Applicant's Revised Materials received May 11, 2020
MoDOT Comments
City's Traffic Engineers, GBA, Response Letter
CBB response to comments dated May 26, 2020 and May 28, 2020
Letter from Graeser Neighbors received May 20, 2020
Comments received by May 28, 2020

PROPOSAL

Gwen Keen, Real Estate Project Manager, QuikTrip Corporation, has submitted a request for the following:

- Conditional Use and Site Development Plan approval for a 4,993 square foot, 24-Hour, QuikTrip Convenience Store located at 11004 and 11026, and a portion of 11032 Olive Boulevard, and a portion of 825 and 827 Graeser Road, with eight (8) gas dispensers and façade improvements to the adjacent retail shopping center, and a reworking of the shared parking and entrance drive.
- The remaining portion of former 825 and 827 Graeser Road will provide for the stormwater detention and landscaped buffer area from the adjacent residences.
- The total site coverage for the Gas Station and C-Store will be 42.9%.
- The adjacent retail center redevelopment includes site improvements for shared access, and a new façade to the existing building. The retail building is on 1.62 acres (the remaining portion of 11032, and 11056 Olive Boulevard will be boundary adjusted into one parcel) and has a pre-existing non-conforming site coverage of 84.6% that will be reduced to 74.7%
- Boundary adjustment plat to consolidate 825 and 827 Graeser Road and 11004 and 11026 and a portion of 11032 Olive Boulevard into one 2.54 acre parcel (+0.06 acres dedicated for right-of-way); and the remaining portion of 11032, and 11056 Olive Boulevard into one 1.82 acre parcel (+0.01 acres dedicated for right-of-way).

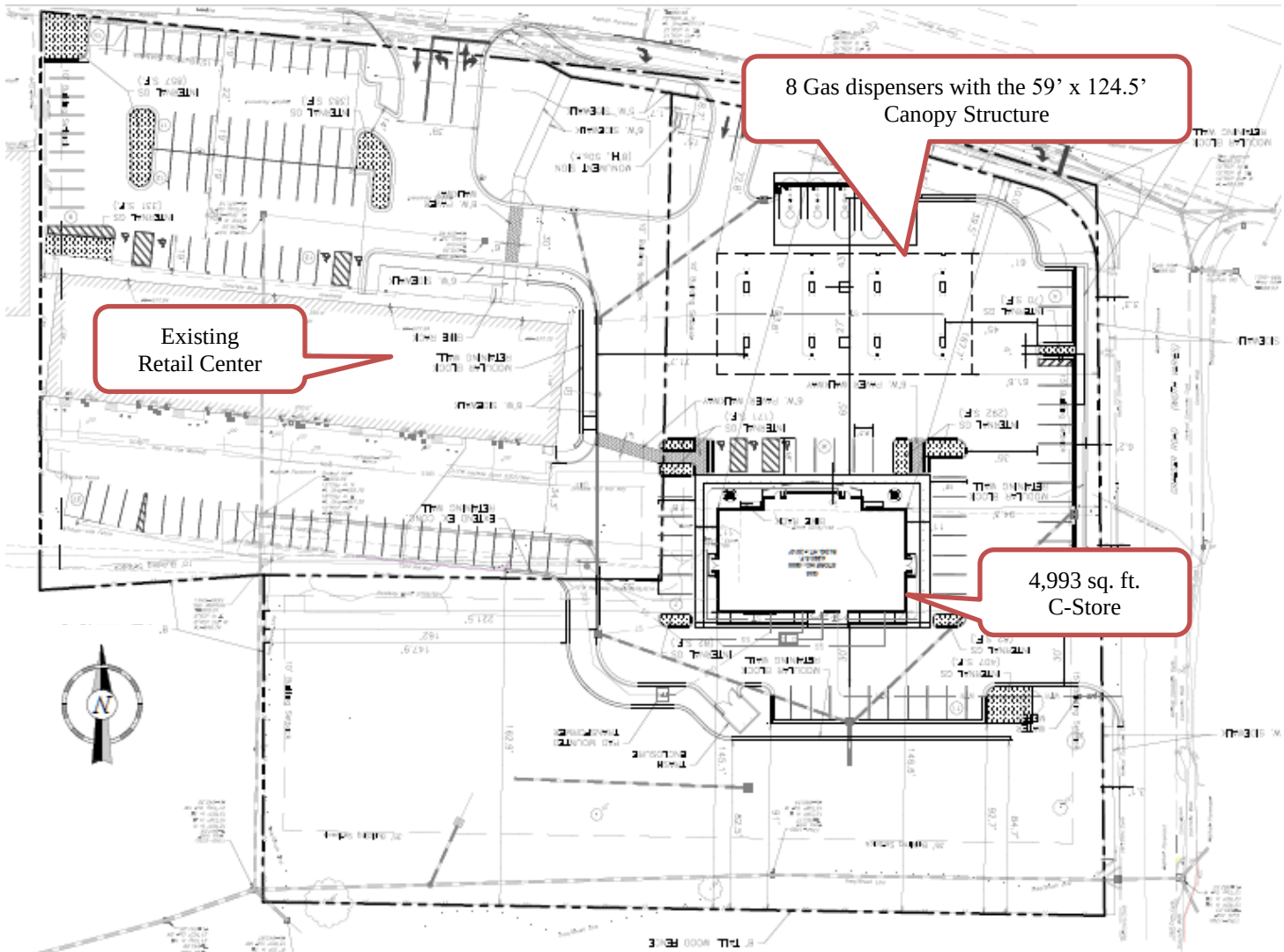


Figure 1: Proposed Site Development Plan



Figure 2: C-Store Elevations

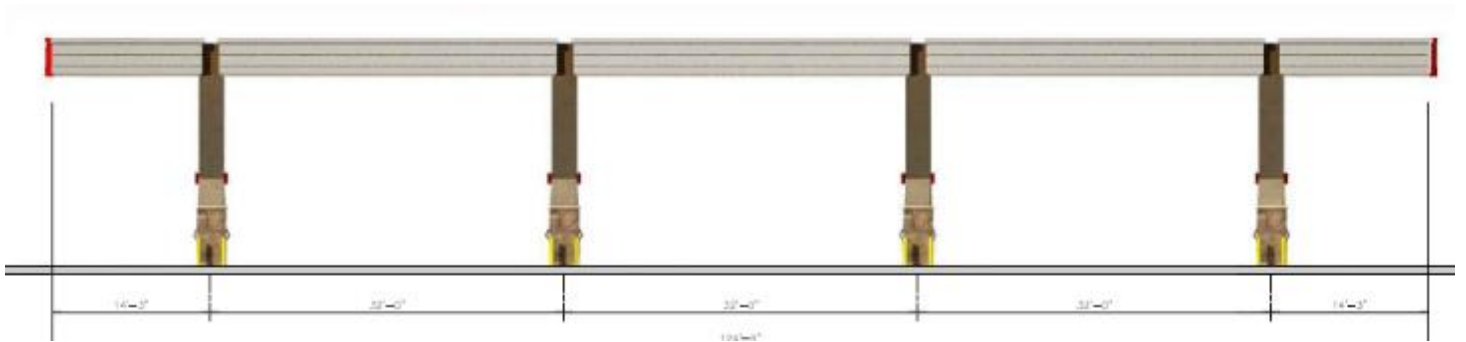


Figure 3: Canopy Structure Front/Olive Boulevard Facing Elevation

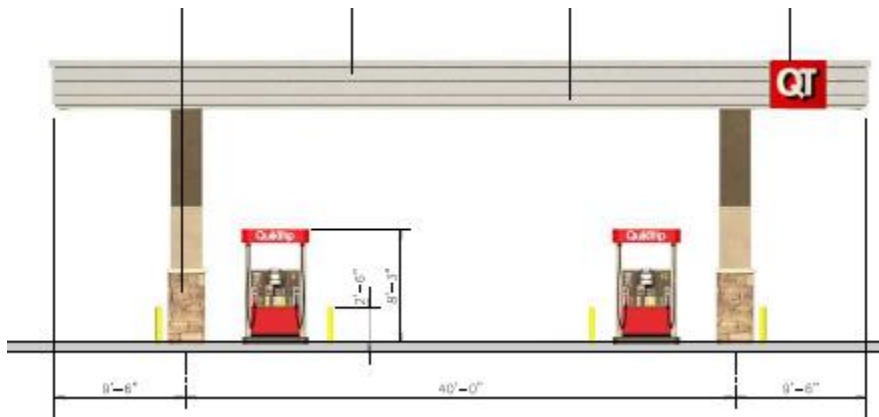


Figure 4: Canopy Structure Side Elevations



Figure 5: Retail Building Elevations



Figure 6: Retail Building Rear Elevation

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Commercial/Retail	GC General Commercial	Olive Boulevard
South	Residences	C Single Family Residential	NA
East	Credit Union	GC General Commercial	Graeser Road
West	Commercial/Retail	GC General Commercial	NA

COMPREHENSIVE PLAN REVIEW

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. 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.

Objectives and Strategies

The Comprehensive Plan includes seven (7) key objectives and 67 individual strategies (Chapter 3). Staff has highlighted those objectives and strategies which are most applicable to this proposal.

Placemaking & Community Identity

- 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), as well as under Residential Development & Preservation, Strategy 2.9: Protect residential areas from negative encroachment of non-residential uses.

Economic Growth and Community Services

- 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.
- Strategy 3.7: Guide regional retail and services (serving as a destination amenity) to the Community Center District area.

Transportation, Connectivity & Mobility

- Strategy 6.2: Enhance the safety of existing bicycle and pedestrian facilities, including safe pedestrian crossings of major roads
- Strategy 6.4: Use environmental design, operations, and management to reduce vehicular congestion on Olive Boulevard.
- Strategy 6.7: Promote vehicular cross-access between commercial parking lots to facilitate shared parking, reduce access points along commercial thoroughfares, improve traffic flow, and provide access to secondary streets.

Community Sustainability & Resilience

- Strategy 7.1: Facilitate the development of community-supportive retail and services to ensure long-term community vibrancy and resilience.

East Olive Corridor Recommendations

The Comprehensive Plan provides several recommendations specific to the East Olive Corridor (pages 93-94). Recommendations that are applicable to development proposals include orienting buildings to the primary street, establishing uniform setbacks for buildings, allowing convenient parking while encouraging shared parking with cross access, creating a pedestrian-friendly environment with outdoor dining and retail site amenities and establishing well landscaped frontages. Sufficient buffering adjacent to residential areas, reducing curb-cuts, and supporting low-impact site development are also recommended in the plan,

The Comprehensive Plan also acknowledges the development challenges inherent with the East Olive corridor. 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 (Page 88).

Compatibility with the Comprehensive Plan

The Comprehensive Plan provides broader goals to support the vision and 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. Staff finds that the proposed development embodies many of the recommendations of the Comprehensive Plan. The proposal consists of a gas station with a convenience store and the renovation of an existing small retail building, both of which can be considered retail and neighborhood service businesses which is consistent with the vision of the East Olive Corridor in the Comprehensive Plan. Specifically, this proposal provides enhanced streetscapes along Olive Boulevard and North Graeser Road which will be improved with landscaping, a high-level of buffering adjacent to residential areas is proposed, and pedestrian circulation both within the development and along the adjacent roadways will be improved. The design of the QT is consistent with the Comprehensive Plan recommendations regarding the positioning of the buildings, when taking into account the proposed use and the pre-existing retail building to the west of QT, which will be renovated. This proposal also reduces the number of curb cuts along both frontages and a new sidewalk is proposed along Graeser Road. Cross-access and shared parking agreements between the retail building and the QT are proposed by the applicant. Traffic mitigation is proposed by the applicant to reduce anticipated vehicular congestion on Olive and Graeser. Access to a secondary street (Graeser Rd.) is provided which will allow motorists to utilize the signal at Olive Boulevard. Please refer to the traffic impact section of this report for additional discussion. The scale of the development is consistent with existing developments along the corridor and is similar to the recently approved gas station and convenience store across Olive Boulevard.

If the Commission finds that the proposal does not meet with the goals of the Comprehensive Plan or there are adjustments that would further the request toward the goals of the Comprehensive Plan, further direction should be provided to the Applicant.

DESIGN GUIDELINES REVIEW

The City's Design Guidelines provide further recommendations on the layout and design for gas stations that include building architecture which 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.

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 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)
- Material or color changes should occur at a change of plan. Material or color changes at the outside corners of structures that give the impression of "thinness" and artificiality of the material are discouraged. Inconsistent adornment and frequent changes in material should be avoided.

Specific recommendations regarding Auto Service Station include (p. 9-10):

- Access to all service stations should be limited to 2 curb cuts. If at a corner, there should be no more than 1 curb cut per street. Raised planters should be used at various locations to ensure customer safety
- The amount of bare pavement or asphalt area on the site should be limited through the use of landscaping, contrasting colors and banking or pathways of alternate paver materials.
- 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 complimentary to the community fabric. All architectural details should be related to an overall architectural theme.
- Separate structures, such as a 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.
- Lighting fixtures are to be flush with the underside of the canopy

The proposal generally complies with the recommendations of the Comprehensive Plan and the Design Guidelines, in that it is well designed, with materials of good architectural character, and where the standard QuikTrip designs have been substantially modified to fit into the surrounding areas. The proposal provides for significant buffering to the south in the effort protect residents from the encroachments of the commercial development and allows for the redevelopment of an existing aged retail center, that caters to local neighborhood businesses. The following is a list of design matters that should be reviewed with the applicant by the Commission:

- *Building elements, such as parapet wall, penthouses or screen walls should be treated as an integral part of the architecture, and that material and color changes should occur at a change of plane.* The mechanical screening and parapet walls are well-integrated on the C-store that utilized the same brick material as the building. However, the stacked stone materials are not carried all the way around on the east and west tower elevations, and the metal coping around the mechanical screening should be carried to the inside edge around the front of the store.

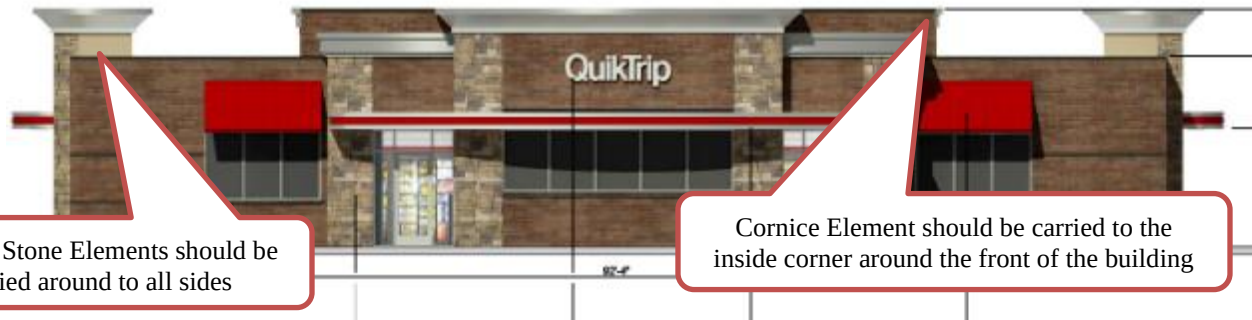


Figure 7: Close-up of the North Elevation

The Retail building's new proposed façade provides greater interest and rooftop screening of the mechanical equipment. The proposal includes staining the existing brick which maintains the look and feel of natural brick in a similar color to the QuikTrip building, and stacked stone elements are similar to the design of the C-Store. It should also be noted that it is a similar stone element used for the Walgreens across the street to further the compatibility of the buildings with the surrounding development.



Figure 8: Close-up of the Side Elevation for the Retail Building

Staff is unclear if the rear of the building provides for roof-top screening, with the two lines not identified, and the mechanical equipment in dashed lines that generally indicate that it is located behind an element.

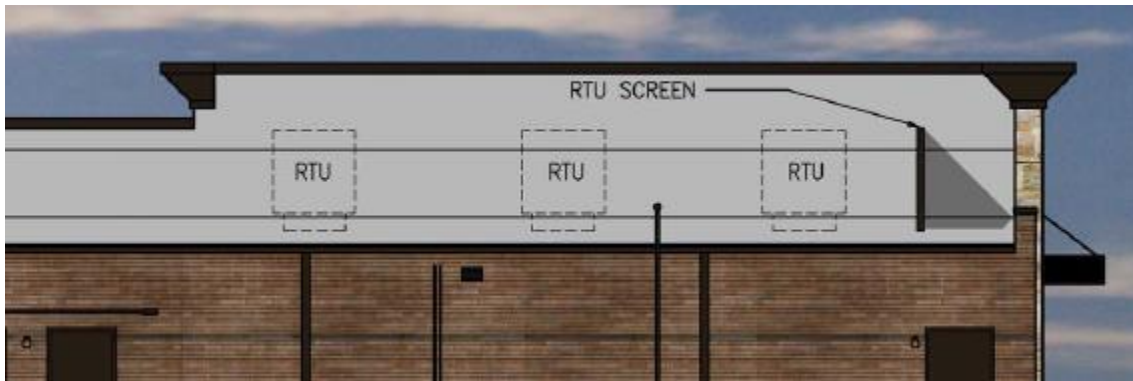


Figure 9: Close-up of the rear elevation of the retail center

- Access to all service stations should be limited to 2 curb cuts. If at a corner, there should be no more than 1 curb cut per street. Raised planters should be used at various locations to ensure customer safety. The retail center shows the maintenance of the existing entrance that will serve both the gas station and the retail center as a full access. The gas station property is limited to the right in and right out only on Olive, and one access along Graeser Road. MoDOT has concurred with this layout due to the island within Olive Boulevard and the proximity to the intersection. Staff does recommend that a “No Left Turn” will be needed for the parking lot exit. Additional landscaped areas have been provided that are properly curbed within the retail center parking lot, as well as curbed landscape areas for the walkway in front of the C-store. A retaining wall and landscaping are provided between the parking and the new sidewalk along Graeser Road, to comply with these recommendations.

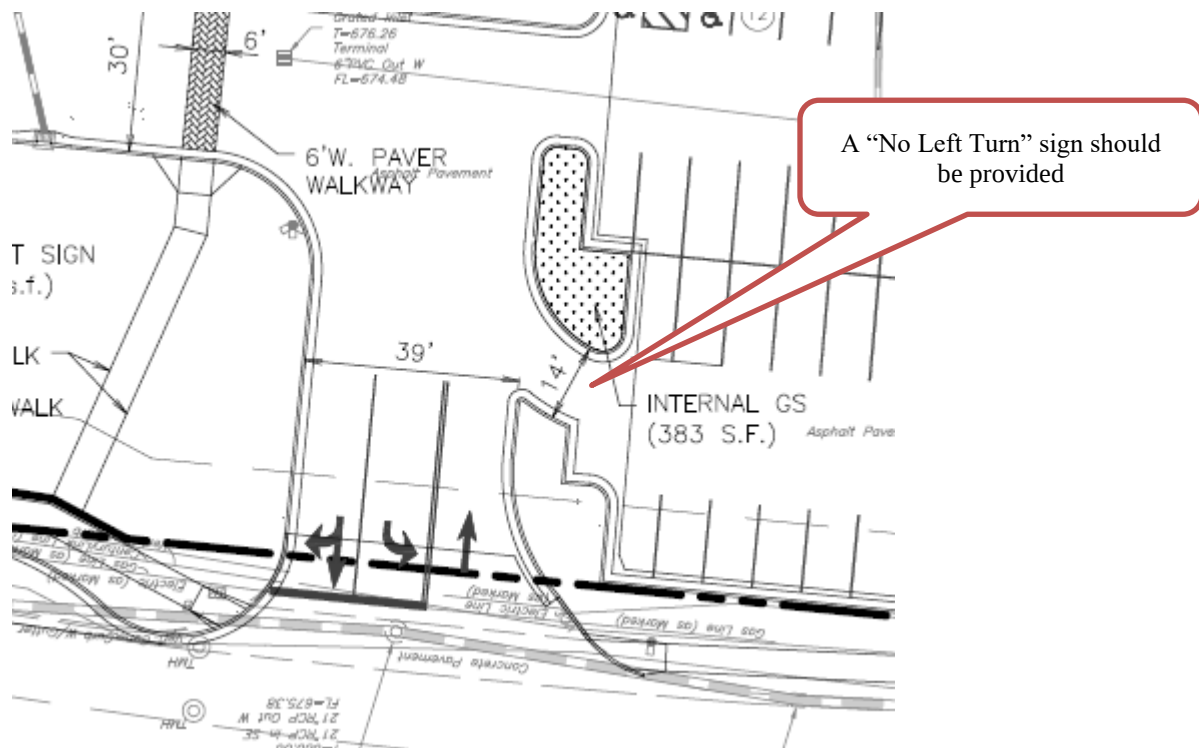
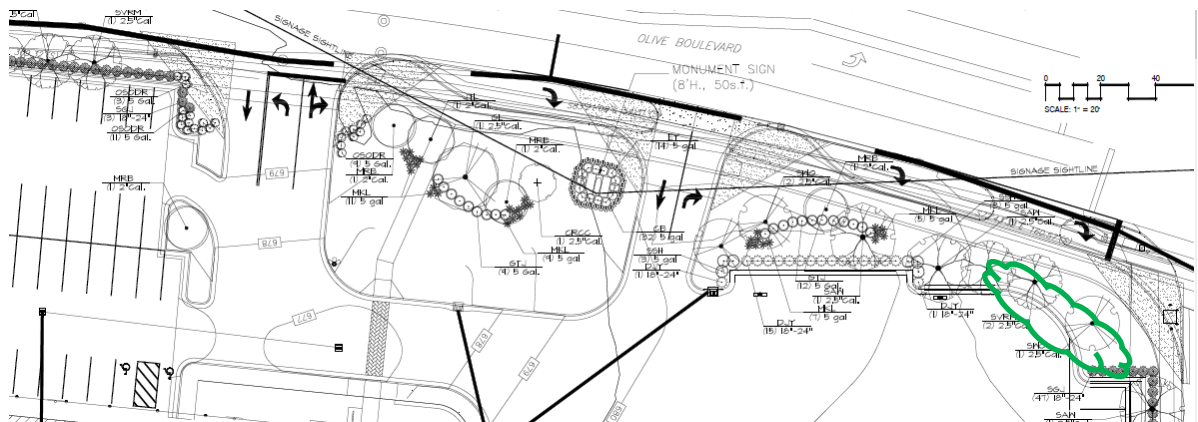


Figure 10: Close-up of the site plan showing the main entrance.

- Separate structures, such as a 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. The Canopy structure does provide similar details as the C-Store and retail building with the use of stacked stone. However, Staff recommends that the stone, or a combination of the stone and

Figure 11: Close-up of the side elevation of the canopy structure



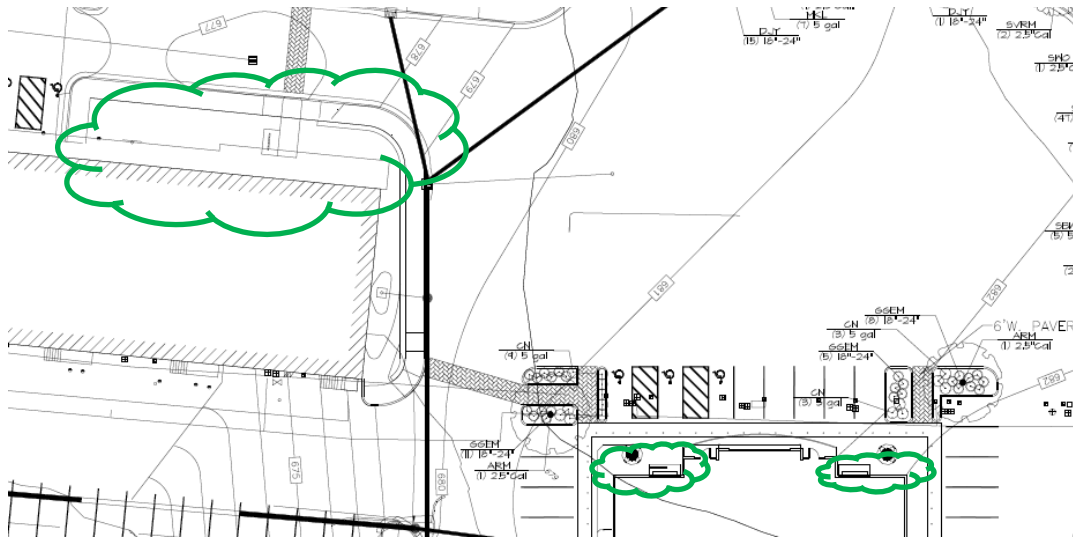


Figure 13: Close up of the Landscape Plan of the areas in front of the buildings.



Figure 14: Close-up of the rendering showing landscaping adjacent to the C-Store Building not shown on the landscape plan.

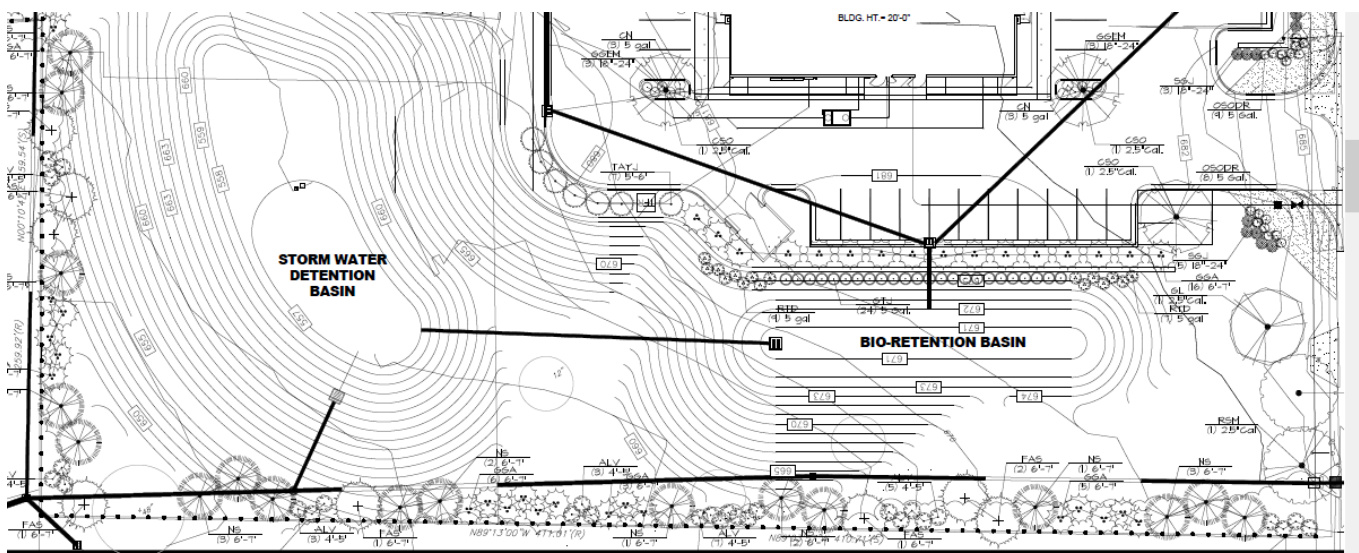


Figure 15: Close-up of the rear of the development on the area formerly 825 & 827 Olive Boulevard

The rear landscaping provides significant evergreens to provide year-round screening along the property lines in addition to the 8-foot tall wood shadowbox fence. Additional landscaping is

proposed along the base and on top of the retaining wall along the back of the building and parking area, in compliance with the City's Design Guidelines that recommend minimizing the height and length of the retaining walls and screen with appropriate landscaping. Additionally, retaining walls in excess of 4-feet in height should be terraced with planting area terrace separation between levels, and materials utilized for the retaining wall should match the primary building materials. With respect to the fence, the Commission should determine if it should be placed at the property line as shown, or interior to the site with the evergreens placed on both sides, so that the residents benefit from the landscaping.

- *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 discussed further below. The Applicant is showing 8-feet along the front of the central tower element, and eleven feet along the east and west sides of the building. Table seating and a bike rack are provided along the front elevation, per the image below. However, the drawings show low bollards within this area, therefore staff recommends a condition of approval that at least six feet of clear access be maintained between the bollards and the building entrances, to comply with the requirements of the Zoning Ordinance and the Design Guidelines. The front elevations are also broken up with pedestrian elements and landscaping including access for those walking to the front doors from the gas pumps.*

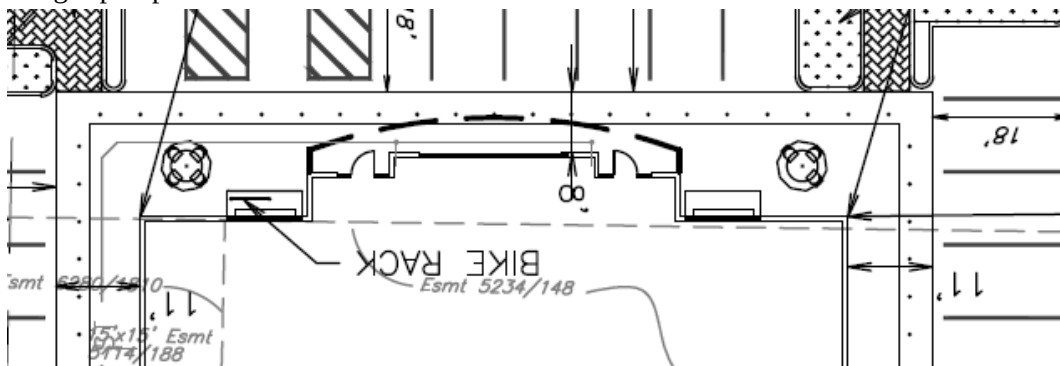


Figure 16: Close-up of the site plan showing sidewalks in front of the store.

- 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 is required in Section 405.730(A)(1)(c) Sidewalks of the Zoning Ordinance.
- The City's Pedestrian Plan indicates that Olive Boulevard as a primary street should have a separated sidewalk, as well as provide for a separated sidewalk along Graeser that are 5 feet in width. The Applicants are providing for new separated sidewalks along both Olive and Graeser Roads. The Graeser Road sidewalk is within the existing right-of-way, and therefore will not require an easement to the City.

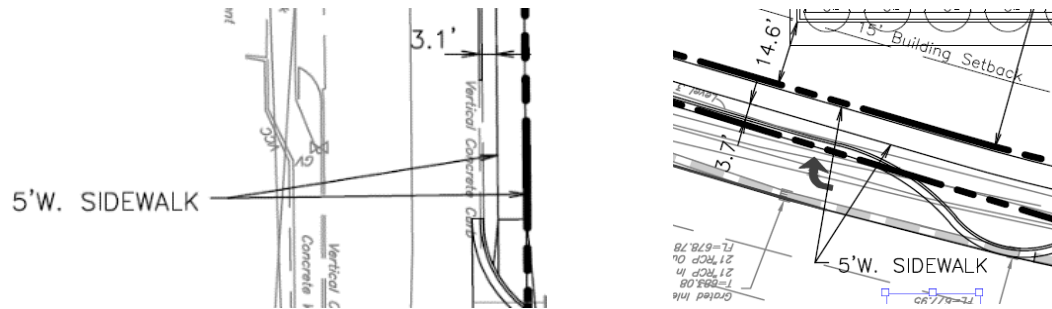


Figure 17: Close-up of the Site Plan showing new detached sidewalks along Graeser Road on right and Olive Boulevard on left

ZONING REVIEW

Section 405.1070(E) of the Zoning Code sets forth the standards by which a conditional use permit should be evaluated.

1. Complies with all other applicable provisions of this Chapter including environmental performance standards presented in Section 405.550, the criteria in Section 405.470 and the standards of this Chapter in regard to yard and setback, parking and loading areas, screening and buffering, refuse, storage and service areas and signs.
2. Will contribute to and promote the community welfare and convenience at the specific location.
3. Will not cause substantial injury to the value of neighboring property.
4. 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 there from.
5. Will provide, if applicable, erosion control and on-site stormwater detention in accordance with the standards contained in this Chapter.
6. 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.

The Planning and Zoning Commission's review should be guided upon the facts of the proposal against the regulations of the Zoning Ordinance and the goals and objectives of the Comprehensive Plan and Design Guidelines.

As discussed below, the proposal generally meets items 1, 4 and 5 above, subject to meeting certain identified additional conditions. The Commission will need to weigh all information provided to assess items 2, 3 and 6.

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 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 and gas station, and the renovation of the adjacent retail center provide retail and services for the adjacent residential areas and other areas within this section of Creve Coeur.

The subject properties are already zoned GC-General Commercial and, when a GC District abuts a single-family residential district, Section 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. As discussed above, the proposal will consolidate the non-conforming six parcels into one 2.54 acre parcel (+0.06 acres dedicated for right-of-way) for the gas station lot; and the remaining portion of 11032, and 11056 Olive Boulevard into one 1.82 acre parcel (+0.01 acres dedicated for right-of-way) for the existing retail building, with significant buffering that exceeds the required minimum buffer of 25 feet, where almost 93 feet of landscaping from the rear parking to the nearest residential property line.

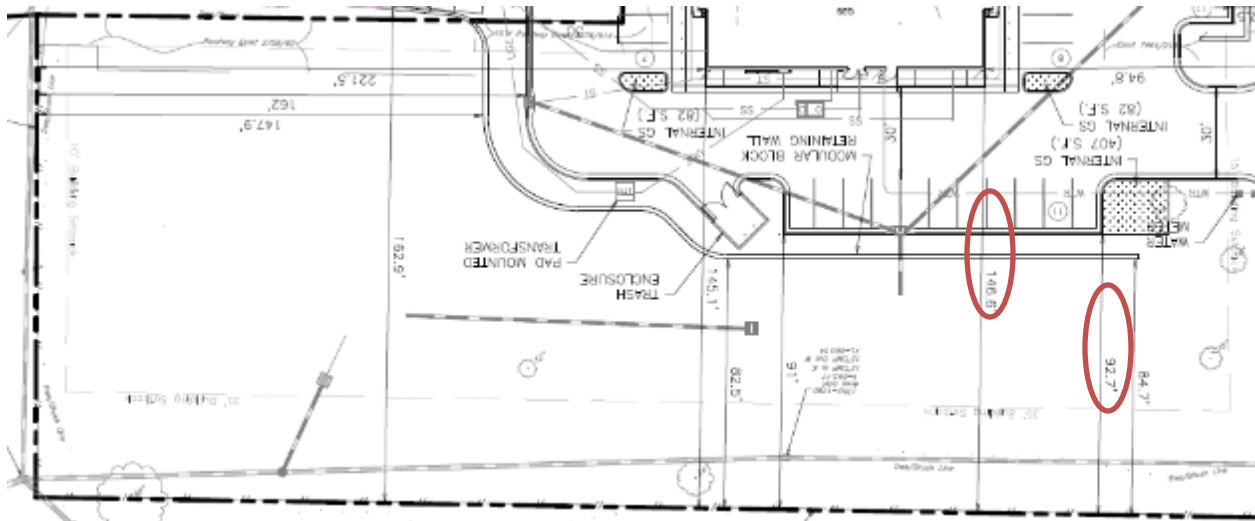


Figure 18: Close-up of the Site Plan showing buffer area

The existing retail building is pre-existing, non-conforming, and the proposal will not increase the degree of nonconformity for the existing building. Section 405.610(B) provides that any non-conforming structure which is devoted to a use which is permitted in the zoning district in which it is located may be continued, so long as it remains otherwise lawful, and that any such structure be maintained, repaired or remodeled; provided however, that no such maintenance, repair or remodeling shall either create any additional non-conformity or increase the degree of existing non-conformity of all or any part of such structure.

The maximum structure height shall not exceed 3 stories or 45 feet tall. The proposed development is a single story use with the maximum structure height of approximately 20 feet for the convenience store, the canopy structure has a maximum height of 22 feet 6 inches to the top of the canopy, and the existing retail center with the new façade will have an overall height of 19'-8".

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 is 42.9% for the Gas Station property, which includes open space and the storm water detention facilities, while the retail center property contains a pre-existing non-conforming site coverage of 84.6% that will be reduced to 74.7%.

The site data table on the drawings is showing incorrect information. Below are the corrected site data table for each of the properties. The table also includes the reduction of the retail center parking to be 84 spaces. The existing parking along Olive Boulevard is pre-existing non-conforming, in that they are placed at the property line, where the current regulations require a minimum of 10 feet of landscaping and/or pedestrian facilities, per Section 405.240(B)(2) of the Zoning Ordinance. The site development plans showed an addition of two parking spaces in line with the existing parking at the northwest corner of the site, where there is currently landscaping. Therefore, the parking spaces on the drawings will have to be removed as it would be increasing the number of parking within the setback.

SITE DATA (QUIKTRIP STORE)		SITE DATA (RETAIL CENTER)	
EXISTING ZONING:	GC - GENERAL COMMERCIAL	EXISTING ZONING:	GC - GENERAL COMMERCIAL
PROPOSED USE:	CONVENIENCE STORE W/ FUEL CANOPY	PROPOSED USE:	RETAIL
DEVELOPMENT AREA:	(113,256 S.F.) 2.60 AC	DEVELOPMENT AREA:	(79,892 S.F.) 1.83 AC
RIGHT-OF-WAY DEDICATION:	(2,500 S.F.) 0.06 AC	RIGHT-OF-WAY DEDICATION:	(402 S.F.) 0.01 AC
NET AREA:	(110,756 S.F.) 2.54 AC	NET AREA:	(79,490 S.F.) 1.82 AC
PROPOSED SITE COVERAGE:	42.9%	EXISTING SITE COVERAGE:	84.6%
(PARKING, DRIVES, CANOPY & BUILDING = 1.09 AC / 2.54 AC)		(PARKING, DRIVES & BUILDING = 1.54 AC / 1.82 AC)	
FLOOR AREA RATIO:	0.05 FAR	PROPOSED SITE COVERAGE:	74.7%
(4,993 S.F. / 110,756 S.F.)		(PARKING, DRIVES & BUILDING = 1.36 AC / 1.82 AC)	
BUILDING HEIGHT:	20'-0"	EXISTING FLOOR AREA RATIO:	0.19 FAR
TOP OF BUILDING ELEVATION:	702.0	(15,054 S.F. / 79,490 S.F.)	
(FFE=682.0 + 20'-0")		EXISTING BUILDING HEIGHT:	17'-0"
SITE LIGHTING:	(SEE PHOTOMETRIC SITE PLAN)	TOP OF BUILDING ELEVATION:	694.9
SITE LANDSCAPING:	(SEE LANDSCAPING PLAN)	(FFE=677.9 + 17'-0")	
INTERNAL GREENSPACE CALCULATIONS:		SITE LIGHTING:	(SEE PHOTOMETRIC SITE PLAN)
REQUIRED INTERNAL GREENSPACE = 1,005 S.F.		SITE LANDSCAPING:	(SEE LANDSCAPING PLAN)
(PARKING & DRIVES = 35,194 S.F. / 350 S.F. x 10)		INTERNAL GREENSPACE CALCULATIONS:	
PROVIDED INTERNAL GREENSPACE = 1,104 S.F.		REQUIRED INTERNAL GREENSPACE = 1,263 S.F.	
STORM WATER MANAGEMENT: (PER M.S.D. REGULATIONS)		(PARKING & DRIVES = 44,209 S.F. / 350 S.F. x 10)	
PROPOSED PARKING: = 49 SPACES		PROVIDED INTERNAL GREENSPACE = 1,913 S.F.	
(INCLUDES 2 STANDARD & 1 VAN ACCESSIBLE SPACES)		STORM WATER MANAGEMENT: (PER M.S.D. REGULATIONS)	
		PROPOSED PARKING: = 84 SPACES	
		(INCLUDES 3 STANDARD & 1 VAN ACCESSIBLE SPACES)	

Figure 19: Revised Site Data Table received May 19th.

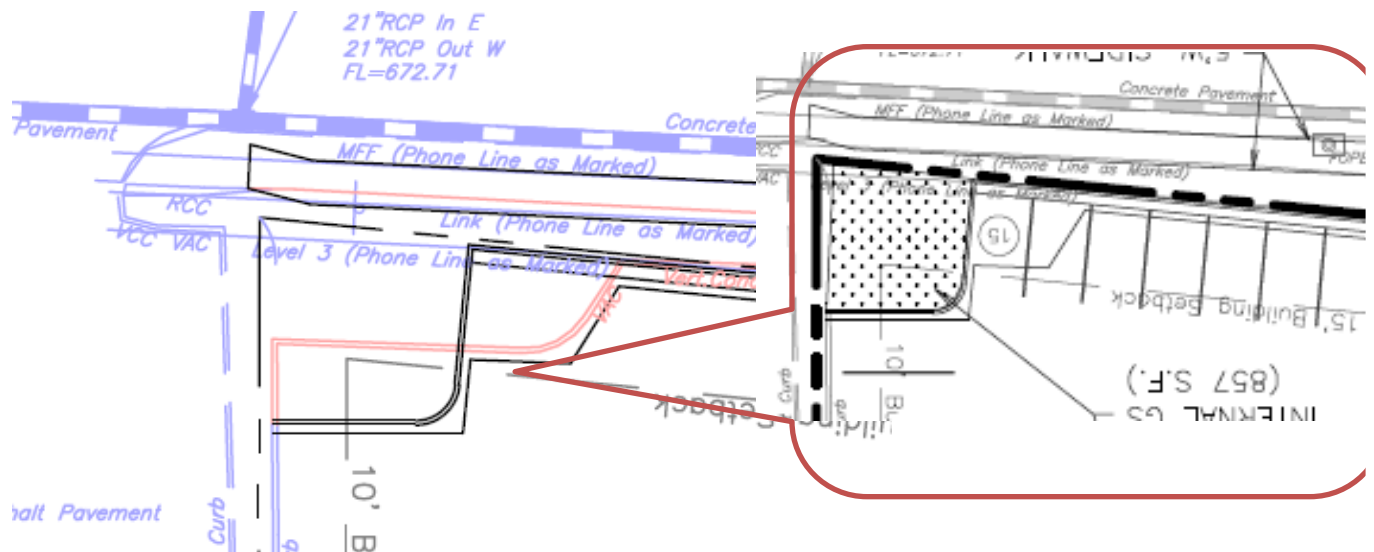


Figure 20: Close-up of the "Demo" Plan and the Site Plan of the two parking spaces that will have to be removed and the existing green area to remain.

"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 Gasoline Stations with Convenience Stores (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 entrances. 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.
- 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 these requirements of the Zoning Code. The proposal includes 8 gas dispensers, thus a required minimum of 20,000 square feet of site area. The proposal will have an overall site for the Gas Station and Convenience Store of 2.54 acres, with a lot frontage of approximately 221 feet along Olive Boulevard and 335.57 feet along Graeser Road.

Fence & Trash Enclosure

As discussed above, the proposal includes an 8-foot shadow-box wood fence and significant evergreen landscaping at the property line as well as upright evergreen plantings behind the building to screen the retaining wall, and building. The Applicants have indicated that the proposed wood fence is sufficient in consideration of the significant landscaping, as well as over 92 feet between the closest residential property line to the rear parking, and 146.5 feet to the rear of the building, and that a masonry wall is not necessary. Staff is generally in agreement with this, as in other areas where a solid wall was required, these sites were much more open and visible, with not as much landscaping, and the developments were closer to the residential areas. As discussed above, the Commission should discuss with the Applicant whether the fence should be placed at the property line or behind the proposed landscaping, so that the residents get the benefit of the evergreen plantings, and whether or not a masonry wall is needed. The trash enclosure material is a stacked pre-cast stone material that is consistent with the building materials, in compliance with Section 405.470 (A) (13)(g), and located behind the building out of view from Olive Boulevard in compliance with the Design Guidelines that the location of such services should be sited with limited visibility to pedestrians and/or adjacent properties (P.19). However, the final drawings for a permit will require a concrete pad to be provided within and adjacent to the trash enclosure.

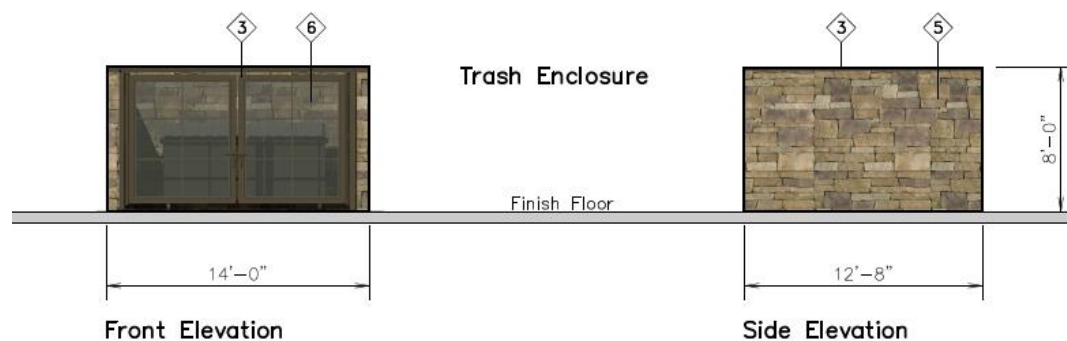


Figure 21: Close-Up of the Elevations Showing the Trash Enclosure.

Further, the Applicant has indicated that the retaining walls will be a complimentary color to the Sonoma stone used in the store masonry. It should be noted, that the Building Codes may require a safety barrier along the top of the retaining wall along the back of the buildings, if required, Staff has included a condition that this shall be a black open-slatted, wrought iron style design.

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. The proposal meets with the minimum requirements of the Zoning Ordinance, with the exception of the minimum diameter of 3" for the trees, per 405.540(F)(1), where 2.5" are shown.

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 trees 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 shows the required 17 trees along Olive Boulevard, and 11 trees which are required along Graeser Road, where three are existing and maintained and 8 new trees are provided. Further, Section 405.540(F)(3) requires that in addition to any landscaped front, back or side yard areas required by this or any other Section, a minimum of ten (10) square feet of interior landscaped area shall be provided within the parking lot for each three hundred fifty (350) square feet of paved area within the parking lot including parking spaces and driving aisles. The landscaping shall be in one (1) or more areas so as to minimize and reduce the apparent size of parking areas. The Landscape Plan indicates that the proposal is in compliance with this requirement.

Section 405.810(A)(5) provides additional requirements for headlight screening for parking lots. The Landscape Plan shows headlight screening along Graeser Road as well as a retaining wall to meet with this requirement.

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. In addition to the "Use" recommendations of the Design Guidelines that 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). In prior applications and approvals for gas stations, the canopy lighting was specifically reduced to better fit in with the adjacent residential areas during the evening hours and to have a minimum horizontal illuminance at grade level of at least one (1) foot candle and no more than five and one-half (5.5) foot candles. The uniformity ratio shall be no greater than four to one (4:1). Maximum illumination level should be no more than twenty-two (22) foot candles. 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.

The photometric plan is showing the lighting between the hours of 10:00 P.M. and 6:00 A.M. to comply with the prior requirements. The Photometric plan is showing levels at a maximum of 21.5 underneath the canopy structure, and now light directed outward or onto adjacent property The Applicant has indicated that it will remain at this level during operational hours.

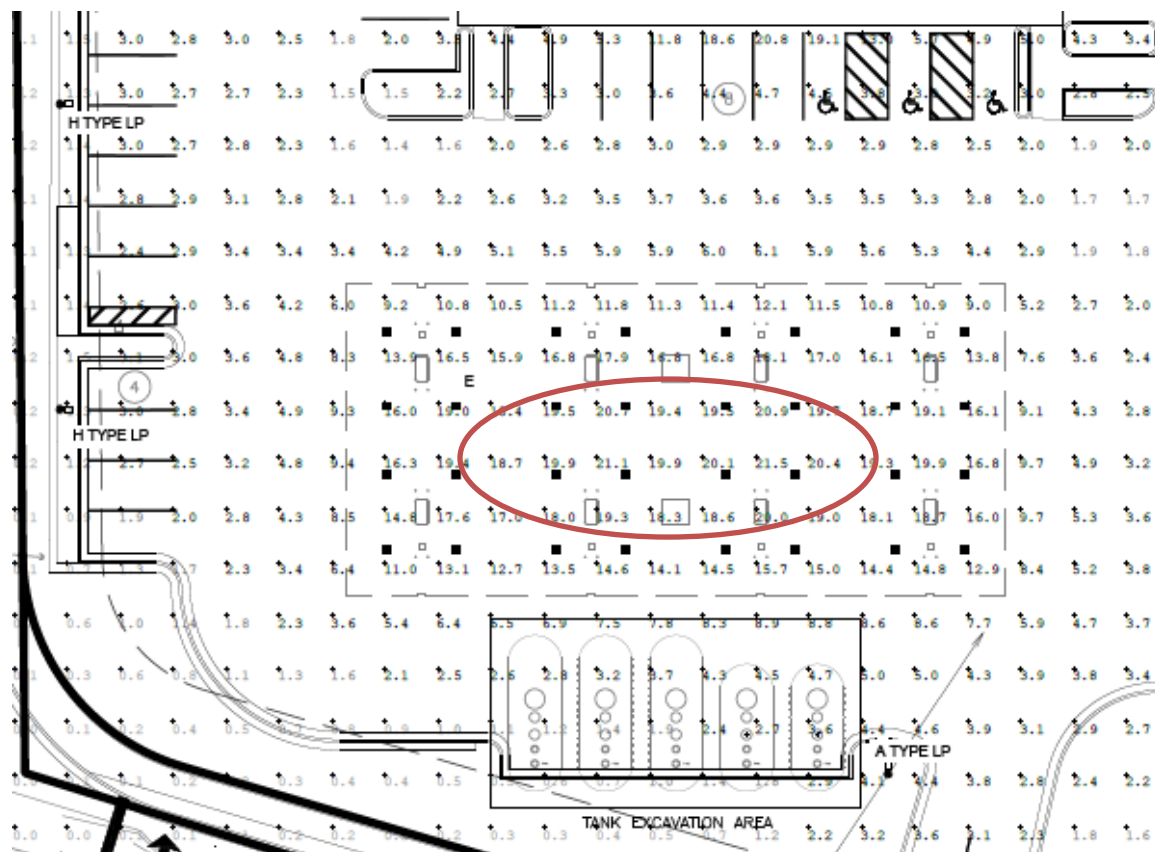


Figure 22: Close-up of the Photometric Plan showing lighting levels underneath the Canopy Structure with the highest levels circled in red.

The Applicants are proposing the use of LED Light fixtures throughout the parking lot of the new development as well as the existing retail center, as well as for the flush mounted soffit lighting for the canopy. The parking lot lighting is showing a mounting height of 22 feet, where Section 405.680(B)(3) has a maximum mounting height of 24 feet in non-residential districts. Additional light fixtures have been added to the rear of the existing retail building to ensure a consistent light levels in compliance with Section 405.680, Lighting, of the Zoning Code, and Section 205.810 of the Parking Ordinance requires a minimum of not less than an average of one (1) foot-candle of illumination for a parking lot.

LUMINAIRE SCHEDULE								
SYMBOL	LABEL	QTY	ARRANGEMENT	MOUNTING HEIGHT	LUMENS PER LAMP	LLF	DESCRIPTION	TOTAL WATTS
	A	09	SINGLE	22'	12,591	0.90	SLM-LED-12L-SIL-FT-40-70-CRI	93.1
	B	04	2 @ 90°	22'	12,591	0.90	SLM-LED-12L-SIL-FT-40-70-CRI	93.1
	C	00	2 @ 180°	22'	12,591	0.90	SLM-LED-12L-SIL-FT-40-70-CRI	93.1
	D	03	3 @ 90°	22'	12,591	0.90	SLM-LED-12L-SIL-FT-40-70-CRI	93.1

LED SOFFIT LIGHT (XSL2)	MIRADA WALL SCONCE (XWM)	LED AREA LIGHTS - LSI SLICE SMALL
		

Figure 23: Applicants Luminaire Schedule and Type of fixtures

Parking

The last staff report for the existing retail center when the Jet's Pizza sought a conditional use permit in 2013, showed that a total of 99 parking spaces were required, where 127 spaces were available on site, as shown in the table below from the 2013 Staff Report.

The following table shows the parking calculations for the entire center:

Tenant	Use	Size (sq.ft.)	Parking Regulations	# of spaces
Thai Nivas	Restaurant	2400(+58 indoor seats)	1/3 seats in C.U.P., + 1/250sf	20
West Oak Cleaners	Laundry services	2100(240 sf pick up area+1860sf clothing storage)	1/150sf of pick-up area +1/300sf clothing storage	9
Salon Elysium	Nail Salon	1080 (4 stations)	3.5/station	14
School Music USA	Retail	1080	4/1000	5
All on the Same Page Book Store	Retail	900	4/1000	4
Pumpnickel's	Restaurant	3900(+98 indoor seats)	1/3 seats in C.U.P., + 1/250 sf	49
Vacant (formerly Jet's Pizza)	Restaurant: Take-out/Delivery Only	1,500	4/1000	6
Vacant	Retail	984	4/1000	4
Vacant	Retail	1080	4/1000	5
Total Building:		15,024	Total:	116
15% Reduction			Total Required:	99

The proposed modifications to the site reduce the parking spaces to 84 spaces (as discussed above the site plans show 86 spaces, however the two spaces created at the northwest corner along Olive Boulevard will need to be removed, and the existing greenspace maintained or enlarged). Section 405.820(F)(1)(c) Gasoline stations (NAICS 447) requires four (4) parking spaces per one thousand (1,000) square feet of gross floor area plus three (3) spaces for every service bay. As QT is not providing service bays, the required parking is for the C-Store only. The required parking for the C-Store is 20 spaces, where the site plan is providing for 49 spaces. The total parking required for both the retail center based on the uses above, and the C-Store together is 119, where 133 total spaces are shown.

Section 405.800(G)(4) provides that uses which can clearly demonstrate the ability to successfully provide joint parking facilities to the satisfaction of the Planning and Zoning Commission may be permitted to share up to fifty percent (50%) of their required parking spaces, provided that written agreement assuring the retention for such purpose shall be properly drawn and executed by the parties concerned, approved as to form and execution by the City Attorney and shall be filed and made part of the application for a building permit. Such approval may, with fifteen (15) days' prior written notice, be rescinded by the City Council and additional parking shall be obtained by the owners in the event that the City Council determines that such joint use is resulting in a public nuisance or is otherwise adversely affecting the public health, safety or welfare. Therefore, Staff has included a requirement that a parking agreement shall be provided for review by the City Attorney and properly recorded to comply with this section prior to the issuance of any building permits.

Section 405.810(A)(1) requires that all parking spaces shall have a useable space of 9 feet in width and 19 feet in length. The Planning and Zoning Commission may approve the use of continuous concrete curbs as wheel stops and thus measure the size of parking spaces to be two (2) feet less in length than otherwise required. In such instances the parking layout should allow for the vehicle to overhang the curb by two (2) feet and such overhang area must be clear of all obstructions (signs, trees, etc.) and may not be regarded as required landscape area or pedestrian circulation space. Several of the parking spaces are showing a dimension of 9.5 by 18 feet in width adjacent to the building. The low bollards around the building would allow for sufficient room for the vehicle overhang. However, the parking spaces elsewhere are not all dimensioned. Staff has included a condition that all parking shall have a useable space of 9 by 19 feet. Staff also recommends that the existing parking lot for the retail center should be re-sealed for consistent appearance with the new development.

Stormwater Mitigation

The plans include a stormwater detention basin at 825 & 827 Graeser Road behind the existing retail building and the proposed new C-store will be required to meet with MSD and City requirements. The submitted plans show most of the roof drains and surface storm water runoff from QT and the retail building will be collected and piped to a bio-retention area planted with native landscaping prior to entering the detention basin. On the west end of the site where the existing retail building is located, stormwater runoff will be piped directly to the storm sewer as currently exists. The stormwater mitigation plan appears to meet with the requirements of the City; however, a detailed review of the engineering calculations will be performed by MSD and City staff at the permitting stage.

Signs

Signs are reviewed at Staff level and review and any approvals of the development do not constitute approval of the signs shown on the drawings. Nonetheless, the applicant is showing signage for the project on the plans and staff has provided a review of these signs against the zoning code.

Section 405.950(I) provides for specific direction on Automobile Service Station signs that include 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, 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 Applicants have revised the drawings to eliminate any striping, however the placement of the signs does not correspond to the street frontage for the west elevation. The canopy structure drawings are also showing signs on the

columns that are not allowed. Therefore, Staff will include a condition that the canopy signs shall be on the elevation that corresponds to the street frontage, and that no additional signs are allowed on the columns of the canopy.

Further, Section 405.950(I) Gasoline Price Signs, provides for one (1) gasoline price sign allowed on the property. This sign must be freestanding and permanently anchored with a masonry base at least one (1) foot in height. Such a sign shall not exceed thirty (30) square feet in sign area per face and shall not exceed six (6) feet in height from top of sign to top of grade. Section 405.930(D)(13) provides that these signs are only to be manually changeable signs, where electronic changeable signs are prohibited. The renderings appear that the price is electronically changeable.

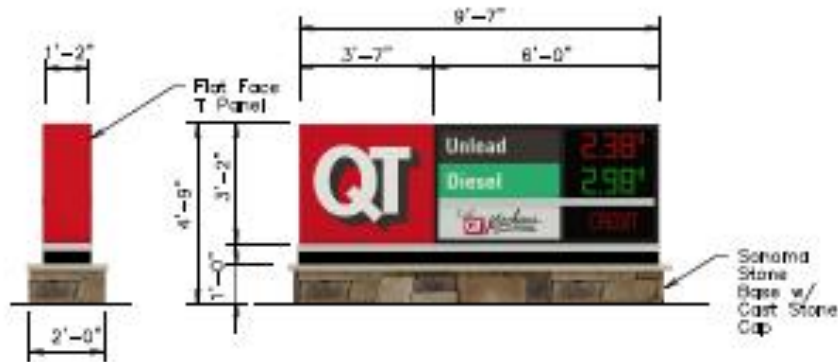


Figure 24: Close-up of the rendering of the monument sign

Additionally, the retail center is also showing new signs for the tenants with the new façade. Individual tenants within a shopping center are limited to one sign with a minimum of 20 square feet and a maximum sign area of 50 square feet depending on the width of their tenant space, per Section 405.950(B)(1) of the Sign Regulations. The sign area is determined by a single rectangle around the extreme limits of the sign. Some of the signs appear to be too large, particularly for the two endcaps. Therefore, a standard condition would provide that all signs shall comply with Article VIII Sign Regulations.

TRAFFIC IMPACT STUDY

A Traffic Impact Study (TIS) was submitted by the applicant's consulting traffic engineer, CBB, and reviewed by the City's consulting traffic engineer, GBA, as well as MoDOT, who has jurisdiction for Olive Boulevard. As discussed in the memo from the City's Consulting Traffic Engineer, GBA, based upon the trip generation rates for gas stations with a convenience store with 16 vehicle fueling positions, the development is forecasted to increase trips to the site by 158, 129 and 139 trips in the morning, midday and evening peak hours, respectively. Based on the existing trip distribution and proposed trip assignment rates, there will be approximately 5 new trips assigned to Graeser Road south of the proposed development. Most of the vehicles traveling to and from the development will be pass-by trips already on the roadway.

Table 5, on Page 21 of the CBB report, shows an increase in delays, reduction in Level of Service, (LOS) and queuing lengths that almost double along Northbound Graeser Road at the Olive Boulevard signalized intersection. The City's traffic consultant's Additional mitigation strategy recommendations should be proposed for reducing impacts to the NB Graeser Road approach at Olive Boulevard.

MoDOT's comments to the Traffic Impact Study are as follows:

- MoDOT concurs with the recommendation of providing right turn bays for the proposed right-in/right-out entrance and at Graeser Rd. and will require such on the permit plan.
- MoDOT will also require conversion of the existing permissive-only (3-section) flashing yellow arrow indication for northbound Graeser Rd. to a protected-permissive (4-section) flashing yellow arrow indication to help mitigate the projected increase in the northbound approach delays.

CBB provided an initial response letter addressing MoDOT and the City's traffic consultant's comments, which is attached to the report. The response indicated that the signal changes required by MoDOT will provide some measure for mitigating the delays and queue lengths on Graeser Road; however the level of mitigation was not quantified by the applicant's traffic engineer. Based on continued discussions with staff and the City's traffic consultant regarding the traffic impacts for the development, CBB provided a follow-up response letter dated May 28, 2020, showing the effect of the additional mitigation measures. This latest information submitted by the applicant's traffic engineer indicates that with the additional mitigation measures proposed conditions would be improved with the increased traffic onto Graeser Road by moving the cars through the intersection more quickly; however, the report also indicates that extending the through/right-turn lane to the QT driveway conditions could be improved further.

The proposed traffic mitigation requires further review by staff and the City's traffic consultant. The Commission should discuss these findings with the City's consulting traffic engineer, who will be in attendance of the meeting, as well as with the Applicant and provide further direction. More information can be provided based upon further discussion of the traffic impacts and mitigation measures and presented at a subsequent meeting.

With respect to Olive Bouelvard, the proposal includes dedicated right-of-way for additional turn lane width into the shopping center, and gas station, as well as at the corner of Olive and Graeser Road, as required by MoDOT. This will require reworking the existing signals at this intersection. The City should require that any new signals utilize the City's standards of black coated design with lighted street name signs on the mast arms, consistent with the standards elsewhere along Olive Boulevard.

Other Items Related to the Proposed Use

The proposal is for a 24-hour gas station and convenience store. Mobil on the Run, and the Circle K, which are located nearby also operate on a 24-hour basis. Staff has discussed the deliveries of product to the store as well as re-fueling trucks with the applicant. Based on these discussions with QT, the frequency of deliveries to the store, including fuel, is based on demand. QT has indicated to staff that they do not envision this store to be considered "high-demand" due to its location and that deliveries occur through multiple vendors and there is no fixed schedule on when these deliveries occur.

With respect to the Underground Storage Tanks (UST) for the gas station, the City does not regulate these components. The state and federal government provide the oversight for UST's.

It should also be noted that with the exception of the southernmost Graeser Road properties, the development area is located within the Olive-Graeser Transportation Development District (OG-TDD). The OG-TDD was established in 2008 to provide transportation-related improvements within the vicinity of the Olive-Graeser/Dautel intersection. If this development were to be approved, the sales tax generated from the QT and the renovated retail building would be subject to the additional one percent (1%) sales tax imposed by the TDD and used to pay off the debt associated with the existing transportation-related improvements.

If additional information on these aspects is desired, the Commission should provide this request to the Applicant.

BOUNDARY ADJUSTMENT PLAT

As part of this request with Application #20-010, the Applicant has submitted a plat that would consolidate the existing six (6) non-conforming lots into two (2) lots. One lot would be for the Gas Station and Convenience Store and for the stormwater detention areas that serve both properties and the landscaped buffer yard area, and one lot would be for the retail center. The site development plan indicates 2.54 acres for the QT lot (+0.06 acres dedicated for right-of-way), and the second lot is shown at 1.82 acres with (+0.01 acres dedicated for right-of-way, while the Boundary Adjustment Plat and legal descriptions show 2.8 and 1.6 acres for the lots. Therefore, coordination between the Boundary

Adjustment Plat, the Site Development Plans and landscape plan is needed with the correct information, including site data tables.

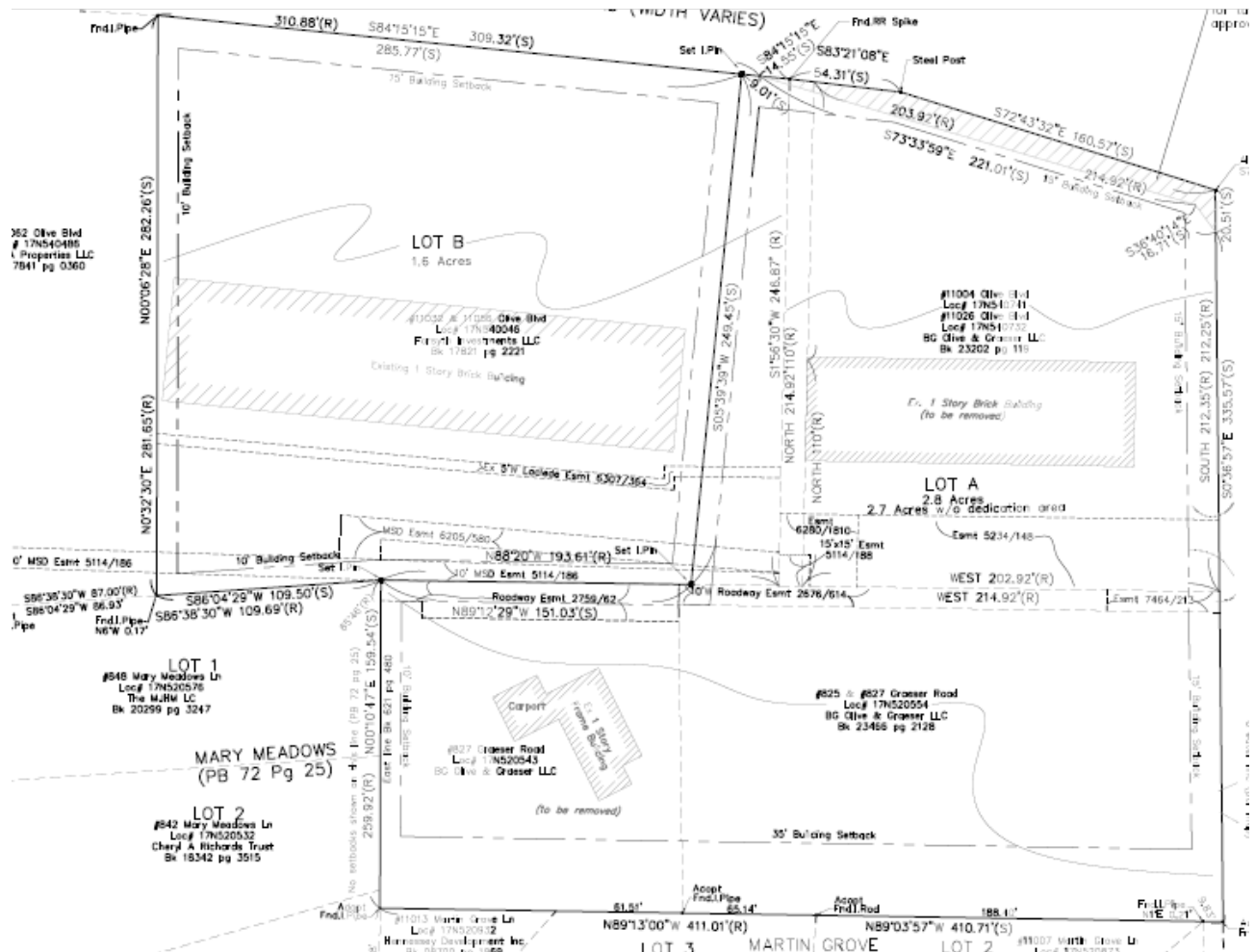


Figure 25: Close-up of the Boundary Adjustment Plat

Staff would also require the vacation of existing and establishment of new easements as a condition, as well as providing for the cross-access and shared parking agreements, as well as any easements necessary for the maintenance of the stormwater detention.

A boundary adjustment, which is not a subdivision plat, is possible when the following regulation from the Subdivision Code is satisfied:

410.030(D) Sale or transfer of small parcels of land to or between adjoining property owners, where such sale does not create additional lots, is exempt from the requirement of recording by plat; provided, however, that certification by the Planning and Zoning Commission shall be required prior to such sale or transfer. This certification shall be recorded with the title of the property by the St. Louis County Recorder of Deeds.

This appears to be the case with the current application.

RECOMMENDATION AND ACTION

If approved, the proposed development would represent a notable change within the East Olive corridor and would continue the recent trend for additional development in this area. The proposal seeks to replace an antiquated retail building with a more modern facility, and provide for an updated look to the

existing retail center to the west. With the suggestions offered by staff within this report and subject to discussions between the Commission and the applicant during the meeting, on balance, this revised proposal could achieve many of the goals and objectives of the Comprehensive Plan and Design Guidelines. 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.

Below are the open items that Staff has recommended that the Applicants address prior to the drafting of an ordinance, and which the Commission should provide further direction:

- Updated Boundary Adjustment Plat, Site Development Plans, and Landscape Plans that correspond and include the corrected information and site data table.
- “Demo” Plan seems to be a mislabeled, as it is showing existing and proposed development.
- The Site Plan should maintain or enlarge the existing greenspace and remove the two parking spaces proposed at the southwest corner along Olive Boulevard
- Placement of the fence at the property line adjacent to residents or further inward with the proposed landscaping on the resident side.
- Revise the landscape plan to show plantings adjacent to the building and at the corner of Olive Boulevard and Graeser Road. However, this could also be a condition of approval if the Commission wishes to move the proposal forward.
- Incorporate additional design elements for the buildings including carrying the stone all the way around the side tower elements and adding brick and/or stone for the full length of the canopy columns for the QT component and add screening of the rooftop mechanical units to the rear of the retail building.
- A reciprocal parking and drainage agreement to be reviewed by the City Attorney and recorded prior to the issuance of Building Permits.

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, including the conditional use requirements and those specific to gas stations, and significantly follows the Design Guidelines a motion to recommend approval of the conditional use permit and site development plans, and boundary adjustment to the City Council would be appropriate. With this being said, staff believes that there are items that require discussion and direction from the Commission that would likely require further review. For reference purposes, staff has suggested the following conditions based on the plans submitted for this review. Upon receiving further direction from the Commission, staff will prepare an updated list of conditions and a draft ordinance for the Commission’s review.

1. The Conditional Use Permit shall be for the operation of a 4,993 square foot, 24-Hour, QuikTrip Convenience Store located 11004 and 11026, and a portion of 11032 Olive Boulevard, and of 825 and 827 Graeser Road, with 16 vehicle fueling positions gas station
2. Site Development Plans for the Gas Station with Convenience Store, and for the adjacent retail center shall include site improvements for shared access, and a new façade to the existing building, as proposed with the Application #20-002 submitted by QuikTrip on the remaining portion of 11032, and 11056 Olive Boulevard.
3. The Applicant is required to submit Grading and Site Improvement Plans, showing all exterior improvements, for all new construction to the Department of Community Development for review, as required by Section 410.390 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 May 11, 2020 as bound together and submitted in conjunction with Application #20-002 by QuikTrip and as amended below.
4. 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 May 11, 2020 as bound together and submitted in conjunction with Application #20-002 by QuikTrip and as amended below.

5. The Landscape Plan shall be revised to provide additional plantings adjacent to the building and at the corner of Olive Boulevard, and Graeser Road 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 June 1, 2020 Planning and Zoning Commission Meeting.
6. 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.
7. The proposed 8-foot tall shadowbox wood fence shall be placed interior to the proposed landscaping adjacent to the residential zoning districts to create a condition where plantings are placed on both side of the fence.
8. If required by the Building Code, a four-foot tall, safety barrier on top of the retaining wall shall be approved at Staff level provided it is an open slatted, black wrought-iron style.
9. The Applicant shall provide for the reciprocal parking and drainage agreement for the City Attorney’s review and approval prior to the issuance of a building permit.
10. Copies of MoDOT approval based on the approved plans shall be provided prior to the issuance of a Site Improvement Permit or Building Permits from the City, including a maintenance and use agreement for the plantings within MoDOT right-of-way. New signals shall be black powder coated and lighted street name signs shall be utilized, at Applicant’s expense.
11. Employee parking, delivery and company vehicles shall be parked interior to the site behind the building and as far from the public right-of-way as possible.
12. Outdoor storage and display of merchandise shall be prohibited.
13. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code.
14. All lighting shall comply with Section 405.680 Lighting of the Zoning Ordinance.
15. Any mechanical equipment installed for the site shall be properly screened with approved materials.
16. 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.
17. 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.
18. 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.
19. 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

At this time, the Commission should hear from the Applicants and the public on the June 1st and 3rd, and provide direction on the items above, as well as provide Staff with recommended follow-up items for

consideration at the June 15th Planning and Zoning Commission meeting. Below is a recommended motion to continue:

“I move to continue Application #20-002 & #20-010 for the boundary adjustment, site development plan and conditional use permit for QuikTrip gas station with convenience store at 11004, 11026, and 11032 Olive Boulevard and 825 and 827 Graeser Road, and the redevelopment of the adjacent retail center at 11032 and 11056 Olive Boulevard 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.

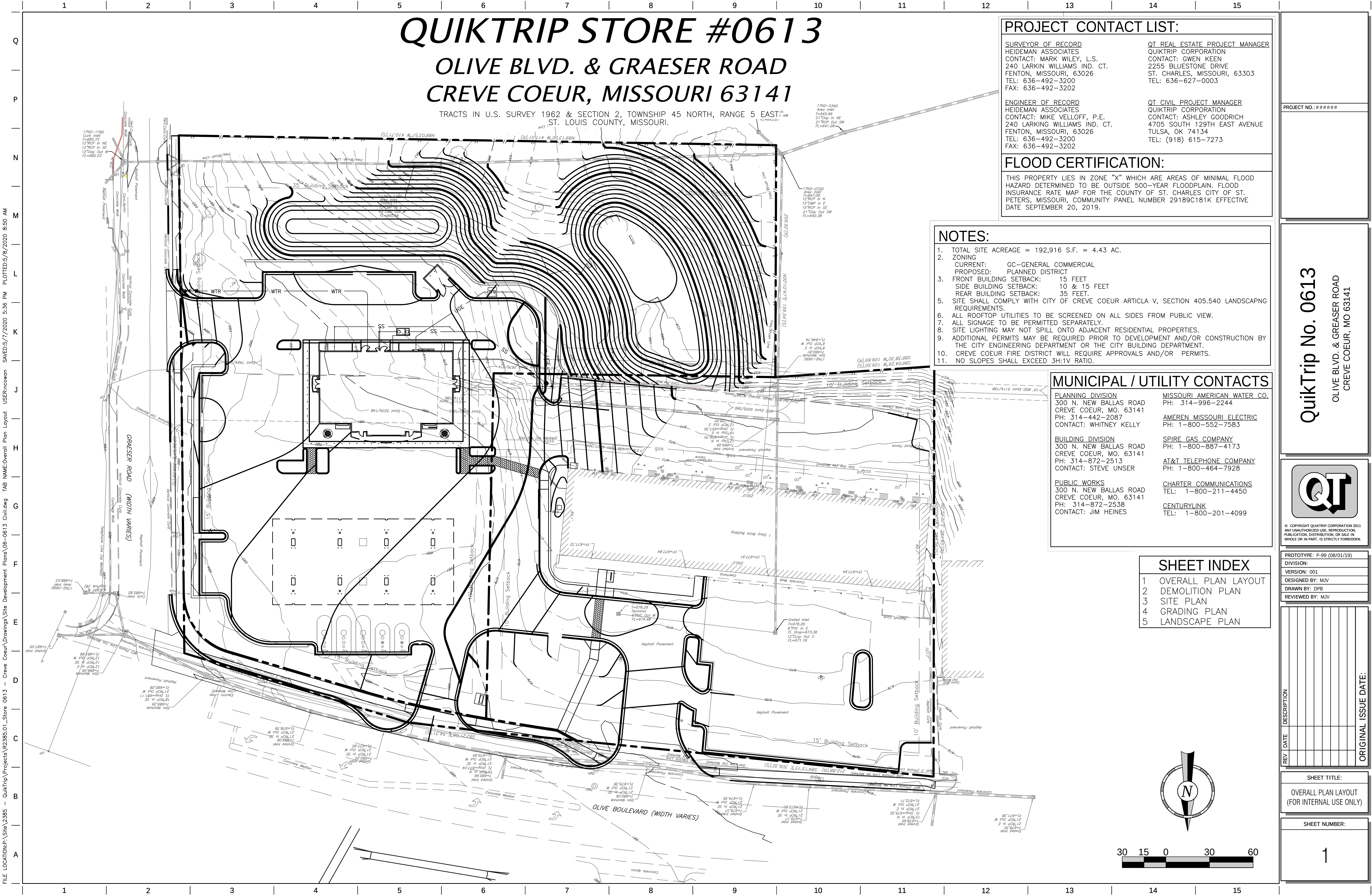
APPENDIX 2: ZONING CODE

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 3: AERIAL PHOTO



Attachment: 20-002.QuikTrip CUP.Staff Report.6-1-2020 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



QUIKTRIP STORE #0613

OLIVE BLVD. & GRAESER ROAD

CREVE COEUR, MISSOURI 63141

TRACTS IN U.S. SURVEY 1962 & SECTION 2, TOWNSHIP 45 NORTH, RANGE 5 EAST, NW
ST. LOUIS COUNTY, MISSOURI.

PROJECT CONTACT LIST:

SURVEYOR OF RECORD HEIDEMAN ASSOCIATES CONTACT: MARK WILEY, L.S. 240 LARKIN WILLIAMS IND. CT. FENTON, MISSOURI, 63026 TEL: 636-492-3200 FAX: 636-492-3202	QT REAL ESTATE PROJECT MANAGER QUIKTRIP CORPORATION CONTACT: GWEN KEEN 2255 BLUESTONE DRIVE ST. CHARLES, MISSOURI, 63303 TEL: 636-627-0003
ENGINEER OF RECORD HEIDEMAN ASSOCIATES CONTACT: MIKE VELLOFF, P.E. 240 LARKIN WILLIAMS IND. CT. FENTON, MISSOURI, 63026 TEL: 636-492-3200 FAX: 636-492-3202	QT CIVIL PROJECT MANAGER QUIKTRIP CORPORATION CONTACT: ASHLEY GOODRICH 4705 SOUTH 129TH EAST AVENUE TULSA, OK 74134 TEL: (918) 615-7273

FLOOD CERTIFICATION:

THIS PROPERTY LIES IN ZONE "X" WHICH ARE AREAS OF MINIMAL FLOOD HAZARD DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN, FLOOD INSURANCE RATE MAP FOR THE COUNTY OF ST. CHARLES CITY OF ST. PETERS, MISSOURI, COMMUNITY PANEL NUMBER 29189C181K EFFECTIVE DATE SEPTEMBER 20, 2019.

NOTES:

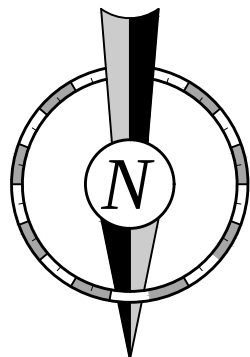
- TOTAL SITE ACREAGE = 192,916 S.F. = 4.43 AC.
- ZONING
CURRENT: GC-GENERAL COMMERCIAL
PROPOSED: PLANNED DISTRICT
- FRONT BUILDING SETBACK: 15 FEET
SIDE BUILDING SETBACK: 10 & 15 FEET
REAR BUILDING SETBACK: 35 FEET
- SITE SHALL COMPLY WITH CITY OF CREVE COEUR ARTICLA V, SECTION 405.540 LANDSCAPING REQUIREMENTS
- ALL ROOFTOP UTILITIES TO BE SCREENED ON ALL SIDES FROM PUBLIC VIEW.
- ALL SIGNAGE TO BE PERMITTED SEPARATELY.
- SITE LIGHTING MAY NOT SPILL ONTO ADJACENT RESIDENTIAL PROPERTIES.
- ADDITIONAL PERMITS MAY BE REQUIRED PRIOR TO DEVELOPMENT AND/OR CONSTRUCTION BY THE CITY ENGINEERING DEPARTMENT OR THE CITY BUILDING DEPARTMENT.
- CREVE COEUR FIRE DISTRICT WILL REQUIRE APPROVALS AND/OR PERMITS.
- NO SLOPES SHALL EXCEED 3H:1V RATIO.

MUNICIPAL / UTILITY CONTACTS

PLANNING DIVISION 300 N. NEW BALLAS ROAD CREVE COEUR, MO. 63141 PH: 314-442-2087 CONTACT: WHITNEY KELLY	MISSOURI AMERICAN WATER CO. PH: 314-996-2244 AMEREN MISSOURI ELECTRIC PH: 1-800-552-7583
BUILDING DIVISION 300 N. NEW BALLAS ROAD CREVE COEUR, MO. 63141 PH: 314-872-2513 CONTACT: STEVE UNSER	SPIRE GAS COMPANY PH: 1-800-887-4173 AT&T TELEPHONE COMPANY PH: 1-800-464-7928
PUBLIC WORKS 300 N. NEW BALLAS ROAD CREVE COEUR, MO. 63141 PH: 314-872-2538 CONTACT: JIM HEINES	CHARTER COMMUNICATIONS TEL: 1-800-211-4450 CENTURYLINK TEL: 1-800-201-4099

SHEET INDEX

- OVERALL PLAN LAYOUT
- DEMOLITION PLAN
- SITE PLAN
- GRADING PLAN
- LANDSCAPE PLAN



QuikTrip No. 0613
OLIVE BLVD. & GREASER ROAD
CREVE COEUR, MO 63141



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VERSION: 001
DESIGNED BY: MJV
DRAWN BY: DPB
REVIEWED BY: MJV

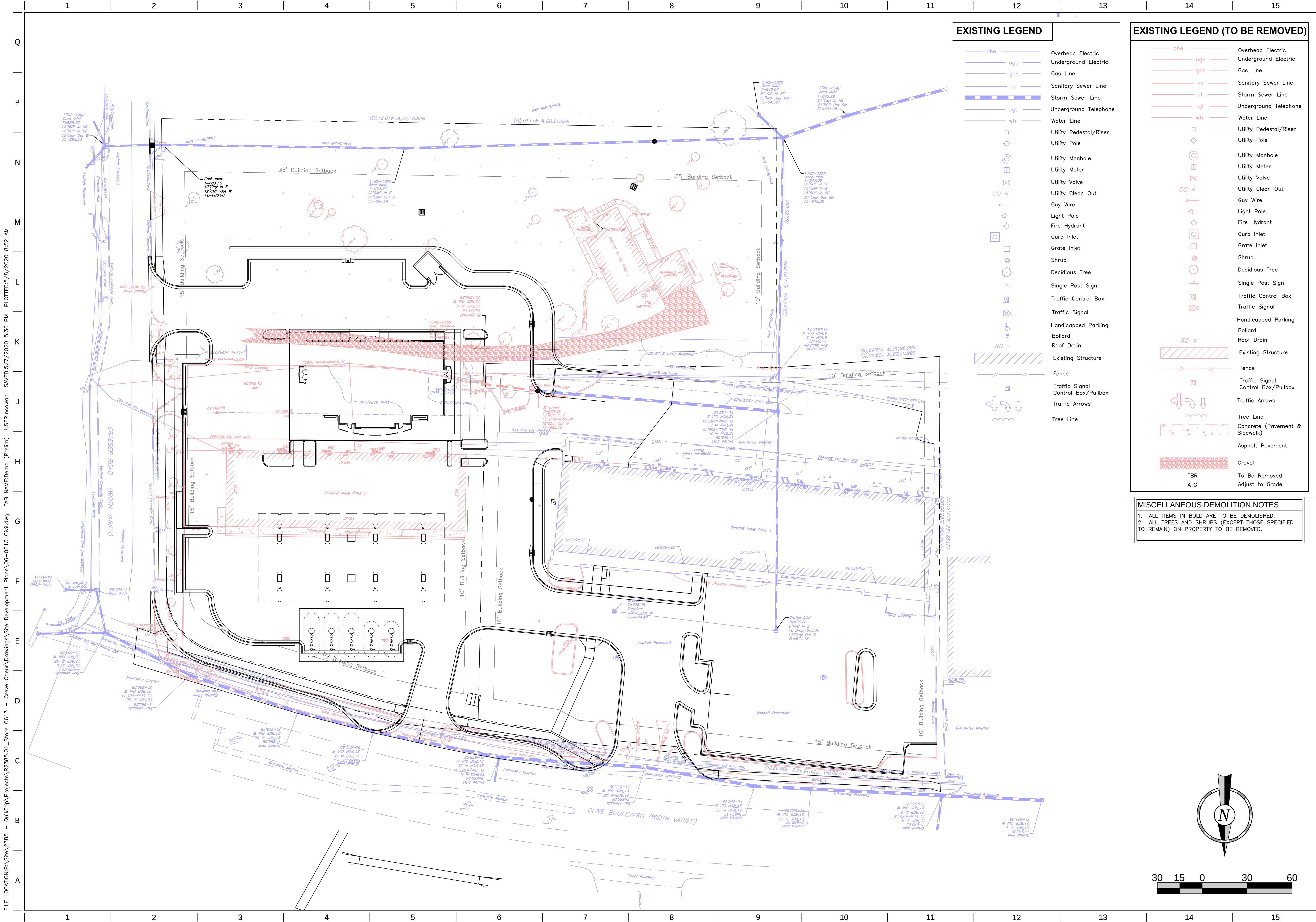
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(FOR INTERNAL USE ONLY)

SHEET NUMBER:

1

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EXISTING LEGEND

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- uge Underground Electric
- gas Gas Line
- ss Sanitary Sewer Line
- ugt Storm Sewer Line
- ugt Underground Telephone
- wtr Water Line
- Utility Pedestal/Riser
- Utility Pole
- Utility Manhole
- Utility Meter
- Utility Valve
- Utility Clean Out
- Guy Wire
- Light Pole
- Fire Hydrant
- Curb Inlet
- Grate Inlet
- Shrub
- Deciduous Tree
- Single Post Sign
- Traffic Control Box
- Traffic Signal
- Handicapped Parking
- Ballard
- Roof Drain
- Existing Structure
- Fence
- Traffic Signal Control Box/Pullbox
- Traffic Arrows
- Tree Line

EXISTING LEGEND (TO BE REMOVED)

- ohe Overhead Electric
- uge Underground Electric
- gas Gas Line
- ss Sanitary Sewer Line
- st Storm Sewer Line
- ugt Underground Telephone
- wtr Water Line
- Utility Pedestal/Riser
- Utility Pole
- Utility Manhole
- Utility Meter
- Utility Valve
- Utility Clean Out
- Guy Wire
- Light Pole
- Fire Hydrant
- Curb Inlet
- Grate Inlet
- Shrub
- Deciduous Tree
- Single Post Sign
- Traffic Control Box
- Traffic Signal
- Handicapped Parking
- Ballard
- Roof Drain
- Existing Structure
- Fence
- Traffic Signal Control Box/Pullbox
- Traffic Arrows
- Tree Line
- Concrete (Pavement & Sidewalk)
- Asphalt Pavement
- Gravel
- To Be Removed
- Adjust to Grade

MISCELLANEOUS DEMOLITION NOTES

1. ALL ITEMS IN BOLD ARE TO BE DEMOLISHED.
2. ALL TREES AND SHRUBS (EXCEPT THOSE SPECIFIED TO REMAIN) ON PROPERTY TO BE REMOVED.

PROJECT NO.: #####

QuikTrip No. 0613
OLIVE BLVD. & GREASER ROAD
CREVE COEUR, MO 63141

QT

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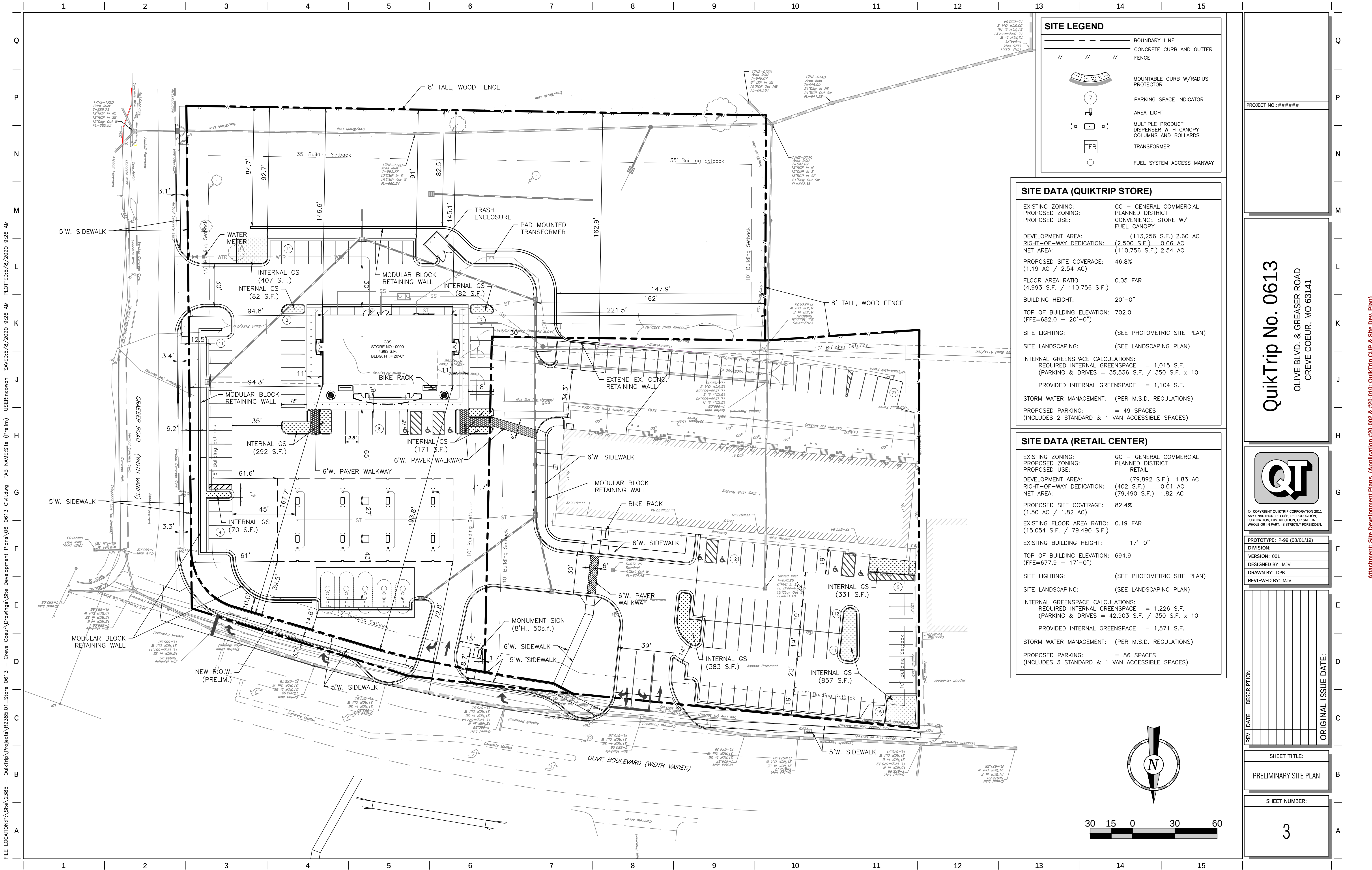
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DRAWN BY:	DPB
REVIEWED BY:	MJV

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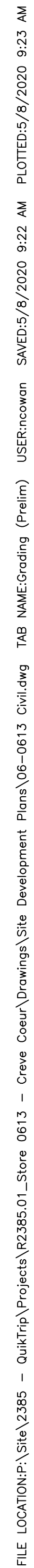
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GRADING NOTES	
1.	GAS CANOPY INSTALLER SHALL INSTALL THE CANOPY COLUMN DRAIN PIPE AND OVERFLOW FITTING. THE STORM WATER INSTALLER SHALL CONNECT THEIR PIPING TO THE GAS INSTALLER'S OVERFLOW FITTING.
2.	TO AVOID ANY DEFINED CRESTS OR SUMPS, "GRADE BREAKS" SHALL BE CONSTRUCTED AS A "VERTICAL CURVE". SURVEYOR & CONTRACTOR SHALL CONFER WITH QUITRIP CONSTRUCTION MANAGER PRIOR TO CONSTRUCTION STAKING OR CONCRETE PLACEMENT RELATIVE TO ANY GRADE BREAKS.
3.	NO SLOPES SHALL EXCEED 3:1V HORIZONTAL.



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VERSION: 001
DESIGNED BY: MJV
DRAWN BY: DPB
REVIEWED BY: MJV

ORIGINAL ISSUE DATE:	
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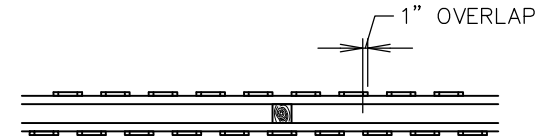
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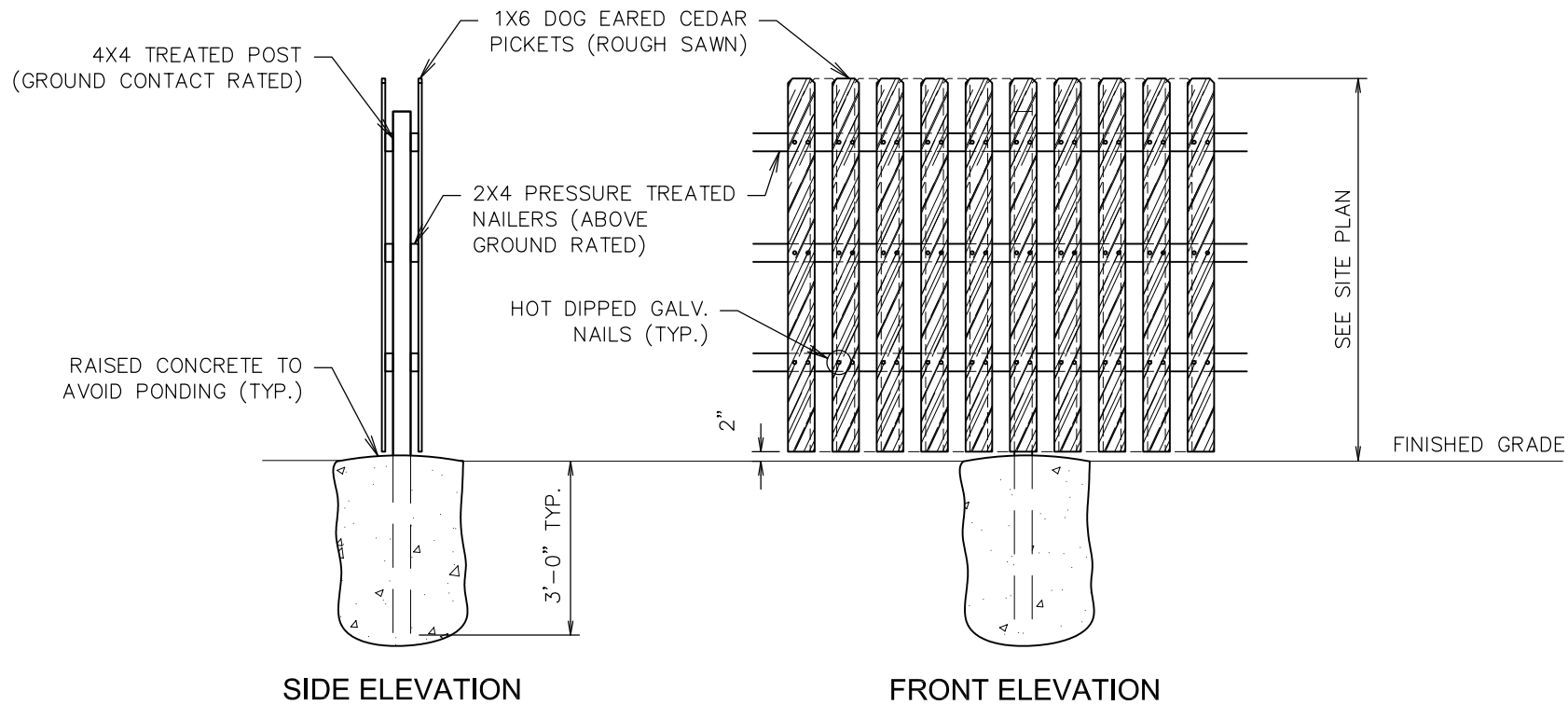


FOR 8' OR TALLER FENCE, REPLACE 4X4 POST WITH 4X6 (NARROW SIDE TO FENCE). A 4TH "NAILER" WILL BE REQUIRED. BURIAL DEPTH SHALL BE 4'-0".

COVER ENTIRE FENCE W/BEHR DECK PLUS DP359 OXFORD BROWN (2 COATS MINIMUM). TOP AND BOTTOM OF FENCE ALSO TO BE SEALED.



PLAN



DOUBLE-SIDED WOODEN FENCE



STORE NO.: 0613

DATE: 3/16/20

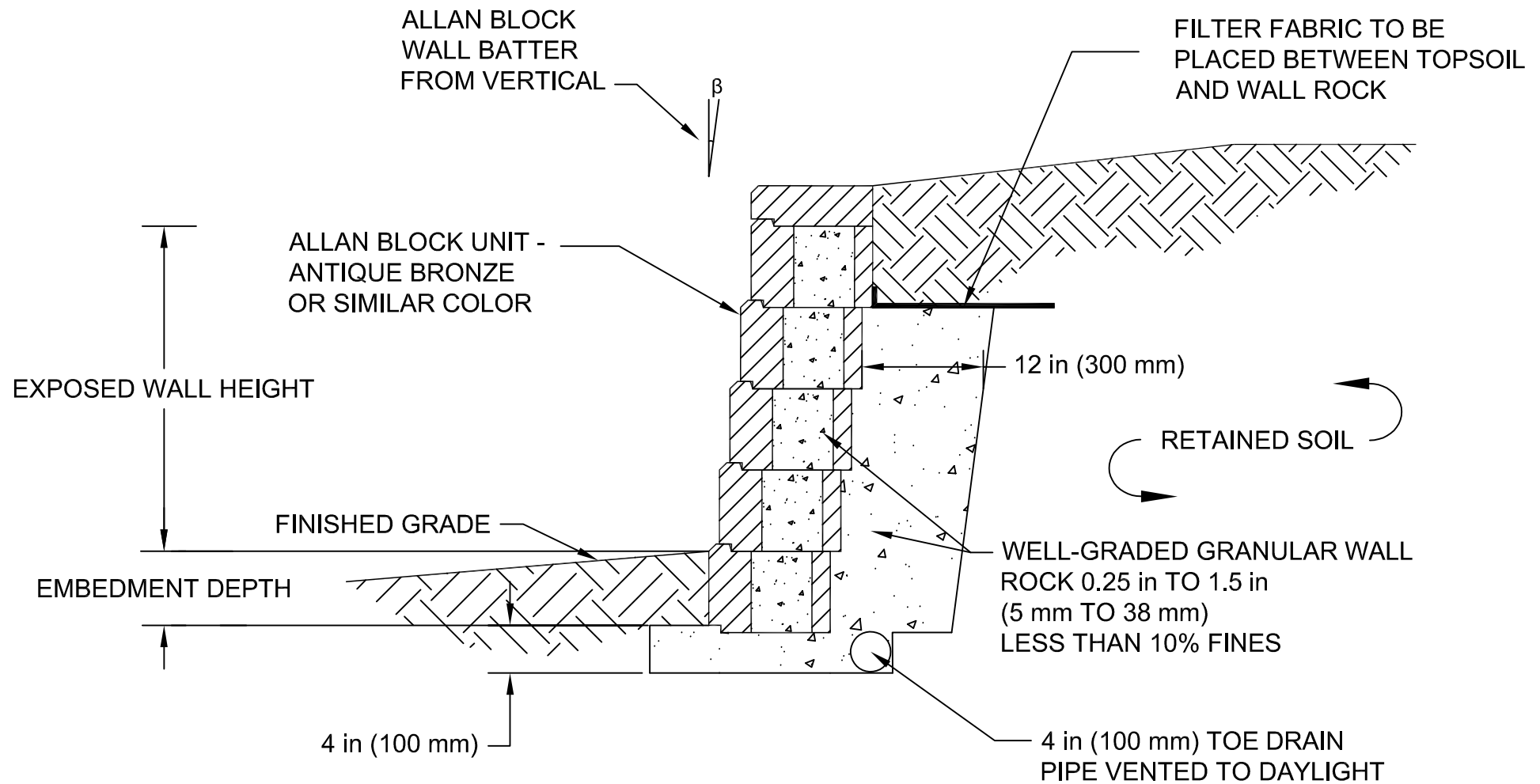
DRAWN BY: AMG

NAME:

REVISION:

TITLE:

EF-X

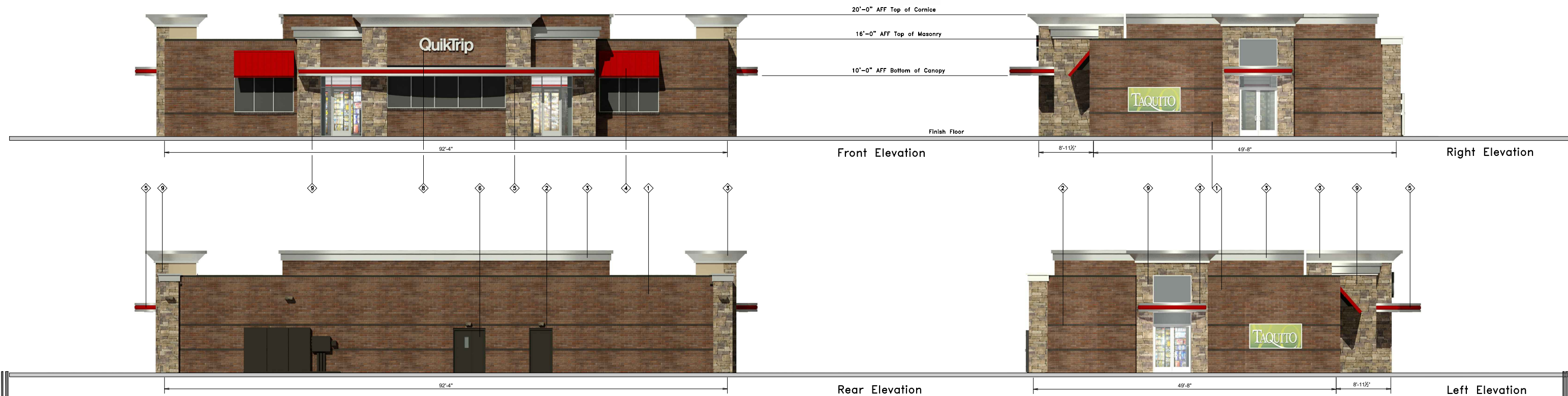


Designed By:	Title: TYPICAL GRAVITY WALL SECTION		Date:
Checked By:	 The purpose of this drawing is for preliminary design only. This drawing should not be used for final design or construction without the certification of a professional engineer registered in the state in which the wall will be built. The accuracy and use of details contained in this document are the sole responsibility of the user. The user must verify each detail for accuracy as they pertain to their particular project. © 2005 Allan Block	Project No:	
Scale: NOT TO SCALE		Drawing No:	

Packet Pg. 41

Attachm

APPROVED
05/11/2020





QuikTrip.
4705 South 129th East Ave.
Tulsa, OK 74134-7008
P.O. Box 3475
Tulsa, OK 74101-3475
(918) 615-7700

Store # 613	Custom G3S w/ Sonoma Stone & 24SF Signage	Address: Olive & Greaser	City, State: Creve Coeur, MO
Serial # 06-0613-G3S	Scale: 1/16"=1'-0"	Issue Date: 05.11.20	Drawn By: JK
		Rev/Notes:	

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①	FINISH	MANUFACTURER	SPECIFICATION
1	BRONZESTONE	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
2	MIDNIGHT	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
3	BRUSHED ALUMINUM	REYNOLDS	FASCIA
4	QT RED	SHERWIN-WILLIAMS	STANDING SEAM AWNING
5	RED POLYCARBONATE	ALLEN INDUSTRIES	ILLUMINATED BAND
6	QT BROWN	SHERWIN-WILLIAMS	METAL PAINT
7	BLACK	ALL COURT FABRICS	POLYPRO 95 MESH
8	CUSTOM 24SF SIGN	ALLEN INDUSTRIES	SIGNAGE
9	SONOMA	GLEN GERY	STACKED STONE
10	IDB-20	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE

Packet Pg. 42

Attachment: Renderings (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)











Attachment: Renderings (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

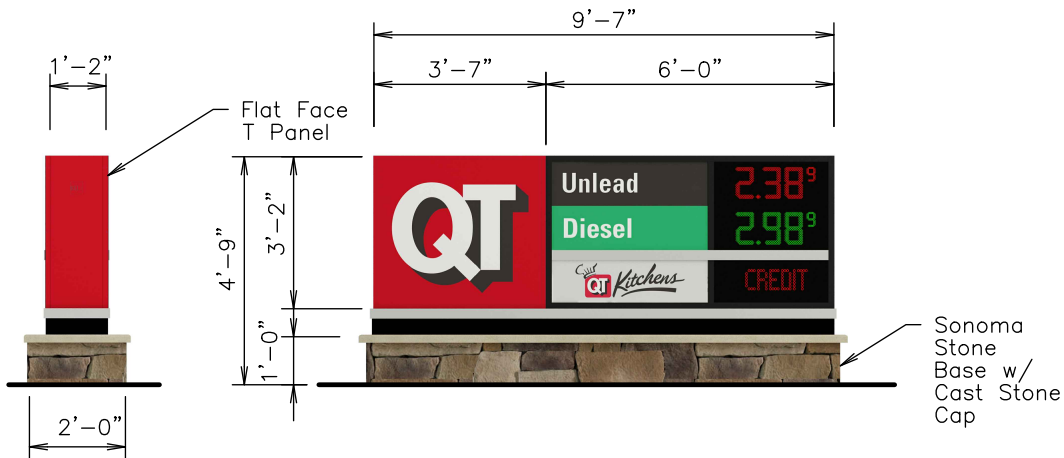



QuikTrip.

 4705 S. 125th E. Ave. - Tulsa, OK 74134-7008
 P.O. Box 3475 - Tulsa, OK 74103-3475
 918.622.5782

APPROVED
Mike
 05/11/2020

Custom Horizontal
Monument Sign
MH-E2PQ-31-CS



NOTES	
DRAWN BY	
ISSUE DATE	05.11.20

SQUARE FOOTAGE	
TYPEFACE	
INSIDE CAN	
ENTIRE SIGN	30.35

SPECIFICATIONS: LED PRICER PANELS BY SKYLINE PRODUCTS, INC.

Color Specifications

All Paint Finishes to be Akzo Nobel

	Opaque Silver
	Translucent White
	Black - Low Gloss
	Matte White (Interior of Sign)
	Match 3M Cardinal Red #3632-53
	Match PMS 349C

SCALE:

1/4" = 1'-0"

SERIAL NUMBER:

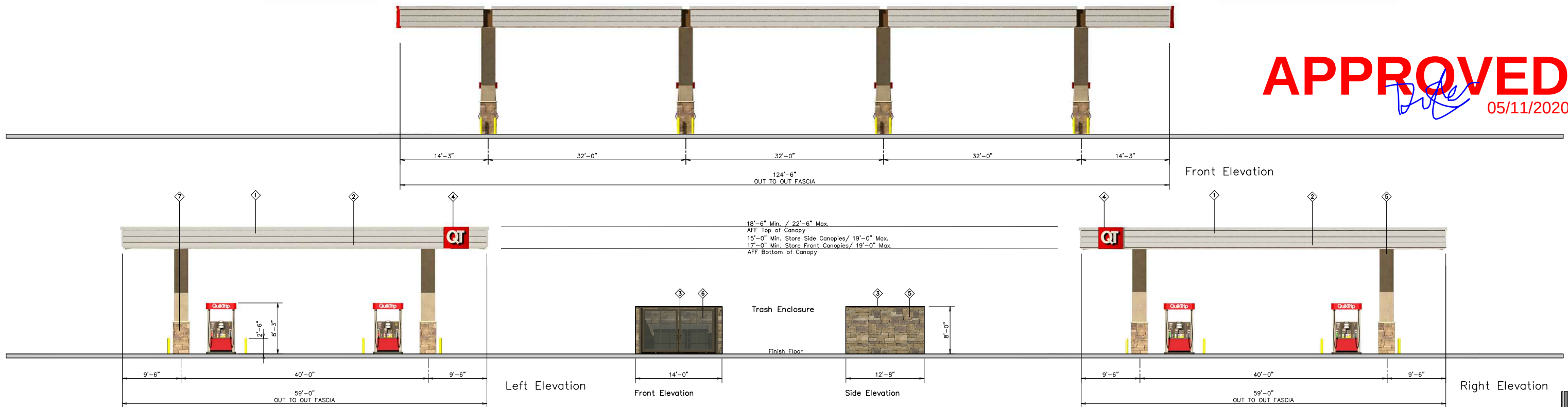
MH-E2PQ-31-CS

STORE NUMBER:

613



APPROVED
Duke
05/11/2020



QuikTrip.

4705 South 129th East Ave.
Tulsa, OK 74134-7008
P.O. Box 3475
Tulsa, OK 74101-3475
(918) 615-7700

Store #
613 Custom Canopy w/ No Red Band

Serial #
06-0613-G3S

Scale:
1/16"=1'-0"

Issue Date:
05.11.20

Address:
Olive & Greaser

Drawn By:
JK

Rev/Notes:

City, State:
Creve Coeur, MO

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①	FINISH	MANUFACTURER	SPECIFICATION
1	HLZ-ALUMINUM	ALPOLIC	CANOPY
2	RED POLYCARBONATE	ALLEN INDUSTRIES	ILLUMINATED BAND
3	QT BROWN	SHERWIN - WILLIAMS	METAL PAINT
4	IDC-14	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE
5	BRONZESTONE	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
6	BLACK	ALL COURT FABRICS	POLYPRO 95 MESH
7	MIDNIGHT	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK



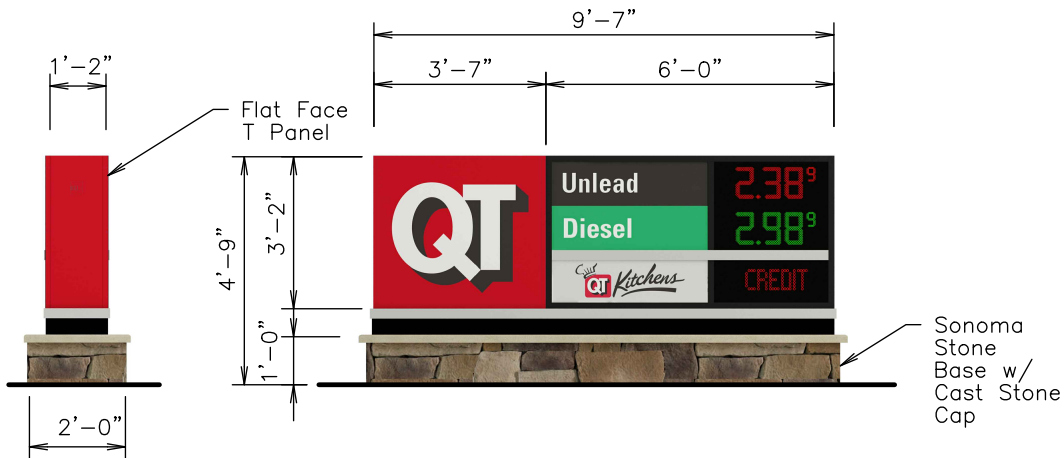
QuikTrip.

4705 S. 125th E. Ave. - Tulsa, OK 74134-7008
P.O. Box 3475 - Tulsa, OK 74103-3475
918.622.5782



APPROVED
Mike
05/11/2020

Custom Horizontal Monument Sign
MH-E2PQ-31-CS



NOTES	
DRAWN BY	
ISSUE DATE	05.11.20

SQUARE FOOTAGE	
TYPEFACE	
INSIDE CAN	
ENTIRE SIGN	30.35

SPECIFICATIONS: LED PRICER PANELS BY SKYLINE PRODUCTS, INC.

Color Specifications

All Paint Finishes to be Akzo Nobel

- Opaque Silver
- Translucent White
- Black - Low Gloss
- Matte White (Interior of Sign)
- Match 3M Cardinal Red #3632-53
- Match PMS 349C

SCALE:

1/4" = 1'-0"

SERIAL NUMBER:

MH-E2PQ-31-CS

STORE NUMBER:

613

Attachment: Renderings (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



New Exterior Alterations for:
Olive Retail Center
11034 Olive Blvd.
St. Louis, Missouri 63141

DATE	ISSUE	R#
1-28-2020	EXISTING & PROPOSED	
2-5-2020	RENDERING FOR COMMUNITY	
3-9-2020	RENDERING FOR CITY	
5-5-2020	REV CITY RENDERING	

PROJECT MANAGER: JKI

PROJECT NUMBER
19-081
January 28, 2020

SHEET
A1
EXTERIOR
ELEVATION
STUDY

Attachment: Olive Retail Elevations (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



FINISH LEGEND		
BRICK	EXISTING	STAIN TO MATCH QT BRICK
STONE VENEER	GLEN GERY	SOMOMA STACKED STONE
STOREFRONT	US ALUMINUM	CLEAR ANODIZED ALUM.
EIFS FIELD	SHERWIN WILLIAMS	SW9109 NATURAL LINEN
EIFS TRIM	SHERWIN WILLIAMS	DARK BRONZE
PRE-FIN. METAL ROOF & TRIM	ATAS METALS	DARK BRONZE
FAUX WOOD CLADDING	MODERN MATERIALS	DIZAL PREMIUM WOOD GRAIN SIDING
CANTILEVERED AWNINGS	LAWRENCE MANUFACTURING	PRE-FINISHED BLACK ALUM.
FINISH SELECTIONS ARE FOR BASIS OF DESIGN – OR EQUAL SUBSTITUTIONS TO BE CONSIDERED.		
SIGNAGE SHOWN FOR REFERENCE ONLY. ALL SIGNS TO BE COMPLIANT WITH CITY SIGN ORDINANCES.		



REVISIONS	BY
1-15-2020	RVM
2-21-2020	RVM
5-4-2020	RVM
5-1-2020	RVM

LANDSCAPE
TECHNOLOGIES

87 Jacobs Creek Drive
St. Louis, MO 63105
P: 314.426.1250
F: 314.426.1251
info@landscape-technologies.com
www.landscape-technologies.com

STATE OF MISSOURI

REGISTERED LANDSCAPE ARCHITECT

ANDREAS MARDIS

NUMBER 019

DATE 5-1-2020

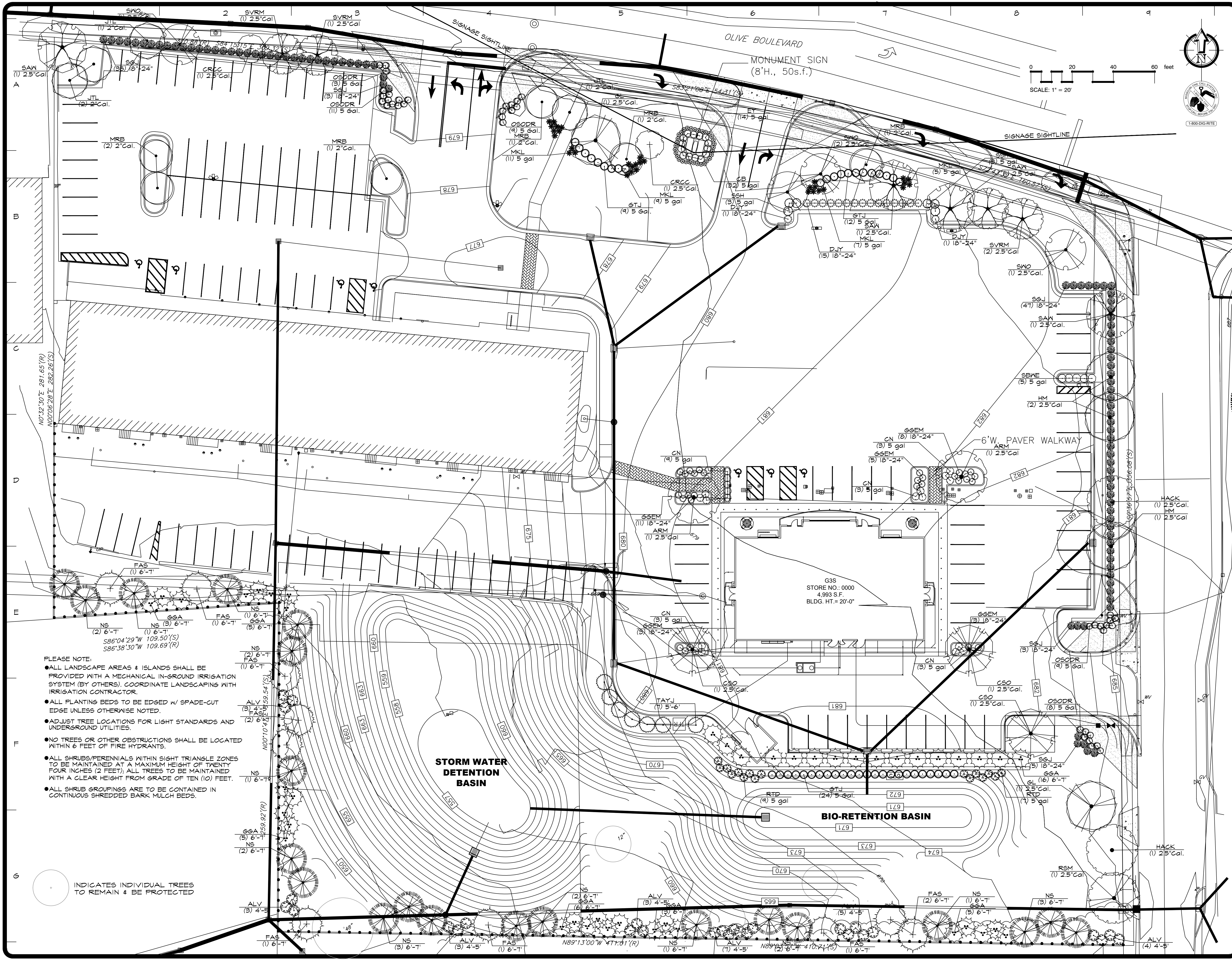
PLANTING PLAN FOR THE PROPOSED

QuikTrip #613

CREVE COEUR, MISSOURI

DRAWN R. MARDIS
CHECKED RAMMEL
DATE 12-4-19
SCALE 1"=20'-0"
JOB No. 2019-174
SHEET L-1

OF THREE SHEETS



- PLEASE NOTE:
- ALL LANDSCAPE AREAS & ISLANDS SHALL BE PROVIDED WITH A MECHANICAL IN-GROUND IRRIGATION SYSTEM (BY OTHERS). COORDINATE LANDSCAPING WITH IRRIGATION CONTRACTOR.
 - ALL PLANTING BEDS TO BE EDGED W/ SPADE-CUT EDGE UNLESS OTHERWISE NOTED.
 - ADJUST TREE LOCATIONS FOR LIGHT STANDARDS AND UNDERGROUND UTILITIES.
 - NO TREES OR OTHER OBSTRUCTIONS SHALL BE LOCATED WITHIN 6 FEET OF FIRE HYDRANTS.
 - ALL SHRUBS/PERENNIALS WITHIN SIGHT TRIANGLE ZONES TO BE MAINTAINED AT A MAXIMUM HEIGHT OF TWENTY FOUR INCHES (2 FEET); ALL TREES TO BE MAINTAINED WITH A CLEAR HEIGHT FROM GRADE OF TEN (10) FEET.
 - ALL SHRUB GROUPINGS ARE TO BE CONTAINED IN CONTINUOUS SHREDDED BARK MULCH BEDS.

INDICATES INDIVIDUAL TREES TO REMAIN & BE PROTECTED

REVISIONS	BY
1-15-2020	RYM
2-21-2020	RYM
5-4-2020	RYM
5-11-2020	RYM

LANDSCAPE TECHNOLOGIES

61 Jacobs Creek Drive
St. Louis, MO 63105
800-222-2222
www.landscapetechnologies.com

STATE OF MISSOURI

REGISTERED LANDSCAPE ARCHITECT

MAJORIS NUMBER 019

DATE 5-1-2020

PLANTING PLAN FOR THE PROPOSED
QuikTrip #613
CREVE COEUR, MISSOURI

DRAWN R. MARDIS
CHECKED RMM/EL
DATE 12-24-19
SCALE N.A.
JOB No. 2019-174
SHEET
L-2
OF THREE SHEETS

LANDSCAPE GUIDELINE SPECS:

GENERAL:

- 1.) All natural vegetation shall be maintained where it does not interfere with construction or the permanent plan of operation. Every effort possible shall be made to protect existing structures or vegetation from damage due to equipment usage. Contractor shall at all times protect all materials and work against injury to public. The landscape contractor shall be responsible for any coordination and sequencing with other site related work being performed by other contractors. Refer to additional drawings for further coordination of work to be done.
- 2.) Underground facilities, structures and utilities must be considered approximate only. There may be others not presently known or shown. It shall be the landscape contractor's responsibility to determine or verify the existence of and exact location of the above (Call 1-800-DIG-RITE in Missouri).
- 3.) Plant material are to be planted in the same relationship to grade as was grown in nursery conditions. All planting beds shall be cultivated to 6" depth minimum and graded smooth immediately before planting of plants. Plant groundcover to within 12" of trunk of trees or shrubs planted within the area.
- 4.) It shall be the landscape contractor's responsibility to:
A.) Verify all existing and proposed features shown on the drawings prior to commencement of work.
B.) Report all discrepancies found with regard to existing conditions or proposed design to the landscape architect immediately for a decision.
C.) Stake the locations of all proposed plant material and obtain the approval of the owner's representative or landscape architect ten (10) days prior to installation.
- 5.) Items shown on this drawing take precedence over the material list. It shall be the landscape contractor's responsibility to verify all quantities and conditions prior to implementation of this plan. No substitutions of types or size of plant materials will be accepted without written approval from the landscape architect.
- 6.) Provide single-stem trees unless otherwise noted in plant schedule.
- 7.) All plant material shall comply with the recommendations and requirements of ANSI Z60.1 "American Standards for Nursery Stock".
- 8.) It shall be the contractor's responsibility to provide for inspection of the plant material by the Landscape Architect (or Owners' Representative) prior to acceptance. Inspections may take place before, during or after installation. Plants not conforming exactly to the plant list will not be accepted and shall be replaced at the landscape contractor's expense.
- 9.) All bids are to have unit prices listed. The Owner has the option to delete any portion of the contract prior to signing the contract or beginning work. This will be a unit price contract; quotes shall be valid for 12 months.
- 10.) Should auger equipment be utilized in excavating any plant pits, vertical sides of plant pits shall be thoroughly scarified to avoid creation of "polished side walls" prior to plant material installation.
- 11.) All excess topsoil, rocks, debris and/or tainted soils shall be removed by the general contractor prior to point project is turned over to the landscape contractor to commence landscape installation.
- 12.) Keep all plant material (except turf) a minimum of 36" clear of fire hydrants.
- 13.) Landscape contractor shall kill & remove all existing weeds within the project site.
- 14.) All tags, nursery stakes, labels, etc. shall be removed by the landscape contractor at completion of all landscape installation.
- 15.) Landscape contractor shall be in compliance with all federal, state and local laws / regulations relating to insect infestation and/or plant diseases.

PRUNING:

- 1.) Lightly prune trees at time of planting. Prune only the crossover limbs, intermingled leaders and/or any broken branches. Some interior twigs and lateral branches may be pruned. However, do not remove the terminal buds of branches that extend to the edge of the crown.
- 2.) All pruning shall comply with ANSI A300 standards.

INSURANCE:

- 1.) The landscape contractor shall submit certificates of insurance for workman's compensation and general liability.

MULCH:

- 1.) All mulch in planting beds to be shredded oak bark mulch at 3" depth (after compaction) unless otherwise noted. Mulch shall be clean and free of all foreign materials, including weeds, mold, deleterious materials, etc.
- 2.) Mexican Pebbles shall be installed where indicated on plan. Mirafil fabric shall be used beneath all gravel mulch beds.
- 3.) Edge all beds with spade-cut edge unless otherwise noted.

MAINTENANCE:

- 1.) Landscape Contractor shall provide a separate proposal to maintain all plants, shrubs, groundcover, perennials and annuals for a period of 12 months after acceptance.
- 2.) Contractor shall ensure that only competent and trained personnel shall provide such services and that such services be provided in a timely manner.

TOPSOIL:

- 1.) Topsoil mix for all proposed landscape plantings shall be five (5) parts well-drained screened organic topsoil to one (1) part Canadian sphagnum peat moss as per planting details. Roto-till topsoil mix to a depth of 6" minimum and grade smooth.
- 2.) Provide a soil analysis, as requested, made by an independent soil-testing agency outlining the % of organic matter, inorganic matter, deleterious material, pH and mineral content.
- 3.) Any foreign topsoil used shall be free of roots, stumps, weeds, brush, stones (larger than 1"), litter or any other extraneous or toxic material. Landscape contractor shall be fully responsible for correcting all negative soil issues prior to plant installation. Killing and removal of all weeds shall be the responsibility of the landscape contractor as part of this task.
- 4.) Landscape contractor to apply pre-emergent herbicide to all planting beds upon completion of planting operations and before application of shredded bark mulch.
- 5.) Install siltation controls prior to commencement of any grading operations. Inspect and maintain all siltation fences on a weekly basis until vegetation is established.

MISC. MATERIAL:

- 1.) Provide stakes and deadmen of sound, new hardwood, free of knotholes and defects.
- 2.) Tree wrap tape shall be 4" minimum, designed to prevent borer damage and winter freezing. Additionally, only 3-ply tying material shall be used.

TURF:

- 1.) All disturbed lawn areas to be seeded with a mixture of Turf-Type fescue (500# per acre) and bluegrass (18# per acre). Lawn areas shall be unconditionally warranted for a period of 90 days from date of final acceptance. Bare areas more than one square foot per any 50 square feet shall be replaced. The turf contractor shall be responsible for protection of finished grade; restore and repair any erosion or water damage and obtain owners' approval prior to seeding or sod installation.
- 2.) Landscape contractor shall offer an alternate price for sod in lieu of seed. Sod shall be cut at a uniform thickness of 3/4". No broken pieces, irregular pieces or torn pieces will be accepted.
- 3.) Any points carrying concentrated water loads and all slopes of 15% or greater shall be sodded.
- 4.) All sod shall be placed a maximum of 24 hours after harvesting.
- 5.) Recondition existing lawn areas damaged by Contractor's operations including equipment/material storage and movement of vehicles.
- 6.) Sod Contractor to ensure sod is placed below sidewalk and all paved area elevations to allow for proper drainage.

WARRANTY:

- 1.) All plant material (excluding ground cover, perennials and annuals) are to be warranted for a period of 12 months after complete installation of all landscape material at 100% of the installed price.
- 2.) Any plant material found to be defective shall be removed and replaced within 30 days of notification or in growth season determined to be best for that plant.
- 3.) Only one replacement per tree or shrub shall be required at the end of the warranty period, unless loss is due to failure to comply with warranty.
- 4.) Lawn establishment period will be in effect once the lawn has been mowed three times. Plant establishment period shall commence on the date of acceptance and 100% completion.
- 5.) A written guarantee shall be provided to the owner per conditions outlined in #1 above.

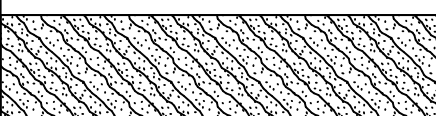
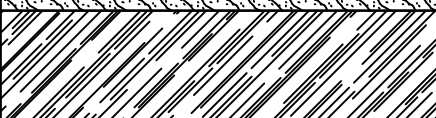
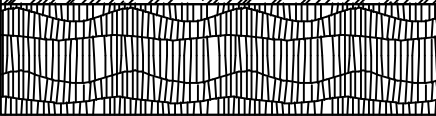
IRRIGATION:

- 1.) An underground, fully automatic irrigation system is required. Please see Irrigation guideline specifications below.

IRRIGATION GUIDELINE SPECS:

GENERAL:

- 1.) System shall be designed for 30 gpm @ 80 PSI. Contractor to field verify actual conditions.
- 2.) Exact tap, backflow and controller location to be coordinated with owner or owner's representative.
- 3.) All control wiring to be 14 ga. Minimum 3 extra strands to be installed in each direction from the controller to the end of the mainline.
- 4.) All piping to be sleeved in SCH40 PVC when passing under hardscape. PVC Sleeve to be a minimum of twice the size of pipe(s) running through.
- 5.) Underground facilities, structures and utilities must be considered approximate only. There may be others not presently known or shown. It shall be the irrigation contractor's responsibility to determine or verify the existence of and exact location of the above (Call 1-800-DIG-RITE).
- 6.) It shall be the irrigation contractor's responsibility to:
A.) Verify all existing and proposed features shown on the drawings prior to commencement of work.
B.) Report all discrepancies found with regard to existing conditions or proposed design to the landscape architect immediately for a decision.

PLANT SCHEDULE				
TREES	QTY	COMMON / BOTANICAL NAME	SIZE	
ARM	2	Armstrong Red Maple / <i>Acer rubrum</i> 'Armstrong'	2.5" Cal	
HACK	2	Common Hackberry / <i>Celtis occidentalis</i>	2.5" Cal.	
CSO	3	Crimson Spire Oak / <i>Quercus robur</i> x <i>alba</i> 'Crimson Spire'	2.5" Cal.	
GL	2	Greenspire Littleleaf Linden / <i>Tilia cordata</i> 'Greenspire'	2.5" Cal.	
HM	3	Hedge Maple / <i>Acer campestre</i>	2.5" Cal	
SAW	4	Santooth Oak / <i>Quercus acutissima</i>	2.5" Cal.	
SVRM	4	Sun Valley Red Maple / <i>Acer rubrum</i> 'Sun Valley'	2.5" Cal	
SNO	4	Swamp White Oak / <i>Quercus bicolor</i>	2.5" Cal.	
RSM	1	'Red Sunset' Maple / <i>Acer rubrum</i> 'Franksred'	2.5" Cal	
EVERGREEN TREES	QTY	COMMON / BOTANICAL NAME	SIZE	
FAS	10	Fat Albert Spruce / <i>Picea pungens</i> 'Fat Albert'	6'-7'	
GGA	43	Green Giant Arborvitae / <i>Thuja plicata</i> 'Green Giant'	6'-7'	
NS	21	Norway Spruce / <i>Picea abies</i>	6'-7'	
TAYJ	7	Taylor Juniper / <i>Juniperus virginiana</i> 'Taylor'	5'-6'	
FLOWERING TREES	QTY	COMMON / BOTANICAL NAME	SIZE	
CRCC	2	Canada Red Chokecherry / <i>Prunus virginiana</i> 'Canada Red'	2.5" Cal.	
JTL	4	Ivory Silk Japanese Tree Lilac / <i>Syringa reticulata</i> 'Ivory Silk'	2" Cal.	
MRB	6	Merlot Redbud / <i>Cercis</i> x 'Merlot'	2" Cal.	
SHRUBS	QTY	COMMON / BOTANICAL NAME	SIZE	
ALV	28	Alleghany Leatherleaf Viburnum / <i>Viburnum rhytidophyllum</i> 'Alleghany'	4'-5'	
RTD	16	Bailey's Red-twig Dogwood / <i>Cornus sericea</i> 'Cardinal'	5 gal	
CB	32	Concorde Barberry / <i>Berberis thunbergii</i> 'Concorde'	5 gal	
CN	21	Coppertina Ninebark / <i>Physocarpus opulifolius</i> 'Coppertina'	5 gal	
DJY	17	Dense Japanese Yew / <i>Taxus cuspidata</i> 'Densifolmis'	18"-24"	
EY	14	Everlow Yew / <i>Taxus</i> x <i>media</i> 'Everlow'	5 gal	
GTJ	45	Gold Tip Juniper / <i>Juniperus chinensis</i> 'Gold Tip'	5 Gal.	
GGEM	30	Green Gem Boxwood / <i>Buxus</i> x 'Green Gem'	18"-24"	
MKL	32	Miss Kim Lilac / <i>Syringa patula</i> 'Miss Kim'	5 gal	
SGJ	43	Sea Green Juniper / <i>Juniperus chinensis</i> 'Sea Green'	18"-24"	
SBWE	5	Sonic Bloom Weigela / <i>Weigela florida</i> 'Sonic Bloom'	5 gal	
SSH	6	Strawberry Sundae Hydrangea / <i>Hydrangea paniculata</i> 'Strawberry Sundae'	5 gal	
FORBS	QTY	COMMON / BOTANICAL NAME	SIZE	
GAX	38	Golden Alexander / <i>Zizia aurea</i>	2 Qt. @ 18" OC	
ROSEM	18	Rose Mallow / <i>Hibiscus laevis</i>	1 Gal @ 30" OC	
RTH	73	Rose Turtle-Head / <i>Chelone obliqua</i>	2 Qt. @ 24" OC	
SMW	44	Swamp Milkweed / <i>Asclepias incarnata</i>	2 Qt. @ 24" OC	
ROSES	QTY	COMMON / BOTANICAL NAME	SIZE	
OSODR	40	OSO Easy Double Rose / <i>Rosa</i> x 'OSO Easy Double Rose'	5 Gal.	
NATIVE GRASSES	QTY	COMMON / BOTANICAL NAME	SIZE	
	50	Brown Fox Sedge / <i>Carex vulpinoidea</i>	Plug at 18" OC	
	101	Great Green Bulrush / <i>Scirpus atrovirens</i>	Plug at 18" OC	
	56	Morning Star Sedge / <i>Carex grayi</i>	Plug at 18" OC	

QT STORE:
PARKING/DRIVES = 35,536 SQ. FT.
REQUIRED GREENSPACE = 35,536 / 350 X 10 = 1,015 SQ. FT.
PROVIDED GREENSPACE = 1,104 SQ. FT.

RETAIL STORE:
PARKING/DRIVES = 42,603 SQ. FT.
REQUIRED GREENSPACE = 42,603 / 350 X 10 = 1,226 SQ. FT.
PROVIDED GREENSPACE = 1,371 SQ. FT.

LANDSCAPE REQUIREMENTS:

- 1.) ONE (1) STREET TREE PER 30' OF FRONTAGE
● 320.08 LF FRONTAGE ALONG GRAESER ROAD; THEREFORE, ELEVEN (11) TREES REQUIRED. THREE TREES ARE EXISTING/RETAINED, EIGHT (8) NEW ARE PROPOSED.
- 484.16 LF FRONTAGE ALONG OLIVE BLVD.; THEREFORE, SEVENTEEN (17) TREES ARE REQUIRED AND PROVIDED.

- * DISTANCES ABOVE DEDUCT ENTRANCE OPENINGS

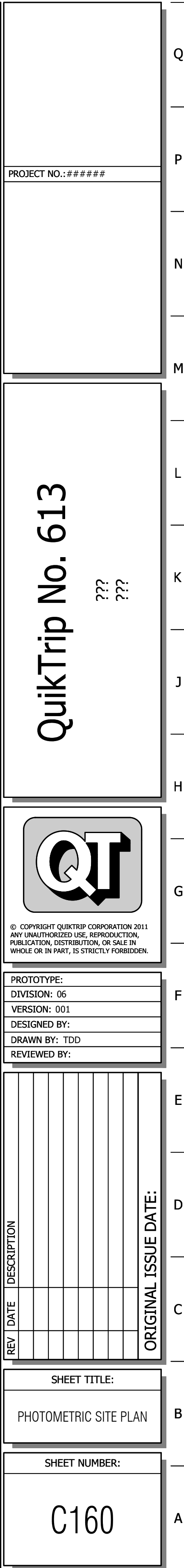
- 2.) OPAQUE SCREEN REQUIRED WHERE RESIDENTIAL ABUTS COMMERCIAL PROPERTIES, MINIMUM 4' HEIGHT

LOT AREA = 142,916 Sq. Ft. / 4.43 Ac.
BUILDING FOOTPRINTS = 20,023 Sq. Ft. Total
QT = 4,948 Sq. Ft. / Exist. Bldg = 15,030 Sq. Ft.
IMPERVIOUS SURFACE = 85,157 Sq. Ft. or 44% including parking area of 26,705 Sq. Ft.
PERVIOUS PAVING SURFACE: 350 Sq. Ft.
GREENSPACE = 87,386 Sq. Ft. or 45%
SQ. FT. OF PARKING = 26,705 Sq. Ft.
SQ. FT. INTERIOR LANDSCAPING = 3,570 Sq. Ft.

IN-GROUND, AUTOMATIC IRRIGATION SYSTEM IS REQUIRED AND WILL BE PROVIDED AS A CONDITION OF DEVELOPMENT (By Others)



LUMINAIRE SCHEDULE								
SYMBOL	LABEL	QTY	ARRANGEMENT	MOUNTING HEIGHT	LUMENS PER LAMP	LLF	DESCRIPTION	TOTAL WATTS
	E	32	SINGLE	15' TO 19'	12,793	0.35	SCV-LED-13L-SC-40	83.6
	F	09	SINGLE	10' TO 12'	5,326	0.90	XSL2-S-LED-50-SS-40	59.9
	G	08	SINGLE	12'	6,275	0.90	XWM-3-LED-06-40	54.0
	H	03	SINGLE	22'	8,048	0.90	SLM-LED-12L-SIL-FT-40-70-CRI-IL	93.1





Slice Medium - SLM Outdoor LED Area Light

The Slice's sleek design makes it perfectly-suited for Commercial & Industrial applications, while its cost-effective die-cast aluminum housing makes its acquisition cost very competitive. The Slice offers high performance silicone optics, die cast aluminum housing, 42,000+ lumens and is available with integral Airlink Synapse controls.

Features & Specifications

Optical System

- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP66 rated sealed optical chamber in 1 component.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in IES Types 2, 3, 5W, FT and FTA.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93%.
- Zero uplight.
- Available in 5000K, 4000K, 3000K, and 2700K color temperatures per ANSI C78.377. Also Available in Phosphor Converted Amber with Peak intensity at 610nm.
- Minimum CRI of 70.
- Integral Louver (IL) option available for improved back-light control without sacrificing street side performance. See page 5 for more details.

Electrical

- High-performance driver features over-voltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz or optional High Voltage (347-480 Vac).
- L80 Calculated Life: >100k Hours (See Lumen Maintenance on Page 3)
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F). 42L lumen package rated to +40°C.
- Power factor: >.90
- Input power stays constant over life.
- Field replaceable surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed.



Dimmable



WIRELESS CONTROLS



Bluetooth™

IP66

ARRA Funding Compliant



UL LISTED



MANUFACTURED IN THE USA



ROHS COMPLIANT



TITLE 24 COMPLIANT



IDA DARK SKY APPROVED

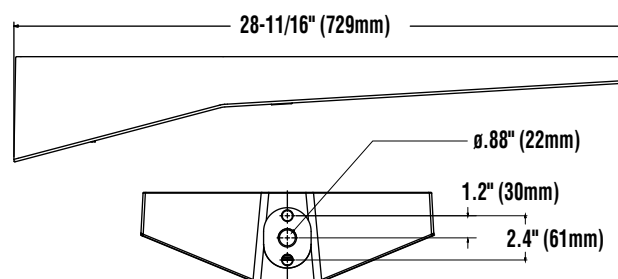
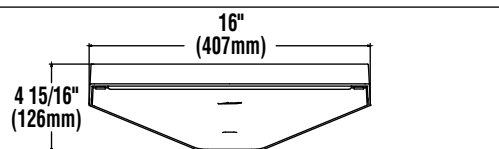


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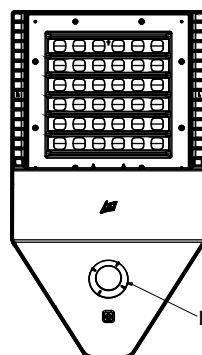


DLC PREMIUM

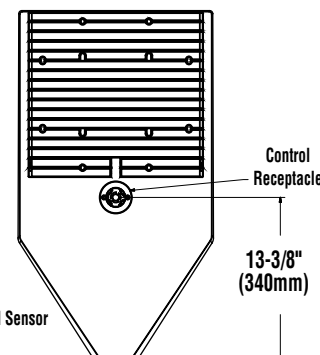
Product Dimensions



B3 Pole Drill Pattern



Bottom View



Top View



Slice Medium - SLM Outdoor LED Area Light

Features & Specifications (Cont.)

Construction

- Rugged die-cast aluminum housing contains factory prewired driver and optical unit. Cast aluminum wiring access door located underneath.
- Designed to mount to square poles.
- Luminaire is proudly manufactured in the U.S. of U.S. and imported parts.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 30 lbs in carton.

Controls

Wireless Controls System

To make this fixture AirLink ready, simply order one of the following options:

- The integrated [Wireless Lighting Controller](#): ALSC or ALSCH (see ordering guide) as the controls option, or
- Integrated Wireless Controller option (above) with integrated motion sensor: ALSCS (ordering guide for mounting heights) or
- The 7-Pin Photoelectric Control Receptacle: CR7P as the controls option; and either the [5-Pin](#) or [7-Pin Twist Lock Controller](#): ALSC UNV TL5 or ALSC UNV TL7 as an accessory

To see how the components of AirLink system work together, reference the diagram in the controls section of this spec sheet. For more information on our AirLink products, visit our website: www.lsi-airlink.com/airlink-synapse/

Stand-Alone Controls

- Integral Passive Infrared Bluetooth™ Motion/Photocell Sensor (IMSBT)
 - Switches luminaire light levels based on motion and daylight (see the controls section for more details)
 - Fixtures operate independently and can be commissioned via iOS or Android configuration app
- 7-pin ANSI C136.41-2013 photocontrol receptacle (CR7P)
 - Available for twist lock photocontrols or wireless control modules

Installation

- A single fastener secures the hinged door, underneath the housing and provides quick & easy access to the electrical compartment.
- Included terminal block accepts up to 12 ga. wire.
- Utilizes LSI's traditional 3" drill pattern B3 for easy fastening of LSI products. (See drawing on page 1)

Warranty

- LSI LED Fixtures carry a 5-year warranty.

Listings

- Listed to UL 1598 and UL 8750.
- RoHS Compliant.
- American Recovery and Reinvestment Act Funding Compliant.
- IDA compliant; with 3000K color temperature selection.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet Locations.
- IP66 rated Luminaire. IP66 rated optical chamber.
- 3G rated for ANSI C136.31 high vibration applications

Performance

ELECTRICAL DATA (AMPS)*

Lumens	Watts	120V	208V	240V	277V	347V	480V
9L	68.2	0.6A	0.3A	0.3A	0.2A	0.2A	0.1A
12L	93.1	0.8A	0.4A	0.4A	0.3A	0.3A	0.2A
18L	148.5	1.2A	0.7A	0.6A	0.5A	0.4A	0.3A
24L	188.8	1.6A	0.9A	0.8A	0.7A	0.5A	0.4A
30L	248.6	2.1A	1.2A	1.0A	0.9A	0.7A	0.5A
36L	317.8	2.6A	1.5A	1.3A	1.1A	0.9A	0.7A
42L	393.4	3.3A	1.9A	1.6A	1.4A	1.1A	0.8A

*Electrical data at 25C (77F). Actual wattage may differ by +/-10%

ELECTRICAL DATA - PHOSPHOR CONVERTED AMBER (AMPS)*

Lumens	Watts	120V	208V	240V	277V	347V	480V
9L	74.3	0.6A	0.4A	0.3A	0.3A	0.2A	0.2A
12L	102.9	0.9A	0.5A	0.4A	0.4A	0.3A	0.2A

*Electrical data at 25C (77F). Actual wattage may differ by +/-10%

RECOMMENDED LUMEN MAINTENANCE*(24-42L)

Ambient	Initial ²	25 hr ²	50 hr ²	75 hr ³	100 hr ³
0-40 C	100%	100%	97%	94%	92%

RECOMMENDED LUMEN MAINTENANCE*(9-18L)

Ambient	Initial ²	25 hr ²	50 hr ²	75 hr ³	100 hr ³
0-50 C	100%	96%	91%	87%	83%

- 1- Lumen maintenance values at 25C are calculated per TM-21 based on LM-80 data and in-situ testing.
- 2- In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times the IESNA LM-80-08 total test duration for the device under testing.
- 3- In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times the IESNA LM-80-08 total test duration for the device under testing

DELIVERED LUMENS*

Lumen Package	Distribution	Phosphor Converted Amber (Peak 610nm)			Wattage
		Delivered Lumens	Efficacy	BUG Rating	
9L	2	5958	80	B2-U0-G1	74
	2 IL	3735	50	B0-U0-G1	
	3	6196	83	B1-U0-G1	
	3 IL	4205	56	B0-U0-G1	
	5W	5528	74	B3-U0-G1	
	FT	5922	79	B1-U0-G2	
	FT IL	3712	50	B0-U0-G1	
	FTA	5997	80	B2-U0-G2	
	FTA IL	4254	57	B0-U0-G1	
12L	2	7559	73	B2-U0-G2	103
	2 IL	4738	46	B0-U0-G1	
	3	7860	76	B2-U0-G2	
	3 IL	5335	52	B0-U0-G1	
	5W	7013	68	B3-U0-G2	
	FT	7513	73	B2-U0-G2	
	FT IL	4709	46	B0-U0-G2	
	FTA	7608	74	B2-U0-G2	
	FTA IL	5397	52	B0-U0-G1	

*LED Chips are frequently updated therefore values are nominal

LUMINAIRE EPA CHART - SLM

Tilt Degree				Tilt Degree			
0°				0°			
Single	0.5	2.1	2.6	T90°	1.2	2.9	3.6
D180°	1.1	2.1	2.6	TN120°	1.3	4.4	5.4
D90°	0.9	2.5	3.1	O90°	1.2	2.9	3.6

Specifications and dimensions subject to change without notice.



Slice Medium - SLM Outdoor LED Area Light

DELIVERED LUMENS*															
Lumen Package	Distribution	CRI	2700K CCT			3000K CCT			4000K CCT			5000K CCT			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
9L	2	70	8349	122	B2-U0-G2	8576	125	B2-U0-G2	9396	137	B2-U0-G2	9784	143	B2-U0-G2	69
	2 IL	70	5185	76	B0-U0-G1	5326	78	B0-U0-G1	5835	85	B0-U0-G1	6076	89	B0-U0-G1	
	3	70	8571	125	B1-U0-G2	8804	129	B1-U0-G2	9646	141	B2-U0-G2	10044	147	B2-U0-G2	
	3 IL	70	6283	92	B0-U0-G2	6454	94	B0-U0-G2	7071	103	B0-U0-G2	7363	107	B0-U0-G2	
	5W	70	8158	119	B3-U0-G2	8380	122	B3-U0-G2	9181	134	B3-U0-G2	9560	140	B4-U0-G2	
	FT	70	8337	122	B2-U0-G2	8563	125	B2-U0-G2	9382	137	B2-U0-G2	9769	143	B2-U0-G2	
	FT IL	70	5393	79	B0-U0-G2	5540	81	B0-U0-G2	6069	89	B0-U0-G2	6320	92	B0-U0-G2	
	FTA	70	8459	123	B2-U0-G2	8689	127	B2-U0-G2	9520	139	B2-U0-G2	9913	145	B2-U0-G2	
FTA IL	70	6200	91	B1-U0-G1	6369	93	B1-U0-G1	6978	102	B1-U0-G1	7266	106	B1-U0-G1		
12L	2	70	11157	119	B2-U0-G2	11461	122	B2-U0-G2	12556	134	B3-U0-G2	13075	139	B3-U0-G2	94
	2 IL	70	6929	74	B1-U0-G1	7117	76	B1-U0-G2	7798	83	B1-U0-G2	8119	86	B1-U0-G2	
	3	70	11454	122	B2-U0-G2	11766	125	B2-U0-G2	12890	137	B2-U0-G2	13423	143	B2-U0-G2	
	3 IL	70	8396	89	B0-U0-G2	8625	92	B0-U0-G2	9449	101	B0-U0-G2	9839	105	B0-U0-G2	
	5W	70	10902	116	B4-U0-G2	11199	119	B4-U0-G2	12269	131	B4-U0-G2	12775	136	B4-U0-G2	
	FT	70	11141	119	B2-U0-G2	11444	122	B2-U0-G2	12538	133	B2-U0-G3	13055	139	B2-U0-G3	
	FT IL	70	7207	77	B0-U0-G2	7403	79	B0-U0-G2	8110	86	B0-U0-G2	8445	90	B0-U0-G2	
	FTA	70	11304	120	B2-U0-G2	11612	124	B2-U0-G2	12722	135	B2-U0-G2	13247	141	B2-U0-G2	
FTA IL	70	8286	88	B1-U0-G1	8511	91	B1-U0-G1	9325	99	B1-U0-G1	9710	103	B1-U0-G1		
18L	2	70	16714	112	B3-U0-G3	17168	115	B3-U0-G3	18809	126	B3-U0-G3	19586	131	B3-U0-G3	150
	2 IL	70	10379	69	B1-U0-G2	10662	71	B1-U0-G2	11681	78	B1-U0-G2	12163	81	B1-U0-G2	
	3	70	17158	115	B2-U0-G3	17625	118	B2-U0-G3	19310	129	B3-U0-G3	20107	134	B3-U0-G3	
	3 IL	70	12578	84	B1-U0-G2	12920	86	B1-U0-G2	14155	95	B1-U0-G2	14739	99	B1-U0-G2	
	5W	70	16331	109	B4-U0-G2	16776	112	B4-U0-G2	18379	123	B4-U0-G2	19138	128	B5-U0-G3	
	FT	70	16689	112	B3-U0-G3	17143	115	B3-U0-G3	18781	126	B3-U0-G4	19557	131	B3-U0-G4	
	FT IL	70	10795	72	B1-U0-G2	11089	74	B1-U0-G2	12149	81	B1-U0-G3	12651	85	B1-U0-G3	
	FTA	70	16934	113	B3-U0-G3	17395	116	B3-U0-G3	19058	127	B3-U0-G3	19844	133	B3-U0-G3	
FTA IL	70	12412	83	B1-U0-G1	12750	85	B1-U0-G2	13969	93	B1-U0-G2	14546	97	B1-U0-G2		
24L	2	70	20880	112	B3-U0-G3	22701	121	B4-U0-G3	24276	130	B4-U0-G3	24784	133	B4-U0-G3	187
	2 IL	70	13100	70	B1-U0-G2	14243	76	B1-U0-G2	15231	81	B1-U0-G2	15550	83	B1-U0-G2	
	3	70	21739	116	B3-U0-G3	23636	126	B3-U0-G4	25275	135	B3-U0-G4	25804	138	B3-U0-G4	
	3 IL	70	15828	85	B1-U0-G3	17209	92	B1-U0-G3	18403	98	B1-U0-G4	18788	100	B1-U0-G4	
	5W	70	20632	110	B5-U0-G3	22432	120	B5-U0-G3	23988	128	B5-U0-G3	24490	131	B5-U0-G3	
	FT	70	21611	116	B3-U0-G4	23496	126	B3-U0-G4	25126	134	B3-U0-G4	25652	137	B3-U0-G4	
	FT IL	70	13692	73	B1-U0-G3	14886	80	B1-U0-G3	15919	85	B1-U0-G3	16252	87	B1-U0-G3	
	FTA	70	21496	115	B3-U0-G3	23371	125	B3-U0-G3	24992	134	B3-U0-G3	25515	136	B3-U0-G3	
FTA IL	70	15226	81	B1-U0-G2	16555	89	B1-U0-G2	17703	95	B2-U0-G2	18073	97	B2-U0-G2		
30L	2	70	26581	108	B4-U0-G3	28900	117	B4-U0-G3	30905	125	B4-U0-G3	31551	128	B4-U0-G3	247
	2 IL	70	16677	68	B1-U0-G2	18132	73	B1-U0-G2	19390	79	B1-U0-G2	19796	80	B1-U0-G2	
	3	70	27675	112	B3-U0-G4	30089	122	B3-U0-G4	32176	130	B3-U0-G4	32850	133	B3-U0-G4	
	3 IL	70	20150	82	B1-U0-G4	21908	89	B1-U0-G4	23428	95	B1-U0-G4	23918	97	B1-U0-G4	
	5W	70	26266	106	B5-U0-G3	28557	116	B5-U0-G3	30538	124	B5-U0-G4	31177	126	B5-U0-G4	
	FT	70	27512	111	B3-U0-G4	29912	121	B3-U0-G4	31987	130	B3-U0-G4	32656	132	B3-U0-G5	
	FT IL	70	17430	71	B1-U0-G3	18951	77	B1-U0-G4	20266	82	B1-U0-G4	20690	84	B1-U0-G4	
	FTA	70	27365	111	B3-U0-G3	29752	120	B4-U0-G3	31816	129	B4-U0-G3	32482	132	B4-U0-G3	
FTA IL	70	19384	78	B2-U0-G2	21075	85	B2-U0-G2	22537	91	B2-U0-G2	23008	93	B2-U0-G2		
36L	2	70	32214	102	B4-U0-G3	35025	111	B4-U0-G3	37454	118	B4-U0-G3	38238	121	B4-U0-G4	317
	2 IL	70	20212	64	B1-U0-G2	21975	69	B1-U0-G3	23499	74	B2-U0-G3	23991	76	B2-U0-G3	
	3	70	33540	106	B3-U0-G4	36466	115	B3-U0-G5	38996	123	B3-U0-G5	39812	126	B3-U0-G5	
	3 IL	70	24421	77	B1-U0-G4	26551	84	B1-U0-G4	28393	90	B1-U0-G4	28987	92	B1-U0-G5	
	5W	70	31832	101	B5-U0-G4	34609	109	B5-U0-G4	37010	117	B5-U0-G4	37785	119	B5-U0-G4	
	FT	70	33342	105	B3-U0-G5	36251	114	B3-U0-G5	38766	122	B4-U0-G5	39577	125	B4-U0-G5	
	FT IL	70	21125	67	B1-U0-G4	22968	73	B1-U0-G4	24561	78	B1-U0-G4	25075	79	B1-U0-G4	
	FTA	70	33164	105	B4-U0-G3	36058	114	B4-U0-G4	38559	122	B4-U0-G4	39366	124	B4-U0-G3	
FTA IL	70	23492	74	B2-U0-G2	25541	81	B2-U0-G2	27313	86	B2-U0-G2	27885	88	B2-U0-G2		
42L	2	70	36785	94	B4-U0-G3	39994	103	B5-U0-G4	42768	110	B5-U0-G4	43663	112	B5-U0-G4	390
	2 IL	70	23079	59	B1-U0-G3	25093	64	B2-U0-G3	26833	69	B2-U0-G3	27395	70	B2-U0-G3	
	3	70	38299	98	B3-U0-G5	41640	107	B4-U0-G5	44528	114	B4-U0-G5	45460	117	B4-U0-G5	
	3 IL	70	27886	72	B1-U0-G4	30319	78	B1-U0-G5	32422	83	B1-U0-G5	33100	85	B1-U0-G5	
	5W	70	36349	93	B5-U0-G4	39520	101	B5-U0-G4	42261	108	B5-U0-G4	43145	111	B5-U0-G4	
	FT	70	38073	98	B4-U0-G5	41395	106	B4-U0-G5	44266	114	B4-U0-G5	45192	116	B4-U0-G5	
	FT IL	70	24122	62	B1-U0-G4	26226	67	B1-U0-G4	28045	72	B1-U0-G4	28632	73	B1-U0-G4	
	FTA	70	37870	97	B4-U0-G4	41174	106	B4-U0-G4	44030	113	B4-U0-G4	44951	115	B4-U0-G4	
FTA IL	70	26825	69	B2-U0-G2	29165	75	B2-U0-G2	31188	80	B2-U0-G2	31841	82	B2-U0-G2		

*LED Chips are frequently updated therefore values are nominal

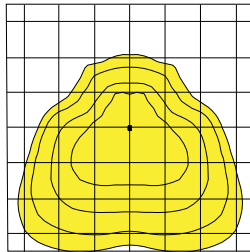
Specifications and dimensions subject to change without notice.



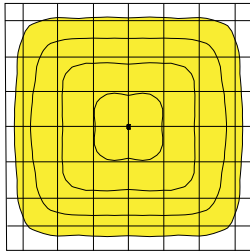
Slice Medium - SLM Outdoor LED Area Light

Performance (Cont.)

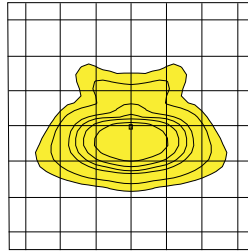
All published luminaire photometric testing performed to IESNA LM-79 standards. ISO footcandle plots below demonstrate the Slice (SLM) light patterns only. Not for total fixture output. For complete specifications and IES files, see website.



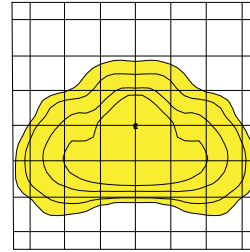
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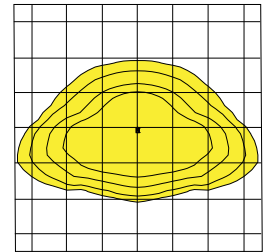
5W



FTA



Type 3



Type 2

Ordering Guide

TYPICAL ORDER EXAMPLE: **SLM LED 36L SIL FTA UNV DIM 50 70CRI ALSCS04 BRZ IL**

Luminaire Prefix	Light Source	Lumen Package*	Light Output	Distribution	Orientation ¹	Voltage	Driver
SLM Slice Medium	LED	9L - 9,000 lms 12L - 12,000 lms 18L - 18,000 lms 24L - 24,000 lms 30L - 30,000 lms 36L - 36,000 lms 42L - 42,000 lms * Consult factory for programmable wattages and lumen packages	SIL - Silicone	2 - Type 2 3 - Type 3 5W - Type 5 Wide FT - Forward Throw FTA - Forward Throw Automotive	(blank) - standard L - Optics rotated left 90 R - Optics rotated right 90	UNV - Universal Voltage (120-277V) HV - High Voltage (347-480V)	DIM - 0-10V Dimming (0-10%)

Color Temp	Color Rendering	Controls (Choose One)	Finish	Options
50 - 5,000 CCT 40 - 4,000 CCT 30 - 3,000 CCT ² 27 - 2,700 CCT ² AMB - Phosphor Converted Amber ^{2,3}	70CRI - 70 CRI	(Blank) - None <u>Wireless Controls System</u> ALSC - AirLink Synapse Control System ⁴ ALSCH - AirLink Synapse Control System Host / Satellite ^{4,5} ALSCS01 - AirLink Synapse Control System with 8-12' Motion Sensor ⁴ ALSCHS01 - AirLink Synapse Control System Host / Satellite with 8-12' Motion Sensor ^{4,5} ALSCS02 - AirLink Synapse Control System with 12-20' Motion Sensor ⁴ ALSCHS02 - AirLink Synapse Control System Host / Satellite with 12-20' Motion Sensor ^{4,5} ALSCS04 - AirLink Synapse Control System with 20-40' Motion Sensor ⁴ ALSCHS04 - AirLink Synapse Control System Host / Satellite with 20-40' Motion Sensor ^{4,5} <u>Stand-Alone Controls</u> EXT - 0-10V Dimming leads extended to housing exterior CR7P - 7 Pin Control Receptacle ANSI C136.41 ⁷ IMSBT1 - Integral Bluetooth™ Motion and Photocell Sensor max 8-24' mounting height ^{4,6} IMSBT2 - Integral Bluetooth Motion and Photocell Sensor max 25-40' mounting height ^{4,6} <u>Button Type Photocells</u> PCI120 - 120V PCI208-277 - 208 -277V PCI347 - 347V	BRZ - Bronze BLK - Black GPT - Graphite MSV - Metallic Silver WHT - White PLP - Platinum Plus SVG - Satin Verde Green	(Blank) - None IL - Integral Louver HSS ¹



Slice Medium - SLM Outdoor LED Area Light

Accessory Ordering Information⁸

Description	Order Number	Description	Order Number
PC120 Photocell for use with CR7P option (120V) ⁹	122514	DFK480 Double Fusing (480V)	DFK480
PC208-277 Photocell for use with CR7P option (208V, 240V, 277V) ⁹	122515	DFK347 Double Fusing (347V)	DFK347
PC347 Photocell for use with CR7P option (347V) ⁹	159516	X5RPP - Round Pole Adapter for 5" Poles ¹⁰	379968CLR
PC480 Photocell for use with CR7P option (480V) ⁹	1225180	IL - Integral Louver HSS	684812
ALSC UNV TL5 - Airlink 5Pin Twist Lock Controller ^{4,9}	661409	Universal Mounting Bracket (UMB) ¹⁰	684616CLR
ALSC UNV TL7 - Airlink 7Pin Twist Lock Controller ^{4,9}	661410	Adjustable Slip Fitter (ASF) ¹⁰	688138CLR
PMOS24 - 24V Pole-Mount Occupancy Sensor (ALSC/H Compatible) ¹⁰	663284CLR	Pole Quick Mount Bracket - Square Pole ¹⁰	687073CLR
X3RPP - Round Pole Adapter for 3" Round Tapered Poles ¹⁰	408273CLR	Pole Quick Mount Bracket - 4-5" Round Pole ¹⁰	689903CLR
X4RPP - Round Pole Adapter for 4" Poles ¹⁰	379967CLR	15° Tilt Pole Quick Mount Bracket - Square Pole ¹⁰	688003CLR
FK120 Single Fusing (120V)	FK120	15° Tilt Pole Quick Mount Bracket - 4-5" Round Pole ¹⁰	689905CLR
FK277 Single Fusing (277V)	FK277	BKS XBO WM CLR Wall Mount Bracket ¹⁰	382132CLR
DFK208, 240 Double Fusing (208V, 240V)	DFK240		

FOOTNOTES:

- 1 - Not available on "Type 5W" distribution.
- 2 - Consult Factory for availability.
- 3 - Only available in 9L and 12L Lumen Packages
- 4 - Not available in HV.
- 5 - Consult Factory for Site Layout
- 6 - IMSBT is field configurable via the LSI app that can be downloaded from your smartphone's native app store.

7 - Control device must be ordered separately. 7 pin standard. See Accessory Ordering Information.

8 - Accessories are shipped separately and field installed.

9 - Factory installed CR7P option required. See Options.

10 - "CLR" denotes finish. See Finish options.

Accessories/Options

Integral Louver (IL)

Accessory Integral Louver available for improved back-light control without sacrificing street side performance. LSI's Integral Louver (IL) option delivers backlight control that significantly reduces light spill behind the pole for applications with pole locations close to adjacent properties. The integrated louvers' design maximizes forward-reflected light while - reducing glare, maintaining the optical distribution selected, and most importantly, eliminating light trespass. The Integral louver rotates with the optical distribution.

Luminaire Shown with Integral Louver (IL)



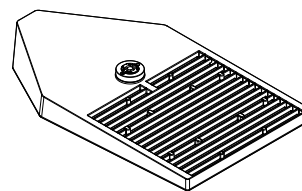
Luminaire Shown with IMSBT Option



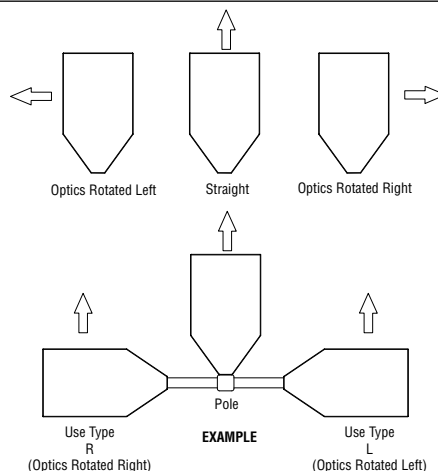
7 Pin Photoelectric Control

7-pin ANSI C136.41-2013 control receptacle option available for twist lock photocontrols or wireless control modules. Control accessories sold separately. Dimming leads from the receptacle will be connected to the driver dimming leads (Consult factory for alternate wiring).

Fixture Shown with CR7P



Optics Rotation





Slice Medium - SLM Outdoor LED Area Light

Stand-alone Controls: Integral Bluetooth™ Motion and Photocell Sensor (IMSBT)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is rated for cold and wet locations. Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

Operation Modes

Dusk to Dawn operation via integral photocell switches lights on and off based on the ambient light levels. In this mode the lights remain on all night even with no motion in the area.

Dimming operation turns the lights on to the selected high level when motion is detected and the ambient light level is below the hold off set point. Once the sensor stops detecting motion and the time delay elapses, the lights will go to the low level. If no motion is detected during the cut off time delay period the lights will completely turn off or stay on at the low level depending on settings.

Configurations

- Initial setup and later adjustments made via iOS and Android App.
- Sensor settings are stored and maintained in the event of a power failure.

Motion Level - fully adjustable from 0-100% with default at 100%. Motion Level is defined as when the sensor detects motion the dimming control output goes to the selected high light level.

Dim Level - fully adjustable from off, 0-100% with default at 50%. Dim level is defined as when the sensor stops detecting motion and the time delay expires the dimming control output goes down to the selected low light level.

Time Delay 1 - adjustable from 1 sec to 1 hour and 45 minutes with default 5 minutes. Time delay is defined as the time period that must elapse after the last time the sensor detects motion for the lights to go to low light level.

Time Delay 2 - the time period that must elapse after the lights go to low light level and the sensor detects no motion for the lights to turn off. This feature may be enabled or disabled. If disabled there is no cut off and the lights stay in the low light level. Adjustable from 1 sec to 8 hours and 59 minutes with default set at 10 minutes.

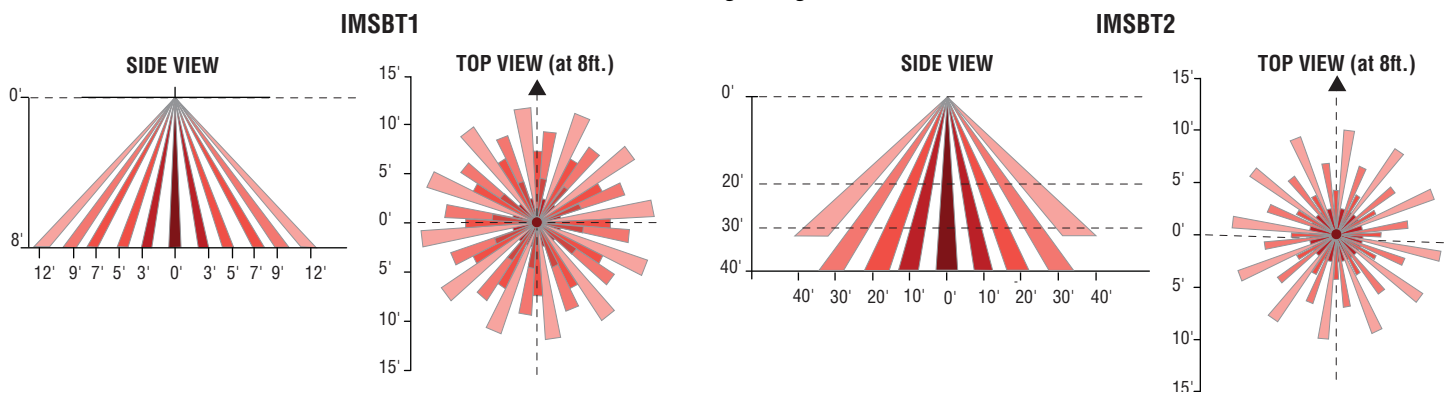
Sensor sensitivity – the response of the PIR detector to motion within the sensor's coverage area. Adjustable from low, medium, high. Default setting is low.

Ambient Light – when the light level exceeds this setting the lights will turn off even if motion is detected. When the light level goes below the setting the lights will turn on even if no motion is detected. A switch will allow you to enable or disable this feature. ON <30 LUX, OFF >100 LUX.

Sensor Configuration App

- Range up to 65 ft. outdoor line of sight
- iOS11 or later
- Android 6.0 or later
- Password protected.
- Sensor profiles used for setting up parameters one time and then applying the profile to different sensors requiring the same settings.

IMSBT Coverage Diagrams



Configuration App





Slice Medium - SLM Outdoor LED Area Light



AirLink™
enabled by Synapse®

The AirLink enabled by Synapse Wireless Lighting Control System is the perfect solution for commercial, industrial and municipal applications, such as: auto dealerships, parking lots, garages, shopping complexes and warehouses.

AirLink utilizes robust wireless communication via 2.4 GHz Self-Healing Mesh Network which not only increases reliability and accuracy of system, but also eliminates single point of failure.

The flexibility of the system make it perfect for new construction and retrofit projects. The user-friendly AirLink web application is accessible through any device with an internet connection and allows for complete customization of the system's features.

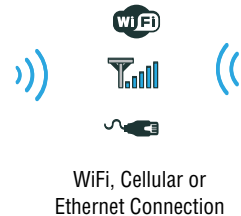
Some capabilities of the system include: occupancy/vacancy sensing, daylight harvesting, scheduling, high-end trim, dimming, zone control, BMS integration and energy monitoring.

The AirLink System

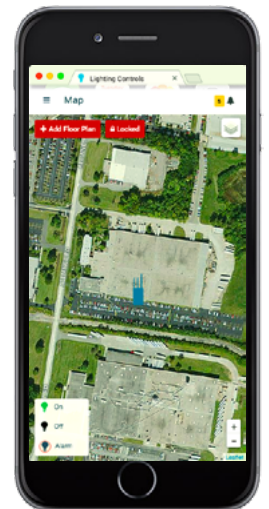
Wireless controls & sensors



Centralized control & integration



Simple-to-use software



AirLink Site Manger: Lighting control web app

Contact LSI Controls



Sales
controls.sales@lsi-industries.com



Support
controls.support@lsi-industries.com
1 (800) 436-7800 (support, option 8)

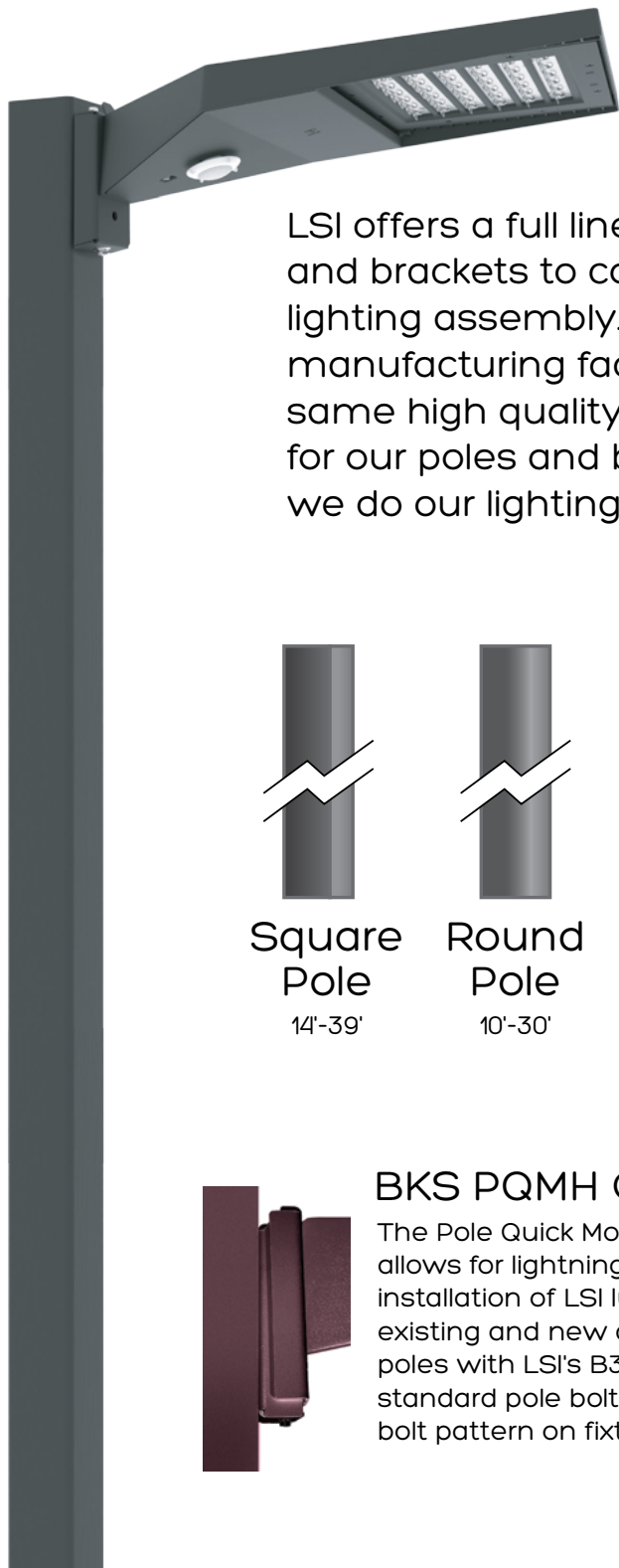


More information
For more information on AirLink, visit our website at www.lsi-airlink.com

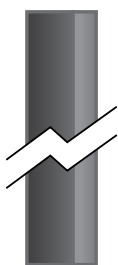


Slice Medium - SLM Outdoor LED Area Light

poles & Brackets



LSI offers a full line of poles and brackets to complete your lighting assembly. Our USA manufacturing facility has the same high quality standards for our poles and brackets as we do our lighting fixtures.



Square Pole

14'-39'



Round Pole

10'-30'



Tapered Pole

20'-39'



BKA UMB CLR

The 3G rated Universal Mount Bracket (UMB) allows for seamless integration of LSI Luminaires onto existing/retrofit or new construction poles. The UMB bracket was designed specifically for square or round (tapered/straight) poles with (2) mounting hole spaces between 3.5"-5". E pattern B3 on fixture side.



BKA ASF CLR

The adjustable Slip Fitter is a rugged die cast aluminum adapter to mount LSI luminaires onto a 2" (51mm) IP, 2.375" (60mm) O.D. tenon. The Adjustable Slip Fitter can be rotated 180° allowing for tilting LSI luminaires up to 15° and 90° when using a vertical pole. Works with B3 pole drill pattern.



BKS PQMH CLR

The Pole Quick Mount Bracket allows for lightning fast installation of LSI luminaires onto existing and new construction poles with LSI's B3 or B5 standard pole bolt patterns. B3 bolt pattern on fixture side.



BKS PQM15 CLR

The Pole Quick Mount Bracket allows for preset 15° uptilt of LSI luminaires for greater throw of light and increased vertical illumination as well as fast installation onto poles with LSI's B3 or B5 standard pole bolt patterns. B3 bolt pattern on fixture side.

MIRADA WALL SCNCE (XWM)



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.

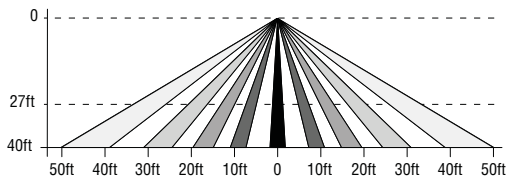
LIGHT OUTPUT - XWM - 3 5000K CCT

	Lumens	Wattage	LPW
03	3410	29	117
04	4417	40	111
06	6609	59	113
08	8610	82	105

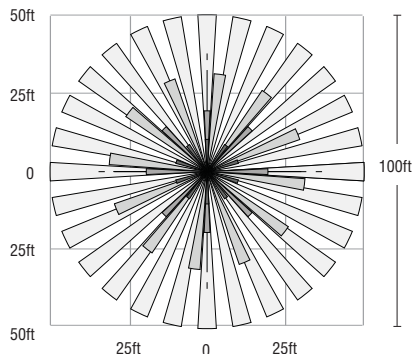
LED Chips are frequently updated therefore values may increase.

COVERAGE DIAGRAM

SIDE VIEW



TOP VIEW



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 LSI wireless controls.

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.

LEDS - Available with 5000K, 4000K or 3000K color temperature, 70 CRI min.

OPTICS/DISTRIBUTIONS - Ultra-high efficiency reflectors provide three distributions. Choose from Type 2, Type 3 or Type FT.

HOUSING - Three-piece die-cast aluminum housing is smoothly contoured low-profile 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 - Proprietary silicone refractor optics provide exceptional coverage and uniformity. 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. Optional pole-mounting bracket permits mounting to standard poles (XPM).

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 - Drivers are dimming, standard. 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 - UL listed to ANSI/UL1598, UL8750 and other U.S. and international safety standards. Suitable for wet locations in downlight position.

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



Project Name _____ Fixture Type _____

Catalog # _____

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MIRADA WALL SCNCE (XWM)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **XWM FT LED 08L 50 UE WHT IMS**

Prefix	Distribution	Light Source	Output ⁸	Color Temperature	Input Voltage	Finish	Optional Controls	Optional Sensor/Options
XWM - Mirada Wall Sconce	2 - Type 2 3 - Type 3 (Wide Throw) FT - Type 4 (Forward Throw)	LED	03L - 3,400 Lumens 04L - 4,400 Lumens 06L - 6,600 Lumens 08L - 8,600 Lumens	50 - 5000K 40 - 4000K 30 - 3000K	UE - Universal Voltage (120-277) HV - 347-480	BLK - Black BRZ - Bronze GPT - Graphite MSV - Metallic Silver PLP - Platinum Plus WHT - White	Wireless Control System^{1,2} (blank) - None PCM - Platinum Control System GCM - Gold Control System DIM - 0-10 volt dimming (required for satellite fixtures) ALSC - AirLink Synapse Control System Stand-Alone Control (blank) - None DIM - 0-10 volt dimming ³ (from external signal)	Sensor IMS - Integral Motion Sensor ^{4,7} Options BB - Battery Back-up ⁵ CWBB - Cold Weather Battery Back-up ⁵ XPMA - Pole Mounting Bracket

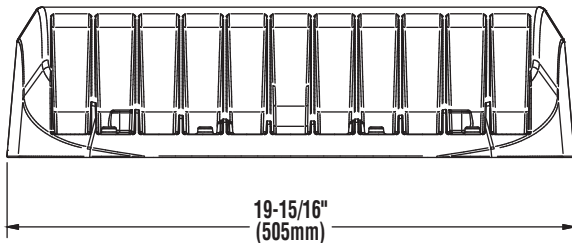
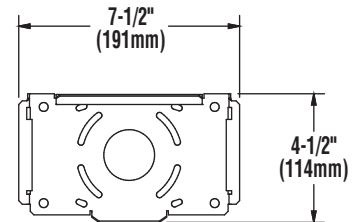
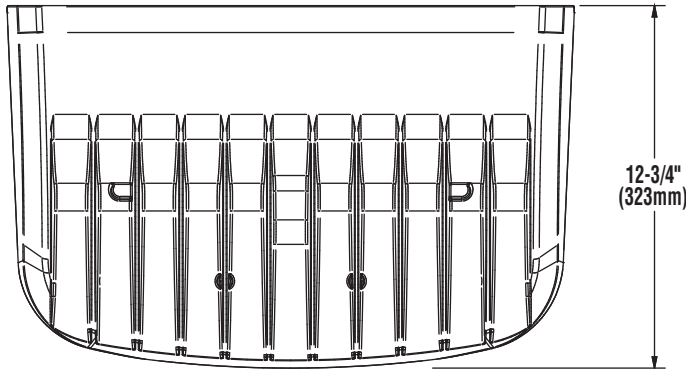
ACCESSORY ORDERING INFORMATION¹ (Accessories are field installed)

Description	Order Number	Description	Order Number
XWM SW BLK - Surface Wiring Box (Available in black only)	356915BLK	DFK208 - Double Fusing	DFK208
FK120 - Single Fusing	FK120	DFK240 - Double Fusing	DFK240
FK277 - Single Fusing	FK277	DFK480 - Double Fusing	DFK480
FK347 - Single Fusing	FK347	IMS/PC Remote Configurator Tool ⁷	584929

FOOTNOTES:

- 1 - For wireless controls information and accessories, see Controls Section.
- 2 - Requires a SiteManager and override switch. Not compatible with battery back-up, IMS or HL Option.
- 3 - Not compatible with IMS Option
- 4 - Not compatible with DIM or Wireless Control System
- 5 - Not compatible with Wireless Control System
- 6 - Not available with BB, CWBB, IMS Option or Wireless Control System
- 7 - IMS is the WattStopper Dual Sensor (Daylight & Motion) which is field adjustable, via a handheld remote configurator tool⁸
- 8 - Output based on type 3 optics in cool white color temperature, see IES files for exact delivered lumens

DIMENSIONS



Project Name _____ Fixture Type _____
Catalog # _____

10/20/17

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AirLink™

enabled by Synapse®

Wireless Lighting Controller

The AirLink integrated controller is a California Title 24 compliant lighting controller that provides real-time light monitoring and control with utility-grade power monitoring. It includes a 24V sensor input and power supply to connect up to two (2) sensors into the outdoor AirLink wireless lighting system.

Features

- 2% Utility Grade Power Monitoring
- Up to 80% Savings through smart dimming
- True On/Off functionality via switched relay
- Seamlessly integrates into the outdoor AirLink wireless lighting control solution & Self-healing Mesh Networking
- Relay closes on power loss
- Supports a wide range of LED drivers and fixtures
- Class 1 / Class 2 0-10V Dimming Control
- Direct Connect up to two (2) to 24V Occupancy Sensors and Photocells (consult sales for compatible list)
- Secure, over-the-air upgrades to support future enhancements
- Excellent RF Range — 1,000ft LoS between controllers
- Available in a metal cased version with quick connect terminal blocks
- Lights default to on for safety

Specifications

Regulatory Approvals

- FCC, IC, CE certified
- cULus Listed
- California Title 24 compliant

Power and Performance

- Operating environmental: -40°F to 131°F (-40°C to 55°C)
- Input power: 100–277 VAC +/- 10% (Max 305V) 47/64 Hz
- Switched output: Default ON; Zero Cross Switching
- Load rating: 5A @ 100V to 277V (+/- 10%)
- Dimming: 0–10V control; Output: Class 1/2 - 20mA Source Max / 50mA Sink Max
- Power monitoring: Utility grade - 2% accuracy
- Sensors inputs: 0–10V (photocell sensors), 0–24V (all other sensors); Sensor power supply: 24VDC @ 50mA

Other

- Dimensions: 8.2" L x 2.3" W x 1.3" H (209mm L x 59mm W x 33mm H) without antennas
- Radio: SNAP 2.4 GHz; 802.15.4; +20 dBm Transmit Power; -105 dBm Receive Sensitivity
- Warranty: 5 years

Contact LSI Controls



Sales
controls.sales@lsi-industries.com



Support
controls.support@lsi-industries.com
1 (800) 436-7800 (support, option 8)



More information
For more information on AirLink, visit our website at www.lsi-airlink.com/airlink

LED AREA LIGHTS - LSI SLICE SMALL (XLCS)



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 - XLCS						
		Lumens (Nominal)				
		Type 3	Type FT	Type 5	Type5E	TypeFTE
Cool White	SS	10100	11400	11400	8200	7800
	HO	14000	15500	15700	11600	10600
Neutral White	SS	9700	10400	10800	7900	7500
	HO	13400	14700	15200	11000	10500
						Watts (Nominal)
						97
						140
						97
						140

LED Chips are frequently updated therefore values may increase.

US & Int'l. patents pending

SMARTTEC™ - LSI drivers feature integral sensor which reduces drive current, when ambient temperatures exceed rated temperature.

ENERGY SAVING CONTROL OPTION - DIM - 0-10 volt dimming enabled with controls by others.

LEDS - Select high-brightness LEDs in Cool White (5000K), or Neutral White (4000K) color temperature, 70 CRI.

DISTRIBUTION/PERFORMANCE - Types 3, FT, 5 and enhanced 5E and FTE. Exceptional uniformity creates bright environment at lower light levels. Internal Louver (IL) option available for improved backlight control without sacrificing street side performance for FT distribution.

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 creates an IP65 rated optical unit (includes pressure-stabilizing breather).

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). Proprietary pole quick mount accessories available with horizontal mounting or fixed 15° angled mounting (PQMH-KIT-CLR and PQM15-KIT-CLR) for mounting to square poles. See Accessory Ordering Information chart for all brackets.

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 120-277 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. 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.



Fixtures comply with ANSI C136.31-2010 American National Standard for Roadway Lighting Equipment - Luminaire Vibration 1.5G requirements.



Project Name _____ Fixture Type _____

Catalog # _____

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LED AREA LIGHTS - LSI SLICE SMALL (XLCS)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **XLCS S LED SS 50 UE BLK PCR**

Prefix	Distribution	Light Source	Drive Current	Color Temperature	Input Voltage	Finish	Options
XLCS	3 - Type III 5 - Type V FT - Forward Throw 5E - Type V Enhanced FTE - Forward Throw Enhanced	LED	SS - Super Saver HO - High Output	50 - 5000K 40 - 4000K	UE - Universal Voltage (120-277V) 347-480 Universal Voltage (347-480V)	BLK - Black BRZ - Bronze WHT - White	DIM - 0-10V Dimming (from external signal) Button Type Photocells PCI120 - 120V PCI208-277V - 208-277V PCI347 - 347V IL - Internal Louver (available with FT distribution only)

LUMINAIRE EPA CHART - PLCS

Horizontal Mounting Only	
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

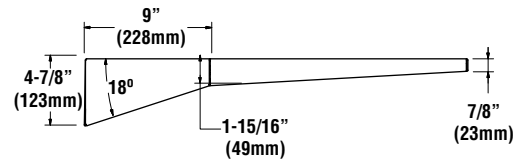
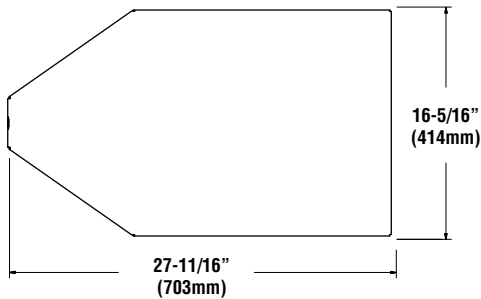
(Accessories are field installed)

Description	Order Number	Description	
BKS-XBO-WM-* - CLR Wall Mount Bracket	382132CLR	DFK208, 240 Double Fusing (208V, 240V)	DFK208, 240 ²
XLCS-3/FT-HSS (Black only)	603162BLK 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	PQMH-KIT-CLR Square Pole Quick Mount Horizontal Bracket	582328CLR
FK120 Single Fusing (120V)	FK120 ²	PQM15-KIT-CLR Square Pole Quick Mount Bracket w/fixed 15° Angle	582329CLR
FK277 Single Fusing (277V)	FK277 ²		

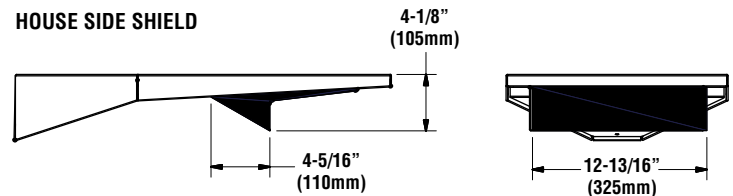
FOOTNOTES:

- 1 - House Side Shields add to fixture EPA. Consult factory.
- 2 - Fusing must be located in the hand hole of pole.

DIMENSIONS



HOUSE SIDE SHIELD



Project Name _____ Fixture Type _____

Catalog # _____

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Attachment: Lighting (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

LED AREA LIGHTS - LSI SLICE SMALL (XLCS)

BUG LISTING

XLCS - Type 3

Drive Current	Color Temp.*	Lumens	Watts	LER	BUG Rating
HO	CW	14,020	143	98	B3-U0-G2
	CW-HSS	8815	146	60	B2-U0-G2
	NW	13,421	143	94	B3-U0-G2
SS	CW	10,126	97	105	B3-U0-G2
	NW	9719	97	101	B3-U0-G2

XLCS - Type 5E

Drive Current	Color Temp.*	Lumens	Watts	LER	BUG Rating
HO	CW	11,581	146	79	B4-U0-G2
	NW	10,996	146	75	B4-U0-G2
SS	CW	8202	96	85	B3-U0-G2
	NW	7908	96	82	B3-U0-G2

XLCS - Type 5

Drive Current	Color Temp.*	Lumens	Watts	LER	BUG Rating
HO	CW	15,674	138	113	B4-U0-G2
	NW	15,184	146	104	B4-U0-G2
SS	CW	11,449	96	119	B3-U0-G2
	NW	10,762	96	112	B3-U0-G1

XLCS - Type FTE

Drive Current	Color Temp.*	Lumens	Watts	LER	BUG Rating
HO	CW	10585	141	75	B2-U0-G2
	CW-HSS	7810	146	53	B1-U0-G2
	NW	10,499	146	72	B2-U0-G2
	NW-HSS	7721	146	53	B1-U0-G2
SS	CW	7752	96	81	B1-U0-G2
	CW-HSS	5676	96	59	B1-U0-G2
	NW	7493	96	78	B1-U0-G2
	NW-HSS	5517	96	57	B1-U0-G2

XLCS - Type FT

Drive Current	Color Temp.*	Lumens	Watts	LER	BUG Rating
HO	CW	15,535	139	112	B3-U0-G2
	CW-HSS	12,489	139	90	B1-U0-G2
	CW-IL	14,384	138	104	B3-U0-G2
	NW	14,694	146	100	B3-U0-G2
	NW-HSS	10,499	144	73	B1-U0-G2
	NW-IL	12,763	144	89	B2-U0-G2
SS	CW	11,383	96	118	B2-U0-G2
	CW-HSS	9099	96	95	B1-U0-G2
	CW-IL	10,509	96	109	B2-U0-G2
	NW	10,410	96	108	B2-U0-G2
	NW-HSS	7699	99	78	B1-U0-G2
	NW-IL	9328	98	95	B2-U0-G2

* Color Temperature: NW-4000K, CW-5000K



Project Name _____ Fixture Type _____

Catalog # _____

10/2416
© 2016

Packet Pg. 71

LED SOFFIT LIGHT (XSL2)



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 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.

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

LISTING - Listed to U.S. and Canadian safety standards. Suitable for damp locations.

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



LIGHT OUTPUT - XSL2				
Clear Lens		Lumens	Watts	LPW
Type S	SS - Super Saver	6,193	60	103
	HO - High Output	8,348	86	97
Type 5A	SS - Super Saver	5,158	60	86
	HO - High Output	6,959	86	81
Diffused Lens				
Type S	SS - Super Saver	5,752	60	96
	HO - High Output	6,751	87	78
Type 5A	SS - Super Saver	4,393	60	73
	HO - High Output	5,842	87	67

LED Chips are frequently updated therefore values may increase.



Project Name _____ Fixture Type _____

Catalog # _____

09/27/19

Packet Pg. 72

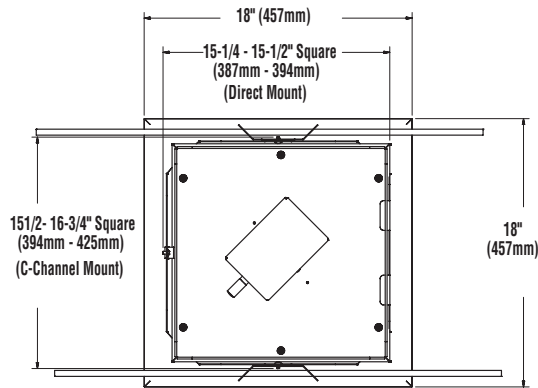
LED SOFFIT LIGHT (XSL2)

PRODUCT ORDERING INFORMATION

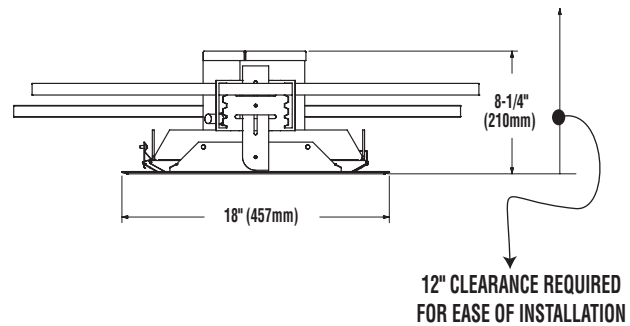
TYPICAL ORDER EXAMPLE: **XSL2 S LED 50 SS CW 120 WHT CMT**

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 (5000° K nom.)	120 208 240 277 347	WHT - White	CMT - Channel Bar Mounting Kit DM - Direct Mount DFL - Diffused Lens

DIMENSIONS

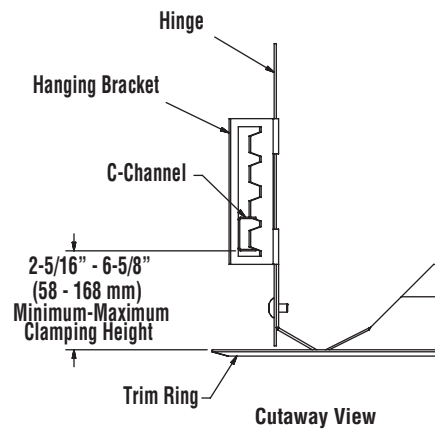


TOP VIEW



SIDE VIEW
(Channel Mount Shown)

SHIPPING WEIGHT - 14 lbs. (6.4kg)



Cutaway View

Attachment: Lighting (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Project Name _____ Fixture Type _____

Catalog # _____

09/27/19

Packet Pg. 73

LED SOFFIT LIGHT (XSL2)



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 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.

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

LISTING - Listed to U.S. and Canadian safety standards. Suitable for damp locations.

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



LIGHT OUTPUT - XSL2				
Clear Lens		Lumens	Watts	LPW
Type S	SS - Super Saver	6,193	60	103
	HO - High Output	8,348	86	97
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Diffused Lens				
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	HO - High Output	6,751	87	78
Type 5A	SS - Super Saver	4,393	60	73
	HO - High Output	5,842	87	67

LED Chips are frequently updated therefore values may increase.



Project Name _____ Fixture Type _____

Catalog # _____

09/27/19

Packet Pg. 74

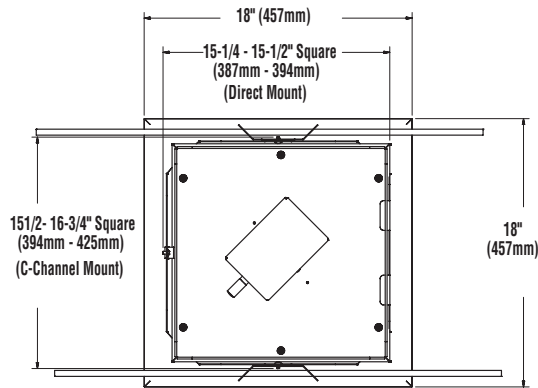
LED SOFFIT LIGHT (XSL2)

PRODUCT ORDERING INFORMATION

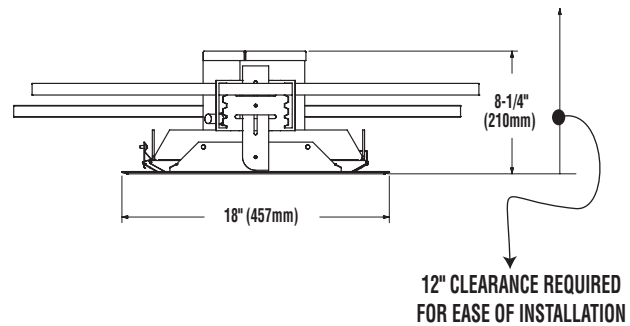
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Prefix	Distribution	Light Source	# of LEDs	Drive Current	Color Temperature	Input Voltage	Finish	Options
XSL2 - Soffit Light	S - Symmetric 5A - Type 5	LED	50	HO - High Output SS - Super Saver	CW - Cool White (5000° K nom.)	120 208 240 277 347	WHT - White	CMT - Channel Bar Mounting Kit DM - Direct Mount DFL - Diffused Lens

DIMENSIONS

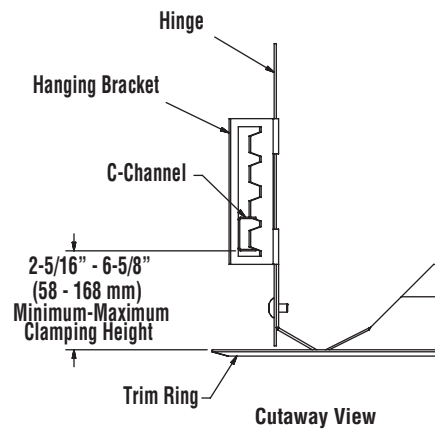


TOP VIEW



SIDE VIEW
(Channel Mount Shown)

SHIPPING WEIGHT - 14 lbs. (6.4kg)



Cutaway View

Attachment: Lighting (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Project Name _____ Fixture Type _____

Catalog # _____

09/27/19

Packet Pg. 75

KNOW ALL MEN BY THESE PRESENTS: We, the undersigned, hereby certify that we are the owner of the lands comprising the boundary line adjustment plat as shown on this plat and mentioned in the surveyor's certificate attached hereto and that we have had the same surveyed and divided in the manner shown hereon, which boundary line adjustment plat is hereby designated and to be hereafter known as "QUIKTRIP #613 LOTS A & B".

The lots in this boundary line adjustment shall be subject to all Easements, Restrictions and Negative Covenants of Record if any.

QUIKTRIP CORPORATION

State of _____)
County of _____)

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal in the County and State aforesaid, the day and year above written.

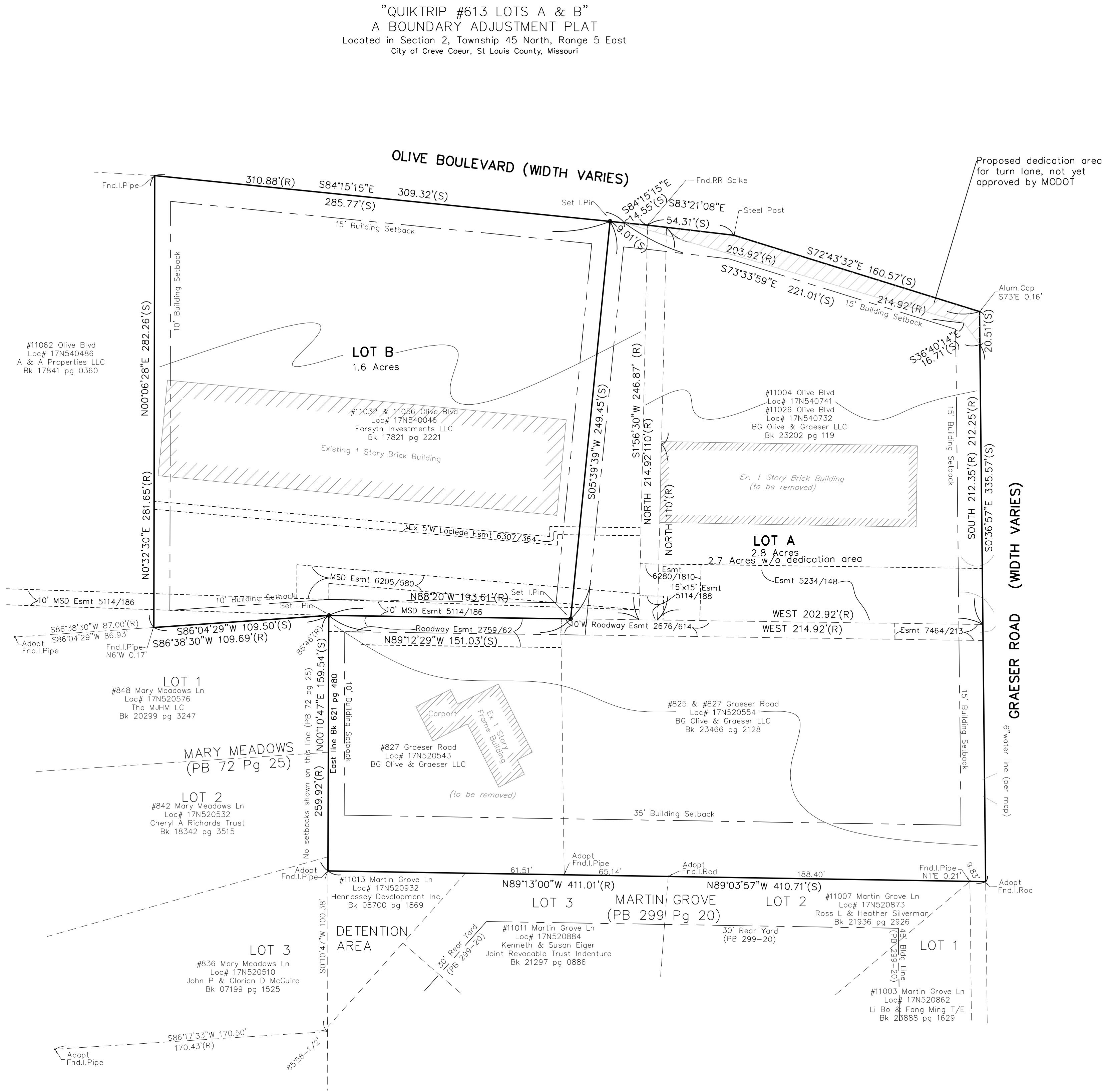
Notary Public

A tract of land located in Section 2, Township 45 North, Range 5 East, said tracts being conveyed to BG Olive & Graeser LLC by Deed Book 23202 at page 119 and Deed Book 23466 at page 2128 of the St Louis County Records, St Louis County, Missouri and being described as follows:

Subject to easements, restrictions, reservations and covenants of record, if any.

Commencing at the point of intersection of the South line of a tract conveyed to BG Olive & Groeser LLC as recorded in Book 23466 at page 2128, and the West right of way line of Groeser Road (width varies) being the North line of Lot 1 of MARTIN GROVE, a subdivision filed for record in Plat Book 299 at page 20 of the St. Louis County Records; thence leaving said West right of way line of Groeser Road North 89 degrees 03 minutes 17 seconds West along the North line of said subdivision a distance of 410.71 feet to a point; said point being the Point of Beginning of the tract herein described; thence South 86 degrees 04 minutes 29 seconds West along the Northern line of Lot 1 a distance of 109.50 feet to a point; thence leaving MARY MEADOWS North 00 degrees 06 minutes 28 seconds East a distance of 282.26 feet to a point in the Southern right of way line of Olive Boulevard (width varies); thence South 84 degrees 15 minutes 15 seconds East along the West right of way line of Olive Boulevard a distance of 285.77 feet to a point; thence leaving said right of way South 05 degrees 39 minutes 39 seconds West a distance of 249.45 feet to a point; thence North 89 degrees 12 minutes 29 seconds West a distance of 151.03 feet to the point of beginning and containing 1.6 acres, more or less.

Subject to easements, restrictions, reservations and covenants of record, if any.



City of Creve Coeur, Missouri

Beth Kistner
Chairman, Planning and Zoning Commission
City Clerk

Deborah Ryan, MPCC
City Clerk

I declare that under my supervision and to the best of my belief, knowledge, information and professional judgment the results shown hereon are made in accordance with the current "Missouri Standards for Property Boundary Surveys" as set forth by 2 CSR Department of Agriculture, Division 90 – Weights, Measures and Consumer Protection, Chapter 60–Missouri Standards for Property Boundary Surveys. This plot has been compiled with the aid of a current Certificate of Title.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal at our office in Fenton, St Louis County, Missouri, this ____day of _____, 20__.

PRELIMINARY

MARK WILEY P.L.S. 2437



SCALE: 1"=40'



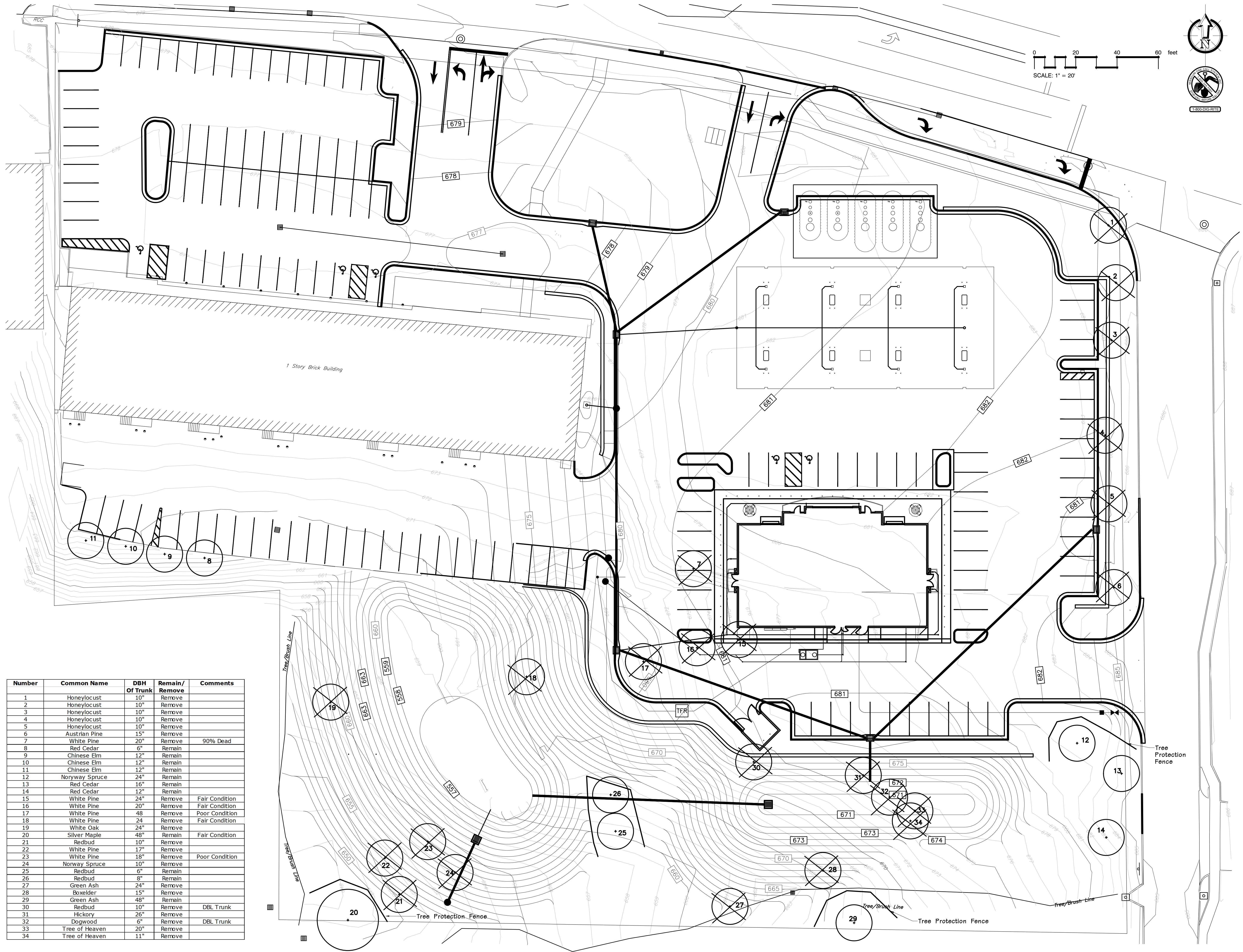
A horizontal graphic scale bar with alternating black and white segments. It is marked with the values 0, 20', 40', 60', and 80'.

Section 410.110
Section 2
Applicant Information:
 Quiktrip Corporation
 2255 Bluestone Drive
 St Charles, MO 63303

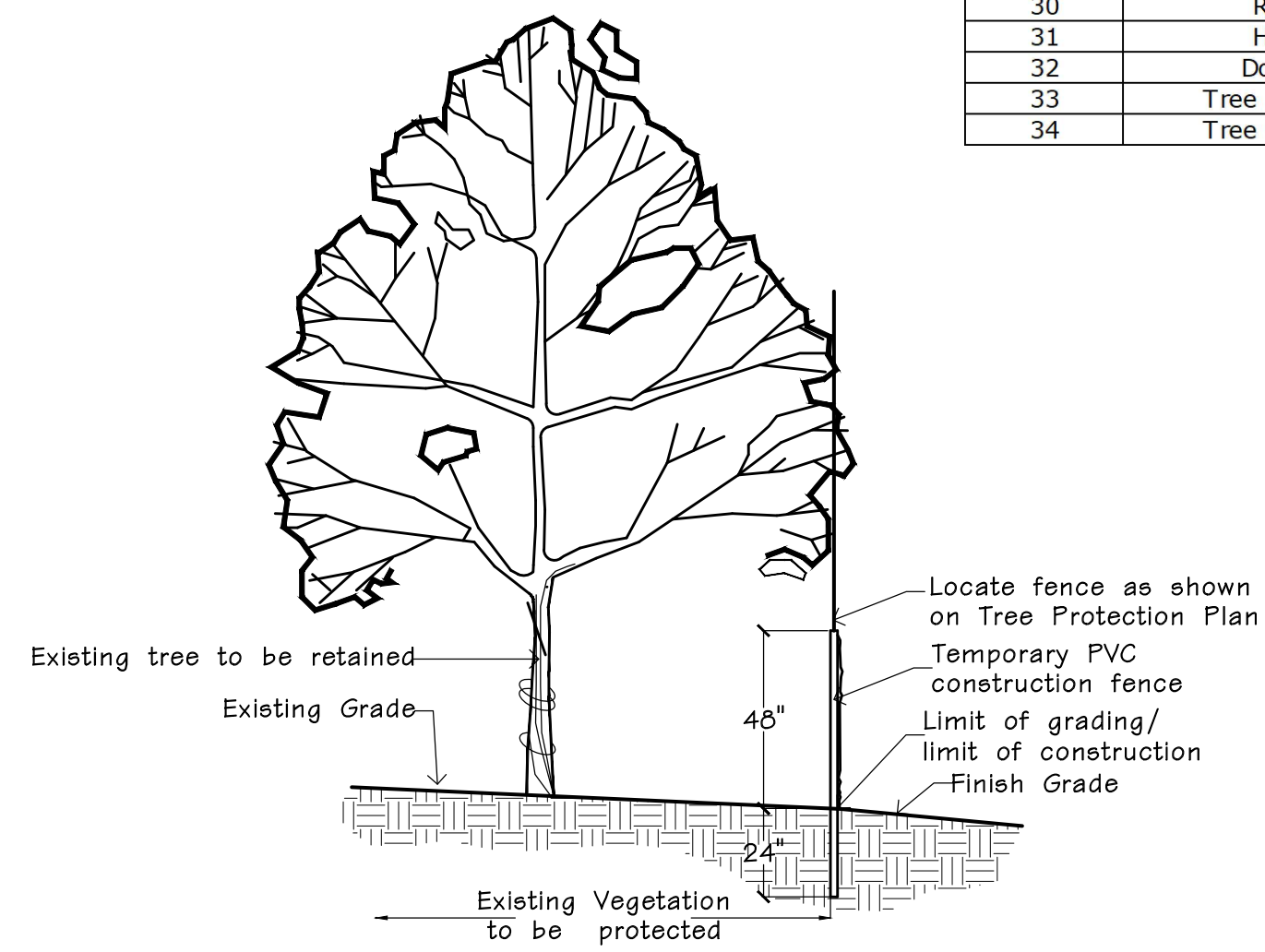
Section 410.110
Section 2
Applicant Information:
 Quiktrip Corporation
 2255 Bluestone Drive
 St Charles, MO 63303

SURVEYOR'S NOTES:

- 1) Dedication strip shown at Olive and Graesser to MoDOT being 0.1 acres is needed but has not been presented to or approved by MoDOT
- 2) The following easements will be vacated
Laclede Gas 6307-364
Roadway Esmt 2759-62
Easement 6280-1810
15'x15' Easement 5114-188
Easement 5234-148
Easement 7464-213
Roadway Esmt 2676-614
- 3) The following easements will remain
MDS Esmt 5114-186
MSD Esmt 6205-580
MDS Esmt 5114-186



Number	Common Name	DBH Of Trunk	Remain/ Remove	Comments
1	Honeylocust	10"	Remove	
2	Honeylocust	10"	Remove	
3	Honeylocust	10"	Remove	
4	Honeylocust	10"	Remove	
5	Honeylocust	10"	Remove	
6	Austrian Pine	15"	Remove	
7	White Pine	20"	Remove	90% Dead
8	Red Cedar	6"	Remain	
9	Chinese Elm	12"	Remain	
10	Chinese Elm	12"	Remain	
11	Chinese Elm	12"	Remain	
12	Norway Spruce	24"	Remain	
13	Red Cedar	16"	Remain	
14	Red Cedar	12"	Remain	
15	White Pine	24"	Remove	Fair Condition
16	White Pine	20"	Remove	Fair Condition
17	White Pine	48"	Remove	Poor Condition
18	White Pine	24"	Remove	Fair Condition
19	White Oak	24"	Remove	
20	Silver Maple	48"	Remain	Fair Condition
21	Redbud	10"	Remove	
22	White Pine	17"	Remove	
23	White Pine	18"	Remove	Poor Condition
24	Norway Spruce	10"	Remove	
25	Redbud	6"	Remain	
26	Redbud	8"	Remain	
27	Green Ash	24"	Remove	
28	Boxelder	15"	Remove	
29	Green Ash	48"	Remain	
30	Redbud	10"	Remove	DBL Trunk
31	Hickory	26"	Remove	
32	Dogwood	6"	Remove	DBL Trunk
33	Tree of Heaven	20"	Remove	
34	Tree of Heaven	11"	Remove	



TREE PROTECTION DETAIL
n.t.s.

Existing Trees
SCALE 1" = 20'-0"

STATE OF MISSOURI

DOUGLAS A. DELONG

LANDSCAPE ARCHITECT

LA-81

2/3/2020

Douglas A. DeLong, Landscape Architect LA-81

Consultants:

QuickTrip #613
Creve Coeur, MO

Revisions:		
Date	Description	No.

Drawn: XXX
Checked: XXX

DeLong

landscape architecture, LLC

7620 West Bruno Ave
St. Louis, MO 63117
(314) 346-4856
delong.la@gmail.com

Missouri State Certificate of Authority: 00013800-045

Sheet Title:	Existing Tree Survey
Sheet No:	T6-1
Date:	2/3/20
Job #:	135.024

REVISIONS	BY
1-15-2020	RVM
2-21-2020	RVM
5-4-2020	RVM
5-1-2020	RVM

LANDSCAPE
TECHNOLOGIES

87 Jacobs Creek Drive
St. Louis, MO 63114
P: 314.426.1250
F: 314.426.1251
info@landscape-technologies.com
www.landscape-technologies.com

REGISTERED LANDSCAPE ARCHITECT

STATE OF MISSOURI

ANDREAS W. MARDIS

NUMBER 019

DATE 5-1-2020

RAULPH W. MARDIS

REGISTERED LANDSCAPE ARCHITECT #000014

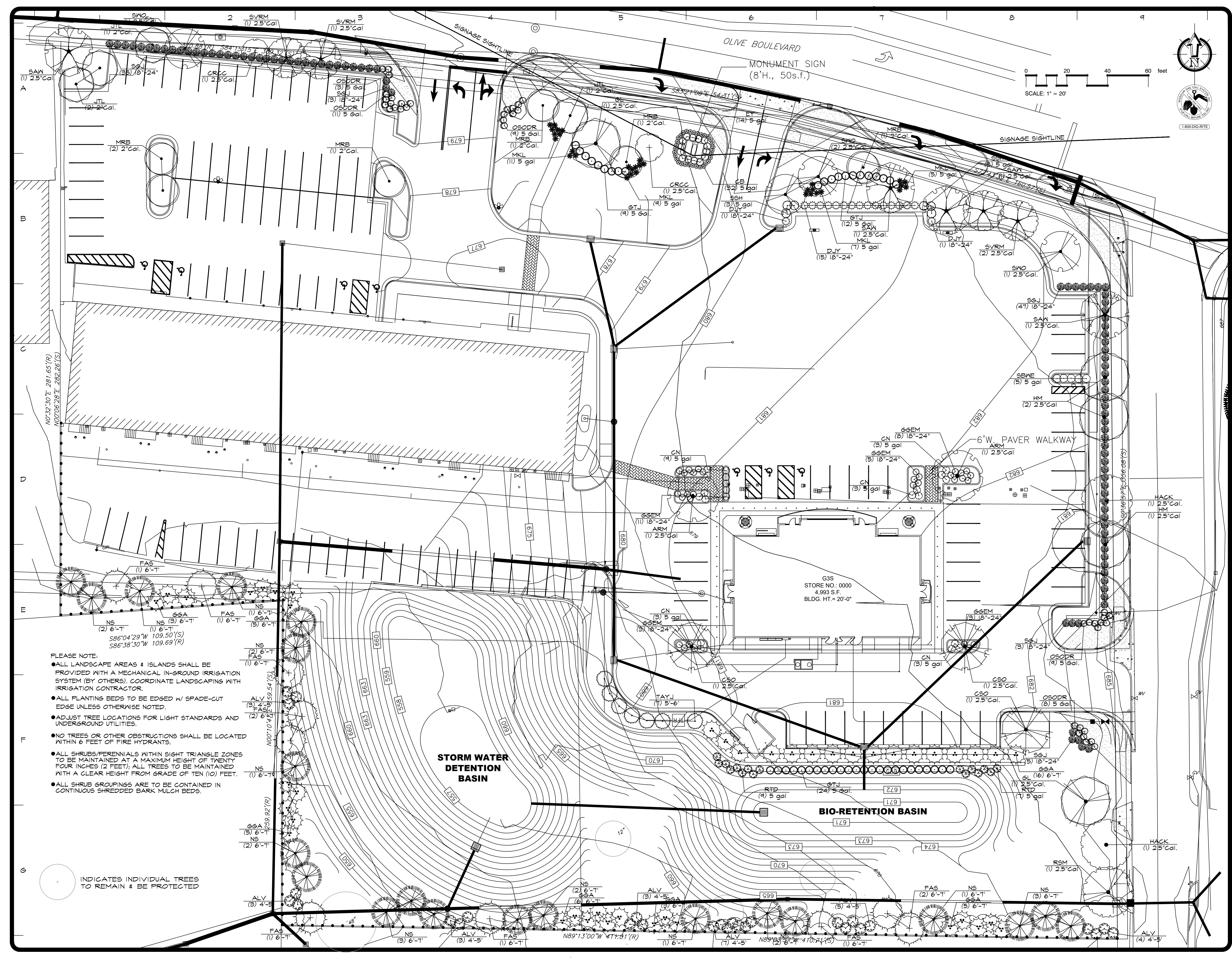
DATE 5-1-2020

PLANTING PLAN FOR THE PROPOSED

QuikTrip #613

CREVE COEUR, MISSOURI

DRAWN R. MARDIS
CHECKED RAMUEL
DATE 12-4-19
SCALE 1"=20'-0"
JOB No. 2019-174
SHEET L-1
OF THREE SHEETS



PLEASE NOTE:

- ALL LANDSCAPE AREAS & ISLANDS SHALL BE PROVIDED WITH A MECHANICAL IN-GROUND IRRIGATION SYSTEM (BY OTHERS). COORDINATE LANDSCAPING WITH IRRIGATION CONTRACTOR.
- ALL PLANTING BEDS TO BE EDGED W/ SPADE-CUT EDGE UNLESS OTHERWISE NOTED.
- ADJUST TREE LOCATIONS FOR LIGHT STANDARDS AND UNDERGROUND UTILITIES.
- NO TREES OR OTHER OBSTRUCTIONS SHALL BE LOCATED WITHIN 6 FEET OF FIRE HYDRANTS.
- ALL SHRUBS/PERENNIALS WITHIN SIGHT TRIANGLE ZONES TO BE MAINTAINED AT A MAXIMUM HEIGHT OF TWENTY FOUR INCHES (2 FEET); ALL TREES TO BE MAINTAINED WITH A CLEAR HEIGHT FROM GRADE OF TEN (10) FEET.
- ALL SHRUB GROUPINGS ARE TO BE CONTAINED IN CONTINUOUS SHREDDED BARK MULCH BEDS.

INDICATES INDIVIDUAL TREES TO REMAIN & BE PROTECTED

REVISIONS	BY
1-15-2020	RYM
2-21-2020	RYM
5-4-2020	RYM
5-11-2020	RYM

LANDSCAPE TECHNOLOGIES

61 Jacobs Creek Drive
St. Louis, MO 63113
800-222-2222
www.landscapetechnologies.com

STATE OF MISSOURI

REGISTERED LANDSCAPE ARCHITECT

MAJORIS NUMBER 019

DATE 5-1-2020

ST. LOUIS, MISSOURI

MAJORIS NUMBER 019

DATE 5-1-2020

PLANTING PLAN FOR THE PROPOSED

QuikTrip #613

CREVE COEUR, MISSOURI

DRAWN R. MARDIS
CHECKED RMM/EL
DATE 12-24-19
SCALE N.A.
JOB No. 2019-174
SHEET
L-2
OF THREE SHEETS

LANDSCAPE GUIDELINE SPECS:

GENERAL:

- All natural vegetation shall be maintained where it does not interfere with construction or the permanent plan of operation. Every effort possible shall be made to protect existing structures or vegetation from damage due to equipment usage. Contractor shall at all times protect all materials and work against injury to public. The landscape contractor shall be responsible for any coordination and sequencing with other site related work being performed by other contractors. Refer to additional drawings for further coordination of work to be done.
- Underground facilities, structures and utilities must be considered approximate only. There may be others not presently known or shown. It shall be the landscape contractor's responsibility to determine or verify the existence of and exact location of the above (Call 1-800-DIG-RITE in Missouri).
- Plant material are to be planted in the same relationship to grade as was grown in nursery conditions. All planting beds shall be cultivated to 6" depth minimum and graded smooth immediately before planting of plants. Plant groundcover to within 12" of trunk of trees or shrubs planted within the area.
- It shall be the landscape contractor's responsibility to:
 - Verify all existing and proposed features shown on the drawings prior to commencement of work.
 - Report all discrepancies found with regard to existing conditions or proposed design to the landscape architect immediately for a decision.
 - Stake the locations of all proposed plant material and obtain the approval of the owner's representative or landscape architect ten (10) days prior to installation.
- Items shown on this drawing take precedence over the material list. It shall be the landscape contractor's responsibility to verify all quantities and conditions prior to implementation of this plan. No substitutions of types or size of plant materials will be accepted without written approval from the landscape architect.
- Provide single-stem trees unless otherwise noted in plant schedule.
- All plant material shall comply with the recommendations and requirements of ANSI Z60.1 "American Standards for Nursery Stock".
- It shall be the contractor's responsibility to provide for inspection of the plant material by the Landscape Architect (or Owners' Representative) prior to acceptance. Inspections may take place before, during or after installation. Plants not conforming exactly to the plant list will not be accepted and shall be replaced at the landscape contractor's expense.
- All bids are to have unit prices listed. The Owner has the option to delete any portion of the contract prior to signing the contract or beginning work. This will be a unit price contract; quotes shall be valid for 12 months.
- Should auger equipment be utilized in excavating any plant pits, vertical sides of plant pits shall be thoroughly scarified to avoid creation of "polished side walls" prior to plant material installation.
- All excess topsoil, rocks, debris and/or tainted soils shall be removed by the general contractor prior to point project is turned over to the landscape contractor to commence landscape installation.
- Keep all plant material (except turf) a minimum of 36" clear of fire hydrants.
- Landscape contractor shall kill & remove all existing weeds within the project site.
- All tags, nursery stakes, labels, etc. shall be removed by the landscape contractor at completion of all landscape installation.
- Landscape contractor shall be in compliance with all federal, state and local laws / regulations relating to insect infestation and/or plant diseases.

PRUNING:

- Lightly prune trees at time of planting. Prune only the crossover limbs, intermingled leaders and/or any broken branches. Some interior twigs and lateral branches may be pruned. However, do not remove the terminal buds of branches that extend to the edge of the crown.
- All pruning shall comply with ANSI A300 standards.

INSURANCE:

- The landscape contractor shall submit certificates of insurance for workman's compensation and general liability.

MULCH:

- All mulch in planting beds to be shredded oak bark mulch at 3" depth (after compaction) unless otherwise noted. Mulch shall be clean and free of all foreign materials, including weeds, mold, deleterious materials, etc.
- Mexican Pebbles shall be installed where indicated on plan. Mirafli fabric shall be used beneath all gravel mulch beds.
- Edge all beds with spade-cut edge unless otherwise noted.

MAINTENANCE:

- Landscape Contractor shall provide a separate proposal to maintain all plants, shrubs, groundcover, perennials and annuals for a period of 12 months after acceptance.
- Contractor shall ensure that only competent and trained personnel shall provide such services and that such services be provided in a timely manner.

TOPSOIL:

- Topsoil mix for all proposed landscape plantings shall be five (5) parts well-drained screened organic topsoil to one (1) part Canadian sphagnum peat moss as per planting details. Roto-till topsoil mix to a depth of 6" minimum and grade smooth.
- Provide a soil analysis, as requested, made by an independent soil-testing agency outlining the % of organic matter, inorganic matter, deleterious material, pH and mineral content.
- Any foreign topsoil used shall be free of roots, stumps, weeds, brush, stones (larger than 1"), litter or any other extraneous or toxic material. Landscape contractor shall be fully responsible for correcting all negative soil issues prior to plant installation. Killing and removal of all weeds shall be the responsibility of the landscape contractor as part of this task.
- Landscape contractor to apply pre-emergent herbicide to all planting beds upon completion of planting operations and before application of shredded bark mulch.
- Install siltation controls prior to commencement of any grading operations. Inspect and maintain all siltation fences on a weekly basis until vegetation is established.

MISC. MATERIAL:

- Provide stakes and deadmen of sound, new hardwood, free of knotholes and defects.
- Tree wrap tape shall be 4" minimum, designed to prevent borer damage and winter freezing. Additionally, only 3-ply tying material shall be used.

TURF:

- All disturbed lawn areas to be seeded with a mixture of Turf-Type fescue (500# per acre) and bluegrass (18# per acre). Lawn areas shall be unconditionally warranted for a period of 90 days from date of final acceptance. Bare areas more than one square foot per any 50 square feet shall be replaced. The turf contractor shall be responsible for protection of finished grade; restore and repair any erosion or water damage and obtain owners' approval prior to seeding or sod installation.
- Landscape contractor shall offer an alternate price for sod in lieu of seed. Sod shall be cut at a uniform thickness of 3/4". No broken pieces, irregular pieces or torn pieces will be accepted.
- Any points carrying concentrated water loads and all slopes of 15% or greater shall be sodded.
- All sod shall be placed a maximum of 24 hours after harvesting.
- Recondition existing lawn areas damaged by Contractor's operations including equipment/material storage and movement of vehicles.
- Sod Contractor to ensure sod is placed below sidewalk and all paved area elevations to allow for proper drainage.

WARRANTY:

- All plant material (excluding ground cover, perennials and annuals) are to be warranted for a period of 12 months after complete installation of all landscape material at 100% of the installed price.
- Any plant material found to be defective shall be removed and replaced within 30 days of notification or in growth season determined to be best for that plant.
- Only one replacement per tree or shrub shall be required at the end of the warranty period, unless loss is due to failure to comply with warranty.
- Lawn establishment period will be in effect once the lawn has been mowed three times. Plant establishment period shall commence on the date of acceptance and 100% completion.
- A written guarantee shall be provided to the owner per conditions outlined in #1 above.

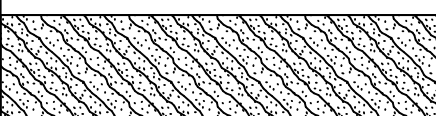
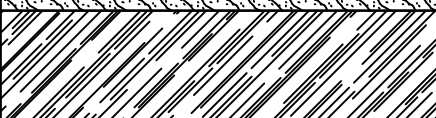
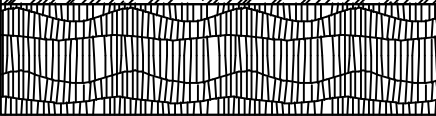
IRRIGATION:

- An underground, fully automatic irrigation system is required. Please see Irrigation guideline specifications below.

IRRIGATION GUIDELINE SPECS:

GENERAL:

- System shall be designed for 30 gpm @ 80 PSI. Contractor to field verify actual conditions.
- Exact tap, backflow and controller location to be coordinated with owner or owner's representative.
- All control wiring to be 14 ga. Minimum 3 extra strands to be installed in each direction from the controller to the end of the mainline.
- All piping to be sleeved in SCH40 PVC when passing under hardscape. PVC Sleeve to be a minimum of twice the size of pipe(s) running through.
- Underground facilities, structures and utilities must be considered approximate only. There may be others not presently known or shown. It shall be the irrigation contractor's responsibility to determine or verify the existence of and exact location of the above (Call 1-800-DIG-RITE).
- It shall be the irrigation contractor's responsibility to:
 - Verify all existing and proposed features shown on the drawings prior to commencement of work.
 - Report all discrepancies found with regard to existing conditions or proposed design to the landscape architect immediately for a decision.

PLANT SCHEDULE				
TREES	QTY	COMMON / BOTANICAL NAME	SIZE	
ARM	2	Armstrong Red Maple / <i>Acer rubrum</i> 'Armstrong'	2.5" Cal	
HACK	2	Common Hackberry / <i>Celtis occidentalis</i>	2.5" Cal.	
CSO	3	Crimson Spire Oak / <i>Quercus robur</i> x <i>alba</i> 'Crimson Spire'	2.5" Cal.	
GL	2	Greenspire Littleleaf Linden / <i>Tilia cordata</i> 'Greenspire'	2.5" Cal.	
HM	3	Hedge Maple / <i>Acer campestre</i>	2.5" Cal	
SAW	4	Santooth Oak / <i>Quercus acutissima</i>	2.5" Cal.	
SVRM	4	Sun Valley Red Maple / <i>Acer rubrum</i> 'Sun Valley'	2.5" Cal	
SWO	4	Swamp White Oak / <i>Quercus bicolor</i>	2.5" Cal.	
RSM	1	'Red Sunset' Maple / <i>Acer rubrum</i> 'Franksred'	2.5" Cal	
EVERGREEN TREES	QTY	COMMON / BOTANICAL NAME	SIZE	
FAS	10	Fat Albert Spruce / <i>Picea pungens</i> 'Fat Albert'	6'-7'	
GGA	43	Green Giant Arborvitae / <i>Thuja plicata</i> 'Green Giant'	6'-7'	
NS	21	Norway Spruce / <i>Picea abies</i>	6'-7'	
TAYJ	7	Taylor Juniper / <i>Juniperus virginiana</i> 'Taylor'	5'-6'	
FLOWERING TREES	QTY	COMMON / BOTANICAL NAME	SIZE	
CRCC	2	Canada Red Chokecherry / <i>Prunus virginiana</i> 'Canada Red'	2.5" Cal.	
JTL	4	Ivory Silk Japanese Tree Lilac / <i>Syringa reticulata</i> 'Ivory Silk'	2" Cal.	
MRB	6	Merlot Redbud / <i>Cercis</i> x 'Merlot'	2" Cal.	
SHRUBS	QTY	COMMON / BOTANICAL NAME	SIZE	
ALV	28	Alleghany Leatherleaf Viburnum / <i>Viburnum rhytidophyllum</i> 'Alleghany'	4'-5'	
RTD	16	Bailey's Red-twig Dogwood / <i>Cornus sericea</i> 'Cardinal'	5 gal	
CB	32	Concorde Barberry / <i>Berberis thunbergii</i> 'Concorde'	5 gal	
CN	21	Coppertina Ninebark / <i>Physocarpus opulifolius</i> 'Coppertina'	5 gal	
DJY	17	Dense Japanese Yew / <i>Taxus cuspidata</i> 'Densifolmis'	18"-24"	
EY	14	Everlow Yew / <i>Taxus</i> x <i>media</i> 'Everlow'	5 gal	
GTJ	45	Gold Tip Juniper / <i>Juniperus chinensis</i> 'Gold Tip'	5 Gal.	
GGEM	30	Green Gem Boxwood / <i>Buxus</i> x 'Green Gem'	18"-24"	
MKL	32	Miss Kim Lilac / <i>Syringa patula</i> 'Miss Kim'	5 gal	
SGJ	43	Sea Green Juniper / <i>Juniperus chinensis</i> 'Sea Green'	18"-24"	
SBWE	5	Sonic Bloom Weigela / <i>Weigela florida</i> 'Sonic Bloom'	5 gal	
SSH	6	Strawberry Sundae Hydrangea / <i>Hydrangea paniculata</i> 'Strawberry Sundae'	5 gal	
FORBS	QTY	COMMON / BOTANICAL NAME	SIZE	
GAX	38	Golden Alexander / <i>Zizia aurea</i>	2 Qt. @ 18" OC	
ROSEM	18	Rose Mallow / <i>Hibiscus laevis</i>	1 Gal @ 30" OC	
RTH	73	Rose Turtle-Head / <i>Chelone obliqua</i>	2 Qt. @ 24" OC	
SMW	44	Swamp Milkweed / <i>Asclepias incarnata</i>	2 Qt. @ 24" OC	
ROSES	QTY	COMMON / BOTANICAL NAME	SIZE	
OSODR	40	OSO Easy Double Rose / <i>Rosa</i> x 'OSO Easy Double Rose'	5 Gal.	
NATIVE GRASSES	QTY	COMMON / BOTANICAL NAME	SIZE	
	50	Brown Fox Sedge / <i>Carex vulpinoidea</i>	Plug at 18" OC	
	101	Great Green Bulrush / <i>Scirpus atrovirens</i>	Plug at 18" OC	
	56	Morning Star Sedge / <i>Carex grayi</i>	Plug at 18" OC	

QT STORE:
PARKING/DRIVES = 35,536 SQ. FT.
REQUIRED GREENSPACE = 35,536 / 350 X 10 = 1,015 SQ. FT.
PROVIDED GREENSPACE = 1,104 SQ. FT.

RETAIL STORE:
PARKING/DRIVES = 42,603 SQ. FT.
REQUIRED GREENSPACE = 42,603 / 350 X 10 = 1,226 SQ. FT.
PROVIDED GREENSPACE = 1,371 SQ. FT.

LANDSCAPE REQUIREMENTS:

- ONE (1) STREET TREE PER 30' OF FRONTAGE
 - 320.08 LF FRONTAGE ALONG GRAESER ROAD; THEREFORE, ELEVEN (11) TREES REQUIRED. THREE TREES ARE EXISTING/RETAINED, EIGHT (8) NEW ARE PROPOSED.
 - 484.16 LF FRONTAGE ALONG OLIVE BLVD.; THEREFORE, SEVENTEEN (17) TREES ARE REQUIRED AND PROVIDED.

- DISTANCES ABOVE DEDUCT ENTRANCE OPENINGS

- OPAQUE SCREEN REQUIRED WHERE RESIDENTIAL ABUTS COMMERCIAL PROPERTIES, MINIMUM 4' HEIGHT

LOT AREA = 142,916 Sq. Ft. / 4.43 Ac.
BUILDING FOOTPRINTS = 20,023 Sq. Ft. Total
QT = 4,948 Sq. Ft. / Exist. Bldg = 15,030 Sq. Ft.
IMPERVIOUS SURFACE = 85,157 Sq. Ft. or 44% including parking area of 26,705 Sq. Ft.
PERVIOUS PAVING SURFACE: 350 Sq. Ft.
GREENSPACE = 87,386 Sq. Ft. or 45%
SQ. FT. OF PARKING = 26,705 Sq. Ft.
SQ. FT. INTERIOR LANDSCAPING = 3,570 Sq. Ft.

IN-GROUND, AUTOMATIC IRRIGATION SYSTEM IS REQUIRED AND WILL BE PROVIDED AS A CONDITION OF DEVELOPMENT (By Others)

REVISIONS	BY
1-15-2020	RVM
2-21-2020	RVM
5-4-2020	RVM
5-7-2020	RVM

LANDSCAPE TECHNOLOGIES

617 Jacobs Creek Drive
St. Louis, MO 63114
P: 314.432-1200
F: 314.432-1201
info@landscape-tech.com
www.landscape-tech.com

REGISTERED LANDSCAPE ARCHITECT

STATE OF MISSOURI

LANDSCAPE ARCHITECT

NUMBER 019

DATE 5-7-2020

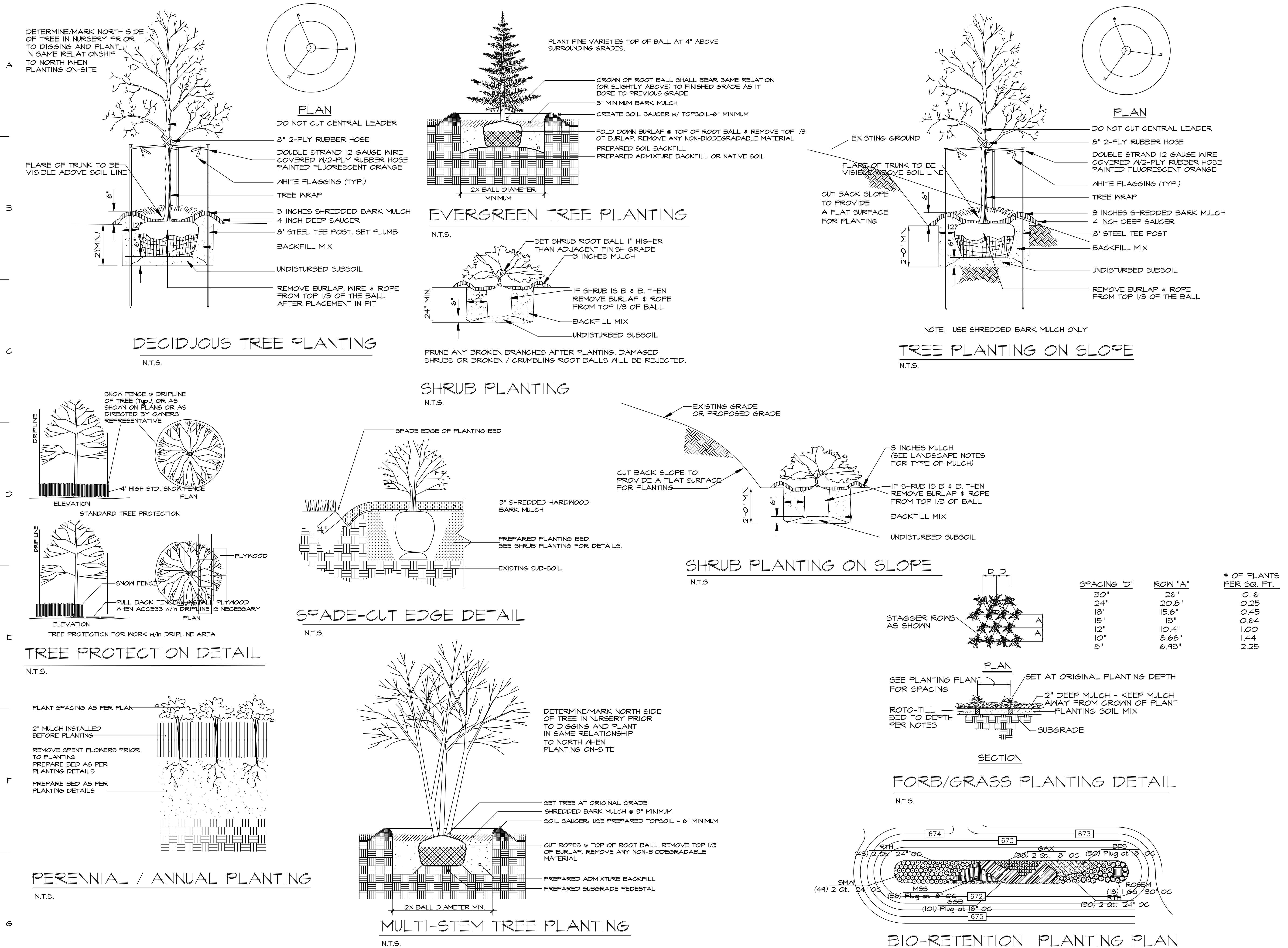
PLANTING PLAN FOR THE PROPOSED

QuikTrip #613

CREVE COEUR, MISSOURI

DRAWN R. MARDIS
CHECKED RAMMEL
DATE 12-4-19
SCALE 1"=20'-0"
JOB No. 2019-174
SHEET L-3

OF THREE SHEETS





**“QUIKTRIP #613 LOTS A & B”
Preliminary Plat Descriptions**

OVERALL DESCRIPTION without proposed MODOT Dedication Strip

Tracts of land located in Section 2, Township 45 North, Range 5 East, said tracts being conveyed to BG Olive & Graeser LLC by Deed Book 23202 at page 119 and Deed Book 23466 at page 2128 and conveyed to Forsyth Investments LLC by deed recorded in Book 17821 page 2221 of the St Louis County Records, St Louis County, Missouri and being described as follows:

Beginning at the point of intersection of the South line of a tract conveyed to BG Olive & Graeser LLC as recorded in Book 23466 at page 2128, and the West right of way line of Graeser Road (width varies) being the North line of Lot 1 of MARTIN GROVE, a subdivision filed for record in Plat Book 299 at page 20 of the St Louis County Records; thence leaving said West right of way line of Graeser Road North 89 degrees 03 minutes 57 seconds West along the North line of said subdivision a distance of 410.71 feet to a point, said point being in the East line of Lot 3 of MARY MEADOWS, a subdivision filed for record in Plat Book 72 at page 25; thence leaving said MARTIN GROVE North 00 degrees 10 minutes 47 seconds East along the East line of MARY MEADOWS a distance of 159.54 feet to a point in the North line of Lot 1 of said MARY MEADOWS; thence South 86 degrees 04 minutes 29 seconds West along the North line of said Lot 1 a distance of 109.50 feet to a point, said point being the Southeast corner of a tract conveyed to A & A Properties LLC by deed recorded in Book 17841 at page 0360 of the St Louis County Records; thence leaving said MARY MEADOWS North 00 degrees 06 minutes 28 seconds East a distance of 282.26 feet to a point in the Southern right of way of Olive Boulevard (width varies); thence leaving said MARY MEADOWS South 84 degrees 15 minutes 15 seconds East along said Olive Boulevard a distance of 294.78 feet to a point; thence leaving said Olive Boulevard South 73 degrees 33 minutes 59 seconds East a distance of 221.01 feet to a point; thence leaving Olive Boulevard South 36 degrees 40 minutes 14 seconds East a distance of 16.71 feet to a point in the West right of way line of Graeser Road; thence South 0 degrees 36 minutes 57 seconds East along said Graeser Road a distance of 335.57 feet to the point of beginning and containing 4.3 acres, more or less.

Subject to easements, restrictions, reservations and covenants of record, if any.



**“QUIKTRIP #613 LOTS A & B”
Preliminary Plat Descriptions**

LOT "A" DESCRIPTION without proposed MODOT Dedication Strip:

A tract of land located in Section 2, Township 45 North, Range 5 East, said tracts being conveyed to BG Olive & Graeser LLC by Deed Book 23202 at page 119 and Deed Book 23466 at page 2128 of the St Louis County Records, St Louis County, Missouri and being described as follows:

Beginning at the point of intersection of the South line of a tract conveyed to BG Olive & Graeser LLC as recorded in Book 23466 at page 2128, and the West right of way line of Graeser Road (width varies) being the North line of Lot 1 of MARTIN GROVE, a subdivision filed for record in Plat Book 299 at page 20 of the St Louis County Records; thence leaving said West right of way line of Graeser Road North 89 degrees 03 minutes 57 seconds West along the North line of said subdivision a distance of 410.71 feet to a point, said point being in the East line of Lot 3 of MARY MEADOWS, a subdivision filed for record in Plat Book 72 at page 25; thence leaving said MARTIN GROVE North 00 degrees 10 minutes 47 seconds East along the East line of MARY MEADOWS a distance of 159.54 feet to a point in the North line of Lot 1 of said MARY MEADOWS;

thence leaving said MARY MEADOWS South 89 degrees 12 minutes 29 seconds East a distance of 151.03 feet to a point; thence North 05 degrees 39 minutes 39 seconds East a distance of 249.45 feet to a point in the Southern right of way line of Olive Boulevard (width varies); thence along said right of way South 84 degrees 15 minutes 15 seconds East a distance of 9.01 feet to a point; thence leaving said right of way South 73 degrees 33 minutes 59 seconds East a distance of 221.01 feet to a point; thence South 36 degrees 40 minutes 14 seconds East a distance of 16.71 feet to a point in the Western right of way line of Graeser Road (width varies); thence leaving Olive Boulevard South 00 degrees 36 minutes 57 seconds East along said Graeser Road a distance of 335.57 feet to the point of beginning and containing 2.7 acres, more or less.

Subject to easements, restrictions, reservations and covenants of record, if any.



**“QUIKTRIP #613 LOTS A & B”
Preliminary Plat Descriptions**

LOT "B" DESCRIPTION:

A tract of land located in Section 2, Township 45 North, Range 5 East, said tract being conveyed to Forsyth Investments LLC by Deed Book 17821 at page 2221 of the St Louis County Records, St Louis County, Missouri and being described as follows:

Commencing at the point of intersection of the South line of a tract conveyed to BG Olive & Graeser LLC as recorded in Book 23466 at page 2128, and the West right of way line of Graeser Road (width varies) being the North line of Lot 1 of MARTIN GROVE, a subdivision filed for record in Plat Book 299 at page 20 of the St Louis County Records; thence leaving said West right of way line of Graeser Road North 89 degrees 03 minutes 57 seconds West along the North line of said subdivision a distance of 410.71 feet to a point, said point being in the East line of Lot 3 of MARY MEADOWS, a subdivision filed for record in Plat Book 72 at page 25; thence leaving said MARTIN GROVE North 00 degrees 10 minutes 47 seconds East along the East line of MARY MEADOWS a distance of 159.54 feet to a point in the North line of Lot 1 of said MARY MEADOWS, said point being the Point of Beginning of the tract herein described; thence South 86 degrees 04 minutes 29 seconds West along the Northern line of Lot 1 a distance of 109.50 feet to a point; thence leaving MARY MEADOWS North 00 degrees 06 minutes 28 seconds East a distance of 282.26 feet to a point in the Southern right of way line of Olive Boulevard (width varies); thence South 84 degrees 15 minutes 15 seconds East along the Southern right of way of Olive Boulevard a distance of 285.77 feet to a point; thence leaving said right of way South 05 degrees 39 minutes 39 seconds West a distance of 249.45 feet to a point; thence North 89 degrees 12 minutes 29 seconds West a distance of 151.03 feet to the point of beginning and containing 1.6 acres, more or less.

Subject to easements, restrictions, reservations and covenants of record, if any.

January 13, 2020

Ms. Gwen Keen
Real Estate Project Manager
QuikTrip Corporation
2255 Bluestone Drive
St. Charles, Missouri 63303

RE: Traffic Impact Study
Proposed QuikTrip #613 Gas Station and Convenience Store
Southwest Quadrant of Olive Boulevard at Graeser Road/Dautel Lane
Creve Coeur, Missouri
CBB Job No. 29-2018-28

Dear Ms. Keen:

As requested, CBB has completed a traffic impact study pertaining to the proposed construction of a QuikTrip gas station and convenience store #613 in Creve Coeur, Missouri. The site is located on the southwest corner of Olive Boulevard and Graeser Road/Dautel Lane. The existing site consists of a variety of commercial uses, none of which appear to generate high traffic volumes. The location of the site relative to the surrounding area is depicted in **Figure 1**, and a closer aerial view of the site is shown in **Figure 2**.

QuikTrip Corporation proposes to construct a 4,993 square foot (SF) convenience store with 8 fueling pumps, providing 16 vehicle-fueling positions (vfp). A copy of the site plan provided by QuikTrip at the commencement of the study is shown in **Figure 3**. It should be noted that QuikTrip is assembling multiple parcels to create the subject site. However, the larger retail building to the immediate west will remain in operation on a separate lot(s).

The purpose of this study was to determine the number of additional trips that would be generated by the proposed QuikTrip, evaluate the impact of the additional trips on current operating conditions for the adjacent roadways, identify the most appropriate configurations for the site access, and determine the ability of motorists to safely enter and exit the site. Where necessary, roadway improvements (lane additions and/or traffic control modifications) were recommended to mitigate the impact of the proposed redevelopment and to accommodate the additional traffic. The focus of this study was the AM, Midday, and PM peak hours of a typical weekday.

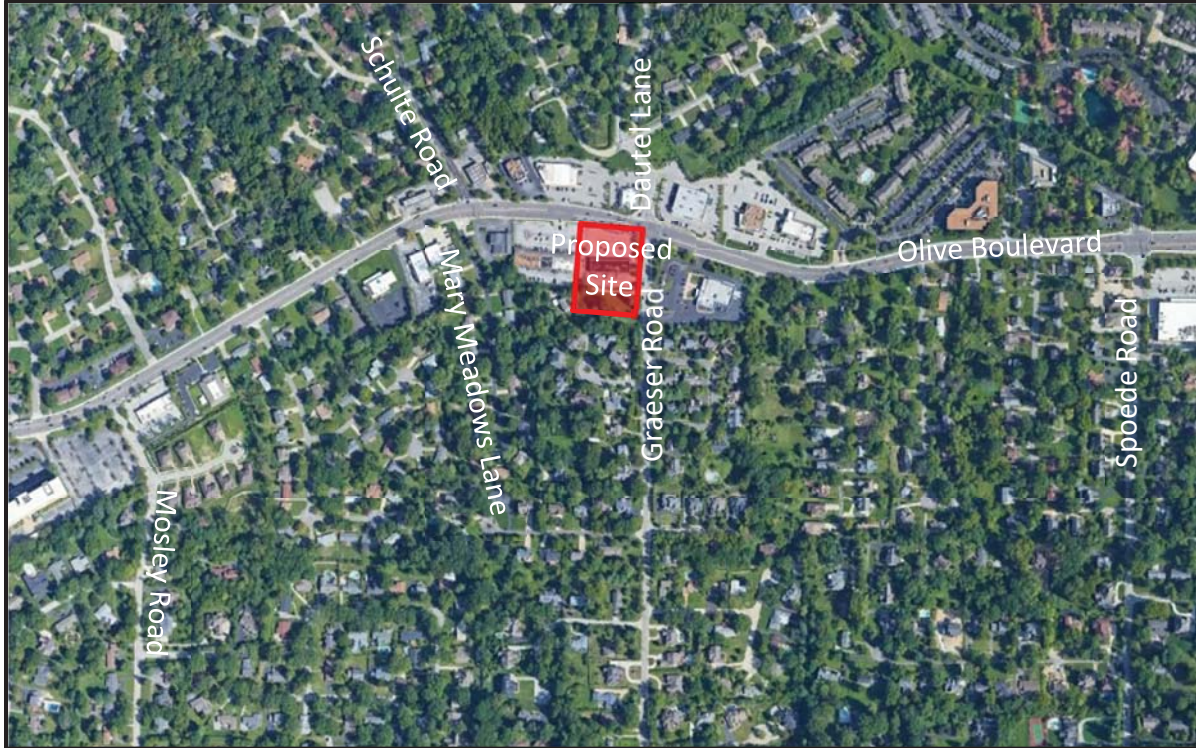


Figure 1: Project Location Map



Figure 2: Site Location

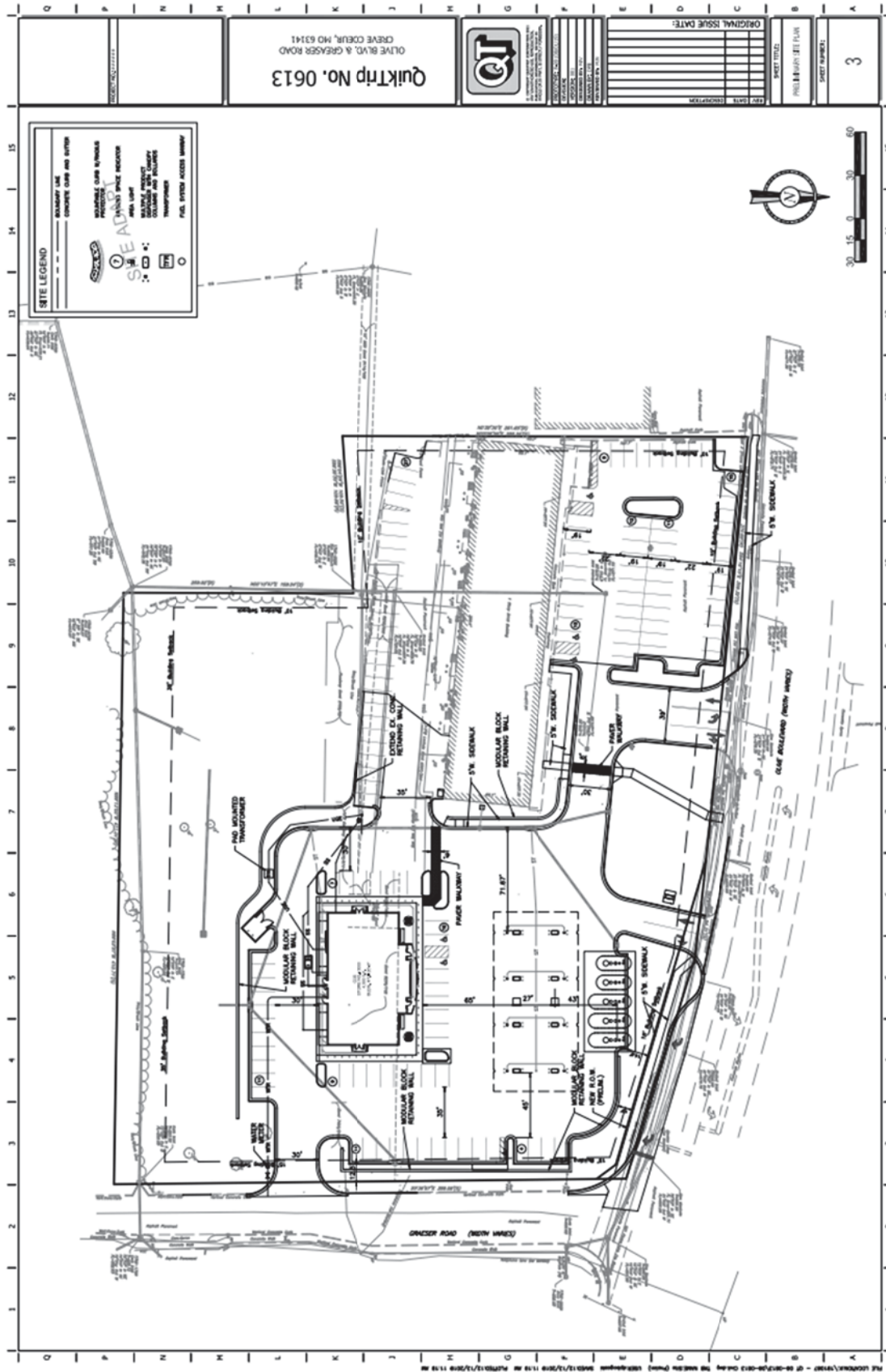


Figure 3: Concept Site Plan (provided by others)



The following intersections were included in the study:

- Olive Boulevard at Mosley Road (Signalized);
- Olive Boulevard at Schulte Road/Mary Meadows Lane (Signalized);
- Olive Boulevard at Graeser Road/Dautel Lane (Signalized);
- Olive Boulevard at Spoeede Road (Signalized);
- Olive Boulevard at Existing West Site Driveway/St. Vincent DePaul Driveway (Side-Street Stop);
- Olive Boulevard at Existing Central Site Driveway/Proposed QuikTrip Driveway (Right-In/Right-Out);
- Olive Boulevard at Existing East Site Driveway (Right-In/Right-Out – To Be Removed);
- Graeser Road at Proposed QuikTrip North Driveway (Side-Street Stop);
- Graeser Road at Existing Site Driveway/Proposed QuikTrip South Driveway (Side-Street Stop); and
- Graeser Road at First Community Driveway (Side-Street Stop).

The following analysis scenarios were considered:

- 2020 Baseline Conditions (Recent CBB Counts plus known developments);
- 2020 Build Conditions (2020 Baseline plus Site Trips).

The following report presents the methodology and findings relative to the 2020 Baseline and 2020 Build conditions.

EXISTING CONDITIONS

Jurisdictional Agency: The adjacent roadway jurisdictions vary. The City of Creve Coeur owns and maintains most of the surface streets, and the Missouri Department of Transportation (MoDOT) owns and maintains Olive Boulevard (Route 340). Consequently, any proposed improvements on these routes will be subject to both agencies' approvals through their typical permitting processes. CBB and other representatives of the project team met with staff from the City of Creve Coeur and MoDOT on July 10, 2019 to garner their input on the study scope. This traffic impact study was intended to meet both the City's and MoDOT's collective requirements.

Area Roadway System: CBB inspected the surrounding roadway system to verify number and use of travel lanes, traffic controls in place, adjacent driveway locations, posted speed limits, the presence of non-motorized facilities (pedestrian sidewalks and marked crossings as well as bike lanes) and other pertinent physical features.

Olive Boulevard (Missouri Route 340) is a major east-west arterial that provides access to Interstate 270 to the west and Lindbergh Boulevard (US Route 67) and I-170 to the east. Olive Boulevard is owned and maintained by MoDOT.



Within the study area, Olive Boulevard provides two through lanes in each direction. To the west of Schulte Road/Mary Meadows Lane as well as to the east of Graeser Road/Dautel Lane, Olive Boulevard provides a center two-way left-turn lane. Between Schulte Road/Mary Meadows Lane and Graeser Road/Dautel Lane, Olive Boulevard is divided by a raised concrete median with one break to serve the subject site and St. Vincent DePaul across the street. The posted speed limit is 35 miles per hour (mph). Sidewalks are provided along both sides of the roadway. The traffic signals along Olive Boulevard operate as part of a coordinated system.

Mosley Road is a minor north-south collector road owned and maintained by the City of Creve Coeur. The road provides two lanes, one in each direction, and its north terminus is a tee intersection with Olive Boulevard. Sidewalks are present along both sides of the roadway. Mosley Road has a posted speed limit of 30 mph. At the signalized intersection with Olive Boulevard, pedestrian crossings are marked across the south and east legs.

Schulte Road is a major north-south collector roadway owned and maintained by the St. Louis County Department of Transportation. The road provides two lanes, one in each direction. Within the study area, Schulte Road intersects Olive Boulevard at a signalized intersection. To the south of Olive Boulevard, the road changes names to **Mary Meadows Lane**, which is a local residential road ending in a cul-de-sac maintained by the City of Creve Coeur. Sidewalks are not present along the roadway except for the Circle K frontage on the north side of Olive Boulevard. Schulte Road has a posted speed limit of 35 mph. At the signalized intersection with Olive Boulevard, pedestrian crossings are marked across the north and south legs only.

Graeser Road is a minor north-south collector road owned and maintained by the City of Creve Coeur. The road provides two lanes, one in each direction. Sidewalks are present along the east side of the roadway. Graeser Road has a posted speed limit of 30 mph. At the signalized intersection with Olive Boulevard, pedestrian crossings are marked across the north, south, and east legs. To the north of Olive Boulevard, the road changes names to **Dautel Lane**.

Spoede Road is a major north-south collector roadway owned and maintained by the City of Creve Coeur. The road provides two lanes, one in each direction. Within the study area, Spoede Road intersects Olive Boulevard at a signalized intersection. Sidewalks are provided along the west side of the roadway. Spoede Road has a posted speed limit of 30 mph. At the signalized intersection with Olive Boulevard, pedestrian crossings are marked across the north, south, and west legs.

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



Given the traffic characteristics in the area, the weekday AM, Midday, and PM peak hours would be expected to represent a “worst-case scenario” with regards to the traffic impact. If traffic operations are acceptable during these peak hours, it can be reasoned that conditions would be as good or better throughout the remainder of the day.

Turning movement counts were collected during the weekday AM commuter peak period (7:00 to 9:00 AM), the weekday Midday peak period (11:00 AM to 1:00 PM), and the weekday PM commuter peak period (4:00 to 6:00 PM) in August 2019 after local school began Fall term. Based on the traffic counts, the AM peak hour occurred from 7:30 to 8:30 AM, the Midday peak hour occurred from 11:30 AM to 12:30 PM, and the PM peak hour occurred from 4:30 to 5:30 PM. The Existing Traffic Volumes are summarized in **Exhibit 1**. While not shown on Exhibit 1, pedestrians and bicycles were counted at all study locations. Those levels were relatively low; total inbound/outbound trips for all the current uses during the three peak hours were 1/1, 2/1, and 4/4, respectively.

Spot counts were completed to assess existing traffic at the intersections of Olive Boulevard with all existing site driveways (one full access and two right-in/right-out only on Olive Boulevard as well as one full access on Graeser Road) and also the First Community Credit Union driveway on Graeser Road to the south. Existing volumes at these driveways are low, as can be seen in **Exhibit 1**.

Baseline Traffic Volumes: Expected traffic volumes from two other developments were added to existing traffic volumes to reflect opening year Baseline traffic volumes. Trips from a previous study completed by CBB for a Mobil on the Run gas station at Olive Boulevard and Schulte Road/Mary Meadows Lane as well as trips from the expected full occupancy of the 166,000-SF HBE office building on Olive Boulevard at Mosely Road (based on data from the ITE Trip Generation Manual) were added to the Existing traffic volumes in Exhibit 1 to determine the total volumes in the 2020 Baseline scenario, shown in **Exhibit 2**. Trip generation data for the Mobil on the Run and HBE office uses are shown in **Tables 1 and 2**, respectively.

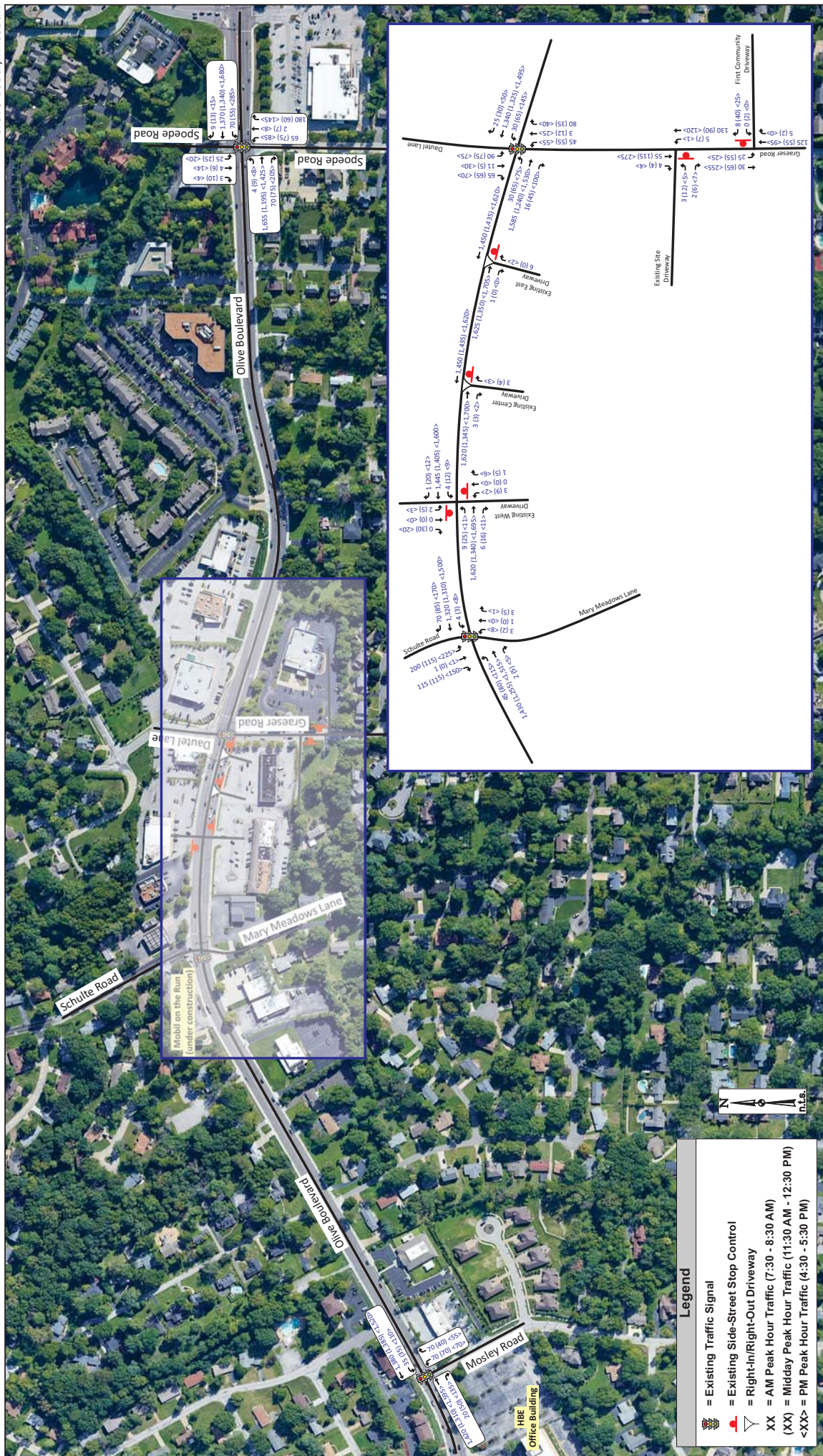
Table 1: Net Trips – Mobil on the Run Redevelopment (By Others)

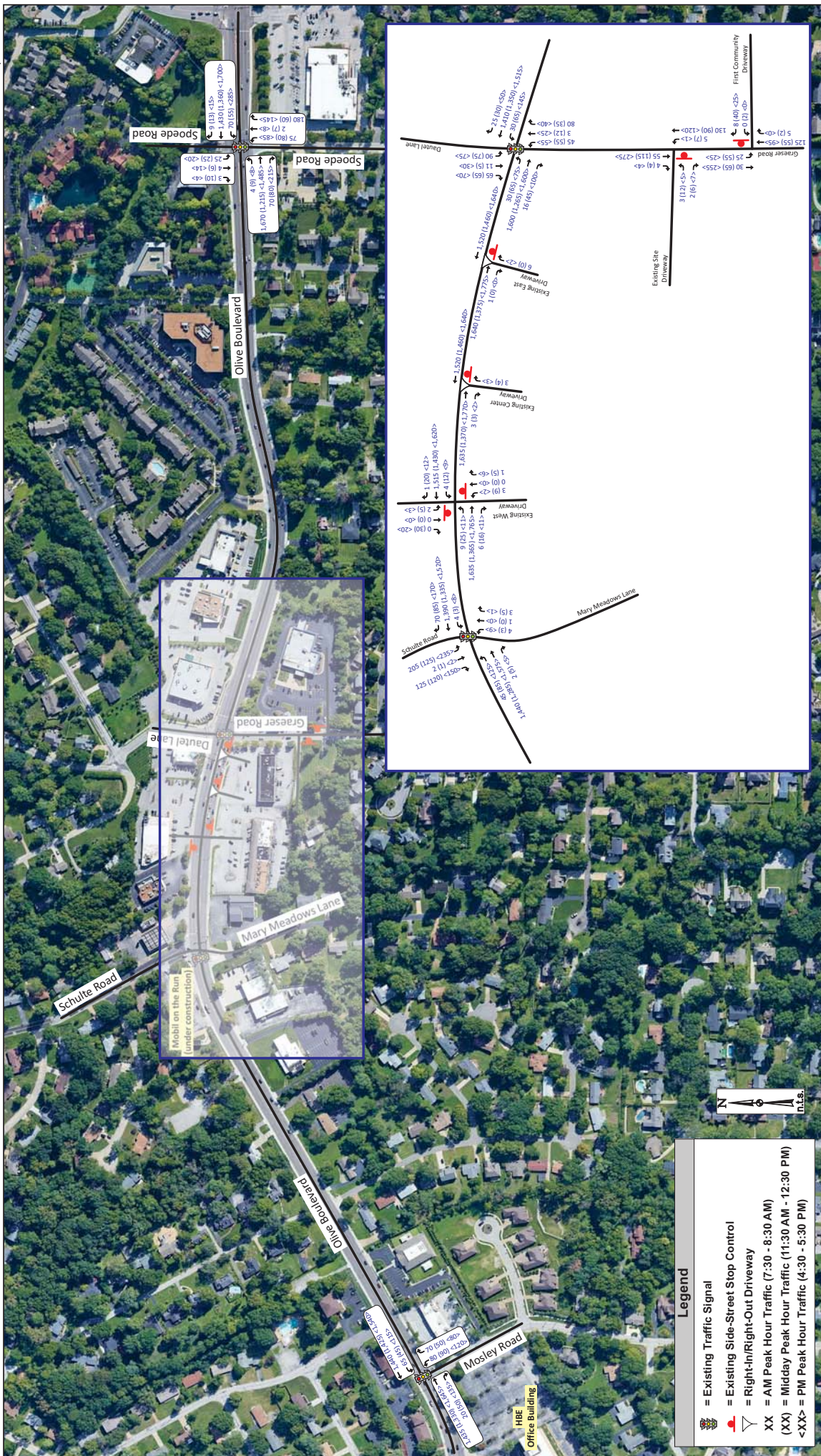
Trip Estimate from Previous Study	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Increase in Trips for Mobil on the Run Gas Station Redevelopment									
Total Trips	55	65	120	90	100	190	70	70	140
New Trips	20	30	50	35	45	80	30	30	60
Pass-by Trips	35	35	70	55	55	110	40	40	80



Table 2: HBE Office Building Trips

Land Use	Size	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Full Occupancy of HBE Office Building										
General Office Building	16 vfp	165	30	195	60	60	120	30	160	190







PROPOSED SITE

Proposed Land Use: Based upon the site plan provided by QuikTrip, shown in **Figure 3**, the proposed convenience store would be approximately 4,993 SF. The number vehicle fueling stations would be 16 under a single canopy.

Site Access: Direct access to the QuikTrip store is proposed via one full-access driveway on Graeser Road as well as one right-in/right-out driveway on Olive Boulevard. One of the existing driveways on Olive Boulevard serving this site would be closed. A full access driveway on Olive Boulevard is present on the adjacent site to the west, and cross access would be maintained between the two sites such that the proposed QuikTrip will use that driveway.

Trip Generation: As a primary step in this analysis, forecasts were prepared to estimate the amount of traffic that the proposed QuikTrip development would generate during the AM, Midday and PM peak hours. Traffic forecasts for the proposed QuikTrip were developed using data from counts performed at similar facilities within the St. Louis metropolitan area.

For comparison, the *Trip Generation Manual*, Tenth Edition, published by the Institute of Transportation Engineers (ITE) was also used to estimate the anticipated trips for the QuikTrip store. This manual, which is a standard resource for transportation engineers, is based on a compilation of nationwide studies documenting the trip generation characteristics of various land uses. Specifically, ITE Code 945 (Gasoline Station with Convenience Store) was used for comparison to the empirical numbers. The estimated trip generation for the proposed development is summarized in **Table 3**.

A significant portion of these trips would already be traveling along Olive Boulevard and would stop at this site as part of another trip (i.e. pass-by trips). Pass-by trips are classified as traffic already using the adjacent roadways that are attracted to the site as an intermediate stop on the way to and from other destinations. These pass-by trips create turning movements at the driveways serving the site, but they do not represent new traffic on the adjacent roadways and therefore, do not increase traffic at upstream and downstream intersections.



Table 3: Trip Generation Estimate

Land Use	Size	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Trip Generation Based on ITE Land Use Code 945										
Gas Station w/ Convenience Store	16 vfp	100	100	200	125	125	250	125	125	250
New Trips		40	40	80	55	55	110	55	55	110
Pass-by Trips (62%/56%/56%)		60	60	120	70	70	140	70	70	140
Trip Generation Based on CBB Local Data for QuikTrip Stores										
Area QuikTrip Stores*	16 vfp	170	165	335	145	140	285	145	140	285
New Trips		45	40	85	40	35	75	40	35	75
Pass-by Trips (75%)		125	125	250	105	105	210	105	105	210

*Trips based on multiple driveway count studies by CBB

The statistical information provided in the *Trip Generation Handbook, A Recommended Practice*, published by ITE, supports pass-by percentages of 62 percent for gas station trips during the weekday AM peak hour and 56 percent for gas station trips during the weekday PM peak hour. Since no Midday pass-by rates were recommended by ITE, the PM peak hour pass-by trip rates were applied to the Midday peak hour. With the use of the higher trip projections based on the local QuikTrip sites, CBB also used a higher pass-by rate of 75% for our QuikTrip forecasts.

As a result, the proposed QuikTrip is estimated to generate 85 *new* trips during the weekday AM peak hour and 75 *new* trips during the weekday Midday and PM peak hours. The proposed QuikTrip is also estimated to generate 250 pass-by trips during the weekday AM peak hour and 210 pass-by trips during the weekday Midday and PM peak hours.

Trip Distribution: The site-generated trips for the proposed QuikTrip were assigned into and out of the site based upon existing travel patterns, current roadway network, and the proximity to similar uses. The distribution of new site-generated trips was estimated as follows:

- To/From the west on Olive Boulevard 45%
- To/From the east on Olive Boulevard 35%
- To/From the south on Mosley Road 5%
- To/From the north on Schulte Road 5%
- To/From the south on Graeser Road 5%
- To/From the south on Spoede Road 5%



The pass-by trips were assigned in accordance with the existing traffic volumes on the adjacent roadways, specifically Olive Boulevard eastbound and westbound.

The site-generated trips (new and pass-by) for the weekday AM, Midday, and PM peak hours are shown in **Exhibit 3**.

2020 Build Traffic Volumes: The increases in traffic volumes resulting from the trip assignment for the proposed QuikTrip (Exhibit 3) were aggregated with the 2020 Baseline Traffic Volumes (Exhibit 2) to determine the total volumes in the 2020 Build scenario. The 2020 Build Traffic Volumes for the weekday AM, Midday and PM peak hours are shown in **Exhibit 4**.







Right-Turn Lane Warrants

The need for auxiliary eastbound right-turn lanes on Olive Boulevard at the existing driveway on the neighbor's property (full access), proposed/shifted QuikTrip site driveway (right-in/right-out), and Graeser Road (signalized intersection) was evaluated using MoDOT's Access Management Guidelines (AMG). These guidelines consider auxiliary lanes an asset in promoting safety and improved traffic flow at relatively high conflict locations. Separate turn lanes are intended to remove turning vehicles from the through lanes to reduce the potential number of rear-end collisions at intersections. The MoDOT method provides volume guidelines for the consideration of separate turn lanes by comparing the total advancing volume (which includes all turning traffic) to the number of right turns during the design hour with respect to a given major road speed.

Utilizing MoDOT's AMG *Right-Turn Lane Guideline for Four-Lane Roadway* nomograph, shown in **Figures 4, 5, and 6**, separate eastbound right-turn lanes are warranted on Olive Boulevard at the QuikTrip right-in/right-out drive and the Graeser Road signalized intersection, but not at the shared full-access driveway on the neighbor's property. However, due to the limited distance between the two private entrances, a useful right-turn lane may not be practical at the QuikTrip driveway. It should be acknowledged that the proposed redevelopment is not expected to add many, if any, eastbound right-turn movements on Olive Boulevard at Graeser Road; the warrants for an eastbound right-turn lane at the signalized intersection are based on an existing need to serve current volumes.

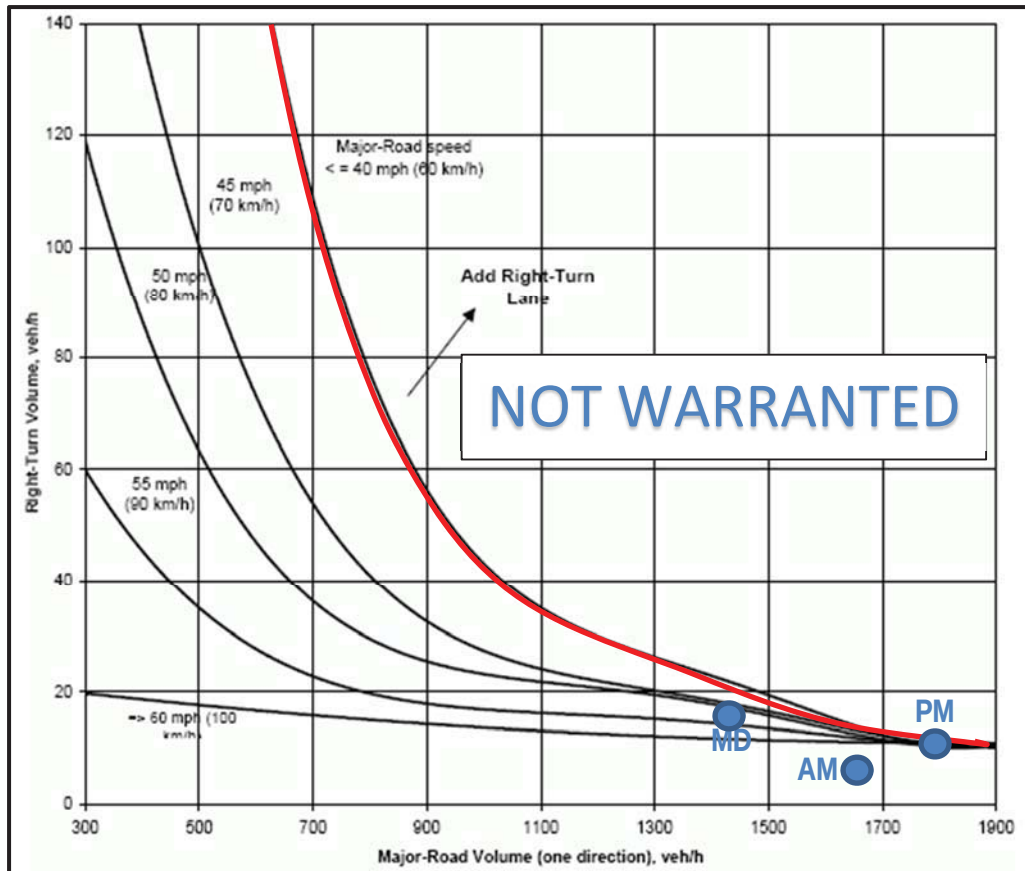


Figure 3: Right-Turn Lane Guidelines for Four Lane Roadways – Olive Boulevard at Shared Full Access Driveway on Neighbors Property

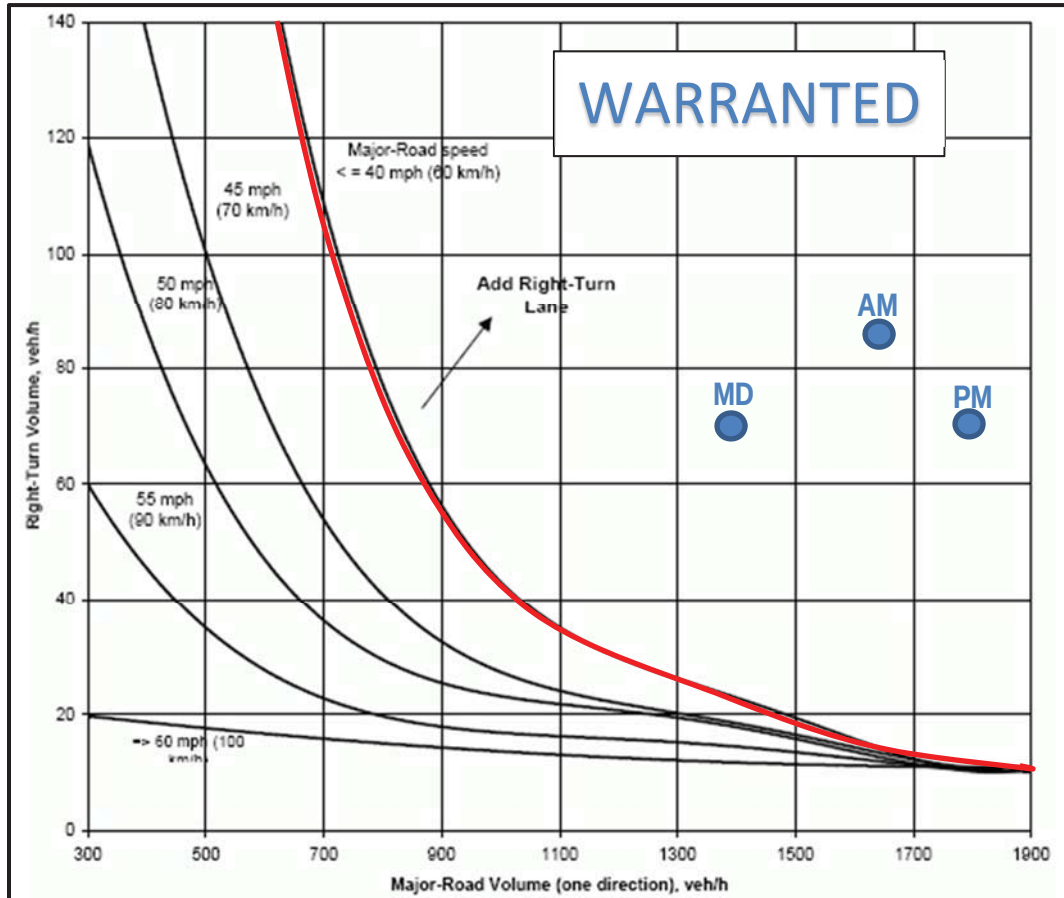


Figure 5: Right-Turn Lane Guidelines for Four Lane Roadways – Olive Boulevard at QuikTrip Driveway (Right-In/Right-Out)

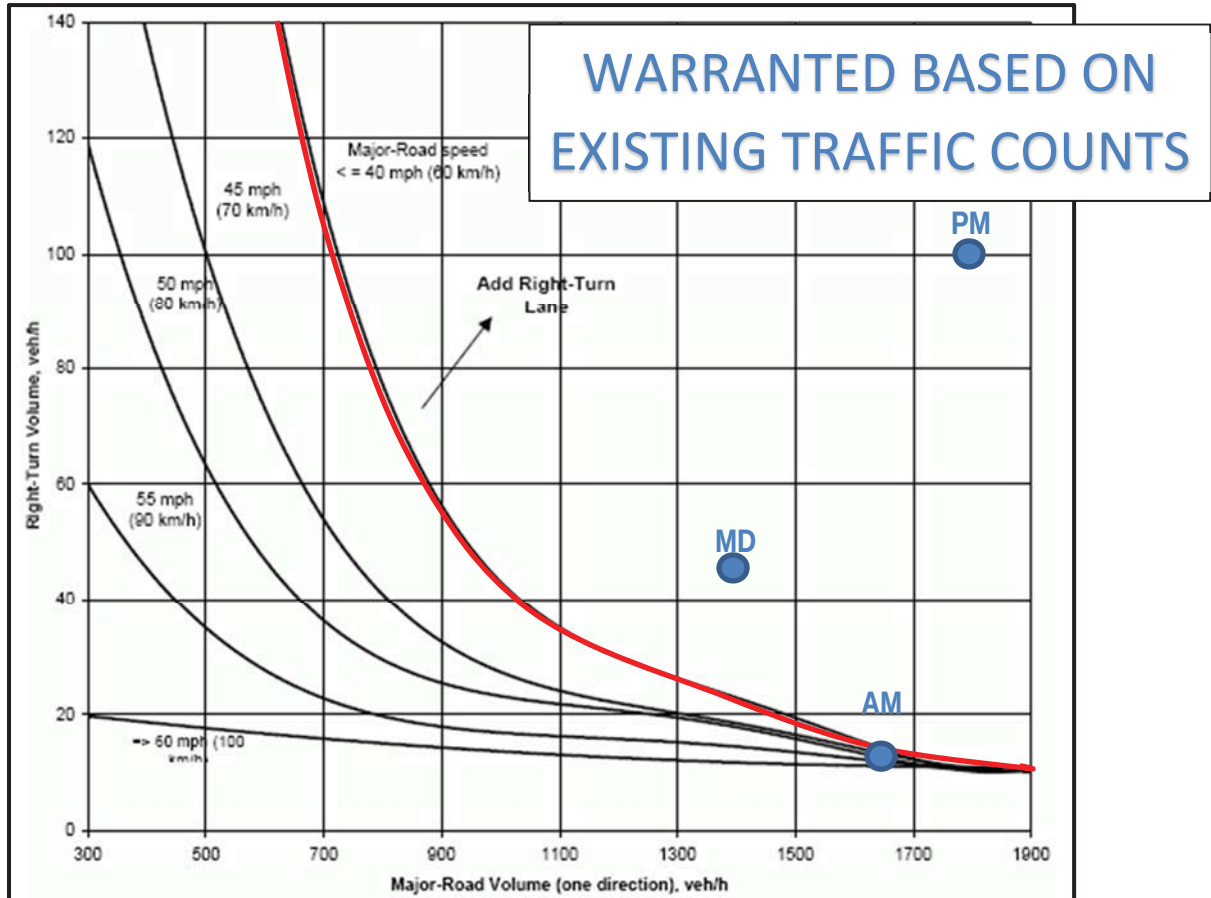


Figure 6: Right-Turn Lane Guidelines for Four-Lane Roadways – Olive Boulevard at Graeser Road Signalized Intersection



TRAFFIC ANALYSES

Study Procedures: The 2020 Baseline and 2020 Build operating conditions for the study area intersections were evaluated using SYNCHRO 10, 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 below 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 overall intersection LOS D would be an appropriate target for overall peak period traffic operations, although potentially unattainable based on current high through volumes on 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 4** summarizes the level of service thresholds used in this analysis.

Table 4: 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



Given the general traffic characteristics in the area (Olive Boulevard being a major commuter route) and the anticipated trip generation for the proposed redevelopment (which would also be expected to peak during the weekday AM, Midday, and PM peak periods), the weekday AM, Midday, and PM peak hours would represent a “worst-case scenario” with regards to the traffic impact. If traffic operations are acceptable during these peak periods, it can be reasoned that conditions would be as good or better throughout the remainder of the day.

Operating Conditions: The study intersections were evaluated using the methodologies described above. **Table 5** summarizes the results of these analyses, which compare the 2020 Baseline and 2020 Build operating conditions and average delays for each of the study intersections during the weekday AM, Midday, and PM peak hours. The estimated 95th percentile queue lengths for the critical movements are also shown in Table 5. It should be noted that the 2020 Build analyses included the two right-turn lanes along Olive Boulevard (shown to be warranted above) at the QuikTrip right-in/right-out driveway and Graeser Road signalized intersection.

As shown in Table 5, the intersection of Olive Boulevard at Schulte Road/Mary Meadows Lane operates at LOS E overall during the AM and PM peak hours under 2020 Baseline conditions due to the poor LOS for the southbound Schulte Road approach. Additionally, the southbound Dautel Lane approach, southbound Spoede Road approach, and the northbound and southbound Existing shared driveway/St. Vincent DePaul approaches at Olive Boulevard all operate at LOS E during the AM peak hour. The southbound Schulte Road approach at Olive Boulevard operates at LOS F during the Midday peak hour. The northbound Mosley Road approach at Olive Boulevard operates at LOS E during the PM peak hour. All other approaches and overall intersections within the study area operate at acceptable levels of service during each peak hour under 2020 Baseline conditions.

Under 2020 Build conditions, significant changes are not expected along Olive Boulevard. During the AM peak hour, the northbound Graeser Road approach at Olive Boulevard is expected to degrade from LOS C to LOS E with the intersection degrading from LOS B to LOS C overall. During the PM peak hour, that approach is expected to degrade from LOS D to LOS E with the intersection degrading from LOS B to LOS C overall. The northbound Spoede Road approach will degrade from LOS D to LOS E in the AM peak hour. The northbound Shared Driveway approach at Olive Boulevard is expected to degrade to LOS F in the AM peak hour and LOS E during the Midday and PM peak hours. The additional five southbound left-turns expected on Schulte Road at Olive Boulevard are not expected to make a significant difference in operations at the approach, but timing or capacity adjustments are likely necessary to mitigate the poor baseline operations at the Schulte Road/Mary Meadows intersection.



Table 5: Traffic Operating Conditions – 2020 Baseline and 2020 Build Traffic Volumes

Intersection/Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	2020 Baseline	2020 Build	2020 Baseline	2020 Build	2020 Baseline	2020 Build
Olive Boulevard and Mosley Road (Signalized)						
Eastbound Olive Boulevard Approach	A (9.8)	B (10.8)	B (10.2)	B (10.3)	B (17.2)	B (17.5)
Westbound Olive Boulevard Approach	B (11.2)	B (11.5)	B (11.0)	B (10.7)	B (16.7)	B (16.5)
Northbound Mosley Road Approach	D (48.1)	D (46.9)	D (47.5)	D (46.3)	E (64.3)	E (62.9)
Overall	B (12.3)	B (12.8)	B (12.5)	B (12.4)	C (20.6)	C (20.6)
Olive Boulevard and Schulte Road/Mary Meadows Lane (Signalized)						
Eastbound Olive Boulevard Approach	C (22.3)	C (24.3)	B (10.4)	B (10.5)	B (16.4)	B (16.7)
Westbound Olive Boulevard Approach	A (8.4)	A (9.4)	A (3.9)	A (4.5)	A (5.9)	A (5.7)
Northbound Mary Meadows Lane Approach	D (50.6)	D (50.6)	D (45.0)	D (45.0)	D (50.7)	D (50.7)
Southbound Schulte Road Approach	F (>200)	F (>200)	F (>200)	F (>200)	F (>200)	F (>200)
Overall	E (71.3)	E (75.2)	D (42.3)	D (45.5)	E (63.6)	E (65.8)
Olive Boulevard and Graeser Road/Dautel Lane (Signalized)						
Eastbound Olive Boulevard Approach	A (7.8)	B (12.8)	A (4.4)	A (7.6)	B (18.4)	C (22.0)
Westbound Olive Boulevard Approach	B (17.0)	B (19.7)	B (12.6)	B (14.5)	B (14.2)	B (19.3)
Northbound Graeser Road Approach	C (31.3)	E (60.3)	D (39.0)	D (52.4)	D (52.1)	E (71.4)
95 th Percentile Left-Turn Queue	75'	180'	85'	160'	100'	220'
Southbound Dautel Lane Approach	E (59.4)	D (45.8)	D (41.4)	C (34.9)	D (51.6)	D (41.9)
Overall	B (15.2)	C (20.6)	B (11.7)	B (14.9)	B (19.3)	C (24.3)
Olive Boulevard and Spoede Road (Signalized)						
Eastbound Olive Boulevard Approach	C (21.3)	B (16.7)	A (9.0)	A (7.0)	C (21.1)	B (17.7)
Westbound Olive Boulevard Approach	A (8.0)	A (8.2)	A (6.8)	A (6.9)	C (24.3)	C (24.5)
Northbound Spoede Road Approach	D (54.5)	E (55.5)	D (46.4)	D (48.6)	D (47.5)	D (48.4)
Southbound Spoede Road Approach	E (58.4)	E (58.4)	D (44.5)	D (44.5)	D (53.7)	D (53.5)
Overall	B (19.2)	B (17.1)	B (10.7)	B (10.1)	C (24.7)	C (23.4)
Olive Boulevard and Existing Shared Driveway/St. Vincent DePaul Driveway (Side-Street Stop)						
Eastbound Olive Boulevard Left-Turn	B (13.7)	B (13.7)	B (12.5)	B (12.5)	B (14.2)	B (14.1)
Westbound Olive Boulevard Left-Turn	C (15.3)	C (16.2)	B (12.6)	B (13.0)	C (16.0)	C (16.8)
Northbound Site Driveway Approach	E (45.0)	F (67.2)	D (29.5)	E (43.5)	C (18.9)	E (46.8)
95 th Percentile Left-Turn Queue	<15'	30'	<15'	25'	<15'	20'
Southbound St. Vincent DePaul Driveway Approach	E (39.4)	E (42.1)	B (13.0)	B (13.2)	B (13.7)	B (13.7)
Olive Boulevard and Existing Central Site Driveway (Right-In/Right-Out)						
Northbound Right-Turn Approach	B (11.1)	B (11.9)	B (10.3)	B (10.8)	B (10.8)	B (11.3)
Olive Boulevard and Existing East Site Driveway (Right-In/Right-Out)						
Northbound Right-Turn Approach	B (11.1)		B (10.3)		B (10.7)	
Graeser Road at Existing Site Driveway/Proposed QuikTrip South Driveway (Side-Street Stop)						
Eastbound Site Driveway Approach	A (9.3)	B (10.4)	A (9.6)	B (10.3)	B (10.4)	B (12.1)
Northbound Graeser Road Left-Turn	A (<1.0)	A (<1.0)	A (<1.0)	A (<1.0)	A (<1.0)	A (<1.0)
Graeser Road at First Community Driveway (Side-Street Stop)						
Westbound Site Driveway Approach	A (9.0)	A (9.0)	B (10.1)	B (10.2)	A (8.9)	A (8.9)
Southbound Graeser Road Approach	A (<1.0)	A (3.2)	A (<1.0)	A (3.5)	A (<1.0)	A (<1.0)

(XX.X) - Level of Service (Vehicular delay in seconds per vehicle)



The 95th percentile northbound left-turn queue on Graeser Road from the Olive Boulevard signal was calculated to block the proposed QuikTrip south driveway during all three peak hours. However, as many of the northbound trips on Graeser Road at Olive Boulevard would originate from the proposed QuikTrip site, some of that queue will be stacked on the site as opposed to extending farther south on Graeser Road itself.

CBB considered an alternative signal configuration with split north-south phasing and dual northbound left-turn lanes, but that configuration would have worse operations than the current common north-south phase configuration despite shorter northbound queues. Therefore, the lane widening was not advanced as a viable alternative.

Non-Motorized Considerations

Pedestrian Accommodations Sidewalks are provided along both sides of Olive Boulevard and along the east side of Graeser Road, and all existing traffic signals addressed herein already provide pedestrian signals and crosswalks.

Segments of sidewalk at the new/widened driveways for the proposed site must be designed in compliance with current ADA (PROWAG) standards when considering ramps, cross-slopes, etc.

SUMMARY

CBB completed the preceding study to address the potential traffic impacts pertaining to the proposed development of QuikTrip gas station and convenience store #613 on the southwest corner of Olive Boulevard and Graeser Road/Dautel Lane in Creve Coeur, Missouri.

- The proposed gas station and convenience store would be approximately 4,993 SF with 16 vehicle fueling positions.
- The proposed development is estimated to generate up to 85 new trips during the weekday AM peak hour, 75 new trips during the weekday Midday peak hour, and 75 new trips during the weekday PM peak hour. Additionally, the new store is expected to generate 250 pass-by trips during the weekday AM peak hour, 210 pass-by trips during the weekday Midday peak hour, and 210 pass-by trips during the weekday PM peak hour.
- Access to the site is proposed to utilize the existing shared driveway on the neighbor's (full-access) and rebuilt QuikTrip Site Driveway (right-in/right-out) on Olive Boulevard. The existing East Site Driveway (right-in/right-out) would be closed. Access is also proposed on Graeser Road near the existing site driveway, which would remain in place and provide full access.



- CBB recommends that the proposed QuikTrip right-in/right-out access on Olive Boulevard be located near the existing curb cut to maximize spacing from the Graeser Road signal.
- Based on existing volumes, an eastbound right-turn lane is currently warranted on Olive Boulevard at the Graeser Road signalized intersection.
- An eastbound right-turn lane is warranted along Olive Boulevard at the proposed QuikTrip site entrance, but an auxiliary right-turn lane is not warranted at the shared, full access drive. Due to the limited distance between the two private entrances, a useful right-turn lane may not be practical.
- Under 2020 Baseline conditions, all study intersections operate at acceptable levels of service, overall and individual approaches, except the intersection of Olive Boulevard at Schulte Road/Mary Meadows Lane during the AM and PM peak hours (more specifically, the southbound Schulte Road approach during all three peak hours), the southbound Dautel Lane approach at Olive Boulevard during the AM peak hour, the northbound and southbound Existing shared driveway/St. Vincent DePaul approaches at Olive Boulevard during the AM peak hour, the southbound Spoede Road approach during the AM peak hour, and the northbound Mosely Road approach during the PM peak hour.
- Under 2020 Build conditions, significant operational issues are not expected, but the northbound Shared Driveway and northbound Graeser Road approaches are expected to degrade to poor levels of service. Those intersections are expected to operate at acceptable levels overall.
 - o The 95th percentile left-turn queues on Graeser Road at Olive Boulevard under the unconstrained 2020 Build conditions are calculated to be up to 220 feet during the PM peak hour, which would extend past the site driveway. However, since a large portion of the northbound left-turns originate from the proposed site, many of those vehicles would be queued on the site as opposed to extending farther south on Graeser Road itself.



We trust that this traffic impact study adequately describes the forecasted traffic conditions that should be expected in the vicinity of the proposed QuikTrip convenience store in Creve Coeur, Missouri. If additional information is desired, please feel free to contact me at 314-308-6547 or Lcannon@cbbtraffic.com.

Sincerely,

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



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MEMORANDUM

To: Jason Jaggi, AICP (City of Creve Coeur)
Whitney Kelly, AICP (City of Creve Coeur)

From: J. Kyle Evans, P.E., PTOE
Mike Erdtmann, P.E.

Date: April 14, 2020

Subject: Proposed QuikTrip Development – Traffic Impact Study Review

As requested, GBA staff has completed a review of the traffic impact study report submitted in association with the proposed development of QuikTrip #613, located in Creve Coeur, Missouri in the southwest quadrant of Olive Boulevard and Graeser Road/Dautel Lane. The study was prepared by CBB Transportation Engineers and Planners and submitted in January 2020.

It is our understanding from the report that the proposed QuikTrip #613 store will replace an existing commercial property in the southwest corner of the intersection and share an access point with the neighboring existing commercial building that will remain to the west of the study property. The proposed improvements are shown in **Figures 1, 2, and 3** of the report.

The project involves the removal of the existing commercial property and construction of a 4,993 square foot (SF) convenience store with 16 vehicle-fueling positions (vfp).

The project is proposed to be completed in a single phase, with analysis completed for the 2020 Baseline Conditions and 2020 Build Conditions.

Access to the site will be accomplished through the existing full access site driveway shared with the neighboring property (Side-Street Stop), an existing central site driveway (Right-In/Right-Out) and Graeser Road at the existing site driveway (Side-Street Stop). The report mentioned one additional study intersection "Graeser Road at Proposed QuikTrip North Driveway (Side-Street Stop)" that was not included in the output or shown on the site plan.

The trip assignment was based on the existing trip volumes from the study area intersections. It is our opinion that this approach is a valid application.

As part of this study, CBB utilized trip generation estimates based upon data collected at several similar facilities within the St. Louis metropolitan area. These rates were compared to the Institute of Transportation Engineer's (ITE) "Trip Generation Manual, Tenth Edition for Land Use 945 – Gasoline Station with Convenience Store. A comparison of the rates between ITE's manual and the field collected counts shows a significant increase in total trips during the AM peak hour and a small to modest increase in the mid-day and PM Peak periods.

Attachment: GBA QT Traffic Impact Study Comments Memo 04-14-20 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

One item of note is that the study used a higher than documented “pass-by trip” rate. This results in fewer new trips being generated by the proposed development. However, the overall number of trips to/from the QT site is higher than the documented values associated with the ITE Trip Generation Manual. While these rates result in more trips than the ITE forecast, their application has been approved in other studies by the City and MoDOT. It is our opinion that the local trip rates are appropriate to use in this study given the data was collected locally at potentially similar facilities.

Based upon the trip generation rates for local gas stations with convenience store and accounting for both the construction of the new development and removal of the existing commercial building, the development is forecasted to increase development generated trips to the site by 158, 129 and 139 trips in the morning, midday and evening peak hours, respectively. Of these trips, the inbound versus outbound number of trips were calculated based upon ITE’s percentages (51% in/ 49% out for the morning, midday and evening peaks). The trip generation forecasts are shown in Table 3 on page 11 of the report.

The traffic impact study stated the site-generated traffic was assigned to the adjoining roadway system based on existing traffic patterns within the study area. The new trips are shown in Exhibit 3 on page 13. As seen in the exhibit, the study assumes that the eastbound right-in, right-out driveway on Olive Boulevard and the full access driveway on Graeser Road will be the primary access points with most trips utilizing these intersections.

The 2020 Baseline and Build conditions Synchro outputs were reviewed to determine the impact of the development with improvements proposed in the study. The list of improvements is found in the executive summary as well as the report. With the stated improvements, the development is not expected to have an unfavorable impact on the surrounding roadway network. In most cases, the improvements provide more favorable conditions than the background scenario with regard to reducing delays and queues.

Table 5, on Page 21 of the report, shows an increase in delays, reduction in LOS and queuing lengths that almost double along NB Graeser Road at the Olive Boulevard signalized intersection. *We recommend further discussion related to the impact of potentially blocking access to the through/right turn lane due to queues from the left turn movements and potential mitigation strategies to address these items. The Synchro results show the queues associated with the northbound left turns will block off the through/right turn lane in all three peak hour scenarios.*

The study shows that the baseline plus build condition traffic volumes warrant an auxiliary right turn lane at both the Site Central Right-In/Right-Out drive and the intersection of Olive Boulevard with Graeser Road. Based on geometric constraints, the right turn lane is proposed to only be added at the signalized intersection. *We recommend further discussion related to the impacts on eastbound operations, if it is not being constructed at both warranted locations. The report currently states that the operations analysis was completed with both right turn lanes being implemented.*

As previously noted, the traffic analysis was completed for the 2020 Baseline Condition and the 2020 Build Condition. The study noted some deficiencies at specific approaches to the various study area intersections in both the Baseline and Build Conditions, but no future analysis was completed to determine if any of these locations will have anticipated service failures in the near-term future.

Summary of TIS Review

As requested, GBA staff has completed a review of the traffic impact study report submitted in association with the proposed QuikTrip #613 Gas Station and Convenience Store, located in Creve Coeur, Missouri in the southwest quadrant of the Olive Boulevard and Graeser Road/Dautel Lane intersection.

It is our understanding from the report that the proposed development is to occur in a single phase, replacing existing uses on the site. The planned improvements are shown in Figures 1, 2 and 3 of the report.

The development is expected to be completed in 2020 and include a 4,993 square foot (s.f.) convenience store with 16 vehicle-fueling positions (vfp). The redevelopment would replace an existing commercial building approximately 7,800 s.f. in size. Forecasted trips accounted for the construction of the new QuikTrip store and removal of the commercial building.

Access is proposed via three “existing” driveways. The Olive Boulevard Existing West Site Driveway/St. Vincent DePaul Driveway (Side-Street Stop), Olive Boulevard Existing Central Site Driveway/Proposed QuikTrip Driveway (Right-In/Right-Out), and the Graeser Road Existing East Site Driveway/Proposed QuikTrip South Driveway (Side-Street Stop). Traffic coming from Olive Boulevard utilizing the Proposed South Driveway will do so by traveling through the existing signalized intersections of Olive Boulevard at Graeser Road/Dautel Lane. The Existing West Site Driveway entrance on Olive Boulevard will remain a full movement access point per a cross-access agreement with the neighboring commercial building on separate lot(s) of the development.

Below is a summary of comments from the traffic impact study review:

1. The study proposed the use of local trip rates for the gas station with convenience store with a higher than normal pass-by trip application. While these rates result in fewer new trips than the ITE forecast, their application has been approved in other studies by the City and MoDOT. It is our opinion that the local trip rates are appropriate to use in this study given the data was collected locally at potentially similar facilities and the overall generated trips are conservative in nature.
2. Based upon the trip generation rates for gas station with convenience store with 16 vfp, the development is forecasted to increase trips to the site by 158, 129 and 139 trips in the morning, midday and evening peak hours, respectively. Based on the existing trip distribution and proposed trip assignment rates, there will be approximately 5 new trips assigned to Graeser Road south of the proposed development. Most of the vehicles traveling to and from the development will be pass-by trips already on the roadway.

Below is a summary of recommendations from the traffic impact study review:

3. It is recommended that additional analysis be completed on the interaction of the Proposed QuikTrip South Driveway with regards to the northbound approach to the signalized intersection at Olive Boulevard and Graeser Road. Queue lengths within the report suggest that access to the northbound through/right lane along Graeser Road could be restricted due to the reported northbound left turn queues. Additional mitigation strategy recommendations should be proposed for reducing impacts to the NB Graeser Road approach at Olive Boulevard.
4. The 2020 Background and Forecasted Synchro files were reviewed to determine the impact of the development with improvements proposed in the study. With the stated improvements, the development is not expected to have an unfavorable impact on the surrounding roadway network. It is recommended that the operations at the existing West Site driveway and existing Central Site/Proposed QuikTrip entrance be reviewed for impacts without the warranted right turn lane as part

of the analysis, since the site plans don't show the installation of that turn lane due to geometric constraints.

5. It is recommended to review the impacts of accommodating a north/south pedestrian crossing at the signalized intersection of Olive Boulevard and Graeser Road/Dautel Lane. The signalized intersection to the west, at Schulte Road does not provide north/south crossings which could lead to unfavorable pedestrian movements.

cc: file



Missouri Department of Transportation

St. Louis District
Thomas Blair, P.E., District Engineer

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April 20, 2020

Mr. Lee Cannon, P.E., PTOE
 Principal – Traffic Engineer
 CBB Transportation Engineers & Planners
 12400 Olive Blvd., Suite 430
 St. Louis, MO 63141
 <<Transmitted via e-mail>>

Dear Mr. Cannon:

MoDOT Traffic has reviewed CBB's Traffic Impact Study regarding the proposed Quik Trip #613, located at the southwest corner of Olive Blvd. (Missouri Route 340) and Graeser Rd. in Creve Coeur, and offers the following comments.

- MoDOT concurs with the recommendation of providing right turn bays for the proposed right-in/right-out entrance and at Graeser Rd. and will require such on the permit plan.
- MoDOT will also require conversion of the existing permissive-only (3-section) flashing yellow arrow indication for northbound Graeser Rd. to a protected-permissive (4-section) flashing yellow arrow indication to help mitigate the projected increase in the northbound approach delays.

Thank you for the opportunity to review the traffic study and associated models. If you have any questions regarding our comments, please contact me at 314-877-0135.

Sincerely,

Jeff Baird, P.E.
 Senior Traffic Studies Specialist
 Southwest St. Louis County Area Traffic

CC: Mr. Ryan Pearcy – AE SL
 Mr. Jay-Jay Braden – TR SL
 Ms. Teresa Howard – TR SL



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Attachment: MODOT TIS_Response_QT_613_340_Graeser (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

May 26, 2020

Ms. Gwen Keen
 Real Estate Project Manager
 QuikTrip Corporation
 2255 Bluestone Drive
 St. Charles, Missouri 63303

RE: Response to Agency Comments – Traffic Impact Study
 Proposed QuikTrip #613 Gas Station and Convenience Store
 Southwest Quadrant of Olive Boulevard at Graeser Road/Dautel Lane
 Creve Coeur, Missouri
 CBB Job No. 29-2018-28

Dear Ms. Keen:

CBB has received review comments received from MODOT and the City of Creve Coeur regarding the Traffic Impact Study completed for the proposed QuikTrip gas station and convenience store #613 in Creve Coeur, Missouri. The City's comments were prepared by GBA, their third-party reviewer. The site is located on the southwest corner of Olive Boulevard and Graeser Road/Dautel Lane.

CBB has considered each comment and has the following responses:

MODOT Comments

MoDOT Comment #1: "MoDOT concurs with the recommendation of providing right turn bays for the proposed right-in/right-out entrance and at Graeser Rd. and will require such on the permit plan."

- CBB Response: Understood. Both right turn lanes on Olive Boulevard are now shown on the current site plan.

MoDOT Comment #2: "MoDOT will also require conversion of the existing permissive-only (3-section) flashing yellow arrow indication for northbound Graeser Rd. to a protected-permissive (4-section) flashing yellow arrow indication to help mitigate the projected increase in the northbound approach delays."



- CBB Response: Understood. This signal head modification will be shown on the traffic signal design plans, which will be developed after conceptual approval of the project by the City. If the City needs to see this reflected on the site plan, a simple text note with an arrow pointing to the intersection can be added by the site designer.

City (GBA) Comments

City (GBA) Summary Recommendation #3: “It is recommended that additional analysis be completed on the interaction of the Proposed QuikTrip South Driveway with regards to the northbound approach to the signalized intersection at Olive Boulevard and Graeser Road. Queue lengths within the report suggest that access to the northbound through/right lane along Graeser Road could be restricted due to the reported northbound left turn queues. Additional mitigation strategy recommendations should be proposed for reducing impacts to the NB Graeser Road approach at Olive Boulevard.”

- CBB Response: As required by MoDOT (Comment #2 above), the traffic signal head change will reduce delays and queue lengths for the northbound approach to some degree. However, that change will not entirely offset the impact of the added traffic. As noted in the traffic study, much of the projected queue would be held on the QT site.
- CBB also considered the potential to extend the existing through/right-turn lane farther south to allow those vehicles to bypass the waiting left-turn vehicles. However, it is highly likely that the lane extension would require acquisition of property from First Community Credit Union and may not be feasible for QT to complete.

City (GBA) Summary Recommendation #4: “The 2020 Background and Forecasted Synchro files were reviewed to determine the impact of the development with improvements proposed in the study. With the stated improvements, the development is not expected to have an unfavorable impact on the surrounding roadway network. It is recommended that the operations at the existing West Site driveway and existing Central Site/Proposed QuikTrip entrance be reviewed for impacts without the warranted right turn lane as part of the analysis, since the site plans don’t show the installation of that turn lane due to geometric constraints.”

- CBB Response: MoDOT will require both right-turn lanes on Olive Boulevard (Comment #1 above), so both right turn lanes on Olive are now shown on the current site plan.



City (GBA) Summary Recommendation #5: “It is recommended to review the impacts of accommodating a north/south pedestrian crossing at the signalized intersection of Olive Boulevard and Graeser Road/Dautel Lane. The signalized intersection to the west, at Schulte Road does not provide north/south crossings which could lead to unfavorable pedestrian movements.”

- CBB Response: There is already one marked pedestrian crossing on the east side of the signalized intersection which provides a safe location to cross Olive Boulevard. As noted by GBA, this one marked crossing is more than some of the other signalized intersections along Olive Boulevard which do not provide any. Furthermore, QT is adding new sidewalk on the west side of Graeser Road along their entire frontage, from Olive Boulevard to their southern property line, which will improve pedestrian access and safety. Therefore, a second crossing is not a necessity, as the existing facility provides for a signalized crossing of Olive Boulevard.
- Since Olive Boulevard is under MoDOT’s jurisdiction, MoDOT would need to approve the additional crosswalk. MoDOT did not bring up this issue in their review letter.
- It should be acknowledged that pedestrian crossings at signalized intersections required an increased amount of green time for the side street(s) based on the total crossing distance which, in turn, reduces the available green time to the mainline (Olive Boulevard) traffic. Consequently, adding a second marked pedestrian crossing will increase delays and queuing for east-west traffic along Olive Boulevard.

We trust that you will find these responses useful. If additional information is desired, please feel free to contact me at 314-308-6547 or Lcannon@cbbtraffic.com.

Sincerely,


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

May 28, 2020

Ms. Gwen Keen
 Real Estate Project Manager
 QuikTrip Corporation
 2255 Bluestone Drive
 St. Charles, Missouri 63303

RE: Follow-Up for Response to Agency Comments – Traffic Impact Study
 Proposed QuikTrip #613 Gas Station and Convenience Store
 Southwest Quadrant of Olive Boulevard at Graeser Road/Dautel Lane
 Creve Coeur, Missouri
 CBB Job No. 29-2018-28

Dear Ms. Keen:

In response to the City's inquiry yesterday, CBB has completed additional analyses to document the anticipated change in queuing at the QuikTrip driveway on Graeser Road with the signal head change at Olive Boulevard required by MoDOT.

The City's third-party consultant, GBA, had previously recommended additional analysis on the interaction of the proposed QuikTrip driveway since queue lengths in the Traffic Study report suggest that access to the northbound through/right-turn lane along Graeser Road could be restricted by the northbound left turn queues.

In our response to comments letter to you dated May 26, 2020, we noted that the MoDOT mandated signal head change for northbound Graeser Road at Olive Boulevard would have some positive impact to reduce delays and queues. City staff requested that those impacts be documented further.

There is approximately 190 feet of storage available for the northbound left-turn lane on Graeser Road, from the stop bar at Olive Boulevard to the centerline of the QT driveway. However, the second northbound lane on Graeser Road which served through and right-turn traffic is only about 145 feet long (measured south of the northbound left-turn lane stop bar). Therefore, with the current configuration, any queues in the left-turn lane in excess of 145 feet will block entry into the through/right-turn lane.



CBB reanalyzed the 2020 Build operating conditions with the MoDOT required protected-plus-permitted phasing. The following Table A reflects an extension of Table 5 from the original Traffic Study report.

Table A: Traffic Operating Conditions – 2020 Build Alternatives

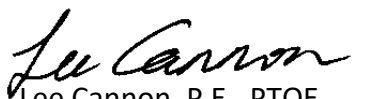
Intersection/Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	2020 Build	2020 Build (NB P+P)	2020 Build	2020 Build (NB P+P)	2020 Build	2020 Build (NB P+P)
Olive Boulevard and Graeser Road/Dautel Lane (Signalized)						
Eastbound Olive Boulevard Approach	B (12.8)	C (28.6)	A (7.6)	B (16.9)	C (22.0)	C (25.1)
Westbound Olive Boulevard Approach	B (19.7)	C (26.1)	B (14.5)	C (21.9)	B (19.3)	C (24.1)
Northbound Graeser Road Approach	E (60.3)	D (51.1)	D (52.4)	D (37.5)	E (71.4)	D (47.4)
95 th Percentile Left-Turn Queue	180'	160'	160'	135'	220'	160'
Southbound Dautel Lane Approach	D (45.8)	D (46.6)	C (34.9)	C (32.0)	D (41.9)	D (45.8)
Overall	C (20.6)	C (29.9)	B (14.9)	C (21.2)	C (24.3)	C (26.8)

The maximum northbound left-turn queues would be reduced to 160 feet or less in all three peak hours with the traffic signal changes. Those left-turn queues themselves would not block the QT driveway, but the left-turn queues would still block entry into the through/right-turn lane during the AM and PM peak hours. The blockage would increase the actual maximum queues experienced on Graeser Road with some through/right-turn vehicles added to the rear of the left-turn queue near the end of the signal cycle.

In order to fully mitigate the impacts, the through/right-turn lane could be extended to the QT driveway to avoid that blockage. It appears that the widening could begin north of the existing First Community Credit Union driveway. It is likely that the lane extension would require acquisition of property and may not be feasible for QT to complete alone.

We trust that you will find these additional responses useful. If additional information is desired, please feel free to contact me at 314-308-6547 or Lcannon@cbbtraffic.com.

Sincerely,


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



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: QT Public Comment

Jessica Stutte <jstutte@crevecoeurmo.gov>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Tue, Jun 2, 2020 at 8:22 AM

Jessica Stutte

Planning Division Assistant
City of Creve Coeur
(314) 872-2501 jstutte@crevecoeurmo.gov

[Planning Division](#) [Building Division](#) [Public Records Request Form](#)

Please don't print this e-mail unless you really need to. Be Green!

----- Forwarded message -----

From: **Richard Kutta** <richardkutta@earthlink.net>
Date: Mon, Jun 1, 2020 at 9:35 PM
Subject: QT Public Comment
To: <jstutte@crevecoeurmo.gov>

June 1, 2020

Planning & Zoning Commission

City of Creve Coeur

Re: QuickTrip Convenience Store Applications #20-002 and 20-010

In evaluating the proposed CUP, I have a concern which I believe must be resolved as a use condition: tanker truck turning movements. The proposed tanker inbound turning movement totally blocks Graeser Rd while tankers move from eastbound Olive to Southbound Graeser and onto the proposed QT Parcel. Police, Fire and Ambulance access to serve residences via Graeser will normally be from east and west on Olive Street. Emergency vehicles will be unable to travel south on Graeser Road during truck movement until trucks clear the turn into QT. The applicant indicated during their presentation that they do not control tanker schedule or times; thus they cannot schedule tankers to avoid Graeser traffic. School buses and adverse weather will further interfere with tanker and associated truck access. As a condition of use I request that applicant revise the tanker truck access plan to enter from and leave directly to Olive Street without use of Graeser. Likewise, applicant should be required to restrict use of Graeser by all other large service trucks such as delivery, trash, and food service. Finally, the traffic impact study should be revised to accommodate exclusive truck access from Olive street only, which may induce west and eastbound stacking during truck turning movements. In summary, the QT proposal appears to be for a project served by a road infrastructure that is already fully utilized.

Please include these remarks in the record. Thank you for the opportunity to offer these comments.

Sincerely,

Richard M Kutta, PE

[24 Colonial Hills Parkway](#)

[Creve Coeur MO 63141](#)

richardkutta@earthlink.net

Attachment: Public Comments received June 2 received by 5PM (Application #20-002 & #20-010: QuickTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: questions regarding the proposed QT at Olive and Dautel

Jessica Stutte <jstutte@crevecoeurmo.gov>
To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Tue, Jun 2, 2020 at 8:23 AM

Jessica Stutte

Planning Division Assistant
City of Creve Coeur
(314) 872-2501 jstutte@crevecoeurmo.gov

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From: **Rebecca Pastor** <becky.pastor@gmail.com>
Date: Mon, Jun 1, 2020 at 6:38 PM
Subject: questions regarding the proposed QT at Olive and Dautel
To: <jstutte@crevecoeurmo.gov>

What about all the garbage and litter? I am very concerned about this. I used to live behind a QT, and though my house was in a residential area, the trash blew across the neighborhood and was visible everywhere on the residential street. The QT is the one on Big Bend, and the litter on and even across four lanes of Big Bend was also significant.

--
Rebecca Pastor, LPC
<http://rebeccapastor.com>

Attachment: Public Comments received June 2 received by 5PM (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

June 2, 2020

Mr. Jaggi, Ms. Kelly, and Planning and Zoning members:

I attended the virtual meeting yesterday and was interested especially in a few comments by the Applicant.

First of all, it was a surprise to see the way in which they want the tanker truck to enter and leave the property. When we were discussing the Car Wash that was to go into the corner, several people brought up the fact that there was a weight limit on Graeser Rd. and that indeed there was a sign expressing that. The sign, however, is no longer there, so I wondered why and whether there is actually a weight limit on this road (repaired by the taxpayers, by the way). The traffic study representative emphasized that as a public road the trucks can go there. I object to this for other reasons however, including the turn radius they would need to get off of Olive onto Graeser and then into the entrance to the car wash. It seems they would have to go into the other lane, which the traffic representative said that could easily be remedied by changing the stripes on the road (a solution that does not seem quite correct). In addition, the plan that he showed had the truck exiting in front of the retail building, again not seeming to be a good idea. I would request that the diagram shown with the entrance and exit of the tanker truck be included in the June 3 packet.

The Applicant also said that the entrance on Graeser would be moved further South but provided no exact site for this entrance and how it approximates the entrance to the credit union. It seems that it would make it awfully close to the entrance to the credit union (which is utilized all the time) and would cause traffic problems in that area. I would request that the new site be included in the packet for the June 3 meeting.

Graeser Road is also a special enforcement area with a speed limit of 30 mph. We often see speeding on this road despite this, but with added traffic and a cut through mentality, I am sure that speeding will increase and we will have more problems, especially with the children and the cross-walk.

I also see that of the 6 standards, 3 are definitely not met. I DO NOT see how a convenience store and filling station will contribute to and promote the community welfare (what is their contribution?) or serve as a convenience at the specific location given the other filling stations and convenience stores nearby. I feel that this development WILL cause substantial injury to the value to neighboring property despite the inaccurate account by the applicant regarding the nearby sale when the new property owner was unaware of the development. And lastly, I certainly DO NOT FEEL that this will be compatible with the surrounding residential area and that it certainly WILL impose an excessive burden and have a substantial negative impact on surrounding or adjacent users (the other similar businesses that will suffer).

In addition, I can see the convenience store as a gathering place for teenagers and others due to the food service causing additional problems in the neighborhood. We already have problems with the police called for out of control late night parties, fireworks for the weeks before and after July 4, etc.

Unless fully fenced, I see the retention pond as a hazard for the neighborhood children, and the use of the cross access by a fully tenanted retail center to further increase the traffic on Graeser. The problem with adding additionally lanes on Graeser for the right-hand turn which will infringe on Credit Union

Property will be added to the cost, ultimately borne by the taxpayers through the TDD or other financing.

All in all, the Conditional Use for this property should be denied by Planning and Zoning as it is not in the spirit of the new Comprehensive Plan and has too many potential problems.

Thank you for listening

Lynn S. Berry and Henry L. Clouse

626 Graeser Rd. 63141



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Attention J Jaggi
To Planning and Zoning Commission
Re QT hearing
Response to some comments at Mon hearing and related thoughts

Traffic related:
If QT takes the signal to capacity how will the Credit Union or others using the signal be able to develop further.

Graeser is not big enough to let a tanker swing in there. Their suggestion was to paint a stripe in the road to keep the tanker from entangling in the other lanes.

They said people will only use the Olive exit to turn left when there is little traffic. That assumes all customers are smart and know the station well. It also leaves unsaid that fact that there will then be more pressure on Graeser at peak hours to get customers out safely.

Lee Cannon says that by definition Graeser is a collector street. It may technically have that capacity, but remaking it as a busy street will radically change the neighborhood.

DEMAND A BETTER STUDY BEFORE YOU PROCEED
Current study lacks projection in the future after build that are usually included.

Data at Schulte is before Mobil was built or are just guesses
Innumerable problems others mentioned.

Other:
As was mentioned, QT knows from how far they plan to draw customers. They need to share that with PnZ

If the cannibalization of sales forces out another station, it would likely be the Circle K. That is an old station and when it is abandoned, there will need to be an extensive Brownfield clean up before it can be reused. Don't hurry Circle K into that.

Thank you

Linda REzny
314-872-7699 landline

Attachment: Public Comments received June 2 received by 5PM (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

qt at graeser

1 message

Brett Berger <bergerbrett7@gmail.com>

Tue, Jun 2, 2020 at 4:46 PM

To: mayor-council@crevecoeurmo.gov, Whitney Kelly <wkelly@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>

mobil on the run was forced to add second story windows to their buildings to comply

its unfair that city is not enforcing the same ruleset on QT

--

All the best,

Brett Berger

314.495.4990

[10 Winfield Pointe Lane, Saint Louis, MO 63141](#)

Attachment: Public Comments received June 2 received by 5PM (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

tanker trucks on graeser road for QT

1 message

Brett Berger <bergerbrett7@gmail.com>

Tue, Jun 2, 2020 at 4:45 PM

To: Jason Jaggi <jjaggi@crevecoeurmo.gov>, Whitney Kelly <wkelly@crevecoeurmo.gov>, mayor-council@crevecoeurmo.gov

Cc: Kurt Lord <Kurt.lord@svn.com>

tanker trucks on graeser road for QT is a terrible idea. this will substantially decrease safety for travelers of any mode, vehicle, car, and bike.

qt and their spokespersons admin there will be big traffic impacts and claim they will mitigate the traffic

why would P&Z approve a plan that brings substantial traffic and injury to the city when it is in direct violation of the code.

are tanker trucks allowed to access and use shulte road to refill at QT? no, no they are not.

--

All the best,

Brett Berger

Graeser Neighbors for Safety <http://graeserneighbors.org/>

314.495.4990

10 Winfield Pointe Lane, Creve Coeur, MO 63141

Attachment: Public Comments received June 2 received by 5PM (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

QT Meeting last night

1 message

Lori Zamler <lbzamlar@charter.net>
To: mayor-council@crevecoeurmo.gov
Cc: jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov

Tue, Jun 2, 2020 at 4:57 PM

Mr. Mayor,

I am super confused. Did the attorney tell the P&Z that city staff approved the proposal?

Isn't the staff supposed to be totally neutral?

Has the decision already been made?

Thank you,
Lori Zamler
3 Winfield Pointe Ln

jjaggi@crevecoeurmo.gov
Whitney Kelly <jjaggi@crevecoeurmo.gov >
mayor-council@crevecoeurmo.gov

Sent from my iPhone

Attachment: Public Comments received June 2 received by 5PM (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: P&Z Meeting Tonight

Whitney Kelly <wkelly@crevecoeurmo.gov>
 To: "Kelly, Whitney" <wkelly@ci.creve-coeur.mo.us>

Mon, Jun 1, 2020 at 3:38 PM

----- Forwarded message -----

From: **Beth Kistner** <bethkistner@gmail.com>
 Date: Mon, Jun 1, 2020 at 3:26 PM
 Subject: Fwd: P&Z Meeting Tonight
 To: Jason Jaggi <jjaggi@crevecoeurmo.gov>

See below - I want to make sure any contact with me is part of the record.

----- Forwarded message -----

From: **Kurt Lord** <kurt.lord@svn.com>
 Date: Mon, Jun 1, 2020 at 3:23 PM
 Subject: P&Z Meeting Tonight
 To: <bethkistner@gmail.com>

Dear Ms. Kistner:

The Graeser Neighbors for Safety is a committee of Creve Coeur residents who respectfully oppose the development of a QuikTrip gasoline station and convenience store at Graeser and Olive. City officials received opposition comments from approximately one hundred neighbors (many of whom have requested to yield their speaking time to GNS).

Attached is our letter discussing the application (along with a petition with over 110 paper signatures). We ask that you review it.

This is an important issue that needs an in-depth analysis. The QT proposal is unprecedented.

A Generation 3 Quicktrip with 4 separate entrances has never been considered by the city. Publicity regarding the QT Gen 3 notes that with this model, QT is now the "Disneyland of Convenience Stores." This size convenience store is classified as a mega convenience store by independent planning guides.

The applicant's technique to meet its objectives is unprecedented. Securing (only for a short time) a 15,000 sf shopping center so that vehicles can cross over its retail its parking lot for the QT needs is not the good planning that Creve Coeur is known for.

The proposal violates important provisions of the CUP process, the comprehensive plan, and the objectives of the East Olive Corridor.

The traffic study is inaccurate and incomplete. Important issues raised by MODOT are left unresolved.

Attachment: Public Comments received after Generation of packet for June 1st meeting (Application #20-002 & #20-010: QuikTrip CUP & Site

Finally, degrading the traffic safety at a corner already know for distracted drivers hitting residents and their children is not appropriate.

Thank you for listening to your residents. Please see the attached.

Kurt



Kurt Lord

Managing Partner, SVN Lord Partners - Commercial Real Estate

office: 314.826.5566 | cell: 314.960.5258 kurt.lord@svn.com

11475 Olde Cabin Road, Suite 230, Saint Louis, MO 63141



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--

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

www.creve-coeur.org



Graeser Neighbors for Safety Letter to City re QT Plan 5-20-20.pdf

5864K



Whitney Kelly <wkelly@crevecoeurmo.gov>

QT Meeting Question for 6/1/2020

Greg Kistner <kistner.greg@gmail.com>

Mon, Jun 1, 2020 at 11:24 AM

To: wkelly@crevecoeurmo.gov

Hello,

I was hoping to be able to attend tonight's meeting as I live near where the QT is planning on being put, but I don't think I'll be able to attend as something else has come up. So, I wanted to submit a question in advance. And, if this question is not really applicable then I apologize. I have never attended one of these meetings before. But if that is the case, could you at least get this question into the right hands of the people at QT? Thanks!

Would it be possible to install two new tech air pump machines at this new QT? If The business ends up going in, I'd prefer to make it as good of a place as possible. And all of the gas stations nearby have old tech air pump stations. Multiple new ones with free air where you enter in digitally the inflation number you need and it does the rest are awesome.

Thanks!

- Greg Kistner

Attachment: Public Comments received after Generation of packet for June 1st meeting (Application #20-002 & #20-010: QuikTrip CUP & Site



Whitney Kelly <wkelly@crevecoeurmo.gov>

Re: QuikTrip Application - Olive & Graeser

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Mon, Jun 1, 2020 at 10:57 AM

To: "Jordan, Mark" <MJordan@mail.wallisco.com>

Cc: "Wallis, Lynn" <LWallis@mail.wallisco.com>, Whitney Kelly <wkelly@crevecoeurmo.gov>

Mark,

I have received your comments and will include them with the other comments we have received today. Our plan is to distribute them to P&Z in one batch prior to tonight's meeting.

The public hearing will be held via Zoom. If you would like to speak at tonight's meeting, please use the following link to register:

<https://www.creve-coeur.org/CivicAlerts.aspx?AID=1119>

The public hearing will be continued to Wed. 6/3 at 6:00 PM due to the level of public participation.

Please let me know if you have any questions regarding the public meeting process.

Thanks,
Jason

On Mon, Jun 1, 2020 at 9:51 AM Jordan, Mark <MJordan@mail.wallisco.com> wrote:

Jason,

Hope this email finds you well.

I have reviewed the staff report in advance of this evenings Planning Commission and have the following comments;

- Page 6 – the report states “*The proposal generally complies with the recommendations of the Comprehensive Plan and the Design Guidelines, in that it is well designed, with materials of good architectural character, and where the standard QuikTrip designs have been substantially modified to fit into the surrounding areas*”.

I fail to see any substantial modification in the standard QuikTrip design. It is still their standard “corporate, prototype” design with only slight modifications to materials. In addition, the fuel canopy fascia is QuikTrip’s standard brand design. QuikTrip should be held to the same design standards that previous applicants have been held to.

- Page 8 – the report states “*Access to all service stations should be limited to 2 curb cuts. If at a corner, there should be no more than 1 curb cut per street.*”

QuikTrip is purchasing the parcels and re-platting for the sole purpose of creating 3 points of access. In order to be consistent with previous submittals, the City should treat the project as a single development with only one access point on Olive. In addition, the access point at Graeser should be right in right out only.

- Pages 20-21 – In addition to the staff comments, I have concerns regarding the comparison of trip generation to the Mobil On the Run at Olive and Schulte. From the Traffic Study Report;

Attachment: Public Comments received after Generation of packet for June 1st meeting (Application #20-002 & #20-010: QuikTrip CUP & Site

Baseline Traffic Volumes: Expected traffic volumes from two other developments were added to existing traffic volumes to reflect opening year Baseline traffic volumes. Trips from a previous study completed by CBB for a Mobil on the Run gas station at Olive Boulevard and Schulte Road/Mary Meadows Lane as well as trips from the expected full occupancy of the 166,000-SF HBE office building on Olive Boulevard at Mosely Road (based on data from the ITE Trip Generation Manual) were added to the Existing traffic volumes in Exhibit 1 to determine the total volumes in the 2020 Baseline scenario, shown in **Exhibit 2**. Trip generation data for the Mobil on the Run and HBE office uses are shown in **Tables 1 and 2**, respectively.

Using standardized trip data from ITE or comparing expected trips to the On the Run will not accurately reflect the traffic generated by a typical QT. QT's sales volumes, by their own estimate, average nearly \$14,000,000 per location annually. That places them at between 2-3 times the average. A more accurate trip generation would require actual trips to be counted at 3 QT locations and averaged together.

Thank you for your attention to these issues.

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--

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

www.creve-coeur.org

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To Attention of Jason Jaggi
To Planning and Zoning Commission
hopefully to be read May 29

Re the Traffic Study for the proposed Quik Trip

The Proposal makes a bad traffic situation worse and the solutions are not in the plan. On that basis alone the current plan should be shelved. IF QT can't come up with a better plan for the traffic, the project should be dropped. QT may not be responsible for the current situation, but if the project goes ahead you literally put in NEW concrete a bad situation. This is an opportunity to make an improvement. Don't waste it.

According to this weeks correspondence the problems in the queue backup at northbound Graeser Rd are going to need more thought and possible real estate negotiation "In order to fully mitigate the impacts, the through/right-turn lane could be extended to the QT driveway to avoid that blockage. It appears that the widening could begin north of the existing First Community Credit Union driveway. It is likely that the lane extension would require

acquisition of property and may not be feasible for QT to complete alone. "
(Follow-Up for Response to Agency Comments - Traffic Impact Study Proposed QT #613 - Olive Boulevard and Graeser Road May 28, 2020 Page 2 of 2)

My computer will not copy page 15 of the CBB Jan 13, 2020 traffic impact study Summary: On Olive QT needs a right turn lane into their property, but due to the short distance between the drive for the retail part and for the QT part, getting in a useful one may not be practical.

IF QT can't come up with a better plan for the traffic, the project should be dropped. If the project is to be dropped, you are expending a lot of energy for a doomed task. Since the meeting has been planned I assume you will continue. In our minds we tend to hang on to plans we have invested in just because we did so much work. Keep reminding yourself that this plan might not fit in this place in Creve Coeur.

This is not the development Creve Coeur needs. The property owner is strongly motivated to find a profitable replacement for his dated strip. Rest assured he can find something better, that fits this part of Creve Coeur.

Thank you
Linda Reznay
314-872-7699 landline

Faxed to 314-872-2505

Attachment: Public Comments received after Generation of packet for June 1st meeting (Application #20-002 & #20-010: QuikTrip CUP & Site

RECEIVED
MAY 29 2020
BUILDING DEPT.

Second not

To Attention of Jason Jaggi
To Planning and Zoning Commission
hopefully to be read May 29

Re the Traffic Study for the proposed Quik Trip

Looking at the traffic study for the QT, baseline data was collected by a study in Aug 2019, after school started. These are the numbers in Exhibit 1
(Traffic Impact Study Jan 13,2020 Page 6 of 24)

The Mobil on did not open until December 2019
All the actual counts for traffic on Olive and Schulte do not account for the big traffic change.
This application was made in the Spring of 2020, but the traffic data fomr the Summer 2019 in Exhibit 1 by then was uselessly out of date.

Also on Page 6, CBB a used data from a study they did on the ESTIMATED traffic for Mobil on the Run. CBB GUESS before the Mobil even opened.
CBB added that to a GUESS for full occupancy at the HBE building. The sum of these two GUESSES is Exhibit 2
Adding Guesses together does not make data more reliable.

A new traffic study with CURRENT data needs to be done before any more time is wasted considering this project.
It would be a legal disaster to pass this project along with the idea that it could be halted later if a second traffic study was unfavorable.

The traffic impact study is out of date and full of guesses, when reliable data is needed. The traffic impact study needs to be repeated NOW. After a new study, the project can come back up.

Thank you, Linda Rezny 314-872-7699 landline

Third Note, two pages

Attention Jason Jaggi
To the Planning and Zoning Commission
In advance of the June 1 meeting for the proposed QT

RECEIVED
JUN 01 2020
PLANNING DEPT.

Masonry Wall needed

I attended the Neighborhood Meeting Quik Trip had in Feb. They showed drawings for the project. They claimed they were not sure how far the parking lot would encroach on to the old Graeser Residence lots, but they did show a long masonry wall behind the parking lot.

Now that we have Preliminary Demolition Plan Sheet 2 and Renderings (Elevations), we can see how much of the formerly residential area is taken up by the proposed development. The parking lots eats 69 ft, the big trash enclosure more, and the retaining wall about 78 ft. What is left is a pair of soulless detention basins, separated from the Martin Grove homes by a flimsy wooden fence.

THE PLAN DOES NOT HAVE A MASONRY WALL.

Wooden fences are poor sound absorbers and landscaping blocks sight lines, but is not a good sound absorber. Masonry is needed.

The proposed plan would increase the noise on the surrounding properties. Currently, most noise is at the front of the property. There are some cars on the lots coming to businesses for an extended visit. Most of the noise in front is the constant sounds of engines and moving tires on Olive.

First we will look at the noise from cars on the lot. The space behind the buildings are marked for parking, but only the workers at the businesses use that now. The new configuration will have fewer parking spaces in front of both the buildings. The Convenience store has doors on the front and there are two entrances on the sides with parking spaces. The cars will need to use the parking spaces behind the buildings due to the shortage in the front. The Convenience store is closer to the neighbors so the rear lot would be a new noise source. The QT would also be open 24 hrs, about double the time the current businesses operate. Further there would be far more customers traveling in and out. More cars, more customers, closer to the residences, for 24 hours can make a lot more noise. A masonry wall would be needed.

The building that had Krummenacker Pharmacy is 160 ft of sound deadening. If the QT is built as proposed, that 160ft mass, will be gone, replaced by a 92.25 ft building, 58% of the size of the current one. The new building is smaller and sited to the SE. The current gap for sound protection between the buildings is about 60 ft, the new one about 80 ft. The new building's front is about 70 ft closer to Martin Grove and windfield Point and leaves about 50 additional ft on the west of the building completely without real sound protection. Having Road noise from Olive is a problem I am familiar with. My back yard is 430 ft from Olive. The sirens and occasional horns are just interruptions in the low roar of road noises. Imagine you are in a room with a noisy fan running. After a while you might forget it was there, but you are so relieved when it is finally turned off. The houses on Martin Grove are about 420 ft from Olive, a bit closer than mine.

The current line of buildings blocks some of that noise. Removal of the large masonry building opens up residents to the constant drone from Olive. The solution is a masonry wall.

Linda Reedy pg 1

PnZ June 1

Generally it is most efficient to block noise closest to the source so a continuous masonry wall behind the parking lots, as was included in the neighborhood presentation, would be the best solution to the rise in noise for the neighbors.

Thank you
Linda Rezny 314-872-7699 land line

Pg 2

Whitney Kelly
 Creve Coeur City Planner
 300 N. New Ballas Rd
 Creve Coeur, Mo 63141

Dear Whitney,

I am a resident of Creve Coeur and live at 755 Graeser Rd. I am writing to express my thoughts on the proposed Quick Trip development. I will not be able to attend the meeting this Monday so I wish to express my thoughts in writing.

I want to begin by saying I have developed several strip centers myself. I understand the whole process and am familiar with requests for zoning and special use permits. I am certain that Quick Trip will comply with all zoning requests as the lot is perfect for their needs. I know that since there has been a recent special use and zoning permitted for the Mobil that this request by QT will follow and most likely be awarded. However, since I live less than a block away and am familiar with the process, I wish to express some of my concerns which may lead to some intelligent changes to the site plan and statutes surrounding the special use permit.

1. I would like to see delivery times, trash trucks, gas deliveries etc.. in the middle of the day and not real early or real late at night. I believe it would be prudent because it will also limit truck use on Graeser.
2. I believe the buffer landscaping should be increased and some trees should be closer to the building more at the height of the neighboring properties. Increasing the height of the trees will help to block the view. The trees should be (1) on the top of the retaining wall near the building (2) as well as surrounding the water retention area.
3. I think there is an issue with safety of getting the big tanker trucks in and out of the site due to the size and location of the curb cut on Olive (according to the renderings we saw at the public meeting several months ago). We do not want the big trucks on Graeser at all.
4. Quick Trip is proud of their new Fresh Food service areas. We don't want this to become a destination for outdoor dining and **we don't ever want to allow a drive thru.** This is primarily a gas station and not a restaurant. We would like to limit the future "restaurant" activities.
5. Operating for 24 hours worries us since we are very near the site. I know Mobil has this and you will grant this to QT but it still concerns us.
6. I believe the woman from QT who gave the presentation is correct when she says they will not be bringing more traffic, however I believe they will be **diverting** traffic onto Graeser in the mornings. People will come in, get gas, exit onto Graeser. The easy egress is onto Graeser. This store is wanting this site because they are on "the going to work side of the street". They are not contemplating getting west bound customers, those will go to Mobil. They will get more eastbound traffic, with the highest activity in the early morning and will be diverting traffic onto Graeser, which

will then continue east on Ladue or over to the hiway. This will put increased “cut through” traffic on Graeser when school buses and children are on the street. I believe we could petition for either **more stop signs** on Graeser to slow down and discourage Graeser traffic. Or maybe have a **sign prohibiting right turn traffic** from QT onto Graeser at specific times, similar to the signs at Rondelay. Or even **speed bumps**. All of these things along with **increased police presence to discourage and enforce against more hi speed traffic endangering kids in the morning**.

- a. This issue of **diverting** traffic is actually one of my major worries. I believe it will make Graeser a street with fast drivers and **it will be unsafe to the children especially in the morning with school buses**. Remember, this is the going to work side of the street (mornings).
7. I am concerned that the drainage area be maintained and properly landscaped. Many times these areas fall into disarray and are neglected. As stated before, I would like proper buffer landscaping at heights that will limit vues of QT. Landscaping should be at the top of the retaining walls and around the detention area.
8. Speeding on Graeser is a bit of a problem now. More police presence, another stop sign, or blinking lights on the current stop signs like they have in front of Glendale City Hall, or a radar speed sign to slow people down would make the street safer for the children in the area.

Thank you for your consideration in the above mentioned matters.

Sincerely,
Michael J Faddis, DDS
Linda Faddis
755 Graeser Rd

Wednesday, May 20, 2020

VIA Electronic Mail

Jason W. Jaggi, Whitney Kelly & Members of Planning & Zoning Commission
City of Creve Coeur
300 North New Ballas Rd
Creve Coeur, MO 63141

Re: QuikTrip Conditional Use Permit Application to Develop the SW Corner of Olive Blvd. and Graeser Road.

Dear Jason and Whitney and Planning & Zoning Commission Members:

We are Graeser Neighbors for Safety ("GNS"). We are a committee of Creve Coeur residents who respectfully oppose the development of a QuikTrip gasoline station and convenience store ("Project") at the southwest corner of Graeser Road and Olive Blvd 11026 and 11004 Olive Blvd., and 825 and 827 Graeser Road ("Site") and redevelopment of 11032 Olive Blvd. ("Redevelopment Parcel"). GNS is led by homeowners Brett Berger and Kurt Lord.

City officials directly received opposition comments from approximately one hundred neighbors (representing the vast majority of residents) who strongly oppose the QuikTrip proposal. This letter details the basis of resident opposition.

Also, attached is the in-person petition with over 110 signatures. Collecting signatures was done before the Covid stay at home order. It was completed by dedicated residents and specifically for residents living along Graeser Road or tributary cul-de-sacs.

1. The QuikTrip Violates Standards Set by the Creve Coeur City Code ("Code") Regarding CUP Standards

Section 405.1070 Conditional Use Permits E. Standards

The City Council shall not approve a conditional use unless it finds that the application and evidence presented clearly indicate that the proposed conditional use:

2. Will contribute to and promote the community welfare and convenience at the specific location.

4. 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 there from.

6. 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.

Our City Leaders Completed the Creve Coeur 2030 Comprehensive Plan (The CP Plan). As Stated in the CP Plan:

The commission shall commence with the task of implementing the new Comprehensive Plan as provided therein to the full extent of its authority.

Creve Coeur 2020 Section 2, Adopted by the Seven Members of the Commission, March 20, 2017

The Project is in direct conflict with four (4) goals for achieving the “Plan Vision” (as defined in The CP Plan):

Comprehensive Plan Goal 1.0 Placemaking & Community Identity:

The city is to “develop an 18/7 community experience,” meaning community activity 18 hours a day, as opposed to 24 hours a day, 7 days a week.

A QuikTrip is a 24/7 high volume operation, which is not in keeping with the forward vision of the Plan.

Comprehensive Plan Goal 2.0 Residential Development & Preservation:

The City is to “preserve and evolve its high-quality residential development and stable property values while . . . improving walkability and accessibility of neighborhoods.”

- The Project will injure property values for the homes in the area surrounding the Site.
- The anticipated change in traffic patterns outlined in the Traffic Study will degrade walkability and accessibility of neighborhoods.

Comprehensive Plan Goal 4.0 Community Amenities & Facilities

The City is to “provide a variety of new, high quality public amenities and community facilities that meet the needs and desires of all Creve Coeur residents.”

A 24-hour gas station/convenience store is not a “new public amenit[y] or community facility[y]”.

Comprehensive Plan Goal 6.0 Transportation, Connectivity & Mobility

The City is to “utilize development . . . to better manage automobile traffic, reduce traffic congestion and improve transit, walkability and bikeability.”

QuikTrip’s own traffic study finds the Project will degrade traffic conditions to an unacceptable level on Graeser Road and Spoede Road. Additionally, (not mentioned by the study is that there is no sidewalk access to the QuickTrip for pedestrians walking to the site from Graeser Road. Greatly increasing the congestion degrades the walkability and bikeability at the Site.

Pedestrians (including children in strollers) already have been hit by cars at the intersection.

Graeser & Olive Pedestrian Crosswalk: Car hits mother and infant in stroller. Both taken to Mercy Hospital ER.



Vehicles have veered out of control and hit structures at the intersections.

2020 Graeser & Olive traffic control box, second incident of hit from out of control vehicle.



The city should not allow a plan that dramatically increases danger to drivers and pedestrians.

2. The Proposal Fails East Olive Corridor Standards Within the Comprehensive Plan

Missouri State Statutes: 89.030. Zoning districts. — For any or all of said purposes the local legislative body may divide the municipality into districts of such number, shape, and area as may be deemed best suited to carry out the purposes of sections 89.010 to 89.140; and within such districts may regulate and restrict the erection, construction, reconstruction, alteration or use of buildings, structures, or land.

The Adopted Comprehensive Plan sets for the vision for the East Olive Corridor. The QuikTrip Site and Redevelopment Parcel are a part. The East Olive Corridor Plan, objective 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." (page 88)

East Olive Corridor Recommendations Include:

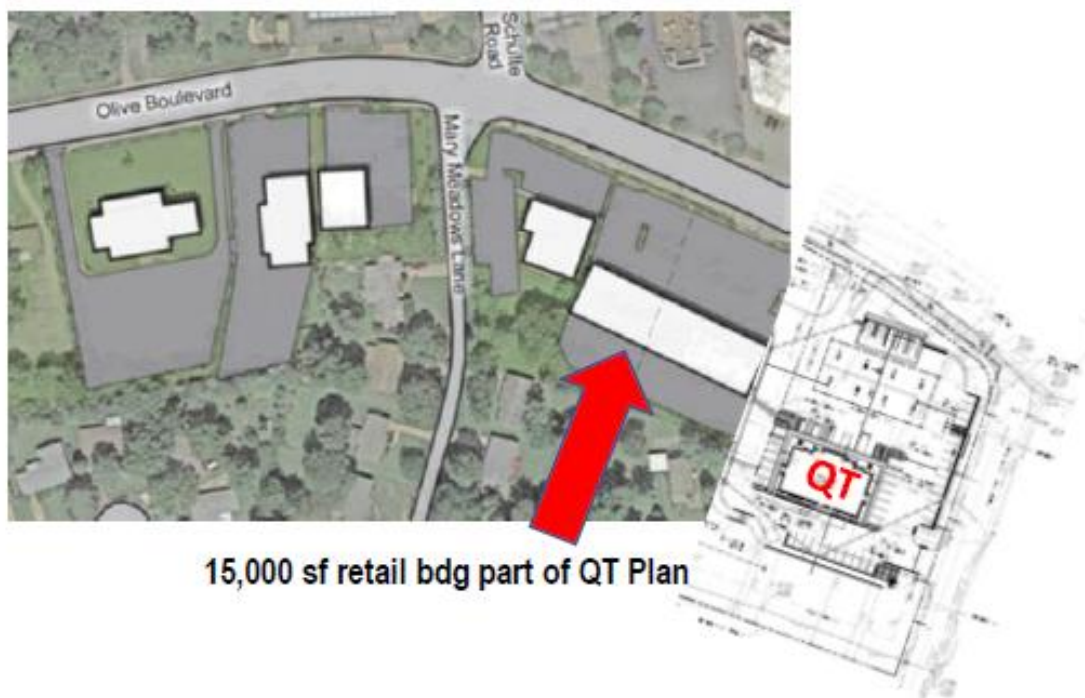
Frontage Recommendations - Primary Streets: encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Primary Streets.

Corresponding diagram in the Comprehensive Plan



Compare the Creve Coeur objectives above with the uneven layout of buildings if the QuikTrip Plan is approved.

Overlay of QT Plan to existing buildings shown in the Comprehensive Plan



- The corner building on Mary Meadows has a substantially different setback than the 15,000 sf building that is part of the QT plan.
- The QT building has a substantially different setback than the 15,000 sf building.

The “vision and best practices character images” shown on page 91 of the CP Plan do not include a high traffic convenience store gas station, or anything close to it.

Examples of the character images:



MARKETPLACE – CLAYTON ROAD (LADUE, MISSOURI)



MARKETPLACE – CLAYTON ROAD (LADUE, MISSOURI)

3. The QuikTrip Violates Standards Set by the Creve Coeur City Code Regarding Stormwater/Stormwater Detention

Section 405.1070 E *Standards* subparagraph 5 provides:

The City Council shall not approve a conditional use unless it finds that the application and evidence presented clearly indicate that the proposed conditional use:

5. Will provide, if applicable, erosion control and on-site stormwater detention in accordance with the standards contained in this Chapter.

There are substantial concerns regarding stormwater and hazardous substance runoffs from the Project and this effect on the adjacent properties. Properties in Martin Grove and Mary Meadows subdivisions are contiguous to the Site and Redevelopment Parcel. Properties are at a lower elevation than the Site and Redevelopment Parcel.

GNS has serious concerns about the potential for runoff from the Project and Redevelopment Parcel (as improved) reaching the surrounding residential properties, and hazardous/toxic substances used at the QuikTrip migrating to the surrounding residential properties.

GNS requests that the City commission a study on how existing stormwater infrastructure and surrounding residential properties will be affected by the projected stormwater runoff from the Project and the proposed water detention ponds.

GNS requests that the City provide the Metropolitan St. Louis Sewer Districts and the Missouri Department of Natural Resources' evaluations of these aspects of the Project.

4. The Plan will cause *Substantial Injury* to the Value of Neighboring Property

Section 405.1070 E *Standards* subparagraph 3 provides:

“The City Council shall not approve a conditional use unless The City Council shall not approve a conditional use unless it finds that the application and evidence presented clearly indicate that the proposed conditional use:

3. Will not cause substantial injury to the value of neighboring property.

- Homes in the Martin Grove and Winfield Pointe subdivisions have assessed values of \$500,000 and higher.
- These properties and those in the Mary Meadows subdivision, are the homes closest to the Site and Redevelopment Parcel.
- Homes in the Martin Grove / Mary Meadows subdivisions share a property line with the Site. Recently a sale contract for a home in Martin Grove was lost when the prospective buyer learned of the proposed QuikTrip on the Site.
- GNS has been provided information that even the proposal has already caused substantial injury to the value of the neighboring properties.
- The City (recently) allowed a gas station/convenience stores adjacent to single family residential homes, note the substantially different and more restrictive: a) access, b) property, and c) traffic conditions.
- A QuikTrip on the Site will negatively impact the values of the nearby homes, particularly those in Martin Grove and Mary Meadows.

GNS requests that a Property Value Study of the homes most negatively affected by a QuikTrip on the Site: the homes in Martin Grove, Winfield Pointe, and Mary Meadows.

5. The City Should Postpone Consideration of the Proposal Until the East Olive Corridor Overlay Zoning is Complete

In 2017, our city leaders spent substantial time and financial resources creating the Comprehensive Plan.

For the East Olive Corridor, The CP Plan states that the City should complete regulations for the East Olive Corridor, including:

- *Develop consistent landscaping standards along Olive Boulevard with street trees, lighting, and pedestrian amenities. Not completed.*
- *Establish pedestrian facility requirements to encourage walkable access, including 1) the provision of walkways between buildings and the public sidewalk; 2) walkways that provide pedestrian cross-access between neighboring lots; and 3) walkways connecting parking facilities to buildings. Not completed.*
- *Establish standards for buffers between Neighborhood Commercial district (NC) lots and adjacent residential district lots. Not completed.*

- *Develop design guidelines to achieve the desired character of the place type. Not completed.*
- *Complete development of and enact a local Stormwater Ordinance to address land disturbance of less than one (1) acre; this Ordinance should aim to limit the adverse effects of runoff produced by development, using on-site mitigation and site design to limit runoff to what exists today. Not completed.*
- *Establish minimum tree coverage requirements for commercial surface parking lots. » Establish tree planting and coverage standards for non-residential lots subject to redevelopment. Not completed.*
- *Establish a minimum percentage of green space to be preserved on site. Not completed.*

6. The Traffic Study Does Not Incorporate MODOT Requirements

MODOT issued a report that requires right turn bays for the proposed rightin/right-out entrance and at Graeser Rd. on the permit plan.

This requirement is NOT part of the QuikTrip proposal plan. The Plan fails the mandatory requirements of City Code 405.1080 (d). It would be improper for the City to consider the current proposal.

Additionally, for the safety and wellbeing of Creve Coeur residents, no consideration of this plan should take place until the public has had to review the comments and recommendations of the Fire Protection District.

No recommendations or comments have been provided to the public. Therefore, this plan should not be considered at this time.

7. The Traffic Study is Incomplete and Not Accurate

a. The Traffic Study des not consider the entire site plan.

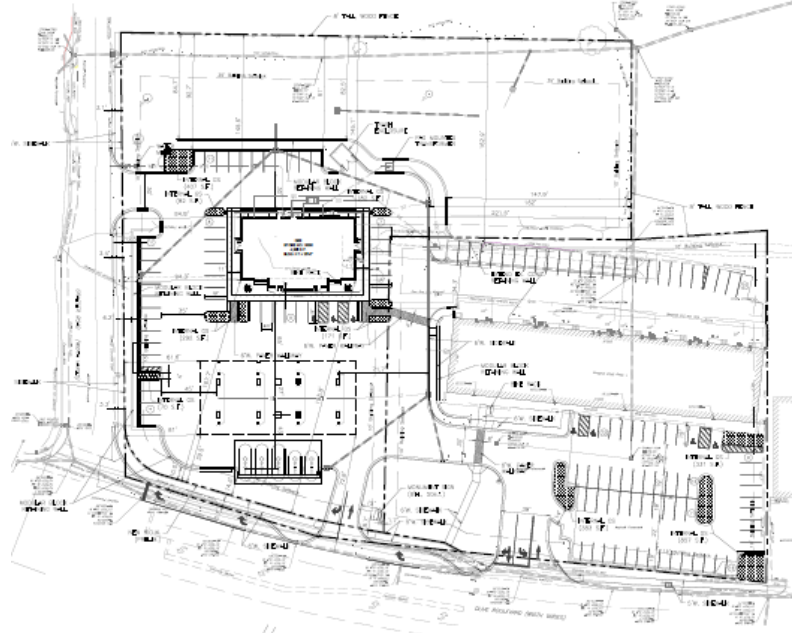
QT Traffic Study showing site location/area of emphasis.



Figure 2: Site Location

The proposal as has been submitted and publicized is for the proposed QT as well as the adjacent shopping center.

Site Plan Submitted by QT on May 11, 2020 includes the adjacent shopping center



The traffic generation data estimates (Traffic study, Table 3) are from only 2 sources: ITE Land Use code 945 and Area QuikTrips. It does not include the shopping center traffic. Additionally, there is no consideration of the adjacent shopping center in the Baseline Traffic Study or the Trip Generation Study.

As shown by the development plan, primary access to and from the Quik Trip will be from the adjacent shopping center.

Additionally, the Traffic Study makes no mention of the increased traffic caused by the full tenanting of the 15,054 sf adjacent shopping center.

Examples of Current Vacancy of Shopping Center:



Image of Shopping Center as per Plan:

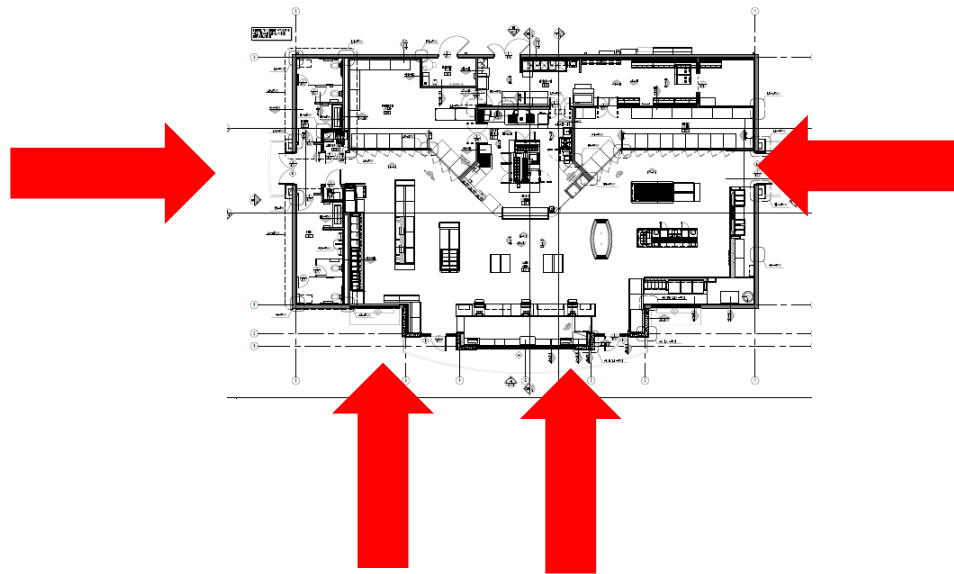


There is no review of the type of tenants proposed for the shopping center as different tenants produce different amounts of traffic generation.

Because the Traffic Study does not consider ALL the traffic generators contemplated by the site plan, it is incomplete and inaccurate. The study does not meet the requirements of Creve Coeur City Code 405.1080 4 (a).

b. The Traffic Study Does Not Incorporate the Correct Data for This QuikTrip and Therefore is Not Accurate

The prototype proposed by QT is the new GENERATION 3 QuikTrip with four (4) entrances. See below. Entrances marked by red arrows:



This is an important distinction for an accurate Traffic Study: As QuikTrip publicity has noted:

The Gen 3 model is designed to churn inside and outside sales—in particular, by helping customers get in and out of the store, and on and off its high-volume lot.

The store features four entrances—two in the front and two on the side—and is more than 40% larger than the previous format. Of its 700-plus stores, more than 130 are Gen 3 models.

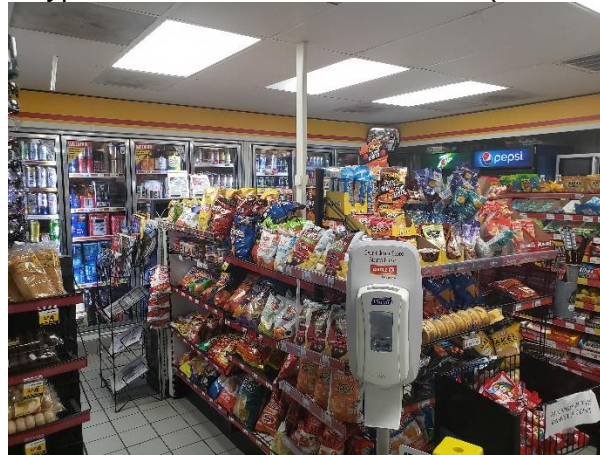
Quotes from QuickTrip Spokesman from a recent Grand Opening is instructive:

“We just opened our first store in San Antonio last week, and with that we launched some different foods we are not carrying everywhere else — including breakfast tacos,” [QuickTrip Spokesman] Thornbrugh said. “Sales have been through the roof, and if we can continue that trend, we will bring those items everywhere we operate.”

As noted in the San Antonio Grand Opening news report:

“QuikTrip is the Disneyland of Convenience Stores”

Pictures show the difference: Typical Convenience Store Interior (Circle K at Olive Schulte)



QuikTrip Generation 3:



Examples of why QT is the **Disneyland of Convenience Stores**:

Above: the Coffee, Specialty Coffee and Soft Drink Bars.

Below: The fast ordering QT Kitchen Terminal Kiosks and the Frozen Drink “Smorgasbord”

Page 10 of 16



This QuikTrip is not that of a standard gas station/convenience store. Trip generations based on ITE Land Use code 945 for a typical convenience store materially underrepresent the true nature of this use.

Additionally, using data from BBB Local Data for QuikTrip stores materially underrepresents the true traffic of this QuikTrip. The only data that is relevant is that of a GENERATION 3 QuikTrip.

Because QuikTrip's traffic study significantly underestimated the traffic for the proposed use is inaccurate, it should not be relied upon by the City. Without an accurate traffic study, the City should reject consideration of QuikTrip's proposal.

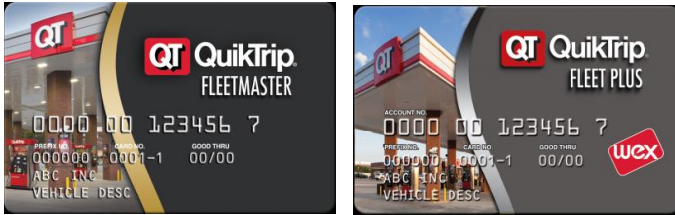
c. The Traffic Study Under-Represents New Trips to the Site

The QuikTrip Traffic Study states that “a significant number of the trips to the site would be “pass-by trips” meaning trips to the site would be from vehicles already using the adjacent roadways – not a new vehicle trip. (ie: estimation of traffic: 210-250 pass by trips versus 75-85 new trips).

This estimation of traffic is inaccurate because of the following regional traffic generators to the site:

1. QuikTrip advertises on highway informational signs to attract to its location. This site is a 1.5-mile, linier, due east, route from the Interstate 270 access point.
2. QuikTrip has a strong fleet vehicle program designed to attract commercial clients. The programs includes a FleetServices Online program, a 1-800 number to find QT locations and to “contact QT from anywhere in the USA”.

The Fleetmaster / Fleet Plus Card for vehicle fleets



"Save up to 5¢/gal at over 800 QuikTrip locations, with no setup, monthly, or annual fees."

3. In addition to marketing nationwide to commercial fleets, QT offers the QT Credit Card, with special amenities to promote customers to purposely seek a QT (fuel savings, rewards program, bonus points)



4. QT Gift Cards incentivize out of area customers to travel to QT. QT offers e-gift Cards, traditional gift cards and bulk order gift cards.



5. People travel extra miles to seek at QT, the "***Disneyland of Convenience Stores***" because of its overwhelming menu. Items include:

- ***Pizzas: XL Pizzas (5 types) Personal Pizzas (build your own)***
- ***Pretzels (3 types)***
- ***Biscuits***
- ***Breakfast Scrambles (4 types)***
- ***Breakfast Burritos (4 types)***
- ***Subs (7 types),***
- ***Wraps (7 types)***
- ***Beef Brisket, Pulled Pork and Pulled Chicken BBQ Sandwiches***
- ***Croissant Sandwiches (6 types)***
- ***Quesadillas,***
- ***Grilled Cheese (4 types),***
- ***Tacos,***
- ***Flatbreads,***
- ***QT Twisters with Mix-Ins,***
- ***Ice Cream Cones (at a discounted price)***
- ***Milkshakes (4 types or build your own)***
- ***Specialty drinks (including Frappes, Lattes / Chai Lattes, Mochas, Americanos, Cappuccinos)***

The QuikTrip Traffic Study did not take in account the substantial and unique traffic draw of a Generation 3 QuikTrip brand Convenience Store (Quick Service Restaurant), fulling station for private customers as well as that for commercial fleet vehicles. It is to be located 1.5 miles from a major Metro St. Louis interstate highway. Therefore, the traffic study conclusions should not be relied upon.

8. The Traffic Degradation Noted by the Traffic Study Prevents Consideration of the Site at this Time

Even the incomplete analysis of the QuikTrip Traffic study indicates that present traffic stacking on both Graeser Road and Spoede Road will be exacerbated by the operation of a QuikTrip on the Site.

Per the Traffic Study, the level of service on the northbound approach of both roads during peak service periods is expected to degrade to below an acceptable level: in the case of Graeser from Grade C during the morning rush and Grade D during the evening rush to Grade E; and in the case of Spoede from Grade D to Grade E during the morning rush.

The intersection of Olive Blvd. and Graeser is expected to degrade overall from Grade B to Grade C, and the northbound shared driveway approach near the Spoede and Olive intersection is expected to degrade to Grade F during the morning and Grade E at midday and in the evening. As you are likely aware Grade D is considered to be the lowest acceptable level of service. We question the Traffic Study's claim that the proposed operation will not increase traffic on Olive Blvd. and ask that the City investigate it.

Nothing in the Traffic Study bodes well for the Project when applying the provisions of Section 405.1070 to QuikTrip's CUP application ("Application"). The Traffic Study indicates the increased hazards and inconvenience the Project will bring not only to the surrounding neighborhood, but also to residents and businesses at Spoede and Olive. While the Traffic Study looks at volume, it overlooks conditions in these neighborhoods such as proximity to school and public transportation bus stops and the effect on pedestrian and bicycle traffic.

9. The Plan has Significant Site Configuration and Tanker Truck Access Questions

GNS has reviewed the architectural plans with local site design experts and has serious concerns about the footprint of the Project and the cross access from the Site to the Redevelopment Parcel.

1. The Project configuration is extremely tight and appears to leave little room for tanker sweep paths needed for tanker trucks to maneuver on the property. Creve Coeur residents based upon consultation, believe the Project configuration stretches tanker maneuverability to the absolute limit, and possibly beyond. This creates yet another layer of hazards to safety for Creve Coeur residents.

GNS requests that QuikTrip provide an AutoTurn AutoCad ("ATAC") analysis and simulation (see IMPORTANT REFERENCES at end of this letter) for the project, showing how tankers will maneuver on the property to enter the property, refill the underground fuel tanks, and exit.

GNS requests that, before consideration, residents see the Creve Coeur Fire Protection District's evaluation of the Project based on an ATAC on the Project.

2. In addition to tanker trucks maneuvering on the Project, GNS is concerned about tanker trucks traveling Graeser Road to access the Project. GNS has learned that a typical QuikTrip location has its tanks refilled twice a day most days of the week. We believe tanker trucks entering and exiting

the Project using the curb cut on Graeser would create an undue risk for anyone passing through that area using any mode of transportation.

3. It is foreseeable that in spite of restrictions, tanker trucks may come up Graeser Road from Ladue Road if access to Olive Blvd. from I-270 is closed or restricted due to traffic congestion or an accident.

4. Overall the cross access between the Site (as improved by the Project) and the Redevelopment Parcel will be dangerous for vehicles and pedestrians. Access to the businesses located on the Redevelopment Parcel will be greatly reduced for Graeser Road residents as well as anyone coming from the east, as they will either have to traverse the QuikTrip operation or go out of their way to enter the Redevelopment Parcel from Olive Blvd.

10. Additional Concerns

Restrictions put on the Site by QuikTrip

GNS has concerns about the long-term future of the Site if it is developed into a QuikTrip. Like any savvy business, when QuikTrip leaves a location it uses all legally available means to control the future use of a property. This can make the property difficult to redevelop and result in an empty former QuikTrip site.

Revenue Projections vs Actual Revenue

GNS requests that the City provide the projected revenue the City expects to receive from the Project. By way of comparison GNS requests that the City provide the projected revenue the Mobil On the Run was expected to provide the City and the actual revenue it has produced prior to the St. Louis County mandatory stay-at-home order went into effect.

Increased Crime.

Another aspect of the Project that runs contrary to subparagraphs 2 and 6 of the conditional use permit standards is the potential for an increase in crime. There are many studies showing 24-hour convenience stores are high targets for crime (see IMPORTANT REFERENCES at end of this letter. Note the reports of the **QuikTrip Slider Crimes**). GNS requests that the City review and share with residents, calls for service from police, fire and EMS for the past five years for: the Circle K (formerly Shell) and Mobile on the Run (formerly Mobil) at Olive Blvd. and Schulte Road; the Phillips 66 at Olive Blvd. and Ballas Road; and the BP at Lindbergh Blvd. and Ladue Road.

Residents' ability to participate in Planning and Zoning Commission and City Council meetings reviewing QuikTrip's Application during the ongoing COVID-19 pandemic.

We are concerned that remote meetings will either prevent or discourage many concerned residents from participating. This electronic meeting access prevents those without technical knowledge and/or reliable internet access from being heard.

We see a real risk that resident Due Process will be trampled upon in the name of the pandemic, and QuikTrip's Application will not receive the appropriate level of scrutiny.

The hearing on this plan should be postponed until all residents have the opportunity to participate in public meetings.

Conclusion, Summary, and Requests.

- GNS is not opposed to redevelopment of the Site
- GNS does oppose this QuikTrip plan.
- QuikTrip is a is an excellent operator, however placing “***the Disneyland of Convenience Stores***” within the East Olive Corridor violates City Code, the terms of the Creve Coeur Comprehensive Plan, and the East Olive Corridor directives.

In reviewing QuikTrip’s Application, GNS is requesting that the City do the following:

- 1) Postpone Consideration of the Plan because:
 - a) The Plan does not meet the requirements of the City Code 405.1070-1080.
 - b) The Plan does not meet the requirements of the Comprehensive Plan or the East Olive Corridor.
 - c) The East Olive Corridor Zoning should be completed before consideration of The Plan.
 - d) The QT Traffic Study is Incomplete and Inaccurate.
 - e) It does not show the mandatory MODOT requirements in the QT site plan.
 - f) Residents will be denied due process if only a virtual meeting is held on this important matter.
- 2) Reject the Plan Because:
 - a) It contains an incomplete and inaccurate Traffic Study.
 - b) it does not incorporate the mandatory requirements communicated by MODOT.
 - c) It does not meet the requirements of the City Code 405.1070-1080 as described in detail above.
 - d) It does not meet the requirements of the Comprehensive Plan and the East Olive Corridor.
- 3) Take the following Steps:
 - a) Request the use of a Generation 3 QuikTrip as the model for a Traffic Study and ask that its other noted deficiencies be cured and presented to the Public before hearing.
 - b) Request a site traffic plan incorporating MODOT mandatory requirements.
 - c) Require QuikTrip to provide an AutoTurn AutoCad analysis and simulation of tanker maneuvering on the Project and share the findings with the public before further consideration.
 - d) Provide residents with the Creve Coeur Fire Protection District’s evaluation of the Project.
 - e) Review and share with residents calls for service from police, fire, and EMS for the past five years for: the Circle K and Mobil On the Run at Schulte Road and Olive Blvd.; the Phillips 66 at Olive Blvd. and Ballas Road.; and the BP at Lindbergh Blvd. and Ladue Road
 - f) Commission a study on the effect on stormwater infrastructure of the Project stormwater runoff and detention ponds, and share the findings with residents.
 - g) Provide residents with the Metropolitan St. Louis Sewer District and the Missouri Department of Natural Resources’ evaluations of the Project relative to runoff and risk of hazardous/toxic substances reaching surrounding residential properties.

On behalf of all concerned residents, GNS expresses thanks for your time and attention to this very important matter.

Sincerely,

GNS

Graeser Neighbors for Safety

IMPORTANT SUPPORTING REFERENCES

1. Attracting Out of Area Patrons

For info regarding the influence of Highway Directional Signs (such as those at Olive and I-270) and those used by QuikTrip to attract out of area customers see the Missouri Specific Service Signing Program website: <https://missouri.interstatelogos.com/state/>

2. Crime and Convenience Stores

a. The Problem of Robbery of Convenience Stores Convenience Stores” Arizona State University Center for Problem-Oriented Policing (2007).

The proposed QuikTrip would be classified as a Hyper Convenience Store

<https://popcenter.asu.edu/content/robbery-convenience-stores-0>

b. US Dept of Justice National Safety Partnership

<https://www.nationalpublicsafetypartnership.org/Documents/Robbery%20of%20Convenience%20Stores.pdf>

3. A few Reports of the QuikTrip “Slider” Crimes

The high volume of traffic and emphasis of *quick* transactions at a QuikTrip provide an attractive scene for “**Slider Crimes**”

<https://www.wsbtv.com/news/local/atlanta/police-warning-drivers-about-these-gas-stations-hit-most-by-slider-crimes/984647728/>

<https://www.ajc.com/news/crime--law/breaking-man-shot-during-slider-crime-atlanta-gas-station-police-say/q7cyWJKSHnQMLzJ9pf8jGM/>

<https://www.youtube.com/watch?v=cSn7Jdz3lqE>

4. An example of an AutoTurn AutoCad type analysis and simulation GNS is requesting is available here:

<https://www.youtube.com/watch?v=wQtvea4Keb4>

5. An example of QuikTrip’s practice of abandoning a location

for a nearby site (and placing restrictions on the use of the previous site, decreasing marketability)

<https://www.youtube.com/watch?v=0nOucWmqMRA>

PETITION TO OPPOSE: QuikTrip development @ Graeser & Olive

"I am a Creve Coeur resident. I oppose the development of a QuikTrip gas station and convenience store at the southwest corner of Graeser and Olive."

PLEASE PRINT CLEARLY!

1	Name: Linda Faddis	Address: 755 Graeser Rd. 63141	
	Signature: <i>Linda Faddis</i>	Email: faddis755@gmail.com	Date: 3.1.2020
2	Name: Mike Faddis	Address: 755 Graeser Rd.	
	Signature: <i>Mike Faddis</i>	Email: faddis755@gmail.com	Date: 3/1/20
3	Name: Yong Huang	Address: 465 Fourwynd Dr.	
	Signature: <i>Yong Huang</i>	Email: yhuang02@gmail.com	Date: 3/1/20
4	Name: STUART CYTRON	Address: 426 Fourwynd Dr.	
	Signature: <i>ANNETTE Cytron</i>	Email: STUARTCYTRON@ICLOUD.COM	Date: 3/1/20
5	Name: Frank Payne	Address: 425 Fourwynd dr	
	Signature: <i>Frank Payne</i>	Email: paynef1@gmail.com	Date: 3/1/20
6	Name: Leah Hammann	Address: 438 FOURWYN DR	
	Signature: <i>Leah Hammann</i>	Email:	Date: 3/1/20
7	Name: Elena Hammann	Address: 438 Fourwynd Dr.	
	Signature: <i>Elena Hammann</i>	Email:	Date: 3/1/20
8	Name: Anna Hammann	Address: 438 Fourwynd Dr	
	Signature: <i>Anna Hammann</i>	Email:	Date: 3/1/20
9	Name: Cynthia Wang	Address: 9 pine manor	
	Signature: <i>Cynthia Wang</i>	Email: CynthiaWang106@gmail.com	Date: 3/1/20
10	Name: HEINAY ORDOWEA	Address: 2 PINE MANOR	
	Signature: <i>Heinay Ordowea</i>	Email:	Date: 3/1/20

Attachment: Graeser Neighbors for Safety Letter to City re QT Plan 5-20-20 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

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PLEASE PRINT VERY CLEARLY!

1	Name: ELEN ORDOVER	Address: 2 PINE MANOR 63141	
	Signature:	Email:	Date: 3/1/20
2	Name: Johnny	Address: 3 Pine Manor dr.	
	Signature:	Email:	Date: 3/1/20
3	Name: JAN HOFER	Address: 7 PINE MANOR DRIVE	
	Signature:	Email:	Date: 3/1/20
4	Name: Joel Schraier	Address: 5 Pine Manor Dr.	
	Signature:	Email:	Date: 3/1/20
5	Name: RAJESH MANDARAVU	Address: 438 RIDGELODE PL	
	Signature:	Email:	Date: 3/1/20
6	Name: Gena Napier	Address: 11036 Ridgecorde Ln	
	Signature:	Email:	Date: 3/1/2020
7	Name: Kelly Napier	Address: 1036 Ridgecorde Ln	
	Signature:	Email:	Date: 3/1/2020
8	Name: MARY LOU JAMES	Address: MLJAMES@SOCKET.NET	
	Signature:	Email:	Date: 3/1/2020
9	Name: Don Roth	Address: 450 FOURWYND DR.	
	Signature:	Email:	Date: 3/1/20
10	Name: Scott Hammann	Address: 438 FOURWYND DR.	
	Signature:	Email:	Date: 03/01/2020

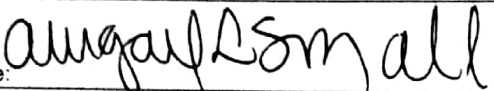
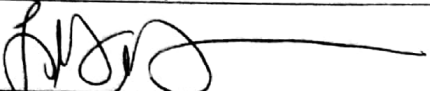
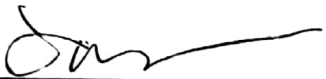
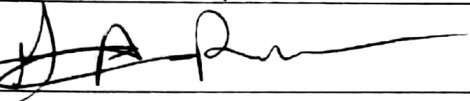
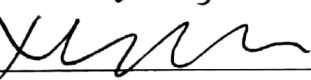
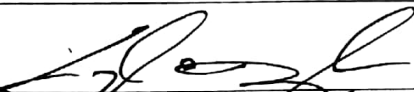
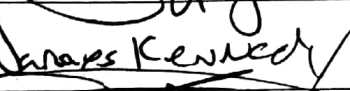
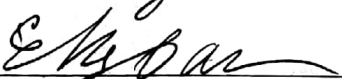
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PLEASE PRINT VERY CLEARLY!

1	* Name: Abigail Small	* Address: 4 East Windrush Creek	
	* Signature: 	Email: abigailsmall@msn.com	* Date: 3-8-2020
2	* Name: Lisa Goebel	* Address: 435 GRAESER RD 63141	
	* Signature: 	Email: lisa.goebel413@gmail.com	* Date: 3.8.20
3	* Name: James Goebel	* Address: 435 GRAESER RD 63141	
	* Signature: 	Email: jgoebel@solteksystems.com	* Date: 3-8-20
4	* Name: Gretchen Ross	* Address: 29 Tealwood Dr 63141	
	* Signature: 	Email: GHR5T2@SBCGLOBAL.NET	* Date: 3-8-20
5	* Name: Francis Goebel	* Address: 435 Graese Rd	
	* Signature: 	Email: frg1101@gmail.com	* Date: 3/8/20
6	* Name: Xiaojing Chen	* Address: 11035 Ridgewood Ln	
	* Signature: 	Email: Xiaojingcn@gmail.com	* Date: 03/08/20
7	* Name: Glenn Douglas	* Address: 430 Ridgewood Pl	
	* Signature: 	Email: g.douglas@comcast.net	* Date: 3/8/20
8	* Name: David Angle	* Address: 441 Graeser rd. david@angleroom.com	
	* Signature: 	Email: david@angleroom.com	* Date:
9	* Name: Jim Nivens	* Address: 5 Shu... Lane 63141	
	* Signature:	Email:	* Date:
10	* Name: Elena Ryban	* Address: 10420 Violet Ct	
	* Signature: 	Email:	* Date:

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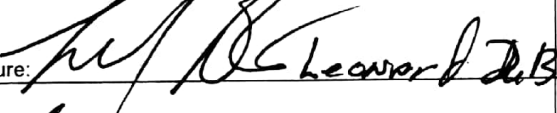
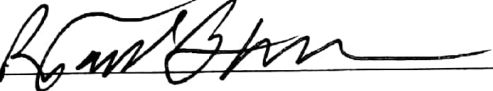
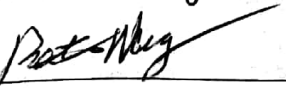
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nataliexchen@yahoo.com

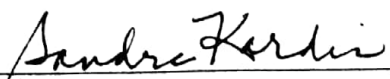
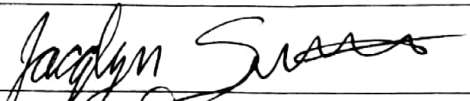
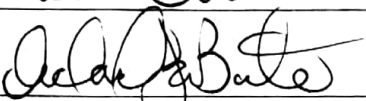
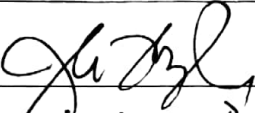
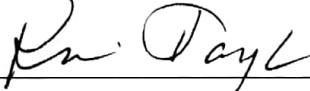
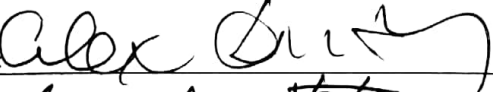
1	* Name: Sarah Stolker	* Address: 5 Faron Hill Rd	
	* Signature: 	Email	* Date: 3/2/20
2	* Name: TERRY TOLLIVER	* Address: 5 Wedgewood Ln	
	* Signature: Terry Tolliver	Email	* Date: 3/2/20
3	* Name: Hui Hu Bernstein	* Address: 10960 Langdon Way Ct	
	* Signature: 	Email	* Date: 3/2/20
4	* Name: Keita Bernstein	* Address: 10960 Langdon Way Ct	
	* Signature: 	Email: 571 Greaser Rd	* Date: 3/2/20
5	* Name: RICH KRAMER	* Address: 570 OAKHAVEN LN	
	* Signature: 	Email	* Date: 3/2/20
6	* Name: Barbara Kramer	* Address: 570 Oakhaven Ln	
	* Signature: Barbara Kramer	Email	* Date: 3/2/202
7	* Name: Zoë Lemcovitz	* Address: 605 GRAESER RD.	
	* Signature: ZOË LEMCOVITZ	Email: zaz3@sbcglobal.net	* Date: 3/2/20
8	* Name: CATHERINE LEMCOVITZ	* Address: 605 Graeser Road	
	* Signature: Catherine Lemcovitz	Email: NA	* Date: 3/2/20
9	* Name: Natalie Chen	* Address: 5 Winfield Pointe Ln	
	* Signature: nalschen	Email	* Date: 3/2/20
10	* Name: Peter Wang	* Address: 5 Winfield Pointe Ln	
	* Signature: 	Email	* Date:

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PLEASE PRINT VERY CLEARLY!

1	* Name: SANDRA KARDIS	* Address: 678 Graeser Rd.	
	* Signature: 	Email: _____	* Date: 3/1/2020
2	* Name: Sandra ANTHONY KARDIS	* Address: 678 Graeser Rd	
	* Signature: 	Email: _____	* Date: 1 March 2020
3	* Name: Jackie Settes	* Address: 1 Wedgewood Ln	
	* Signature: 	Email: _____	* Date: 03/1/2020
4	* Name: Dan Coe	* Address: 3 Wedgewood Ln Creve Coeur MO	
	* Signature: 	Email: richard@labontemusic.net	* Date: 3-1-20
5	* Name: Richard LaBonte	* Address: 6 Wedgewood Ln Creve Coeur, MO	
	* Signature: 	Email: julie.labonte@aol.com	* Date: 3/1/2020
6	* Name: Julie LaBonte	* Address: 6 Wedgewood Ln	
	* Signature: 	Email: KARINTAYLOR320@GMAIL.COM	* Date: 3/1/2020
7	* Name: KARIN TAYLOR	* Address: 7 WEDGEWOOD LN	
	* Signature: 	Email: william.d.taylor58@gmail.com	* Date: 3/1/2020
8	* Name: William Taylor	* Address: 7 Wedgewood Lane, St. Louis, MO 63141	
	* Signature: _____	Email: _____	* Date: _____
9	* Name: Alexander Dintsin	* Address: 11 Wedgewood Ln, Creve Coeur MO 63141	
	* Signature: 	Email: dintsin@gmail.com	* Date: 3/01/20
10	* Name: Yelena Zerkoven	* Address: 11 Wedgewood Ln, Creve Coeur MO 63141	
	* Signature: _____	Email: Lenatim@yahoo.com	* Date: 3/01/20

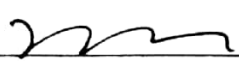
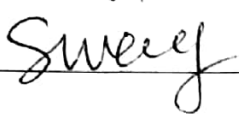
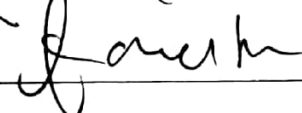
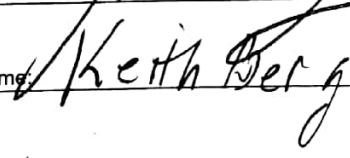
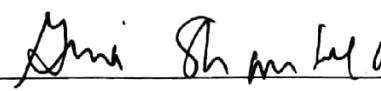
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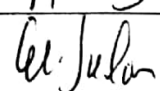
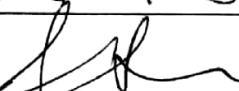
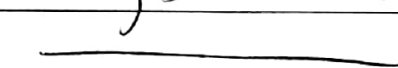
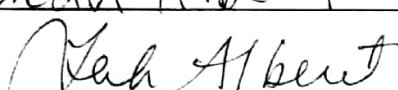
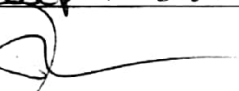
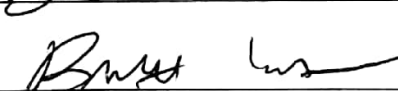
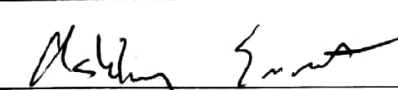
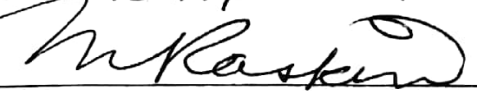
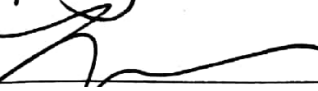
1	* Name: Meggie Wen	* Address: 13 Wedgewood Ln	
	* Signature: 	Email: fengfeng999@gmail.com	* Date: 03/01/20
2	* Name: Shengyue Wang	* Address: 13 Wedgewood Ln	
	* Signature: 	Email: _____	* Date: 03/01/202
3	* Name: SEAN SETTLES	* Address: 1 WEDGEWOOD LN	
	* Signature: 	Email: N/A	* Date: 03/01/20
4	* Name: Pouri Badihi	* Address: 556 OAKHAVEN LN	
	* Signature: 	Email: N/A	* Date: 03/01/20
5	* Name: Mahamud Khan	* Address: 593 Valkman Ln	
	* Signature: 	Email: _____	* Date: 3/1/20
6	* Name: Fareesa Khan	* Address: 543 Oakhaven Ln	
	* Signature: 	Email: _____	* Date: 3/1/20
7	* Name: A. BADIHI	* Address: 561 OAKHAVEN	3/1/20
	* Signature: 	Email: _____	* Date: _____
8	* Name: S. Greenberg	* Address: 567 Oakhaven	3/1/20
	* Signature: 	Email: _____	* Date: _____
9	* Name: Keith Berg	* Address: 1 Faron Hill Rd	3/1/20
	* Signature: 	Email: _____	* Date: _____
10	* Name: Gina Shanfeld	* Address: 718 Graeser Rd	
	* Signature: 	Email: gina@shamfeld.com gina@shamfeld.com	* Date: 3/2/20

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1	* Name: Eli Sadon	* Address: 10966 Rondelay Dr Creve Coeur Mo. 63141	
	* Signature: 	Email: eli.sadon@gmail.com	* Date: 3/1/20
2	* Name: Sherri Sadon	* Address: 10966 Rondelay Dr Creve Coeur Mo. 63141	
	* Signature: 	Email: shersa@aol.com	* Date: 3/1/20
3	* Name: Casey Szczepniak	* Address: 10930 Rondelay Dr Creve Coeur Mo. 63141	
	* Signature: 	Email: _____	* Date: 3/1/20
4	* Name: Leah Albert	* Address: 10921 Rondelay Drive	
	* Signature: 	Email: ipseedixit4@yahoo.com	* Date: March 1, 2020
5	* Name: Joseph Blomker	* Address: 211 Radelay Ct 63141	
	* Signature: 	Email: joeb joebloemker@gmail.com	* Date: 3/1/20
6	* Name: Theresa Blomker	* Address: " "	
	* Signature: 	Email: " "	* Date: " "
7	* Name: Brett Ernst	* Address: 212 Radelay Ct	
	* Signature: 	Email: brett.ernst21@gmail.com	* Date: 3/1/20
8	* Name: Ashley Ernst	* Address: " "	
	* Signature: 	Email: _____	* Date: _____
9	* Name: MIRIAM RASKIN	* Address: 10847 RONDELAY DR	
	* Signature: 	Email: msrmsr@sbcglobal.net	* Date: 3/1/20
10	* Name: Yong Yin	* Address: 10842 Rondelay Dr	
	* Signature: 	Email: yongyin@gmail.com	* Date: 3/1/2020

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PLEASE PRINT VERY CLEARLY!

1	* Name: Jie Zhang	* Address: 10842 Rondelay Dr.	
	* Signature: [Signature]	Email: aj_zh@yahoo.com	* Date: 3/1/20
2	* Name: Philip Jensen	* Address: 10835 RONDELAU DR	3/1/20
	* Signature: [Signature]	Email: Alan Siwak	* Date:
3	* Name: Nancy Siwak	* Address: 323 CARLYLE LAKE DR	
	* Signature: [Signature]	Email:	* Date: 3/1/20
4	* Name: STEWART ALBERT	* Address: 10921 RONDELAU DR	
	* Signature: [Signature]	Email:	* Date: 3/1/20
5	* Name: MATTHEW LITWACK	* Address: 10910 Rondelay Dr.	
	* Signature: [Signature]	Email: matthewlitwack@yahoo.com	* Date: 3/1/20
6	* Name: Jessica Litwack	* Address: 10910 Rondelay Dr.	
	* Signature: [Signature]	Email: jessicamlitwack@gmail.com	* Date: 3/1/20
7	* Name: Amy Alfer	* Address: 10933 Rondelay Dr.	
	* Signature: [Signature]	Email: amyalfer@yahoo.com	* Date: 3/1/20
8	* Name: MARK KRUB	* Address: 10950 Rondelay Dr.	
	* Signature: [Signature]	Email: mark@metroproperty.com	* Date: 3/1/20
9	* Name: RICHARD BENDUSKI	* Address: 262 GRAESER 63141	
	* Signature: [Signature]	Email:	* Date: 3/1/20
10	* Name: DAN MANDOC	* Address: 1 E WINDRUSH CRT CREVE COEUR MO 63141	
	* Signature: [Signature]	Email: DMANDOC1@GMAIL.COM	* Date: 3/1/20

Attachment: Graeser Neighbors for Safety Letter to City re QT Plan 5-20-20 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

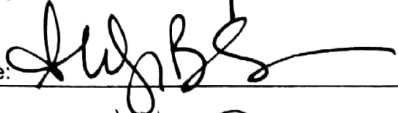
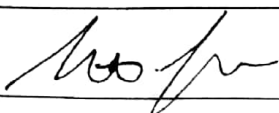
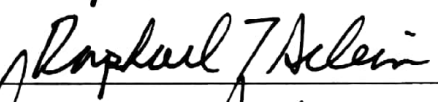
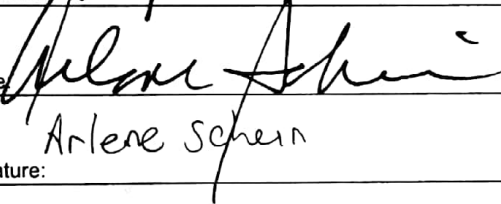
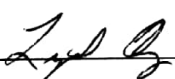
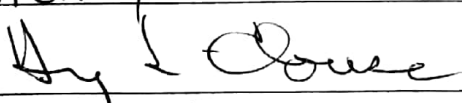
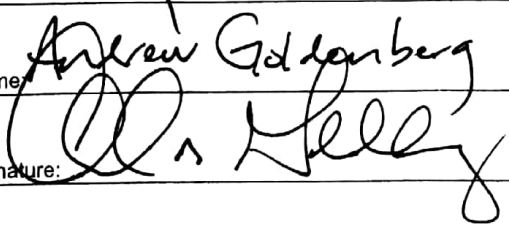
PETITION TO OPPOSE:

6.1.o

QuikTrip development @ Graeser & Olive

"I am a Creve Coeur resident. I oppose the development of a QuikTrip gas station and convenience store at the southwest corner of Graeser and Olive."

PLEASE PRINT VERY CLEARLY!

1	* Name: Alison Berger	* Address: 10 Winfield Pointe Ln. 63141	
	* Signature: 	Email: agberger@hotmail.com	* Date: Feb 29, 2022
2	* Name: Brett Berger	* Address: 10 Winfield Pointe 63141	
	* Signature: 	Email: bergerbrett17@gmail.com	* Date: Feb 29, 2022
3	* Name: Steve Frank	* Address: 9 Winfield Pointe	
	* Signature: STEVE FRANK	Email: SFRANK@ENTERPRISEMED.COM	* Date: 2/29/22
4	* Name: Raphael T Schein	* Address: 4 Winfield Pointe Ln 63141	
	* Signature: 	Email: RSCHEIN@CHARTER.NET	* Date: 3/1/22
5	* Name: Arlene Schein	* Address: 4 Winfield Pointe	
	* Signature: 	Email: arlbts@charter.net	* Date: 3/1/2022
6	* Name: Lynn S. Berry	* Address: 626 GRAESER RD 63141	
	* Signature: 	Email: lsberry@swbell.net	* Date: 3/1/2022
7	* Name: HENRY L. CLOUSE	* Address: 626 GRAESER RD 63141	
	* Signature: 	Email: berelous@swbell.net	* Date: 63141
8	* Name: Andrew Goldenberg	* Address: 3 Winfield Pte. Ln. 63141	
	* Signature: 	Email: andrewgoldenberg@msn.com	* Date: 3/1/2022
9	* Name:	* Address:	
	* Signature:	Email:	* Date:
10	* Name:	* Address:	
	* Signature:	Email:	* Date:

Attachment: Graeser Neighbors for Safety Letter to City re QT Plan 5-20-20 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

PETITION TO OPPOSE:

6.1.o

QuikTrip development @ Graeser & Olive

"I am a Creve Coeur resident. I oppose the development of a QuikTrip gas station and convenience store at the southwest corner of Graeser and Olive."

PLEASE PRINT VERY CLEARLY!

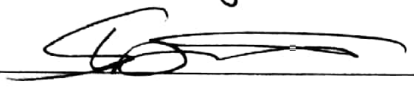
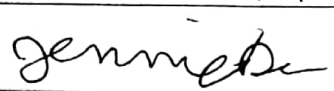
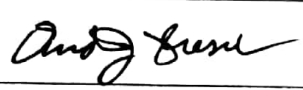
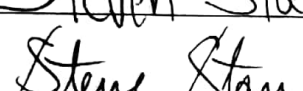
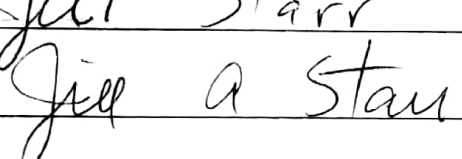
1	* Name: <u>NORTON GREEN</u>	* Address: <u>3 Windrush Creek E.</u>	
	* Signature: <u>[Signature]</u>	Email: <u>NTM GREEN@STC GLORIAN.WEST</u>	* Date: <u></u>
2	* Name: <u>Lauren Pesce</u>	* Address: <u>20 Windrush Creek West</u>	
	* Signature: <u>Lauren Pesce</u>	Email: <u>lauren.pesceee@gmail.com</u>	* Date: <u>3/01/20</u>
3	* Name: <u>Setu Patola</u>	* Address: <u>4 W, Windrush crk Rd</u>	
	* Signature: <u>[Signature]</u>	Email: <u>patola.setu@gmail.com</u>	* Date: <u>03/01/20</u>
4	* Name: <u>Dan Haltenhof</u>	* Address: <u>8 Windrush Creek West</u>	
	* Signature: <u>[Signature]</u>	Email: <u>dahlaw@primary.net</u>	* Date: <u>3/1/2020</u>
5	* Name: <u>MARK BRONSON</u>	* Address: <u>14 WINDRUSH CREEK WEST</u>	
	* Signature: <u>[Signature]</u>	Email: <u>mbronson@newmanbronson.com</u>	* Date: <u>3/1/20</u>
6	* Name: <u>SUE BRONSON</u>	* Address: <u>14 W WINDRUSH CREEK</u>	
	* Signature: <u>[Signature]</u>	Email: <u>suebronson@yahoo.com</u>	* Date: <u>3/1/20</u>
7	* Name: <u>Amy Feit</u>	* Address: <u>18 W. Windrush Creek</u>	
	* Signature: <u>[Signature]</u>	Email: <u>amyph8@yahoo.com</u>	* Date: <u></u>
8	* Name: <u>DENNY FELI</u>	* Address: <u>18 Windrush W</u>	
	* Signature: <u>[Signature]</u>	Email: <u>mshenouda@outlook.com</u>	* Date: <u>3/1/20</u>
9	* Name: <u>Nelly Saad</u>	* Address: <u>22 W. Windrush Ck</u>	
	* Signature: <u>Nelly Saad</u>	Email: <u>Creve Coeur, MO</u>	* Date: <u>6/3/19</u>
10	* Name: <u></u>	* Address: <u></u>	
	* Signature: <u></u>	Email: <u></u>	* Date: <u></u>

Attachment: Graeser Neighbors for Safety Letter to City re QT Plan 5-20-20 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

PETITION TO OPPOSE: QuikTrip development @ Graeser & Olive

"I am a Creve Coeur resident. I oppose the development of a QuikTrip gas station and convenience store at the southwest corner of Graeser and Olive."

PLEASE PRINT VERY CLEARLY!

1	* Name: <u>Shumhong Dai</u>	* Address: <u>580 Graeser Road</u>
	* Signature: 	Email: _____ * Date: _____
2	* Name: <u>Jennifer Drescher</u>	* Address: <u>11006 Martin Grove Ln</u>
	* Signature: 	Email: <u>jennifer.drescher@gmail.com</u> * Date: <u>3-8-20</u>
3	* Name: <u>Andrew Drescher</u>	* Address: <u>11006 Martin Grove Ln</u>
	* Signature: 	Email: <u>andrew.drescher@yahoo.com</u> * Date: <u>3-8-20</u>
4	* Name: <u>Steven Starr</u>	* Address: <u>11014 Martin Grove lane</u>
	* Signature: 	Email: <u>ssstarr4444@aol.com</u> * Date: <u>3-8-20</u>
5	* Name: <u>Jill Starr</u>	* Address: <u>11014 Martin Grove</u>
	* Signature: 	Email: <u>Jd011555@gmail.com</u> * Date: <u>3/3/20</u>
6	* Name: _____	* Address: _____
	* Signature: _____	Email: _____ * Date: _____
7	* Name: _____	* Address: _____
	* Signature: _____	Email: _____ * Date: _____
8	* Name: _____	* Address: _____
	* Signature: _____	Email: _____ * Date: _____
9	* Name: _____	* Address: _____
	* Signature: _____	Email: _____ * Date: _____
10	* Name: _____	* Address: _____
	* Signature: _____	Email: _____ * Date: _____

Attachment: Graeser Neighbors for Safety Letter to City re QT Plan 5-20-20 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sun, May 17, 2020 at 6:28 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, marileanagarcia@gmail.com

Your form has a new entry. Here are all the answers.

Email address	marileanagarcia@gmail.com
Name	Marileana Garcia
Home Address, Zip code	10811 Rondelay drive
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

Sent via [Google Form Notifications](#)

Attachment: Public Comments received from May 1-28th (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

1 message

Brett Berger <bergerbrett7@gmail.com>

Sat, May 2, 2020 at 11:43 AM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, cma1101@yahoo.com

Your form has a new entry. Here are all the answers.

Email address	cma1101@yahoo.com
Name	Carol Alexander
Home Address, Zip code	345N. Mosley Rd.
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	We have enough gas stations in Creve Coeur now. The traffic will be much worse becoming another Manchester! Also this could bring more crime to Creve Coeur and unfair to the surrounding neighbors.

 Sent via [Google Form Notifications](#)

Attachment: Public Comments received from May 1-28th (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Tue, May 19, 2020 at 6:59 AM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, keene.stum@gmail.com

Your form has a new entry. Here are all the answers.

Email address	keene.stum@gmail.com
Name	Keene Simon Stum
Home Address, Zip code	827 Graeser Road
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	Graeser Road is a clean, quiet community with many private homes, and families, many of them with children. I strongly believe that a retail development the scale and scope of a QuikTrip would be at the very least in stark contrast and incredibly disruptive to the neighborhood and possibly even detrimental to the people, properties and community as a whole. In addition, there are (obviously) already two existing gas stations/convenience stores on the opposite side of Olive Blvd. (With the Mobile/OntheRun that just opened a few months ago) Thank you for you time.

Sent via [Google Form Notifications](#)

Attachment: Public Comments received from May 1-28th (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

No QT at Graeser/Olive

Olivia Cornelison <oliviac0417@gmail.com>

Fri, May 22, 2020 at 5:40 PM

To: wkelly@crevecoeurmo.gov, jjaggi@crevecoueremo.gov, mayor-council@crevecoeurmo.gov, hsilverman@crevecoeurmo.gov, atravers@crevecoeurmo.gov
Cc: bergerbrett7@gmail.com

Dear Creve Coeur Officials,

We have lived off Graeser Road on Pine Manor since 1977 and have thoroughly enjoyed the community and appreciated the way the city officials have managed to maintain the feeling that this is a great town to live in and to raise a family.

We strongly opposed the Waterway Car Wash at this site and now WE STRONGLY OPPOSE THE QT STATION AND CONVENIENCE STORE.

There are many reasons this project does not belong at this site. However, my background has me looking at this in a little bit different perspective and I would like all of you to review this project from my perspective.

As a retired civil engineer and V.P. of Marketing for a major developer, I feel that the following shows this is the wrong location for a QT Gas Station.

We always started our SITE LOCATION with the following:

First and foremost THE PROJECT MUST ADD TO THE FABRIC OF THE COMMUNITY.

If you are convinced that answer is yes, then there are five (5) steps to ensure the project will be successful.

- 1) Location - determine who your customers are, their demographic characteristics, taste preferences and the sophistication levels. Consider if the community is actively seeking your project. They might not need or want your business.
- 2) Beware of problem locations. Some locations are perfect and some may be miserable and cause project failure.
- 3) Estimate the market size and lookout for vehicular and traffic flow problems, which can create costly safety issues.
- 4) Pay a fair price for the property. Poor Return On Investment (ROI) will cause failure.
- 5) Very rarely will a business be the only game in town. Be certain there is enough business to go around. Too much competition will reduce profit and ultimately cause failure. ALSO ANALYZE IF YOU HAVE ANYTHING TO OFFER THAT YOUR COMPETITION DOESN'T. If not, go to another location.

Based on these criteria, this project should never have been selected for this Creve Coeur location and obviously does not belong there.

The QT project will be creating traffic and safety concerns, poor ascetics for the neighborhood and they are NOT NEEDED because On-The-Run and Circle K gas stations are handling the neighborhood needs.

QT has apparently forgotten that you determine NEED BEFORE SELECTING A SITE.

Their actions in reference to this project have already determined they have no desire to become a good neighbor. They do not belong, in this location, in our great Creve Coeur community.

Thank you,

Jim and Olivia Cornelison
10 Pine Manor Drive
Creve Coeur, MO 63141

cell number - 314-620-1820 (Jim Cornelison)

Attachment: Public Comments received from May 1-28th (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

QT

Steve Goldenberg <steve@goldenmgt.com>

Fri, May 8, 2020 at 2:38 PM

To: wkelly@crevecoeurmo.gov

Cc: bglantz@crevecoeurmo.gov, atravers@crevecoeurmo.gov, hsilverman@crevecoeurmo.gov, elawrence@crevecoeurmo.gov, ajwang@crevecoeurmo.gov, cdalfonso@crevecoeurmo.gov, rhoffman@crevecoeurmo.gov, ssaunders@crevecoeurmo.gov, sbaseley@crevecoeurmo.gov

Dear Mayor Glantz, City Council Members and Members of the Planning and Zoning Commission,

I am writing this letter in strong support of the proposed QT convenience store at Graeser and Olive. This is a perfect location for this use and the existing shopping plaza is an embarrassment to the City of Creve Coeur.

I have worked with QT and they are the premier operator in the c-store industry. Their stores are always well maintained and their grounds are meticulously kept. Their employees are well trained, polite and professional. I strongly advise all of you to visit any QT store and take notice of the building, grounds and staff.

The City of Creve Coeur needs to make this area of our City a priority and clean up these blighted centers. We should welcome in new tax generating businesses, especially those businesses who operate at the level of quality as QT.

I support the City making all necessary construction requirements to best protect the neighboring subdivision from the noise and sight of this store. At the same time, I expect the City to understand that this is a high volume commercial corner and that this is an appropriate use.

The fear of change is not a reason to deny progress. The concern of traffic, crime and pollution are unfounded and foolish. Our elected officials must make decisions based on facts and for the good all of the residents of Creve Coeur. Decisions cannot be made to placate those that will oppose ANY new commercial use at this location.

Sincerely,

Steve Goldenberg

153 Plantation Drive

Creve Coeur, MO

314-397-3088 (cell)

Attachment: Public Comments received from May 1-28th (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Quik trip

nancy brown <nancy.brown11@yahoo.com>

Mon, May 4, 2020 at 8:01 AM

Reply-To: "nancy.brown11@yahoo.com" <nancy.brown11@yahoo.com>

To: "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>

Please stop the quick trip from coming to Olive and Graeser! We don't need another gas station that close to the other two! Small shops, restaurant, hardware store, etc. Would be a much better addition.

Thank you!

Nancy Brown

[10677 speede view ct](#)
[63141](#)

[Sent from Yahoo Mail on Android](#)

Attachment: Public Comments received from May 1-28th (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Quiktrip

Izgalie@gmail.com <lzgalie@gmail.com>

Mon, May 4, 2020 at 10:50 AM

To: wkelly@crevecoeurmo.gov

I'm not sure that Creve Coeur is legally able to stop QT from building on Olive. But really, do we need another gas station? Why on earth do we need four of them in the space of a mile? Perhaps Creve Coeur is thinking of being the first city in West County with a gas station mall?

Certainly we should be able to find a business that will enhance our community. You have heard many suggestions since this information became public. Please take all legal means to make our community one that makes us proud.

Thank you for your attention.

Liz Galie

Malcolm Terrace

Sent from my iPhone

Attachment: Public Comments received from May 1-28th (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Wed, Apr 1, 2020 at 9:59 AM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, waarnol@yahoo.com

Your form has a new entry. Here are all the answers.

Email address	waarnol@yahoo.com
Name	William Arnold
Home Address, Zip code	63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

Sent via [Google Form Notifications](#)

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Wed, Apr 1, 2020 at 3:02 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, wallachma@gmail.com

Your form has a new entry. Here are all the answers.

Email address	wallachma@gmail.com
Name	MARC A WALLACH
Home Address, Zip code	10965 Chambray Court
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Thu, Apr 2, 2020 at 4:54 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, meschwerin@gmail.com

Your form has a new entry. Here are all the answers.

Email address	meschwerin@gmail.com
Name	Matthew Schwerin
Home Address, Zip code	447 Ridgescorde Pl 63141
Creve Coeur resident?	No
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Thu, Apr 2, 2020 at 10:10 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, mfschwerin@gmail.com

Your form has a new entry. Here are all the answers.

Email address	mfschwerin@gmail.com
Name	Michelle Schwerin
Home Address, Zip code	447 Ridgecorde Pl 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sat, Apr 4, 2020 at 9:01 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, hxian07@gmail.com

Your form has a new entry. Here are all the answers.

Email address	hxian07@gmail.com
Name	Hong Xian
Home Address, Zip code	10 Wedgewood Lane, 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Fri, Apr 3, 2020 at 5:43 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, debrawiens@gmail.com

Your form has a new entry. Here are all the answers.

Email address	debrawiens@gmail.com
Name	Debra Wiens
Home Address, Zip code	10959 Janridge Lane
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Fri, Apr 3, 2020 at 5:53 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, annemie_dewilde@yahoo.com

Your form has a new entry. Here are all the answers.

Email address annemie_dewilde@yahoo.com

Name Annemieke De Wilde

Home Address, Zip code [10935 Janridge Lane, 63141](#)

Creve Coeur resident? Yes

Comments about why you oppose QuikTrip development @ Graeser and Olive.

I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store.

I urge you, please do NOT allow this proposal to be passed by the Planning and Zoning commission. We have MORE than enough gas stations. PLUS let's find a revenue resilient solution in a pandemic environment! We need MUCH MORE creative solutions in what is sure going to be a new much more LOCAL economy. How about a farmer's - local arts & crafts market place

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Mon, Apr 6, 2020 at 1:49 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, olivia0417@gmail.com

Your form has a new entry. Here are all the answers.

Email address	olivia0417@gmail.com
Name	Olivia Cornelison
Home Address, Zip code	10 Pine Manor Drive
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Mon, Apr 6, 2020 at 2:46 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, louiss53@gmail.com

Your form has a new entry. Here are all the answers.

Email address	louiss53@gmail.com
Name	Louis & Marilyn Salini
Home Address, Zip code	11071 Graeser Lane
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. Do we really need another gas station within several 100 feet of the mega Mobil and Circle K unless it's the city's desire to have Olive become like Manchester rd. or St. Charles Rock Rd. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Mon, Apr 6, 2020 at 8:04 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, swanjoe8488@gmail.com

Your form has a new entry. Here are all the answers.

Email address	swanjoe8488@gmail.com
Name	Joe Swan
Home Address, Zip code	547 Chalet Ct, 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Tue, Apr 7, 2020 at 4:12 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, cheryl.gelstein@gmail.com

Your form has a new entry. Here are all the answers.

Email address	cheryl.gelstein@gmail.com
Name	cheryl.gelstein@gmail.com
Home Address, Zip code	63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Tue, Apr 7, 2020 at 4:07 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, andrew_fredman@ml.com

Your form has a new entry. Here are all the answers.

Email address	andrew_fredman@ml.com
Name	Andrew Fredman
Home Address, Zip code	10955 Brooktrail Court
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Tue, Apr 7, 2020 at 3:49 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, reon1@aol.com

Your form has a new entry. Here are all the answers.

Email address	reon1@aol.com
Name	Richard O'Neill
Home Address, Zip code	150 Brooktrail Court
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Tue, Apr 7, 2020 at 4:22 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, mbrmlt@mac.com

Your form has a new entry. Here are all the answers.

Email address	mbrmlt@mac.com
Name	Michael Rumelt, M.D.
Home Address, Zip code	10914 Broktrail Court
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Tue, Apr 7, 2020 at 4:26 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, mbrmlt@mac.com

Your form has a new entry. Here are all the answers.

Email address	mbrmlt@mac.com
Name	Michael B Rumelt, M.D.
Home Address, Zip code	10914 Brooktrail court
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	As a home owner I fear a reduction in the value of my home, excessive traffic and pollution, and no public need for this proposal since several similar businesses already are located at the intersection of Olive and Schulte.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Tue, Apr 7, 2020 at 4:27 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, lblath@hotmail.com

Your form has a new entry. Here are all the answers.

Email address lblath@hotmail.com

Name Lorry Blath

Home Address, Zip code 63141

Creve Coeur resident? Yes

Comments about why you oppose QuikTrip development @ Graeser and Olive.

Olive street is already way too busy without adding yet another gas station. During normal times, prior to Covid, a ten-minute drive could take 20 or 30 minutes to go east or west from 270 on Olive. I'm sure there are many accidents at that hour and from 5:30PM on. There are many gas stations already. Personally, I avoid Olive as much as possible. I'd rather go up and down Ladue, but there are reasons to drive on Olive street, including restaurants, cleaners, groceries and the adorable shops! What cute shops? Oh, there are NO adorable shops. Only car washes, automobile dealers, and gas stations. Why would nay restaurateur or shop owner even consider placing a business in Creve Coeur. Another gas station makes Creve Coeur look cheap, not anything like Kirkwood or Webster where one can actually go shopping and to nice restaurants. May as well put in a Walmart while you are at it. Cheapen our home values and then we will pay less taxes and Creve Coeur will end up like Page or Dorsett. I have lived here over 40 years and seen my house value appreciate. I used to be proud to say I lived in Creve Coeur...

Just because a developer has put his money into a deal, does NOT mean we have to bow and and say happy to comply with your wishes!

I urge you, please do NOT allow this dangerous unnecessary proposal to be passed by the Planning and Zoning commission.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Tue, Apr 7, 2020 at 4:36 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, dwelick@yahoo.com

Your form has a new entry. Here are all the answers.

Email address	dwelick@yahoo.com
Name	David Elick
Home Address, Zip code	153 Brooktrail Ct., 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Wed, Apr 8, 2020 at 9:49 AM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, alsheila@sbcglobal.net

Your form has a new entry. Here are all the answers.

Email address	alsheila@sbcglobal.net
Name	Sheila Rosenfeld
Home Address, Zip code	158 South Graeser, 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Wed, Apr 8, 2020 at 10:16 AM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, ncabboud@yahoo.com

Your form has a new entry. Here are all the answers.

Email address	ncabboud@yahoo.com
Name	Nabil and Rose-marie Abboud
Home Address, Zip code	133 S Graeser Rd 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Wed, Apr 8, 2020 at 12:51 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, salimchahin@gmail.com

Your form has a new entry. Here are all the answers.

Email address	salimchahin@gmail.com
Name	Salim Chahin
Home Address, Zip code	111 S Graeser Rd, 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sun, Apr 12, 2020 at 1:04 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, vbenduski@hotmail.com

Your form has a new entry. Here are all the answers.

Email address	vbenduski@hotmail.com
Name	Veronica Benduski
Home Address, Zip code	262 Graeser Road, 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Mon, Apr 13, 2020 at 6:26 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, melmuch@hotmail.com

Your form has a new entry. Here are all the answers.

Email address	melmuch@hotmail.com
Name	Melanie Muchnick
Home Address, Zip code	63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Wed, Apr 15, 2020 at 4:23 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, jazzcat320@gmail.com

Your form has a new entry. Here are all the answers.

Email address	jazzcat320@gmail.com
Name	Lori Burkhardt
Home Address, Zip code	1286 Weatherby Drive
Creve Coeur resident?	No
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission. I am just north of Incorporated Creve Coeur. I use the Graeser and Olive intersection every day Added traffic and driveways would be a dangerous addition to that intersection.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Thu, Apr 16, 2020 at 6:58 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, vrbhatias2@excite.com

Your form has a new entry. Here are all the answers.

Email address	vrhatias2@excite.com
Name	H B
Home Address, Zip code	63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Fri, Apr 17, 2020 at 2:34 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, thomayang.xiaoguang@gmail.com

Your form has a new entry. Here are all the answers.

Email address	thomayang.xiaoguang@gmail.com
Name	Thomas Yang
Home Address, Zip code	573 Oakhaven Ln, 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	1. We already have enough gas station and car wash around this area. 2. may causing traffic issue around Graseser and Olive for both pedestrians and drivers 3. may cause other safety issue, welfare concerns 4. Public hearing is also limited due to the ongoing pandemic

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sun, Apr 19, 2020 at 9:45 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, hxian07@gmail.com

Your form has a new entry. Here are all the answers.

Email address	hxian07@gmail.com
Name	Hong Xian
Home Address, Zip code	10 Wedgewood Lane, 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	No need

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

1 message

Brett Berger <bergerbrett7@gmail.com>

Sun, Apr 19, 2020 at 5:05 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, yiweiding2013@gmail.com

Your form has a new entry. Here are all the answers.

Email address yiweiding2013@gmail.com

Name Yiwei Ding

Home Address, Zip code [11059 Graeser Ln, Creve Coeur, MO 63141](#)

Creve Coeur resident? Yes

Comments about why you oppose QuikTrip development @ Graeser and Olive.

I wish to object to this proposal on the following grounds:

Despite all the modern health and safety guidelines QuickTrip must follow, gas stations can still pose significant hazards to neighbors, especially CHILDREN, the ELDERLY, and PEOPLE of all ages who have lung conditions such as asthma. Some of the perils include ground-level ozone caused in part by gasoline fumes, groundwater hazards from petroleum products leaking into the ground. Most gas pumps today must have government-regulated vapor-recovery boots on their nozzles, which limit the release of gas vapors while you're refueling your car. But if those boots aren't working properly, the nearly odorless hydrocarbon fumes, which contain harmful chemicals like benzene, can be released into the air.

What's more, a 24-HOUR gas station and convenience store at the proposed location will draw heavier traffic, conducive to drugs, violence and crime, therefore threatening the safety of our CHILDREN and COMMUNITY. Children being picked up and dropped off by school buses will be in additional danger. A 24-HOUR operation right at the entrance of Cress Creek neighborhood loses a fundamental appeal associated with any desirable communities leading to an inevitable decline in property value and/or attraction. This will 'Cheaper' the neighborhood. More and more cities realized the problems caused by 24-HOUR gas station and imposed restrictions on existing 24-HOUR gas stations.

We strongly believe there is NO need for another gas station as there are currently four gas stations within 2 miles radius along Olive Blvd. We are a quiet CHILD FRIENDLY neighborhood and wish to remain this way!

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sun, Apr 19, 2020 at 4:32 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, johnnyz2016@yahoo.com

Your form has a new entry. Here are all the answers.

Email address	johnnyz2016@yahoo.com
Name	Johnny Zhang
Home Address, Zip code	3 pine manor, 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	We already have two gas stations cross the street on olive blvd. There is no need for another gas station. a new QT would bring traffic, noise, crime to this neighborhood.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sun, Apr 19, 2020 at 1:54 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, jstolker@yahoo.com

Your form has a new entry. Here are all the answers.

Email address	jstolker@yahoo.com
Name	Joshua Stolker
Home Address, Zip code	5 Faron Hill Rd
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	Hi-- The families who live on Graeser Road are regularly walking up to Olive Blvd for trips to Walgreens, FroYo, Noodles and Company, Pumpernickle's, and more. Most evenings in the spring, summer, and fall, this is a very busy area of pedestrian traffic, and we already have witnessed drivers plowing through Graeser at high speeds, or racing around the corner from Olive onto Graeser (especially those going to the Credit Union on the corner). This will clearly worsen if a gas station is built on the corner, both in terms of safety and in terms of automobile traffic overall-- please push for a different type of commercial development on this corner, for the sake of all of our families in this area of Creve Coeur!! -Josh Stolker

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sun, Apr 19, 2020 at 12:57 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, lblath@hotmail.com

Your form has a new entry. Here are all the answers.

Email address	lblath@hotmail.com
Name	Lorry Blath
Home Address, Zip code	146 S. graeser rd. 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	Yet another gas station will cheapen Olive street rd. It is becoming like a Page or Dorsett -- busy, cheap, unpleasant. If we can't stop this, then we may as well build a Walmart on the next corner. Developers can't always have their way. Another gas station will prevent any restaurant to place a local eatery here; it will prevent interesting shops from going in. We are not Kirkwood or Webster or Clayton -- a walkable city. But why not? If another gas station lowers tax values of homes, the city will earn less tax revenues overall. This is not a good investment for the city of Creve Coeur.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sun, Apr 19, 2020 at 12:46 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, jennifer.drescher@gmail.com

Your form has a new entry. Here are all the answers.

Email address	jennifer.drescher@gmail.com
Name	Jennifer Drescher
Home Address, Zip code	11006 Martin Grove Lane, 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I am concerned about the increased traffic in the area and also the potential for increased crime. We do not need another gas station on East Olive. I do not want our neighborhood to look like Page or Hampton. Our property values will decrease. Our neighbor already lost a contract on their home due to the possibility of a Quik Trip.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sun, Apr 19, 2020 at 12:40 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, janelibo@yahoo.com

Your form has a new entry. Here are all the answers.

Email address	janelibo@yahoo.com
Name	Jane LI
Home Address, Zip code	11003 Martin Grove
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	It's obvious that we already have enough gas stations with 2 just across the street. We need more diversity in business establishments in this area in order to keep the property value up which will eventually lead to more tax revenues for the City. Another gas station will bring unwanted traffic, environment pollution and safety issues. All will drag down the property value.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sun, Apr 19, 2020 at 12:38 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, jdoll555@gmail.com

Your form has a new entry. Here are all the answers.

Email address	jdoll555@gmail.com
Name	Jill Starr
Home Address, Zip code	63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I think it will be way too crowded for Graeser and disruptive for the neighborhoods around Quiktrip. I also think we don't need another gas station with all the other ones within a half mile already there!

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sun, Apr 19, 2020 at 11:14 AM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, yangjunboy7@yahoo.com

Your form has a new entry. Here are all the answers.

Email address yangjunboy7@yahoo.com

Name Jun Yang

Home Address, Zip code [8 winfield pointe lane, creve coeur, 63141](#)

Creve Coeur resident? Yes

Dear Mrs. Kelly & Mr. Jaggi,

I wish to object to this proposal on the following grounds:

Despite all the modern health and safety guidelines QuickTrip must follow, gas stations can still pose significant hazards to neighbors, especially CHILDREN, the ELDERLY, and PEOPLE of all ages who have lung conditions such as asthma. Some of the perils include ground-level ozone caused in part by gasoline fumes, groundwater hazards from petroleum products leaking into the ground. Most gas pumps today must have government-regulated vapor-recovery boots on their nozzles, which limit the release of gas vapors while you're refueling your car. But if those boots aren't working properly, the nearly odorless hydrocarbon fumes, which contain harmful chemicals like benzene, can be released into the air.

Comments about why you oppose QuickTrip development @ Graeser and Olive.

What's more, a 24-HOUR gas station and convenience store at the proposed location will draw heavier traffic, conducive to drugs, violence and crime, therefore threatening the safety of our CHILDREN and COMMUNITY. Children being picked up and dropped off by school buses will be in additional danger. A 24-HOUR operation right at the entrance of Cress Creek neighborhood loses a fundamental appeal associated with any desirable communities leading to an inevitable decline in property value and/or attraction. This will 'Cheapen' the neighborhood. More and more cities realized the problems caused by 24-HOUR gas station and imposed restrictions on existing 24-HOUR gas stations.

We strongly believe there is NO need for another gas station as there are currently four gas stations within 2 miles radius along Olive Blvd. We are a quiet CHILD FRIENDLY neighborhood and wish to remain this way!

All the best,
Yang Family
[8 Winfield pointe lane](#)

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sun, Apr 19, 2020 at 10:53 AM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, altonfamily@charter.net

Your form has a new entry. Here are all the answers.

Email address	altonfamily@charter.net
Name	ROBIN ALTON
Home Address, Zip code	439 RIDGECORDE PLACE
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I have lived off Graeser Road for over 20 years. I have seen the changes in traffic patterns during that time with the adding of stoplights at both Olive and Ladue. My concerns besides the current residential cars we have is the additional traffic that would use Graeser as a cut through during the day and especially at rush hour. These non-residents would use Graeser as a much shorter way with less traffic to get access to either Lindbergh or Highway 40. The additional traffic especially during the afternoon/evening rush hour would be a major safety concern when you have late buses from Ladue dropping off children and there are pedestrians that are trying to cross from the West side of Graeser to access the sidewalk on the East side. There would also be additional cars accessing Graeser to go West onto Olive making it more difficult for us the residents to make a left turn. The QT is a business we do not need when we already have two gas stations (Mobil & Circle K) with mini markets a BLOCK away at Shulte/Mary Meadows and Olive. Another concern would be the fact that QT would be open 24 hours and is an invitation for an increase in crimes like vandalism and burglary with homes located right behind this business. Please help continue to keep Graeser quiet and safe for all our residents and do not allow this QT to be built. Thank-you Robin Alton

Sent via [Google Form Notifications](#)

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sun, Apr 19, 2020 at 10:20 AM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, missish22@yahoo.com

Your form has a new entry. Here are all the answers.

Email address	missish22@yahoo.com
Name	Aisha Bangert
Home Address, Zip code	832 Deaver lane, 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	We do not need another 24 hour gas station in this area. One of them will be bound to close, then we'll have an abandoned lot. Not to mention the additional traffic crossing graeser! Put it down by City Place where there is only 1 station and hard to get in and out of.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sat, Apr 18, 2020 at 6:43 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, svetlanaduncan@ymail.com

Your form has a new entry. Here are all the answers.

Email address	svetlanaduncan@ymail.com
Name	Svetlana Duncan
Home Address, Zip code	63146
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	That part of Olive is already well saturated with gas filling stations. The On the Run that was recently put across the street is more than enough for that area. In my experiences QuickTrips have brought rougher crowds to neighborhoods and I don't welcome that.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sat, Apr 18, 2020 at 9:24 AM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, ncabboud@yahoo.com

Your form has a new entry. Here are all the answers.

Email address	ncabboud@yahoo.com
Name	Nabil & Rose-Marie Abboud
Home Address, Zip code	133 S Graeser Rd 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	Our main concern is why do we need another gas station in the neighborhood when we already have several others within a short distance of each other, especially that new monstrosity car wash that disfigured a previously attractive stretch of Olive! Do we have to repeat the obvious drawbacks of putting another gas and fast service station so close to residential homes, with the increased traffic at all times of the day and night, especially including but not limited to the danger to children going to and coming from school. If our city needs more revenue, this is not the kind of business that we think is appropriate in this case, and we hope that the QuickTrip development will be rejected. Due to the Coronavirus epidemic, all Creve-Coeur residents should be able to voice their opinion through a mailing survey and not a meeting that they may not be able to attend. Thank you for your consideration and attention to this matter.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Fri, Apr 24, 2020 at 11:12 AM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, doron.berger@outlook.com

Your form has a new entry. Here are all the answers.

Email address	doron.berger@outlook.com
Name	Doron Berger
Home Address, Zip code	133 Ladue Oaks Dr St Louis, MO 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sun, Apr 26, 2020 at 11:52 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, ginadibar@yahoo.com

Your form has a new entry. Here are all the answers.

Email address ginadibar@yahoo.com

Name Gina Shanfeld

Home Address, Zip code 718 Graeser Rd. 63141

Creve Coeur resident? Yes

Comments about why you oppose QuikTrip development @ Graeser and Olive.

I'm writing to express my extremely strong opposition to the QuikTrip project being considered for the southwest corner of Graeser and Olive. My family and I live a short distance from this corner, on Graeser, just south of Winfield Pointe neighborhood. I firmly believe this proposal is not in the best health and safety interests of the area. Further, the placement of a gas station and convenience store in this particular block further degrades this stretch of Olive, until now a quiet and residential stretch of Olive already flanked by three gas stations within one half mile of the project site. This is unacceptable to those of us who have chosen this area for our families and made considerable investments in our properties....many of which are located within a few hundred feet of this location. Lastly, I urgently request that any further consideration/review of this project be made fully accessible to public input. In light of the current Covid pandemic, this means delaying such considerations or requiring that such discussions be open to both in-person and virtual participation to ensure full accessibility even during the Covid pandemic.

QuikTrip will increase crime, traffic, and other undesirable elements at the gateway of a lovely residential street, teeming with young children. I attended the Meet and Greet at the Dielmann Rec Complex a few months back, and Gwen Keen, Real Estate Project Manager for QuikTrip, tried to deny that convenience stores brought higher rates of crime. She tried to paint a picture of a more upscale clientele at this location...."doctors stopping for an early morning cup of coffee on their way to work," and that kind of thing. Let's be clear. Olive is a major thoroughfare connecting Hwy 270 to I-170 and it is heavily trafficked. I follow the Creve Coeur crime reports and take note in just the past month of multiple incidents of theft and other questionable activity at the new Mobil On The Run gas station, the Circle K gas station and the Phillips 66 station very nearby. In two recent instances, the incidents were theft of alcohol by someone who then jumped into a waiting car. Other incidents involved theft of gas, which would likely entail a high-speed departure from the scene in a wreck-less manner. Gas stations and convenience stores that operate 24 hours do invite crime as well as the potential for that crime during overnight hours in places where-as in this case -previously there has been no such threat. I urge you to consult with the police department to further review these crime reports and those of other nearby municipalities related to convenience stores.

Additionally having a gas station with round-the-clock traffic presents a real safety hazard as a school bus stop exists just 40 ft from the curb cut on Graeser Road and traffic would be considerably increased. Scores of young children live in the first 3 blocks of Graeser south of Olive... 23 of them under the age of 8! Parents walk with their strollers and children from their homes to Walgreens, Noodles, and Fro Yo, which requires that they walk past this project site and through an intersection that would now be far more deadly with increased traffic and added curb cuts. The very name - "Quik Trip," is intended to evoke the ease of dashing in and out to grab gas and other items...the higher volume, the better....not in alignment with the caution and care we would look for on a pedestrian-heavy, residential street like Graeser. We already get cars racing down Graeser at 70 mph...the last thing we need is additional traffic cutting across Graeser from Ladue Road and other points south to get to/from the QuikTrip!

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

We moved to Creve Coeur four years ago, and were drawn to the quiet nature of this street and neighborhood. My family has made a considerable investment in our home, with the reasonable expectation that there would not be a 24-hour convenience store/gas station just 2.5 blocks from our house... nearly close enough for the glow of the overhead lights of the parking lot to be seen at our house. An older but occupied (until recently) strip center with a mix of long-established businesses has been in this location and was a nice fit for the area. What makes the QuikTrip prospect even less desirable is that there are not one, but two gas station/convenience stores within .3 miles of the Graeser/Olive Intersection, one completed within the last two months! Another gas station- Waterway- is less than .5 miles away in the other direction! There is no need for another gas station! Perceived home values in our neighborhood have already been impacted by the possibility of QuikTrip moving in. A home sale in Martin Grove neighborhood recently fell through once the prospective buyers learned that Quik Trip was hoping to become a neighbor.

There are 2 gas stations on the south side of Olive between 270 and I-170, and then 4 more on the north side. That's 7 total gas stations within a 4.7 mile stretch! Ms. Keen had indicated that this location would be unique due to its on the south side of Olive. However, Phillips 66 and the BP at Olive and Old Bonhomme are on the south side of Olive. In this 4.7 mile stretch, how necessary is it truly to add a 3rd gas station on that side of Olive? Where there is arguably a need for a gas station/convenience store is farther west on Olive by the new multimillion dollar Barnes -Jewish West County Hospital, where very few gas station/convenience stores currently exist, and a lot more traffic from further distances is likely present. At Graeser headed east to Old Olive Street Road, Creve Coeur is trying to create a pedestrian friendly East Olive Corridor. How much better served would this goal be if there was a mix of retail and restaurants at Graeser, a better mix of business and one that is pedestrian friendly rather than unsightly, unnecessary, and arguably dangerous?

I am not alone in my strong opposition to the arrival of QuikTrip at the entrance to our neighborhood. My neighbors and I understand that you are charged with giving the applicants a fair hearing and we are confident that the Planning and Zoning Commission will do its due diligence with regard to review of traffic flow and crime reports and stats related to this type of business-especially since several such businesses exist already in the immediate area. QuikTrip will have a battle on its hands. Graeser Neighbors For Safety is committed to demonstrating to our elected officials why this gas station convenience store is NOT the right project for this area. We appreciate the chance for neighbors and other interested community members to be part of the discussion and provide feedback. Since the QuikTrip Conditional Use Permit is now complete and before the city, and we are still under Shelter-in-Place and social distancing restrictions due to Covid-19, I would ask you to ensure that all who wish to be part of this discussion be allowed to do so. Please keep your citizens informed of when the public hearing might be, and please continue to offer access to that meeting by zoom conference, webinar and hopefully in-person participation.

Thank you for your time and careful consideration of this matter.

Sincerely,

Gina Shanfeld
718 Graeser Rd.



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Mon, Apr 27, 2020 at 9:17 AM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, brberger@charter.net

Your form has a new entry. Here are all the answers.

Email address	brberger@charter.net
Name	Barbara Berger
Home Address, Zip code	133 Ladue Oaks Drive 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	Do we really need another gas station and quick shop in Creve Coeur!!! Other cities have wonderful restaurants and shops to go to. I am not proud of my city and always go elsewhere for my dining and entertainment needs!! It is merely a city to travel through to get elsewhere. More unneeded commercial which increases traffic to an already dangerous corner is a real cop out for our city!!

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Mon, Apr 27, 2020 at 9:25 AM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, brberger@charter.net

Your form has a new entry. Here are all the answers.

Email address	brberger@charter.net
Name	Barbara Berger
Home Address, Zip code	133 Ladue Oaks Drive 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	Do we really need another gas station and quick shop in Creve Coeur!!! Other cities have wonderful restaurants and shops to go to. I am not proud of my city and always go elsewhere for my dining and entertainment needs!! It is merely a city to travel through to get elsewhere. More unneeded commercial which increases traffic to an already dangerous corner is a real cop out for our city!!

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Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Tue, Apr 28, 2020 at 10:35 AM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, mcMahon1699@gmail.com

Your form has a new entry. Here are all the answers.

Email address	mcMahon1699@gmail.com
Name	John McMahon
Home Address, Zip code	16 chaminade drive St. Louis mo 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	We don't need another gas station when there are 2 across the street. Recent gas leak at chaminade high school is a concern

Sent via [Google Form Notifications](#)

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Tue, Apr 28, 2020 at 10:47 AM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, lgholtzman@gmail.com

Your form has a new entry. Here are all the answers.

Email address	lgholtzman@Gmail.com
Name	Linda Holtzman
Home Address, Zip code	1 West Windrush Creek
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	We already just opened Mobil on the Run. It is too many gas stations together and will create traffic on Graeser Rd.

Sent via [Google Form Notifications](#)

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Tue, Apr 28, 2020 at 10:49 AM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, sholt1@aol.com

Your form has a new entry. Here are all the answers.

Email address	sholt1@aol.com
Name	Sylvan Holtzman
Home Address, Zip code	1 West Windrush Creek
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	Too many gas stations right next to each other. Also, will create traffic on Graeser

Sent via [Google Form Notifications](#)

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Wed, Apr 29, 2020 at 7:18 AM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, ekalmes@aol.com

Your form has a new entry. Here are all the answers.

Email address	ekalmes@aol.com
Name	Emily Chambers
Home Address, Zip code	63146
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	No need. There are already 2 gas stations nearby and there is a QT down the road. I don't understand this proposal and the benefit of it especially since it will be cutting down houses and duplicating services. This a definite no for me

Sent via [Google Form Notifications](#)

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Wed, Apr 29, 2020 at 7:45 AM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, nate2017@protonmail.com

Your form has a new entry. Here are all the answers.

Email address	Nate2017@protonmail.com
Name	Nathan Chambers
Home Address, Zip code	10911 Leighton Court
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	There are already two gas stations and the Walgreens. Walgreens has a drive-through. How do us residents in the area benefit from this development of the QuikTrip? I strongly oppose. Thank you. --Nate

Sent via [Google Form Notifications](#)

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

No QT @ Graeser & Olive - example of the traffic dangers to residents

Brett Berger <bergerbrett7@gmail.com>

Sat, Apr 25, 2020 at 1:34 PM

To: mayor-council@crevecoeurmo.gov, Whitney Kelly <wkelly@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>

Cc: Zoe Lemcovitz <zaz3@sbcglobal.net>, Kurt Lord <Kurt.lord@svn.com>, Michael F <faddis755@gmail.com>, Steve Koslovsky <swk@koslaw.net>

Mr. Mayor, Creve Coeur City Council Reps, Jason, and Whitney,

Please know that I write this message with the utmost respect for you, our reps, and for the processes in place to keep projects like this fair for all involved, including developers.

As you are likely aware, my family and I strongly oppose the QuikTrip development, or any high volume 24 hour establishment, or any gas-station from being built at the southwest corner of Graeser and Olive. Our opposition is most strongly based on safety and health concerns.

The southwest corner of Graeser & Olive is already a VERY busy intersection and frequently poses danger for bikers, pedestrian traffic, as well as vehicles. There have been MANY traffic related incidents at this location historically and a 24 hour high-volume gas station will only make this problem worse.

I request that you please review documented incidents with the CC police department over the last 5 years and consider that many incidents go unreported. And consider that a high-volume establishment will increase incidents in a way that we simply can not predict quantitatively.

Our elected official primary objective is to protect residents. PLEASE protect us, the neighbors along Graeser, nearby neighbors, your CONSTITUENTS from this proposal that will add no value to our community.

If you need specific examples of the dangers that exist already at this busy corner, take a look at the fallout from an automobile accident YESTERDAY at this very location, see attached photos. I took these photos yesterday 4/24/2020.

The utility box in the photos was recently installed (last year or so, I would say). It was built with FOUR METAL GUARDS that are cement anchored into the earth to protect against vehicle collision. This is a dangerous corner with history of vehicular incidents, which is why it was built with protection to prevent it from being destroyed by a car. Would the protective poles be necessary if there weren't a cause for concern? Protection of PEDESTRIANS should be tantamount.. metal guards can not be put in place to protect people walking or biking.

Just YESTERDAY a vehicle with enough momentum collided with the metal concrete post guards, uprooted them the guards, and hit and destroyed and uprooted the utility box. What if this were a person walking instead of a utility asset? A high volume gas station at this corner will increase incidents like this in a huge way. This is not something we can measure predictively but more volume can only lead to more issues.

On a separate note please notify whomever at the city / utility companies would be needed to resolve this issue with the utility box.

I strongly implore you to consider the safety of your constituents. We are collectively PLEADING with you to consider the ill effects of this project.

NOT A SINGLE RESIDENT WANTS THIS GAS STATION BUILT!

I challenge you to find a nearby neighbor without financial ties to the project who actually wants this gas station built.

Where's the value to residents or the city? Would it be more revenue than the empty shell that it is? Yes.. but let's not let the developers/owners of this property force our hand because of the vacancy they created which is generating zero revenue for the city. They forced vacancy so our city would be desperate for any income from this property. I find this business approach to be low and deceitful.

Please consider our safety.

When these comments are made public for the public record please INCLUDE all three photographs as evidence.

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)





Most respectfully yours,

Brett Berger
Graeser Neighbors for Safety <http://graeserneighbors.org/>
314.495.4990
[10 Winfield Pointe Lane, Creve Coeur, MO 63141](#)



Whitney Kelly <wkelly@crevecoeurmo.gov>

No QT at Graeser and Olive

Debi Feit <debifeit@gmail.com>

Thu, Apr 23, 2020 at 9:25 PM

To: wkelly@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov

Cc: bergerbrett7@gmail.com

Dear Creve Coeur Officials,

We have lived just off Graeser Road since 1980. We raised our children here, enjoying our neighborhood and our Creve Coeur experience immensely!

As with the recent Waterway debacle, we STRONGLY OPPOSE a QT in our neighborhood and community! There is absolutely no reason for this unwelcome addition, for so many important reasons!

We rely on our elected officials to represent and protect our neighborhoods and the Creve Coeur community, not be jaded by promises of enhanced revenue and/or falling victim to pressure by outside sources. Why would this unwelcome proposal even be considered? NO RESIDENT IN OUR NEIGHBORHOOD WANTS A QT!

A QT at Graeser and Olive would present a serious detriment to the Creve Coeur that we know, love and want to protect! The wishes and best interests of its citizens should always come first and foremost, in all decision making of both city officials and our elected representatives!

A QT at Graeser and Olive will reduce home values in the neighborhood by commercializing our neighborhood. Homeowners close by would be concerned and angry with a QT at Graeser and Olive, not only for the damage it would have on their home values, but on their way of life and enjoyment of their homes, as well! A QT as opposed to office/retail space would provide a vastly different type of presence in our neighborhood!

Additionally, let's consider the significant and safety scenario. A QT at Graeser and Olive will make our neighborhood and community much less safe for residents of all ages, due to unnecessary, increased and even dangerous traffic, at all hours. Would YOU want a QT in YOUR backyard? It is easy to foresee increased accidents and worse, waiting to happen.

Finally, why would we even have the need for yet another gas/convenience store, when we have numerous other existing (and recently renovated) gas/convenience shops along Olive, two of which are in close proximity to Graeser and Olive, another on Old Olive, one at Olive and Ballas, and yet another at Olive and Old Bonhomme?

Again, our opposition to a QT mirrors that of the very unsatisfactory Waterway proposal! We urge you to abandon and defeat any QT proposal, in the best interest of the proud community you serve!

Thank you.

Robert and Deborah Feit
8 Pine Manor Drive
Creve Coeur, MO 63141

Sent from my iPad

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

No QT at Graeser/Olive

Mark Bronson <mbronson@newmanbronson.com>

Mon, Apr 20, 2020 at 1:28 PM

To: "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "mayor-council@crevecoeurmo.gov" <mayor-council@crevecoeurmo.gov>
Cc: "bergerbrett7@gmail.com" <bergerbrett7@gmail.com>

Dear Creve Coeur Officials,

We have lived along Graeser Road since 1979. Please note our STRONG AND SINCERE OPPOSTION to you allowing a QT in our neighborhood and community.

As our City planners, and as the Guardians of our way of life and of our neighborhoods and community, we expected you to strongly discourage, if not immediately veto, even the thought of a QT at Graeser/Olive. Certainly, we expected that you all got the message when Waterway tried to establish itself there, and when a hotel was proposed to replace an office building at Mosely and Olive. We elect you and pay you to protect our community and existing way of life. A QT at Graeser/Olive is not part of our neighborhood, community or existing way of life.

There is absolutely NO NEED for a QT in our neighborhood and community.

A QT at Graeser/Olive ONLY SERVES THE FINANCIAL INTERESTS OF QT to the detriment of the neighborhood and community. I am not aware of any of the Creve Coeur planning projections including a QT at Graeser/Olive.

A QT at Graeser/Olive WILL REDUCE HOME VALUES in the neighborhood by COMMERCIALIZING THE NEIGHBORHOOD. Are you aware of any studies showing that a QT in a residential neighborhood increases the value of homes, because I have not talked to one local real estate agent who would agree. And I understand that most all the homeowners adjacent and nearest the intersection are extremely concerned, anxious and upset at the prospect of a QT at Graeser/Olive not only for the damage it will have upon their home values/investment, but upon their way of life and enjoyment of their homes and property. Who among you would like to look out your window at a QT? An office/retail building is one thing, a QT is something totally different.

A QT at Graeser/Olive will also make the neighborhood LESS SAFE due to ADDITIONAL UNNECESSARY TRAFFIC—we already have a problem with traffic not stopping at the stop signs and speeding; with a QT, persons from outside our community will be drawn to the QT at Graeser/Olive (by QT's advertising, promotions, larger selection of convenience products and cheap gas) rather than using the numerous other existing gas stations along Olive, two of which are virtually across the street, another on Old Olive, another at Olive and Ballas and one at Olive and Old Bonhomme.

We URGE you to tell QT to abandon its plans. If QT persists, we URGE you to take whatever action is necessary to defeat the QT development at Graeser/Olive.

Thank you.

Mark & Su3 Bronson

14 W. Windrush Creek

Creve Coeur, MO 63141

Cell 314-249-6858

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

No QuikTrip @ Graeser & Olive

Bill Arnold <ba.arnold@me.com>

Wed, Apr 1, 2020 at 9:58 AM

To: wkelly@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov

I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

Sincerely,
William Arnold
719 Graeser Road
Sent from my iPad

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

No QuikTrip @ Graeser & Olive

dwelick <dwelick@yahoo.com>

Tue, Apr 7, 2020 at 4:34 PM

To: wkelly@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov

I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

Sent from my T-Mobile 4G LTE Device

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

No QuikTrip @ Graeser & Olive

Molly Myers <mrmymers@by-design.net>

Wed, Apr 8, 2020 at 1:35 PM

To: wkelly@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov

I am a Creve Coeur resident living on Graeser Road just a few blocks away from this proposed QuikTrip location. I wanted to let you know that I strongly oppose this business at this location. I think it would adversely impact the traffic on our residential street (Graeser Rd). It would significantly increase the left turn traffic on west bound Olive which could make this intersection more dangerous. Also, with 2 other gas stations just a block away I don't think that there is a need for another gas station at this location. If you would like to revitalize this area along Olive, then please look at other types of businesses that are not already represented in this area and that will not create a significant increase in vehicular traffic. Please do NOT allow this proposal to be passed by the Planning and Zoning commission.

Sincerely,

Molly Myers

[535 Graeser Rd.](#)

636-391-2610

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This email has been checked for viruses by Avast antivirus software.

<https://www.avast.com/antivirus>

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

No QuikTrip @ Graeser & Olive

Debi Feit <debifeit@gmail.com>

Tue, Apr 14, 2020 at 8:11 PM

To: wkelly@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov

I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

Thank you!

Robert and Deborah Feit
8 Pine Manor Drive
Creve Coeur, MO 63141

Sent from my iPad

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Potential QT at Olive and Graeser

Fess Crockett <fess@4-cwealth.com>

Mon, Apr 27, 2020 at 10:04 AM

To: "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "mayor-council@crevecoeurmo.gov" <mayor-council@crevecoeurmo.gov>

Cc: Brett Berger <bergerbrett7@gmail.com>

Dear Representatives,

I am opposed to the potential QT at the corner of Olive and Graeser for many reasons. I have been a homeowner in Creve Coeur for over 18 years and a business owner in Creve Coeur for over a decade. I have also been involved with several multi-million dollar real estate investments.

My concerns are three-fold:

1. Property value declines because of several factors:
 - a. Industrial noise, light, and sound within hundreds of yards of my street
 - b. Increased traffic congestion
 - c. 24 hour operation - - not neighborhood oriented
 - d. Who wants a \$600k+ house next to a gas station?
2. Increased crime
 - a. A car was stolen from my driveway a few years ago - - found in North St. Louis
 - b. A G-store will not help matters (see below)
 - c. From FBI:

FBI Releases 2016 Crime Statistics

The number of robbery offenses at convenience stores rose the most in 2016.

September 26, 2017

WASHINGTON – Violent crime increased for the second consecutive year, while property crime decreased for the 14th straight year, according to the FBI's annual report on national crime statistics. Overall violent crime rose 4.1% last year, while property crime fell 1.3% compared to 2015 figures.

Compared with 2015, the report found that the number at convenience stores rose the most among six of the seven locations tracked in 2016. Last year there were 17,401 robberies in convenience stores, a 6.7% from 2015. For **gas or service stations**, there were 8,178 robberies, up 2.1% from 2015.

3. Increased traffic and safety issue.
 - a. Car leaving the G-store going east will use both Olive and Graser
 - b. Traffic on Olive backs up at the light, so the overflow will go to Graeser

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

c. Traffic on Graeser also backs up now at the light - - the extra congestion from people leaving the G-store will back up even more causing congestion:

i. Cars going Southbound on Graeser going to credit union will cause halted traffic.

ii. Northbound traffic may stop to let cars get into credit union and back up near Martin Grove crosswalk where Ladue School District busses pick-up and drop off over a dozen elementary and junior high students every weekday - - causing a safety hazard.

1. My daughter with Down Syndrom uses that crosswalk at Marti Grove - - how can she be taught to cross when cars are stopped and could go at any time - - also hazard going across street to Martin Grove if cars are backed up - - can't see well looking north - -a real problem.

Thanks for your consideration and for serving our community. We appreciate you looking after our commnity's best interests.

Fess Crockett

11010 Martin Grove Lane



4-C Personal Wealth Management

677 Craig Road

Suite 211

Creve Coeur, MO 63141

(314) 626-0677

Fax (314) 390-5677

fess@4-cwealth.com

www.4-cwealth.com



Whitney Kelly <wkelly@crevecoeurmo.gov>

Proposed Quick Trip at Graeser and Olive

Jaculin Wankum <jjdtm@icloud.com>

Sun, Apr 5, 2020 at 7:54 PM

To: wkelly@crevecoeurmo.gov

I live at #3 Chilton Lane in Creve Coeur. I oppose the Quick Trip at Olive and Graeser. There are already two gas stations near there, one being new. We don't need another one. And there are plenty more in the area. Gas stations are not usually locations of great beauty. Plus, extra traffic through a nice neighborhood is not helpful in any way. Please, do not allow Quick Trip to build in this location. It is a waste of resources and not needed. Thank you for your consideration.
Jaculin Wankum
Sent from my iPad

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

QT

Minette Kayman <mskayman2@gmail.com>

Wed, Apr 29, 2020 at 3:58 PM

To: wkelly@crevecoeurmo.gov

Hi!

I am writing to let you know that I am AGAINST a QT at Olive & Graeser.
A great restaurant (not fast food) would be wonderful!!!

Thanks!

Missy
Sent from my iPad

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

QUICK TRIP AT GRAESER AND OLIVE

Susan O'Neill <susanoneill12@gmail.com>

Tue, Apr 14, 2020 at 10:39 AM

To: mayor-council@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov

A Quick Trip should never be approved for any area of Creve Coeur. The size and magnitude of this type of business in a family oriented community is beyond outrageous. Graeser is a small 2 lane road of single family homes. Olive is an already overcrowded 4 lane road, neither a vast commercial road, interstate or major highway, which is where these behemoths are located, roads that can facilitated this type of operation. Quick Trips are essentially truck stops.

We have a significant and up to now a well thought out number of gas stations in our area. I count 4 in a 1 to 2 miles radius. Are you trying to put some of them out of business? What purpose does it serve to put an albatross like a Quick Trip in the mix and into our family neighborhood.

Oh and by the way, do you ever watch the news about the number of crimes that occur at Quick Trips around the country? Are you trying to create a perfect spot for criminals to slip into the area.

Should you allow this to proceed, the entire community of Creve Coeur will hold you personally responsible for jeopardizing our safety, welfare, traffic congestion, decline in property values and other as yet unknown problems and impacts that will surely occur if you vote for this project.

I urge you to please not pass this disastrous and harmful proposal. You will be negligent in your duties as our elected officials and leaders of our community.

What will be notable is to see who if any of you do vote for this. It would indicate an ulterior motive on your part, or who is in the pocket of the principals pushing this project, or yet another example of "Government At It's Worst!"

Susan O'Neill

[150 Brooktrail Ct.](#)[Creve Coeur, MO 63141](#)

Susan O'Neill

Marketing Specialist, Relocation Specialist

Hall of Fame Member

314-368-5740 (Cell)

636-394-9300 (Office)

soneill@cbgundaker.com[View My Website](#)

GUNDAKER

#1 Office in the State of Missouri

[1100 Town & Country Crossing](#)[Town & Country, MO 63017](#)

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Quick Trip In Creve Coeur

Susan O'Neill <susanoneill12@gmail.com>

Sun, Apr 19, 2020 at 1:52 PM

To: "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, mayor-council@crevecoeurmo.gov, wkelly@crevecoeurmo.gov

Have you bothered to research the crime at Quick Trips??

If you do, you will discover that convenience stores are:

- * Popular targets for a variety of crimes, most notably robbery and shoplifting. It has been so significant in some places they have closed their doors.
- * Do you want our community to be a direct target of armed robbery??
- * Most transactions are in cash so have relatively large amounts of cash on the premises, and have easily resale merchandise like liquor, lottery tickets, cigarettes.
- * It offers extended hours which are very appealing to the criminal element, and limited number of people working there, so it is easy for criminals to do their dirty work with few witnesses present.
- * Some clerks must work behind bullet proof windows.

And along with the above, there will a significant amount of traffic, which we already have, plus harm to property values.

I can only hope that you have more regard for this family community that elected you, and vote "NO" to the Quick Trip at Olive and Graeser.

Susan O'Neill
150 Brooktrail Ct.
Creve Coeur, MO 63141

Susan O'Neill

Marketing Specialist, Relocation Specialist

Hall of Fame Member

314-368-5740 (Cell)
636-394-9300 (Office)
soneill@cbgundaker.com
[View My Website](#)



GUNDAKER

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

#1 Office in the State of Missouri
1100 Town & Country Crossing
Town & Country, MO 63017

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Quick Trip

Laura Paperner <lspaperner@gmail.com>

Wed, Apr 29, 2020 at 5:34 PM

To: wkelly@crevecoeurmo.gov

I am not a citizen of the City of Creve Coeur, so my opinion probably doesn't matter.

I am opposed to the Quick Trip for several reasons, but the most important one is what I understand is a proposed retention pond. This is a health hazards for the citizens of Creve Coeur as well as those of us who live in the general area.

Thank your for your time and consideration.

Laura Paperner

St Louis County Unincorporated

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

QuickTrip CUP at Graeser Road and Olive Blvd.

Zoe Lemcovitz <zaz3@sbcglobal.net>

Mon, Apr 20, 2020 at 2:56 PM

To: "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "mayor-council@crevecoeurmo.gov" <mayor-council@crevecoeurmo.gov>

Cc: Brett Berger <bergerbrett7@gmail.com>

Dear Ms. Kelly, Mr. Jaggi, Mayor Glantz, and City Council Members:

I understand that QuickTrip's application for a conditional use permit (CUP) to build a QuickTrip (QT) at the southwest corner of Graeser and Olive (Property) is complete and currently under Creve Coeur city government review.

I am writing once again to express my opposition to a CUP being issued. I reside at [605 Graeser Road](#), about three tenths of a mile south of Olive Blvd. I walk with some frequency in my neighborhood and that includes walking up to Graeser and Olive (Intersection) to patronize the businesses that used to be located in the now empty strip mall; mail a letter at the postal mailbox in front of the vacant strip mall; and go across the street to Walgreens and other businesses on the north side of Olive Blvd. I can tell you from personal experience that any one of these activities can be dangerous.

On more than one occasion while walking across Olive to go to or from Walgreens I have had a close encounter with a vehicle traveling in the Intersection, despite my crossing with the light. But for my quick reflexes there were two times when I could have easily been struck by a car. I called MoDOT to report my concerns about this. Walking to the now vacant strip mall and mailbox was only a little less dangerous. In addition to my personal experiences I have witnessed a variety of near misses at the Intersection. Operating a QT on the Property is only going to add to the danger to pedestrians, and anyone else traveling in that area no matter the mode of transportation. Nothing about the proposed QT enhances my neighborhood, and in fact it makes my neighborhood a little less livable.

In addition to my opposition to the QT CUP application I would also like to express my concerns about how a public hearing (Hearing) on this matter will be conducted. I understand that the COVID-19 pandemic has required that we change the way we conduct official business. In considering how to conduct the Hearing please consider that if the Hearing is conducted virtually only those who have access to the Internet, and a reliable connection will be able to attend. This has the potential to prevent people from participating. Conversely, an in-person Hearing may prevent people from participating due to limits on crowd size, and concerns about personal health. I don't know what the solution is, but I hope that you, our city leaders, will find a way to provide equal access that is fair to all interested parties.

Respectfully submitted,

Zoë A. Lemcovitz
[605 Graeser Road](#)

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Re: Quick Trip

Heather Silverman <hsilverman@crevecoeurmo.gov>
 To: Mark Golde <Mark.Golde@strat4growth.com>
 Cc: Whitney Kelly <wkelly@crevecoeurmo.gov>

Mon, Apr 6, 2020 at 11:27 AM

Hi Mark,

Thanks so much for taking the time to write, especially during these difficult times. It's great to hear from you.

I share your concerns about the potential of having a Quick Trip at that corner.

As I understand it, Quick Trip has not fully completed an application yet and there is no meeting scheduled. I've copied Whitney Kelly, our City Planner. If I am incorrect, she will provide the up to date information.

Heather

On Mon, Apr 6, 2020, 11:02 AM Mark Golde <Mark.Golde@strat4growth.com> wrote:

Heather:

I live at #1 Sherwyn Lane in Ward 1. My wife and I met you at Dick and Diane Fine's home when you were running for office. First, hope you and your family are healthy and doing okay in this difficult time.

I am not very well informed but I think that I am against the Quick Trip development. I worry about Olive turning into a Manchester Rd in Ballwin. I also think that there are currently a reasonable number of gas stations along this stretch of Olive and the new Mobil On the Go/car wash is pretty substantial and imposing.

What do you think? Is there an online zoning meeting scheduled to address this issue?

Thanks.

Sincerely,

Mark Golde, Principal

Strategies for Growth

The Cortex Innovation Community
 4220 Duncan Ave, Suite 201
 St. Louis, MO 63110
 Cell: (314) 503-7207



Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Re: quick trip

Heather Silverman <electheathersilverman@gmail.com>

Tue, Apr 7, 2020 at 11:06 PM

To: Lorry Blath <lblath@hotmail.com>

Cc: wkelly@crevecoeurmo.gov

Lorry,

Thanks so much for your email. I understand your concerns. As far as I know, Quick Trip has yet to submit a complete application. I am copying Whitney Kelly, the City Planner in case she has more up to date information.

Heather

On Tue, Apr 7, 2020 at 4:34 PM Lorry Blath <lblath@hotmail.com> wrote:

Heather,

Olive street is already way too busy without adding yet another gas station. During normal times, prior to Covid, a ten-minute drive could take 20 or 30 minutes to go east or west from 270 on Olive. I'm sure there are many accidents at that hour and from 5:30PM on. There are many gas stations already. Personally, I avoid Olive as much as possible. I'd rather go up and down Ladue, but there are reasons to drive on Olive street, including restaurants, cleaners, groceries and the adorable shops! What cute shops? Oh, there are NO adorable shops. Only car washes, automobile dealers, and gas stations. Why would any restaurateur or shop owner even consider placing a business in Creve Coeur? Another gas station makes Creve Coeur look cheap, not anything like Kirkwood or Webster where one can actually go shopping and to nice restaurants. May as well put in a Walmart while you are at it. Cheapen our home values and then we will pay less taxes and Olive Street will end up like Page or Dorsett. It's well on it's way. I have lived here over 40 years and seen my house value appreciate. I used to be proud to say I lived in Creve Coeur...Don't run it into the ground, please!

Just because a developer has put his money into a deal, does NOT mean we have to bow and and say happy to comply with your wishes!

I urge you, please do NOT allow this dangerous unnecessary proposal to be passed by the Planning and Zoning commission

Thanks so much

Lorry Blath

146 S. Graeser Rd 63141

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Re: QuikTrip development updates-- we need your help!

Brett Berger <bergerbrett7@gmail.com>

Fri, Apr 17, 2020 at 3:43 PM

To: Diane Weinstock <diw1@charter.net>, Whitney Kelly <wkelly@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>, mayor-council@crevecoeurmo.gov

Hello Mrs. Weinstock,

Thanks for your comments. I agree with you.

I apologize that our website made it more difficult for you to reach out to our representatives, I understand what you mean about it asking to install software. Thank you for this feedback. I will work on making it more clear today.

I am forwarding this message to our city reps for their review. Please feel free to reply with any additional information.

Their email addresses are as follows: wkelly@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov

@Jason, Whitney, Council, Mr. Mayor -- please see Mrs. Weinstock's below comments. Thank you!

All the best,

Brett Berger
Graeser Neighbors for Safety
[10 Winfield Pointe Ln, Creve Coeur, MO 63141](https://www.google.com/maps/place/10+Winfield+Pointe+Ln,+Creve+Coeur,+MO+63141)
314.495.4990

On Fri, Apr 17, 2020 at 2:12 PM Diane Weinstock <diw1@charter.net> wrote:

I emailed those suggested in your last email. I don't know if they were received because when you click on their email address you have to set up an account in order to do so. It is an inconvenience, especially for some one who technically challenged.

My husband cannot understand allowing another gas station when there are two others (one is huge), just 3 blocks away at Schulte. Then there is another at Ballas. Even a major thoroughfare like Manchester doesn't have a density of gas stations like that.

Nor is there a need for a quick shop. Walgreens right across the street has the same offerings and there is a small Schnucks block away.

Is it true the Quick Trip would be 24 hours? Do we really want to attract

People out at all hours of the night to an area with high end residential properties behind it?

What could planning and zoning be thinking?

Sent from my iPhone

On Apr 17, 2020, at 1:54 PM, Brett Berger <bergerbrett7@gmail.com> wrote:

Hello Graeser Neighbors – QuickTrip's application for a conditional use permit (CUP) to build a QuickTrip (QT) at the southwest corner of Graeser and Olive is complete and currently under review by Creve Coeur (City).

The City estimates that a public hearing on the CUP will take place in mid May or early June. Due to the COVID-19 pandemic, the City is considering how to conduct the public hearing: in-person, virtual, or hybrid. The City must balance QuickTrip's rights and residents' rights.

Now is a **critical time to make your opposition to this project known** to our city representatives. If you have done so already, please **message them again with more information and details of your concerns**. This is not a one and done proposition.

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

Whether or not you previously expressed your opposition, please take the time to contact our city officials TODAY and:

- give them concrete examples of incidents at the intersection of Graeser and Olive that you have been a part of or witnessed that raise safety concerns for pedestrians, drivers, or both;
- state health, safety, and welfare concerns you foresee with the operation of a QT at the intersection of Graeser and Olive – be specific;
- express any concerns you have about how the public hearing will be conducted - consider:
 - if the public hearing is conducted virtually, only people with access to the Internet will be able to participate;
 - conversely if the public hearing is conducted in-person the number of attendees will likely be limited which may mean that people who want to attend cannot and people with COVID-19 concerns will not attend.

Email your reps using the link or form available on our page here:
<http://graeserneighbors.org>

Please be an active participant in this process. Many voices are louder and carry more weight than one voice, even if it speaks for many.

The updated CUP application will be available on the documents page of our site very soon.

Thanks for all you do!

Brett Berger
 Graeser Neighbors for Safety
[10 Winfield Pointe Lane, Creve Coeur MO 63141](#)

Helpful Details

The Creve Coeur City Council meets on the second and fourth Monday of each month at 7:00 pm. Work Sessions are held prior to the regularly scheduled Council meetings at 6:00. These meetings are audio recorded.

The Planning and Zoning Commission meets on the first and third Monday of each month.

You can learn more about the Planning and Zoning Commission here:

<http://www.creve-coeur.org/158/Planning-Zoning-Commission>

Currently, public meetings are being held virtually. Access information on how to attend online public meetings here:

<http://www.creve-coeur.org/CivicAlerts.aspx?AID=1109>

You can access City Council and Planning and Zoning Commission agendas here:

<https://www.creve-coeur.org/97/City-Council-Agendas-Minutes>

You can access the City meeting calendar and audio recordings of certain past meetings (including City Council and Planning and Zoning Commission) here:

<http://crevecoeurcitymo.iqm2.com/Citizens/Calendar.aspx>



Whitney Kelly <wkelly@crevecoeurmo.gov>

Re: QuikTrip NO

Heather Silverman <hsilverman@crevecoeurmo.gov>

Sun, Apr 19, 2020 at 8:18 AM

To: Debra Wiens <debrawiens@gmail.com>

Cc: Barry Glantz <bglantz@crevecoeurmo.gov>, Whitney Kelly <wkelly@crevecoeurmo.gov>, Alexis Travers <atravers@crevecoeurmo.gov>

Mrs. Wiens,

Thank you for taking the time to let us know your concerns and thoughts about the proposed project.

I've heard from many residents and take your concerns seriously.

Stay safe and healthy.

Heather

On Sat, Apr 18, 2020, 8:07 PM Debra Wiens <debrawiens@gmail.com> wrote:

Dear Mayor Glantz and Council Members Silverman and Travers,

We have great concern about the **noise, public nuisance issues** and **devaluing of home properties** that will occur with the **proposed QuikTrip**. We respectfully ask the city council and officials to seriously consider the traffic congestion that will result from many additional vehicles pulling quickly in and out at Olive and Graeser, a quiet residential street lined with high-value properties. (Patrons go to QuikTrip precisely because they are eager for a quick trip.) They are typically rushed, distracted drivers.

If you are a pedestrian that walks through this intersection daily as we do, then you understand the **dangers to foot traffic** that already exist at this corner. It is safer to cross Graeser *south of* the Graeser/Olive light than it is to cross at the light where west-bound drivers on Olive, eager to make a quick left turn onto Graeser, do not watch for pedestrians. The automobile traffic and bottleneck that will result is a physical danger that neighbors do not want nor need to suffer.

There are already **two quick service stations within one block** of this intersection. Why does Creve Coeur need another gas station with fast food?

QuikTrips are **out of character for our residential street in beautiful Creve Coeur**. What kind of a **barrier** can possibly be created to protect the nearest neighbors from the noise, lights, fumes, stress and hassle?

Clearly, a 24-hour mega gas station with convenience store will draw heavier traffic, including non-residents causing **unwanted congregations**, conditions conducive to behaviors that may present safety issues for children and families.

Debra and Douglas Wiens

10959 Janridge Lane

Creve Coeur MO 63141

314-567-3374

Attachment: Public Comments received in April (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Concerns about QT

1 message

Rachel Loeb <rachel.c.loeb@gmail.com>

Sat, Feb 29, 2020 at 10:19 AM

To: wkelly@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov

Good morning. I am the owner of [6 Winfield Pointe Lane](#) and have 3 children 6 and under. I understand a QT might go in 2 doors from my house and I have several concerns about that.

1) My first grader's (my oldest) bus stop is at Graeser and Winfield Pointe Lane. At least 6 children have to cross graeser to get to that intersection. My concern is that the volume of traffic to increase on Graeser will be at the same time as the morning bus schedule creating a major safety concern of car accidents.

2) I am also concerned about the large trucks and tanks involved in both the building and upkeep of a gas station and convenience store. Graeser only has a sidewalk on one side and I don't want it to become a cut through from ladue.

3) Most of Creve Coeur is quiet and everything is closed by 9:30. I love this about Creve Coeur and it is why I choose to move my family here. We already have 2 other gas stations across the street. Qt is in the news for regular drug overdoses in their parking lots. I don't want all the night owls to come hangout on our block because there is so much open here while everything else is closed.

4) and lastly, this is going to hurt my property value because all the other people who work their whole lives to be able to afford a house in this range won't move in these neighbors because of a gas station. We already had someone move out because they knew it could be a problem and the originally lost the sale because thr buyers didn't want a gas station in their back yard. If I knew a gas station was going in, I wouldn't have bought here either.

I understand QT wants to be in Creve Coeur and can make a lot of money here. I also heard them when they said they actually want to be on Ballas but can't find anything large enough to buy. Please don't allow them to settle in my neighborhood because they can't find a better spot yet.

Thank you for your time,
Rachel Loeb

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

FW: [Mayor-Council] Quik Trip at Olive and Graeser

Mark Perkins <mperkins@crevecoeurmo.gov>

Thu, Mar 5, 2020 at 10:05 AM

To: Whitney Kelly <wkelly@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>

From: Debbie Horwitz [mailto:debhdvm@gmail.com]

Sent: Wednesday, March 04, 2020 5:25 PM

To: mayor-council@crevecoeurmo.gov

Subject: [Mayor-Council] Quik Trip at Olive and Graeser

To whom it may concern,

It would be damaging to have a Quik Trip at this location. There are already two gas stations on block away. The intersection is already clogged and congested most of the day and the addition of this store and gas station would make things worse.

Please do not allow another gas station/quick store in this area

Best regards

Debra F. Horwitz DVM DACVB

253 S. Graeser Rd.

St. Louis, MO 63141

E-mail: debhdvm@gmail.com

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Jason Jaggi <jjaggi@crevecoeurmo.gov>

Fwd: [Mayor-Council] Quick trip

1 message

Mark Perkins <mperkins@crevecoeurmo.gov>

Fri, Mar 6, 2020 at 7:42 AM

To: Whitney Kelly <wkelly@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>

Mark Perkins
City Administrator
City of Creve Coeur
300 N. New Ballas Road
Creve Coeur, MO 63141
314-872-2511

Begin forwarded message:

From: Cheryl Gelstein <cheryl.gelstein@gmail.com>
Date: March 6, 2020 at 6:25:11 AM CST
To: mayor-council@crevecoeurmo.gov
Subject: [Mayor-Council] Quick trip

Dear Mayor Glantz,

I would like to voice my concern over the proposal to allow a quick trip at Olive and Graeser Road. I do not feel that another gas station/fast food establishment would benefit our neighborhoods in anyway whatsoever. Furthermore the traffic and congestion that would increase on Olive Road would be detrimental to driving in Creve Coeur.

Thank you ,

Cheryl Gelstein

Sent from my iPhone

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

In FAVOR of Quick Trip

1 message

Julie Harder <julieblue92@gmail.com>

Fri, Mar 27, 2020 at 10:52 PM

To: jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov

Cc: mayor-council@crevecoeurmo.gov

I am writing in counter to the campaign to shut out putting a Quick Trip at Olive and Graeser. I think adding a Quick Trip is a wonderful opportunity for the City of Creve Coeur. We frequent Quick Trip everywhere we travel that have them. Every single one is immaculately clean, well managed, and the employees are friendly and work very quickly.

The fact that people want to shut out this amazing business is mind-baffling to me. We are in the middle of a financial crisis with potential record levels of unemployment. Building a new Quick Trip would add jobs to the economy. It would also boost revenue to the city. We currently have to drive to Maryland Heights or unincorporated county to get to a QT, so our taxes go to them. Why not add more revenue and help build the tax base of Creve Coeur?

I feel that some of the opposition to this proposal comes from an elitist and possibly racist or even xenophobic stance. I am guessing that this opposition comes from fear of the clientele who might frequent the store. Diversity is what makes this area so amazing. We get to see and learn different perspectives. Shutting out business out of fear of diversity violates the Equal Protection Clause of the 14th Amendment to the US Constitution.

As far as the concern that some have stated about safety of children at bus stops, admittedly that intersection can be dangerous. My family members are runners and say that people often ignore people in the cross walk. That issue is something that needs to be addressed by the Police Department. If there is more patrolling done and tickets issued, the safety of the intersection will improve. I have confidence in the Creve Coeur Police and their ability to make improvements. Also every QT I've been to encourages a police presence. They take care of our officers and people know that it is a safe spot.

In fact QT posts signs that they are a "Safe Place" for children. Along with their support of Folds of Honor, the United Way, and At-Risk Youth, they are philanthropic company that we should welcome to our area. <https://www.quicktrip.com/About/Community#safeplace>

According to the credible company called Great Place to work, 92% of customers rate the service they deliver as excellent. And 85% of QT employees say it is a great place to work; whereas, the average US-based company only has 59% of their employees saying it is a great place to work. They also cite that 87% of management is competent at running the business. www.greatplacetowork.com/certified-company/1000407 Here is a link to the benefits that QT employees earn. <https://www.quicktrip.com/Jobs/Benefits>

Finally, the strip mall at that corner now has almost all of the spaces sitting vacant. It truly is becoming an eye sore. Quick Trip, as I've mentioned, takes great care in keeping their properties neat and clean. I've witnessed many QT employees scraping gum off parking lots, hosing them down, emptying trash, and neatly stocking merchandise. It will look much nicer than the outdated, empty strip mall. Some argue that property values will decrease. A clean, modern Quick Trip should actually add to property values rather than decrease them.

For these reasons, Quick Trip is an excellent company to welcome to Creve Coeur with open arms.

Julie Harder
1324 Weatherby Drive, 63146
314-486-6525

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuickTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

1 message

Brett Berger <bergerbrett7@gmail.com>

Sun, Mar 1, 2020 at 3:41 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, ambrts@charter.net

Your form has a new entry. Here are all the answers.

Email address	ambrts@charter.net
Name	Arlene Schein
Home Address, Zip code	4 Winfield Pointe lane, Creve Coeur, MO 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning. I would urge you to consider the research pertaining to the negative impact of such a project near a residential community issued by the NIH, and various public health agencies. As a former attorney for the NYC environmental control board who dealt with cases involving environmental hazards in the City of New York, there are too many unknown risks as to the impact on children, and elderly with health issues, residing in close proximity to the gas station. Plainly speaking this project represents an inherent danger to the community.

Sent via [Google Forms Email](#)

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Fri, Feb 28, 2020 at 4:16 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov

Your form has a new entry. Here are all the answers.

Email address	bergerbrett7@gmail.com
Name	BRETT E BERGER
Address	10 Winfield Pointe Ln
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	Jason and Whitney, as you already know, I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. There would be so many negative impacts; for safety, health, traffic on Graeser, home and property values, and a variety of other serious problems. Graeser Road is a residential thoroughfare. The proposed site is adjacent to grade-school bus stops and single family family homes south of Olive. Graeser road has a beautiful neighborhood aura, and a Gas station could only serve to diminish that. Graeser and Olive is not an appropriate site for this project. The reasons are far too numerous to mention here. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission. Thank you for your consideration!

Sent via [Google Forms Email](#)

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

1 message

Brett Berger <bergerbrett7@gmail.com>

Sun, Mar 1, 2020 at 12:15 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, feldspar@charter.net

Your form has a new entry. Here are all the answers.

Email address	feldspar@charter.net
Name	Robert Dymek
Home Address, Zip code	14 Colonial Hills Parkway
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	At least three gas stations are found on Olive Blvd in Creve Coeur. We certainly don't need another one --- especially one that is open 24 hrs, which will add traffic and noise to our community. Also, after allowing that ugly quonset-hut-style car wash, enough is enough. Please encourage alternative small businesses to occupy that space.

Sent via [Google Forms Email](#)

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

1 message

Brett Berger <bergerbrett7@gmail.com>

Sun, Mar 1, 2020 at 12:12 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, feldspar@charter.net

Your form has a new entry. Here are all the answers.

Email address	feldspar@charter.net
Name	Robert Dymek
Home Address, Zip code	14 Colonial Hills Parkway
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning.

Sent via [Google Forms Email](#)

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

1 message

Brett Berger <bergerbrett7@gmail.com>

Sat, Feb 29, 2020 at 7:19 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, gracecrockett12@gmail.com

Your form has a new entry. Here are all the answers.

Email address	gracecrockett12@gmail.com
Name	Grace Crockett
Home Address, Zip code	11010 Martin Grove 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning.

Sent via [Google Forms Email](#)

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

1 message

Brett Berger <bergerbrett7@gmail.com>

Sat, Feb 29, 2020 at 7:00 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, hope.crockett04@gmail.com

Your form has a new entry. Here are all the answers.

Email address	hope.crockett04@gmail.com
Name	Hope Crockett
Home Address, Zip code	11010 Martin Grove Lane 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	Bright lights, 24 hour business next door to our home, attracts transients, a home buyer in Martin Grove pulled out of their contract after hearing about QT project, will create unbelievable traffic on Graeser going West on Olive, noise level increase in residential neighborhood - especially at night, proposed fencing will not help due to QT being lower topography than Martin Grove so we will see the lights and hear the noise, it will completely change the quiet neighborhood feeling of the northern end of Graeser.

Sent via [Google Forms Email](#)

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

1 message

Brett Berger <bergerbrett7@gmail.com>

Sat, Feb 29, 2020 at 6:56 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, fess@4-cwealth.com

Your form has a new entry. Here are all the answers.

Email address	fess@4-cwealth.com
Name	Fess Crockett
Home Address, Zip code	11010 Martin Grove Lane 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	Bright lights, 24 hour business next door to our home, attracts transients, a home buyer in Martin Grove pulled out of their contract after hearing about QT project, will create unbelievable traffic on Graeser going West on Olive, noise level increase in residential neighborhood - especially at night, proposed fencing will not help due to QT being lower topography than Martin Grove so we will see the lights and hear the noise, it will completely change the quiet neighborhood feeling of the northern end of Graeser.

Sent via [Google Forms Email](#)

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

1 message

Brett Berger <bergerbrett7@gmail.com>

Sat, Feb 29, 2020 at 6:43 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, marysuzannecrockett@gmail.com

Your form has a new entry. Here are all the answers.

Email address	marysuzannecrockett@gmail.com
Name	Mary Suzanne Crockett
Home Address, Zip code	11010 Martin Grove Lane 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning.

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Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sat, Feb 29, 2020 at 2:01 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, nataliexchen@yahoo.com

Your form has a new entry. Here are all the answers.

Email address	nataliexchen@yahoo.com
Name	Natalie Chen
Home Address, Zip code	5 Winfield Pointe Ln
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

1 message

Brett Berger <bergerbrett7@gmail.com>

Sat, Feb 29, 2020 at 12:04 AM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, brberger@charter.netj

Your form has a new entry. Here are all the answers.

Email address	brberger@charter.netj
Name	Barbara Berger
Home Address, Zip code	133 Ladue Oaks Dr 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

1 message

Brett Berger <bergerbrett7@gmail.com>

Fri, Feb 28, 2020 at 7:00 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, doron.berger@outlook.com

Your form has a new entry. Here are all the answers.

Email address	doron.berger@outlook.com
Name	Doron Berger
Home Address, Zip code	133 Ladue Oaks Dr 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

1 message

Brett Berger <bergerbrett7@gmail.com>

Mon, Mar 2, 2020 at 4:37 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, missisb22@yahoo.com

Your form has a new entry. Here are all the answers.

Email address	missisb22@yahoo.com
Name	Aisha Bangert
Home Address, Zip code	832 Deaver Lane
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Mon, Mar 2, 2020 at 7:43 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mljames@socket.net

Your form has a new entry. Here are all the answers.

Email address	mljames@socket.net
Name	Mary LOU James
Home Address, Zip code	427 Graeser Rd 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Thu, Mar 26, 2020 at 7:41 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, rschein@charter.net

Your form has a new entry. Here are all the answers.

Email address rschein@charter.net

Name Raphael T Schein

Home Address, Zip code [4 Winfield Pointe Ln, 63141](#)

Creve Coeur resident? Yes

Comments about why you oppose QuikTrip development @ Graeser and Olive.

I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. It would subject the residents, including schoolchildren who wait for the bus, to the risk of increased air pollution, the risk of a chemical spill, a small but real fire and explosion risk, as well as light and noise pollution. It would undoubtedly lower our property values. Approval of the project over the objections of the local residents, could gradually lower property values city-wide, as we may develop a reputation among homebuyers as a city where development trumps all else.

It is not clear why this site was chosen, as it would lead to increased truck traffic on Olive Blvd. There are also two gas stations serving the community that are only one block away.

My wife and I have lived in Creve Coeur for twenty-five years. I would hope that our elected leaders would place more importance on the feelings of the residents who will be affected by this over those of the out of town big corporate interests.

I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

Thank you for your consideration.

Sincerely,

Raphael T. Schein

Sent via [Google Form Notifications](#)

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Fri, Mar 20, 2020 at 5:01 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, suebronson@yahoo.com

Your form has a new entry. Here are all the answers.

Email address	suebronson@yahoo.com
Name	Sue Bronson
Home Address, Zip code	14 W Windrush Creek, 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Fri, Mar 20, 2020 at 5:00 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, mbronson@newmanbronson.com

Your form has a new entry. Here are all the answers.

Email address	mbronson@newmanbronson.com
Name	Mark I Bronson
Home Address, Zip code	14 W. Windrush Creek, 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sun, Mar 22, 2020 at 1:48 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, jacqueline_dsmith@yahoo.com

Your form has a new entry. Here are all the answers.

Email address	Jacqueline_dsmith@yahoo.com
Name	Jacqueline D Smith
Home Address, Zip code	9 Colonial Hills Pkwy
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sun, Mar 22, 2020 at 1:57 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, joyce.heiman@gmail.com

Your form has a new entry. Here are all the answers.

Email address	joyce.heiman@gmail.com
Name	Joyce Heiman
Home Address, Zip code	2 Winfield Pointe Lane 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission. I have reviewed all the documents for this project and done some research. In addition to the above listed negative impacts I am concerned the project would be precedent setting for other undesirable businesses. It could change the character of our neighborhood and be a target for crime. On Friday there was a shooting on Gravois Avenue in St. Louis City at a QT where one person died and one was injured. In reviewing the plan I could not determine how close the Graeser Road entrance is to the first entrance to Winfield Pointe Lane from Olive Street Road(Page 3). This could be a safety problem as increased traffic congestion coming from WPL to go north on Graeser to make a left turn to go west on Olive. The traffic study indicated the northbound Graeser Road approach would be expected to degrade to poor level during 3 peak times of the day. Queues to exit onto Graeser northbound would be stacked on QT property during peak pm hours, but study didn't take into account the effect of residents coming out of WPL and Martin Grove going northbound on Graeser. QT representative indicated the project would not increase traffic but the traffic study indicates otherwise particularly during the weekday AM peak, Midday peak, and PM peak hours. The ability to walk west on the sidewalk on Olive would become more dangerous with inflow of traffic eastbound turning into QT. On Page 4 of the study it looked like the map showed a left turn out of QT to go westbound on Olive. Another concern is the length of time for construction and whether at any time northbound Graeser to access Olive would be shut down. It looks like there would be outdoor table and chair eating locations which could create additional trash. One of my main concerns is the presence of underground gas storage tanks which I

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researched. One article - "Underground Storage Tanks -- Leaking" from the Missouri Department of Natural Resources reports that there have been 4900 releases from underground storage tanks in the last 10 years.

Another article from National Institute of Health - "Gas Stations Pollution" discusses air pollution when people fill their gas tanks which exposes people who work there and residents nearby. Other problems include leakage into ground water.

Another Article -- "Gas Stations Pollution" by Environmental Pollution Centers discusses toxicity associated with gas stations and does cite some improvements in equipment but also indicates negative consequences few blocks away from the station with difficulty in enforcing environment safety measures.

Another Article -- "Gas Stations Vent Far More Toxic Fumes than Previously Thought" in Science Daily cites "A study examined the release of vapors from gas station vent pipes, finding emissions were 10 times higher than estimates used in setback regulations used to determine how close schools, playgrounds, and parks can be situated to the facilities"

An article by Housely "10 Industries That Diminish Property Values the Most" cites Convenience Store with Gas Station

Sent via [Google Form Notifications](#)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

1 message

Brett Berger <bergerbrett7@gmail.com>

Sun, Mar 29, 2020 at 11:43 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, altonfamily@charter.net

Your form has a new entry. Here are all the answers.

Email address ALTONFAMILY@CHARTER.NET

Name Robin Alton

Home Address, Zip code [439 Ridgecorde Place](#)

Creve Coeur resident? Yes

Comments about why you oppose QuikTrip development @ Graeser and Olive.

I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store.

I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

1 message

Brett Berger <bergerbrett7@gmail.com>

Sun, Mar 29, 2020 at 3:07 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, melissaweis55@yahoo.com

Your form has a new entry. Here are all the answers.

Email address melissaweis55@yahoo.com
Name Melissa Weis

Home Address, Zip code [572 Graeser Rd 63141](#)
Creve Coeur resident? Yes

Comments about why you oppose QuikTrip development @ Graeser and Olive.

I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

1 message

Brett Berger <bergerbrett7@gmail.com>

Sun, Mar 29, 2020 at 3:04 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, casey_alderson@yahoo.com

Your form has a new entry. Here are all the answers.

Email address casey_alderson@yahoo.com
Name Casey Alderson

Home Address, Zip code [572 Graeser Rd, 63141](#)
Creve Coeur resident? Yes

Comments about why you oppose QuikTrip development @ Graeser and Olive.

I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Mon, Mar 30, 2020 at 9:30 AM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, grogers85@gmail.com

Your form has a new entry. Here are all the answers.

Email address	grogers85@gmail.com
Name	Shawna Rogers
Home Address, Zip code	63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Mon, Mar 30, 2020 at 12:37 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, jstolker@yahoo.com

Your form has a new entry. Here are all the answers.

Email address	jstolker@yahoo.com
Name	Joshua Stolker
Home Address, Zip code	5 Faron Hill Rd
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Mon, Mar 30, 2020 at 1:07 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, jeffreyfrench@aol.com

Your form has a new entry. Here are all the answers.

Email address	jeffreyfrench@aol.com
Name	Jeffrey French
Home Address, Zip code	2 windrush creek east
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Mon, Mar 30, 2020 at 5:02 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, cma1101@yshoo.com

Your form has a new entry. Here are all the answers.

Email address	cma1101@yshoo.com
Name	Carol Alexander
Home Address, Zip code	63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Mon, Mar 30, 2020 at 5:42 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, dma9696@gmail.com

Your form has a new entry. Here are all the answers.

Email address dma9696@gmail.com

Name Danielle alexander

Home Address, Zip code [96 pebblebrook ln 63146](#)

Creve Coeur resident? No

Comments about why you oppose QuikTrip development @ Graeser and Olive.

I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store.

I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

Sent via [Google Form Notifications](#)

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Mon, Mar 30, 2020 at 5:59 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, dma9696@gmail.com

Your form has a new entry. Here are all the answers.

Email address	dma9696@gmail.com
Name	Joe carrera
Home Address, Zip code	96 pebblebrook ln
Creve Coeur resident?	No
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

Sent via [Google Form Notifications](#)

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

No QuikTrip @ Graeser & Olive

1 message

Barb Berger <brberger@charter.net>

Thu, Mar 12, 2020 at 8:29 PM

To: wkelly@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov

I strongly oppose a QuikTrip on the Graeser/Olive corner. There are not enough restaurants or charming shops. I am always leaving Creve Coeur to eat out and shop. More gas stations does not add anything to the city of Creve Coeur. More ugly commercial. Not enhancing the city at all!!!! Does not fit with the city's comprehensive plan. This QuikTrip will not make anyone proud of living in Creve Couer!!

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Opposition to Quik Trip Proposal

altonfamily@charter.net <altonfamily@charter.net>

Mon, Mar 30, 2020 at 12:10 AM

To: jjaggi@crevecoeurmo.gov

Cc: wkelly@crevecoeurmo.gov

Dear Jason & Whitney

Our family has been residents of Ridgecorde Place a street off of Graeser Road for a total of over 50 years. We purchased our home from family and we have been living on Ridgecorde for over 20 years. During that time there have been many changes that have taken place that have helped to enhance the area as well as property values. The biggest being the addition of the stoplight signals at both ends of Graeser that have helped make crossing Ladue or Olive safer for both pedestrians and drivers. I like that we still have the neighborhood feel along Graeser and the addition of a Quik Trip would not be a proper use of the parcel of land located at the corner of Olive and Graeser. The concerns that I have like many other residents is the amount of additional traffic that this will add to Graeser Road. Also, the fact that there already are two gas stations with convenience stores just one block away seems ridiculous and totally unnecessary to add a third one. This is making Olive starting to feel like another Manchester Road and this is the last thing that any of the residents in this area want. We want to maintain the quiet and safe integrity of this area. Please vote NO on this project and keep our streets quiet and safe for families on Graeser.

Thank-you,

Robin & Scott Alton

439 Ridgecorde Place

314-569-0969 or 314-517-5888

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Proposed QuikTrip at Olive and Graeser

Zoe Lemcovitz <zaz3@sbcglobal.net>

Sat, Mar 14, 2020 at 6:29 PM

To: "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "mayor-council@crevecoeurmo.gov" <mayor-council@crevecoeurmo.gov>

Cc: Brett Berger <bergerbrett7@gmail.com>

Dear Ms. Kelly, Mr. Jaggi, Mayor Glantz, and City Council Members:

I am writing to express my opposition to a conditional use permit ("CUP") being issued in order to allow: a QuikTrip gas station and convenience store to be built and operated at 11026 and 11004 Olive Blvd., and 825 and 827 Graeser Road ("Site"); and redevelopment of 11032 Olive Blvd.

I reside at 605 Graeser Road, about three tenths of a mile south of Olive Blvd. The requirement for a CUP for gasoline stations with convenience stores to operate within the General Commercial District, as the Site is zoned, is designed to protect against the exact situation that is before the City: an incompatible use in a residential area.

My objections to the QuikTrip CUP are as follows:

Increased Traffic

I am concerned about the traffic congestion that will result at Graeser and Olive if any gasoline station with a convenience store operates on the corner. The volume of vehicles generated by a QuikTrip on the Site will create additional hazards and headaches for residents of Graeser Road and its subdivisions.

In addition to congestion at Graeser and Olive, I am also concerned about additional traffic that will be drawn up Graeser from Ladue Road. It is not inconceivable that residents along Ladue and its subdivisions and those traveling on Ladue will use Graeser to access the proposed QuikTrip.

Noise Pollution, Light Pollution, and Environmental Contamination

The operation of a QuikTrip on the Site will bring activities that will generate more noise. QuikTrip promotes how well-lit its stations are. Undoubtedly that lighting, together with the noise, will spill over into the surrounding residential subdivisions. One needs only to drive down Oak Lake Ct., located behind the new Mobile On The Run at 11109 Olive Blvd., to experience what the presence of a gasoline station with convenience store can do to the character of a residential neighborhood. Notably, that subdivision is just outside of Creve Coeur city limits.

There is no way to prevent some environmental contamination from a gasoline operation. While the Site is no greenfield, given that for over 50 years more than one dry cleaners has operated on the Site, the contamination risks associated with a gasoline operation are exponentially greater. The mere presence of a gasoline operation gives potential buyers of the surrounding residential property a great deal of leverage that is expensive to dispute.

Property Values

It would be naïve to believe that the property values of the homes adjacent to the Site, especially those contiguous to it, will not be reduced by the presence of a gasoline station with convenience store. Creve Coeur city government touts having median home values of over \$400,000.00. Why, then, would the city government allow a project that will undoubtedly lower the values of homes at and above that metric?

Redundancy

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

The Site was occupied by businesses that served our community and the immediate neighborhood in harmony with the surrounding residential properties. Some of these businesses served Creve Coeur for over half a century. Now almost all of them have gone. And for what? A gasoline station with a convenience store within approximately 1000 feet of two other gasoline stations with convenience stores. When the competition gets too tough and one or more of them pulls out what will we be left with? An empty, environmentally contaminated former gasoline station with convenience store.

I understand that due process requires that the City review this application and proposal. It is clear that the zoning code was designed to prevent the adverse effects that will result from locating a QuikTrip on the Site. The southwest corner of Graeser and Olive is not a suitable location for any gasoline station with convenience store operation and therefore I oppose the City issuing a CUP to allow QuikTrip to build and operate on the Site.

Respectfully submitted,

Zoë A. Lemcovitz
[605 Graeser Road](#)



Whitney Kelly <wkelly@crevecoeurmo.gov>

QT at Olive and Greaser

1 message

Katharine Scott <trolleydolly@att.net>

Sun, Mar 8, 2020 at 4:55 PM

To: "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>

I strongly oppose any QT development or gas station at sw corner of Graeser and Olive.

The proposed site is adjacent to a school bus stop and a residential thoroughfare and will affect safety as well as property values both north and south of Olive.

We do not need a 24 hour gas station/convenience store.

Within one block stand two gas stations that offer what QT can offer and they both have car washes. This will only bring more congestion. Three gas stations in one block! As City Planner please don't allow this proposal to advance any further to the the Zoning and Planning Commission.

Thank you.

Katharine Scott
Concerned Citizen

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Quick Trip at Graeser and Olive

Linda Pevnick <lindapevnickmsw@gmail.com>

Thu, Mar 5, 2020 at 8:14 AM

To: wkelly@crevecoeurmo.gov

I am opposed to construction of a Quik Trip at the corner of Graeser and Olive. This is an already too busy corner because of the Walgreens. A quiet strip mall as exists is one thing, but, the very busyness of a Quik Trip is too much for what is otherwise a quiet residential area. People have trouble as it is at that corner with traffic and noise. People pulling out on Graeser/Dautel from Walgreens without stopping first, disrespectful of thru traffic frequently almost causing accidents. As a Creve Coeur business owner and resident of the Graeser/Olive neighborhood, I am very much against the approval of a Quik Trip at that location.

Linda Pevnick, MSW, LCSW



Linda Pevnick, MSW, LCSW
Individual Psychotherapy
655 Craig Road, Suite 320
Creve Coeur, MO 63141
314-567-5360

"Linda is the best therapist, the most reliable I have ever had the opportunity to work with. Vadim Baram, MD. St. Louis Psychiatrist.

**Please note that emails are not confidential. If you are sending me an email please make sure that you do not include confidential information.*

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Jason Jaggi <jjaggi@crevecoeurmo.gov>

Quick Trip at Graeser and Olive

Linda Pevnick <lindapevnickmsw@gmail.com>

Thu, Mar 5, 2020 at 8:14 AM

To: jjaggi@crevecoeurmo.gov

I am opposed to construction of a Quik Trip at the corner of Graeser and Olive. This is an already too busy corner because of the Walgreens. A quiet strip mall as exists is one thing, but, the very busyness of a Quik Trip is too much for what is otherwise a quiet residential area. People have trouble as it is at that corner with traffic and noise. People pulling out on Graeser/Dautel from Walgreens without stopping first, disrespectful of thru traffic frequently almost causing accidents. As a Creve Coeur business owner and resident of the Graeser/Olive neighborhood, I am very much against the approval of a Quik Trip at that location.

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Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Quik Trip

1 message

reon1@aol.com <reon1@aol.com>

Wed, Mar 4, 2020 at 1:03 PM

To: mayor-council@ci.creve-coeur.mo.us

Cc: mperkins@crevecoeurmo.gov, wkelly@crevecoeurmo.gov

Greetings to all,

The proposed Quik Trip at the corner of Olive Blvd and Graeser Road is a bad idea for numerous reasons.

We have all seen the large footprint that a Quik Trip requires. This large operation generates a constant daily flow of "In and out" traffic. It is just not a gas station, it is a quick shop and a fast food restaurant. The trucks and work crews that will be utilizing this operation will be constant. The traffic on Olive is already substantial, the added traffic to Graeser Road will increase dramatically in both directions. Graeser Road will be utilized as a cut through between Olive and Ladue. Our neighborhoods do not need this additional traffic for obvious reasons.

Creve Coeur does not need another gas station on Olive Blvd. There are already three gas stations between Old Olive and Shulte Road, a distance of approximately 3/4 of a mile.

Please give strong consideration to not approving this Quik Trip proposal. It is not what Creve Coeur needs.

Dick O'Neill

[150 Brooktrail Court](#)

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Jason Jaggi <jjaggi@crevecoeurmo.gov>

QuikTrip

Mildred Fabick <jrsellshomes@icloud.com>

Tue, Mar 10, 2020 at 5:39 PM

To: jjaggi@crevecoeurmo.gov

I'm a resident off N Spoede and wondering why on earth Creve Coeur wants 4 gas stations within a one mile radius. Currently we have Waterway off Old Olive, Circle K, which used to be a Shell station, and a new Mobil right across from the Circle K. IMO this area does not need another gas station and seems like the City is junking up the east corridor.

Mildred F Fabick, Jr
954 Crick Hollow Ct
St Louis, MO 63146
314-402-3678

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Stop QuikTrip @ Graeser & Olive

1 message

jun yang <yangjunboy7@yahoo.com>

Tue, Mar 10, 2020 at 2:24 PM

To: "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>

Cc: Brett Berger <bergerbrett7@gmail.com>

Dear Mrs. Kelly & Mr. Jaggi,

I wish to object to this proposal on the following grounds:

Despite all the modern health and safety guidelines QuickTrip must follow, gas stations can still pose significant hazards to neighbors, especially CHILDREN, the ELDERLY, and PEOPLE of all ages who have lung conditions such as asthma. Some of the perils include ground-level ozone caused in part by gasoline fumes, groundwater hazards from petroleum products leaking into the ground. Most gas pumps today must have government-regulated vapor-recovery boots on their nozzles, which limit the release of gas vapors while you're refueling your car. But if those boots aren't working properly, the nearly odorless hydrocarbon fumes, which contain harmful chemicals like benzene, can be released into the air.

What's more, a 24-HOUR gas station and convenience store at the proposed location will draw heavier traffic, conducive to drugs, violence and crime, therefore threatening the safety of our CHILDREN and COMMUNITY. Children being picked up and dropped off by school buses will be in additional danger. A 24-HOUR operation right at the entrance of Cress Creek neighborhood loses a fundamental appeal associated with any desirable communities leading to an inevitable decline in property value and/or attraction. This will 'Cheaper' the neighborhood. More and more cities realized the problems caused by 24-HOUR gas station and imposed restrictions on existing 24-HOUR gas stations.

We strongly believe there is NO need for another gas station as there are currently four gas stations within 2 miles radius along Olive Blvd. We are a quiet CHILD FRIENDLY neighborhood and wish to remain this way!

All the best,
Yang Family
8 Winfield pointe lane

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Bringing a New Generation to Creve Coeur

QuikTrip's Brand of Excellence

- QuikTrip: #1 in the C-Store Industry
 - 2014, 2015, & updated in 2017 Market Source Survey
 - 2019 CDP Mystery Shop #1 Ranking
 - QuikTrip #1 out of 45 nationwide chain retailers
 - Cleanliness, friendliness, great service, merchandise selection, merchandise price & atmosphere
- Fortune's "100 Best Company to Work For" 17 years
- Forbes Top 100 Privately Held Companies for over 17 years
- People magazine's "Companies That Care" - 2 years
- Privately Held Corporation – Family & Employee Ownership
- No franchisees

QuikTrip's Employees

Top pay for top people!

- Average starting salary for entry level assistant manager is over \$50,000
- Starting pay for part time clerk is \$11.00 per/hr
- Store Manager salaries on average \$89,000/yr
- Bonuses given to employees for customer service, profit, and attendance
- Under 20% turnover rate
- No employee has ever been laid off in the history of the company
- 6 full-time & 10+ part-time employees per store
- Health Benefits available for all employees, including part-time employees
- Tuition Reimbursement programs
- Full Time employee profit sharing and 401k

QuikTrip's Community Impact

- New jobs
- Increase in tax revenue
- QuikTrip contributes 5% of its profits to local community charitable organizations
- QuikTrip is a National Safe Place location for endangered youth

QuikTrip's Guarantee

Our promise to our customers is simple...

we *guarantee quality* in everything we do or sell.

Quality in everything...

- | | | |
|-------------------|--------------------|----------------------|
| ✓ Fresh Food | ✓ Customer Service | ✓ Frozen Treats |
| ✓ Coffee | ✓ Grab 'n Go items | ✓ Roller Grill Items |
| ✓ Gasoline | ✓ Fresh Brewed Tea | ✓ Fresh Pastries |
| ✓ Clean Restrooms | ✓ Security | ✓ Appearance |







Attachment: Applicant's PowerPoint 6-1-2020 (Application #20-002 & #20-010: QuikTrip













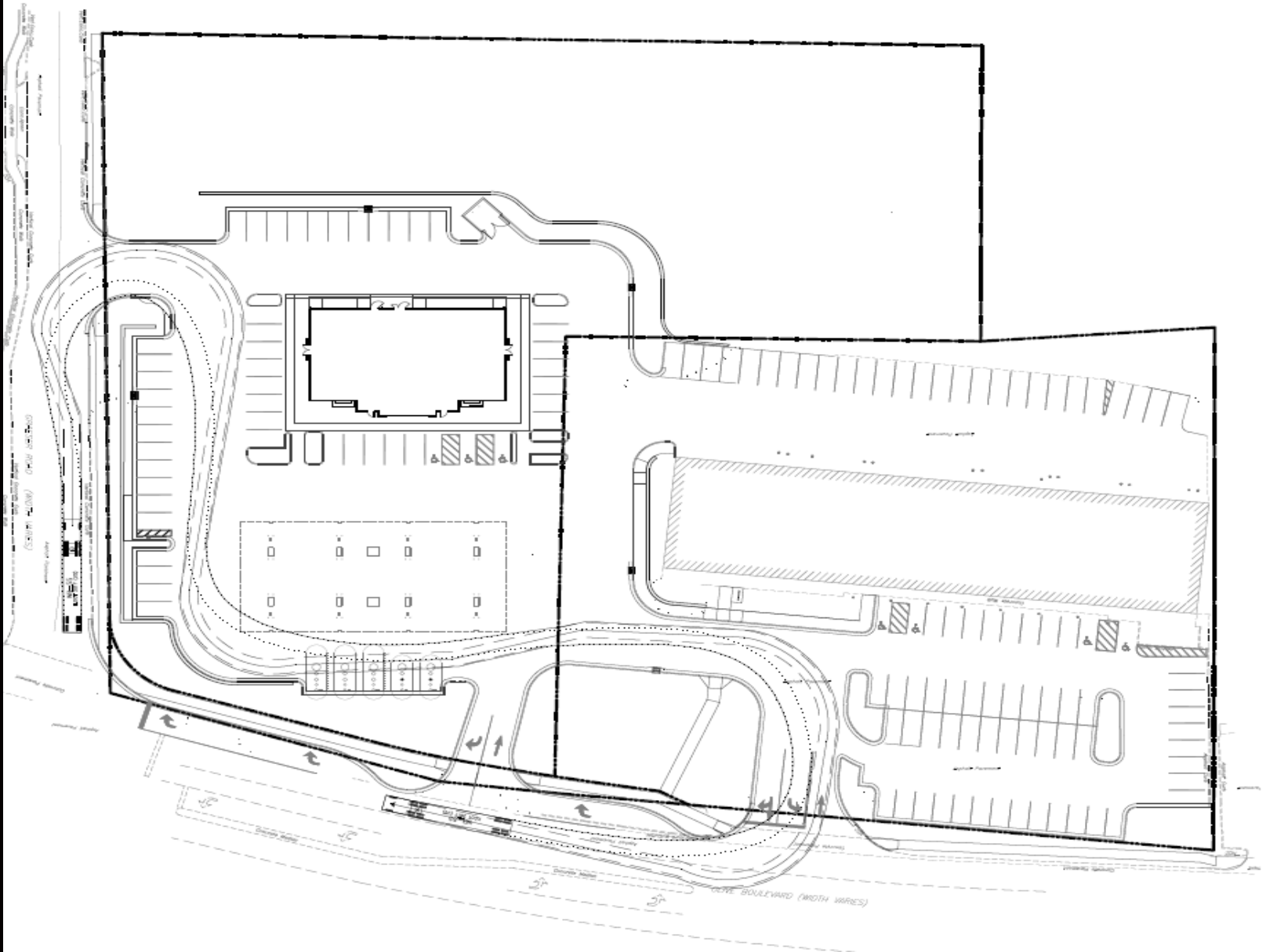


Site Distances

- The proposed development currently meets or exceeds all building setbacks and landscaping buffers.
- Landscape buffer in rear = 91 feet
- Distance from fuel pump to closest property line = 265 feet
- Distance from fuel tanks to closest property line = 310 feet

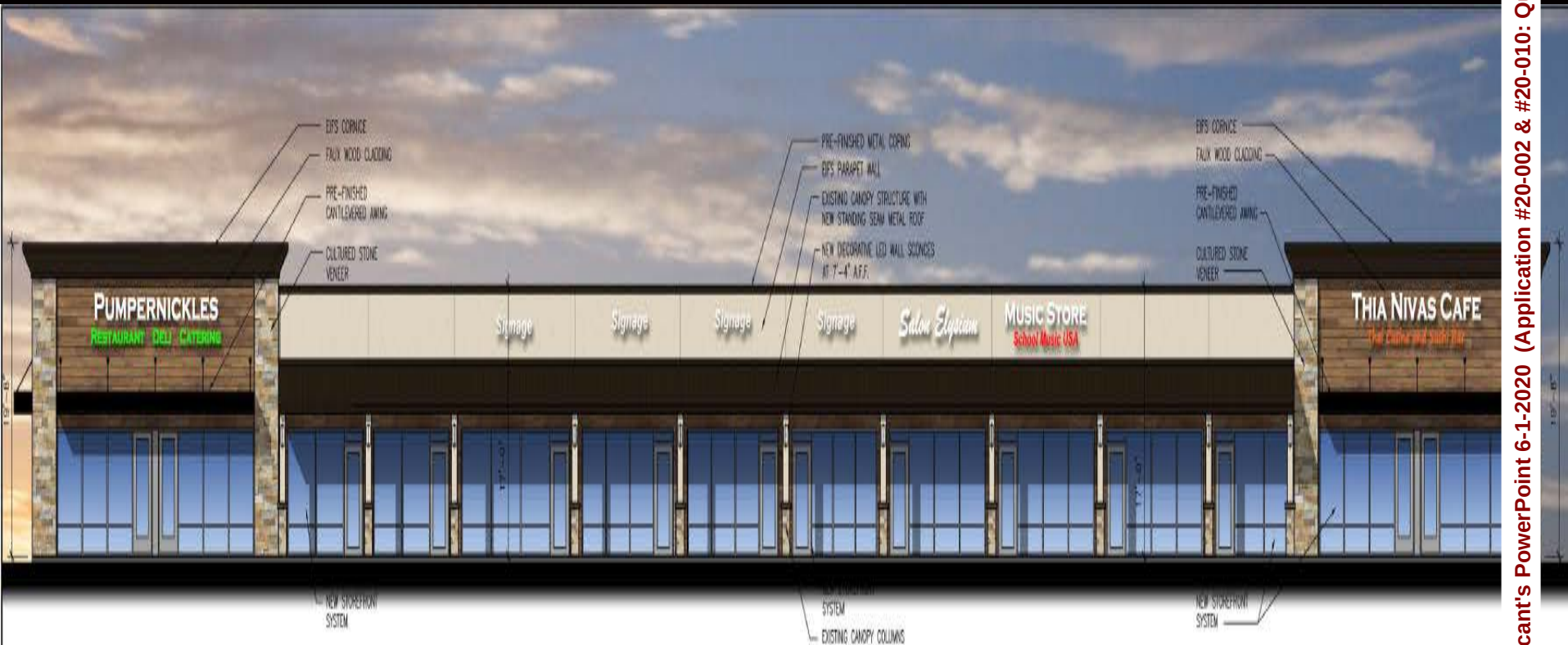
Site Circulation

- QT stores are all designed for onsite circulation of vehicles ranging from pedestrian vehicles to delivery vehicles.
- Critical vehicle to design for is the Fueling Tanker.
- Anticipated approach from the East on Olive and enter the site from Graeser Road.
- Exit the site onto Olive heading East.



Site Storm Water Management

- The development will follow all regulations set forth by Metropolitan St. Louis Sewer District (MSD)
- Site runoff will be captured, treated and detained in a Bioretention Basin and Detention Basin.
- Storm Water will be mitigated to match pre-development conditions
- Storm Water Management includes water volume reduction.



[illegible][illegible]

BAALMAN
ARCHITECTS

4020 E. 1st Ave.
Denver, CO 80202
Tel: 303.733.1234
Fax: 303.733.1235
www.rockwell.com

New Exterior Alterations for:
Olive Retail Center
111034 Olive Blvd.
St. Louis, Missouri 63141

DATE	ISSUE	RA
1-28-2025	ISSUED & FORWARDED	
2-2-2025	DELIVERED FOR COMMENTS	
3-2-2025	RECEIVED FOR CMT	

Michael J. Rossmann
ARCHITECT

PROJECT MANAGER: JO
CONSTRUCTION: JO

PROJECT NUMBER
19061
January 29, 2000

D-45ET
A1
EXTERIOR
ELEVATION
STUDY

PROPOSED REVITALIZATION OF THE EXISTING 15,024 SF SHOPPING CENTER
11032 - 11056 OLIVE BLVD., CREVE COEUR, MO 63141

DESCRIPTION

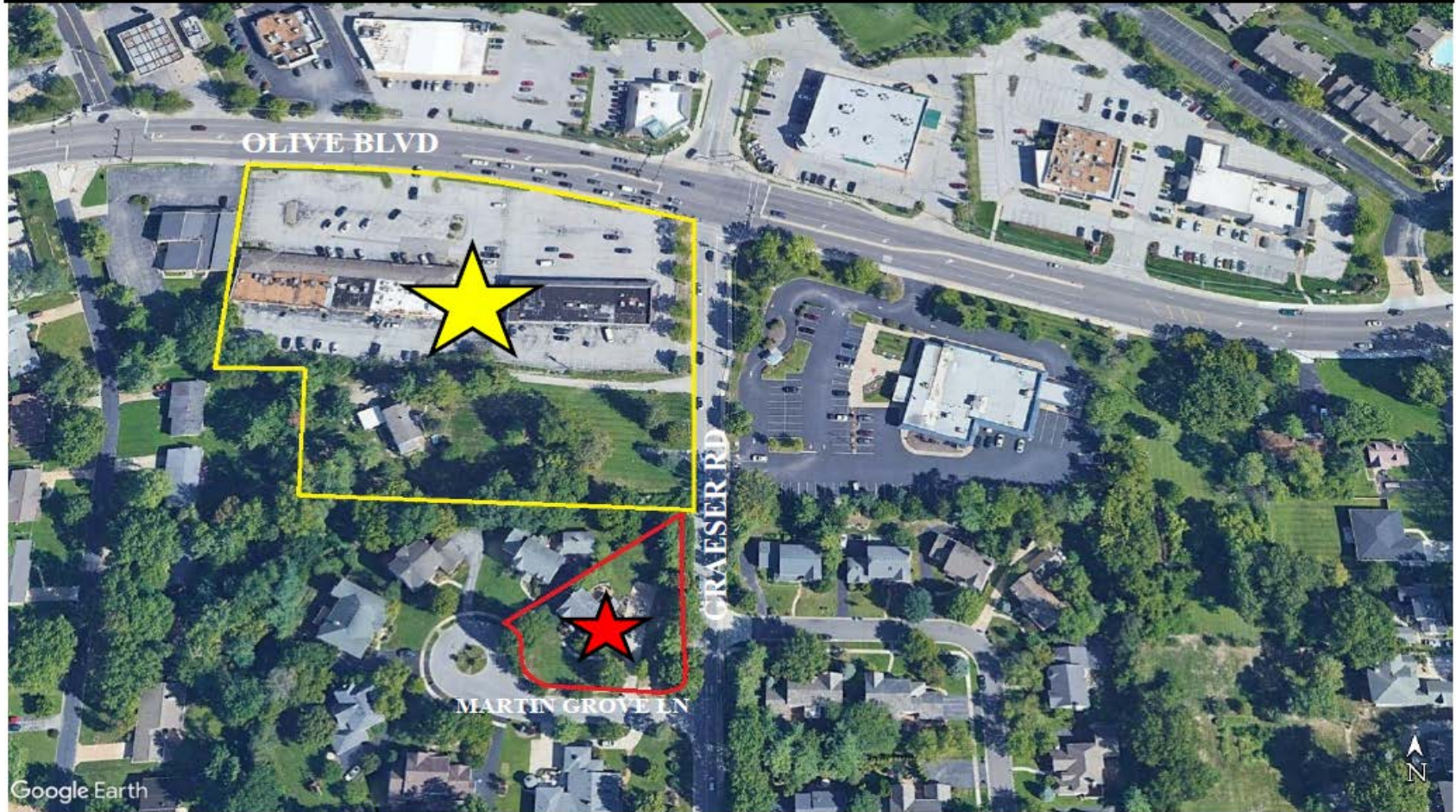
- 15,024 SF multi-tenant strip center built in 1967
- 37% or 5,580 SF is unoccupied
- Current tenants include Pumpernickel's, Support Innovations, Inc., Salon Elysium, LLC and School Music USA
- The center is in below average condition and considered obsolete - time has passed it by
- We are proposing to revitalize the existing shopping center in conjunction with a QuikTrip store set to anchor the overall project
- Sidewalks, cross access and parking agreements with the neighboring QuikTrip will be put in place for the benefit of the shopping center, its tenants and customers
- The revitalization of the shopping center will enhance the existing tenant's experience, its customers and serve to attract new tenants to the center and Creve Coeur
- The revitalization of the shopping center will better represent Creve Coeur, contribute to the community, enhance property values and generate sales tax
- *Mike Baalman with Baalman Architects to discuss the shopping center improvements and design*
(Next Slide of Shopping Center Renderings)

**RECENT SINGLE-FAMILY HOME SALE IN MARTIN GROVE LANE
11003 MARTIN GROVE LANE, CREVE COEUR, MO 63141**

DESCRIPTION

- The residents attending the February 18, 2020 neighborhood meeting raised a concern regarding the negative impact a QuikTrip store would have on home values in the immediate area.
- Additionally, and in conjunction with the above concern, a specific reference was made to a house in Martin Grove Lane which had recently gone under contract, fallen apart, and could not be sold because of the proposed QuikTrip.
- QuikTrip was concerned about the issue neighbors raised as it had not experienced declining home values as a result of its stores locating near residential in the past.
- QuikTrip asked that our team investigate the Martin Grove Lane transaction and as a result we discovered the following:
 - ⇒ Based on our findings, the house referenced by the neighborhood pertained to 11003 Martin Grove Lane. 11003 Martin Grove Lane was put on the market on or about November 11, 2019 with an asking price of \$699,900. Per our conversation with the listing agent, there was lots of interest in the home and it went under contract very quickly. The buyer became aware of the proposed redevelopment that was to take place at the existing commercial properties bordering 11003 Martin Grove Lane and as a result the buyer terminated the contract. Shortly thereafter the property was contracted for and sold to a different buyer in January of 2020 for \$735,000. The Sale Price was \$35,100 over the listed price. Total days on the market was approximately 63 days and the sale set a new high sale price for Martin Grove Lane.
- *See Next Slide Depicting Location of House in Relation to Proposed QuikTrip and Shopping Center Redevelopment*

RECENT SINGLE FAMILY RESIDENTIAL SALE COMP IN MARTIN GROVE LANE
11003 MARTIN GROVE LANE, CREVE COEUR, MO 63141



Google Earth

- ★ PROPOSED REDEVELOPMENT SITE
- ★ 11003 MARTIN GROVE LN

**RECENT SINGLE-FAMILY HOME SALES IN CLOSE PROXIMITY TO THE NEW MOBIL ON THE RUN
NEW MOBIL ON THE RUN AT 11117 OLIVE BLVD., CREVE COEUR, MO 63141**

Below is a list of single-family homes located near the new Mobile on the Run Site which were sold in the last two years as of May 27, 2020, as reported by St. Louis County and/or the St. Louis MLS.

Address	Parcel Locator:	Distance from Mo- bile on the Run Site (Approximate)	Sale Date #1	Sale Price #1	Sale Date #2	Sale Price #2
925 SCHULTE RD	17N540244	< 60 Ft.	09/12/2018	\$135,000	06/03/2019	\$229,900
944 SCHULTE RD	17N540420	< 420 ft.	09/12/2017	\$158,600	03/31/2020	\$193,800
11121 OAK LAKE CT	17N530443	< 200 ft.	07/18/2012	\$155,000	02/20/2018	\$220,000
11130 OAK LAKE CT	17N530971	< 200 ft.	06/03/2015	\$207,500	08/08/2018	\$249,000
1000 LEISURE LANE	17N530751	< 750 ft.	02/20/2014	\$159,900	04/16/2020	\$278,000
11125 PAM LANE	17N530704	< 530 ft.	11/15/2019	\$131,000	4/13/2020	\$280,000
905 WOODSHIRE LN	17N530092	< 390 ft.	04/26/2016	\$185,000	05/22/2019	\$333,000
901 WOODSHIRE LN	17N510588	< 660 ft.	07/26/2016	\$328,000	08/02/2019	\$350,000
826 MARY MEADOWS LN	17N520422	< 720 ft.	09/16/2016	\$315,000	03/22/2019	\$350,000
811 MARY MEADOWS LN	17N520323	< 875 Ft.	07/12/2012	\$205,000	05/13/2019	\$278,000

Lee Cannon, PE, PTOE

- Principal, Senior Traffic Engineer with CBB
- 26 Years Experience
- Lives and Works in the Area
- Completed Dozens of Projects in and around Creve Coeur
 - Hired by City of Creve Coeur to Complete Craig Road Corridor Study
 - Walgreens – Aligned and Signalized Graeser/Dautel
 - 39North Master Plan
 - Mercy Hospital Campus – Ring Road and Conway Signalized Main Entrance
 - Monsanto (Bayer) Campus
- Serves as Third-Party Traffic Engineer for several area Cities
 - Brentwood, Clayton, Ladue, O'Fallon IL
- Very familiar with QT operations





- Traffic and Transportation Engineers and Planners
- Headquartered in Creve Coeur
- Recognized Experts in their highly specialized field

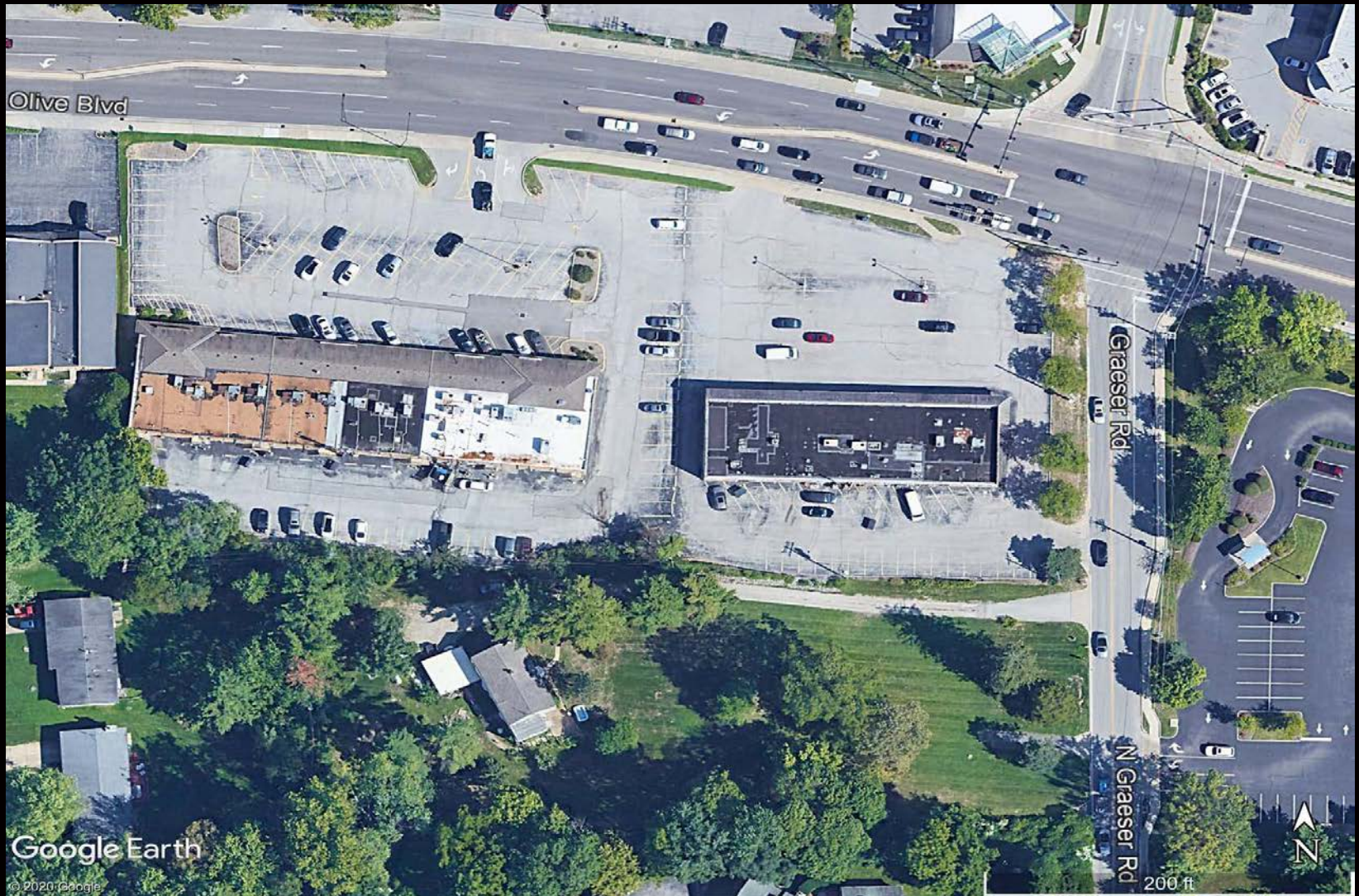
What is a Traffic Impact Study?

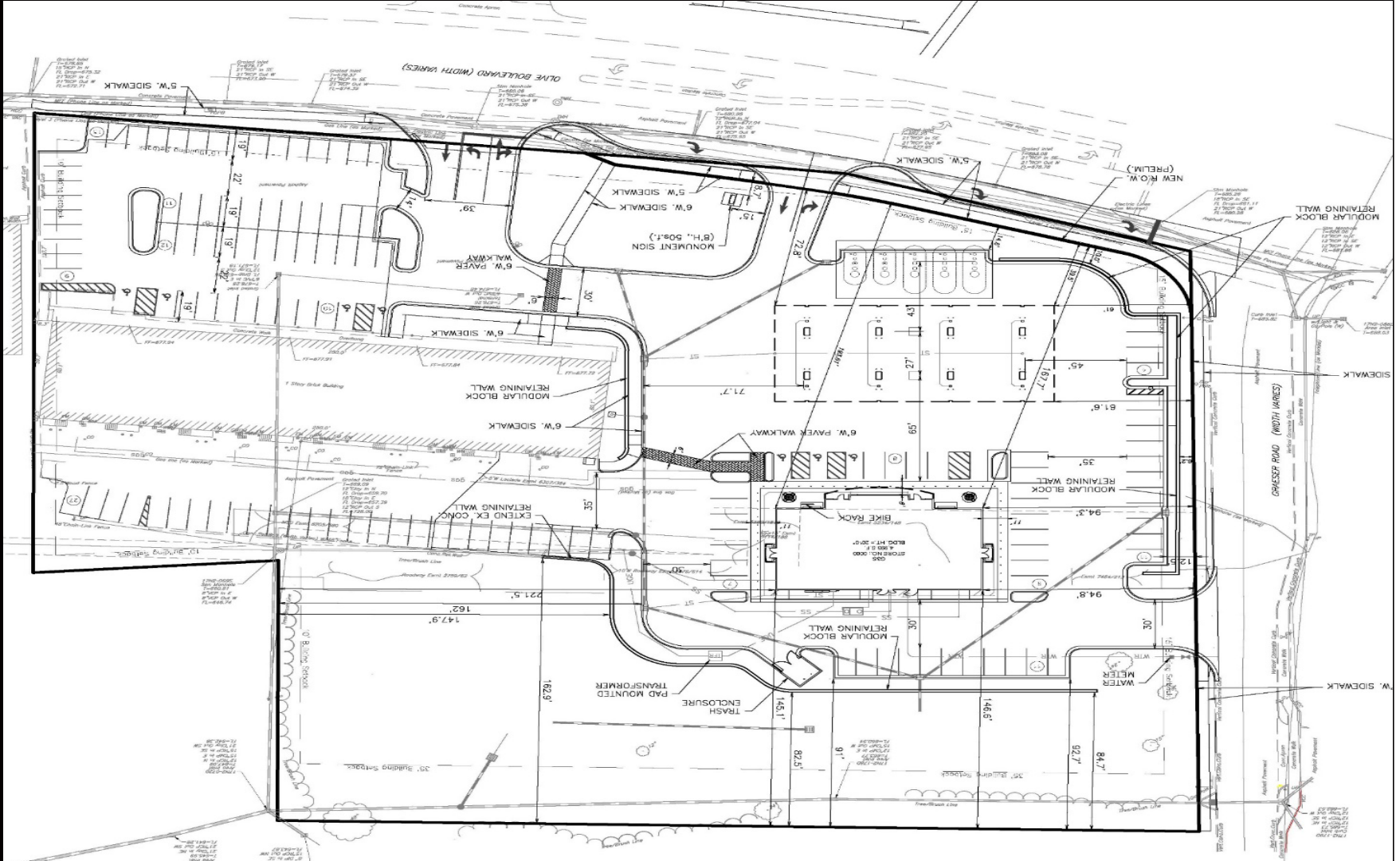
- If approved, built and successful, most new developments will generate more traffic
- That added traffic has some level of impact
- A traffic study determines the current operating conditions, projects future operating conditions and compares the two to determine the level of impact.
- If the impacts are large or detrimental, mitigating measures are investigated.
- Ultimately, the traffic study recommends improvements that will allow the proposed development to be accommodated; i.e., what is needed to make the traffic work.

QuikTrip Traffic

- Up to 75% of their visitors are pass-by trips (already on Olive)
- New traffic typically 75-85 vph total in each peak hour (40-45 in and 35-40 out)
- Strong pedestrian connections to existing sidewalks to accommodate walk-in trips
- Fully ADA compliant facilities

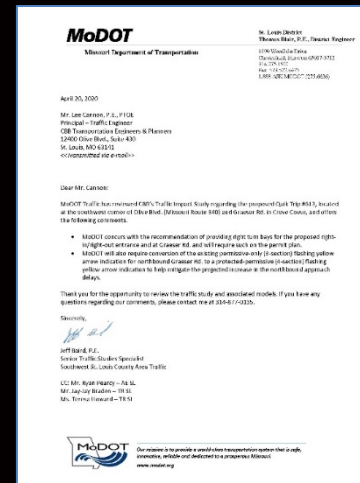
Current Conditions





Traffic Impact Study Process

- Scoping with City and MODOT staff – July 10, 2010
- CBB's Traffic Impact Study – report dated January 13, 2020
- MoDOT Review
 - Acceptance Letter Dated April 20, 2020
 - Two Requirements – Both will be included in project.
- City Staff and Third-Party Engineer (GBA) Review
 - Letter Dated April 14, 2020
- Response to Comments
 - QT updated site plan
 - CBB Letter Dated May 26, 2020
 - CBB Follow-Up Letter Dated May 28, 2020

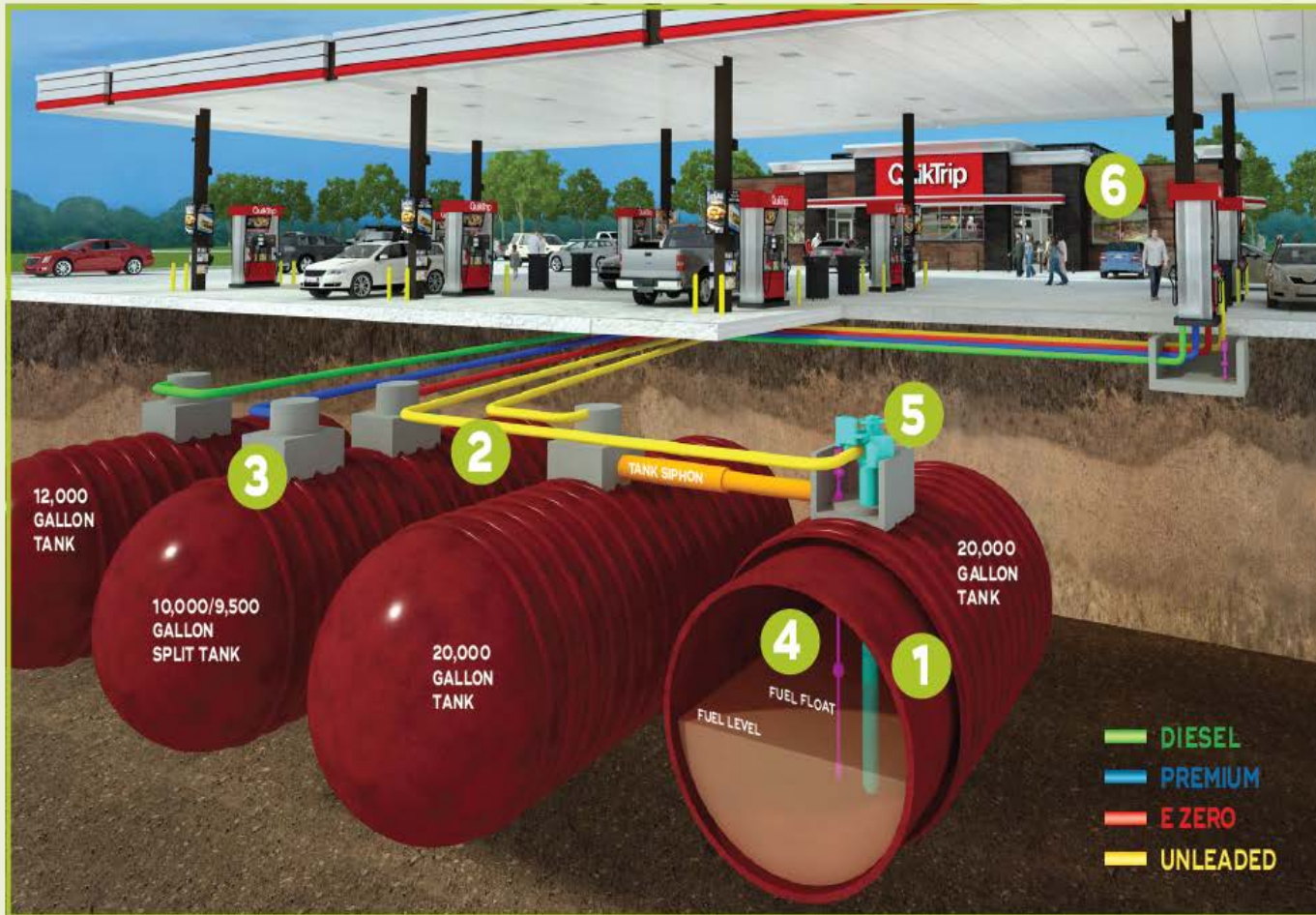


Recommendations

- Improvements
 - New eastbound right-turn lane on Olive at Graeser
 - New eastbound right-turn lane on Olive at reconstructed QT driveway (RIRO)
 - Closes one driveway on Olive closest to Graeser
 - Improved on-site configuration of shared driveway reduces conflicts on Olive
 - New sidewalk along west side of Graeser
 - Signal head change adds protected green arrow for NB Graeser
 - Graeser driveway moved further away from Olive

Conclusions

- The mitigating improvements shown on the current site plan effectively offset the impacts of the expected traffic increases.
- Pedestrian facilities and connections will be much improved with the new sidewalk on west side of Graeser and the new site connector to Olive.



1 DOUBLE-WALL FIBERGLASS TANKS WITH LEAK SENSORS



2 DOUBLE-WALL, FIBERGLASS PIPE



3 TRANSITION AND DISPENSER SUMPS WITH SENSORS



4 AUTOMATIC TANK GAUGES (ATG PROBE)



5 VARIABLE SPEED SUBMERSIBLE TURBINE PUMPS



6 TANK GAUGE MONITORING SYSTEM LOCATED IN STORE



FUEL

STATE-OF-THE-ART FUEL SYSTEM

- QuikTrip's cutting-edge fuel system includes several redundant leak prevention and monitoring systems. This system is designed with state-of-the-art interstitially monitored double-walled fiberglass piping installed to minimize joints. Additionally, underground sumps equipped with liquid sensors and a duplicative leak detection monitoring system are used to identify potential leaks in real time.
- The graphic representation provided on this page is a cross-sectional view of the QT fuel system, which is considered the gold-standard in our industry for protecting the environment while providing the finest quality fuel to our customers.

TOP TIER™ GASOLINE

- QuikTrip customers receive higher detergent additives compared to non-Top Tier retailers offering only the minimum EPA required detergent. Top Tier additives help prevent the buildup of harmful engine deposits which may reduce fuel economy and optimal engine performance. QuikTrip Gasoline is guaranteed not to harm engines.

RENEWABLE FUELS

- QuikTrip's fuel offer includes renewable fuels in the form of ethanol blended gasoline and biodiesel. These safer, cleaner-burning fuels significantly reduce carbon emissions and the dependency on fossil fuels.

REDEVELOPMENT

Over half of the sites redeveloped by QuikTrip have had some form of pre-existing environmental contamination. Through store-development processes, QuikTrip makes continuous efforts to properly manage existing contamination, which in turn helps to reduce potential impacts to human health and the environment.

- QuikTrip has remediated and redeveloped scores of contaminated properties through new store development. Working with state environmental regulatory agencies through their respective Brownfield or Voluntary Cleanup Programs, soil and groundwater have been cleaned up through extensive site characterization, risk evaluation, and contaminant removal activities.

The following scenarios are recent examples of QuikTrip's commitment to reducing environmental impact and holding true to our Core Value of ***Doing the Right Thing.***

BROWNFIELD REVITALIZATION

- **Store #1045** – Partnering with the North Carolina Department of Environmental Quality, QuikTrip transformed a site contaminated with metals and petroleum where a former cotton gin, scrap metal junkyard, and lumberyard existed dating back to the late 1800's.
- **Store #1140** – Partnering with the South Carolina Department of Health and Environmental Control and the Environmental Protection Agency, QuikTrip remediated a site contaminated with pesticides, petroleum, and metals where a former auto body repair shop previously operated (see photos below).



Before



After

ENERGY CONSERVATION

CONSERVING ENERGY IS THE RIGHT THING TO DO

- The current QuikTrip store is 100% LED outside and 95% LED inside, and we're currently examining ways to retrofit older stores to LED.
- QuikTrip changed the refrigeration spec on new stores from individual rooftop units to a comprehensive rack spec in 2015 and gained a 20% reduction in energy use.

- QuikTrip currently uses a Building Management System in all of our facilities to monitor, alarm, and control: lighting, heating/cooling, refrigeration, cooler-door anti sweats, and exhaust fans.

The energy savings paid for the new system within two years, but the real value was the visibility into our systems. We remotely monitor equipment performance, and quickly react to issues creating even more energy savings.

QUIKTRIP'S STRATEGIC ENERGY PLAN

43,857,000 KW Hours Saved Annually
Equivalent to 30,305 Metric Tons of CO₂

EMCS

- Installed Energy Management Control Systems in all QT stores.

REFRIGERATION

- High-efficiency fan motors for walk-in coolers
- High-efficiency compressors for fan motors

LIGHTING

- LED lights: walk-in coolers, gas canopies, bathrooms, and signs
- Neon red stripe on gas canopies to LED
- Retrofit store fluorescent lighting from 32W to 28W
- Retrofit warehouses and commissaires to high-efficiency fluorescent lighting.
- Change specification for exterior lights from 400W to 320W.



QT's energy savings initiatives significantly reduces the Company's carbon footprint. The reduction in carbon dioxide is equivalent to:



CARBON SEQUESTERED BY:
 6,462 acres of pine forest
 777,051 tree seedlings
 300 acres of deforestation

or



CO₂ EMISSIONS FROM:
 5,942 passenger vehicles
 3,397,422 gallons of gasoline

or



ANNUAL CO₂ EMISSIONS FROM:
 Electricity used by 3,678 homes
 Energy used by 2,575 homes

WASTE CONSERVATION

1,669 TONS
in 2018



BIG FIVE RECYCLABLE MATERIALS

paper • glass • cardboard
plastic • aluminum

IN 2018, QT's RECYCLING EFFORTS OF THE BIG FIVE CONSERVED OR AVOIDED THE FOLLOWING

TREES

Mature
18,227



enough timber to produce
225,811,658
sheets of newspaper

LANDFILL AIRSPACE

Cubic Yards
6,525



annual municipal
waste disposal of
8,380
people

ELECTRICITY

KW HR

3,648,647



enough power to
fulfill annual needs of
348
homes

WATER

Gallons

9,685,630



enough fresh water to
meet the daily needs of
129,141
people

GREENHOUSE GAS EMISSIONS

Metric Tons of CO₂

3,853

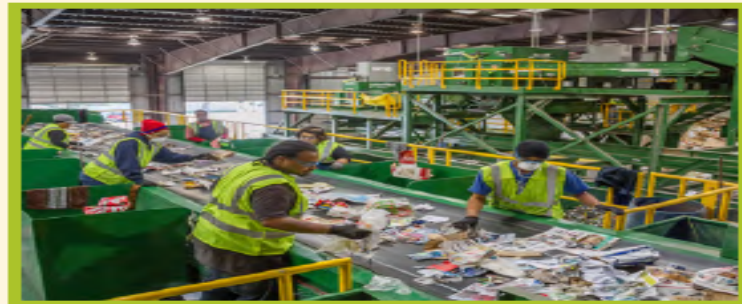


From recycling cardboard packaging in Arizona to complete waste stream separation in Tulsa, waste recycling occurs at hundreds of QuikTrip stores spanning across multiple divisions.

QuikTrip Strives To Repurpose Building Materials

Upon the closure of each QuikTrip site, our inventory of reusable building materials and equipment is either sent to another store for reuse or is sold. Items include refrigeration units, cabinets, countertops, checkstands, gasoline dispensers, and various pieces of equipment. This "dequip" process helps divert demolition debris bound for disposal at the landfill and preserves resources through reuse.

During site redevelopment, QuikTrip looks to implement best construction management practices by balancing site grades for less haul-off, and reusing concrete, excavated soils and rock, and minimally impacted soils. These practices help minimize waste streams leaving the site along with saving fuel and reducing emissions from trucks and material sent to landfills for disposal.



All trash generated at QT stores in Tulsa is sent to a materials recycling facility (MRF) where plastic, glass, metal, cardboard, and paper products are separated for recycling.



Non-recyclable trash residue from the MRF is sent to American Environmental Landfill where methane gas is captured from decomposing waste. This methane gas powers generators delivering electricity to a power plant serving a nearby community of 20,000 people.

A Couple of Items to Note

- TDD Participant
- Delivery Times
- Already 2 gas stations in the area
- QuikTrip is in the convenience store business - adaptable

Crime

QuikTrip's #1 asset is the person behind the counter

- Interior store layout
- Exterior store environment
- Location
- Convenience store type
- Ownership
- Staff number
- Cash-control procedures
- Operational hours

**APPLICATION TO PLANNING AND ZONING
COMMISSION #20-002 & #20-010: BOUNDARY
ADJUSTMENT, SITE DEVELOPMENT PLAN AND
CONDITIONAL USE PERMIT FOR QUIKTRIP GAS
STATION WITH CONVENIENCE STORE AT 11004,
11026, AND 11032 OLIVE BOULEVARD AND 825 AND
827 GRAESER ROAD, AND THE REDEVELOPMENT OF
THE ADJACENT RETAIL CENTER AT 11032 AND 11056
OLIVE BOULEVARD**

PUBLIC HEARINGS
JUNE 1st AND 3rd, 2020



HAMILTON
WEBER LLC

Conditional Use Permit Standards

The City Council shall approve a conditional use only if it finds that the application and evidence presented clearly indicate that the proposed conditional use:

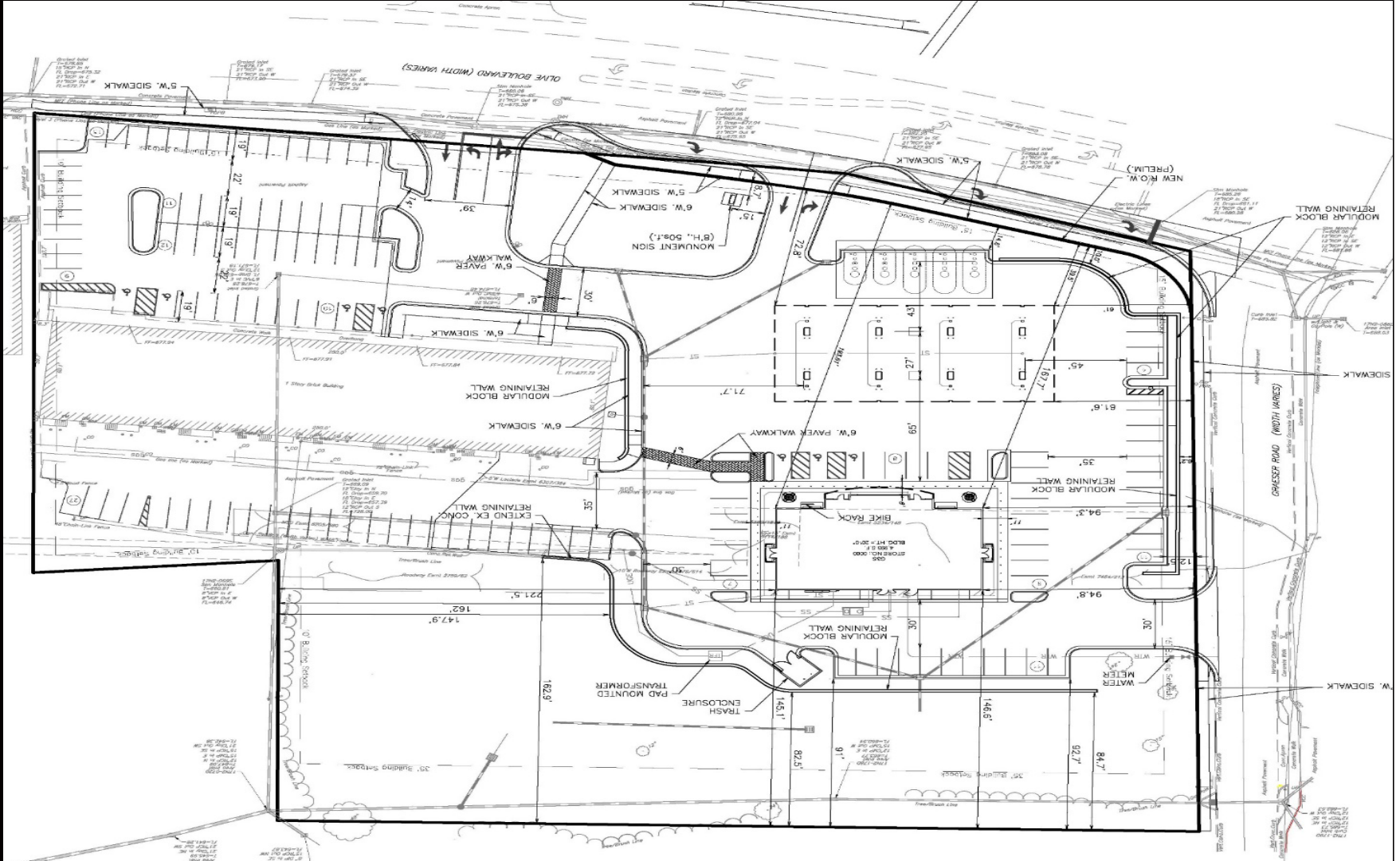
1. Complies with all other applicable provisions of Chapter 405 including environmental performance standards, the criteria in 405.470, and the standards regarding yard and setback, parking and loading areas, screening and buffering, refuse, storage and service areas and signs.
2. Will contribute to and promote the community welfare and convenience at the specific location.
3. Will not cause substantial injury to the value of neighboring property.
4. 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, unless good cause exists for deviation there from.
5. Will provide, if applicable, erosion control and on-site stormwater detention in accordance with the standards contained in Chapter 405.
6. 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.

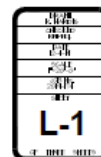
Section 405.1070(E), Code of Ordinances, City of Creve Coeur, Missouri

Thank You!

We welcome your
questions and feedback









Planning and Zoning Commission Public Hearing June 1, 2020

Applications 20-002 & 20-010: Conditional Use Permit, Site Development Plan and Boundary Adjustment

QT Gas Station and Convenience Store
1004, 11026, 11032 Olive Boulevard; 825 and 827 Graeser Road

Renovation of Adjacent Retail Center
11032 and 11056 Olive Boulevard

Jason Jaggi, AICP Director of Community Development
Whitney Kelly, AICP City Planner

STAFF REPORT PRESENTATION OUTLINE

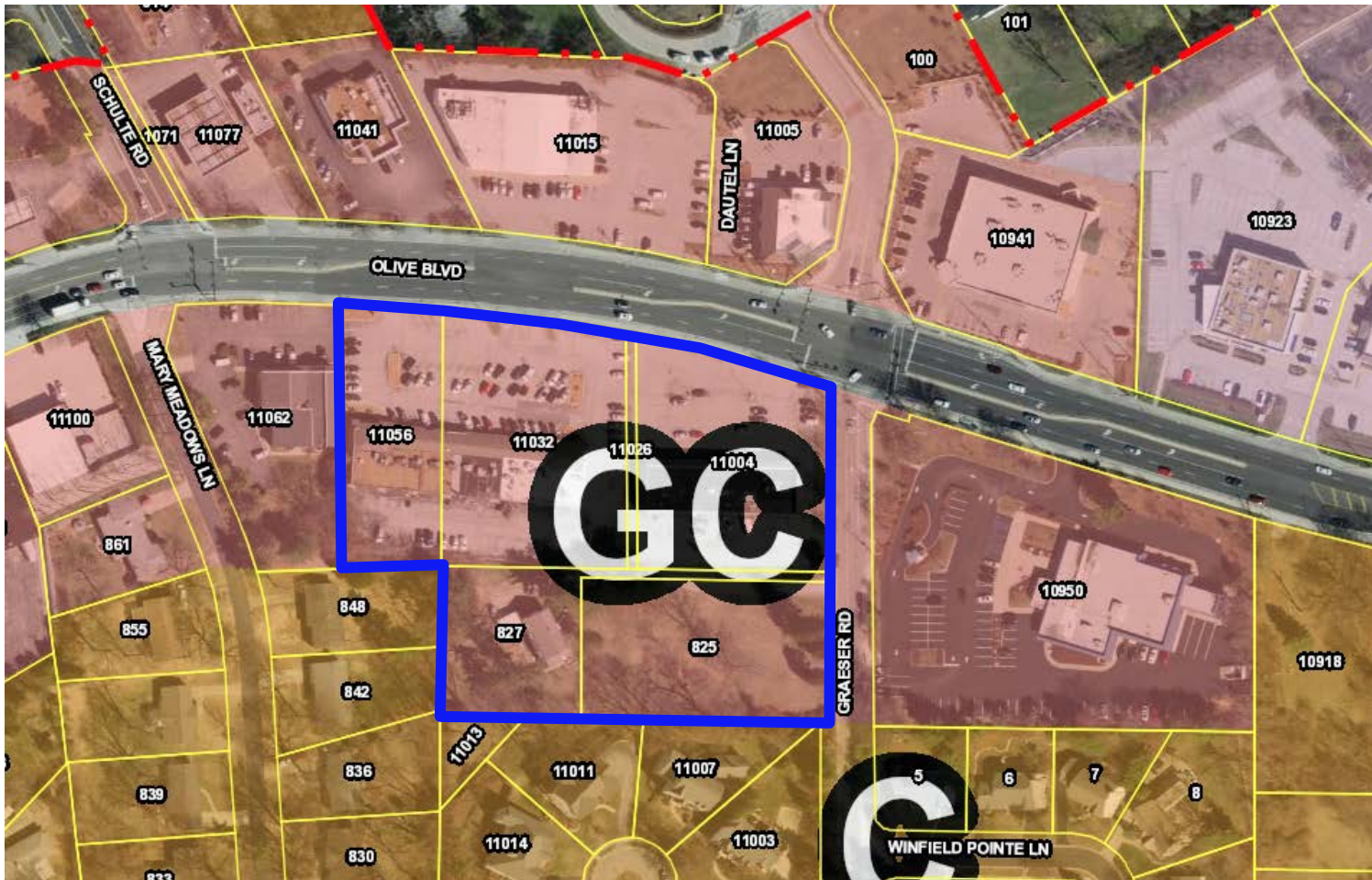
- **Location, Zoning Ordinance Review Process, Summary of Proposal**
- ***Creve Coeur 2030* Comprehensive Plan review**
- **Creve Coeur Design Guidelines review**
- **Zoning Ordinance review**
- **Traffic Impact Study**
- **Summary of items for further discussion**



Background Information

Zoning Ordinance Review Process and Summary of Proposal

LOCATION OF PROPOSED DEVELOPMENT



- Southwest corner of Olive and Graeser
- Includes 6 total parcels of land
- All zoned GC-General Commercial District
- Total site area: 4.43 acres

ZONING ORDINANCE PROCESS AND PROCEDURES

- **Allowed land uses are listed as “permitted” (by-right) or “conditional” based upon zoning district classification of the property.**
- **Gasoline Stations with Convenience Stores (NAICS 44710) are listed as a Conditional Use in the GC-General Commercial District**
- **Conditional Use Permit (CUP) requires a public hearing with review and recommendation by Planning and Zoning Commission to City Council.**
- **City Council makes final decision for CUP’s by ordinance with two readings.**
- **Planning documents used for review of development proposals, including CUP’s:**
 - **Comprehensive Plan—Creve Coeur 2030**
 - **Zoning Ordinance**
 - **Creve Coeur Design Guidelines**
 - **Other ordinances, plans, studies (Traffic Impact Study, Pedestrian Plan, Land Development and Subdivision Code, etc.)**

-
- The site plan illustrates the layout for Lot 1 and Lot 2. Lot 1, located at the intersection of Graeser Rd. and Olive Blvd., contains a 'Retail Building' and several parking spaces. Lot 2, situated to the east of Lot 1, also features a 'Retail Building' and additional parking. The plan includes detailed dimensions for setbacks, building footprints, and parking areas. Key features include a '30' Building Setback' along Graeser Rd., a '10' Building Setback' along Olive Blvd., and various internal setbacks. The plan also shows a 'TRASH ENCLOSURE', 'PAD MOUNTED TRANSFORMER', 'WATER METER', 'MODULAR BLOCK RETAINING WALL', '6"W. PAVER WALKWAY', and a 'MONUMENT SIGN (8'H., 50x1.)'. A north arrow is located in the upper right corner, pointing towards the top of the page.



Comprehensive Plan Review

CREVE COEUR 2030—COMPREHENSIVE PLAN REVIEW

- **Located within East Olive Corridor**
- **Vision:**

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.

CREVE COEUR 2030—COMPREHENSIVE PLAN REVIEW

■ **Neighborhood Commercial District Place type:**

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.

CREVE COEUR 2030—COMPREHENSIVE PLAN REVIEW

- **Objectives and Strategies (City-wide)**
- **Placemaking & Community Identity**
 - 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), as well as under Residential Development & Preservation, Strategy 2.9: Protect residential areas from negative encroachment of non-residential uses.
- **Economic Growth and Community Services**
 - 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.
 - Strategy 3.7: Guide regional retail and services (serving as a destination amenity) to the Community Center District area.

CREVE COEUR 2030—COMPREHENSIVE PLAN REVIEW

■ Objectives and Strategies (City-wide) Con't

■ Transportation, Connectivity & Mobility

- Strategy 6.2: Enhance the safety of existing bicycle and pedestrian facilities, including safe pedestrian crossings of major roads
- Strategy 6.4: Use environmental design, operations, and management to reduce vehicular congestion on Olive Boulevard.
- Strategy 6.7: Promote vehicular cross-access between commercial parking lots to facilitate shared parking, reduce access points along commercial thoroughfares, improve traffic flow, and provide access to secondary streets.

■ Community Sustainability & Resilience

- Strategy 7.1: Facilitate the development of community-supportive retail and services to ensure long-term community vibrancy and resilience.

CREVE COEUR 2030—COMPREHENSIVE PLAN REVIEW

■ **East Olive Corridor Recommendations:**

- Orienting buildings to the primary street, establishing uniform setbacks for buildings, allowing convenient parking while encouraging shared parking with cross access, creating a pedestrian-friendly environment with outdoor dining and retail site amenities and establishing well landscaped frontages. Sufficient buffering adjacent to residential areas, reducing curb-cuts, and supporting low-impact site development
- Development challenges inherent with the East Olive corridor. 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

CREVE COEUR 2030—COMPREHENSIVE PLAN REVIEW

■ **Compatibility with Comprehensive Plan:**

- Staff finds the proposal embodies many of the recommendations of the comp plan:
 - Provides neighborhood service businesses with appropriate scale: smaller retail building, gas station and convenience store. Redevelopment of aged retail center that caters to local neighborhood businesses.
 - Improved streetscapes: well-landscaped with sidewalks
 - High quality design and materials and appropriate positioning of buildings toward Olive Boulevard
 - Significant buffering adjacent to residential areas. Especially important due to proposed use.
 - Pedestrian circulation within and adjacent to development
 - Reduction of curb-cuts, cross-access, shared parking provided
 - Traffic mitigation proposed to reduce congestion associated with higher use. More analysis required for final assessment



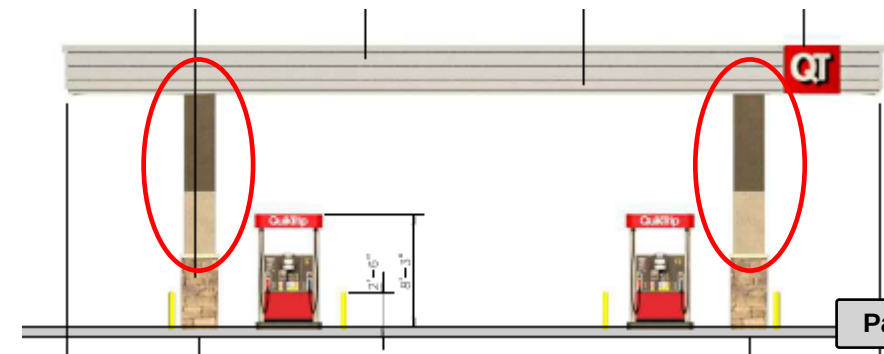
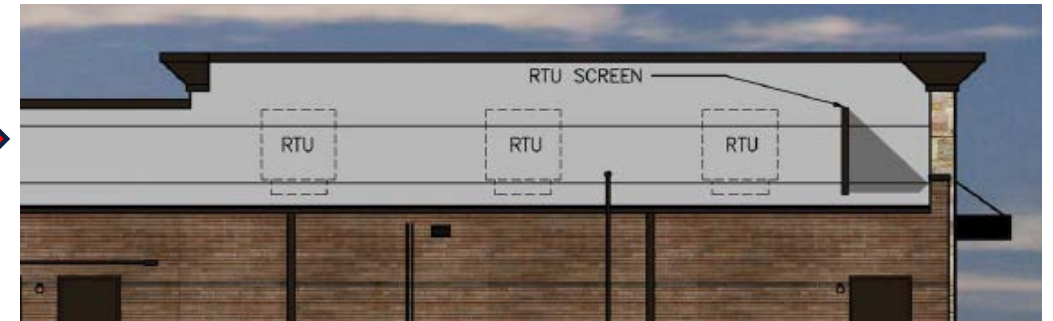
Design Guidelines Review

DESIGN GUIDELINES REVIEW

- **Design Guidelines: (1) General recommendations; (2) Auto Service Station Specific Recommendations**
- **Overall, proposal adheres to the general Design Guidelines and for Auto Service Stations with staff proposed modifications**
 - High quality materials, primarily brick and stone
 - Standard QT design has been modified to fit within surrounding area. Retail building coordinates with QT design.
 - For the QT lot, access is limited to 2 curb cuts. Shared access on retail building lot.
 - Bare pavement reduced with landscaped areas and paver walkways across drive aisles for pedestrian connectivity
 - Canopy lighting is flush with underside
 - Layered buffering in effort to protect residents from commercial development activities

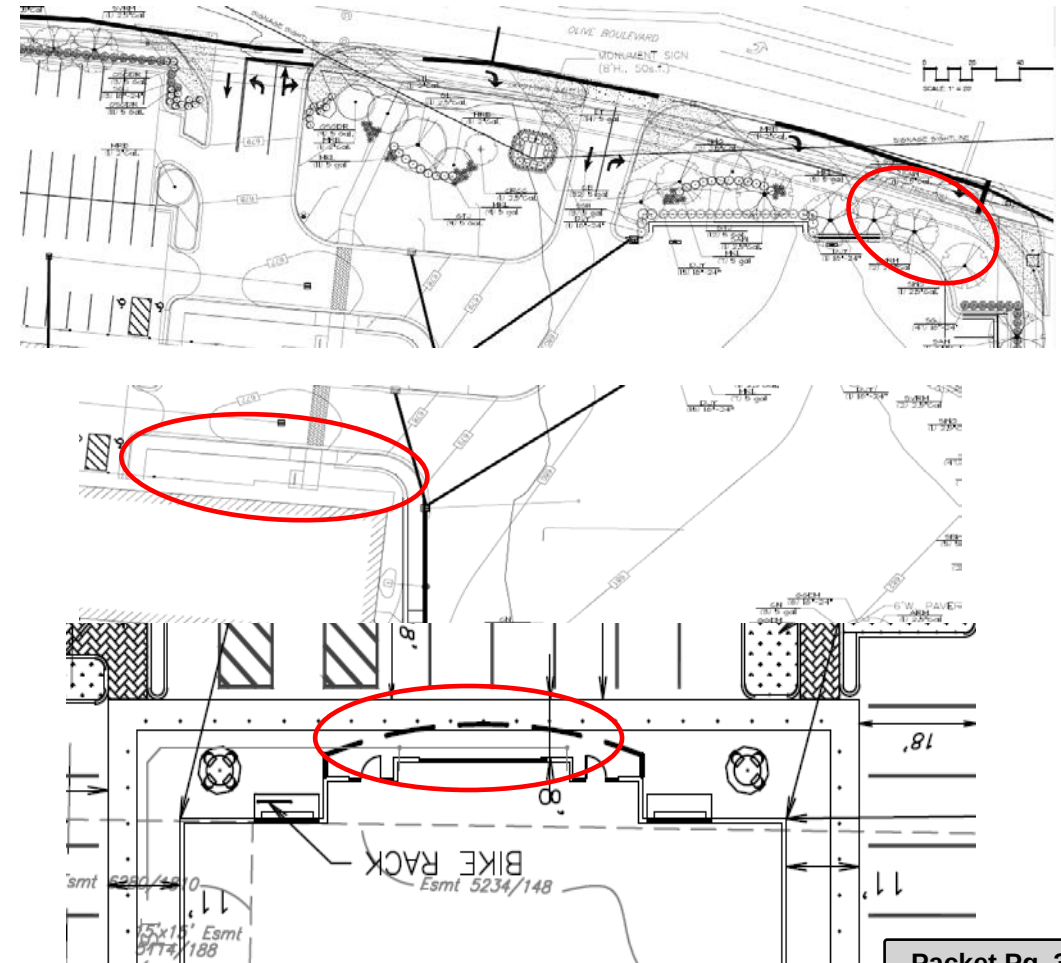
DESIGN GUIDELINES REVIEW—STAFF PROPOSED MODIFICATIONS

- Carry stone around side tower elements
- Provide rear RTU screening-retail building
- Apply brick to remaining portion of canopy supports



DESIGN GUIDELINES REVIEW—PROPOSED MODIFICATIONS

- Accentuate landscaping at corner of Olive and Graeser and adjacent to building
- Provide final design for pedestrian seating area in front of retail building
- Provide 6-feet of pedestrian clearance at C-store





Zoning Ordinance Review

ZONING ORDINANCE REVIEW

■ Conditional Use Permit Standards for Review (405.1070.E)

1. Complies with all other applicable provisions of this Chapter including environmental performance standards presented in Section 405.550, the criteria in Section 405.470 and the standards of this Chapter in regard to yard and setback, parking and loading areas, screening and buffering, refuse, storage and service areas and signs.
2. Will contribute to and promote the community welfare and convenience at the specific location.
3. Will not cause substantial injury to the value of neighboring property.
4. 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 there from.
5. Will provide, if applicable, erosion control and on-site stormwater detention in accordance with the standards contained in this Chapter.
6. 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.

ZONING ORDINANCE REVIEW

- **Conditional Use Permit Standards for Review (405.1070.E)**
 - Commission review guided upon facts of proposal against Zoning Code requirements, consistency with goals and objectives of Comprehensive Plan, level of conformance to Design Guidelines
 - As discussed in the Staff Report:
 - The proposal generally meets items 1, 4 and 5, subject to meeting certain identified additional conditions. The Commission will need to weigh all information provided to assess items 2, 3 and 6.

ZONING ORDINANCE REVIEW

- **GC-General Commercial District (405.360)**
 - Purpose and Intent: 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.
 - Gas stations with convenience stores are conditional uses in GC District.

ZONING ORDINANCE REVIEW

- **GC-General Commercial District**
 - Setbacks
 - Buffering
 - Building Height
- **Other Items Reviewed:**
 - Parking
 - Landscaping
 - Stormwater
 - Lighting

ZONING ORDINANCE REVIEW

- **Conditional Use Standards for Gas Stations (405.470.A.13)**
 - 14 standards must be met, including:
 - Setbacks
 - Landscaping and buffering
 - Minimum site area
 - Parking
 - Access
 - Fencing
 - Trash disposal
 - Allowable items for sale
 - Deliveries
 - Pump island locations
 - Staff believes all requirements as listed above are met

ZONING ORDINANCE REVIEW

■ Setbacks

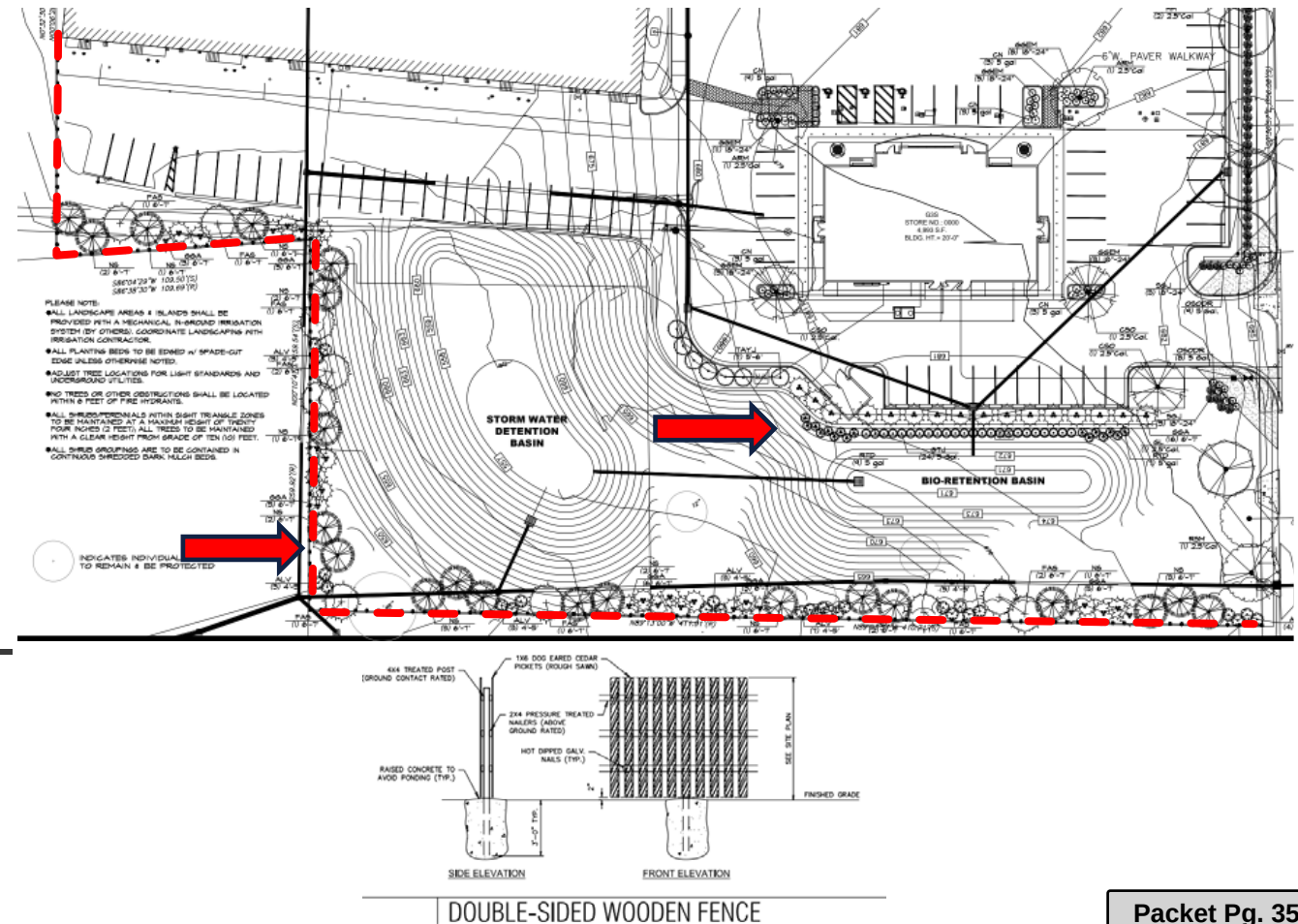
- Setbacks are met for all buildings and structures

■ Parking—All uses

- Required 119 spaces. Proposed, 133 spaces based on shared parking agreement

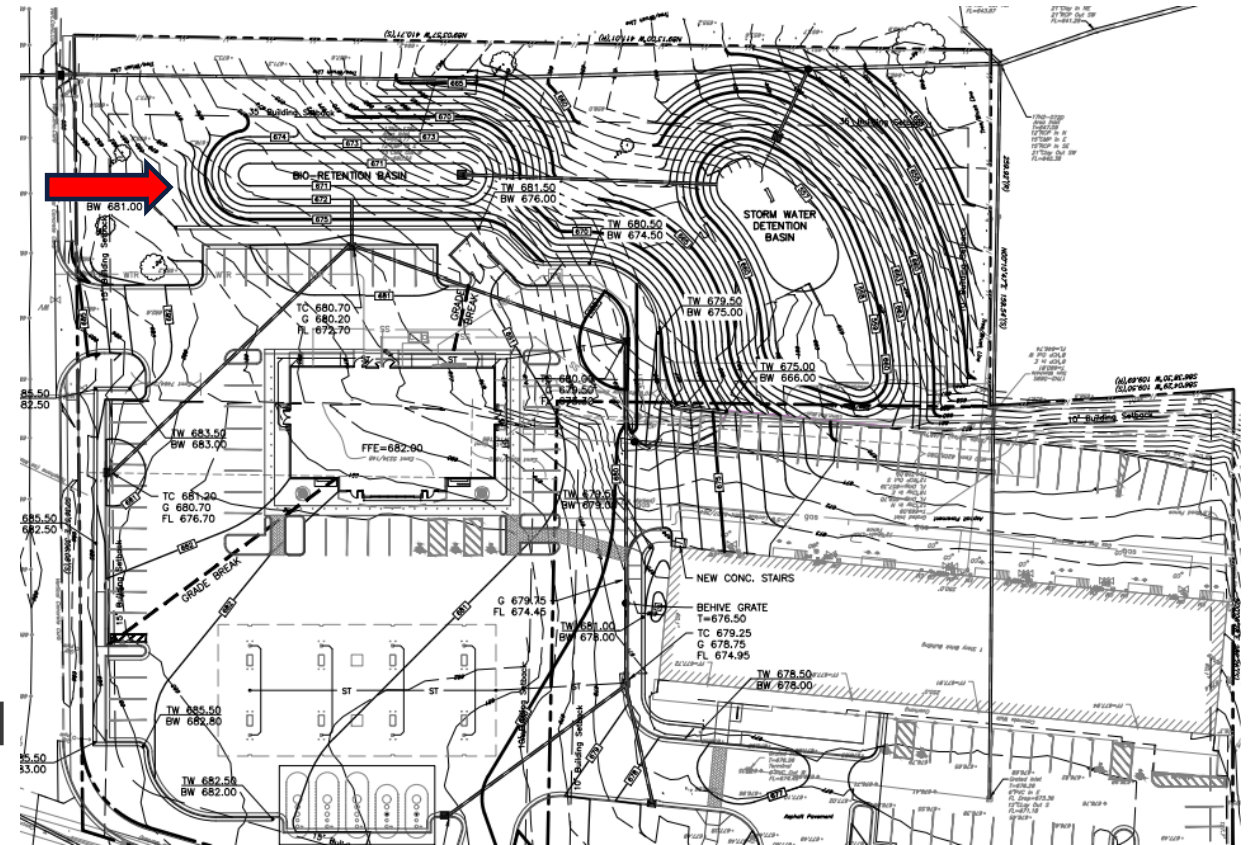
■ Buffering and Screening

- Required: min. 25 feet bufferyard. Proposed 93-feet with evergreens, 8-foot tall wood fence placed at property line.
- Discuss fence location and material



ZONING ORDINANCE REVIEW

- **Landscaping**
 - Exceeds code requirements. Need to provide min. cal. of 3-inch trees.
- **Stormwater**
 - Shared stormwater facility
 - Bio-retention and detention basin for surface and roof drainage
- **Signage**
 - Adjustments required. Staff review and approval with sign permit process



TRAFFIC IMPACT STUDY

- **Traffic Impact Study Summary Points**
 - **Scope defined by MoDOT with input from City staff**
 - **TIS reviewed by City's traffic consultant, GBA**
 - **Based on a traffic model**
 - **Traffic counts taken in August 2019**
 - **Morning, mid-day, evening rush peak periods**
 - **CBB utilized trip generation estimates based on data at other similar facilities, then compared to ITE**
 - **Pass-by trips—traffic already using the roadways**

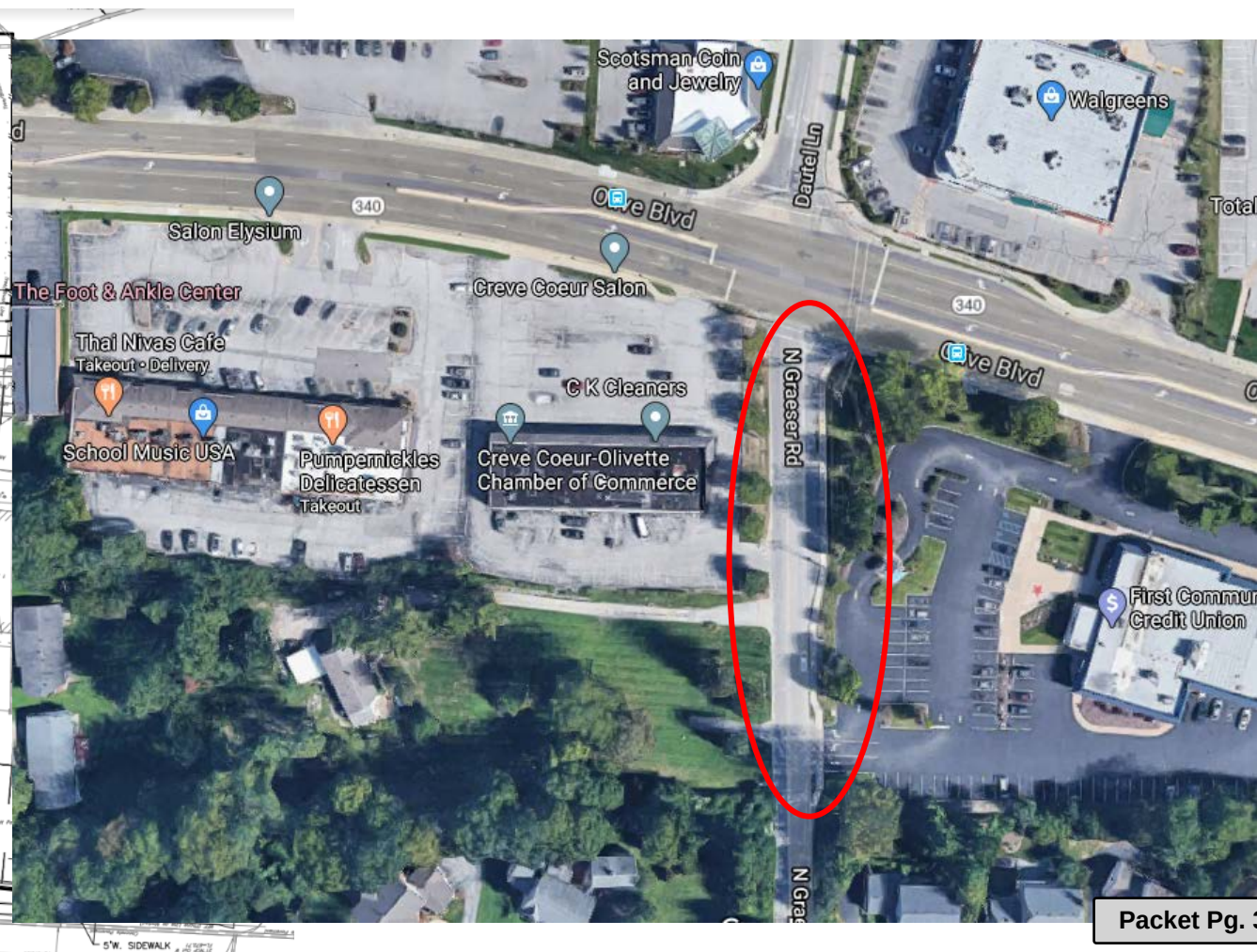
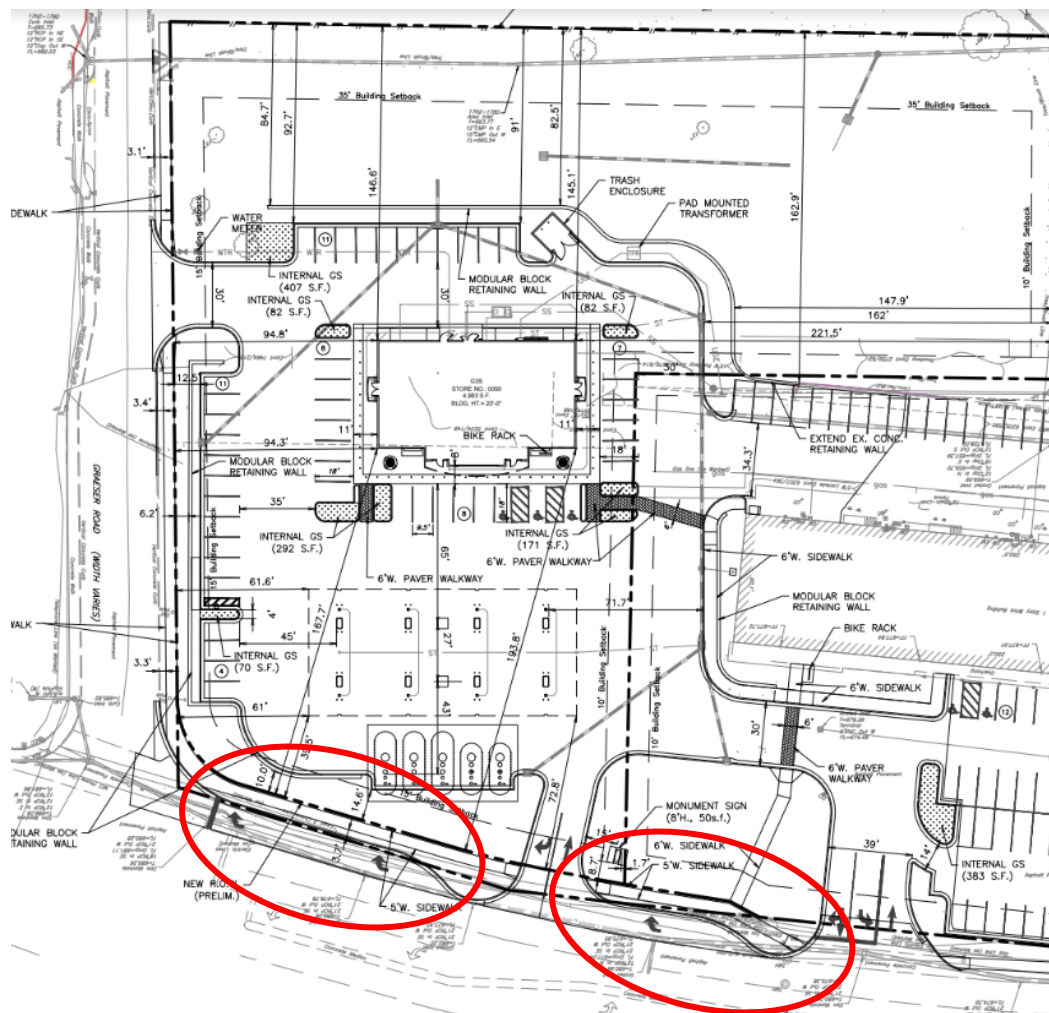
TRAFFIC IMPACT STUDY

- **Traffic Impact Study Summary Points Con't**
 - **Proposed use (gas station & convenience store) will create additional traffic at this site and onto Graeser Road from this site. Additional traffic on Graeser Road south of the development appears minimal.**
 - **Mitigation for additional traffic requested by MoDOT and City**
 - **MoDOT: (1) Provide right turn bays into site and for Graeser (2) Conversion of Olive/Graeser signal to allow NB Graeser left turns to have green arrow in addition to flashing yellow left to mitigate delays for NB Graeser.**
 - **City: Consider additional mitigation for NB Graeser delays**

TRAFFIC IMPACT STUDY

- **Traffic Impact Study Summary Points Con't**
 - With proposed mitigation:
 - Increase in queuing of cars on NB Graeser during all peak periods
 - Average delay for wait time (in seconds):
 - AM: Increase, 19.8 seconds
 - Mid: Reduction: 1.5 seconds
 - PM: Reduction: 4.7 seconds
 - Reduction in wait time for Dautel approach

TRAFFIC IMPACT STUDY





Conclusion

STAFF REVIEW SUMMARY OF KEY POINTS—ITEMS FOR FURTHER DISCUSSION

Overall Review:

- **Review Standards for Conditional Use Permits**
- **Sufficient mitigation provided for expected impacts**
- **Compliance with Zoning Code requirements**
- **Consistency with recommendations of Comp Plan and Design Guidelines**

Specific Items:

- **Placement of the fence** at the property line adjacent to residents or further inward to provide landscaping on the residents side.
- Revise the **landscape plan** to show plantings adjacent to the building and at the corner of Olive Boulevard and Graeser Road.
- Incorporate additional **design elements** for the buildings including carrying the stone all the way around the side tower elements and adding brick and/or stone for the full length of the canopy columns for the QT component and add screening of the rooftop mechanical units to the rear of the retail building.
- Understand how **deliveries** (fuel and retail items) will be made to the site
- **Traffic Impact Analysis**—finalize review by staff and City's traffic consultant to be presented at future meeting