



AGENDA
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, JUNE 15, 2020

6:30 PM

As a precautionary measure to help prevent exposure and spread of COVID-19, the Planning and Zoning Commission scheduled for Wednesday, June 15, at 6:30 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/83631422919>. 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 1-301-715-8592/// Webinar ID: webinar ID: 836 3142 2919.
3. **Email** — Public comment may also be emailed to the City no later than 5:00 p.m. on Monday, June 15, 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

APPROVAL OF MINUTES

1. June 3, 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. 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 completed the public hearing at it's special meeting on June 3, 2020.

NEW BUSINESS**1. Application #20-013 for Revised Site Concept Plan and Site Development Plan for a Structured Parking Deck for Edge @ West Park Office Building at 12645 Olive Boulevard**

George Stock, Stock & Associates Consulting Engineers, Inc, on behalf of Edge @ West, LLC, has submitted an application for approval of the site development plan for a one level structured parking deck for the recently approved four story office building that is under construction within the West Park Development at 12645 Olive Boulevard. On March 16, 2020, the Planning and Zoning Commission approved an amendment to the West Park Office Development Site Concept Plan that included a Phase I parking structure for 64 spaces and a Phase II parking structure for 76 spaces, for a total of 140 spaces. The current proposal is largely in keeping with the layout of the Site Concept Plan, but will combine the two structures as one deck for a total of 146 spaces. City Council action is not required.

2. Application #20-014: Site Development Plan for a Detached Accessory Structure for an Outdoor Pavilion that Includes an Outdoor Chimney that Has a Total Height of 14.5 Feet for the Property at 237 Runnymede Drive

Jim Gueck, homeowner of 237 Runnymede Drive, has submitted an application for a minor site plan for the approval of an outdoor pavilion with a chimney that has a total height of 14.5 feet located behind the home and the existing pool. Section 405.460(C)(5) states that detached accessory structures in any residential district shall not exceed twelve (12) feet in height. Section 405.620(A)(2) provides that the height limitations stipulated in the applicable districts shall not apply to chimneys, provided that such structures are approved by the Planning and Zoning Commission in accordance with the provisions for site development plan approval in Section 405.1080. City Council action is not required.

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
WEDNESDAY, JUNE 3, 2020
6:00 PM

CALL TO ORDER

Ms. Kistner called the meeting to order at 6:00pm.

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. Myers made a motion to accept the agenda. Mr. Streiler seconded. All in favor.

APPROVAL OF MINUTES

1. June 1, 2020 Planning and Zoning Commission Draft Meeting Minutes

Mr. Rovak made a motion to accept the minutes. Mr. Carney seconded. All in favor.

PUBLIC COMMENT

None

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

Ms. Kistner reminded everyone that the Commission had voted to waive the swearing in of speakers at the June 1st meeting. (see transcript for verbatim comments)

Commission Member Ms. Murial Hall joined the meeting at 6:05pm.

Ms. Sherri Sadon, of Rondelay Dr, stated concern over the value of the homes decreasing. She said residential property values would go down and the city would lose money. She said she was abhorred the city would allow a tanker on Graeser Rd. She said 24-hour establishments bring on more crime.

Mr. Richard Kutta, of Colonial Hills Parkway, said he had lived in his home since 1980. He said he was concerned about pedestrian and vehicular traffic. He asked the commission to really consider how the truck would maneuver from Olive to Graeser Rd.

Ms. Barbara Berger, of Ladue Oaks Dr, said she is a grandmother and she is concerned about her grandchildren getting on and off the bus. She requested the speed limit be reduced to 20 mph. She said Creve Coeur is on its way to becoming Pottersville.

Mr. Ming Fang, a resident of Martin Grove Ln, said he was the owner of the home in question on Martin Grove Ln that was discussed Monday night. He said he was in a bidding war for the home. He said he was unaware a Quik Trip was trying to move in when he bid on the home. He said the cancer risk is raised if you live by a gas station. He said property values would be hurt by a gas station moving in.

Mr. Doug Wiens, of Janridge, said he had lived in his home for 14 years. He said traffic has already increased in the time he has been in his home and he is quite concerned it will increase even more. He said there was no advantage to having the gas station.

Mr. Brett Berger, spokesperson for Graeser Neighbors for Safety, said gas stations should be 500 feet from residential property lines. He said tanker trucks should not use residential streets. He said the tanker route is not safe. He presented a list of issues for the Commission to consider and asked that the proposal be denied.

Ms. Tracy Erowitz, a resident, said she is concerned with a tanker coming down the street. She said Quik Trip is wrong for the area.

Mr. Kurt Lord, of Graeser Rd, said his wife and child were nearly killed at Olive and Graeser. He said all the standards of the CUP need to be met, not some or most. He said the application is in violation of the character of the CUP. He requested the traffic study be redone.

Mr. Jaggi addressed some of the comments given in the public hearing. He went over Page 92 of the Comprehensive Plan and indicated the setbacks shown are illustrations not requirements. He said the Commission is already aware of the difficulties we have encountered in working on changes to the zoning code for this area in light of the new comprehensive plan. He said staff's role is to ensure the application meets code concepts by analysis, to assess the application in the form of a staff report to the Commission who then makes the recommendation to City Council.

Mr. Kyle Evans, traffic engineer for GBA and consultant for the City, said the traffic studies were done in accordance with industry standard requirements. He said the trip generation was done on counts that CBB had collected locally. He compared those to the ITE practices. He said based on the

existing connectivity, Graeser is not a beneficial cut-through. The study incorporated the changes requested by MoDOT. He spoke to the signal grading system for the site now and the projections with additional traffic, there would be a slight increase.

Ms. Kistner asked if the signal would be B or D.

Mr. Evans said it would be D. He explained it was C- morning; C- mid-day; and C- evening if mitigation proposed was adopted. He said the current levels are C- morning; B- mid-day; and C- evening.

Mr. Streiler asked if the extension of the right turn lane from Graeser onto Olive was considered in the rating process.

Mr. Evans said it was not.

Mr. Rovak asked if the turning motion was being relayed as accurate.

Mr. Evans said he has not reviewed the tanker turn.

Mr. Myers asked if the wait times shown by Mr. Jaggi were from GBA.

Mr. Evans said they were from CBB.

Mr. Carney asked about the shared drive and mitigation.

Mr. Evans said the methodology used was appropriate. He said there should be a pretty smooth flow of traffic for those who use the signal.

Mr. Streiler asked what the volume would be if the retail center were fully occupied.

Mr. Evans said from what he could see the study accounted for that because the space occupied at the time in the two existing buildings is about the same as the space that would remain.

Mr. Streiler asked how full the retail center was currently.

Mr. Jaggi said it was about 2/3 full.

Ms. Kistner asked how the trip generation report was based.

Mr. Evans said it was based on the number of vehicles. He said he was not sure how CBB obtained the data.

Mr. Potashnick suggested an analysis of the east side of Graeser Rd.

Mr. Jaggi said there was a willingness by QT to extend the right turn lane. He said they need to determine what the stacking is and if it is even necessary.

Mr. Rovak asked if not allowing the tanker south on Graeser was a legitimate condition.

Mr. Jaggi said that could be discussed after the public hearing.

Mr. Rovak asked if the consideration of the other gas stations should or should not be considered.

Ms. Kistner said that should be discussed

Mr. Rovak asked if there was a weight limit on Graeser.

Mr. Jaggi said he could provide follow-up.

Mr. Carney asked for clarification as to whether this was one CUP.

Mr. Jaggi said it was one application with 2 components. The CUP is only for gas stations and convenience stores. He said the pre-existing retail stores did not need the CUP.

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

Ms. Kistner suggested they start to make a list for staff and Quik Trip to respond to.

The list included these items:

- Material samples at City Hall
- Fuel tanker movement
- Graeser Road Curb Cut
- Information on Retail Building at full usage/parking counts
- Crime Statistics
- Extending Right turn lane
- School Bus Stop
- Extending sidewalk to Martin Grove
- Timing of the redevelopment of the shopping center
- QT Gen3 Food Service impact on Traffic counts
- Stop signs at Olive for pedestrian crossing
- Status of MoDOT review with updated information on mitigation
- Restrict large trucks from going south of development on Graeser
- Public Works to provide weight limit information for Graeser
- Discuss with Public Works a potential crosswalk
- Timing of deliveries
- Further Comprehensive Plan discussion
- CBB to provide information on the impact of the internal traffic flow

Mr. Jaggi said they had some recommendations from MoDOT and Quik Trip is acting on those recommendations.

Mr. Jaggi said it is a possibility that they may not be able to gather all the answers in time for the next meeting on June 15th.

RESULT:	CONTINUED [UNANIMOUS]	Next: 6/15/2020 6:30 PM
AYES:	Kistner, Rovak, Carney, Hall, Potashnick, Myers, Streiler	

NEW BUSINESS

None

WORK AGENDA

None

DEPARTMENT REPORTS

None

ADJOURNMENT

Mr. Myers made a motion to adjourn. All in favor.
Meeting adjourned at 7:58 pm.



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

**APPLICATION TO PLANNING AND ZONING COMMISSION
#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 15, 2020 at 6:30 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: Jason Jaggi, Director of Community Development, and Whitney Kelly, City Planner
DATE: 6/12/2020
ATTACHMENTS: Applicant's Updated Materials Received June 11, 2020 and June 12, 2020 Revised Retail Building Elevations
Response Letter from City's Traffic Consultant, GBA

UPDATED INFORMATION SINCE PRIOR MEETING

At the June 3rd, Planning and Zoning Commission meeting, the Commission asked for additional information. Below is a list of the items requested:

- Material samples for viewing by the Commission at City Hall
- Fuel tanker movement
- Graeser Road Curb Cut
- Information on Retail Building at full usage/parking counts
- Crime Statistics from Police Department
- Extending Right turn lane on Northbound Graeser Rd.
- School Bus Stop location information from Ladue School District
- Extending sidewalk to Martin Grove Lane
- Timing of the redevelopment of the shopping center
- QT Gen3 Food Service impact on traffic counts
- Stop signs at Olive for pedestrian crossing
- Status of MoDOT review with updated information on mitigation
- Restrict large trucks from going south of development on Graeser Rd.
- Public Works to provide weight limit information for Graeser Rd.
- Discuss with Public Works a potential crosswalk
- Timing of deliveries
- Further Comprehensive Plan discussion
- CBB to provide information on the impact of the internal traffic flow

Below is a summary of the additional information provided according the above list. Please reference the attached response letters dated June 11, 2020 from QT and CBB and the review comments from the City's traffic consultant, GBA for additional information.

Updated Information from the Applicants regarding the Purchase of all 5 properties and Timing of Redevelopment

The Applicant states that the purchase of all five properties was required from the current owner, they were not able to parcel out the corner properties without also including the retail center at 11032 and 11056 Olive Boulevard. Due to the shared improvements, including the landscaping, stormwater improvements, lighting and the shared access which represent a coordinated development, Staff felt that the approval of the site development plan should be tied to a single review process and approval, similar to the Mobil-on-the-Run, with the Briteworx Car Wash facility. QT has stated in their follow-up information attached to this Staff Report that they intend to complete the construction of both buildings at the same time or within a matter of weeks from one another.

Material Samples

The Applicants have dropped off material samples and they will be available for the Commission to view on Monday. The Applicants have included an image of the materials board. However, the image is not clear on some of the items. Below is a clearer picture of the material board that is at the Government Center



Figure 1: Photos of the material samples.

The Applicants have also submitted revised Retail Building elevation that show the screening of the mechanical roof-top equipment at the rear, as recommended in the prior Staff Report.

Fuel Truck Movements and Traffic Impact Study Update from CBB

The letter from CBB in the attached materials provides for additional exhibits on the truck movements near and within the site. QT has also indicated that they will have the fuel trucks and larger tractor trailer truck only access the site from Olive and Graeser, and not to go south of the site on Graeser Road. The Applicants have indicated that the baseline current numbers, include full leasing of the retail center, as well as full occupancy of the former HBE office building. The traffic study also used trip forecasts with the current “Gen 3” convenience stores and their offerings.

The updated models on Tables A-C on Page 4 of the CBB report show that with the mitigation methods required by MoDOT the wait times are generally improved for both Graeser and Dautel – albeit at the expense of the wait times for the average car on Olive. Please refer to the attached response letter from the City’s traffic consultant, GBA regarding the additional information provided by CBB. GBA will be in attendance at the meeting to answer any traffic impact questions from the Commission.

According to information provided by QT and CBB, they have adjusted the curb radius to better accommodate a turning truck. The Applicant has indicated a willingness to work with the City on scheduling the deliveries of the trucks to avoid rush hour/peak times. The Commission should discuss any further questions regarding deliveries with the Applicant.

Location of the Graeser Road Entrance/Curb Cut

The site development plans submitted on May 11th, show that the proposed Graeser entrance curb cut is located between the two existing driveways for 825 and 827 Graeser Road, reducing the three curb cuts into one. CBB’s letter indicates that this location aids in the traffic impacts. Staff would note that it is considered a best practice to locate vehicular access points furthest from the intersection as possible and this appears to be the case with this proposal.

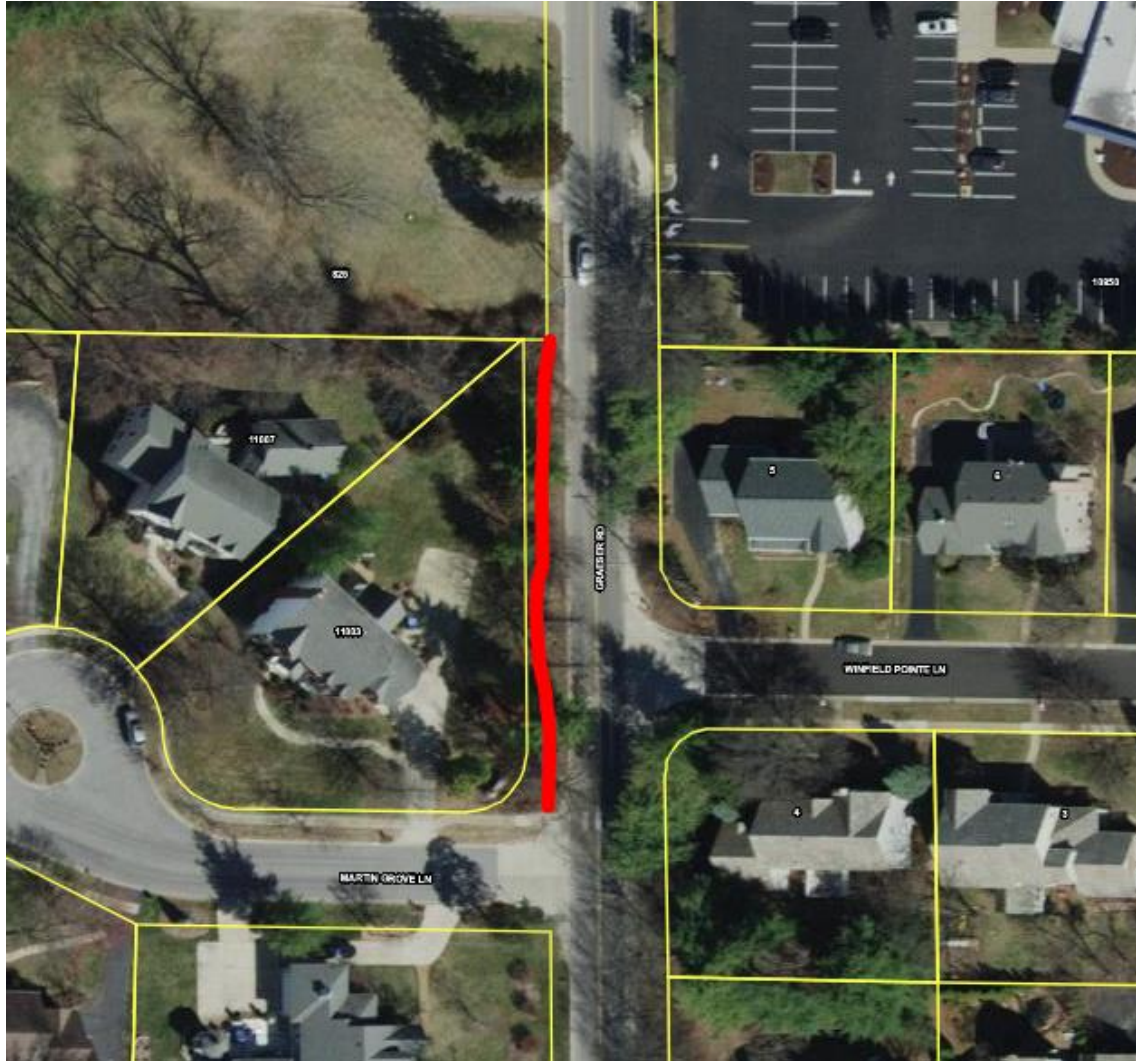


Figure 2: Close-up of the Preliminary Demo Plan showing the location of the new entrance with the existing curb cuts, and the GIS image of the existing area.

Sidewalk Extension from the property line to Martin Grove Lane

Below is the image from the City’s GIS which shows there is sufficient right-of-way to extend the sidewalk from the QT property southward to the existing Martin Grove Lane sidewalk and to the existing crosswalk

across Graeser Road, without encroaching onto private property. Several trees would have to be removed to accommodate the new sidewalk. The Commission should discuss the desirability of having the sidewalk extended with the applicant. If desirable by the Commission, a condition should include replacing any trees removed with a deciduous shade street trees as directed by the Department of Public Works.



In summary, the school district Transportation Director did not express a concern that this project would cause a review of the bus stop locations. Nonetheless, there is the ability to make adjustments initiated by the school district's annual review process or by a request from a parent.

Police Information—Calls for Service

Staff has contacted the Police Department to request calls for service for the existing gas stations and convenience stores in Creve Coeur. The Police Department has confirmed that they will provide the information; however it has not been received. Staff will provide this information for review by the Commission at the next meeting.

Comprehensive Plan

The Commission requested additional information on the comprehensive plan review with respect to this project based on comments from the public. As background, the comprehensive plan serves as a guide for land use decisions and is adopted by the Planning and Zoning Commission. The City utilizes the recommendations in the plan to evaluate land use applications. The City also uses other guiding documents such as the Design Guidelines to review project applications. The zoning ordinance plays a different role, in that, the requirements for development are more specific and must be met. The applicant must demonstrate through their plans and other application materials that compliance with the zoning code is being met. If the proposal does not meet the requirements of the zoning ordinance, a variance would need to be reviewed and approved by the City's Board of Adjustment. The zoning ordinance takes into account the recommendations provided by the comprehensive plan and is the primary mechanism local governments use to implement the plan. As discussed at the prior meeting, an overlay zoning district specific to the East Olive corridor to implement the recommendations of the comprehensive plan remains under review by the Commission and staff.

Staff's prior analysis regarding this application's consistency with the comprehensive plan can be found on Pages 4-5 of the June 1st staff report. Staff will be available at the meeting to discuss any questions from the Commission regarding the review of the comprehensive plan's recommendations that relate to this proposal.

RECOMMENDATION AND ACTION

The Commission should hear from the Applicant on the revised information and provide further direction to staff and/or the applicant. The City's traffic consultant will be present at the meeting to answer questions with respect to the traffic impacts. Below are the list of items from the previous Staff Report, including the discussion on carrying the sidewalk down to Martin Grove Lane:

- 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.
- 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.
- Extending the sidewalk down to Martin Grove Lane.

After deliberations 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, it would be appropriate to direct staff to prepare a draft ordinance to incorporate the suggested conditions for review at the next meeting.

MOTION

At this time, the Commission should hear from the Applicants and provide direction on the items above, as well as provide Staff with recommended follow-up items for consideration to incorporate into a draft ordinance for the July 6th Planning and Zoning Commission. 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 and drafting of an ordinance for consideration.”
(conditions may be added, eliminated, or modified).

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





ST. LOUIS DIVISION
2255 Bluestone Drive
St. Charles, Missouri 63301
636-916-5706
FAX: 636-916-5731

June 11, 2020

Ms. Whitney Kelly
City Planner
City of Creve Coeur
300 N. New Ballas Road
Creve Coeur, MO 63141

RE: Responses to Planning & Zoning Commission Comments & Questions
Proposed QuikTrip #613

Dear Ms. Kelly,

Thank you for providing a list of comments and questions from the Planning & Zoning Commission on June 4, 2020 and participating in our follow up meeting the same day to clarify which items will be addressed by the city staff and which items QuikTrip should address. I have attached a letter from CBB with the items Lee Cannon responded to our on behalf. Below are the items I have responded to directly.

Material samples

- These have been delivered to City Hall and a color pdf has been provided as well

Timing of the Redevelopment of the Retail Center

- QuikTrip was required to purchase 5 parcels from the current owner which encompassed both retail centers for this location. Currently we have all 5 of those parcels under contract. QuikTrip then sought out options for the "surplus" property and found an investor who wanted to purchase and update the retail center on the remaining property. The property is currently under contract with the Bruce Development Company. We originally submitted 2 applications with the city for the CUP and site plan approvals, as well as, an application for a new plat to be approved. The plat submitted, and currently under review, shows the 5 parcels to be reconfigured into 2 parcels. At the request of the city staff, we kept everything under 1 application in order to keep continuity of the 2 parcels being developed. As it stands currently, because of the shared improvements – landscaping, light poles, pavement, etc – it is the intention for the QuikTrip construction and the retail center update to begin concurrently or within weeks from one another.

Timing of deliveries & restriction of trucks from going south on Graeser

- The 2 largest vehicles from which this QuikTrip location will receive deliveries are the fuel tanker and the QTD tractor trailer, both of which QuikTrip has control over the delivery route and timing. We will work with the city to develop timeframes for the safe and secure utilization of these vehicles. These trucks will be directed to access this site via Olive, or Olive to Graser only.

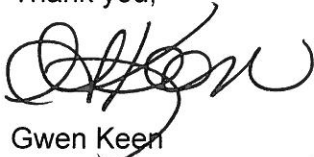
Attachment: Ltr to CC - PZ Responses 6-11-2020 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

Extending the right turn lane along the east side of Graser

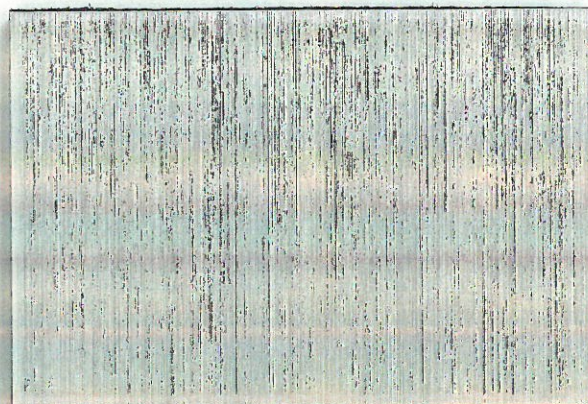
- CBB has indicated it is questionable whether or not extending the right turn lane on Graeser will be necessary. QuikTrip is agreeable to establishing an agreement and escrow for further evaluation of this road work after the QuikTrip is open and traffic patterns have normalized to determine how often and to what level these conditions materialize.

If any additional information or documents are needed, please feel free to contact me at (636) 627-0003, or gkeen@quiktrip.com.

Thank you,



Gwen Keen
Real Estate Project Manager
QuikTrip Corporation



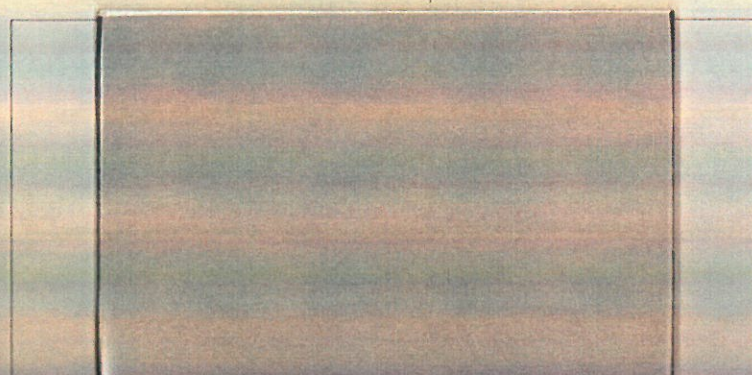
HLZ Hairline Silver - Alpolic
Building Cornice/Gas Canopy Fascia



Polypro 95 Mesh - Black
Trash Enclosure/Mechanical Screen



QT BROWN Metal Paint -
Light Poles/Coping



Aluminum - Kawneer
Entry Door/Window Frame



Material Samples # 613
Oliver & Graeser
Creve Coeur, MO
Convenience Store with Fuel
Prepared by: QuikTrip 01.29.20



3M 5674 Red -
Accent Band/Awning



Interstate Brick - Building/Canopy Columns



Stacked Stone - ~~Landmark Stone~~ Black Sonoma Stone
GLEN-GERY - Building Columns
Physical Sample to be provided by Manufacturer



Interstate Brick - Building/Canopy Columns

June 11, 2020

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

RE: Response to Planning and Zoning Commission Comments and Questions
 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 issues raised by the City's Planning and Zoning Commission as compiled by City Planning staff, I have prepared the following additional material:

1. Fuel tanker and other delivery truck movements
 - o CBB has reviewed the Autoturn vehicle path diagrams prepared by CDI (attached) which include a Fire Truck, WB40 Fuel Tanker and WB50 Tractor Trailer. We find all of those paths common and acceptable.
 - o As mentioned by you, the fuel tanker is expected at this site two or three times every four days (one tanker every 1.5 to 2 days on average)
 - o In order to more easily accommodate the larger trucks entering from Graeser Road as southbound right-turns, the northwest curb return radius has been increased to 32 feet.
 - o We agree that there is no need for trucks servicing this site to use Graeser south of the site driveway.
 - o Internal to the site, QT utilizes full-depth, concrete, rolled curbs which reduce damage on the site where large truck movements are present.
2. Graeser Road Curb Cut Location
 - o The relocation of the Graeser Road curb cut further from Olive Boulevard is a positive for traffic operations.



3. Information on Retail Building at full usage/parking counts
 - o The traffic study includes trips for the full occupancy of the retail.
 - o When CBB's original counts were made in August 2019, 15,444 SF of the existing retail space was occupied and generating trips, including the two restaurants.
 - o The remaining 15,024 SF retail center is smaller than the total tenant space occupied when counted.
 - o The site plan includes a code calculation for parking requirements which addresses the proposed QT and the revitalized retail center.
4. Extending sidewalk to Martin Grove
 - o There is already sidewalk along the entire length of the east side of Graeser Road and marked crossings at Olive Boulevard and Martin Grove. QT will add sidewalk along their frontage on the west side of Graeser Road. We do not believe that the proposed development directly creates the need for an extension beyond the site.
5. G3 Food Service on Traffic Impact
 - o The traffic study used trip forecasts which reflect the current Gen 3 stores and their offerings.
6. Stop signs at Olive (all red for pedestrian crossing)
 - o The pedestrian scramble phase (all vehicles see red signal indications) is typically used in Central Business Districts or on college campuses with heavy pedestrian levels throughout the day, crossing in all directions.
 - o CBB would not recommend a scramble at this intersection.
 - o It is also unlikely that MODOT would approve that timing configuration as it would significantly increase delays and queues for east-west through traffic along Olive Boulevard.
7. Status of MoDOT review with updated information on mitigation
 - o CBB informed MoDOT that QT has incorporated both of MoDOT's requirements on the site plan. We are awaiting their reply.
8. Extending Right turn lane
 - o CBB's Follow-Up Memo dated May 28, 2020 indicated that the traffic signal head change required by MODOT for Northbound Graeser Road will reduce the forecasted queues from 220 feet to 160 feet and thereby avoid blockage of the QT driveway which is located 190 feet south of Olive Boulevard. With the Northbound signal head change, none of the queue would be expected to block the QT driveway.
 - o In order to maintain access into the through/right-turn lane at all times, that second lane could be extended from its current 145 feet length to 160 feet or more. It is questionable whether or not this extension will be necessary based on the added QT traffic.



9. CBB to provide information on the impact of the traffic flow
 - o The existing counts, build (adding QT) and build with improvements (MoDOT required Northbound signal head change) levels of service (LOS), average delays and critical queue lengths are compared below in **Tables A, B and C** for the overall intersection and specifically for the Northbound Graeser Road approach during the three study peak hours.

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

o



Table A: Traffic Operating Conditions – AM Peak Hour Comparison

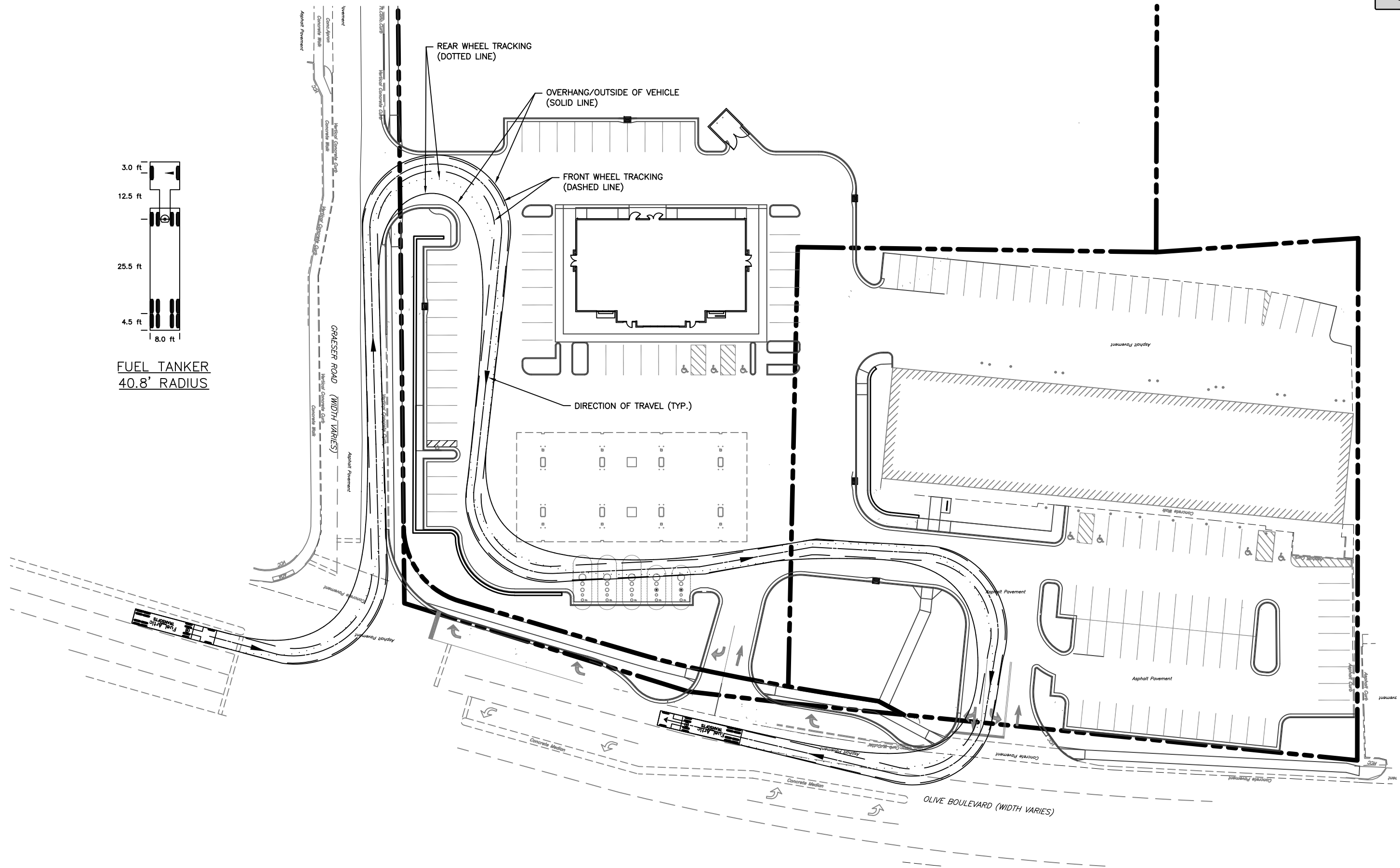
Intersection/Approach	AM Peak Hour		
	Existing Counts	2020 Build	2020 Build (NB P+P)
Olive Boulevard and Graeser Road/Dautel Lane (Signalized)			
Eastbound Olive Boulevard Approach	A (7.8)	B (12.8)	C (28.6)
Westbound Olive Boulevard Approach	B (17.0)	B (19.7)	C (26.1)
Northbound Graeser Road Approach	C (31.3)	E (60.3)	D (51.1)
95 th Percentile Left-Turn Queue	75'	180'	160'
Southbound Dautel Lane Approach	E (59.4)	D (45.8)	D (46.6)
Overall	B (15.2)	C (20.6)	C (29.9)

Table B: Traffic Operating Conditions – Midday Peak Hour Comparison

Intersection/Approach	AM Peak Hour		
	Existing Counts	2020 Build	2020 Build (NB P+P)
Olive Boulevard and Graeser Road/Dautel Lane (Signalized)			
Eastbound Olive Boulevard Approach	A (4.4)	A (7.6)	B (16.9)
Westbound Olive Boulevard Approach	B (12.6)	B (14.5)	C (21.9)
Northbound Graeser Road Approach	D (39.0)	D (52.4)	D (37.5)
95 th Percentile Left-Turn Queue	85'	160'	135'
Southbound Dautel Lane Approach	D (41.4)	C (34.9)	C (32.0)
Overall	B (11.7)	B (14.9)	C (21.2)

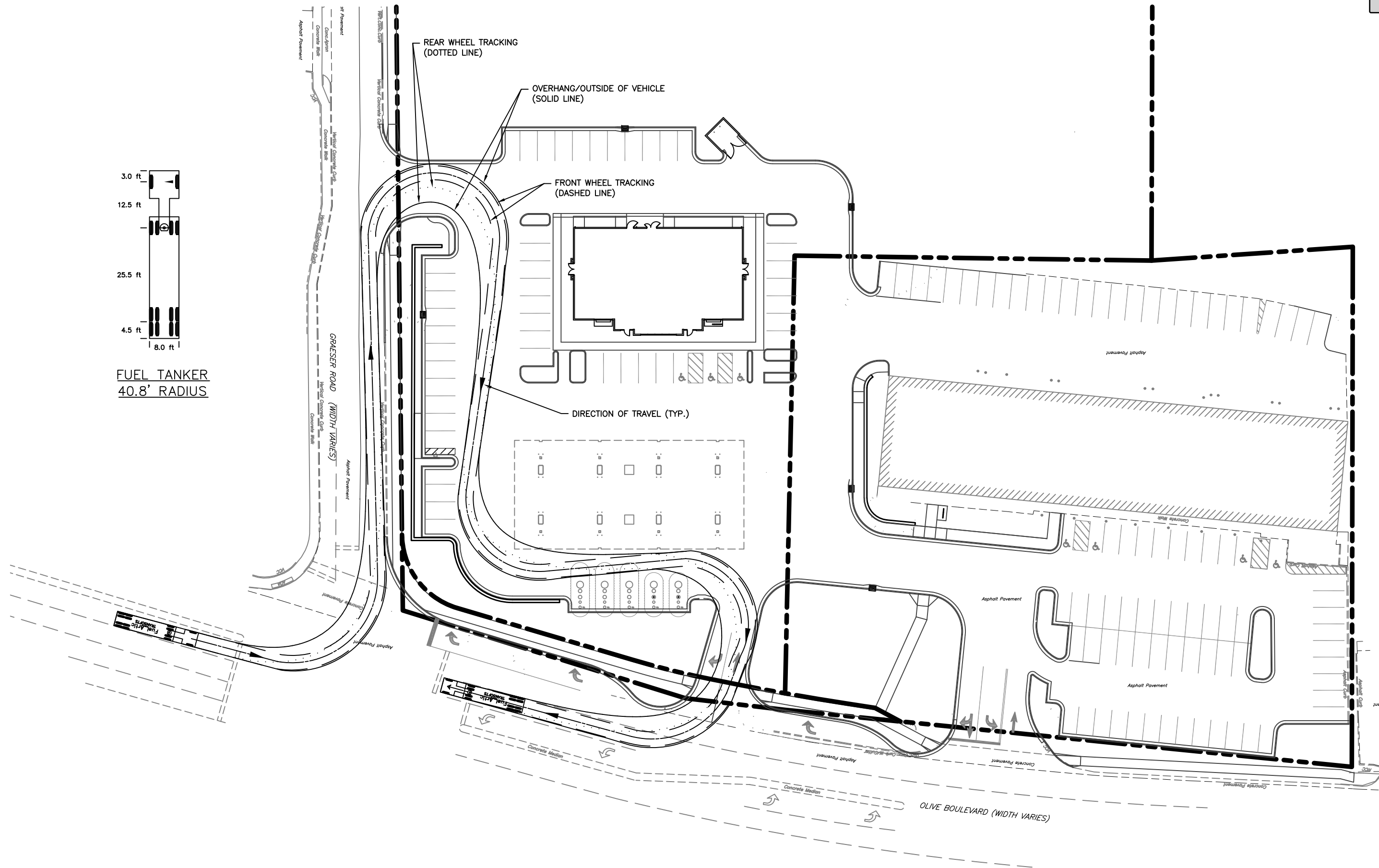
Table C: Traffic Operating Conditions – PM Peak Hour Comparison

Intersection/Approach	AM Peak Hour		
	Existing Counts	2020 Build	2020 Build (NB P+P)
Olive Boulevard and Graeser Road/Dautel Lane (Signalized)			
Eastbound Olive Boulevard Approach	B (18.4)	C (22.0)	C (25.1)
Westbound Olive Boulevard Approach	B (14.2)	B (19.3)	C (24.1)
Northbound Graeser Road Approach	D (52.1)	E (71.4)	D (47.4)
95 th Percentile Left-Turn Queue	100'	220'	160'
Southbound Dautel Lane Approach	D (51.6)	D (41.9)	D (45.8)
Overall	B (19.3)	C (24.3)	C (26.8)

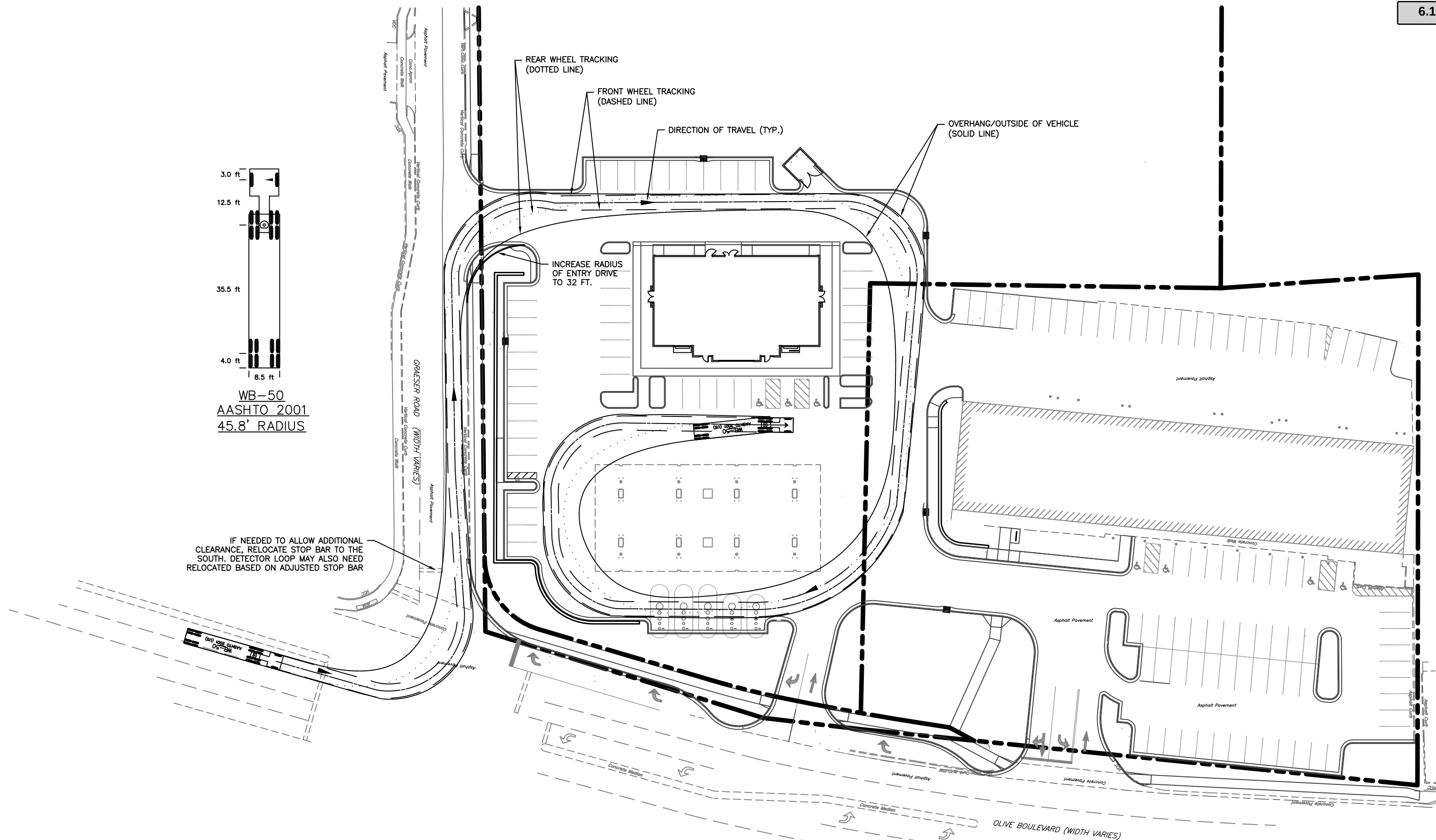


FUEL TANKER TRUCK MOVEMENT EXHIBIT

Attachment: CBB response to PZ comments 061120 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

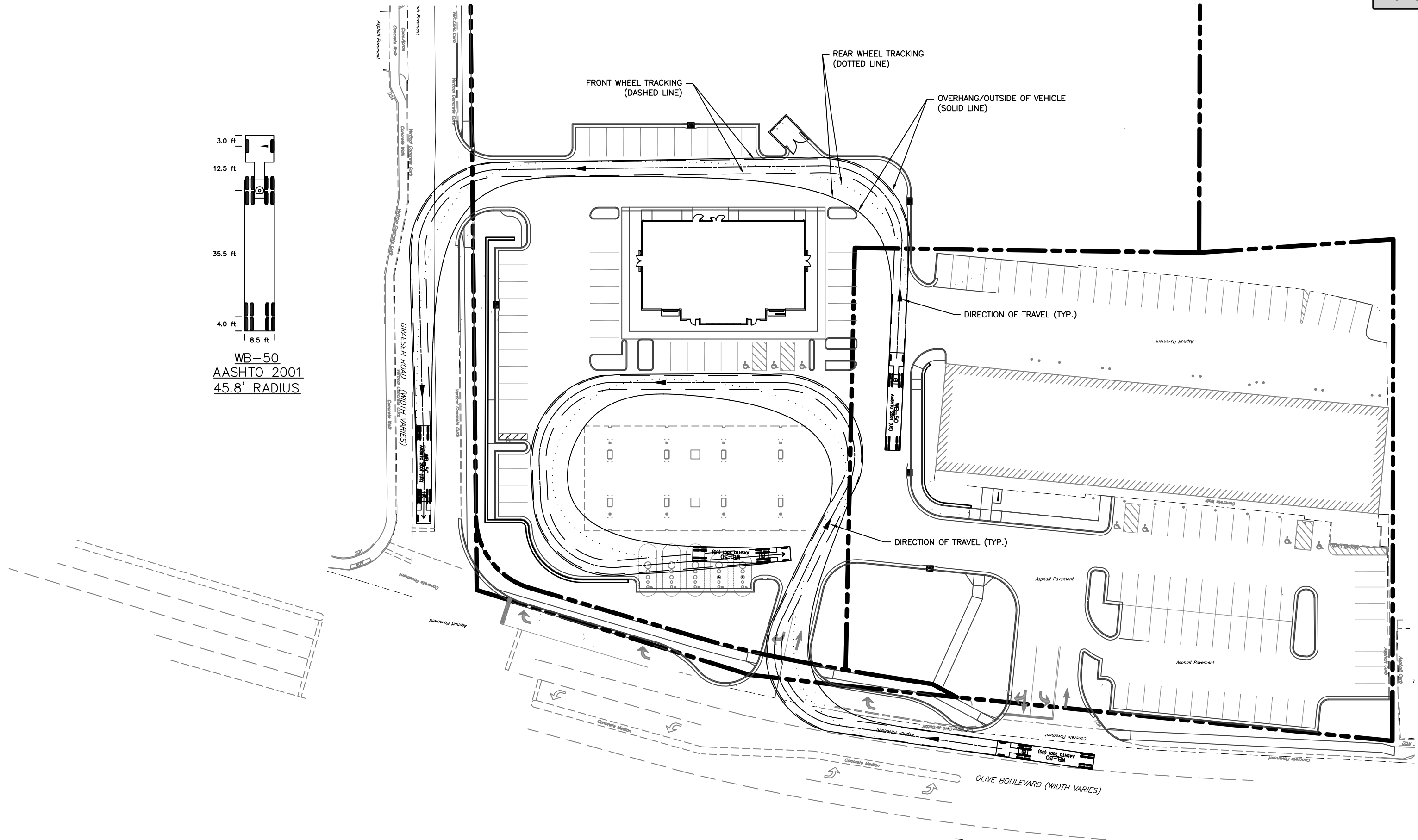


FUEL TANKER TRUCK MOVEMENT EXHIBIT

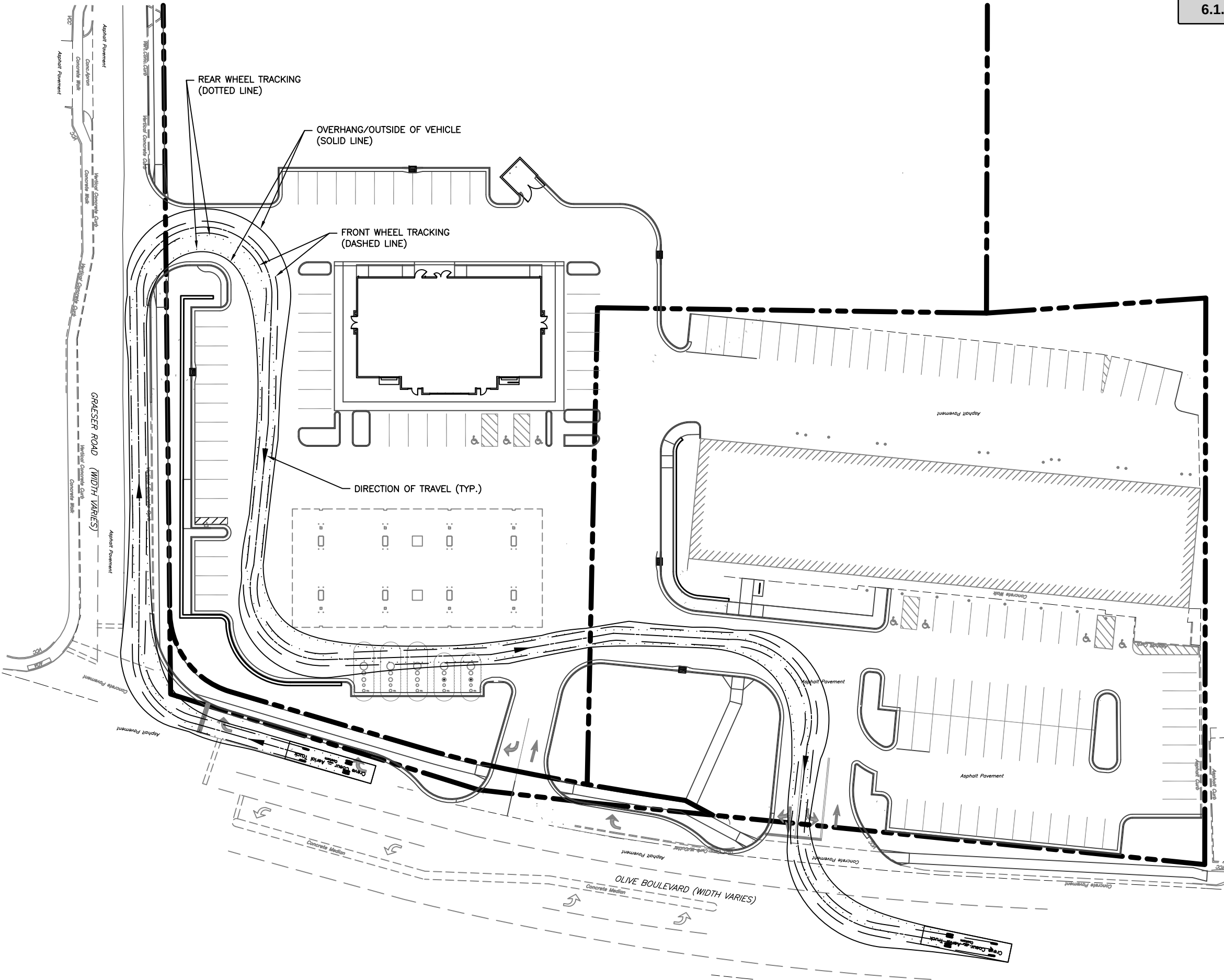


WB-50 DELIVERY TRUCK MOVEMENT EXHIBIT

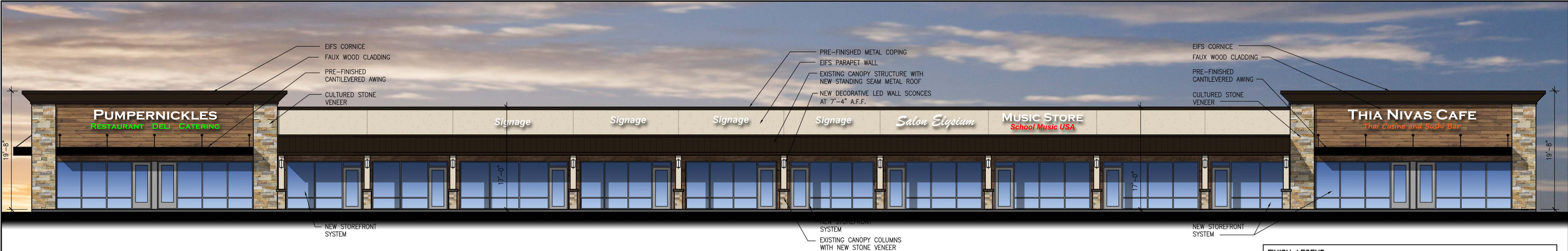
W/ SITE MODIFICATIONS



WB-50 DELIVERY TRUCK MOVEMENT EXHIBIT
OLIVE ENTRY - GRAESER EXIT



CREVE COEUR FIRE TRUCK MOVEMENT EXHIBIT

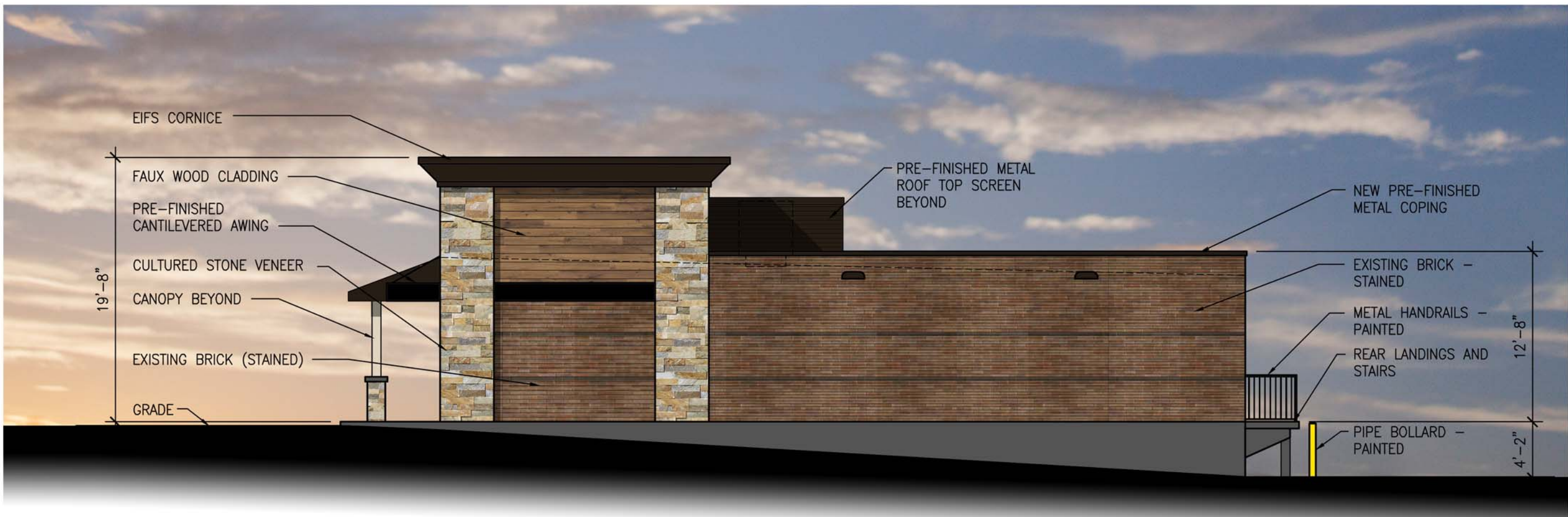


1 CONCEPTUAL NORTH (FRONT) ELEVATION
A-1 | A-1 SCALE: 1/8" = 1'-0"

FINISH LEGEND		
BRICK	EXISTING	STAIN TO MATCH QT BRICK
STONE VENEER	GLEN GERY	SONOMA 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.		



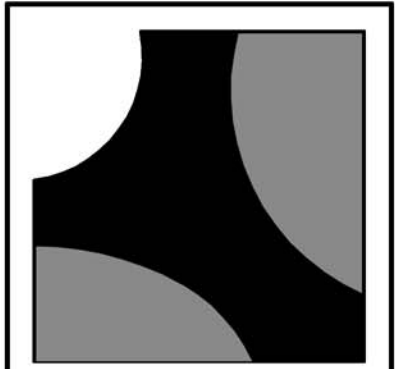
2 CONCEPTUAL EAST (SIDE) ELEVATION
A-1 | A-1 SCALE: 1/8" = 1'-0"



3 CONCEPTUAL WEST (SIDE) ELEVATION
A-1 | A-1 SCALE: 1/8" = 1'-0"



4 CONCEPTUAL SOUTH (REAR) ELEVATION
A-1 | A-1 SCALE: 1/8" = 1'-0"



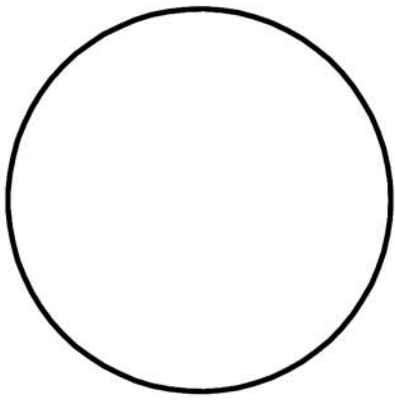
BAALMAN
ARCHITECTS

#2 Daniel Drive
O'Fallon, MO 63366
ph: 314.640.6212

Michael J. Baalman
ARCHITECT
License#: A-2012004035
Certificate of Authority:
2014003655

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	



Michael J. Baalman
ARCHITECT

PROJECT MANAGER: JKL
DRAWN BY: JKL

PROJECT NUMBER
19-081
January 28, 2020

SHEET
A1
EXTERIOR
ELEVATION
STUDY

MEMORANDUM

To: Jason Jaggi, AICP (City of Creve Coeur)
From: J. Kyle Evans, P.E., PTOE
Mike Erdtmann, P.E.
Date: June 12, 2020
Subject: Proposed QuikTrip Development – CBB Response Memo dated 6/11/2020

As requested, GBA staff has completed a review of the *Response to Planning and Zoning Commission Comments and Questions* dated 6/11/2020 in relation to the Proposed QuikTrip #613 in the southwest quadrant of Olive Boulevard at Graeser Road/ Dautel Lane. The response memo was prepared by CBB Transportation Engineers and Planners.

With regards to Item 1: Fuel tanker and other delivery truck movements, GBA has reviewed the provided diagrams and findings statements and are in agreement on all points made. The revisions to the northwest curb return radius, as shown, accommodate the WB-40, WB-50 and Aerial Fire Truck turning movement paths.

With regards to Item 2: Graeser Road Curb Cut Location, GBA agrees with the statement that the relocation of the existing curb cut to the south improves the traffic operations between Olive Boulevard and the proposed site entrance. Relocating the drive south of its existing location provides additional storage space for northbound traffic thus reducing the potential for the through/right turn lane to be blocked.

With regards to Item 3: Information on Retail Building at full usage/parking counts, GBA agrees with the methodology and application of the existing traffic count volumes for the combined retail centers as a fair and accurate representation of the background trips associated with full occupancy of the retail center in the proposed site plan.

With regards to Item 4: Extending sidewalk to Martin Grove Lane, GBA agrees with the findings related to existing pedestrian access. Additionally, the extension of the sidewalk on the west side of Graeser Road would have significant impacts to the residential property abutting Graeser Road as shown in **Figures 1 and 2** on the following page.



Figure 1: Looking south along Graeser Road towards Martin Grove Lane



Figure 2: Looking north along Graeser Road from Martin Grove Lane

With regards to Item 5: G3 Food Service on Traffic Impact, GBA agrees with the methodology as presented in the original traffic impact statement. CBB utilized trip generation rates specifically related to existing QT stores within the St. Louis Region. The trip generation rates provided within the analysis show a higher volume of trips associated with the development as compared to utilization of the published ITE Trip Generation Manual Rate for a gas station with convenience store.

With regards to Item 6: Stop signs at Olive (all red for pedestrian crossing), GBA agrees with the response statements.

With regards to Item 7: Status of MoDOT review with updated information on mitigation, pending MoDOT response, GBA has no comments at this time.

With regards to Item 8, Extending Right turn lane on Graeser Road, GBA has reviewed the information provided by CBB with regards to the operations and queues associated with the implementation of the protected northbound left turn phase. The results provided from the Synchro analysis document the 95th percentile queue length. This value represents the calculated queue that has a 5% probability of being exceeded during the peak hour. On average, the queues associated with peak hour operations will be shorter in length. Pending approval and development of the site, GBA supports the developer's proposal of further evaluation of the operational impacts of queuing at this specific location between three and six months after the development opens and traffic patterns have normalized.

With regards to Item 9, CBB to provide information on the impact of the traffic flow, GBA has reviewed the information provided within Tables A, B and C. The tables highlight the improved operations along northbound Graeser Road at Olive Boulevard with the implementation of the protected/permitted left turn phase during the AM/PM/mid-day peak periods. The tables note the impacts to the operations of the other three approaches. Due to the increased delays (and associated queue lengths), GBA recommends that CBB compare the predicted eastbound queue lengths with respect to the retail center access location and if warranted, an R10-7 "Do Not Block Intersection" sign shall be installed west of the access location as part of the development.

cc: file

BUS ROUTE SUMMARY

2019 - 2020

Spoede

4-Sep-19

Route L004

8:15	4:10	EXECUTIVE ESTATES DR & LADUE RD
8:16	4:14	52 E LADUE ESTATES DR
8:17	4:15	LADUE ESTATES DR & S LADUE ESTATES DR
8:18	4:10	LADUE ESTATES DR & LADUE RD
8:20	4:18	MOSLEY HILL DR & N MOSLEY RD
8:21	4:19	HUNTERS POND RD & N MOSLEY RD
8:22	4:20	N MOSLEY RD & TUREEN DR
8:23	4:20	N MOSLEY RD & TRILANE
8:23	4:21	MOSLEY ACRES & N MOSLEY RD
8:24	4:22	MORWOOD LN & N MOSLEY RD
8:25	4:23	BENWOOD LN & N MOSLEY RD
8:26	4:24	OLIVE BLVD & RENEE LN
8:27	4:25	MARY MEADOWS LN & OLIVE BLVD
8:30		SPOEDE ELEMENTARY

Route L008

8:07	4:03	KINGSBROOK LN & N WARSON RD
8:07	4:05	FORSYTHIA LN & GRANDVIEW DR
8:09	4:07	OLIVETTE COMMUNITY CENTER
8:11	4:08	GREENERY LN & N WARSON RD
8:17	4:14	GUELBRETH LN & OLD OLIVE STREET RD
8:19	4:16	BEAU JARDIN DR & SANNOIS DR
8:20	4:18	10463 BRIARBEND DR 3
8:25	4:20	OLD OLIVE STREET RD & OLD OLIVE STREET Way
8:30	4:24	N SPOEDE RD & WILTON ROYAL DR
8:32	4:26	BARRE HAVEN DR & CHASE PARK LN
8:37		SPOEDE ELEMENTARY

Route L009

8:13	4:08	N LINDBERGH BLVD & N SUNSWEPT DR
8:14	4:10	FOXBROOK DR & SHADYBROOK DR
8:15	4:11	SHADYBROOK & QUAILWAYS DR
8:16	4:15	LAWRENCE DR & N LINDBERGH BLVD
8:18	4:18	DWYER AVE & SAVANNAH AVE
8:20	4:21	CONWAY RD & DWYER AVE
8:21	4:22	CHAPEL OAKS RD & CONWAY RD
8:23	4:24	BROWNWOOD DR & CONWAY RD
8:25	4:26	CONWAY RD & VOUGA LN
8:26	4:30	OAK GATE LN & S SPOEDE RD
8:28	4:31	GLEN ABBEY DR & S SPOEDE RD
8:30	4:33	CHAMINADE DR & S SPOEDE RD
8:35		SPOEDE ELEMENTARY

Route L010

8:06	4:04	LADUE CT & LADUE RD
8:07	4:05	COUNTRY FAIR LN & LADUE RD
8:08	4:07	LADUE RD & W WHITE BRIDGE LN
8:10	4:10	BROOKTRAIL CT & S GRAESER RD
		GRAESER RD & LADUE RD (STOP ON GREASER
8:12	4:12	BEFORE LADUE NEAR DRIVEWAY AT 110 GREASER)
8:14	4:14	E WINDRUSH CRK & GRAESER RD
8:15	4:15	FOURWYND DR & GRAESER RD
8:16	4:16	GRAESER RD & RIDGECORDE LN
8:17	4:17	GRAESER RD & THE KNOLLS LN
8:18	4:19	CHAMBRAY CT & GRAESER RD
8:20	4:21	CHALET CT & GRAESER RD
8:21	4:23	GRAESER RD & WEDGEWOOD LN
8:22	4:24	FARON HILL RD & GRAESER RD
8:23	4:25	GRAESER RD & WINFIELD POINTE LN
8:24	4:27	DAUTEL LN & GRAESER ACRES
8:24	4:28	DAUTEL LN & DAUTEL MANOR CT
8:25	4:30	DAUTEL LN & WELLSLEY CT
8:25	4:31	DAUTEL LN & LEIGHTON CT
8:30	4:33	DEAVER LN & OLIVE BLVD
8:31	4:35	OLIVE BLVD & SONA LN
8:32	4:36	LARKIN AVE & OLIVE BLVD
8:35		SPOEDE ELEMENTARY

Route L017

8:11	4:22	OLIVE BLVD & TOWER HILL CT
8:13	4:10	INDIAN MEADOWS DR & OLIVE VILLAGE CT
8:14	4:12	CROCKETT DR & INDIAN MEADOWS DR
8:15	4:13	CODY DR & CROCKETT DR
8:17	4:14	GRANDVIEW DR & MESA DR
8:18	4:16	MESA DR & PIONEER DR
8:19	4:17	LA JOLLA DR & PIONEER DR
8:20	4:18	HURON DR & PIONEER DR
8:22	4:19	GRANDVIEW DR & LA JOLLA DR
8:24	4:10	INDIAN CIRCLE DR & INDIAN MEADOWS DR
8:32		SPOEDE ELEMENTARY

BUS ROUTE SUMMARY**2019- 2020****Middle School**

27-Feb-20

Route L001

7:25	3:34	HILLTOP DR & OLIVE BLVD
7:27	3:35	CHISHOLM CT & HILLTOP DR
7:29	3:36	COMSTOCK CT & HILLTOP DR
7:30	3:37	CHICKASAW CT & HILLTOP DR
7:31	3:38	HILLTOP DR & IROQUOIS DR
7:34	3:39	ARROWHEAD DR & COCHISE DR
7:35	3:40	ALICE PL & MARGARET LN
7:39	3:31	N PRICE RD & STONELEIGH TOWERS
7:50		LADUE MIDDLE SCHOOL

Route L002

7:30	3:28	BONHOMME LAKE DR & OLIVE BLVD
7:32	3:30	KINGSBROOK LN & N WARSON RD
7:34	3:32	FORSYTHIA LN & GRANDVIEW DR
7:36	3:34	OLIVETTE COMMUNITY CENTER
7:39	3:35	GREENERY LN & N WARSON RD
7:40	3:37	N WARSON RD & STACY DR
7:42	3:38	CHERRI LN & N WARSON RD
7:42	3:39	KENTOM DR & N WARSON RD
7:43	3:40	LISA DR & WARSON DOWNS RD
7:44	3:41	COUNTRYSHIRE PL & N WARSON RD
7:47	3:42	FIELDING RD & N WARSON RD
7:50		LADUE MIDDLE SCHOOL

Route L003

7:15	3:25	LADUE RD & SALEM ESTATES DR
7:25	3:31	BON HILLS DR & N PRICE RD
7:26	3:32	BON PRICE LN & N PRICE RD
7:29	3:34	ALDAN DR & W VILLA AVE
7:30	3:35	ELKINGTON LN & W VILLA AVE
7:32	3:37	LOCUST LN & N PRICE RD
7:34	3:39	APPLESEED LN & OLIVE BLVD
7:35	3:41	INDIAN TRAILS DR & OLIVE BLVD
7:36	3:42	MAGNET DR & OLIVE BLVD
7:38	3:43	FRIESE DR & OLIVE BLVD
7:39	3:45	OLIVE BLVD & TOWER HILL CT
7:40	3:46	OLIVIER LN & OLIVE BLVD
7:41	3:47	BASSWOOD LN & OLIVE BLVD
7:50		LADUE MIDDLE SCHOOL

Route L009

7:22	3:26	HACIENDA DR & RIO VISTA DR
7:23	3:27	GRANADA WAY & HACIENDA DR
7:24	3:28	BRAZILLIAN CT & HACIENDA DR
7:25	3:30	LADUE RD & TERRY LN
7:27	3:31	DIELMAN RD & WICKERSHAM LN
7:28	3:32	170 DIELMAN RD
7:28	3:32	DIELMAN RD & SUNNY MEADE
7:29	3:33	DIELMAN RD & THE ORCHARDS LN
7:31	3:34	COVINGTON LN & COVINGTON RD
7:33	3:35	N COVINGTON MEADOW RD & ROMANY PARK LN
7:35	3:37	DIELMAN RD & FAIRWINDS CT
7:37	3:38	DIELMAN RD & BRIARCLIFF
7:39	3:40	BRIARCLIFF & LADUE RD
7:41	3:42	LADUE RD & OAKLEIGH LN
7:42	3:43	FORDYCE LN & LADUE RD
7:45	3:44	LADUE RD & WOODCLIFFE RD
7:50		LADUE MIDDLE SCHOOL

Route L004

7:30	3:23	N SPOEDE RD & RAMBLEWOOD LN
7:31	3:24	N SPOEDE RD & SPOEDE GRV
7:31	3:25	MISSION HILLS CT & N SPOEDE RD
7:32	3:26	N SPOEDE RD & SPOEDE WOODS
7:33	3:27	COLONIAL HILLS PKWY & N SPOEDE RD
7:33	3:28	N SPOEDE RD & SPOEDE HILLS DR
7:34	3:29	COLONIAL HILLS DR & N SPOEDE RD
7:35	3:30	HUNTINGTON LN & N SPOEDE RD
7:36	3:31	N SPOEDE RD & WINDSOR TERRACE LN
7:37	3:32	KINGSBRIDGE ESTATES DR & N SPOEDE RD
7:38	3:33	NORTH SPOEDE & SHERWYN LN
7:39	3:34	ALDEN LN & N SPOEDE RD
7:40	3:35	CHILTON LN N SPOEDE & RONDELAY DR
7:41	3:36	OAK PARK DR & S SPOEDE RD
7:42	3:37	CHAMINADE DR & S SPOEDE RD
7:43	3:38	S SPOEDE & VILLA COUBLAY
7:44	3:39	BALLANTRAE DR & S SPOEDE RD
7:45	3:40	FRONTENAC ESTATES DR & S SPOEDE RD
7:46	3:41	N FORTY DRIVE & ROUNDABOUT
7:50		LADUE MIDDLE SCHOOL

Route L005

7:25	3:30	CODY DR & MESA DR
7:26	3:32	GRANDVIEW DR & MESA DR
7:27	3:33	MESA DR & PIONEER DR
7:28	3:34	LA JOLLA DR & PIONEER DR
7:29	3:35	HURON DR & PIONEER DR
7:30	3:37	GRANDVIEW DR & LA JOLLA DR
7:31	3:38	CROCKETT DR & YUCCA DR
7:32	3:41	INDIAN MEADOWS DR & MOHAVE DR
7:33	3:43	DIELMAN RD & ROTHWELL HEIGHTS LN
7:34	3:45	CASTLE GATE VILLAS DR & DIELMAN RD
7:36	3:47	LLEWELLYN LN & OLIVE BLVD
7:37	3:48	DOLORES AVE & OLIVE BLVD
7:50		LADUE MIDDLE SCHOOL

Route L007

7:21	3:20	CLAREMONT & LADUE
7:25	3:25	HIGHGATE RD & OLD BONHOMME RD
7:26	3:26	CROSSWINDS DR & OLD BONHOMME RD
7:27	3:28	BERKLEY PLACE CT & OLD BONHOMME RD
7:28	3:29	OLD BONHOMME RD & WHITE ROSE LN
7:29	3:31	BONHOMME FOREST DR & OLD BONHOMME RD
7:30	3:31	BEAUWOOD CT & OLD BONHOMME RD
7:31	3:32	LYNNE CT & OLD BONHOMME RD
7:32	3:33	RAMSGATE DR & OLD BONHOMME RD
7:33	3:33	HOMESTEAD ACRES & OLD BONHOMME RD
7:34	3:36	OLD BONHOMME RD & STONEYSIDE LN
7:35	3:38	HEATHERWOOD DR & STONEYSIDE LN
7:38	3:40	HEATHER HILL LN & OLD BONHOMME RD
7:50		LADUE MIDDLE SCHOOL

BUS ROUTE SUMMARY**2019- 2020****Middle School****Route L010**

7:18	3:20	CONWAY RD & DARYL LN
7:20	3:23	CHAPEL OAKS RD & CONWAY RD
7:22	3:25	CONWAY RD & VOUGA LN
7:22	3:25	CONWAY RD & TUCKER
7:24	3:27	CONWAY RD & WESTFIELD
7:25	3:28	CONWAY RD & CONWOOD LN
7:31	3:34	BROOKTRAIL CT & S GRAESER RD
7:34	3:36	E WINDRUSH CRK & GRAESER RD
7:35	3:37	GRAESER RD & RIDGECORDE LN
7:36	3:39	CHALET CT & GRAESER RD
7:36	3:40	GRAESER RD & WEDGEWOOD LN
7:37	3:41	GRAESER LN & GRAESER RD
7:38	3:42	GRAESER RD & WINFIELD POINTE LN
7:50		LADUE MIDDLE SCHOOL

Route L011

7:25	3:25	DANIEL RD & TRAILS END LN
7:26	3:28	ROLLING ROCK CT & ROLLING ROCK LN
7:31	3:33	LAYMONT CT & S MCKNIGHT RD
7:32	3:34	MCKNIGHT WOODS & S MCKNIGHT RD
7:33	3:35	S MCKNIGHT RD & THORNDALL DR
7:34	3:37	S MCKNIGHT RD & SCARSDALE LN
7:35	7:28	1025 S MCKNIGHT
7:36	3:38	HAVERFORD TERRACE LN & S MCKNIGHT
7:37	3:40	CLAYTON RD & RIDGETOP DR
7:38	3:42	BERKSHIRE DR & CLAYTON RD
7:41	3:44	BLACK CREEK LN & S MCKNIGHT RD
7:42	3:45	GREENBRIAR & S MCKNIGHT RD
7:44	3:48	LADUE MNR & S MCKNIGHT RD
7:50		LADUE MIDDLE SCHOOL

Route L012

7:22	3:44	S WARSON & SUNNEN PL
7:28	3:25	BRAXTON CT & HASTINGS DR
7:30	3:27	FAIRGREEN DR & PAYSON DR
7:31	3:28	LINDLEY DR & MANSFIELD DR
7:33	3:29	MANSFIELD DR & PAYSON DR
7:34	3:30	MANSFIELD DR & RADFORD DR
7:35	3:31	ENGEL LN & RADFORD DR
7:36	3:32	CRABAPPLE CT & ENGEL LN
7:38	3:33	ENGEL LN & HARVEST LN
7:39	3:34	CORDELL CT & ENGEL LN
7:40	3:36	DIELMAN RD & ENGEL LN
7:41	3:36	DIELMAN RD & GREEN OAKS
7:50		LADUE MIDDLE SCHOOL

Route L013

7:18	3:20	CLAYPRICE CT & CLAYTON RD
7:20	3:22	CLAYTON & EXMOOR
7:21	3:23	LAY RD & LAYTON TER
7:26	3:29	53 GODWIN LN
7:27	3:30	GODWIN LN (BY # 20)
7:30	3:32	11 LADUE CREST LN
7:32	3:34	LINDWORTH DR & S MCKNIGHT RD
7:34	3:35	1771 S. MCKNIGHT
7:34	3:35	ELSWORTH LN & S MCKNIGHT RD
7:35	3:36	DEER CREEK WOODS & S MCKNIGHT RD
7:37	3:38	LITZSINGER RD & PARK LN
7:38	3:39	LINDWORTH LN & LITZSINGER RD
7:38	3:39	DANIEL RD & LITZSINGER RD
7:39	3:40	OVERBROOK RD & LITZSINGER RD
7:43	3:40	BRIDLE CREEK RD & LITZSINGER RD
7:44	3:43	NEAR 9998 LITZINGER RD
7:45	3:44	2130 S WARSON RD
7:47	3:45	S WARSON & WINDING RIDGE RD
7:50		LADUE MIDDLE SCHOOL

Route L014

7:14	3:20	BRYNNWOOD DR & CLAYTON RD
7:21	3:25	49 PORTLAND DR
7:24	3:29	N GEYER & GEYER LN
7:25	3:30	HERMITAGE HILL RD & N GEYER RD
7:30	3:34	FOX RIDGE RD & N GEYER RD
7:31	3:35	COACH N 4 LN & N GEYER RD
7:32	3:36	CHIPPER RD & N GEYER RD
7:33	3:37	N GEYER RD & TREGARON PL
7:34	3:38	COUNTRY ESTATS PLACE N GEYER RD
7:35	3:39	GEORGIAN ACRES & NORTH GEYER
7:37	3:40	CLAYTON RD & STONINGTON PL
7:38	3:41	CLAYTON COURT DR & CLAYTON RD
7:39	3:42	CLAYTON RD & HUNTLEIGH DOWNS
7:40	3:44	CLAYTON RD & FRONTENC WOODS
7:45	3:46	DUNLEITH RD & S LINDBERGH BLVD
7:50		LADUE MIDDLE SCHOOL

Route L015

7:20	3:22	CONWAY AND DWYER
7:23	3:24	CLAYTON DOWN LANES & CLAYTON RD
7:24	3:25	CLAYTON RD & TERRACE GDNS
7:26	3:26	CLAYTON RD & DEVONDALE LN
7:31	3:32	2067 FIRETHORN
7:35	3:36	COUNTRY CLUB DR & GRANDVIEW DR
7:36	3:37	BEDFORD DR & GRANDVIEW DR
7:37	3:39	BOPP RD & FRONTENAC FOREST
7:39	3:41	BOPP RD & HOLIDAY LN
7:43	3:44	CLAYTON RD & CRICKLEWOOD PL
7:44	3:47	BLAYTONN LN & CLAYTON RD
7:46	3:48	CLAYTON RD & WOODOAKS TRL
7:47	3:49	CLAYTON RD & CREEKWOOD
7:50		LADUE MIDDLE SCHOOL

BUS ROUTE SUMMARY
2019- 2020
Middle School

Route 16

7:23	3:20	BURROUGHS LN & S PRICE RD
7:23	3:21	S PRICE RD & SHERATON DR
7:24	3:22	S PRICE RD & SAINT ANDREWS DR
7:25	3:22	N PRICE RD & PAXTON LN
7:25	3:23	KINGSTON MANOR DR & N PRICE RD
7:26	3:25	N PRICE RD & RICARDO LN
7:27	3:25	AMES PLACE DR & N PRICE RD
7:27	3:27	LADUE HILLS DR & N PRICE RD
7:28	3:28	N PRICE RD & PRICEWOODS LN
7:28	3:29	BIRNAWOODS LN & N PRICE RD
7:29	3:30	KINGS LYNN ST & N PRICE RD
7:31	3:33	DEUSER ST & WATSONIA CT
7:31	3:34	DEUSER ST & OLD BONHOMME RD
7:34	3:37	BROOKSIDE LN & LADUE
7:35	3:38	LADUE RD & MCKNIGHT LN
7:37	3:39	BERKLEY LN & LADUE RD
7:37	3:42	POINTER LN & TANGLEWOOD DR
7:38	3:45	TANGLEWOOD DR & WENNEKER DR
7:39	3:47	LOUWEN DR & WENLOU DR
7:46		LADUE MIDDLE SCHOOL

Route L017

7:17	3:23	LADUE RD & MARYHILL DR
7:18	3:24	COUNTRY FAIR LN & LADUE RD
7:19	3:25	CHATFIELD PLACE RD & LADUE RD
7:20	3:26	LADUE ROAD & WHITEBRIDGE
7:21	3:27	LADUE RD & OAK PARK CT
7:23	3:29	GRAESER RD & LADUE RD & S GRAESER RD
7:24	3:31	11233 LADUE RD
7:25	3:33	LADUE RD & W LADUE ESTATES DR
7:27	3:35	LADUE ESTATES AND LADUE WEST ESTATES
7:29	3:40	MOSLEY HILL DR & N MOSLEY RD
7:30	3:41	N MOSLEY RD & TUREEN DR
7:31	3:42	N MOSLEY RD TRI LANE
7:32	3:43	MOSLEY ACRES & N MOSLEY RD
7:33	3:44	MORWOOD LN & N MOSLEY RD
7:34	3:45	MOSLEY FARM CT & N MOSLEY RD
7:35	3:47	FAIRWAYS CIR & N MOSLEY RD
7:36	3:48	BENWOOD LN & N MOSLEY RD
7:38	3:49	OLIVE BLVD & RENEE LN
7:39	3:51	MARY MEADOWS LN & OLIVE BLVD
7:41	3:54	LARKIN AVE & OLIVE BLVD
7:50		LADUE MIDDLE SCHOOL

Route L022

7:26	3:23	617 HIGH HAMPTON RD
7:28	3:22	KADINA AND OLD WARSON
7:29	3:26	9846 OLD WARSON RD
7:32	3:31	COPPER HILL RD & HOLLISTON CT
7:34	3:33	DES PERES AVE & WILD DEER RD
7:44	3:41	9049 CLAYTON RD
7:46	3:42	CLAYTON & WHITFIELD
7:50		LADUE MIDDLE SCHOOL

Route L018

7:16	3:21	SPRINGWOOD DR & THORNWOOD DR
7:17	3:23	1123 THORNWOOD DR (THORNWOOD & ISLAND BEFORE LINDBERGH)
7:19	3:25	LYLEWOOD DR & S LINDBERGH BLVD
7:21	3:27	FERRAND WOODS & S LINDBERGH BLVD
7:22	3:28	CLERBROOK LN & S LINDBERGH BLVD
7:23	3:29	CLERMONT LN & S LINDBERGH BLVD
7:24	3:30	CLERMONT CT & S LINDBERGH BLVD
7:25	3:32	S LINDBERGH BLVD & STONEY BROOK LN
7:30	3:36	BEAVER DR & N LINDBERGH BLVD
7:32	3:37	NEAR 1 TEALWOOD DR
7:33	3:38	NEAR 14 TEALWOOD DR
7:34	3:39	NEAR 40 TEALWOOD DR
7:35	3:40	N LINDBERGH BLVD & N SUNSWEPT DR
7:36	3:42	SHADY BROOK & QUAILWAYS DR
7:37	3:43	FOXSBROOK DR & SHADYBROOK DR
7:39	3:44	LAWRENCE DR & N LINDBERGH BLVD
7:41	3:48	DWYER AVE & GARIBALDI PL
7:42	3:49	DWYER AVE & SAVANNAH AVE
7:45	3:51	CLAYTON TER & S LINDBERGH BLVD
7:50		LADUE MIDDLE SCHOOL

Route L019

7:26	3:34	GUELBRETH LN & OLD OLIVE STREET RD
7:27	3:31	BRIARBEND DR & GUELBRETH LN
7:29	3:32	BEAU JARDIN DR & SANNOSIS DR
7:30	3:30	BRIARBEND DR & WILLOW BROOK DR
7:31	3:35	OLD OLIVE & OLD WAY
7:32	3:36	N SPOEDE RD & OLIVE BLVD
7:33	3:37	BARRE HAVEN DR & OLIVE BLVD
7:34	3:39	OLIVE BLVD & CHASE PARK
7:36	3:40	DAUTEL LN & GRAESER ACRES
7:37	3:42	DAUTEL LN & DAUTEL MANOR CT
7:38	3:43	DAUTEL LN & LEIGHTON CT
7:42	3:44	OLIVE BLVD & SONA LN
7:43	3:45	DEAVER LN & OLIVE BLVD
7:50		LADUE MIDDLE SCHOOL

Route L020

7:27	3:26	INDIAN CIRCLE DR & INDIAN MEADOWS DR
7:28	3:27	CROCKETT DR & INDIAN MEADOWS DR
7:29	3:29	LAGUNA DR & MESA DR
7:30	3:30	CIMARRON CT & CIMARRON DR
7:39	3:37	NEAR 8437 COLONIAL
7:39	3:38	NEAR 8569 COLONIAL
7:40	3:40	NEAR 8537 COLONIAL
7:41	3:44	8967 LADUE LANE & N. MCKNIGHT RD
7:42	3:42	LADUE RD & WILLOW HILL RD
7:43	3:46	LADUE RD & WHITEGATE LN
7:47	3:50	9241 CLAYTON RD
7:50		LADUE MIDDLE SCHOOL

BUS ROUTE SUMMARY 2019- 2020 **Fifth Grade Center**

24-Sep-19

Route L001

6:40	2:42	CLAYTON TER & S LINDBERGH BLVD
6:43	2:45	CLAYTON DOWNS LN & CLAYTON RD
6:44	2:46	CLAYTON RD & TERRACE GDNS
6:46	2:47	CLAYTON RD & DAVONDALE IN
6:48	2:52	COUNTRY CLUB DR & GRANDVIEW DR
6:50	2:53	BEDFORD & GRANDVIEW
6:52	2:54	BOPP RD & FRONTENAC FOREST
6:53	2:55	2604 BOPP ROAD
6:53	2:56	BRIDLE LN & CLAYTON RD
6:55	2:58	CLAYTON RD & INDIAN CREEK
6:56	2:59	HERMITAGE HILL RD & N GEYER RD
7:00	3:01	2104 NORTH GEYER
7:02	3:02	N GEYER RD & OUTER LADUE DR
7:03	3:03	CHIPPER ROAD & NORTH GEYER
7:04	3:04	N GEYER RD & PORTLAND & TREGON PL
7:05	3:05	COUNTRY EASTATES PL & NORTH GEYER
7:15		5TH GRADE CENTER (W)

Route L002

6:40	2:42	6 S TEALBROOK
6:42	2:43	BEAVER DR & NORTH LINDBERGH
6:46	2:47	GUELBRETH & OLD OLIVE
6:47	2:48	BEAUJARDIN DR & GUELBRETH LN
6:49	2:50	BARRE HAVEN DR & CHASE PARK LN
6:51	2:52	COUNTRY SQUIRE LN & DAUTEL LN
6:52	2:53	GRAESER RD & MARTIN GROVE LN
6:53	2:54	GRAESER RD & WEDGEWOOD LN
6:54	2:55	GRAESER RD & RIDGECORDE LN
6:57	2:58	MOSLEY ACRES & N MOSLEY RD
6:58	2:58	BENWOOD LANE & MOSLEY RD
7:01	3:02	OLIVE BLVD & RENE
7:02	3:04	OLIVE BLVD & SONA LN
7:07	3:06	COLONIAL HILLS DR & N SPOEDE RD
7:12		5TH GRADE CENTER (W)

Route L003

6:42	2:42	CABLE AVE & DWYER AVE
6:43	2:44	CONWAY RD & DWYER AVE
6:44	2:45	CHAPEL OAKS RD & CONWAY RD
6:46	2:46	BROWNWOOD CONWAY RD
6:46	2:47	CONWAY RD & VOUGA LN
6:49	2:49	CONWAY RD & FRONTENAC PL
6:50	2:50	CONWAY RD & FRONTENAC ESTATES DR
6:53	2:51	CLAYTON RD & STONINGTON
6:54	2:53	CLAYTON RD & FRONTENAC WOODS LN
6:55	2:54	CLAYTON RD & CREEKWOOD LN
6:54	2:58	BRIARWOOD DR & SPRINGWOOD DR
7:02	3:01	DOGWOOD & WARSON
7:03	3:01	CHATEAU OAKS & LADUE CUTOFF
7:08	2:39	LADUE AND COUNTRY FAIR
7:10		5TH GRADE CENTER (W)

Route L004

6:36	2:44	LADUE RD & MCKNIGHT LN
6:37	2:45	BERKLEY LN & LADUE RD
6:38	2:46	LADUE RD & TANGLEWOOD DR
6:41	2:49	COLONIAL LN & GAY AVE
6:45	2:53	LADUE TERRACE & MCKNIGHT RD
6:46	2:54	MOYDALGAN DR & MCKNIGHT RD
6:46	2:54	BLACKCREEK & MCKNIGHT RD
6:47	2:55	PILLSBURY PL & S MCKNIGHT RD
6:49	2:57	HAVERFORD TERRACE & MCKNIGHT
6:51	2:59	CLAYTON RD & RIDGETOP
6:52	3:00	BERKSHIRE DR & CLAYTON RD
6:54	3:03	WENLOW & WEMMEKER
6:58	3:07	CLAYPRICE CT & CLAYTON RD NORTH SIDE
7:01	3:09	LOG CABIN DRIVER AND OVERHILLS
7:04	3:11	2 MIDPARK LANE
7:12	3:12	5TH GRADE CENTER (W)

Route L005

6:45	3:02	N PRICE & STONLEIGH TOWERS NEAR NEAR PRICE MEADOWS
6:45	3:02	N PRICE RD & W VILLA AVE WEST
6:46	3:01	E VILLA AVE & N PRICE RD
6:47	3:00	BON PRICE LN & N PRICE RD
6:48	2:59	BON HILLS N & N PRICE RD
6:49	2:57	DEUSER ST & OLD BONHOMME RD
6:52	2:54	ACCESS RD & N PRICE RD
6:53	2:53	N PRICE RD & PRICEWOODS LN
6:54	2:52	DELMAR & N PRICE RD
6:55	2:51	N PRICE RD & PAXTON
6:57	2:49	LADUE RD & THE PRADO
6:58	2:48	GRANADA WAY & HACIENDA DR
7:00	2:47	LADUE & TERRY LANE
7:00	2:47	LADUE & GRAYBRIDGE
7:02	2:43	170 DIELMAN RD
7:04	2:45	BRIARCLIFF AND BRIARCLIFF
7:04	2:45	LADUE AND BRIARCLIFF
7:05	2:42	LADUE LN & LADUE RD
7:06	2:41	LADUE RD & WOODCLIFF
7:10		5TH GRADE CENTER (W)

BUS ROUTE SUMMARY 2019- 2020
Fifth Grade Center

Route L006

6:40	3:09	CHISOLM & HILLTOP DR
6:41	3:08	HILLTOP DR & IRIQUIOS
6:45	3:06	DOLORES AVE & OLIVE BLVD
6:48	3:03	DIELMAN RD & OLD BONHOMME RD
6:50	2:59	N COVINGTON MEADOW & ROMANY PARK
6:51	3:02	3 CEDAR CREST
6:52	2:57	BONHOMME FOREST & OLD BONHOMME
6:53	2:56	OLD BONHOMME RD & RAMSGATE
6:54	2:55	OLD BONHOMME RD & STONEYSIDE LN
6:55	2:54	HEATHER HILL LN & OLD BONHOMME RD
6:58	2:47	KINGSBROOK LN & N WARSON RD
7:00	2:50	9723 GRANDVIEW (OLIVETTE CC)
7:06	2:45	N WARSON RD & STACY DR
7:07	2:44	KEMTOM & WARSON
7:08	2:44	534 N WARSON RD
7:09	2:43	COUNTRYSHIRE PL & N WARSON RD
7:10	2:42	FIELDING & N WARSON RD
7:15		5TH GRADE CENTER (W)

Route L007

6:47	2:44	BON AIRE & OLD BONHOMME
6:50	2:47	APPLESEED & OLIVE
6:52	2:48	INDIAN TRAILS & OLIVE
6:55	2:49	OLIVE & TOWERHILL
6:57	2:51	OLIVIER & OLIVE
6:58	2:53	OLIVE & BONHOMME LAKE
7:03	2:58	CONWAY LN & CONWAY RD
7:06	3:01	CLERMONT LN & S LINDBERGH BLVD
7:07	3:02	CLERBROOK LN & S LINDBERGH BLVD
7:11		5TH GRADE CENTER (W)

Route L008

6:31	2:42	LADUE FRST & S PRICE RD
6:32	2:44	BURROUGHS & S PRICE RD
6:34	2:45	CLAYTON & EXMOOR
6:35	2:47	LAY RD & LAYTON
6:36	2:48	FAIR OAKS DR & LAY RD
6:38	2:50	S MCKNIGHT RD & SARANAC DR
6:39	2:51	MCKNIGHTWOODS AND MCKNIGHT RD
6:41	2:51	MCKNIGHT & THORNDALE
6:44	2:54	GODWIN LANE (NEAR 18)
6:47	2:57	DEER CREEK LN & LINDWORTH DR
6:49	2:58	ELLSWORTH LN & S MCKNIGHT RD
6:52	3:02	LITSINGER RD & PARK LN
6:53	3:03	LITSINGER LN & LITSINGER RD
6:55	3:04	DANIEL RD & LITSINGER RD
6:59	3:09	DES PERES & WILD DEER
7:01	3:11	COPPER HILL RD & HOLLISTON CT
7:06	3:15	HIGH HAMPTON RD & N WOODLAWN AVE
7:10	3:25	S WARSON & WARIDGE
7:14	3:23	DUNLEITH DR & OLDE MILLING RD
7:14	3:28	LYNNBROOK & SPOEDE
7:15	3:30	706 S SPOEDE
7:17		5TH GRADE CENTER (W)

Route L23

6:43	2:47	DIELMAN RD & ROTHWELL HEIGHTS
6:44	2:48	DIELMAN RD & NAPOLEON
6:45	2:50	CIMARRON DR & INDIAN MEADOWS DR
6:46	2:52	GRANDVIEW DR & MESA DR
6:48	2:53	CROCKETT INDIAN MEADOWS & LAGUNA
6:50	2:55	INDIAN MEADOWS DR & OLIVE VILLAGE CT
6:55	2:58	LINDLEY & MANSFIELD
6:56	2:59	MANSFIELD DR & RADFORD DR
6:57	3:00	CRABAPPLE CT & ENGEL LN & RADFORD DR
6:58	3:01	CRABAPPLE CT & ENGEL LN
6:59	3:02	ENGEL LN & HARVEST LN
7:00	3:03	CORDELL & ENGEL
7:01	3:04	ENGEL LN & GREEN OAKS
7:02	3:05	DIELMAN RD & ENGEL
7:03	3:06	DIELMAN RD & HILL & DALE
7:09	3:13	N LINDBERGH BLVD & SUNSWEPT
7:10	3:14	N LINDBERGH BLVD & QUAILWAYS
7:15		5TH GRADE CENTER (W)

BUS ROUTE SUMMARY
2019- 2020
High School

23-Sep-19

Route L009

6:33	2:37	CLERBROOK LN & S LINDBERGH BLVD
6:34	2:38	CLERMONT CT & S LINDBERGH BLVD
6:35	2:39	S LINDBERGH BLVD & STONEY BROOK LN
6:35	2:40	N LINDBERGH BLVD & S TEALBROOK DR
6:36	2:42	BEAVER DR & N LINDBERGH BLVD
6:37	2:44	N LINDBERGH BLVD & TEALWOOD DR
6:40	2:47	KINGSBROOK LN & N WARSON RD
6:41	2:49	OLIVETTE COMMUNITY CENTER
6:42	2:50	GRANDVIEW & WARSON
6:45	2:52	N WARSON RD & STACY DR
6:45	2:53	N WARSON RD & WARINGTON SQ
6:46	2:53	N WARSON RD & SUNDOWN SQ
6:47	2:55	COUNTRYSHIRE PL & N WARSON RD
6:50	2:58	LADUE RD & MARYHILL DR
6:53	3:01	ANZEIGER AVE & S LINDBERGH BLVD
6:54	3:02	LYLEWOOD DR & S LINDBERGH BLVD
6:55	3:03	1131 S LINDBERGH BLVD
7:05		LADUE HORTON WATKINS HS

Route L010

6:39	2:37	CLAYTON DOWNS LN & CLAYTON RD
6:40	2:37	CLAYTON RD & CRICKLEWOOD PL
6:41	2:38	BRIDLE LN & CLAYTON RD & TERRACE GDNS
6:42	2:39	CLAYTON RD & DEVONDALE LN
6:48	2:45	NEAR 2070 FIRETHORN DR
6:50	2:47	COUNTRY CLUB DR & GRANDVIEW DR
6:53	2:50	BOPP RD & FRONTENAC FOREST ST
6:53	2:50	BOPP RD & HOLIDAY
6:54	2:51	BOPP RD & DEVONDALE LN
6:56	2:53	GEORGIAN ACRES & N GEYER RD
6:57	2:55	N GEYER RD & PORTLAND DR & TREGARON PL
7:01	2:57	2108 GEYER
7:02	2:57	FOX RIDGE RD & N GEYER RD
7:03	2:58	COUNTRYSIDE LN & N GEYER RD
7:03	2:58	N GEYER RD & STEEPLECHASE LN
7:04	2:59	GEYER DOWNS LN & N GEYER RD
7:10		LADUE HORTON WATKINS HS

Route L011

6:35	2:38	OAK PARK & SPOEDE
6:35	2:39	GLEN ABBEY & SPOEDE
6:36	2:29	BALLANTRAE & SPOEDE
6:41	2:40	LITZSINGER RD & S LINDBERGH BLVD
6:43	2:45	DUNLEITH RD & S LINDBERGH BLVD
6:45	2:47	BABLER LN & LITZSINGER RD
6:48	2:50	BRIDLE CREEK & LITZINGER RD
6:49	2:49	LITZSINGER RD & WOOD ACRE RD
6:50	2:51	9797 LITZSINGER RD
6:53	2:53	DANIEL RD & LITZSINGER RD
6:54	2:54	LITZSINGER LN & LITZSINGER RD
6:56	2:56	LITZSINGER RD & PARK LN
7:05		LADUE HORTON WATKINS HS

Route L012

6:42	2:38	COUNTRY FAIR LN & LADUE RD
6:43	2:40	LADUE RD & W WHITE BRIDGE LN
6:44	2:41	LADUE RD & SHARDUE LN
6:46	2:43	GRAESER RD & LADUE RD
6:48	2:44	LADUE ESTATES DR & LADUE RD
6:49	2:45	MOSLEY HILL DR & N MOSLEY RD
6:50	2:47	MOSLEY LN & N MOSLEY RD
6:52	2:49	BENWOOD LN & N MOSLEY RD
6:53	2:50	OLIVE BLVD & RENEE LN
6:55	2:52	MARY MEADOWS LN & OLIVE BLVD
6:56	2:53	OLIVE BLVD & SONA LN
7:00	2:57	N LINDBERGH BLVD & N SUNSWEPT DR
7:01	2:58	N LINDBERGH BLVD & QUAILWAYS DR
7:03		LAWRENCE DR & N LINDBERGH BLVD
7:10		LADUE HORTON WATKINS HS

Route L013

6:44	2:43	E WINDRUSH CRK & GRAESER RD
6:46	2:45	GRAESER RD & THE KNOLLS LN
6:48	2:47	GRAESER LN & GRAESER RD
6:49	2:48	11010 MARTIN GROVE
6:51	2:50	DAUTEL LN & GRAESER ACRES
6:57	2:54	BARRE HAVEN DR & N SPOEDE RD
6:59	2:57	GUELBRETH LN & OLD OLIVE STREET RD
7:00	2:59	GUELBRETH LN & BRIARBEND
7:02	3:00	OLD OLIVE STREET ROAD & OLD OLIVIE W/
7:10	3:08	LADUE HORTON WATKINS HS

Route L014

6:38	2:38	N SPOEDE RD & SPOEDE LN
6:38	2:38	COUNTRY VIEW DR & N SPOEDE RD
6:39	2:39	COLONIAL HILLS DR & N SPOEDE RD
6:39	2:39	COLONIAL HILLS PKWY & N SPOEDE RD
6:43	2:43	1001 OLD OLIVE
6:48	2:46	HARVEST LN & OLIVE BLVD
6:52	2:50	COVINGTON RD & DIELMAN RD
6:52	2:51	DIELMAN RD & SUMAC LN
6:53	2:51	DIELMAN RD & SUNNY MEADE
6:54	2:52	BRIARCLIFF & DIELMAN RD
6:56	2:54	BRIARCLIFF & LADUE RD
6:56	2:54	OAKLEIGH & LADUE
6:57	2:55	FORDYCE LN & LADUE RD
6:58	2:56	APPLE TREE LN & LADUE RD
7:00	2:58	CLERMONT LN & S WARSON RD
7:05		LADUE HORTON WATKINS HS

Route L015

6:49	2:41	INDIAN TRAILS DR & OLIVE BLVD
6:52	2:43	OLIVE BLVD & TOWER HILL CT
6:53	2:45	OLIVIER LN & OLIVE BLVD
6:54	2:46	BASSWOOD LN & OLIVE BLVD
6:55	2:47	BONHOMME LAKE DR & OLIVE BLVD
7:05		LADUE HORTON WATKINS HS

BUS ROUTE SUMMARY**2019- 2020****High School****Route L016**

6:40	2:40	CROCKETT DR & MESA DR
6:42	2:42	LA JOLLA DR & PIONEER DR
6:44	2:44	INDIAN MEADOWS DR & MOHAVE DR
6:45	2:45	DIELMAN RD & INDIAN MEADOWS DR
6:47	2:47	LLEWELLYN LN & OLIVE BLVD
7:05		LADUE HORTON WATKINS HS

Route L017

6:39	2:50	BON PRICE TERRACE & OLD BONHOMME RD
6:45	2:56	HILLTOP DR & OLIVE BLVD
6:47	2:58	COCHISE DR & HILLTOP DR
6:48	2:59	HILLTOP DR & IROQUOIS DR
6:50	3:01	ALICE PL & IRVINGTON CT
6:55	2:45	LADUE RD & TERRY LN
7:05		LADUE HORTON WATKINS HS

Route L018

6:32	3:01	CLAYTON RD & EXMOOR DR
6:35	2:42	LOUWEN DR & WENNEKER
6:38	2:44	TANGLEWOOD DR & WENNEKER DR
6:40	2:46	POINTER LN & TANGLEWOOD DR
6:43	2:50	COLONIAL LN & GAY AVE
		LADUE & MCKNIGHT RD (On Right Side of Ladue
6:46	2:52	across from Berkly)
6:46	2:53	LADUE RD & WILLOW HILL RD
6:48	2:55	HACIENDA DR & RIO VISTA DR
6:50	2:57	BRAZILLIAN CT & LADUE RD
6:51	2:58	N PRICE RD & TOWN AND COUNTRY DR
6:51	2:58	N PRICE RD & KINGSTON MANNER
6:52	2:59	DELMAR BLVD & N PRICE RD
6:53	3:00	N PRICE RD & PRICEWOODS LN
6:54	3:01	KINGSLYNN (CHEVY CHASE DR) & N PRICE RD
6:59	3:08	CELLA RD & CLAYTON RD
7:05		LADUE HORTON WATKINS HS

Route L019

6:35	2:38	CLAYPRICE CT & CLAYTON (CLAYPRICE SIDE)
6:37	2:40	CLAYTON RD & RIDGETOP DR
6:38	2:42	BERKSHIRE DR & CLAYTON RD
6:39	2:43	CLAYTON RD & SAINT MARYS KNLS
6:41	2:45	CLAYTON RD & LAY RD
6:41	2:45	CLAYTON RD & WHITFIELD LN
6:43	2:47	S PRICE RD & SHERATON DR
6:44	2:48	LADUE FRST & S PRICE RD
6:46	2:50	LADUE RD & MCKNIGHT RD
6:48	2:52	GREENBRIAR DR & S MCKNIGHT RD
6:49	2:53	MOYDALGAN DR & S MCKNIGHT RD
6:50	2:54	BLACK CREEK LN & S MCKNIGHT RD
6:51	2:57	S MCKNIGHT RD & SCARSDALE LN
6:51	2:56	1025 S MCKNIGHT
6:51	2:58	S MCKNIGHT RD & THORNDALL DR
6:52	2:59	GREENRIDGE DR & S MCKNIGHT RD
6:54	3:00	GODWIN LN & LADUE CREST LN
6:58	3:02	1266 LAY RD
6:59	3:03	FAIR OAKS DR & LAY RD
7:00	3:03	LAY ROAD & LAYTON RD
7:04	3:05	9241 CLAYTON RD
7:10		LADUE HORTON WATKINS HS

Route L020

6:44	2:40	LOG CABIN LN & S 40 DR
6:45	2:43	ROLLING ROCK LN & S 40 DR
6:46	2:44	LINDWORTH DR & S MCKNIGHT RD
6:48	2:45	CRICKET LN & S MCKNIGHT RD
6:49	2:47	DEER CREEK WOODS & S MCKNIGHT RD
6:53	2:50	GILBERT AVE & OLD WARSON RD
6:54	2:51	DESPERES AVE & OLD WARSON RD
6:56	2:52	COPPER HILL RD & HOLLISTON CT
6:58	2:54	9846 OLD WARSON RD
7:00	2:56	OLD WARSON RD & TRENT
7:01	2:57	OLD WARSON RD & WARSON ESTATES DR
7:02	2:59	OLD WARSON RD & S WARSON RD
7:03	3:00	NEAR 628 HIGH HAMPTON
7:05	3:03	S WARSON RD & SOMERSET DOWNS
7:07	3:07	LITZINGER RD & S WARSON RD
7:10		LADUE HORTON WATKINS HS

Route L021

6:33	2:37	APPLESEED LN & OLIVE BLVD
6:35	2:39	INDIAN MEADOWS DR & OLIVE BLVD
6:36	2:40	LAGUNA & MESA
6:38	2:42	DIELMAN RD & ENGEL LN
6:39	2:44	DIELMAN RD & OLD BONHOMME RD
6:43	2:50	LADUE RD & WOODCLIFFE RD
6:49	2:52	CONWAY RD & PRINCESS AVE
6:51	2:53	CONWAY RD & FRONTENAC ESTATES DR
6:52	2:55	CONWAY RD & VOUGA LN
6:53	2:56	CONWAY RD & TUCKER
6:53	2:57	CONWAY RD & CONWOOD LN
6:54	2:59	CONWAY RD & WESTFIELD LN
6:59	3:02	LYNNBROOK RD & S SPOEDE RD
7:00	3:03	S SPOEDE RD & NORTH FORTY DR
7:02	3:05	CAROLE LN & S 40 DR
7:04	3:07	CLAYTON RD & HUNTLEIGH DOWNS
7:05	3:10	CLAYTON RD & FRONTENAC WOODS LN
7:15		LADUE HORTON WATKINS HS

Route L022

6:44	2:48	N PRICE RD & PRICE MEADOWS DR
6:45	2:55	VILLA PLACE CT & W VILLA AVE
6:46	2:58	N PRICE RD & W VILLA AVE
6:48	3:00	HIGHGATE RD & OLD BONHOMME RD
6:49	3:02	OLD BONHOMME RD & WHITE ROSE LN
6:50	3:04	BONHOMME WOODS DR & OLD BONHOMM
6:51	3:05	OLD BONHOMME RD & RAMSGATE DR
6:52	3:06	HEATHER HILL LN & OLD BONHOMME RD
6:54	3:08	LINDLEY DR & OLD BONHOMME RD
7:05		LADUE HORTON WATKINS HS

REQUEST FOR BUS STOP REVIEW/CHANGE



Please print all information and submit to: Ladue Schools Transportation Department
 9703 Conway Road, Saint Louis, MO 63124
 Fax: 314-993-9822 Email: businfo@ladueschools.net

Date: _____ Student's Name: _____ Grade: _____

School: ☐ Conway ☐ Old Bonhomme ☐ Reed ☐ Spoede ☐ Fifth Grade Center
☐ Ladue Middle School ☐ Ladue Horton Watkins High School

Transportation Address: _____

Name of Parent/Guardian: _____

Home Phone: _____ Cell Phone: _____ Work Phone: _____

Current Stop Location: _____

Location of Safety Hazard *(name of street or road)*:

Describe the Safety Hazard/Concern: _____

Desired Outcome: _____

PLEASE ATTACH A SKETCH OR DIAGRAM OF THE LOCATION IN QUESTION, IF NECESSARY.

Parent/Guardian,

I hereby certify that the information provided in this request is correct to the best of my knowledge.

 Signature of Parent/Guardian

 Date

Note: If approved, please allow up to 5 days from the date of approval for implementation.

The request has been: ☐ Approved ☐ Denied

Comments: _____

 Signature of Transportation Coordinator

 Date

Attachment: Ladue School District Bus Stop Info (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



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

**APPLICATION TO PLANNING AND ZONING COMMISSION
#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).

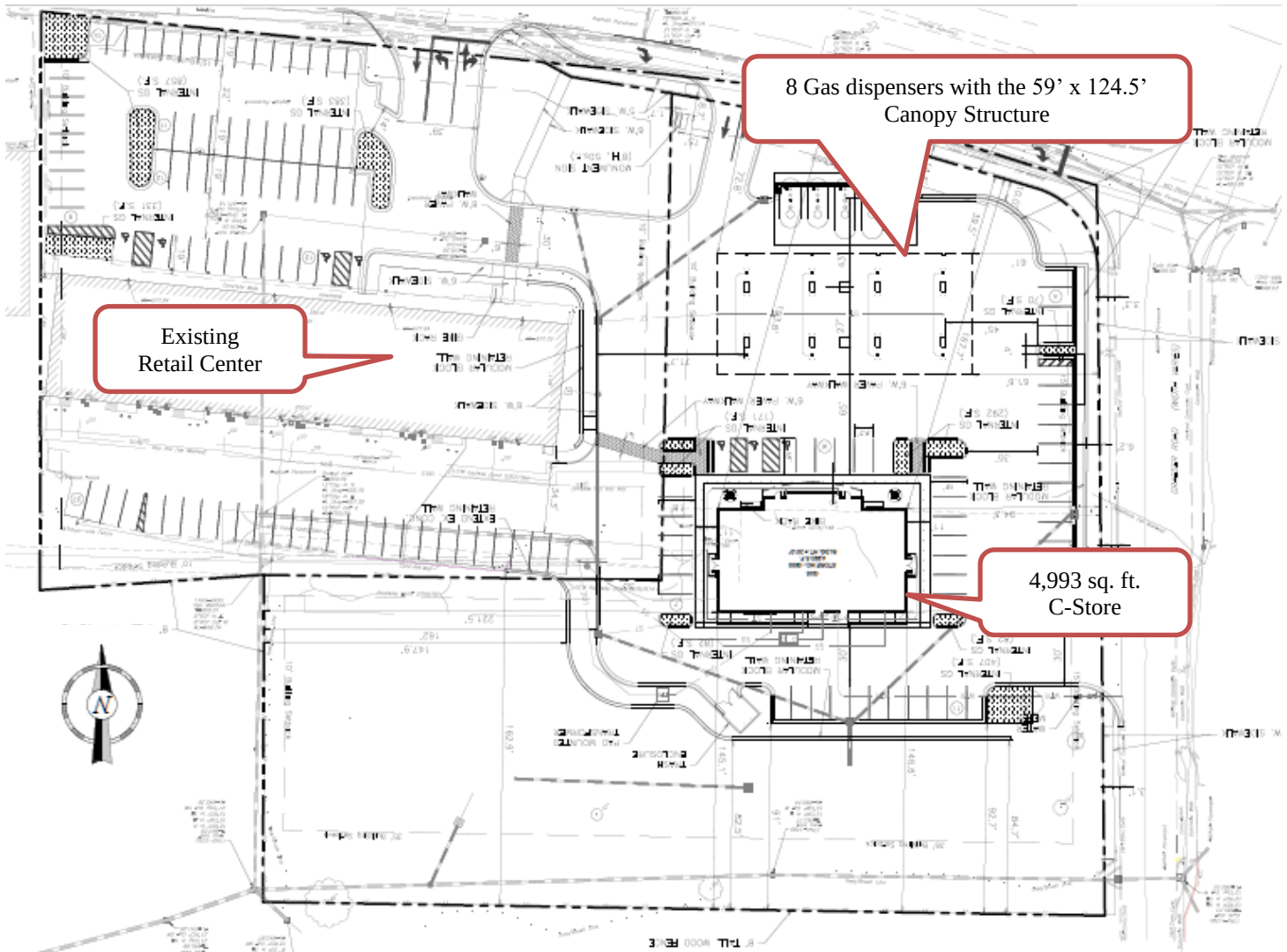


Figure 1: Proposed Site Development Plan



Figure 2: C-Store Elevations

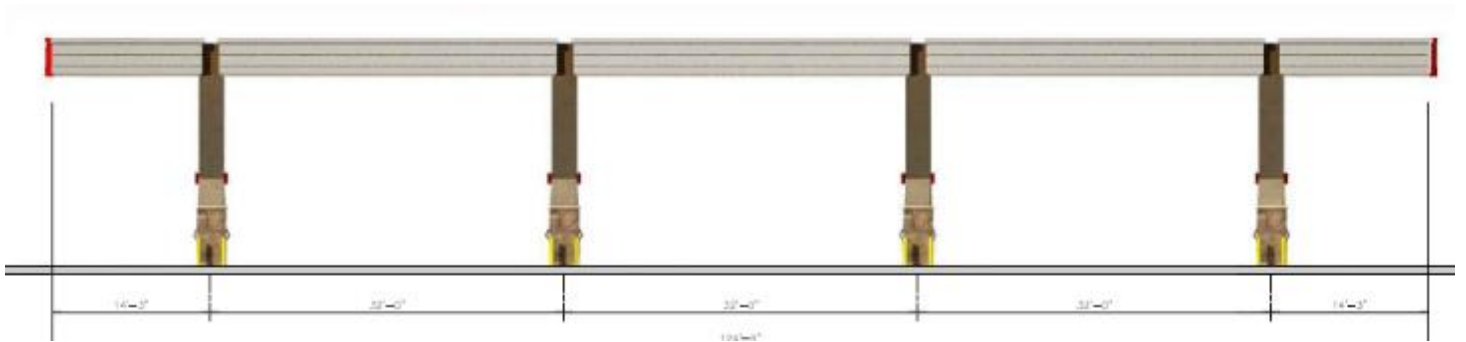


Figure 3: Canopy Structure Front/Olive Boulevard Facing Elevation

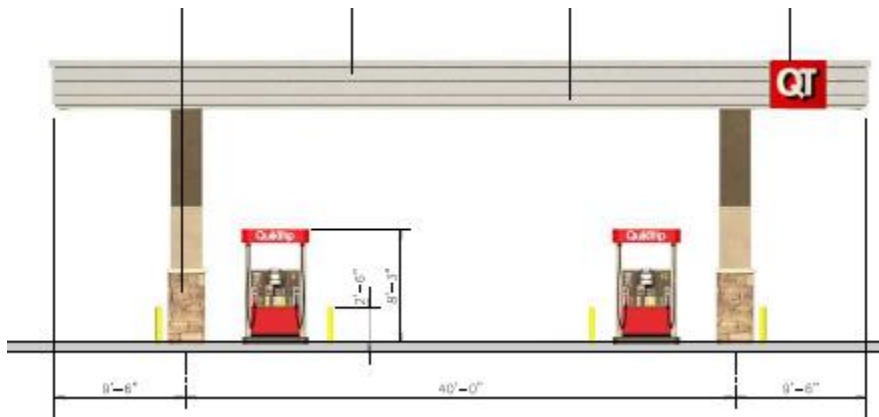


Figure 4: Canopy Structure Side Elevations



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.

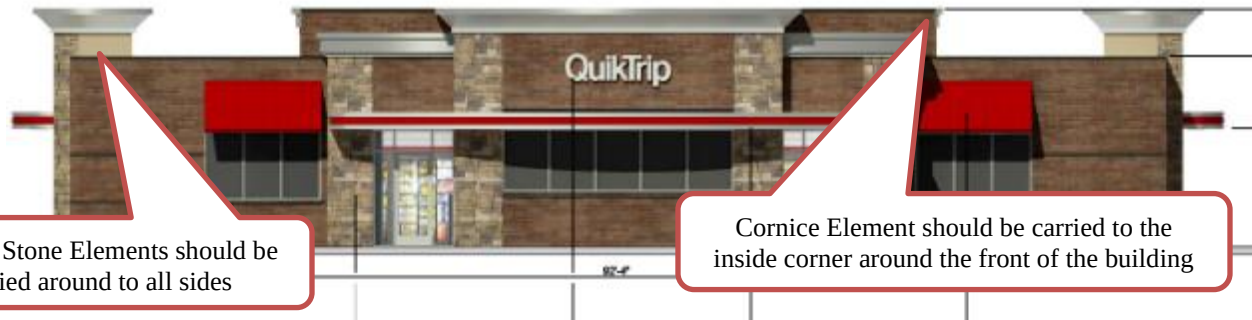


Figure 7: Close-up of the North Elevation

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.

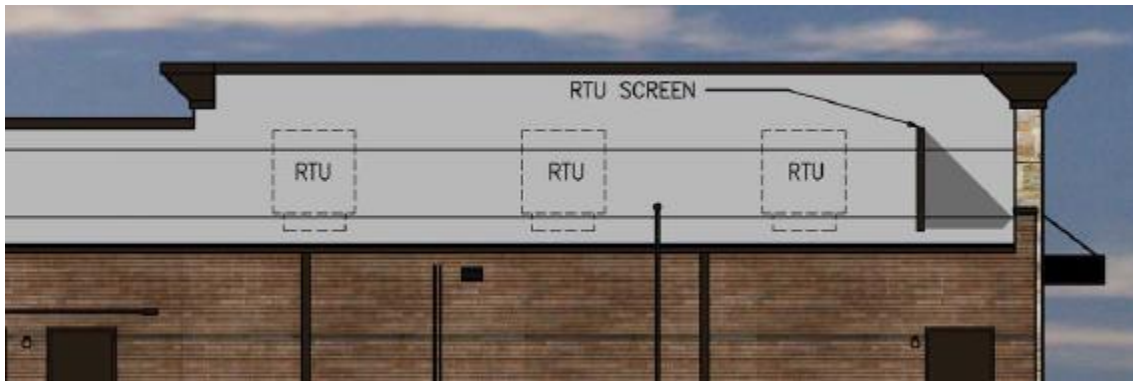


Figure 9: Close-up of the rear elevation of the retail center

- 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.

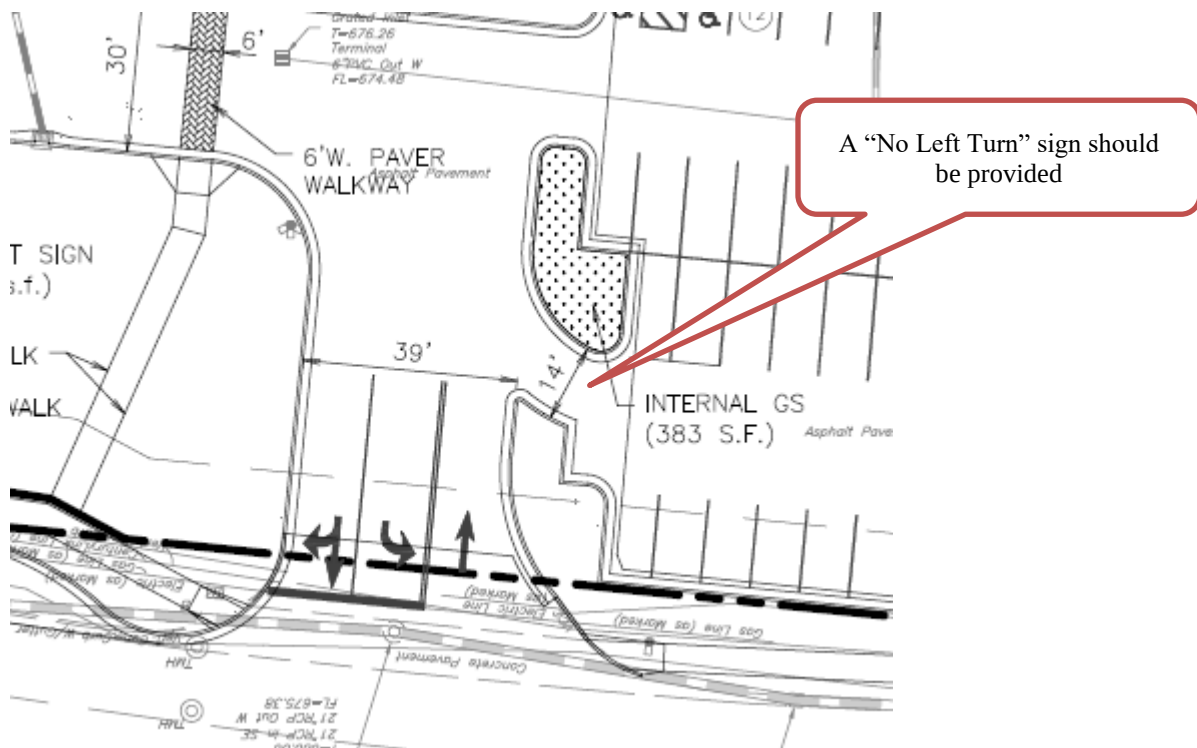


Figure 10: Close-up of the site plan showing the main entrance.

- 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

brick to match the building should be carried up the entire length of the column, to better integrate the design with the main building.

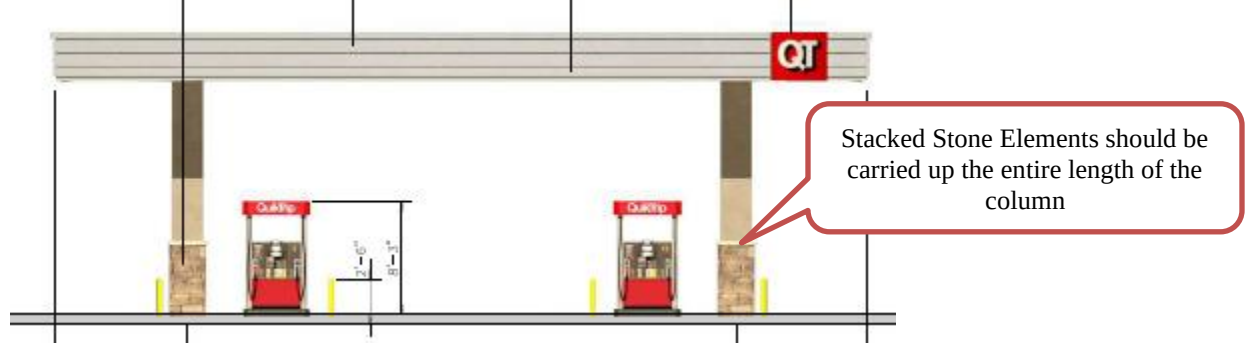


Figure 11: Close-up of the side elevation of the canopy structure

- *The Design Guidelines strongly encourage high quality landscaping that accentuates the building and site, softens the effects of parking in areas and enhances the quality of life of the City; and, that there is a consistency of landscape design throughout a development, and that landscaped areas are to be maximized and balanced throughout the site. Further, the Comprehensive Plan recommends that when parking is located in front of the building breaking up parking and provide a buffer zone between parking and buildings. Additionally, the Comprehensive Plan calls for well landscaped frontages along Olive Boulevard. The Landscape Plan shows the new landscaping for both the retail building and the gas station, with the appropriate number of street trees and a landscaped hedge. However, Staff would like to see greater layering with additional plantings at the corner along the retaining wall. The hedge along the front of the existing parking of the retail building are within MoDOT right-of-way, and therefore a maintenance and use agreement for this area will be required by MoDOT. Further, the Code requires that all trees are to be a minimum of 3-inch caliper size providing clear headroom of at least six (6) feet, per Section 405.540(F)(1) of the Landscape regulations, where the plans show a caliper of 2.5”.*

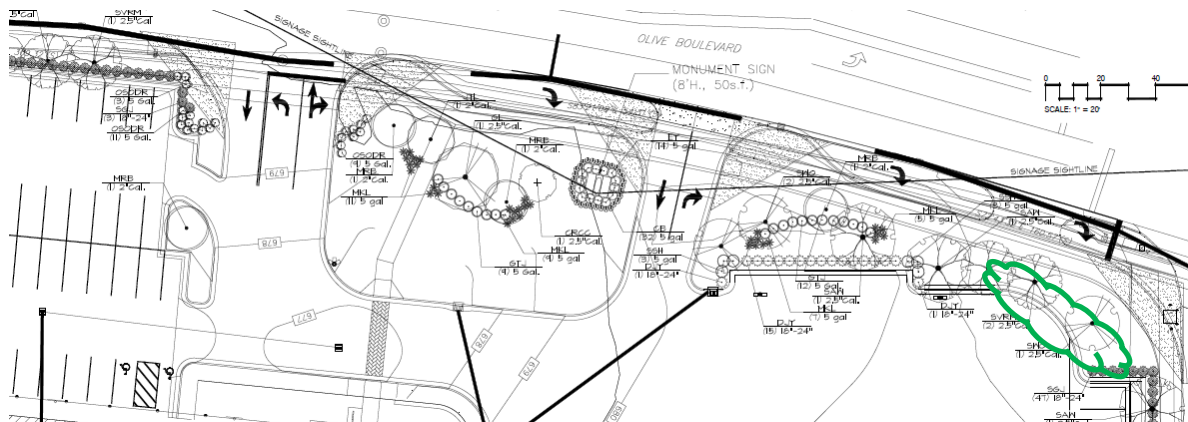


Figure 12: Close-up of Landscape Plan along Olive Boulevard.

The renderings and site plan show landscaping adjacent to the building to break up the hard surfaces of the outdoor seating, and the building in order to meet with the recommendation with the recommendations. However, the landscape plan is not showing plantings in these areas. Consistency between the Landscape Plan, the Site Development Plans is needed and landscaping adjacent to the buildings should be provided, particularly where the new landscaped patio area in front of Pumpnickels at the retail center. The Applicants have indicated that the new patio area for the retail center has not been fully designed as they would work with the tenants to determine the landscaping in conjunction with the allowance for outdoor seating. If the Commission feels that this is sufficient, staff can work with the Applicant to further refine this area as a condition of approval.

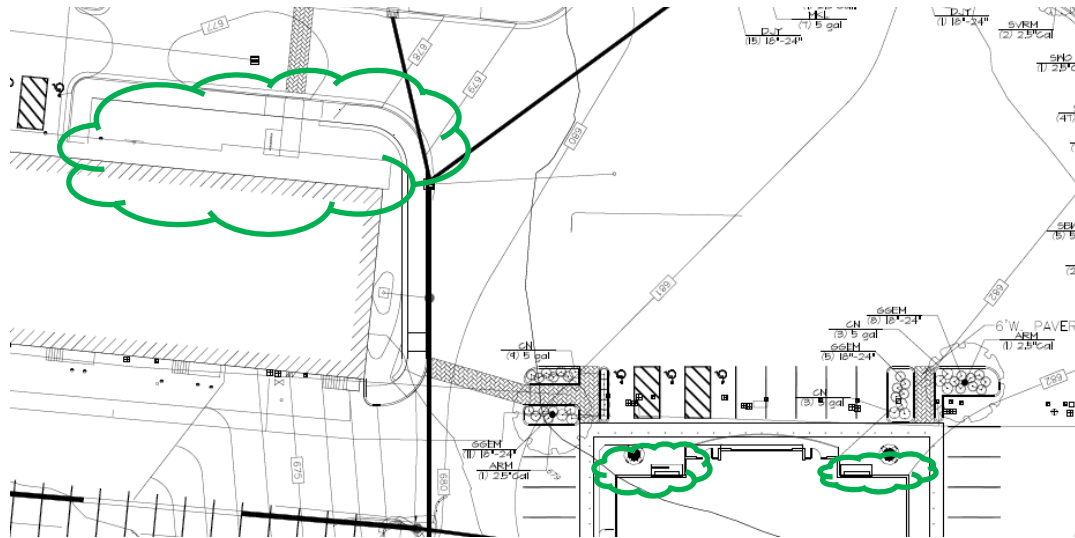


Figure 13: Close up of the Landscape Plan of the areas in front of the buildings.



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

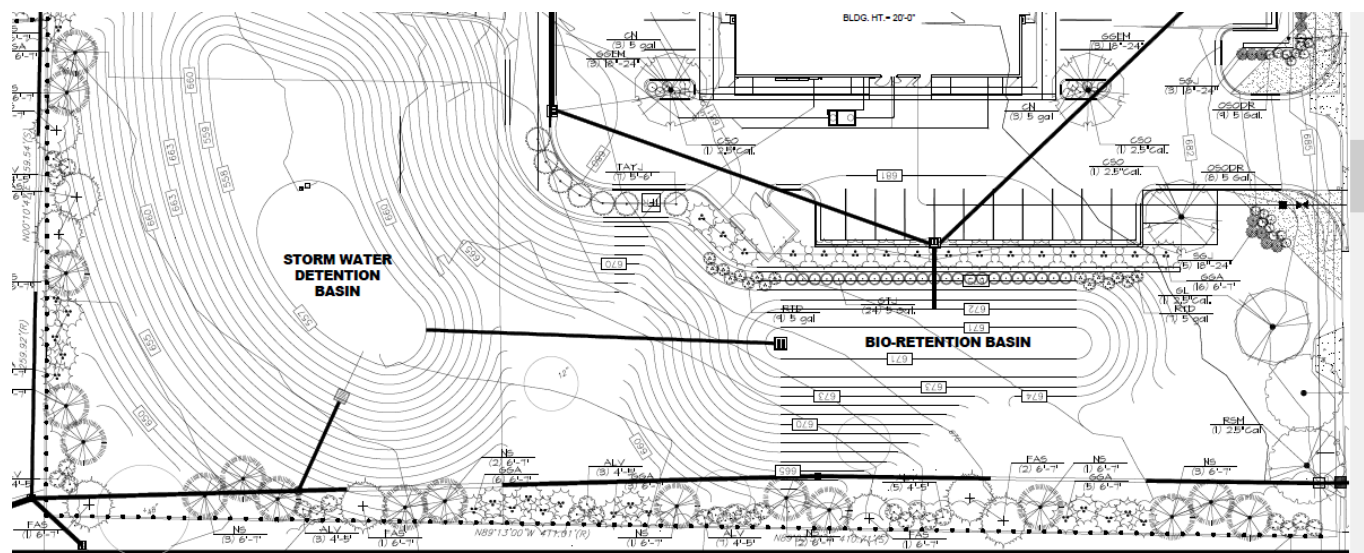


Figure 15: Close-up of the rear of the development on the area formerly 825 & 827 Olive Boulevard

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.*

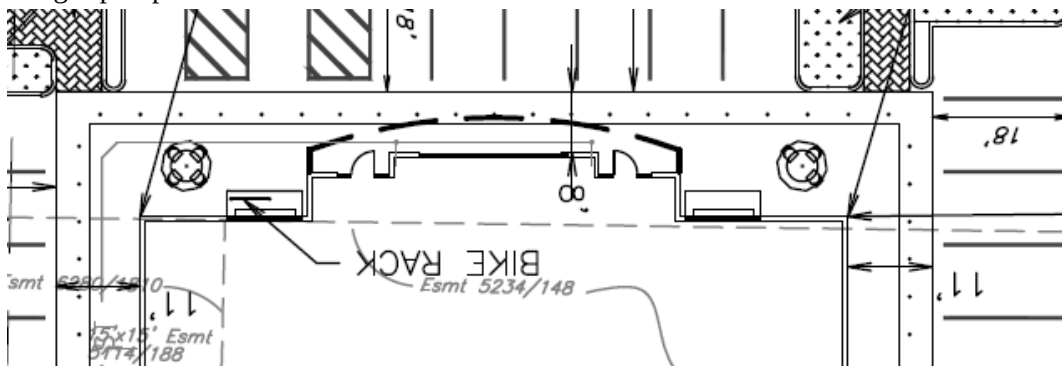


Figure 16: Close-up of the site plan showing sidewalks in front of the store.

- 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.

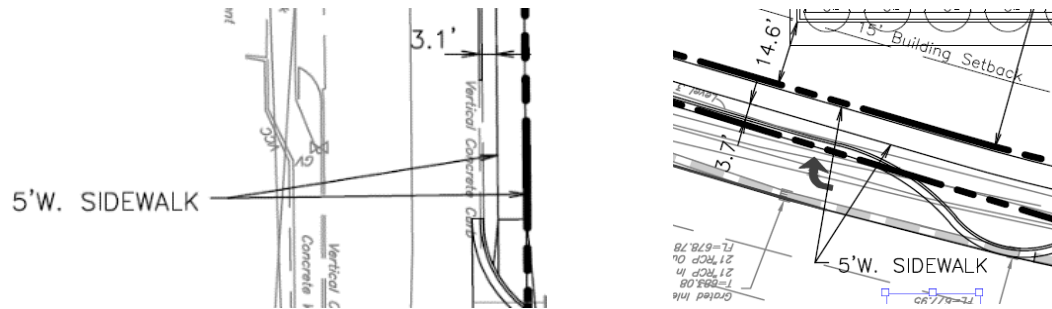


Figure 17: Close-up of the Site Plan showing new detached sidewalks along Graeser Road on right and Olive Boulevard on left

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.

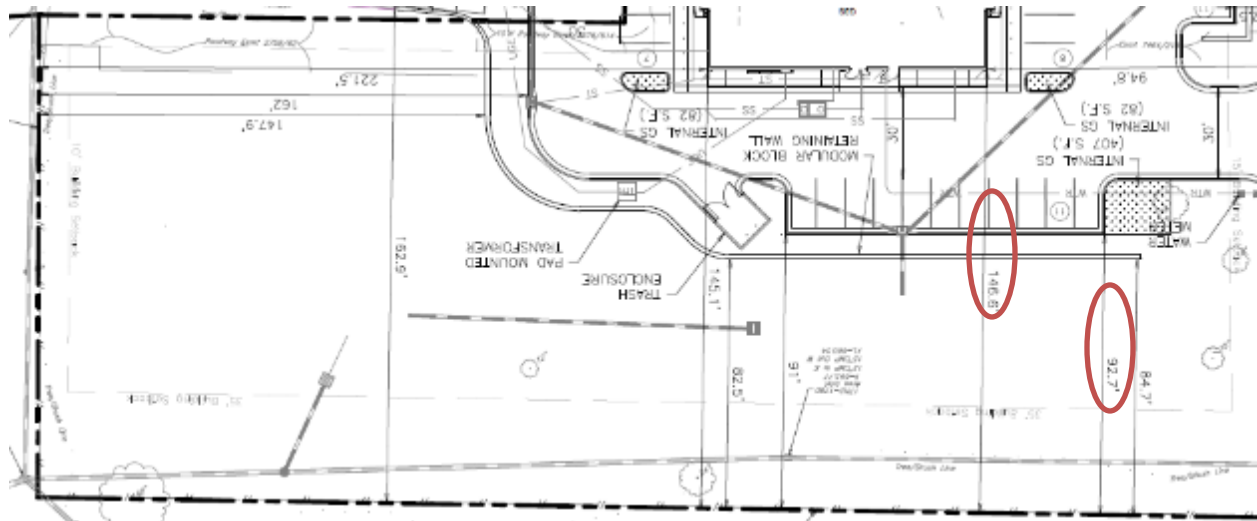


Figure 18: Close-up of the Site Plan showing buffer area

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.

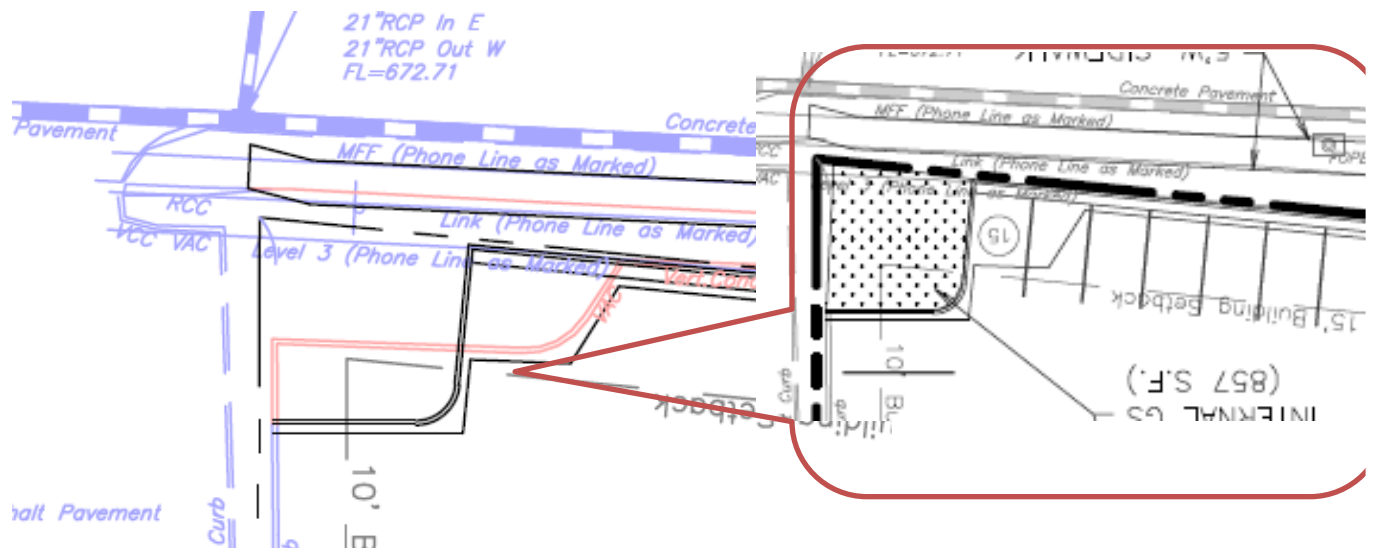


Figure 20: Close-up of the "Demo" Plan and the Site Plan of the two parking spaces that will have to be removed and the existing green area to remain.

"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.

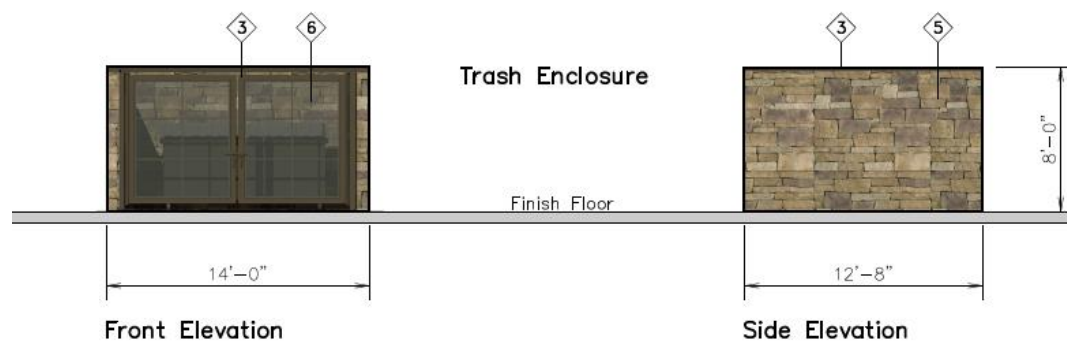


Figure 21: Close-Up of the Elevations Showing the Trash Enclosure.

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.

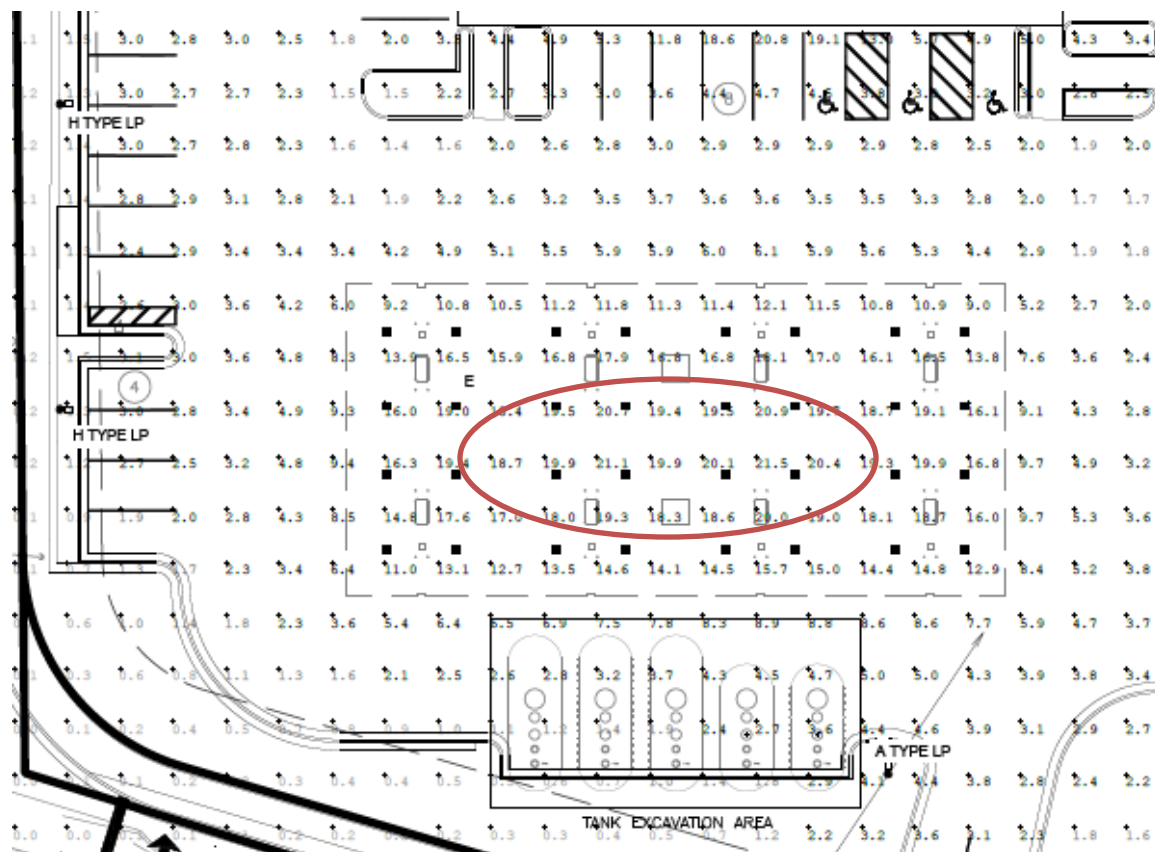


Figure 22: Close-up of the Photometric Plan showing lighting levels underneath the Canopy Structure with the highest levels circled in red.

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.

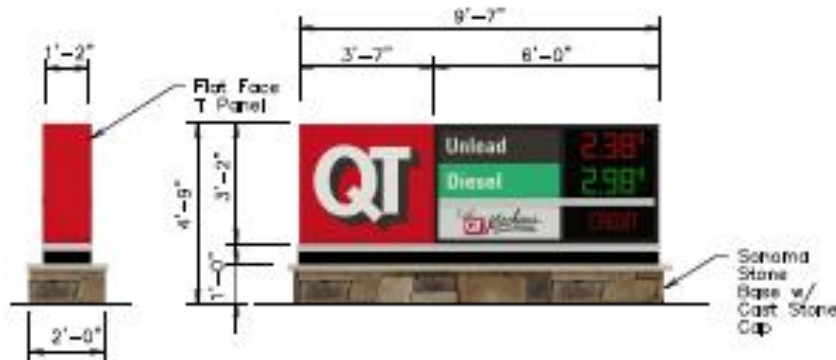


Figure 24: Close-up of the rendering of the monument sign

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.

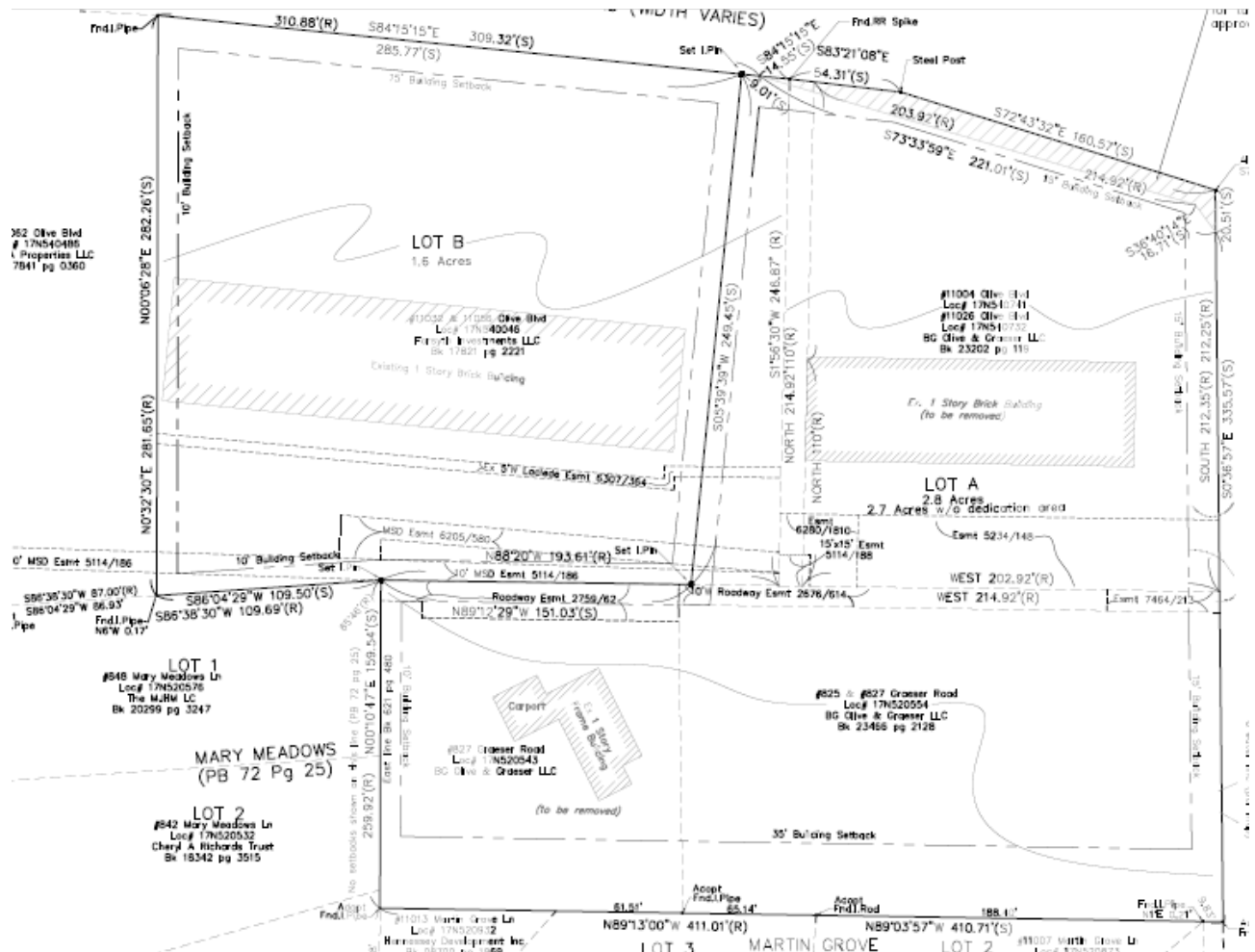


Figure 25: Close-up of the Boundary Adjustment Plat

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

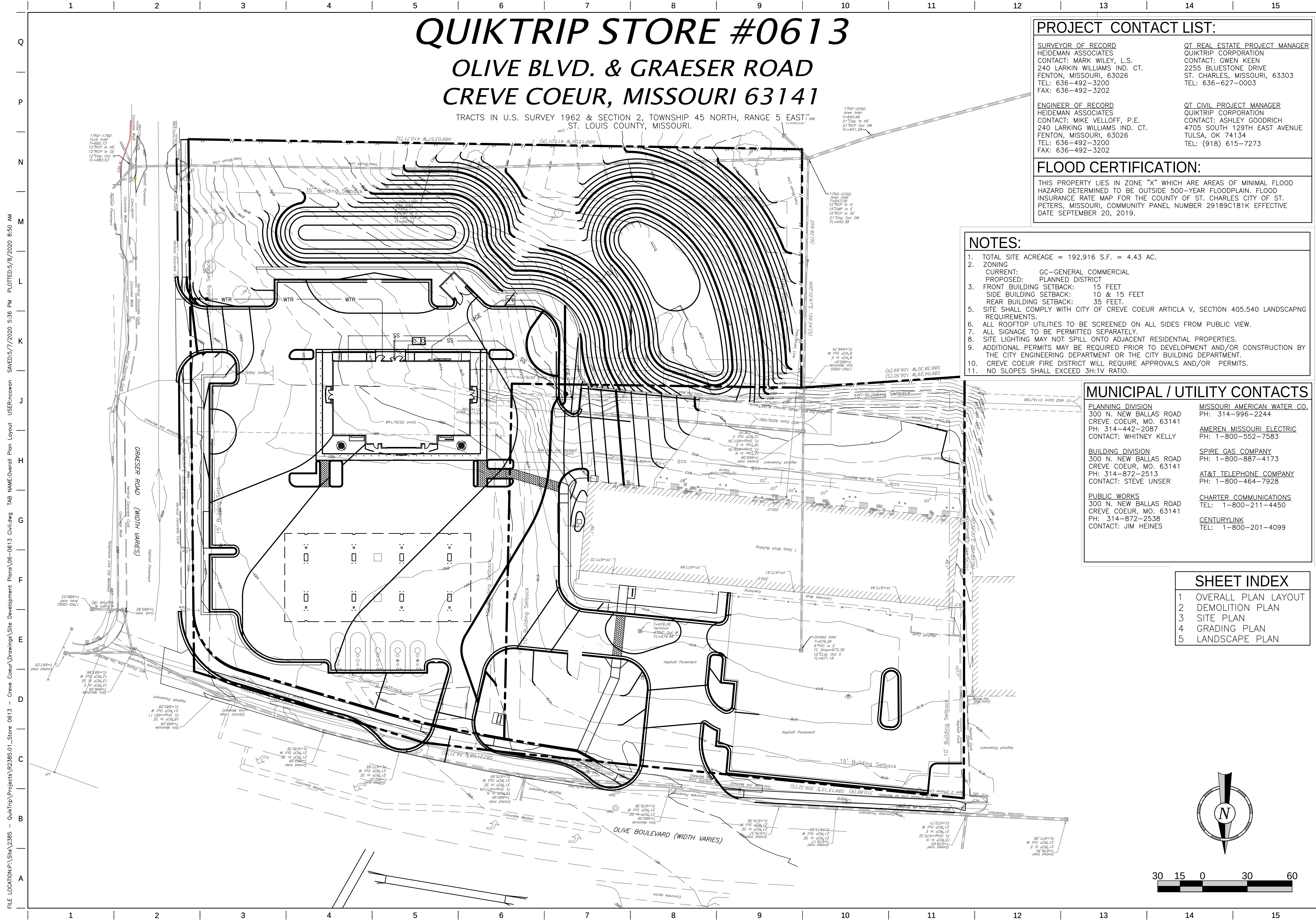
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL PHOTO





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:

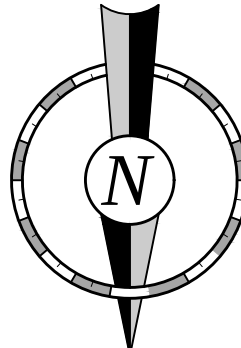
1. TOTAL SITE ACREAGE = 192,916 S.F. = 4.43 AC.
2. ZONING
CURRENT: GC-GENERAL COMMERCIAL
PROPOSED: PLANNED DISTRICT
3. FRONT BUILDING SETBACK: 15 FEET
SIDE BUILDING SETBACK: 10 & 15 FEET
REAR BUILDING SETBACK: 35 FEET
5. SITE SHALL COMPLY WITH CITY OF CREVE COEUR ARTICLA V, SECTION 405.540 LANDSCAPING REQUIREMENTS
6. ALL ROOFTOP UTILITIES TO BE SCREENED ON ALL SIDES FROM PUBLIC VIEW.
7. ALL SIGNAGE TO BE PERMITTED SEPARATELY.
8. SITE LIGHTING MAY NOT SPILL ONTO ADJACENT RESIDENTIAL PROPERTIES.
9. ADDITIONAL PERMITS MAY BE REQUIRED PRIOR TO DEVELOPMENT AND/OR CONSTRUCTION BY THE CITY ENGINEERING DEPARTMENT OR THE CITY BUILDING DEPARTMENT.
10. CREVE COEUR FIRE DISTRICT WILL REQUIRE APPROVALS AND/OR PERMITS.
11. 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

- 1 OVERALL PLAN LAYOUT
- 2 DEMOLITION PLAN
- 3 SITE PLAN
- 4 GRADING PLAN
- 5 LANDSCAPE PLAN



PROJECT NO.: #####

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

QT
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REV	DATE	DESCRIPTION

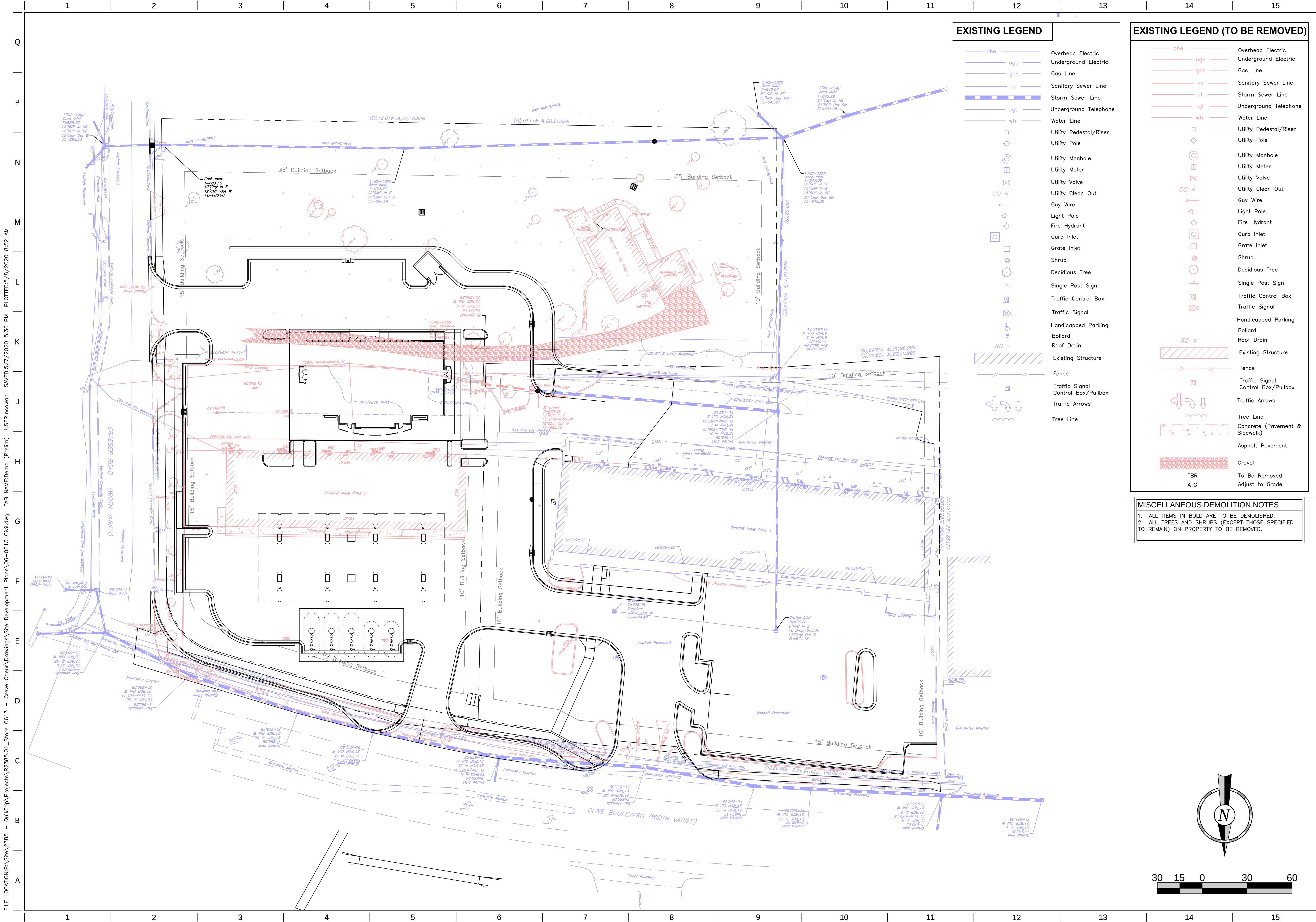
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DIVISION:
VERSION: 001
DESIGNED BY: MJV
DRAWN BY: DPB
REVIEWED BY: MJV

SHEET TITLE:
OVERALL PLAN LAYOUT
(FOR INTERNAL USE ONLY)

SHEET NUMBER:
1

ORIGINAL ISSUE DATE:

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EXISTING LEGEND

- ohe Overhead Electric
- 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



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PROTOTYPE: P-99 (08/01/19)
DIVISION:
VERSION: 001
DESIGNED BY: MJV
DRAWN BY: DPB
REVIEWED BY: MJV

REV	DATE	DESCRIPTION

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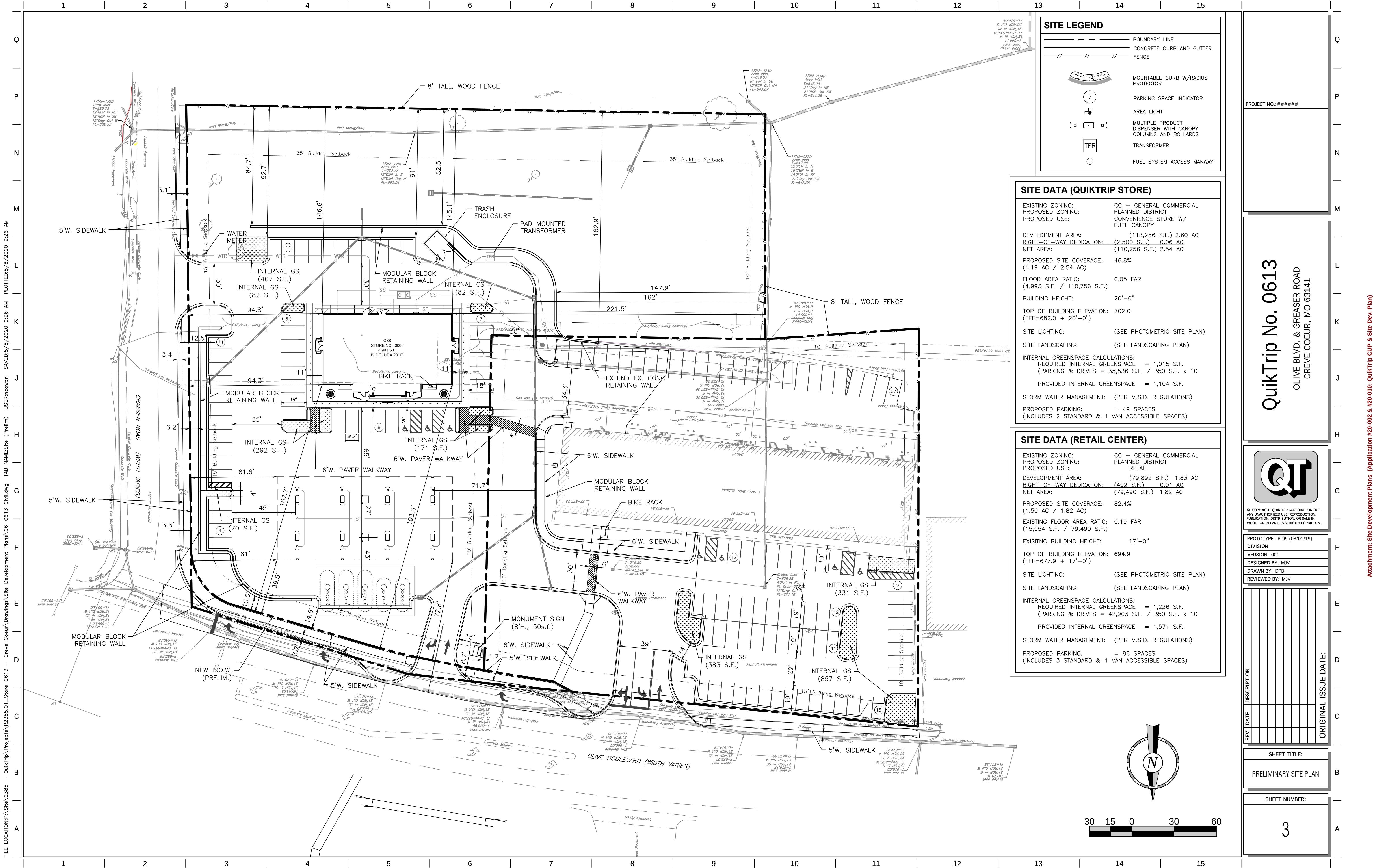
PRELIMINARY DEMOLITION
PLAN

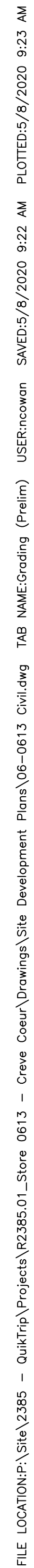
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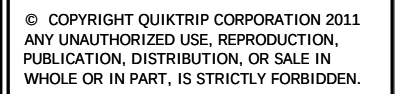
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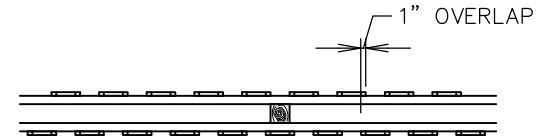
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OLIVE BLVD. & GREASER ROAD
CREVE COEUR, MO 63141

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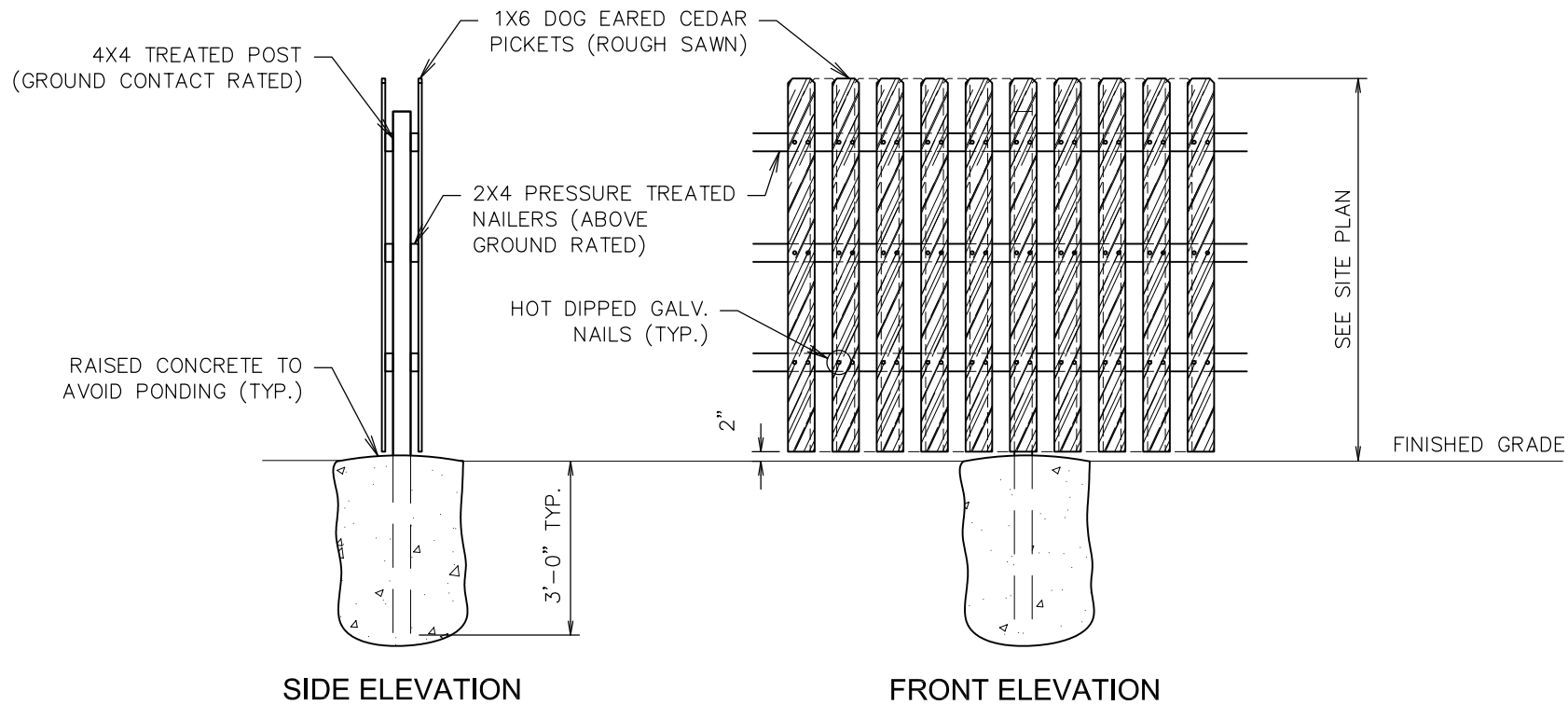
SHEET NUMBER:
4

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

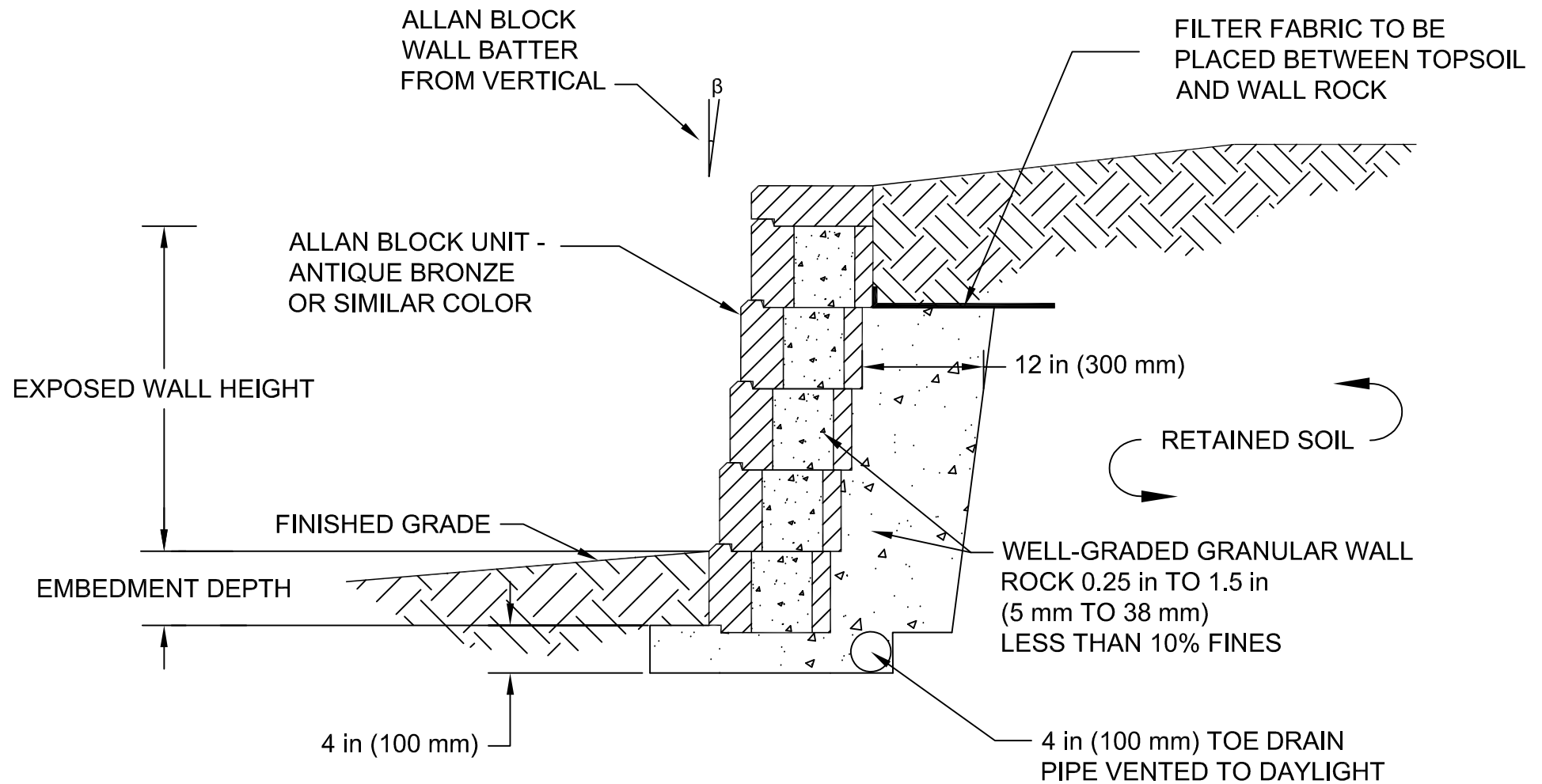
DRAWN BY: AMG

NAME:

REVISION:

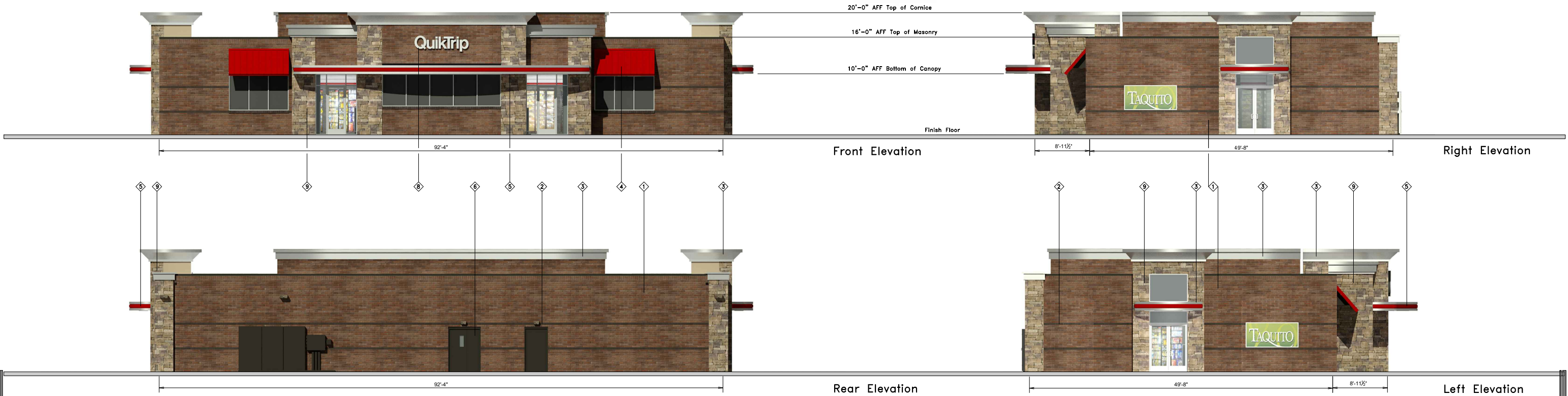
TITLE:

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. 72	

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. 73

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



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



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

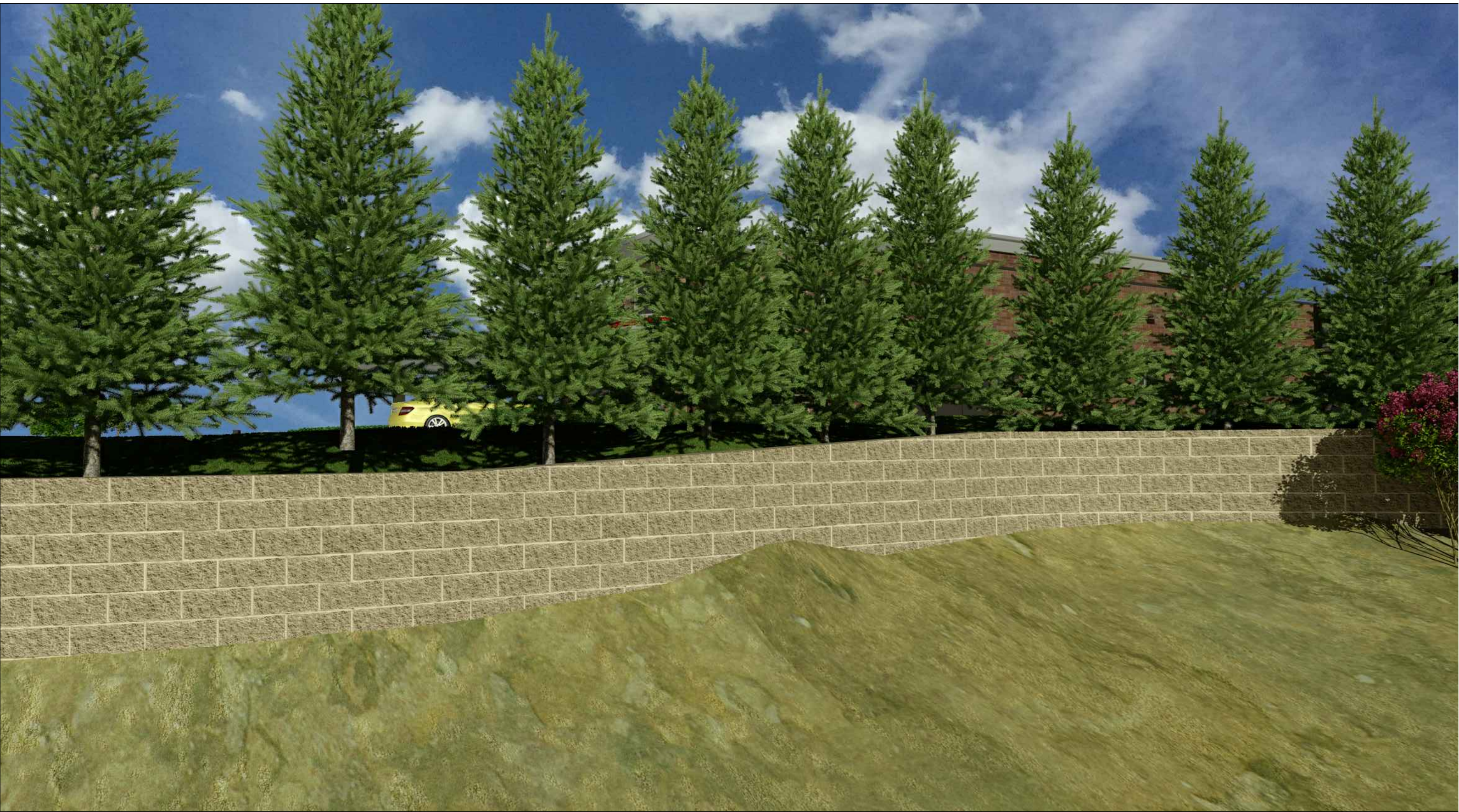


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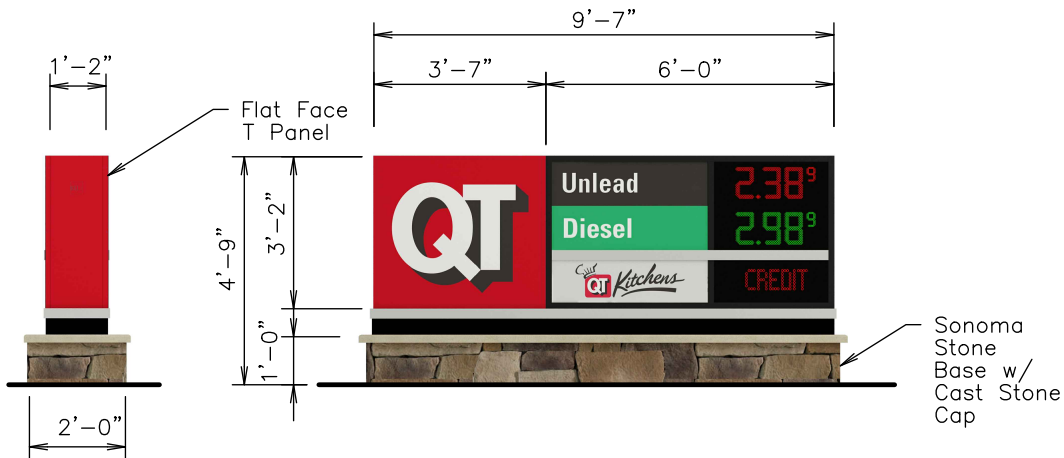
QuikTrip.

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:

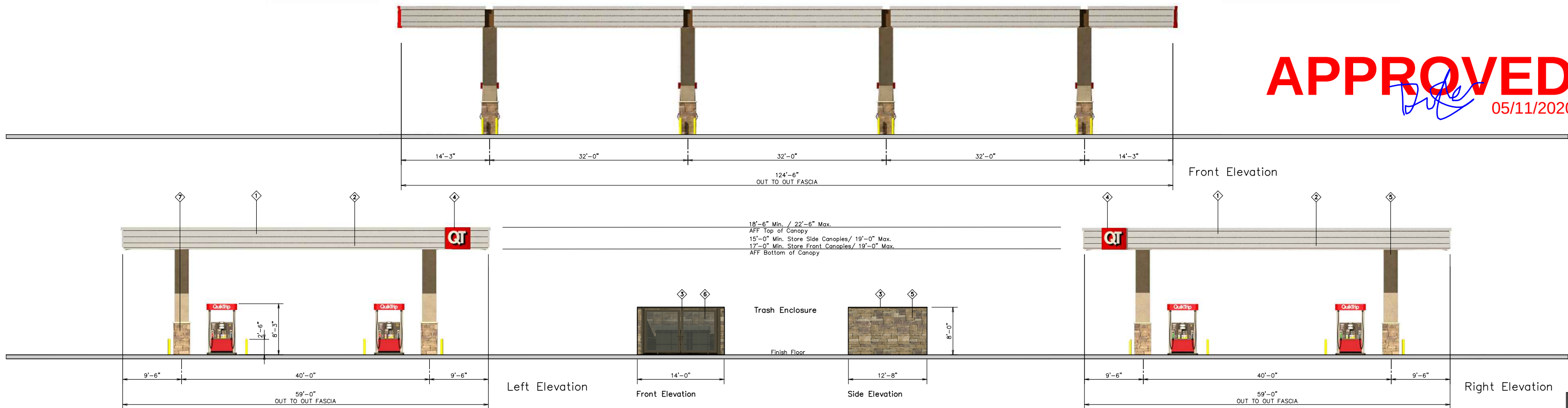
MH-E2PQ-31-CS

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



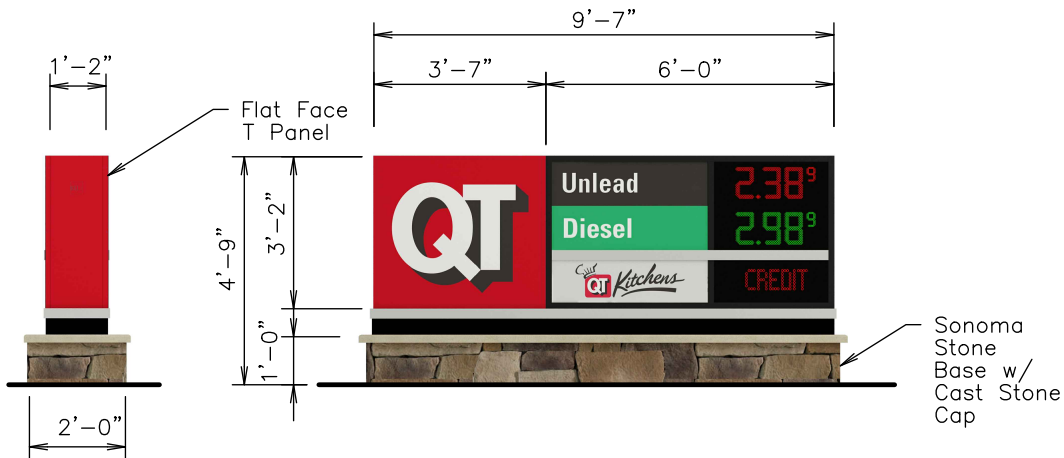
QuikTrip.

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)



FINISH LEGEND		
BRICK	EXISTING	STAIN TO MATCH QT BRICK
STONE VENEER	GLEN GERY	SONOMA 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 SIDE
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		



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	

Michael J. Baalman
ARCHITECT

PROJECT MANAGER: JKI

PROJECT NUMBER
19-081
January 28, 2020

SHEET
A1
EXTERIOR
ELEVATION
STUDY

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

STATE OF MISSOURI

REGISTERED LANDSCAPE ARCHITECT

ANDREAS MARDIS

NUMBER 019

DATE 5-1-2020

RAULPH W. MARDIS

LANDSCAPE ARCHITECT #000014

DATE 5-1-2020

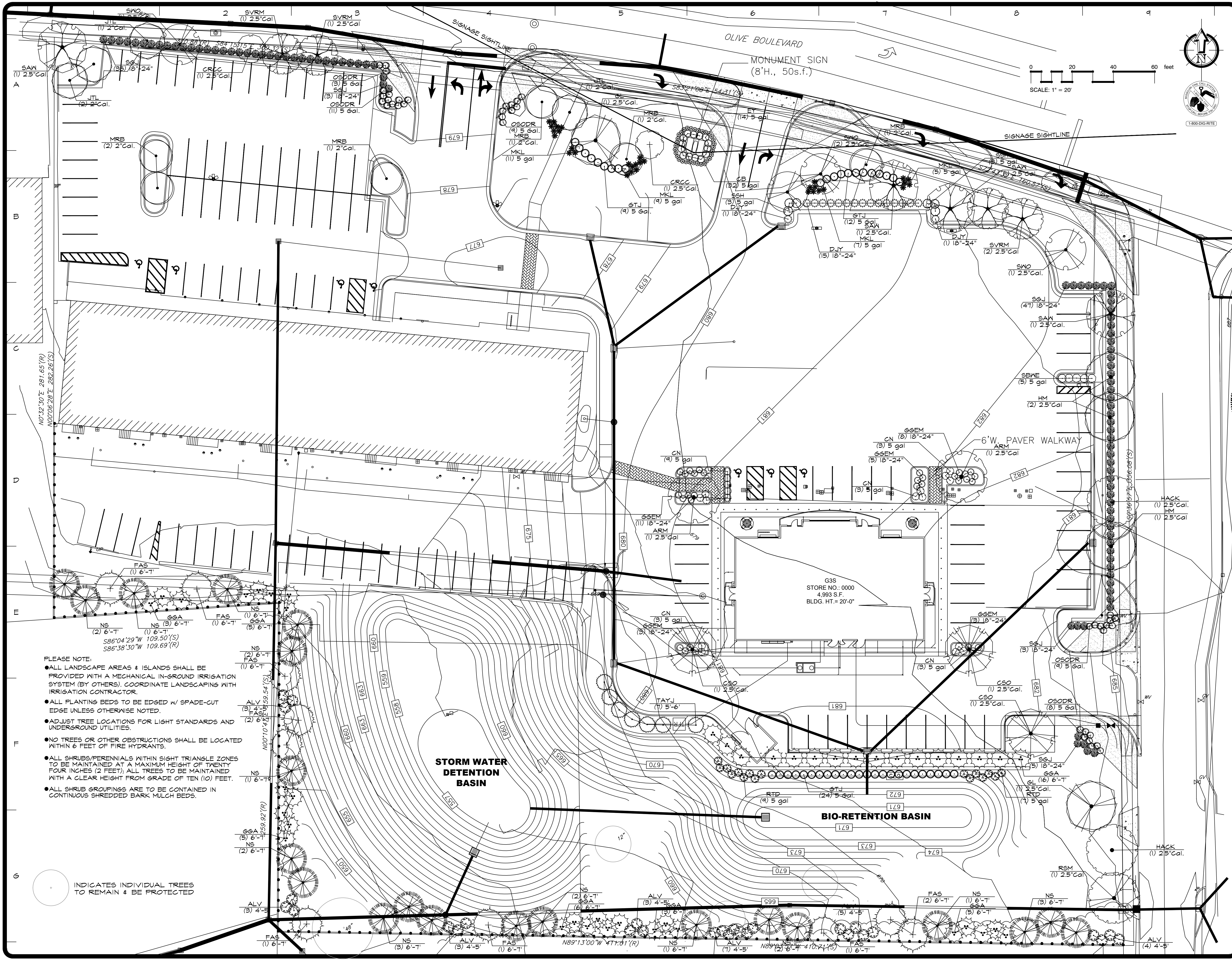
PLANTING PLAN FOR THE PROPOSED

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

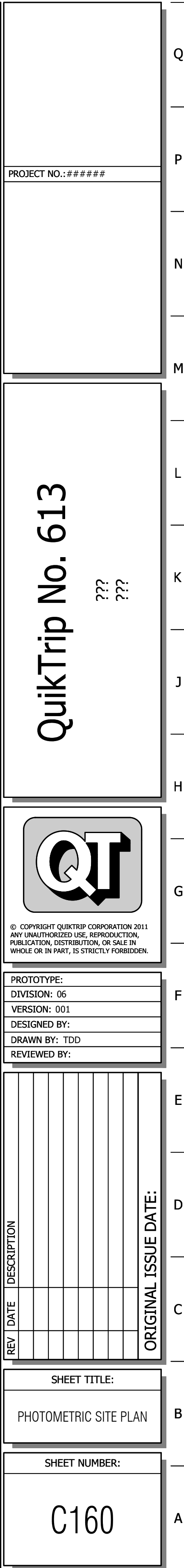
OF THREE SHEETS



- 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

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

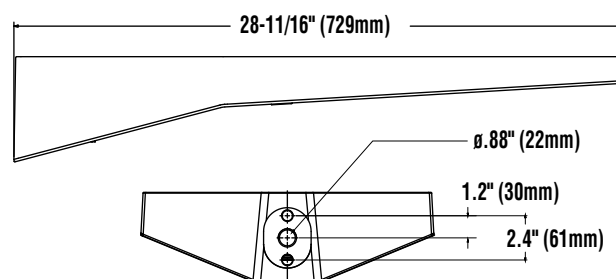
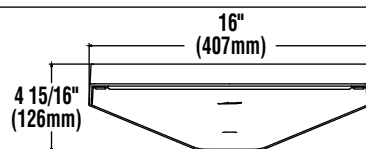


DLC LISTED

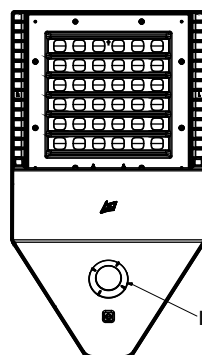


DLC PREMIUM

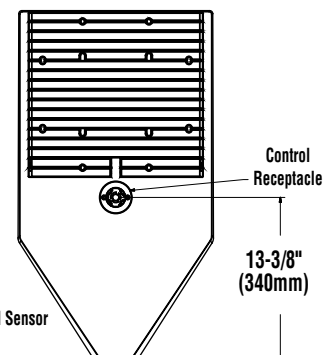
Product Dimensions



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 MAINTENANCE¹(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 MAINTENANCE¹(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*															Wattage
Lumen Package	Distribution	CRI	2700K CCT			3000K CCT			4000K CCT			5000K CCT			
			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

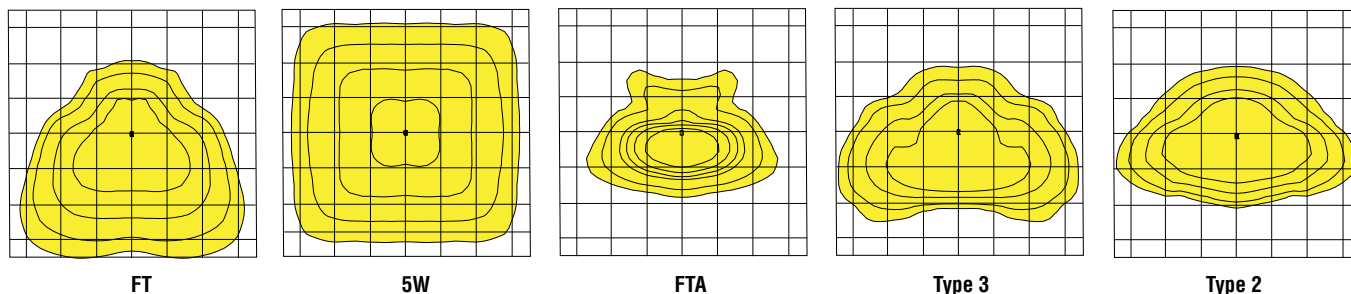
Specifications and dimensions subject to change without notice.



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.



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)



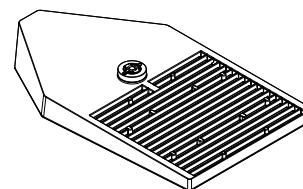
Luminaire Shown with IMSBT Option



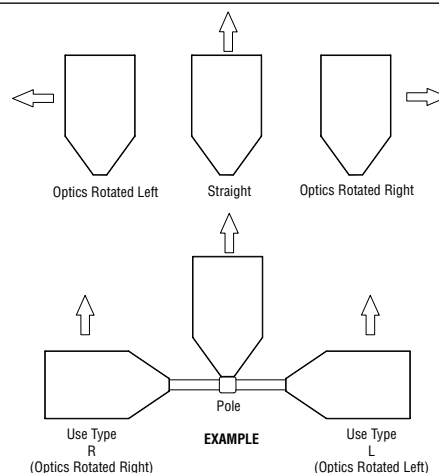
7 Pin Photoelectric Control

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.

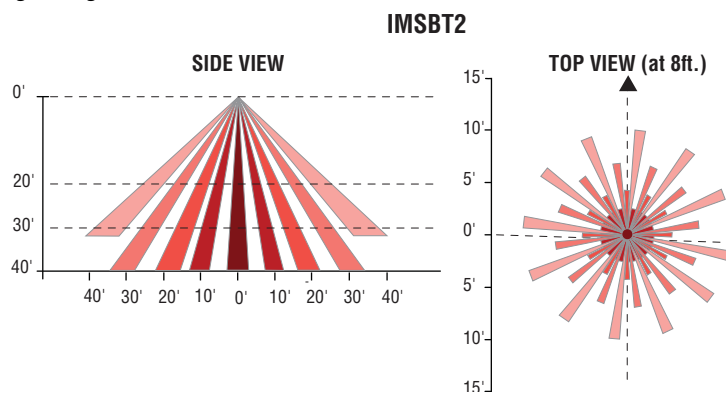
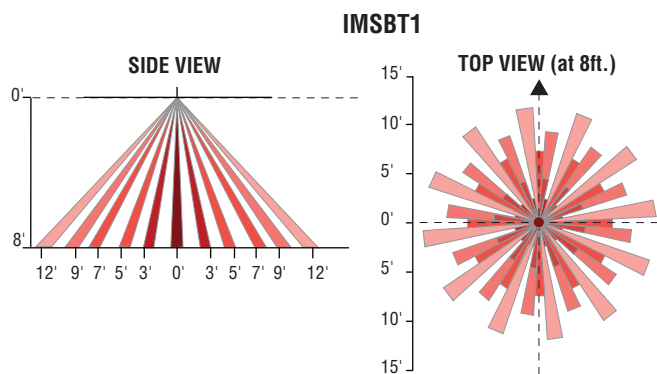
Sensor sensitivity – the response of the PIR detector to motion within the sensor's coverage area. Adjustable from low, medium, high. Default setting is low.

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.

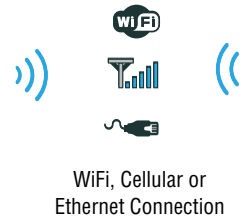
Some capabilities of the system include: occupancy/vacancy sensing, daylight harvesting, scheduling, high-end trim, dimming, zone control, BMS integration and energy monitoring.

The AirLink System

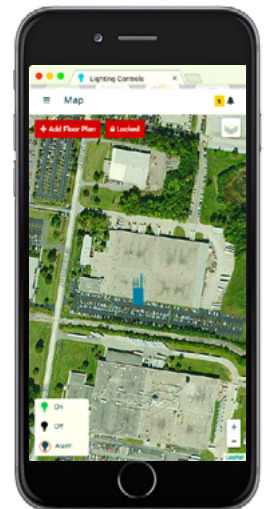
Wireless controls & sensors



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)

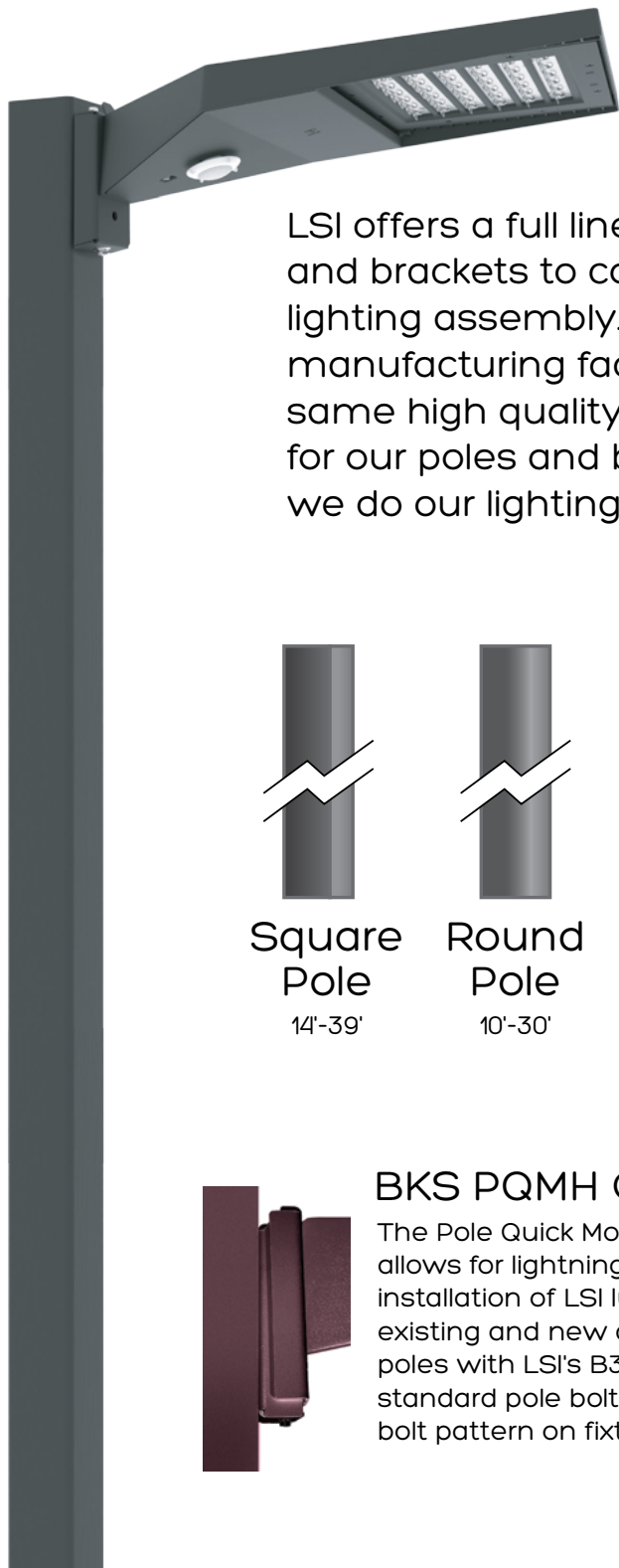


More information
For more information on AirLink, visit our website at www.lsi-airlink.com

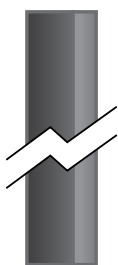


Slice Medium - SLM Outdoor LED Area Light

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 rated 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.

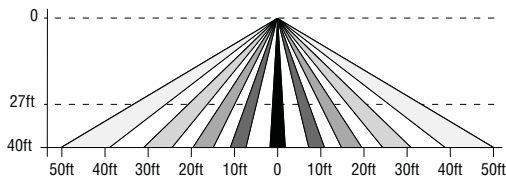
LIGHT OUTPUT - XWM - 3 5000K CCT

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

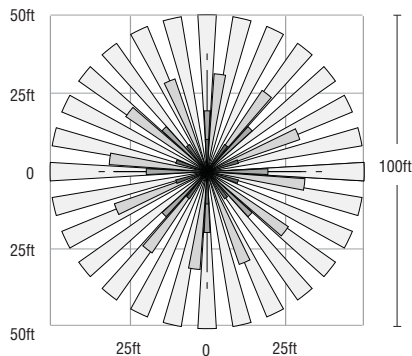
LED Chips are frequently updated therefore values may increase.

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 # _____

10/20/17

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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 XPM - Pole Mounting Bracket

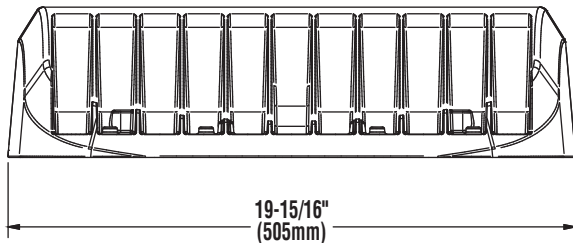
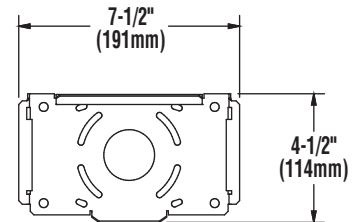
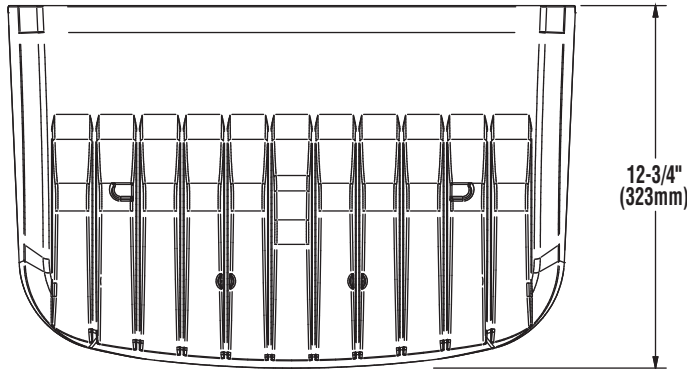
ACCESSORY ORDERING INFORMATION¹ (Accessories are field installed)

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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AirLinkTM
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.

ARRA
Funding Compliant

DLC
LISTED

UL
LISTED
wet location

ROHS
COMPLIANT

CE

FC

IP65

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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Packet Pg. 100

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

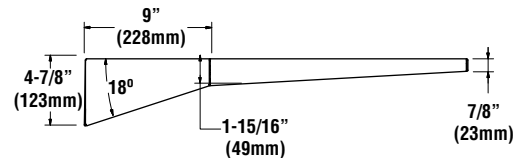
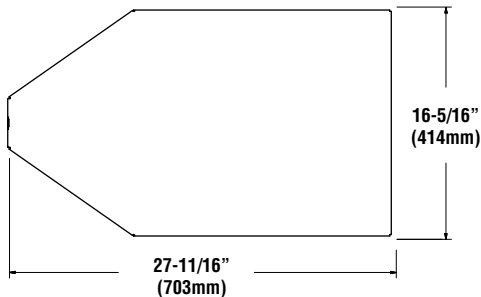
(Accessories are field installed)

Description	Order Number	Description	
BKS-XB0-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		

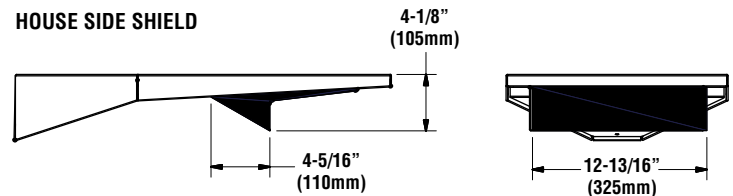
FOOTNOTES:

- 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 # _____

10/2416

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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 # _____

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Packet Pg. 102

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

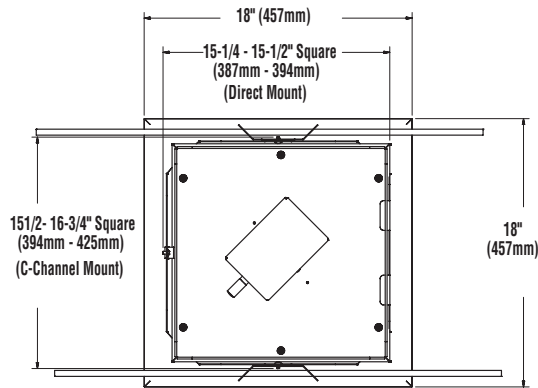
LED SOFFIT LIGHT (XSL2)

PRODUCT ORDERING INFORMATION

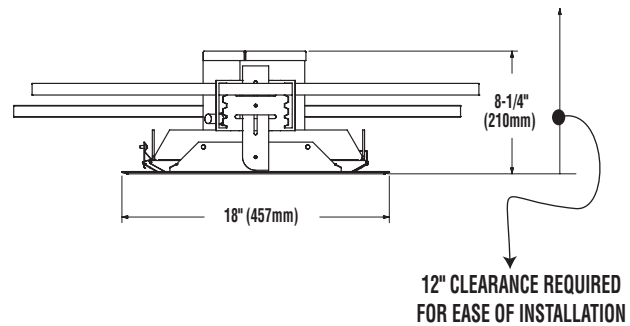
TYPICAL ORDER EXAMPLE: **XSL2 S LED 50 SS CW 120 WHT CMT**

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

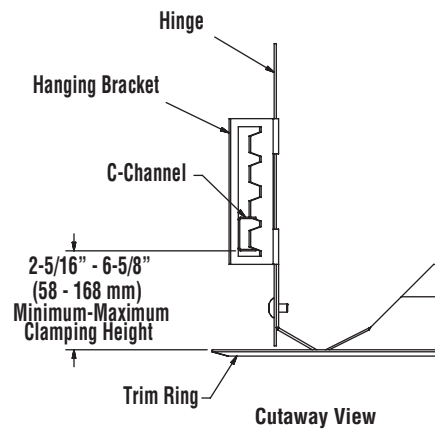


TOP VIEW



SIDE VIEW
(Channel Mount Shown)

SHIPPING WEIGHT - 14 lbs. (6.4kg)



Cutaway View



Project Name _____ Fixture Type _____

Catalog # _____

09/27/19

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
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Type 5A	SS - Super Saver	5,158	60	86
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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

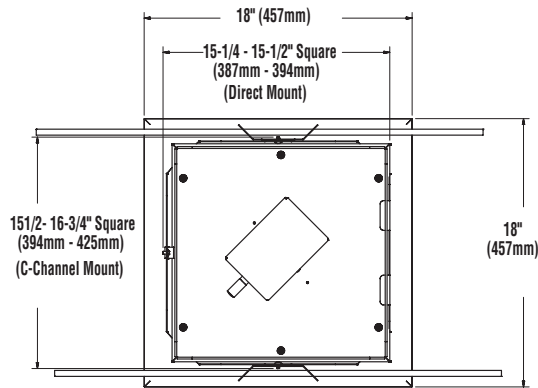
LED SOFFIT LIGHT (XSL2)

PRODUCT ORDERING INFORMATION

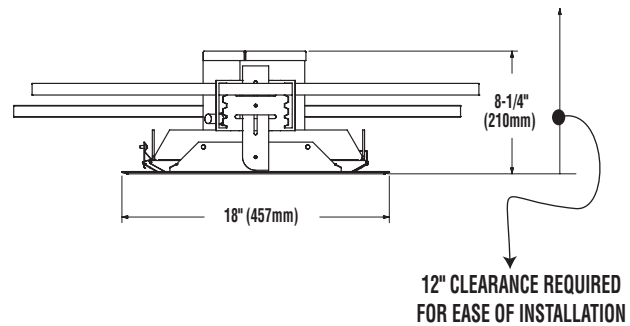
TYPICAL ORDER EXAMPLE: **XSL2 S LED 50 SS CW 120 WHT CMT**

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

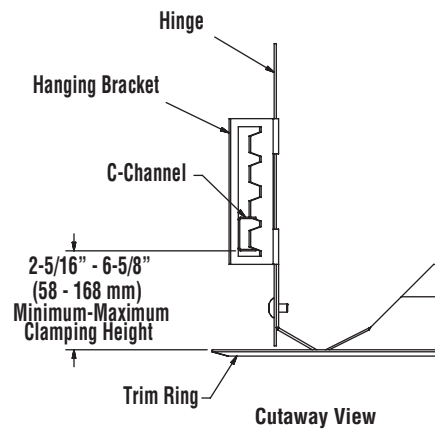


TOP VIEW



SIDE VIEW
(Channel Mount Shown)

SHIPPING WEIGHT - 14 lbs. (6.4kg)



Cutaway View



Project Name _____ Fixture Type _____

Catalog # _____

09/27/19

QuickTrip #613
Creve Coeur, MO

Revisions:

[illegible]

Drawn:	XXX
Checked:	XXX

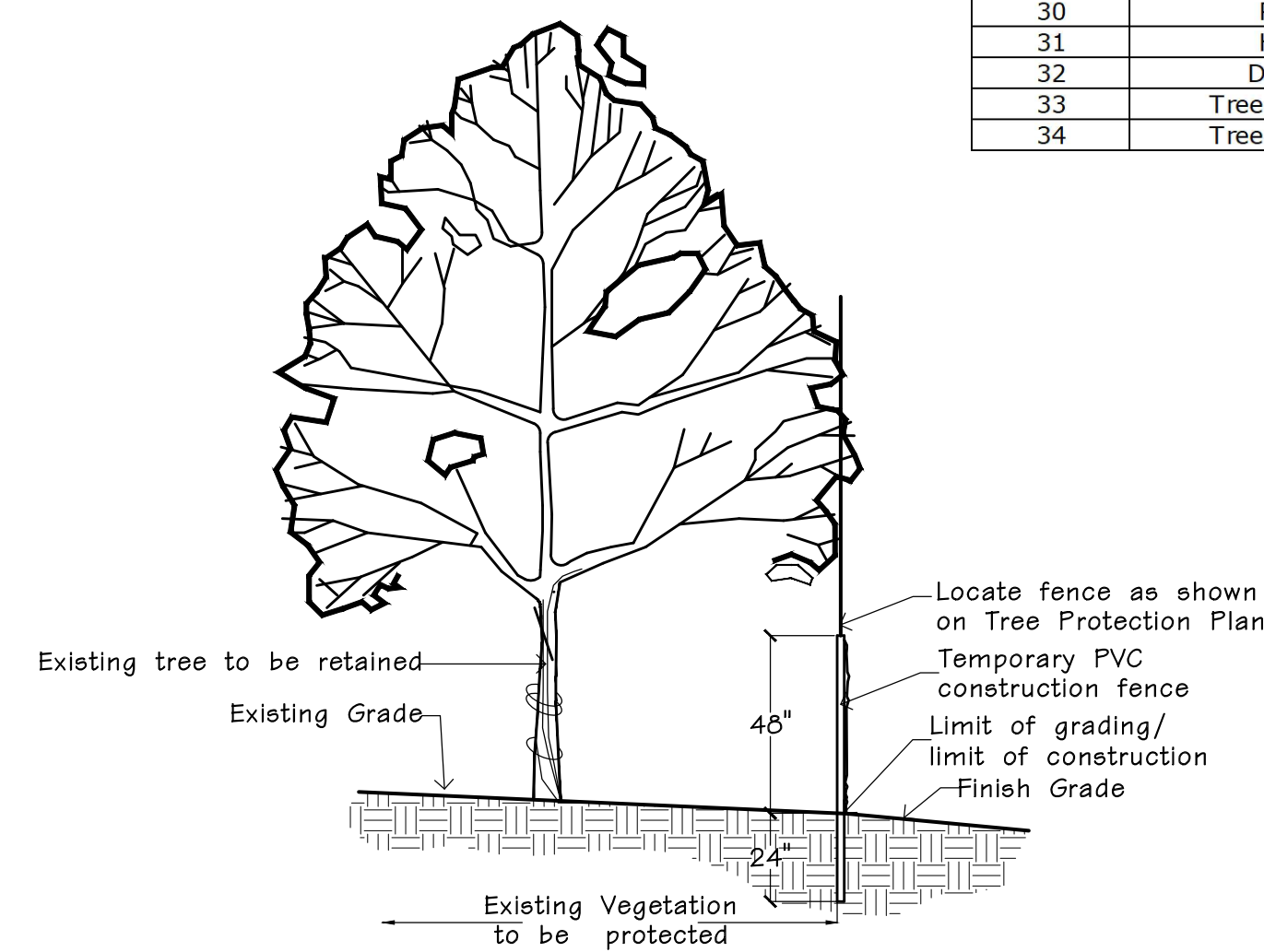
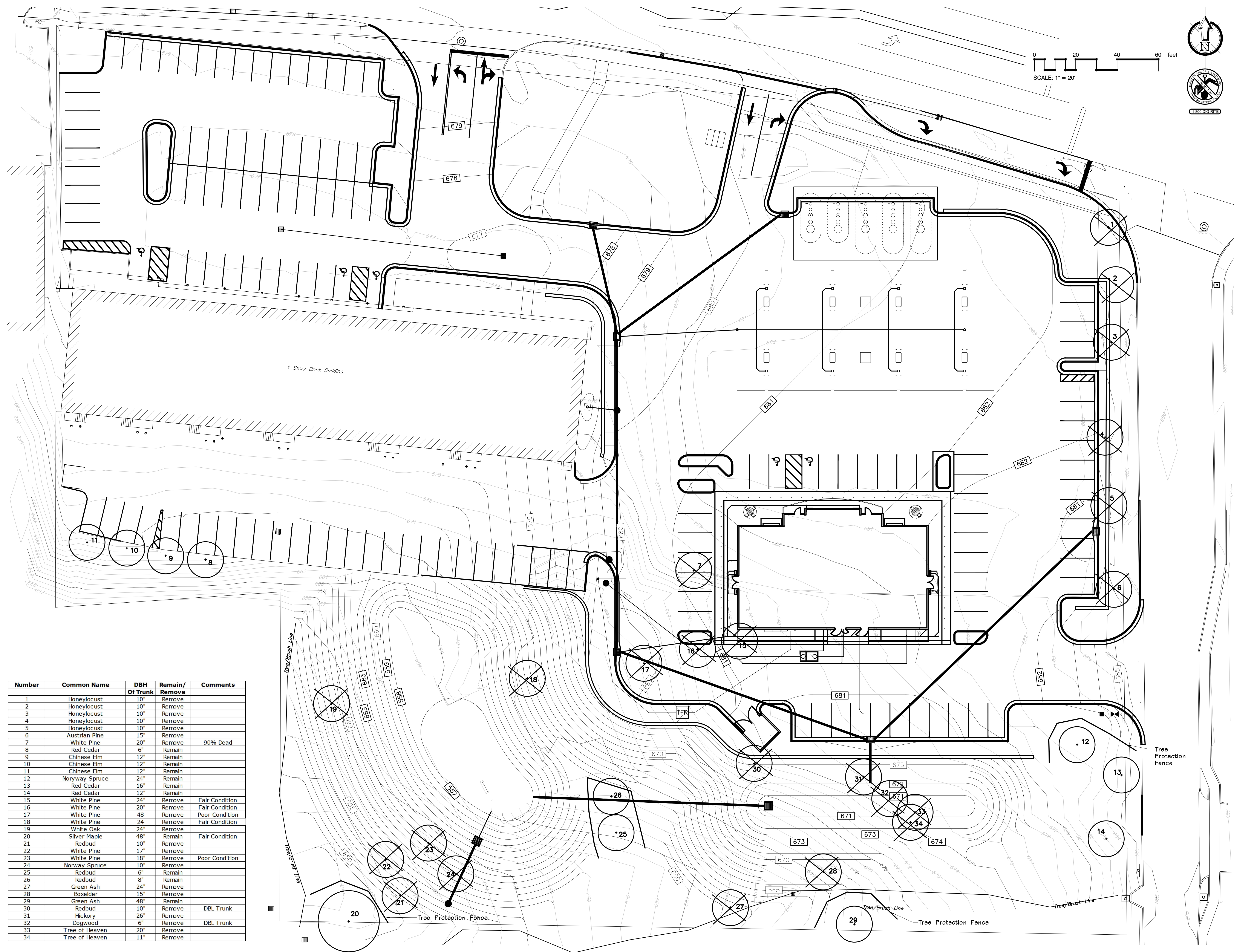
DeLong
landscape architecture, LLC

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

Missouri State Certificate of Architect: #0015000145

Sheet Title:	Existing Tree Survey
Sheet No:	52-1

Date:	2/3/20
Job #:	135.024

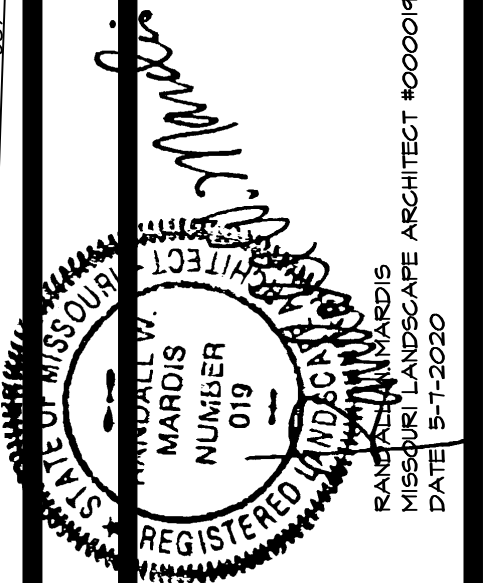


TREE PROTECTION DETAIL
n.t.s.

Existing Trees
SCALE 1" = 20'-0"

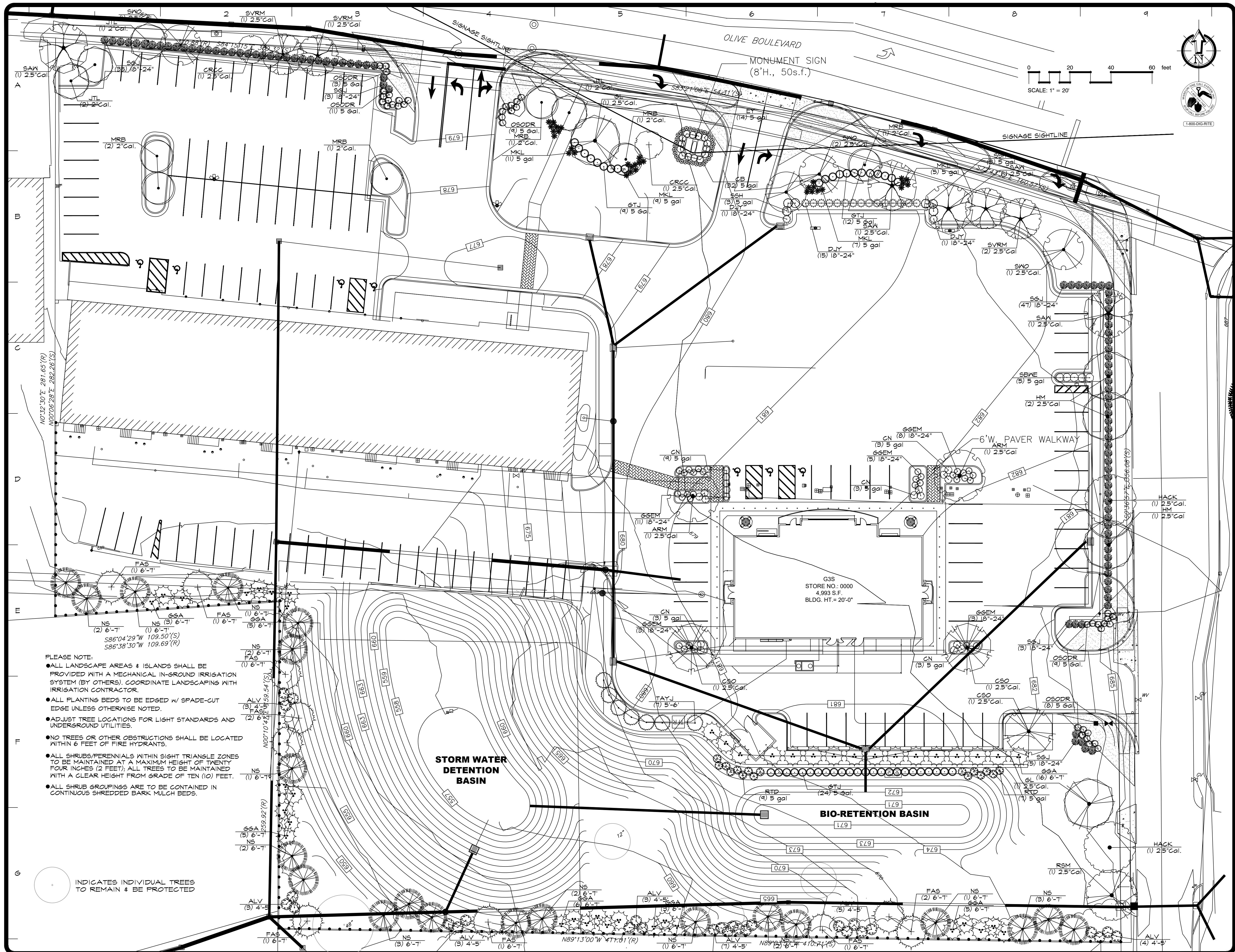
REVISIONS	BY
1-15-2020	RVM
2-21-2020	RVM
5-4-2020	RVM
5-1-2020	RVM

Landscape
TECHNOLOGIES
87 Jacobs Creek Drive
St. Louis, MO 63105
(636) 438-1250
info@landscape-technologies.com
www.landscape-technologies.com



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

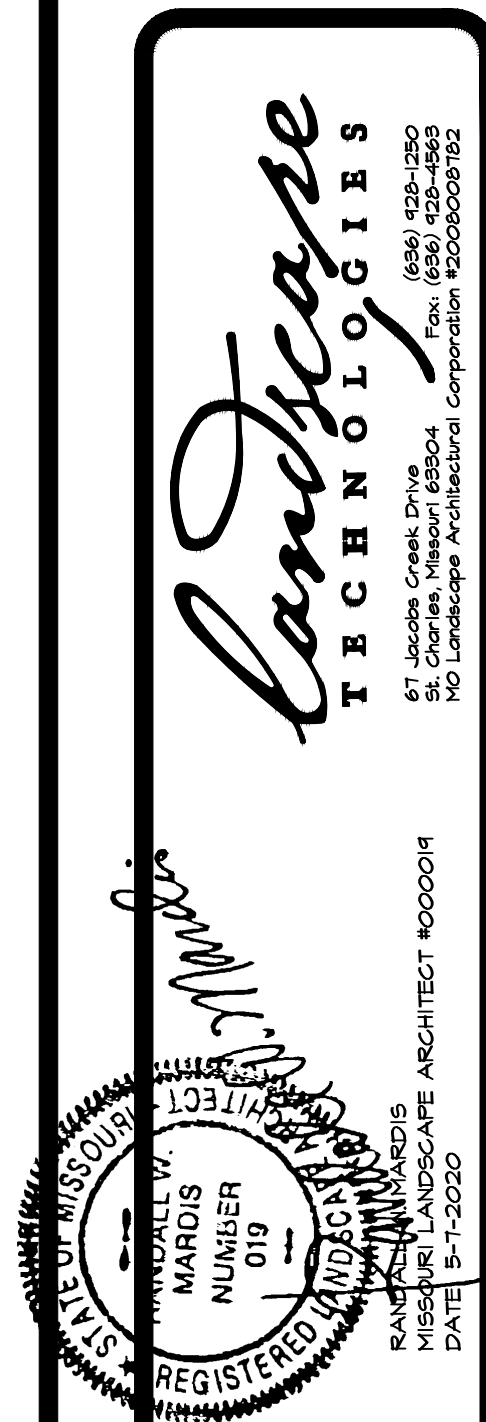
DRAWN R. MARDIS
CHECKED RAMUEL
DATE 12-4-19
SCALE 1"=20'-0"
JOB No. 2019-174
SHEET L-1
OF THREE SHEETS



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



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

DRAWN R. MARDIS
CHECKED RYM/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. Mirafil fabric shall be used beneath all gravel mulch beds.
- Edge all beds with spade-cut edge unless otherwise noted.

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 ADJUTS COMMERCIAL PROPERTIES, MINIMUM 4' HEIGHT

LOT AREA = 192,916 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 = 3,510 Sq. Ft.

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

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	

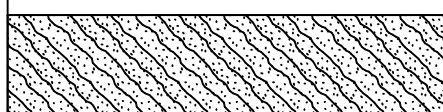
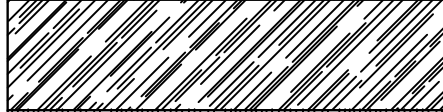
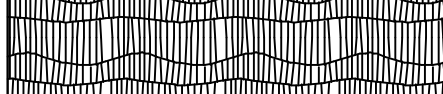
EVERGREEN TREES	QTY	COMMON / BOTANICAL NAME	SIZE	
FAS	10	Fat Albert Spruce / <i>Picea pungens</i> 'Fat Albert'	6'-7'	
GGA	43	Green Giant Arborvitae / <i>Thuja plicata</i> 'Green Giant'	6'-7'	
NS	21	Norway Spruce / <i>Picea abies</i>	6'-7'	
TAYJ	7	Taylor Juniper / <i>Juniperus virginiana</i> 'Taylor'	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 x 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	49	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.

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.





**“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.

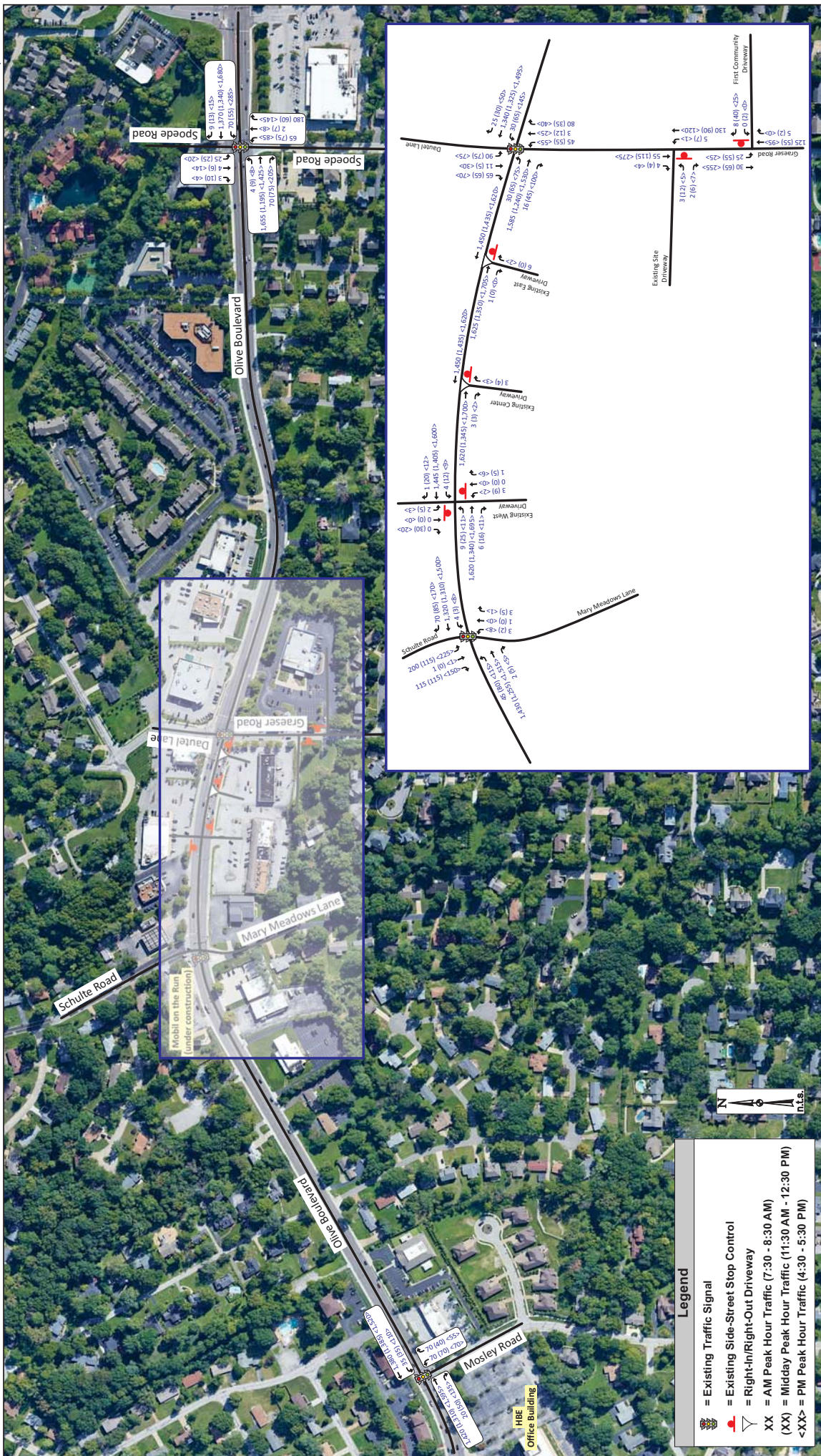
Table 1: Net Trips – Mobil on the Run Redevelopment (By Others)

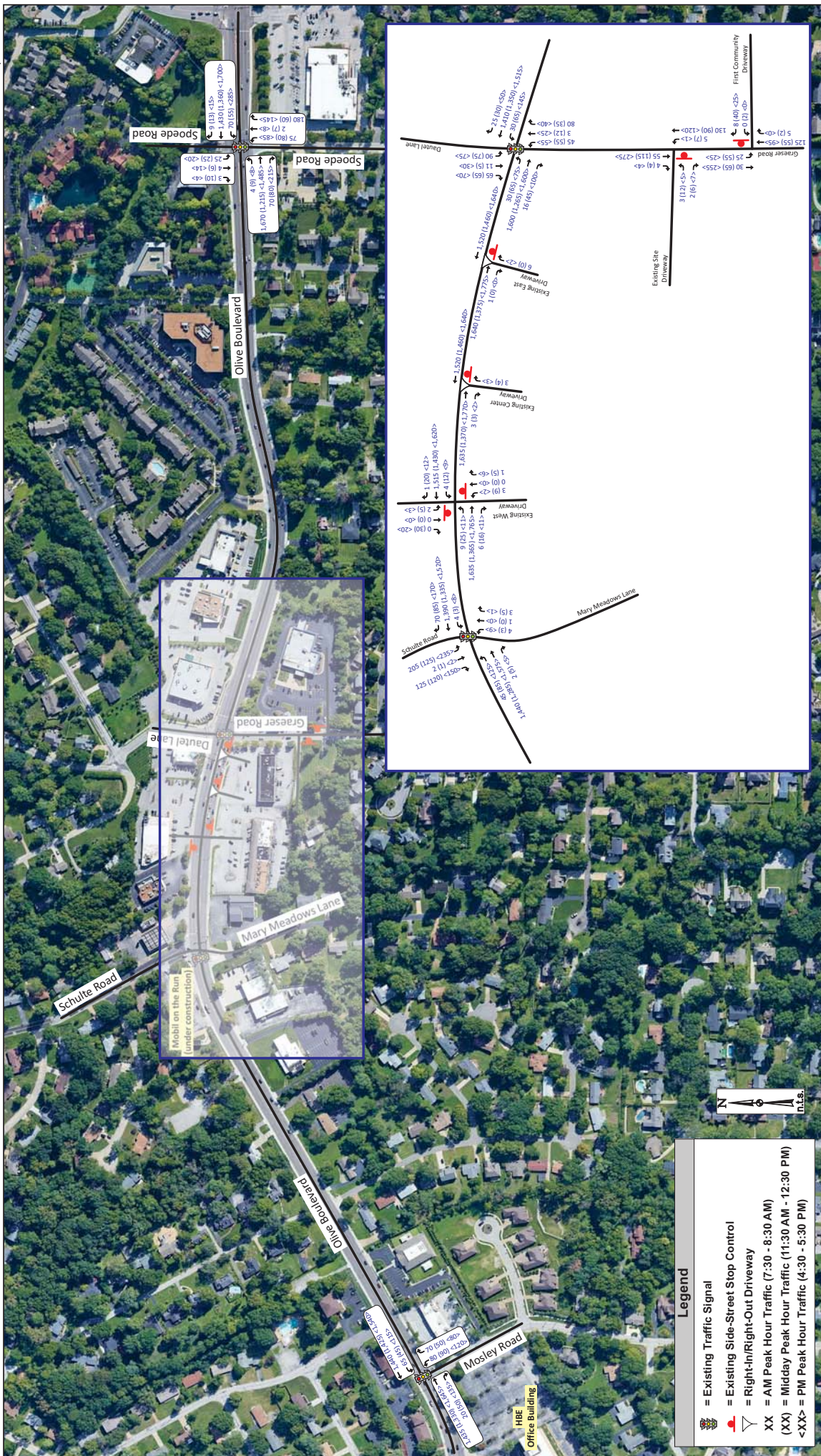
Trip Estimate from Previous Study	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Increase in Trips for Mobil on the Run Gas Station Redevelopment									
Total Trips	55	65	120	90	100	190	70	70	140
New Trips	20	30	50	35	45	80	30	30	60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

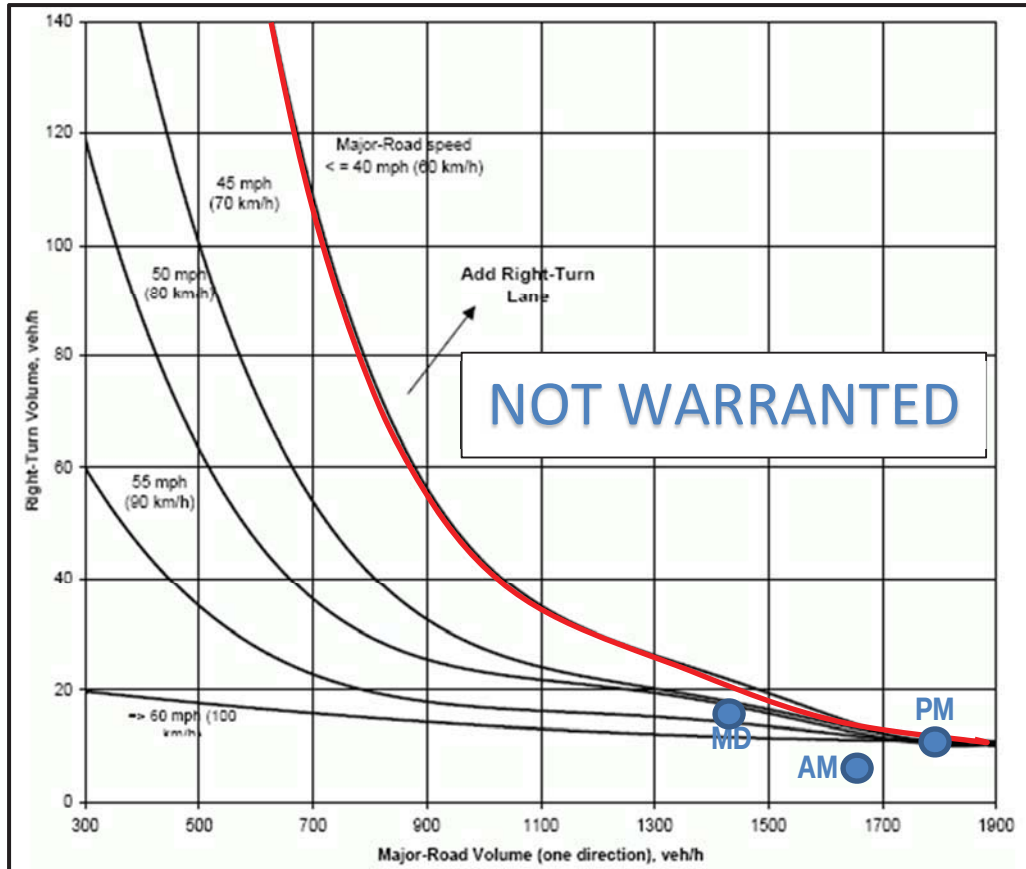


Figure 3: Right-Turn Lane Guidelines for Four Lane Roadways – Olive Boulevard at Shared Full Access Driveway on Neighbors Property

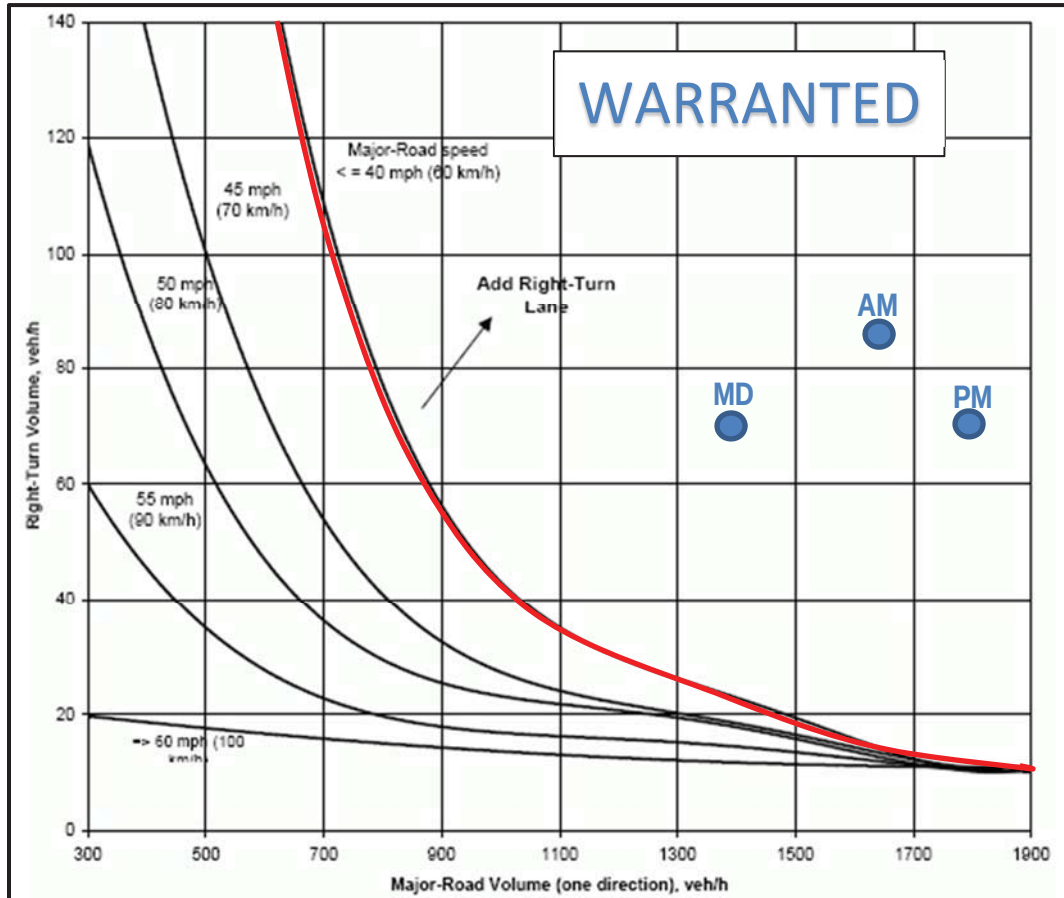


Figure 5: Right-Turn Lane Guidelines for Four Lane Roadways – Olive Boulevard at QuikTrip Driveway (Right-In/Right-Out)

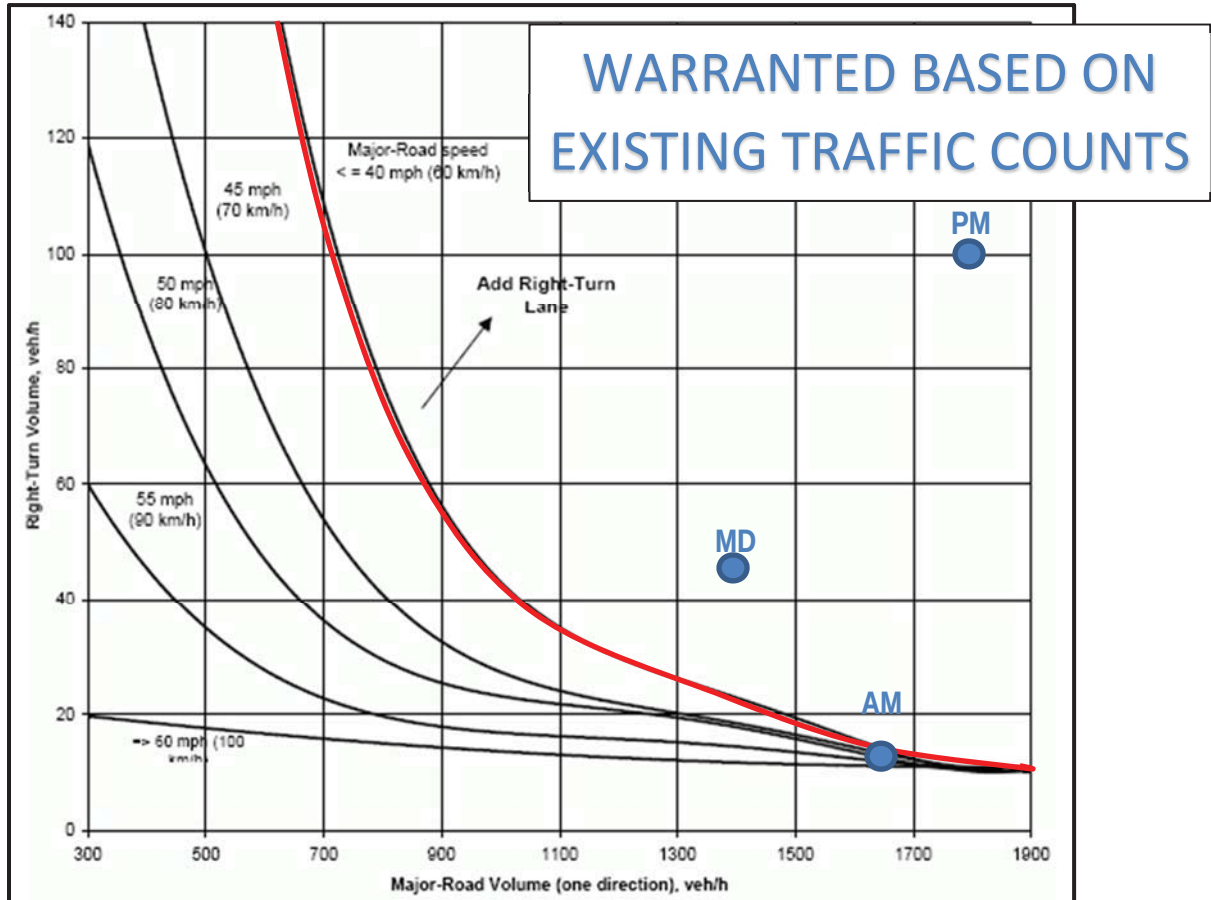


Figure 6: Right-Turn Lane Guidelines for Four-Lane Roadways – Olive Boulevard at Graeser Road Signalized Intersection



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

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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>

GNS demands for quiktrip

1 message

Brett Berger <bergerbrett7@gmail.com>

Wed, Jun 3, 2020 at 7:07 PM

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

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

Bcc: wkelly@crevecoeurmo.gov

These things must be resolved before the CUP can be properly considered.

- ALL PUMPS MUST BE AT LEAST 500 FEET FROM CLOSEST RESIDENTIAL PROPERTY LINE
- ONLY ONE CUTOUT FOR QT's USE ON GRAESER AND ONE ON OLIVE PER ORDINANCE
- THE CUP APP MUST INCLUDE DETAILS OF THE 15sq FT CENTER
- RECONFIGURE TANKER SWEEP PATH SO THAT THEY DO NOT USE GRAESER
- RECONFIGURE TANKER SWEEP PATH SO THAT THEY DO NOT BREAK THE LAW BY DRIVING INTO ONCOMING TRAFFIC, INCORRECT TURNING LANES, OR BE IMPEDED BY PARKED VEHICLES ONSITE
- STUDY REGARDING HIGH VALUE LUXURY HOME VALUES NEAR 24 HOUR ESTABLISHMENTS AND GAS STATIONS
- SETBACKS MUST COMPLY AND SITE MUST MEET SPIRIT OF CP
- NEW TRAFFIC STUDY WITH DRIVEWAY COUNTS FROM MULTIPLE QT LOCATIONS OF COMPARATIVE VOLUME COMPLETED BY AN IMPARTIAL PARTY, NOT CBB

--

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 3rd meeting and after (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Observations Following Conclusion of Public Hearing on June 3, 2020 Regarding Proposed QuikTrip at Graeser and Olive

Zoe Lemcovitz <zaz3@sbcglobal.net>

Fri, Jun 5, 2020 at 1:42 PM

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

Cc: Brett Berger <bergerbrett7@gmail.com>, Kurt Lord <kurt.lord@svn.com>

Dear Ms. Kelly and Mr. Jaggi:

I live at 605 Graeser Road. I am writing to share some thoughts and observations following the second part of the public hearing that took place on June 3, 2020 regarding the above referenced matter. Please forward my e-mail to the Planning and Zoning Commission.

Traffic Study

I believe QuikTrip and their traffic consultant, CBB, have said that the August 2019 traffic study was conducted using actual numbers from the two strip malls and that they feel in the aggregate this equals what the traffic counts would be if the strip mall on the western parcel were fully occupied.

I would like to point out that in August 2019 the businesses operating in the now vacant strip mall were: a small shoe repair shop; a small nail salon; a dry cleaners; a pharmacy; and a beauty salon. Living in the area and being a patient of the pharmacy, I passed by and visited the shopping center regularly. None of those businesses were generating a lot of traffic from my observation. I think an accurate portrayal would be that they were all dying on the vine. Things for the western strip mall were only slightly better in my opinion. So I'm not sure that aggregating the traffic generated by the two strip malls in August of 2019 can be used to represent what a thriving strip center would produce.

I don't think the question has been raised as to whether or not "school traffic" was taken into account in the traffic study, but I think that is an important consideration. I think traffic patterns related to school being in session would better represented in September or October when all schools are in full session.

The point was made, I think by Mr. Evans of Butler & Associates, that Graeser is not a viable cut-through for those desiring to get to a QT located at the corner of Graeser and Olive. I beg to differ. I use a lot of alternate routes to get around town, especially to avoid traffic. Lindbergh backs up at rush hour. I can easily see a scenario where someone will use Graeser to get to QT to avoid traffic on Lindbergh, or Ballas, or maybe even 270. I'm not saying it will be a majority, but there will for sure be people using my street as a cut through to get to QuikTrip.

Comprehensive Plan

After the public hearing closed, Staff provided some comments offering context for information presented at the public hearing. With regard to the Comprehensive Plan page 92, "East Olive Corridor proposed development examples," Staff stated that these are concepts, not zoning ordinances and that Staff is working on it.

In response I reiterate what Graeser Neighbors for Safety and others have been pointing out: the East Olive Corridor recommendations do not conceive adding a third gas station convenience store to the East Olive Corridor. Further, I believe this illustrates the fact that it is incumbent upon the City to complete the zoning ordinances relative to the East Olive Corridor recommendations prior to considering QuikTrip's CUP application. Only then can the proposed project be fairly evaluated.

Possible Conditions on the Applicant

Several members of the Planning and Zoning Commission asked about placing conditions on the application to attempt to mitigate some of the concerns Graeser Neighbors for Safety and others have raised. Specifically, it was asked if approval could be conditioned on: the level of service on Graeser Road

Attachment: Public Comments received June 3rd meeting and after (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

not exceeding Level E; and tankers serving the QT not using Graeser between the curb cut on Graeser and Ladue Road.

These conditions can only exist on paper. There is very little that can be done to ensure that they are not breached. If I am sitting in traffic at the top of my street I don't know how to tell if I'm experiencing a service level of D or E or F. If a tanker truck goes down or up my street the onus is on me to report it, with sufficient documentation to lead to some sort of enforcement action. It doesn't change the fact that a tanker truck travelled Graeser, or I'm sitting in traffic below the agreed upon level of service, both of which violate conditions QuickTrip agreed to.

I believe all of the foregoing is further support for denying QuikTrip's CUP application.

Thank you for your time and attention.

Respectfully submitted,
Zoë Lemcovitz
Graeser Neighbors for Safety



Whitney Kelly <wkelly@crevecoeurmo.gov>

QuikTrip @ Graeser & Olive

1 message

Brett Berger <bergerbrett7@gmail.com>

Wed, Jun 3, 2020 at 4:59 PM

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

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

Bcc: wkelly@crevecoeurmo.gov

Hello members of P&Z, Mister Mayor, Council Members and City Staff

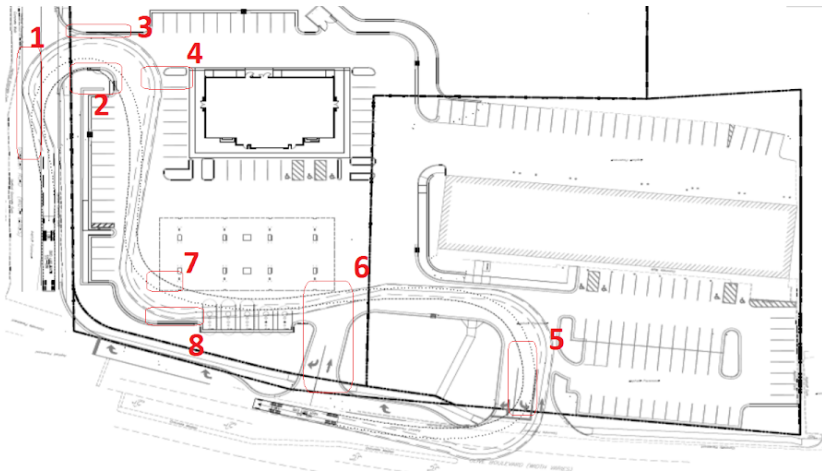
I am sending this email to you all and am blind copying P&Z direct emails due to the inability to associate in our pandemic era.

I need you to understand the following critical points of legal footing before tonight's meeting.

- Ordinance requires food sold from vending machines for gas stations. If this is part of the existing CUP request it was not highlighted anywhere.
- Are both parcels one CUP request? They must be due to the multiple curb cuts.
- normally a site should only be allowed on curb cut per street. so one in/out on olive and one on graeser. however they are going to buy the whole property with the 15k sq foot shopping center (with pumpnickels) so that they can work a deal to share that cross access between lots and then sell off the shopping center but still share the access. is this legal? maybe. but it's terribly poor planning. if you notice on attached image point #6 there is NO physical way for the trucks to use the access curb cut associated with the site to get their trucks in and out reconfiguring the entire site
- The entire cross access deal here is a total problem and not in compliance. QT should not be permitted two curb cuts on olive same as every other applicant. Especially considering they're not even a part of this CUP
- cross access between the sites is a serious safety hazard and traffic issue. You have to cut through one to get to the other.
- tanker trucks accessing residential streets is not acceptable. graeser used to have a weight limit sign that has mysteriously disappeared. This is a RESIDENTIAL street.
- tanker trucks do not have enough room to enter the site without using the wrong lane of traffic and blocking oncoming traffic. see attached image point #1. the original of this image is in packet page 303
- there is NO way they the tanker trucks can get in and out of the site without driving into oncoming traffic's right of way on multiple occasions
- tanker trucks do not have enough room once on the site to maneuver without driving over curbs and may be impeded by parked vehicles. see attached image points #2, 3 and 4, 7, 8
- tanker trucks impede oncoming turning lanes when exiting the site. see attached image point #6
- tanker trucks will travel olive (going westbound) and turn left onto graeser (to go southbound) causing stacking in that left turning lane. the turning lane is likely not even long enough to accommodate an 18 wheeler. Or is it?
- tanker trucks on a daily basis feed from a school bus stop on graeser which is a residential road is a undeniable safety hazard
- issues with the setback of the qt building. does not conform. they're using the existing nonconforming 15k sq ft shopping center as justification for adding another building that is even more non compliant. Will the sites address be olive or greaser? The frontage shows facing olive but that far set back it should be a graeser address.
- Yes the city is in financial crisis like other municipalities in this pandemic era. this is NOT a saving grace for our city's financial crisis due to covid. even if passed this thing wouldn't be operational for years (construction and planning is timely) and it's a terrible short term and bad long term solution
- additional revenue from qt will cannibalize from other gas stations 550 feet away. additional revenue will be cannibalized by loss of property income taxes when property values fall.
- QT's lawyer said the city staff report endorsed their project and city staff said nothing to refute this. City staff needs to discuss this tonight.
- I call into question the impartialness of CBB. why in the world was lee cannon sitting in the same room as the applicant all buddy buddy for their remote meeting, when the rest of the world is social distancing. The mere fact that they presented together implies their approval. How many studies have been done for QT by CBB in the past over the years i wonder? they seem very friendly. i call into question the impartialness of their report.
- the city must require a report where multiple driveway counts for multiple different QUIKTRIPS in st louis be done, from an impartial company of the cities choosing, but not cbb.
- The entire traffic study does not appropriately consider the applicants true volume
- The QT lawyer stated city staff endorsed their project and that is not true. City staff MUST come out and say that they are impartial
- QT's comparison on property value with a gas station is not valid because they didn't use any luxury homes near gas stations in their examples. They used 200k house examples and not luxury 600k value homes. property values will fall according to how close they are
- QT TOTALLY mischaracterized the sale on 11003 martin grove. Ive since spoken with the owners extensively. that family would not have bought that house had they known a gas station was planned. shame on QT For calling them out specifically and advertising their home price and address without the families knowledge
- I think this behavior shows exactly the type of neighbors we might expect from QT, exploitative and willing to say anything to claim victory

Attachment: Public Comments received June 3rd meeting and after (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

- QT's spokesperson seems willing to say anything to subdue the crowd. When talking about concerns of crime or accidents or traffic they like to note that quote "things happen". But why should we invite a 24 hour business that clearly has a high propensity of litter, crime, traffic, and traffic related safety issues, and so on. Only to then try to mitigate those issues?
- Please let me note that city staff has been kind and helpful to citizens. This is not an indictment of anyone specifically but i seriously call into question the impartialness and application of the city staff. Why in the world did city staff not ask for tanker sweep paths originally. Neighbors had to recommend and request those plans and the non compliant plan was only revealed two days ago shown on screen for a split second the drawing of the plan was only available via a nearly 400 page document to the public after 5pm yesterday
- City staff is busy worrying and talking about parapets and how much brick is on the canopy and minor landscaping upgrades, but they are failing to do their job in asking the tough questions about setbacks and traffic and safety and revenue and tanker access and on and on.
- Neighbors should not be on the hook to spend their time to prove to the city this is a bad idea. Our precious tax dollars that weigh heavy on so many minds at the city level are paying city staff to ask these hard questions. But they are not being asked.
- The city can not sacrifice our neighborhood in the name of tax dollars.
- QT at graeser and olive and olive is not appropriate conditional use
- The P&Z and city counsel's most important job is to protect its constituents, my neighbors. P&Z must recommend to deny the CUP based on these details.



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All the best,

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>

Topics for Tonight's Meeting

1 message

Kurt Lord <kurt.lord@svn.com>

Wed, Jun 3, 2020 at 4:15 PM

To: mhallacquisition@gmail.com, bethkistner@gmail.com, grovak@outlook.com, tcarni@yahoo.com, jmyersstl@gmail.com, Larry Potashnick <lnp@capitalperformance.net>, Mr Todd Streiler <todd.streiler@gmail.com>, Whitney Kelly AICP <wkelly@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>, Barry Glantz <bglantz@crevecoeurmo.gov>, ellen lawrence <ellenblawrence@yahoo.com>

To Our Members of Planning & Zoning:

These are unusual times and public hearings have changed. Normally we would not e-mail you directly, but with limited social interaction and a hearing that has been split in two, minutes that will not be available until the end of the week ... we want to keep fresh our main points:

Attorney for QT indicated that Staff approved their proposal. As we confirmed with Staff, this is not the case. **The standard for approval** is that the Applicant has **met the CUP / Comprehensive Plan conditions**. Staff only noted that it "embodied many of the regulations. "Embodied many" is not the standard of acceptance.

QT made significant misleading statements to P&Z regarding the purchase transaction on Martin Grove. The homeowner involved will address P&Z either in writing or with testimony.

The Applicants plan violates conditional uses on many fronts especially concerning gas stations: including 405.470(f) regarding food sales, 405.550, regarding storage tanks, 405.610(b). **The applicant violates the stated objectives of the Comprehensive Plan and the East Olive Corridor.**

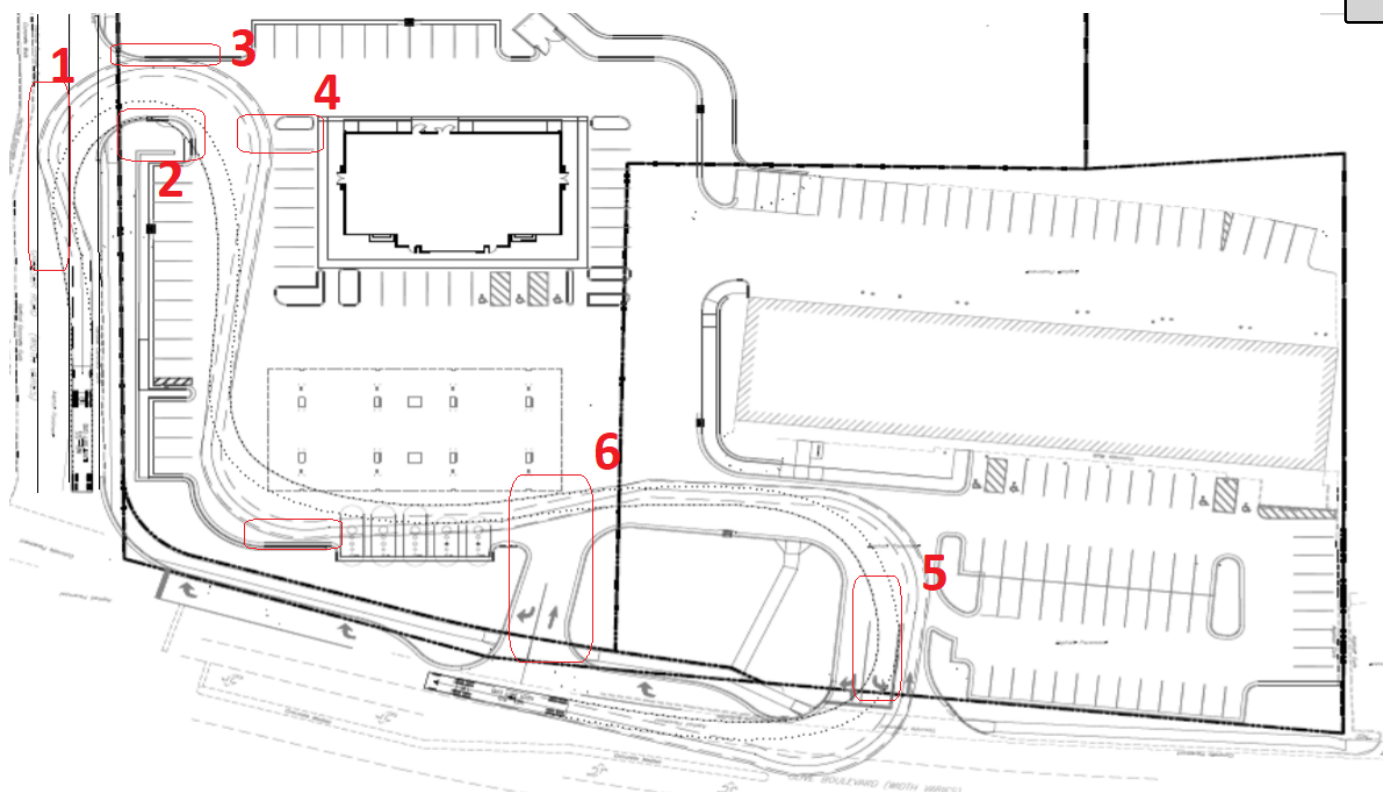
The traffic report does not analyze a **Gen Three, 4,993 sf QT with 4 entrances** specifically designed to attract high volume in-out traffic. The industry classifies this as a mega convenience store. The traffic study is inaccurate. It understates the volume of the use and undercounts the traffic.

QT is selectively using the land with the 15,000 building to achieve its objectives. QT will only own the adjacent site long enough to meet its goals until it disposes it to another party. P&Z should consider the sites as a whole, not individually, and selectively to meet QT needs to skirt Creve Coeur regulations.

- QT must have the site to get full access on Olive. Yet QT does not include the increase in traffic of the retail site in the traffic study.
- As staff notes on page 8 of its report: *"access to all service stations should be limited to 2 curb cuts. If on a corner there should be no more than one cut per street."* QT violates this requirement.
- QT is taking a non-conforming retail site, and setbacks, and instead of improving it, it is expanding the non-conformity. This is highly improper planning.

And finally, look closely at the **Tanker truck sweep submitted by QT ... It does not fit.** (follow the numbers). It cuts off parking spaces, swings into ongoing traffic, is brought closer south to the school bus stop, blocks car stacking (as noted in traffic studies), and does not even fit on Graeser, hitting the sidewalk.

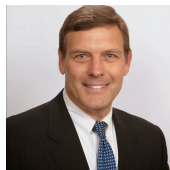
Attachment: Public Comments received June 3rd meeting and after (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Graser is a residential road in the residential focused East Olive Corridor. Traffic safety is being degraded to unacceptable levels.

Thank you,

Graeser Neighbors for Safety



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



An SVN Elite Office www.svnlordpartners.com

With over 200 offices, SVN is the largest Commercial Real Estate Organization in the USA. each office independently owned-operated



Whitney Kelly <wkelly@crevecoeurmo.gov>

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

1 message

Zoe Lemcovitz <zaz3@sbcglobal.net>

Wed, Jun 3, 2020 at 4:04 PM

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

Ms. Kelly and Mr. Jaggi:

I live at [605 Graeser Road](#), about 3/10s of a mile from Olive Blvd. I am writing regarding the proposed QuikTrip in my neighborhood at Olive Blvd. and Graeser Rd. Following the Applicant's presentation at the public hearing on Monday, June 1st I would like to share with you some final thoughts. Please share my e-mail with the Planning & Zoning Commission.

Although QuikTrip is by many accounts an excellent operator, the fact of the matter is that almost all of the residents in the area don't want to see this type of use at the site. It's not QuikTrip we object to; it is the *use*. The Applicant stated several times that the south side of Olive is underserved for fuel and convenience stores. I suppose that is a true statement, but it is also true that the *area* is not underserved for fuel and convenience stores. I can easily get to Circle K and Mobile On the Run from my house, and if I am traveling east on Olive from the west, I can turn left utilizing the traffic signal at Schulte. Do both sides of Olive have to be mirror images of one another? More like Manchester Road?

It was put forth several times by the Applicant that the owner(s) of the parcels making up the property *chose* to participate in the TDD for the traffic signal at Olive and Graeser, the implication being that we all owe a debt of gratitude to the property owner(s) and therefore we should give them carte blanche to do whatever they want with the property.

What about the vision for the East Olive Corridor expressed in the City's Comprehensive Plan? Does that not guide us as to acceptable uses for the property? City Staff in their presentation highlighted East Olive Corridor objectives contained in the Comprehensive Plan, which included medium to low-density commercial compatible in scale and intensity with the surrounding area. A QuikTrip does not satisfy either of these objectives for my neighborhood.

Nothing in the East Olive Corridor objectives describes a gas station convenience store or anything similar to it. The kinds of uses recommended for my neighborhood are things I believe most of us living here would embrace. Uses that would give my neighborhood the look and feel of downtown Kirkwood, parts of downtown Clayton, or perhaps even Clayton Road between Warson and Conway. Uses that would serve my neighborhood in harmony as the uses the property owner(s) *chose* to eliminate did.

QuikTrip made a number of representations and promises during their presentation and rebuttal: they project that the location will only need to be refueled every 2 days; tankers and commercial vehicles they "control" will not travel south on Graeser Road to Ladue Road; they don't walk away from locations; and their buildings are attractive and easily retenantable. These are only speculations which can be wrong and promises which can be broken. The reality of a QuikTrip in my neighborhood may be not as represented and promised. And once it is built, those of us living on and off of Graeser Road have to live with that reality.

To QuikTrip's point that they don't walk away from locations I have attached for your consideration three photos taken 6-3-20 of a former QuikTrip in Maryland Heights at Dorsett Road and Fee Fee that sits vacant and boarded up. The store relocated 1 mile away in late 2017 or early 2018. I hope to send in a separate e-mail (due to file size limitations) a video that pans from the former QuikTrip to the residences across the street which have had to look at it for going on three years now.

All of the city officials, and the real estate professionals, and traffic professionals, and the Quiktrip site acquisition professionals can scout my neighborhood, and visit my neighborhood, and evaluate my neighborhood for this project. But unless you live in my neighborhood you cannot know the true character of my neighborhood and the quality of life it provides. The residents on and off of Graeser Road are the

Attachment: Public Comments received June 3rd meeting and after (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

experts on that. And we have resoundingly rejected this proposal. Please trust our judgment as you reach your conclusion and likely determine our fate.

Respectfully submitted,

Zoë Lemcovitz
605 Graeser Road

3 attachments



Former QuikTrip at Dorsett & Fee Fee - 1 of 3 - 6-3-20.jp2
3252K



Former QuikTrip at Dorsett & Fee Fee - 2 of 3 - 6-3-20.jp2
3252K



Former QuikTrip at Dorsett & Fee Fee - 3 of 3 - 6-3-20.jp2
2980K



Whitney Kelly <wkelly@crevecoeurmo.gov>

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

1 message

Zoe Lemcovitz <zaz3@sbcglobal.net>

Wed, Jun 3, 2020 at 4:21 PM

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

Ms. Kelly and Mr. Jaggi - Attached is a video panning from a former QuikTrip at Dorsett and Fee Fee in Maryland Heights to the residences across the street from it. I was not able to attach it to my previous e-mail today due to the file size. Please share this with the Planning and Zoning Commission.

For clarity, here is the paragraph from my previous e-mail today that references my sending this video:

"To QuickTrip's point that they don't walk away from locations I have attached for your consideration three photos taken 6-3-20 of a former QuikTrip in Maryland Heights at Dorsett Road and Fee Fee that sits vacant and boarded up. The store relocated 1 mile away in late 2017 or early 2018. I hope to send in a separate e-mail (due to file size limitations) a video that pans from the former QuikTrip to the residences across the street which have had to look at it for going on three years now."

Respectfully submitted,

Zoë A. Lemcovitz
605 Graeser Road



Former QT Maryland Heights Video Panning to Residential - 6-3-20.zip
24578K

Attachment: Public Comments received June 3rd meeting and after (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

RECEIVED
JUN 03 2020
PLANNING DEPT.

Attention J Jaggi
To Planning and Zoning Commission for June 3 meeting

A neighborhood should be never sacrificed to get sales tax for the City.

Being realistic, finances are an immediate problem due to the pandemic and always on the minds of responsible people serving the City

Due to the long process of planning and construction, sales tax from QT will be zero for the next couple of years and so have not impact on the current situation.

Although QT has it fervent adherents, customers can only put so much gas in their car or food in their stomachs. Sales at the QT will partly cannibalize sales at the neighboring stations AND local food vendors like McDonald's Starbucks, Subway, Bread Company, Pizza places etc. Due to limitation on consumption, total sales tax to the City from local customers will not increase much. Despite claiming it is a local business, some additional people may come to QT from outside of Creve Coeur.

Olive is at the northern border for Creve Coeur, but there is a string of QT's on Page to the north for Non residents. Additional customers from out of Creve Coeur would only be a small part of the customers and sales tax. So in sum QT may make a lot of sales for themselves, but the total sales tax to the City will not be boosted much by QT.

The applicant mentioned paying off a TDD. There is a special 1% sales tax put on the four corners of the Olive Graeser intersection to pay for the alignment of Dautel and Graeser and the erection of the stoplight, medians, etc. The Olive/Graeser TDD (Transportation District) was created in 2009 to pay for those costs. The total was about \$1.3 million, and is currently financed by 40 yr bonds held by the City. Thirty years remain for the TDD to pay off the bonds. The City would like to eventually have them paid off, but given the remaining time, I would not think those bonds are currently a major budgetary concern.

Don't be tempted to impose a QT on this part of Creve Coeur for any benefit sales tax will make. Any benefit would be small, especially in comparison to the damage inflicted by a QT pushed into this residential neighborhood.

<https://www.creve-coeur.org/375/OliveGraeser-TDD>
see Ord 5071 for long explanation
short Ex H
Costs Ex G pg2

Thank you
Linda Rezny 314-872-7699



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](#)

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----- 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



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 Rezný
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

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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 Zonning Commission
In advance of the June 1 meeting for the proposed QT

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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:

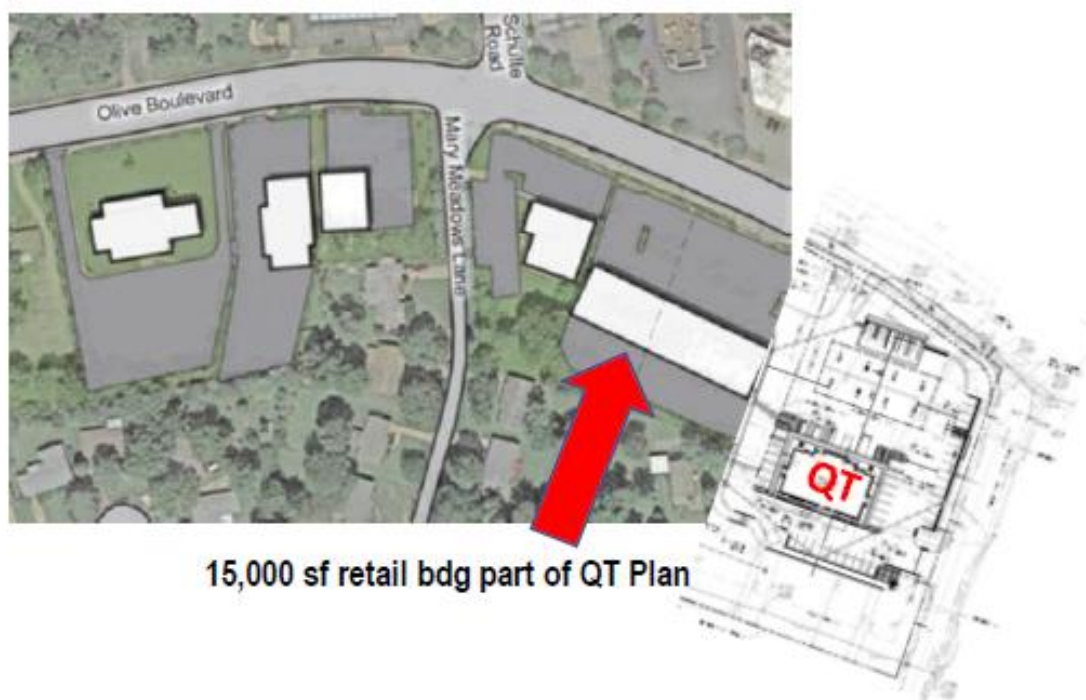
Frontage Recommendations - Primary Streets: encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Primary Streets.

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



15,000 sf retail bldg part of QT 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.

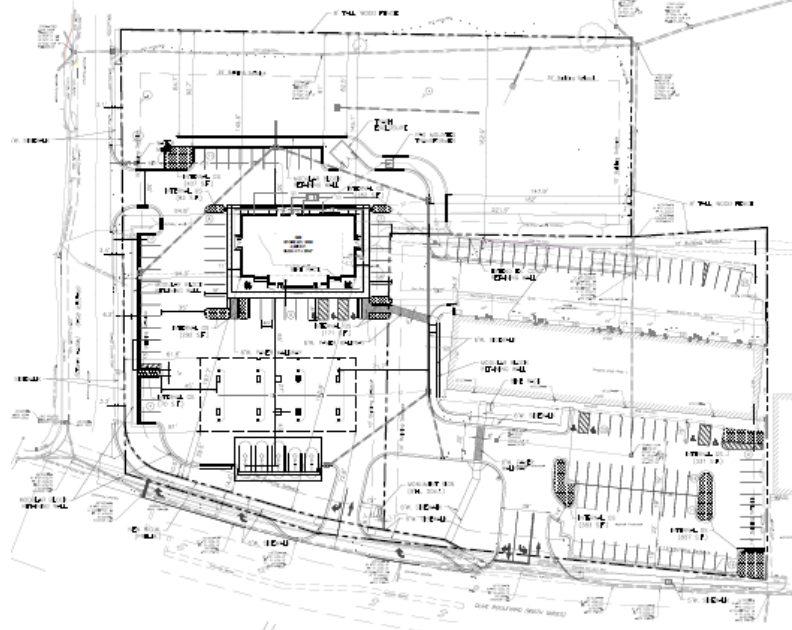
QT Traffic Study showing site location/area of emphasis.



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:

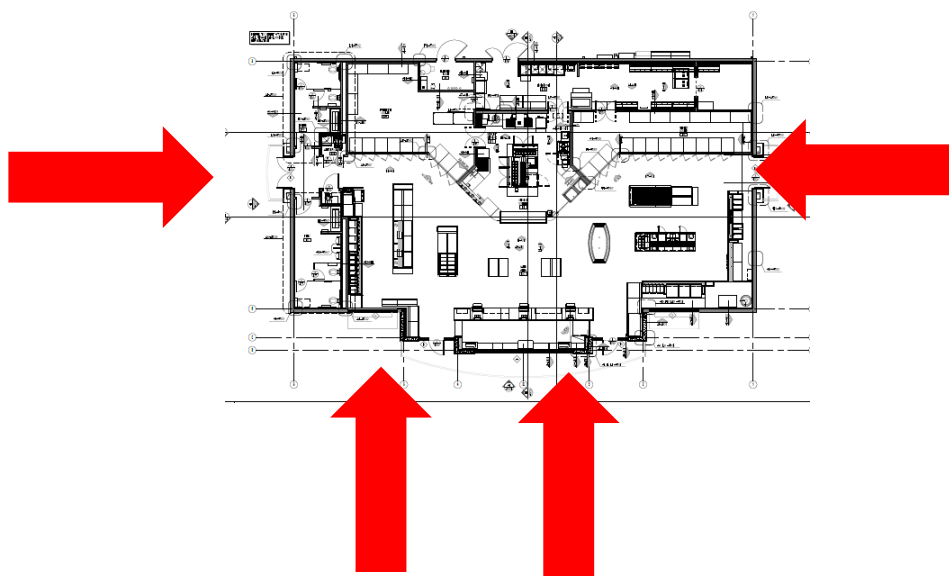


There is no review of the type of tenants proposed for the shopping center as different tenants produce different amounts of traffic generation.

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.

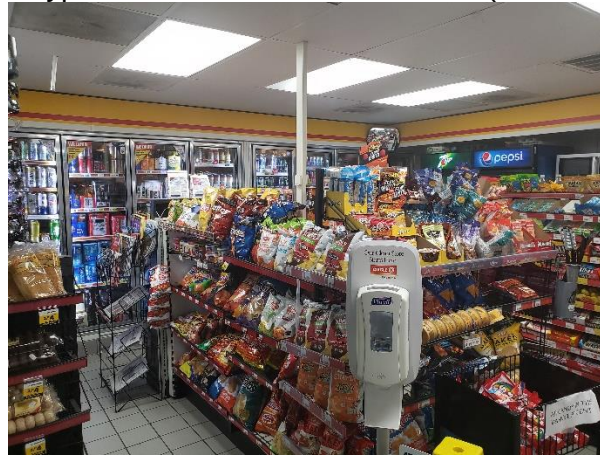
Quotes from QuickTrip Spokesman from a recent Grand Opening is instructive:

“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”

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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.

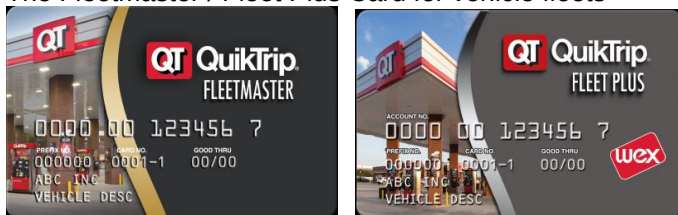
c. The Traffic Study Under-Represents New Trips to the Site

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 anyplace 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)

PETITION TO OPPOSE:

6.1.w

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

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1	Name: Abigail Small	Address: 4 East Windrush Creek
	Signature: Abigail Small	Email: abigailsmall@msn.com Date: 3-8-2020
2	Name: Lisa Goebel	Address: 435 GRAESER RD 63141
	Signature: [Signature]	Email: lisa.goebel413@gmail.com Date: 3.8.20
3	Name: James Goebel	Address: 435 GRAESER RD 63141
	Signature: [Signature]	Email: jgoebel@solteksystems.com Date: 3-8-20
4	Name: Gretchen Ross	Address: 29 Tealwood Dr 63141
	Signature: [Signature]	Email: GHRSTZ@SBCGLOBAL.NET Date: 3-8-20
5	Name: Francis Goebel	Address: 435 Graese Rd
	Signature: Francis Goebel	Email: frg1101@gmail.com Date: 3/8/20
6	Name: Xiaojing Chen	Address: 11035 Ridgewood Ln
	Signature: [Signature]	Email: Xiaojing.ch@gmail.com Date: 03/08/20
7	Name: Glenn Douglas	Address: 430 Ridgewood Pl
	Signature: [Signature]	Email: g.douglas@comcast.net Date: 3/8/20
8	Name: David Angle	Address: 441 Graeser rd. david@angleroom.com
	Signature: David Kennedy	Email: david@angleroom.com Date: [blank]
9	Name: Jim Niv	Address: 5 Sh... Lane 63141
	Signature: [Signature]	Email: jimniv9@aol.com Date: [blank]
10	Name: Elena Ryban	Address: 10420 Violet Ct
	Signature: Elena Ryban	Email: [blank] Date: [blank]

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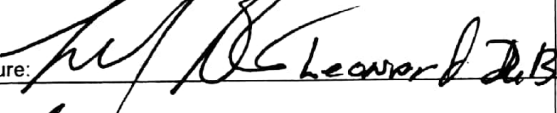
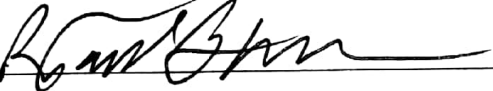
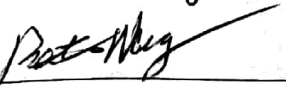
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nataliexchen@yahoo.com

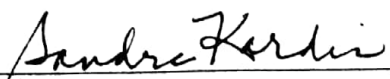
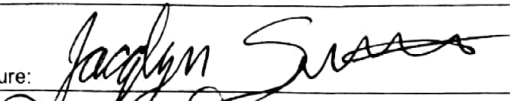
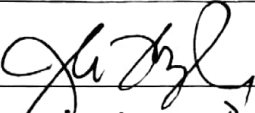
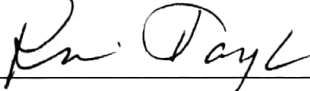
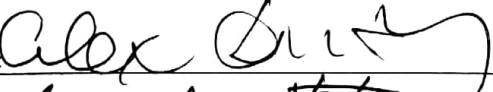
1	* Name: Sarah Stolker	* Address: 5 Faron Hill Rd	
	* Signature: 	Email	* Date: 3/2/20
2	* Name: TERRY TOLLIVER	* Address: 5 Wedgewood Ln	
	* Signature: Terry Tolliver	Email	* Date: 3/2/20
3	* Name: Hui Hu Bernstein	* Address: 10960 Langdon Way Ct	
	* Signature: 	Email	* Date: 3/2/20
4	* Name: Keita 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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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 Settles	* Address: 1 Wedgewood Ln Creve Coeur MO 63141	
	* 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 63141	
	* Signature: 	Email: dintsin@gmail.com	* Date: 3/01/20
10	* Name: Yelena Zerkoven	* Address: 11 Wedgewood Ln, Creve Coeur MO 63141	
	* Signature: _____	Email: Lenatimo@yahoo.com	* Date: 3/01/20

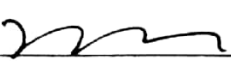
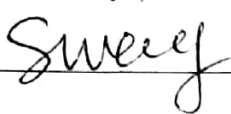
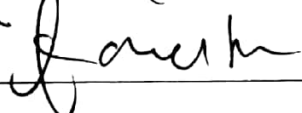
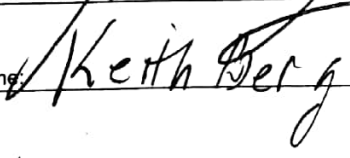
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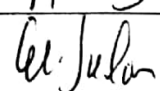
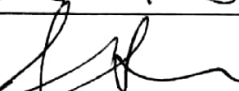
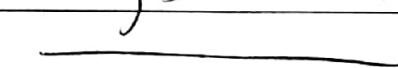
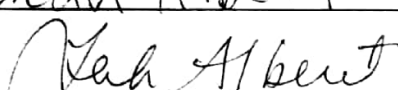
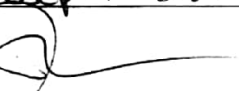
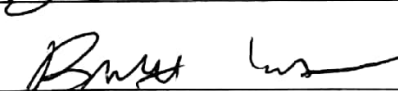
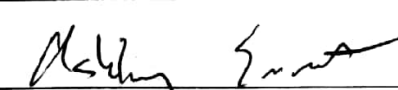
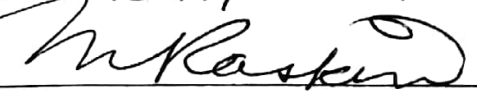
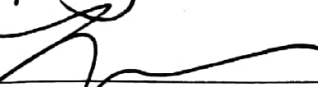
1	* Name: Meggie Wen	* Address: 13 Wedgewood Ln	
	* Signature: 	Email: fengfeng999@gmail.com	* Date: 03/01/20
2	* Name: Shengyue Wang	* Address: 13 Wedgewood Ln	
	* Signature: 	Email: _____	* Date: 03/01/202
3	* Name: SEAN SETTLES	* Address: 1 WEDGEWOOD LN	
	* Signature: 	Email: N/A	* Date: 03/01/20
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.shanfeld@gmail.com gina.gibow@gmail.com	* Date: 3/2/20

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1	* Name: Eli Sadon	* Address: 10966 Rondelay Dr Creve Coeur Mo. 63141	* Date: 3/1/20
	* Signature: 	Email: eli.sadon@gmail.com	
2	* Name: Sherri Sadon	* Address: 10966 Rondelay Dr Creve Coeur Mo. 63141	* Date: 3/1/20
	* Signature: 	Email: shersa@aol.com	
3	* Name: Casey Szczeniuk	* Address: 10930 Rondelay Dr Creve Coeur Mo. 63141	* Date: 3/1/20
	* Signature: 	Email: _____	
4	* Name: Leah Albert	* Address: 10921 Rondelay Drive	* Date: March 1, 2020
	* Signature: 	Email: ipsedixit4@yahoo.com	
5	* Name: Joseph Blomker	* Address: 211 Radelay Ct 63141	* Date: 3/1/20
	* Signature: 	Email: joeb joebloker@gmail.com	
6	* Name: Theresa Blomker	* Address: " "	* Date: " "
	* Signature: 	Email: " "	
7	* Name: Brett Ernst	* Address: 212 Radelay Ct	* Date: 3/1/20
	* Signature: 	Email: brett.ernst21@gmail.com	
8	* Name: Ashley Ernst	* Address: " "	* Date: " "
	* Signature: 	Email: _____	
9	* Name: MIRIAM RASKIN	* Address: 10847 RONDELAY DR	* Date: 3/1/20
	* Signature: 	Email: msrmsr@sbcglobal.net	
10	* Name: Yong Yin	* Address: 10842 Rondelay Dr	* Date: 3/1/2020
	* Signature: 	Email: yongyin@gmail.com	

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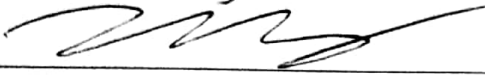
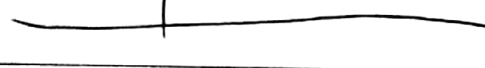
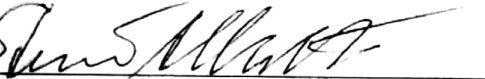
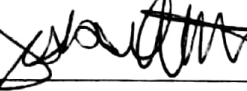
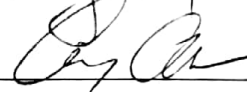
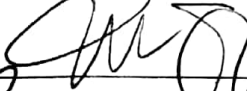
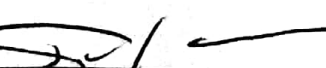
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1	* Name: Tie Zhang	* Address: 10842 Rondelay Dr.	
	* Signature: 	Email: aj_zh@yahoo.com	* Date: 3/11/20
2	* Name: Philip Jensen	* Address: 10835 RONDELAY DR	3/11/20
	* Signature: 	Email: Alan Siwak	* Date:
3	* Name: Nancy Siwak	* Address: 323 CARLYLE LAKE DR	
	* Signature: 	Email:	* Date: 3/11/20
4	* Name: STEWART ALBERT	* Address: 10921 RONDELAY DR	
	* Signature: 	Email:	* Date: 3/11/20
5	* Name: MATTHEW LITWACK	* Address: 10910 Rondelay Dr.	
	* Signature: 	Email: matthewlitwack@yahoo.com	* Date: 3/1/20
6	* Name: Jessica Litwack	* Address: 10910 Rondelay Dr.	
	* Signature: 	Email: jessicalitwack@gmail.com	* Date: 3/1/20
7	* Name: Amy Alfer	* Address: 10933 Rondelay Dr.	
	* Signature: 	Email: amyalfer@yahoo.com	* Date: 3/11/20
8	* Name: MARK KRUB	* Address: 10950 Rondelay Dr.	
	* Signature: 	Email: mark@metroproperty.com	* Date: 3/1/20
9	* Name: RICHARD BENDUSKI	* Address: 262 GRAESER 63141	
	* Signature: 	Email:	* Date: 3/1/20
10	* Name: DAN MANDOC	* Address: 1 E WINDRUSH CT CREVE COEUR MO 63141	
	* Signature: 	Email: DMANDOC@GMAIL.COM	* Date: 3/1/20

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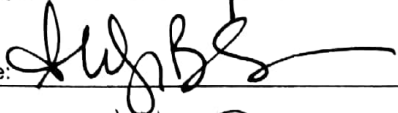
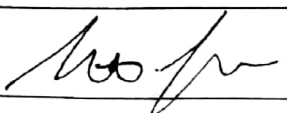
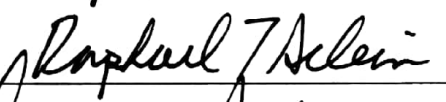
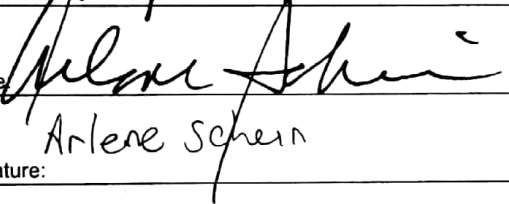
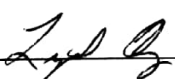
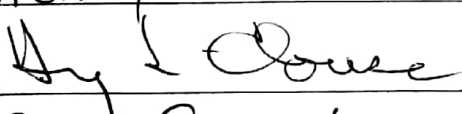
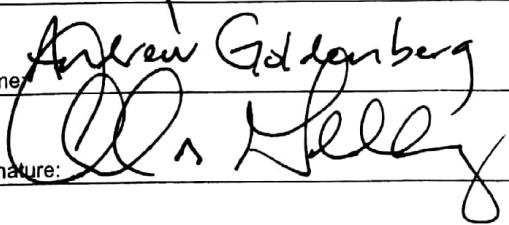
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1	* Name: Alison Berger	* Address: 10 Winfield Pointe Ln. 63141	
	* Signature: 	Email: agberger@hotmail.com	* Date: Feb 29, 2022
2	* Name: Brett Berger	* Address: 10 Winfield Pointe 63141	
	* Signature: 	Email: bergerbrett17@gmail.com	* Date: Feb 29, 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@gmail.com	* Date: 3/1/2022
9	* Name:	* Address:	
	* Signature:	Email:	* Date:
10	* Name:	* Address:	
	* Signature:	Email:	* Date:

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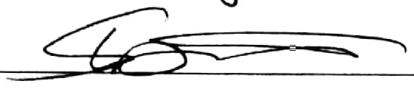
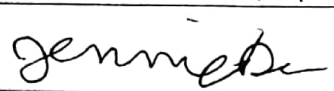
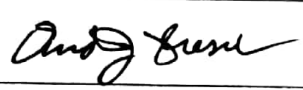
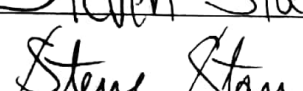
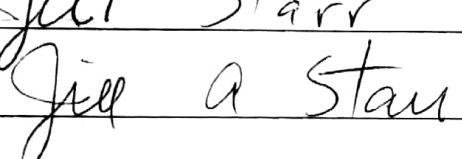
1	* Name: <u>NORTON GREEN</u>	* Address: <u>3 Windrush Creek E.</u>
	* Signature: <u>[Signature]</u>	Email: <u>MTM GREEN@STC GLORIAN.WEST</u> * Date: <u></u>
2	* Name: <u>Lauren Pesce</u>	* Address: <u>20 Windrush Creek West</u>
	* Signature: <u>Lauren Pesce</u>	Email: <u>lauren.pesceee@gmail.com</u> * 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 Crk</u>
	* Signature: <u>Nelly Saad</u>	Email: <u>Creve Coeur, MO</u> * Date: <u>6/3/14</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 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 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: bgiantz@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

lzialie@gmail.com <lzialie@gmail.com>
To: wkelly@crevecoeurmo.gov

Mon, May 4, 2020 at 10:50 AM

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 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 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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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 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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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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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

Sent via [Google Form Notifications](#)

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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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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.

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>

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.

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 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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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 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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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 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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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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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

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 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.

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>

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.

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>

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!!

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>

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!!

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 10:35 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

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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 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

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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>

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](#)



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.

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>

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.

Sent via [Google Forms Email](#)

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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.

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>

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.

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>

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.

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>

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.

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>

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

Attachment: Public Comments received in Feb-March (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

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.

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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 |















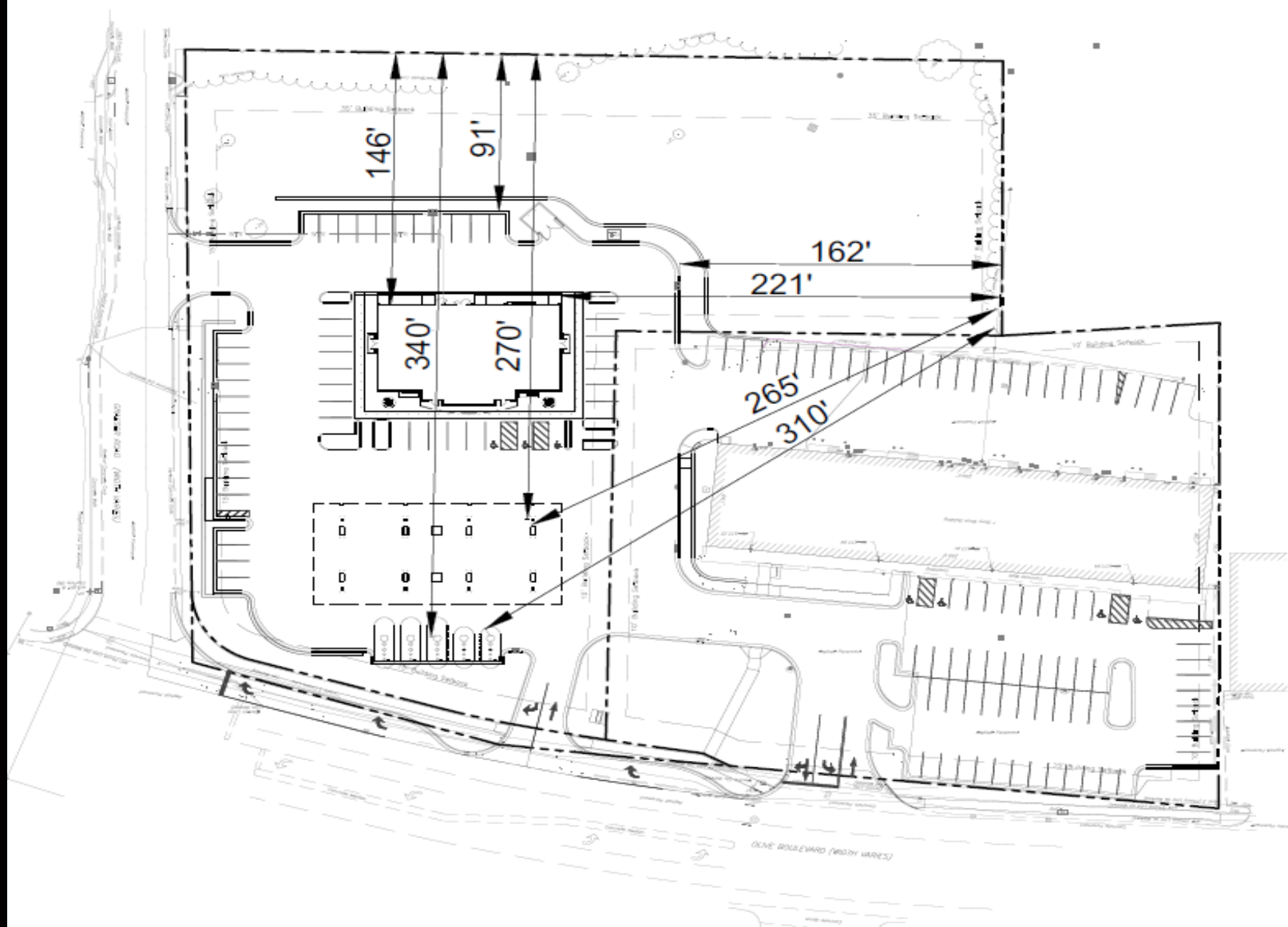






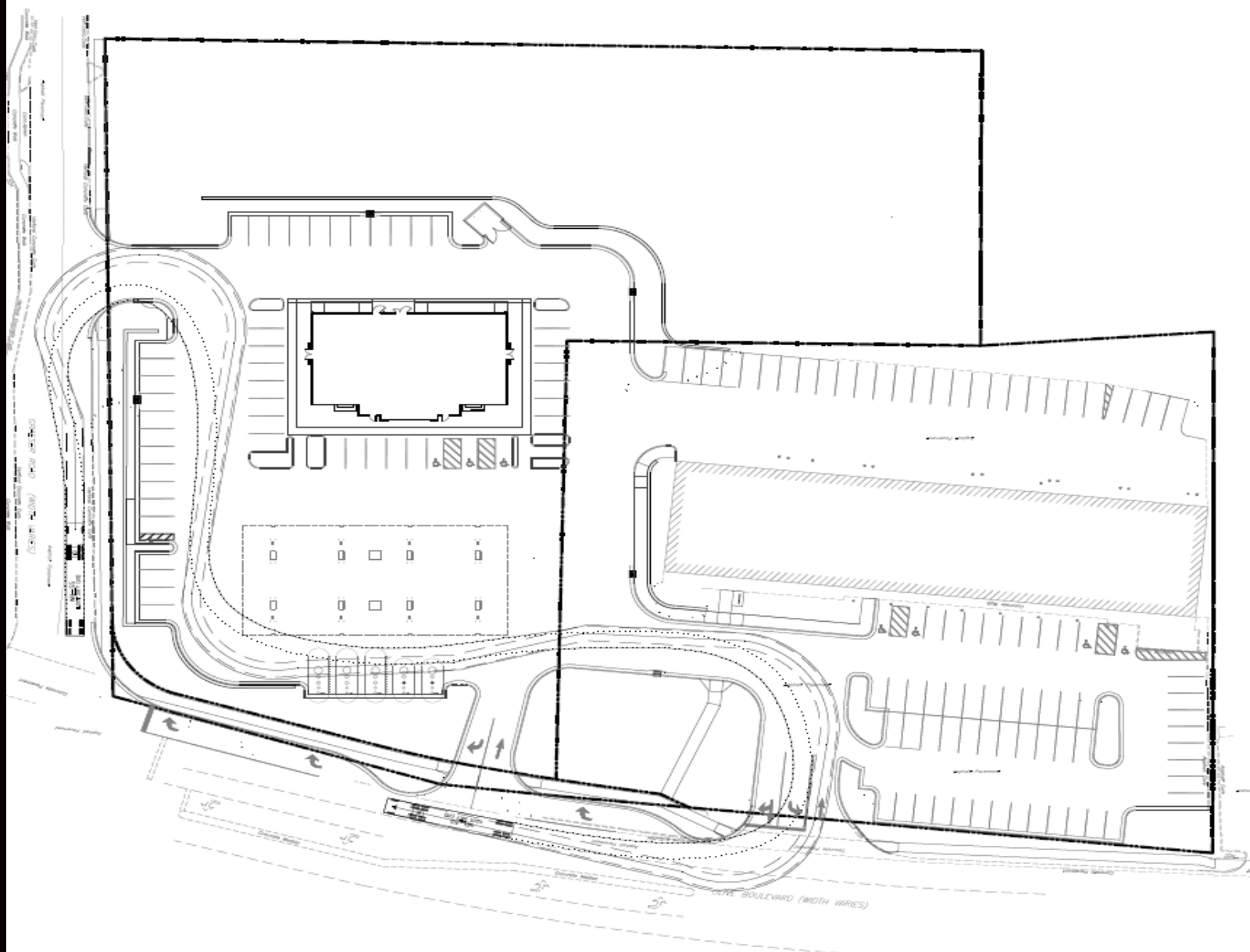
Site Distances

- 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.



ELEVATIONS OF PROPOSED REDEVELOPMENT OF THE EXISTING 15, 024 SF SHOPPING CENTER 11032 - 11056 OLIVE BLVD., CREVE COEUR, MO 63141



2 CONCEPTUAL EAST (SIDE) ELEVATION
ARCH. DATE 10-17-20



3 CONCEPTUAL WEST (SIDE) ELEVATION
ARCH. DATE 10-17-20



4 CONCEPTUAL SOUTH (REAR) ELEVATION
ARCH. DATE 10-17-20



BAALMAN
ARCHITECTS
403 West Olive
St. Louis, MO 63108
tel: 314.442.1212
fax: 314.442.1212
www.baalmanarchitects.com

New Exterior Elevations for
Olive Retail Center
11032 - 11056 Olive Blvd.
St. Louis, Missouri 63141

DATE	DESCRIPTION	BY	CHKD
10-17-20	CONCEPTUAL ELEVATIONS	J. Baalman	
10-17-20	CONCEPTUAL ELEVATIONS	J. Baalman	
10-17-20	CONCEPTUAL ELEVATIONS	J. Baalman	



Michael J. Baalman
ARCHITECT
PROJECT NUMBER
10-01
January 25, 2020

SHEET
A1
EXTERIOR
ELEVATION
STUDY

PROPOSED REVITALIZATION OF THE EXISTING 15,024 SF SHOPPING CENTER
11032 - 11056 OLIVE BLVD., CREVE COEUR, MO 63141

DESCRIPTION

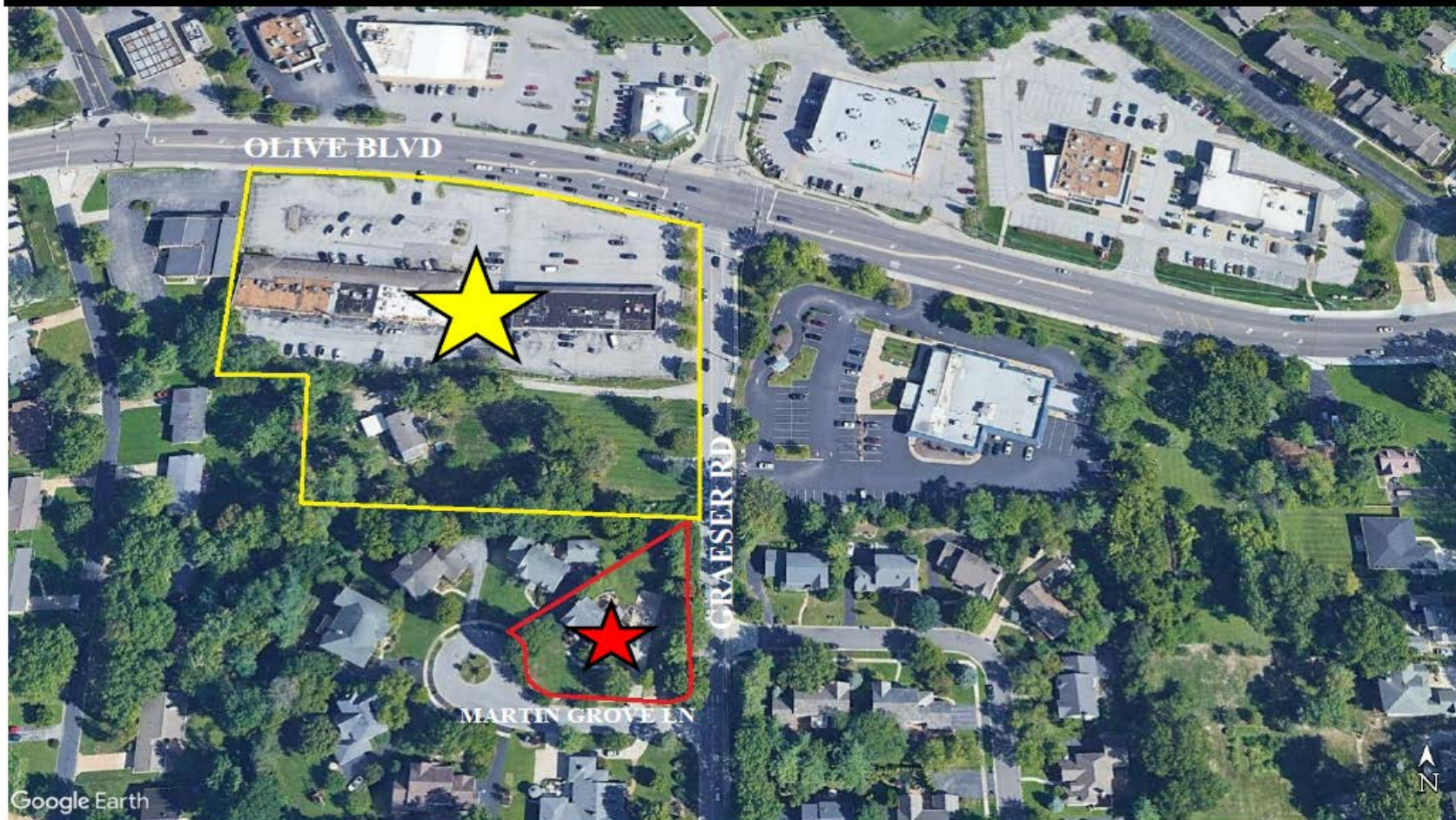
- 15,024 SF multi-tenant strip center built in 1967
- 37% or 5,580 SF is unoccupied
- Current tenants include Pumpernickel's, Support Innovations, Inc., Salon Elysium, LLC and School Music USA
- The center is in below average condition and considered obsolete - time has passed it by
- We are proposing 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

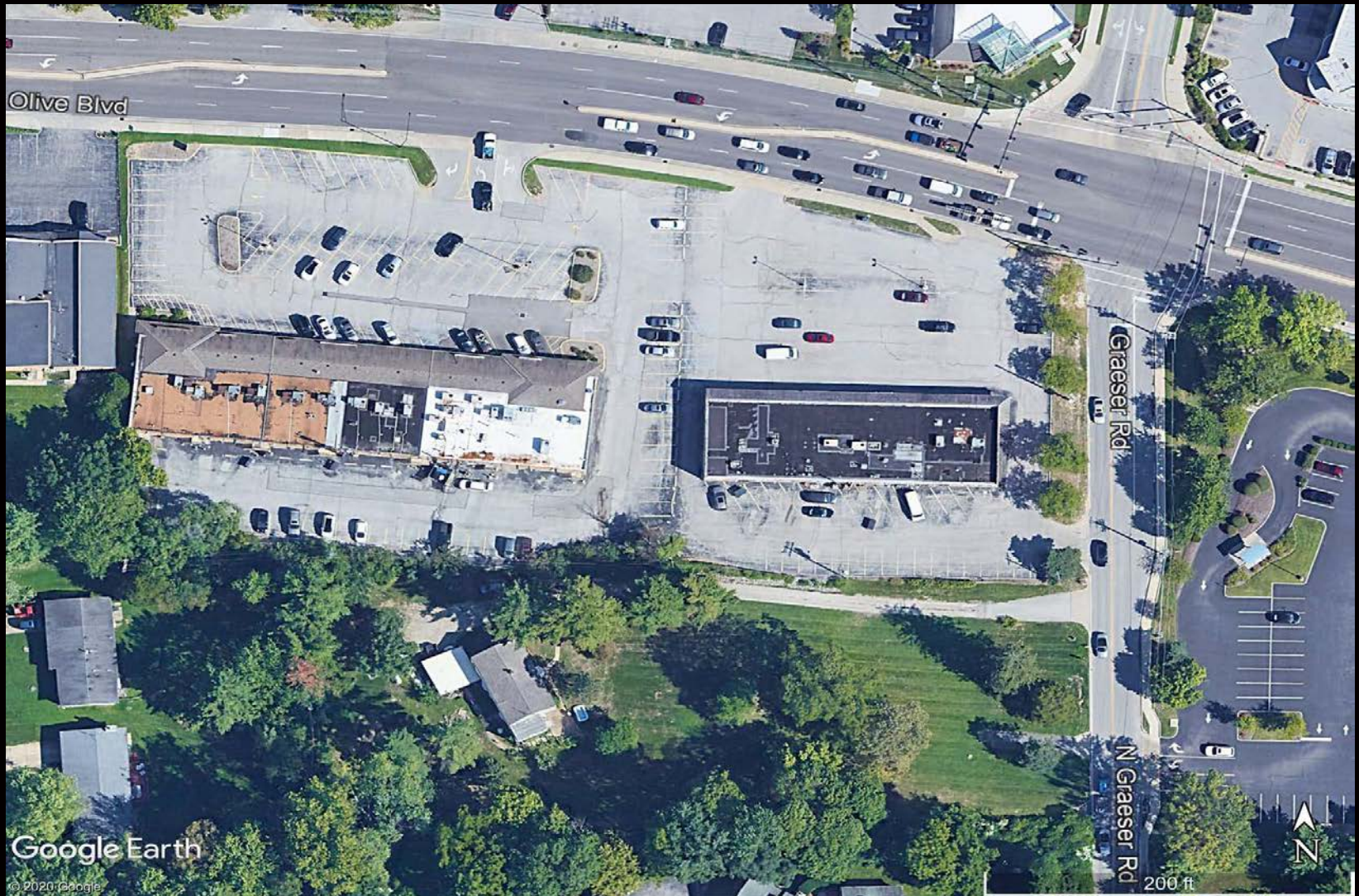
What is a Traffic Impact Study?

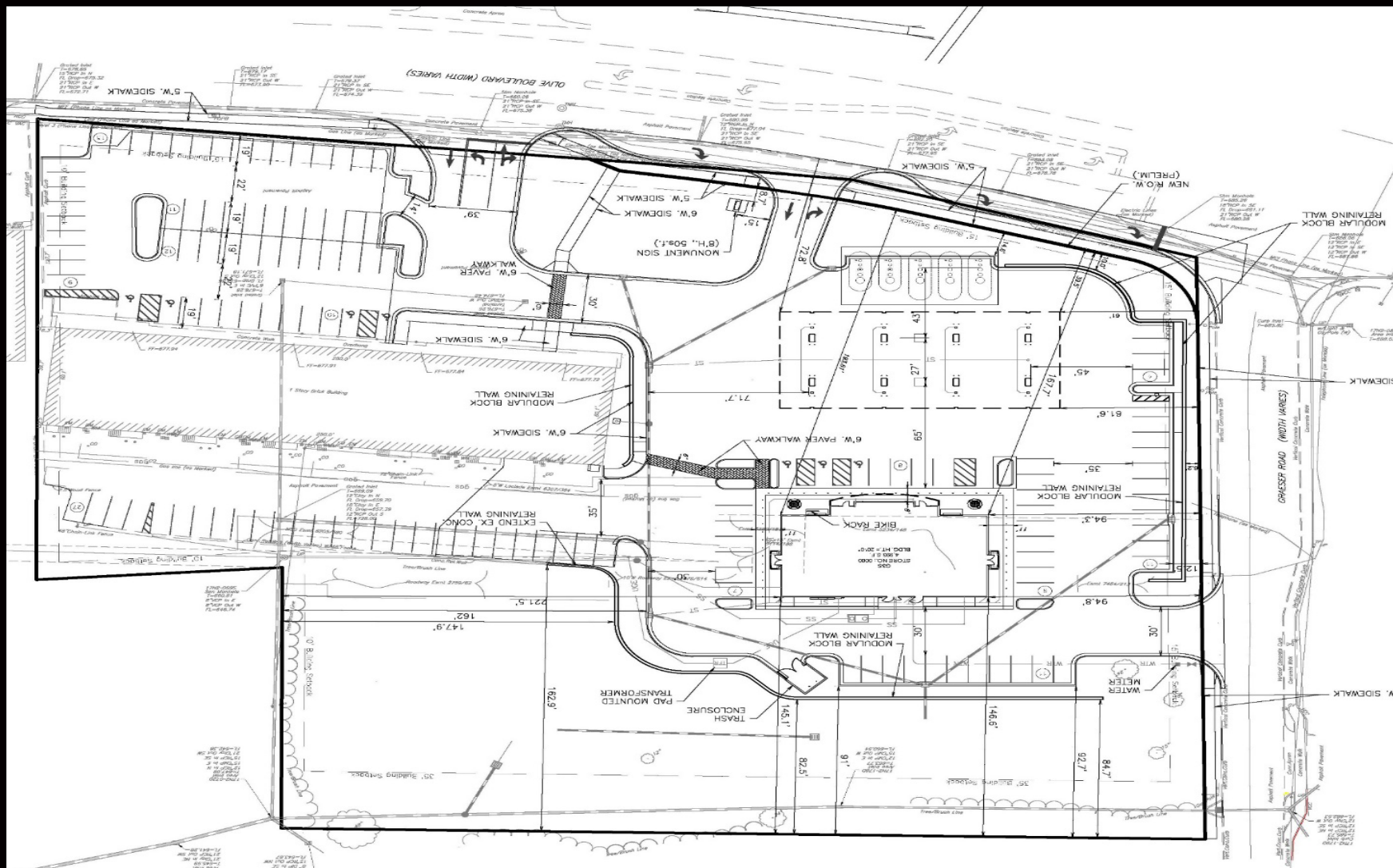
- If approved, built and successful, most new developments will generate more traffic
- That added traffic has some level of impact
- A traffic study determines the current operating conditions, projects future operating conditions and compares the two to determine the level of impact.
- If the impacts 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

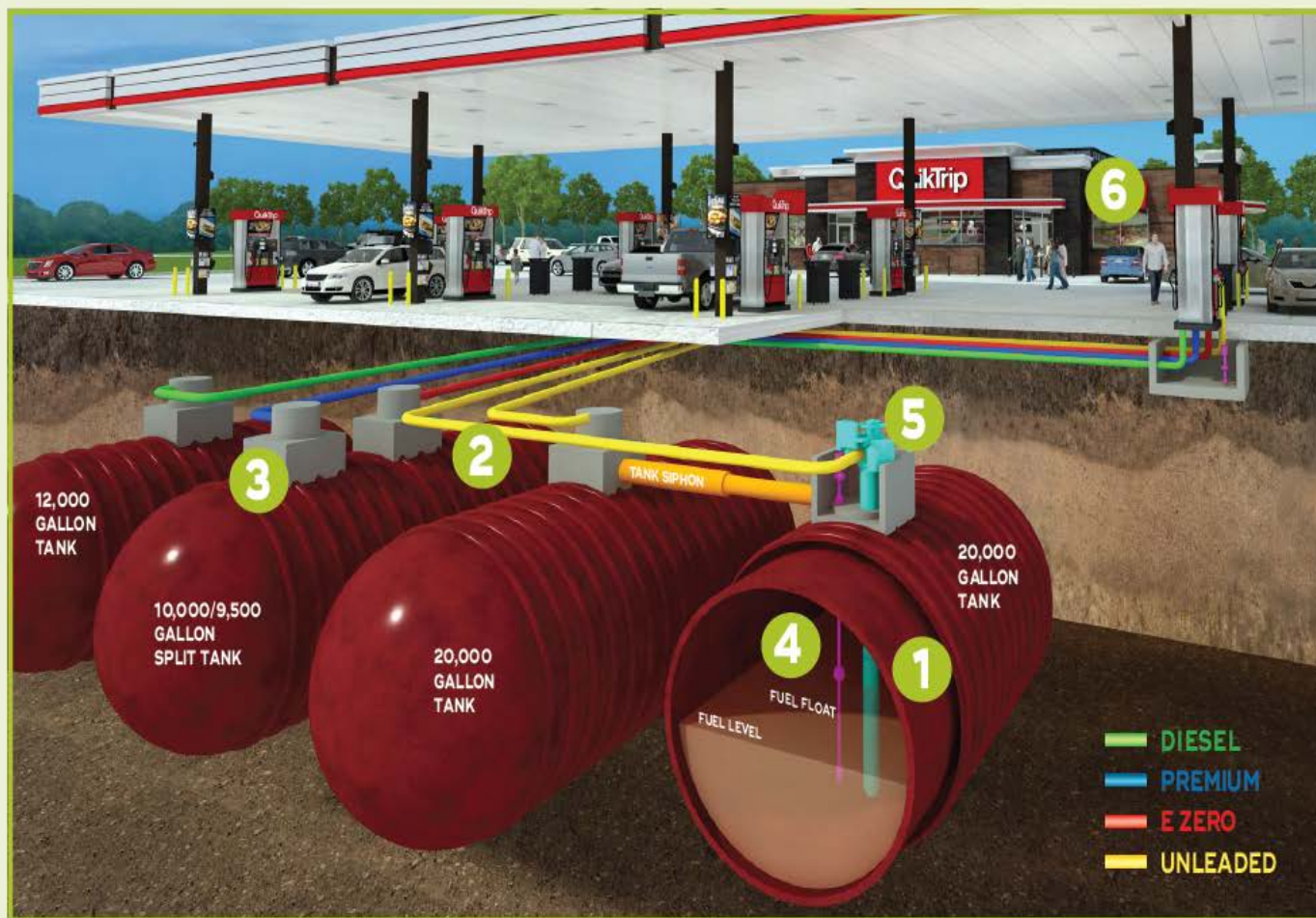


Recommendations

- 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

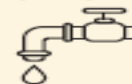


enough power to
fulfill annual needs of
348
homes

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

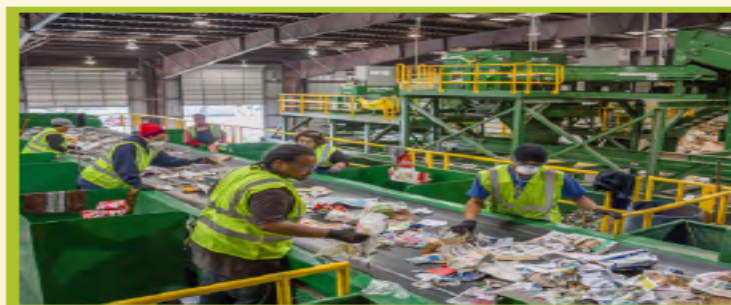


From recycling cardboard packaging in Arizona to complete waste stream separation in Tulsa, waste recycling occurs at hundreds of QuikTrip stores spanning across multiple divisions.

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:

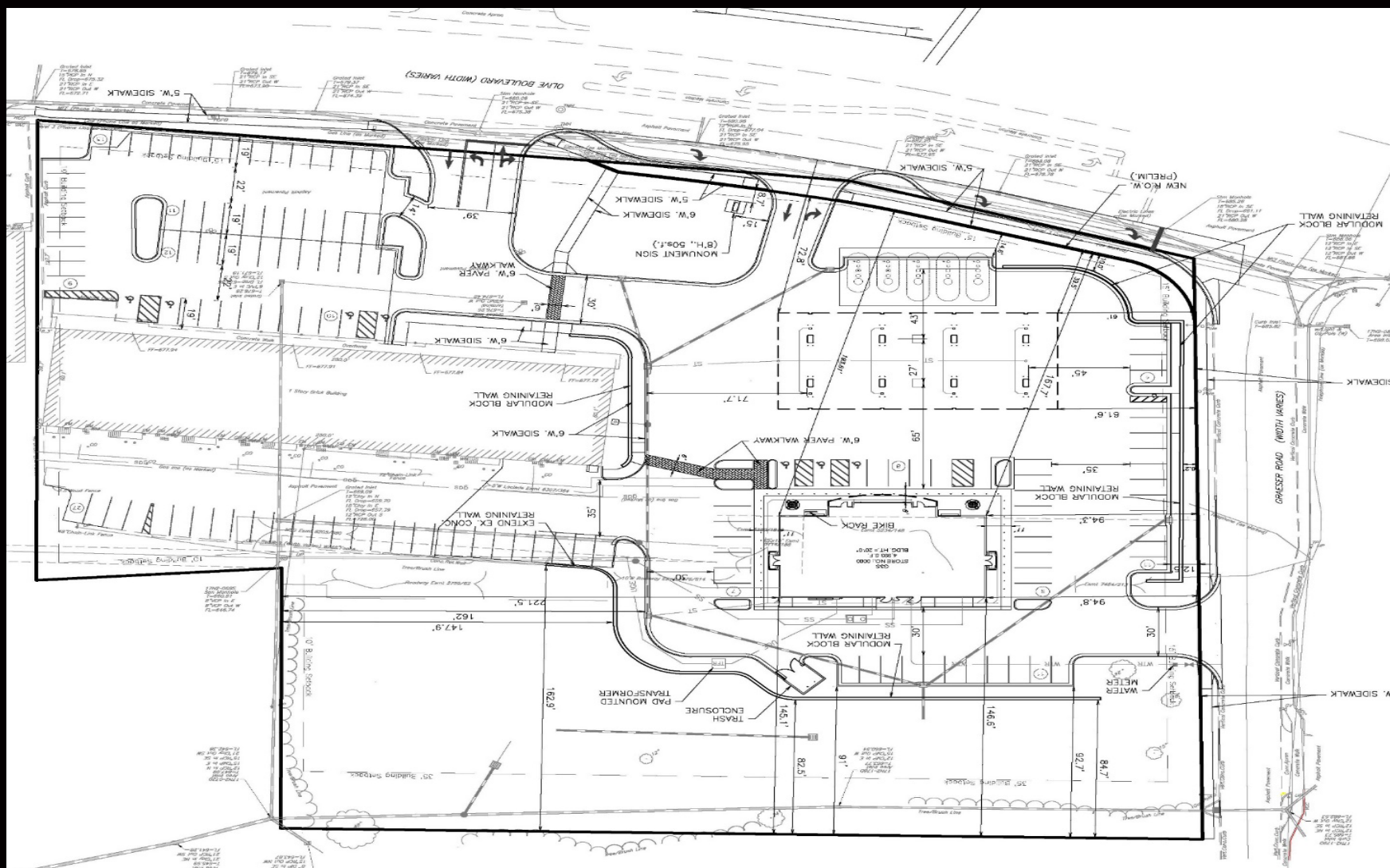
1. Complies with all other applicable provisions of Chapter 405 including environmental performance standards, the criteria in 405.470, and the standards regarding yard and setback, parking and loading areas, screening and buffering, refuse, storage and service areas and signs.
2. Will contribute to 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.

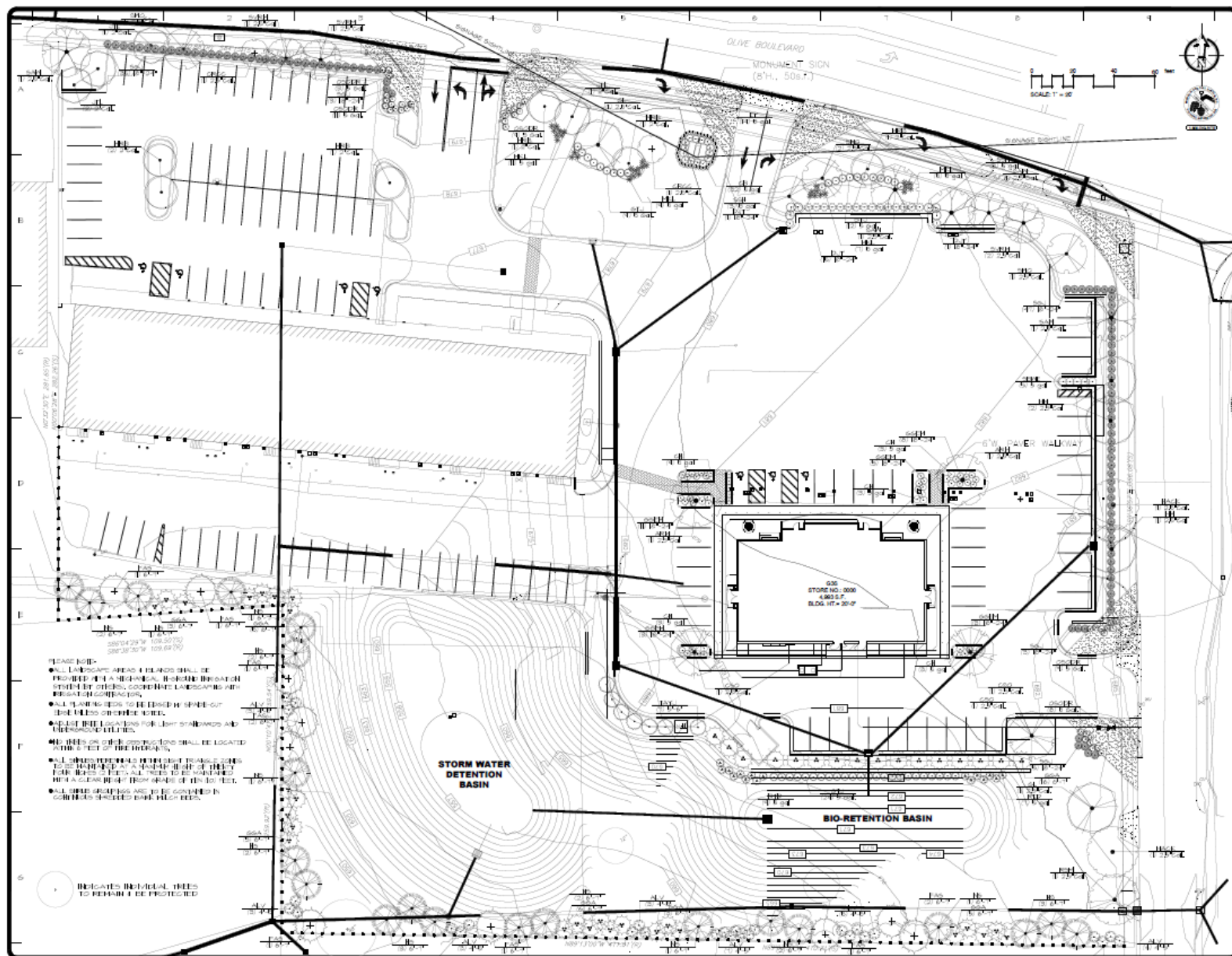
Section 405.1070(E), Code of Ordinances, City of Creve Coeur, Missouri

Thank You!

We welcome your
questions and feedback







DATE	REVISION
10/10/2019	1
10/10/2019	2
10/10/2019	3
10/10/2019	4
10/10/2019	5

Landscaping
T. C. COLEMAN
LANDSCAPE ARCHITECT
10/10/2019



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

L-1



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

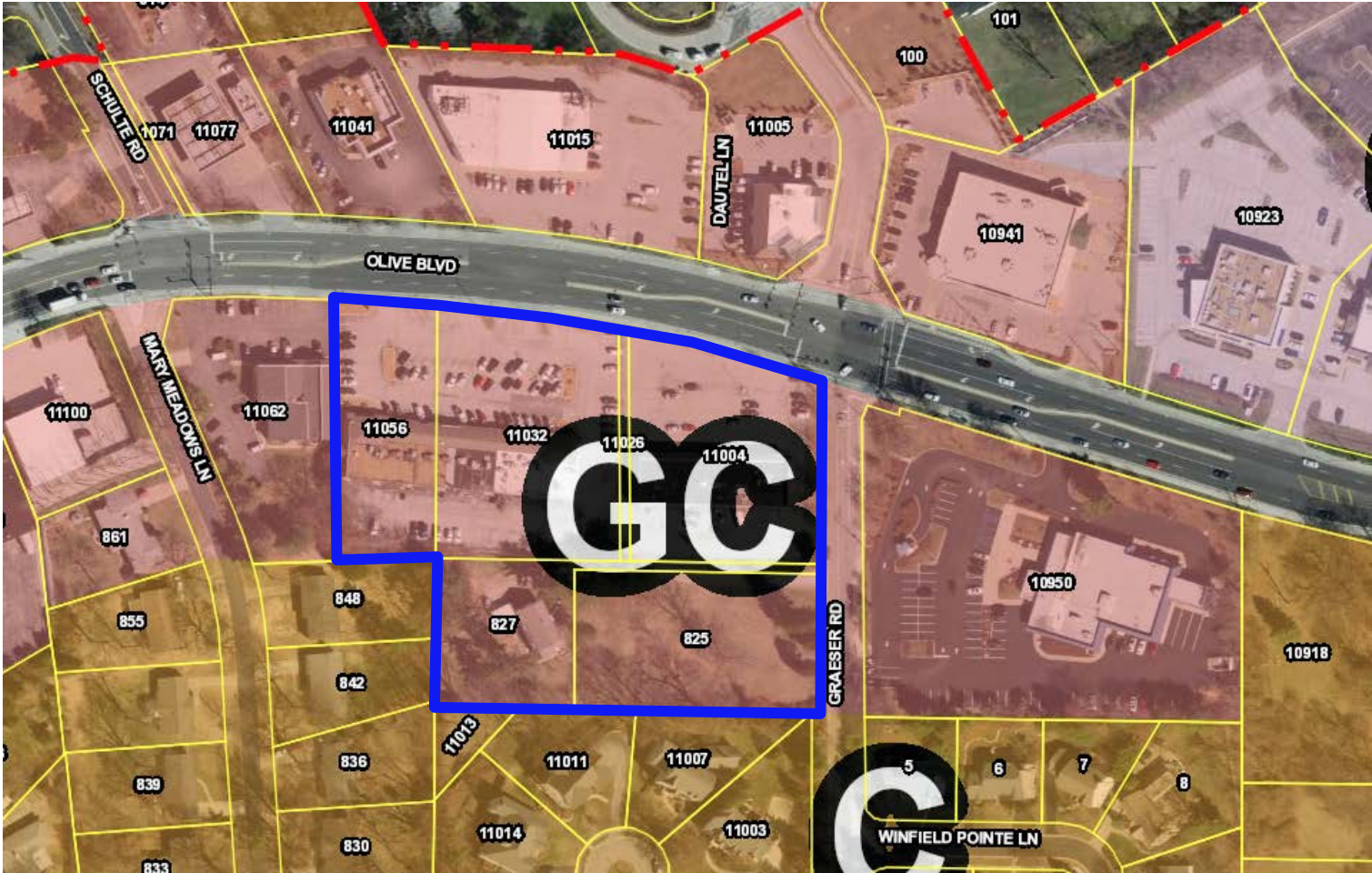
- **Location, Zoning Ordinance Review Process, Summary of Proposal**
- ***Creve Coeur 2030* Comprehensive Plan review**
- **Creve Coeur Design Guidelines review**
- **Zoning Ordinance review**
- **Traffic Impact Study**
- **Summary of items for further discussion**



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.)**

- **Two components:**
 - **1) New QT with 8 gas pump islands, 5,000 SF convenience store**
 - **2) Renovation of adjacent 15,000 SF retail center**
- **Consolidating to 2 lots**
- **Shared stormwater detention, parking, cross-access**
- **QT lot: 2.54 AC, 42.9% site coverage**
- **Retail Building lot: 1.82 AC, reduced to 74.7% site coverage**





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



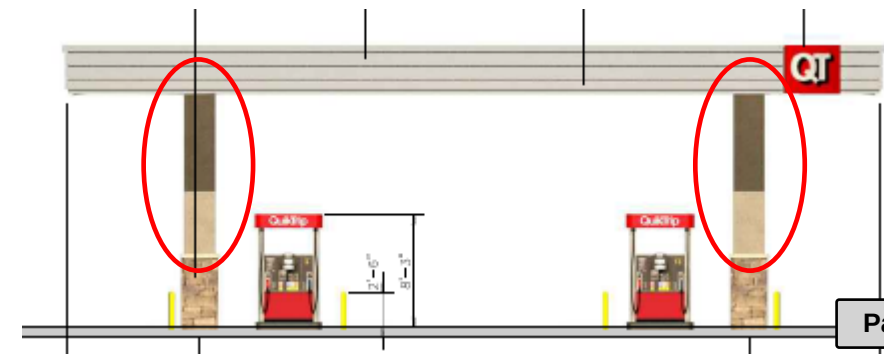
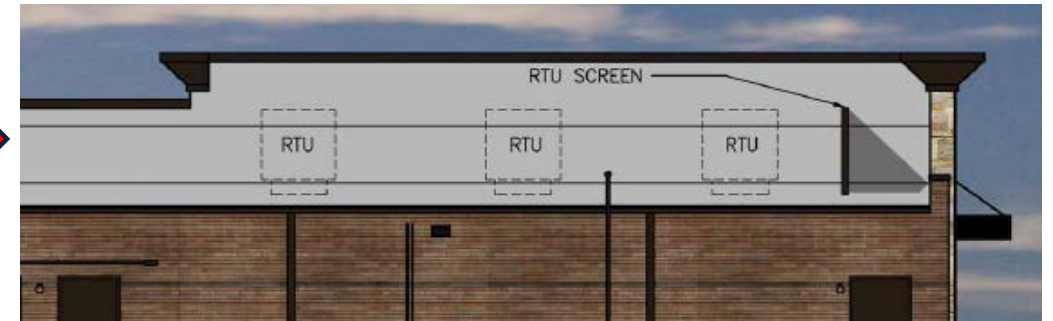
Design Guidelines Review

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

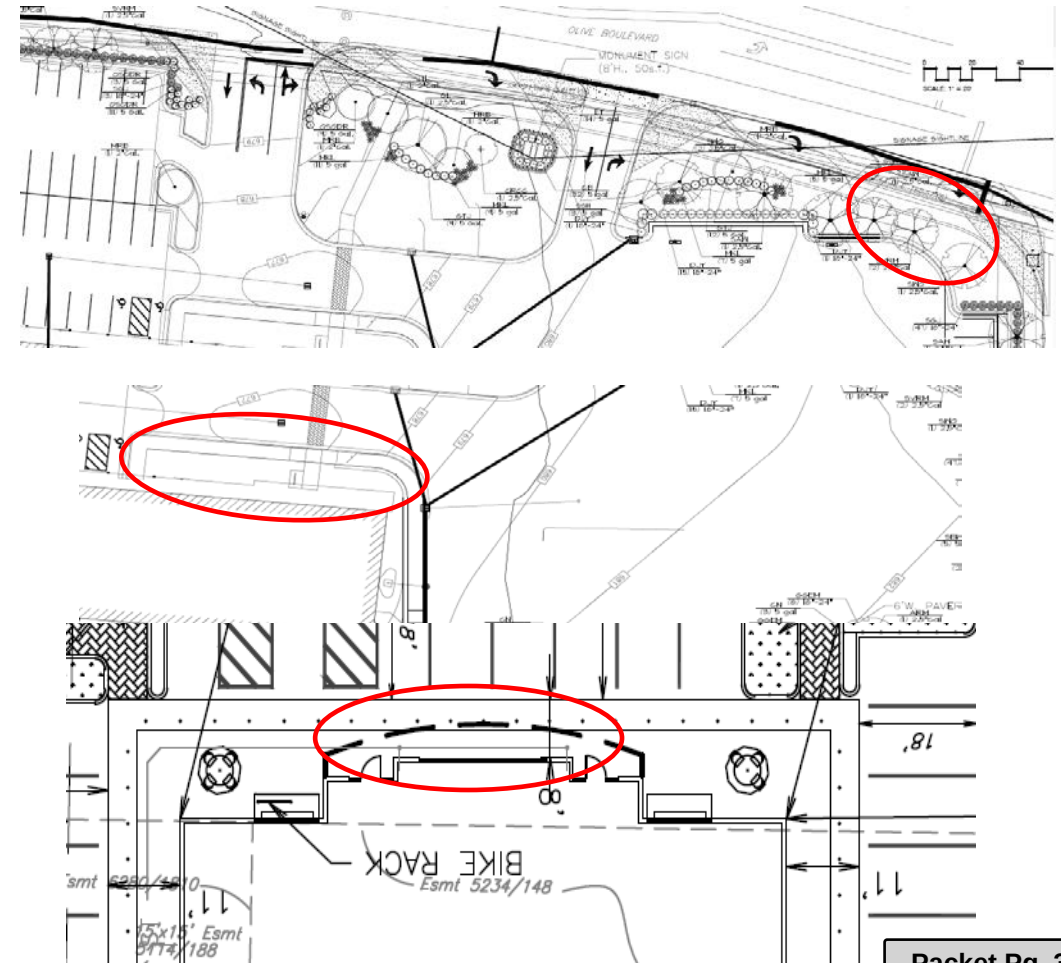
DESIGN GUIDELINES REVIEW—STAFF PROPOSED MODIFICATIONS

- 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

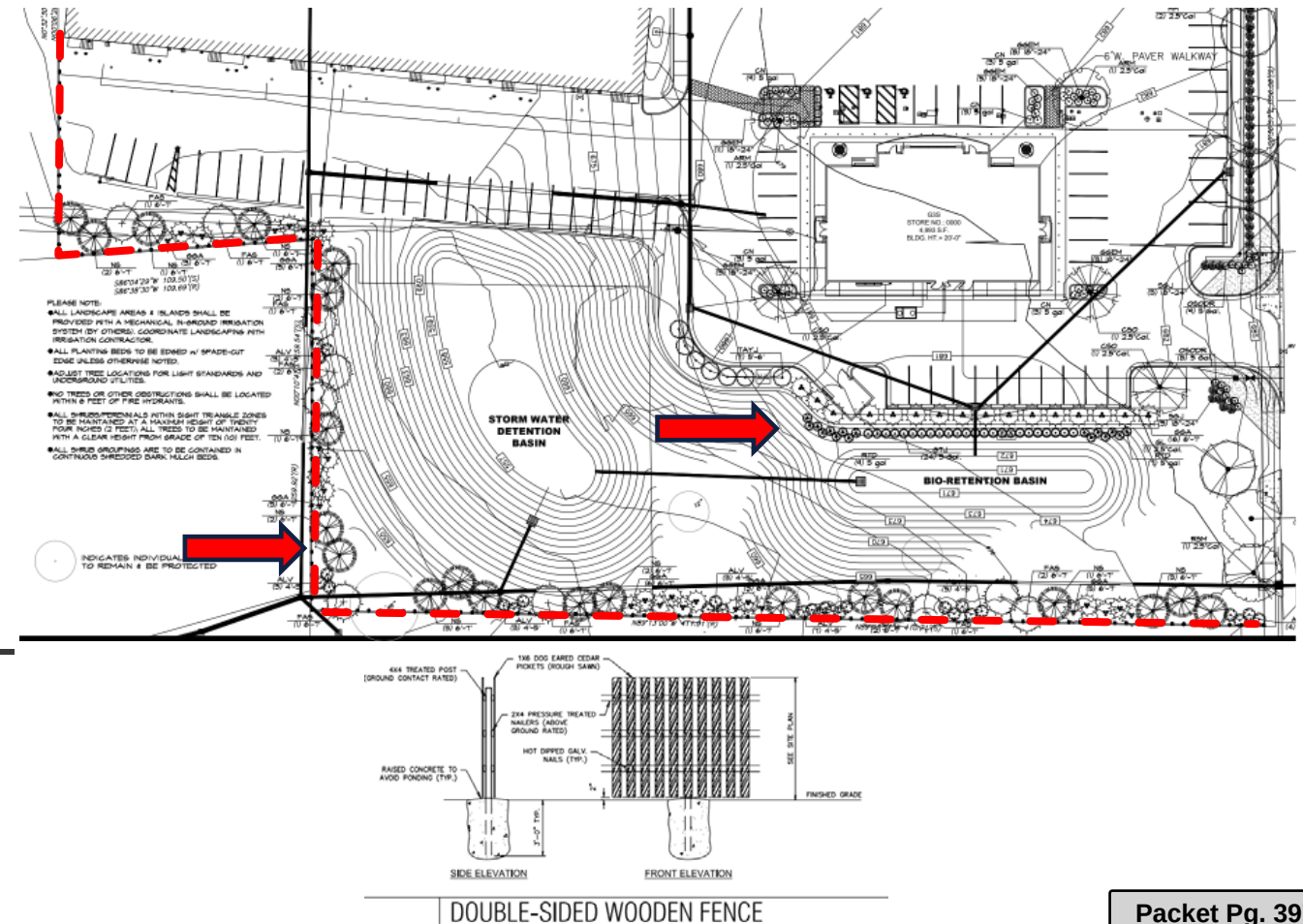
- Setbacks are met for all buildings and structures

■ Parking—All uses

- Required 119 spaces. Proposed, 133 spaces based on shared parking agreement

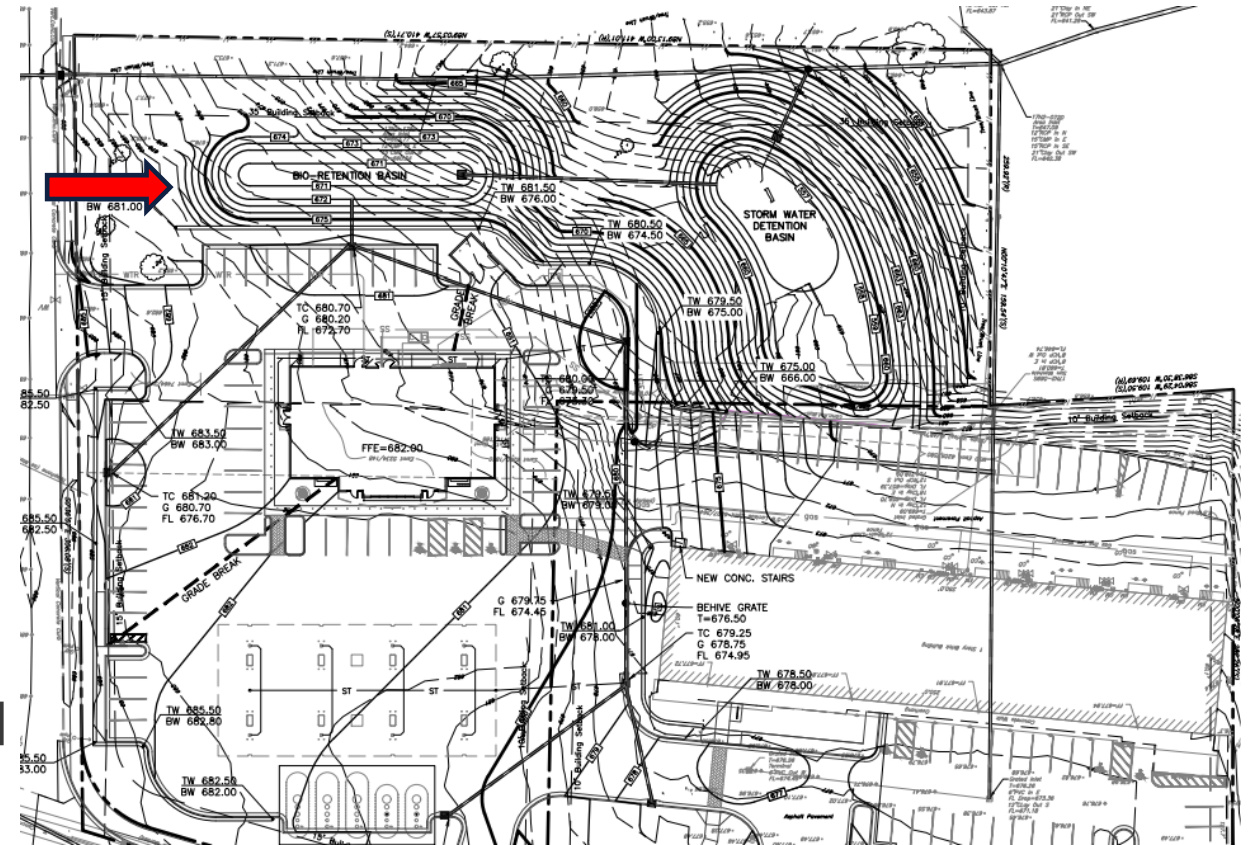
■ Buffering and Screening

- 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**

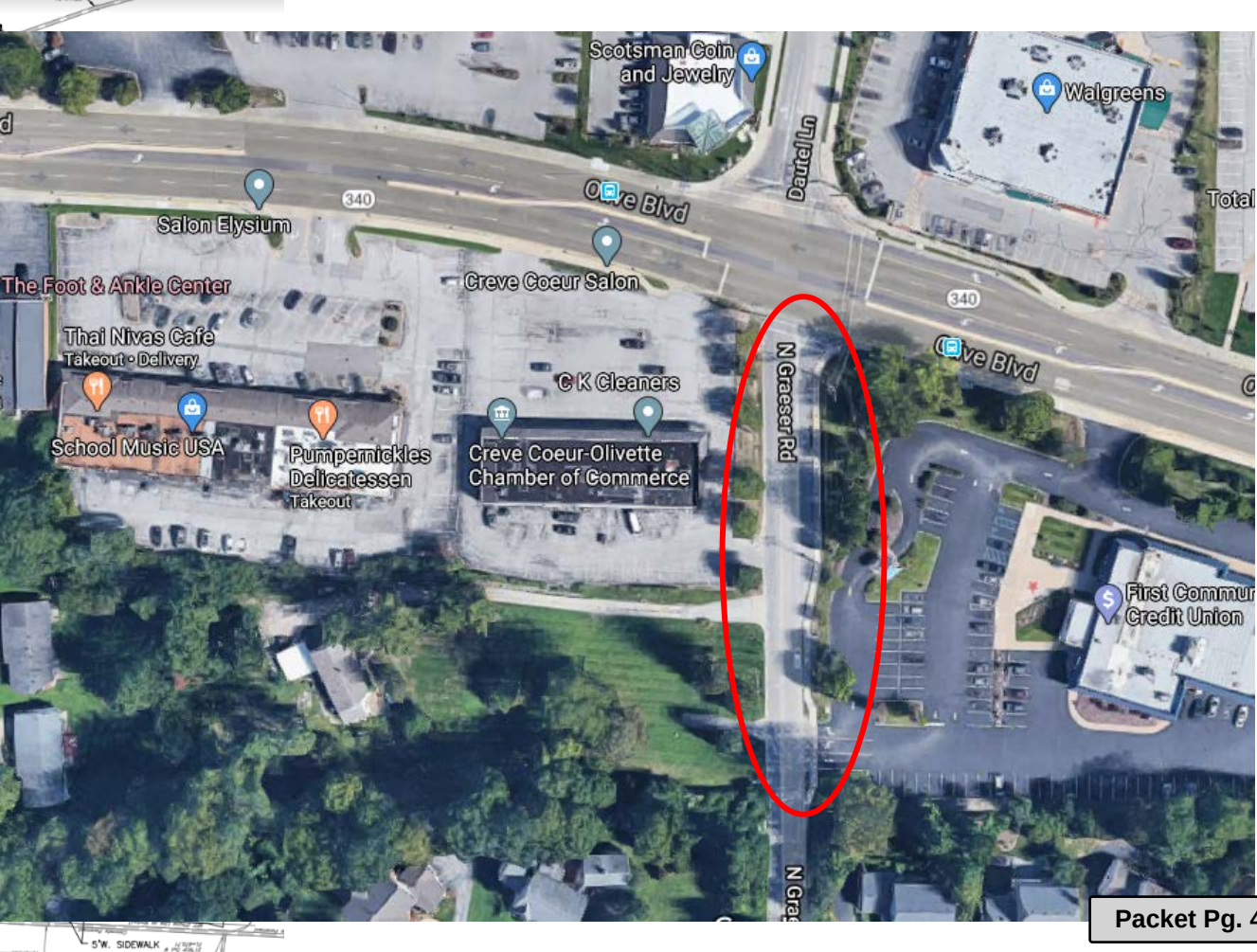
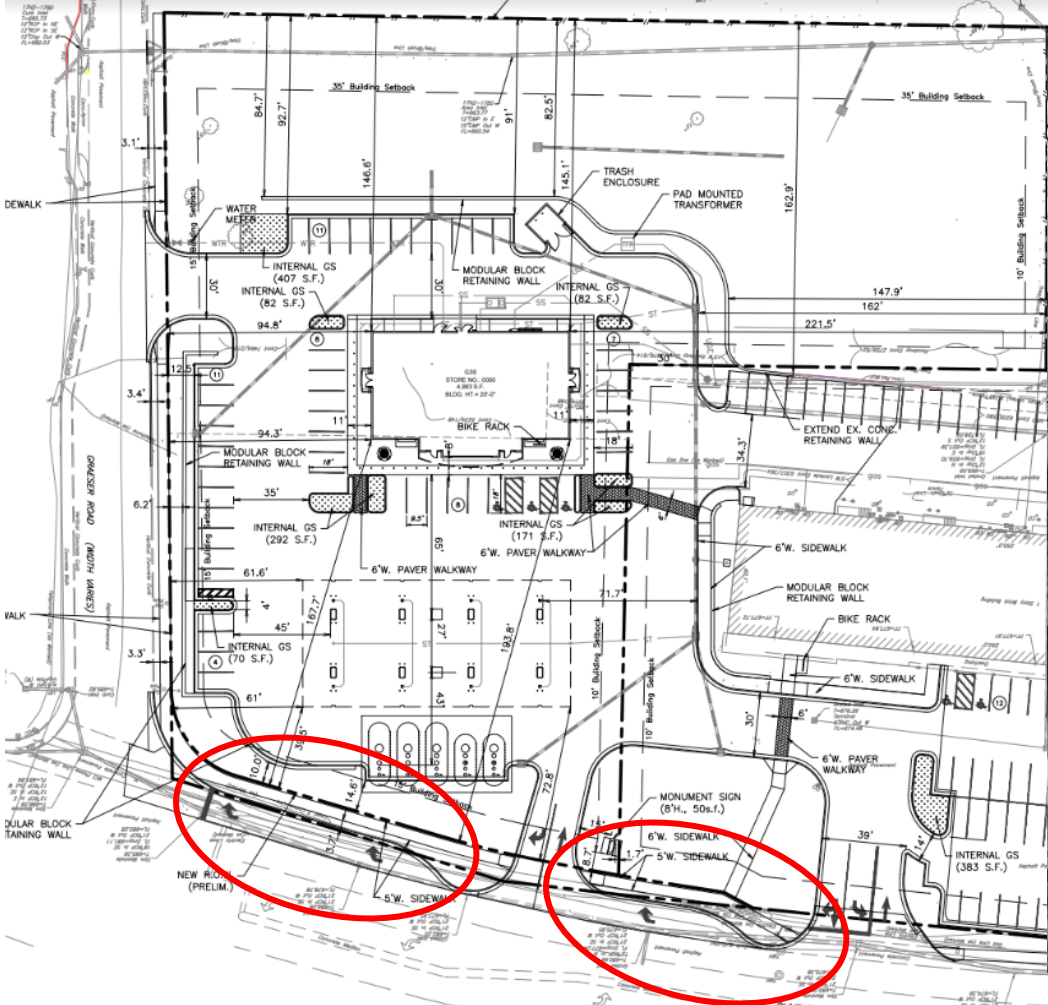
TRAFFIC IMPACT STUDY

- **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



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

**APPLICATION TO PLANNING AND ZONING COMMISSION
#20-013 FOR REVISED SITE CONCEPT PLAN AND SITE DEVELOPMENT
PLAN FOR A STRUCTURED PARKING DECK FOR EDGE @ WEST PARK
OFFICE BUILDING AT 12645 OLIVE BOULEVARD**

FOR THE MEETING OF: Monday, June 15, 2020, 6:30 PM

LOCATION: 12645 Olive Boulevard within the West Park Development. The subject property is zoned CB-Core Business District.

REQUEST: George Stock, Stock & Associates Consulting Engineers, Inc, on behalf of Edge @ West, LLC, has submitted an application for approval of the site development plan for a one level structured parking deck for the recently approved four story office building that is under construction within the West Park Development at 12645 Olive Boulevard. On March 16, 2020, the Planning and Zoning commission approved an amendment to the West Park Office Development Site Concept Plan that included a Phase I parking structure for 64 spaces and a Phase II parking structure for 76 spaces, for a total of 140 spaces. The current proposal is largely in keeping with the layout of the Site Concept Plan, but will combine the two structures as one deck for a total of 146 spaces.

ADDITIONAL INFORMATION: The West Park Development was originally developed in phases in the late 80's and 90's. The Site Concept Plan and Site Development Plan for the office building under construction were approved by the Planning and Zoning Commission on Monday May 20, 2019, utilizing shared surface parking within the entire center. On March 16, 2020, the Planning and Zoning Commission reviewed and approved a revised Site Concept Plan for a parking deck behind the main building, due to negotiations with the adjacent property owners. The proposal is largely consistent with the Site Concept Plan.

Key Issues:

- Does the request integrate with the approved concept plan?
- Does the request further the goals and/or implement the Comprehensive Plan?

Comprehensive Plan References

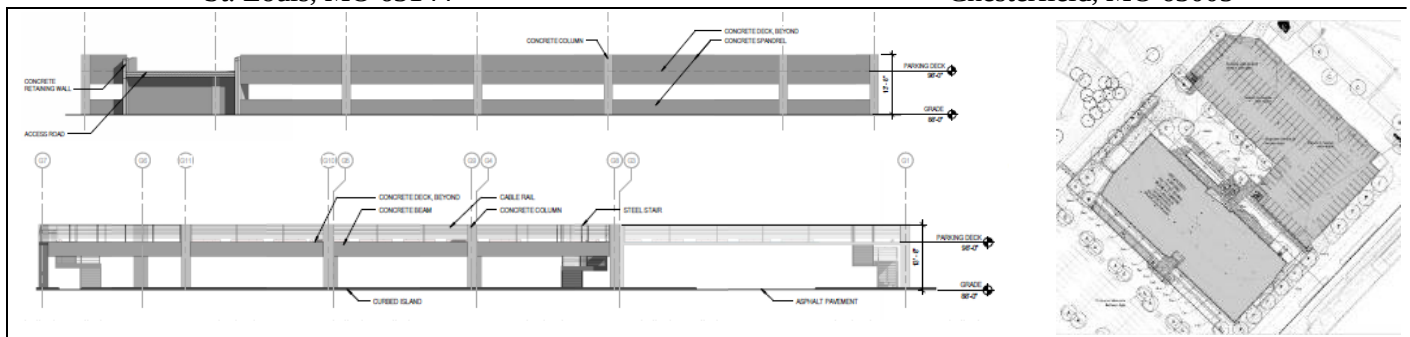
- West Olive & Large Commercial Property Mixed-Use Place Type
- Design Guidelines

Zoning Code References

- Section 405.370 "CB" Core Business District
- Section 405.1080 Site Concept, Site Development and Minor Site Plan Approval

APPLICANT: Edge @ West, LLC
c/o Lawrence R Chapman, Manager
1600 S. Brentwood Boulevard,
Suite 770
St. Louis, MO 63144

APPLICANT'S REPRESENTATIVE: George Stock
Stock & Associates Consulting
Engineers, Inc.
257 Chesterfield Business Parkway
Chesterfield, MO 63005



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner

DATE: 6/11/2020

ATTACHMENTS: Applicant's Materials received May 15, 2020, and revised Site Concept Plan and Site Development Plans emailed on June 11, 2020

PROPOSAL

The Applicant seeking a site development plan approval for the parking structure that is largely in conformance with the prior approved site concept plan. Under the prior approved site concept plan, The Phase I parking deck showed 64 spaces, and Phase II showed an additional 76 spaces for a total 140 additional spaces. Instead of a phased parking, the entire deck equivalent to both phases will be completed totaling 146 spaces.

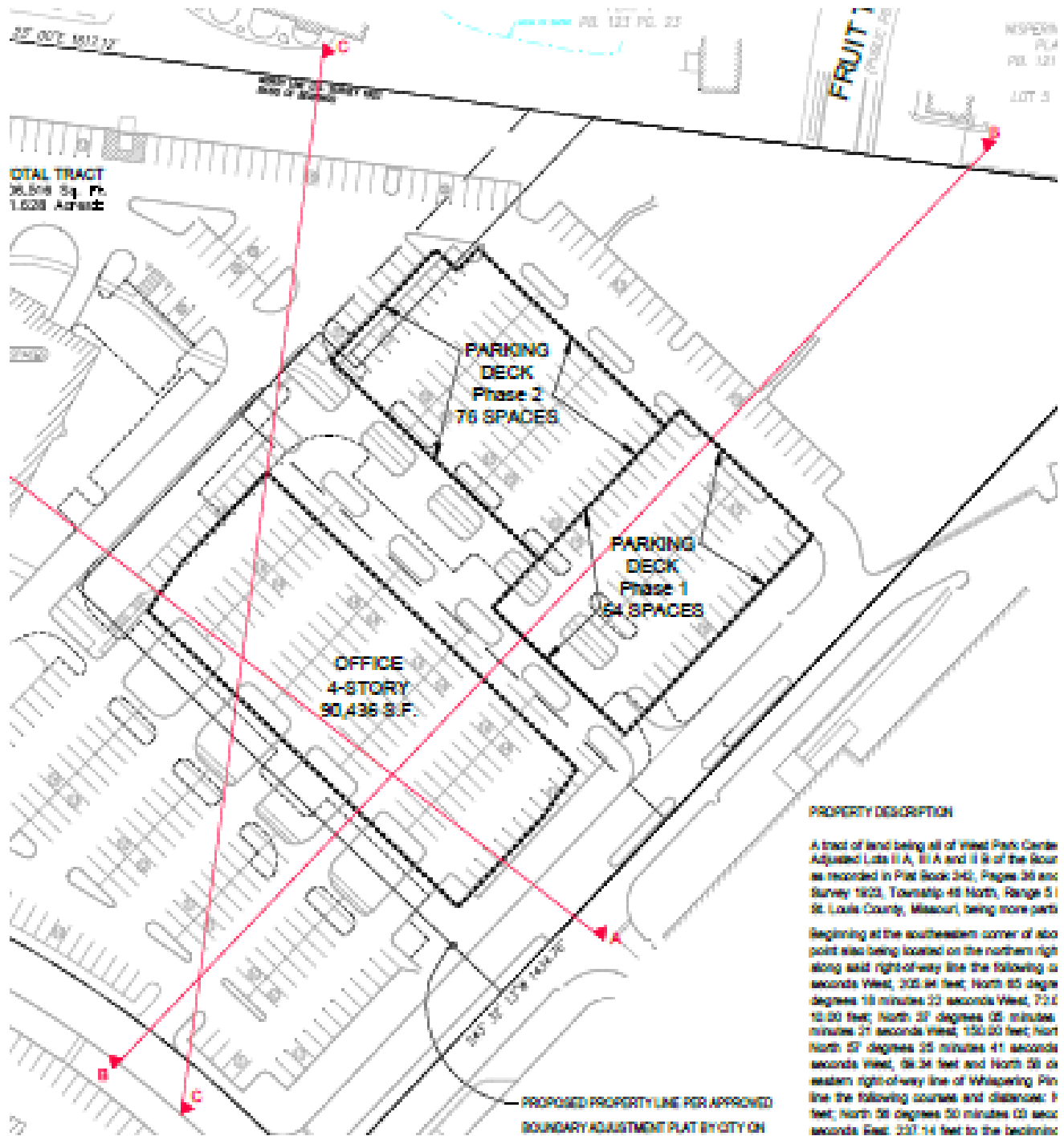


Figure 1: Close-up of the Site Concept Plan showing the parking decks that was approved on March 16, 2020.



Figure 2: Close-up of the Site Development Plan for the Proposed Parking Structure

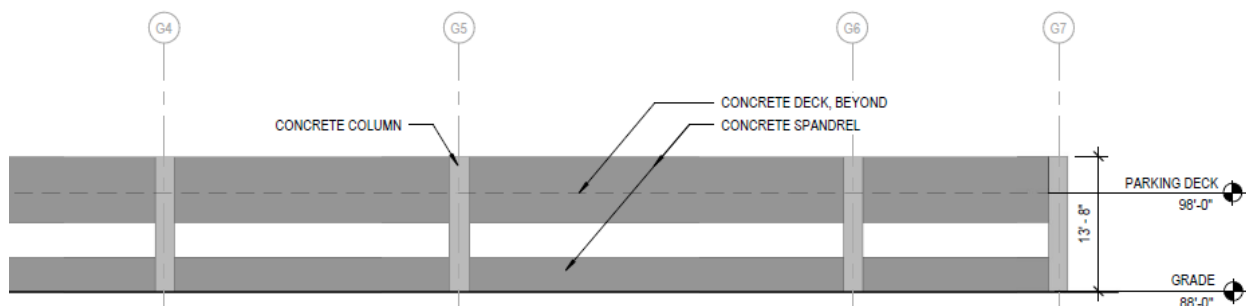


Figure 3: Close-up of the East Elevation of the parking deck

Figure 4: Proposed Parking Deck West Elevation

Figure 5: Close-up of the South Elevation

The Site Concept Plan approved in March showed that the existing parking lot islands on the outside of the structure. The current proposal is showing that these will now be completely covered by the upper deck and the islands will be covered in rock. To offset the loss of screening of the structure, Staff has included a condition that additional upright evergreens should be provided along the back of the surface lot.

Figure 6: Close-up of the proposed Landscape Plan

The Applicant has also submitted a revised Site Concept Plan emailed on June 11, 2020 with the corrected parking calculations, as discussed in the prior Staff Report, correcting a mis-counting of the parking for the new office building under construction, and including the new parking deck numbers, versus the prior phased parking structures. The prior Site Concept Plan had indicated a site coverage of 63.52%, where the site development plan is showing a site coverage of 63.74%, with the parking structure. The existing site is prior to the development of the office building and the proposed parking structure is showing an existing coverage of 63.76%.

PARKING SPACES

Tenant	Use	Size (sq.ft.)	Parking Regulations	# of spaces
Cobalt Smoke & Sea (former Gas House Grill)	restaurant	3,281 (+144 indoor seats + 32 outdoor seats)	1 per 3 seats in C.U.P. + 1/250 sf + 1 per 8 patio seats	66
Anis Indian Restaurant	restaurant	2,368+ new 1,865= 4,233(+113 indoor seats, 24 outdoor seats)	1 per 3 seats in C.U.P. + 1/250 sf + 1 per 8 patio seats	58
QT Care	medical	1,450	4/1000	6
West Park Cleaners	retail	1,500	4/1000	6
Studio Branca	retail	5,578	4/1000	23
Painting with a Twist	retail	1,922	4/1000	8
Functional Elements	Fitness Studio	1,840	4/1000	8
Pastries of Denmark	retail	2,315 (+47 indoor seats + 24 outdoor seats)	1 per 3 seats in C.U.P. + 1/250 sf + 1 per 8 patio seats	28
Dental Office	medical	1,618	4/1000	7
Dyson	retail	1,791	4/1000	8
Total Building:		22,247	Total	218
			15% Reduction	-32.7
			Subtotal Required:	186

Tenant	Use	Size (sq.ft.)	Parking Regulations	# of spaces
Office Building 1	Office	116,574	3.33 spaces per 1000 sq. ft. > 15,000 sq. ft. Bldg	327
Office Building 2	Office	89,707	3.33 spaces per 1000 sq. ft. > 15,000 sq. ft. Bldg	254
Advantage Vision at 12601 Olive	Medical/Office	8,400	4/1000	29
Buffalo Wild Wings*	Restaurant	5,600 (+190 indoor and 80 seats)	1 per 3 seats in C.U.P. + 1/250 sf + 1 per 8 patio seats	97
AMC Dine-In Theater	Movie Theater	55,000 square foot, 16 screen theater, 1035 seats	1 per 3 seats; and 1 space for each employee at time of busiest shift	412
Proposed Office Building	Office	90,438	3.33 spaces per 1000 sq. ft. > 15,000 sq. ft. Bldg	256
Total Required:				1561

* Original and Amended CUP issued for the Buffalo Wild Wings are prior to 2000 and did not include seating count. At that time restaurant parking was based square on footage of the space at 1 per 50 square feet of floor area plus 1 space per 8 outdoor seats. The number provided here is based upon information from the Buffalo Wild Wings accounting of seats.

	PARKING REQUIRED	PARKING PROVIDED
PARKING TOTALS	1561	1807

Figure 7: Revised Parking Table on the Site Concept Plan.

As discussed in the prior Staff Report for the site development plan for the building, the total required parking for the development is 1,561 spaces, where 1,807 are now provided, thus representing an excess of 246 spaces.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Single Family and Multi-Family Residential	R3 and R4 District, Unincorporated St. Louis County	N/A
South	BJC-West County Hospital	PH-Planned Hospital District	Olive Boulevard
East	Heritage Place Shopping Center	CB-Core Business District / Unincorporated St. Louis County	NA
West	Retail	St. Louis County	Whispering Pines Drive

COMPREHENSIVE PLAN AND DESIGN GUIDELINES REVIEW

As discussed for the site concept plan approval, the subject property is located in the West Olive corridor that composed of the Mixed-Use District (MU) place type that calls for large development sites with central, shared-use surface parking lots; comprehensive pedestrian connections between the street, parking areas, and buildings, and plentiful outdoor public space amenities within a beautifully-landscaped site environment, as well as encourage public site amenities, including outdoor dining, plazas, fountains, bicycle parking, “parklets”, and other elements to promote district vibrancy. Parking can be located in front of buildings, but parking behind building and/or shared facilities is encouraged. The Creve Coeur 2030 Plan also discourages large areas of surface parking lots; breaking up large parking lots with

significant outdoor public space amenities, landscape treatment, and /or buildings. (p.86). The City's Design Guidelines further recommend that parking areas located to the side or rear of commercial buildings are encouraged, and the use of parking structures to replace large open asphalt parking in commercial areas are strongly encouraged. Further, parking structure/lot design should not interfere with pedestrian circulation nor obstruct direct access to and front the principle building and the street. Where parking structures are utilized, they should be designed as an extension of the overall design concept incorporating similar materials and architectural detailing, and the opening should be limited to 50% of the exterior wall. (P. 19-20). At that time, it was discussed that the location was appropriate placed behind the building and beyond the required buffer yard. Review of the architectural details and design of the structure will be completed with the site development plan in the future.

The proposed parking deck is largely consistent with the site concept plan. The design of the structure is fairly basic in design, with only a grey, exposed, concrete structure, that does not seem to relate to the office building and more open in design along the west and south elevations. The Applicant has indicated that they would be looking into a formliner or other options to make the structure more relatable to that of the main building. However, staff has not received a rendering of this at the time drafting the Staff Report. The office building materials include a painted, architectural load bearing concrete panel, with a thin brick inlay on the lower levels on the portion of the building and an IPE wood finish accent on the inside face of the fin and underside of cornice, and accent colors in yellow and orange around the windows, and a red color on the lower level to tie the accent colors on the adjacent building in an effort to unify the proposal within the West Park development. Given the location, behind the building and at the back of the West Park Development, the Commission should discuss with the Applicant design options at the meeting to determine compliance with the City's Design Guidelines. A condition will need to be included in the final approval.



Figure 8: Close-up of the Elevations for the Office Building under construction.

ZONING REVIEW

The Applicant's Site Concept Plan includes a breakdown of the existing, and proposed site development plans. The overall site coverage is pre-existing, non-conforming at 63.76%, where the maximum site coverage is 63%, with bonus options up to 70%. The proposed new office building decreased the overall site coverage to 63.52%. The addition of the parking structure does increase the coverage to 63.74%. However, this is still less than the prior coverage of 63.76%. The bulk building regulations were reviewed with the Site Concept Plan in March. The proposed parking deck is located behind the building, and are one story structures, in compliance with Section 405.460(D)(4) where Accessory uses and structure cannot be in front of the primary building, be a minimum of 10 feet from the building, and shall meet with the same side yard requirements as the principal structure, and outside of any buffer yard. As

discussed in the prior staff report, the existing surface lot is pre-existing non-conforming within the buffer yard area. For the new building at 4 stories, the required buffer yard is 80 feet. The drawings submitted on May 15th showed that a new dumpster enclosure within the non-conforming area. The revised drawings emailed on June 11th, moved this dumpster to just beyond the 80 foot required buffer yard in compliance with the zoning ordinance.

d

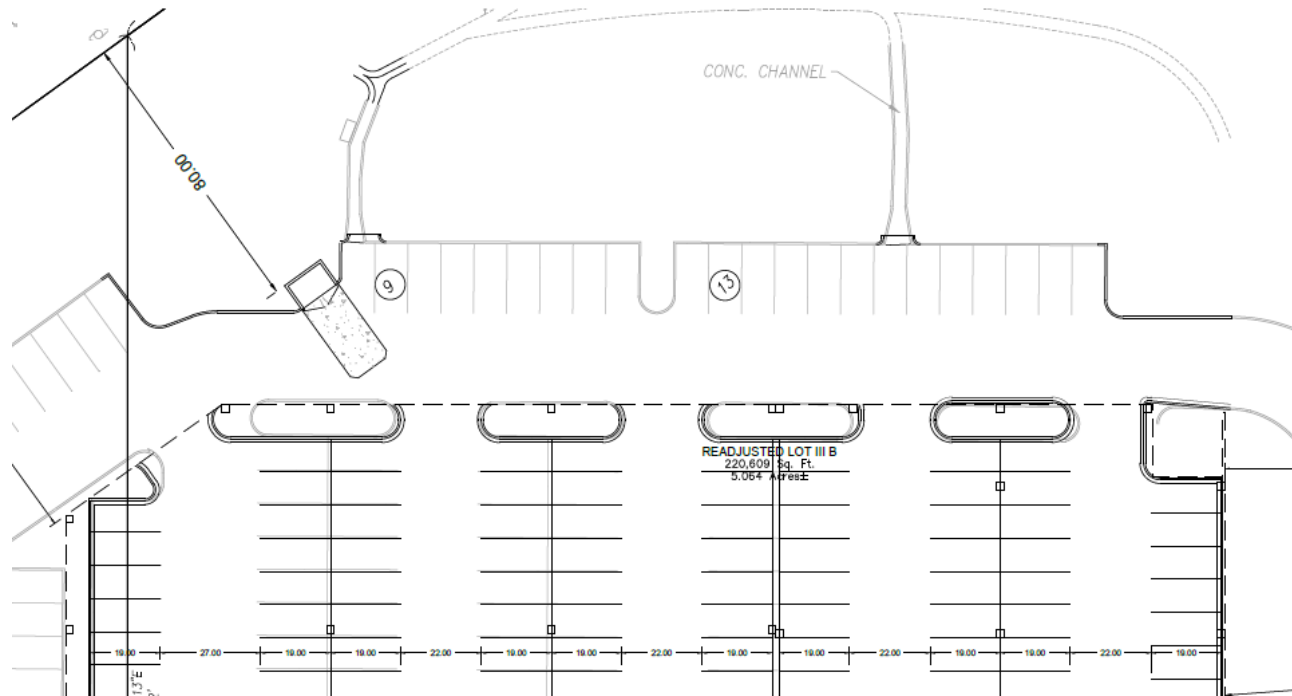


Figure 9: Close-up of the Revised Site Plan Emailed June 1, 2020 showing a new dumpster enclosure.

Lighting

The Applicant submitted a photometric plan indicating that lighting will not be cast upon adjacent property or public right-of-way in compliance with Section 405.680 for the new parking structure, as well as along the rear parking area. However, the light fixtures on top of the parking deck are showing a mounting height of 30 feet on top of a 3 foot base, for a total height of 33 feet. The ground mounted light fixtures are on 20 foot poles on a 2.5 foot base for an overall height of 22.5 feet.

Section 405.680(B)(3) states that the maximum mounting height in non-residential zoning districts lighting fixtures, except for traffic signals and lighting for major outdoor recreation facilities, shall not exceed 24 feet in height (measured from the bottom of the base to the top of fixture) unless specifically permitted by site development plan approval in accordance with Section 405.1080. Given that these are on top of the parking deck, the Commission should discuss lowering the height to 24 feet. Staff has included a condition that the lighting fixtures on top of the parking structure shall be lowered to a maximum height of 24 feet. This maximum height may be increased if the Commission finds that the need for a taller fixture is necessary; revised condition will be needed.

PARKING DECK FIXTURES:

FIXTURES MOUNTED ON 30' POLE & 3' BASE
LIGHT LEVEL CALCULATED ON THE GROUND

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
TOP DECK	Illuminance	Fc	1.69	3.3	0.6	2.82	5.50
Luminaire Schedule							
Symbol	Qty	Label	Arrangement	Lum. Watts	Total Watts	LLF	Description
	3	S1	BACK-BACK	166	996	0.912	GLEON-AF-03-LED-E1-5WQ

DESIGN IS BASED ON CURRENT INFORMATION PROVIDED AT THE TIME OF REQUEST.
ANY CHANGES IN MOUNTING HEIGHT OR LOCATION, LAMP-WATTAGE, LAMP TYPE, AND
EXISTING FIELD CONDITIONS THAT EFFECT ANY OF THE PREVIOUSLY MENTIONED, WILL
VOID CURRENT LAYOUT AND REQUIRE A CHANGE REQUEST AND RECALCULATION.

GROUND MOUNTED FIXTURES:

POLE FIXTURES MOUNTED ON 20' POLE & 2.5' BASE
LIGHT LEVEL CALCULATED ON THE GROUND

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
SITE	Illuminance	Fc	2.48	6.1	0.6	4.13	10.17

Luminaire Schedule							
Symbol	Qty	Label	Arrangement	Lum. Watts	Total Watts	LLF	Description
	10	F1	BACK-BACK	166	3652	0.912	GLEON-AF-03-LED-E1-SWQ - TWIN
	1	F2	SINGLE	225	225	0.912	GLEON-AF-04-LED-E1-SL4-HSS
	1	F3	SINGLE	225	225	0.912	GLEON-AF-04-LED-E1-SL3-HSS
	1	WP	SINGLE	113	113	0.912	GLEON-AF-02-LED-E1-SL4 - WALL MOUNT

DESIGN IS BASED ON CURRENT INFORMATION PROVIDED AT THE TIME OF REQUEST.
ANY CHANGES IN HEIGHTS, HEIGHT OR LOCATION, LAMP WATTAGE, LAMP TYPE, AND
EXISTING FIELD CONDITIONS, THAT EFFECT ANY OF THE PREVIOUSLY MENTIONED, WILL
VOID CURRENT LAYOUT AND REQUIRE A CHANGE REQUEST AND RECALCULATION.

Figure 10: Close-up of the Lighting Schedule of the Photometric Plan

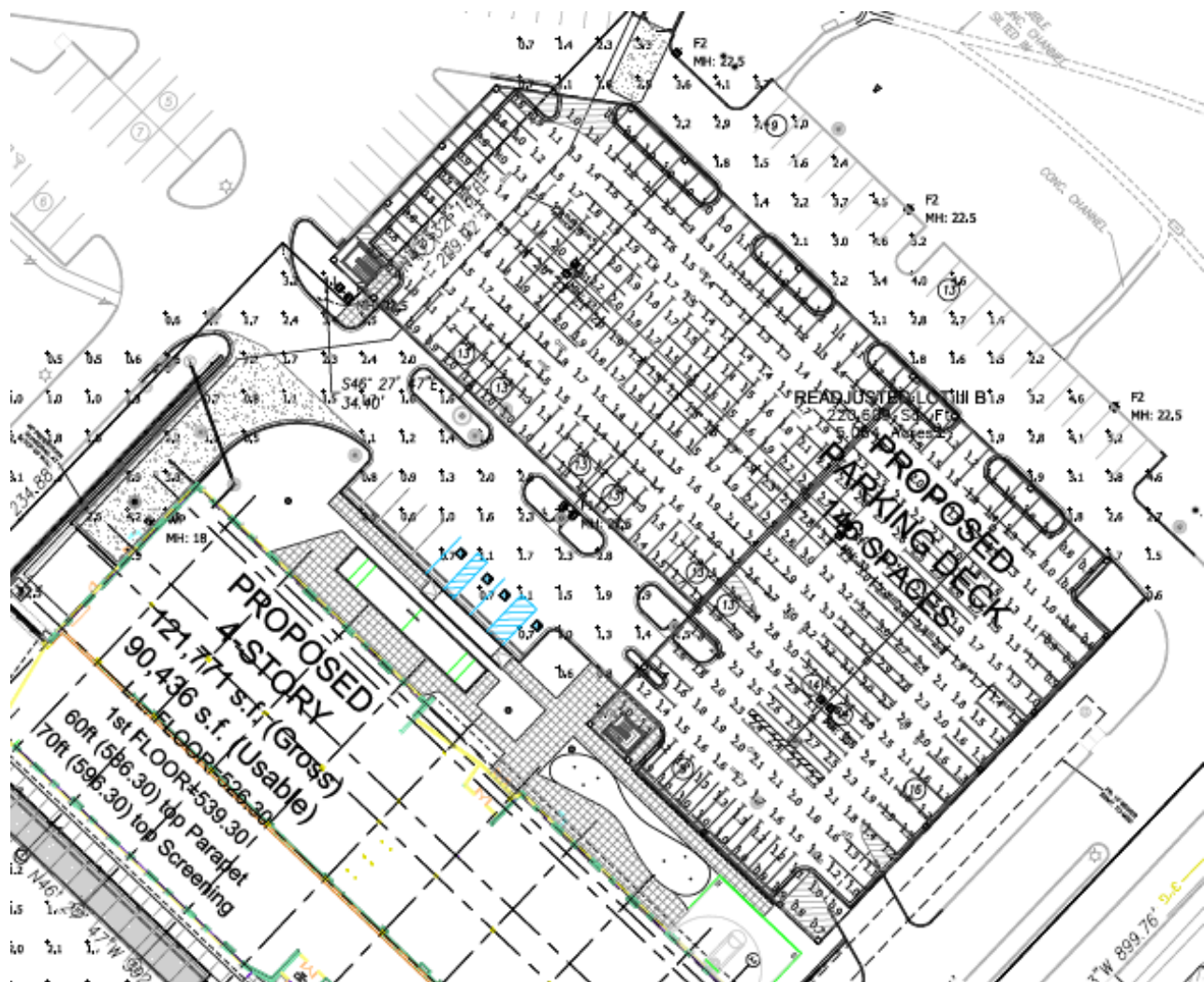


Figure 11: Close-up of the Photometric Plan

Parking Garages

Section 405.830(C) of Parking Garages requires that parking space width shall be measured from the base of structural columns rather than from the center of such columns, as well as Section 405.810(A)(1)(a) Size of Parking Spaces, requires that the usable space shall be 9 feet in width and 19 feet in length. Therefore, Staff has included a condition of approval that parking stalls shall be measured at the outside of the structural base of the light fixtures and for any structural columns on the ground floor. The drive aisles are showing a width of 27 feet, where 22 feet is the minimum required width per Section

405.810(A)(1)(a), thus providing for the extra room for the base of the light fixtures should not create a hardship.

CONCLUSION AND RECOMMENDED CONDITIONS OF APPROVAL

With a few minor exceptions Staff finds that the proposal meets with the recommendations of the Comprehensive Plan and Design Guidelines and the requirements of the Zoning Ordinance. The Commission should discuss the design treatment of the parking structure with the Applicant and provide direction and a condition for approval. Staff has provided the following conditions of approval for the site development plan below:

1. The Applicant shall submit Grading Plans, showing all exterior improvements, for all new construction to the Division of Planning for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Grading Plans shall be in substantial conformance with the "Site Development Plans," and the Landscape Plan submitted on May 15th, 2020, and the revised site development plans emailed on June 11, 2020, as bound together and submitted in conjunction with Application #20-014 by Stock and Associates, except as modified below.
2. 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 Elevations submitted on May 15th, 2020, as bound together and submitted in conjunction with Application #20-014 by Stock and Associates.
3. The new dumpster enclosure shall be relocated to be to be further than 80 feet from the rear property line where adjacent to a residential district, as shown in the revised site plans emailed on June 11, 2020.
4. The Landscape Plan shall be revised to provide for additional upright shrubs adjacent to the surface parking spaces on the north side to provide additional screening of the parking structure, for the Zoning Administrator's approval
5. All condition of the prior approval of the site development plan May 20, 2019 for the office building shall remain in effect, including, but not limited to, those relating to the landscaping and accessory structures
6. All lighting shall be installed to be in conformance with Section 405.680, Lighting, of the Zoning Ordinance, and Section 405.810(A)(4) of the Off-Street Parking Regulations. The light fixtures shall be a similar color as the existing red fixtures or coordinating color on the campus, as discussed in the prior Staff Report to create a cohesive design for the entire development. The mounting height for the fixtures on top of the parking deck shall have a maximum height of 24 feet to be consistent with the rest of the development.
7. All parking stalls shall be measured at the outside of the structural base of the light fixtures and for any structural columns on the ground floor, to ensure that the useable space is compliant with Section 405.810.
8. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code.
9. A site development plan granted by the Planning and Zoning Commission shall be valid only for a period of one year from the date it grants approval thereof, unless within such period: (1) a building permit is obtained and construction is begun and pursued to completion; or (2) if a building permit is not required, an occupancy permit is obtained and the use of the building commenced. The Planning and Zoning Commission 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 Planning and Zoning Commission prior to the date the permit is scheduled to expire.

ACTION AND MOTION

The following is an example of a motion for this application:

“I move to approve the amendment to the site concept plan and the site development plan for the parking structure for the prior approved office building currently under construction within the West Park Development at 12645 Olive Boulevard, as submitted with Application #20-014 subject to the conditions contained in the staff report for the meeting of June 15, 2020”
(conditions may be added, eliminated, or modified by prior action motion).

APPENDIX 1: COMPREHENSIVE PLAN

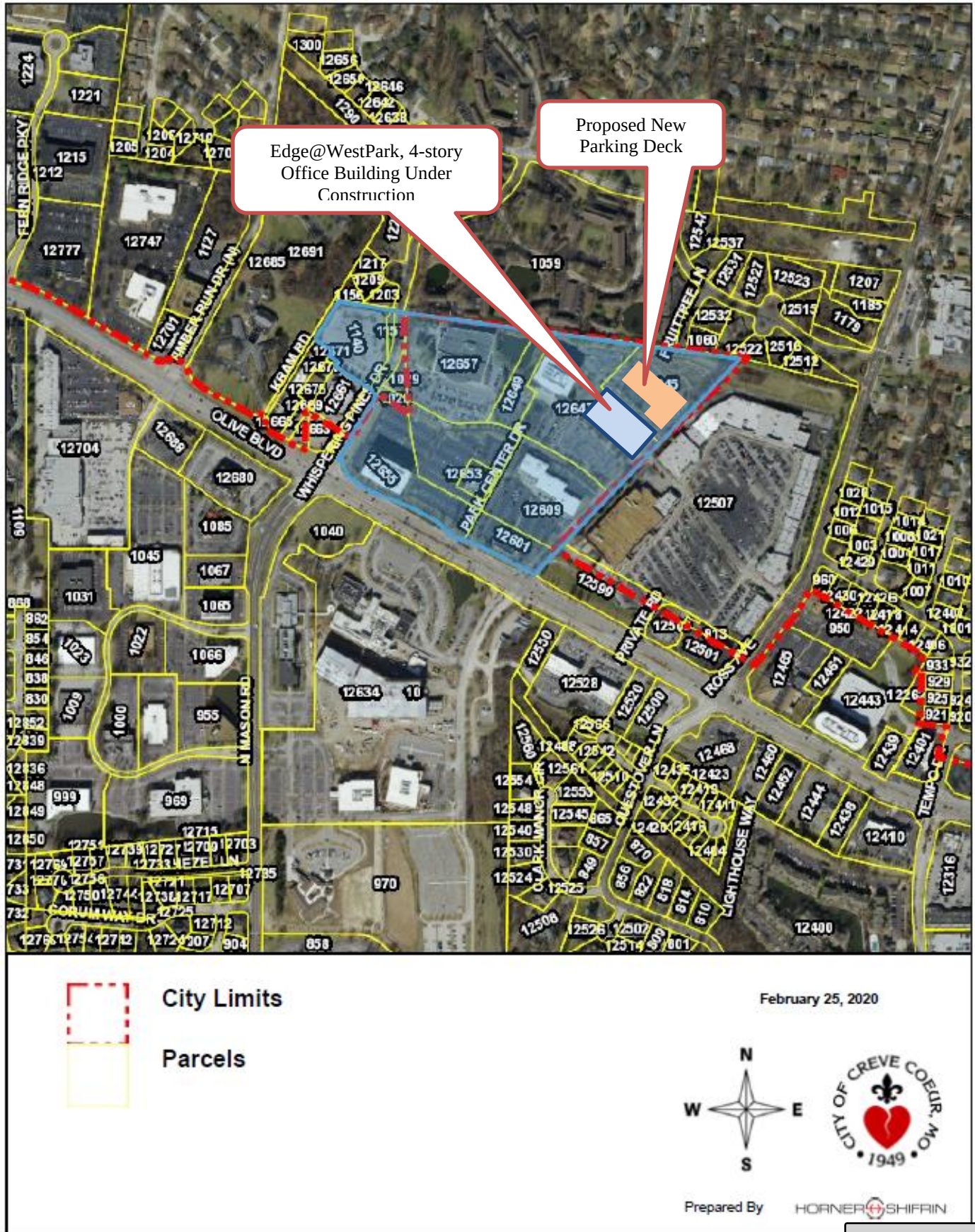
Included and attached by reference. See body of report for specific excerpts.

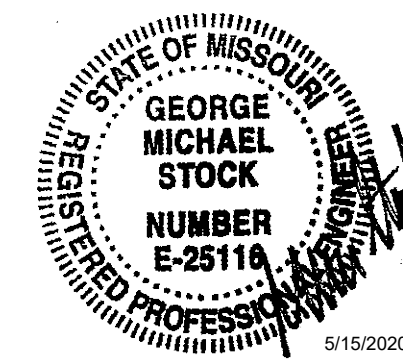
APPENDIX 2: ZONING CODE (CHAPTER 405 OF THE CREVE COEUR MUNICIPAL CODE)

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

APPENDIX 3: AERIAL MAP

West Park Center Office Development





GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 00096

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CIVIL ENGINEER
STOCK & ASSOCIATES
Consulting Engineers, Inc.

STRUCTURAL ENGINEER
ALPER AUDI, INC.
STRUCTURAL ENGINEERS

MECHANICAL ENGINEER

ELECTRICAL ENGINEER

PLUMBING ENGINEER

FIRE PROTECTION ENGINEER

DRAWN BY: J.E.F.	CHECKED BY: C.M.S.
DATE: 05/15/2020	JOB NO.: 218-6397
MSD P.#: 19MSD-00201	BASE MAP #: 160
S.L.C. MAT #	MAT SUP. #
M.D.A.R. #	

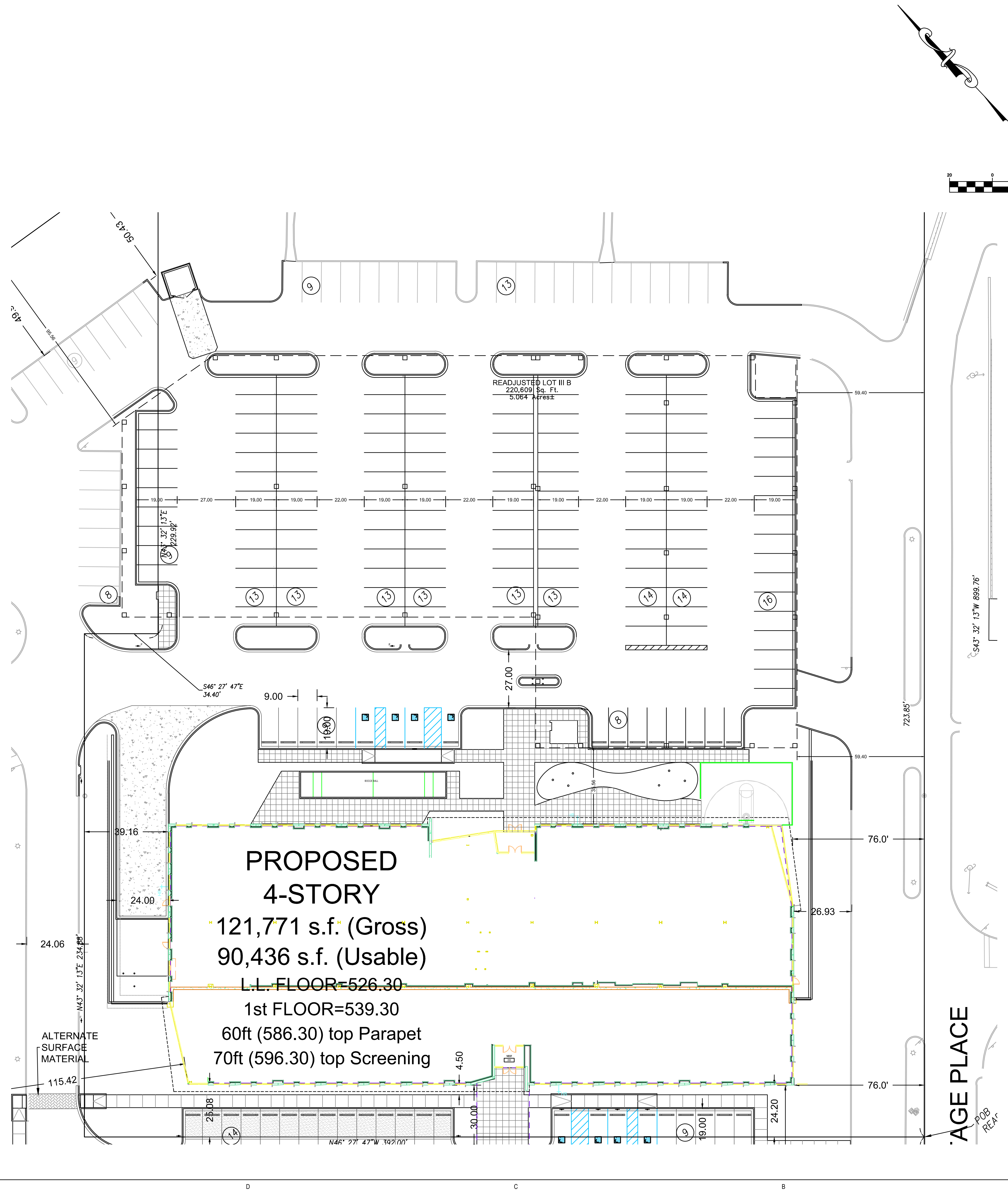
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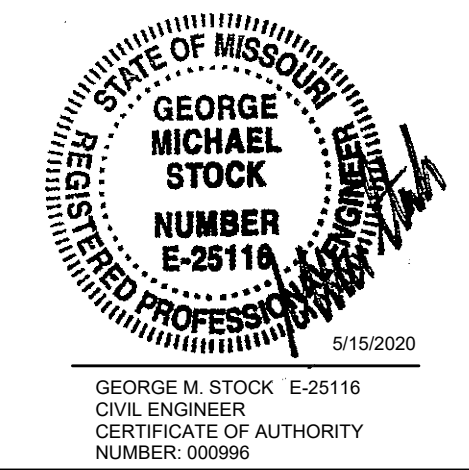
EDGE @ WEST
12645 OLIVE BOULEVARD, CREVE COEUR, MO 63141
DEVELOPER:
CV EDGE @ WEST, LLC

DRAWING ISSUE	
DESCRIPTION	DATE
SITE DEVELOPMENT PLANS	05-15-2020

DRAWING TITLE
SITE SURFACE PARKING

DRAWING NO. SD-2		
LUC #	Project #	Consult # 218-6397





GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
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ALPER AUDI, INC.
STRUCTURAL ENGINEERS

MECHANICAL ENGINEER

ELECTRICAL ENGINEER

PLUMBING ENGINEER

FIRE PROTECTION ENGINEER

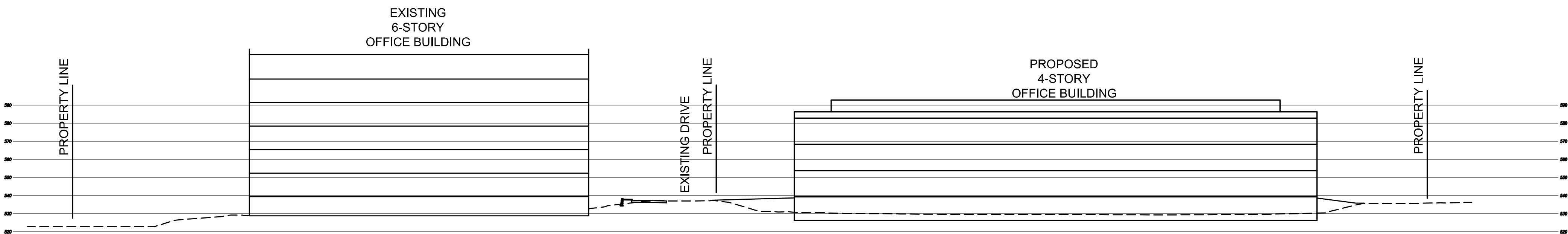
DRAWN BY: J.E.F.	CHECKED BY: C.M.S.
DATE: 05/15/2020	JOB NO.: 218-6397
MSD P.#: 19MSD-00201	BASE MAP.#: 160
S.L.C. H&T.#	H&T SUP.#
MD&R.#	

Attachment: Applicant's Materials received May 15, 2020 (#20-013: EdgeWestPark Parking Deck SDP)

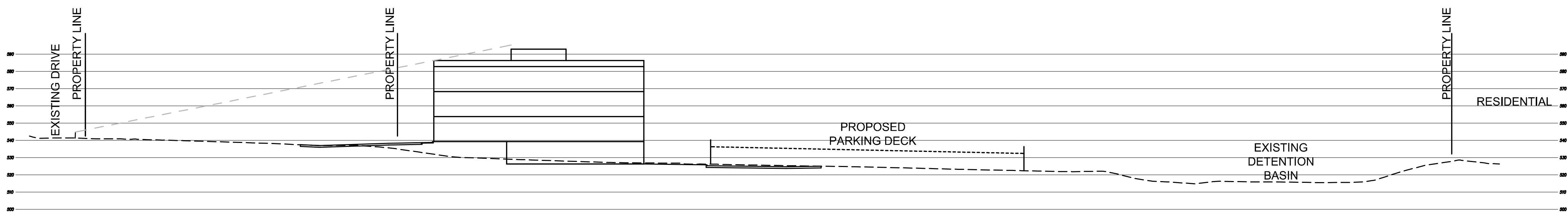
EDGE @ WEST
12645 OLIVE BOULEVARD, CREVE COEUR, MO 63141
DEVELOPER:
CV EDGE @ WEST, LLC

DRAWING ISSUE	
DESCRIPTION	DATE
SITE DEVELOPMENT PLANS	05-15-2020

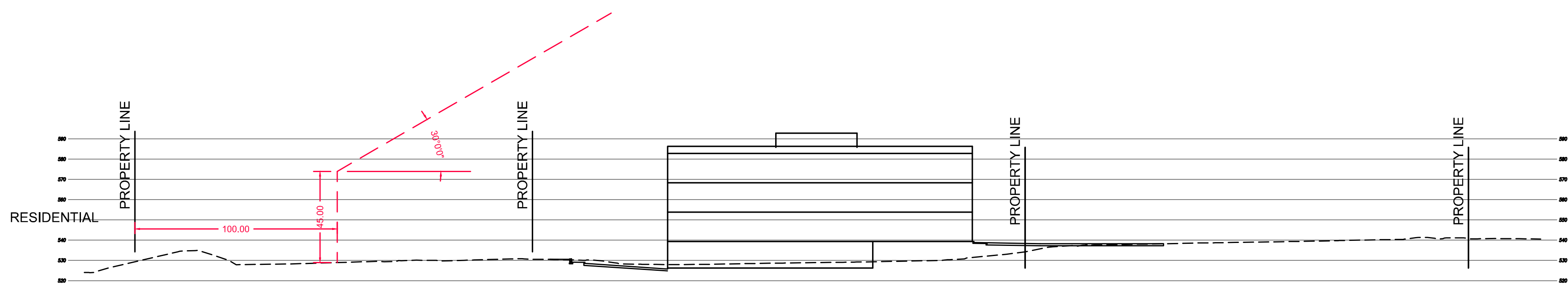
DRAWING TITLE SITE DEVELOPMENT SECTIONS	
DRAWING NO. SD-3	
LUC #	Project #
Consult #	218-6397



SECTION A-A
SCALE: 1" = 40' (N00)



SECTION B-B
SCALE: 1" = 40' (N00)

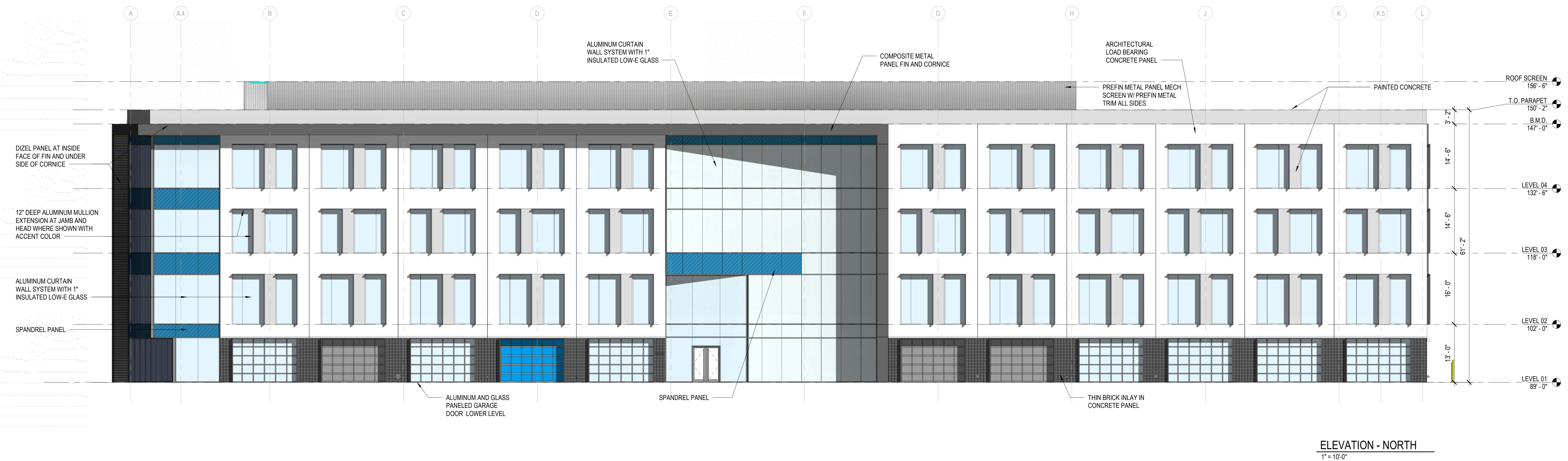
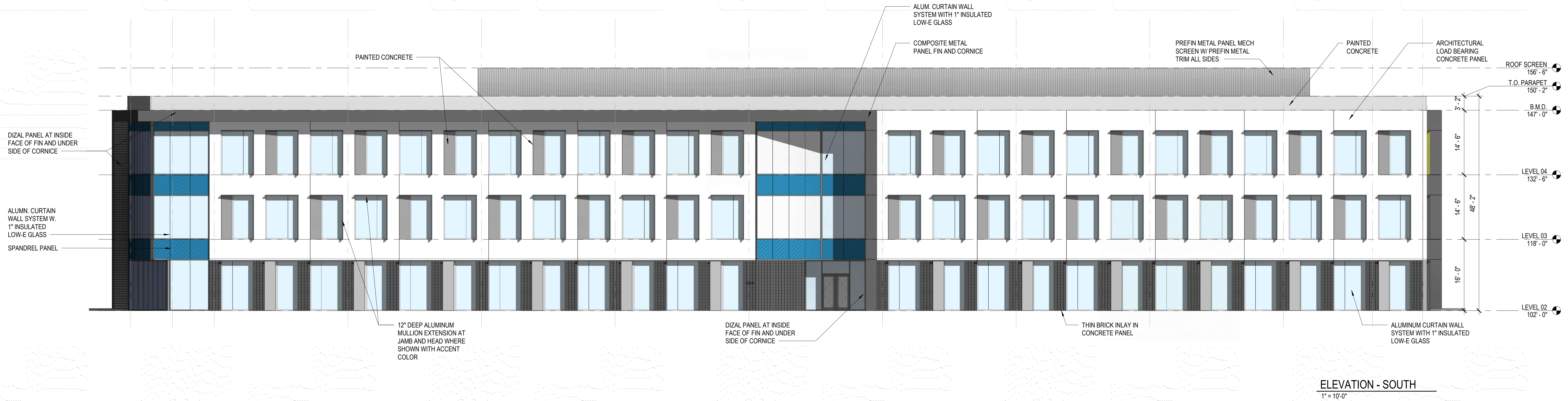


SECTION C-C (SKY PLANE)
SCALE: 1" = 40' (N00)

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CIVIL ENGINEER
STOCK & ASSOCIATES
STRUCTURAL ENGINEER
ALPER AUDI



EDGE @ WEST
12645 OLIVE BOULEVARD, CREVE COEUR, MO 63141

DEVELOPER:
CHAPMAN VENTURES, LLC

DRAWING ISSUE	
DESCRIPTION	DATE
SITE DEVELOPMENT	04.19.2019
PLANS	
REVISED PER CITY COMMENT	05.10.2019
PRICING SET	07.26.2019

DRAWING TITLE
BUILDING ELEVATIONS

DRAWING NO.
A03-01

Forum # BF0104220 Consult #

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CIVIL ENGINEER
 STOCK & ASSOCIATES
 STRUCTURAL ENGINEER
 ALPER AUDI



EDGE @ WEST
 12645 OLIVE BOULEVARD, CREVE COEUR, MO 63141

DEVELOPER:
 CHAPMAN VENTURES, LLC

DRAWING ISSUE	
DESCRIPTION	DATE
SITE DEVELOPMENT PLANS	04.19.2019
REVISED PER CITY COMMENT	05.10.2019
PRICING SET	07.26.2019

DRAWING TITLE
 BUILDING ELEVATIONS

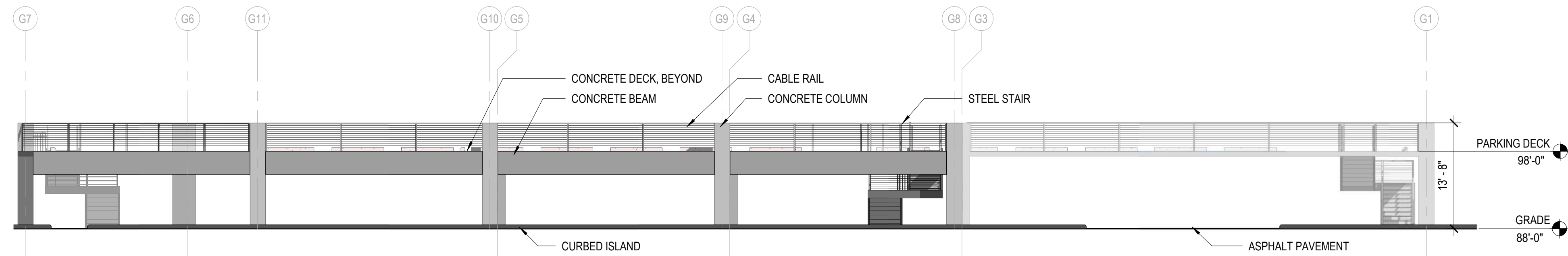
DRAWING NO.
A03-02

Forum # BF0104220 Consult #

ARCHITECT
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PH 314.429.5100 FX 314.429.7770

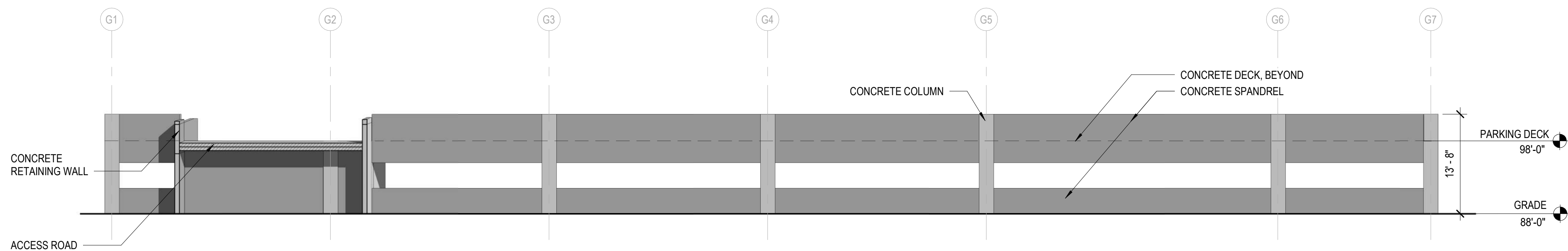
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CIVIL ENGINEER
STOCK & ASSOCIATES
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ALPER AUDI



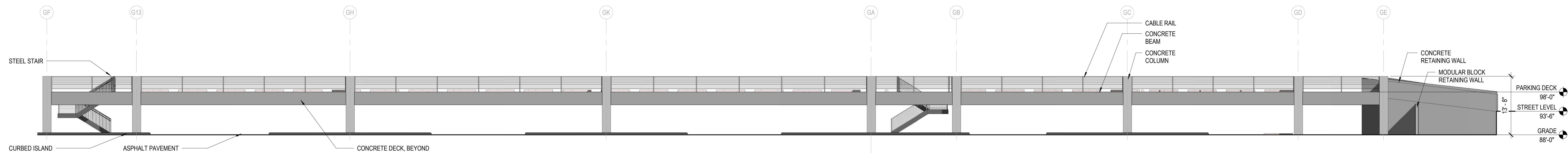
PARKING DECK - WEST ELEVATION

1" = 10'-0"



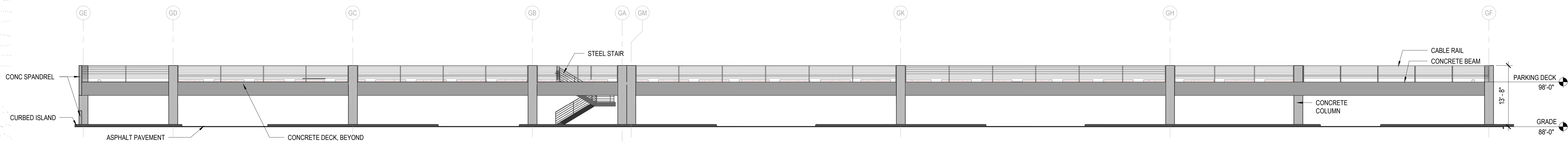
PARKING DECK - EAST ELEVATION

1" = 10'-0"



PARKING DECK - SOUTH ELEVATION

1" = 10'-0"



PARKING DECK - NORTH ELEVATION

1" = 10'-0"

EDGE @ WEST

12645 OLIVE BOULEVARD, CREVE COEUR, MO 63141

DEVELOPER:
CHAPMAN VENTURES, LLC

DRAWING ISSUE

DESCRIPTION	DATE
-------------	------

DRAWING TITLE
PARKING DECK ELEVATIONS

DRAWING NO.
+A03-03

Forum # BF0104220 Consult #



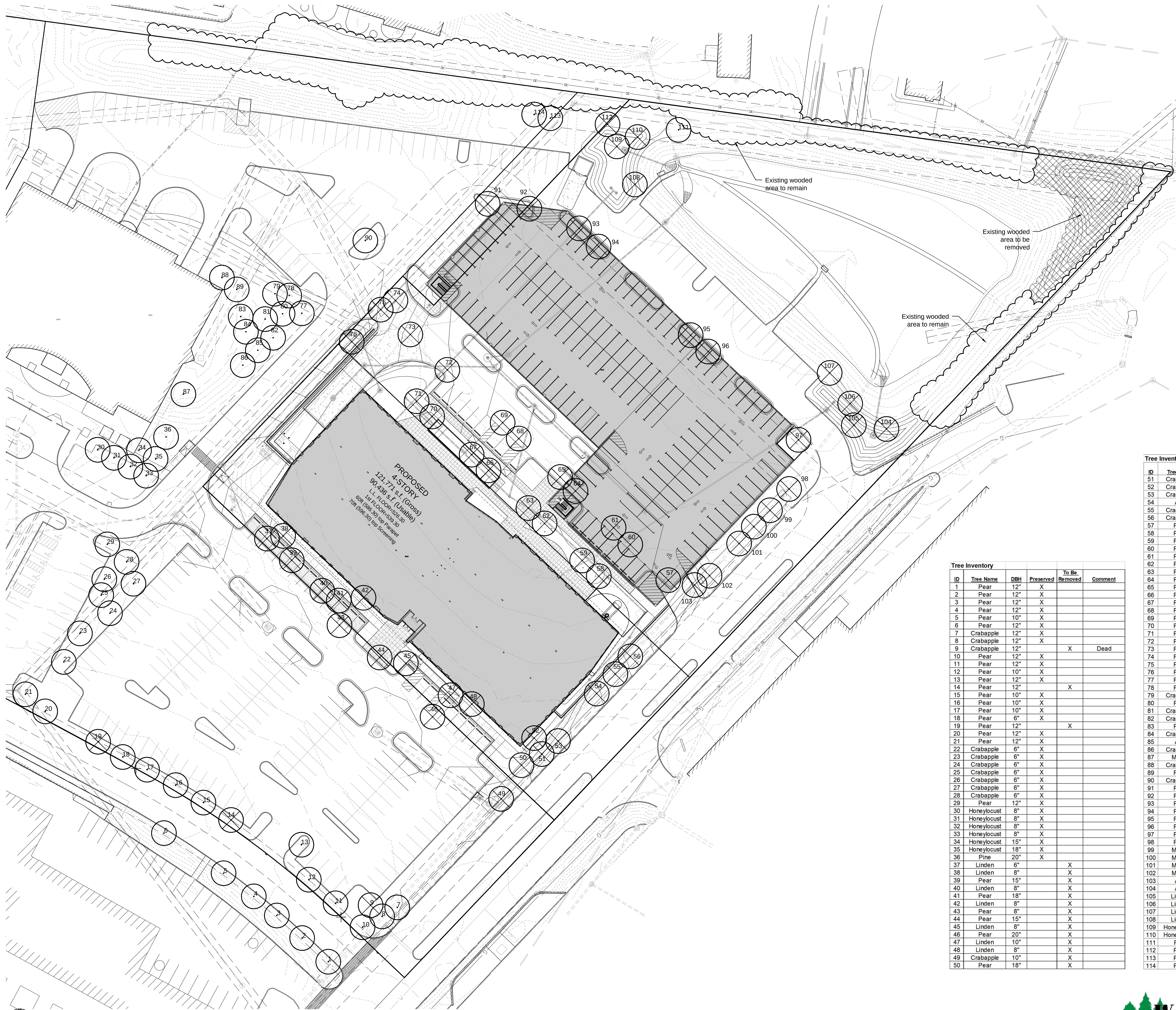
Jerald Saunders - Landscape Architect
MO License # LA-007

Consultants:

The Edge at West

Creve Coeur, Missouri

Attachment: Applicant's Materials received May 15, 2020 (#20-013: EdgWestPark Parking Deck SDP)

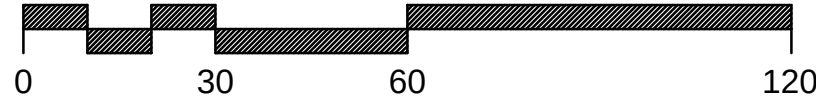


Key	
Symbol	Description
	Existing individual trees to remain
	Existing individual trees to be removed

Tree Inventory					
ID	Tree Name	DBH	Preserved	To Be Removed	Comment
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52	Crabapple	10"		X	
53	Crabapple	10"		X	
54	Ash	12"			
55	Crabapple	8"		X	
56	Crabapple	8"		X	
57	Pear	10"		X	
58	Pear	10"		X	
59	Pear	10"		X	
60	Pear	10"		X	
61	Pear	10"		X	
62	Pear	10"		X	
63	Pear	10"		X	
64	Pear	10"		X	
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71	Pear	10"		X	
72	Pear	10"		X	
73	Pear	10"		X	
74	Pear	12"		X	
75	Pear	12"		X	
76	Pear	12"		X	
77	Pear	10"	X		
78	Pear	10"	X		
79	Crabapple	5"	X		
80	Pear	10"	X		
81	Crabapple	5"	X		
82	Crabapple	5"	X		
83	Pear	10"	X		
84	Crabapple	5"	X		
85	Ash	6"	X		
86	Crabapple	10"	X		
87	Maple	6"	X		
88	Crabapple	5"	X		
89	Pear	10"	X		
90	Crabapple	8"	X		
91	Pear	10"	X	X	
92	Pear	10"	X	X	
93	Pear	8"	X	X	
94	Pear	8"	X	X	
95	Pear	6"	X	X	
96	Pear	6"	X	X	
97	Pear	8"			Poor Health
98	Pear	10"	X	X	
99	Maple	6"	X	X	
100	Maple	6"	X	X	Dieback
101	Maple	6"	X	X	
102	Maple	6"	X	X	
103	Ash	12"	X	X	
104	Ash	12"		X	Poor Health
105	Linden	10"		X	
106	Linden	10"		X	
107	Linden	10"		X	
108	Linden	10"		X	
109	Honeylocust	18"		X	
110	Honeylocust	18"		X	
111	Pine	6"	X		
112	Pear	16"		X	
113	Pear	16"	X		
114	Pear	16"	X		

Tree Inventory					
ID	Tree Name	DBH	Preserved	To Be Removed	Comment
1	Pear	12"	X		
2	Pear	12"	X		
3	Pear	12"	X		
4	Pear	12"	X		
5	Pear	10"	X		
6	Pear	12"	X		
7	Crabapple	12"	X		
8	Crabapple	12"	X		
9	Crabapple	12"		X	Dead
10	Pear	12"	X		
11	Pear	12"	X		
12	Pear	10"	X		
13	Pear	12"	X		
14	Pear	12"		X	
15	Pear	10"	X		
16	Pear	10"	X		
17	Pear	10"	X		
18	Pear	6"	X		
19	Pear	12"		X	
20	Pear	12"	X		
21	Pear	12"	X		
22	Crabapple	6"	X		
23	Crabapple	6"	X		
24	Crabapple	6"	X		
25	Crabapple	6"	X		
26	Crabapple	6"	X		
27	Crabapple	6"	X		
28	Crabapple	6"	X		
29	Pear	12"	X		
30	Honeylocust	8"	X		
31	Honeylocust	8"	X		
32	Honeylocust	8"	X		
33	Honeylocust	8"	X		
34	Honeylocust	15"	X		
35	Honeylocust	18"	X		
36	Pine	20"	X		
37	Linden	6"		X	
38	Linden	8"		X	
39	Pear	15"		X	
40	Linden	8"		X	
41	Pear	18"		X	
42	Linden	8"		X	
43	Pear	8"		X	
44	Pear	15"		X	
45	Linden	8"		X	
46	Pear	20"		X	
47	Linden	10"		X	
48	Linden	8"		X	
49	Crabapple	10"		X	
50	Pear	18"		X	

Tree Survey
SCALE 1"=30'



Revisions:		
Date	Description	No.
5/10/19	City Comments	1
5/20/19	City Comments	2
12/2/19	Plan Changes	3
5/14/20	Plan Changes	4

Drawn: LH
Checked: RS

Ioomis Associates

landscape architects/planners
2000 Westport Plaza, Suite 200
St. Louis, MO 63103
630.315.8608
www.ioomis.com

Loomis Associates Inc.
Missouri State Certificate of Authority #: LAC #000019

Sheet Title:	Tree Survey
Sheet No:	TS-1
Date:	4/19/19
Job #:	985.028

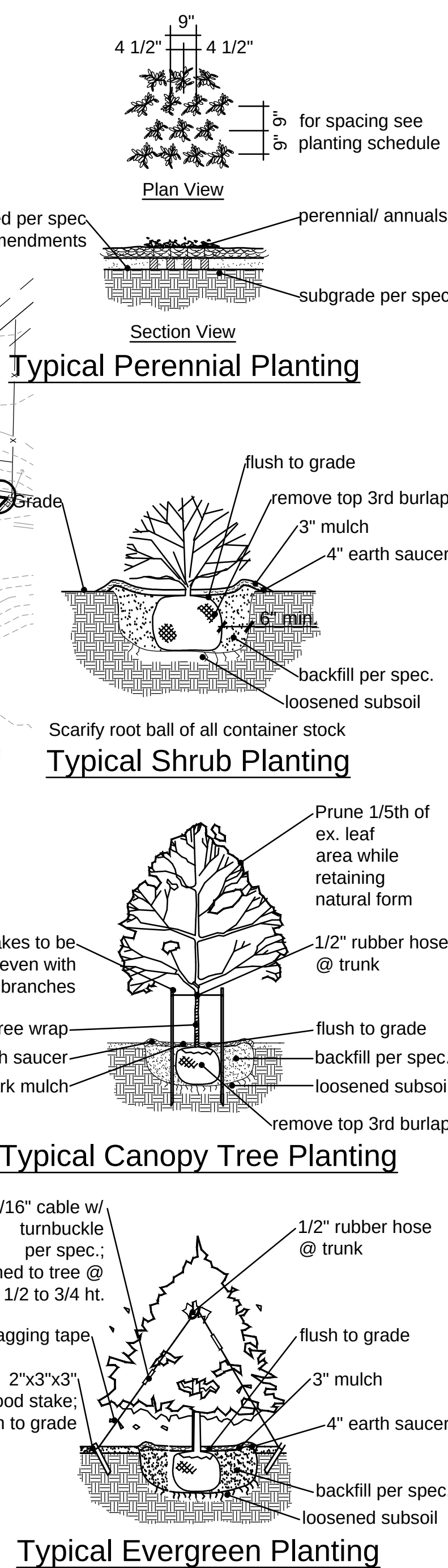
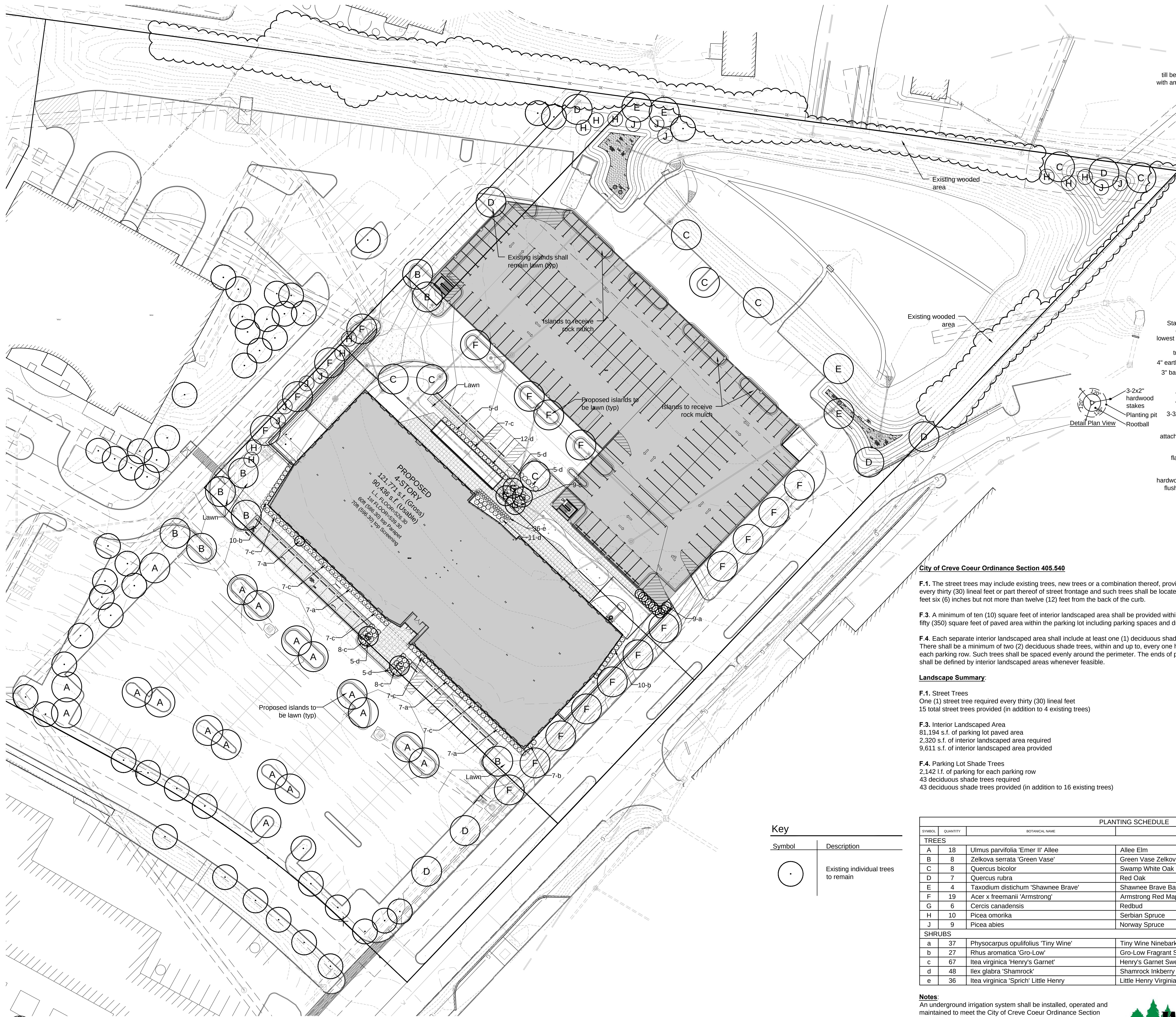


Jerald Saunders - Landscape Architect
MO License # LA-007
Consultants:

The Edge at West

Creve Coeur, Missouri

Attachment: Applicant's Materials received May 15, 2020 (#20-013: EdgWestWestPark Parking Deck SDCP)



City of Creve Coeur Ordinance Section 405.540

- F.1.** The street trees may include existing trees, new trees or a combination thereof, provided that there is one (1) street tree for every thirty (30) lineal feet or part thereof of street frontage and such trees shall be located on the subject property at least two (2) feet six (6) inches but not more than twelve (12) feet from the back of the curb.
- F.3.** 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.
- F.4.** Each separate interior landscaped area shall include at least one (1) deciduous shade tree of a type and size required herein. There shall be a minimum of two (2) deciduous shade trees, within and up to, every one hundred (100) linear feet of parking for each parking row. Such trees shall be spaced evenly around the perimeter. The ends of parking rows abutting a circulation aisle shall be defined by interior landscaped areas whenever feasible.

Landscape Summary:

- F.1. Street Trees**
One (1) street tree required every thirty (30) lineal feet
15 total street trees provided (in addition to 4 existing trees)
- F.3. Interior Landscaped Area**
81,194 s.f. of parking lot paved area
2,320 s.f. of interior landscaped area required
9,611 s.f. of interior landscaped area provided
- F.4. Parking Lot Shade Trees**
2,142 l.f. of parking for each parking row
43 deciduous shade trees required
43 deciduous shade trees provided (in addition to 16 existing trees)

Key

Symbol	Description
	Existing individual trees to remain

PLANTING SCHEDULE				
SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	REMARKS
TREES				
A	18	Ulmus parvifolia 'Emer II'	Allee Elm	3" cal. B&B
B	8	Zelkova serrata 'Green Vase'	Green Vase Zelkova	3" cal. B&B
C	8	Quercus bicolor	Swamp White Oak	3" cal. B&B
D	7	Quercus rubra	Red Oak	3" cal. B&B
E	4	Taxodium distichum 'Shawnee Brave'	Shawnee Brave Baldcypress	3" cal. B&B
F	19	Acer x freemanii 'Armstrong'	Armstrong Red Maple	3" cal. B&B
G	6	Cercis canadensis	Redbud	3" cal. B&B
H	10	Picea omorika	Serbian Spruce	6" h. B&B
J	9	Picea abies	Norway Spruce	6" h. B&B
SHRUBS				
a	37	Physocarpus opulifolius 'Tiny Wine'	Tiny Wine Ninebark	24" Container
b	27	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	24" Container
c	67	Itea virginica 'Henry's Garnet'	Henry's Garnet Sweetspire	24" Container
d	48	Ilex glabra 'Shamrock'	Shamrock Inkberry	24" Container
e	36	Itea virginica 'Sprich' Little Henry	Little Henry Virginia Sweetspire	24" Container

Notes:
An underground irrigation system shall be installed, operated and maintained to meet the City of Creve Coeur Ordinance Section 405.540.



Revisions:		
Date	Description	No.
5/10/19	City Comments	1
5/20/19	City Comments	2
12/2/19	Plan Changes	3
5/14/20	Plan Changes	4

Drawn: BR
Checked: RS

loomisAssociates

landscape architects/planners
2000 N. Highway 100, Suite 100
Creve Coeur, MO 63158
636.351.8888
loomis@loomisassociates.com

Loomis Associates Inc.
Missouri State Certificate of Authority #: LAC #000019

Sheet Title:	Landscape Plan
Sheet No:	L-1
Date:	4/19/19
Job #:	985.028

Landscape Plan

SCALE 1"=30'



PARKING CALCULATIONS:

EXISTING WEST PARK PARKING = 1779 SPACES

PARKING SPACES REMOVED = 118 [1779 - 118 = 1661 SPACES]

PARKING SPACES ADDED = 146 [1661 + 146 = 1807 SPACES]

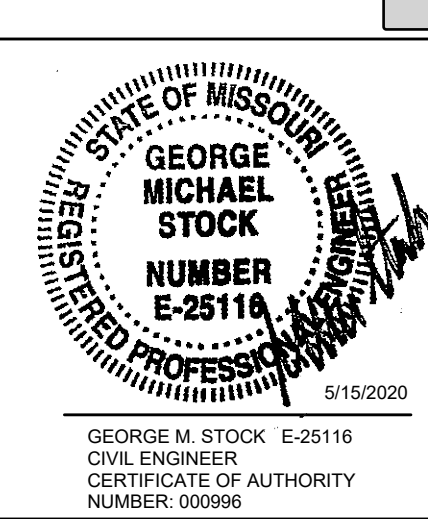
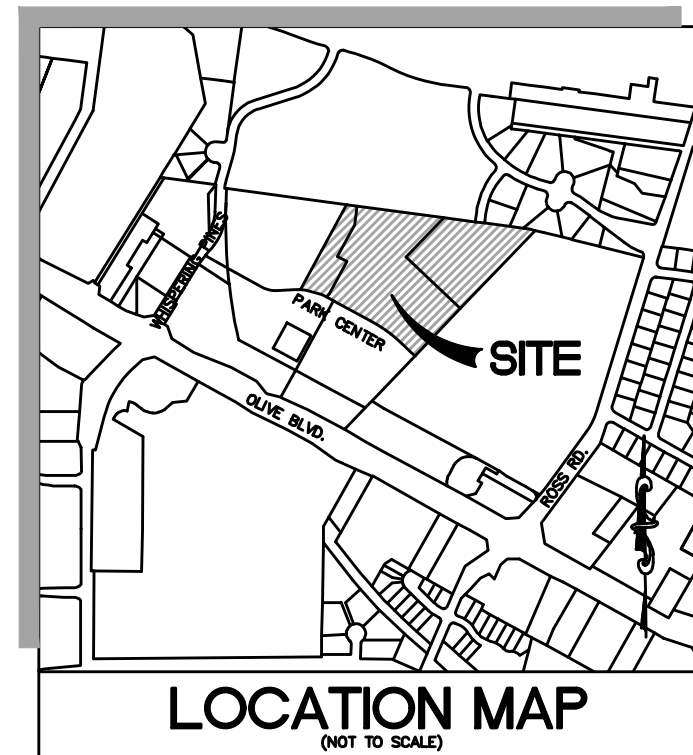
TOTAL WEST PARK SPACES REQUIRED = 1561 [1807 > 1561]

AMENDED SITE DEVELOPMENT PLAN

FOR

EDGE @ WEST PARK CENTER

A TRACT OF LAND BEING LOTS IIB, AND IIIB OF WEST PARK AS RECORDED IN PLAT BOOK 284, PAGES 1 AND 2 AND ADJUSTED LOT IIIA OF BOUNDARY ADJUSTMENT PLAT OF LOTS I, IIA, AND IIIA WEST PARK AS RECORDED IN PLAT BOOK 342 PAGE 36, LOCATED IN TOWNSHIP 45 AND 46 NORTH, RANGE 5 EAST OF THE 5TH PRINCIPAL MERIDIAN, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI



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FIRE PROTECTION ENGINEER
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STRUCTURAL ENGINEERS
2199 INHERRELL BUSINESS CENTER DRIVE
ST. LOUIS, MISSOURI 63114
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DRAWN BY:	C.M.S.	CHECKED BY:	C.M.S.
DATE:	05/15/2020	JOB NO.:	218-6397
W.S.D. #:	19MSD-00201	BASE MAP #:	160
S.L.C. HAT #:		HAT S.U.P. #:	
M.D.N.R. #:			



DRAWING INDEX:

SD-1	SITE DEVELOPMENT PLAN
SD-2	SITE SURFACE PARKING
SD-3	SITE DEVELOPMENT SECTIONS
SD-4	SITE PHOTOGRAPHIC PLAN
A03-01	BUILDING ELEVATIONS
A03-02	BUILDING ELEVATIONS
A03-03	PARKING DECK ELEVATIONS
TS-1	TREE SURVEY
L-1	CONCEPT LANDSCAPE PLAN

SITE INFORMATION:

PERTINENT DATA:	
SITE ACREAGE	= 5.064 AC.
OWNER	= OLIVE MASON, LLC
LOCATOR No.	= 160110142
ZONING	= "CB" CORE BUSINESS DISTRICT
FIRE DISTRICT	= CREVE COEUR FIRE DISTRICT
SCHOOL DISTRICT	= PARKWAY SCHOOL DISTRICT
SEWER DISTRICT	= METROPOLITAN SEWER DISTRICT
WATER SERVICE	= MISSOURI-AMERICAN WATER CO
GAS SERVICE	= SPIRE
ELECTRIC SERVICE	= AMEREN
PHONE SERVICE	= AT&T
STREET ADDRESS	= 12645 OLIVE BLVD
ZIP CODE	= 63141
WUNNENBURG MAP	= PG. 23 GRID 17-X

ST. LOUIS COUNTY BENCHMARK

BENCHMARK # 13264 ELEV.=562.82 NGVD29
Standard Tapered 34"-28" S.L.C. in base of eastern
most tower leg across from entrance to Barnes West County
Hospital southeast corner #1055 Olive Street Road.

TOTAL TRACT

A Tract of land being Lots IIB, IIIB of West Park as recorded in Plat Book 284, Pages 1 and 2 and Adjusted Lot IIIA of Boundary Adjustment Plat of Lots I, IIA, and IIIA West Park as recorded in Plat Book 342 Page 36, located in Township 45 and 46 North, Range 5 East of the 5th Principal Meridian, City of Creve Coeur, St. Louis County, Missouri being more particularly described as follows:

Beginning at the Northeast corner of Lot 1 of West Park as recorded in Plat Book 284 Page 1 of the St. Louis County records; thence the following courses and distances along the north line of Lot 1 of said West Park: North 46 degrees 27 minutes 47 seconds West, 71.02 feet to the beginning of a curve to the left having a radius of 775.00 feet; along said curve with arc distance of 205.50 feet, and a chord which bears North 54 degrees 03 minutes 28 seconds West, 204.80 feet; North 61 degrees 39 minutes 21 seconds West, 205.82 feet to the beginning of a curve to the left having a radius of 315.00 feet; and along said curve with arc distance of 142.57 feet, and a chord which bears, North 74 degrees 37 minutes 18 seconds West, 141.35 feet to the southwest corner of Adjusted Lot IIA of Boundary Adjustment Plat of Lots I, IIA and IIIA West Park as recorded in Plat Book 342 Page 36 of said records; thence North 28 degrees 23 minutes 39 seconds East, along the southwest line of said Whispering Hills Plat 4 and Whispering Hills Plat 1 as recorded in Plat Book 121 Page 27 of said records 974.05 feet to the north corner of Lot 2-B of A Resubdivision of Lot 2 of Heritage Place as recorded in Plat Book 325 Page 85 of the above said records; thence South 43 degrees 32 minutes 13 seconds West, along the northwest line of Lot 2-B of said Resubdivision of Lot 2 of Heritage Place, 899.76 feet to the POINT OF BEGINNING. Containing 506.516 square feet or 11.628 acres, more or less, according to calculations performed by Stock & Associates Consulting Engineers, Inc. on February 28, 2019.

NEW LOTS DESCRIPTIONS

READJUSTED LOT IIB DESCRIPTION

A Tract of land being Part of IIB of West Park as recorded in Plat Book 284, Pages 1 and 2 and Adjusted Lot IIIA of Boundary Adjustment Plat of Lots I, IIA, and IIIA West Park as recorded in Plat Book 342 Page 36, located in Township 45 and 46 North, Range 5 East of the 5th Principal Meridian, City of Creve Coeur, St. Louis County, Missouri being more particularly described as follows:

Beginning at the Northeast corner of Lot 1 of West Park as recorded in Plat Book 284 Page 1 of the St. Louis County records; thence the following courses and distances along the north line of Lot 1 of said West Park: North 46 degrees 27 minutes 47 seconds West, 71.02 feet to the beginning of a curve to the left having a radius of 775.00 feet; along said curve with arc distance of 205.50 feet, and a chord which bears North 54 degrees 03 minutes 28 seconds West, 204.80 feet; North 61 degrees 39 minutes 21 seconds West, 205.82 feet to the beginning of a curve to the left having a radius of 315.00 feet; and along said curve with arc distance of 142.57 feet, and a chord which bears, North 74 degrees 37 minutes 18 seconds West, 141.35 feet to the southwest corner of Adjusted Lot IIA of Boundary Adjustment Plat of Lots I, IIA and IIIA West Park as recorded in Plat Book 342 Page 36 of said records; thence North 28 degrees 23 minutes 39 seconds East, along the southeast line of said Adjusted Lot IIA, 509.58 feet to the northeast corner of said Adjusted Lot IIA, said point being on the southwest line of Whispering Hills Plat 4 as recorded in Plat Book 123 Page 27 of said records, said line also being the north line of U.S. Survey 1923; thence South 82 degrees 23 minutes 00 seconds East, along the southwest line of said Whispering Hills Plat 1 as recorded in Plat Book 121 Page 27 of said records, 434.28 feet to the north corner of Lot IIB of above said West Park and its direct southwesterly prolongation, 420.79 feet; thence South 46 degrees 27 minutes 47 seconds East 392.00 feet to the northwest line of Lot 2-B of A Resubdivision of Lot 2 of Heritage Place as recorded in Plat Book 325 Page 85 of said records; thence South 43 degrees 32 minutes 13 seconds West, along the northwest line of Lot 2-B of said Resubdivision of Lot 2 of Heritage Place, 194.99 feet to the POINT OF BEGINNING. Containing 285,906 square feet or 6.564 acres, more or less, according to calculations performed by Stock & Associates Consulting Engineers, Inc. on February 28, 2019.

READJUSTED LOT IIIB DESCRIPTION

A Tract of land being Lot, IIIB of West Park as recorded in Plat Book 284, Pages 1, located in Township 45 and 46 North, Range 5 East of the 5th Principal Meridian, City of Creve Coeur, St. Louis County, Missouri being more particularly described as follows:

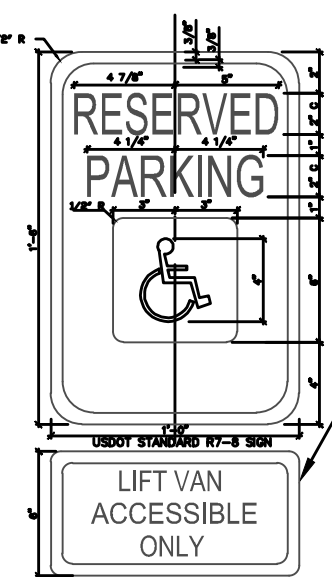
Commencing at the Northeast corner of Lot 1 of West Park as recorded in Plat Book 284 Page 1 of the St. Louis County records, said point also being on the northwest line of Lot 2-B of A Resubdivision of Lot 2 of Heritage Place as recorded in Plat Book 325 Page 85 of said records; thence North 43 degrees 32 minutes 13 seconds East, along the said northwest line of Lot 2-B, 194.99 feet to the Point of Beginning; thence North 46 degrees 27 minutes 47 seconds West, 392.00 feet to its intersection with the direct southwesterly prolongation of the northwest line of Lot IIIB of West Park as recorded in Plat Book 284 Page 1 of said records; thence North 43 degrees 32 minutes 13 seconds East, along said prolongation line and the northwest line of said Lot IIIB, 420.79 feet to the northwest corner of Lot IIIB of said West Park, said point being on the southwest line of Whispering Hills Plat 4 as recorded in Plat Book 123 Page 27 of the St. Louis County records, said line also being the north line of U.S. Survey 1923; thence South 82 degrees 23 minutes 00 seconds East, along the southwest line of said Whispering Hills Plat 4 and Whispering Hills Plat 1 as recorded in Plat Book 121 Page 27 of said records, 434.28 feet to the north corner of said Lot 2-B, thence South 43 degrees 32 minutes 13 seconds West, along the northwest line of said Lot 2-B, 704.77 feet to the POINT OF BEGINNING. Containing 220,609 square feet or 5.064 acres, more or less, according to calculations performed by Stock & Associates Consulting Engineers, Inc. on February 28, 2019.

CONCEPT PLAN NOTES:

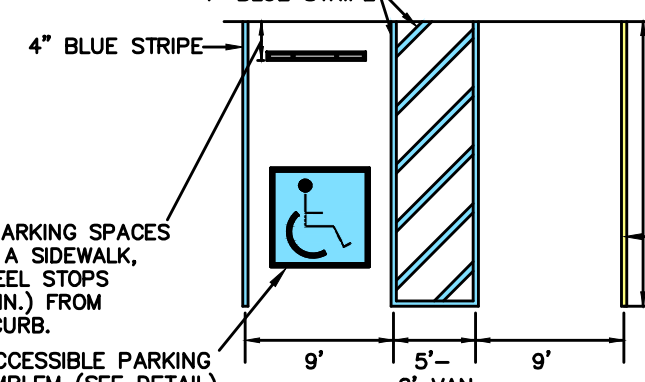
- UNLESS OTHERWISE NOTED ON THE CONCEPT PLAN THE DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE PLANNED CORE BUSINESS DISTRICT REQUIREMENTS OF THE CITY ZONING ORDINANCES IN EFFECT AS OF THE DATE OF APPROVAL OF THE CONCEPT PLAN.
- RETENTION/DETENTION FOR THE DEVELOPMENT IS PROVIDED BY THE RETENTION LAKE LOCATED WITHIN THE WET POND IN THE NORTHWEST CORNER OF LOT II B AND THE DRY DETENTION BASIN IN LOT III B.
- SUBJECT PROPERTY LIES WITHIN ZONE "X" (AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN) AS INDICATED ON FLOOD MAPS 29189C0161H AND 29189C162H, EFFECTIVE DATE OF AUGUST 2, 1995.
- BOUNDARY AND TOPOGRAPHIC SURVEY INFORMATION BY STOCK & ASSOCIATES, INC.
- ALL EXISTING STRUCTURES AND PAVEMENTS THAT ARE TO BE REMOVED FROM THE SITE SHALL BE INDICATED ON CONSTRUCTION DOCUMENTS.
- GRADING AND DRAINAGE PER CITY OF CREVE COEUR, ST. LOUIS CO. AND M.S.D. STANDARDS AND SPECIFICATIONS.
- NO SLOPE SHALL EXCEED 3:1 FOR EARTH SLOPES. STEEPER SLOPES SHALL BE QUALIFIED BY A PROFESSIONAL GEOTECHNICAL ENGINEER.
- ALL EASEMENTS AND UNDERGROUND UTILITIES NOT SHOWN FOR CLARITY.
- COVERAGE CALCULATIONS BASED ON OVERALL COVERAGE OF WEST PARK CENTER CONTAINING 1,349,963 s.f. OR 30.991 AC.

EXISTING COVERAGE:	= 63.76%
BUILDING	= 145,341 s.f. (10.76%)
PAVEMENT	= 715,429 s.f. (52.99%)
PROPOSED COVERAGE:	= 63.74%
BUILDING	= 180,618 s.f. (13.38%)
PARKING DECK	= 44,866 s.f. (3.32%)
PAVEMENT	= 635,031 s.f. (47.04%)

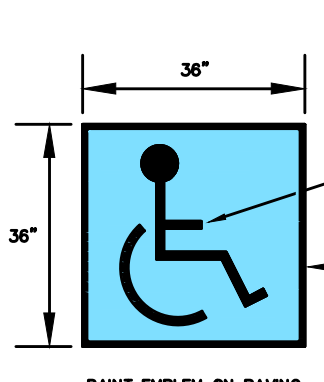
- PROPOSED F.A.R. = 28



ACCESSIBLE SIGN DETAIL (n.t.s.)



PARKING STALL DETAIL (n.t.s.)



ACCESSIBLE PARKING EMBLEM (n.t.s.)

PREPARED FOR:
CHAPMAN VENTURES, LLC
C/O LAWRENCE CHAPMAN
1401 S. BRENTWOOD BLVD, SUITE 625
ST. LOUIS, MO 63144
(314) 952-7790
(314) 370-6801

EDGE @ WEST
12645 OLIVE BOULEVARD, CREVE COEUR, MO 63141

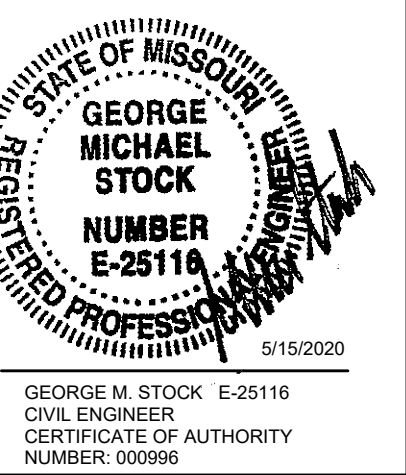
DEVELOPER:
CV EDGE @ WEST, LLC

DRAWING ISSUE	
DESCRIPTION	DATE
SITE DEVELOPMENT PLANS	05-15-2020

DRAWING TITLE
SITE DEVELOPMENT PLAN

DRAWING NO.
SD-1

LIC # Project # Consult # 218-6397



ARCHITECT
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Ph 314.429.5100 Fx 314.429.5137

CIVIL ENGINEER
STOCK & ASSOCIATES
Consulting Engineers, Inc.

STRUCTURAL ENGINEER
ALPER AUDI, INC.
STRUCTURAL ENGINEERS

MECHANICAL ENGINEER

ELECTRICAL ENGINEER

PLUMBING ENGINEER

FIRE PROTECTION ENGINEER

DRAWN BY: J.E.F.	CHECKED BY: C.M.S.
DATE: 05/15/2020	JOB NO.: 218-6397
M.S.D. P. #: 19MSD-00201	BASE MAP #: 160
S.L.C. HAT #:	HAT S.U.P. #:
M.D.A.R. #:	

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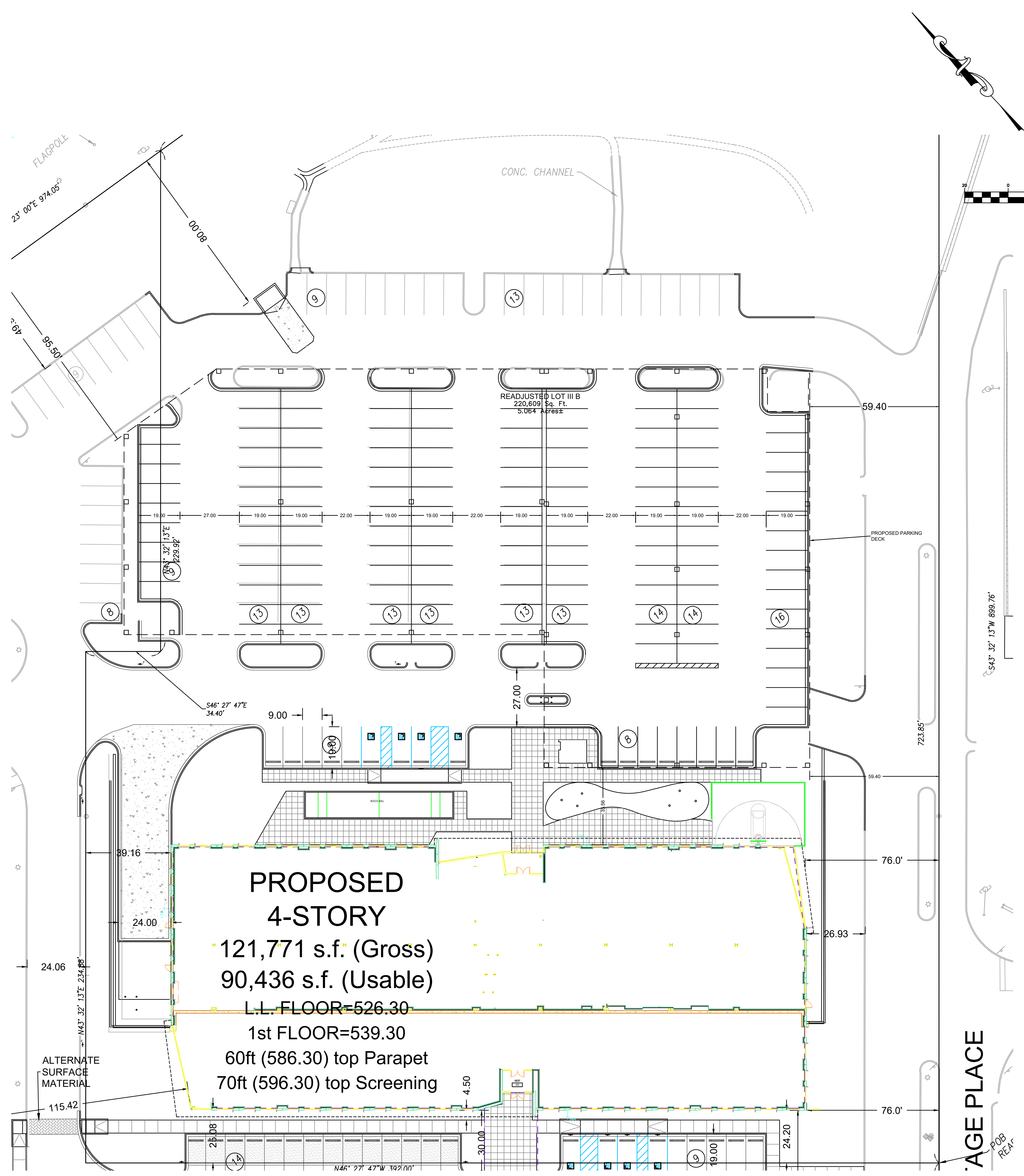
EDGE @ WEST
12645 OLIVE BOULEVARD, CREVE COEUR, MO 63141
DEVELOPER:
CV EDGE @ WEST, LLC

DRAWING ISSUE	
DESCRIPTION	DATE
SITE DEVELOPMENT PLANS	05-15-2020

DRAWING TITLE
SITE SURFACE PARKING

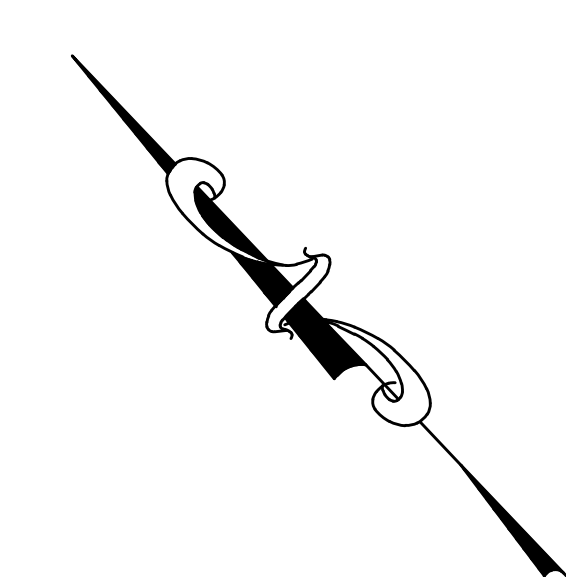
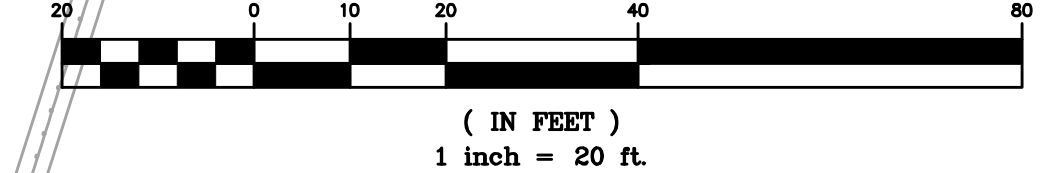
DRAWING NO. SD-2		
LUC #	Project #	Consult # 218-6397

Attachment: Revised Site Development Plan and Site Concept Plan Received June 11, 2020 (#20-013: EdgWestWestPark Deck SDP)



AGE PLACE

S43° 32' 13"W 899.76'



F E D C B A

A TRACT OF LAND BEING LOTS IIB, AND IIIB OF WEST PARK AS RECORDED IN PLAT BOOK 284, PAGES 1 AND 2 AND ADJUSTED LOT IIIA OF BOUNDARY ADJUSTMENT PLAT OF LOTS I, IIA, AND IIIA WEST PARK AS RECORDED IN PLAT BOOK 342 PAGE 36, LOCATED IN TOWNSHIP 45 AND 46 NORTH, RANGE 5 EAST OF THE 5TH PRINCIPAL MERIDIAN, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI



CONTRACTOR
CLAYCO
THE ART & SCIENCE OF BUILDING

CIVIL ENGINEER

STOCK & ASSOCIATES
Consulting Engineers, Inc.

STRUCTURAL ENGINEER



ALPER AUDLING

MECHANICAL ENGINEER

ELECTRICAL ENGINEER

PLUMBING ENGINEER

FIRE PROTECTION ENGINEER

DRAWN BY: J.E.F.	CHECKED BY: G.M.S.
DATE: 05-10-2020	JOB NO: 218-6307

M.S.D. P 余 19MSD-00249	BASE MAP 余 160
S.L.C. H&T 余	H&T S.U.P. 余

M.D.N.R. 4	
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CY EN

DRAWING ISSUE

DESCRIPTION	DATE
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SITE CONCEPT PLAN 05-19-202

DRAWING TITLE
SITE CONCEPT PLAN

DRAWING NO.

DRAWING NO.
CP-1

Forum #	Project #	Consult.#	218-63
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Packet P





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

**APPLICATION TO PLANNING AND ZONING COMMISSION
#20-004 FOR SITE CONCEPT PLAN AMENDMENT FOR WEST PARK CENTER
OFFICE DEVELOPMENT FOR TWO STRUCTURED PARKING DECKS FOR
EDGE @ WEST PARK OFFICE BUILDING, AT 12645 OLIVE BOULEVARD**

FOR THE MEETING OF: Monday, March 16, 2020

LOCATION: 12645 Olive Boulevard within the West Park Development. The subject property is zoned CB-Core Business District.

REQUEST: George Stock, Stock & Associates Consulting engineers, Inc, on behalf of Edge @ West, LLC, has submitted an application for approval of an amendment to the Site Concept Plan to include two, one-level structured parking decks for the recently approved four story office building that is under construction within the West Park Development at 12645 Olive Boulevard. The proposal includes a Phase I parking structure for 64 spaces and a Phase II parking structure for 76 spaces. A site development plan review at the Planning and Zoning Commission on the specific design of the parking structures will be required and submitted at a future date.

ADDITIONAL INFORMATION: The West Park Development was originally developed in phases in the late 80's and 90's. The office buildings and retail center were built in 1987 & 1988, and therefore there are pre-existing, non-conformities throughout the site. The AMC Movie Theater received initial approval in 1993. The last site plan for the area in 1997 included a future office building behind the retail center and a structured parking garage on the property addressed as 12645 Olive Boulevard. The Site Concept Plan and Site Development Plan for the office building under construction were approved by the Planning and Zoning Commission on Monday May 20, 2019, utilizing shared surface parking within the entire center.

Key Issues:

- Does the request integrate with the approved concept plan?
- Does the request further the goals and/or implement the Comprehensive Plan?

Comprehensive Plan References

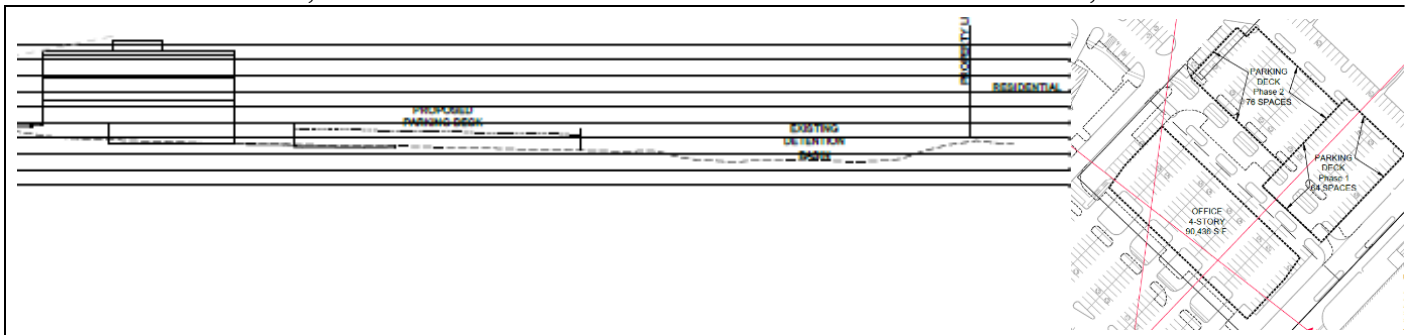
- West Olive & Large Commercial Property Mixed-Use Place Type
- Design Guidelines

Zoning Code References

- Section 405.370 "CB" Core Business District
- Section 405.1080 Site Concept, Site Development and Minor Site Plan Approval

APPLICANT: Edge @ West, LLC
c/o Lawrence R Chapman, Manager
1600 S. Brentwood Boulevard,
Suite 770
St. Louis, MO 63144

APPLICANT'S REPRESENTATIVE: George Stock
Stock & Associates Consulting
Engineers, Inc.
257 Chesterfield Business Parkway
Chesterfield, MO 63005



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 03/10/2020
ATTACHMENTS: Applicant's Materials received February 12, 2020
Staff Report from May 20, 2019 Planning and Zoning Commission Meeting

PROPOSAL

In 1996, the Planning and Zoning Commission approved the site development plan for a 5-story office building and a 3-level parking garage adjacent to the existing office building. However, the project never moved forward. At the time, Site Concept Plans were not required for properties in the CB-Core Business District.

In May 2019, the Applicant established a new Site Concept Plan for the West Park Development to allow the construction of a new 121,771 sq. ft. or 90,436 sq. ft. of usable space office building known as EDGE @ West Park office building, and a boundary adjustment for the property addressed as 12645 Olive Boulevard. The entire West Park Office Development had a pre-existing non-conforming site coverage of 63.76%, and utilized the shared parking for the entire development, which indicated an excess of 306 parking spaces. The office building is currently under construction.

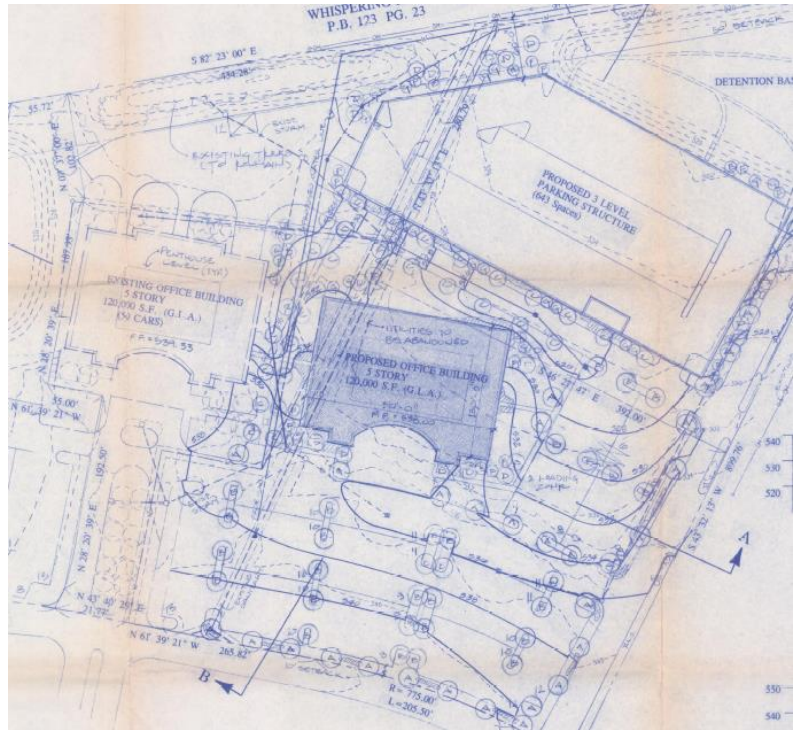


Figure 1: Close-up of the 1996 Site Concept Plan

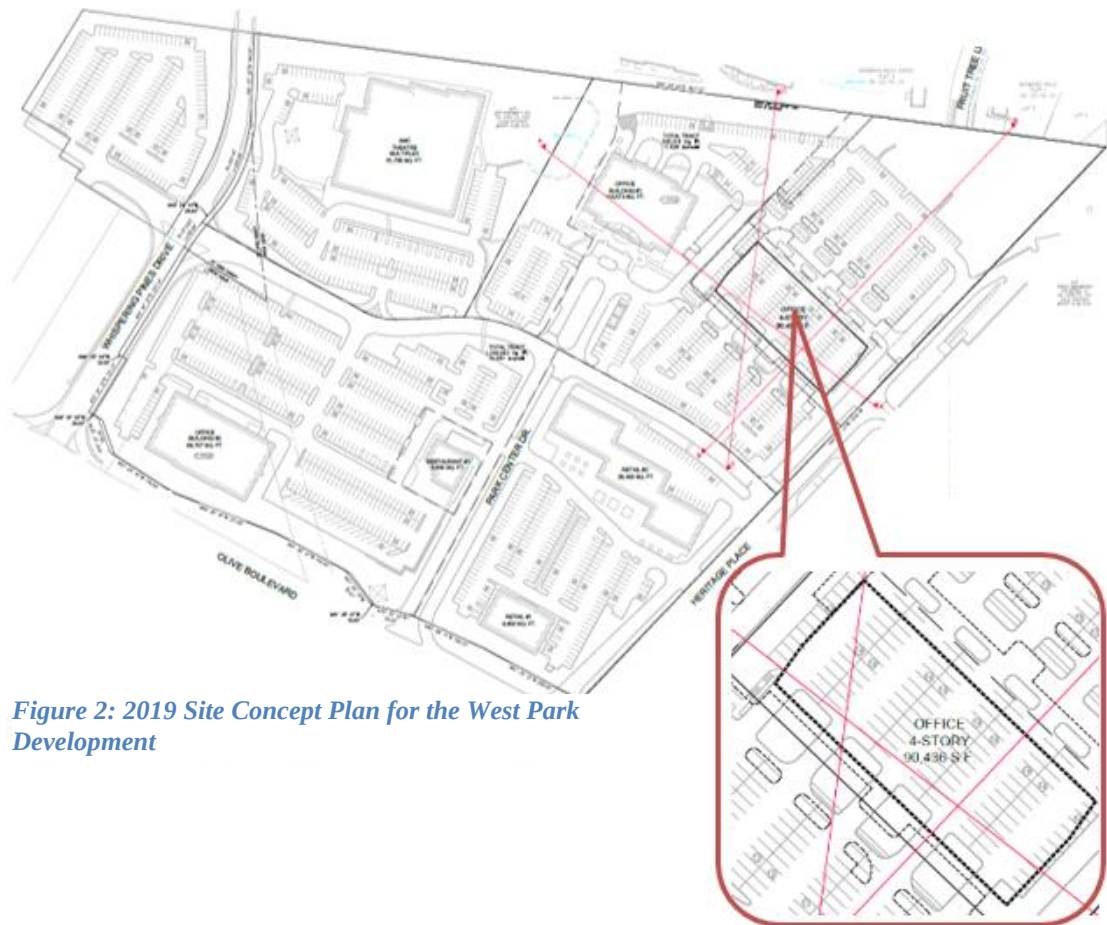


Figure 2: 2019 Site Concept Plan for the West Park Development

The Applicant is now seeking to amend the Site Concept Plan to allow future parking structures behind the approved office building under construction. According to the Applicant, the owners and/or lenders of the other properties within the development are requesting that additional parking be provided based upon development agreements between the parties. In order to satisfy these requests, the Applicant is requesting approval of a site concept plan that would authorize structural parking behind the building to provide the additional parking. The review of the Site Development Plan will be in the future and will include the final design of the structure, and discussion on the screening and architecture/design of the structure as it relates to the building. The review of the Site Concept Plan will be on the overall placement of the structures and that the site meets with the parking requirements and the Zoning regulations for the proposed structure.

The Phase I parking deck will have 64 spaces, and Phase II will have an additional 76 spaces for a total 140 additional spaces. Both parking structures are one level above grade, and are placed over the existing surface parking lot.

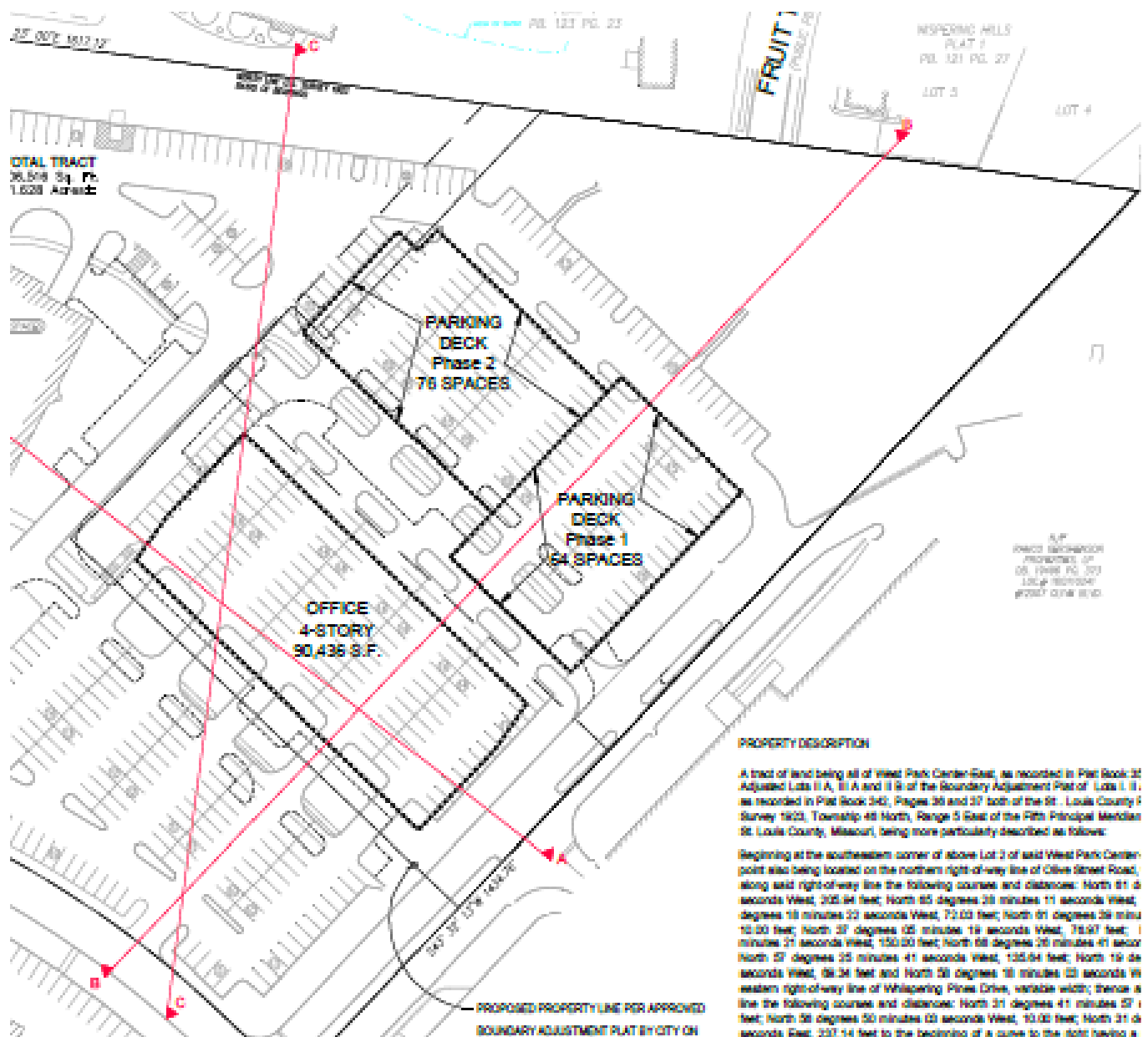


Figure 3: Close-up of the proposed Site Concept Plan showing the parking decks

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Single Family and Multi-Family Residential	R3 and R4 District, Unincorporated St. Louis County	N/A
South	BJC-West County Hospital	PH-Planned Hospital District	Olive Boulevard
East	Heritage Place Shopping Center	CB-Core Business District / Unincorporated St. Louis County	NA
West	Retail	St. Louis County	Whispering Pines Drive

COMPREHENSIVE PLAN AND DESIGN GUIDELINES REVIEW

The subject property is located in the West Olive corridor that composed of the Mixed-Use District (MU) place type that calls for large development sites with central, shared-use surface parking lots; comprehensive pedestrian connections between the street, parking areas, and buildings, and plentiful outdoor public space amenities within a beautifully-landscaped site environment, as well as encourage public site amenities, including outdoor dining, plazas, fountains, bicycle parking, “parklets”, and other elements to promote district vibrancy. Parking can be located in front of buildings, but parking behind building and/or shared facilities is encouraged. The Creve Coeur 2030 Plan also discourages large areas of surface parking lots; breaking up large parking lots with significant outdoor public space amenities, landscape treatment, and /or buildings. (p.86). The City’s Design Guidelines further recommend that parking areas located to the side or rear of commercial buildings are encouraged, and the use of parking structures to replace large open asphalt parking in commercial areas are strongly encouraged. Further, parking structure/lot design should not interfere with pedestrian circulation nor obstruct direct access to and front the principle building and the street. Where parking structures are utilized, they should be designed as an extension of the overall design concept incorporating similar materials and architectural detailing, and the opening should be limited to 50% of the exterior wall. (P. 19-20).

The garage structure is appropriately placed on the site behind the building and in keeping with the recommendations of the Comprehensive Plan and the Design Guidelines. Review of the architectural details and design of the structure will be completed with the site development plan in the future.

ZONING REVIEW

Per the stated purpose in Section 405.370, the "CB" Core Business District is intended by site concept and site development plan approval (see Section 405.1080) to guide and control private development and redevelopment of the major business districts of the City of Creve Coeur in coordination with related public improvements and services. Specifically, the district is intended to:

1. Relate the development of retail, office and multi-family residential uses servicing both a City-wide and sub regional service area to an adopted development plan for the major business areas including land use, phasing and public improvement elements.
2. Encourage site consolidation and an orderly, phased pattern of redevelopment.
3. Accommodate the use of existing residential structures for offices in the interim period between their present occupancy and ultimate redevelopment.
4. Induce and ensure high quality future development through the use of site development plan approval procedures which provide for the specific consideration of access, parking, drainage, landscaping and design factors.

All development within the CB District requires Planning and Zoning Commission approval, as follows:

Section 405.337(D) *Site Concept and Site Development Plan Required.* Site concept and site development plan approval by the Planning and Zoning Commission shall be required for all proposed developments within the "CB" District as provided for in Section 405.1080.

A site concept plan is intended to provide a basis for reviewing future site development plans which will include items such as landscaping, tree preservation, site grading, and stormwater management. The applicant is required to submit site development plans for each phase of the concept plan. The individual site plans will provide more detailed information including architectural elevations, landscape plans, and specific information on the parking structures. The site concept plan review is limited to the general review of the location and general size of buildings on the site, land use, access, coverage of buildings and parking areas, topography and drainage.

The Applicant's Site Concept Plan includes a breakdown of the existing, and proposed site development plans. The overall site coverage is pre-existing, non-conforming at 63.76%, where the maximum site coverage is 63%, with bonus options up to 70%. The proposed new office building decreased the overall site coverage to 63.52%. The addition of the parking structure would not increase this coverage.

The bulk building regulations under Section 405.370(E)(3) Maximum Structure Height state that "Developments on lots of three (3) or more acres shall have no height limitations, provided that buildings exceeding six (6) stories or ninety (90) feet in height receive a conditional use permit in accordance with Section 405.1070. In addition, non-residential development adjacent to any single-family residential zoning district shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located forty-five (45) feet above grade and one hundred (100) feet from the property line on the non-residential site and will have a slope of thirty degrees (30°) rising towards the center of the site. No portion of the building or structure shall penetrate this sky exposure plane". These parking decks comply with these regulations, as they are only one level above grade.

Section 405.370(E)(4)(d) *Buffer yards* requires that any non-residential development abutting a single-family residential zoning district shall provide a buffer yard of fifty (50) feet on all sides that abut or adjoin the single-family district. The setback for non-residential buildings exceeding three (3) stories or forty-five (45) feet in height shall be increased to two hundred (200) feet. An additional two (2) feet of buffer yard shall be provided for every foot of building height exceeding forty-five (45) feet. The buffer area resulting from these setback requirements 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. Thus, the resulting buffer yard for this development is 80 feet. Further, Section 405.830(B) Parking Garages states that every part of a parking garage situated above ground level shall comply with the building setback requirements of the specific zoning district in which it is located.

As discussed in the prior Staff Report, the building is 4 floors and 60 feet, or 70 feet to the top of the roof screening, and was setback well beyond the 200 foot building setback from the residential development to the north zoned R4, and R3 by St. Louis County. The site has a pre-existing, non-conforming surface parking lot that will largely remain unchanged, with the stormwater basin between the parking lot and the north property line adjacent to residents, with existing evergreen landscaping provided for sufficient screening of the building. The proposed parking decks are to be located behind the building, and are one story structures, in compliance with Section 405.460(D)(4) where Accessory uses and structure cannot be in front of the primary building, be a minimum of 10 feet from the building, and shall meet with the same side yard requirements as the principal structure.

The Phase I of the parking deck is showing that it is 256.68 feet from the rear property line, where the existing surface lot is 212.5 feet from the rear property line, on the east and 184.13 feet from the rear property line on the west corner, and is 58.56 feet from the side yard, and approximately 10 feet from the edge of pavement for the internal drive and is in general line with the building under construction. Phase II of the parking structure would have the parking deck 95.37 feet from the rear property line. As the structures are only one level, below the 3 story or 45 feet, then the setback for these structures are met, and are located out of the required buffer yard area.

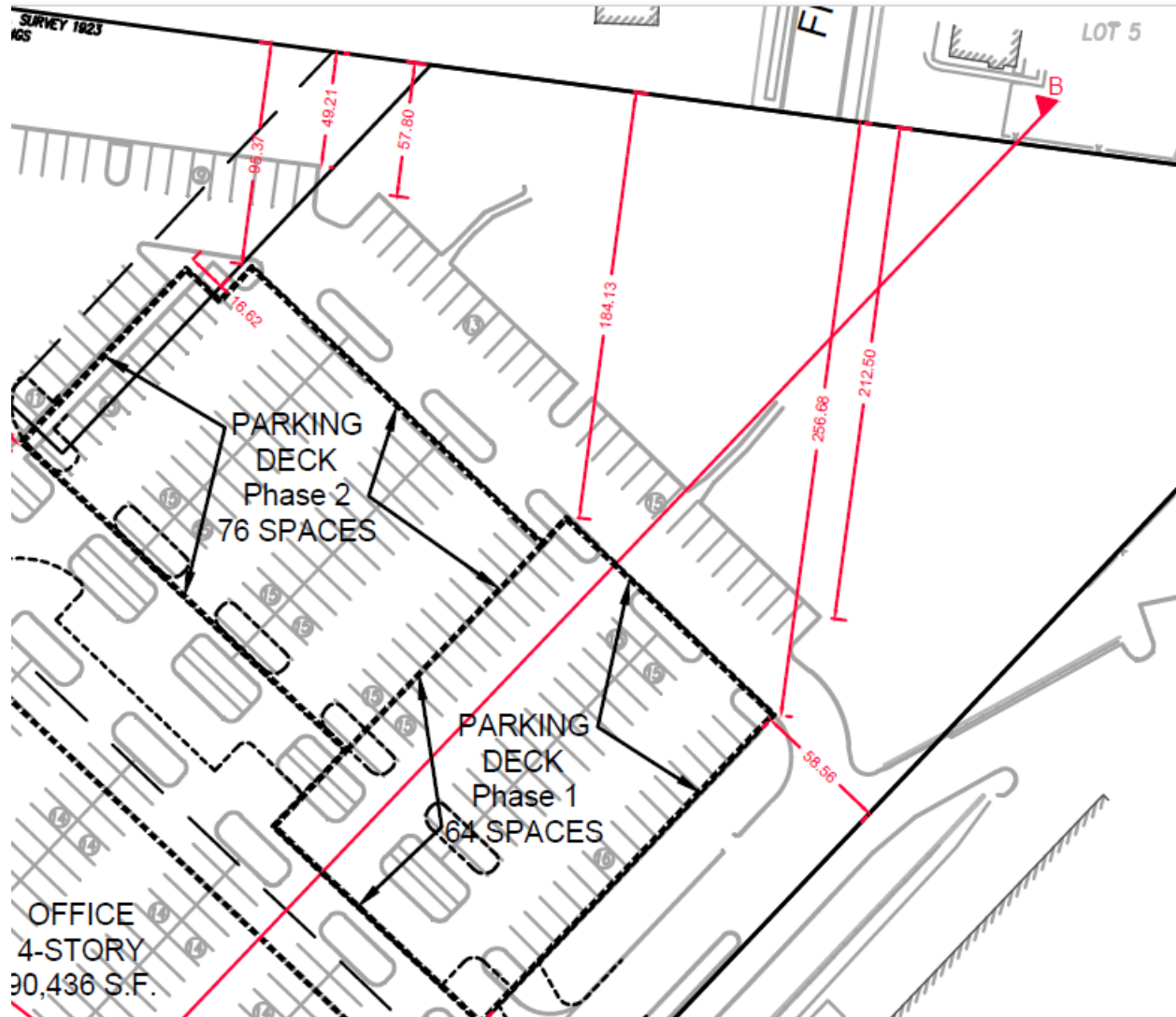


Figure 4: Close up of the proposed parking decks with the measurements from the rear and side yard property line.

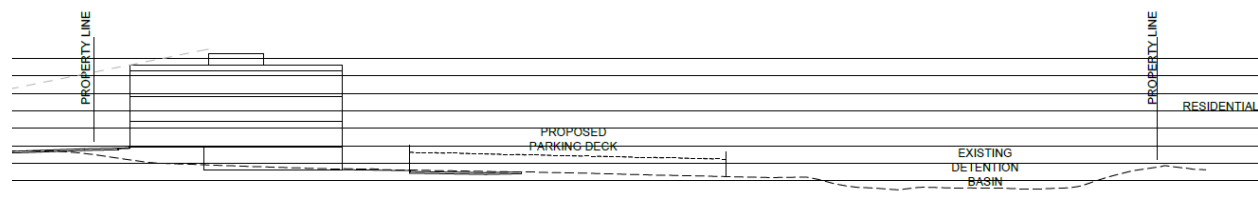


Figure 5: Close-up of Cross Section BB showing the building and proposed parking deck to the property line to the St. Louis County residential development.

Parking

The parking was reviewed with the approval of the site development plan for the office building. Section 405.820(A)(1) of the Required Off-Street Parking Spaces, allows for office developments (including general offices, banks and savings and loans and other finance-related services and medical and dental offices), the gross leasable floor area shall be interpreted as eighty-five percent (85%) of the gross floor area of the entire building. Section 405.820(B)(4) states that general offices including professional, governmental or institutional except as specifically enumerated in this Article: For buildings less than fifteen thousand (15,000) square feet, four (4) stalls per one thousand (1,000) square feet of gross leasable floor area. For buildings greater than fifteen thousand (15,000) square feet, three and three-tenths (3.3) stalls per one thousand (1,000) square feet of gross leasable floor area. The gross floor area of the Edge at West Park building is 90,436 square feet. The Applicant's Site Concept Plan includes a parking table for the entire West Park Development, as the parking is shared between all of the properties. The amended site concept plan now increases the overall parking to a total of 1,960 spaces. As discussed in the prior Staff Report for the site development plan for the building, the total required parking for the development is 1,561 spaces.

CONCLUSION AND MOTION

Staff finds that the proposal meets with the recommendations of the Comprehensive Plan and the Zoning Ordinance regarding the placement of the accessory parking structures. The proposal appropriately places these structures behind the building in the least visible area, in a manner consistent with the original 1997 Site Concept Plan, and outside of the buffer area. The design and landscaping around the structure will be further refined and will require approval of a site development plan by the Planning and Zoning Commission, upon the receipt of an application from the developer at a later date.

ACTION AND MOTION

If the Commission agrees with the proposal and finds that it is consistent with the Comprehensive Plan and the Zoning Ordinance in as far as this proposal can, the Commission should vote on the proposed Site Concept Plan. Action by the City Council is not required. The following is an example motion for this application that includes the condition of a further review of the site development plan

"I move to approve Application #20-004 for Site Concept Plan for the West Park Development to allow for the two, single level parking structures behind the Edge at West Park Building at 12645 Olive Boulevard, as presented at the March 16, 2020 meeting, with the condition that a site development plan will reviewed by the Planning and Zoning Commission for design consistency with the office building and landscaping, prior to the issuance of a building permit for the parking structures." (conditions may be added, eliminated, or modified).

APPENDIX 1: COMPREHENSIVE PLAN

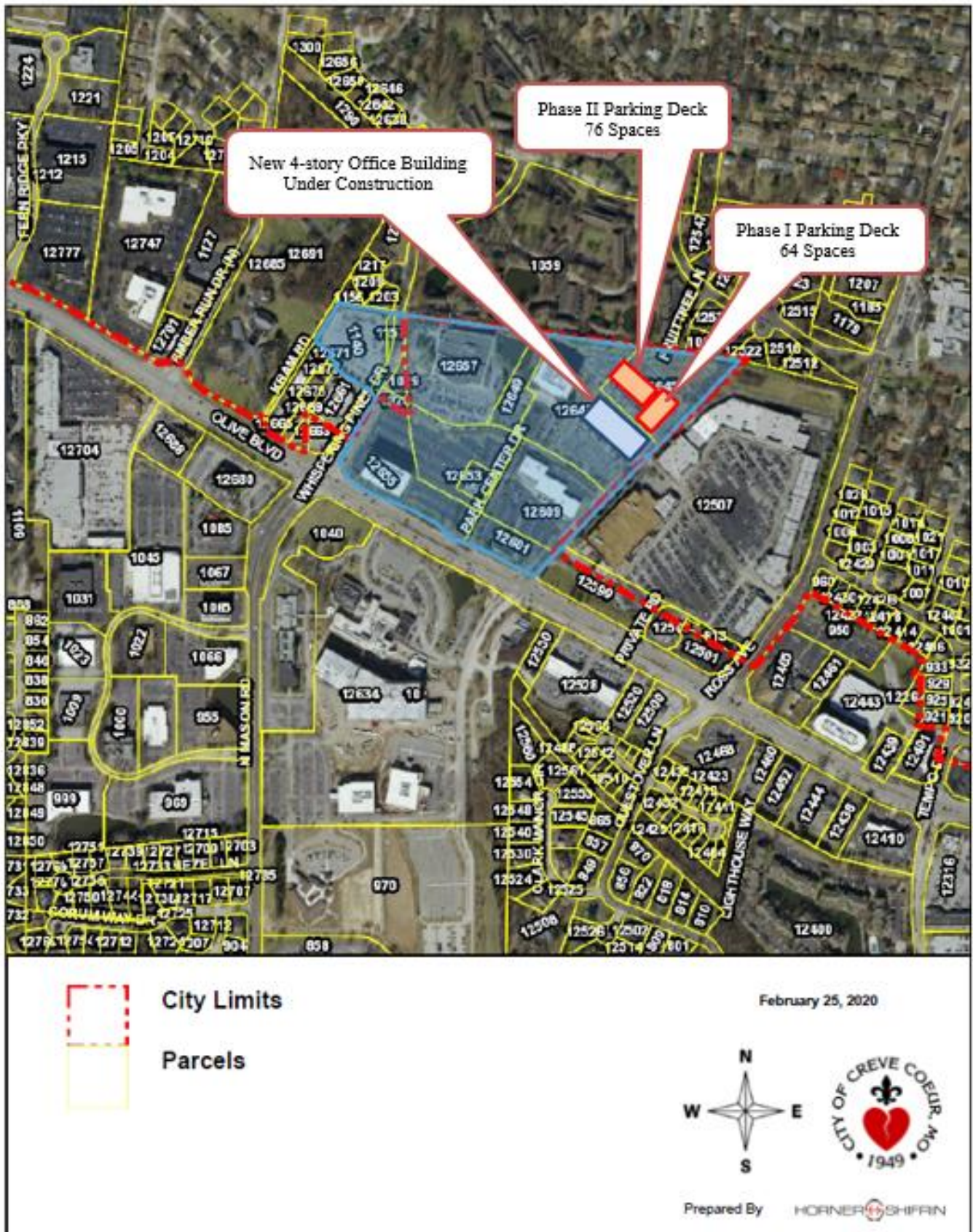
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE (CHAPTER 405 OF THE CREVE COEUR MUNICIPAL CODE)

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

APPENDIX 3: AERIAL MAP

West Park Center Office Development



APPENDIX 4: SITE PHOTOGRAPHS

Date: 3/10/2020



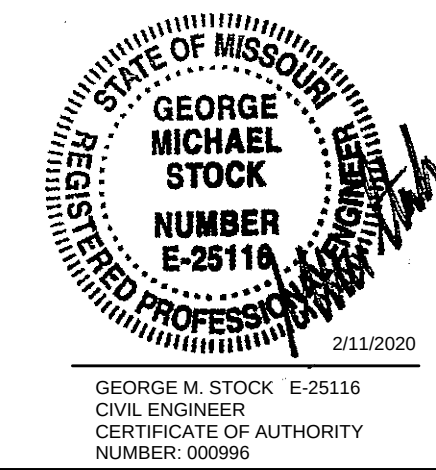
Description: View looking west from the internal drive of the existing area with the building under construction.



Description: View looking south from the parking lot. The staging area for the construction on the building is the approximate area of the future one level parking deck.



Description: Description:
View looking north from
the parking lot at the
existing stormwater
basin, and residential
development to the north
beyond the landscaping.



GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY
NUMBER: 000066

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CONTRACTOR
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CIVIL ENGINEER
STOCK & ASSOCIATES
Consulting Engineers, Inc.

STRUCTURAL ENGINEER
ALPER AUDI, INC.
STRUCTURAL ENGINEERS

MECHANICAL ENGINEER

ELECTRICAL ENGINEER

PLUMBING ENGINEER

FIRE PROTECTION ENGINEER

DRAWN BY: J.E.F.	CHECKED BY: C.M.S.
DATE: 02-11-2020	JOB NO: 218-6397
M.S.D. P. # 19MSD-00249	BASE MAP # 160
S.L.C. H&T #	H&T SUP. #
M.D.A.R. #	

3

2

1

EDGE @ WEST
OLIVE BOULEVARD, CREVE COEUR, MO 63141

DEVELOPER:
EDGE @ WEST, LLC

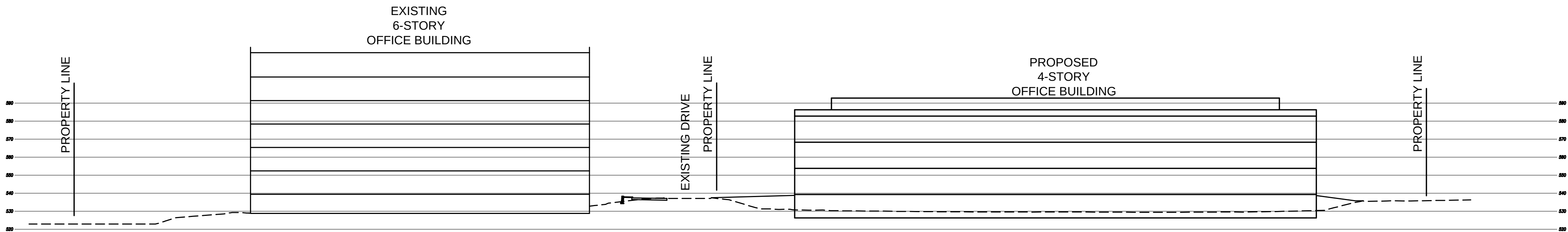
DRAWING ISSUE	
DESCRIPTION	DATE

SITE CONCEPT PLAN	02-11-2020
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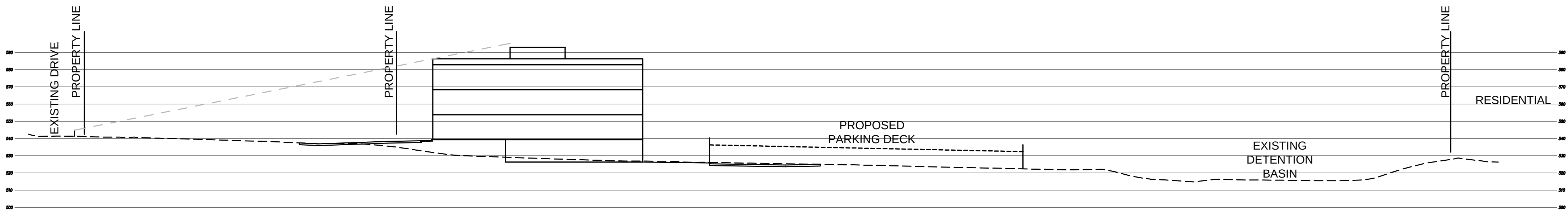
DRAWING TITLE
CONCEPT SECTIONS

DRAWING NO.
CP-2

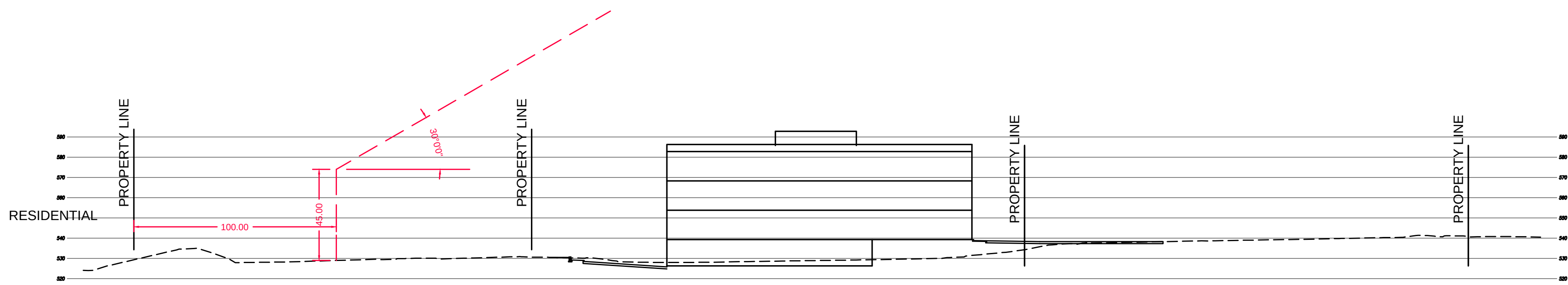
Forum #	Project #	Consult #	218-6397
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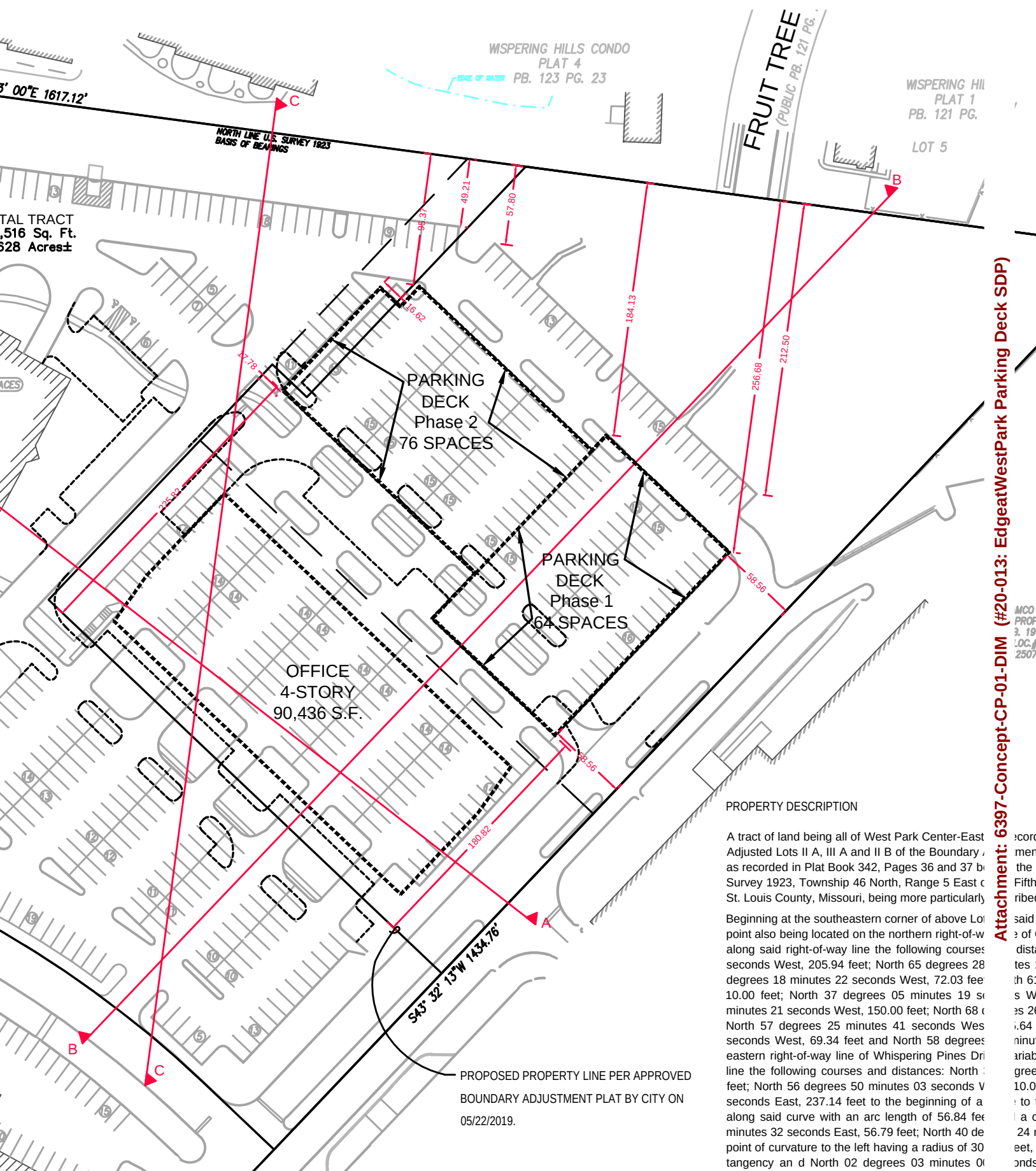
SECTION A-A
SCALE: 1" = 40' (H&V)



SECTION B-B
SCALE: 1" = 40' (H&V)



SECTION C-C (SKY PLANE)
SCALE: 1" = 40' (H&V)





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www.creve-coeur.org

**APPLICATION TO PLANNING AND ZONING COMMISSION
#19-018 FOR SITE CONCEPT PLAN, BOUNDARY ADJUSTMENT, AND
SITE DEVELOPMENT PLAN APPROVAL FOR EDGE @ WEST PARK OFFICE
BUILDING, AT 12645 OLIVE BOULEVARD**

FOR THE MEETING OF: Monday, May 20, 2019

LOCATION: 12645 Olive Boulevard within the West Park Development The subject property is zoned CB-Core Business District.

REQUEST: George Stock, Stock & Associates Consulting Engineers, Inc., on behalf of Edge @ West, LLC, has submitted an application for a new four story, 121,771 square foot office building within the West Park Development at 12645 Olive Boulevard. Boundary Adjustment Plats, Site Concept and Site Development Plan approval by the Planning and Zoning Commission are required for all proposed developments within the CB District. City Council action is not required.

ADDITIONAL INFORMATION: The West Park Development was originally developed in phases in the late 80's and 90's. The office buildings and retail center was built in 1987 & 1988, and therefore contains pre-existing, non-conformities throughout the site. The AMC Movie Theater received initial approval in 1993. The last site plan for the area in 1997 included a future office building behind the retail center and a structured parking garage on the property addressed as 12645 Olive Boulevard. All parking within the West Park Development is shared between the properties. The proposal includes a boundary adjustment to include the entire building on the property addresses as 12645 Olive Boulevard.

Key Issues:

- Does the request integrate with the approved concept plan?
- Does the request further the goals and/or implement the Comprehensive Plan?

Comprehensive Plan References

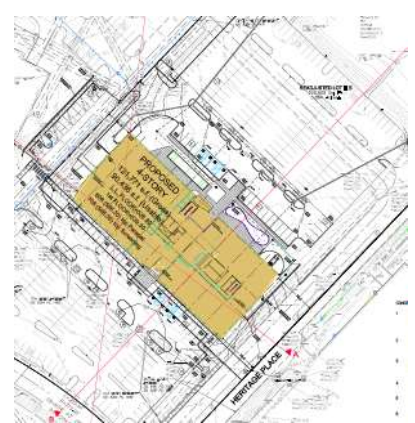
- West Olive & Large Commercial Property Mixed-Use Place Type
- Design Guidelines

Zoning Code References

- Section 405.370 "CB" Core Business District
- Section 405.1080 Site Concept, Site Development and Minor Site Plan Approval

APPLICANT: Edge @ West, LLC
c/o Lawrence R Chapman, Manager
1600 S. Brentwood Boulevard,
Suite 770
St. Louis, MO 63144

APPLICANT'S REPRESENTATIVE: George Stock
Stock & Associates Consulting Engineers, Inc.
257 Chesterfield Business Parkway
Chesterfield, MO 63005



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner

DATE: 05/17/2019

ATTACHMENTS: Applicant's Materials received May 10, 2019; revised elevations and site development plan emailed on May 16, 2019 and received on May 17, 2019; 1996 Parking Agreement

PROPOSAL

The Applicants are seeking to establish a new site concept plan for the West Park Development to allow the construction of a new 121,771 square foot EDGE @ West Park office building, and a boundary adjustment for the property addressed as 12645 Olive Boulevard. The center was originally developed in the late 80's, and the site is pre-existing non-conforming, with the entire development showing a site coverage of 63.76%.

In 1996, the Planning and Zoning Commission approved the site development plan for a 5 story office building and a 3 level parking garage adjacent to the existing office building. However, the project never moved forward. At the time Site Concept Plans were not required for properties in the CB-Core Business District.

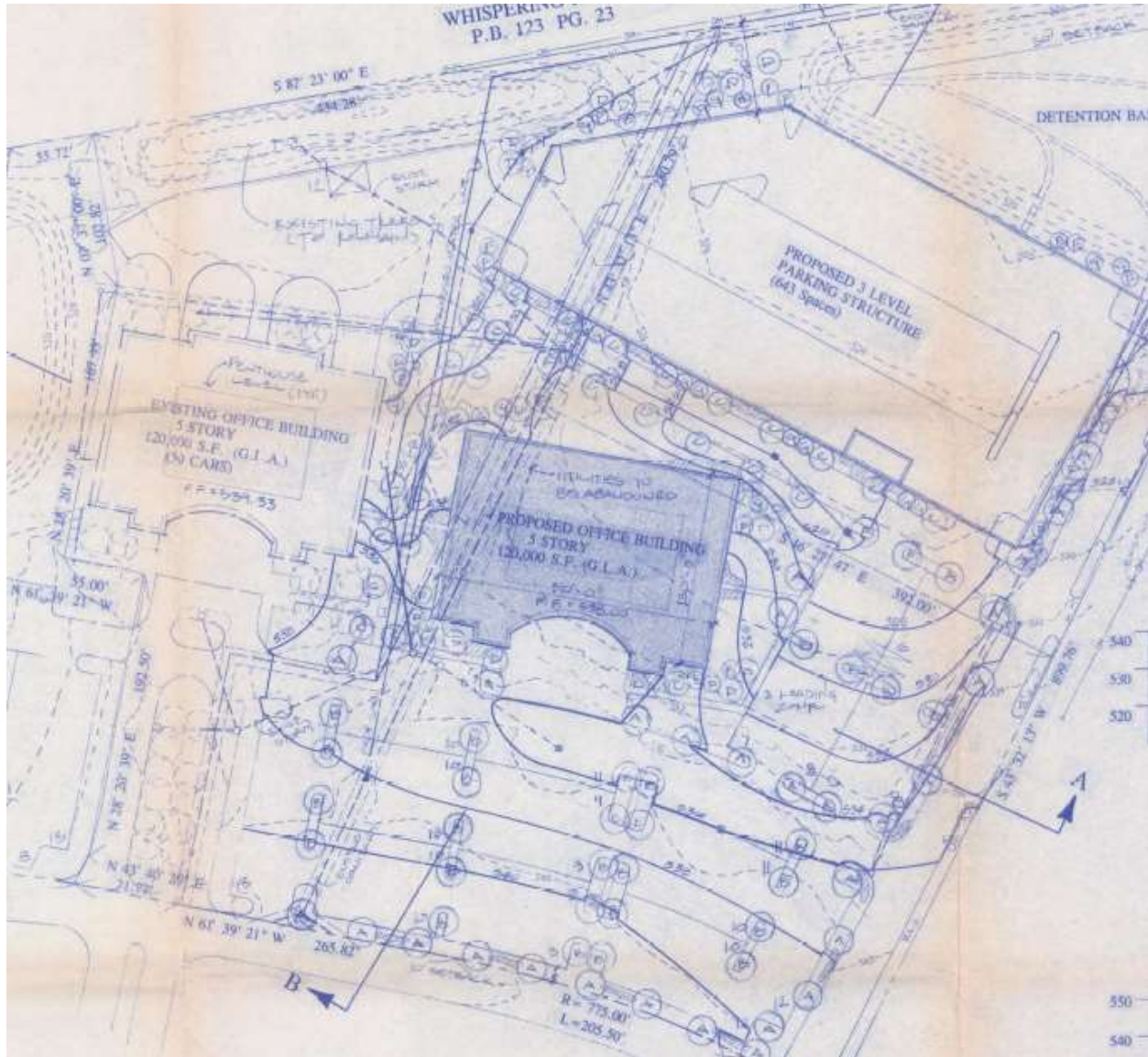


Figure 1: Close-up of the Site Development Plan from 1996

Site Concept Plan

The Applicant has submitted a new Site Concept Plan for the West Park Development to show the proposed four story, 121,771 square foot, office building and the adjusted lot, along with the other buildings within the Center.

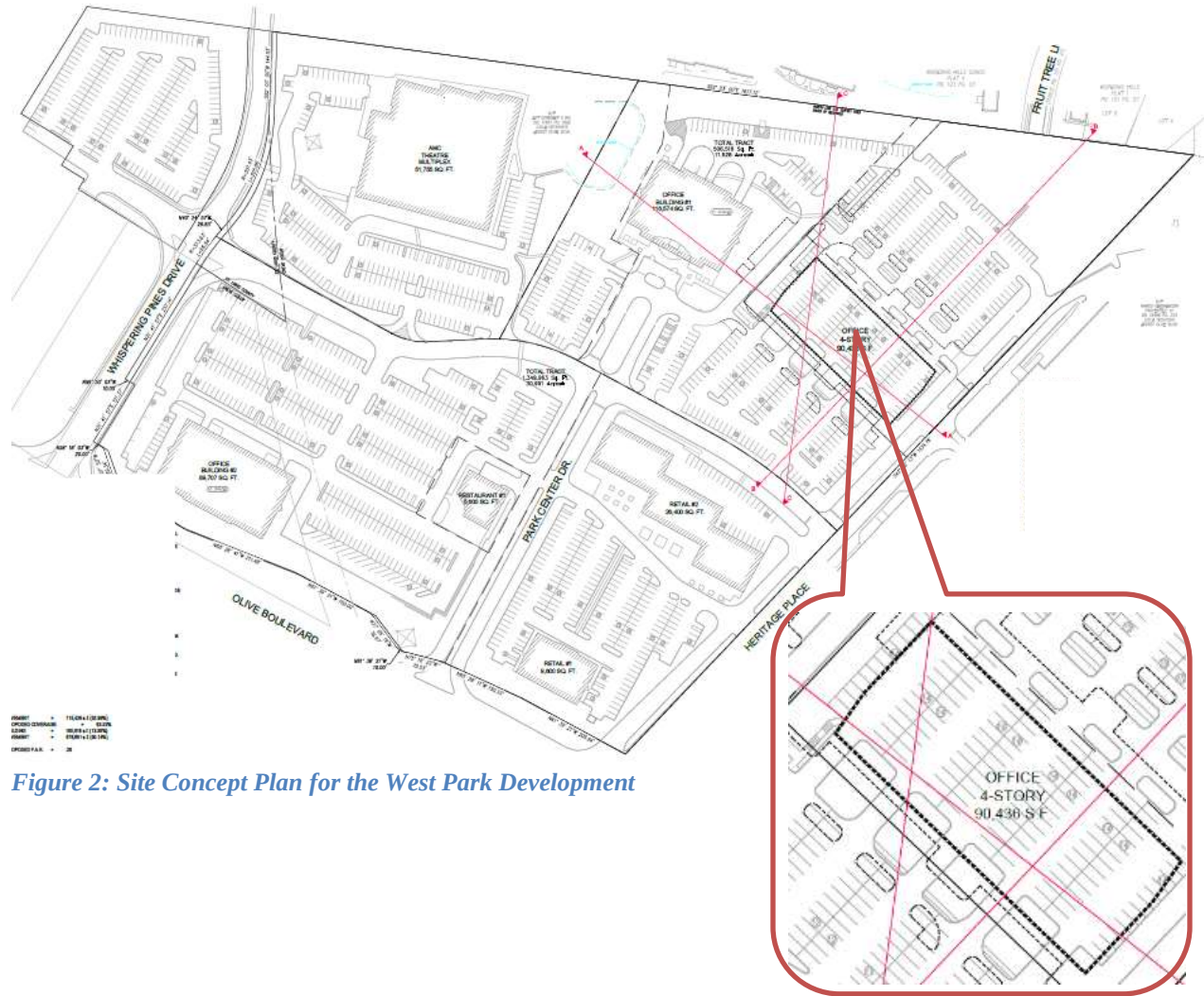


Figure 2: Site Concept Plan for the West Park Development

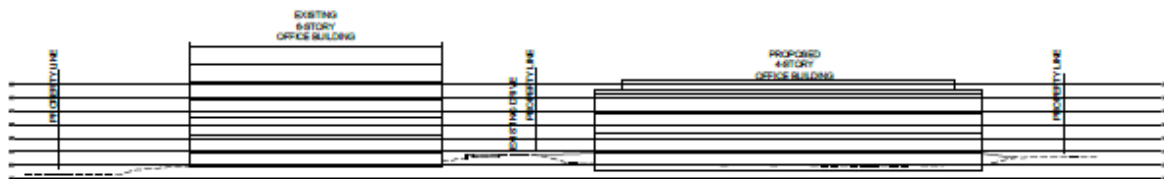


Figure 3: Cross Section A-A of the proposed building with the existing office building

The boundary adjustment will move the south property line southward to create a 5.604 acre lot for the new building. The existing lot is approximately 3.81 acres. The consolidating the lot addressed as 12649 Olive Boulevard with the modified lot at 12647 Olive Boulevard to create a lot of 6.564 acres. The total tract of both properties is 11.628 acres.

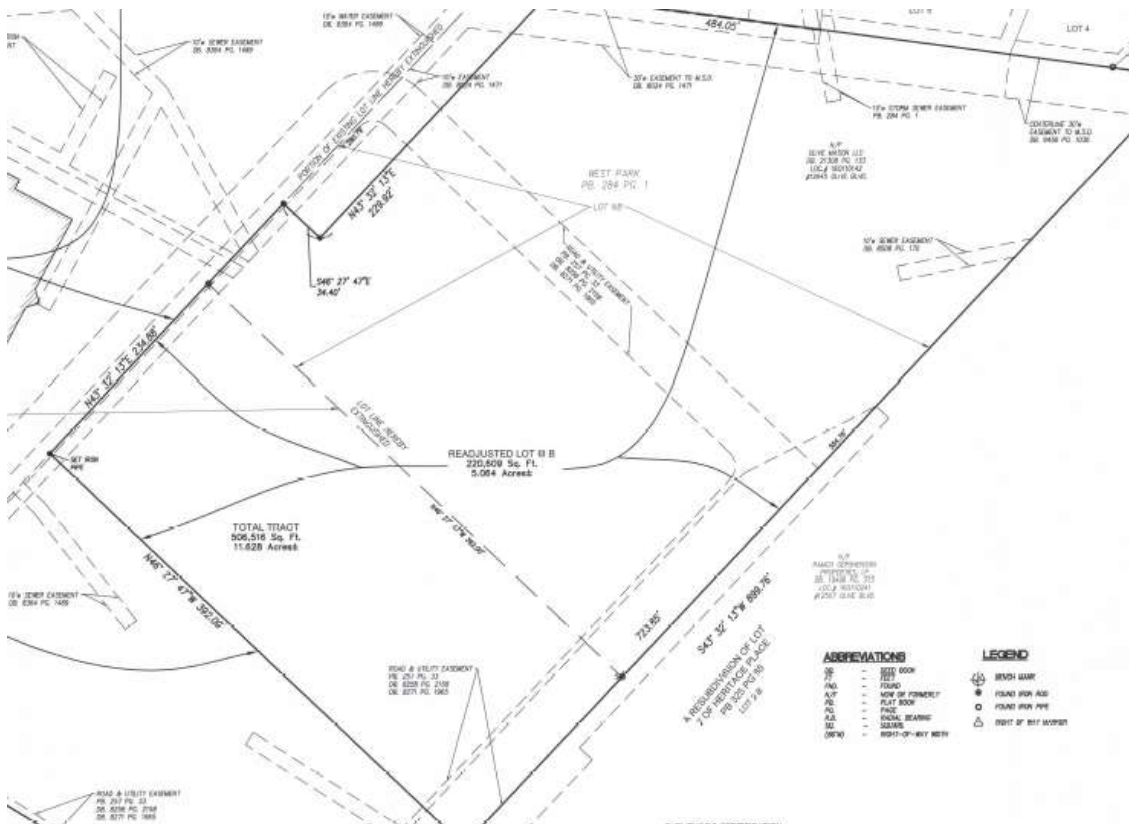


Figure 4: GIS image of the existing property at 12645 Olive Boulevard and a close-up of the proposed boundary adjustment plat.

Proposed Edge @ West Park Site Development Plan

The proposed building materials include an architectural load bearing concrete panel, with a thin brick inlay on the lower levels on the portion of the building that will be a red tone to match the existing color scheme of the adjacent buildings. The proposal includes an IPE wood finish on the inside face of the fin and underside of cornice, and accent colors in yellow and orange around the windows, and a red color on the lower level to tie the accent colors on the adjacent building in an effort to unify the proposal within the West Park development. Additionally the brick will be a similar color of the brick on the adjacent building. The roof screen metal panels will have a minimal profile that is mostly flat rather than the corrugated indicated.



Figure 5: Proposed South Elevations received May 16th with material call-outs



Figure 6: Proposed North Elevation



Figure 7: Proposed East Elevation



Figure 8: Proposed West Elevation



Figure 9: Close-up of the proposed site development plan

The Lower level includes outdoor amenities for the tenants of the building



Figure 10: Close-up of the lower level floor plan with the outdoor amenities

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Single Family and Multi-Family Residential	Unincorporated St. Louis County	N/A
South	BJC-West County Hospital	PH-Planned Hospital District	Olive Boulevard
East	Heritage Place Shopping Center	CB-Core Business District / Unincorporated St. Louis County	NA
West	Retail	St. Louis County	Whispering Pines Drive

COMPREHENSIVE PLAN REVIEW

The subject property is located in the West Olive corridor that composed of the Mixed-Use District (MU) place type that suppose large development site with central, shared-use surface parking lots; comprehensive pedestrian connections between the street, parking areas, and buildings, and plentiful outdoor public space amenities within a beautifully-landscaped site environment, as well as encourage public site amenities, including outdoor dining, plazas, fountains, bicycle parking, “parklets”, and other elements to promote district vibrancy. The proposal will in-fill an existing parking lot with a new office development within the established West Park Development that provides for cross access, shared parking, and a mix of uses. Pedestrian connections are provided to the adjacent buildings within the center. Additional amenities for the building are included such as the outdoor recreation areas on the north side of the building. Therefore, the proposal meets with the recommendations of the Comprehensive Plan.

DESIGN GUIDELINES REVIEW

The City’s Design Guidelines recommend that architectural design should be compatible with the development character of the neighborhood area. Design compatibility includes complementary building style, form, size, color and materials. Multiple building on the same site are to be designed to create a cohesive visual relationship between building and building color should reinforce the visual character of the environment of the proposed buildings, (p. 9, Relationship to Neighboring Development). While not seeking to mimic/ or replicate the design of the existing buildings, the proposed building should seek to provide for design elements that are carried over to create a cohesive design within the West Park Development. Additionally, the Design Guidelines recommend a diversity of high quality architectural design, where the priory building entrance should be clearly defined and provide a sense of entry, and should be oriented to the street. Special detail should be given to the design of buildings at street level against the use of “corporate” or franchise style. (p.8).

The Applicant has proposed the similar design for the BRDG Park/Danforth Plant Science Center, but has modified the proposal for the West Park to provide some consistency with the rest of West Park. In the effort to tie the building with the existing buildings on the campus and to distinguish it from the BRDG development, the Applicants are proposing the following:

- While used on both building, the IPE Wood under the soffit at building Fin will bring natural and warm reddish color as the red granite that has been used on adjacent buildings.
- In addition, the brick color was revised to more brown with reddish ironspot that will also look similar to the granite on the adjacent building,
- The concrete panels will be a similar light color as the existing offices buildings as well.
- As well as the use red color accent found on the window mullions and the pillars on the existing building, to be on ground level mullion extensions, to bring a cohesive design between the buildings.
- Roof screen metal panel will be proposed with minimal profile and a dark black color to match the proposed fin profile on the building.

Staff finds that the existing buildings reflect the design trends at the time, while the more modern design of the proposed building would add greater interest to the area, while at the same time provide for details that are carried over to create a cohesive design.

Additionally, the Design Guidelines state that building equipment and utilities are to be located, designed, and/or screened to minimize visual impact on public streets, surface parking lots and neighboring properties. In large commercial developments, service and loading areas should be separated from main circulation and parking areas and away from public streets. (Ch. 2, F. Building Services, p. 10). Also, accessory buildings or facilities such as trash enclosures, as well as retaining walls are to be designed to directly relate in material, character and detail to the primary building(s) on the site. [Ch. 3, E. Accessory Buildings and Facilities, p. 14, and Ch.5/F. Screening (Fences and Walls), p. 18.]

The Applicant has appropriately placed the loading areas to comply with these recommendations. They will also be completing some parking improvements on the adjacent property that will have a retaining wall. Details of these have not been submitted, however they have indicated that they will utilize the same material and color as the other retaining walls behind the retail center at West Park. Staff has included a condition of approval that the retaining walls and trash enclosures be of a material consistent with the existing similar elements in West Park Development.



Figure 11: Close-up of the SDP showing the modular block walls on the west side of the building and on the adjacent property.



Figure 12: Google Image of the retaining wall to the south of the proposed development behind the retail center.

Landscaping

The City's Design Guidelines strongly encourage high quality landscaping that accentuates the building and site, softens the effects of parking area and enhances the quality of life of the City. All landscape plans should exhibit a clear design concept. The building should be incorporated into the landscape design. Landscaping is more than an arrangement of plant material with irrigation. Spatial organization, incorporation of site elements, and relationship to building area should be considered. Further that the sale and nature of the landscape materials are to be appropriate to the site and/or the structure. Large-scale landscaping generally should complete large-scale buildings. (Chapter 4/Landscape Design).

Based on Staff's request, the Applicant's pushed the building back 4.5 feet to provide for additional landscaping adjacent to the building to meet with is recommendation and to soften the building, as well as to create greater design cohesion with the other buildings within the center that provides for large areas of landscaping to the front of the building, as well as the landscaping around the out-door amenities on the north side of the building. However a revised landscape plan was not submitted to show new plantings adjacent to the building on the front. Staff has included a condition of approval that the final landscape plan shall be revised to included additional plantings adjacent to the building that meet with the recommendations of the Design Guidelines, that include upright planting to soften to scale of the building. The landscape plan submitted on May 10th, indicates that the parking lot trees includes a variety of trees that are more in line with current landscaping design and sustainable practices, where the existing trees elsewhere on the West Park site are a Bradford Pear, which is considered no longer desirable. The proposal includes five main varieties of trees to provide a diversity of tree type with varying fall color, canopy type and form, and where a majority of the trees and shrubs are native to the region. Additional evergreens have been provided along the north within the pre-existing buffer area. With the exception of the missing plantings at the front of the building, Staff finds that the overall proposal is in keeping with the landscaping recommendations and the Design Guidelines. Staff has included a recommendation that should any of the other trees and landscaping need to be replaced, that the replacement of any plant material and design should be consistent with this new Landscape plan to create a consistent design.

ZONING REVIEW

Per the stated purpose in Section 405.370, the "CB" Core Business District is intended by site concept and site development plan approval (see Section 405.1080) to guide and control private development and redevelopment of the major business districts of the City of Creve Coeur in coordination with related public improvements and services. Specifically, the district is intended to:

1. Relate the development of retail, office and multi-family residential uses servicing both a City-wide and sub regional service area to an adopted development plan for the major business areas including land use, phasing and public improvement elements.
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specific information on the building's use, bulk, and placement. The site concept plan review is limited to the review of the location and general size of buildings on the site, land use, access, coverage of buildings and parking areas, topography and drainage.

The Applicant's Site Concept Plan includes a breakdown of the existing, and proposed site development plans. As stated above the overall site coverage is pre-existing, non-conforming at 63.76%, where the maximum site coverage is 63%, with bonus options up to 70%. The proposed new office building will decrease the overall site coverage to 63.52%. The building is largely consistent in regards to the location with the prior 1997 Site Development Plan.

The bulk building regulations under Section 405.370(E)(3) Maximum Structure Height states that "Developments on lots of three (3) or more acres shall have no height limitations, provided that buildings exceeding six (6) stories or ninety (90) feet in height receive a conditional use permit in accordance with Section 405.1070. In addition, non-residential development adjacent to any single-family residential zoning district shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located forty-five (45) feet above grade and one hundred (100) feet from the property line on the non-residential site and will have a slope of thirty degrees (30°) rising towards the center of the site. No portion of the building or structure shall penetrate this sky exposure plane"

The proposed building has four floors on the north elevation and, three floors on the south, and approximately 70 feet in total height to the top of the rooftop screening. The gross floor area is 121,771 square feet, where the useable space, excluding common areas, hallways, etc. is 90,436. The property to the north is in unincorporated St. Louis County and includes multi-family and single family residential. The Applicant has provided a cross section of the building showing that it will meet with the sky exposure plane.

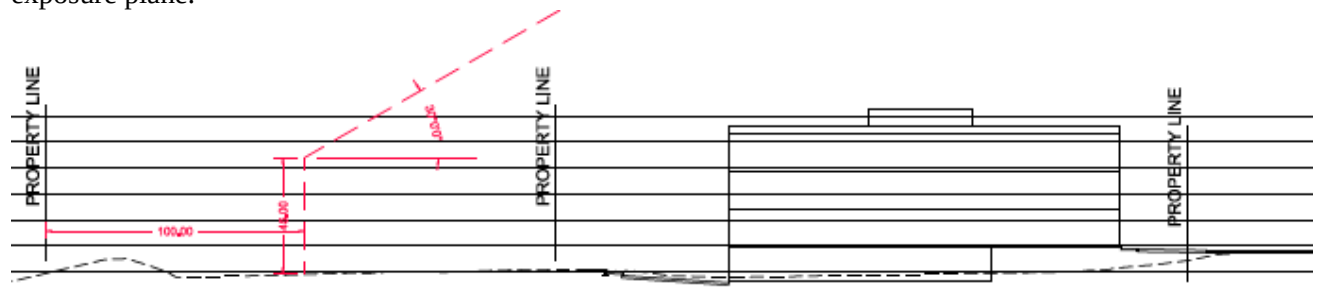


Figure 13: Close-up of Cross Section C-C showing the sky exposure plane.

The setback as required under Section 405.370(E)(4)(a)(2) Maximum front yard for parcels fronting Olive Boulevard. A building or structure shall be located a maximum of eighty (80) feet from established right-of-way. The provisions of Section 405.240 shall prevail if they are stricter than the requirements of this district. In every instance, the first ten (10) feet of the front yard setback from the right-of-way, excluding building placement, shall be provided with and maintained with sidewalks, unless improved sidewalks exist in the abutting public right-of-way, and with landscaping including, but not limited to, deciduous street trees at regular intervals. However, as this is a pre-existing lot, and within the overall West Park Development that is accessed through internal drives, such standard does not apply in this instance. The building is 20.08 feet from the property line, and 196 feet from the internal cross access drive.

The minimum side and rear yard is 10 feet, where the building is 76.0 feet from the east property line and 39.16 feet to the adjusted west property line.

Section 405.370(E)(4)(d) *Buffer yards* requires that any non-residential development any non-residential development abutting a single-family residential zoning district shall provide a buffer yard of fifty (50) feet on all sides that abut or adjoin the single-family district. The setback for non-residential buildings exceeding three (3) stories or forty-five (45) feet in height shall be increased to two hundred (200) feet.

An additional two (2) feet of buffer yard shall be provided for every foot of building height exceeding forty-five (45) feet. The buffer area resulting from these setback requirements 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.

The existing site has a pre-existing, non-conforming surface parking lot that will largely remain unchanged, with the stormwater basin between the parking lot and the north property line adjacent to residents. The setback of the existing parking lot at the northeast corner to the property line is approximately 260 feet. At the midpoint of the parking lot to the property line where the adjacent residences transitions to a multi-family development, is approximately 149 feet at the mid-point of the road. The boundary adjustment will move the building further from the residents. The existing landscaping provides for a thick screening along the property line, and the proposed landscape plan includes additional evergreens and deciduous trees. With these consideration in mind, Staff finds that the new building will be appropriately screened from residents to the north.



Figure 14: Close-up of the existing parking lot and the distance to the adjacent residents in Unincorporated St. Louis County.



In addition to the landscaping discussion above, Section 405.540 Landscaping requires that in addition to any landscaped front, back or side yard areas required by this or any other Section, a minimum of ten square feet of interior landscaped area shall be provided within the parking lot for each 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. Additionally, a minimum of 1 street tree every lineal feet, and one deciduous shade tree for each separated interior landscaped area, with a minimum of two trees for every 100 lineal feet for each parking row. As discussed above the proposal meets with the Zoning requirements for the Code, without accounting for the additional five foot landscape area adjacent to the front of the building that was provided for in the revised drawings emailed on May 16th. The interior landscaped area provided is 13,085 square feet, where 3,290 square feet is the minimum required. 46 deciduous shade trees are required and provided (in addition to the 20 existing trees)

The Applicant submitted a photometric plan indicating that lighting will not be cast upon adjacent property or public right-of-way in compliance with Section 405.680. The Applicant has indicated that the light fixture is a GLEON LED style fixture that meets with the Zoning Code requirements for being down cast. A color of the fixture was not indicated. The cut-sheet indicates that the standard housing colors include black, bronze, grey, white, dark platinum and graphite metallic, as well as custom color matches available. The existing parking lot lighting is a red fixture type. Staff recommends that the Applicant utilize the same red tone color as already found on the throughout the campus to create a more cohesive design, or other coordinating color so that should the remaining center switch to LED that they utilize the same style and color.



**GLEON
GALLEON LED**



Figure 16: Proposed Gleon Parking Lot Light Fixture, and a google image of the existing light fixtures on the campus.

Parking

Section 405.820(A)(1) of the Required Off-Street Parking Spaces, allows for office developments (including general offices, banks and savings and loans and other finance-related services and medical and dental offices), the gross leasable floor area shall be interpreted as eighty-five percent (85%) of the gross floor area of the entire building. Section 405.820(B)(4) states that general offices including professional, governmental or institutional except as specifically enumerated in this Article: For buildings less than fifteen thousand (15,000) square feet, four (4) stalls per one thousand (1,000) square feet of gross leasable floor area. For buildings greater than fifteen thousand (15,000) square feet, three and three-tenths (3.3) stalls per one thousand (1,000) square feet of gross leasable floor area. The gross floor area of the proposed building is 90,436 square feet. The Applicant's Site Concept Plan includes a parking table for the entire West Park Development. The West Park Development has an agreement that all parking is to be shared. With the proposed new development the total parking provided is 1,661 spaces.

However, the parking for the AMC Theater is incorrect, in 2012, the conditional use permit for the theater was revised to include the full service dining. A hybrid of the theater seating and restaurant seating was approved, as these functions overlap and thus the calculations of the parking needed for both restaurant and theatre seating does not represent an accurate accounting for the proposed concept. The applicant has indicated that the number of employees working during its peak shift will be 60 people, which is not accounted for in the theater requirement and grossly overestimated by the restaurant requirement. Therefore, the parking required is based on a hybrid of the seating and number of employees, for the movie theater in the revised ordinance was 1 space for every 3 seats; and 1 space for each employee at time of busiest shift. Thus the total number of parking spaces required is 412 spaces for the theater, instead of the 245 indicated in the table. Further, shopping centers designed for restaurant, retail uses and personal service establishments shall provide the combined total parking spaces for each use, less a fifteen percent (15%) reduction in the total number of parking spaces required. Below is the parking table from the Anis Indian Restaurant amended CUP request from 2015, along with the additional building information for the entire West Park Development

Tenant	Use	Size (sq.ft.)	Parking Regulations	# of spaces
Cobalt Smoke & Sea (former Gas House Grill)	restaurant	3,281(+144 indoor seats + 32 outdoor seats)	1 per 3 seats in C.U.P. + 1/250 sf + 1 per 8 patio seats	66
Anis Indian Restaurant	restaurant	2,368+ new 1,865= 4,233(+113 indoor seats, 24 outdoor seats)	1 per 3 seats in C.U.P. + 1/250 sf + 1 per 8 patio seats	58
QT Care	medical	1,450	4/1000	6
West Park Cleaners	retail	1,500	4/1000	6
Studio Branca	retail	5,578	4/1000	23
Painting with a Twist	retail	1,922	4/1000	8
Functional Elements	Fitness Studio	1,840	4/1000	8
Pastries of Denmark	retail	2,315 (+47 indoor seats + 24 outdoor seats)	1 per 3 seats in C.U.P. + 1/250 sf + 1 per 8 patio seats	28
Dental Office	medical	1,618	4/1000	7
Dyson	retail	1,791	4/1000	8
Total Building:		22,247	Total	218
			15% Reduction	-32.7
			Subtotal Required:	186

Tenant	Use	Size (sq.ft.)	Parking Regulations	# of spaces
Office Building 1	Office	116,574	3.33 spaces per 1000 sq. ft. > 15,000 sq. ft. Bldg	327
Office Building 2	Office	89,707	3.33 spaces per 1000 sq. ft. > 15,000 sq. ft. Bldg	254
Advantage Vision at 12601 Olive	Medical/Office	8,400	4/1000	29
Buffalo Wild Wings*	Restaurant	5,600 (+190 indoor and 80 seats)	1 per 3 seats in C.U.P. + 1/250 sf + 1 per 8 patio seats	97
AMC Dine-In Theater	Movie Theater	55,000 square foot, 16 screen theater, 1035 seats	1 per 3 seats; and 1 space for each employee at time of busiest shift	412
Proposed Office Building	Office	90,438	3.33 spaces per 1000 sq. ft. > 15,000 sq. ft. Bldg	256
			Total Required:	1561

* Original and Amended CUP issued for the Buffalo Wild Wings are prior to 2000 and did not include seating count. At that time restaurant parking was based square on footage of the space at 1 per 50 square feet of floor area plus 1 space per 8 outdoor seats. The number provided here is based upon information from the Buffalo Wild Wings accounting of seats.

The West Park Center has an agreement that all of the parking is shared throughout the center, and open and available in the evening hours. However, this has not been reviewed or recorded by the City Attorney, as it was completed in 1996 when such review was not required. If the agreement is taken into consideration the parking for the theater may be reduced by 50% from 412 to 206, then the surplus of parking increases to 306 spaces. Additional surplus could be accounted for the evening restaurant uses, as well. Therefore, staff does not anticipate a parking issue with this development.

CONCLUSION AND RECOMMENDED CONDITIONS OF APPROVAL

With a few minor exceptions Staff finds that the proposal meet with the recommendations of the Comprehensive Plan and the Zoning Ordinance. Staff has provided the following conditions of approval for the site development plan below:

1. The Applicant shall submit Grading Plans, showing all exterior improvements, for all new construction to the Division of Planning for review, as required by Section 410.380 of the Subdivision and Land Development Regulations (Subdivision Code). The Grading Plans shall be in substantial conformance with the "Site Development Plans," and the Landscape Plan received May 10, 2019, and the drawings emailed on May 16, 2019 as bound together and submitted in conjunction with Application #19-018 by Stock and Associates, except as modified below.
2. 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 Elevations emailed on May 16th, and received May 17, 2019, as bound together and submitted in conjunction with Application #19-019 by Stock and Associates.
3. Landscape plans shall be revised to provide additional plantings adjacent to the building to meet with the recommendation of the Design Guidelines and as discussed in this Staff Report for the Zoning Administrator's approval.
4. Any future plantings for the West Park Development shall utilize the similar deciduous trees and native plant material and to bring the overall site further into compliance with the recommendations of the Design Guidelines.
5. An underground irrigation system shall be installed as required under Section 405.540(10). All landscaping shall be maintained per the approved Landscape Plan and any vegetation that is totally or predominantly dead and/or disfigured due to disease or injury shall be replaced as needed and in a prompt and workmanlike manner as dictated by accepted horticultural standards.
6. The retaining walls shall be a similar color to that found within the West Park Development for the Zoning Administrator's approval. Any safety barrier fencing at the top of the retaining walls shall be a maximum four-foot tall open slatted, black, wrought iron style fence/safety barrier to meet with Building Code requirements.
7. All lighting shall be installed to be in conformance with Section 405.680, Lighting, of the Zoning Ordinance. The light fixtures shall be a similar color as the existing red fixtures or coordinating color on the campus, as discussed in the Staff Report to create a cohesive design for the entire development.
8. All internal sidewalks shall comply with Section 405.730 of the City's Zoning Ordinance.
9. Accessory structures such as trash enclosures and fencing and similar site elements are to be compatible with the architecture of the main buildings and should use similar materials, and as discussed in the Staff Report for this proposal, subject to the Zoning Administrator's approval.
10. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code.
11. 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.
12. A site development plan granted by the City Council shall be valid only for a period of one year from the date it grants approval thereof, unless within such period: (1) a building permit is obtained and construction is begun and pursued to completion; 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 permit is scheduled to expire.

ACTION AND MOTION

The proposal will require three different motions for approval; one for the site concept plan for the West Park Development; the boundary adjustment plat; and, the site development plan approval for the Edge @ West Park Office Building. Action by the City Council is not required. The following are examples of motions for this application, in the appropriate order:

“I move to approve Application #19-018 for Site Concept Plan for the West Park Development.”;

“I move to approve Application #19-018 for a boundary adjustment of lots 12645 and 12647 Olive Boulevard within the West Park Development, subject to the condition that that a final drawing be prepared for review by staff and signature and recording.” (Conditions may be added, eliminated, or modified by preceding motion);

And,

“I move to approve the site development plan for the 121,771 square foot office building within the West Park Development at 12645 Olive Boulevard, as submitted with Application #19-018 subject to the conditions contained in the staf report for the meeting of May 20, 2019” (conditions may be added, eliminated, or modified by preceding motion).

APPENDIX 1: COMPREHENSIVE PLAN

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

APPENDIX 2: ZONING CODE (CHAPTER 405 OF THE CREVE COEUR MUNICIPAL CODE)

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

APPENDIX 4: SITE PHOTOGRAPHS

Date: 5/17/2019



Description: View of the existing parking lot at the approximate location of the proposed building looking north.



Description: View looking south from the back of the existing parking lot.



Description: View looking east from the back of the existing parking lot at the existing detention basin and landscaping.

	Description: View looking south at the retailing walls behind the retail building. The proposed new retaining walls will match these.
	Description: Description: View of the adjacent office building at 12647 Olive Boulevard. The red tones in the columns, brick, and mullions in the widows will be carried over to the proposed building in the effort to create some consistency within the campus.
	Description: View looking southwest at the office building at 12655 Olive Boulevard. The red tones in the columns, brick, and mullions in the widows will be carried over to the proposed building in the effort to create some consistency within the campus.



city of CREVE COEUR

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

APPLICATION TO PLANNING AND ZONING COMMISSION #20-014 FOR SITE DEVELOPMENT PLAN FOR A DETACHED ACCESSORY STRUCTURE FOR AN OUTDOOR PAVILION THAT INCLUDES AN OUTDOOR CHIMNEY THAT HAS A TOTAL HEIGHT OF 14.5 FEET FOR THE PROPERTY AT 237 RUNNYMEDE DRIVE

FOR THE MEETING OF: **Monday, June 15, 2020, 6:30 PM**

SUBJECT PROPERTY LOCATION: 237 Runnymede Dr., Zoned A Single Family Residential

REQUEST: Jim Gueck, homeowner of 237 Runnymede Drive, has submitted an application for a minor site plan for the approval of an outdoor pavilion with a chimney that has a total height of 14.5 feet located behind the home and the existing pool.

ADDITIONAL INFORMATION: Section 405.460(C)(5) states that detached accessory structures in any residential district shall not exceed twelve (12) feet in height. Section 405.620(A)(2) provides that the height limitations stipulated in the applicable districts shall not apply to chimneys, provided that such structures are approved by the Planning and Zoning Commission in accordance with the provisions for site development plan approval in Section 405.1080. City Council action is not required.

Key Issues:

- Does the request integrate with the existing surrounding uses?
- Does the request further or implement the goals of the Comprehensive Plan?
- Is the request consistent with the Design Guidelines?

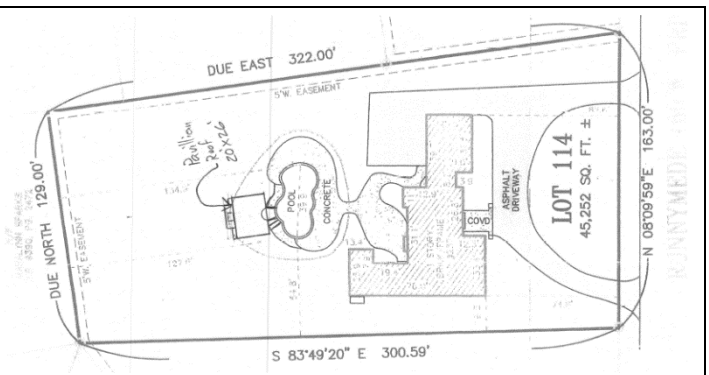
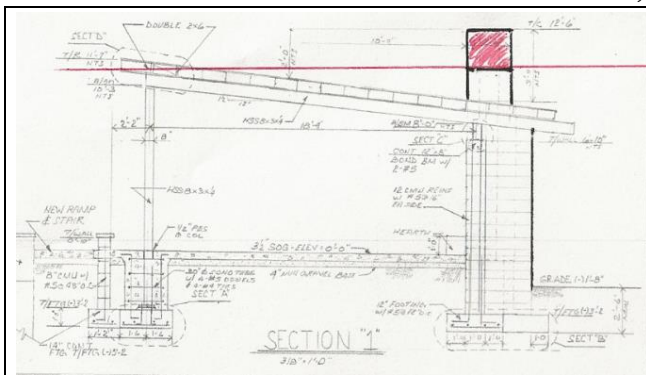
Comprehensive Plan References

- Estate Neighborhood 2 (ER-2)

Zoning Code References

- Section 405.250: "A" Single-Family Residential District
- Section 405.460: Accessory Uses and Structures
- 405.620: Height Exceptions and Limitations
- Section 405.1080 Site Concept, Site Development and Minor Site Plan Approval

APPLICANT/PROPERTY OWNER: Jim Gueck
327 Runnymede Drive
Creve Coeur, MO 63141



REPORT PREPARED BY: Whitney Kelly, AICP, City Planner
DATE: 6/8/2020
ATTACHMENTS: Applicants Materials

PROPOSAL

The Applicant is seeking to place an outdoor pavilion with chimney adjacent to the pool that would have an overall height of 14.5 feet. Detached accessory structures are limited to 12 feet in height. Building height is measured to the mean height level between eaves and ridge of a gable, hip, or gambrel roof from the existing grade prior to the commencement of any construction. Building code requires that chimneys shall extend at least 2 feet higher than any portion of a building within 10 feet but shall not be less than 3 feet above the highest point where the chimney passes through the roof.

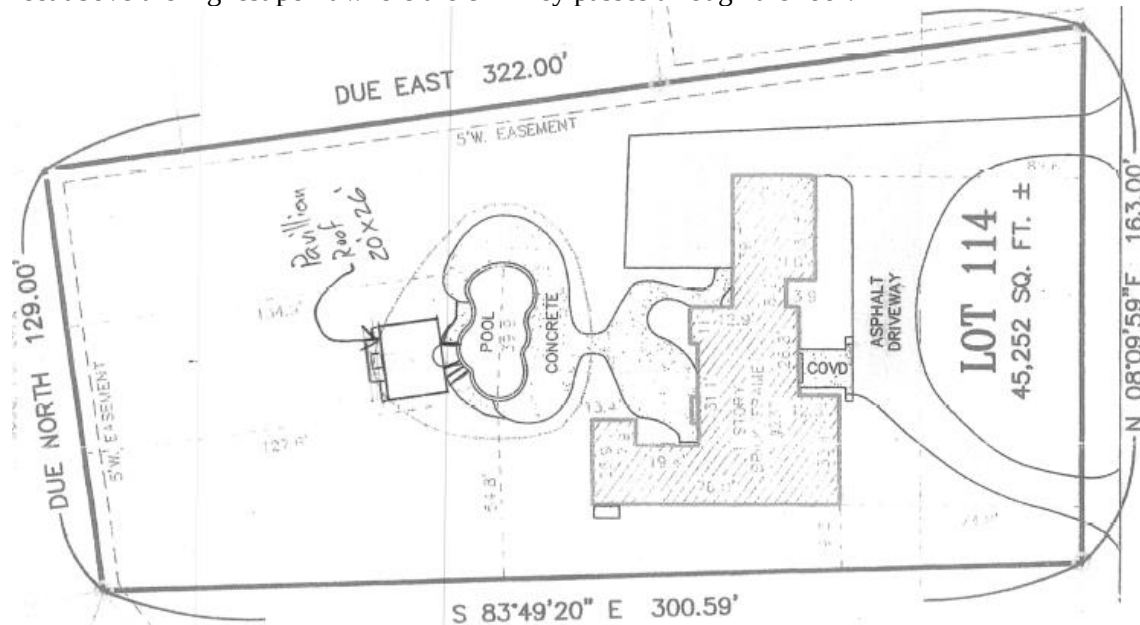


Figure 1: Close-up of the site plan

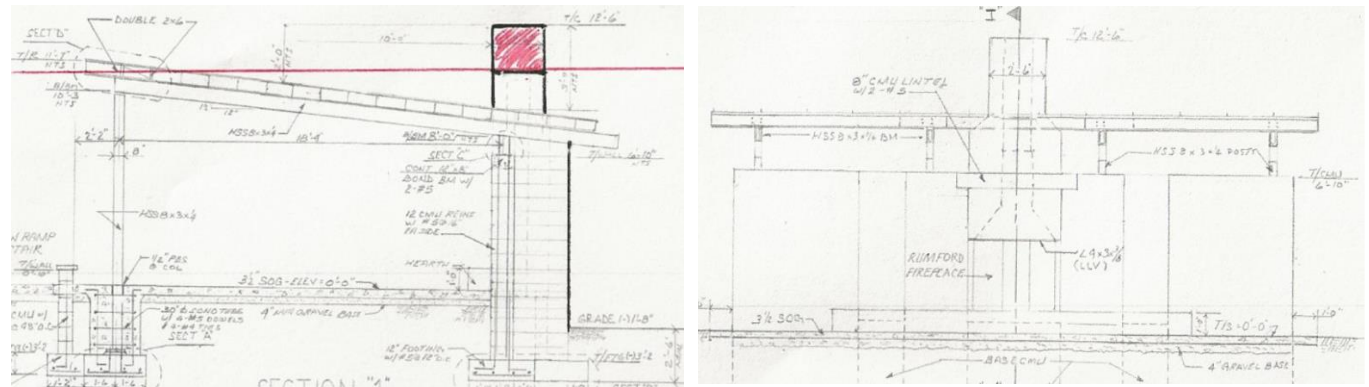


Figure 2: Close-up of the front and side elevation of the proposed pavilion



Figure 3: Applicant's photos of the model for the pavilion

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Residential	A Single Family Residential	NA
South	Residential	A Single Family Residential	NA
East	Residential	A Single Family Residential	Runnymede Drive
West	Residential	A Single Family Residential	NA

ANALYSIS

The property is located within the Estate Neighborhood 2(ER-2) of the *Creve Coeur 2030 Plan* that has a vision of large lots with stately homes in a park-like setting. Homes should be architecturally harmonious, located to provide large front lawns and preserve existing trees, and built to a consistent setback from the street (p. 67). Individual lot standards include recommendations on site coverage, building height, and stormwater and runoff mitigation that are consistent with the zoning regulations, and therefore does not provide much direction for the proposal. The City's Design Guidelines provides that accessory buildings are to be designed to directly relate in material, character and detail to the primary building on the site, and that buildings are to be compatibility includes complementary building style, form, size, color, and materials. The proposed pavilion is appropriately sited behind the residence.

ZONING REVIEW

The subject property is located within the A Single-Family Residential Zoning District, that has a maximum site coverage of 25%. Site Coverage is defined under Section 405.120 as:

SITE COVERAGE, RESIDENTIAL

The area of a residential lot covered by impermeable surfaces including, but not limited to, the main building, accessory buildings, patios and driveways, but not including landscaped areas, swimming pools, spas, or sidewalks or pool decks of four (4) feet or less in width around the perimeter of the pool. Areas improved with permeable concrete, asphalt or pavers shall be counted at fifty percent (50%) of their area in calculating site coverage for a residential lot and shall be maintained per manufacturer requirements.

It should be noted that the survey submitted by the Applicant indicates an existing site coverage of 30%. The Applicant has indicated that he would convert some of their existing driveway with permeable pavers. Therefore, Staff has included a condition that the site coverage should be brought into compliance with the zoning regulation for the A-single family district, per the definition above.

Section 405.460(C)(5) states that detached accessory structures in any residential district shall not exceed twelve (12) feet in height. Section 405.620(A)(2) provides that the height limitations stipulated in the applicable districts shall not apply to chimneys, provided that such structures are approved by the Planning and Zoning Commission in accordance with the provisions for site development plan approval in Section 405.1080. The Commission should hear from the Applicant on the overall design of the proposal, and whether or not the overall height is in keeping with the surrounding neighborhood, or if the overall pavilion roof height could be reduced to 10 feet or redesigned, which would allow for the height of the chimney to be under 12 feet, in keeping with the zoning regulations.

CONCLUSION AND ACTION

If the members of the Planning Commission find the applicant's reasons for the height and design sufficient, they can approve it as proposed. If the Commission wishes to reduce the height to be within the maximum of 12 feet, discussion with the Applicant and a revised motion would be necessary. The motion for the pavilion as shown in the enclosed site plan will be in the form of approval, approval with conditions, or deferral. City Council action is not required. Below are the recommended conditions of approval

1. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code for the proposed pavilion and chimney in substantial conformance with the drawings as bound together and submitted in conjunction with Application #20-014 submitted by the property owner.
2. The Applicant is required to submit a Site Improvement Permit application, showing all exterior improvements, as required by Section 420.070 of the Land Disturbance Code. The permit application shall be in substantial conformance with the drawings as bound together and submitted in conjunction with Application #20-014 submitted by the property owner.
3. The maximum site coverage shall be reduced to 25 percent for staff review and approval..

MOTION

The following is an example motion for this application:

“I move to approve the site plan for an outdoor pavilion with a chimney that has a total height of 14.5 feet subject to the conditions within the Staff Report for the property addressed as 237 Runnymede Drive as discussed on Application #20-014 for the June 15, 2020 Planning and Zoning Commission meeting, provided” (Modification or revisions may be included by preceding motion).

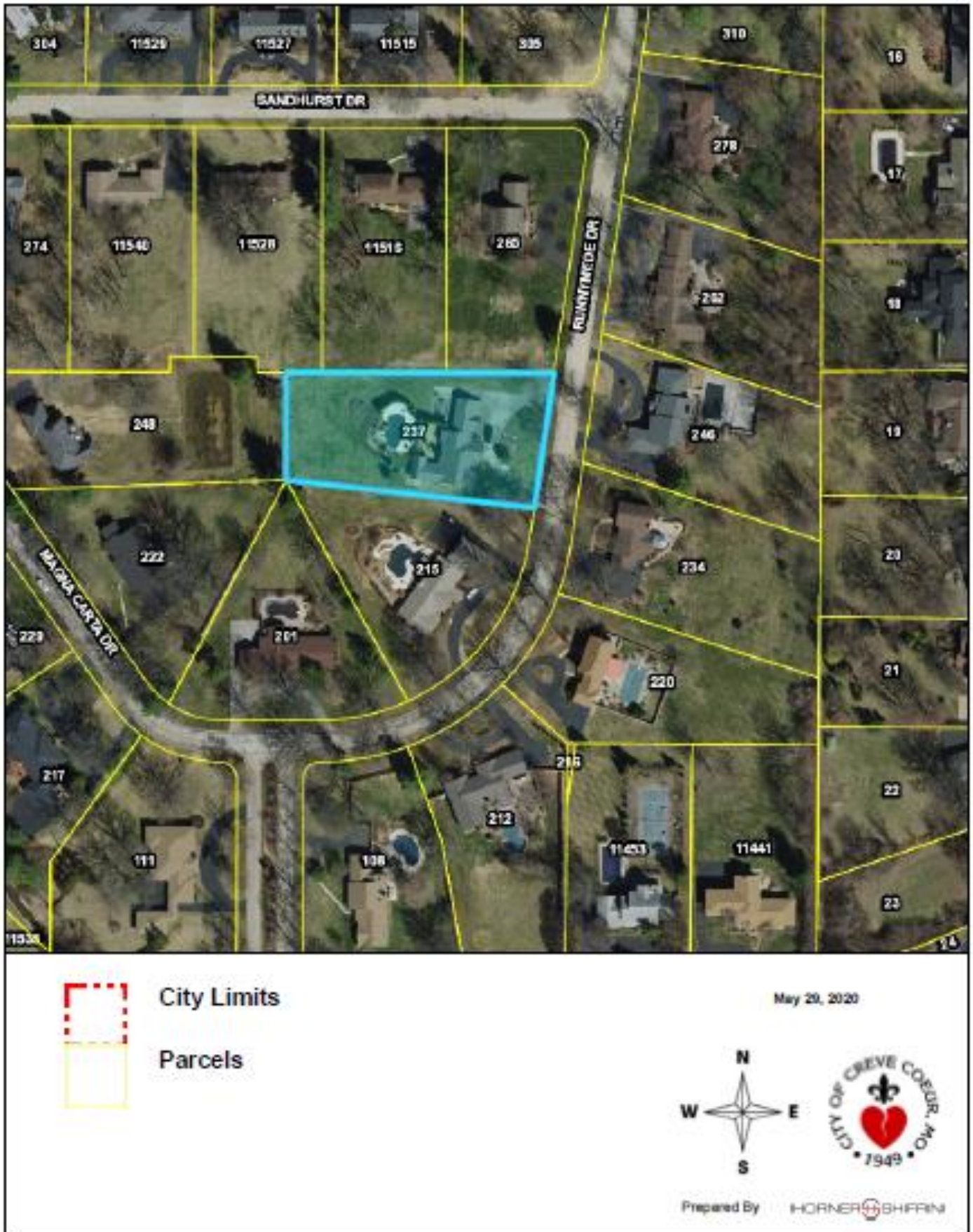
APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES

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



GENERAL NOTES
Based on the following Codes:
2009 International Residential Code (IRC)
ASCE 7-10
ANY LOCAL CODES TO SUPERSEDE NOTES

GENERAL DATA:

- Do not scale drawings. Use written dimensions.
- Prior to beginning work General Contractor shall review all drawings and site conditions and notify the owner of any inconsistencies.

GRADES:

- Finished grades shall slope away from foundations walls a min. of 1" per foot for a min. of 8' or to a swale.
- Backfill shall be free of debris and large rocks.

FOOTINGS:

- The bottom of all footings shall be a min. of 2'-6" below finished grade. Step footings where required.
- Column footings shall be 36"x36" x12" (See foundation plan Sheet 1. Reinforce as shown.)

CONCRETE:

- Minimum thickness of patio slab shall be 3 3/4". Slab shall be placed over a min. of 4" base course or crushed stone. Reinforce with WF 6x6x2.9x2.9.
- Minimum compressive force strength shall be 3500 psi.
- All concrete shall be air entrainment.
- Reinforcing shall be Grade 60ksi.

MASONRY:

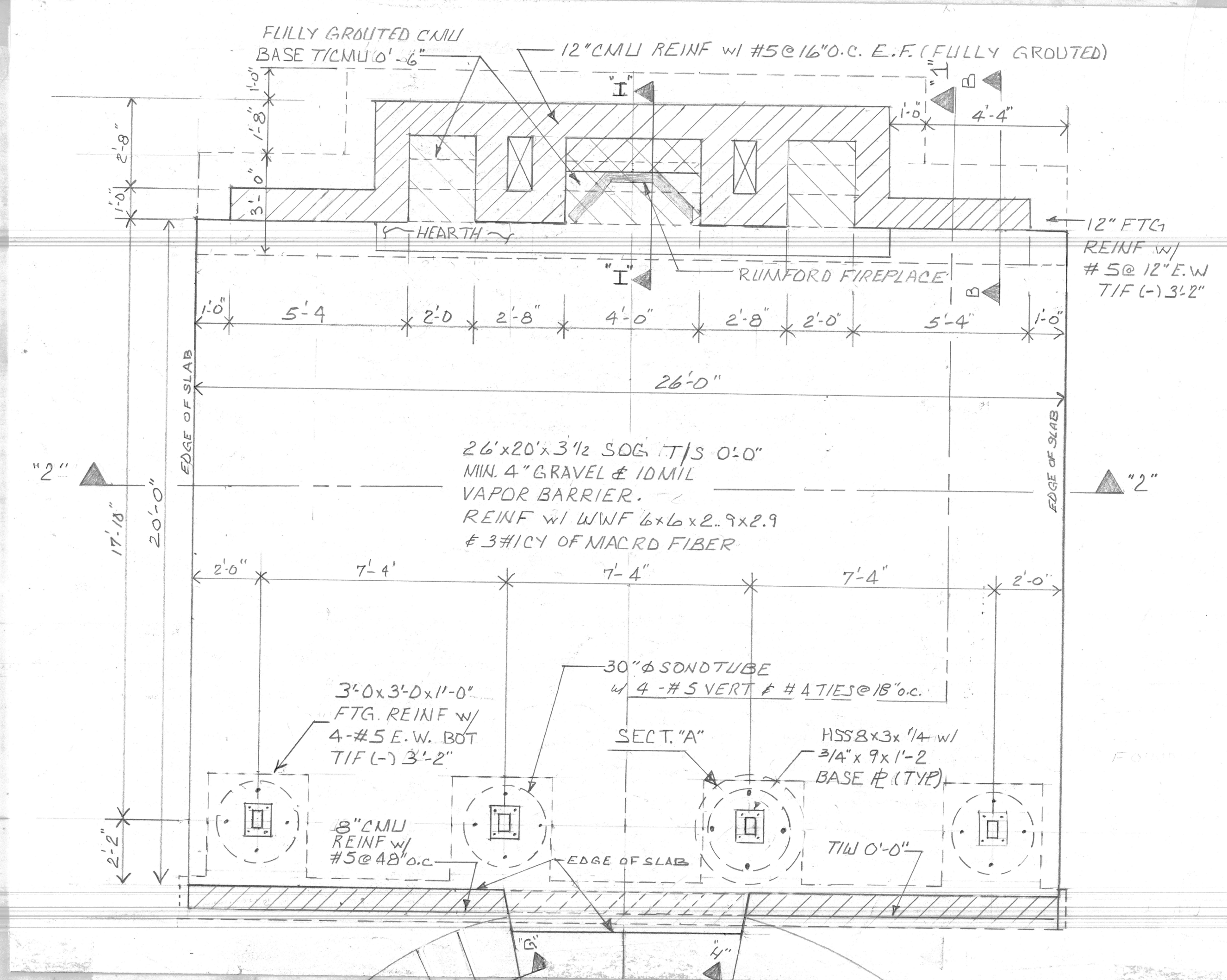
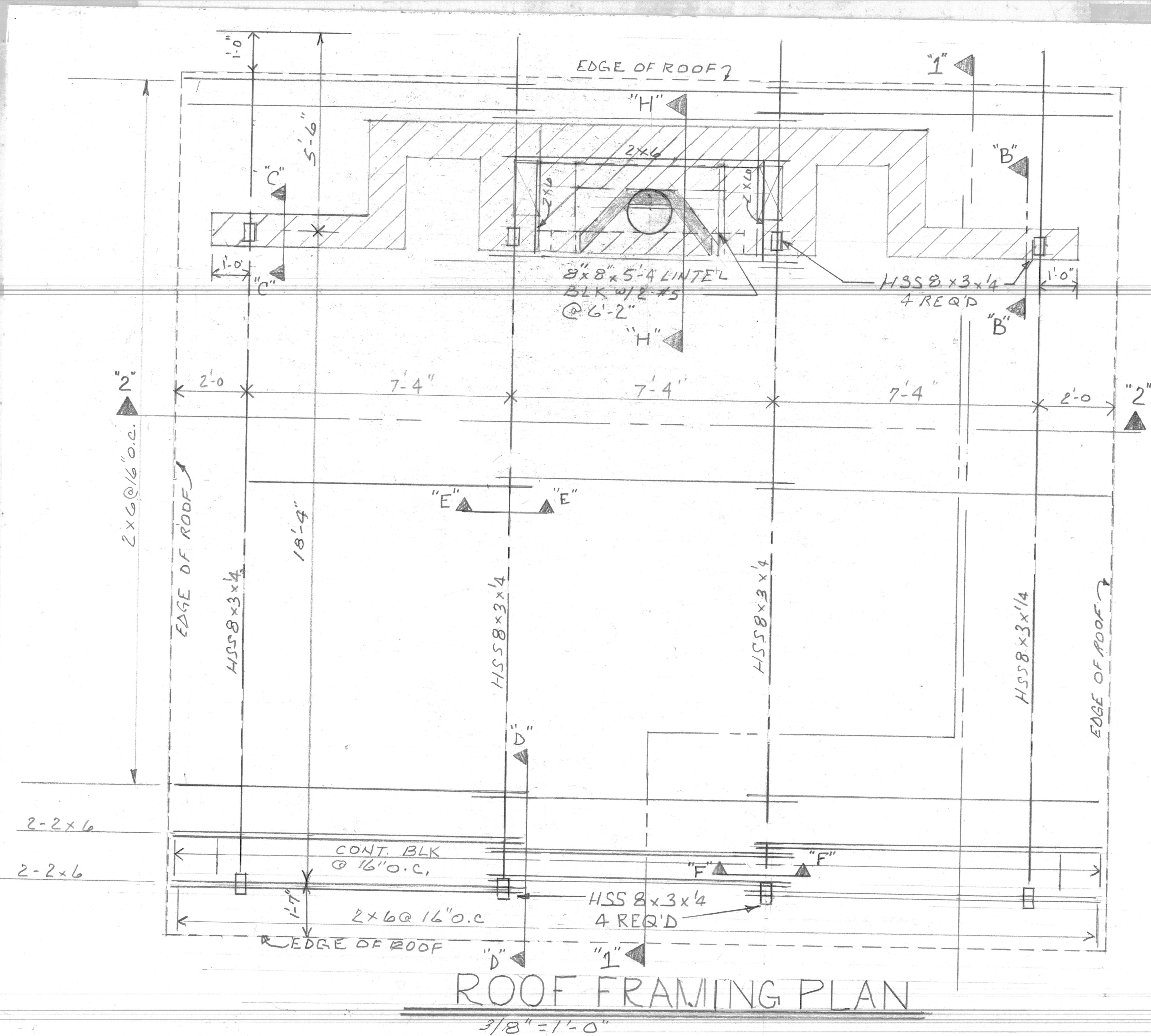
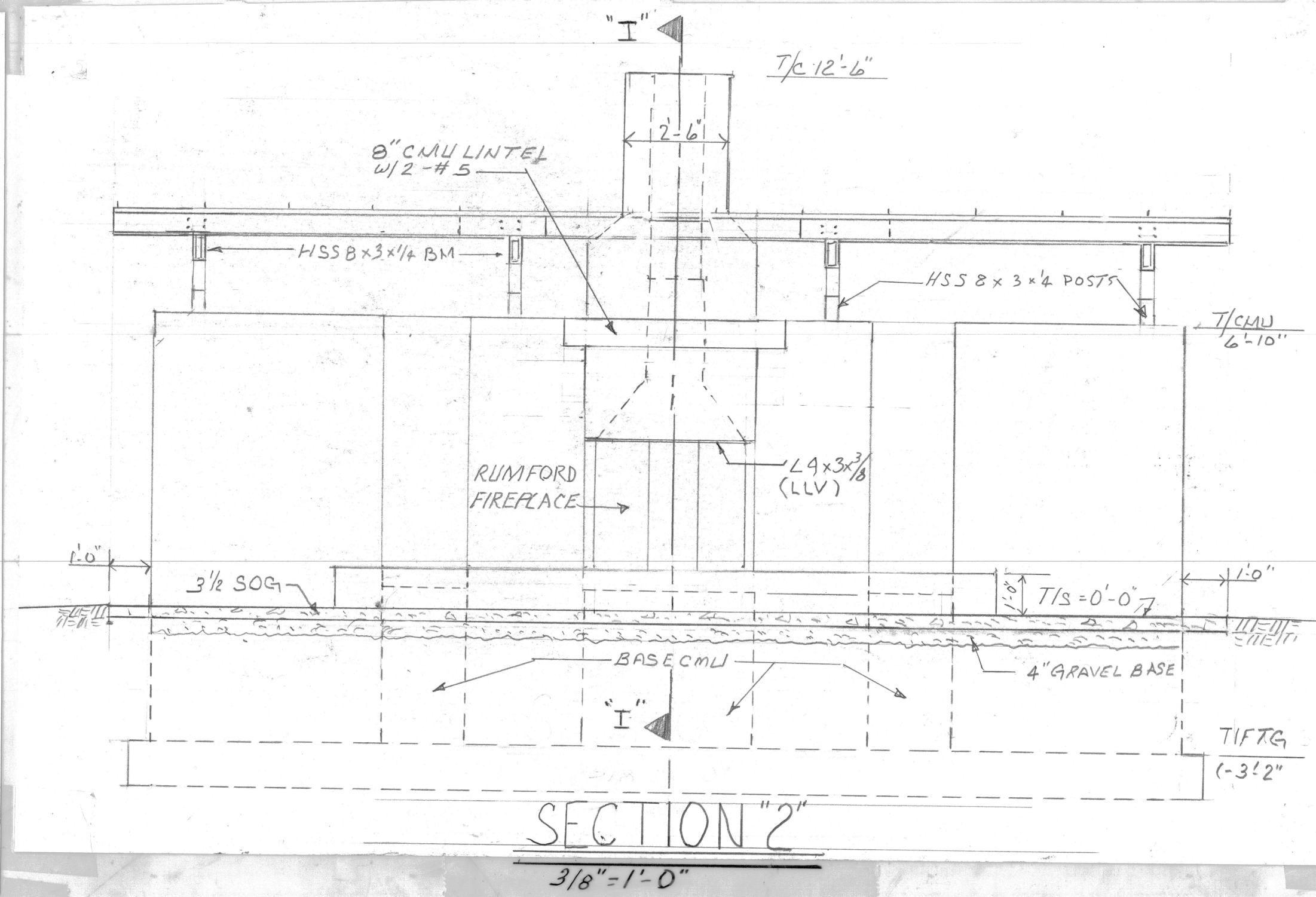
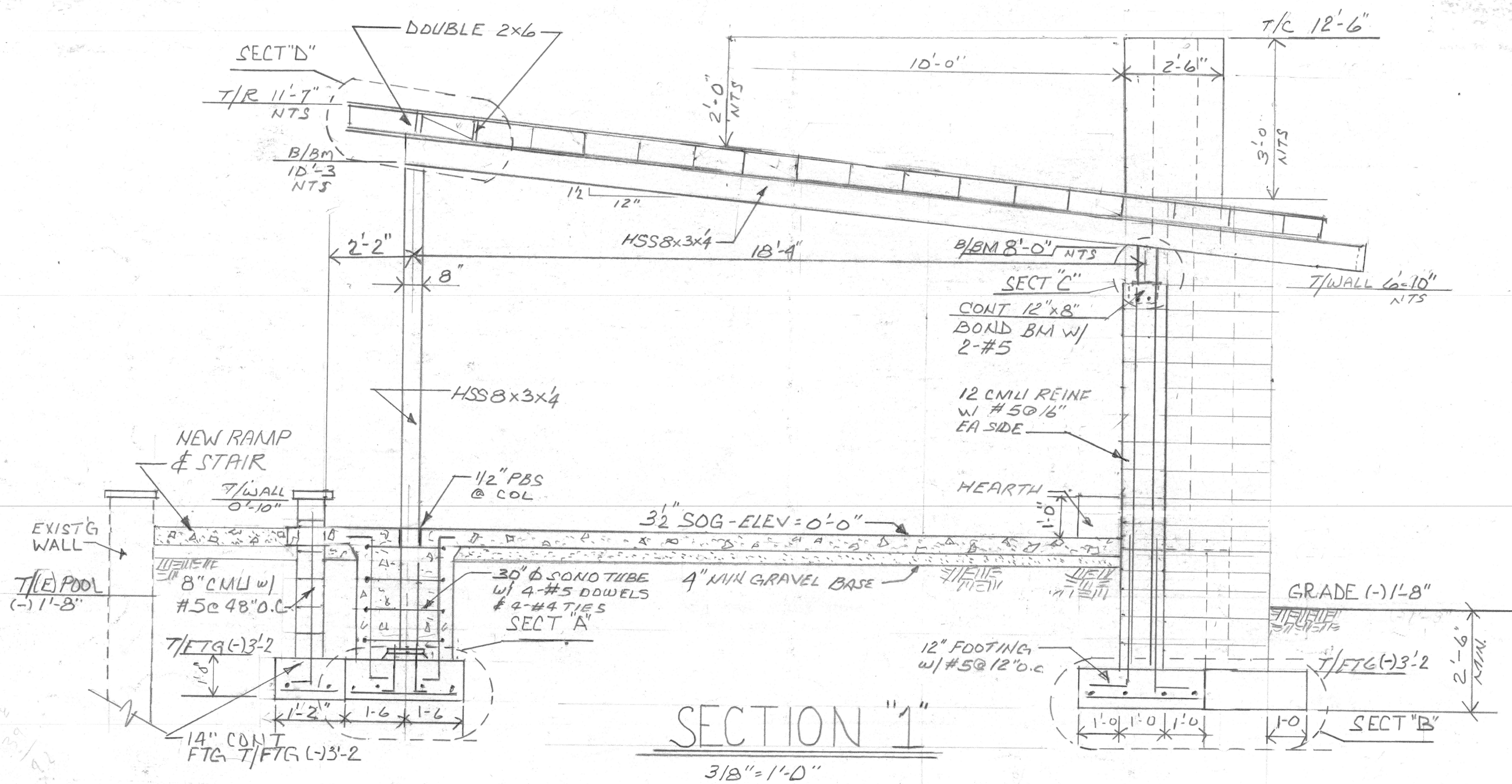
- Masonry shall comply with IRC Sections R607 & R609.
- All masonry shall have 9 gage Joint reinforcement at 18" o.c.
- Minimum CMU shall be 1500 psi with Type M or S mortar.
- Fireplace and Chimney shall be Factory built complying with R1004 and R105 (Sandkuhl Rumford Fireplace)
- Firebrick and Refractory Mortar are required for fireplace and chimney construction.

STRUCTURAL FRAMING:

- Roof rafters shall be structurally graded #2 Southern Pine (min. Fb = 1050 psi).
- All exposed materials for porches, soffits and overhangs etc. shall be approved exterior CDX or APA Exposure 1 grade materials.
- Roof framing to be designed for 20 psf Live Load.
- Provide bridging at midpoint of roof framing.
- Nailing shall be in accordance with Table R602.3(1)
- All Steel tubes to be HSS A500 Grade B (Fy=46 ksi), steel plates to be ASTM A36 (Fy=36 ksi)
- Welding shall be per AISC with Electrode Strength of E70. All exposed welds to be ground smooth.

ROOFING:

- Corrosion resistance metal flashing shall be used at all roof intersections with chimney and fascia.
- Roof sheathing shall be 3/4" tongue and groove plywood with blocked edges.
- Standing seam roofing and installation shall be low roof approved.



COVERED PATIO & FIREPLACE FOR

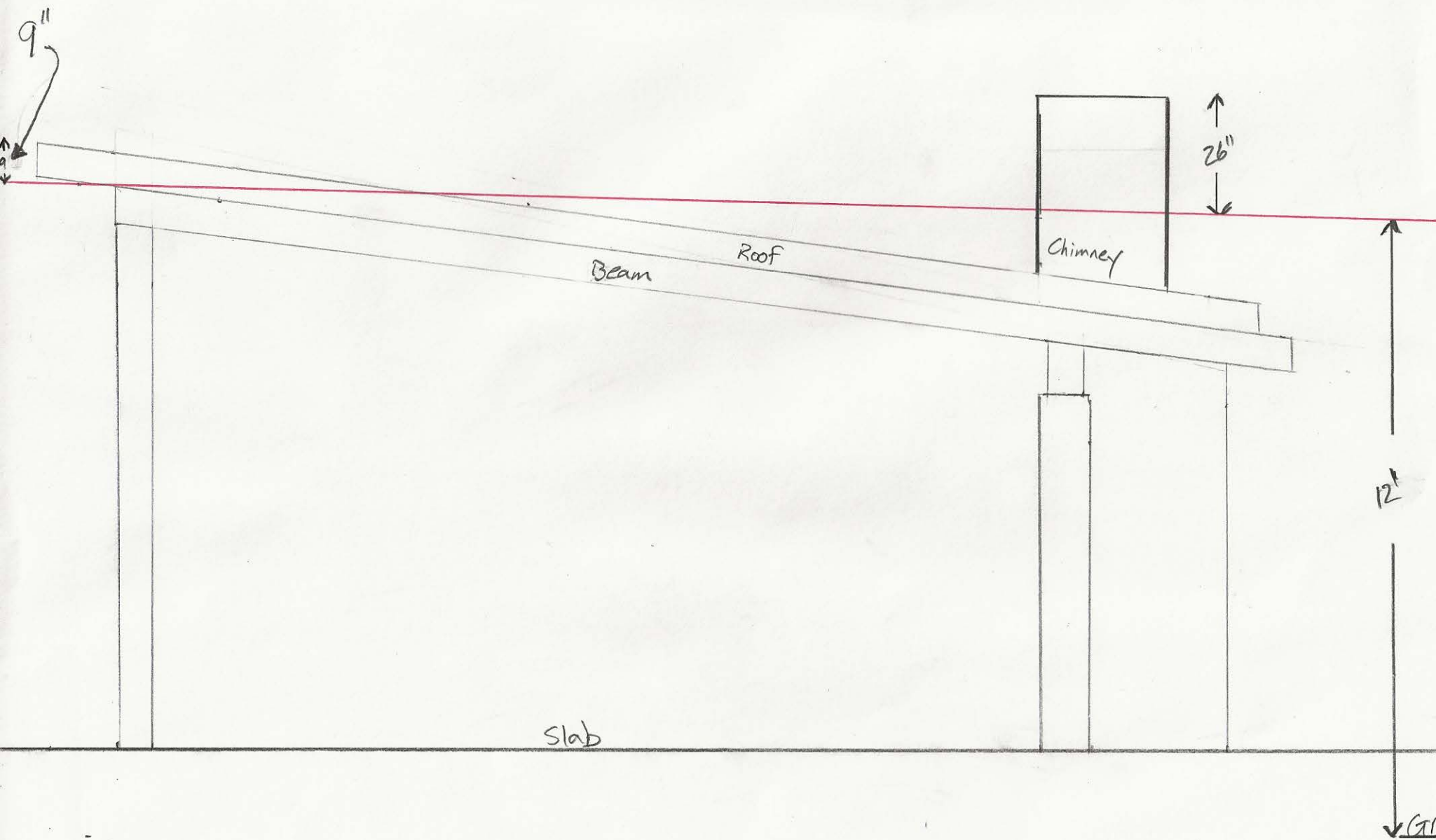
JAMES GEEK

237 RUNNYMEDE DR

CREVE COEUR MO. 63141

DATE: 5-14-20
SCALE: 3/8"=1'-0"
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SHEET:

1 OF 2



GENERAL NOTES

Source for the following codes:
2009 International Residential Code (IRC)
ASCE 7-10
ANY LOCAL CODES TO SUPERSEDE NOTES

GENERAL DATA:

1. Do not scale drawings. Use written dimensions.
2. Prior to beginning work General Contractor shall review all drawings and site conditions and notify the owner of any inconsistencies.

GRADES:

1. Finished grades shall slope away from foundations with a min. of 1" per foot for a min. of 6' or to a grade.
2. Backfill shall be free of debris and large rocks.

FOOTINGS:

1. The bottom of all footings shall be a min. of 2'-4" below finished grade. Step footings where required.
2. Column footings shall be 30"x30"x12" (See foundation plan Sheet 1. Reinforce as shown.)

CONCRETE:

1. Minimum thickness of patio slab shall be 3" N". Slab shall be placed over a min. of 4" base course of crushed stone. Reinforce with WF 5x6x2 1/2 S.
2. Minimum compressive force strength shall be 3500 psi.
3. All concrete shall be air entrainment.
4. Reinforcing shall be Grade 60 steel.

MASONRY:

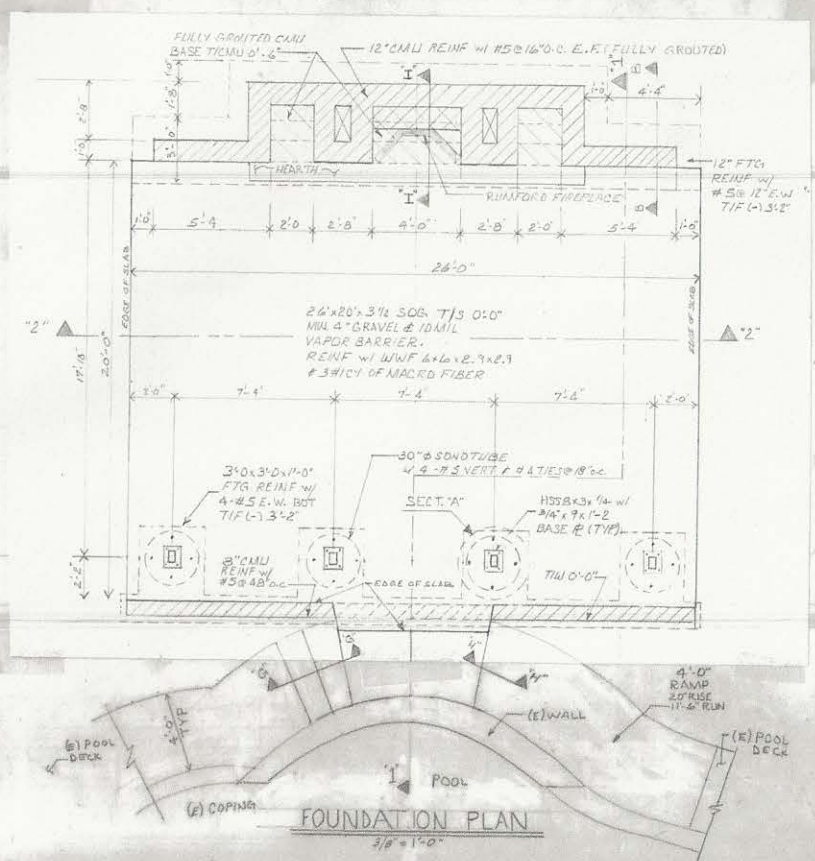
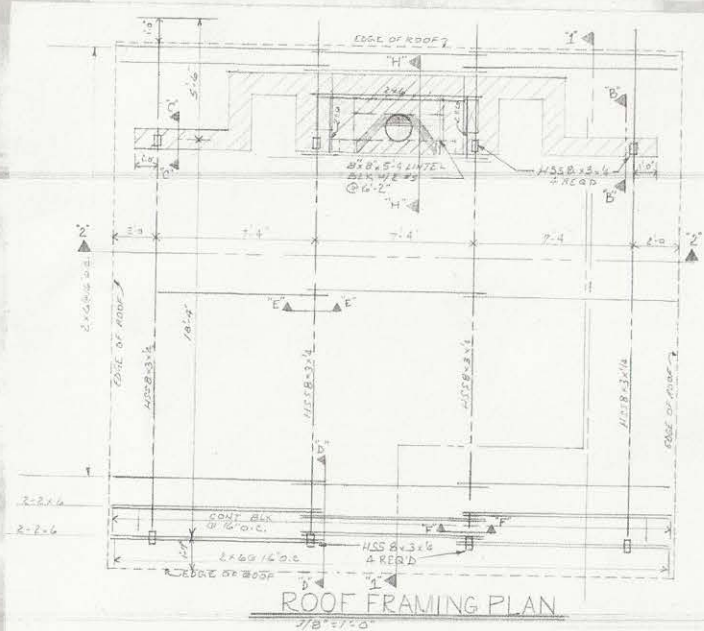
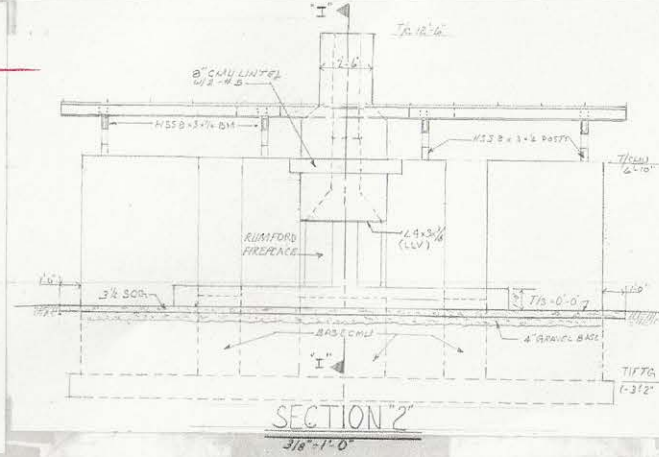
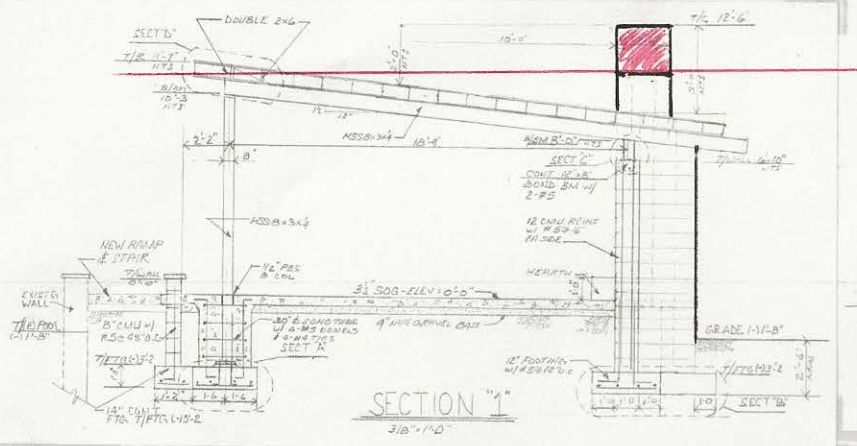
1. Masonry shall comply with IRC Sections R202 & R203.
2. All masonry shall have 8 gage joint reinforcement at 18" o.c.
3. Minimum CMU shall be 1500 psi with Type M or S mortar.
4. Fireplace and Chimney shall be factory built complying with R202 and R203 (Sandwich Ruminated Fireproof).
5. Firebrick and Refractory Mortar are required for Fireplace and chimney construction.

STRUCTURAL FRAMING:

1. Roof rafters shall be structurally graded #2 Southern Pine (min. Fb = 1050 psi).
2. All exposed materials for porches, soffits and overhangs etc. shall be approved exterior COX or APA Exposure 1 grade material.
3. Roof framing to be designed for 20 psf Live Load.
4. Provide bracing at midpoint of roof framing.
5. Railing shall be in accordance with Table R602.3(1).
6. All steel tubes to be HSS A500 Grade B (Fy=45 ksi), steel plates to be ASTM A36 (Fy=36 ksi).
7. Welding shall be per AWS with Electrode Strength of E70. All exposed welds to be ground smooth.

ROOFING:

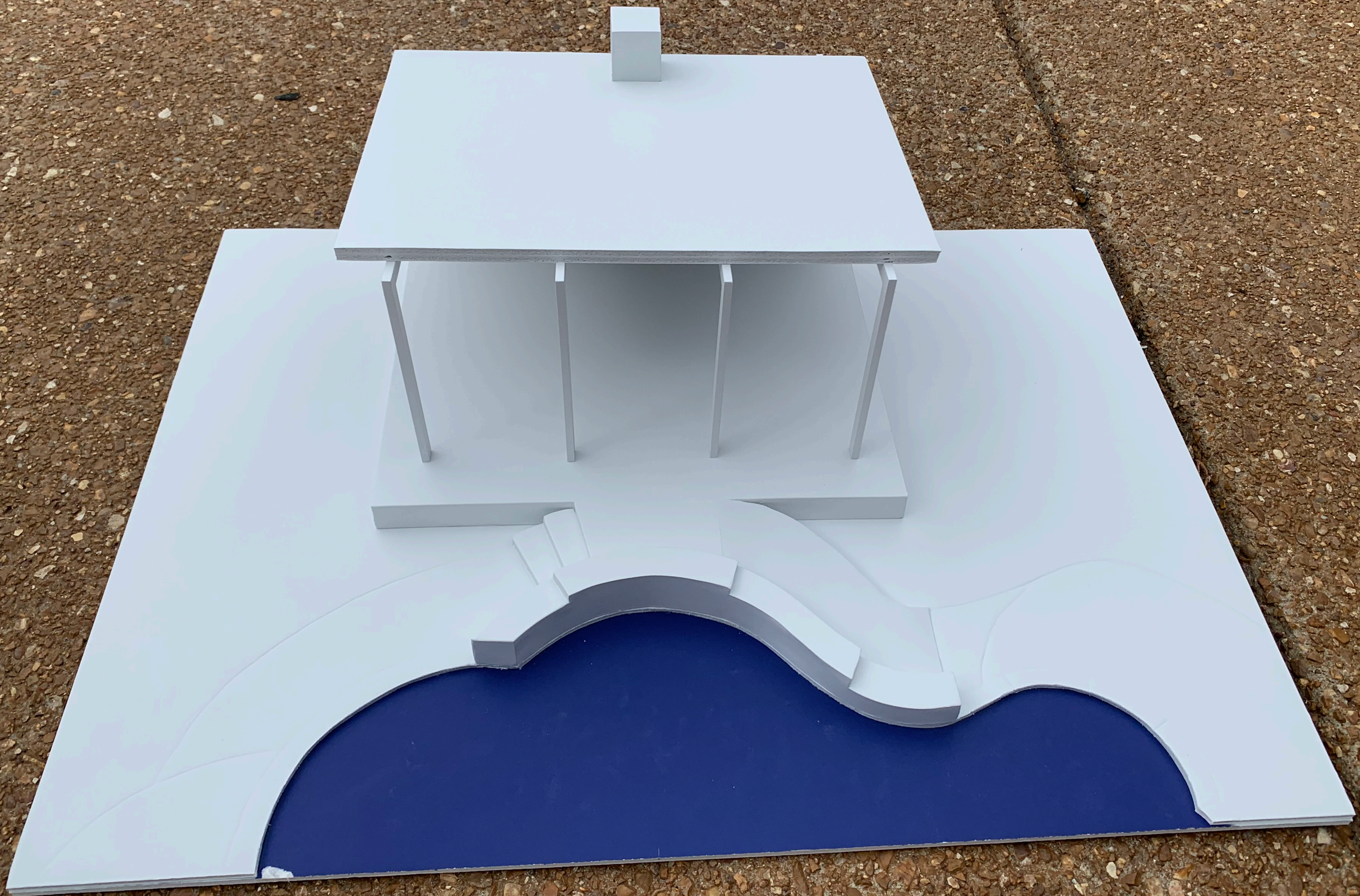
1. Corrosion resistance metal flashing shall be used at all roof intersections with chimney and fascia.
2. Roof sheathing shall be 1" tongue and groove plywood with blocked edges.
3. Standing seam roofing and installation shall be low roof approved.



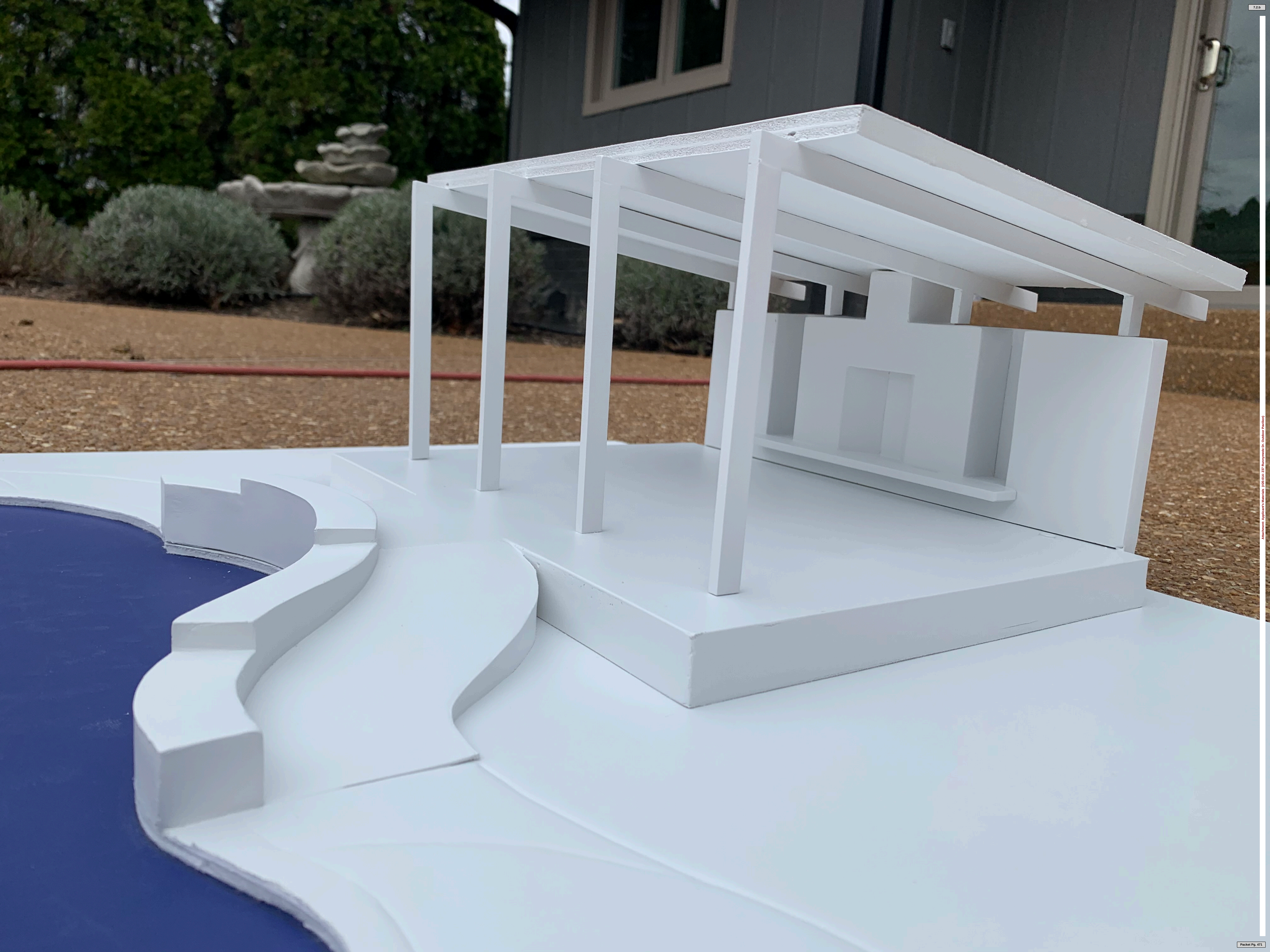
COVERED PATIO & FIREPLACE FOR
JAMES GEEK

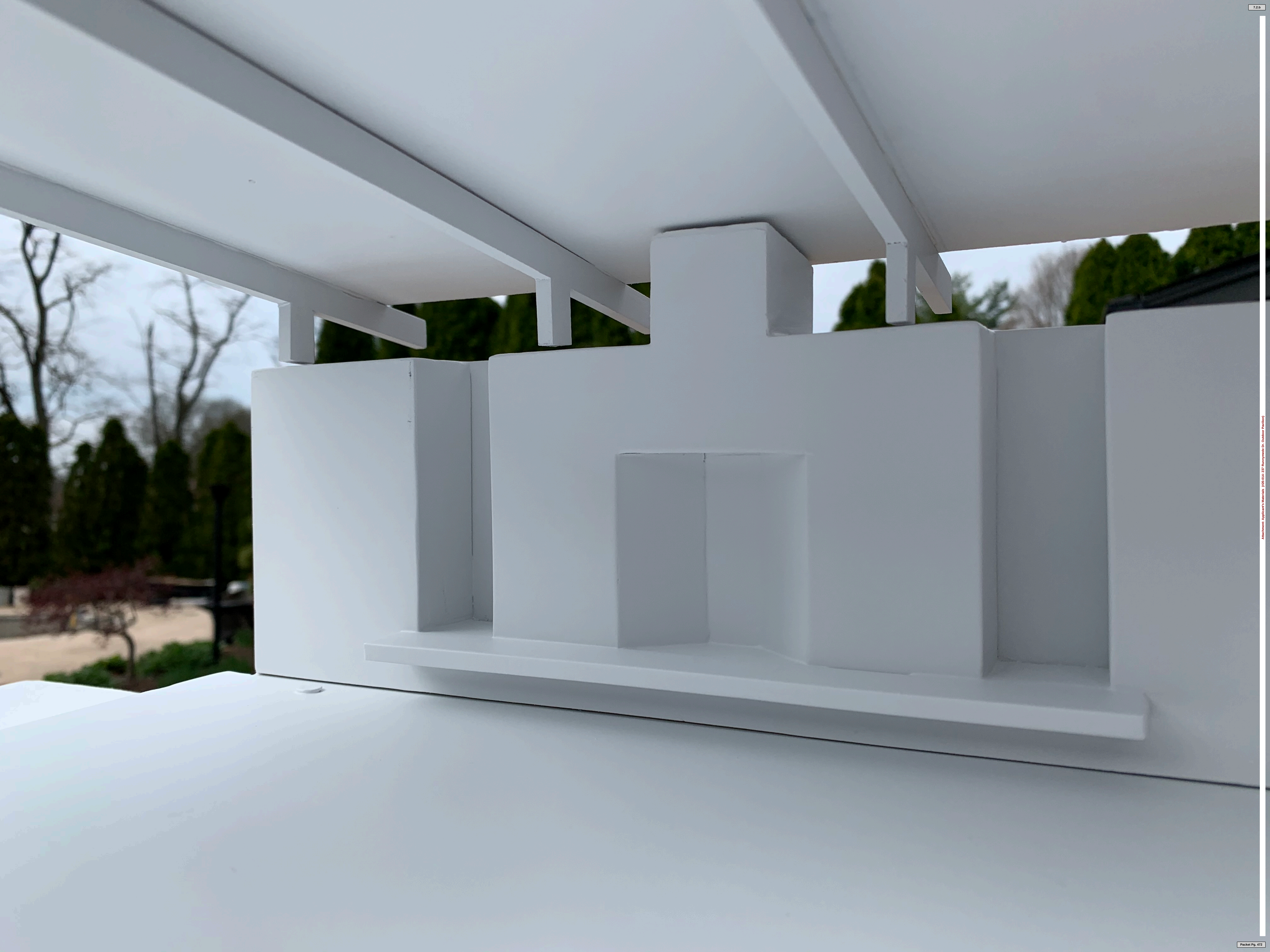
Attachment: Applicant's Materials (#20-014: 237 Runnymede Dr. Outdoor Pavilion)

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10

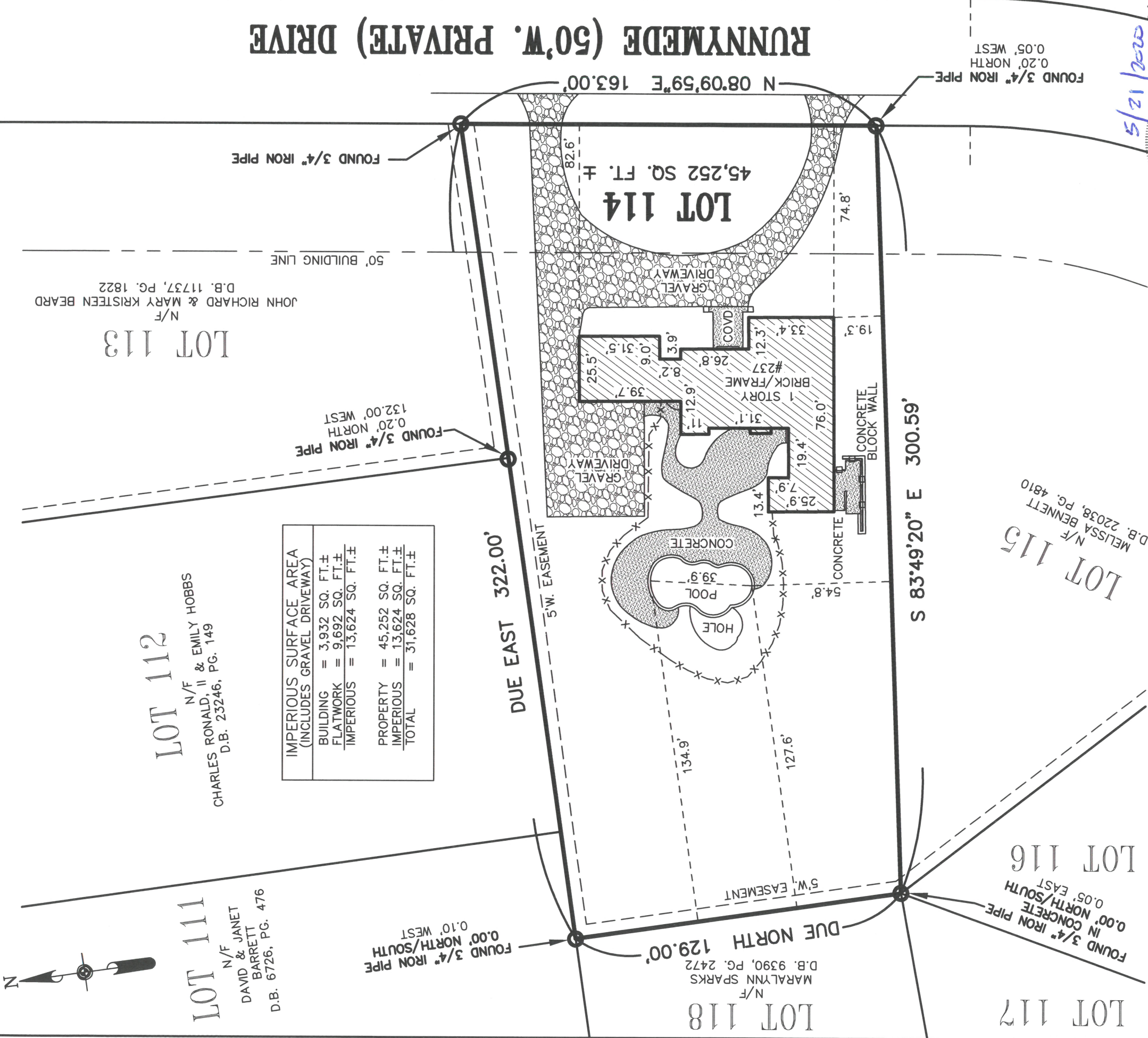






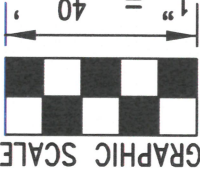


"PROPERTY BOUNDARY SURVEY"



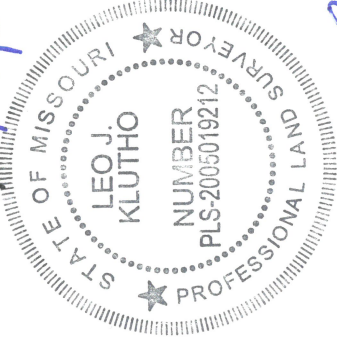
First American Title Insurance Company; File Number: 15-01882, Dated: February 17, 2015
Item 8: Easement to M.S.D. in Book 3973 Page 444 and Book 3973 Page 447 (affects other lots).

This is to certify that we, **James Surveying Company**, at the request of **James Gueck**, we have, on the **18th day of May, 2020**, to the best of our ability and judgment, executed a Property Boundary Survey in accordance with the "Missouri Standards for Property Boundary Surveys" as established by the Missouri Board for Architects, Professional Engineers and Land Surveyors and the Missouri Department of Agriculture, Division of Geology and Land Survey, on **Lot 114 of RUNNYMEDE PLAT 5, according to the plat thereof recorded in Plat Book 134, Pages 2-3 of the St. Louis County Records in St. Louis County, Missouri**, and that this Survey reflects all visible improvements, including fences and Easements, as depicted on the Record Plat and on the above mentioned Title Commitment. The subject property is an URBAN property as defined in said Standards. The Bearing Reference System, Building Lines and Easements, unless otherwise referenced, are taken from the Record Plat, the current Zoning Set Backs may not be shown. **This Boundary Survey is non-transferable.**



Surveyed by:	A. Luecke
Drafted by:	KSL
Dated:	May 21, 2020
Revised:	-

LEO J. KLUTHO
Professional Land Surveyor
In Responsible Charge
MISSOURI REGISTRATION NUMBER: PLS-2005019212
EXPIRES: DECEMBER 31, 2021



Leo J. Klutho

Survey Number: 212035

Project: Property Boundary Survey: 237 Runnymede Drive, Creve Coeur, MO 63141

0811 BIG BEND BOULEVARD; KIRKWOOD, MO 63122; PHONE: (314) 822-1006; FAX: (314) 822-0006
ORIGINAL CERTIFICATE/LICENSE NUMBER 000129

PROPERTY BOUNDARY SURVEY
of property located on:
237 Runnymede Drive
Creve Coeur, MO 63141



Survey prepared for
James Gueck

SURVEY DATE: 05/21/2020

ENCROACHMENT NOTE:

There are no visible encroachments at the time of this Survey.

5/21/2022



Leo J. Klutho
LEO J. KLUTHO
 Professional Land Surveyor In Responsible Charge
 Missouri Registration Number PLS-2005019212
 EXPIRES: DECEMBER 31, 2021

SHEET 1 OF 2



Survey Number: **212035**