



AGENDA
PLANNING AND ZONING COMMISSION MEETING
CITY OF CREVE COEUR, MISSOURI
MONDAY, JULY 6, 2020
6:30 PM

As a precautionary measure to help prevent exposure and spread of COVID-19, the Planning and Zoning Commission scheduled for Monday July 6, 2020, 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/85882093197>. 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: 858 8209 3197.
3. **Email** — Public comment may also be emailed to the City no later than 5:00 p.m. on Monday, July, 2020. Submit public comments to Whitney Kelly, City Planner, at wkelly@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 15, 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 its special meeting on June 3, 2020. The item was continued from the June 15th meeting for additional information.

NEW BUSINESS

1. Application #20-016: Minor Site Plan for New LED Drive and Pedestrian Lighting for the Bayer East and West Creve Coeur Campus at 800 Lindbergh Boulevard and 10300 Olive Boulevard

Jeremy Schuette, of SSC Engineering, on behalf of Bayer, has submitted a Minor Site Development Plan application for new LED lighting along the private drive aisles and walkways within the campus. Section 405.680 Lighting states that the Planning and Zoning Commission shall review proposed lighting for non-residential building construction or for the replacement or addition of light standards on an existing non-residential development in accordance with Section 405.1080. Section 405.1080 requires minor site plan approval by the Planning and Zoning Commission for any proposed alteration that would significantly affect the exterior of a building or site. 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
MONDAY, JUNE 15, 2020
6:30 PM

CALL TO ORDER

ROLL CALL

Beth Kistner	Commission Chair	
Gene Rovak	Commission Member	(Remote)
Tim Carney	Commission Member	(Remote)
Muriel Hall	Commission Member	(Absent)
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; Jessica Stutte, Planning Assistant/ Recording Secretary; and, Chris Tumbarello, IT Coordinator.

ACCEPTANCE OF THE AGENDA

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

APPROVAL OF MINUTES

1. June 3, 2020 Planning and Zoning Commission Draft Meeting Minutes

Mr. Streiler made a motion to accept the June 3, 2020 meeting minutes. Mr. Rovak seconded. All in favor.

PUBLIC COMMENT

None

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

Ms. Gwen Keen, of Quik Trip Corporation, said the material samples had been dropped off at the Government Center. She spoke to the planned purchase of the 5 parcels and the request to adjust them into 2 parcels. She said they would have shared access as well as shared drainage.

She said similar materials and landscaping would be installed simultaneously for continuity.

She spoke to the timing of deliveries and the trucks. She said they can control the deliveries of tanker trucks and QT tractor trailers. They are the two largest vehicles. She said they will not need to go onto Graeser south of the site and will not need to make a right turn out of the site there. She said she could work with staff to determine acceptable times for deliveries.

Mr. Lee Cannon, Senior Traffic Engineer with CBB, said he wanted to talk about the truck movements. He said they found the paths acceptable. He said the radius for the turn has been adjusted so trucks will not need to cross over into oncoming traffic.

He spoke to the curb cuts.

He said the traffic study accounts for full occupancy of the retail center that will remain, and the site is able to meet the parking requirements with the cross access and shared parking agreements in place.

He said there is already a sidewalk in place on the east side and they do not see a need to place a sidewalk all the way to Martin Grove.

He said MoDOT and the City's consulting engineer found no fault with the traffic projections.

He spoke to the status of the MoDOT review. He said MoDOT does not issue approval letters but gives out permits when it is time for construction.

He addressed whether the right lane should be extended on northbound Graeser. He said they found the need for an extension is questionable.

Ms. Keen said Quik Trip is willing to enter into an agreement with the city that Quik Trip would install a dedicated right turn lane if a need for it is determined, with an escrow.

Ms. Kistner asked if there were other vehicles that would be delivering to Quik Trip. She asked if Quik Trip would have control over their routes.

Ms. Keen confirmed there would be other deliveries and they had no interest in driving down residential streets. She said there was no benefit for them to do so. But she stated QT does not have total control over them.

Mr. Myers asked about Tables A, B, & C in the traffic study memo. He said it appeared that there would be additional time for those going through the signal at Dautel and Graeser on Olive.

Mr. Cannon said some time would be taken from east/westbound Olive traffic to allow for a westbound green arrow for Graeser.

Mr. Potashnick asked how many deliveries would occur a week.

Ms. Keen said between 15-25. She gave some examples of delivery times for the different vehicles.

Mr. Carney asked if the pedestrian crossings would still be available at Olive.

Mr. Cannon said all the crossings would remain active and would not change. He said having only one crosswalk still provided an option for pedestrians without taking away from the green arrow light time.

Mr. Potashnick asked whether a portion of the credit union site would need to be removed.

Ms. Keen said at this time they have ample right-of-way.

Mr. Cannon said they have ample room with the right-of-way but are trying to confirm whether they have enough room for a sidewalk as well.

Mr. Streiler asked how long the right turn lane would need to be to turn east onto Olive.

Mr. Cannon said it would need to be 160 ft. He said that on page 22 of the staff report you could see MoDOT's recommendation and Quik Trip's approval.

Mr. Myers asked if they looked at all the trucks coming in and out on Olive.

Mr. Cannon said those trucks entering the site have different destinations on the site and need to enter based on where they end up. He said the traffic signal at Graeser to go west onto Olive provides the safest option.

Ms. Kistner asked if the sidewalk needed to be moved East would things still align at the crosswalk.

Mr. Cannon said it would be a very short portion of the sidewalk that would need to be moved and there would not be a change at the crosswalk.

Mr. Jaggi showed where the portion of the sidewalk in question would need to be moved.

Mr. Jaggi said the material samples are in the foyer for viewing. He said the police memo would provide calls for service for all the gas stations in Creve Coeur for the past 5 years. He said there was an option to extend the right turn lane. He said he spoke to the transportation director who manages the bus stops for the Ladue School District. He said the district makes annual reviews regarding the stops. He did not pick up on concerns from the person he spoke with. He said a sidewalk would be provided on the west side Graeser along the length of the property. He said extending the sidewalk is possible, but it would be an off-site improvement and many trees would be lost. He said the City's traffic consultant Kyle Evans is available to answer questions.

Mr. Myers asked about the weight limit on Graeser Rd.

Mr. Jaggi said the ordinance requires a sign with a weight restriction and they should use the most direct route. He said he was unaware of a sign but would look further into it. He said the ordinance appears to allow deliveries.

Mr. Myers said a resident recalls a sign being there previously.

Mr. Jaggi said he was not aware of any such sign at present.

Mr. Rovak asked if there was an issue with having one CUP and then having the properties split in the future.

Mr. Jaggi said the site plan covers all the properties. He said the CUP is only required for the gas station parcel. He said some of the individual businesses within the retail building already have CUP's in place.

Mr. Rovak asked if the two nearby gas stations could be considered.

Mr. Lumley said the city does not look at competition, but should still judge the application on its merits and how it would fit in the surrounding area as it exists including with the gas stations.

Mr. Streiler asked if the conditions regarding arrangements with the adjacent retail center were unusual.

Mr. Lumley said this was not unusual. He said Quik Trip doesn't have to negotiate because they have control over the neighboring site they can accommodate the City's requirements.

Ms. Kistner asked if this site would impose situations that would be unlike other streets that intersect Olive at traffic signals.

Mr. Jaggi said it would function similarly to other streets that neighbor with a grocery store or office buildings. He said they want internal sites to get to Olive signals by side streets. He said they want to find the appropriate level of mitigation. He said the delays are quite short.

Mr. Kyle Evans, traffic engineer, said the volume is lower compared to other sites.

Mr. Carney asked who determines where the medians go.

Mr. Jaggi said the medians were controlled by MoDOT.

Mr. Streiler asked about adding a "Do Not Block Intersection" sign.

Mr. Evans said they would want to add that sign potentially.

Ms. Kistner pointed out that the bigger impact is to east/west Olive. She said MoDOT has given their approval. She asked about signal synchronicity.

Mr. Evans said MoDOT does try to review that fairly often as it helps with air pollution.

Mr. Jaggi showed a slide showing Conditional Use Permit Standards for Review.

Ms. Kistner suggested they review the standards. She asked if they had any concerns with the applicant meeting the first standard regarding zoning compliance. There were not any. She moved to the fifth standard and asked if there were any concerns about stormwater.

Mr. Jaggi said that the city and MSD review the stormwater requirements.

They moved back up to the second item.

Ms. Kistner asked them to consider whether this condition would be met, regarding the comprehensive plan.

Mr. Streiler said the comprehensive plan does not call for 24 hour businesses. He said that food should only be sold from a vending machine under the CUP ordinance.

Mr. Jaggi said the applicant is requesting specifics that would be addressed in the conditions and that retail sales can be expressly approved. He said that the comprehensive plan states the conceptual desire for 18/7 types of businesses. He said 24-hour businesses are not specifically prohibited by the comprehensive plan. He pointed out the other gas stations in Creve Coeur are already open 24 hours a day.

Mr. Myers said the wording of "at that specific location" was a concern. He said that the business would negatively affect the neighborhood.

Mr. Carney said it could have its pluses and minus in that area, but to this specific neighborhood the negatives outweigh the benefits.

Mr. Myers said they needed to have a high standard of benefit to impose this on the neighborhood.

Mr. Streiler asked if it was a point of sale site.

Mr. Jaggi said it was a point of sale site. He said some would go to the city and some to the Transportation Development District.

Mr. Streiler said the city would gain more from this site than if it were a pool site.

They moved on to the third item. Ms. Kistner said appraisals are subjective and they do not have any evidence showing any increase or decrease in home values.

Mr. Rovak said they should make an attempt to explore the effects due to contentions that have been made.

Ms. Kistner pointed out that the properties are adjacent to commercial property. She asked if there were different levels of impact.

Mr. Potashnick said you can get all the comparisons you want but the rest is opinion. He suggested looking at other QT's to see how the property values were affected.

Ms. Kistner asked Staff and the applicant to try to find some objective evaluation regarding property values and traffic impacts

Mr. Streiler made a motion to continue this to the next meeting. Mr. Rovak seconded. All in favor.

RESULT:	ITEM DISCUSSED
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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

Mr. Larry Chapman said he was back before the Commission for approval of a structured parking deck. He showed the site plan of the new building. He said there would be many trees screening the view of the deck. He said they have done their best to make the deck inconspicuous. He said the garage had concrete panels and stainless-steel cables to help with snow removal. He spoke to some of the other materials and requested they be approved on staff level.

Mr. Rovak asked if what was currently under construction was the office building.

Mr. Chapman said it was the office building.

Mr. Streiler asked if they had a tenant.

Mr. Chapman said it was FM Global.

Mr. Myers asked about the lighting conditions.

Mr. Chapman said they would adjust to comply with height limits.

Ms. Kistner asked if they agreed with staff's recommended conditions.

Mr. Chapman said yes.

Ms. Kelly said the proposal is largely consistent with the prior plan. She said they are proposing the 2 phases be combined. She said it is outside of any buffer yard. She said the applicant has indicated willingness to tie brick into the supporting columns at back end of the property keeping in line with the design elements. She spoke to the lighting and said that staff feels that 33 feet is too high as the standard is 24 feet.

Mr. Streiler asked how the columns would be coated if they were not brick.

Ms. Kelly said they proposed a blank concrete.

Motion to approve with staff recommended conditions and the added condition that brick be added to the columns subject to staff approval.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Todd Streiler, Commission Member
SECONDER:	Gene Rovak, Commission Member
AYES:	Kistner, Rovak, Carney, Potashnick, Myers, Streiler
ABSENT:	Hall

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

Mr. Jim Gueck, homeowner, presented his project.

Ms. Terri Guggi, designer, said they wanted to elevate the roof as much as possible and the roof does not exceed 12 feet, but the chimney is 1 foot 5 inches over the allowed. The actual total height is 13 feet 5 inches.

Mr. Gueck added the chimney has to 2 feet higher than the roof to meet building code. He said they want to maintain the 8-foot ceilings. He showed a model of the pavilion.

Ms. Kistner said she thought the chimney was proportional and appropriate for this use.

Ms. Kelly suggested they look at doing a text amendment to approve these kinds of requests on staff level.

Mr. Myers made a motion to approve with staff's recommended conditions, at the chimney height of 13 feet 5 inches. Mr. Rovak seconded. All in favor.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	James Myers, Commission Member
SECONDER:	Gene Rovak, Commission Member
AYES:	Kistner, Rovak, Carney, Potashnick, Myers, Streiler
ABSENT:	Hall

WORK AGENDA

None

DEPARTMENT REPORTS

Mr. Jaggi said the next meeting is July 6th. The agenda will include further discussion on QT and a lighting change for the Bayer campus.

ADJOURNMENT

Mr. Carney made a motion to adjourn. All in favor.
Meeting adjourned at 9:24 PM.



300 North New Ballas Road • Creve Coeur, Missouri 63141
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**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, July 6, 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.

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

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



REPORT PREPARED BY: Jason Jaggi, Director of Community Development, and Whitney Kelly, City Planner

DATE: 7/1/2020

ATTACHMENTS: Applicant's Memorandum in Support of Approval of Conditional Use Permit
CBB's Response for Intersection Comparisons – Traffic Impact Study
GBA's Response on the Traffic Comparisons
Creve Coeur Police Department-Calls of Service Memo
Draft Ordinance
Impacts of Commercial Development on Surrounding Residential Property Values, Wiley
Commercial Development Spillover Effects Upon Residential Values, Aydin, Crawford,
Smith

UPDATED INFORMATION SINCE PRIOR MEETING

At the June 15th Planning and Zoning Commission meeting, the Commission asked for additional information regarding the issue of substantial impacts on surrounding properties, traffic volumes compared to nearby intersections, and crime data for existing gas stations with convenience stores.

As discussed in the prior Staff Reports, 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.

As provided in the June 1st Staff Report, the proposal generally meets items 1, 4 and 5 above, subject to meeting certain identified additional conditions. The Commission and Council will need to weigh all information presented with this application to assess items 2, 3 and 6. The Applicants have provided a detailed response regarding these questions which has been included with the packet.

The issues that are being discussed by the Commission, are important components to evaluate the application. In the context of land use categorization within the Zoning Ordinance, gas stations are listed as an allowable use in the GC zoning district; however, they require additional scrutiny through the conditional use process. Gas stations with convenience stores are listed as conditional uses because they have the potential to create negative impacts to the surrounding area. In addition to the standard review of zoning compliance, comprehensive plan compatibility and level of adherence to the Design Guidelines, the key components of the conditional use process involve the identification of issues that have potential to create negative impacts associated with the use. Staff and the Commission have identified numerous areas of potential impacts including, traffic and circulation onto adjacent streets, property values, buffering, 24-hour nature of the use, method of deliveries and access. To assist the Commission with the review of these considerations, staff has summarized the issues and the proposed mitigation on each of these points:

Traffic, Access, Circulation

The applicant has received comments from MoDOT regarding necessary traffic mitigation. The applicant has incorporated these requirements into their plans or has committed to adhering to them. An additional consideration has been the need to extend the northbound right turn lane further south on Graeser. The applicant has provided an exhibit showing a conceptual design for this extension within the existing right-of-way. This preliminary design has been reviewed by the City's Public Works staff and has been found to be acceptable. It is not certain that this improvement is absolutely necessary given the projections for the increased traffic. Nonetheless, the Commission should give consideration to making this off-site improvement a condition of approval as this work will improve the flow of traffic through this intersection and it would be preferable that this be completed as a component of the construction of the project.

The applicant's traffic engineer has provided a follow up memo discussing traffic operations and volumes at the Olive/Graeser intersection compared to other nearby intersections on Olive. Generally, the proposed volumes and operations at this location would be similar to the other intersections along Olive.

There has been discussion on the desirability to extend the sidewalk further down to Martin Gove Lane. It did not appear that there was consensus to ask the applicant to provide this off-site improvement. The Commission should determine whether this improvement would be necessary.

The City's consulting traffic engineer will be available at the meeting to discuss any further questions regarding traffic. Included in the packet is the City's Traffic Consultant, GBA's comments on the information from the Applicant's Traffic Engineer. As indicated in his review document there are several factors that make a direct comparison difficult, but from a high-level perspective, he is in general agreement, that the intersection at Graeser/Dautel will operate similarly to the other 3 signalized intersections.

Effect on Property Values

The Applicants have provided a detailed response regarding these questions with additional information on property values/recent sales with respect to residential properties that are adjacent to gas stations, specifically Mobil on the Run. There was discussion on the possibility of obtaining the services of an independent appraiser to provide an opinion on the impact to property values adjacent to the proposed use. Staff has determined that such a request is not feasible at this time, as the City does not have a consultant on staff for such action, and the issuance of a request for proposal/qualifications would create significant delay, nor had an outside appraisal been completed in prior reviews of other conditional use permit applications.

Staff has researched the topic of commercial impacts on adjacent residential value and specifically gas stations. There appears to be limited direct research on this issue, but these studies that we did find do not distinguish between types of commercial development. The reports on the impact of commercial development upon nearby residential areas indicates that proximity to commercial developments may have a negative impact upon nearby residential properties, that the impact is likely dependent upon the size of the development, the degree in which proximity is mitigated by buffers to minimize visibility, sound, lighting etc. As stated in the attached reports, the research generally finds little or only modest impact which extends out no more than a few thousand feet from commercial sites, (Aydin, Crawford, Smith, p. 51). And that such negative impact is only for a short period of time, where in the long-term the initial reduction was found to be more than offset- within a few years of construction of the new retail (Wiley, p. 3.) However, these studies are generally looking at new commercial development against existing residential development. Whereas the subject properties have been zoned commercial with existing retail/commercial developments.

Buffering

As discussed in the prior staff report, the minimum required buffer from residential areas in the GC district for this development is 25-feet. In addition, the conditional use standards for gas stations require a 6-foot wood fence or wall along the property line which abuts residentially zoned properties.

The applicants are exceeding these requirements by proposing a buffer of 91-feet with an 8-foot high wood fence and multiple layers of evergreen landscape screening. For comparison purposes, the zoning code would allow, by-right, a commercial building (such as office) up to 3-stories in height, 25-feet from the southern property line subject to site plan approval by the Commission.

24-hour Use

The proposed QT involves the operation of a 24-hour business. As previously discussed during the review of this application, the nature of the use along with the 24-hour component represents a more intense use compared to other possible land uses such as an office or a traditional retail center, such as what exists on the site today. With this consideration, the separation of the use and buffering become important factors in the review of necessary mitigation. Staff would note that the other gas stations nearby, including Mobil on the Run, also operate on a 24-hour basis.

Deliveries and Access

The applicant has indicated that they are amenable to the City placing restrictions on the deliveries of fuel and other deliveries of products that are provided directly by QT. While it is not anticipated by staff that these vehicles would utilize Graeser on a consistent basis, this concern has been expressed by nearby residents.

- Staff has included a condition that the Applicant shall post a sign and direct deliveries of the larger fuel trucks to only utilize Graeser Road from the property line northward, and not drive south on Graeser Road.

Police Information—Calls for Service

The Police Department has provided a memo with calls for service data for the 4 existing gas stations in Creve Coeur. The data includes the type of call for the past five years. The Police Department notes in their memo that they take a pro-active approach to policing these uses and have not had any particular issues with these businesses.

In summary, this application proposes a comprehensive redevelopment of an aging commercial property. In addition to the gas station and convenience store, the proposal involves a substantial upgrade to the existing retail building to the west to create a coordinated appearance with the newer developments at this intersection. The activity associated with a gas station use brings with it impacts that need to be sufficiently identified and addressed. Ultimately, the Commission and Council will have to synthesize all of the information presented to determine whether or not this proposal, including suggested safeguards, can adequately address those impacts to the adjacent properties through such means as buffering, design, control of the lighting, and in mitigating the traffic impacts, and if they believe that this proposal creates substantial injury to property values beyond that of other similarly situated properties.

Open Items Requiring Resolution

Below are the open items from the prior Staff Reports that require discussion and resolution. To assist the Commission, staff has begun to formulate suggested conditions based on these items.

- Updated Boundary Adjustment Plat, Site Development Plans, and Landscape Plans that correspond and include the corrected information and site data table. 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. The difference between the two numbers was due to the MoDOT's requested the turn lane into the site so the ROW dedication increased from the original preliminary plat. The approval of the Boundary Adjustment Plat would include that the lots be adjusted to be substantially the same as the Site Development Plans, for Staff's approval. 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 for the review and approval by the City Attorney prior to recording of the plat and the issuance of any building permits.
 - Staff has included a condition of approval that the drawings should be corrected prior to final action by the City Council.
- The Site Plan should maintain or enlarge the existing greenspace and remove the two parking spaces proposed at the southwest corner along Olive Boulevard and Revise the Landscaping to meet with the discussion on the June 1st Staff Report, which discussed additional landscaping at the northeast corner.
 - Staff has included a condition of approval to maintain the existing parking spaces and included a condition that the landscaping shall be revised to meet with the recommendations as discussed in the June 1st Staff Report for the Zoning Administrator's approval.

- Placement of the fence at the property line adjacent to residents or further inward with the proposed landscaping on the resident side.
 - Staff has included a condition of approval that the fence should be placed inward to allow for landscaping on the residential side. The Commission will need to confirm that the proposed 8'tall wood fence is adequate.
- 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.
 - The revised retail building drawings from June 12th, indicate that the mechanical equipment will be screened.
 - Staff has included a condition of approval that the design elements be carried around to meet with the recommendations of the City's Design Guidelines.
- Extending the sidewalk down to Martin Grove.
 - The City's mapping program 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, and if so, a condition would need to be added along with the requirement that any trees removed shall be replaced with deciduous shade street trees as directed by the Department of Public Works.

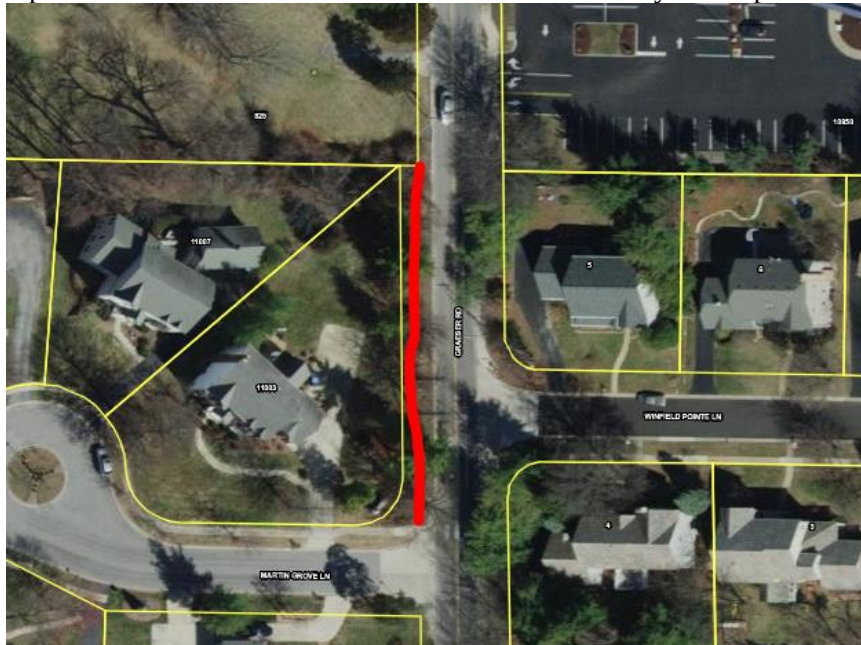


Figure 1: Image from City's GIS from the June 15th Staff Report

- Increase length of right turn lane on northbound Graeser at Olive. The applicants have presented an exhibit that shows this improvement can occur within existing right-of-way. The applicants have also proposed that this improvement could be added later after traffic is stabilized and if deemed necessary by the City. Since the applicant is showing the likelihood of this improvement being constructed without acquiring additional property and that the improvement would appear to address any lingering concerns with traffic delays at this intersection, staff suggests that the Commission require this work to be done in conjunction with any approval of this application.



- Staff has included a condition that the lane should be extended at the time of the road improvements and building construction subject to final review and approval by the Department of Public Works.

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, then a motion to approve the conditional use permit, site development plan, and boundary adjustment would be appropriate. Staff has provided conditions below which are included in the draft ordinance. These conditions could be added to and will likely require further modifications as directed by the Commission:

- Attachment: 20-002.QuikTrip CUP.Staff Report.7-6-2020 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

- 12, 2020, on as bound together and submitted in conjunction with Application #20-002 by QuikTrip and as amended below.
5. The improvements to the retail building shall be substantially completed prior to the issuance of a final occupancy permit for the Gas Station and C-Store.
 6. All plans shall be updated to provide for consistency prior to final action by City Council. The sale of retail items customary to gas station convenience stores including food, beverages including intoxicating beer and liquor, personal care, or other convenience items is hereby granted.
 7. The stacked stone and cornice detail design elements on the convenience store shall be carried around on all elevations of the side tower elements as discussed in the Staff Report for June 1st Planning and Zoning Commission meeting to meet with the recommendations of the Design Guidelines
 8. The Landscape Plan shall be revised to provide additional plantings adjacent to the buildings 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. Further, the Landscape Plan and Site Development Plans shall be revised to maintain the pre-existing landscaped area at the northwest corner of the site along Olive Boulevard.
 9. 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.
 10. The proposed 8-foot tall shadowbox wood fence shall be stained with a compatible color and placed interior to the proposed landscaping adjacent to the residential zoning districts to create a condition where plantings are placed on both sides of the fence subject to final approval by the Zoning Administrator.
 11. If required by the Building Code, a four-foot tall, safety barrier on top of the retaining wall shall be approved by Staff, provided it is an open slatted, black wrought-iron style.
 12. All existing surface parking areas of the retail building site shall be resurfaced and re-stripped to present a consistent, neat appearance with the adjacent gas station and convenience store component.
 13. The Applicant shall provide reciprocal parking, access, and drainage agreements for review and approval by the City Attorney with a copy of the recorded agreements provided to the City prior to the issuance of a building permit.
 14. The applicant shall comply with all off-site roadway improvements as directed by MoDOT. Copies of MoDOT approvals based on the approved plans shall be provided to the City prior to the issuance of a Site Improvement Permit or Building Permits, 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 subject to approval by the City's Public Works Department.
 15. The right turn lane on northbound Graeser Road shall be extended in further mitigation of the anticipated traffic impacts at the Olive and Graeser intersection in substantially similar form as shown in the "Graeser Road Right-Turn Lane Extension Exhibit", subject to final review and approval by the Department of Public Works as a component of the Site Improvement Permit application.
 16. The Applicant shall post a sign and direct deliveries of the larger fuel trucks to only utilize north bound Graeser Road, and not drive south on Graeser Road.
 17. 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.
 18. Copies of the approval of the Underground Storage Tanks by the Missouri Department of Natural Resources shall be provided to the City prior to approval of a final inspection and occupancy permit.
 19. Outdoor displays of merchandise shall be located against the convenience store building underneath the overhangs as depicted on a revised site development plan for the Zoning Administrator's approval. Merchandise displayed outdoors shall be arranged in an orderly fashion and not on

- pallets. A walkway of 6 feet shall be provided at all times. The cash registers and all points of sale related to the gas station and convenience store shall be located and maintained within the established boundaries of the Olive-Graeser Transportation Development District.
20. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code.
 21. All lighting shall comply with Section 405.680 Lighting of the Zoning Ordinance, and with the lighting levels as shown on the photometric plans for the canopy structure, as submitted on May 11, 2020.
 22. Any mechanical equipment installed for the site shall be properly screened with approved materials.
 23. Proof of recording of the approved boundary adjustment consolidation plat and 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. All conditions of such approval shall be met by the applicant, except any inconsistency herewith shall require resolution with all applicable authorities
 24. 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.
 25. 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.
 26. The site development plan approval covering all components of the proposed site improvements as a whole, shall be valid for a period not longer than twelve (12) months from the date it is approved, unless within such period a building permit is obtained and substantial construction is commenced. Substantial construction shall be deemed to consist of clearing the site, completion of footings, basement or building slab and inspection of such work. The Planning and Zoning Commission and the City Council, when required, may grant extensions not exceeding twelve (12) months each upon written request of the original applicant prior to the expiration of such period and resubmission of the application if the application as resubmitted is substantially the same as the initially approved application. However, the Commission and the Council, as applicable, have the power in such cases to attach new conditions to their re-approval or to disapprove the reapplication. Where the application for re-approval contains changes which the Zoning Administrator concludes materially alter the initial application, the Zoning Administrator shall initiate a new site development plan review procedure as stated in Section 405.1080 or a new minor site plan review procedure as stated in Section 405.1080.
 27. 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.
 28. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to be bound by the approved Site Development Plan for the property and the conditions herein set forth, and written confirmation thereof signed by the new owner or lessee shall be filed with the City at the time of such transfer or lease. Failure to comply with this provision shall not excuse anyone from these conditions.

MOTION

The proposal will require two different motions for approval; one for the boundary adjustment plat; and one for the conditional use permit and, the site development plan approvals for the Gas Station and the redevelopment of the retail building. Below are example motions, in the appropriate order:

“I move to approve Application #20-010 for the boundary adjustment to consolidate 825 and 827 Graeser Road and 11004 and 11026 and a portion of 11032 Olive Boulevard into one 2.54 acre parcel and the remaining portion of 11032, and 11056 Olive Boulevard into one 1.82 acre parcel, subject to the condition that that a final drawing be prepared to consistency with the final approved site development plans, as discussed in the Staff Report for June 1st, and July 6th, 2020, for review by staff for signature and recording, and that appropriate vacation of existing, the establishment of new easements, as well as providing for the cross-access and shared parking agreements, for the review and approval by the City Attorney prior to recording of the plat and the issuance of any building permits.” (Conditions may be added, eliminated, or modified)

“I move to approve Application #20-002 for the conditional use permit and site development plans for a Gas Station at 11004 and 11026, and a portion of 11032 Olive Boulevard, and 825 and 827 Graeser Road, and the site development plans for the redevelopment of the adjacent retail center at 11032 and 11056 Olive Boulevard, per the conditions provided in the Draft Ordinance for the meeting of July 6, 2020” (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.

**BEFORE THE CITY OF CREVE COEUR
PLANNING AND ZONING COMMISSION**

IN THE MATTER OF: Application Nos.: 20-002 & 20-010

Application for 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

**QUIKTRIP’S MEMORANDUM IN SUPPORT OF
APPROVAL OF CONDITIONAL USE PERMIT**

Applicant, Gwen Keen, Real Estate Project Manager, QuikTrip Corporation (“QuikTrip”) submitted an application and supporting documentation (collectively, the “Application”) for a Conditional Use Permit and Site Development Plan for certain real property located at 11004, 11026, 11032 and 11056 Olive Boulevard and 825-827 Graeser Road (the “Site”), for the operation of a new 24-hour QuikTrip Gasoline Station with Convenience Store (NAICS #447110), in combination with the sale of other items or class of items such as food, beverages, personal care or other convenience items (the “Proposed Store”), and the redevelopment of the adjacent retail center at 11032 and 11056 Olive Boulevard (the “Retail Center”).

Pursuant to Sections 405.210(A)(2), 405.360(C), 405.470(A)(13), and 405.1070, and Table A, of the Creve Coeur Zoning Ordinance (the “Zoning Ordinance”), 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 Commission with final approval by the City Council.

On June 1, 2020, and June 3, 2020, the Planning and Zoning Commission for the City of Creve Coeur (the “Commission”) conducted a public hearing at which evidence was presented pertaining to the Application (collectively, the “Public Hearing”). On June 15, 2020, the Commission conducted a meeting at which the Application was discussed and considered with additional evidence being provided by QuikTrip at the request of the Commission.

Based upon the Application and evidence presented to the Commission, QuikTrip hereby submits its Memorandum in Support of Approval of Conditional Use Permit in the above-referenced matter, and requests that the Commission recommend approval of the aforementioned Conditional Use Permit to the City Council.

DISCUSSION

Pursuant to the Zoning Ordinance:

Attachment: QT Memo in Support of Conditional Use Permit (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

“The purpose of conditional use permits is to provide the City with a procedure for determining the appropriateness of a proposed use not authorized as a matter of right by the regulations of the district in which the use is proposed to be located. The appropriateness of the use shall be determined in consideration of surrounding uses, activities and conditions of the site and of surrounding areas.”

Section 405.1070(A)(1), Zoning Ordinance. The general rule applicable to the consideration of a conditional use permit is that “if the proposed use meets the standards prescribed by the local ordinance, the [agency] is bound to issue the [conditional] use permit subject to reasonable conditions which it might impose to mitigate any harmful effects that might otherwise result.” *State ex rel. Presbyterian Church v. City of Washington*, 911 S.W.2d 697, 701 (Mo. App. E.D. 1995) (quoting 6 Rohan, ZONING & LAND USE CONTROLS § 44.01[4] at pg. 19 (1992)). Section 405.1070(E) of the Zoning Ordinance sets forth the standards pursuant to which all conditional use permits in the City of Creve Coeur (the “City”) shall be reviewed. If the evidence presented clearly indicate that the six (6) standards set forth in Section 405.1070(E) are met, the City is bound to issue the conditional use permit.

Furthermore, public sentiment is not a factor upon which the City is permitted to rely upon when making a decision whether to approve or recommend approval of a conditional use permit. *See Huttig v. City of Richmond Heights*, 372 S.W.2d 833, 842-43 (Mo. 1963); *Browning-Ferris Indus., Inc. v. Maryland Heights*, 747 F. Supp. 1340, 1349 (E.D. Mo. 1990); *N.P. Sandbothe v. City of Olivette*, 647 S.W.2d 198, 204-05 (Mo. App. E.D. 1983). This is because generalized fears are not based on facts. *See N.P. Sandbothe*, 647 S.W.2d at 204-05. The City’s determination of the Proposed Store’s compliance with Section 405.1070(E)(2) of the Zoning Code must be based solely upon the application and clear, undisputed evidence presented before it. *See* Section 405.1070(E), City Code; *see also*, *N.P. Sandbothe*, 647 S.W.2d at 204 (“Such finding must be made upon facts and evidence before it and the discretion granted the Council must be reasonable and not arbitrarily exercised.”).

The Application and the evidence presented to the Commission clearly indicate that the Proposed Store satisfies the six (6) standards set forth in Section 405.1070(E), to wit:

1. **The Proposed Store Complies With All Applicable Provisions of Chapter 405 Including Environmental Performance Standards Presented in Section 405.550, the Criteria in Section 405.470 and the Standards of Chapter 405 in regard to yard and setback, parking and loading areas, screening and buffering, refuse, storage and service areas and signs.**

It is clear from the application and the evidence presented that the Proposed Store complies with all applicable provisions of Chapter 405, including the environmental performance standards presented in Section 405.550, the criteria in Section 405.470 and the standards of Chapter 405 in regard to yard and setback, parking and loading areas, screening and buffering, refuse, storage and service areas and signs.

- (a) **The Proposed Store Complies with Environmental Performance Standards Presented in Section 405.550**

The Application and the undisputed evidence and testimony presented at the June 1, 2020 Public Hearing clearly indicate, and the Staff Report for the Commission Meeting on June 1, 2020 (the “Staff Report”) supports a finding, that the Proposed Store complies with all applicable environmental performance standards prescribed in Section 405.550 of the Zoning Ordinance, and QuikTrip has and will continue to comply with all applicable City, state, and federal environmental performance standards and environmental controls upon approval.¹

(b) The Proposed Store Complies with the Criteria in Section 405.470 and Chapter 405 in Regard to Yard and Setback, Parking and Loading Areas, Screening and Buffering, Refuse, Storage and Service Areas and Signs.

As evidenced on the Site Plan and Landscape Plan submitted with the Application, the Proposed Store complies with all of the criteria and standards set forth in Section 405.470(A)(13) of the Zoning Ordinance, as well as with all other applicable standards contained in Chapter 405 in regard to yard and setback, parking and loading areas, screening and buffering, refuse, storage and service areas and signs.² Section 405.470(A)(13) of the Zoning Ordinance sets forth specific development standards and criteria in regard to site size, setbacks, curb cuts and corner radius, parking and access, pump island location, storage and service areas, loading areas, fencing, landscaping, screening and buffering, trash and refuse storage and disposal, gasoline deliveries, sight lines and signs for the conditional use of a Gasoline Service Stations With Convenience Stores (NAICS #447110). Accordingly, as shown on the Site Plan and Landscape Plan,³ and as stated in the Staff Report, “[t]he proposed site development plan meets with these requirements of the Zoning Code.”⁴ Moreover, the Site Plan and Landscape Plan, coupled with the undisputed testimony at the Public Hearing, further demonstrate that the Proposed Store will comply with all of the continuing requirements and standards provided by Chapter 405 applicable to Gasoline Service Stations with Convenience Stores (NAICS #447110).⁵

Therefore, in light of the foregoing, it is clear that the Application and other evidence presented clearly indicate that the Proposed Store complies with all applicable provisions of Chapter 405, including the environmental performance standards presented in Section 405.550, the criteria in Section 405.470 and the standards of Chapter 405 in regard to yard and setback, parking and loading areas, screening and buffering, refuse, storage and service areas and signs.

2. The Proposed Store Will Contribute to and Promote the Community Welfare and Convenience at the Specific Location.

The Application and evidence presented at the Public Hearing clearly indicate that the Proposed Store will contribute to and promote the community welfare and convenience at the specific location. This standard for a conditional use permit requires satisfaction of two components: (1) the proposed conditional use will contribute to and promote the community welfare at the specific location; and (2) the proposed conditional use will contribute to and promote the community convenience at the specific location.

(a) The Proposed Store Will Contribute to and Promote Community Welfare

As evidenced in the Application and by the testimony at the Public Hearing, the Proposed Store will contribute to and promote community welfare at the specific location in several ways:

(i) Redevelopment of the Retail Center.

As stated in Application, the placement of the Proposed Store is a good and proper use for the Site.⁶ The approval of the Conditional Use Permit for the Proposed Store would provide for the replacement of an outdated and underutilized retail building that currently occupies the Site with a gas station and convenience store together with extensive site improvements.⁷ In addition, the development of the Proposed Store would allow for the enhancement of the building and site of the similarly outdated and underutilized Retail Center adjacent to the Site.⁸ Such improvements will support economic development activities of the City by attracting new tenants to the Retail Center.⁹

In addition, as further discussed in Part 4 herein, the location and overall design for both the Proposed Store and the adjacent Retail Center comport with the City's Design Guidelines and the City Code, further the goals and objectives of the Creve Coeur 2030 Comprehensive Plan dated March 2017 (adopted via Res. 16-028 (March 20, 2017)) (the "City's Comprehensive Plan"), provide for overall aesthetic and development improvements for the East Olive Corridor, and enhance the streetscapes along Olive Boulevard and North Graeser Road, and will provide pedestrian circulation both within the development and along the adjacent roadways.¹⁰ As noted at Public Hearing, QuikTrip's extensive and substantial improvements will not only add value to the City at the southwest corner of Olive Boulevard and Graeser Road, but will also serve to foster further improvements to nearby properties.¹¹ Thus, by providing for the much needed overall redevelopment of the Site and the Retail Center, which thereby adds value to the City overall, it is clear that the placement and operation of the Proposed Store on the Site will contribute to and promote the community welfare at the specific location.

(ii) Increased Buffering From the Adjacent Residential Property.

The Site currently consists of five (5) separate parcels, all of which are located within the GC-General Commercial District pursuant to the Zoning Ordinance (the "GC District").¹² QuikTrip will be acquiring enough property at this specific location in order to provide a minimum of ninety-one (91) feet of landscaped buffering between the parking lot on the Site and the residential properties, which includes, among other things, the installation of an eight (8) ft. high fence, landscape wall feature, and extensive landscaping, between the location of the parking lot and the adjacent residential properties.¹³ The nearest building to be constructed as part of the Proposed Store would be a minimum of one hundred forty-six (146) feet from the nearest residential property line.¹⁴

Should the properties located at 825 and 827 Graeser Road be developed either individually or collectively, the maximum setback from the residential properties would be twenty (20) feet.¹⁵ As such, consistent with Table A of the Zoning Ordinance, the properties

located at 825 and 827 Graeser Road could be developed or used, as a matter of right, for a number of retail uses, including a grocery store, meat market, liquor store, tobacco store or medical marijuana dispensary within twenty (20) feet of the adjacent residential property lines.¹⁶ Approval of the Proposed Use at this Site consistent with the Application would allow for the preservation of a landscaped buffer between the Proposed Store and the adjacent residential properties that is over four (4) times greater than that which would otherwise be required for other permitted uses within the GC District.¹⁷

(iii) *Increased Tax Revenue*

The location and operation of the Proposed Store on the Site will further contribute to and promote the community welfare at its specific location due to the increase in sales and property tax revenue generated at this specific location.¹⁸ Based on its location on Olive Boulevard (Route 340), a primary street¹⁹ and a State highway²⁰, the City will see an increase in sales tax revenue due to the operation of the Proposed Store,²¹ as well as an overall increase in real and personal property tax revenue due to the construction of the Proposed Store and the redevelopment of the adjacent Retail Center,²² which will undoubtedly contribute to and promote the community welfare of the City.²³

In addition, as identified in the Staff Report, with the exception of the southernmost Graeser Road properties, the Site is located within the Olive-Graeser Transportation Development District (the “OG-TDD”).²⁴ The OG-TDD was established in 2008 to provide transportation-relative improvements within the vicinity of the Olive-Graeser/Dautel intersection.²⁵ With the approval of this Requested Conditional Use Permit, the sales tax generated from the Proposed Store and the renovated Retail Center would be subject to the additional one percent (1%) sales tax imposed by the OG-TDD and the sales taxes generated from such would be used to pay off the debt associated with the existing transportation-related improvements.²⁶

(iv) *Creation of Quality Jobs*

The Proposed Store would lead to creation of new jobs in the City, specifically at the southwest corner of Olive Boulevard and Graeser Road, for an exceptional community oriented corporation²⁷ which has been Fortune’s “100 Best Company to Work For” for 17 years, on Forbes Top 100 Privately Held Companies list for over 17 years, and, most recently, on People Magazine’s “Companies That Care” list for the last two years.²⁸ QuikTrip stores generally employ six (6) full-time and ten (10) or more part-time employees per store.²⁹ Average starting salaries for entry level assistant managers is currently over \$50,000 per year, and starting pay for a part time clerk is \$11.00 per hour.³⁰ Store manager salaries average \$89,000 per year.³¹ Full-time and part-time employees are offered health benefits and bonuses, tuition reimbursement and profit sharing are available for qualifying employees.³²

(v) *Community Support*

In addition to its continuing philanthropic support of national organizations such as Folds of Honor and the United Way, with the Proposed Store on the Site, QuikTrip would contribute

5% of its profits to local community charitable organizations in Creve Coeur much like it does for every other local community in which QuikTrip operates one of its stores.³³ Likewise, as each QuikTrip store is a National Safe Place location for children, and as each store is available as a police substation,³⁴ it is evident that the Proposed Store will contribute to and promote not only the community welfare at the southwest corner of Olive Boulevard and Graeser Road, but also the health, welfare and safety of the City as a whole.

(b) The Proposed Store Will Contribute to and Promote the Community Convenience at the Specific Location

The Proposed Store contributes to and promotes the community convenience at its specific location. As stated in the Staff Report, “[t]he [Proposed Store] and the renovation of the adjacent retail center [will] provide retail and services for the adjacent residential areas and other areas within this section of Creve Coeur.”³⁵ The Site is along a well-travelled area of the City³⁶ and people who drive the East Olive Corridor are looking for a well maintained, easily accessible gasoline station with convenience store which offers for sale high quality products.³⁷ Currently however, the properties located at the southwest corner of Olive Boulevard and Graeser Road are underutilized as they contain two partially unoccupied retail centers with outdated exteriors.³⁸ Accordingly, the placement and operation of the Proposed Store on the Site will contribute to and promote the community convenience and serve the needs of the people who drive the East Olive Corridor because the Proposed Store would be the only provider of motor vehicle fuels and the only 24-hour shopping and convenience store on the south side of Olive Boulevard between North New Ballas Road and Old Bonhomme Road.³⁹

Further, as noted above in Part 2(a), the approval of the Conditional Use Permit will also provide for the overall redevelopment of the properties located at the southwest corner of Olive Boulevard and Graeser Road. Included in this overall redevelopment is the construction of a new sidewalk along North Graeser Road, which will connect to the redeveloped sidewalk along Olive Boulevard, and the implementation of an improved traffic mitigation plan for Olive Boulevard and Graeser Road.⁴⁰ Accordingly, by making both Olive Boulevard and Graeser Road more pedestrian friendly and by implementing an improved traffic mitigation plan for the same, the proposed QuikTrip will allow for safer pedestrian circulation within and adjacent to the Site which thereby allows the Proposed Store to further contribute to and promote the community convenience at this specific location by allowing both pedestrians and motorists to safely access this proposed Gasoline Station with Convenience Store.⁴¹

In sum, with respect to the second conditional use permit standard, the approval of the Requested Conditional Use Permit “would represent a notable change within the East Olive Corridor and would continue the recent trend for additional development in this area[,]”⁴² and, as the undisputed evidence presented clearly demonstrates, the Proposed Store will ultimately add value to the City and will contribute to and promote the community welfare and convenience at the specific location, i.e., the southwest corner of Olive Boulevard and Graeser Road.

3. The Proposed Store Will Not Cause Substantial Injury to the Value of Neighboring Property.

The Proposed Store will not cause *substantial* injury to the value of neighboring property. It is first worth noting that the Site is currently zoning commercial, and has been used as such for over fifty (50) years.⁴³ Any detriment to the adjacent residential properties constructed in the 1990s as a result of being adjacent to commercial property has likely already been realized.⁴⁴ In addition, the existing retail center to the west of the Proposed Store was originally constructed in 1967 and is currently in below average condition.⁴⁵ Without the approval of the Conditional Use Permit for the placement and operation of the Proposed Store on the Site and the redevelopment of the Retail Center site, the current buildings located on the Site and the Retail Center will likely continue to deteriorate, consequently leading to an overall decrease in both neighboring commercial and residential property values and possible nuisance conditions.⁴⁶

The placement and operation of the Proposed Store on the Site will allow for the revitalization of the Retail Center which, along with the replacement of an outdated and underutilized retail building with the Proposed Store on the Site, a modern, well designed facility, will better represent the City of Creve Coeur as a whole, will enhance neighboring commercial property values.⁴⁷

There is no empirical evidence presented of any negative impact on property values as a result of the construction of the Proposed Store, and any generalized fears of neighboring property owners should not be considered. See *N.P. Sandbothe*, 647 S.W.2d at 204-05 (finding that generalized fears are not based on facts, and the will of a few property owners is not substantially related to the public interest). To the contrary, by way of comparison, sales between February of 2018 and April of 2020 for the properties near the 24-hour Mobil on the Run Gas Station with Convenience Store and Briteworx car wash facility located at 11109-11135 Olive Boulevard and 11100-11114 Oak Lake Court (the “Mobile on the Run”) contradict any assertion that the placement and operation of a Gasoline Station with Convenience Store within the “GC” General Commercial District or the East Olive Corridor will cause a substantial injury to neighboring property values.⁴⁸ As shown on the chart below, which is based on the properties sales data reported by St. Louis County and/or the St. Louis MLS, all of the properties located near the recently approved Mobile on the Run which were sold in the last two years, i.e., after the City’s approval of the conditional use permit for the placement and operation of the Mobile on the Run, increased in value.⁴⁹

Address	Parcel Locator:	Distance from Mobile 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	04/13/2020	\$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

As identified in the Staff Report, “[t]he scale of the [Proposed Store] development is consistent with existing developments along the corridor and is similar to the recently approved gas station and convenience store across Olive Boulevard.”⁵⁰ Accordingly, the above chart supports the finding that, much like the Mobile on the Run, the Proposed Store will not cause a substantial injury to the value of neighboring property.⁵¹

Thus, in light of the foregoing, it is clear the undisputed evidence presented indicates that the Proposed Store will not cause substantial injury to the value of neighboring property. Therefore, the Planning and Zoning Commission should recommend approval of the Requested Conditional Use Permit.

4. The Proposed Use 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.

The undisputed evidence clearly indicates that the Proposed Store is consistent with the applicable goals and objectives set forth in the City's Comprehensive Plan⁵² and complies with all applicable zoning district regulations and provisions set forth in the Zoning Ordinance.

(a) The Proposed Use is Consistent with the Applicable Goals and Objectives of the City's Comprehensive Plan

With respect to its consistency with the applicable goals and objectives set forth in the City's Comprehensive Plan, as identified in the Staff Report, the proposed development “embodies many of the recommendations the Comprehensive Plan.”⁵³ Indeed, the subject property for the Proposed Store is located within the East Olive Corridor of the City's 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 multifamily homes and single-family homes.⁵⁴ Accordingly, as observed in the Staff Report, QuikTrip's proposed development “consists of a gas station with 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.”⁵⁵

Further, according to the City's Comprehensive Plan, a key community issue and priority for the City is to maintain a strong economic base and to “address outdated and underutilized commercial development and capitalize on high-tech industrial growth opportunities[,]” because “[m]aintaining a strong economic base is crucial for the long-range success of the City[.]”⁵⁶ Goal No. 3, Economic Growth and Community Services, of the City's Comprehensive Plan states that the City “will capitalize on new job growth and commercial development opportunities to strengthen its position as a major regional business center and provide necessary neighborhood services for the community.”⁵⁷ According to Goal No. 7, Community Sustainability & Resilience, of the City's Comprehensive Plan, the City “will lead the region in integrating community sustainability with on-going revitalization[,]” and the City should “[f]acilitate the

development of community-supportive retail and services to ensure long-term community vibrancy and resilience.”⁵⁸ The Proposed Store fulfills both Goals No. 3 and No. 7 as such approval capitalizes on new commercial development opportunities and creates new jobs, as well as enables the City to further foster the integration of community sustainability with on-going revitalization through the redevelopment of the Site for the Proposed Store and the accompanying improvements to the adjacent retail center.⁵⁹ As stated in Part 2(a), above, the approval of the Proposed Store will allow for the adjacent retail center to undergo a much needed facelift and will further the development of community-supportive retail and services to ensure long-term community vibrancy and resilience throughout the East Olive Corridor due to the placement and operation of the Proposed Store.⁶⁰

Moreover, pursuant to Goal No. 6, Transportation, Connectivity & Mobility, of the City’s Comprehensive Plan, the City “will utilize development ... to better manage automobile traffic; reduce traffic congestion; and improve transit, walkability, and bikeability.”⁶¹ In order to accomplish this goal, Strategy 6:7 provides that the City should “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.”⁶² Here, as shown on the Site Plan, the development will utilize a cross-access between the Proposed Store and the adjacent Retail Center, facilitate shared parking, and provide access to both Olive Boulevard and Graeser Road⁶³ consistent with the City’s Comprehensive Plan.⁶⁴ The one (1) existing shared, full-access driveway on Olive Boulevard for the Retail Center will be used as primary access for the Retail Center, but will allow for shared parking and cross-access to the Proposed Store Site⁶⁵, which in turn will improve traffic flow to and from both sites.⁶⁶ Similarly, consistent with the goals and objectives set forth in the City’s Comprehensive Plan and in accordance with the City’s Design Guidelines,⁶⁷ QuikTrip has provided for the strategic placement and utilization of the two (2) curb cuts permitted for the Proposed Store Site by including one (1) redesigned right-in/right-out access driveway on Olive Boulevard and one (1) redesigned full-access driveway on Graeser Road for the Proposed Store⁶⁸ to aid in the overall reduction of traffic congestion at the Olive Boulevard and Graeser Road intersection.⁶⁹

In order to improve upon the walkability of the City and to encourage the bike-ability of the same, consistent with Goal No. 6 of the City’s Comprehensive Plan, the Proposed Store includes the development of a sidewalk along Graeser Road and the redevelopment of the existing sidewalk along Olive Boulevard,⁷⁰ which comports with the City’s Pedestrian Plan,⁷¹ and provides for bicycle facilities near the front of the Proposed Store, as well as a free air compressor to fill up bicycle and automobile tires.⁷² Accordingly, the inclusion of a sidewalk along Graeser Road and bicycles facilities near the front of the store, along with the redevelopment of the existing sidewalk along Olive Boulevard, not only advance Goal No. 6 of the City’s Comprehensive Plan and comport with applicable design guidelines and plans, but also serve to further promote Goal No. 2, Residential Development & Preservation, by improving the walkability of the residential neighborhoods located on Graeser Road and their connectivity to Olive Boulevard.⁷³

Furthermore, consistent with the recommendations of the City’s Comprehensive Plan and Design Guidelines,⁷⁴ the Site Plan, Landscape Plan, and Photometric Plan for the Proposed Store consists of multiple features to help mitigate the impact of the commercial uses on Olive

Boulevard on the neighboring residences.⁷⁵ The inclusion of these features not only “mitigate the impact of non-residential uses such as lighting, noise, and trash on residential uses where they are adjacent[,]” consistent with Strategy 2:8 of the City’s Comprehensive Plan, but these features also serve to “protect residential areas from negative encroachment of non-residential uses.”⁷⁶

Lastly, in respect to the placement and operation of a 24-hour a day Gasoline Station with Convenience Store, the Proposed Store complies with the City’s Comprehensive Plan for the East Olive Corridor as evidenced by prior action of the City Council, particularly in regard to the approval of a conditional use permit for the placement and operation of the Mobil on the Run.⁷⁷ In fact, much like the Mobile on the Run, the Proposed Store would be operated 24-hours a day and similarly located in the East Olive Corridor and the “GC” General Commercial District.⁷⁸ It follows that, much like the approval of the conditional use permit for the placement and operation of the Mobile on the Run, where the City Council found that the conditional use for a 24-hour gasoline station with convenience store, as well as a car wash facility, located within the East Olive Corridor and the “GC” General Commercial District meets the applicable provisions of the City’s Comprehensive Plan,⁷⁹ here, the same should hold true as “[t]he City is not authorized to pick and choose between similarly situated applicants.” *Ford Leasing Dev. Co. v. Ellisville*, 718 S.W.2d 228, 233 (Mo. App. E.D. 1986); *see also*, e.g., *State ex rel. Nigro v. Kansas City*, 27 S.W.2d 1030, 1032 (Mo. 1930); *State ex rel. Columbus Park Community Council v. Board of Zoning Adjustment*, 864 S.W.2d 437, 442 (Mo. App. W.D. 1993); *Wolfner v. Board of Adjustment of the City of Frontenac*, 672 S.W.2d 147, 151 (Mo App. E.D. 1984). Therefore, as evidenced by prior actions of the City Council and as the proposed conditional use would be compatible with that of similarly situated conditional uses recently approved by the City Council, it is clear that undisputed evidence indicates that the Proposed Store comports with the applicable goals and objects set forth in the City’s Comprehensive Plan.⁸⁰

(b) The Proposed Use Complied with Other Applicable Zoning District Regulations and Provisions of Chapter 405

All of the subject properties for QuikTrip’s proposed development are located within the “GC” General Commercial District.⁸¹ Pursuant to Section 405.360(A), Zoning Ordinance, the stated purpose and intent of the “GC” General Commercial District is “to accommodate by site development plan approval *convenience* retail shopping and services and offices which are freestanding or part of small scale planned commercial developments and which are compatible in scale and intensity of use with adjacent residential uses.” (Emphasis added). While a Gas Station with Convenience Store are conditional uses in the “GC” General Commercial District, “it is the overall scale and intensity of the use that is reviewed with the stated purpose of the GC District”⁸² and “[t]he purpose of the GC district is similar to the recommendations in the Comprehensive Plan.”⁸³ Accordingly, as a free standing Gasoline Station with Convenience Store,⁸⁴ it is evident that the Proposed Store comports with the purpose and intent of the “GC” General Commercial District.⁸⁵ The Staff Report identified that the Proposed Store, along with the renovation of the adjacent Retail Center will “provide retail and services for the adjacent residential areas and other areas within this section of Creve Coeur,” and meet the applicable zoning district regulations and provisions for “GC” General Commercial District.⁸⁶

In regard to the Dimensional Regulations for the “GC” General Commercial District, the Site Plan evidences that the Proposed Store meets all lot size requirements, building bulk regulations, and yard and setback requirements provided for under Section 405.360(E), Zoning Ordinance.⁸⁷

Furthermore, the Proposed Store complies with the General Requirements for the “GC” General Commercial District, as provided for under Section 405.360(F), Zoning Ordinance, as well as with the other applicable regulations and provisions of Chapter 405 of the Zoning Ordinance relative to the zoning district and proposed conditional use.⁸⁸

Therefore, in light of the foregoing, as the undisputed evidence and testimony presented at the Public Hearings make clear, the Proposed Store comports with the applicable provisions of the City’s Comprehensive Plan and complies with the other applicable zoning district regulations and provisions of Chapter 405 of the Zoning Ordinance.

5. The Proposed Store Will Provide Erosion Control and On-Site Stormwater Detention in Accordance with the Standards Contained in Chapter 405 of the Zoning Ordinance.

As evidenced on the Landscape Plan and the Site Plan, the Proposed Store will provide erosion control and on-site storm water detention in accordance with the standards contained in Chapter 405 of the Zoning Ordinance, as well as Chapters 420 and 425, of the City Code.⁸⁹ Indeed, as evidenced on the Site Plan and Landscape Plan, all storm water management for the Proposed Store and the adjacent retail center site will be in accordance with the Metropolitan St. Louis Sewer District regulations, and the entire development will conform with all other appropriate environmental controls and standards including those related to landscaping, tree conservation, and stormwater retention and erosion control provided for in Chapters 405, 420 and 425 of the City Code.⁹⁰ As such, sufficient evidence clearly indicates that the Proposed Store will provide erosion control and on-site storm water detention in accordance with the standards contained in Chapter 405 of the Zoning Ordinance, as well as Chapters 420 and 425, of the City Code.

6. The Proposed Store 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 Proposed Store and the redevelopment of the Retail Center employ sufficient mitigation measures to alleviate any impact the placement and operation of the Proposed Store could have community facilities or services or the users thereof.⁹¹ Other than those identified below, there is no evidence of any burden or impact on community facilities or services or the users thereof as a result of the Proposed Store.

(a) The Proposed Store is Compatible With the Surrounding Area

The Proposed Store is smaller than other QuikTrip locations currently operated in the St. Louis Metropolitan area⁹² as it is less than five thousand square feet in size, it utilizes Sonoma stone, has rear pilasters, a masonry screen wall and landscaping along the front of the building.⁹³ There is no other QuikTrip store currently operated in the St. Louis Metropolitan area that will look like the Proposed Store.⁹⁴ Rather, the Proposed Store has been designed to be compatible with the commercial area surrounding the Proposed Store and the City as a whole, as well as to mitigate any impact the operation of the Proposed Store could have on surrounding or adjacent users or on community facilities or services.⁹⁵ The Staff Report notes:

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 commercial development and allows for the redevelopment of an existing aged retail center, that caters to local neighborhood businesses.”⁹⁶

Moreover, with respect to the redevelopment of the existing adjacent retail building, it should be noted that the approval of the Requested Conditional Use Permit will include staining the existing brick, which maintains the look and feel of natural brick in a similar color to the Proposed Store, and uses stacked stone elements which are similar to the design of the Proposed Store.⁹⁷ These stacked stone elements are similar to the stone element used for the Walgreens across the street on Olive Boulevard which further demonstrates that the Proposed Store and the redevelopment of the adjacent retail building will be compatible with the surrounding elements.⁹⁸

In addition, the Proposed Store will enhance the streetscapes along Olive Boulevard and North Graeser Road and further improve upon the overall walkability and accessibility of the Olive Boulevard and Graeser Road for surrounding and adjacent users through the placement and development of a sidewalk along Graeser Road and the redevelopment of the existing sidewalk along Olive Boulevard, both of which will border an extensively landscaped site.⁹⁹

(b) Traffic Mitigation Will Alleviate Any Impact on Community Transportation Facilities

As evidenced by the Site Plan, Traffic Impact Study, as well as the corresponding letters, reviews, and supplemental traffic information provided by CBB, the Missouri Department of Transportation (“MoDOT”), the Creve Coeur Police Department, Traffic Safety Unit, and George Butler Associates (“GBA”), the City’s Traffic Engineering Consultants, the Proposed Store will be compatible with the surrounding area in terms of traffic and tanker truck movement.¹⁰⁰ Improvements to the existing configuration of the intersection of Olive Boulevard and Graeser Road will be made consistent with the Traffic Impact Study and recommendations of MoDOT and GBA.¹⁰¹ In addition, QuikTrip has agreed to a review of the actual conditions for the right turn lane for North Graeser Road at the Proposed Store Site and to enter into an agreement whereby funds equal to the estimated cost of any such improvement are guaranteed if further mitigation measures are needed.¹⁰²

Therefore, in light of the foregoing, the undisputed competent evidence clearly indicates that the Proposed Store 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 of transportation facilities, including streets and highways, in the City.

(c) Security and Theft Prevention Measures Employed Provide Ample Theft Mitigation

There is no evidence that the Proposed Store will impose an excessive burden on City police services. Approvals of similarly situated uses of property within the City evidence that the City does not find uses similar to the Proposed Store to be an excessive burden on City police services.¹⁰³

The foregoing notwithstanding, the Proposed Store, will employ theft mitigation measures that exceed industry recommendations.¹⁰⁴ Indeed, as noted by QuikTrip at the Public Hearing, QuikTrip is very dedicated to deterring the overall crime for the areas in which it operates and the Proposed Store, much like every other QuikTrip store, will:¹⁰⁵

- (1) Provide for a well-designed interior layout whereby the QuikTrip employees are able to see their surroundings and people outside the store, including police on patrol, are able to see what is going on in the store into the store.
- (2) Include a well-lit exterior store environment, which acts as a deterrent to crime;
- (3) Include multiple high-definition security cameras, which provide clear views of the entire property, both the interior and exterior, and are able to be viewed by QuikTrip's own security department at the QuikTrip corporate office;
- (4) Have multiple employees, who are QuikTrip's greatest assets and number one concerns when it comes to safety, on duty, with a minimum of two (2) people on duty for the overnight shift, who will utilize a drop safe and other cash control equipment, such as a money dispenser;
- (5) Be owned and operated solely by QuikTrip Corporation, which has invested millions of dollars in overall security, has extensive security and theft prevention resources, trains its employees on how to properly mitigate theft and overall crime, and is the best in the business at cash-control; and
- (6) Be located in a safe and well-travelled area, as the QuikTrip team would not put a store anywhere it would not put their own kids.

With the implementation of the above crime mitigation measures,¹⁰⁶ it is clear that Proposed Store will be complying with and exceed the crime mitigation measures recommended in the *Robbery of Convenience Stores* report published by the United States Department of Justice (the "DOJ") in April of 2007,¹⁰⁷ and will not impose an *excessive* burden or have a *substantial* negative impact on surrounding or adjacent users of police services.

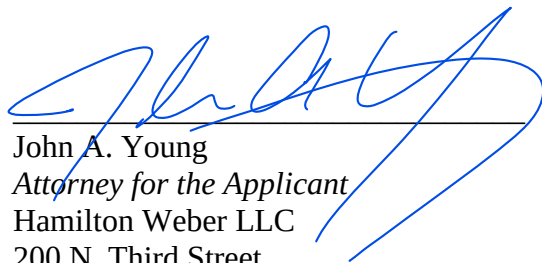
CONCLUSION

In conclusion, in light of the foregoing, the application and overwhelming undisputed evidence presented clearly indicate that the Proposed Store:

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.

Therefore, QuikTrip respectfully requests that the Planning and Zoning Commission recommend approval of the Requested Conditional Use Permit for the Proposed Store to the City Council in accordance with Sections 405.1070(D)(2) and 405.1070(E) of the City Code.

Respectfully Submitted,



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¹ Site Plan; Staff Report, at 12 (June 1, 2020); Applicant's PowerPoint, at pg. 36-40; see also Staff Report, at 21 (June 1, 2020)

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- ² Site Plan; Landscape Plan; *see also*, Staff Report, at 15 (June 1, 2020)
- ³ Site Plan; Landscape Plan
- ⁴ Staff Report, at 15 (June 1, 2020)
- ⁵ Site Plan; Landscape Plan; Public Hearing Testimony of Gwen Keen (June 1, 2020)
- ⁶ QuikTrip Conditional Use Permit Application, Rationale
- ⁷ *See*, Landscape Plan; Site Plan; Staff Report, at 5 (June 1, 2020); Photos of Existing Property; Renderings; Olive Retail Revised Elevations (Dated 6-12-2020); Public Hearing Testimony of Gwen Keen (June 1, 2020); Public Hearing Testimony of Jason Morgan (June 1, 2020); Public Hearing Testimony of Mike Ballman (June 1, 2020); Applicant's PowerPoint, at 6-15, 21-23; *see also*, Public Hearing Testimony of Jason Jaggi (June 1, 2020); Staff PowerPoint Presentation, at 13 Photos of Existing Property
- ⁸ *See*, Landscape Plan; Site Plan; Staff Report, at 5 (June 1, 2020); Photos of Existing Property; Renderings; Olive Retail Revised Elevations (Dated 6-12-2020); Public Hearing Testimony of Gwen Keen (June 1, 2020); Public Hearing Testimony of Jason Morgan (June 1, 2020); Public Hearing Testimony of Mike Ballman (June 1, 2020); Applicant's PowerPoint, at 6-15, 21-23; *see also*, Public Hearing Testimony of Jason Jaggi (June 1, 2020); Staff PowerPoint Presentation, at 13
- ⁹ *See* Photos of Existing Property; Renderings; Olive Retail Revised Elevations (Dated 6-12-2020); Public Hearing Testimony of Gwen Keen (June 1, 2020); Public Hearing Testimony of Jason Morgan (June 1, 2020); Public Hearing Testimony of Mike Ballman (June 1, 2020); Applicant's PowerPoint, at 6-15, 21-23; *see also*, Public Hearing Testimony of Jason Jaggi (June 1, 2020); Staff PowerPoint Presentation, at 13
- ¹⁰ Landscape Plan; Site Plan; Staff Report, at 5 (June 1, 2020); Renderings; Olive Retail Revised Elevations (Dated 6-12-2020); Public Hearing Testimony of Gwen Keen (June 1, 2020); Public Hearing Testimony of Jason Morgan (June 1, 2020); Public Hearing Testimony of Mike Ballman (June 1, 2020); Applicant's PowerPoint, at 6-15, 21-23; *see also*, Public Hearing Testimony of Jason Jaggi (June 1, 2020); Staff PowerPoint Presentation, at 13
- ¹¹ *See* Public Hearing Testimony of Jason Morgan (June 1, 2020); Applicant's PowerPoint, at 23
- ¹² Application; Staff Report, at 1 (June 1, 2020); Public Hearing Testimony of Gwen Keen (June 1, 2020); Public Hearing Testimony of Jason Jaggi (June 1, 2020)
- ¹³ *See* Landscape Plan; Site Plan; Public Hearing Testimony of Gwen Keen (June 1, 2020); Public Hearing Testimony of Jason Jaggi (June 1, 2020); *see also* Staff Report, at 16 (June 1, 2020)
- ¹⁴ *See* Landscape Plan; Site Plan; Public Hearing Testimony of Gwen Keen (June 1, 2020); Public Hearing Testimony of Jason Jaggi (June 1, 2020); *see also* Staff Report, at 16 (June 1, 2020)
- ¹⁵ *See* Section 405.360(E)(4), Zoning Ordinance; Table A of the Zoning Ordinance
- ¹⁶ *See* Section 405.360(E)(4), Zoning Ordinance; Table A of the Zoning Ordinance
- ¹⁷ *See* Section 405.360, Zoning Ordinance; Site Plan; Landscape Plan; Public Hearing Testimony of Gwen Keen (June 1, 2020); Public Hearing Testimony of Jason Jaggi (June 1, 2020)
- ¹⁸ *See* CBB, Traffic Impact Study, at 12, 24 (January 13, 2020) (hereinafter, "Traffic Impact Study"); Public Hearing Testimony of Jason Morgan (June 1, 2020); Applicant's PowerPoint, at 4, 23
- ¹⁹ Comprehensive Plan, at 89
- ²⁰ Traffic Impact Study, at 4
- ²¹ *See* Public Hearing Testimony of Gwen Keen (June 1, 2020); Applicant's PowerPoint, at 4
- ²² *See* Public Hearing Testimony of Jason Morgan (June 1, 2020); Applicant's PowerPoint, at 23
- ²³ *See* Public Hearing Testimony of Gwen Keen (June 1, 2020); Public Hearing Testimony of Jason Morgan (June 1, 2020); Applicant's PowerPoint, at 4, 23
- ²⁴ Staff Report, at 21 (June 1, 2020)
- ²⁵ Staff Report, at 21 (June 1, 2020)
- ²⁶ Staff Report, at 21 (June 1, 2020); Public Hearing Testimony of Gwen Keen (June 1, 2020); Applicant's PowerPoint, at 23
- ²⁷ Public Hearing Testimony of Gwen Keen (June 1, 2020); Applicant's PowerPoint, at 2-4
- ²⁸ *See* Public Hearing Testimony of Gwen Keen (June 1, 2020); Applicant's PowerPoint, at 2-4
- ²⁹ *See* Public Hearing Testimony of Gwen Keen (June 1, 2020); Applicant's PowerPoint, at 2-4
- ³⁰ *See* Public Hearing Testimony of Gwen Keen (June 1, 2020); Applicant's PowerPoint, at 2-4
- ³¹ *See* Public Hearing Testimony of Gwen Keen (June 1, 2020); Applicant's PowerPoint, at 2-4
- ³² *See* Public Hearing Testimony of Gwen Keen (June 1, 2020); Applicant's PowerPoint, at 2-4
- ³³ Public Hearing Testimony of Gwen Keen (June 1, 2020); Applicant's PowerPoint, at 4
- ³⁴ Public Hearing Testimony of Gwen Keen (June 1, 2020); Applicant's PowerPoint, at 4
- ³⁵ Staff Report, at 12 (June 1, 2020)

³⁶ See generally, Traffic Impact Study

³⁷ Rationale - QuikTrip Conditional Use Permit Application

³⁸ Photos of Existing Property

³⁹ Testimony of Gwen Keen (June 1, 2020 Public Hearing); Applicant's PowerPoint, at 40

⁴⁰ Site Plan; Landscape Plan; Traffic Impact Study; GBA, *Proposed QuikTrip Development – Traffic Impact Study Review* (April 14, 2020); Creve Coeur Police Department: Traffic Safety Unit, *QuikTrip – Traffic Impact Study* (April 17, 2020); MODOT, *Traffic Impact Study Repose Letter* (April 20, 2020); CBB, *Response to Agency Comments – Traffic Impact Study* (May 26, 2020); CBB, *Follow-Up for Response to Agency Comments – Traffic Impact Study* (May 28, 2020); CBB, *Response to Planning and Zoning Commission Comments and Questions* (June 10, 2020); GBA, *Proposed QuikTrip Development – CBB Response Memo dated 6/11/2020* (June 12, 2020); Staff Report, at 5 (June 1, 2020); Staff Report, at 3-5 (June 15, 2020); see also, Testimony of Lee Cannon (June 1, 2020 Public Hearing); Applicant's PowerPoint, at 27-35

⁴¹ Staff Report, at 5 (June 1, 2020); Staff Report, at 3-5 (June 15, 2020); Testimony of Lee Cannon (June 1, 2020 Public Hearing); Applicant's PowerPoint, at 27-35; see also GBA, *Proposed QuikTrip Development – Traffic Impact Study Review* (April 14, 2020); Creve Coeur Police Department: Traffic Safety Unit, *QuikTrip – Traffic Impact Study* (April 17, 2020); MODOT, *Traffic Impact Study Repose Letter* (April 20, 2020); CBB, *Response to Agency Comments – Traffic Impact Study* (May 26, 2020); CBB, *Follow-Up for Response to Agency Comments – Traffic Impact Study* (May 28, 2020); CBB, *Response to Planning and Zoning Commission Comments and Questions* (June 10, 2020); GBA, *Proposed QuikTrip Development – CBB Response Memo dated 6/11/2020* (June 12, 2020)

⁴² See Staff Report, at 22 (June 1, 2020)

⁴³ See Public Hearing Testimony of Jason Morgan (June 1, 2020); Applicant's PowerPoint, at 23

⁴⁴ See Public Hearing Testimony of Jason Morgan (June 1, 2020); Applicant's PowerPoint, at 23

⁴⁵ See Public Hearing Testimony of Jason Morgan (June 1, 2020); Applicant's PowerPoint, at 23

⁴⁶ See Public Hearing Testimony of Jason Morgan (June 1, 2020); Applicant's PowerPoint, at 23

⁴⁷ Public Hearing Testimony of Jason Morgan (June 1, 2020); Applicant's PowerPoint, at 23

⁴⁸ Public Hearing Testimony of Jason Morgan (June 1, 2020); Applicant's PowerPoint, at 24-26

⁴⁹ Public Hearing Testimony of Jason Morgan (June 1, 2020); Applicant's PowerPoint, at 26; see also Ordinance No. 5569, duly passed by the City Council on February 26, 2018 (approving conditional use permit for the placement and operation of the 24-hour Mobile on the Run and Briteworx Carwash Facility)

⁵⁰ Staff Report, at 5 (June 1, 2020).

⁵¹ See Public Hearing Testimony of Jason Morgan (June 1, 2020); Applicant's PowerPoint, at 26; see also Ordinance No. 5569, duly passed by the City Council on February 26, 2018 (approving conditional use permit for the placement and operation of the 24-hour Mobile on the Run and Briteworx Carwash Facility)

⁵² As noted by City Staff, "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." See Staff Report, at 5 (June 15, 2020). Similarly, as the Eastern District Court of Appeals of Missouri has stated, a Master Plan of a city "simply advises developers to review that plan to determine how [their development] will fit into the comprehensive plan for the development of the city. ... [C]onceptually it is a guide to development rather than an instrument to control land use. It is the task of the legislative body charged with zoning to apply the broad planning policies to specific property in enacting zoning regulations. The Master Plan is not itself a zoning document or a subdivision regulation, and cannot be used as such." *State ex rel. Schaefer v. Cleveland*, 847 S.W.2d 867, 871 (Mo. App. E.D. 1992); see also Public Hearing Testimony of Jason Jaggi (June 3, 2020) (same)

⁵³ Staff Report, at 5 (June 1, 2020); see also Public Hearing Testimony of Jason Jaggi (June 1, 2020); Staff PowerPoint Presentation, at 13

⁵⁴ Staff Report, at 4 (June 1, 2020); Creve Coeur 2030 Comprehensive Plan, at 88

⁵⁵ Staff Report at 5 (June 1, 2020); see also Public Hearing Testimony of Jason Jaggi (June 1, 2020); Staff PowerPoint Presentation, at 13

- ⁵⁶ Creve Coeur 2030 Comprehensive Plan, at 13; *see also* Public Hearing Testimony of Jason Jaggi (June 1, 2020); Staff PowerPoint Presentation, at 10
- ⁵⁷ Creve Coeur 2030 Comprehensive Plan, at 15; Staff Report, at 4-6 (June 1, 2020)
- ⁵⁸ Creve Coeur 2030 Comprehensive Plan, at 51
- ⁵⁹ Site Plan; Photos of Existing Property; Renderings
- ⁶⁰ *See* Public Hearing Testimony of Jason Jaggi (June 1, 2020); Staff PowerPoint Presentation, at 10-13
- ⁶¹ Creve Coeur 2030 Comprehensive Plan, at 50.
- ⁶² Creve Coeur 2030 Comprehensive Plan, at 50.
- ⁶³ According to the Pedestrian Plan, Graeser Rd. is a secondary street. *See* Creve Coeur Pedestrian Plan, at 15. However, pursuant to the City's Comprehensive Plan, Graeser Road is designated as a primary street in the East Olive Corridor. *See* Creve Coeur 2030 Comprehensive Plan, at 89.
- ⁶⁴ *See* Creve Coeur 2030 Comprehensive Plan, at 50; *see also* Public Hearing Testimony of Jason Jaggi (June 1, 2020); Staff PowerPoint Presentation, at 11, 13
- ⁶⁵ Site Plan
- ⁶⁶ Traffic Impact Study; Staff Report, at 18-19 (June 1, 2020)
- ⁶⁷ Creve Coeur 2030 Comprehensive Plan, at 50; City of Creve Coeur Design Review Guidelines, at 5 (April 2002)
- ⁶⁸ Site Plan; Traffic Impact Study, at 22-23; *see also* Public Hearing Testimony of Jason Jaggi (June 1, 2020); Staff PowerPoint Presentation, at 11, 13
- ⁶⁹ *See* Traffic Impact Study; Public Hearing Testimony of Lee Cannon (June 1, 2020); Applicant's PowerPoint, at 27-35; Public Hearing Testimony of Jason Jaggi (June 1, 2020); Staff PowerPoint Presentation, at 11, 13-15, 26-29; Public Hearing Testimony of Jason Jaggi (June 3, 2020); Public Hearing Testimony of Kyle Evans (June 3, 2020)
- ⁷⁰ Creve Coeur 2030 Comprehensive Plan, at 50; Site Plan; Renderings; Public Hearing Testimony of Gwen Keen (June 1, 2020); Public Hearing Testimony of Mike Ballman (June 1, 2020); Applicant's PowerPoint, at 10-12; Public Hearing Testimony of Jason Jaggi (June 1, 2020); Staff PowerPoint Presentation, at 11, 13, 15
- ⁷¹ *See* Creve Coeur Pedestrian Plan, at 11, 15 (April 2002)
- ⁷² Site Plan; Renderings; Public Hearing Testimony of Gwen Keen (June 1, 2020); Applicant's PowerPoint, at 10-12
- ⁷³ *See* Creve Coeur 2030 Comprehensive Plan, at 46; Public Hearing Testimony of Gwen Keen (June 1, 2020); Public Hearing Testimony of Mike Ballman (June 1, 2020); Applicant's PowerPoint, at 10-12; Public Hearing Testimony of Jason Jaggi (June 1, 2020); Staff PowerPoint Presentation, at 11, 13-15
- ⁷⁴ Creve Coeur 2030 Comprehensive Plan, at 93-94; Design Guidelines, *supra*, at 5, 15
- ⁷⁵ Site Plan; Landscape Plan; Photometric Plan; Renderings; Staff Report, at 16-18 (June 1, 2020)
- ⁷⁶ *See* Creve Coeur 2030 Comprehensive Plan, at 46; Public Hearing Testimony of Gwen Keen (June 1, 2020); Applicant's PowerPoint, at 10-16; Public Hearing Testimony of Jason Jaggi (June 1, 2020)
- ⁷⁷ *See* Ordinance No. 5569, duly passed by the City Council on February 26, 2018
- ⁷⁸ *See* Application; Ordinance No. 5569; Creve Coeur 2030 Comprehensive Plan, at 58, 88-89; City of Creve Coeur, Missouri, Zoning Map (September 20, 2019)
- ⁷⁹ *See* Ordinance No. 5569; Section 470.1070(E), Zoning Ordinance; *see also* Planning and Zoning Commission Minutes (January 16, 2018) (recommending approval of the conditional use permit for Mobile on the Run)
- ⁸⁰ Alternatively, as evidenced by prior action of the City Council, particularly in regard to the approval of a conditional use permit for the operation of the 24-hour Mobil on the Run Gas, good cause exists for deviation from the goal of the City's Comprehensive Plan's to "develop an 18/7 community experience[.]" because much like the Mobile on the Run and the Phillips 66, which is located at 767 N New Ballas Rd., the 24-hour operation of the proposed QuikTrip would be compatible with that of similar 24-hour gas stations located in the City.
- ⁸¹ *See* City of Creve Coeur, Missouri, Zoning Map (September 20, 2019); Application
- ⁸² Section 407.1070(A)(1), Zoning Ordinance; Staff Report, at 12 (June 1, 2020)
- ⁸³ Staff Report, at 12 (June 1, 2020)
- ⁸⁴ Site Plan
- ⁸⁵ Section 405.360(A), Zoning Ordinance; Staff Report, at 12 (June 1, 2020)
- ⁸⁶ Staff Report, at 12 (June 1, 2020)
- ⁸⁷ Site Plan; Landscape Plan; Revised Elevations; *see also*, Staff Report, at 15 (June 1, 2020); Public Hearing Testimony of Jason Jaggi (June 1, 2020); Staff PowerPoint Presentation, at 19-25
- ⁸⁸ Site Plan; Landscape Plan; Photometric Plan; Renderings; *see also*, Staff Report, at 15-17, 18-19 (June 1, 2020); Public Hearing Testimony of Jason Jaggi (June 1, 2020); Staff PowerPoint Presentation, at 24-25
- ⁸⁹ Landscape Plan; Site Plan; *see also* Public Hearing Testimony of Gwen Keen (June 1, 2020); Applicant's PowerPoint, at 20; Staff Report, at 19 (June 1, 2020); Public Hearing Testimony of Jason Jaggi (June 1, 2020)

⁹⁰ Landscape Plan; Site Plan; Revised Elevations; Renderings; *see also* Public Hearing Testimony of Gwen Keen (June 1, 2020); Applicant's PowerPoint, at 20; Staff Report, at 19 (June 1, 2020); Public Hearing Testimony of Jason Jaggi (June 1, 2020)

⁹¹ *See* Public Hearing Testimony of Gwen Keen (June 1, 2020); Public Hearing Testimony of Jason Jaggi (June 1, 2020); Public Hearing Testimony of Lee Cannon (June 1, 2020); Public Hearing Testimony of Jason Jaggi (June 3, 2020); Public Hearing Testimony of Kyle Evans (June 3, 2020)

⁹² QuikTrip currently operates 76 QuikTrip stores in the St. Louis Metropolitan area, and of those 76 stores, approximately 38 are located in St. Louis County.

⁹³ Site Plan; Renderings; Landscape Plan; Material Samples

⁹⁴ Public Hearing Testimony of Gwen Keen (June 1, 2020); *see also*, Public Hearing Testimony of Jason Jaggi (June 1, 2020); Letter from QuikTrip to City Planner, *Response to City Comment Letter dated April 10, 2020*, at 4 (May 11, 2020)

⁹⁵ Letter from QuikTrip to City Planner, *Response to City Comment Letter dated April 10, 2020*, at 4 (May 11, 2020); *see also* Public Hearing Testimony of Gwen Keen (June 1, 2020)

⁹⁶ Staff Report, at 7 (June 1, 2020); *see also*, e.g., Site Plan; Staff Report, at 5 (June 1, 2020); Renderings; Olive Retail Revised Elevations (Dated 6-12-2020); Public Hearing Testimony of Gwen Keen (June 1, 2020); Public Hearing Testimony of Jason Morgan (June 1, 2020); Public Hearing Testimony of Mike Ballman (June 1, 2020); Applicant's PowerPoint, at 6-15, 21-23; *see also*, Public Hearing Testimony of Jason Jaggi (June 1, 2020); Staff PowerPoint Presentation, at 13

⁹⁷ Site Plan; Revised Elevations; Renderings; Landscape Plan; Staff Report, at 5-7 (June 1, 2020)

⁹⁸ Site Plan; Revised Elevations; Renderings; Landscape Plan; Staff Report, at 7 (June 1, 2020)

⁹⁹ Site Plan; Landscape Plan; Revised Elevations; Renderings; *see also*, Staff Report, at 5, 7, 16-18 (June 1, 2020); Creve Coeur 2030 Comprehensive Plan, at 46

¹⁰⁰ Traffic Impact Study; GBA, *Proposed QuikTrip Development – Traffic Impact Study Review* (April 14, 2020); Creve Coeur Police Department: Traffic Safety Unit, *QuikTrip – Traffic Impact Study* (April 17, 2020); MODOT, *Traffic Impact Study Repose Letter* (April 20, 2020); CBB, *Response to Agency Comments – Traffic Impact Study* (May 26, 2020); CBB, *Follow-Up for Response to Agency Comments – Traffic Impact Study* (May 28, 2020); CBB, *Response to Planning and Zoning Commission Comments and Questions* (June 10, 2020); GBA, *Proposed QuikTrip Development – CBB Response Memo dated 6/11/2020* (June 12, 2020); Staff Report, at 5 (June 1, 2020); Staff Report, at 3-5 (June 15, 2020); *see also*, Public Hearing Testimony of Lee Cannon (June 1, 2020); Applicant's PowerPoint, at 27-35; Public Hearing Testimony of Jason Jaggi (June 1, 2020); Staff PowerPoint Presentation, at 13, 26-29; Public Hearing Testimony of Jason Jaggi (June 3, 2020); Public Hearing Testimony of Kyle Evans (June 3, 2020)

¹⁰¹ Traffic Impact Study; GBA, *Proposed QuikTrip Development – Traffic Impact Study Review* (April 14, 2020); Creve Coeur Police Department: Traffic Safety Unit, *QuikTrip – Traffic Impact Study* (April 17, 2020); MODOT, *Traffic Impact Study Repose Letter* (April 20, 2020); CBB, *Response to Agency Comments – Traffic Impact Study* (May 26, 2020); CBB, *Follow-Up for Response to Agency Comments – Traffic Impact Study* (May 28, 2020); CBB, *Response to Planning and Zoning Commission Comments and Questions* (June 10, 2020); GBA, *Proposed QuikTrip Development – CBB Response Memo dated 6/11/2020* (June 12, 2020); Staff Report, at 5 (June 1, 2020); Staff Report, at 3-5 (June 15, 2020); *see also*, Public Hearing Testimony of Lee Cannon (June 1, 2020); Applicant's PowerPoint, at 27-35; Public Hearing Testimony of Jason Jaggi (June 1, 2020); Staff PowerPoint Presentation, at 13, 26-29; Public Hearing Testimony of Jason Jaggi (June 3, 2020); Public Hearing Testimony of Kyle Evans (June 3, 2020)

¹⁰² Public Hearing Testimony of Jason Jaggi (June 3, 2020)

¹⁰³ *See* Ordinance No. 5569; Section 470.1070(E), Zoning Ordinance; *see also* Planning and Zoning Commission Minutes (January 16, 2018) (recommending approval of the conditional use permit for Mobile on the Run).

¹⁰⁴ *See* Public Hearing Testimony of Gwen Keen (June 1, 2020)

¹⁰⁵ Public Hearing Testimony of Gwen Keen (June 1, 2020); *see also*, Floor Plan; Renderings; Site Plan; Applicant's PowerPoint, at 6-12, 41

¹⁰⁶ Alicia Altizio & Diana York, Problem-Oriented Guides for Police, 49 Problem-Specific Guides Series, *Robbery Of Convenience Stores*, at 12-13, 26 (Office of Community Oriented Policing Services, U.S. Department of Justice (April 2007)); *see also* Public Hearing Testimony of Gwen Keen (June 1, 2020)

¹⁰⁷ It should be noted that the *Robbery of Convenience Stores* report is part of a series of reports published by the DOJ, which include, among others, reports titled *Bank Robbery* (March of 2007), *Street Robbery* (June of 2010), and *Home Invasion Robbery* (January of 2013). Each of these reports highlight some of the common causes, problems

and effective response strategies for robberies based on the reports respective location as stated in its title (i.e., Banks, Convenience Stores, Streets, and Homes)

Attachment: QT Memo in Support of Conditional Use Permit (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

June 25, 2020

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

RE: Response to Staff Request for Intersection Comparison – 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 request for a comparison of the nearby signalized intersections on Olive Boulevard, CBB has compiled the summary **Table A** below. All of the material in the table was previously generated and included in the traffic impact study or follow up responses, but this letter attempts to directly compare that information in a more succinct format.

It is our understanding that the City wishes to directly compare the nearby signalized intersections along Olive Boulevard (Mosley Road, Schulte Road/Mary Meadows Lane and Spoede Road) with the subject intersection at Graeser Road/Dautel Lane. CBB cautions that care should be exercised when comparing any two intersections since they are all unique; therefore, no additional analyses or specific conclusions are offered herein. It does appear that traffic volumes and operational levels of service for the intersection of Graeser Road/Dautel Lane range in the middle for most of the volume and LOS components.

Total traffic volumes using east-west Olive Boulevard at these locations are similar, so that data is not re-presented below. Furthermore, there are east-west left-turn lanes and two through lanes in each direction on Olive Boulevard at each intersection.



Response to Staff Request for Intersection Comparison – Traffic Impact Study

Proposed QT #613 – Olive Boulevard and Graeser Road

June 25, 2020

Page 2 of 3

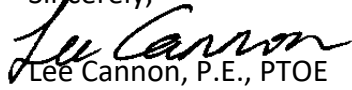
Table A – Intersection Comparison (Build Conditions)

Intersection	Olive at Mosley	Olive at Schulte/Mary Meadows	Olive at Graeser/Dautel	Olive at Spoede
Adjacent Land Uses	High-Rise Office, Mid-Rise Office, Retail and Food Shops	Two C-Stores and Retail	Pharmacy, Bank, Retail and <u>Proposed QT</u>	Mid-Rise Office, Pocket Park, Health Retailer and Supermarket Grocery
Functional Classification	Minor Collector	Major Collector/Local	Minor Collector/Local	Major Collector/Local
Configuration	3 legs	4 legs, offset, east Olive median	4 legs, Olive medians	4 legs, Olive medians
NB Lanes	Separate LT & RT	Single Shared Lane	Separate LT & TH/RT	Separate LT & TH/RT
SB Lanes	None	Separate LT & TH/RT	Separate LT & TH/RT	Separate LT & TH/RT
Olive RT Turn Lanes	None	None	Existing WB, Proposed EB	Existing WB
NB total volume				
AM Peak Hour	155	10	210	260
MD Peak Hour	145	10	170	150
PM Peak Hour	205	10	190	245
SB total volume				
AM Peak Hour	None	335	165	30
MD Peak Hour	None	250	145	40
PM Peak Hour	None	390	175	40
Higher S.S. Entering Volume	Olive to SB Mosley	Olive to NB Schulte	Olive to SB Graeser	Olive to SB Spoede
AM Peak Hour	90	120	120	150
MD Peak Hour	100	175	170	145
PM Peak Hour	255	300	330	505
Intersection Overall LOS				
AM Peak Hour	B (12.8)	E (75.2)	C (20.6)	B (17.1)
MD Peak Hour	B (12.4)	D (45.5)	B (14.9)	B (10.1)
PM Peak Hour	C (20.6)	E (65.8)	C (24.3)	C (23.4)
Higher Side-Street LOS	NB Mosley	SB Schulte	NB Graeser (w/ NB P+P)	NB Spoede
AM Peak Hour	D (46.9)	F (>200)	D (51.1)	E (55.5)
MD Peak Hour	D (46.3)	F (>200)	D (37.5)	D (48.6)
PM Peak Hour	E (62.9)	F (>200)	D (47.4)	D (48.4)



We trust that you will find this summary table 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

MEMORANDUM

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

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

Date: July 1, 2020

Subject: Proposed QuikTrip Development – CBB Response Memo dated 6/25/2020

As requested, GBA staff has completed a review of the “*Response to Staff Request for Intersection Comparison – Traffic Impact Study*” dated 6/25/2020 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.

After general review of the memo and the information provided within **Table A**, there is one item of note. The results reported for the overall LOS for Dautel/Graeser represent the initial 2020 Build scenario, not the results documented for the revised signal phasing. The screen capture below shows the results reported in the June 11, 2020 memo that included the phasing modification requested by the Missouri Department of Transportation.

Overall (w/ NB P+P)	
C (20.6)	C (29.9)
B (14.9)	C (21.2)
C (24.3)	C (26.8)

With regards to the statement that every intersection is unique so a direct comparison should be approached cautiously certainly holds merit. There are many factors that impact operations at a signalized intersection. Some of those factors include:

- Cycle lengths – Olive is a coordinated corridor, so the intersections should be running the same cycle length
- Phasing – Many variations of protected or permitted left turn phasing, leading, lagging lefts, all factors into operations
- Phase splits – Amount of time given to each phase, the higher the volume along the approach, the more green time necessary
- Approach Volumes and arrival rates - Depending on generators, vehicles can arrive in varying patterns at an intersection and volumes can vary.
- Volume of left turns – Higher volumes potentially impact phasing and phase splits

To review the statement within the memo that, “It does appear that traffic volumes and operational levels of service for the intersection of Graeser Road/Dautel Lane range in the middle for most of the volume and LOS components.” **Tables 1 and 2** were compiled to show a breakdown of delay and

LOS for each individual approach, overall intersection operations and volume data at the four comparison intersections in addition to the information provided in **Table A**.

Table 1: Level of Service and Delay Comparison

Additional LOS Comparison			
Eastbound Olive:	AM Peak	MD Peak	PM Peak
Mosley	B (10.8)	B (10.3)	B (17.5)
Schulte/Mary Meadows	C (24.3)	B (10.5)	B (16.7)
Graeser/Dautel	C (28.6)	B (16.9)	C (25.1)
Spoede	B (16.7)	A (7.0)	B (17.7)
Westbound Olive:			
Mosley	B (11.5)	B (10.7)	B (16.5)
Schulte/Mary Meadows	A (9.4)	A (4.5)	A (5.7)
Graeser/Dautel	C (26.1)	C (21.9)	C (24.1)
Spoede	A (8.2)	A (6.9)	C (24.5)
Northbound:			
Mosley	D (46.9)	D (46.3)	E (62.9)
Schulte/Mary Meadows	D (50.6)	D (45.0)	D (50.7)
Graeser/Dautel	D (51.1)	D (37.5)	D (47.4)
Spoede	E (55.5)	D (48.6)	D (48.4)
Southbound:			
Mosley	--	--	--
Schulte/Mary Meadows	F (>200)	F (>200)	F (>200)
Graeser/Dautel	D (46.6)	C (32.0)	D (45.8)
Spoede	E (58.4)	D (44.5)	D (53.5)
Overall:			
Mosley	B (12.8)	B (12.4)	C (20.6)
Schulte/Mary Meadows	E (75.2)	D (45.5)	E (65.8)
Graeser/Dautel	C (29.9)	C (21.2)	C (26.8)
Spoede	B (17.1)	B (10.1)	C (23.4)

Table 1 shows that the delays for eastbound and westbound approaches are highest at the Graeser/Dautel intersection for all three peak periods. Review of the existing signals at the other three intersections show that the side streets operate with permitted left turn phasing only at those locations which increases the amount of green time available for Olive Boulevard, thus reducing mainline delays. Due to these variations, the results shown represent operational differences that would be expected when reviewing a signal with an additional signal phase.

For the northbound approach, the intersection of Graeser/ Dautel generally operates consistently with the delays and LOS associated with the other three intersections. The volumes provided in **Table A** (provided in the CBB response memo) show that the projected volumes at Graeser/ Dautel vary from the middle to the top end of the scale depending on the peak hour. These higher volumes are one of the factors for the application of the protected plus permitted signal phasing for this approach. The

modification to the signal phasing offsets the higher volumes showing operational results that are generally consistent with the other three intersections.

For the southbound approach the intersection of Graeser/ Dautel operates with the lowest amount of delay of the three intersections with a southbound approach. A review of **Table A** shows that the southbound approach volumes for Dautel (145-175 vehicles) fall in between the relatively low volumes at Spoede (30-40 vehicles) and the higher approach volumes at Schulte (250-390 vehicles).

Table 2: Volume Comparisons

Additional Volume Comparison			
Total EB/WB Entering Volumes:	AM Peak	MD Peak	PM Peak
Mosley	2,990	2,870	3,455
Schulte/Mary Meadows	2,991	2,828	3,433
Graeser/Dautel	3,136	2,840	3,505
Spoede	3,278	2,754	3,728
Total Entering Volumes:			
Mosley	3,145	3,005	3,660
Schulte/Mary Meadows	3,336	3,087	3,835
Graeser/Dautel	3,510	3,157	3,870
Spoede	3,572	2,947	4,009
Total Left Turns (Olive/SS)			
Mosley	70/80	50/90	120/120
Schulte/Mary Meadows	49/214	88/133	133/219
Graeser/Dautel	125/210	185/195	275/195
Spoede	74/105	64/110	293/110

Table 2 includes other combinations of approach volumes and critical movements related to the four intersections. Review of the volumes shown in **Table A** (provided in the CBB response memo) and **Table 2**, show that the total EB/WB entering volume of traffic and total entering volumes at Graeser/ Dautel are comparatively in the middle to high side of the four intersections. The total side street approach volumes for Graeser/ Dautel vary from the lowest volume to the highest volume depending on the peak hour, when the low volume approach (Mary Meadows) is disregarded. The volumes at Graeser/ Dautel are generally towards the higher end of the range with regards to the total volume of left turns associated with Olive Boulevard and the side streets.

In summary, the statements provided within the CBB memo are accurate with regards to approaching a direct comparison cautiously and the “similar” operations and volumes at the intersection of Graeser/ Dautel as it relates to the other signalized intersections along Olive Boulevard in the study area. As discussed, variations exist amongst the four intersections that suggest any comparisons should be viewed from a more generalized perspective (i.e. are the LOS results “A-F” comparable and do they fall within the acceptable category versus an in-depth comparison of specific delay results).

cc: file





CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

DATE: June 30, 2020
TO: Jason Jaggi
FROM: Glenn Eidman, Chief of Police
SUBJECT: QT Plan Area Crime Request

Mr. Jaggi,

The calls for service from Circle K, 11077 Olive, Mobil, 11109 Olive, Petromart, 767 N. New Ballas, BP, and 1 S. Lindber for the last five years are shown below. The categories are outlined by our CAD System (Computer Aid-Dispatching). The demographics of the gas/convenience stores are a little different and vary in the way they are sitting on the respective properties.

- The Petromart has had some issues with traffic congestion getting out of the business onto Ballas.
- Circle K and Mobil are at an intersection that is controlled by an electric signal.
- BP doesn't have any traffic issues and is the easiest to get into and out of.

The police department has not had any particular issues with any of these businesses and are call responsive as well as being proactive to ensure the customers, visitors, and citizens feel safe. The CAD entries also reflect proactive patrols the police officers as well as getting out of their patrol cars and walking through the business itself, around the perimeter and through the parking areas.

Should a further explanation of the data be needed, please feel free to contact me.



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

	CIRCLE K 11077 Olive		MOBIL 11109 Olive		PATROMART 767 N New Ballas		BP 1 S Lindbergh	
	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls
Jan	Assault	1	Assist Citizen	2	Abandoned Vehicle	1	Assist FD	1
	Assist Citizen	3	Disturbance	1	Assault	2	Burglary Alarm	1
	Disturbance	4	Keep the Peace	1	Assist Citizen	3	Check Welfare	1
	DWI	1	Stealing	1	Assist FD	1	Lock Out	1
	Property Damage	1	Stealing M/V	0	Burglary Alarm	1	Solicitor	1
	Stealing	1	Vehicle Crash	1	C&I Vehicle	1	Stealing	5
	Vehicle Crash	1	-	-	Check Welfare	1	Suspicious Vehicle	4
	-	-	-	-	Disturbance	2	Vehicle Crash	1
	-	-	-	-	DWI	2	-	-
	-	-	-	-	Drugs	2	-	-
	-	-	-	-	Fraud	3	-	-
	-	-	-	-	Hold Up Alarm	1	-	-
	-	-	-	-	Juvenile Violation	1	-	-
	-	-	-	-	Lock Out	1	-	-
	-	-	-	-	Property Damage	1	-	-
	-	-	-	-	Sick Case	1	-	-
	-	-	-	-	Solicitor	2	-	-
	-	-	-	-	Stealing	13	-	-
	-	-	-	-	Suspicious Person	2	-	-
	-	-	-	-	Suspicious Vehicle	1	-	-
	-	-	-	-	Traffic Hazard	1	-	-
	-	-	-	-	Vehicle Crash	4	-	-
Feb	Check Welfare	2	Assist Citizen	1	Abandoned Vehicle	1	Abandoned Vehicle	2
	Disturbance	1	Found Property	1	Assist Citizen	2	Check Welfare	2



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

	CIRCLE K 11077 Olive		MOBIL 11109 Olive		PATROMART 767 N New Ballas		BP 1 S Lindbergh	
	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls
	Sick Case	1	Fraud	1	Assist FD	1	Open Door	1
	Solicitor	1	Lock Out	0	Check Welfare	1	Property Damage	1
	Stealing	3	Stealing	3	Disturbance	2	Stealing	7
	Vehicle Crash	1	Suspicious Vehicle	0	Drugs	1	Suspicious Vehicle	1
	-	-	Vehicle Crash	3	Found Property	1	Vehicle Crash	1
	-	-	-	-	Fraud	1	-	-
	-	-	-	-	Lock Out	1	-	-
	-	-	-	-	Property Damage	1	-	-
	-	-	-	-	Sick Case	3	-	-
	-	-	-	-	Stealing	10	-	-
	-	-	-	-	Suspicious Mail	2	-	-
	-	-	-	-	Suspicious Person	3	-	-
	-	-	-	-	Suspicious Vehicle	1	-	-
	-	-	-	-	Trespassing	1	-	-
	-	-	-	-	Vehicle Crash	6	-	-
March	Abandoned Vehicle	1	Assist Citizen	1	Accidental Injury	1	Assist Citizen	1
	Assist Citizen	1	Assist FD	1	Assist Citizen	7	Burglary Alarm	1
	Check Welfare	1	Burglary Alarm	1	Assist FD	2	Check Welfare	1
	Disturbance	2	Check Welfare	2	C&I Vehicle	1	Property Damage	1
	ID Theft	1	Disturbance	1	Check Welfare	2	Stealing	13
	Stealing	6	Fraud	1	Disturbance	1	Suspicious Vehicle	1
	Vehicle Crash	1	Lost Property	0	Drugs	2	Vehicle Crash	1
	-	-	Property Damage	1	Flourishing	1	-	-
	-	-	Stealing	0	Found Property	3	-	-

Attachment: Creve Coeur Police QT PLAN AREA CRIME STATS REQUEST-6-2020 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev.



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

	CIRCLE K 11077 Olive		MOBIL 11109 Olive		PATROMART 767 N New Ballas		BP 1 S Lindbergh	
	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls
	-	-	Stealing M/V	1	ID Theft	2	-	-
	-	-	Suspicious Person	2	Lock Out	1	-	-
	-	-	Traffic Hazard	1	Sick Case	1	-	-
	-	-	Trespassing	2	Solicitor	2	-	-
	-	-	-	-	Stealing	10	-	-
	-	-	-	-	Suspicious Person	2	-	-
	-	-	-	-	Suspicious Vehicle	5	-	-
	-	-	-	-	Trespassing	3	-	-
	-	-	-	-	Vehicle Crash	5	-	-
April	Assist Citizen	1	Assist Citizen	1	Abandoned Vehicle	1	Check Welfare	1
	Check Welfare	1	Stealing	3	Assault	1	Found Property	1
	Disturbance	1	Suspicious Person	0	Assist Citizen	5	Property Damage	1
	Lost Property	1	Suspicious Vehicle	4	Check Welfare	3	Stealing	3
	Parking Violation	1	-	-	Disturbance	6	Stealing M/V	1
	Stealing	2	-	-	Lock Out	1	Suspicious Vehicle	3
	Suspicious Person	1	-	-	Sick Case	2	Vehicle Crash	1
	Suspicious Vehicle	1	-	-	Solicitor	2	-	-
	Towed Vehicle	1	-	-	Stealing	11	-	-
	Vehicle Crash	3	-	-	Suicide Attempt	1	-	-
	-	-	-	-	Suspicious Person	1	-	-
	-	-	-	-	Suspicious Vehicle	3	-	-
	-	-	-	-	Trespassing	2	-	-
	-	-	-	-	Vehicle Crash	7	-	-

Attachment: Creve Coeur Police QT PLAN AREA CRIME STATS REQUEST-6-2020 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev.



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

	CIRCLE K 11077 Olive		MOBIL 11109 Olive		PATROMART 767 N New Ballas		BP 1 S Lindbergh	
	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls
May	Check Welfare	3	Check Welfare	2	Accidental Injury	1	Assault	1
	Disturbance	3	Domestic Assault	1	Assist Citizen	4	Assist Citizen	1
	Found Property	1	Harassment	1	C&I Vehicle	1	Assist FD	1
	Stealing	4	Lock Out	1	Check Welfare	2	Disturbance	1
	Suspicious Person	3	Stealing	1	Disturbance	1	Drugs	1
	Vehicle Crash	5	Stealing M/V	1	Drugs	2	Found Property	1
	-	-	Suspicious Person	2	DWI	1	Fraud	1
	-	-	Suspicious Vehicle	1	Found Property	1	Lost Property	1
	-	-	-	-	Keep the Peace	1	Property Damage	1
	-	-	-	-	Solicitor	1	Sick Case	1
	-	-	-	-	Stealing	8	Stealing	5
	-	-	-	-	Stealing M/V	2	Suspicious Person	2
	-	-	-	-	Suspicious Person	5	Suspicious Vehicle	7
	-	-	-	-	Suspicious Vehicle	4	Vehicle Crash	1
	-	-	-	-	Vehicle Crash	5	-	-
Jun	Animal Complaint	1	C&I Vehicle	1	Assist Citizen	5	Assist Citizen	3
	C&I Vehicle	1	Suspicious Vehicle	1	Assist FD	1	Check Welfare	1
	Disturbance	5	-	-	C&I Vehicle	1	Stealing	8
	Robbery	1	-	-	Check Welfare	3	Suspicious Person	2
	Sick Case	1	-	-	Disturbance	2	Vehicle Crash	3
	Stealing	7	-	-	Fraud	2	-	-
	Steal from vehicle	1	-	-	Property Damage	2	-	-

Attachment: Creve Coeur Police QT PLAN AREA CRIME STATS REQUEST-6-2020 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev.



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

	CIRCLE K 11077 Olive		MOBIL 11109 Olive		PATROMART 767 N New Ballas		BP 1 S Lindbergh	
	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls
	Suspicious Person	2	-	-	Sick Case	2	-	-
	Vehicle Crash	1	-	-	Stealing	7	-	-
	-	-	-	-	Stealing M/V	1	-	-
	-	-	-	-	Suspicious Mail	1	-	-
	-	-	-	-	Suspicious Person	2	-	-
	-	-	-	-	Vehicle Crash	10	-	-
July	Animal Complaint	1	Abandoned Vehicle	1	Assist Citizen	7	Abandoned Vehicle	1
	Assist Citizen	2	Assist Citizen	2	Assist FD	1	Check Welfare	2
	Disturbance	6	Burglary Alarm	6	Check Welfare	1	Disturbance	1
	Lock Out	1	Juvenile Violation	1	Disturbance	2	Lock Out	2
	Stealing	4	Stealing	2	DWI	1	Stealing	11
	Suspicious Person	1	Suspicious Person	3	Drugs	2	Suspicious Vehicle	3
	Suspicious Vehicle	1	Suspicious Vehicle	2	Fraud	1	Trespassing	1
	Vehicle Crash	1	Vehicle Crash	3	Found Property	1	Vehicle Crash	2
	-	-	-	-	Lock Out	1	-	-
	-	-	-	-	Lost Property	1	-	-
	-	-	-	-	Property Damage	1	-	-
	-	-	-	-	Sick Case	1	-	-
	-	-	-	-	Stealing	16	-	-
	-	-	-	-	Stealing M/V	1	-	-
	-	-	-	-	Suspicious Person	2	-	-
	-	-	-	-	Suspicious Vehicle	2	-	-
	-	-	-	-	Towed Vehicle	1	-	-
	-	-	-	-	Trespassing	1	-	-
	-	-	-	-	Vehicle Crash	6	-	-

Attachment: Creve Coeur Police QT PLAN AREA CRIME STATS REQUEST-6-2020 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev.



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

	CIRCLE K 11077 Olive		MOBIL 11109 Olive		PATROMART 767 N New Ballas		BP 1 S Lindbergh	
	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls
Aug	Abandoned Vehicle	1	Assist Citizen	2	Abandoned Vehicle	2	Assist FD	1
	Disturbance	2	Burglary Alarm	3	Assist Citizen	3	Check Welfare	1
	Sick Case	1	Disturbance	1	C&I Vehicle	1	Found Property	1
	Stealing	1	Sick Case	1	Check Welfare	2	Keep the Peace	2
	Suspicious Vehicle	1	Stealing	1	Disturbance	3	Lost Property	1
	Towed Vehicle	1	Vehicle Crash	1	Drugs	1	Recovered Vehicle	2
	Traffic Hazard	1	-	-	DWI	3	Stealing	6
	Vehicle Crash	1	-	-	Found Property	1	Suspicious Vehicle	4
	-	-	-	-	Harassment	1	Vehicle Crash	3
	-	-	-	-	Juvenile Violation	1	-	-
	-	-	-	-	Lock Out	1	-	-
	-	-	-	-	Sick Case	2	-	-
	-	-	-	-	Solicitor	3	-	-
	-	-	-	-	Stealing	16	-	-
	-	-	-	-	Stealing M/V	1	-	-
	-	-	-	-	Suspicious Person	3	-	-
	-	-	-	-	Suspicious Vehicle	3	-	-
	-	-	-	-	Traffic Hazard	1	-	-
	-	-	-	-	Vehicle Crash	5	-	-
Sept	Assault	1	Accidental Injury	1	Abandoned Vehicle	1	Assist Citizen	3
	Open Container	1	Burglary Alarm	1	Assault	1	Burglary	1
	Stealing	2	Lock Out	2	Assist Citizen	7	C&I Vehicle	1
	Suspicious Person	3	Stealing	2	Check Welfare	4	Found Property	1
	-	-	Suspicious Person	1	C&I Vehicle	1	Harassment	1



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

	CIRCLE K 11077 Olive		MOBIL 11109 Olive		PATROMART 767 N New Ballas		BP 1 S Lindbergh	
	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls
	-	-	Suspicious Vehicle	1	Disturbance	2	Property Damage	1
	-	-	Vehicle Crash	1	Fraud	2	Sick Case	1
	-	-	-	-	Lock Out	1	Stealing	6
	-	-	-	-	Sick Case	3	Suspicious Mail	1
	-	-	-	-	Solicitor	1	Suspicious Vehicle	4
	-	-	-	-	Stealing	21	Vehicle Crash	2
	-	-	-	-	Suspicious Person	3	-	-
	-	-	-	-	Suspicious Vehicle	2	-	-
	-	-	-	-	Trespassing	1	-	-
	-	-	-	-	Vehicle Crash	5	-	-
Oct	Abandoned Vehicle	1	Assist Citizen	1	Abandoned Vehicle	2	Assist Citizen	2
	Assist Citizen	1	Burglary Alarm	1	Assault	1	Check Welfare	1
	Check Welfare	1	Check Welfare	2	Check Welfare	2	Disturbance	1
	Disturbance	1	Disturbance	1	Disturbance	2	Drugs	1
	Drugs	1	Solicitor	1	DWI	1	Sick Case	1
	DWI	1	Stealing	1	Found Property	1	Stealing	4
	Harassment	1	Suspicious Person	1	Fraud	1	Vehicle Crash	2
	Keep the Peace	1	Traffic Hazard	1	Lock Out	1	-	-
	Stealing	2	-	-	Lost Property	1	-	-
	Suspicious Person	1	-	-	Sick Case	3	-	-
	-	-	-	-	Solicitor	1	-	-
	-	-	-	-	Stealing	19	-	-
	-	-	-	-	Stealing M/V	2	-	-
	-	-	-	-	Suspicious Person	1	-	-
	-	-	-	-	Towed Vehicle	1	-	-



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

	CIRCLE K 11077 Olive		MOBIL 11109 Olive		PATROMART 767 N New Ballas		BP 1 S Lindbergh	
	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls
	-	-	-	-	Trespassing	2	-	-
	-	-	-	-	Vehicle Crash	6	-	-
Nov	Disturbance	2	Disturbance	1	Assist Citizen	2	Assist Citizen	1
	Stealing	1	Drugs	1	Assist FD	1	Check Welfare	3
	Suspicious Person	3	DWI	3	Check Welfare	2	Drugs	1
	Suspicious Vehicle	1	Property Damage	1	DWI	1	ID Theft	1
	Vehicle Crash	1	Stealing	3	Fraud	1	Robbery	1
	-	-	Suspicious Vehicle	1	Flourishing	1	Solicitor	2
	-	-	Traffic Complaint	1	Found Property	1	Stealing	7
	-	-	Vehicle Crash	1	Sick Case	1	-	-
	-	-	-	-	Solicitor	1	-	-
	-	-	-	-	Stealing	21	-	-
	-	-	-	-	Stealing M/V	1	-	-
	-	-	-	-	Suspicious Person	2	-	-
	-	-	-	-	Suspicious Vehicle	2	-	-
	-	-	-	-	Vehicle Crash	10	-	-
Dec	Accidental Injury	2	Check Welfare	1	Abandoned Vehicle	2	Assist Citizen	1
	Assist Citizen	2	Fraud	1	Assist Citizen	2	Disturbance	1
	Check Welfare	1	Harassment	1	C&I Vehicle	1	ID Theft	1
	Disturbance	1	Lock Out	1	Check Welfare	5	Lost Property	1
	Forgery	1	Stealing	6	Disturbance	1	Stealing	9
	Fraud	1	Vehicle Crash	1	Drugs	2	Suspicious Person	2
	Harassment	1	-	-	DWI	1	Suspicious Vehicle	4
	ID Theft	1	-	-	Forgery	0	Tampering	1



CREVE COEUR POLICE DEPARTMENT INTEROFFICE MEMO

	CIRCLE K 11077 Olive		MOBIL 11109 Olive		PATROMART 767 N New Ballas		BP 1 S Lindbergh	
	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls	Type of Call for Service 2015-2020	# of Calls
	Sick Case	1	-	-	Found Property	1	Vehicle Crash	1
	Solicitor	1	-	-	Lost Property	1	Water Main Break	2
	Stealing	2	-	-	Missing Person	1	-	-
	Suspicious Person	4	-	-	Sick Case	1	-	-
	Suspicious Vehicle	1	-	-	Stealing	8	-	-
	Trespassing	2	-	-	Suspicious Person	4	-	-
	Vehicle Crash	1	-	-	Trespassing	1	-	-
	-	-	-	-	Vehicle Crash	3	-	-

Attachment: Creve Coeur Police QT PLAN AREA CRIME STATS REQUEST-6-2020 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev.

BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE AUTHORIZING A NEW CONDITIONAL USE PERMIT WITH
BOUNDARY ADJUSTMENT AND SITE DEVELOPMENT PLAN APPROVAL FOR A
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**

WHEREAS, Gasoline Stations with Convenience Stores (NAICS #447110) are conditional uses in the GC-General Commercial District; and

WHEREAS, 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; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, June 1, 2016, beginning at 6:00 p.m., and continued to June 3, 2020, beginning at 6:00 p.m., on said application for the conditional use permit as provided by Section 405.1070(D)(2) and continued the review and discussion of the proposal to the June 15, and July 6, 2020 Planning and Zoning Commission Meetings; and

WHEREAS, notice of publication for said public hearing had been previously published at least 15 days prior to the hearing, in the St. Louis Countian, a newspaper of general circulation in the City of Creve Coeur; and

WHEREAS, the Planning and Zoning Commission reviewed and, by a _____ vote, recommended approval of the boundary adjustment, and the conditional use permit and site plans, subject to the conditions contained herein, at its meeting on July 6, 2020; and

WHEREAS, all parties desiring to be heard, either for or against said application, were given an opportunity to be heard, and a copy of the proposed ordinance has been made available for public inspection prior to its consideration by the Council; and this Bill having been read by title in open meeting two times before final passage by the City Council, and

WHEREAS, the City Council finds that the application and evidence presented clearly indicate that the proposed rezoning is in the public interest and the proposed conditional use, when subject to certain conditions set forth herein:

1. Will contribute to and promote the community welfare and convenience at the specific location.
2. Will not cause substantial injury to the value of neighboring property.
3. Meets the applicable provisions of the City's Comprehensive Plan and any applicable neighborhood or sector plans and complies with other applicable zoning district regulations and provisions of this Chapter, unless good cause exists for deviation therefrom.
4. Will be compatible with the surrounding area and thus will not impose an excessive burden or have a substantial negative impact on surrounding or adjacent users or on community facilities or services.

BILL NO. _____

ORDINANCE NO. _____

NOW, THEREFORE, be it ordained by the City Council of the City of Creve Coeur, St. Louis County, Missouri, as follows:

Section 1: A Conditional Use Permit is authorized to be issued pursuant to Section 3 hereof for the operation of a QuikTrip Gas Station with Convenience Store at 11004, 11026, 11032 and 11056 Olive Boulevard and 825-827 Graeser Road, with such property being described as follows:

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.

Section 2: The Conditional Use Permit granted shall be subject to all applicable statutes, ordinances, rules and regulations, and the following conditions:

1. The Conditional Use Permit shall be for the operation of a 4,993 square foot, 24-Hour, QuikTrip Convenience Store located at 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, a new façade to the existing building, and landscaping and other site improvements, 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

BILL NO. _____

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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 and the revised retail building elevations received June 12, 2020, on as bound together and submitted in conjunction with Application #20-002 by QuikTrip and as amended below.
5. The improvements to the retail building shall be substantially completed prior to the issuance of a final occupancy permit for the Gas Station and C-Store.
6. All plans shall be updated to provide for consistency prior to final action by City Council. The sale of retail items customary to gas station convenience stores including food, beverages including intoxicating beer and liquor, personal care, or other convenience items is hereby granted.
7. The stacked stone and cornice detail design elements on the convenience store shall be carried around on all elevations of the side tower elements as discussed in the Staff Report for June 1st Planning and Zoning Commission meeting to meet with the recommendations of the Design Guidelines
8. The Landscape Plan shall be revised to provide additional plantings adjacent to the buildings 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. Further, the Landscape Plan and Site Development Plans shall be revised to maintain the pre-existing landscaped area at the northwest corner of the site along Olive Boulevard.
9. 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.
10. The proposed 8-foot tall shadowbox wood fence shall be stained with a compatible color and placed interior to the proposed landscaping adjacent to the residential zoning districts to create a condition where plantings are placed on both sides of the fence subject to final approval by the Zoning Administrator.
11. If required by the Building Code, a four-foot tall, safety barrier on top of the retaining wall shall be approved by Staff, provided it is an open slatted, black wrought-iron style.
12. All existing surface parking areas of the retail building site shall be resurfaced and re-stripped to present a consistent, neat appearance with the adjacent gas station and convenience store component.
13. The Applicant shall provide reciprocal parking, access, and drainage agreements for review and approval by the City Attorney with a copy of the recorded agreements provided to the City prior to the issuance of a building permit.
14. The applicant shall comply with all off-site roadway improvements as directed by MoDOT. Copies of MoDOT approvals based on the approved plans shall be provided to the City prior to the issuance of a Site Improvement Permit or Building Permits, 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 subject to approval by the City's Public Works Department.
15. The right turn lane on northbound Graeser Road shall be extended in further mitigation of the anticipated traffic impacts at the Olive and Graeser intersection in substantially similar form as shown in the "Graeser Road Right-Turn Lane Extension Exhibit", subject to final

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- review and approval by the Department of Public Works as a component of the Site Improvement Permit application.
16. The Applicant shall post a sign and direct deliveries of the larger fuel trucks to only utilize north bound Graeser Road, and not drive south on Graeser Road.
 17. 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.
 18. Copies of the approval of the Underground Storage Tanks by the Missouri Department of Natural Resources shall be provided to the City prior to approval of a final inspection and occupancy permit.
 19. Outdoor displays of merchandise shall be located against the convenience store building underneath the overhangs as depicted on a revised site development plan for the Zoning Administrator's approval. Merchandise displayed outdoors shall be arranged in an orderly fashion and not on pallets. A walkway of 6 feet shall be provided at all times. The cash registers and all points of sale related to the gas station and convenience store shall be located and maintained within the established boundaries of the Olive-Graeser Transportation Development District.
 20. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code.
 21. All lighting shall comply with Section 405.680 Lighting of the Zoning Ordinance, and with the lighting levels as shown on the photometric plans for the canopy structure, as submitted on May 11, 2020.
 22. Any mechanical equipment installed for the site shall be properly screened with approved materials.
 23. Proof of recording of the approved boundary adjustment consolidation plat and 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. All conditions of such approval shall be met by the applicant, except any inconsistency herewith shall require resolution with all applicable authorities
 24. 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.
 25. 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.
 26. The site development plan approval covering all components of the proposed site improvements as a whole, shall be valid for a period not longer than twelve (12) months from the date it is approved, unless within such period a building permit is obtained and substantial construction is commenced. Substantial construction shall be deemed to consist of clearing the site, completion of footings, basement or building slab and inspection of such work. The Planning and Zoning Commission and the City Council, when required, may grant extensions not exceeding twelve (12) months each upon written request of the original applicant prior to the expiration of such period and resubmission of the application if the application as resubmitted is substantially the same as the initially approved application. However, the Commission and the Council, as applicable, have the power in such cases to attach new conditions to their re-approval or to disapprove the reapplication. Where the application for re-approval contains changes which the Zoning Administrator concludes materially alter the initial application, the Zoning Administrator

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shall initiate a new site development plan review procedure as stated in Section 405.1080 or a new minor site plan review procedure as stated in Section 405.1080.

27. 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.
28. Any transfer of ownership or lease of the property shall include in the transfer or lease agreement a provision that the purchaser or lessee agrees to be bound by the approved Site Development Plan for the property and the conditions herein set forth, and written confirmation thereof signed by the new owner or lessee shall be filed with the City at the time of such transfer or lease. Failure to comply with this provision shall not excuse anyone from these conditions.

Section 3: The City Administrator of the City of Creve Coeur is hereby authorized and directed to issue a Conditional Use Permit in accordance with the provisions of this ordinance, said permit to expressly provide for the conditions and stipulations hereinabove set out in Section 2 of this ordinance. Exercise of the rights granted pursuant to the issued permit shall constitute acceptance of all conditions and stipulations set forth herein.

Section 4: This ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter.

ADOPTED THIS ____ DAY OF _____, 2020.

HEATHER SILVERMAN
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2020.

BARRY GLANTZ
MAYOR

ATTEST:

BILL NO. _____

ORDINANCE NO. _____

DEBORAH RYAN, MPCC
CITY CLERK

Attachment: 20-002:QuikTrip CUP.Draft Ordinance.7-6-2020 [Revision 1] (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

THE IMPACT OF COMMERCIAL DEVELOPMENT ON SURROUNDING RESIDENTIAL PROPERTY VALUES

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Funding for this research was provided by REALTOR[®] University through the Richard J. Rosenthal Center for Real Estate Studies.

April 2015

THE IMPACT OF COMMERCIAL DEVELOPMENT ON SURROUNDING RESIDENTIAL PROPERTY VALUES

Executive Summary

This study examines the impact of commercial development on surrounding residential property values. The topic is explored utilizing an innovative approach that combines multiple data sources for the Atlanta, Georgia metropolitan area. Residential transaction prices in the neighborhood immediately surrounding a new commercial development are evaluated using a matched sample methodology and hedonic pricing models. Georgia MLS data – totaling over 1.5 million transactions of single-family detached properties – is merged with a registry of commercial property deliveries collected from CoStar Market Reports for Atlanta. CoStar Reports account for project delivery dates and property characteristics, such as property type, building size, category, and precise location.

Development impacts are evaluated at the .5, .75 and 1 mile radius surrounding the site. For each observation of a transaction that occurs within the specified radius, a matched sample is constructed that consists of all transactions from that calendar quarter in the same zip code (but outside the radius) for properties that have the same number of bedrooms, same number of bathrooms and were constructed within five years of the subject property. Only transactions that occur under normal sale conditions are considered. In doing so, the empirical results relate housing values for highly similar assets that are sold inside the radius to those that are sold just outside the radius but in the same zip code, and this comparison is made at all possible points in time relative to the project completion date. Valuation differences for properties sold inside the radius are

available as early as 20 years prior to and up to eight years following development completion. Fixed effects variables are applied to control for differences in submarkets, market timing within submarkets, property-specific physical attributes, and transaction-specific financial conditions – attempting to isolate the component of relative house price change that can be attributed to the introduction of a new commercial development.

Property types for new development considered in this study include industrial, office and retail spanning the period 2006 to 2014. Interactions between housing markets and commercial developments are revealed in the analysis, with project completions treated as an event study. Sites targeted for new industrial development exist in neighborhoods where values are relatively lower and already experiencing a downward trend in advance of the project completion. While price compression continues in the post-completion period, the trajectory is not significantly different than the counterfactual projection (supposing no industrial development had occurred). Industrial is one of the least desirable land uses, so it is not surprising to observe industrial development rights allocated in localities where housing values are on the decline. In close proximity to industrial development sites, a localized contraction in house prices appears during the predevelopment period and this may be the market response to a zoning change that allows the new project to be constructed. However, the focus in this study is on the impact of development completions and, lacking additional information about the particular timing of permitting and approvals, it is difficult to disentangle whether zoning changes cause prices to decline. Or, instead, do zoning changes that favor industrial development occur in areas that already have declining housing values? The sample of industrial developments includes a disproportionate count of large-scale projects (e.g.,

those delivering more than 150,000 square feet of gross leasable area), yet the existing trend is largely unaffected in the period that follows an industrial development completion.

By comparison, site selection for office development occurs in neighborhoods that are relatively more expensive, and at times when values are recently increasing. Post-completion, the trend stabilizes at elevated price points in recipient neighborhoods for new office buildings, yet the valuation spread is no longer increasing. Out of 273 new office developments identified for Atlanta during 2006 to 2014, a total of 252 are classified as either small projects (less than 100,000 square feet of building area) or suburban office (not located in Downtown, Midtown, Buckhead or Central Perimeter). The findings are heavily influenced by small projects and suburban office, rather than high-rise CBD office towers. Housing values appear largely unchanged by new office deliveries over the long-horizon.

In the immediate vicinity of retail development site, home prices are relatively lower than the surrounding area during the period leading up to the development. While the trend is trivial prior to completion, it is significantly impacted in the period immediately following a new retail delivery. Home prices inside the radius are initially relatively lower (even more so than before), but set on a path that is steadily increasing relative to comparables in the surrounding area. It takes only a couple of years for the initial reduction to be more than offset, and – within a few years after that – home prices inside the radius even surpass those in the surrounding area (when previously they were significantly lower). Of the three commercial real estate product types considered, proximity to retail development is the most likely to be considered a neighborhood

amenity and an important aspect to community revitalization – although it can take a few years for the submarket to fully incorporate positive price effects following the completion of a new shopping center.

Perhaps most surprising is the lack of evidence for negative and significant impacts of commercial developments on housing values. Scores of political arguments to the contrary are voiced at local debates across the nation, yet this research does not find substantive evidence of a negative interaction.

Background & Synthesis of Relevant Literature

Numerous neighborhood externalities have been evaluated for their impact on residential property values, including rail transit stations (Grass, 1992; Gatzlaff and Smith, 1993; Bowes and Ihlanfeldt, 2001; Debrezion, Pels and Rietveld, 2007), greenbelts and open spaces (Correll, Lillydahl and Singell, 1978; Bolitzer and Netusil, 2000; Irwin, 2002; Anderson and West, 2006), brownfields (Kaufman and Cloutier, 2006), airport noise (Espey and Lopez, 2000), churches (Carroll, Claurette and Jensen, 1996), and landfills (Reichert, Small and Mohanty, 1992). The noted advantage from the existence of this extensive literature is in the existence of an established framework for estimating localized externality effects on residential property values. However, few studies consider the impact of commercial property development on residential property values. Yet, commercial development proposals arguably represent a very large component of policy debate in many jurisdictions across the nation, and NIMBY (not-in-my-backyard) is a recent addition to the modern vocabulary – even though it is not a recent concept.

Other studies discuss the political environment associated with commercial development proposals, including Feinerman, Finkelshtain and Kan (2004), Van der Horst (2007), and Schively (2007). The most closely related studies to the topic of a commercial development interaction tend to focus on the impact from very specific and niche products, such as Superfund sites (Kiel and Williams, 2007), livestock facilities (Herriges, Secchi and Babcock, 2005), oil and gas facilities (Boxall, Chan and McMillan, 2005), or new urbanism (Song and Knaap, 2003). This study aims to address the topic using a unified framework and consistent methodology to explore the outcome for surrounding residential property values resulting from new retail, office and industrial development for a major U.S. metropolitan market.

Hypothesis 1: *The delivery of new industrial development has no impact on surrounding residential property values.*

Industrial development, by comparison to the other two property types, is typically an unpopular land use, associated with increased pollution and trucking traffic. Industrial development is commonly horizontal on a single-story, rather than vertical, and the number of employees per square foot of building area is the lowest of the three commercial property types discussed in this proposal (e.g., typically 1 to 1.5 employees per 1,000 square feet of building area). Some industrial uses are resource-intensive and can place an excessive burden on the community's access to water and electricity.

Hypothesis 2: *The delivery of new office development has no impact on surrounding residential property values.*

New office development is typically the recipient of the highest property tax assessments (e.g., on both a value per square foot and value per acre basis). As a

consequence, new office buildings generally make positive contributions to a community's resources and infrastructure in excess of the resources absorbed. The disadvantage is that office buildings are highly-densified vertical land uses, increasing traffic flow and parking demand. Office buildings have also been accused of creating dark canyons or solar shadows as negative neighborhood externalities. If parking and traffic are not properly accommodated during the adjustments for development impact, then increased congestion will result as an undesirable consequence of new office construction. The advantage to office development is its ability to attract employers to the community who offer jobs in the business and professional services sectors. Residents seeking to minimize commute times may be attracted to neighborhoods that receive new office development.

Hypothesis 3: *The delivery of new retail development has no impact on surrounding residential property values.*

From a revenue perspective, retail development tends to be a jurisdictional favorite due to higher property tax assessments combined with additional cash flows sourced from local-option retail sales taxes. In the context of the surrounding housing market, whether retail development is net beneficial or detrimental depends on the outcome from competing effects. On the downside, new retail development often increases traffic volume, adds stress to public transportation systems, and attracts retail employees to the community who may seek low-income housing. A political argument is sometimes made to the effect that low-income residents decrease the quality of public education options. On the other hand, the quality and quantity of retail is commonly

ranked as one of the most desirable neighborhood attributes and new shopping and restaurants can attract residents to the community, increasing local housing demand.

If either the favorable or detrimental outcomes associated with any of the property types listed above are offset by the other, then Hypotheses 1, 2 or 3 will be rejected in favor of the alternative that commercial development of that property type *does* have a significant impact on the surrounding residential property values.

Summary of Data & Methods

This study combines market information from two important real estate events: new commercial real estate developments and single-family residential transactions. All empirical estimations in this study consider the values of single-family homes, as proxied by transaction prices. The series of residential transactions are for the metro Atlanta market area, generously provided by Georgia MLS, including a sample of 1,571,479 residential observations during the period 1985Q4-2014Q4. After deleting observations for listing status other than “Sold”, transactions occurring under special sale conditions (e.g., foreclosure, short sale), homes under construction at time of sale, reported transaction prices of \$0 or \$1, homes reported to have zero bedrooms or zero bathrooms, and those with missing information about the date of sale, year built or listing price, the useable sample is reduced to 664,556 observations.

Longitude and latitude coordinates are necessary in order to evaluate the impact of residential transactions that occur in close proximity to new commercial development. However, the Georgia MLS data does not include information about the longitude and latitude of the property sold. To collect this information, the entire residential transaction

series is submitted through the Census Geocoder tool to convert property address to longitude-latitude coordinates. The Geocoder returns unavailable information for 53,971 observations (about 8 percent of the sample), further reducing the final sample to 610,585 observations.

Figure 1 shows the pattern of single-family residential home prices in the Atlanta metro and corresponding transaction volume over the period 1985Q4Q1 thru 2014Q4. During 2006-2007, average home prices in Atlanta peak over \$230,000, approaching \$250,000. By 2009Q1, the average home price was under \$190,000 – down more than 24 percent from the peak. By 2014Q2, those losses had largely been recovered as home prices once again steadied with averages over \$250,000. Transaction volume displays a high degree of seasonality, peaking in Q2 of every year. Over 16,000 transactions occurred during 2006Q2, and never more than 9,000 in any quarter during 2008 to 2012. While prices have recovered, transaction volume remains below the height of activity.

The specific focus of this research is to estimate the relative impact on housing values in close proximity to new commercial developments. The list of new commercial development projects includes industrial, office and retail property types, collected from the CoStar Property database – based on year of completion. In total, there were 193 industrial, 273 office and 467 retail projects completed since 2006 in the Atlanta metro area.

Figure 2 shows the commercial development completions over a time series. Industrial development accounts for the largest amount of total space delivered at over 26.6 million square feet, with nearly one-third of that delivered during 2006 alone. Industrial deliveries drop to around 1 million square feet per year during the five year

period from 2009 to 2013; although it appears to have begun a sharp comeback by 2014. By comparison, office and retail development fall to near extinction during 2009 to 2013. All three categories of commercial real estate development display dramatic cyclic behavior.

Figure 3 presents the breakdown of new commercial developments by property type, sub-type and project size. For industrial, warehousing facilities represent the greatest number of new projects (in project count observations). Distribution centers constitute the second largest category, and are generally larger projects (typically over 75,000 square feet). Office buildings are often designed with flexibility to accommodate a variety of possible tenants, and general purpose office buildings represent the largest portion of new product. Medical office buildings are typically smaller (less than 50,000 square feet) and represent the second largest component of new office development. The largest category of new retail development observations is general retail, second is strip centers, and third is neighborhood shopping centers. The number of observations for new retail development types is inversely proportionate to shopping center size.

CoStar data already includes longitude-latitude coordinates for each new delivery. Using these coordinates, the relative distance between each development site and every residential transaction in the sample is calculated in nautical miles (measuring distance “as the crow flies”) using the haversine formula and solving for distance:

$$\text{Distance} = 2r \cdot \arcsin \left(\sqrt{\sin^2 \left(\frac{\phi_2 - \phi_1}{2} \right) + \cos(\phi_1) \cos(\phi_2) \sin^2 \left(\frac{\lambda_2 - \lambda_1}{2} \right)} \right),$$

where ϕ_1 and ϕ_2 are the latitudes, and λ_1 and λ_2 are the longitudes of points 1 and 2. r is the radius of the earth: 3963.17 miles. The distance measures are used to create the Close

indicator variable, identifying residential transactions that occur within the following radii of a new commercial development: .5 mile, .75 mile, and 1 mile. The objective is to identify relative valuation effects for the surrounding residential area pre- vs. post-completion. Observations located within radius of more than one new development for a commercial property type are removed from the analysis.

Table 1 describes the sample of residential transactions. The average home is 27 years old and sold for over \$202,000. The most common home sold has three bedrooms (47 percent of the sample), two bathrooms (65 percent of the sample), and no half-bath (55 percent of the sample). Properties located close to new industrial developments are significantly lower priced (average price of \$134,000), as are those close to new retail development (average price of \$164,000). By comparison, homes close to new office development are more expensive (average price of \$223,000).

To provide a more careful comparison, this study utilizes a matched sample methodology whereby for each Close transaction observation, a matched sample is constructed for transactions of “comparable” properties that are sold in the same calendar quarter, located in the same zip code (but outside the radius), having the same number of bedrooms, same number of bathrooms, and constructed within five years of the Close observation. All properties are single-family detached and sold under normal sale conditions. On average, each observation of a Close transaction corresponds to a matched sample comprised of seven to nine comparables. Observations that do not have at least one comparable transaction are excluded from the analysis.

Observations that are neither identified as Close, nor comparable are omitted from the respective estimation. In doing so, the empirical findings relate the percentage

difference in transactions prices for Close properties relative to comparable properties sold in the same quarter and zip code only – but outside the radius for development impact. The specification is akin to a difference-in-difference approach, attempting to compare effects for the subject group of observations close to a new development to effects for a control group of highly similar observations. The comparison is made at all possible points in time, before and after the development completion. In doing so, the technique attempts to resolve concerns that new commercial developments are neither randomly assigned to submarkets nor evenly distributed over a time series, and instead may respond to locally endogenous conditions such as population and economic growth.

The appropriateness of this method relies on its underlying assumptions. First, it assumes that neighborhood characteristics do not differ significantly between the area depicted by the radius that receives the new development and area in the same zip code that does not. Second, it assumes that the trend in property values beyond the radius but in the same zip code are representative of the trend in property values that would have occurred inside the radius had commercial development activity not taken place. The empirical analysis evaluates both assumptions by measuring the trend within the radius relative to comparable properties in the remaining zip code before development, after development, as well as counterfactually – supposing no development.

A hedonic model is used to specify valuation effects, which assumes that the value of a property is a function of physical, financial, locational, and market timing attributes. The basic model to be estimated is written as:

$$\ln(\text{Sale price}) = \beta_0 + \beta_1 \cdot \ln(\text{Age}) + \beta_2 \cdot 1 \text{ bedroom} + \beta_3 \cdot 2 \text{ bedrooms} + \beta_4 \cdot 4 \text{ bedrooms} \\ + \beta_5 \cdot >4 \text{ bedrooms} + \beta_6 \cdot 1 \text{ bathroom} + \beta_7 \cdot 3 \text{ bathrooms} + \beta_8 \cdot 4 \text{ bathrooms}$$

$$\begin{aligned}
& +\beta_9 \cdot >4 \text{ bathrooms} + \beta_{10} \cdot 1 \text{ half-bath} + \beta_{11} \cdot 2 \text{ half-baths} + \beta_{12} \cdot >2 \text{ half-baths} \\
& +\beta_{13} \cdot \text{Close} + \beta_{14} \cdot \text{Close} \cdot \text{After} + \beta_{15} \cdot \text{Close} \cdot \text{After} \cdot \text{Trend} \\
& + \sum_{i=1}^{15} \beta_{t+16} \cdot \text{Financing}_i + \sum_{j=1} \beta_{j+31} \cdot \text{Zip-quarter}_j + \epsilon.
\end{aligned} \tag{1}$$

The dependent variable is the transaction price, logged. Variables measuring the physical characteristics include property Age, logged, along with indicator variables for the number of bedrooms, bathrooms and half-baths. Indicators for 3 bedrooms, 2 bathrooms, and 0 half-baths are suppressed – representing the largest categories and to avoid multicollinearity. Financing conditions are controlled through 15 indicator variables (e.g., all cash, conventional, 100 percent financing, seller financing). Time-varying differences in market conditions are controlled through calendar-quarter indicator variables for each zip code, represented by the Zip-quarter_j variables. This approach allows intra-market dispersion in real estate cycles and seasonality to be controlled at the zip code level.

The Close variable is an indicator for transaction observations located within the specified radius. After is an indicator variable for transactions that occur in the year following completion of a new commercial development. Trend measures years relative to development completion, $\{-20, -19, \dots, -1, 0, +1, \dots, +8\}$, where 0 represents the year of completion. Given the log-linear and fixed-effects model specification, the parameter estimates for β_{13} , β_{14} , and β_{15} are the central focus of this estimation. The β_{13} coefficient (for Close) measures the constant pricing difference for observations within the radius relative to the remaining zip code over the full horizon. The β_{14} coefficient (for the Close*After interaction term) measures the constant change in the basis spread for the radius following the completion of a new development. The β_{15} coefficient (for the Close*After*Trend interaction term) measures the change per year in the trend for the radius relative to the remaining zip code following the completion of a new development.

A potential issue with the specification of Equation (1) is that the difference in property values within the radius relative to the remaining zip code may not be constant leading up to the development; rather values may be either relatively increasing or decreasing over time. In addition, the trend may have changed recently, altering the favorableness of conditions for development inside the radius. To evaluate these issues, two spline variables are added to the model. Equation (2) simply includes these two additional variables.

$$\begin{aligned} \ln(\text{Sale price}) = & \beta_0 + \beta_1 \cdot \ln(\text{Age}) + \beta_2 \cdot 1 \text{ bedroom} + \beta_3 \cdot 2 \text{ bedrooms} + \beta_4 \cdot 4 \text{ bedrooms} \\ & + \beta_5 \cdot >4 \text{ bedrooms} + \beta_6 \cdot 1 \text{ bathroom} + \beta_7 \cdot 3 \text{ bathrooms} + \beta_8 \cdot 4 \text{ bathrooms} \\ & + \beta_9 \cdot >4 \text{ bathrooms} + \beta_{10} \cdot 1 \text{ half-bath} + \beta_{11} \cdot 2 \text{ half-baths} + \beta_{12} \cdot >2 \text{ half-baths} \\ & + \beta_{13} \cdot \text{Close} + \beta_{14} \cdot \text{Close} \cdot \text{After} + \beta_{15} \cdot \text{Close} \cdot \text{After} \cdot \text{Trend} + \beta_{16} \cdot \text{Spline 1} + \beta_{17} \cdot \text{Spline 2} \\ & + \sum_{i=1}^{15} \beta_{t+18} \cdot \text{Financing}_i + \sum_{j=1} \beta_{j+33} \cdot \text{Zip-quarter}_j + \varepsilon. \end{aligned} \quad (2)$$

Spline 1 is the same as the Trend variable, measuring years relative to development completion for observations inside the radius, $\{-20, -19, \dots, +8\}$, although not interacted with the After variable. Spline 1 measures the overall trend, or change in prices, within the radius relative to the remaining zip code – this measure is naïve with regard to development effects. Spline 2 is the same as the Trend variable, but interacted with an indicator variable for transactions that occur within five years prior to completion and beyond. Thus, Spline 2 introduces a knot-point in the trend line at -5 years relative to completion, and the Trend*After interaction term introduces a third knot-point at year +1 following completion. The coefficient on Spline 2 reveals whether the overall trend has changed recently in the pre-development period. The coefficient on the Trend*After interaction term is then measured relative the counterfactual trend implied by Spline 2. The spline regression approach, zip-quarter fixed effects, and exclusion of all remaining

market data that is not in the same zip code is consistent with the methodology applied by Ellen, Schill, Susin and Schwartz (2001), who evaluate development impacts of subsidized owner-occupied housing in New York City. The empirical results for the .5, .75 and 1 mile radii for industrial, office and retail property types are discussed in the next section.

Discussion of Results

Table 2 presents results from estimation of the base model, considering the relative impact on residential transactions within a .75 mile radius of new industrial, office, and retail developments in three separate estimations. The estimation is a fixed effects model, controlling for differences across Atlanta submarkets (defined by zip code) at the quarterly frequency. The estimated coefficient for Age is negative and significant; property values depreciate with age. Property values are generally increasing in the number of bedrooms, bathrooms and half-baths. The bedroom and bathroom coefficients are relatively large because they serve as proxies for the property size, since square footage is unavailable in the Georgia MLS data. Other studies tend to report lower estimated coefficients after controlling for property size. For conciseness, the estimated fixed-effect coefficients for Financing type and Zip-quarter indicator variables are unreported.

For new industrial developments, there were 4,272 transaction observations within a .75 mile radius over the sample period with at least one comparable observation that occurred outside the .75-mile radius, yet in the same zip code and calendar quarter. The 4,272 Close transactions along with the 34,191 observations of comparable

transactions appear in 1,350 distinct zip code-quarters. The coefficient for Close is estimated to be -0.01 and significant at the 10 percent level. Properties inside the .75 mile radius sell at a discount of 1 percent over the sample period, independent of the new development. This result suggests that neighborhood characteristics may vary to a limited extent for areas targeted for new industrial development. The coefficient for the Close*After interaction term is estimated at -0.044, and the coefficient for the Close*After*Trend variable is estimated to be -0.007. Following completion of a new industrial development, residential properties in the .75 mile radius are discounted an additional 4.4 percent relative to comparable properties outside the radius but inside the same zip code, and the discount widens by 0.7 percent per year following completion. This interpretation relies on the assumption that the basis difference in valuation for property values within the radius is constant and does not change over time – an assumption that is found to be inappropriate (discussed in results for Table 3).

For new office development, the estimated effect is zero. The 7,520 residential transactions that occur within the .75 mile radius of new office development are not sold at a significantly different price relative to the 51,505 transactions of comparable properties that are sold in the zip code and quarter, but located outside the radius. There is no significant difference in prices before or after the office development is completed, and no change in the trend for residential prices within the radius relative to prices outside the radius.

New retail development generally follows residential growth, and there is a much higher concentration of single-family transactions within the .75 mile radius. Properties inside the radius are discounted 2.3 percent relative the surrounding zip code. The

discount drops sharply following the new development, estimated at a 4.5 percent reduction, but prices subsequently rise by 1.3 percent per year relative to comparables outside the radius following the completion of the new development. If prices inside the radius are discounted 2.3 percent with no development, prices are discounted 5.5 percent in the year following development completion, 4.2 percent two years after, 2.9 percent after three years, and 1.6 percent after four years. Thus, the completion of new retail development has a negative impact in the immediate-term that is subsequently offset over a relatively short horizon. By the fourth year following completion of a new retail development, prices inside the radius are higher relative to outside the radius than they were pre-development and steadily increasing.

Table 3 presents a more complete evaluation of development effects. Recall the finding of negative post-development effects for the .75 mile radius following industrial completions. However, when the spline variables are included in the estimation, the coefficients for *Close*After* and *Close*After*Trend* are no longer significant, while the estimated coefficient for *Spline 2* is negative and significant. This suggests that property values within the .75 mile radius had already begun to decline at a rate of 1.3 percent per year, and that the timing of the new industrial completion had no significant impact on this pace of decline. The same result obtains for the new industrial developments at the 1 mile radius.

Figure 4, Panel A illustrates the pattern for property values inside the .75 mile radius relative to a new industrial completion. During years -20 to -6 relative to the project completion, values within the radius experience a trivial (and insignificant from zero) decline relative to values outside the radius. Five years prior to the new industrial

development, there is a significant change in the trend with values inside the radius being temporarily 4 percent higher, but falling at a rate of 1.3 percent per year. The dashed line depicts the counterfactual projection for what would have occurred following this new trend. The actual change in trend following new industrial development is insignificant from the existing trend. That is, while property values are found to have declined following a new industrial completion, the direction and magnitude of the decline are consistent with what would have been expected for the area had no development activity occurred.

Results for new office development are also provided in Table 3. Inclusion of the spline variables reveals that property values inside the .75 mile radius for new office development are relatively higher valued than their outside radius counterparts, estimated at a location premium of 2.1 percent for the Close variable. During the five-year pre-development horizon, a positive trend appears within the radius with values appreciating 0.8 percent per year. In the period following the office development completion, the price appreciation trend reverts to zero (estimated coefficient of -0.008 for Close*After*Trend effectively cancels out coefficient of equal and opposite magnitude for Spline 2). This result is illustrated in Figure 4, Panel B. Sites selected for new office development are located in relatively higher priced residential neighborhood which had begun to experience an upward trend in prices. While prices inside the radius remain relatively higher in the post-development period, they are neither significantly different from pre-development values, nor appreciating at a rate that is significantly different from zero.

Findings for the impact of new retail development are largely unaffected by the addition of the spline variables, as shown in Table 3. New retail development occurs in

neighborhoods with significantly lower property values, estimated at 2.8 percent below comparable properties for the .75 mile radius. Following the completion of a new development, the initial impact is negative 2.5 percent (net of coefficients for Close*After and Close*After*Trend), followed by positive annual price appreciation at a rate of 1.5 percent. Figure 4, Panel C illustrates the impact of retail development on surrounding residential property values for the .75 mile radius. Properties close to the development site are discounted relative to similar properties that are outside the radius. Following completion of a new retail development, the basis drops but price appreciation adjusts sharply upward. The initial negative price impact following completion of a new retail development is more than offset by positive gains after a few years. Over a longer horizon, residential properties in the area targeted for new retail development ultimately sell at a significant premium to those located outside the radius.

In Table 3, the sensitivity of the results with respect to the choice of radius is provided. Choosing a narrowly-specified radius (such as .5 mile) establishes a more direct connection between the new commercial development and immediately surrounding property values, but the empirical test has less power since there are fewer transactions in a given period for the smaller radius. Table 3 illustrates this tradeoff. The volume of transactions in the 1 mile radius is considerably higher than the transaction volume in the .5 mile radius, leading to more accurate parameter estimates. However, observations that are 1 mile away from the new development are less likely to be as directly affected by the completion as observations that are within the .5 mile radius.

Comparing results across the select radii for industrial, the Spline 2 and Close coefficients are negative and increase in magnitude with proximity to the development

site. At the .5 mile radius, property values are lower by 5 percent, compared to 3.5 percent for the .75 mile radius and 2.5 percent for the 1 mile radius. The downward trend that begins in the predevelopment period is most acute for properties closest to the development site. Five years before development completion, property values begin to decline by 1.9 percent per year in the .5 mile radius, 1.3 percent in the .75 mile radius, and 0.5 percent in the 1 mile radius. These findings suggest that locally depressed and relatively declining property values are likely influenced by proximity to the development site, although the impact is less likely a result of the project completion and more likely a consequence of events that occur during the predevelopment phase – such as zoning changes, project approval or entitlement (however these issues are not directly tested in this study).

Discussion of Policy Implications

The comprehensive approach adopted in this research study considers office, retail and industrial under a consistent framework and evaluates the impact of new commercial development for Atlanta, Georgia – a major U.S. metropolitan market. The results have the potential to be generalized to a broader audience, although some limiting factors should be noted. First, Georgia MLS data has some limitations including the lack of a square footage measure, which should increase the accuracy of the residential pricing estimation. Second, CoStar Market Reports provide information on select major developments, which typically includes the largest and most visible projects. However, there may be confounding factors that bias the results, including the presence of unobserved new developments or other unobservable factors. Third, this study makes use

of a matched sampling methodology which does not include the maximum data available, although alternative methods may be considered such as analysis of the full sample. Matched samples increase the precision of the comparison between subject and control group observations at the expense of lower statistical power (due to fewer observations). The results are noticeably sensitive with respect to choice of radius and matching criteria. Fourth, this study considers the Atlanta metro area, which is characterized by relatively loose permitting and entitlement. In unrestrictive markets, development impact fees may be insufficient to offset the actual impact from a community stakeholder perspective. Future research may consider more restrictive markets and compare the long-horizon impacts. Finally, the nature of the research question attempts to relate the occurrence of new commercial developments to changes in surrounding residential property values, although the connection between the two series may be indirect at best due to the time required for development externalities to be fully incorporated in housing values. Over a long horizon many factors can enter the picture which will affect property values, including changes in market conditions. In addition, the association becomes increasingly indirect as the distance between the residential observation and the development site increases. Notably, much of the commercial development activity occurred pre-2008, just before the Atlanta housing market experienced a significant downturn. Even though the empirical analysis attempts to account for these changes, post-development horizons are heavily comprised of observations from depressed market conditions.

This study applies a novel methodology for evaluating the impact of commercial development on surrounding residential property values, and this approach may serve as a foundation for future studies that investigate issues related to commercial development

externalities. It is possible that the findings are referenced in ongoing media discussion and policy debates at jurisdictional permitting and entitlement hearings as evidence in favor of or against new development proposals. From a legal standpoint, communities often seek development impact fees which invoke rational nexus and rough proportionality yardsticks. *Ex ante*, it can be very difficult to predict the actual impact that a singular new commercial development will cause. *Ex post*, industrial developments coincide with a preexisting downward trend in local housing values, yet the completion of an industrial development does not have a significant impact on the trend (at the .75 mile radius). Residential property values near office development sites experience an effect that essentially nets to zero upon completion. Retail developments, by comparison, have a positive and significant impact that differs from the existing trend – albeit over a longer horizon.

Perhaps most surprising is the lack of evidence for negative and significant impacts of commercial real estate development on residential property values. Volumes of political arguments to the contrary are voiced at local planning debates across the nation, yet this study does not provide substantive evidence of a negative interaction.

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Table 1. Sample of Single-family Residential Transactions

<i>Radius</i>	Close to Industrial			Close to Office			Close to Retail			Full Sample
	<i>.5 mile</i>	<i>.75 mile</i>	<i>1 mile</i>	<i>.5 mile</i>	<i>.75 mile</i>	<i>1 mile</i>	<i>.5 mile</i>	<i>.75 mile</i>	<i>1 mile</i>	
Observations	1,880	4,272	6,220	4,324	7,520	10,438	9,993	15,335	15,287	664,556
Variable	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean
Close	1	1	1	1	1	1	1	1	1	
Sale Price	\$133,975	\$129,485	\$132,969	\$222,778	\$207,350	\$188,234	\$163,976	\$161,183	\$159,523	\$202,014
Age	17.931	17.901	18.310	23.350	21.058	18.836	20.823	19.527	17.788	27.164
1 bedroom	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001
2 bedrooms	0.029	0.040	0.032	0.044	0.035	0.025	0.031	0.023	0.023	0.031
4 bedrooms	0.260	0.257	0.265	0.306	0.308	0.329	0.275	0.300	0.306	0.348
>4 bedrooms	0.054	0.042	0.038	0.105	0.094	0.086	0.061	0.062	0.064	0.149
1 bathroom	0.118	0.147	0.126	0.089	0.074	0.067	0.113	0.114	0.105	0.059
3 bathrooms	0.122	0.108	0.102	0.202	0.177	0.163	0.137	0.149	0.149	0.210
4 bathrooms	0.018	0.008	0.005	0.062	0.051	0.038	0.026	0.022	0.025	0.063
>4 bathrooms	0.001	0.000	0.000	0.012	0.009	0.008	0.006	0.004	0.005	0.021
1 half-bath	0.420	0.426	0.418	0.437	0.458	0.475	0.384	0.404	0.408	0.434
2 half-baths	0.003	0.003	0.003	0.009	0.010	0.011	0.006	0.007	0.008	0.012
>2 half-baths	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.001	0.001
Matched samples										
	<i>.5 mile</i>	<i>.75 mile</i>	<i>1 mile</i>	<i>.5 mile</i>	<i>.5 mile</i>	<i>1 mile</i>	<i>.5 mile</i>	<i>.75 mile</i>	<i>1 mile</i>	
Observations	16,282	34,191	52,935	29,840	51,505	82,457	89,918	122,661	112,041	
Variable	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	Mean	
Close	0	0	0	0	0	0	0	0	0	
Sale Price	\$140,456	\$139,831	\$141,037	\$184,627	\$174,039	\$164,181	\$152,740	\$153,036	\$151,758	

Notes: Table 1 presents summary statistics for the full sample of single-family residential transactions, along with the subsamples that are located in close proximity to new industrial, office and retail developments based on .5, .75 and 1 mile radii from the development site. Commercial developments are identified using the CoStar Property database for the period 2006-2014. During this period, there were 193 new industrial developments, 273 new office developments, and 467 new retail developments identified for the Atlanta (GA) metropolitan area. Residential transaction data are for the period 1985Q4-2014Q4 from the GA MLS database. Geographic distance is calculated in nautical miles based on longitude-latitude coordinates of the new commercial development and each residential transaction. The Observations row reports the number of residential transactions in the full sample and respective subsamples. The bottom panel reports the mean Sale Price and number of Observations for the matched samples of transactions that occur in the same calendar quarter and zip code as an observations located inside the specified radius, and have the same number of bedrooms, same number of bathrooms and were constructed within five years of the property that is inside the radius.

Variable definitions: Close is an indicator variable for observations that are located within the respective .5, .75 or 1 mile radius of a commercial development site, taking on a value of one for location inside the radius and zero otherwise. Sale Price is the transaction price paid at closing (in USD). Age measures the difference between the sale year and the year the residential single-family home was constructed. The 1, 2, 3, 4 and >4 bedroom [bathroom] variables are indicators for the number of bedrooms, taking on a value of one of the transaction was for a home that included a number of bedrooms [bathrooms] matching that category, and zero otherwise. Similarly, 0, 1, 2, and >2 half-bath variables are indicators for the number of half-bathrooms. Transactions reporting zero bedrooms or zero bathrooms are not considered in this sample.

Table 2. Base Model

<i>Radius: .75 mile</i> Variable	Industrial		Office		Retail	
	Coefficient	(t-stat)	Coefficient	(t-stat)	Coefficient	(t-stat)
Constant	12.217***	(60.7)	11.481***	(65.6)	11.252***	(59.4)
log(Age)	-0.133***	(-37.2)	-0.145***	(-46.8)	-0.143***	(-81.5)
1 bedroom			-0.276	(-1.1)	-0.258	(-1.3)
2 bedrooms	-0.071***	(-3.8)	-0.029	(-1.6)	-0.120***	(-10.3)
4 bedrooms	0.124***	(25.1)	0.116***	(26.9)	0.127***	(51.5)
>4 bedrooms	0.179***	(12.3)	0.173***	(17.7)	0.176***	(27.7)
1 bathroom	-0.258***	(-26.7)	-0.393***	(-33.4)	-0.313***	(-58.2)
3 bathrooms	0.249***	(30.0)	0.273***	(46.0)	0.252***	(70.9)
4 bathrooms	0.568***	(19.4)	0.623***	(49.7)	0.600***	(58.1)
>4 bathrooms	0.839***	(6.0)	0.792***	(23.8)	0.803***	(29.8)
1 half-bath	0.161***	(47.3)	0.187***	(63.9)	0.200***	(113.8)
2 half-baths	0.212***	(8.4)	0.367***	(24.2)	0.345***	(35.8)
>2 half-baths	-0.017	(-0.2)	0.292***	(4.0)	0.439***	(11.7)
Close	-0.010*	(-1.9)	0.007	(1.5)	-0.023***	(-8.6)
Close*After	-0.044**	(-2.4)	0.020	(1.3)	-0.045***	(-4.4)
Close*After*Trend	-0.007*	(-1.7)	0.000	(0.0)	0.013***	(6.0)
Financing indicators:	Included [15]		Included [15]		Included [15]	
Zip-quarter indicators:	Included [1350]		Included [2217]		Included [2834]	
R ²	76.9%		74.0%		75.5%	
Observations	38,463		59,025		137,996	

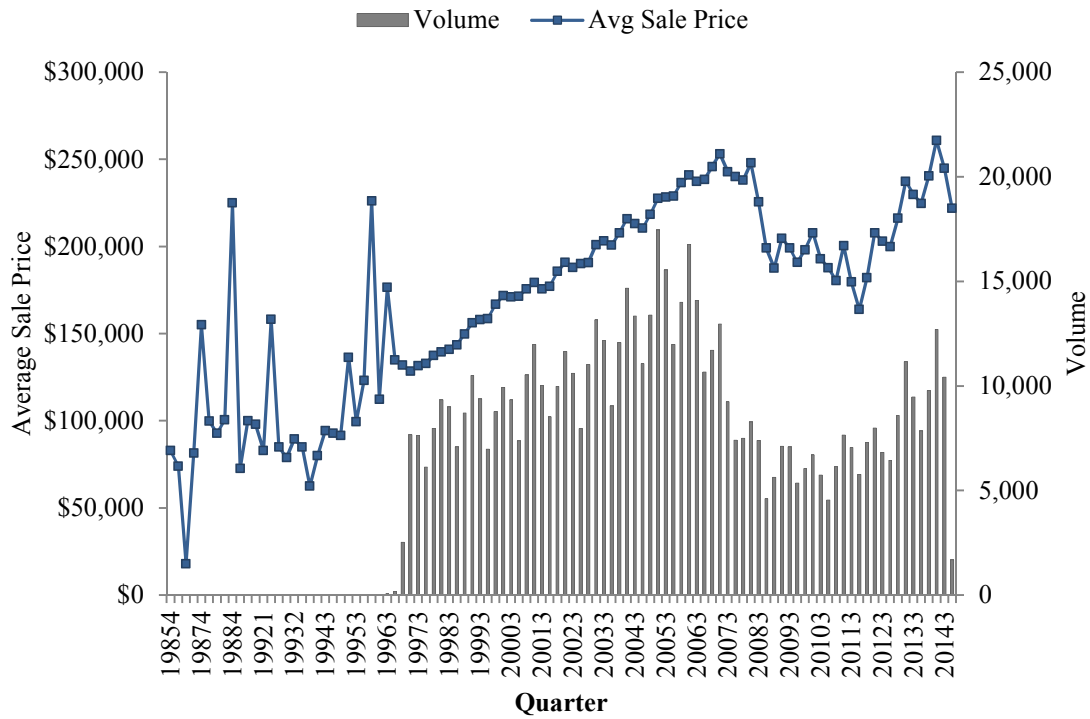
Notes: This table presents the results from three least squares estimations of Equation (1). The dependent variable is Sale Price, logged, which is the transaction price for each residential property in the sample. Close is an indicator variable for residential transactions that occur within the specified radius (.75 miles) of any new commercial real estate development during the sample period. Results for industrial, office and retail developments are presented in separate estimations, including the estimated Coefficient and corresponding *t*-statistic (*t*-stat) in parentheses. The interaction term Close*After is an indicator variable for residential transaction that occur within the specified radius and after the development project is completed. The interaction term Close*After*Trend takes on positive values counting the year since project completion for observations inside the radius that occur in the post-completion period, and values of zero otherwise. The estimations also include 15 indicator variables for transaction-specific financing conditions, as well as zip code-calendar quarter fixed effect indicators controlling for (unreported) geographic time-varying differences of the housing market. All other variables are defined in the notes to Table 1. The following variables are suppressed to prevent a linear combination: 3 bedrooms, 2 bathrooms, and 0 half-bath. ***, **, and * indicate statistical significance of estimated coefficients at the 1%, 5% and 10% levels of confidence respectively.

Table 3. Results by Distance, Spline Regressions

<i>Radius:</i>		<i>.5 mile</i>		<i>.75 mile</i>		<i>1 mile</i>	
Equation:		(1)	(2)	(1)	(2)	(1)	(2)
Panel A.	Industrial	Coefficient	Coefficient	Coefficient	Coefficient	Coefficient	Coefficient
	Close	-0.015 **	-0.050 ***	-0.010 *	-0.035 ***	-0.006	-0.025 ***
	Close*After	-0.117 ***	-0.082 ***	-0.044 **	-0.017	-0.017	0.002
	Close*After*Trend	0.005	0.024 ***	-0.007 *	0.006	-0.007 **	-0.002
	Spline1		-0.003		-0.002		-0.003 ***
	Spline2		-0.019 ***		-0.013 ***		-0.005 *
	R ²	79.0%	79.0%	76.9%	76.9%	72.0%	72.0%
	Observations	18,162		38,463		59,155	
Panel B.	Office	Coefficient	Coefficient	Coefficient	Coefficient	Coefficient	Coefficient
	Close	0.003	-0.009	0.007	0.021 **	0.000	0.007
	Close*After	0.019	0.031	0.020	0.005	0.015	0.007
	Close*After*Trend	-0.003	-0.005	0.000	-0.008 *	-0.002	-0.008 **
	Spline1		-0.005 ***		0.001		-0.001
	Spline2		0.002		0.008 **		0.006 **
	R ²	74.8%	74.8%	74.0%	74.0%	75.7%	75.7%
	Observations	34,164		59,025		92,895	
Panel C.	Retail	Coefficient	Coefficient	Coefficient	Coefficient	Coefficient	Coefficient
	Close	-0.021 ***	-0.030 ***	-0.023 ***	-0.028 ***	-0.031 ***	-0.048 ***
	Close*After	-0.043 ***	-0.034 **	-0.045 ***	-0.040 ***	-0.035 ***	-0.019 *
	Close*After*Trend	0.013 ***	0.017 ***	0.013 ***	0.015 ***	0.013 ***	0.019 ***
	Spline1		-0.001		-0.001		-0.002 ***
	Spline2		-0.004		-0.001		-0.006 ***
	R ²	74.5%	74.5%	75.5%	75.5%	76.8%	76.8%
	Observations	99,911		137,996		127,328	

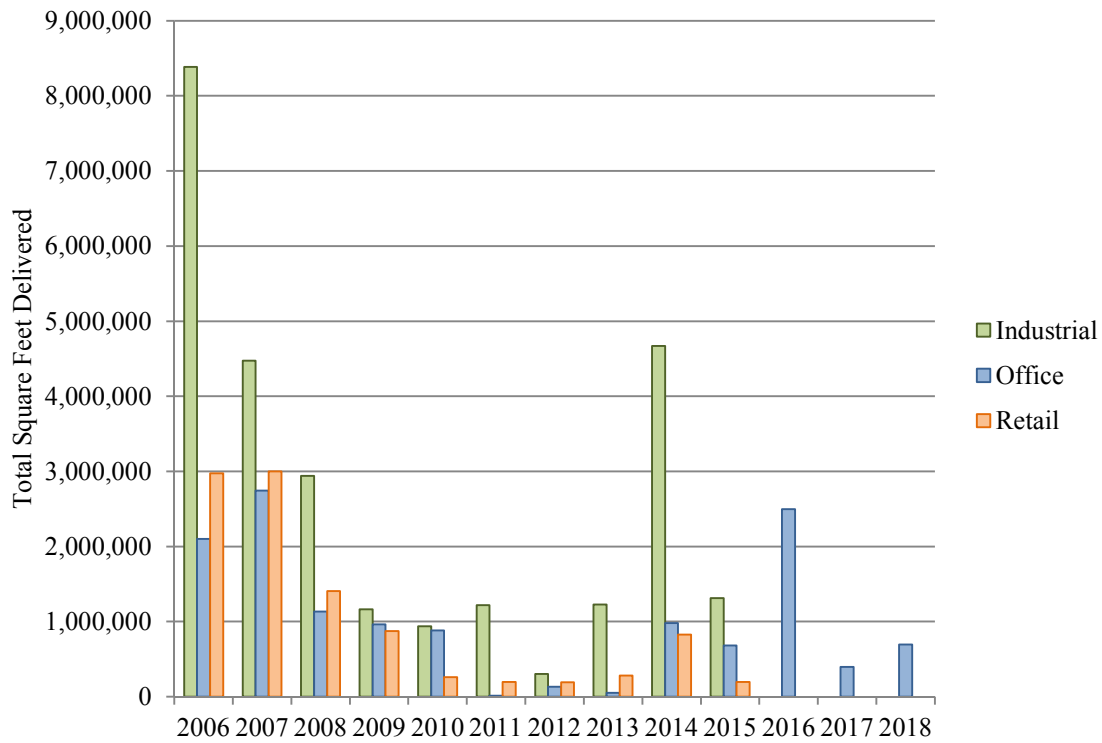
Notes: This table presents the results from the least squares estimations of Equations (1) and (2). The dependent variable is Sale Price, logged, which is the transaction price for each residential property in the sample. D_Close is an indicator variable for residential transactions that occur within the specified radius (.75 miles) of any new commercial real estate development during the sample period. Results for industrial, office and retail developments are presented in separate estimations, including the estimated Coefficient and corresponding *t*-statistic (*t*-stat) in parentheses. The interaction term Close*After is an indicator variable for residential transaction that occur within the specified radius and after the development project is completed. The interaction term Close*After*Trend takes on positive values counting the year since project completion for observations inside the radius that occur in the post-completion period, and values of zero otherwise. Spline 1 measures the year relative to development completion over the full horizon (i.e., beginning with year -20 thru year +8) for all observations inside the radius, while Spline 2 measures year relative to completion beginning in year -5, and takes on a value of zero for earlier years and for observations outside the radius. The estimations also include 15 indicator variables for transaction-specific financing conditions, as well as zip code-calendar quarter fixed effect indicator variables controlling for (unreported) geographic time-varying differences of the housing market. All other variables are defined in the notes to Table 1. The following variables are suppressed to prevent a linear combination: 3 bedrooms, 2 bathrooms, and 0 half-bath. ***, **, and * indicate statistical significance of estimated coefficients at the 1%, 5% and 10% levels of confidence respectively.

Figure 1. Atlanta Home Prices & Transaction Volume, 1985Q4-2014Q4



Notes: Figure 1 illustrates the average single-family residential transaction prices per quarter in the sample, during the period 1985Q4 to 2014Q4, using the blue line and corresponding to values on the left axis. Over the same period, the time-series distribution of residential transaction volume is depicted quarterly by the black bars, corresponding to values on the right axis.

Figure 2. Commercial Real Estate Developments, 2006-2018



Notes: Figure 2 illustrates the time-series distribution of total square footage of new commercial real estate projects delivered annually, by property type, over the period 2006 to 2018 (using expected values for the period 2014 thru 2018). Industrial space delivered is represented by the green bars, office space by the blue bars, and retail by the orange bars.

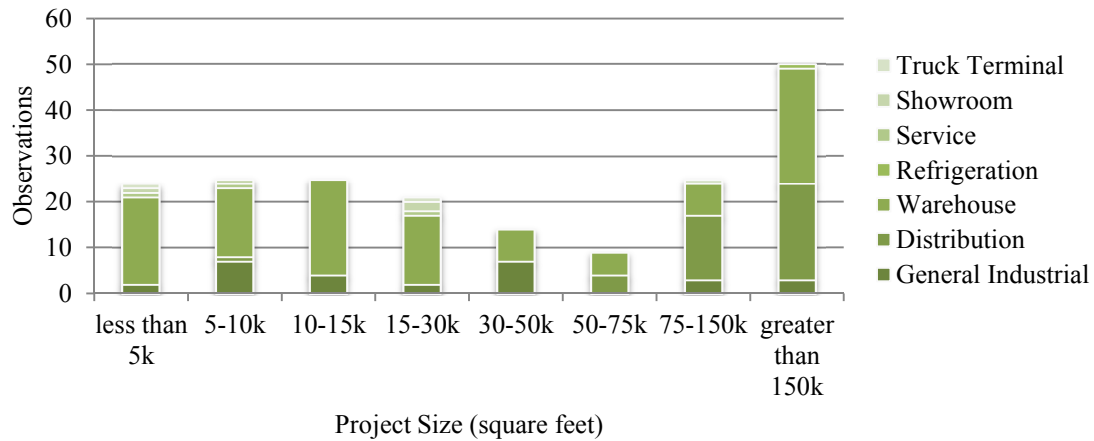
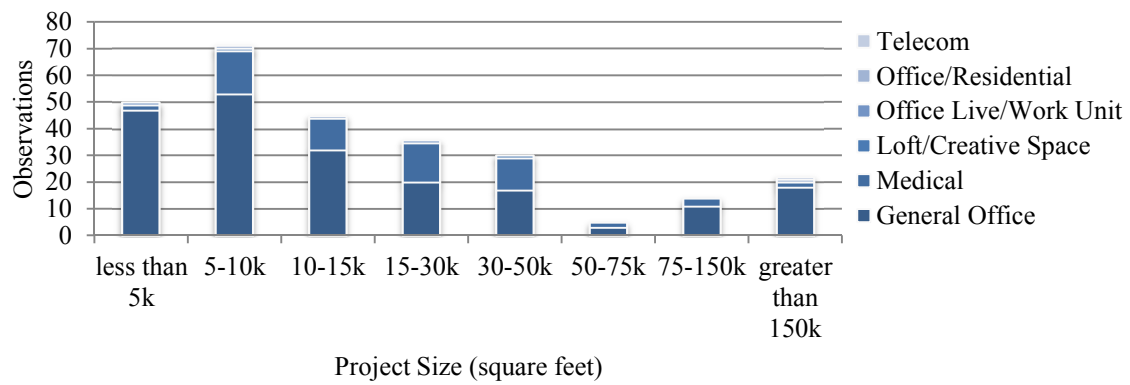
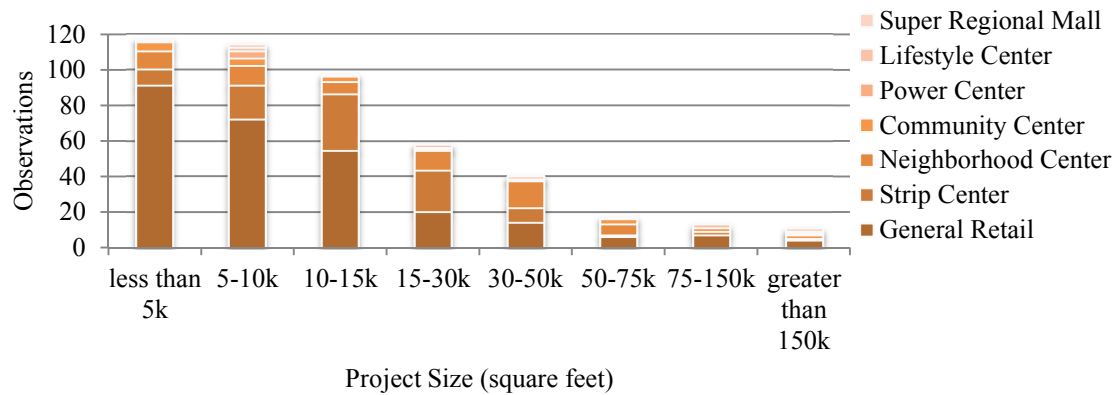
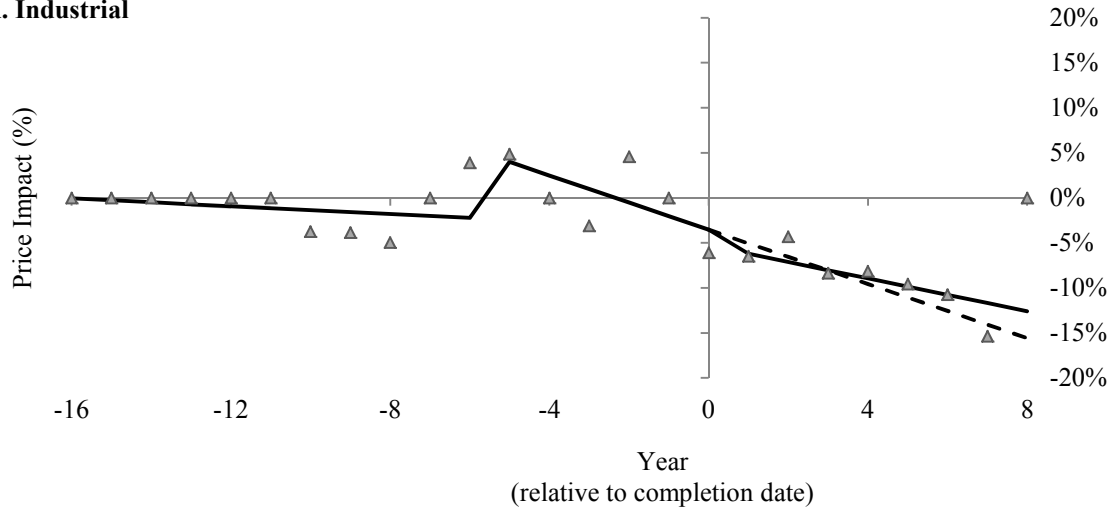
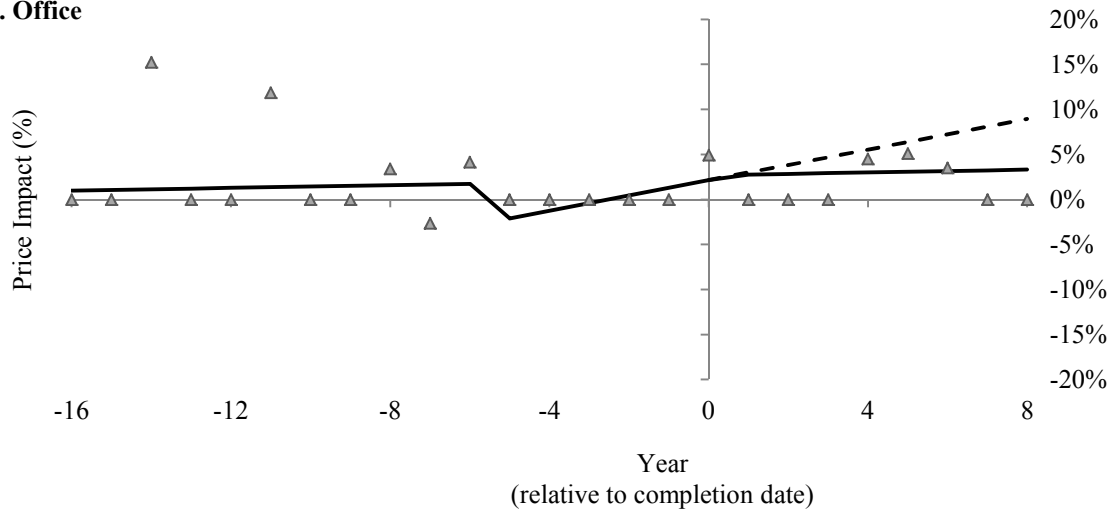
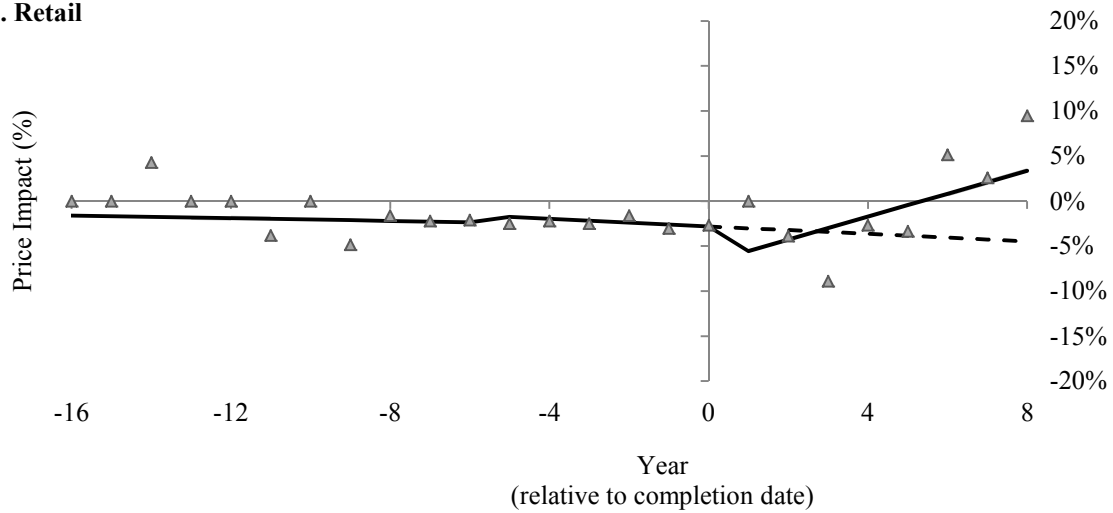
Figure 3. Sample of Commercial Developments, by Property Size & Category**A. Sample of Industrial Developments****B. Sample of Office Developments****C. Sample of Retail Developments**

Figure 4. Estimated Price Impact following New Commercial Development**A. Industrial****B. Office****C. Retail**

Notes: This figure presents the estimated price impact for single-family residential properties located within a .75 mile radius of a new industrial development (Panel A), office development (Panel B), and retail development (Panel C). Price impact is measured relative to a matched sample of single-family residential properties that have the same number of bedrooms, the same number of bathrooms, are built within 5 years, located in the same zip code (but outside the radius) and sold in the same calendar quarter of at least one subject property inside the radius. The grey triangles represent the estimated coefficients for each relative year interaction term for properties located inside the radius. Grey triangles take on a value of zero for coefficients that are statistically insignificant from zero at the 10% level. The solid black line depicts the trend from the spline regression with breakpoints at the -5 and +1 years relative to project completion. The dashed black line represents the counterfactual trend that would have been expected to occur for the .75 mile radius had the development not occurred.

COMMERCIAL DEVELOPMENT SPILLOVER EFFECTS UPON RESIDENTIAL VALUES

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ABSTRACT

There is lack of consensus in the literature that nearby commercial land uses create negative spillover effects on residential values. Nevertheless, the Texas legislature began to require state chartered commercial improvement districts to set aside “mitigation funds” in order to compensate surrounding areas for potential negative externalities. The first district in which this order was imposed was the Town Center Improvement District (TCID) of The Woodlands in Montgomery County, Texas. This paper examines the extent to which such net negative impacts, in fact, exist. In doing so, the study sheds additional light on the nature of commercial development externalities, especially for large, centralized, commercial developments which have not been studied in the past. This study confirms what a few others have found for smaller developments, that commercial developments produce both positive and negative effects on residential areas which on net produce a rough quadratic relation between home values and proximity. The analysis finds that the net impact on all properties in the impact area is positive, but the positive impact is observed to fall with accessibility from its highest level at around a half mile from the district’s boundaries. While all residential property owners appear to be net gainers, if “mitigation funds” continue to be required, the results reported here suggest that they should be concentrated on the areas that are extremely close to these large commercial districts. *JEL Classifications: R11, R12.*

INTRODUCTION

For decades, concern over residential market impacts from nearby non-conforming land uses has been discussed in a wide array of academic literatures and in hosts of political forums and debates. Such potential negative spillover effects are the primary rationale for zoning in many American cities is an effort to “protect” residential neighborhoods from these types of spatial externalities. While the greatest concern appears to involve the potential conflict between industrial and residential land uses, public policies typically extend to a broader array of potential conflicts, including negative spillover effects emanating to residential areas from non-industrial commercial developments.

The purported policy goals are to restrict and isolate commercial development from immediate proximity to residential areas. Besides zoning, which typically tries to distance these land uses from residential areas, buffers are sometimes required by public sector entities to form natural or artificial barriers to protect nearby residents from the noise, traffic, excessive night lighting, and aesthetic deterioration

generated from commercial activity. Where explicit government intervention doesn't exist, the private sector itself often attempts to minimize land use conflicts. For example, developers of "master-planned" communities typically set aside commercial reserves in such a way as to maximize the convenience of the commercial development (hence the value of potential commercial properties) while minimizing the negative impacts on residential properties in close proximity which might lower the value of the residential lots to be sold.¹

While the majority of the studies on the impact of land use regulations find nonresidential land uses to have at least some negative effects on residential values², the overall empirical literature must be characterized as mixed, especially with respect to commercial land uses. Some of the literature infers without much empirical evidence that the nature and extent of spillover impacts might be related to the size of a commercial development, its density or the nature of its borders. Clearly not all commercial development is the same. Some are strung out along a single transportation corridor, while others encompass large acres of land within well defined borders. A small commercial establishment may not have the negative consequences that a large regional mall might have, and a regional mall's impact may be smaller than that of a full sized mixed-use commercial center. Yet, these employment and commerce sub-centers have become a common fixture in contemporary suburban development, which can internalize many of the potential agglomeration economies associated with mini-CBDs (Central Business Districts). In many states, these sub-centers have become a part of commercial improvement districts. This is especially true in Texas, where most suburb development occurs outside the boundaries of incorporated municipalities which would otherwise have provided the infrastructure needed to support it.

Particularly popular for promoting commercial centers are legislatively approved improvement districts, also known as self-taxing districts. These districts provide a mechanism in which property owners agree to pay some form of taxes to the district in return for district specific services and amenities. As a consequence, the tax revenues are totally internalized within the district without leakages to outside jurisdictions. In Texas, there has been a substantial proliferation of such districts over the past 20 years which has had a profound effect upon the concentration of major commercial centers in the suburbs.³ However, the Texas State Legislature, which authorizes these special improvement districts, has been caught up in the traditional concerns of external impacts of non-conforming land uses and has added a new policy twist to government intervention to ameliorate these externalities. Beginning in the 1990s, improvement district charters have typically required each district to set aside "mitigation funds" in order to compensate surrounding areas for potential negative externalities and provide resources to minimize the consequences. The first example of such mandated funds was associated with the charter for the Town Center Improvement District (TCID) of The Woodlands in Montgomery County, Texas. The TCID collects a 1% sales tax on all sales in the district for its own internal purposes, but was required to set aside 10% of its revenues to be used toward the mitigation of the net negative impact the development might have within 2 miles of its borders.⁴

This legislative mandate poses an interesting question about the spillover effects of commercial development because of the size of the development involved. The Town Center is more than just a large regional retail shopping center. While a sizeable portion of the Town Center consists of The Woodlands Mall, the TCID also includes major entertainment venues, hospitality and convention facilities, and a

*Commercial Development Spillover Effects
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substantial amount of office space. Overall, the TCID includes nearly 5 million square feet of office space and nearly 7 million square feet of retail and other types of commercial space. The area, whose borders are precisely defined, supports over 30,000 jobs. Surrounding the TCID inside The Woodlands overall master-planned community are more than 30,000 residential units. Thus, the TCID is not merely a large regional shopping center, but is a fully integrated suburban satellite central business district with a large economic base of its own.

An obvious concern to state policy makers was that the sheer size of the TCID might greatly increase the likelihood of negative spillover effects created by its presence due to traffic, aesthetic deterioration, and increased local crime which is often attracted by commercial development. While the overall net economic benefits to southern Montgomery County could be argued to be positive in terms of accessibility to shopping and growth in local jobs, there remained the possibility that residential areas in close proximity to the TCID might actually experience a net negative impact.

The purpose of this study is to examine the TCID experience in order to shed light on the untested hypothesis posited in the literature that while small local commercial development appears to have only a small impact on nearby residential properties, the impact of a “mega center” might be significantly greater. This study also examines whether a large development might have a broader geographic impact beyond the meager few hundred feet which has been found with the smaller developments. In analyzing the spatial patterns of such impacts and the geographic extent of what might be called the “impact area”, this study also examines the likelihood of dual positive and negative impacts upon surrounding residential areas as has been documented in a few past studies.⁵ Like most empirical work in the literature, this study assumes that either positive or negative impacts will be capitalized into the value of surrounding residential properties and that such impacts are related to proximity to the development in question. Section II reviews the empirical literature regarding non-conforming land use impacts. Section III discusses the data and methodology used in this particular study. Section IV summarizes the empirical results, and Section V provides a brief summary.

LITERATURE REVIEW

Both the economics and real estate literatures are filled with studies estimating the pecuniary impact on residential properties of potentially negative neighborhoods effects, including close proximity to non-conforming land uses. Most use some form of hedonic analysis to isolate such impact from the myriad of other determinants of property values. One of the first studies to document negative effects of commercial and industrial land uses upon home values and apartment rents was the work of Kain and Quigley (1970). Not all studies, however, find significant negative impact of nonresidential land uses upon home values, though proximity to industrial land uses is almost universally found to have a deleterious effect (See Grether and Mieskowski (1980)). In addition to industrial land use impacts, Stull (1975) also finds a quadratic relationship between home values and the amount of commercial development in an overall residential area. In that study, small amounts of commercial development were actually found to be a positive, while larger amounts (in excess of 5% of the total neighborhood land) were found to have statistically significant negative impact upon home values. Some studies also conclude that the

size of a particular commercial development can be important in affecting neighboring home values. Song and Knaap (2004), found no negative impact from commercial development, but they warned that larger commercial development might produce impact.

One reason past empirical research has produced mixed results is that they have typically failed to recognize the extremely localized character of the impact. This point was made by Tideman (1970) and is referred to by Grether and Mieskowski (1980) as the “next door” phenomenon. Thus, proximity may have to be defined in terms of such short distances as adjacent to or within feet of such factors producing noise, undesirable views, or excessive traffic. For example, the limited geographic extent of non-conforming externalities is demonstrated by Hughes and Sirmans (1992) who found that traffic generated by commercial activity only produced negative home value impact if it directly involved an increase in traffic intensity on the streets on which the homes were located. On the other hand, increased traffic on major neighborhood arteries appeared to have no measurable impact upon home values. Thus, size and distance do seem to be an important factor in affecting potential impact.

In one of the more interesting studies in the literature, Li and Brown (1980) focus upon both the positive and negative impacts of commercial development on residential property values. They cite the potential negative effects associated with aesthetics and pollution (mostly noise pollution) at the same time they consider the positive aspects of “accessibility”. These positive external effects are associated with close proximity to shopping and other developmental amenities including nearness to work places. Their findings suggest that home values within a third of a mile from industrial land uses fall with proximity to the industrial sites, but beyond a third of a mile values actually increase with closeness, presumably due to the amenity of being closer to a large employment base. For commercial developments they also find that there is a negative “externality effect” and a positive “accessibility effect”, but that the positive accessibility effect in all locations outweighs the negative externality effect.

On the other hand, Colwell, Gujral and Coley (1985) find that within 1500 feet (about a third of a mile) property values decline with increased proximity to a newly constructed shopping center, while those beyond 1500 feet actually gain in value with increased closeness. Similarly, Thibodeau (1990) analyzes the impact of a single high-rise office building on nearby houses in a small residential area of North Dallas and finds that homeowners with properties located between 1,000 and 2,500 meters away benefit from the high-rise while the homeowners within 1,000 meter distance are negatively affected by the building.

Contrary to the studies mentioned above, Song and Knaap (2004) find that housing prices increase with their proximity to neighborhood-scale commercial land uses and that an additional premium exists when the neighborhood store is located within walking distance. The authors caution though that the larger or more intense the commercial development, the more it can have a negative effect on housing prices.

Instead of analyzing direct distance to a commercial site, Paterson and Boyle (2002), examined the impact on home prices of direct visibility of such land uses. In their study these researchers conclude that “visibility of development significantly detracts from property values.” That is, the development appeared to be a neutral attribute as long as it could not be seen from residential properties. This finding

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suggests that land use conflicts might be ameliorated by the use of buffers and that negative externalities are typically a “next door” phenomenon where now “next door” has a specific meaning - the non-conforming land use must be seen from the residential property in question.

In summary, the literature on the impact of commercial development upon nearby residential areas indicates that proximity to commercial developments may have a negative impact upon nearby residential properties, but that the impact is likely dependent upon the size of the development, the degree in which proximity is ameliorated by buffers to minimize visibility, and the extent to which the negative externality is partially mitigated by the benefits of being close to shopping and employment. This research generally finds little or only modest impact which extends out no more than a few thousand feet from the commercial sites. However, to our knowledge none of the empirical studies have dealt with a large multi-use center the size of the TCID in which efforts to create buffers to “hide” the commercial development are much more challenging and in which problems of traffic, noise, crime, and aesthetic pollution are more likely to be magnified.⁶ Thus, we embarked upon our own original research specific to The Woodlands area and the impact area designated by the enabling legislation which should help fill the gap in the literature regarding the impact of today’s common suburban phenomena of large, comprehensive commercial centers.

DATA AND METHODOLOGY

The objective of this study is to measure the potential property value impact of the Town Center Development District of The Woodlands on nearby residential areas; thereby providing additional insights regarding the effect of large size commercial development in producing significant externalities upon surrounding residential areas. The methodology utilized follows the economics literature by employing a rather traditional hedonic approach. Typical hedonic estimating equations are utilized to isolate any TCID impact using specifications common to this large literature.

Following the contemporary literature on hedonic estimation in housing markets, special attention was given to issues of correct functional form and of treating the possibility of spatial autocorrelation. For example, Box-Cox transformations were implemented for both dependent and independent variables to resolve any questions over alternative specifications. The semi-log form was found to be the best functional form for the data since the Box-Cox λ was insignificantly different from zero.

The data utilized were also checked for spatial autocorrelation and the *Moran I* index was found to be positive and statistically significant, indicating some positive spatial autocorrelation. However, spatial autocorrelation corrected regressions, as well as cluster corrected regressions, did not alter the standard errors and t-statistics significantly. This indicates that while spatial autocorrelation exists, it is most likely due to missing variable(s) whose exclusion apparently does not have a significant effect on the empirical results and the estimated relationship between home prices and distance to TCID.

The semi-log estimating equation for determining the relationship between home value and specific structural and locational characteristics of the home utilizes the following functional forms (depending on the definition of distance variable):

$$\begin{aligned} \text{Log } P_i = & \beta_0 + \beta_1 \cdot SF_i + \beta_2 \cdot SF_i^2 + \beta_3 \cdot Age_i + \beta_4 \cdot Age_i^2 + \beta_5 \cdot LOT_i + \beta_6 \cdot BATH_i \\ & + \beta_8 \cdot WOOD_i + \beta_7 \cdot DIST_i + \beta_8 \cdot DIST_i^2 + \varepsilon_i \end{aligned}$$

or

$$\begin{aligned} \text{Log } P_i = & \beta_0 + \beta_1 \cdot SF_i + \beta_2 \cdot SF_i^2 + \beta_3 \cdot Age_i + \beta_4 \cdot Age_i^2 + \beta_5 \cdot LOT_i + \beta_6 \cdot BATH_i \\ & + \beta_8 \cdot WOOD_i + \alpha_1 \cdot D_{1i} + \alpha_2 \cdot D_{2i} + \alpha_3 \cdot D_{3i} + \alpha_4 \cdot D_{4i} + \alpha_5 \cdot D_{5i} + \alpha_6 \cdot D_{6i} + \alpha_7 \cdot D_{7i} + \delta_i \end{aligned}$$

where P_i is the value of the i^{th} home (appraisal value or sale price depending on the data set utilized); SF_i , Age_i , LOT_i , $BATH_i$ are respectively the square footage of living area, age, lot size, and number of baths for the i^{th} home; $WOOD_i$ is a location dummy for home located in The Woodlands master-planned community⁷; $DIST_i$ is the distance of the i^{th} home to the centroid of the TCID; and D_i 's are the dummy variables for distance bands around the TCID.⁸

Initially the geographic domain of the data collected extended approximately 4 miles from the centroid of the TCID as defined by GIS mapping routines in order to make sure that there were sufficient observations for "control areas" beyond the 2 mile range proscribed by the Texas legislature. Since the boundaries of the TCID extend on average a half mile from its center, properties designated as 0.5 miles from the TCID (its centroid) are virtually adjacent to the center's boundary.

There are two data sources available that can be utilized. The first is Multiple-Listing Service Data of market transactions which we label Data Set 1. The second is tax appraisal data from the Montgomery County Appraisal District (MCAD), labeled Data Set 2. Both data sets, however, utilize MCAD data because it contains all of the basic information on each home, some of which is not available in the MLS records. This data include information on political jurisdictions, neighborhood associations, and actual property plat maps with GIS coordinates. It is from the GIS coordinates that distances from the TCID were calculated.

Normally, sales data are preferred over tax appraisal data because they more accurately represent market outcomes. The problem is that the amount of sales data available provides insufficient degrees of freedom to adequately account for changes in small distances from the TCID. This also appears to be the case with many of the other studies cited which must rely on very small sales data samples. If the price/distance function is in anyway non-linear as some of the literature suggests, it will be nearly impossible to adequately describe price patterns statistically with small sample sizes.

While in many parts of the country the correlation between tax appraised values and actual sales values is quite low, in Texas county appraisal districts are regularly monitored to meet the state mandate that all appraisals are made at market values. In addition to the State's own ratio studies, the researchers at the Institute for Regional Forecasting of the University of Houston have conducted more sophisticated analyses of the correlation between sales values and tax district appraised values for a variety of markets throughout the state and have found the correlation quite high and more importantly spatially unbiased. Thus, despite our preference for sales data, because of the limited size of sales transactions and the fear that the spatial density of transactions might be inadequate for precise estimation of what was anticipated to be a complex non-linear relationship between distance to the TCID and home values,

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TABLE 1
DESCRIPTIVE STATISTICS OF THE DATA SETS

Variables	Sales Price Data	Appraisal Value Data
House Value	180,365 (121,475)	144,464 (94,821)
Square Footage	2351.3 (892.2)	2,302.7 (804.1)
Age	20.06 (9.30)	21.86 (8.80)
Lot Size	11,802.2 (13,037.5)	11,204.5 (4,988.3)
Bathrooms	2.21 (0.56)	2.90 (1.11)
Distance to TCID	2.14 (0.64)	2.01 (0.58)
Woodlands Dummy	0.75 (0.43)	0.70 (0.46)
D1	0.182 (0.39)	0.021 (0.14)
D2	0.219 (0.41)	0.044 (0.21)
D3	0.293 (0.46)	0.053 (0.22)
D4	0.221 (0.42)	0.099 (0.30)
D5	0.085 (0.21)	0.230 (0.42)
D6	—	0.309 (0.46)
D7	—	0.243 (0.43)
Sample Size	661	10,505

Note: Standard errors are in parenthesis. Distance bands such as D1 or D2 imply different distances in Data Set 1 and Data Set 2. More information about the exact coverage of distance bands can be found in the text under “Data and Methodology” section.

county tax appraisal district data became our preferred data set. This was not done, however, without first empirically comparing sales prices and appraised values within The Woodlands housing market.⁹ Nonetheless, this paper reports the empirical results using both data sets in estimating the equations above, recognizing the advantages and disadvantages of each.

The geographic domain of Data Set 1 extended 3.5 miles from the edge of the TCID in order to pick up sufficient “control area” observations.¹⁰ On the other hand, because of the enormous amount of data contained in the appraisal data set, there was no need to extend the area of study as far in order to capture additional observations to minimize any degrees of freedom problem. Thus, the total area analyzed with the appraisal data extends out only 3 miles.¹¹

Data Set 1 contains 661 sales data on single family homes sold during 2003 within the impact area of this study as well as the January 1, 2004 MCAD appraisal value for the same homes with the following averages: \$180,365 in sale price; 2,351 square feet of living area; 2.21 baths, 11,802 square foot lot size; and 20.1 years old. The larger data set, Data Set 2, contains 10,505 MCAD appraisal values (from MCAD 2004) for the homes located within the impact area with the following averages: \$144,464 in value; 2,303 square feet of living area; 2.90 baths, 11,204 square foot lot size; and 21.9 years old. Table 1 presents the comparison of data sets in detail. It is worth noting that the mean “distances” in both data sets are not significantly different (2.14 versus 2.11 respectively) and they have a similar range of values.

The square of “distance” was also included in the analysis, but in order to more precisely determine the pattern of residential values with respect to distance and to account for possible complex nonlinearities, distance dummy variables (D1 to D5 for the sales data and D1 to D7 for the appraisal data) were created. Because the dummies are defined differently in the two data sets, comparisons between the two different sets of empirical analyses should be done with some caution.¹² In essence, the number and geographic distribution of the observations in the sales data forced us to restrict the analysis to fewer, larger bands in order to have large enough sample sizes in each band. The larger appraisal data set allowed us to fine tune the bands much more narrowly to get a better sense of any turning points in what was anticipated to be a non-linear relationship. Furthermore, after the empirical analysis was complete using Data Set 1, we had a better idea of how to define the more narrowly defined bands in Data Set 2 to isolate key inflection points.

EMPIRICAL RESULTS

Tables 2 and 3 provide the semi-log regression results for Data Set 1 and Data Set 2 respectively. For each table the results of three alternative models are presented. The only differences are related to the specification of the distance relationship. Models 1 and 2 use a continuous distance variable in linear and quadratic forms. Model 3 uses dummy variables as distance measurements as previously described in order to capture potential irregular nonlinear patterns between distance and price. In general, the same geographic pattern in home values across distance is revealed. The price/value relationship is unambiguously non-linear, but as discussed below the estimated peak at which prices are their highest vary.

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TABLE 2
OLS REGRESSION RESULTS FROM DATA SET 1 DEPENDENT
VARIABLE: LOGARITHM OF SALES PRICE

Variables	Model 1	Model 2	Model 3
SF Squared	-0.025** (4.3)	-0.024** (4.5)	-0.023** (3.9)
Age	-0.017** (3.2)	-0.026** (4.4)	-0.023** (3.8)
Age Squared	0.0001 (1.0)	0.0003 (1.4)	0.0002 (0.9)
Lot Size	0.005** (5.2)	0.005** (4.8)	0.005** (5.8)
Bathrooms	0.112** (4.5)	0.107** (4.9)	0.114** (5.7)
Distance	-0.069** (3.4)	0.225* (2.1)	—
Distance Squared	—	-0.071** (3.6)	—
Woodlands	0.099** (3.0)	0.101** (3.2)	0.080** (2.7)
D1	—	—	0.154** (3.8)
D2	—	—	0.224** (4.5)
D3	—	—	0.155** (3.1)
D4	—	—	0.108** (2.5)
Constant	10.993** (156.4)	10.809** (98.5)	10.773** (247.6)
Adj. R-squared	0.765	0.768	0.767
Sample Size	661	661	661

Note: Absolute value of t-statistics are in parenthesis. ** Significant at 1% level, * Significant at 5% level.

The adjusted R-squares reported in Table 2 are smaller for all the models than those in Table 3 largely because of the smaller number of observations (and hence degrees of freedom) in the smaller sales data set. Nonetheless, the 77% R-squares reported are still quite respectable for this type of hedonic analysis. For all cases in both tables, the coefficients of housing characteristics are as expected and

have relatively high t-statistics. In both runs of model 1 the coefficient of the distance variable is negative and strongly significant. The small differences between the results of the two tables are not statistically significant. The negative sign of the coefficient in this linear specification suggests that on net prices tend to rise with proximity to the TCID, not fall, a finding that appears to contradict the notion that commercial developments produce at least some degree of negative externalities upon nearby residential areas.

Models 2 and 3, however, show that the general upward trend in home prices with respect to proximity is not monotonic. Applied to both data sets these models indicate that while prices in general rise as homes get closer to the TCID, there is a point in which they begin to fall back down. However, despite this decline, prices never retreat below the level of prices in the more distance control areas.

Unfortunately, the exact inflection point is much more difficult to ascertain and the results for models 2 and 3 as reported in both tables provide somewhat different estimates of the point at which prices peak and the height of that peak. For example, the distance coefficients of the quadratic equation in Table 2 suggest that prices peak at mile 1.58 before starting to fall back down. The results of the same specification using Data Set 2 as reported in Table 3 indicate that the peak occurs at mile 0.87. This difference is not particularly surprising since fitting a quadratic to a relationship which is non-linear but irregular often produces such a divergence.

To better accommodate what are likely irregular non-linearities, model 3 uses a series of distance dummy variables in an effort to better determine the actual pattern of prices. The results, however, are quite similar. Indeed, model 3 results suggest that the relationship between distance and price is parabolic. While the empirical results for both data sets tell essentially the same story, the results displayed in Table 3 are more useful because the larger number of observations allowed for narrower distance bands. Those results shown under model 3 in Table 3 suggest that the home values increase with the proximity to the TCID until some point between 1.50 and 1.25 miles. Beyond that point, as properties get closer to the TCID values start to fall.

These results are somewhat consistent with the conclusions of Li and Brown (1980) and Colwell, Gujral and Coley (1985) regarding the counter balancing effects of both positive and negative effects associated with nearby commercial establishments and may help to explain why some researchers such as Song and Knapp (2004) find little or no pecuniary effect upon nearby housing markets. The difference here is that the analysis is not related to small neighborhood commercial shopping sites, but a large regional mall with a significant amount of non-retail activity as well. Clearly the types of potential externalities suggested in the literature such as noise and light pollution, traffic congestion, and aesthetic deterioration would have been expected to be much greater for an area such as the TCID. Apparently, while such negative externalities may be more severe for larger centers, their beneficial effects, such as employment and accessibility to convenient one stop shopping, are also larger, negating much if not all of those negative impacts.

The one expectation in the literature that this research seems to bear out is that the negative externalities of larger commercial centers appear to extend further than for the small centers which the literature has typically treated before. Instead of the net negative impact extending a few hundred feet, the impact appears to influence prices anywhere from about a half mile to as far as 1.5 miles from the boundaries of the TCID (1 to 2 miles from the TCID's center). Given the size of the shopping center

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and the amount of traffic generated by the large amount of office space in the area, this is not particularly surprising.

TABLE 3
OLS REGRESSION RESULTS FROM DATA SET 2
DEPENDENT VARIABLE: LOGARITHM OF APPRAISAL VALUE

Variables	Model 1	Model 2	Model 3
SF Squared	-0.022** (11.5)	-0.021** (10.9)	-0.023** (12.1)
Age	-0.017** (18.4)	-0.019** (19.0)	-0.018** (16.8)
Age Squared	0.00006* (2.0)	0.0001** (4.7)	0.0001** (5.3)
Lot Size	0.004** (4.6)	0.004** (3.9)	0.004** (4.0)
Bathrooms	0.059** (19.5)	0.057** (18.4)	0.059** (19.2)
Distance	-0.078** (25.2)	0.068** (3.1)	—
Distance Squared	—	-0.039** (6.5)	—
Woodlands	0.153** (2.6)	0.144** (2.4)	0.147** (2.9)
D1	—	—	0.080** (6.0)
D2	—	—	0.129** (68.5)
D3	—	—	0.157** (18.7)
D4	—	—	0.116** (26.5)
D5	—	—	0.076** (11.8)
D6	—	—	0.063** (12.3)
Constant	10.907** (256.4)	10.831** (224.5)	10.684** (286.9)
Adj. R-squared	0.871	0.872	0.872
Sample Size	10,505	10,505	10,505

Note: Absolute value of t-statistics are in parenthesis. ** Significant at 1% level, * Significant at 5% level.

Nonetheless, the estimated point in space where prices peak are somewhat different when using the alternative data sets. In general, the regression analyses using the smaller sales price data indicate that prices peak further away from the TCID than the same analyses using appraisal values. In Table 3, prices peak in model 2 at mile 0.9 and in model 3 between mile 1.00 and mile 1.25. In Table 2, model 2 indicates that prices peak at mile 1.6 and in model 3 they peak between mile 1.5 and 2.0. One

explanation for this divergence is that the number of observations scattered across distance is much sparser for the sales data set which might make it more difficult to precisely define the price function's turning point. Another explanation is that the county appraisal district, applying rather standard appraisal practices, was forced to pick comparables that were more or less distant from the TCID and hence did not adequately pick up the subtleties of small changes in distance to the TCID.

Interestingly, the values of homes within the closest distance band from the TCID are still higher than in the control areas. This is true for both data sets, as reported in Tables 2 and 3, though properties with very close proximity are found to have a larger "net" premium using Data Set 1.¹³ Data Set 1 also produces the greatest reversal in prices, falling with proximity a full 7% off their peak. In either case, the results confirm that, independent of the positive spillover effects, close proximity to the TCID does bring with it substantial negative externalities. What this means about the relationship of distance and negative spillover effects is ambiguous, however, because the net decline in prices which begin somewhere between 1 and 2 miles may be as much a function of diminishing marginal benefits of being slightly closer to the TCID as it is increasing marginal negative external effects associated with proximity.

From a policy perspective, these results indicate that no home values within any reasonable definition of the "impact area" have experienced a net negative impact due to spillover effects from the TCID. To the contrary values appear to be higher because of its presence. Everywhere, prices within the 3 mile radius of the TCID are higher than beyond that range, including prices of homes adjacent to the TCID's boundary. This should ameliorate much of the concern by the Texas legislature that their chartering of commercial self-taxing districts within the state's metropolitan areas might be a serious detriment to close-by residential areas. This does not mean, however, that there are not social gains to attempts to minimize the negative external effects that do appear to be present. Social welfare maximization would require efforts to maximize the benefits emanating from the large commercial development while at the same time encouraging measures to reduce the negative impacts they are likely to produce.

From a research perspective, while these findings are in harmony with the findings of Li and Brown (1980), and Colwell, Gujral and Coley (1985), who suggest that the positive effects associated with commercial development for most surrounding neighborhoods outweigh any negative effects. We now have a sense for the first time that such a conclusion is applicable to the large mega commercial centers which have become popular in American suburbia, but which stand out as islands of clearly non-conforming land uses.

CONCLUSIONS

Given the long history of concerns over potential negative externalities associated with close proximity to non-conforming land uses, it is not surprising that the Texas State Legislature includes provisions in enabling legislation for commercial self-taxing districts which mandate that a portion of revenues collected by these districts be used to ameliorate any of these possible negative effects. To a limited extent empirical academic studies have been able to document pecuniary impacts of these purported commercial land use externalities. Unfortunately, the literature provides little guidance regarding the degree or the extent of the geographic

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distribution of these negative spillover effects, information needed to base policies upon some rational criteria.

The existent literature reviewed here suggests that, at most, any negative impacts that are likely to occur from commercial developments are limited to areas of very close proximity. Supporting this finding are studies that suggest commercial development might generate both positive and negative amenities, and that it is only in residential areas adjacent or near to commercial development where the negative impacts outweigh the positive.

However, the typical commercial development analyzed in the literature is relatively small, often of the neighborhood shopping center size. One question that remains is whether impacts would be substantially different for large multi-use commercial developments that are the usual candidates for placement in self-taxing districts. One might easily expect that for large developments, the extent and spatial penetration of negative spillover effects, such as noise, light, traffic, and aesthetic diminution, would be much greater.

The results of this research both support and supplement the existent literature. They add support to the findings that proximity to commercial land uses creates both positive and negative impacts upon nearby residential areas. The results here suggest, however, that negative spillover effects for larger commercial centers extend further out than reported in past studies, since the pattern found here shows that prices on net continue to rise with distance from the TCID for around a mile beyond TCID's boundaries. Still, one interesting finding is that, despite the enormous size of the TCID, the negative effects, even at its border, are outweighed considerably by the positive effects. This may explain the recent interest of developers in building residential units right within the district.

Given that no residential area within the "impact area" is suffering from any "net" negative spillover effect, one must question the need for mitigation funds. Certainly, in terms of equity and the distribution of wealth, nearby households are better off with such commercial development than without. However, from an efficiency perspective, the evidence presented here that negative spillover effects do exist, suggests that there are potentially additional welfare gains to be made associated with these commercial developments, if the negative externalities could be ameliorated. Thus, policy makers would do well to focus mandated expenditures by commercial districts to minimize any spillover effects upon very close residential properties as opposed to requiring a mere transfer of funds to these communities to "compensate" them for losses that are in fact not occurring.

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ENDNOTES

1. Jud (1980) is one of many who provide an economic defense of such public sector intervention through zoning and/or private sector "extra-market mechanisms", such as restrictive covenants.
2. See Ohls, Weisber, and White (1974), Stull (1975), Muth and Wetzler (1976), Jud(1980) and Ihlanfeldt (2007).
3. Some districts also occur within municipalities to effectively guarantee that a portion of the tax revenues generated by the district is automatically reinvested into the district itself.
4. The radius of the TCID is more than three quarters of a mile, so the impact area suggested by the legislature is almost 3 miles from the TCID's center.
5. See Li and Brown (1980), Grether and Mieszkowski (1980), Colwell, Surinder and Coley (1985), and Thibodeau (1990).
6. On the other hand, the secluded and well hidden nature of this commercial enclave that fits so well within the natural surroundings of the area suggests that the TCID might affect surrounding areas in a significantly different way than the typical commercial land use analyzed in the literature.
7. In general there exists a premium in the Greater Houston housing market for homes located in master planned communities. Since The Woodlands is Houston's premier master planned community and since some of the "control areas" are located outside the boundaries of The Woodlands, it was deemed appropriate to distinguish between properties within and without The Woodlands.

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8. Distance bands were created to better capture the shape of the price function with respect to distance. Both data sets utilized produce a similar shape for the price function, confirming that the relationship is not monotonic.
9. Empirical analyses of the two data sets indicate that the problems of using appraisal data instead of actual sales data are not likely to be serious. For the 661 actual sales data obtained, their companion MCAD appraised values were also available. Using those observations, the ratio of the logs of appraisal values to sales prices were regressed on housing characteristics and distance to TCID producing a very low R-squared ($R^2 = 0.0069$), F-statistic ($F = 0.38$), and t-statistics on all of the explanatory variables (all the t-statistics are below 1 in absolute terms). While other specifications indicate somewhat higher R-squares; in general, the results indicate there is very little systematic pattern in appraisal value measurement error across relevant variables of interest.
10. We wished to limit the size of the control area, however, to minimize any need to have to control for other factors within the housing market that might be influencing values.
11. This change was totally consistent with the analysis of the sales data in that no impact was found beyond 3 miles.
12. For Data Set 1 the distance dummy variables are defined in terms of miles as follows: $D1 < 1.5$; $1.5 < D2 < 2.0$; $2.0 < D3 < 2.5$; $2.5 < D4 < 3.0$; $D5 > 3.0$. For Data Set 2 they are defined as: $D1 < .75$; $.75 < D2 < 1.0$; $1.0 < D3 < 1.25$; $1.25 < D4 < 1.5$; $1.5 < D5 < 2.0$; $2.0 < D6 < 2.5$; $D7 > 2.5$.
13. While prices within the closest range in Table 2 are higher than prices in the closest range in Table 3, this is not necessarily contradictory, since both the ranges and the control distance are different in the two empirical exercises.



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**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.

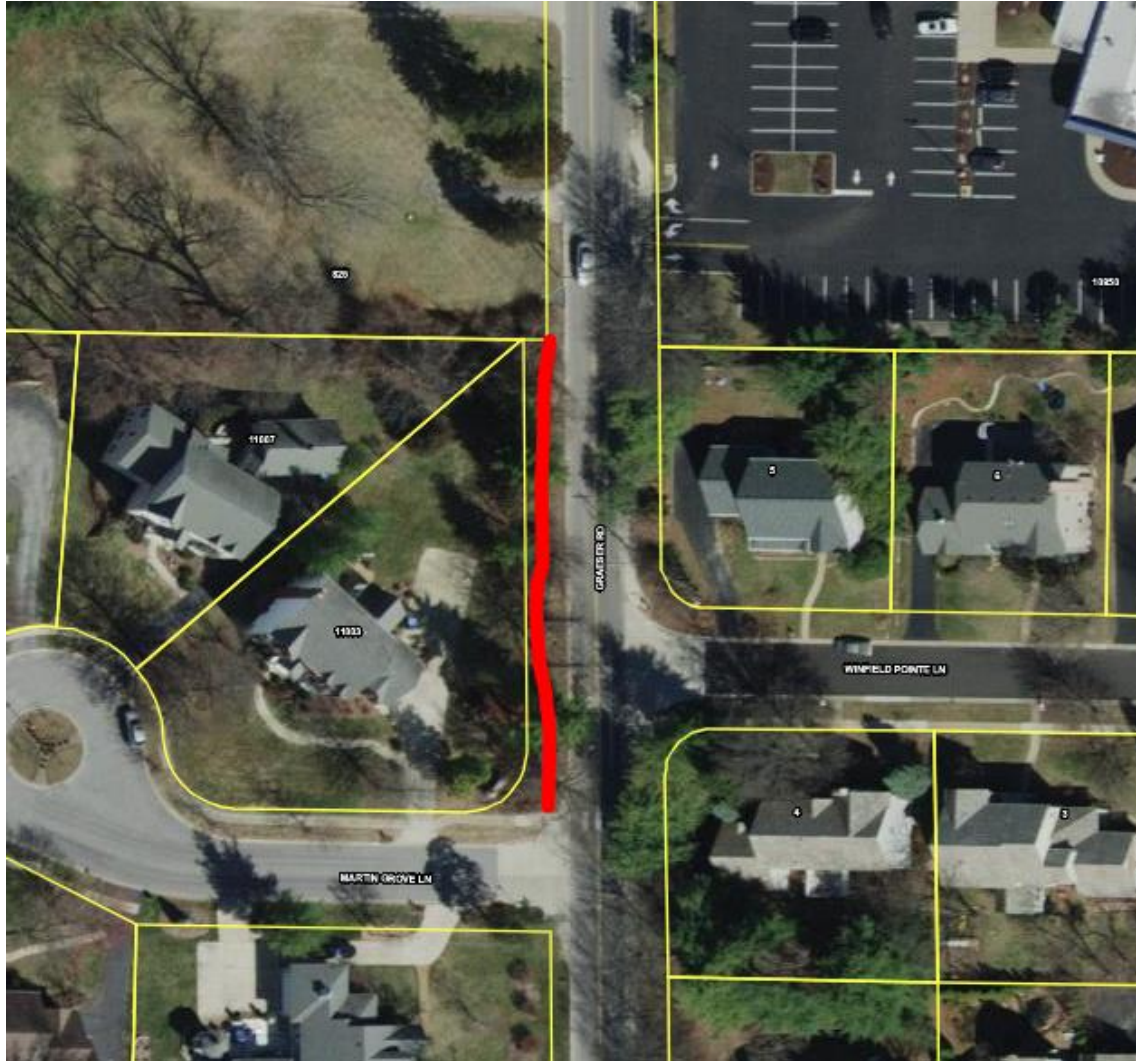


Figure 2: Close-up of the Preliminary Demo Plan showing the location of the new entrance with the existing curb cuts, and the GIS image of the existing area.

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



Attachment: 20-002:QuikTrip CUP.Staff Report.6-15-2020 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



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.

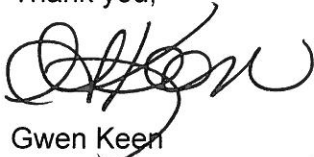
Attachment: Ltr to CC - PZ Responses 6-11-2020 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

Extending the right turn lane along the east side of Graser

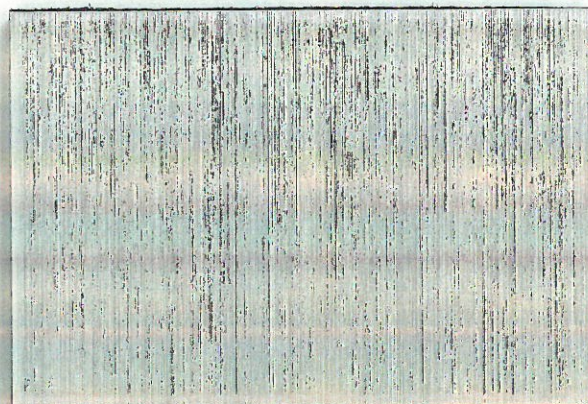
- CBB has indicated it is questionable whether or not extending the right turn lane on Graeser will be necessary. QuikTrip is agreeable to establishing an agreement and escrow for further evaluation of this road work after the QuikTrip is open and traffic patterns have normalized to determine how often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



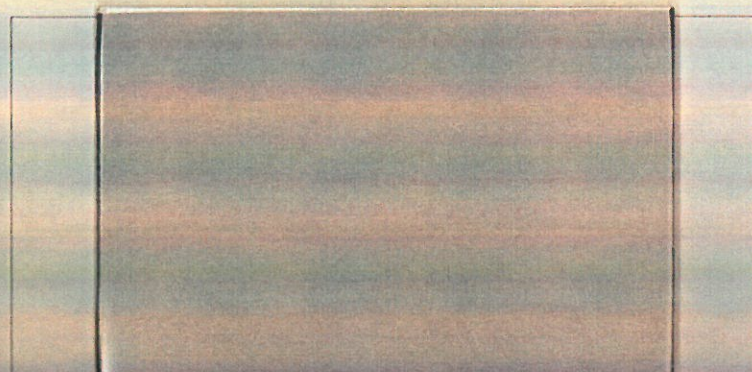
HLZ Hairline Silver - Alpolic
Building Cornice/Gas Canopy Fascia



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

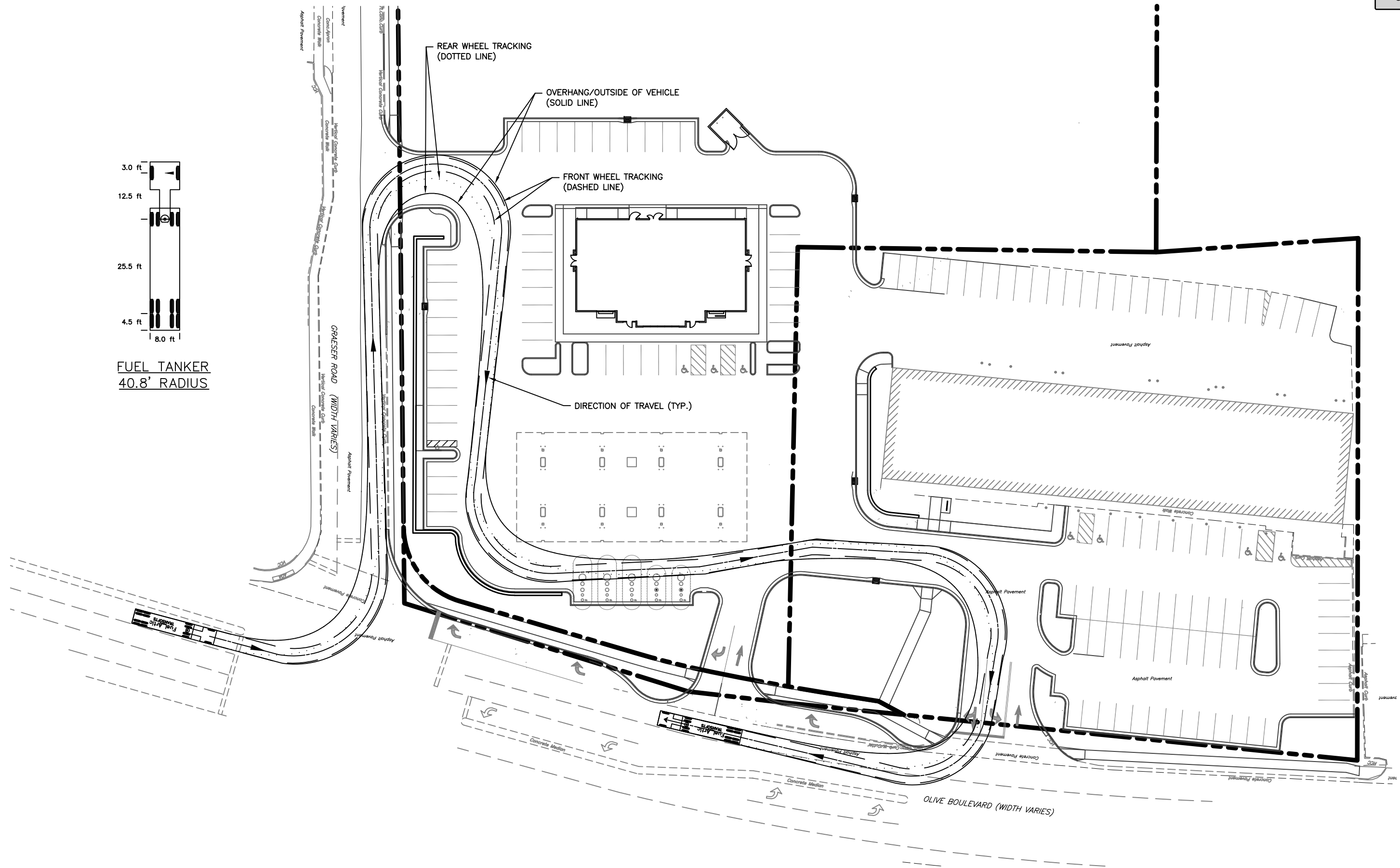
Intersection/Approach	AM Peak Hour		
	Existing Counts	2020 Build	2020 Build (NB P+P)
Olive Boulevard and Graeser Road/Dautel Lane (Signalized)			
Eastbound Olive Boulevard Approach	A (7.8)	B (12.8)	C (28.6)
Westbound Olive Boulevard Approach	B (17.0)	B (19.7)	C (26.1)
Northbound Graeser Road Approach	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

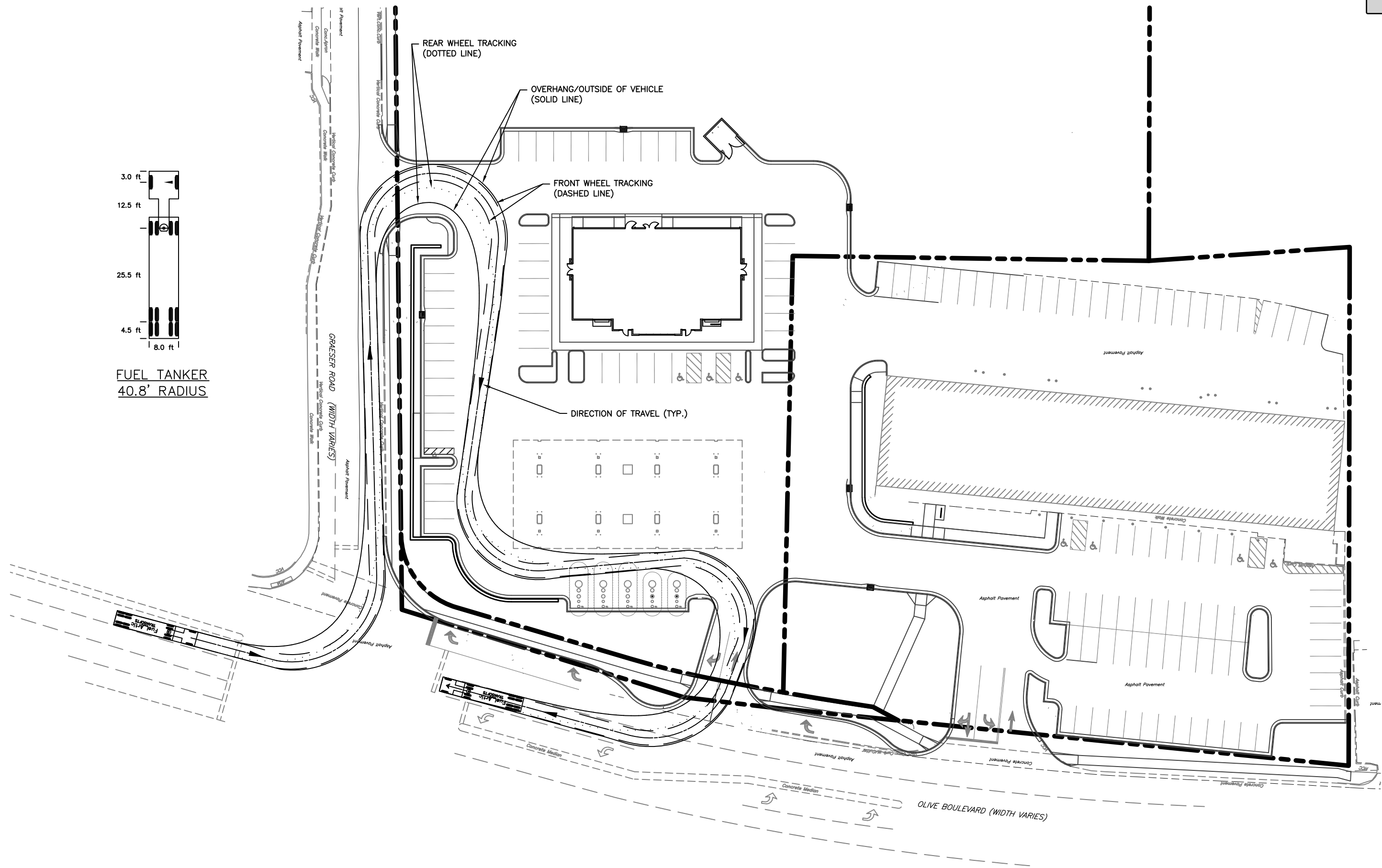
Intersection/Approach	AM Peak Hour		
	Existing Counts	2020 Build	2020 Build (NB P+P)
Olive Boulevard and Graeser Road/Dautel Lane (Signalized)			
Eastbound Olive Boulevard Approach	A (4.4)	A (7.6)	B (16.9)
Westbound Olive Boulevard Approach	B (12.6)	B (14.5)	C (21.9)
Northbound Graeser Road Approach	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

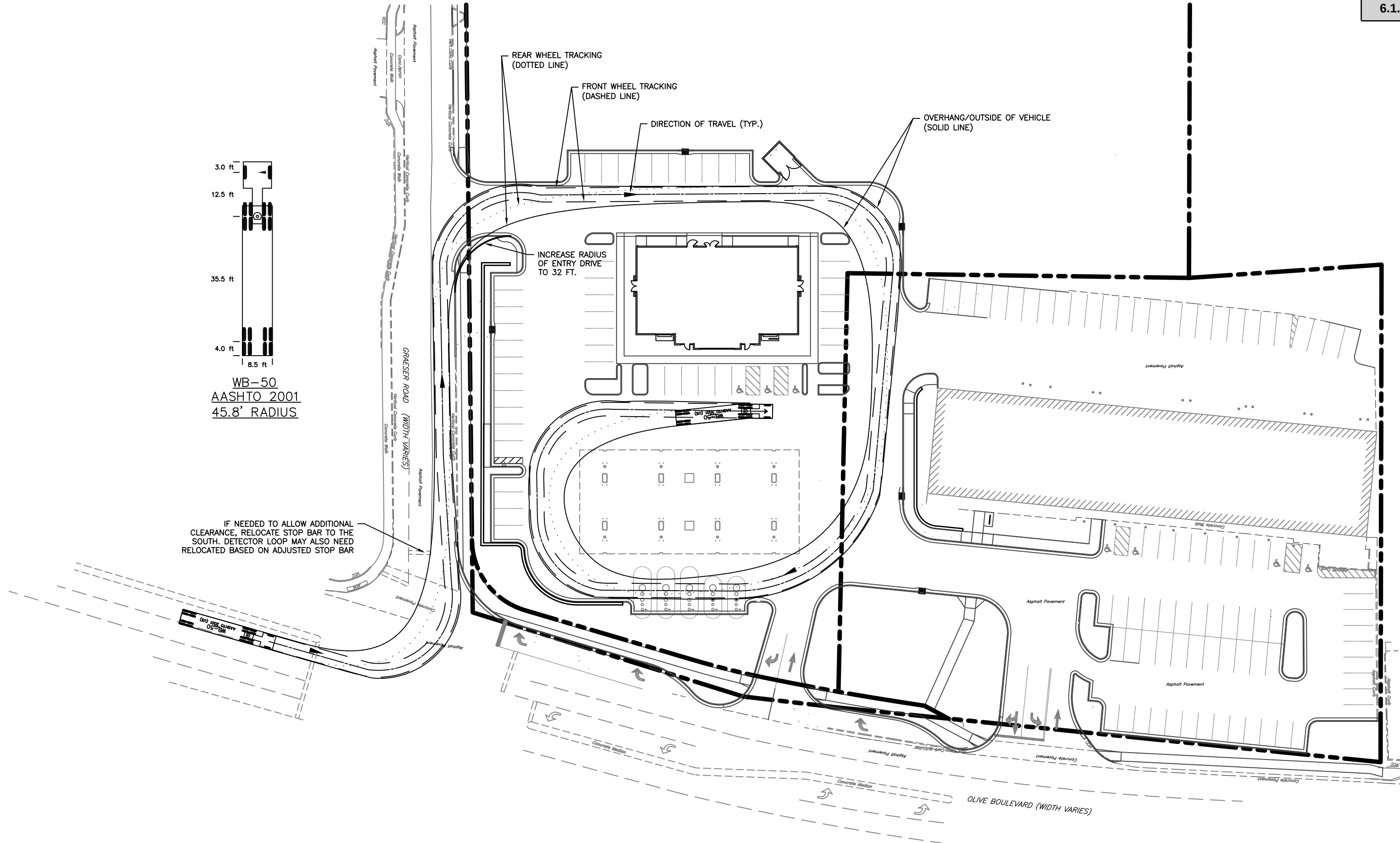
Intersection/Approach	AM Peak Hour		
	Existing Counts	2020 Build	2020 Build (NB P+P)
Olive Boulevard and Graeser Road/Dautel Lane (Signalized)			
Eastbound Olive Boulevard Approach	B (18.4)	C (22.0)	C (25.1)
Westbound Olive Boulevard Approach	B (14.2)	B (19.3)	C (24.1)
Northbound Graeser Road Approach	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)



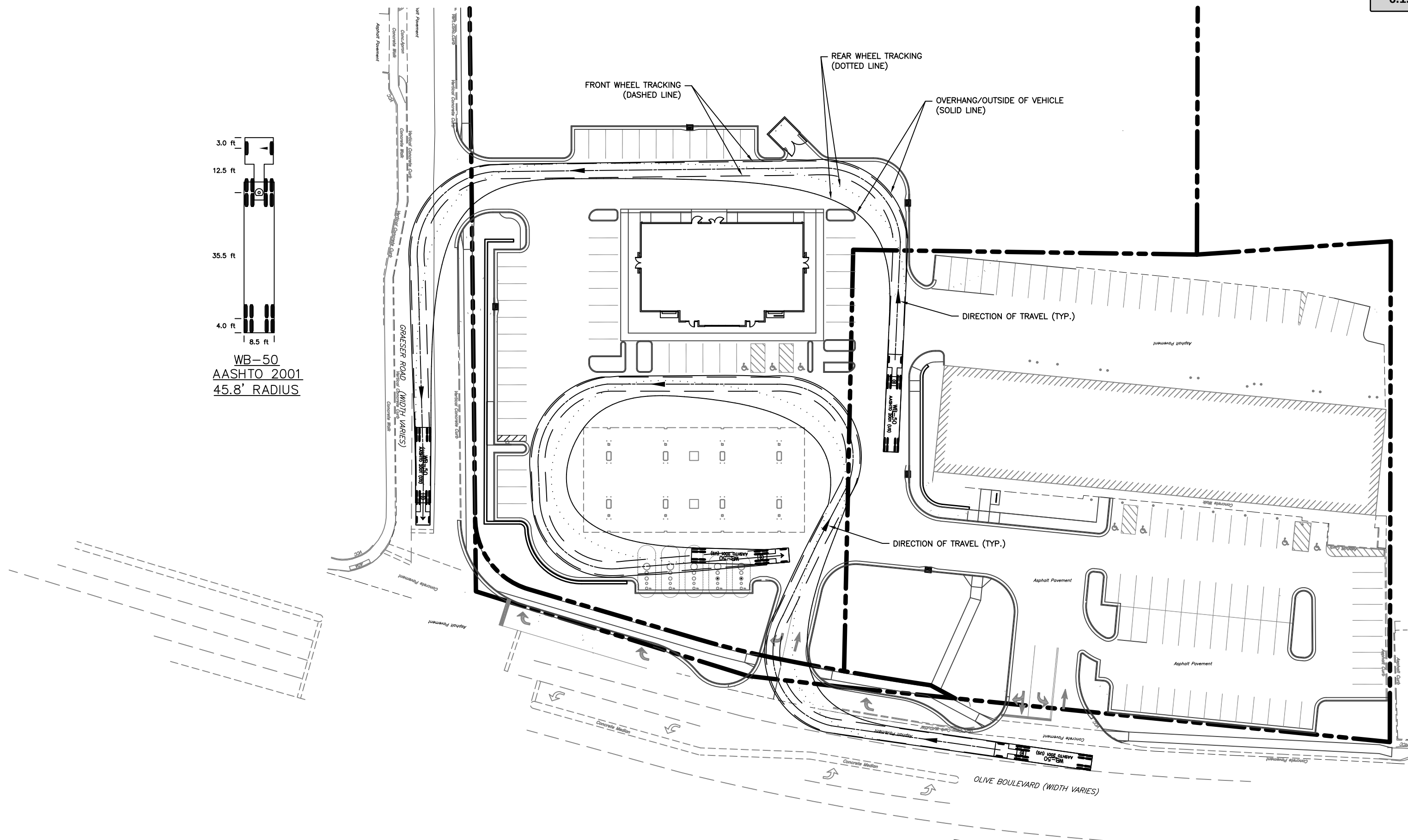
FUEL TANKER TRUCK MOVEMENT EXHIBIT



FUEL TANKER TRUCK MOVEMENT EXHIBIT

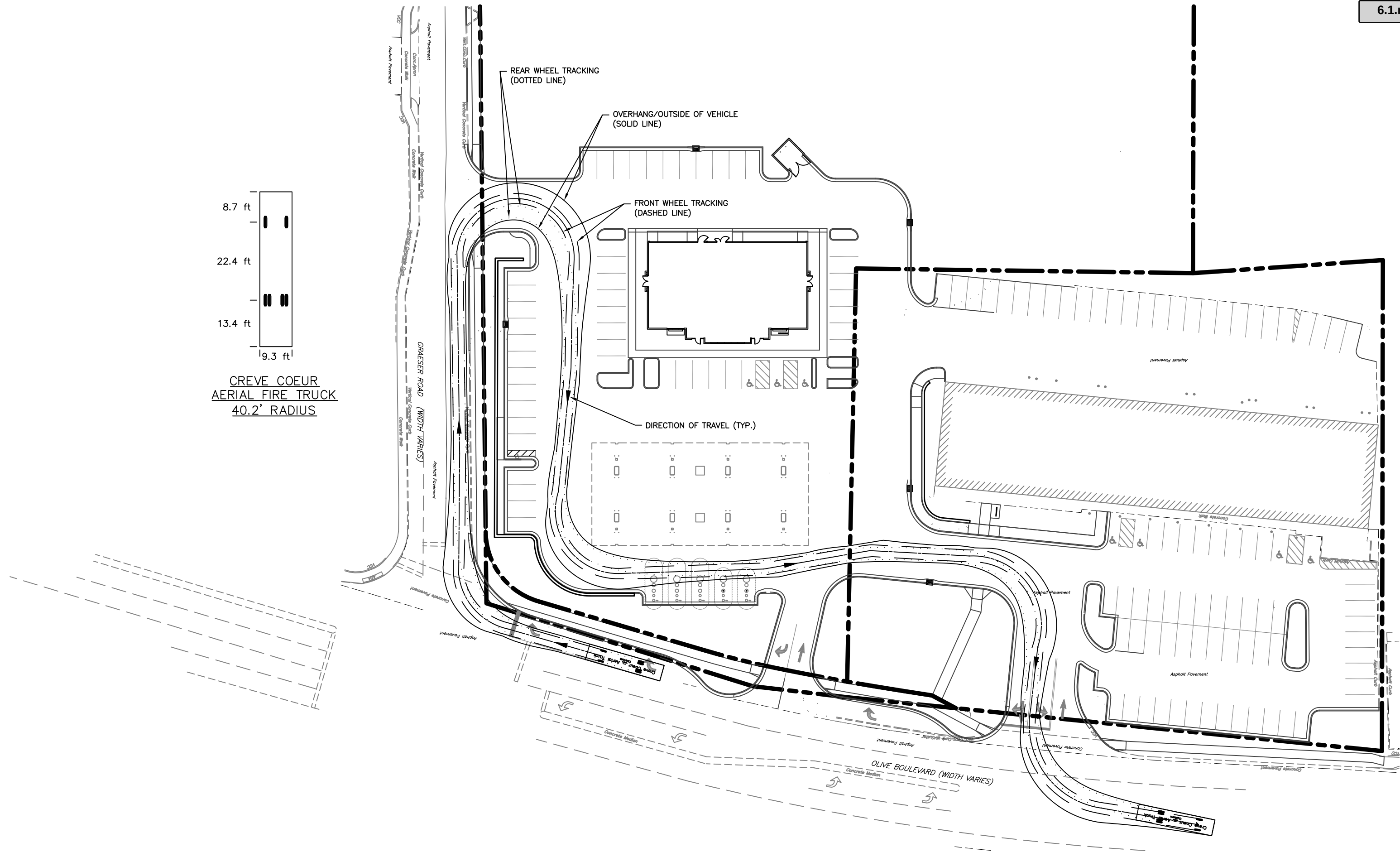


WB-50 DELIVERY TRUCK MOVEMENT EXHIBIT
W/ SITE MODIFICATIONS



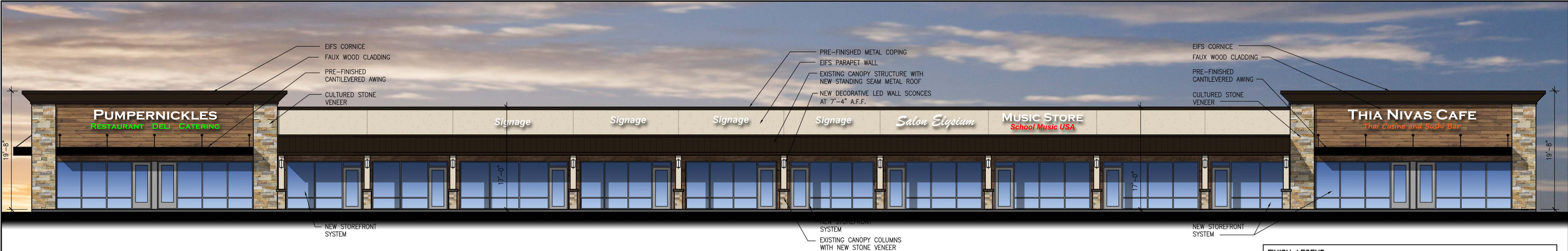
WB-50 DELIVERY TRUCK MOVEMENT EXHIBIT

OLIVE ENTRY - GRAESER EXIT



CREVE COEUR
AERIAL FIRE TRUCK
40.2' RADIUS

CREVE COEUR FIRE TRUCK MOVEMENT EXHIBIT

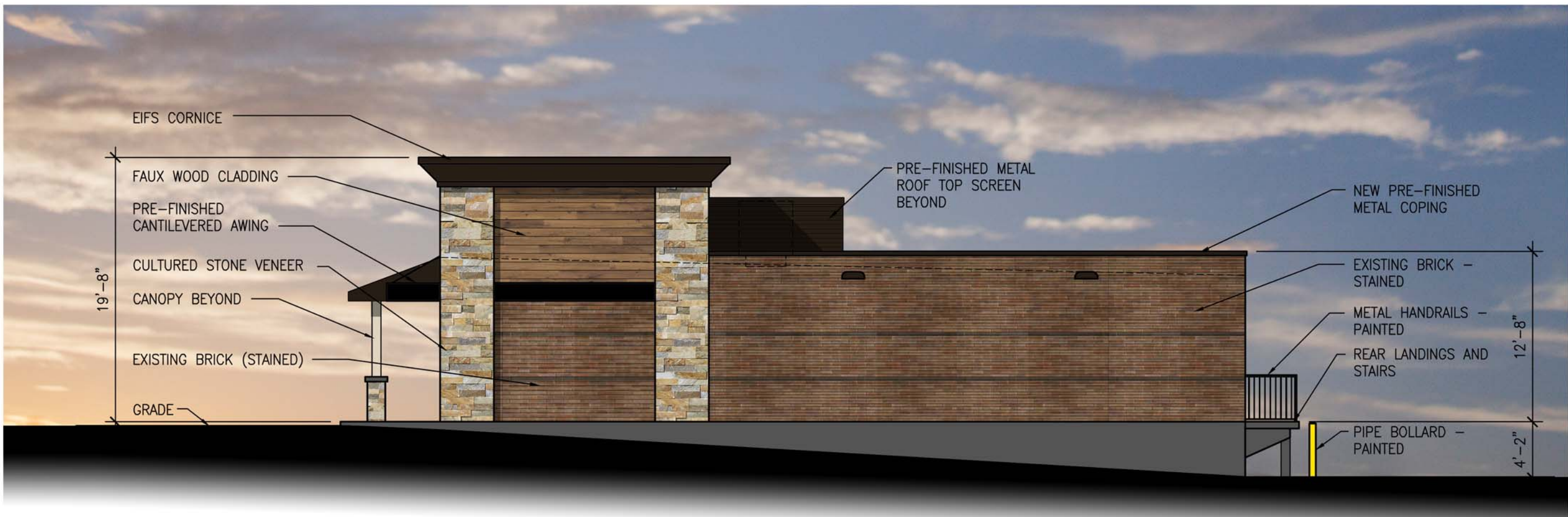


1 CONCEPTUAL NORTH (FRONT) ELEVATION
A-1 | A-1 SCALE: 1/8" = 1'-0"

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.		



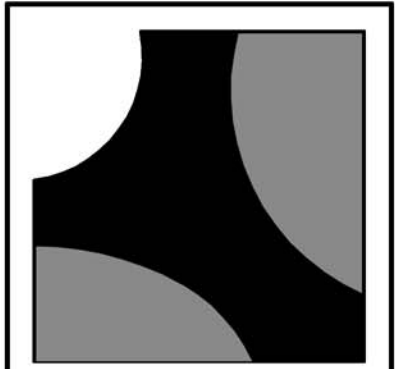
2 CONCEPTUAL EAST (SIDE) ELEVATION
A-1 | A-1 SCALE: 1/8" = 1'-0"



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"



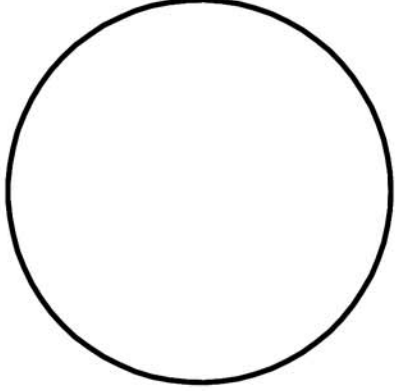
BAALMAN
ARCHITECTS

#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 & SANNOS 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	LITZINGER RD & PARK LN
6:53	3:03	LITZINGER LN & LITZINGER RD
6:55	3:04	DANIEL RD & LITZINGER 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	OLIVAIER 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).

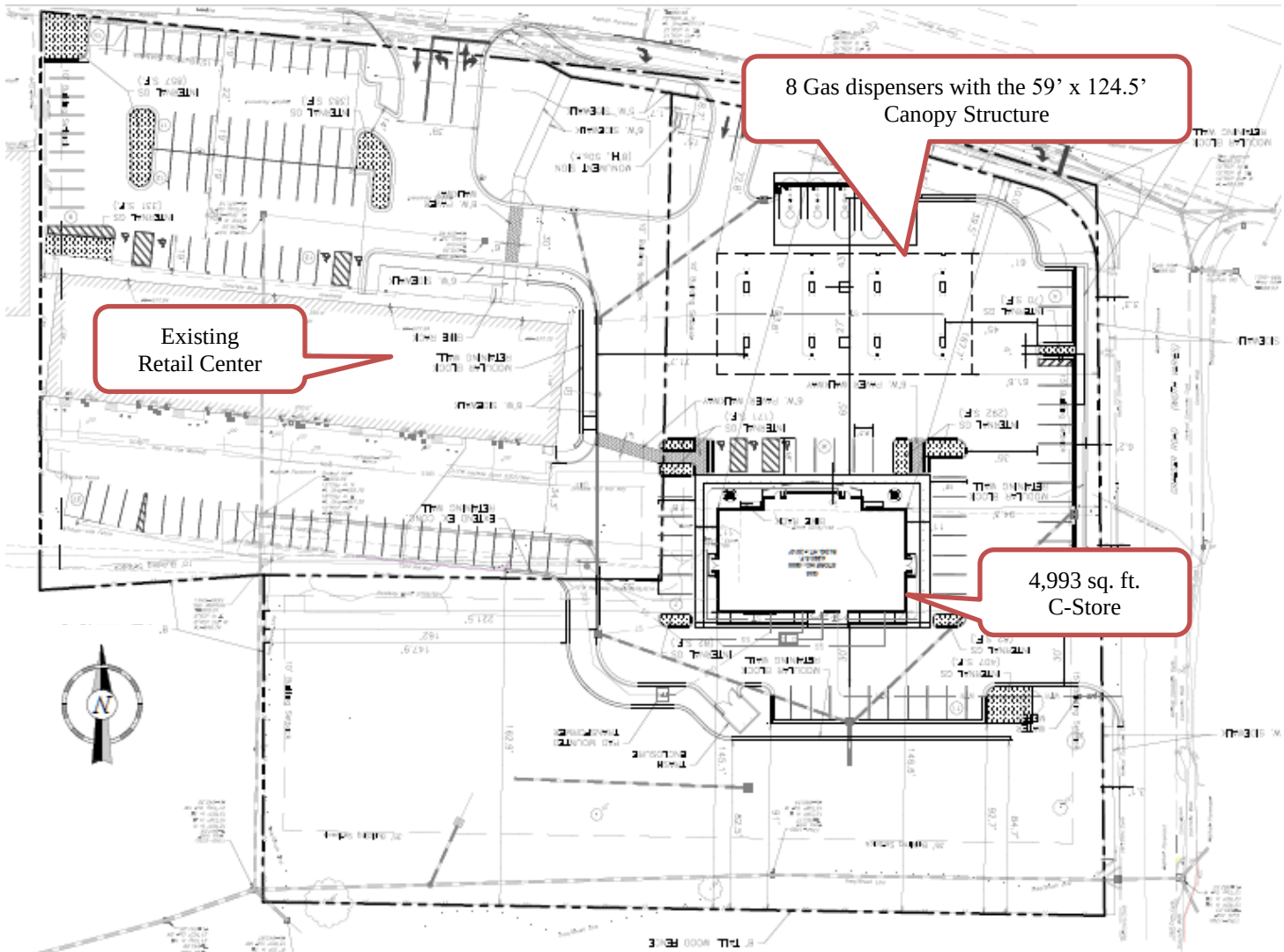


Figure 1: Proposed Site Development Plan



Figure 2: C-Store Elevations

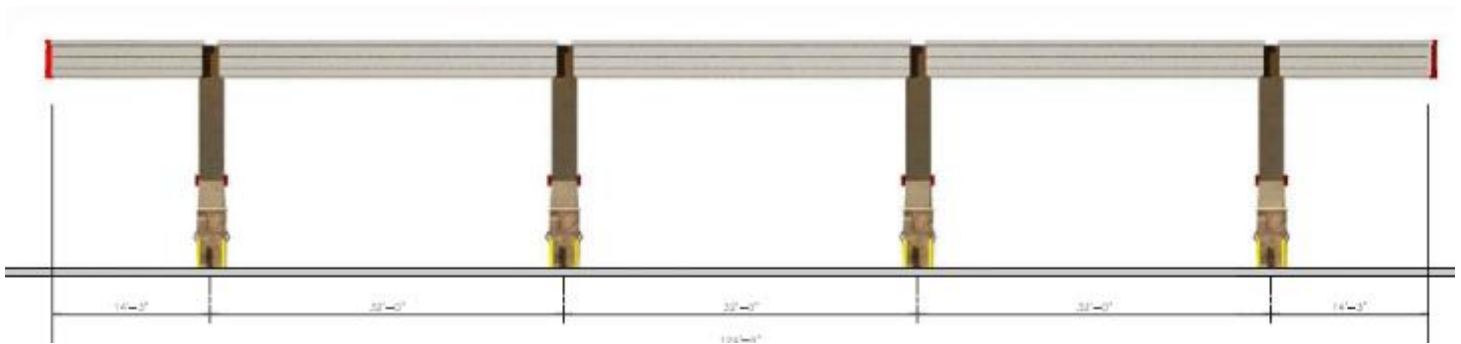


Figure 3: Canopy Structure Front/Olive Boulevard Facing Elevation

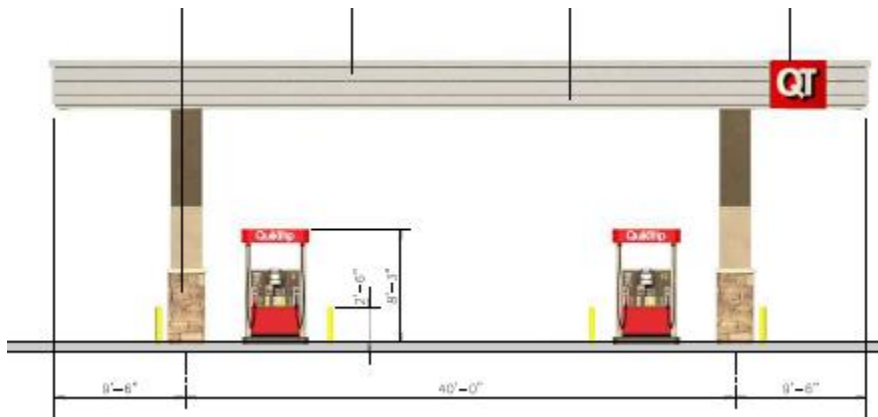


Figure 4: Canopy Structure Side Elevations



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.

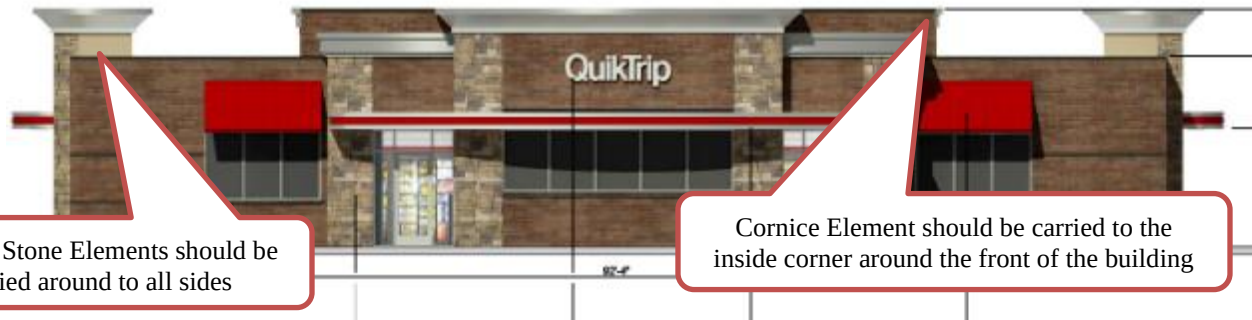


Figure 7: Close-up of the North Elevation

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.

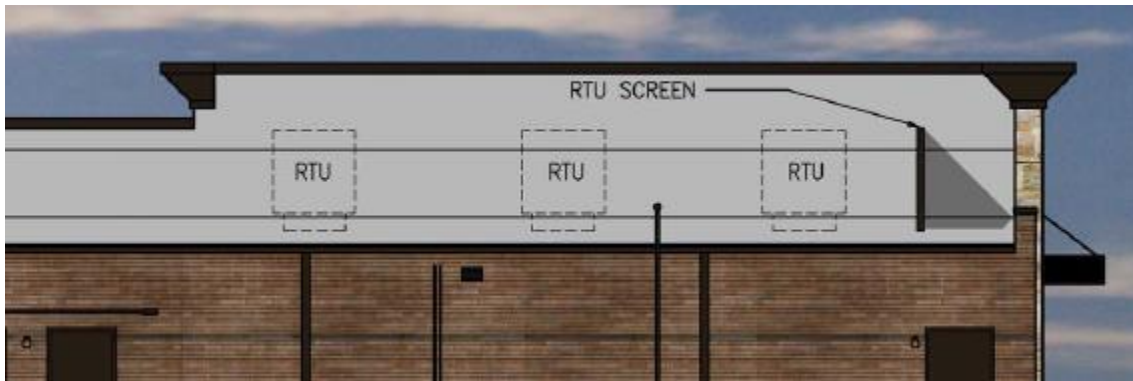


Figure 9: Close-up of the rear elevation of the retail center

- 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.

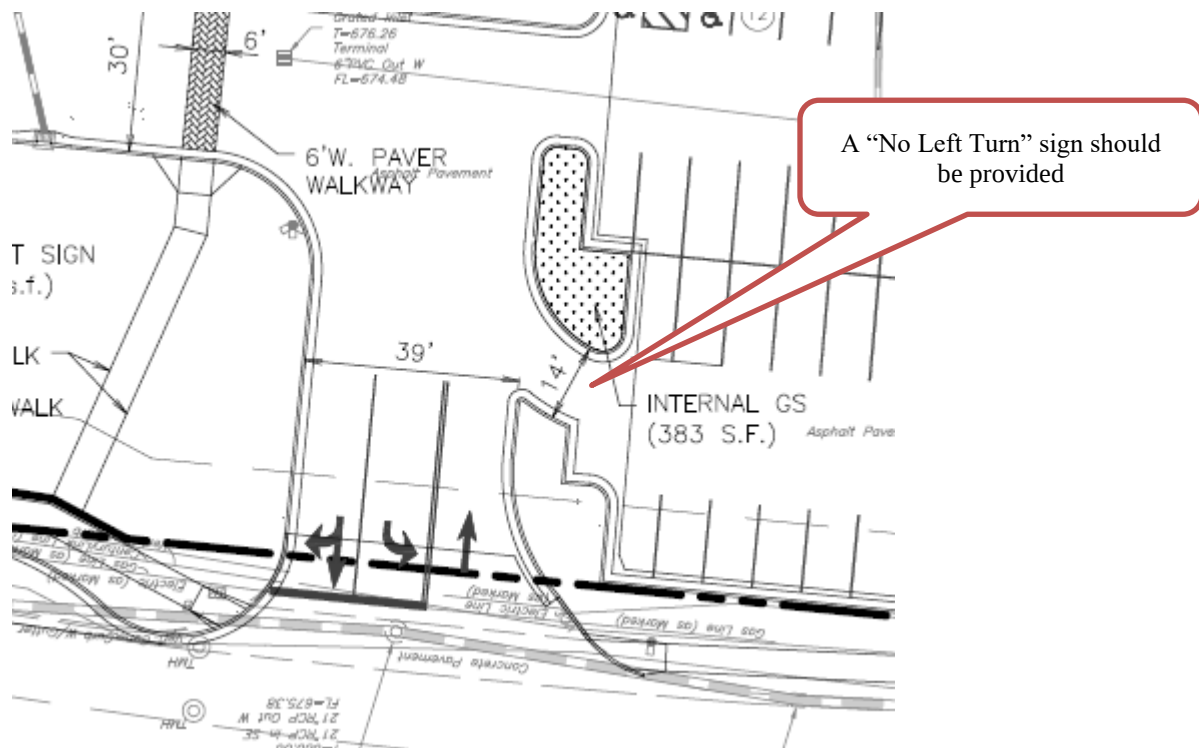
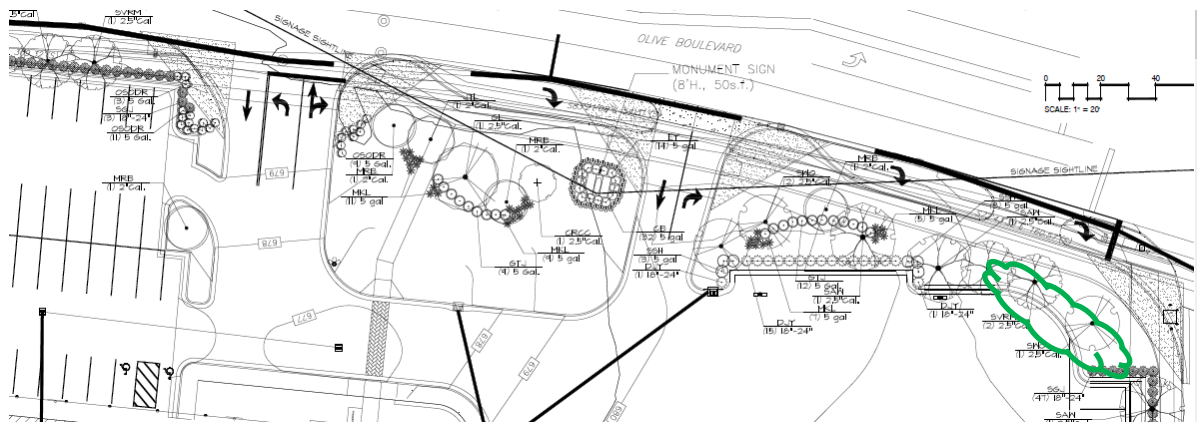


Figure 10: Close-up of the site plan showing the main entrance.

- 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

Stacked Stone Elements should be carried up the entire length of the column

- *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”.*



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.

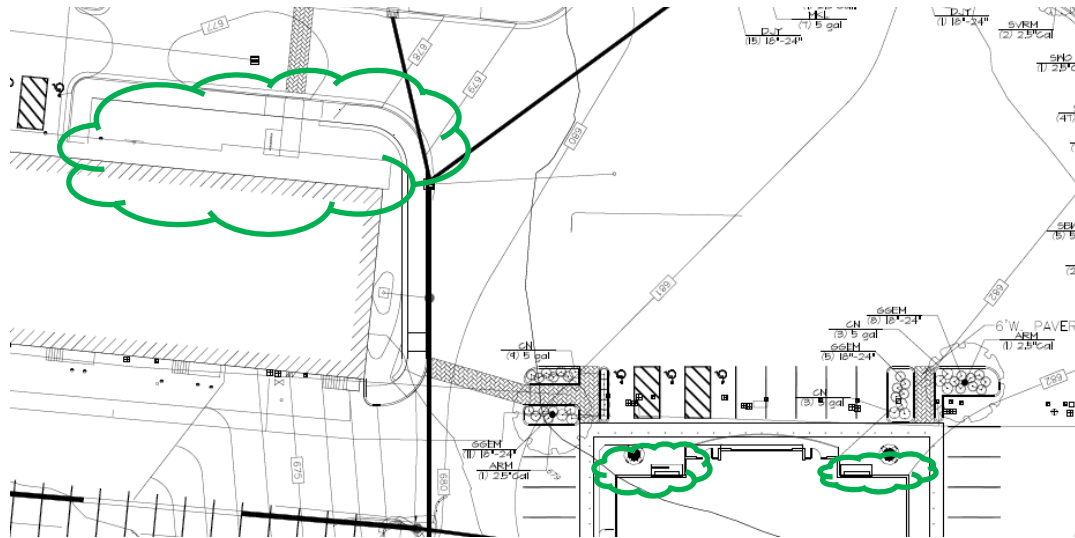


Figure 13: Close up of the Landscape Plan of the areas in front of the buildings.



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

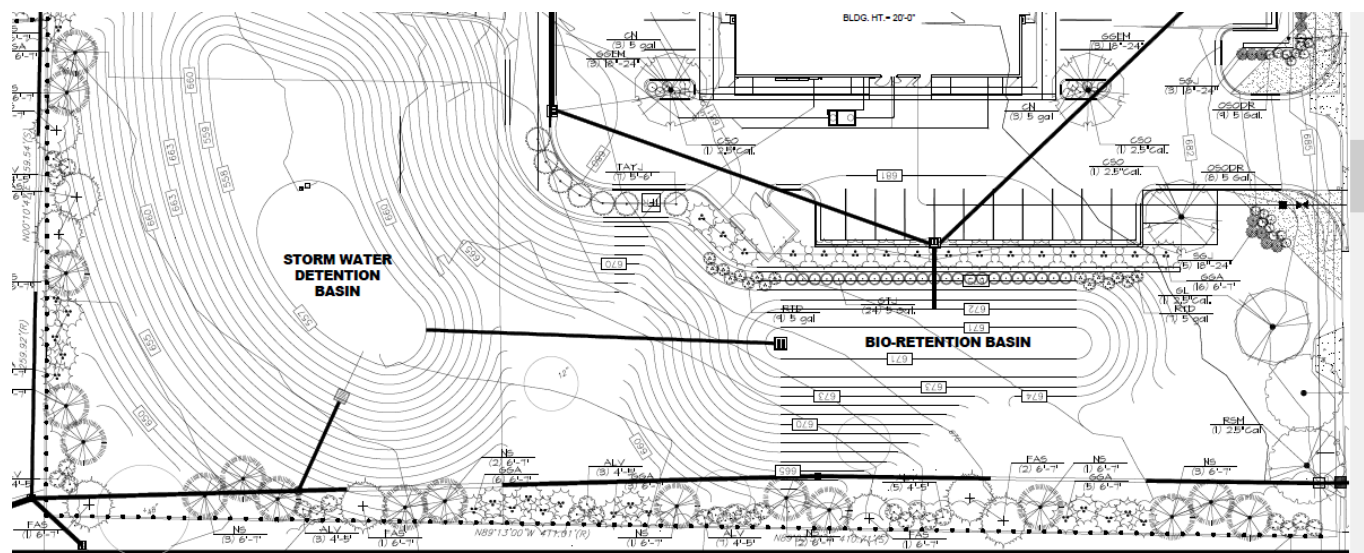


Figure 15: Close-up of the rear of the development on the area formerly 825 & 827 Olive Boulevard

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.*

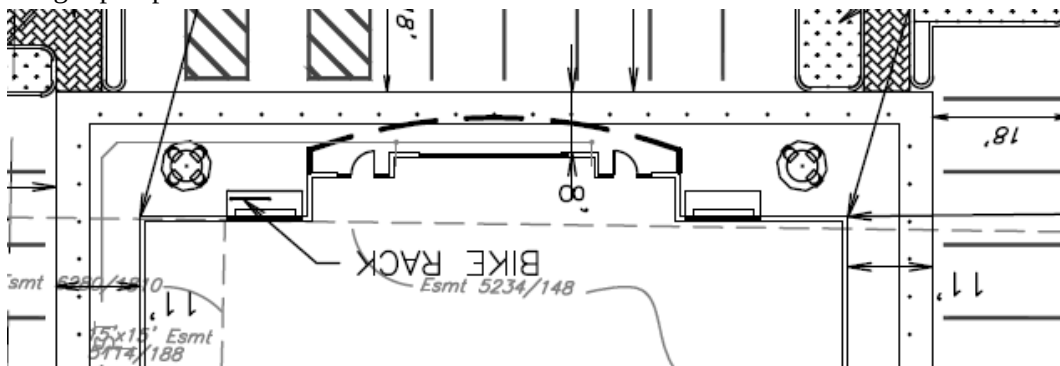


Figure 16: Close-up of the site plan showing sidewalks in front of the store.

- 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.

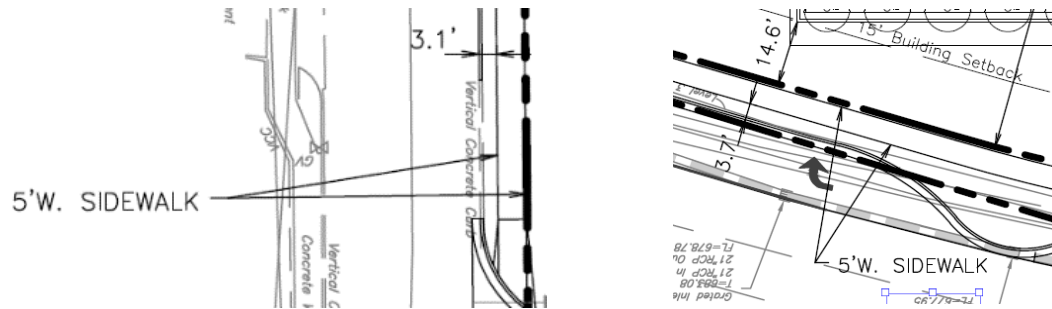


Figure 17: Close-up of the Site Plan showing new detached sidewalks along Graeser Road on right and Olive Boulevard on left

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.

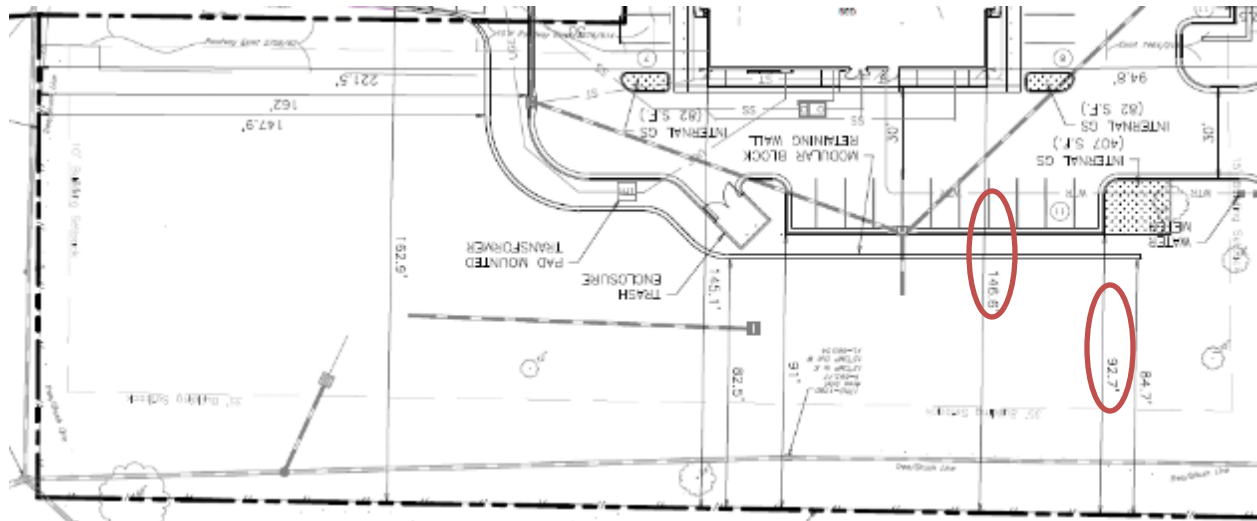


Figure 18: Close-up of the Site Plan showing buffer area

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.

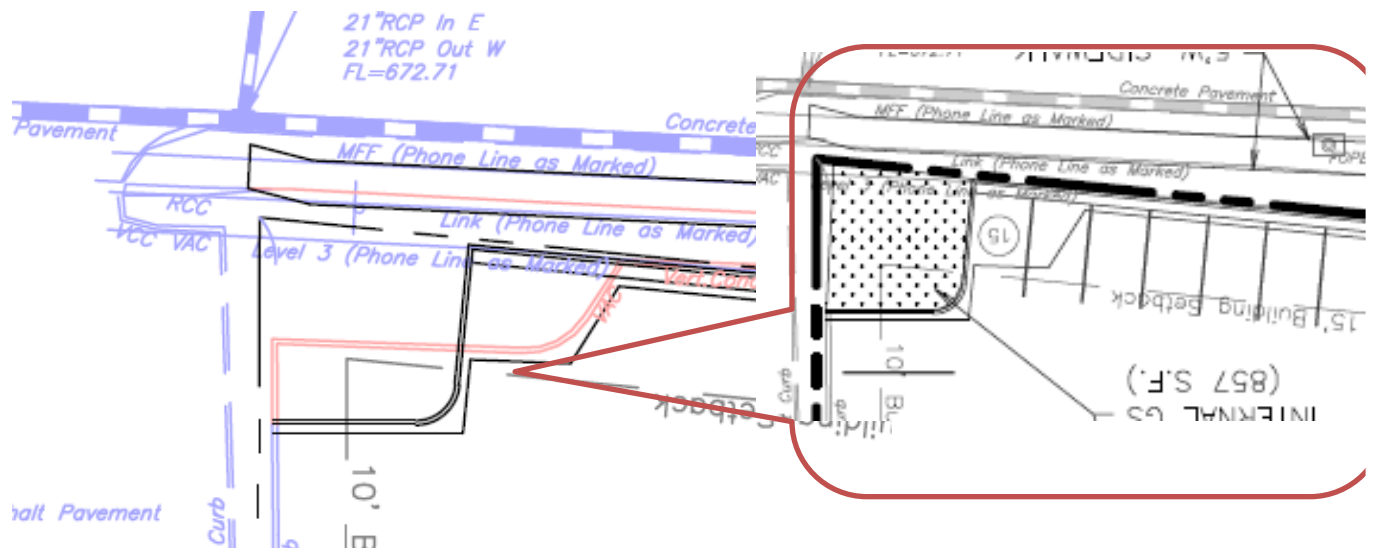


Figure 20: Close-up of the "Demo" Plan and the Site Plan of the two parking spaces that will have to be removed and the existing green area to remain.

"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.

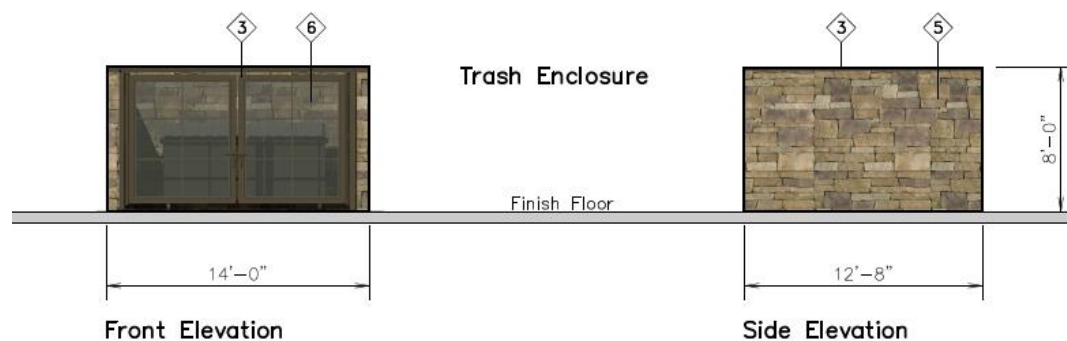


Figure 21: Close-Up of the Elevations Showing the Trash Enclosure.

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.

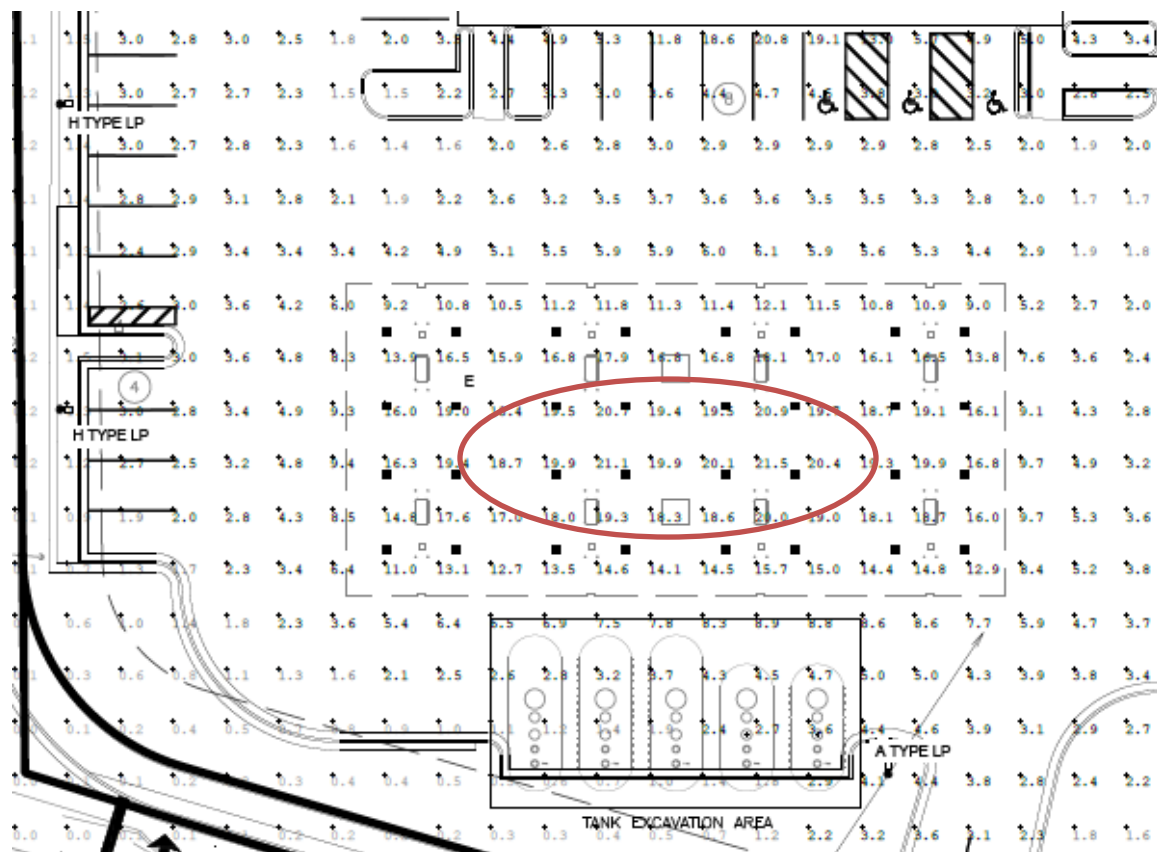


Figure 22: Close-up of the Photometric Plan showing lighting levels underneath the Canopy Structure with the highest levels circled in red.

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
Pumpernickel'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.

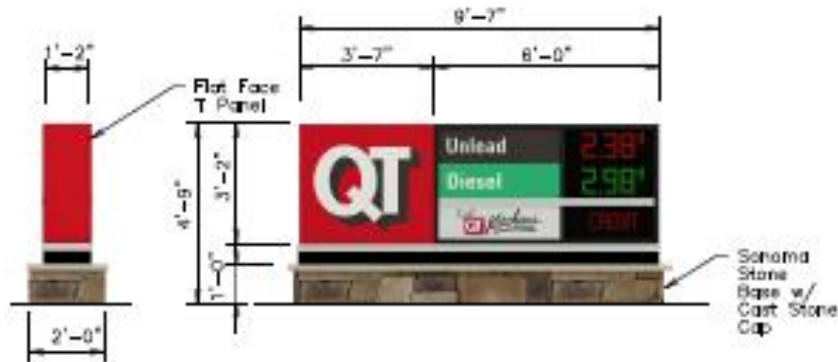


Figure 24: Close-up of the rendering of the monument sign

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.

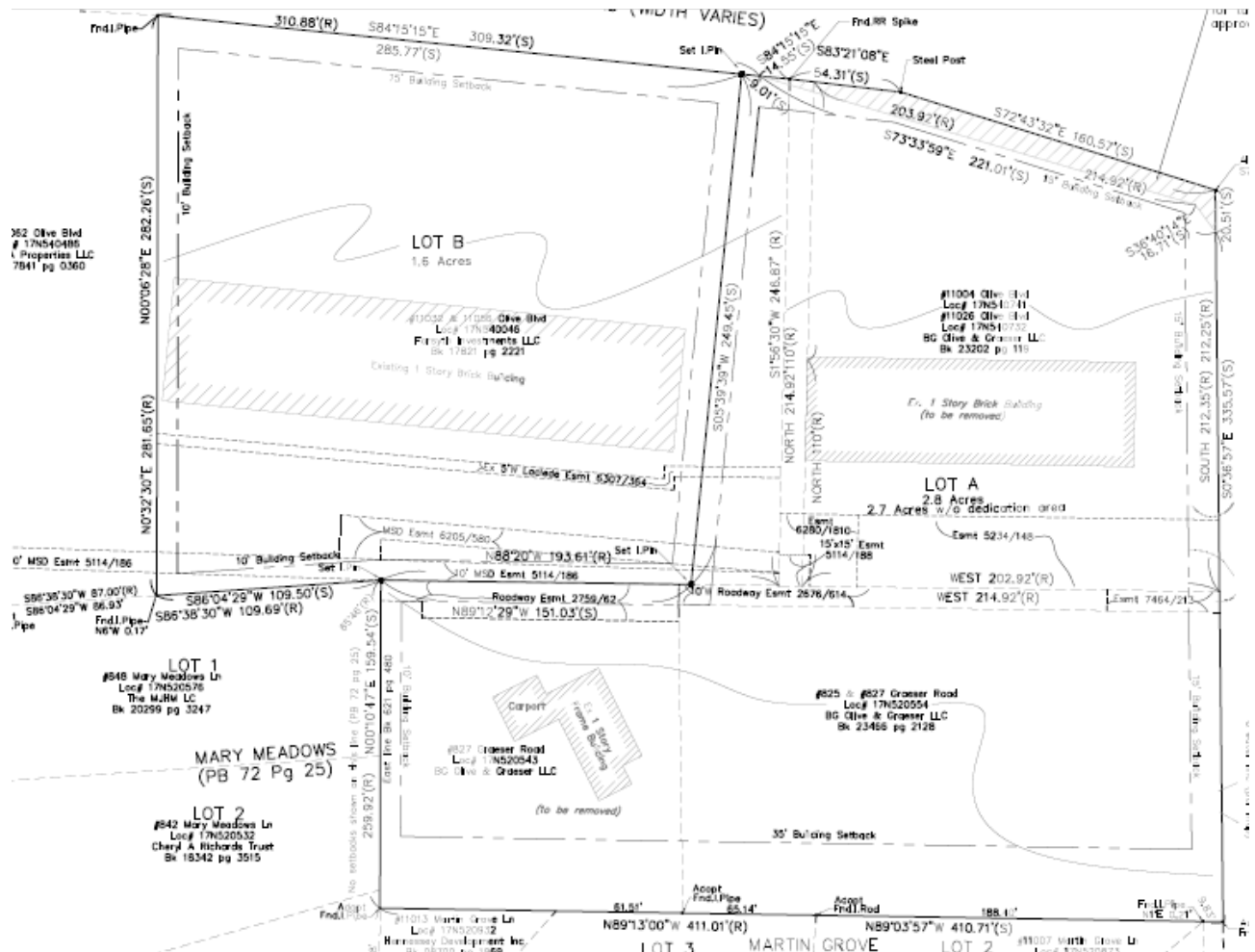


Figure 25: Close-up of the Boundary Adjustment Plat

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

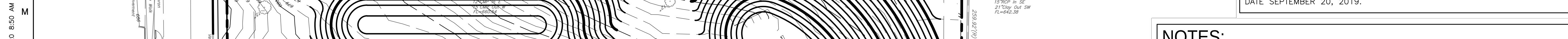
Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL PHOTO





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TEL: 636-492-3200	TEL: (918) 615-7273
FAX: 636-492-3202	

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.

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 ARTICLE V, SECTION 405.540 LANDSCAPING REQUIREMENTS.
6. ALL ROOFTOP UTILITIES TO BE SCREENED ON ALL SIDES FROM PUBLIC VIEW.
7. ALL SIGNAGE TO BE SEPARATELY SIGNED.
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.

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

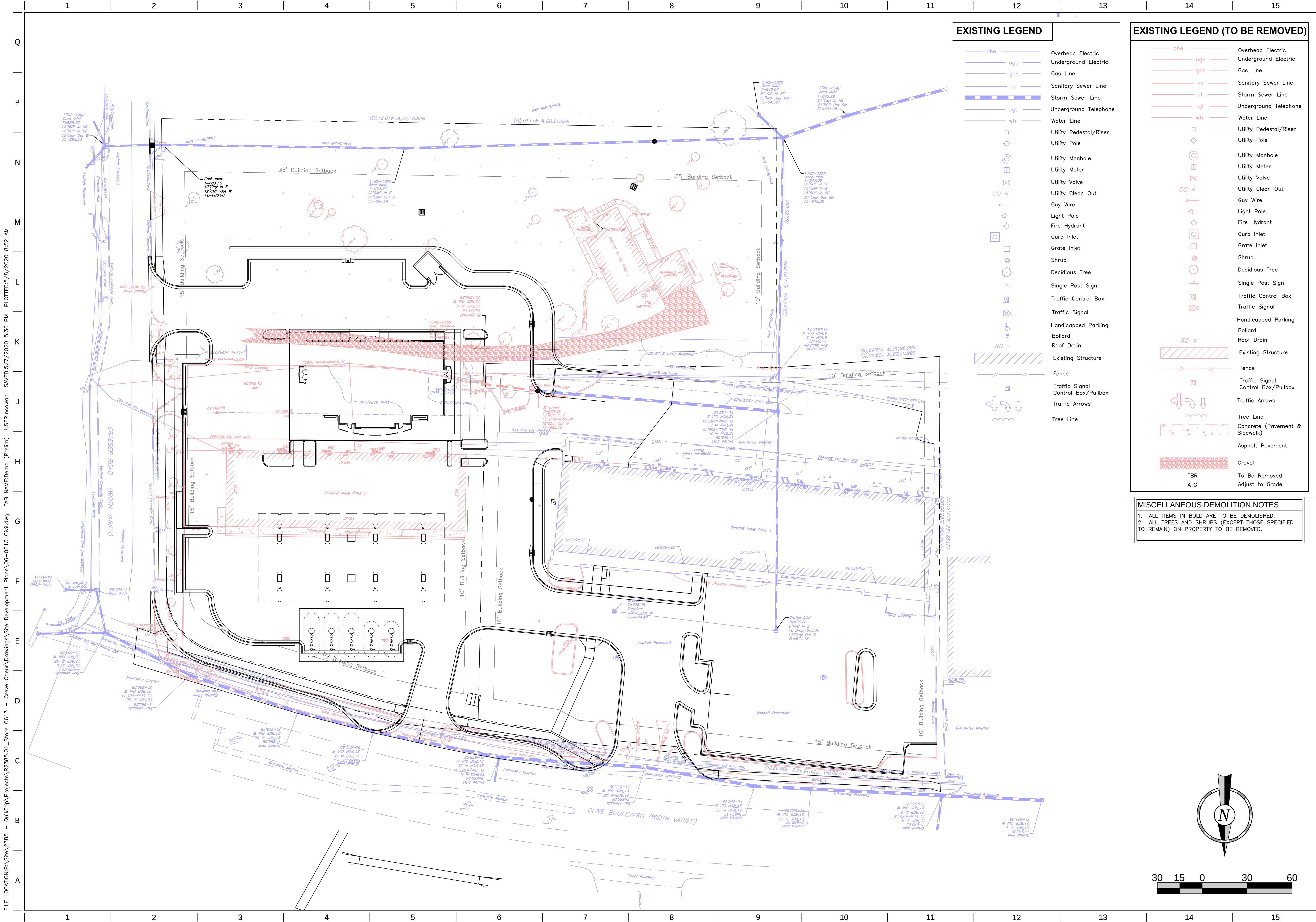
1	OVERALL PLAN LAYOUT
2	DEMOLITION PLAN
3	SITE PLAN
4	GRADING PLAN
5	LANDSCAPE PLAN

[illegible]

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

SHEET NUMBER:

1



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

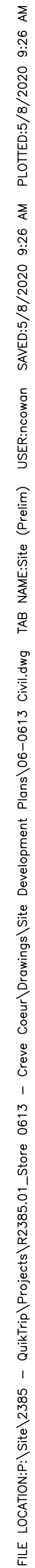
REV	DATE	DESCRIPTION

ORIGINAL ISSUE DATE:

SHEET TITLE:
PRELIMINARY DEMOLITION PLAN

SHEET NUMBER:
2

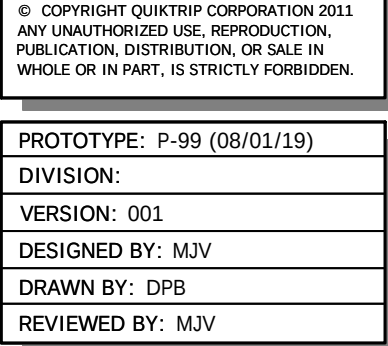
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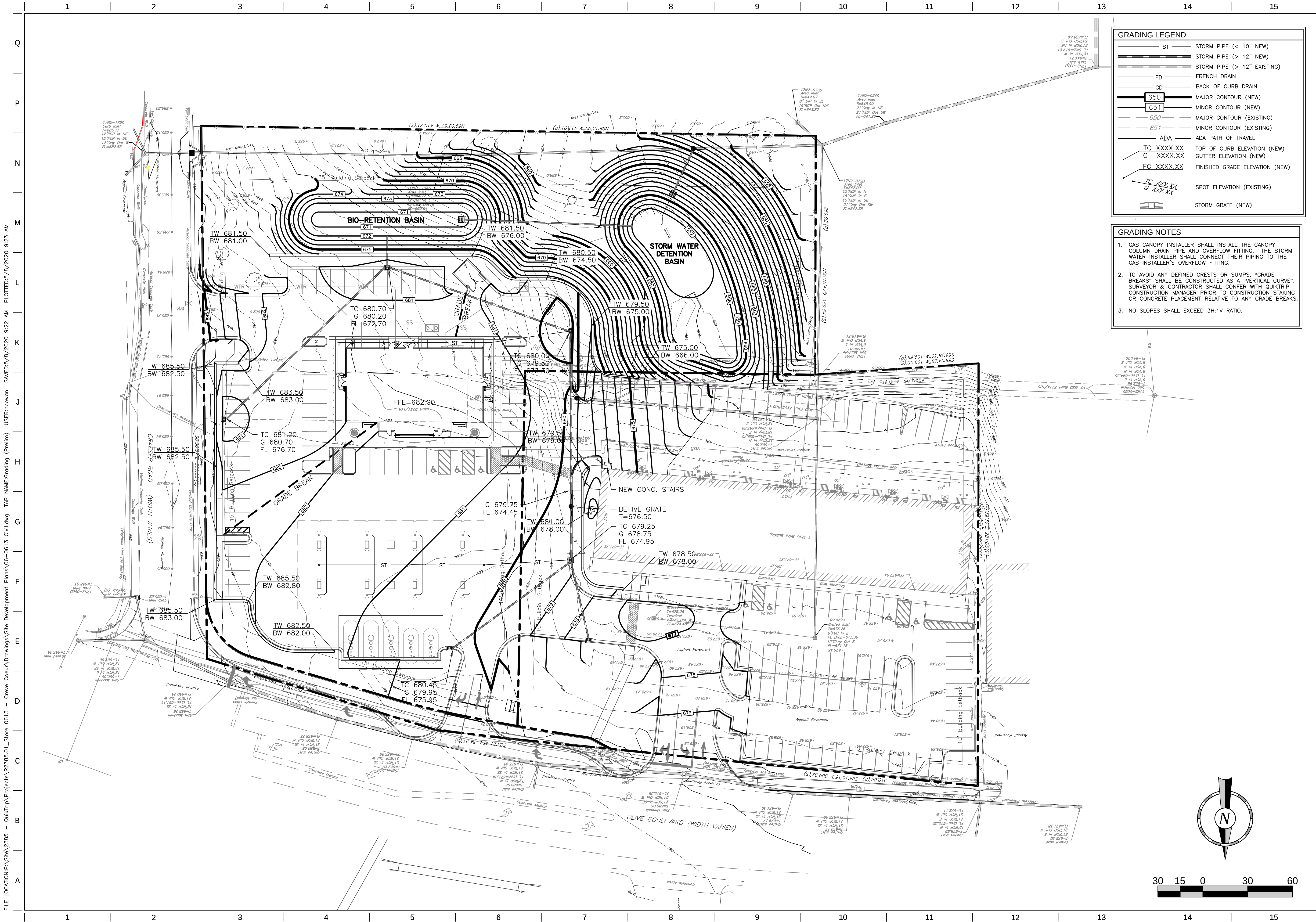


SITE DATA (RETAIL CENTER)

EXISTING ZONING:	GC – GENERAL COMMERCIAL
PROPOSED ZONING:	PLANNED DISTRICT
PROPOSED USE:	RETAIL
DEVELOPMENT AREA:	(79,892 S.F.) 1.83 AC
RIGHT-OF-WAY DEDICATION:	(402 S.F.) 0.01 AC
NET AREA:	(79,490 S.F.) 1.82 AC
PROPOSED SITE COVERAGE:	82.4%
(1.50 AC / 1.82 AC)	
EXISTING FLOOR AREA RATIO:	0.19 FAR
(15,054 S.F. / 79,490 S.F.)	
EXISTING BUILDING HEIGHT:	17'–0"
TOP OF BUILDING ELEVATION:	694.9
(FFE=677.9 + 17'–0")	
SITE LIGHTING:	(SEE PHOTOMETRIC SITE PLAN)
SITE LANDSCAPING:	(SEE LANDSCAPING PLAN)
INTERNAL GREENSPACE CALCULATIONS:	
REQUIRED INTERNAL GREENSPACE	= 1,226 S.F.
(PARKING & DRIVES = 42,903 S.F. / 350 S.F. x 10	
PROVIDED INTERNAL GREENSPACE	= 1,571 S.F.
STORM WATER MANAGEMENT:	(PER M.S.D. REGULATIONS)
PROPOSED PARKING:	= 86 SPACES
(INCLUDES 3 STANDARD & 1 VAN ACCESSIBLE SPACES)	

QuikTrip No. 0613





GRADING LEGEND

ST	STORM PIPE (< 10" NEW)
ST	STORM PIPE (> 12" NEW)
ST	STORM PIPE (> 12" EXISTING)
FD	FRENCH DRAIN
CD	BACK OF CURB DRAIN
650	MAJOR CONTOUR (NEW)
650	MINOR CONTOUR (NEW)
650	MAJOR CONTOUR (EXISTING)
651	MINOR CONTOUR (EXISTING)
ADA	ADA PATH OF TRAVEL
TC XXXX.XX	TOP OF CURB ELEVATION (NEW)
G XXXX.XX	GUTTER ELEVATION (NEW)
FG XXXX.XX	FINISHED GRADE ELEVATION (NEW)
TC XXX.XX G XXX.XX	SPOT ELEVATION (EXISTING)
[Symbol]	STORM GRATE (NEW)

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

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

ORIGINAL ISSUE DATE:

SHEET TITLE:

PRELIMINARY GRADING PLAN

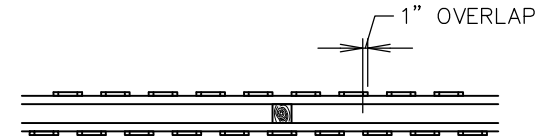
SHEET NUMBER:

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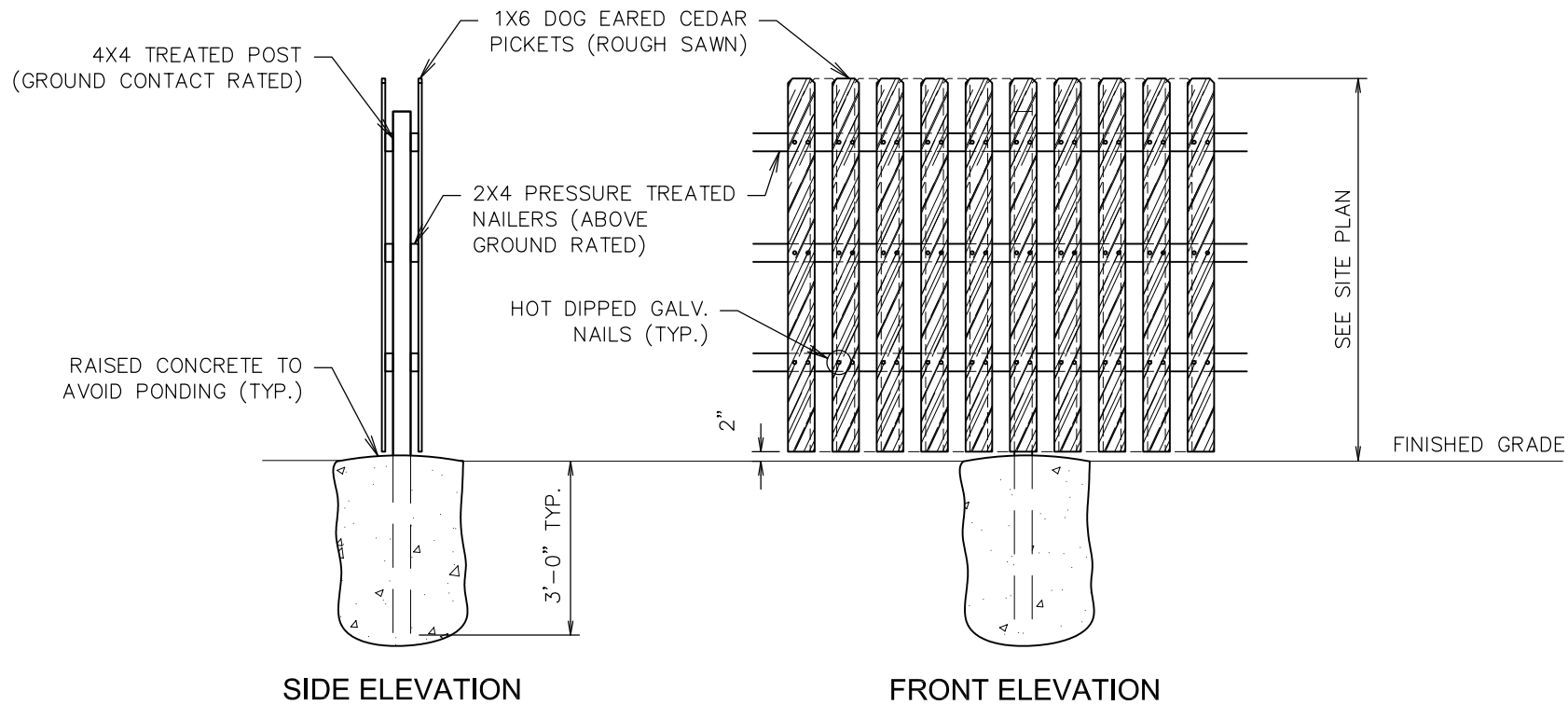
FILE LOCATION: P:\Site\2385 - QuikTrip\Projects\R2385.01_Store 0613 - Creve Coeur\Drawings\Site Development Plans\06-0613_Civil.dwg TAB NAME: Grading (Prelim) USER: mcnawen SAVED: 5/8/2020 9:22 AM PLOTTED: 5/8/2020 9:23 AM

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

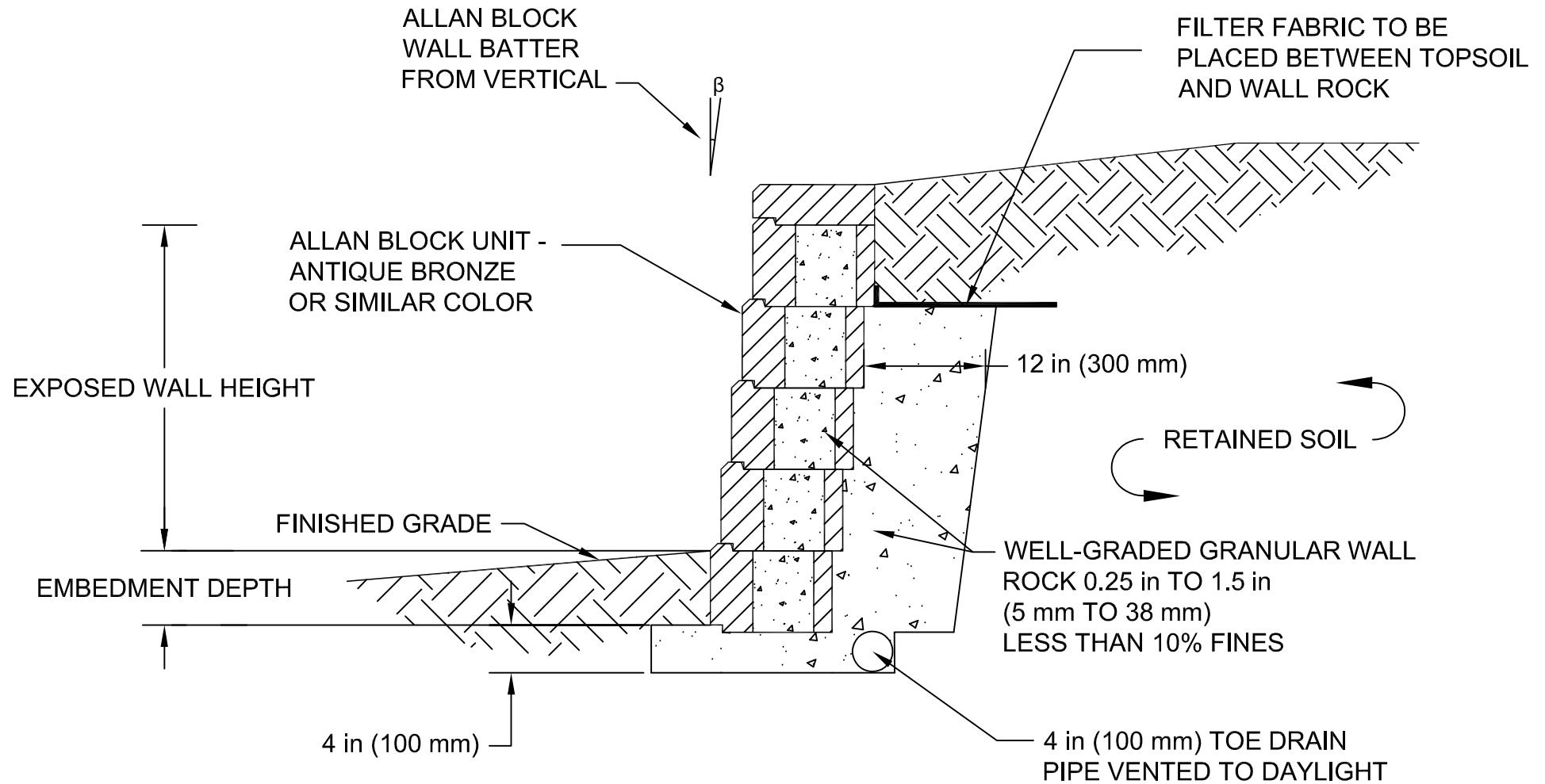
DRAWN BY: AMG

NAME:

REVISION:

TITLE:

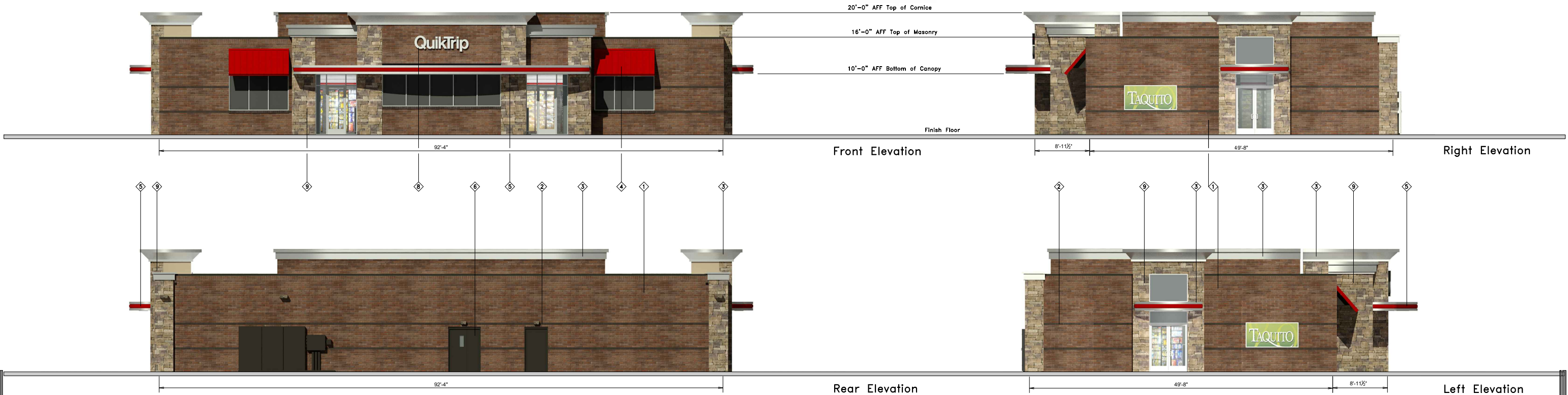
EF-X



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. 174

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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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. 175

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

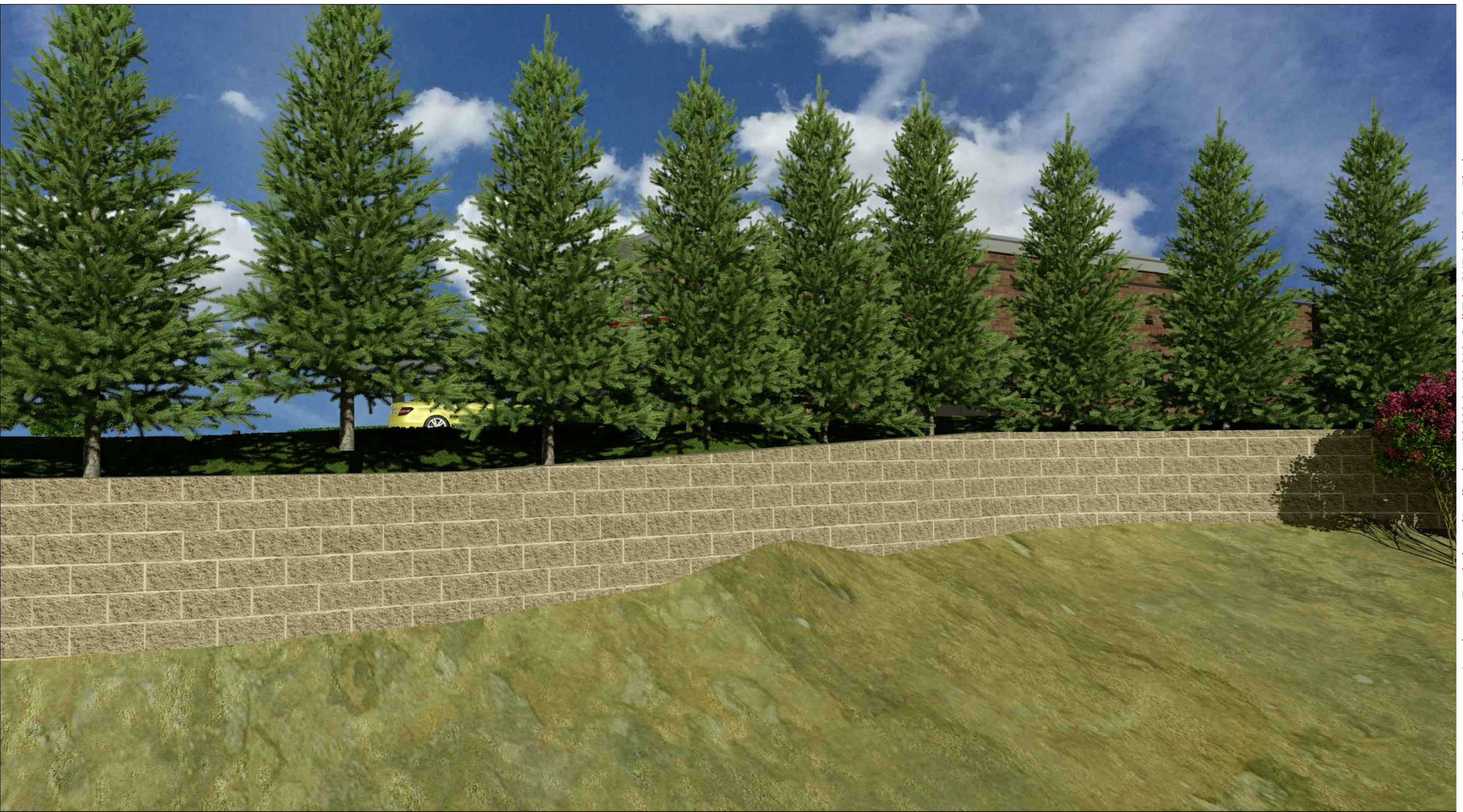












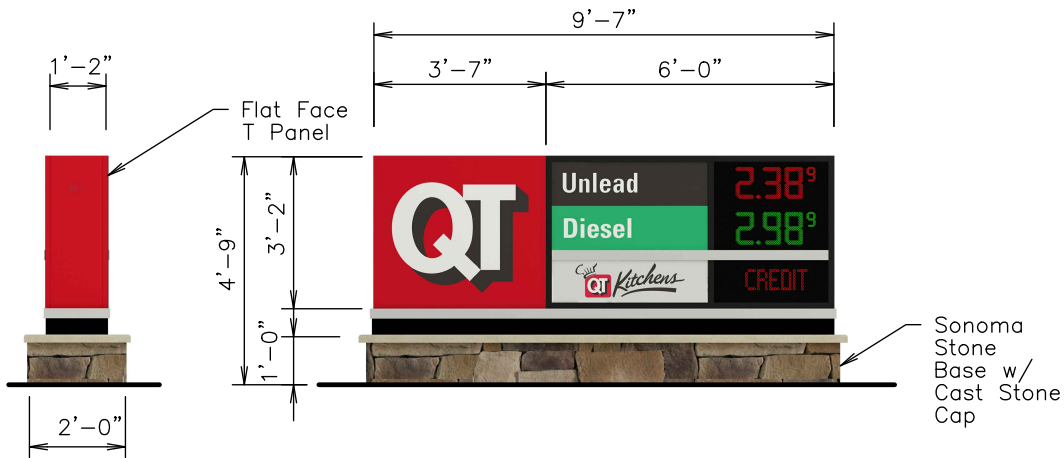

QuikTrip.

 4705 S. 125th E. Ave. - Tulsa, OK 74134-7008
 P.O. Box 3475 - Tulsa, OK 74103-3475
 (918) 432-1700

APPROVED

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:

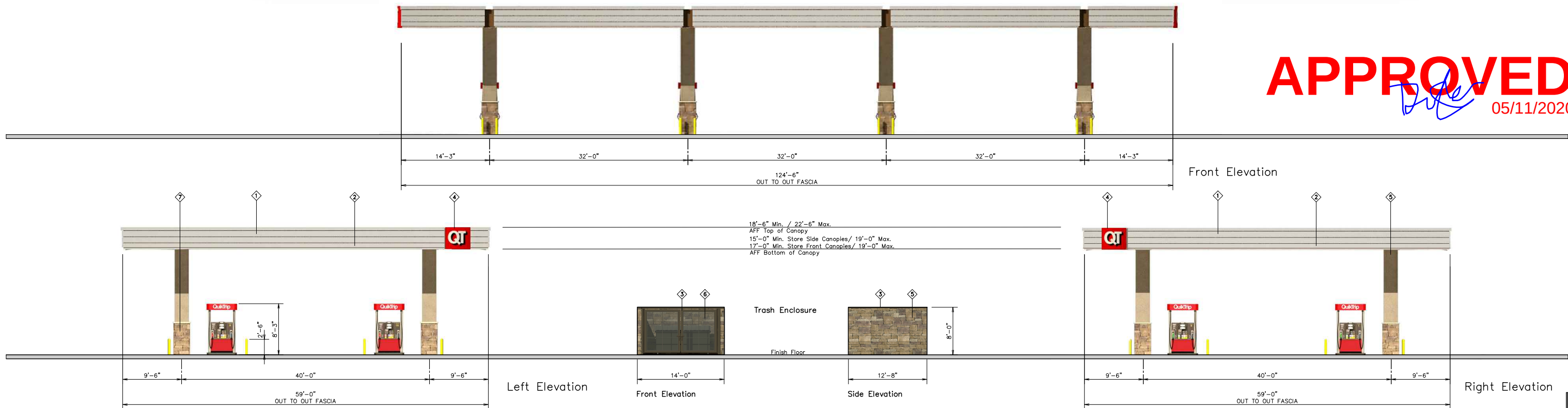
MH-E2PQ-31-CS

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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PUBLICATION, DISTRIBUTION OR SALE IN WHOLE OR IN PART, IS STRICTLY FORBIDDEN.

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

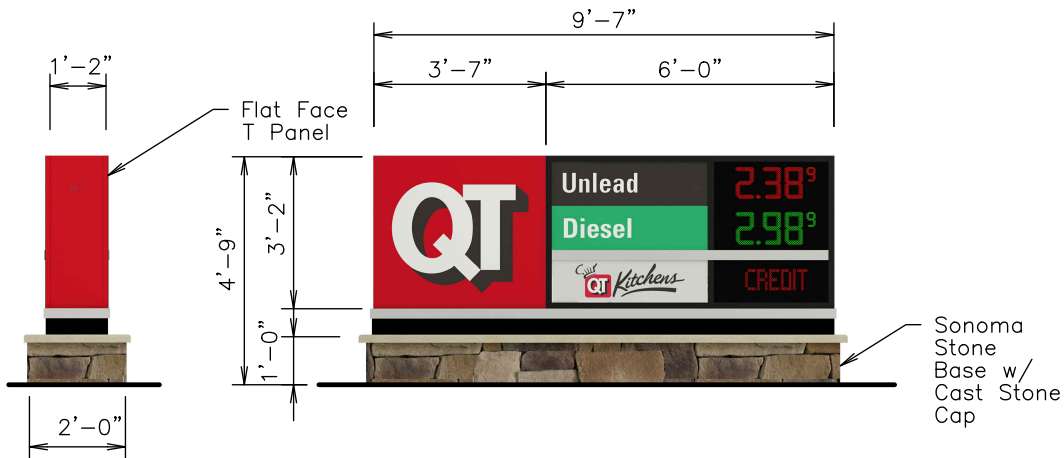

QuikTrip.

 4705 S. 125th E. Ave. - Tulsa, OK 74134-7008
 P.O. Box 3475 - Tulsa, OK 74103-3475
 (918) 432-1700

APPROVED

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.
EIPS FIELD	SHERWIN WILLIAMS	SW9109 NATURAL LINEN
EIPS TRIM	SHERWIN WILLIAMS	DARK BRONZE
PRE-FIN. METAL ROOF & TRIM	ATAS METALS	DARK BRONZE
FAUX WOOD CLADDING	MODERN MATERIALS	DIZAL PREMIUM WOOD GRAIN SIDING
CANTILEVERED AWNINGS	LAWRENCE MANUFACTURING	PRE-FINISHED BLACK ALUM.
FINISH SELECTIONS ARE FOR BASIS OF DESIGN – OR EQUAL SUBSTITUTIONS TO BE CONSIDERED.		
SIGNAGE SHOWN FOR REFERENCE ONLY. ALL SIGNS TO BE COMPLIANT WITH CITY SIGN ORDINANCES.		



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: JK

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
www.landscape-technologies.com

STATE OF MISSOURI

REGISTERED LANDSCAPE ARCHITECT

ANDREAS MARDIS

NUMBER 019

DATE 5-1-2020

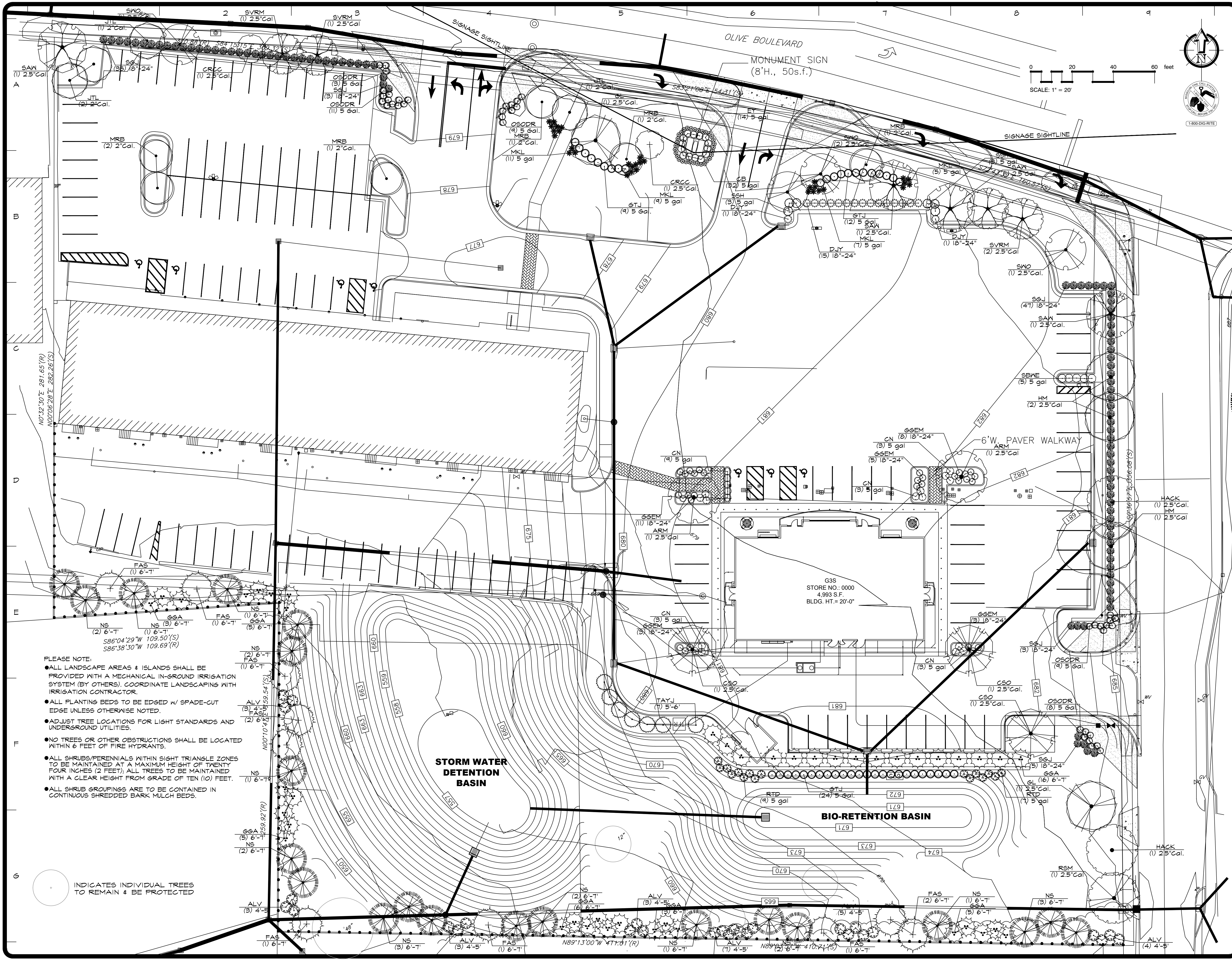
PLANTING PLAN FOR THE PROPOSED

QuikTrip #613

CREVE COEUR, MISSOURI

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

OF THREE SHEETS



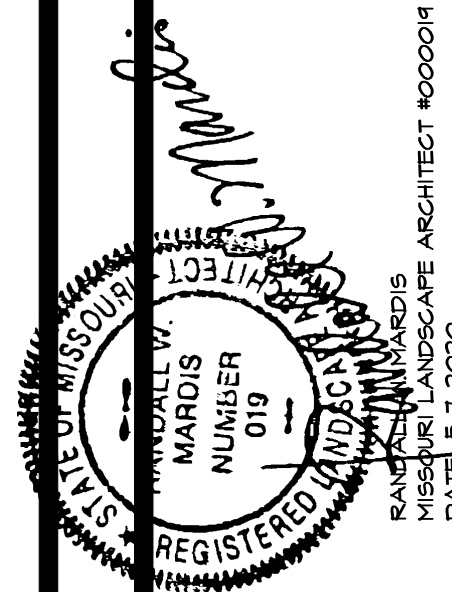
- PLEASE NOTE:
- ALL LANDSCAPE AREAS & ISLANDS SHALL BE PROVIDED WITH A MECHANICAL IN-GROUND IRRIGATION SYSTEM (BY OTHERS). COORDINATE LANDSCAPING WITH IRRIGATION CONTRACTOR.
 - ALL PLANTING BEDS TO BE EDGED W/ SPADE-CUT EDGE UNLESS OTHERWISE NOTED.
 - ADJUST TREE LOCATIONS FOR LIGHT STANDARDS AND UNDERGROUND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

INDICATES INDIVIDUAL TREES TO REMAIN & BE PROTECTED

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

Landscape
TECHNOLOGIES

617 Jacobs Creek Drive
St. Louis, MO 63113
800-222-2222
www.landscapearchitect.com



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:

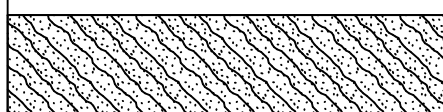
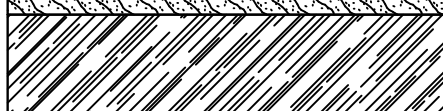
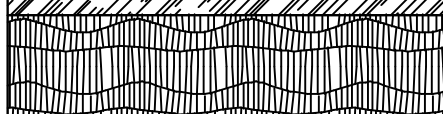
- ONE (1) STREET TREE PER 30' OF FRONTAGE
 - 320.08 LF FRONTAGE ALONG GRAESER ROAD;
 - THEREFORE, ELEVEN (11) TREES REQUIRED. THREE TREES ARE EXISTING/RETAINED, EIGHT (8) NEW ARE PROPOSED.
 - 484.16 LF FRONTAGE ALONG OLIVE BLVD.; THEREFORE, SEVENTEEN (17) TREES ARE REQUIRED AND PROVIDED.

- 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	
SWO	4	Swamp White Oak / <i>Quercus bicolor</i>	2.5" Cal.	
RSM	1	'Red Sunset' Maple / <i>Acer rubrum</i> 'Franksred'	2.5" Cal	
EVERGREEN TREES	QTY	COMMON / BOTANICAL NAME	SIZE	
FAS	10	Fat Albert Spruce / <i>Picea pungens</i> 'Fat Albert'	6'-7'	
GGA	43	Green Giant Arborvitae / <i>Thuja plicata</i> 'Green Giant'	6'-7'	
NS	21	Norway Spruce / <i>Picea abies</i>	6'-7'	
TAYJ	7	Taylor Juniper / <i>Juniperus virginiana</i> 'Taylor'	5'-6'	
FLOWERING TREES	QTY	COMMON / BOTANICAL NAME	SIZE	
CRCC	2	Canada Red Chokecherry / <i>Prunus virginiana</i> 'Canada Red'	2.5" Cal.	
JTL	4	Ivory Silk Japanese Tree Lilac / <i>Syringa reticulata</i> 'Ivory Silk'	2" Cal.	
MRB	6	Merlot Redbud / <i>Cercis</i> x 'Merlot'	2" Cal.	
SHRUBS	QTY	COMMON / BOTANICAL NAME	SIZE	
ALV	28	Alleghany Leatherleaf Viburnum / <i>Viburnum rhytidophyllum</i> 'Alleghany'	4'-5'	
RTD	16	Bailey's Red-twig Dogwood / <i>Cornus sericea</i> 'Cardinal'	5 gal	
CB	32	Concorde Barberry / <i>Berberis thunbergii</i> 'Concorde'	5 gal	
CN	21	Coppertina Ninebark / <i>Physocarpus opulifolius</i> 'Coppertina'	5 gal	
DJY	17	Dense Japanese Yew / <i>Taxus cuspidata</i> 'Densifolmis'	18"-24"	
EY	14	Everlow Yew / <i>Taxus</i> x <i>media</i> 'Everlow'	5 gal	
GTJ	45	Gold Tip Juniper / <i>Juniperus chinensis</i> 'Gold Tip'	5 Gal.	
GGEM	30	Green Gem Boxwood / <i>Buxus</i> x 'Green Gem'	18"-24"	
MKL	32	Miss Kim Lilac / <i>Syringa patula</i> 'Miss Kim'	5 gal	
SGJ	43	Sea Green Juniper / <i>Juniperus chinensis</i> 'Sea Green'	18"-24"	
SBWE	5	Sonic Bloom Weigela / <i>Weigela florida</i> 'Sonic Bloom'	5 gal	
SSH	6	Strawberry Sundae Hydrangea / <i>Hydrangea paniculata</i> 'Strawberry Sundae'	5 gal	
FORBS	QTY	COMMON / BOTANICAL NAME	SIZE	
GAX	38	Golden Alexander / <i>Zizia aurea</i>	2 Qt. @ 18" OC	
ROSEM	18	Rose Mallow / <i>Hibiscus laevis</i>	1 Gal @ 30" OC	
RTH	73	Rose Turtle-Head / <i>Chelone obliqua</i>	2 Qt. @ 24" OC	
SMW	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.

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

Landscape

TECHNOLOGIES

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

STATE OF MISSOURI

LANDSCAPE ARCHITECT

MAJORIS

NUMBER

019

DATE

5-7-2020

REGISTERED

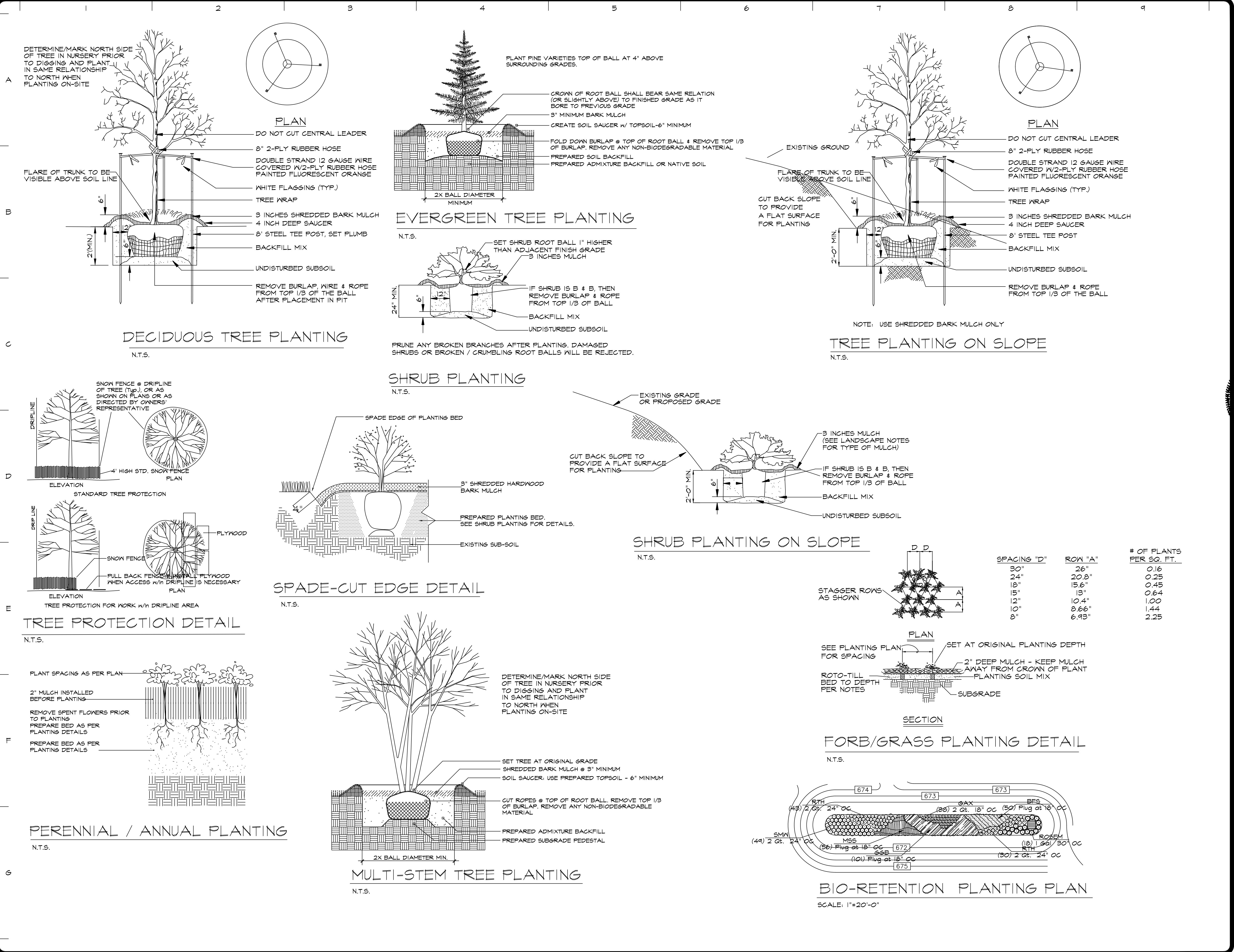
LANDSCAPE ARCHITECT

PLANTING PLAN FOR THE PROPOSED

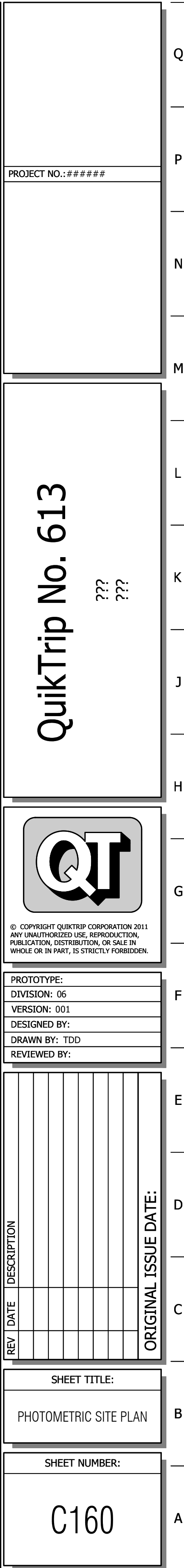
QuikTrip #613

CREVE COEUR, MISSOURI

DRAWN	R. MARDIS
CHECKED	RAM/EL
DATE	12-4-19
SCALE	1"=20'-0"
JOB No.	2019-174
SHEET	
L-3	
OF THREE SHEETS	



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.

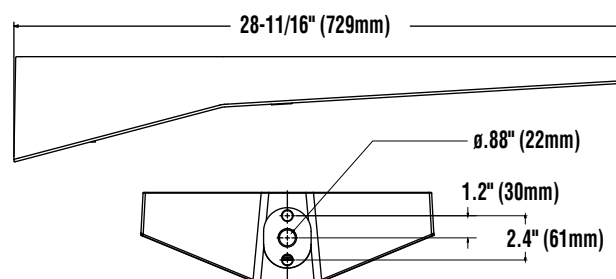
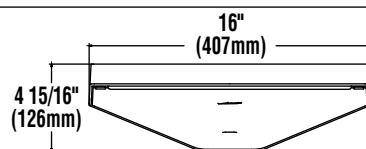


Bluetooth™

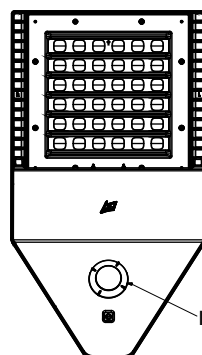
IP66

ARRA
Funding Compliant

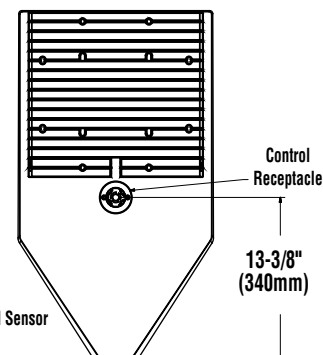
Product Dimensions



B3 Pole Drill Pattern



Bottom View



Top View



Slice Medium - SLM Outdoor LED Area Light

Features & Specifications (Cont.)

Construction

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

Controls

Wireless Controls System

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

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

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

Stand-Alone Controls

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

Installation

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

Warranty

- LSI LED Fixtures carry a 5-year warranty.

Listings

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

Performance

ELECTRICAL DATA (AMPS)*

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

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

ELECTRICAL DATA - PHOSPHOR CONVERTED AMBER (AMPS)*

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

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

RECOMMENDED LUMEN MAINTENANCE*(24-42L)

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

RECOMMENDED LUMEN MAINTENANCE*(9-18L)

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

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

DELIVERED LUMENS*

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

*LED Chips are frequently updated therefore values are nominal

LUMINAIRE EPA CHART - SLM

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

Specifications and dimensions subject to change without notice.



Slice Medium - SLM Outdoor LED Area Light

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

*LED Chips are frequently updated therefore values are nominal

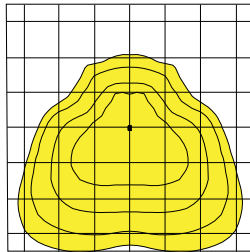
Specifications and dimensions subject to change without notice.



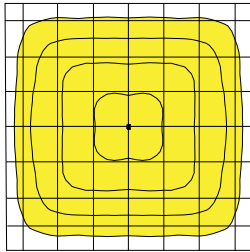
Slice Medium - SLM Outdoor LED Area Light

Performance (Cont.)

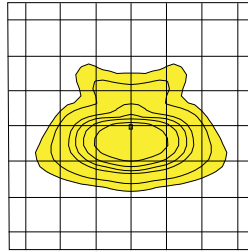
All published luminaire photometric testing performed to IESNA LM-79 standards. ISO footcandle plots below demonstrate the Slice (SLM) light patterns only. Not for total fixture output. For complete specifications and IES files, see website.



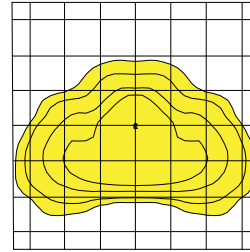
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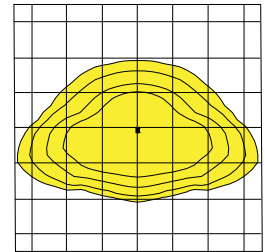
5W



FTA



Type 3



Type 2

Ordering Guide

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

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

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



Slice Medium - SLM Outdoor LED Area Light

Accessory Ordering Information⁸

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

FOOTNOTES:

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

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

8 - Accessories are shipped separately and field installed.

9 - Factory installed CR7P option required. See Options.

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

Accessories/Options

Integral Louver (IL)

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

Luminaire Shown with Integral Louver (IL)



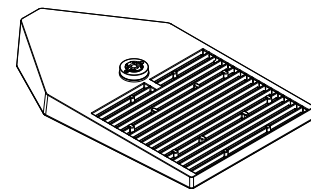
Luminaire Shown with IMSBT Option



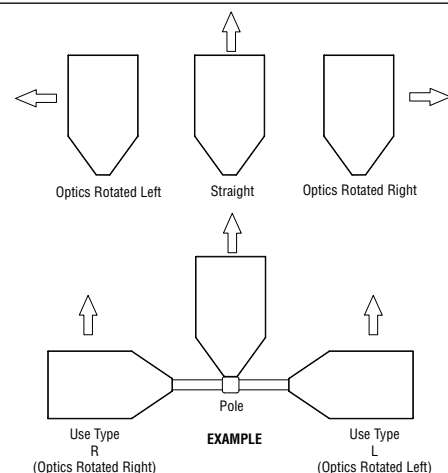
7 Pin Photoelectric Control

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

Fixture Shown with CR7P



Optics Rotation





Slice Medium - SLM Outdoor LED Area Light

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

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

Operation Modes

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

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

Configurations

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

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

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

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

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

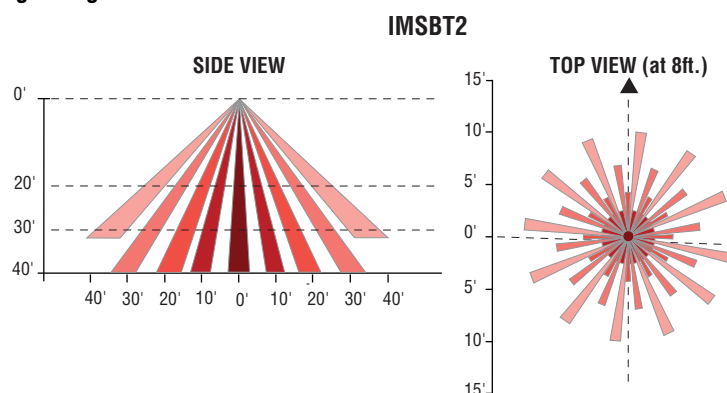
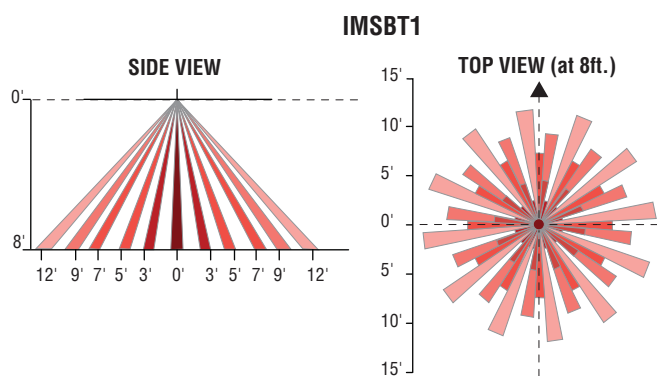
Sensor sensitivity – the response of the PIR detector to motion within the sensor's coverage area. Adjustable from low, medium, high. Default setting is low.

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

Sensor Configuration App

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

IMSBT Coverage Diagrams



Configuration App





Slice Medium - SLM Outdoor LED Area Light



AirLink™
enabled by Synapse®

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

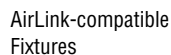
AirLink utilizes robust wireless communication via 2.4 GHz Self-Healing Mesh Network which not only increases reliability and accuracy of system, but also eliminates single point of failure.

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

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

The AirLink System

Wireless controls & sensors



Centralized control & integration



Site Manager Controller

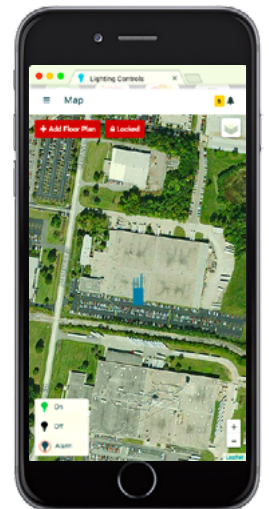


Gateway Module



WiFi, Cellular or
Ethernet Connection

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)

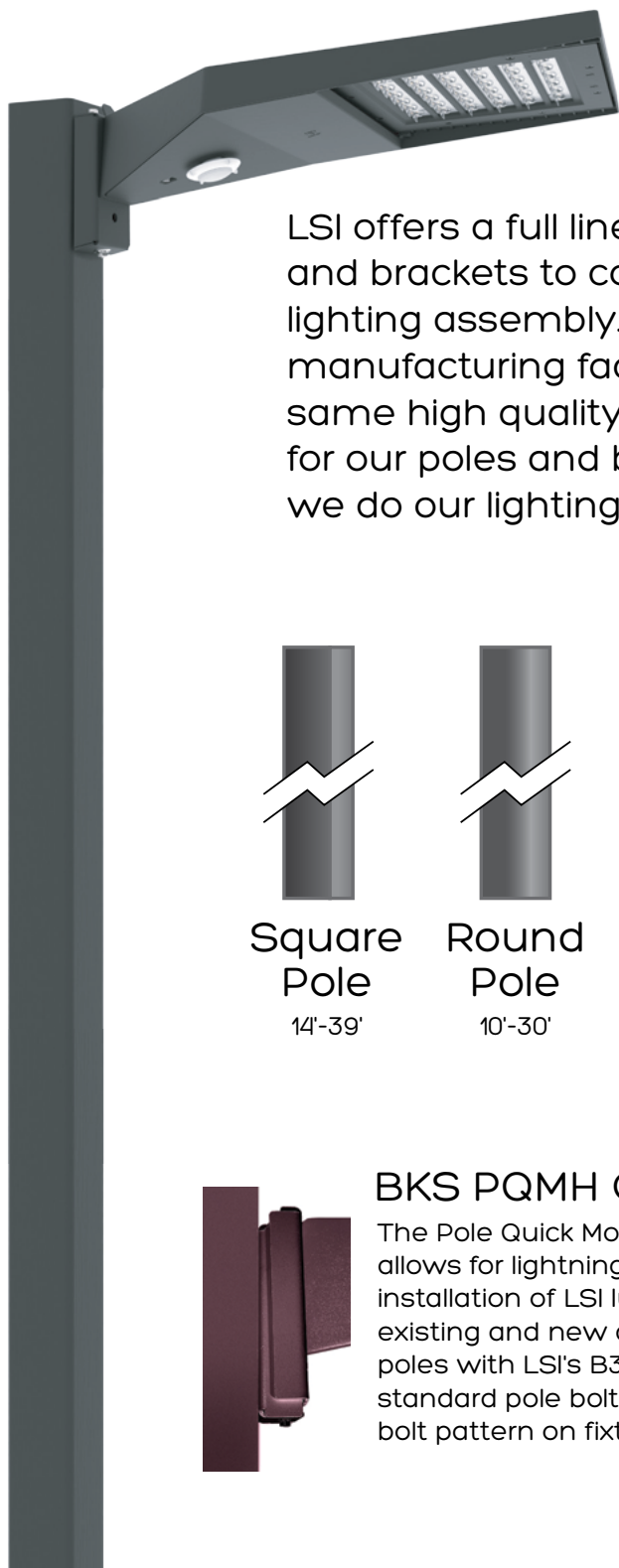


More information
For more information on AirLink, visit our
website at www.lsi-airlink.com



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'



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.



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) mount 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 PQM15 CLR

The Pole Quick Mount Bracket allows for preset 15° up tilt 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.

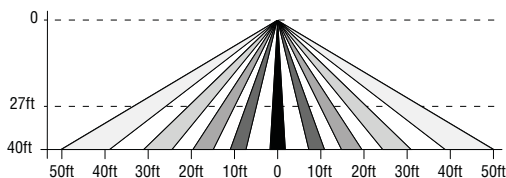
LIGHT OUTPUT - XWM - 3 5000K CCT

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

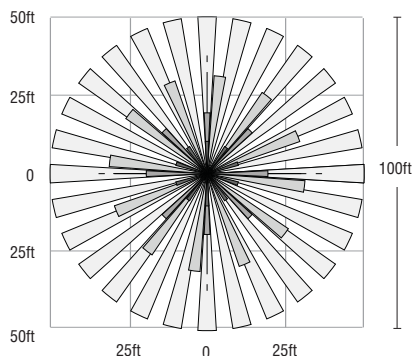
LED Chips are frequently updated therefore values may increase.

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 (XPMA).

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

Packet Pg. 199

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

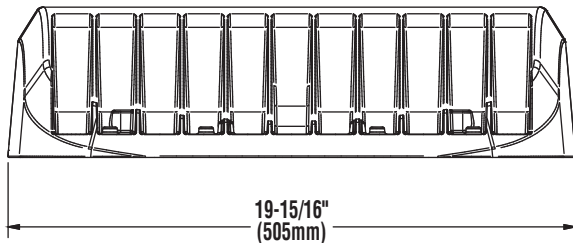
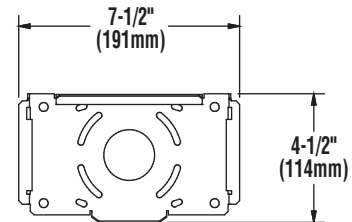
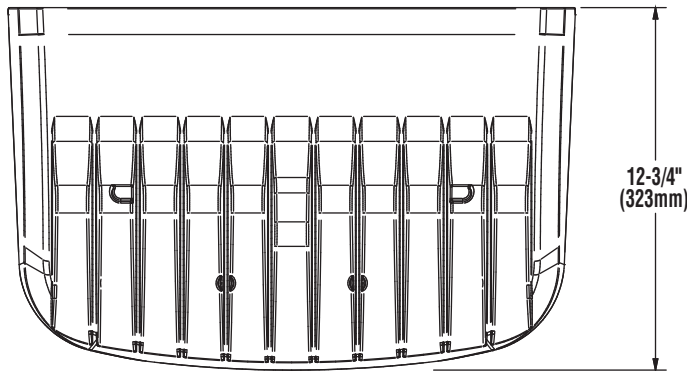
ACCESSORY ORDERING INFORMATION¹ (Accessories are field installed)

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

Packet Pg. 200



AirLink™

enabled by Synapse®

Wireless Lighting Controller

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

Features

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

Specifications

Regulatory Approvals

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

Power and Performance

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

Other

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

Contact LSI Controls



Sales
controls.sales@lsi-industries.com



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



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

LED AREA LIGHTS - LSI SLICE SMALL (XLCS)



DOE LIGHTING FACTS

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

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

LED Chips are frequently updated therefore values may increase.

US & Int'l. patents pending

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

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

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

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

HOUSING - One-piece, die-formed aluminum housing contains factory prewired driver. Wiring access door (with safety lanyard) located underneath.

OPTICAL UNIT - Clear tempered flat glass lens permanently sealed to weather-tight aluminum optic frame creates an IP65 rated optical unit (includes pressure-stabilizing breather).

MOUNTING - Tapered rear design allows fixtures to be mounted in 90° and 120° configurations without the need for extension arms. Use with 3" reduced drilling pattern. A round pole plate is required for mounting to round poles. Wall mount available by ordering wall mounting bracket (BKS-XBO-WM-* -CLR). Proprietary pole quick mount accessories available with horizontal mounting or fixed 15° angled mounting (PQMH-KIT-CLR and PQM15-KIT-CLR) for mounting to square poles. See Accessory Ordering Information chart for all brackets.

ELECTRICAL - Two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Location Category C. Available with universal voltage power supply 120-277 VAC (50/60Hz input), and 347-480 VAC. Optional button-type photocells (PCI) are available in 120, 208, 240, 277 or 347 volt (supply voltage must be specified).

DRIVER - Available in SS (Super Saver) and HO (High Output) drive currents. Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed.

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

FINISH - Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Available in black, bronze and white. Other standard LSI finishes available. Consult factory.

WARRANTY - LSI LED fixtures carry a limited 5-year warranty.

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

SHIPPING WEIGHT (in carton) - One fixture: 17.5 lbs. (7.9 kg). Packed two per carton: 30 lbs. (13.6 kg).

LISTING - UL listed to U.S. and international safety standards. Suitable for wet locations. For a list of the specific products in this series that are DLC listed, please consult the LED Lighting section of our website or the Design Lights website at www.designlights.org.

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



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



Project Name _____ Fixture Type _____

Catalog # _____

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Packet Pg. 202

LED AREA LIGHTS - LSI SLICE SMALL (XLCS)

LUMINAIRE ORDERING INFORMATION

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

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

LUMINAIRE EPA CHART - PLCS

Horizontal Mounting Only	
Single	0.4
D180°	0.8
D90°	0.6
T90°	1.4
TN120°	1.4
Q90°	1.6

Note: House Side Shield adds to fixture EPA. Consult Factory.

ACCESSORY ORDERING INFORMATION

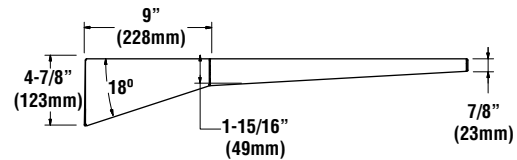
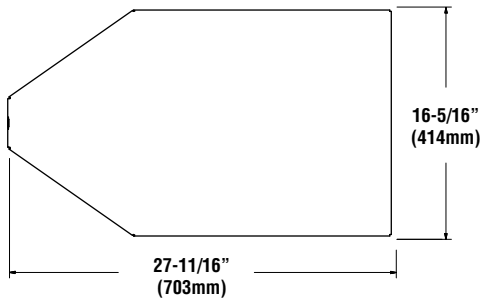
(Accessories are field installed)

Description	Order Number	Description	
BKS-XBO-WM-* - CLR Wall Mount Bracket	382132CLR	DFK208, 240 Double Fusing (208V, 240V)	DFK208, 240 ²
XLCS-3/FT-HSS (Black only)	603162BLK ¹	DFK480 Double Fusing (480V)	DFK480 ²
X4RPP Round Pole Plate for 4" Poles	379967CLR	FK347 Single Fusing (347V)	FK347 ²
X5RPP Round Pole Plate for 5" Poles	379968CLR	PQMH-KIT-CLR Square Pole Quick Mount Horizontal Bracket	582328CLR
FK120 Single Fusing (120V)	FK120 ²	PQM15-KIT-CLR Square Pole Quick Mount Bracket w/fixed 15° Angle	582329CLR
FK277 Single Fusing (277V)	FK277 ²		

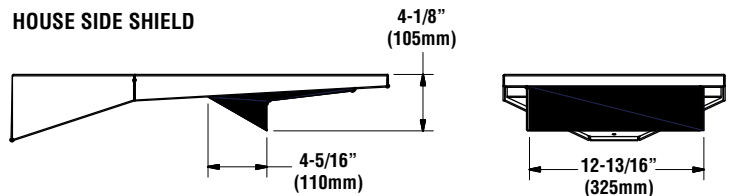
FOOTNOTES:

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

DIMENSIONS



HOUSE SIDE SHIELD



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. 204

LED SOFFIT LIGHT (XSL2)



DOE LIGHTING FACTS

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

US patents D574994 & D595896 & 7828456 and US & Int'l. patents pending

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

LEDS - Select high-brightness LEDs. Cool White 5000K color temperature, 69 CRI.

DRIVER CURRENT - Super saver (SS) - most economical and highest lumens per watt or High Output (HO) - highest output per initial dollar.

DISTRIBUTION/PERFORMANCE - Type S (Symmetric) or 5A (Type 5). Excellent uniformity with Bug rating of BU-UO-G1. Optional diffused lens available to reduce visibility of diodes

HOUSING/OPTICAL UNIT - Housing is die-formed aluminum with a gasketed clear tempered glass lens providing a water-resistant seal. Weather-tight aluminum enclosure contains factory prewired driver to ensure no water entry. Sealed optical unit containing LEDs rated IP67.

MOUNTING - Direct mounts with screws through the trim frame (standard). Optional channel bar kit available to suspend assembly from ceiling joists. 12" clearance required for ease of installation.

ELECTRICAL - Universal frequency power supply (50/60 Hz). Supply voltage must be specified for pre-wired thermal protectors.

DRIVER - State-of-the-art driver technology designed specifically for LSI LED light sources provides unsurpassed system efficiency. Driver will operate with input of 120/208/240/277V (50/60 Hz). Components are fully encased in potting material for moisture resistance. Driver complies with IEC and FCC standards.

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

FINISH - Each fixture is finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling, and is guaranteed for five full years. Standard color is white.

WARRANTY - LSI LED fixtures carry a limited 5-year warranty.

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

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

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



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

LED Chips are frequently updated therefore values may increase.



Project Name _____ Fixture Type _____

Catalog # _____

09/27/19

Packet Pg. 205

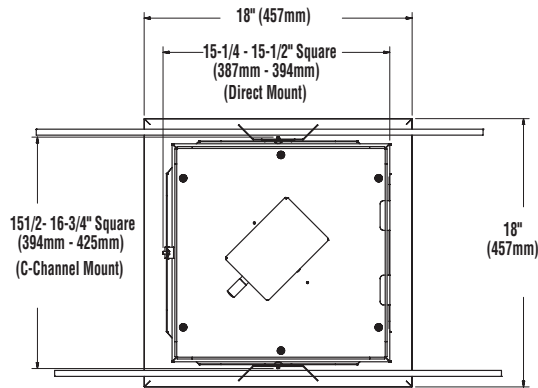
LED SOFFIT LIGHT (XSL2)

PRODUCT ORDERING INFORMATION

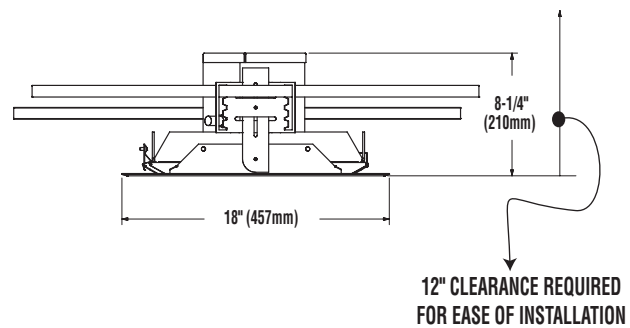
TYPICAL ORDER EXAMPLE: **XSL2 S LED 50 SS CW 120 WHT CMT**

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

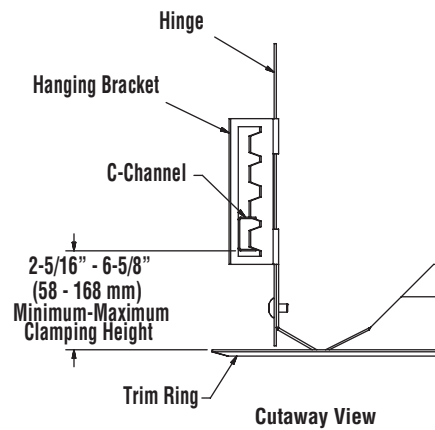


TOP VIEW



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
	HO - High Output	8,348	86	97
Type 5A	SS - Super Saver	5,158	60	86
	HO - High Output	6,959	86	81
	Diffused Lens			
Type S	SS - Super Saver	5,752	60	96
	HO - High Output	6,751	87	78
Type 5A	SS - Super Saver	4,393	60	73
	HO - High Output	5,842	87	67

LED Chips are frequently updated therefore values may increase.



Project Name _____ Fixture Type _____

Catalog # _____

09/27/19

Packet Pg. 207

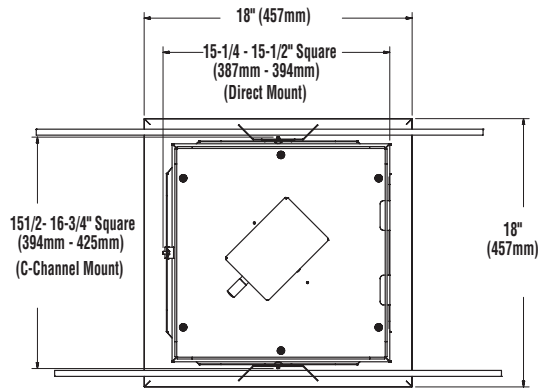
LED SOFFIT LIGHT (XSL2)

PRODUCT ORDERING INFORMATION

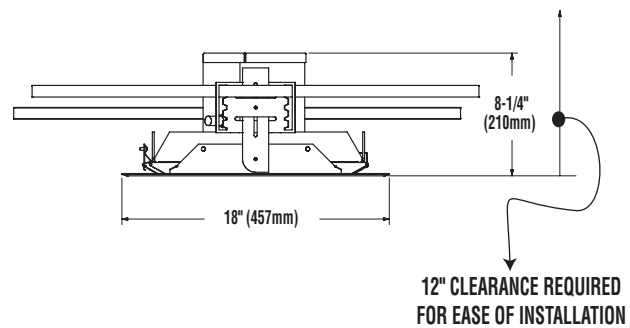
TYPICAL ORDER EXAMPLE: **XSL2 S LED 50 SS CW 120 WHT CMT**

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

DIMENSIONS

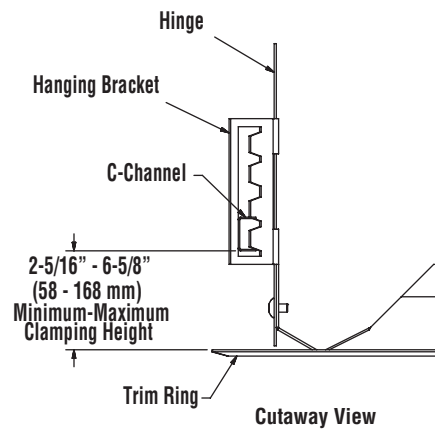


TOP VIEW



SIDE VIEW
(Channel Mount Shown)

SHIPPING WEIGHT - 14 lbs. (6.4kg)



Cutaway View

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

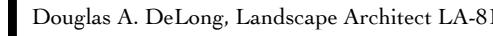


Project Name _____ Fixture Type _____

Catalog # _____

09/27/19

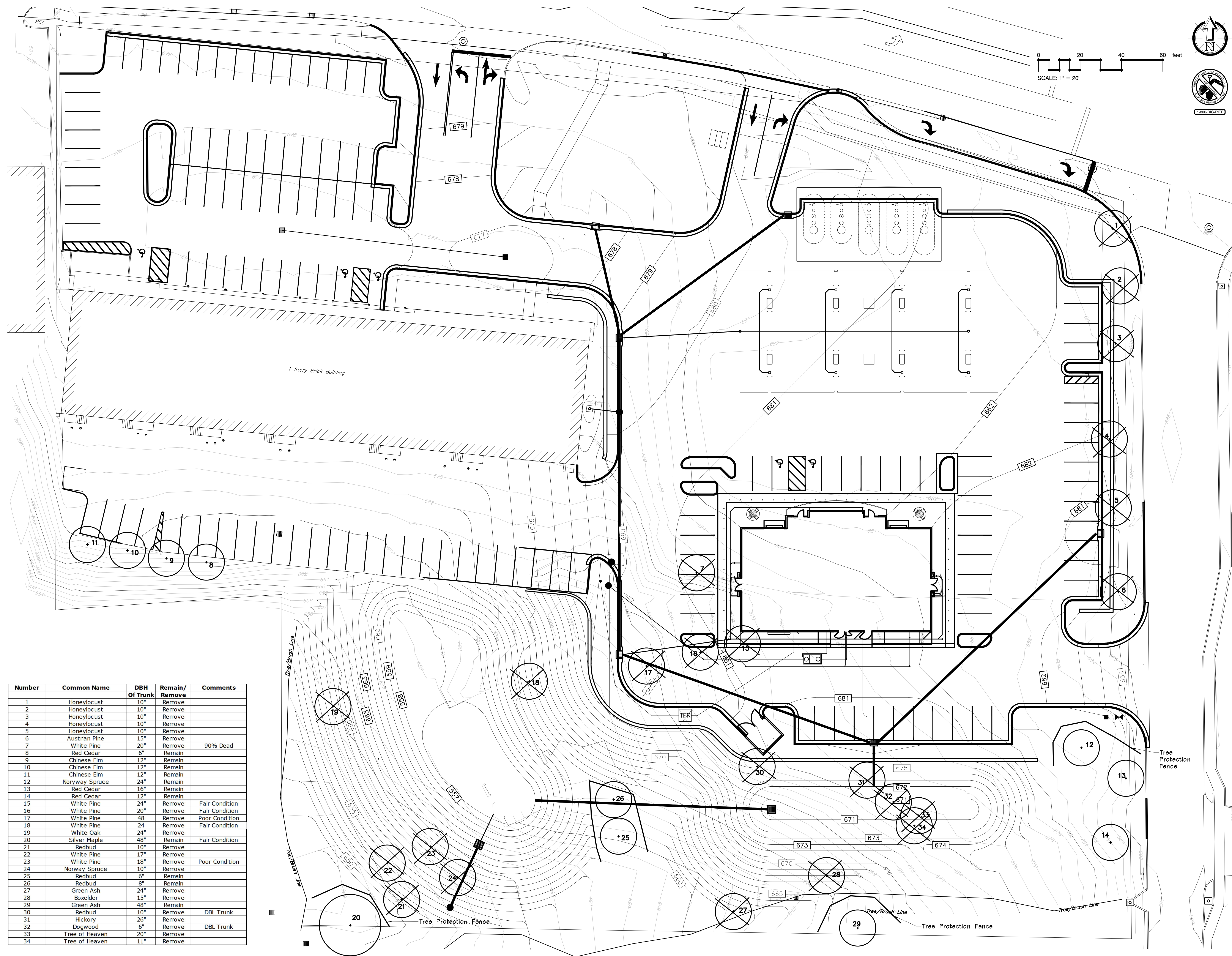
Packet Pg. 208

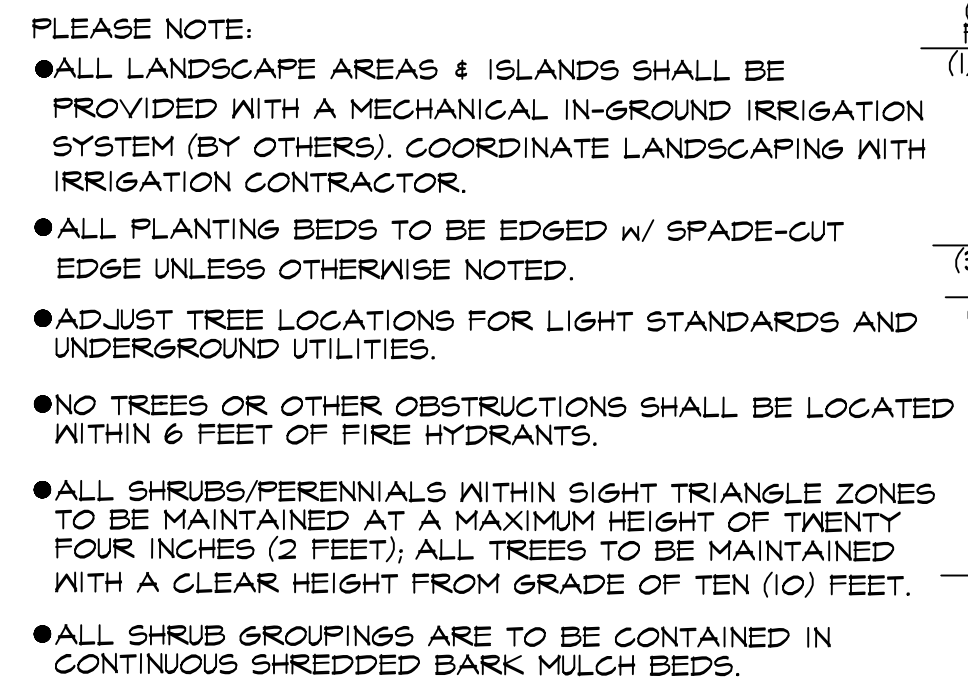
QuickTrip #613
Creve Coeur, MO

Date:	2/3/20
Job #:	135.024



 Existing Trees
SCALE 1" = 20'-0"

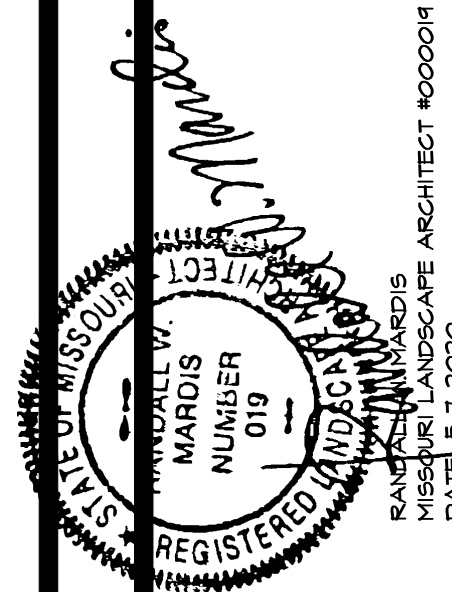




REVISIONS	BY
1-15-2020	RYM
2-21-2020	RYM
5-4-2020	RYM
5-11-2020	RYM

Landscape
TECHNOLOGIES

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St. Louis, MO 63113
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616-221-1230
www.landscapearchitect.com



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

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

L-2

OF THREE SHEETS

LANDSCAPE GUIDELINE SPECS:

GENERAL:

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

PRUNING:

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

INSURANCE:

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

MULCH:

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

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

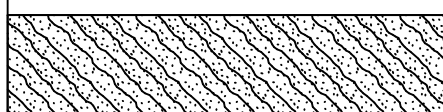
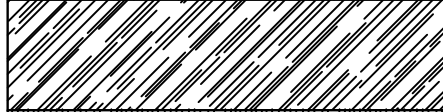
EVERGREEN TREES	QTY	COMMON / BOTANICAL NAME	SIZE
FAS	10	Fat Albert Spruce / <i>Picea pungens</i> 'Fat Albert'	6'-7'
GGA	43	Green Giant Arborvitae / <i>Thuja plicata</i> 'Green Giant'	6'-7'
NS	21	Norway Spruce / <i>Picea abies</i>	6'-7'
TAYJ	7	Taylor Juniper / <i>Juniperus virginiana</i> 'Taylor'	5'-6'

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</i> x <i>media</i> 'Everlow'	5 gal
GTJ	45	Gold Tip Juniper / <i>Juniperus chinensis</i> 'Gold Tip'	5 Gal.
GGEM	30	Green Gem Boxwood / <i>Buxus</i> x 'Green Gem'	18"-24"
MKL	32	Miss Kim Lilac / <i>Syringa patula</i> 'Miss Kim'	5 gal
SGJ	43	Sea Green Juniper / <i>Juniperus chinensis</i> 'Sea Green'	18"-24"
SBWE	5	Sonic Bloom Weigela / <i>Weigela florida</i> 'Sonic Bloom'	5 gal
SSH	6	Strawberry Sundae Hydrangea / <i>Hydrangea paniculata</i> 'Strawberry Sundae'	5 gal

FORBS	QTY	COMMON / BOTANICAL NAME	SIZE
GAX	38	Golden Alexander / <i>Zizia aurea</i>	2 Qt. @ 18" OC
ROSEM	18	Rose Mallow / <i>Hibiscus laevis</i>	1 Gal @ 30" OC
RTH	73	Rose Turtle-Head / <i>Chelone obliqua</i>	2 Qt. @ 24" OC
SMW	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.





**“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

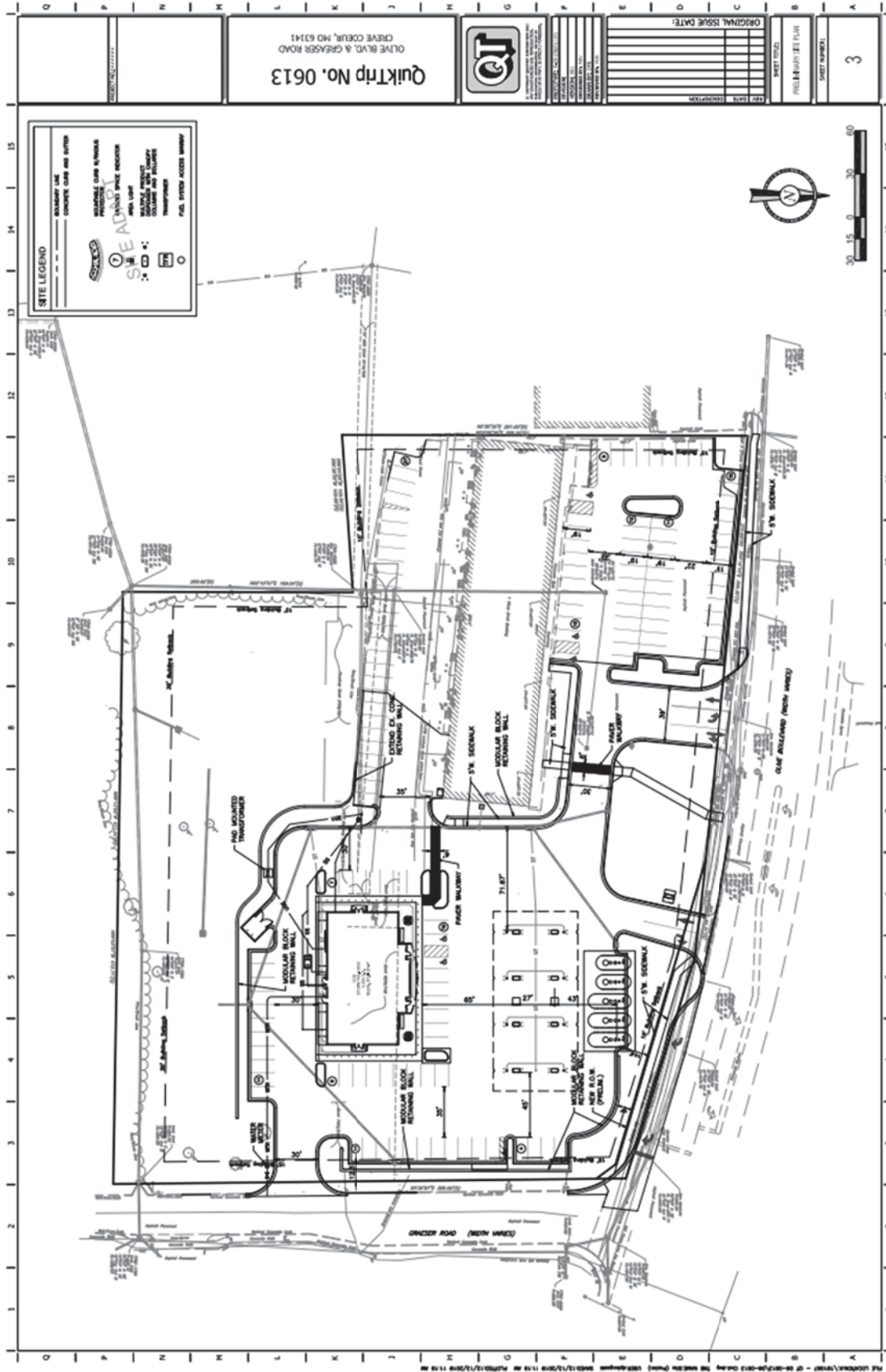


Figure 3: Concept Site Plan (provided by others)



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.

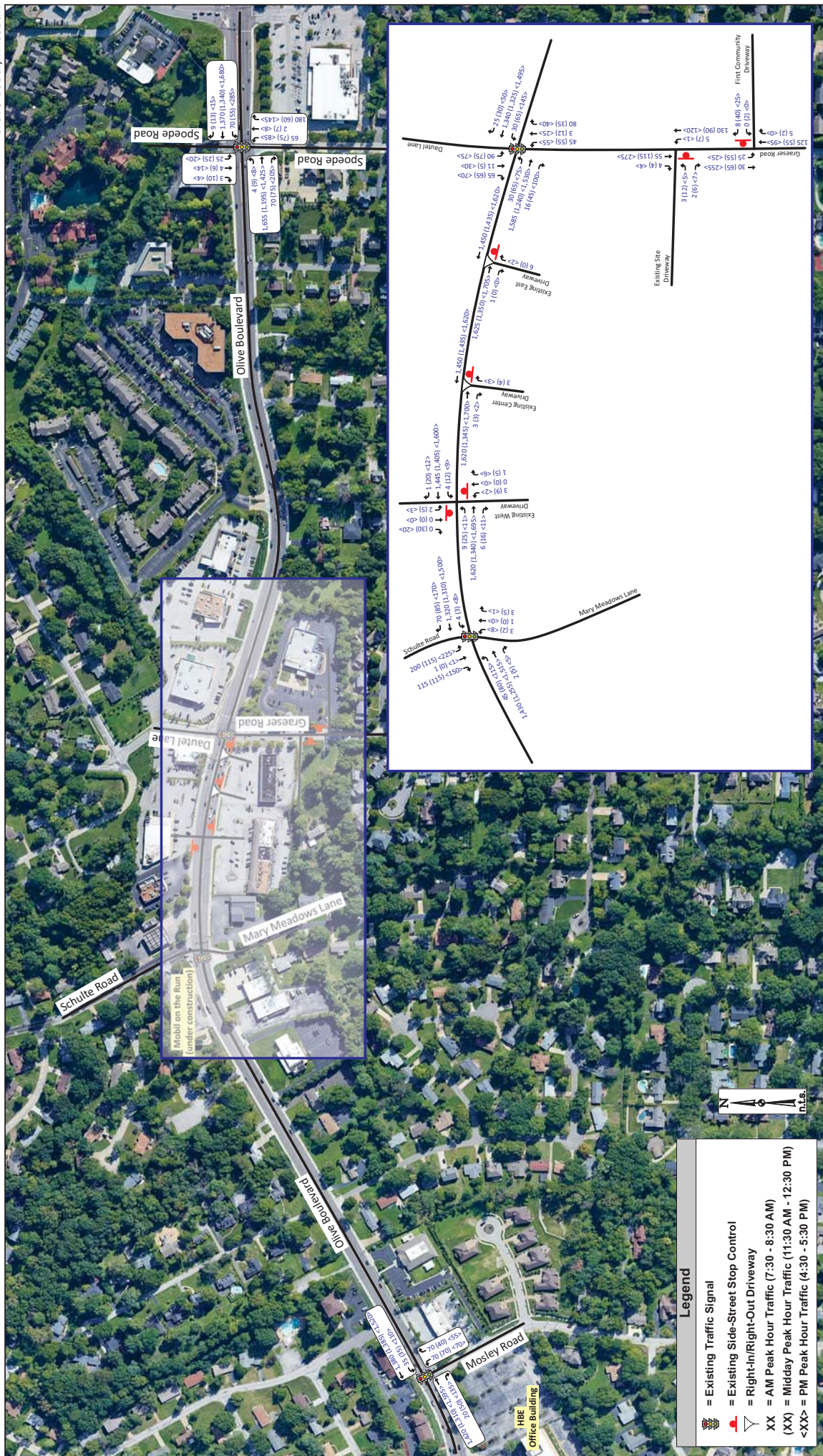
Table 1: Net Trips – Mobil on the Run Redevelopment (By Others)

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

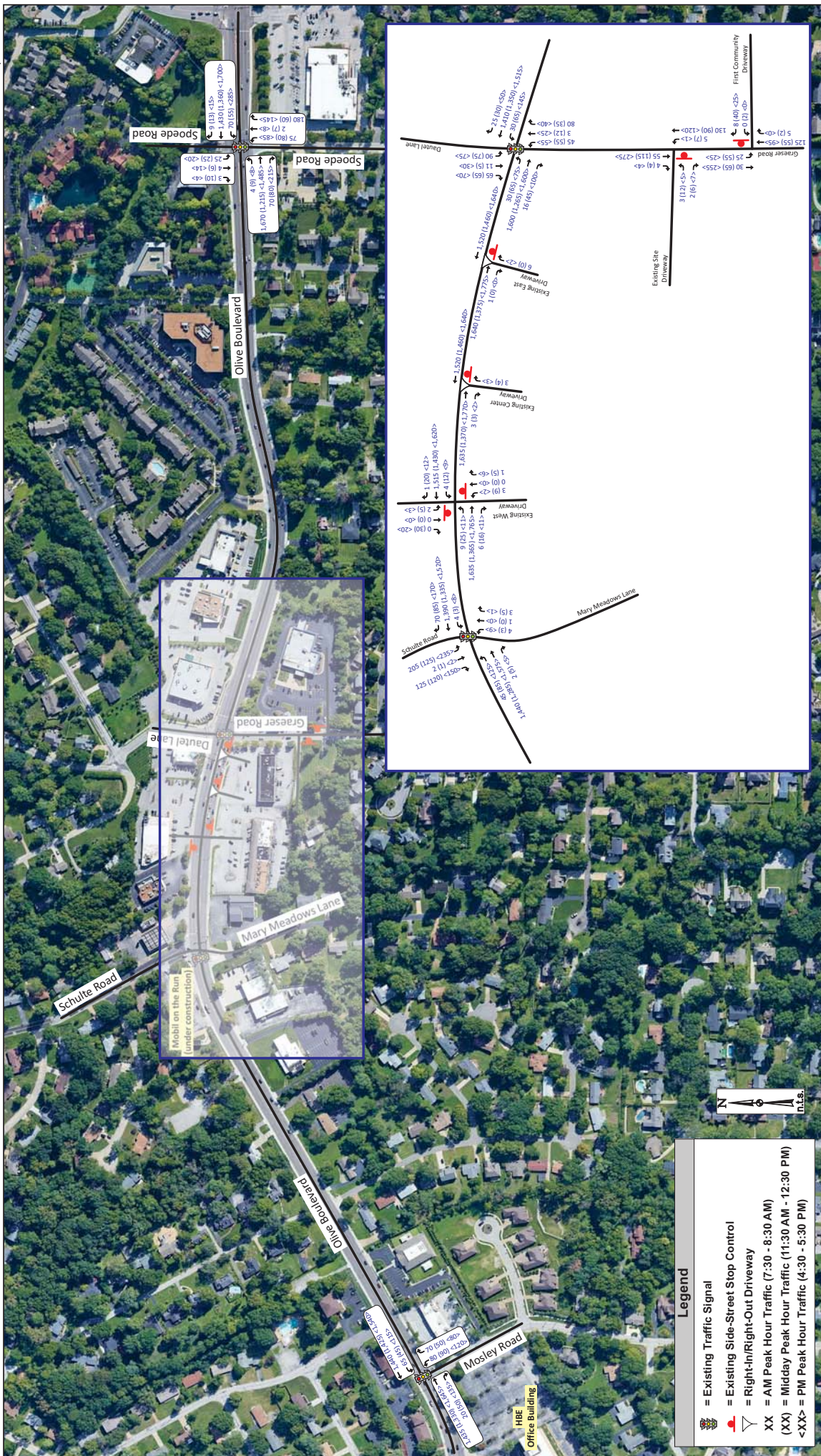
Land Use	Size	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Full Occupancy of HBE Office Building										
General Office Building	16 vfp	165	30	195	60	60	120	30	160	190



Job# 029-18-28
12/17/19

Exhibit 1: Existing Traffic Volumes







PROPOSED SITE

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

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

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

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

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



Table 3: Trip Generation Estimate

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

*Trips based on multiple driveway count studies by CBB

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

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

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

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



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

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

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







Right-Turn Lane Warrants

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

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

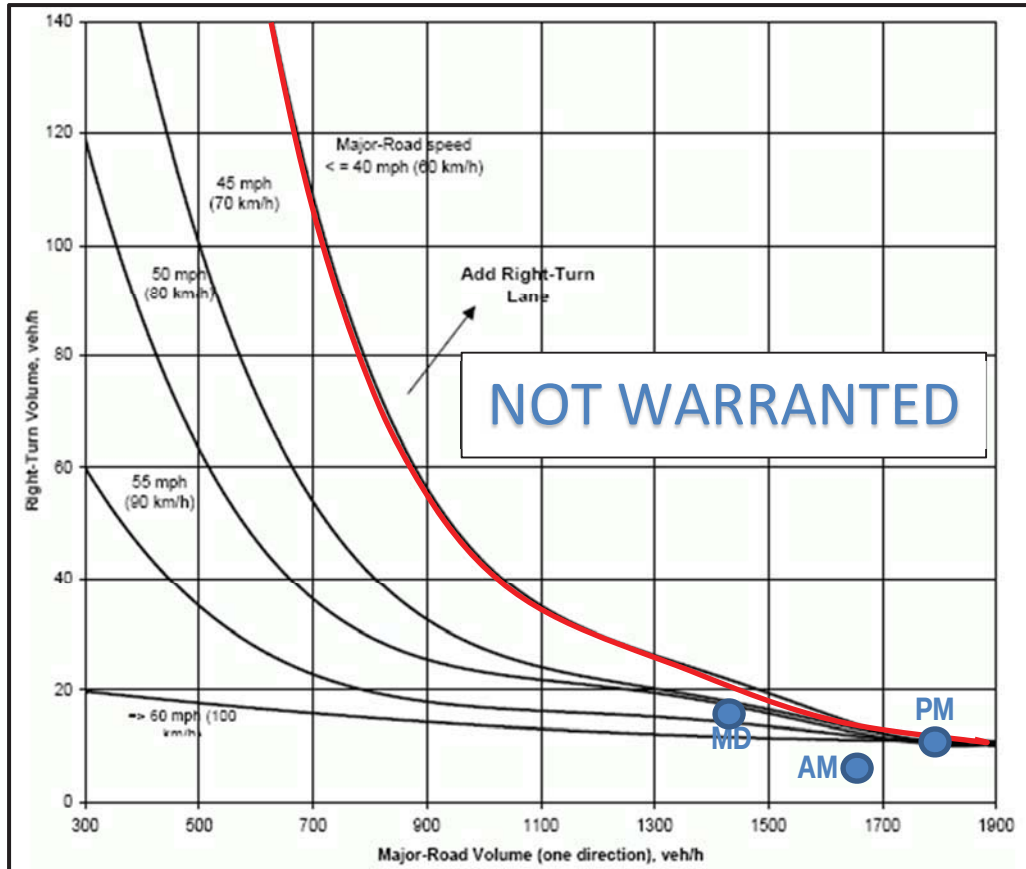


Figure 3: Right-Turn Lane Guidelines for Four Lane Roadways – Olive Boulevard at Shared Full Access Driveway on Neighbors Property

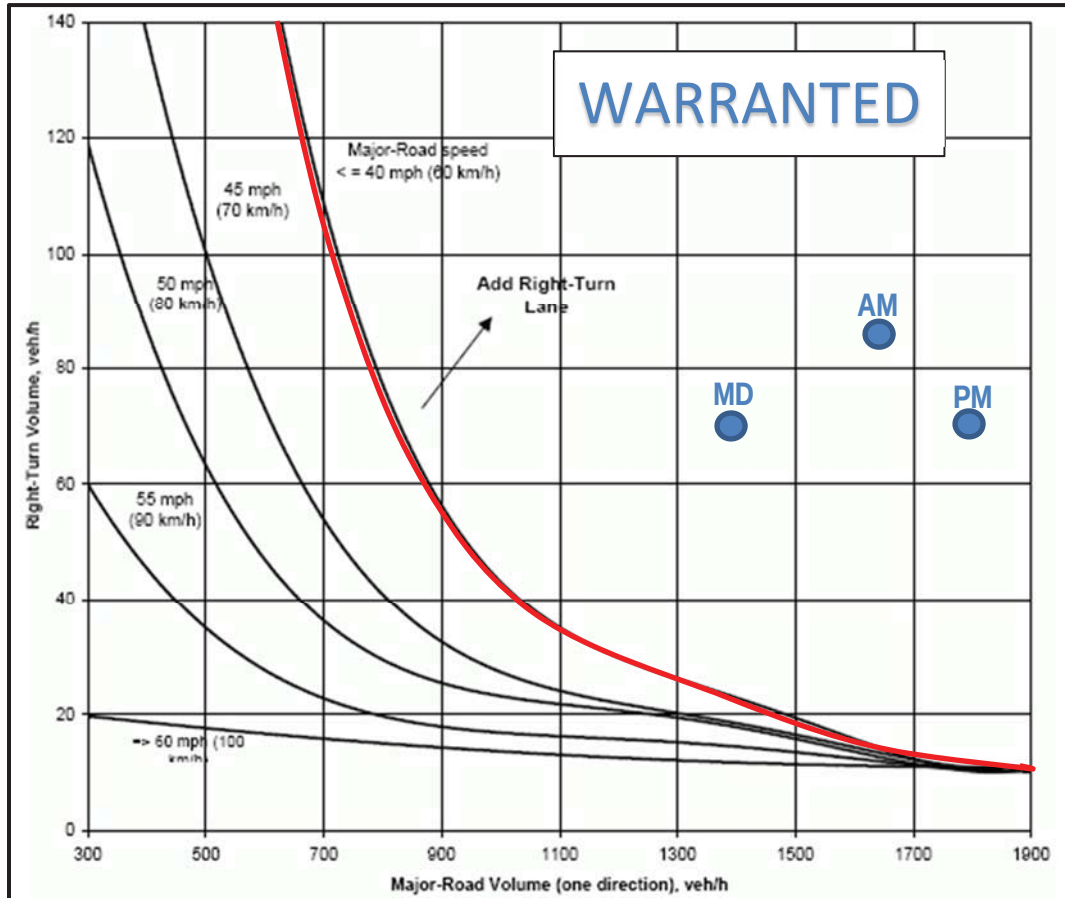


Figure 5: Right-Turn Lane Guidelines for Four Lane Roadways – Olive Boulevard at QuikTrip Driveway (Right-In/Right-Out)

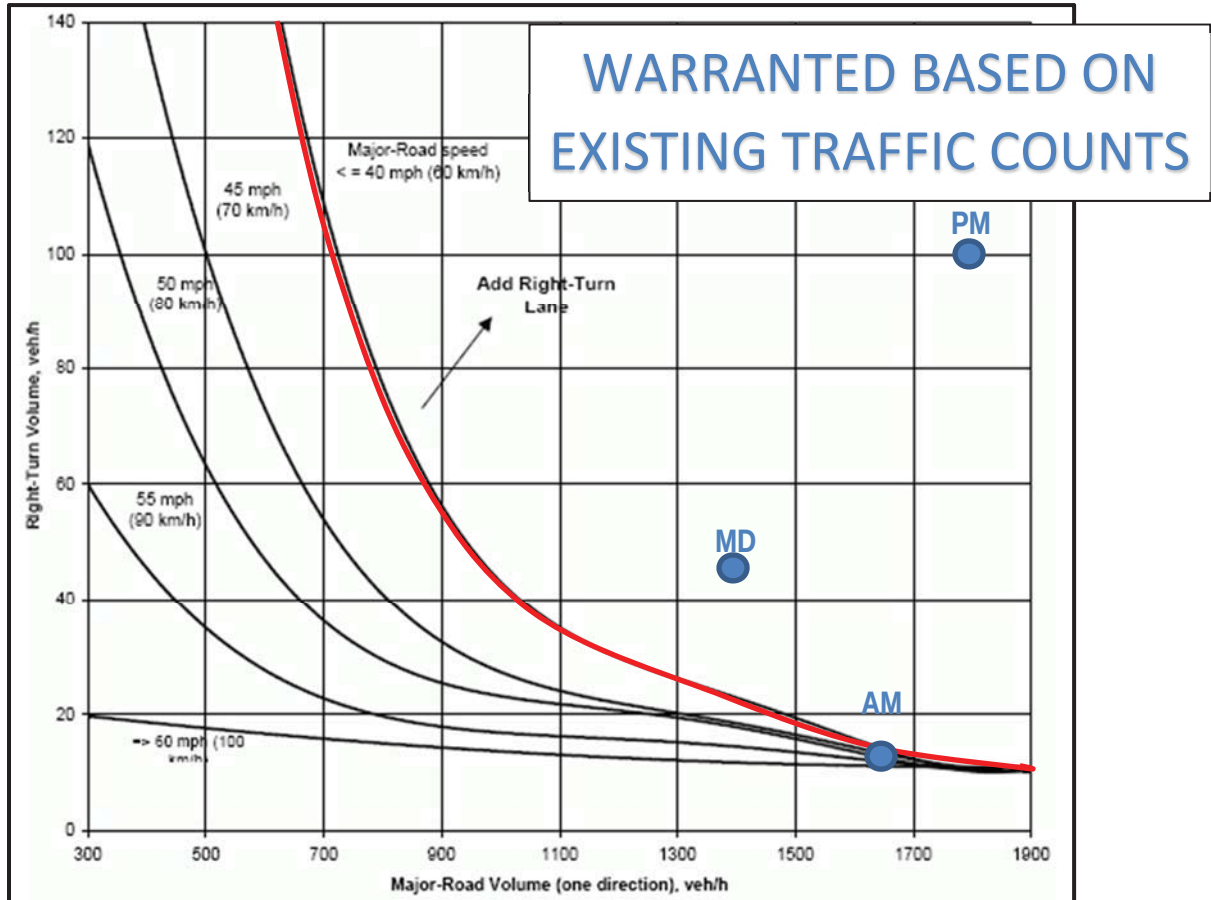


Figure 6: Right-Turn Lane Guidelines for Four-Lane Roadways – Olive Boulevard at Graeser Road Signalized Intersection



TRAFFIC ANALYSES

Study Procedures: The 2020 Baseline and 2020 Build operating conditions for the study area intersections were evaluated using SYNCHRO 10, which is based on procedures outlined in the *Highway Capacity Manual* to determine estimates of capacity and operational performance of signalized and unsignalized intersections. Our traffic operations analysis below includes measures of effectiveness generated by the SYNCHRO software.

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

It must also be acknowledged that the perception of acceptable traffic service varies widely by area. Specifically, more delay is usually tolerated in urban areas compared to rural areas. Based on the character of this area, we believe that overall intersection LOS D would be an appropriate target for overall peak period traffic operations, although potentially unattainable based on current high through volumes on Olive Boulevard

The thresholds that define levels of service at an intersection are based upon the type of control used (i.e., whether it is signalized or unsignalized) and the calculated delay. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and aggregated for each approach and the intersection as a whole. At intersections with partial (side-street) stop control, delay is calculated for the minor movements only since motorists on the main road are not required to stop. Furthermore, criteria differ for the two, since control types create different driver expectations. **Table 4** summarizes the level of service thresholds used in this analysis.

Table 4: Level of Service Thresholds

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



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

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

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

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


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

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

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



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

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

Non-Motorized Considerations

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

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

SUMMARY

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

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



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



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

Sincerely,

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



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MEMORANDUM

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

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

Date: April 14, 2020

Subject: Proposed QuikTrip Development – Traffic Impact Study Review

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Summary of TIS Review

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

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

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

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

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

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

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

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

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

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

cc: file



Missouri Department of Transportation

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

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April 20, 2020

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

Dear Mr. Cannon:

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

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

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

Sincerely,

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

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



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

May 26, 2020

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

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

Dear Ms. Keen:

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

CBB has considered each comment and has the following responses:

MODOT Comments

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

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

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



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

City (GBA) Comments

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

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

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

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



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

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

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

Sincerely,


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



SINCE 1973

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

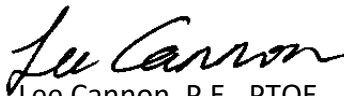
Intersection/Approach	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	2020 Build	2020 Build (NB P+P)	2020 Build	2020 Build (NB P+P)	2020 Build	2020 Build (NB P+P)
Olive Boulevard and Graeser Road/Dautel Lane (Signalized)						
Eastbound Olive Boulevard Approach	B (12.8)	C (28.6)	A (7.6)	B (16.9)	C (22.0)	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>

June 15 Discussion about Quick Trip

1 message

Ken Eiger <fsa86@sbcglobal.net>

Tue, Jun 16, 2020 at 6:38 PM

To: mayor-council@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov

Cc: Brett Berger <bergerbrett7@gmail.com>, Susan Eiger <mikzil2@yahoo.com>

I'm sending this as a follow-up to yesterday's meeting and the discussions about Quick Trip.

The question of noxious chemicals was raised and the response was that the state regulates buried gas tanks and therefore Creve Coeur doesn't need to consider this. A few thoughts:

- I heard very clearly, and there were no dissenting comments, that there are written materials that speak a variety of items needing to be considered, one of which was hazardous materials. In response, a comment was made that this is regulated by the state and so outside of the scope of consideration. What I fail to understand is how the written responsibilities to consider items like this aren't applicable if other governmental agencies are also involved — if that were the case wouldn't the written materials be explicit in exempting issues where there is another agency involved?
- Shouldn't we hold organizations to the higher standard set by either the state or locally as opposed to the a standard set outside of our purview? Said another way, the standard that's "right" for a rural area with no residential areas within miles may not be the appropriate standard for properties that abut residential. To me, this feels like the commission is perhaps abdicating as opposed to appropriately exercising its written and codified responsibilities. Said another way, this feels like a search for the lowest standard that can be found, while as Creve Coeur residents we're looking for something better.
- Consider other types of commercial operations. For any of these, it's hard to argue that property values and / or quality would go up for the nearby residents.
 - Missouri allows coal powered electric plants - do we want one of those on Olive Boulevard? I assume that this is a regulated enterprise, and that one could easily argue that tax revenue for the site would increase. At the same time, should the possibility of enhanced revenue be decisive?
 - The federal government allows nuclear power plants - same question. Let's pretend that the permit was to put in a nuclear power plant. Does yesterday's discussion say that Creve Coeur shouldn't be interested since the federal government (Nuclear Regulatory Commission) has jurisdiction?
 - Clearly military armories and ammunition storage facilities are legal. Shouldn't Creve Coeur care about these materials being so close to a residential neighborhood and want to be able to voice a very strong opinion?
 - While we're not in Nevada, there brothels are legal.
- I understand that spillage was previously discussed as also being a Missouri, not a Creve Coeur item. Do you know if they meant spillage from the underground tanks, the delivery trucks, the people pumping their own gas or all. Seems like any of these could cause a health issue for nearby residents. Curious if the conversation about Missouri's regulatory reach covers all possible events.

Thank you for your consideration of these items.

Ken Eiger

Attachment: Public Comments received 6-16 and 17-2020 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

weight limit on graeser is 1 ton per posted signs - QT can not be allowed on delivery access on graeser

Brett Berger <bergerbrett7@gmail.com>

Tue, Jun 16, 2020 at 12:02 AM

To: mayor-council@crevecoeurmo.gov, Jason Jaggi <jjaggi@crevecoeurmo.gov>, Whitney Kelly <wkelly@crevecoeurmo.gov>, Kurt Lord <Kurt.lord@svn.com>

the weight limit on graeser is 1 ton and doesn't allow trucks. i know this because google documented the below sign as recently as august 2017.

see for yourself here: <https://www.google.com/maps/@38.6732048,-90.4219916,3a,38.4y,197.35h,85.93t/data=!3m7!1e1!3m5!1snytfh0AnXnBPymMxZ1CfHQ!2e0!5s20170801T000000!7i13312!8i6656>

how did these posted signs mysteriously disappear just in time for this development?

please investigate this with public works. tanker nor delivery tractor trailer trucks and other side delivery trucks for booze and soda and food have no business on graeser road as they weigh WAY more than 1 ton.



QT can not be allowed on delivery access on graeser

--

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 6-16 and 17-2020 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

weight limit on graeser is 1 ton per posted signs - QT can not be allowed on delivery access on graeser

Matt Wohlberg <mwohlberg@crevecoeurmo.gov>

Tue, Jun 16, 2020 at 5:51 PM

To: bergerbrett7@gmail.com

Cc: Mayor Council <mayor-council@crevecoeurmo.gov>, Jason Jaggi <jjaggi@crevecoeurmo.gov>, Whitney Kelly <wkelly@crevecoeurmo.gov>, kurt.lord@svn.com, Jim Heines <jheines@crevecoeurmo.gov>

Mr. Berger,

I received your voicemail today about vehicle weight limits on Graeser Road, and Jason Jaggi forwarded your email below that requested comments from the Department of Public Works about the same topic. I thought it would be efficient to respond to both at the same time.

Graeser Road, like several streets between Olive and Ladue, used to have the one-ton truck restriction signs posted at both Olive and Ladue. If I recall correctly, these signs were removed in 2018. This was done for a variety of reasons:

- there are no bridges or other conditions along Graeser Road that require a weight limit of one ton or a weight limit close to one ton
- there is no specific weight limit imposed upon Graeser Road in the Municipal Code
- routine services to residents (e.g. trash collection, residential deliveries, contractors working for residents along Graeser) require the use of vehicles that exceeded the posted limit
- although the services to residents along Graeser would be exempt, the signs were not clear as to the reason for the restriction and caused confusion among delivery drivers and construction contractors

In short, the one-ton limit seemed arbitrary, was difficult to justify and enforce, and caused confusion, so the signs were removed.

Section 335.160 of the Municipal Code (copy attached) addresses restrictions for commercial vehicles and heavy vehicles, but it also allows for local pickup and delivery on streets with such restrictions if the shortest route possible is used. In the case of the properties at Graeser and Olive (the bank and the site in question), delivery access to and from Graeser is currently allowed, because the exemption allows for it regardless of the truck restrictions that are in place. The only stipulation would be that the commercial vehicles would need to use the shortest route back to Olive, which seems like the most efficient and logical path for delivery drivers to use.

I hope that this helps. Please contact me if you have additional questions.

Thank you,

Matt

CITY OF CREVE COEUR

Matt Wohlberg, PE, CFM
City Engineer

300 N. New Ballas Road
Creve Coeur, MO 63141
Phone: (314) 442-2084
Fax: (314) 872-2505

www.creve-coeur.org

[Quoted text hidden]

--

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

Attachment: Public Comments received 6-16 and 17-2020 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

 **Section 355.160.pdf**
42K



Whitney Kelly <wkelly@crevecoeurmo.gov>

Quik trip follow up

1 message

Susan E <mikzil2@yahoo.com>

Wed, Jun 17, 2020 at 5:35 AM

To: mayor-council@crevecoeurmo.gov, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov

Cc: Brett Berger <bergerbrett7@gmail.com>, Kenneth Eiger <fsa86@sbcglobal.net>

Thank you for your time and thoughtful consideration of the comprehensive plan when considering the proposal for the QuikTrip.

While discussing your explicitly enumerated item of the comprehensive plan that addresses the impact on the neighboring home values, you mentioned there may be difficulty in finding objective [appraisers.to](https://www.appraisers.to) to determine how the home values would be affected when taking into account the higher values of the neighboring homes then comparable QuikTrip locations.

However, there are 2 concrete examples regarding the purchase of 11003 Martin Grove that clearly demonstrate the direct impact on neighboring home values. Not only did the current purchaser acknowledge that they would NOT have bought the house had they known the Quiktrip was being considered, but also the original sale of the home fell through DUE to the Quiktrip.

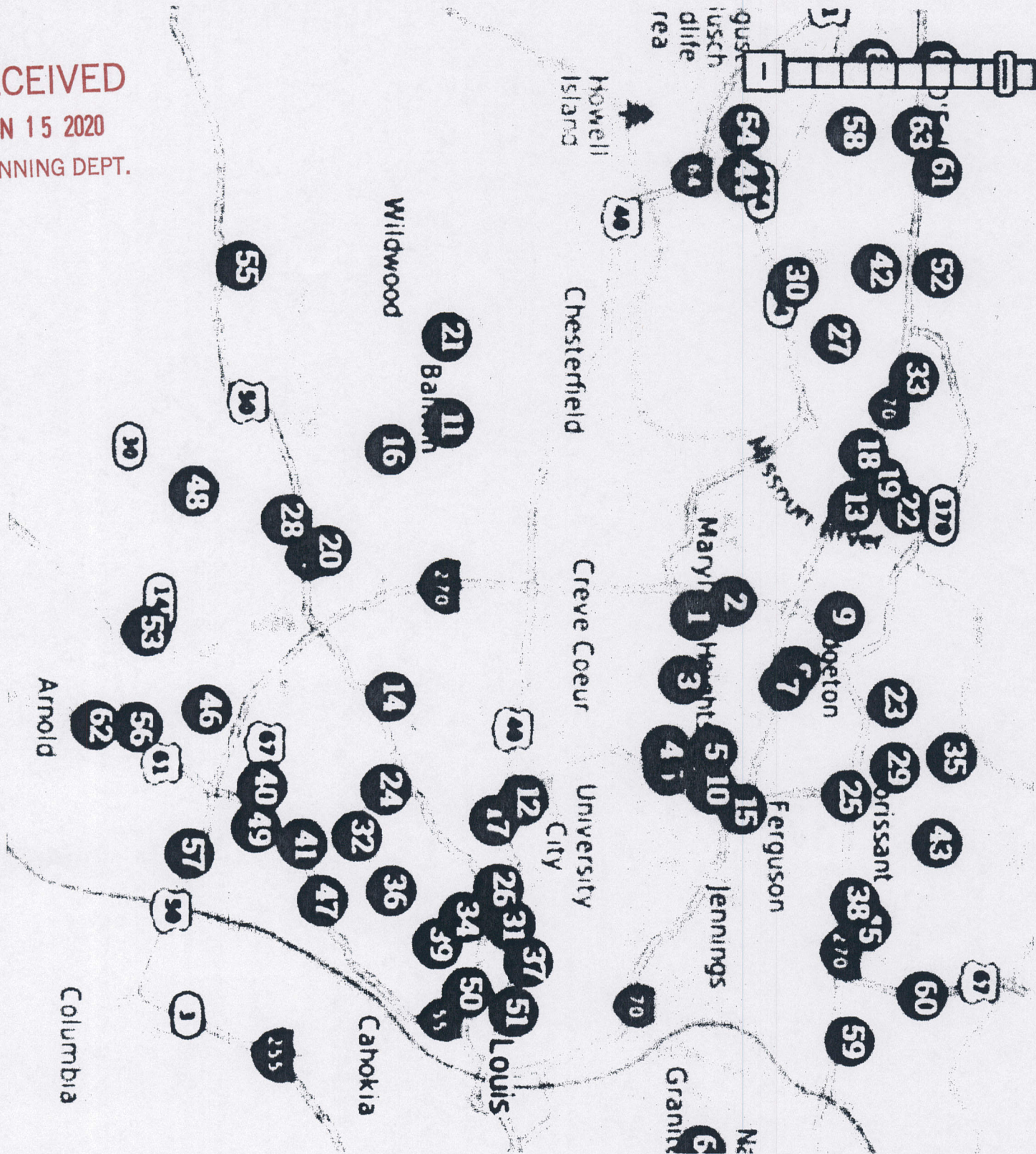
Since this is in direct contrast with one of the stated goals of the comprehensive plan, we think this should be used as part of the determination of whether QuikTrip meets the stated goals of your comprehension plan.

We appreciate your time and consideration

Susan and Ken Eiger

Attachment: Public Comments received 6-16 and 17-2020 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

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For Pn2 June 15'20
QT

Included is a map of the QT locations within 20 miles of 63141
Notice that most of them are strung along MAJOR hwys: 70, 170, and 270 in N
County: 40/64 in the City, 44 and 55 in S County. Olive is not a Major Hwy.
Creve Coeur is not
N County, or S City.
Also notice the lack of QTs between Page and Hwy 44
Curious that the area containing Creve Coeur and communities like Creve Coeur have
no QTs. Maybe QT doesn't belong in those neighborhoods.

I looked at all the QT on the perimeter of that empty space. Using the map
numbers, the stations are listed below in a rough circle starting with #1 and
headed east. For each after the address there is a Hwy Exit, street intersection
or at least a municipality to help you place it.

For each there is also a list of the neighboring business, since only #3 on Page
near Overland touch a residential neighbor. Repeat, for the locations circling
Creve Coeur, the only QT sited by a residence is 10793 Page

If you read the entire list you will notice the neighboring businesses included at
least one of these, Light industrial, Drive thru on a small lot, U-Haul or Budget
truck rental, Storage facility, Motel, Auto sales, Collision repair, Home Depot
type business, Major Grocery store. None of these are what we want to see on
East Olive
Since QT sites themselves with neighbors that we would not want on East Olive,
that would make people think that East Olive intends to become something far
different that what Creve Coeur aspires to.

Maybe QT belongs some where else

The SW corner of Graeser And Olive needs an IMPROVEMENT. Setting a QT in concrete
here is not that improvement. Is Creve Coeur desperate to take any comer, or
patient enough to find one that fits?

The perimeter list in order
 #1,2,3,4,5,6,12,17,14,20,16,11,21

Point #1 is the QT we use in this neighborhood if you want cheaper gas and it's on the way to the YMCA

-Point #1

12200 Dorsett, Maryland Heights
 270 exit at Dorestt
 Large light industrial area with hotels and fast food

-Point #3
 10739 Page, unincorporated near Overland
 Page between 170 and Warson
 Neighbors: Westport Auto sales, Zip car wash, Global Granite, Salvation Army, Wendy's, Walgreens, Shell

Point #4
 9404 Page, Overland
 Neighbors: Mobil on the Run, Captain D's, Budget Truck Rental, Wingstop, Midas, Churches, Blue Iguana Car Wash

Point #5
 2621 Woodson, Overland
 Where downtown Overland meets collision repair, Save A Lot and a Boarding house

-Point #6
 8815 Page, Overland
 Page and 170
 Surrounded by light industrial

-Point #12
 1530 S Hanley, Richmond Heights
 Hanley S of Hwy 64
 Neighbors: Circle K, Home Depot, Menards, several fast food

-Point #17
 2633 S Big Bend, Maplewood
 Big Bend at Manchester
 Neighbors: Jack in the Box, Raising Canes, CVS, White Castle, Vaporized, St Louis Closet, Maplewood Richmond Heights track at rear.

-Point #14
 9951 Big Bend, Oakland
 near Exit off Hwy 44
 Mobil on the Run, GT Auto repair, ST L Animal Emerg., Clinic, Wholesale Siding Depot, EZ Storage, St L Co Library branch at rear.

-point #16

-point #11
 14800 Manchester, Ballwin
 On Lowes parking lot,
 neighbors, Lowes, Mobil on the Run, U-Haul and Wendy's across the street.

-Point #21
 15902 Manchester and Kiefer Creek Heavily developed area
 :CVS, Office Depot, Aldi, Several strips and lots of fast food

-Point #20

-Point #20
 1923 Bowles Ave, Fenton
 Exit off Hwy44
 Neighbors: light industrial, hotels,

The SW corner of Graeser And Olive need an IMPROVEMENT. Setting a QT in concrete here is not that improvement. Is Creve Coeur desperate to take any comer, or patient enough to find one that fits?

Thank you
 Linda Rezny
 314-872-7699 Landline



Whitney Kelly <wkelly@crevecoeurmo.gov>

please include for tonight's P&Z meeting : GNS providing new traffic study insights for QT project

Brett Berger <bergerbrett7@gmail.com>

Mon, Jun 15, 2020 at 4:37 PM

To: Brett Berger <bergerbrett7@gmail.com>, Kurt Lord <Kurt.lord@svn.com>, Jason Jaggi <jjaggi@crevecoeurmo.gov>, Whitney Kelly <wkelly@crevecoeurmo.gov>, jstutte@crevecoeurmo.gov

Bcc: wkelly@crevecoeurmo.gov

Hello

Please include this for minutes and agenda etc for tonight's P&Z hearing:

Our committee's traffic study projects approximately 436 cars per hour during peak hours and business for QT. This is based off of 9404 page QT which is about 5000 square foot Generation3 quiktrip with 8 pumps serving 16 cars, exactly the same as the proposed site. This is based off of google's very reliable statistics of business that they get from android cell phone users' gps analytics. This notes the QT today when we recorded numbers was at about TWO THIRDS its typical volume.

Please see this sped up video of our counts: <https://youtu.be/9JIR82LYrgQ>

The end of the video shows our extrapolation.

(Note the above video is sped up for convenience. the full length normal speed video can be found here: <https://youtu.be/v0fhNslAagk>)

As you can see we're providing WAY more concrete evidence than the applicant. the applicants traffic study notes max of 335 vehicles per hour in am rush. this empirical data shows otherwise.

This is further evidence that the applicant continues to placate and misrepresent information for their own purpose. their traffic study is not valid.

Thanks

--

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 6-15-2020 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

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Planning and Zoning June 15 meeting QT

Comments

We live in a neighborhood with gas stations, do we want to become a neighborhood OF gas stations?

Conditional use, means you don't have a right to build to that use, but must make it clear that the use is good for the neighborhood.
Use as a QT is a negative for this neighborhood.

QT says they are a convenience store, but we can only eat so much. Eating at QT means the people who have been finding their food at the existing business, will spend less at those, and without increasing the sale tax income. Besides the neighboring Mobil on the Run and the Circle K, these business could lose some sales: McDonalds, Starbucks, Dierbergs Bakery, Deli, and Chinese, Mini Donuts, Schnucks Bakery and Deli, St Louis Bread, Kohn's Deli, Picklemans, Subway, Jimmy Johns, Potbelly, Gioia's Deli, McAllister's, Imos, Pizza Hut, California Pizza, Kitchen, Dominos, Pizza World, etc.
We can already easily get the most of the offerings from QT. They are not offering a NEW service that we need.

QT says 75% of its customers are by pass, that is they were already on the route, but stopped. This means that they disrupt traffic by slowing a bit to turn in and later pull out, OR they add to the queue at the stop light to get in or out. Each one has an impact.

Society will be gradually moving away from fossil fuels. There may eventually be a place for recharging stations, but since this is a residential neighborhood and not office space, a recharging station does not have a customer base here. So what marketable reuse will there be for 3 abandoned gas stations. They do not usually attract high end tenants when repurposed. We already have 2 that will eventually be scrapped. Does this neighborhood need another?

Further complicating the reuse is contamination. The tanks may be state of the art and may never create the large brownfields we see at old stations now, but the accumulation or runoff of contaminants from gas and various other fluids and solids from the hundreds of cars stopping daily will make eventual reuse more

their car at the gas station.

We already have 2 such stations a block away. Trading the "convenience" of a station on opposite side of street for more traffic problems and a host of inconveniences at a currently relatively quiet corner is not wise.

The Walgreens decided a few years ago that we didn't need a 24 hr store at this corner, so there are no business open for 24 hrs here. Really changes the feeling of the neighborhood at night. Don't want to go back to 24 hr activity.

Given that there are others offering nearly identical service a block away, QT would either divide up the current customers at the current stations OR bringing in new customers from elsewhere when this is supposed to be a local business

IF this is forced on the neighbors, they will really need a masonry wall as explained in earlier note for June 1

Thank You
Linda Rezny 314-872-7699 landline
1 314-872-7699



Whitney Kelly <wkelly@crevecoeurmo.gov>

QT is not being forthright @ graeser & olive

Brett Berger <bergerbrett7@gmail.com>

Mon, Jun 15, 2020 at 4:52 PM

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

Bcc: wkelly@crevecoeurmo.gov

Hello

Our committee would like to document a history of QuikTrip misrepresenting and mischaracterizing situations for their own benefit. We do not believe they are being forthright.

1. Applicant grossly mischaracterized the sale of 11003 martin grove. the family that bought that has was believed to be in a bidding war and had NO clue there could be a gas station adjacent.
2. Applicant continues to point to the validity of their TIS. Our video shown here: <https://www.youtube.com/watch?v=9JIR82LYrgQ> shows that applicant's TIS am peak max traffic count of 335 per hour substantially underrepresents the true nature of the volume to come. GNS study count comes up with 436 / hour.
3. Agenda package page 20 for tonight notes: "Information on Retail Building at full usage/parking counts. The traffic study includes trips for the full occupancy of the retail. " This is not true. That center was not fully occupied.

The applicant is not on trial here but how can we be so sure they're actually telling us the truth?

--

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 6-15-2020 (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, Jun 15, 2020 at 5:21 PM

To: Whitney Kelly <wkelly@crevecoeurmo.gov>

Cc: "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>, "mayor-council@crevecoeurmo.gov" <mayor-council@crevecoeurmo.gov>, "bergerbrett7@gmail.com" <bergerbrett7@gmail.com>

Dear Ms. Kelly,

Please forward this email to the Planning and Zoning Commission:

I attended the last meeting via Zoom and wholeheartedly join with those who spoke in opposition to the QT. I will not be able to attend this evening's meeting, but request that this email be noted in opposition to the QT.

What impressed me as the most striking "misrepresentation" by QT at the last meeting was its claim that the QT would "add" value to the homes in our neighborhood. As we learned from the buyer of the home on Martin Grove, the price they paid had nothing to do with the QT and they became extremely upset upon learning that a QT is proposed to be built behind their newly acquired home. For QT to claim that it will increase our home values is ludicrous. No one other than QT legitimately questions that the QT will hurt our home values.

You don't need to be a traffic consultant to know the reality that QT will add in a very negative respect to the traffic on Graeser--QT customers will certainly use Graeser to avoid rush hour traffic on Olive; and also simply as a short cut when leaving the QT to get to Ladue Road/Lindbergh or Spode/Hwy 40/64 at all hours of the day and night.

Interestingly, QT seeks to market itself as a "convenience store" that just happens to sell gas. We already have the Walgreens at Olive/Graeser and the Mobile on the Go—both of which sell a full line of "convenience store" items including liquor, etc. There is no need for another convenience store at that intersection.

I am not clear on what the Comprehensive Plan really is, but I can't imagine that the planners ever envisioned a QT at Olive/Graeser. And it certainly is not "pedestrian friendly" to those walking across the entry/exits. And it certainly does not add to the atmosphere of "encouraging public site amenities, including outdoor dining, plazas, fountains, bicycle parking.... district vibrancy....."

Again, we and it seems like almost all the residents in "our" neighborhood, strongly oppose the QT and urge the Commission to reject its application.

Mark & Sue Bronson

[Quoted text hidden]

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Attachment: Public Comments received 6-15-2020 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

Monday June 15, 2020

Via Electronic Mail

RE QuikTrip CUP at Olive & Graeser:

Re: Graeser & Olive due to QuikTrip Proposal Being Considered by P&Z

Dear Planning & Zoning Commission and Mayor Glantz and City Council Members:

GNS is responding to the new information posted by Creve Coeur June 11-12, 2020, regarding the above referenced CUP.

1. QuikTrip made material misrepresentations to Creve Coeur in order to improperly influence Planning & Zoning.

- a. As shown by the site plans for the retail building, the total sq. ft is 60.1ft x 250 ft, slightly over 15,000 sf.
- b. in response to P&Z's inquiry as to the increased traffic forecasted by a fully occupied 15,000 sf retail center on the site, QuikTrip's traffic consultant, CBB stated on page 2 of 4 of their June 11, 2020 letter:

"When CBB's original counts were made in August 2019, 15,444 SF of the existing retail space was occupied and generating trips ..."

This is a materially false statement intended to influence P&Z that the traffic study forecast, based on August 2019 data, incorporated a fully occupied retail center. **The retail center was not fully occupied in August 2019.**

In fact, significant vacancy existed in August 2019. GNS can provide proof of the vacancy.

QuikTrip is attempting to mislead P&Z through falsification of key statements in its CBB report, in response to P&Z inquiries, and in order to mislead P&Z so that it accepts false traffic information.

2. Note the Wording of June 15, 2020 Creve Coeur Staff Report

- a) On page 3 of the Staff Letter, Staff states:

"The traffic study also used trip forecasts with the current Gen 3 convenience stores and their offerings."

P&Z should note that the Traffic Study included some data from Gen 3 Quick Trips, but also used significantly more data from a typical convenience store and non Gen 3 QuikTrips.

Comparing a 4 entrance Mega Generation 3 QuikTrip to typical convenience store such as the 900 sf Circle K convenience store 400 ft away is not accurate forecasting.

As an alternative, data can be formulated for a generic 4,993 sf 4 entrance Mega Convenience Store, even if not branded as a Gen 3 QuikTrip.

3. Note the paragraph regarding the School Bus Location, on page 4 of the Staff Report

Staff stated that they contacted the Ladue District Transportation Director. Although unnamed in the report, GNS confirmed with Staff that it was Gene Kieczkowski.

However, P&Z should note that Gene does not actually work directly with the School District. He is subcontractor who in part designs routes for University City and Ladue.

GNS did contact the Administration and each Ladue School Board Member to notify them about the safety issues of the relocation of a school bus stop

GNS Notified the School Board in part:

The City of Creve Coeur has recognized this area in its Comprehensive Plan as a special residential neighborhood known as the East Olive Corridor. City leaders described their objectives for this area:

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. 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 Ladue School District uses Graeser Road for numerous school bus routes. Many school bus stops are located on this residential street. The closest one to Olive Road is located at Windfield Pointe and Graeser Road.

Below is the picture of the cross walk from Martin Grove Subdivision to the Winfield Pointe Subdivision. The bus stop is located at this point.

The brick shelter was constructed by the neighborhood association specifically to protect Ladue School District children waiting for their Ladue school buses. The shelter is used extensively.



QuikTrip wants to relocate the access point on residential Graeser Road much closer to this stop for the convenience of its fuel tractor trailers.

The Ladue School District is considering the following issues if the bus stop was moved for QuikTrip's convenience:

1. It would terminate the use of the brick shelter paid for by the parents for their Ladue School children.
2. It would defeat the wishes of the parent who do not think is appropriate for fuel tractor trailers to be tying up traffic, and creating a dangerous condition on residential Graeser Road so close to a school bus stop. It is not safe for Ladue School children.

GNS additionally requests for additional and re-opened resident comment at P&Z and City Council level especially considering the current and past material misrepresentations to Creve Coeur by the Applicant and the limited ability to address important issues in a COVID restricted environment.

Thank you,

GNS

Graeser Neighbors for Safety
By Kurt Lord & Brett Berger



Whitney Kelly <wkelly@crevecoeurmo.gov>

New Info & Misrepresentation: Tonight's Meeting

Kurt Lord <kurt.lord@svn.com>

Mon, Jun 15, 2020 at 5:45 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>, Brett Berger <bergerbrett7@gmail.com>, Zoe Lemcovitz <zaz3@sbcglobal.net>

To P&Z and Mayor Glantz and Council:

At the end of last week, new information was made public regarding new submissions from QuikTrip, the applicant for a CUP at Olive & Graeser.

We believe that the Applicant made a material misrepresentation in its additional information.

Also, we would like to clarify some other issues and make a request.

Please see our attached correspondence.

Thank you

GNS

by Kurt Lord and Brett Berger



Graeser Neighbors for Safety Response to New Info 6-15-20.pdf

475K

Attachment: Public Comments received 6-15-2020 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

Quick Trip

Michael F <faddis755@gmail.com>
To: wkelly@crevecoeurmo.gov

Mon, Jun 15, 2020 at 5:55 PM

Whitney,

I live on Graeser Road and I am concerned about the potential QT.

One of my biggest concerns is safety. This includes crime and traffic. Why bring in any traffic (car or foot) 24 hours a day. There is a residential area just 100 feet from the proposed site. Why invite anyone in the area after normal working hours?

The traffic on Graeser is manageable now...BUT, the majority of the cars/trucks are speeding, well over the 30 mph limit. I would love to see a policeman stationed on Graeser to discourage the speeding. How about the flashing sign that tells you how fast you are going, or the speed limit sign that has flashing lights on it so people actually see it. I'm afraid if the QT is built, there will be delivery as well as tanker trucks all the time. If this goes through can there be a written condition that **NO** delivery or tanker trucks can use the full length of Graeser from Olive to Ladue or Ladue to Olive.

My last point is a statement that the QT rep made. She stated that QT is very adaptable, for instance if electric cars come into play they will accomodate or they would concentrate on the food aspect of their business. I don't think anyone has mentioned this yet... PLEASE, PLEASE put in a condition that QT can **NEVER** put in a drive thru!!!

They would do this under the premise of being adaptable to the community because the QT Rep stated many times that **QT is in the food business not the fuel business**. The food business, by the way, is a destination location not a pass-by as they stated.

Please pass this on to the P and Z Committee.

Thank you very much,
Linda Faddis

Attachment: Public Comments received 6-15-2020 (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



Whitney Kelly <wkelly@crevecoeurmo.gov>

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

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

Mon, Jun 15, 2020 at 11:03 AM

Jessica Stutte

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

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

Please don't print this e-mail unless you really need to. [Be Green!](#)

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

From: **Richard Kutta** <richardkutta@earthlink.net>
Date: Mon, Jun 15, 2020 at 10:57 AM
Subject: QuickTrip Convenience Store Applications #20-002 and 20-010
To: <jstutte@crevecoeurmo.gov>

June 14, 2020

Planning & Zoning Commission
City of Creve Coeur, MO

c/o jstutte@crevecoeurmo.gov

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

This concerns additional information provided June 11th by applicant QuikTrip Corporation and their traffic engineering consultant CBB regarding the proposed tanker inbound turning movement at Olive Street and Graeser Rd. The response letters agree that inbound tankers will enter the site via Graeser Road. The June 11 QuikTrip letter states, "These trucks will be directed to access this site via Olive, or Olive to Graeser only" while the CBB June 11 letter states, "... the larger trucks entering from Graeser Road as southbound right turns, ..." The Autoturn fuel tanker movement diagrams [Pgs 23-26] demonstrate that tankers can navigate onto the site following three inbound routes from westbound Olive via Graeser and one from eastbound Olive directly onto the site using the eastern curb cut. The most likely route, from I-270 eastbound on Olive turning south on Graeser (following the route shown for CCFPD aerial truck) is not diagrammed, possibly because it is not yet feasible.

While applicant indicated during their presentation that they do not control tanker schedule or times, their supplementary information reversed that position. It is unlikely that QuickTrip can prevent haulers from following the most likely route. There are inevitable new truck drivers, traffic congestion, and weather conditions, stopped buses, and the myriad of random traffic events that cause tankers and other large trucks to vary from plan. I believe applicant should demonstrate that trucks can safely navigate the most likely route: eastbound on Olive, south on Graeser, without crossing into oncoming northbound Graeser traffic and without crossing over multiple lanes of eastbound Olive traffic. Tankers must be able to move safely from eastbound Olive to southbound Graeser and onto the QT

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parcel without endangering others, or they should revise their site plan to accommodate that route, which may require adding a right turn lane to southbound Graeser and reconfiguring the signalization.

While applicant presented an innovative route [Pg. 26] that successfully combines eastbound Olive with southbound Graeser, it produces a figure-8 path that conflicts with all fuel dispensing and convenience store activities during truck movement. Further, all Autoturn diagrams show that fuel dispensing is blocked while tankers unload. After an engineering career designing commercial and institutional facilities, including many site plans, I believe the Autoturn diagrams convincingly demonstrate that Graeser and the site are inadequate for the proposed use, which will result in safety hazards for customers, residents, and Olive Street traffic.

Please include these remarks in the record.

Sincerely,

Richard M Kutta, PE

24 Colonial Hills Parkway

Creve Coeur MO 63141

richardkutta@earthlink.net



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 (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 (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

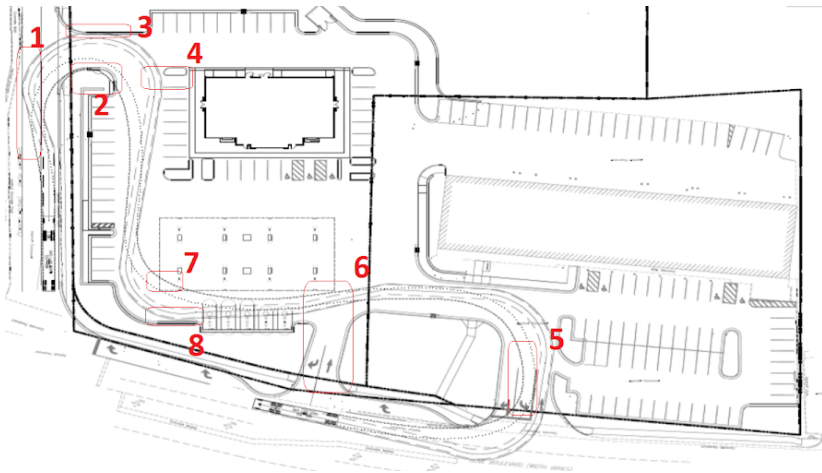
I am sending this email to you all and am blind copying P&Z direct emails due to the inability to associate in our pandemic era.

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 (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.



--
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.**

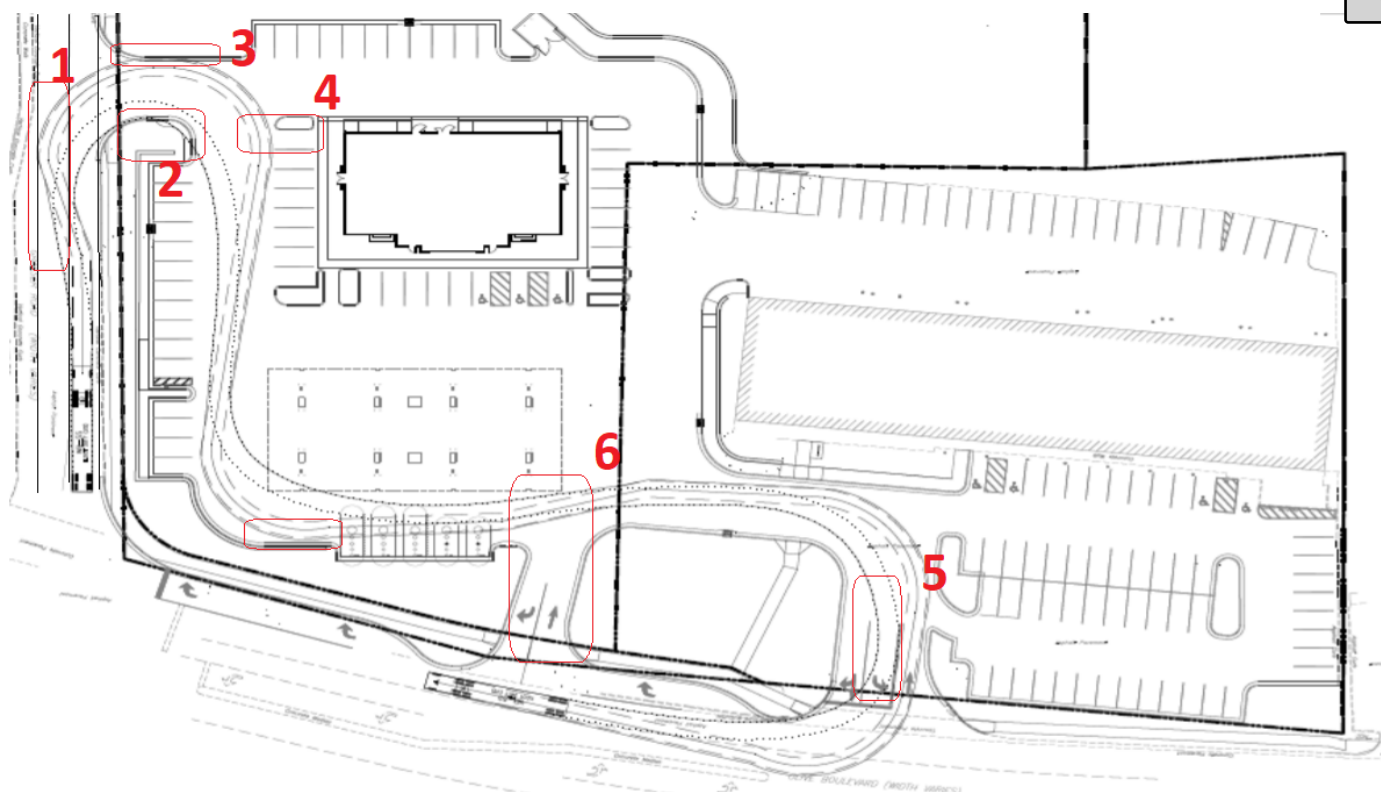
The traffic report does not analyze a **Gen Three, 4,993 sf QT with 4 entrances** specifically designed to attract high volume in-out traffic. The industry classifies this as a mega convenience store. The traffic study is inaccurate. It understates the volume of the use and undercounts the traffic.

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.

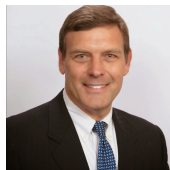
Attachment: Public Comments received June 3rd meeting (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)



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



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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

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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 (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

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



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

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



Whitney Kelly <wkelly@crevecoeurmo.gov>

qt at graeser

1 message

Brett Berger <bergerbrett7@gmail.com>

Tue, Jun 2, 2020 at 4:46 PM

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

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

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

--

All the best,

Brett Berger

314.495.4990

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

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



Whitney Kelly <wkelly@crevecoeurmo.gov>

tanker trucks on graeser road for QT

1 message

Brett Berger <bergerbrett7@gmail.com>

Tue, Jun 2, 2020 at 4:45 PM

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

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

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

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

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

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

--

All the best,

Brett Berger

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

314.495.4990

10 Winfield Pointe Lane, Creve Coeur, MO 63141

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



Whitney Kelly <wkelly@crevecoeurmo.gov>

QT Meeting last night

1 message

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

Tue, Jun 2, 2020 at 4:57 PM

Mr. Mayor,

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

Isn't the staff supposed to be totally neutral?

Has the decision already been made?

Thank you,
Lori Zamler
3 Winfield Pointe Ln

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

Sent from my iPhone

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



Whitney Kelly <wkelly@crevecoeurmo.gov>

Fwd: P&Z Meeting Tonight

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

Mon, Jun 1, 2020 at 3:38 PM

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

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

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

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

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

Dear Ms. Kistner:

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

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

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

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

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

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

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

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

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

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

Kurt



Kurt Lord

Managing Partner, SVN Lord Partners - Commercial Real Estate

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

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



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--
Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141
314-872-2504

www.creve-coeur.org



Graeser Neighbors for Safety Letter to City re QT Plan 5-20-20.pdf
5864K



Whitney Kelly <wkelly@crevecoeurmo.gov>

QT Meeting Question for 6/1/2020

Greg Kistner <kistner.greg@gmail.com>

Mon, Jun 1, 2020 at 11:24 AM

To: wkelly@crevecoeurmo.gov

Hello,

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

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

Thanks!

- Greg Kistner

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



Whitney Kelly <wkelly@crevecoeurmo.gov>

Re: QuikTrip Application - Olive & Graeser

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Mon, Jun 1, 2020 at 10:57 AM

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

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

Mark,

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

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

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

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

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

Thanks,
Jason

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

Jason,

Hope this email finds you well.

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

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

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

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

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

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

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

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

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

Thank you for your attention to these issues.

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--

Jason W. Jaggi, AICP
Director of Community Development
City of Creve Coeur, Missouri
[300 North New Ballas Rd](#)
[Creve Coeur, MO 63141](#)
314-872-2504

www.creve-coeur.org

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

Re the Traffic Study for the proposed Quik Trip

The Proposal makes a bad traffic situation worse and the solutions are not in the plan. On that basis alone the current plan should be shelved.

IF QT can't come up with a better plan for the traffic, the project should be dropped. QT may not be responsible for the current situation, but if the project goes ahead you literally put in NEW concrete a bad situation.

This is an opportunity to make an improvement. Don't waste it.

According to this weeks correspondence the problems in the queue backup at northbound Graeser Rd

are going to need more thought and possible real estate negotiation

"In order to fully mitigate the impacts, the through/right-turn lane could be extended to the QT

driveway to avoid that blockage. It appears that the widening could begin north of the existing

First Community Credit Union driveway. It is likely that the lane extension would require

acquisition of property and may not be feasible for QT to complete alone. "

(Follow-Up for Response to Agency Comments - Traffic Impact Study Proposed QT #613 - Olive Boulevard and Graeser Road May 28, 2020 Page 2 of 2)

My computer will not copy page 15 of the CBB Jan 13, 2020 traffic impact study

Summary: On Olive QT needs a right turn lane into their property, but due to the short distance between

the drive for the retail part and for the QT part, getting in a useful one may not be practical.

IF QT can't come up with a better plan for the traffic, the project should be dropped.

If the project is to be dropped, you are expending a lot of energy for a doomed task.

Since the meeting has been planned I assume you will continue.

In our minds we tend to hang on to plans we have invested in just because we did so much work.

Keep reminding yourself that this plan might not fit in this place in Creve Coeur.

This is not the development Creve Coeur needs.

The property owner is strongly motivated to find a profitable replacement for his dated strip.

Rest assured he can find something better, that fits this part of Creve Coeur.

Thank you

Linda Reznay

314-872-7699 landline

Faxed to 314-872-2505

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

RECEIVED
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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:

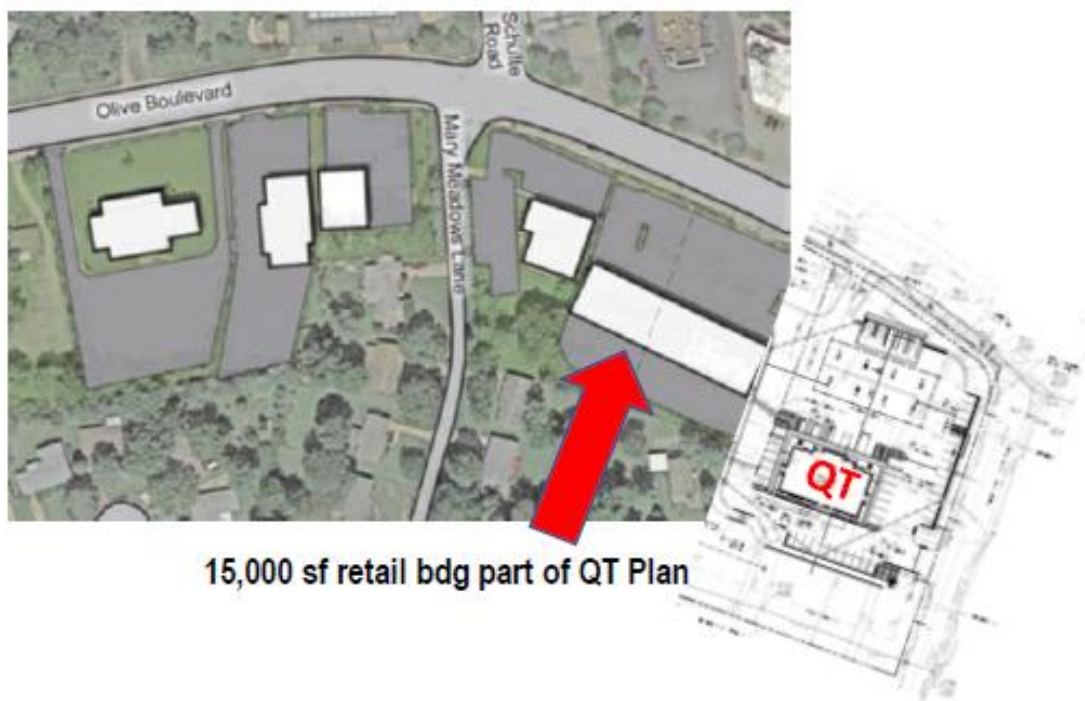
Frontage Recommendations - Primary Streets: encourage uniform setbacks on neighboring lots to establish a consistent location and orientation of building facade frontages to Primary Streets.

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.

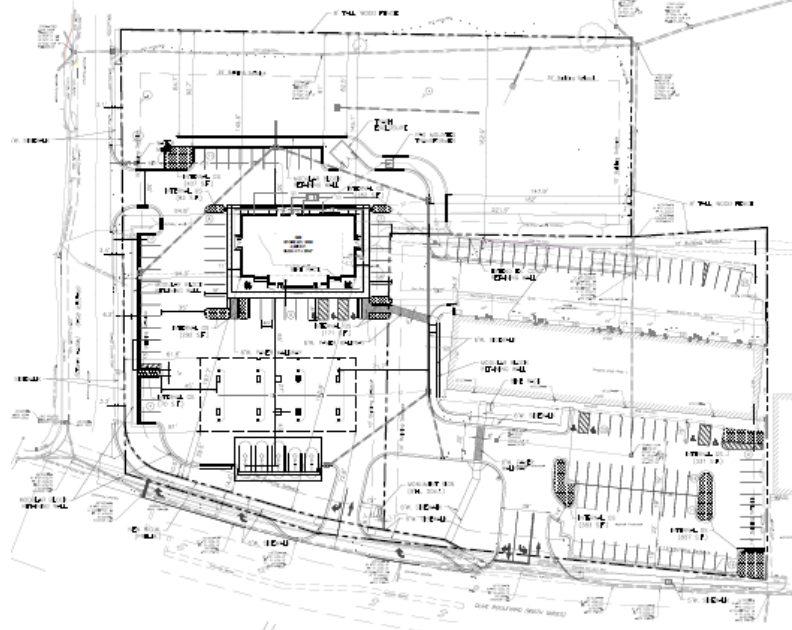
QT Traffic Study showing site location/area of emphasis.



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:

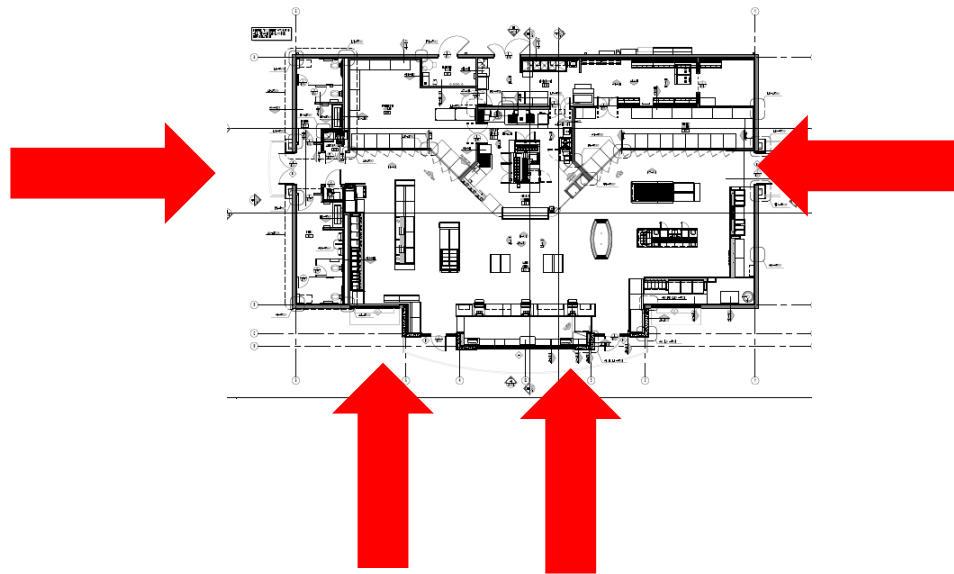


There is no review of the type of tenants proposed for the shopping center as different tenants produce different amounts of traffic generation.

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.

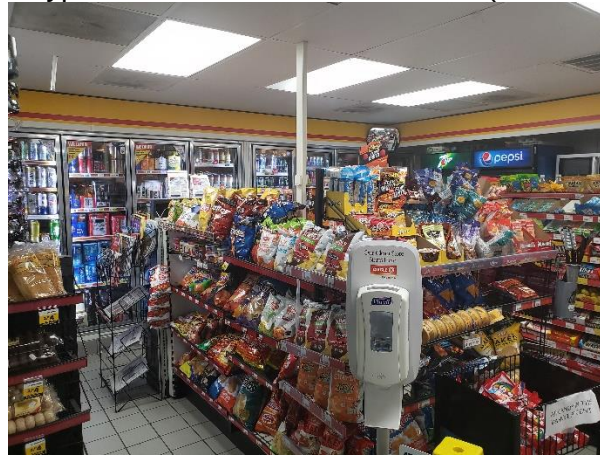
Quotes from QuickTrip Spokesman from a recent Grand Opening is instructive:

“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”



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.

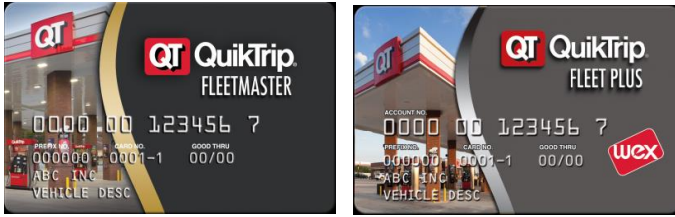
c. The Traffic Study Under-Represents New Trips to the Site

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/q7cyWJKSHnQMIzJ9pf8jGM/>

<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:

QuikTrip development @ Graeser & Olive

6.1.ah

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

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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]

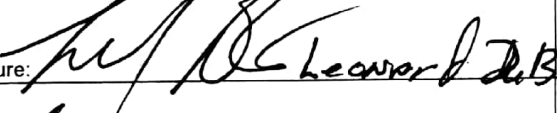
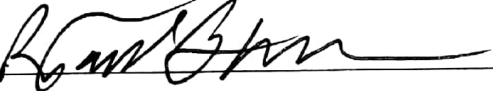
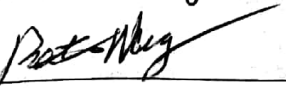
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nataliexchen@yahoo.com

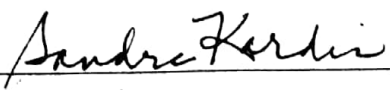
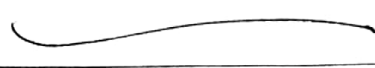
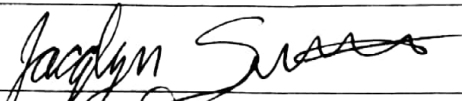
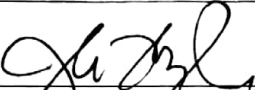
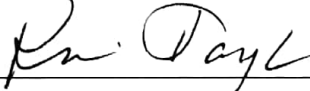
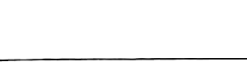
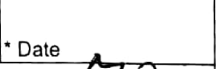
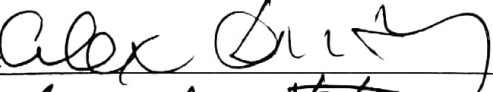
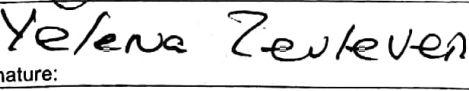
1	* Name: Sarah Stolker	* Address: 5 Faron Hill Rd	
	* Signature: 	Email	* Date: 3/2/20
2	* Name: TERRY TOLLIVER	* Address: 5 Wedgewood Ln	
	* Signature: Terry Tolliver	Email	* Date: 3/2/20
3	* Name: Hui Hu Bernstein	* Address: 10960 Langdon Way Ct	
	* Signature: 	Email	* Date: 3/2/20
4	* Name: Keita 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 Settes	* 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.la@comcast.net	* 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

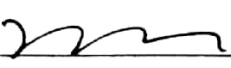
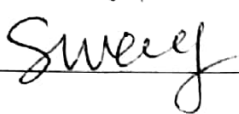
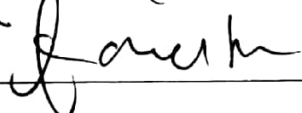
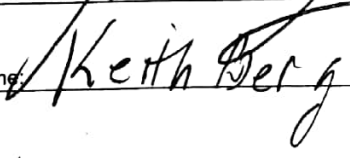
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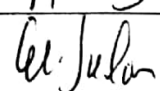
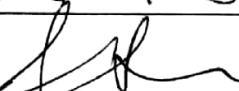
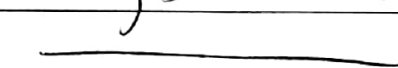
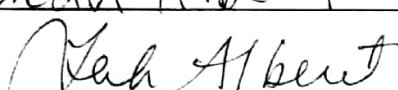
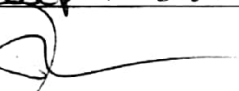
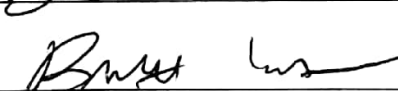
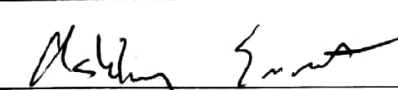
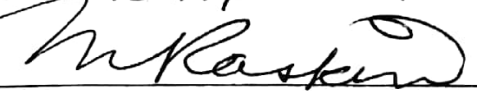
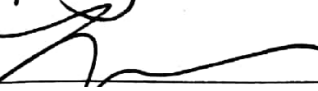
1	* Name: Meggie Wen	* Address: 13 Wedgewood Ln	
	* Signature: 	Email: fengfeng99@gmail.com	* Date: 03/01/20
2	* Name: Shengyue Wang	* Address: 13 Wedgewood Ln	
	* Signature: 	Email: _____	* Date: 03/01/202
3	* Name: SEAN SETTLES	* Address: 1 WEDGEWOOD LN	
	* Signature: 	Email: N/A	* Date: 03/01/20
4	* 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.com gina@shanfeld.com	* Date: 3/2/20

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

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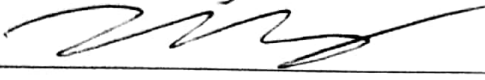
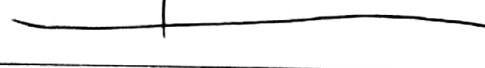
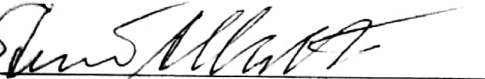
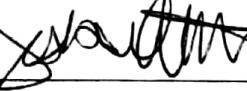
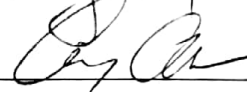
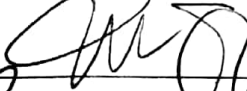
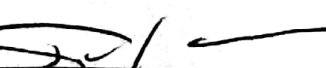
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1	* Name: Tie Zhang	* Address: 10842 Rondelay Dr.	
	* Signature: 	Email: aj_zh@yahoo.com	* Date: 3/1/20
2	* Name: Philip Jensen	* Address: 10835 RONDELAY DR	3/1/20
	* Signature: 	Email: Alan Siwak	* Date:
3	* Name: Nancy Siwak	* Address: 323 CARLYLE LAKE DR	
	* Signature: 	Email:	* Date: 3/1/20
4	* Name: STEWART ALBERT	* Address: 10921 RONDELAY DR	
	* Signature: 	Email:	* Date: 3/1/20
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: jessicamlitwack@gmail.com	* Date: 3/1/20
7	* Name: Amy Alfer	* Address: 10933 Rondelay Dr.	
	* Signature: 	Email: amyalfer@yahoo.com	* Date: 3/1/20
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 CRT CREVE COEUR MO 63141	
	* Signature: 	Email: DMANDOC@GMAIL.COM	* Date: 3/1/20

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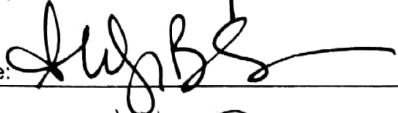
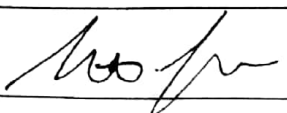
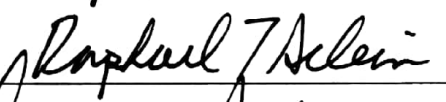
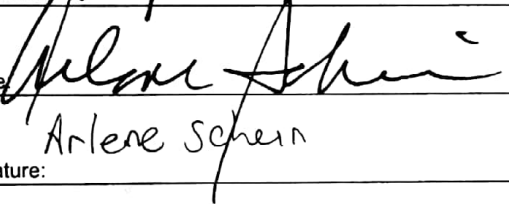
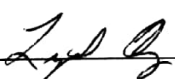
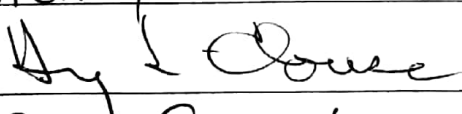
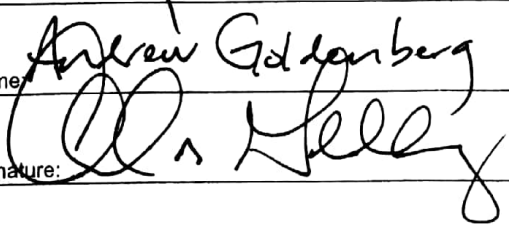
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1	* Name: Alison Berger	* Address: 10 Winfield Pointe Ln. 63141	
	* Signature: 	Email: agberger@hotmail.com	* Date: Feb 29, 2022
2	* Name: Brett Berger	* Address: 10 Winfield Pointe 63141	
	* Signature: 	Email: bergerbrett17@gmail.com	* Date: Feb 29, 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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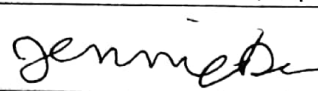
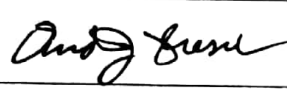
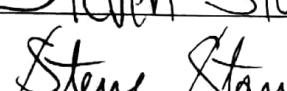
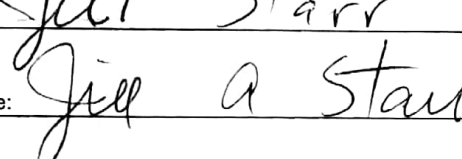
1	* Name: <u>NORTON GREEN</u>	* Address: <u>3 Windrush Creek E.</u>
	* Signature: <u>[Signature]</u>	Email: <u>MTM GREEN@STC GLORIAN.WEST</u> * Date: <u></u>
2	* Name: <u>Lauren Pesce</u>	* Address: <u>20 Windrush Creek West</u>
	* Signature: <u>Lauren Pesce</u>	Email: <u>lauren.pesceee@gmail.com</u> * 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@newmarkbronson.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>DEMMY 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 mshenouda</u>	* Address: <u>22 W. Windrush Crk</u>
	* Signature: <u>Nelly Saad</u>	Email: <u>Creve Coeur, MO</u> * Date: <u>6/3/19</u>
10	* Name: <u></u>	* Address: <u></u>
	* Signature: <u></u>	Email: <u></u> * Date: <u></u>

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

PETITION TO OPPOSE: QuikTrip development @ Graeser & Olive

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

PLEASE PRINT VERY CLEARLY!

1	* Name: <u>Shunhong 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 Ridgecorde Pl 63141
Creve Coeur resident?	No
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Thu, Apr 2, 2020 at 10:10 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, mfschwerin@gmail.com

Your form has a new entry. Here are all the answers.

Email address	mfschwerin@gmail.com
Name	Michelle Schwerin
Home Address, Zip code	447 Ridgecorde Pl 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Sat, Apr 4, 2020 at 9:01 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, hxian07@gmail.com

Your form has a new entry. Here are all the answers.

Email address	hxian07@gmail.com
Name	Hong Xian
Home Address, Zip code	10 Wedgewood Lane, 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of Graeser and Olive. There would be so many negative impacts, for safety, health, traffic on Graeser, home and property values, and a variety of other problems. Graeser Road is a residential thoroughfare and the proposed site is adjacent to grade-school bus stops and single family homes south of Olive. Graeser and Olive is not an appropriate site for a high-volume 24-hour gas station convenience store. I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

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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

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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 10:20 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

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



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Tue, Apr 28, 2020 at 10:47 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](#)



GUNDAKER

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

#1 Office in the State of Missouri
1100 Town & Country Crossing
Town & Country, MO 63017

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



Whitney Kelly <wkelly@crevecoeurmo.gov>

Quick Trip

Laura Paperner <lspaperner@gmail.com>
To: wkelly@crevecoeurmo.gov

Wed, Apr 29, 2020 at 5:34 PM

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>

Mon, Apr 6, 2020 at 11:27 AM

To: Mark Golde <Mark.Golde@strat4growth.com>

Cc: Whitney Kelly <wkelly@crevecoeurmo.gov>

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](#)

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Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Thu, Mar 26, 2020 at 7:41 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, rschein@charter.net

Your form has a new entry. Here are all the answers.

Email address rschein@charter.net

Name Raphael T Schein

Home Address, Zip code [4 Winfield Pointe Ln, 63141](#)

Creve Coeur resident? Yes

Comments about why you oppose QuikTrip development @ Graeser and Olive.

I strongly oppose any QuikTrip development or gas station at the southwest corner of Greaser and Olive. It would subject the residents, including schoolchildren who wait for the bus, to the risk of increased air pollution, the risk of a chemical spill, a small but real fire and explosion risk, as well as light and noise pollution. It would undoubtedly lower our property values. Approval of the project over the objections of the local residents, could gradually lower property values city-wide, as we may develop a reputation among homebuyers as a city where development trumps all else.

It is not clear why this site was chosen, as it would lead to increased truck traffic on Olive Blvd. There are also two gas stations serving the community that are only one block away.

My wife and I have lived in Creve Coeur for twenty-five years. I would hope that our elected leaders would place more importance on the feelings of the residents who will be affected by this over those of the out of town big corporate interests.

I urge you, please do NOT allow this dangerous proposal to be passed by the Planning and Zoning commission.

Thank you for your consideration.

Sincerely,

Raphael T. Schein

Sent via [Google Form Notifications](#)

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



Whitney Kelly <wkelly@crevecoeurmo.gov>

New form response notification

Brett Berger <bergerbrett7@gmail.com>

Fri, Mar 20, 2020 at 5:01 PM

Reply-To: bergerbrett7@gmail.com

To: bergerbrett7@gmail.com, kurt.lord@svn.com, jjaggi@crevecoeurmo.gov, wkelly@crevecoeurmo.gov, mayor-council@crevecoeurmo.gov, suebronson@yahoo.com

Your form has a new entry. Here are all the answers.

Email address	suebronson@yahoo.com
Name	Sue Bronson
Home Address, Zip code	14 W Windrush Creek, 63141
Creve Coeur resident?	Yes
Comments about why you oppose QuikTrip development @ Graeser and Olive.	I strongly oppose any QuikTrip development or gas station at the southwest corner of 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, 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.

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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>

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>
To: jjaggi@crevecoeurmo.gov

Thu, Mar 5, 2020 at 8:14 AM

I am opposed to construction of a Quik Trip at the corner of Graeser and Olive. This is an already too busy corner because of the Walgreens. A quiet strip mall as exists is one thing, but, the very busyness of a Quik Trip is too much for what is otherwise a quiet residential area. People have trouble as it is at that corner with traffic and noise. People pulling out on Graeser/Dautel from Walgreens without stopping first, disrespectful of thru traffic frequently almost causing accidents. As a Creve Coeur business owner and resident of the Graeser/Olive neighborhood, I am very much against the approval of a Quik Trip at that location.

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



Whitney Kelly <wkelly@crevecoeurmo.gov>

Quik Trip

1 message

reon1@aol.com <reon1@aol.com>

Wed, Mar 4, 2020 at 1:03 PM

To: mayor-council@ci.creve-coeur.mo.us

Cc: mperkins@crevecoeurmo.gov, wkelly@crevecoeurmo.gov

Greetings to all,

The proposed Quik Trip at the corner of Olive Blvd and Graeser Road is a bad idea for numerous reasons.

We have all seen the large footprint that a Quik Trip requires. This large operation generates a constant daily flow of "In and out" traffic. It is just not a gas station, it is a quick shop and a fast food restaurant. The trucks and work crews that will be utilizing this operation will be constant. The traffic on Olive is already substantial, the added traffic to Graeser Road will increase dramatically in both directions. Graeser Road will be utilized as a cut through between Olive and Ladue. Our neighborhoods do not need this additional traffic for obvious reasons.

Creve Coeur does not need another gas station on Olive Blvd. There are already three gas stations between Old Olive and Shulte Road, a distance of approximately 3/4 of a mile.

Please give strong consideration to not approving this Quik Trip proposal. It is not what Creve Coeur needs.

Dick O'Neill

[150 Brooktrail Court](#)

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



Jason Jaggi <jjaggi@crevecoeurmo.gov>

QuikTrip

Mildred Fabick <jrsellshomes@icloud.com>

Tue, Mar 10, 2020 at 5:39 PM

To: jjaggi@crevecoeurmo.gov

I'm a resident off N Spoede and wondering why on earth Creve Coeur wants 4 gas stations within a one mile radius. Currently we have Waterway off Old Olive, Circle K, which used to be a Shell station, and a new Mobil right across from the Circle K. IMO this area does not need another gas station and seems like the City is junking up the east corridor.

Mildred F Fabick, Jr
954 Crick Hollow Ct
St Louis, MO 63146
314-402-3678

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



Whitney Kelly <wkelly@crevecoeurmo.gov>

Stop QuikTrip @ Graeser & Olive

1 message

jun yang <yangjunboy7@yahoo.com>

Tue, Mar 10, 2020 at 2:24 PM

To: "wkelly@crevecoeurmo.gov" <wkelly@crevecoeurmo.gov>, "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>

Cc: Brett Berger <bergerbrett7@gmail.com>

Dear Mrs. Kelly & Mr. Jaggi,

I wish to object to this proposal on the following grounds:

Despite all the modern health and safety guidelines QuickTrip must follow, gas stations can still pose significant hazards to neighbors, especially CHILDREN, the ELDERLY, and PEOPLE of all ages who have lung conditions such as asthma. Some of the perils include ground-level ozone caused in part by gasoline fumes, groundwater hazards from petroleum products leaking into the ground. Most gas pumps today must have government-regulated vapor-recovery boots on their nozzles, which limit the release of gas vapors while you're refueling your car. But if those boots aren't working properly, the nearly odorless hydrocarbon fumes, which contain harmful chemicals like benzene, can be released into the air.

What's more, a 24-HOUR gas station and convenience store at the proposed location will draw heavier traffic, conducive to drugs, violence and crime, therefore threatening the safety of our CHILDREN and COMMUNITY. Children being picked up and dropped off by school buses will be in additional danger. A 24-HOUR operation right at the entrance of Cress Creek neighborhood loses a fundamental appeal associated with any desirable communities leading to an inevitable decline in property value and/or attraction. This will 'Cheaper' the neighborhood. More and more cities realized the problems caused by 24-HOUR gas station and imposed restrictions on existing 24-HOUR gas stations.

We strongly believe there is NO need for another gas station as there are currently four gas stations within 2 miles radius along Olive Blvd. We are a quiet CHILD FRIENDLY neighborhood and wish to remain this way!

All the best,
Yang Family
8 Winfield pointe lane

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



Bringing a New Generation to Creve Coeur

QuikTrip's Brand of Excellence

- QuikTrip: #1 in the C-Store Industry
 - 2014, 2015, & updated in 2017 Market Source Survey
 - 2019 CDP Mystery Shop #1 Ranking
 - QuikTrip #1 out of 45 nationwide chain retailers
 - Cleanliness, friendliness, great service, merchandise selection, merchandise price & atmosphere
- Fortune's "100 Best Company to Work For" 17 years
- Forbes Top 100 Privately Held Companies for over 17 years
- People magazine's "Companies That Care" - 2 years
- Privately Held Corporation – Family & Employee Ownership
- No franchisees

QuikTrip's Employees

Top pay for top people!

- Average starting salary for entry level assistant manager is over \$50,000
- Starting pay for part time clerk is \$11.00 per/hr
- Store Manager salaries on average \$89,000/yr
- Bonuses given to employees for customer service, profit, and attendance
- Under 20% turnover rate
- No employee has ever been laid off in the history of the company
- 6 full-time & 10+ part-time employees per store
- Health Benefits available for all employees, including part-time employees
- Tuition Reimbursement programs
- Full Time employee profit sharing and 401k

QuikTrip's Community Impact

- New jobs
- Increase in tax revenue
- QuikTrip contributes 5% of its profits to local community charitable organizations
- QuikTrip is a National Safe Place location for endangered youth

QuikTrip's Guarantee

Our promise to our customers is simple...

we *guarantee quality* in everything we do or sell.

Quality in everything...

- | | | |
|-------------------|--------------------|----------------------|
| ✓ Fresh Food | ✓ Customer Service | ✓ Frozen Treats |
| ✓ Coffee | ✓ Grab 'n Go items | ✓ Roller Grill Items |
| ✓ Gasoline | ✓ Fresh Brewed Tea | ✓ Fresh Pastries |
| ✓ Clean Restrooms | ✓ Security | ✓ Appearance |











Attachment: Applicant's PowerPoint 6-1-2020 (Application #20-002 & #20-010: QuikTrip





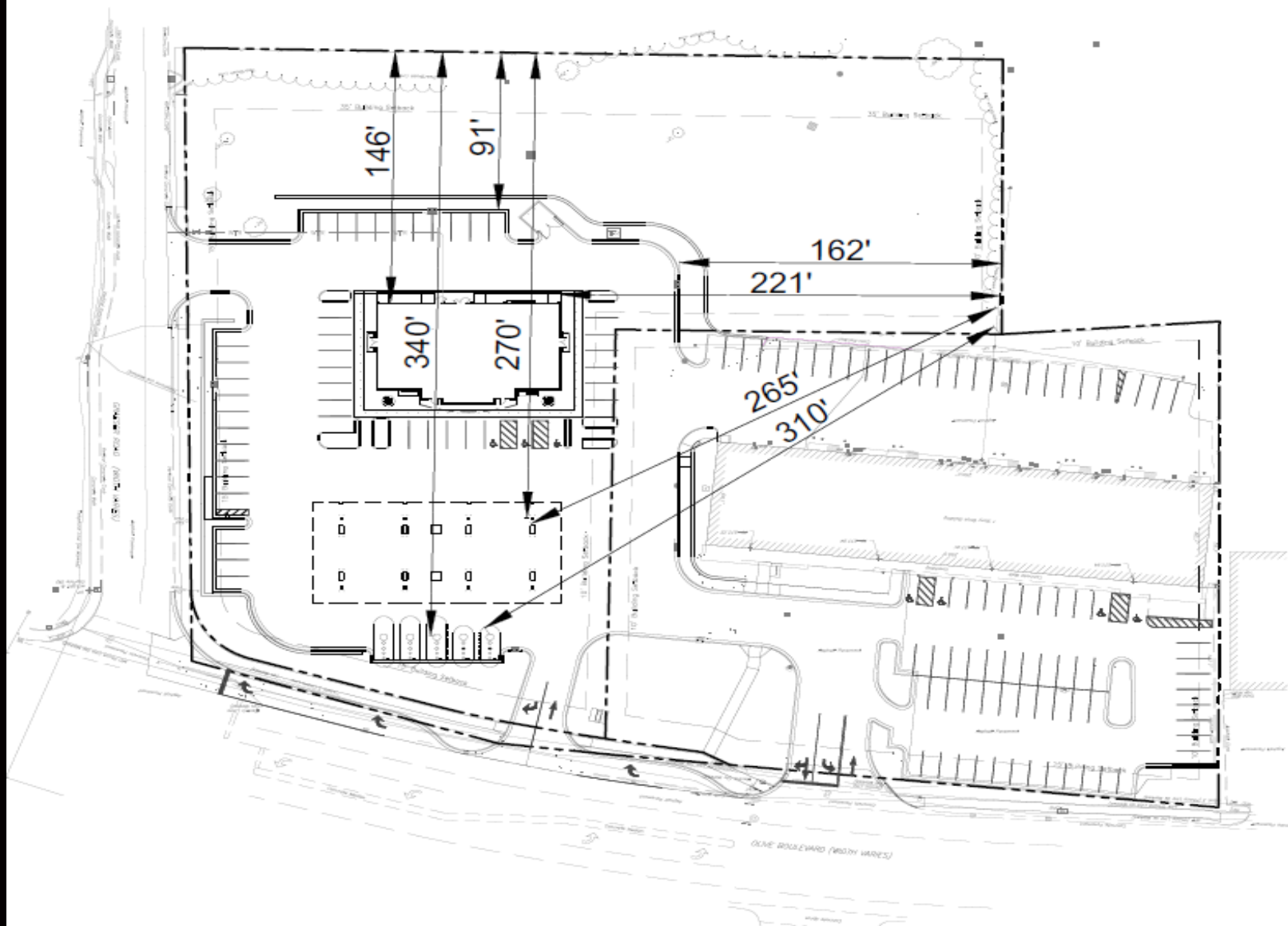






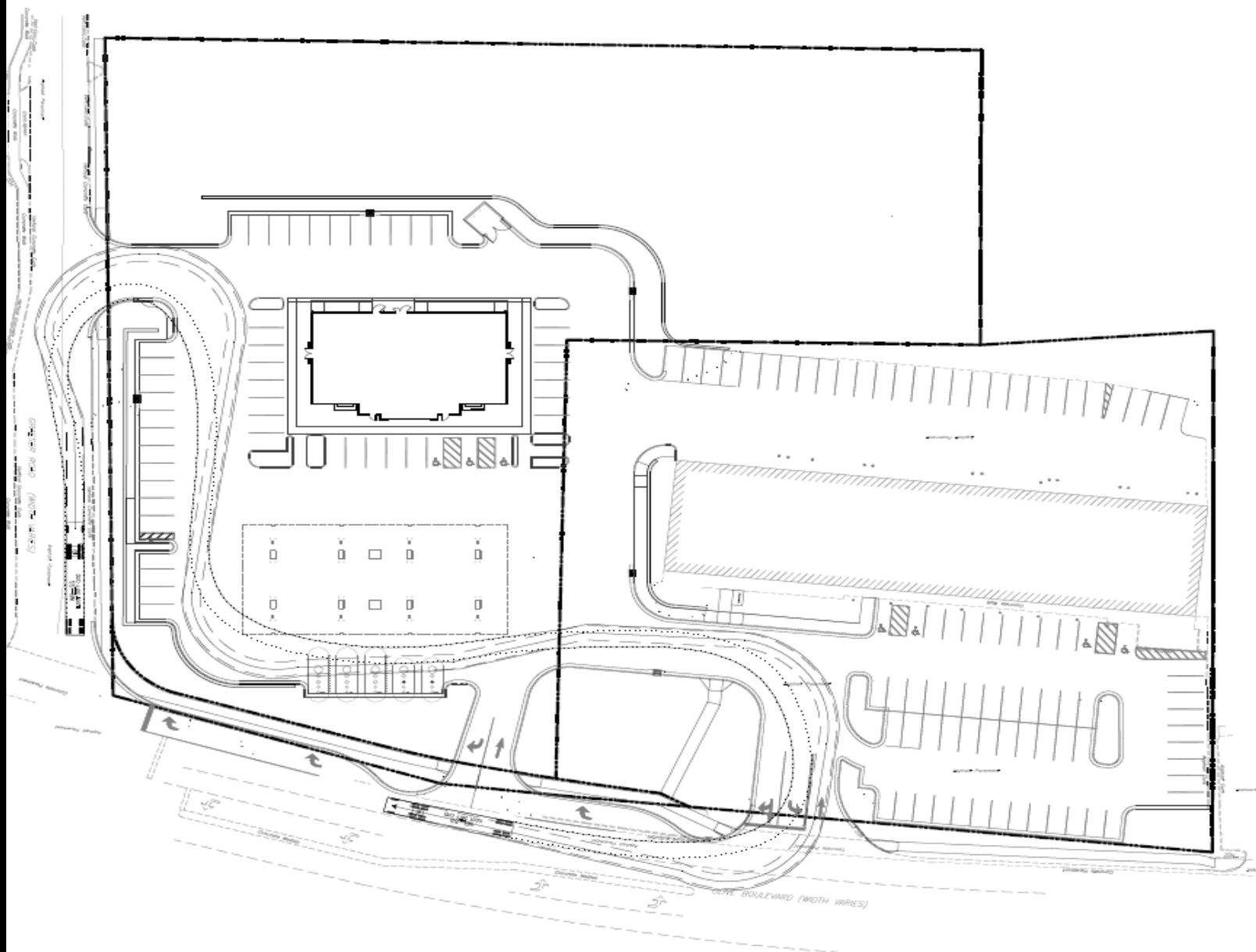
Site Distances

- The proposed development currently meets or exceeds all building setbacks and landscaping buffers.
- Landscape buffer in rear = 91 feet
- Distance from fuel pump to closest property line = 265 feet
- Distance from fuel tanks to closest property line = 310 feet



Site Circulation

- QT stores are all designed for onsite circulation of vehicles ranging from pedestrian vehicles to delivery vehicles.
- Critical vehicle to design for is the Fueling Tanker.
- Anticipated approach from the East on Olive and enter the site from Graeser Road.
- Exit the site onto Olive heading East.



Site Storm Water Management

- The development will follow all regulations set forth by Metropolitan St. Louis Sewer District (MSD)
- Site runoff will be captured, treated and detained in a Bioretention Basin and Detention Basin.
- Storm Water will be mitigated to match pre-development conditions
- Storm Water Management includes water volume reduction.



Architectural rendering of a commercial building facade. The building features a series of storefronts with large glass windows and doors. The storefronts are labeled from left to right: PUMPERNICKLES RESTAURANT DELI CATERING, Cycle Shop, Insurance, Zebra Drive, MUSIC STORE, Callra, Printed, and THAI NIVAS CAFE. The building has a dark roof and a light-colored facade. Callouts point to various architectural details: 1. 2x6 FINISHED METAL CORRO COF, 2. 2x6 CORNER, 3. 2x6 SMOOTH STUCCO, 4. NEW PRE-FIN METAL STANDING CORR CORR, 5. NEW ROOFING - 1/2" WALL BOARDS, 6. 1x6 T & G ATT, 7. 2x6 FINISHED METAL CORRO COF, 8. 2x6 CORNER, 9. 2x6 SMOOTH STUCCO, 10. NEW PRE-FIN METAL STANDING CORR CORR, 11. 1x6 SMOOTH METAL WITH, 12. STORE GUTTER RIDGES.

[illegible][illegible][illegible]

New Exterior Alterations for:
Olive Retail Center
111034 Olive Blvd
St. Louis, Missouri 63141

DATE	ISSUE	RA
8-28-2023	ESGMO & PROPOSED	
9-1-2023	PROPOSING FOR COMMUNITY	
9-30-2023	NO AGREEMENT FOR CITY	

A1
EXTERIOR
ELEVATION

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

DESCRIPTION

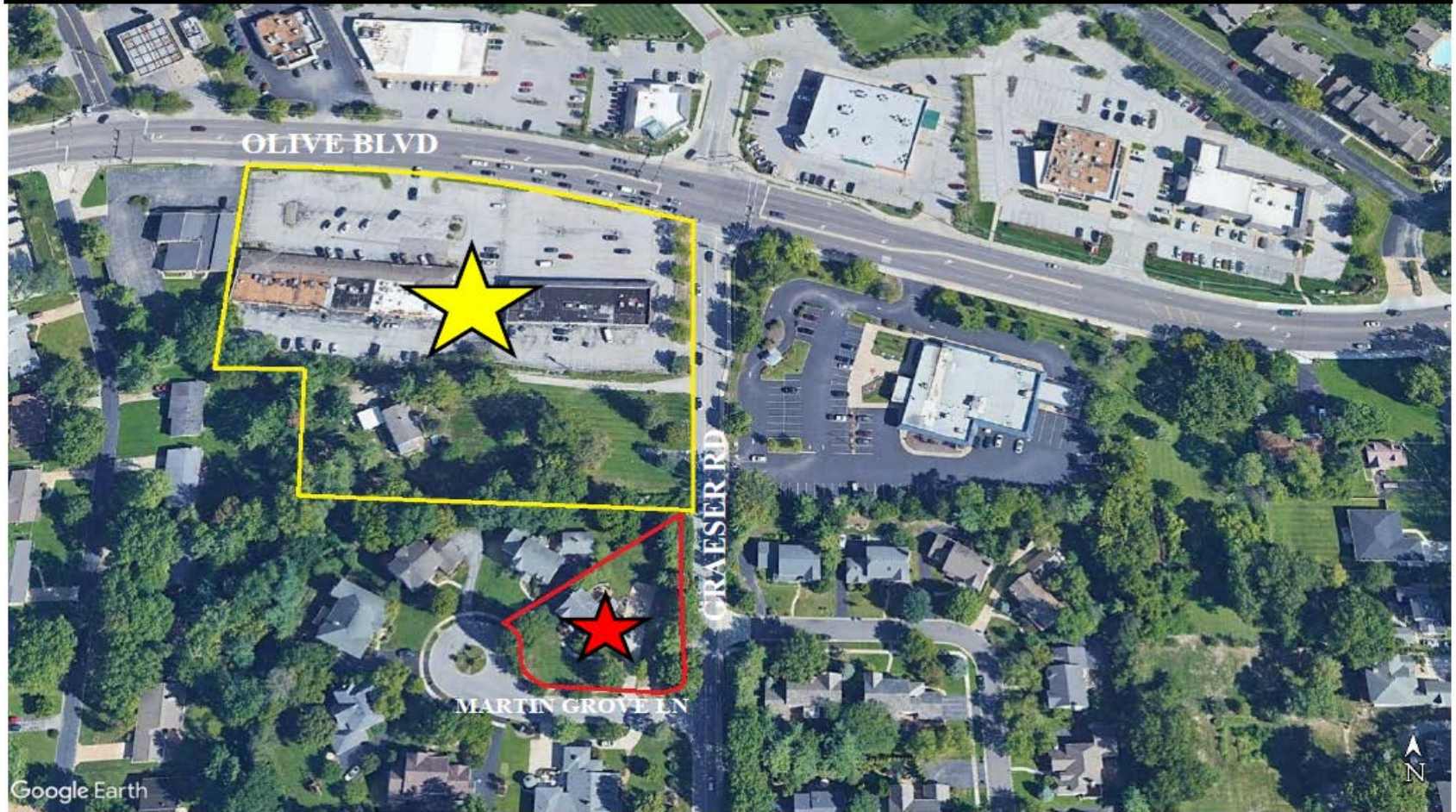
- 15,024 SF multi-tenant strip center built in 1967
- 37% or 5,580 SF is unoccupied
- Current tenants include Pumppernickel's, Support Innovations, Inc., Salon Elysium, LLC and School Music USA
- The center is in below average condition and considered obsolete - time has passed it by
- We are proposing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

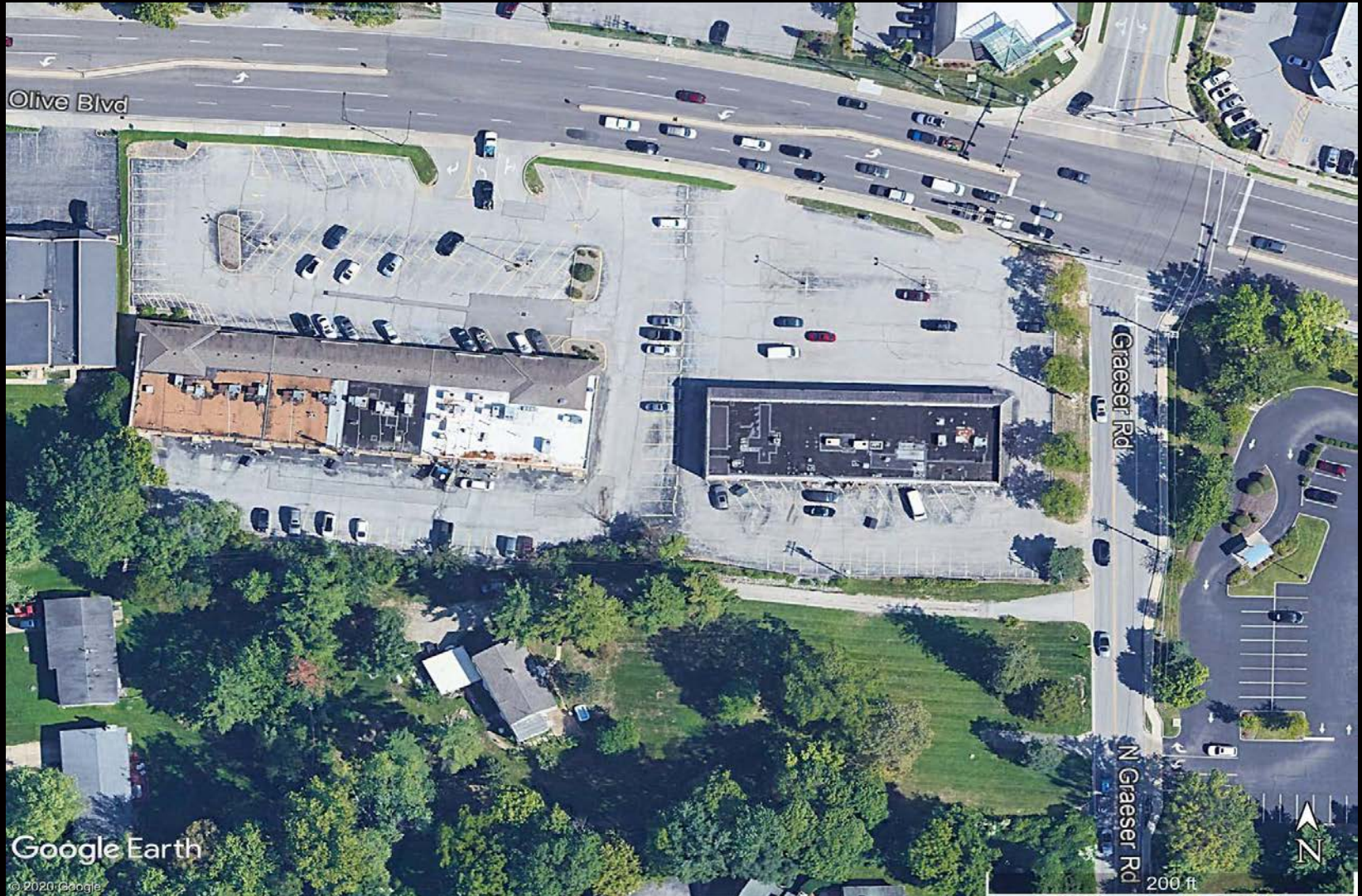
What is a Traffic Impact Study?

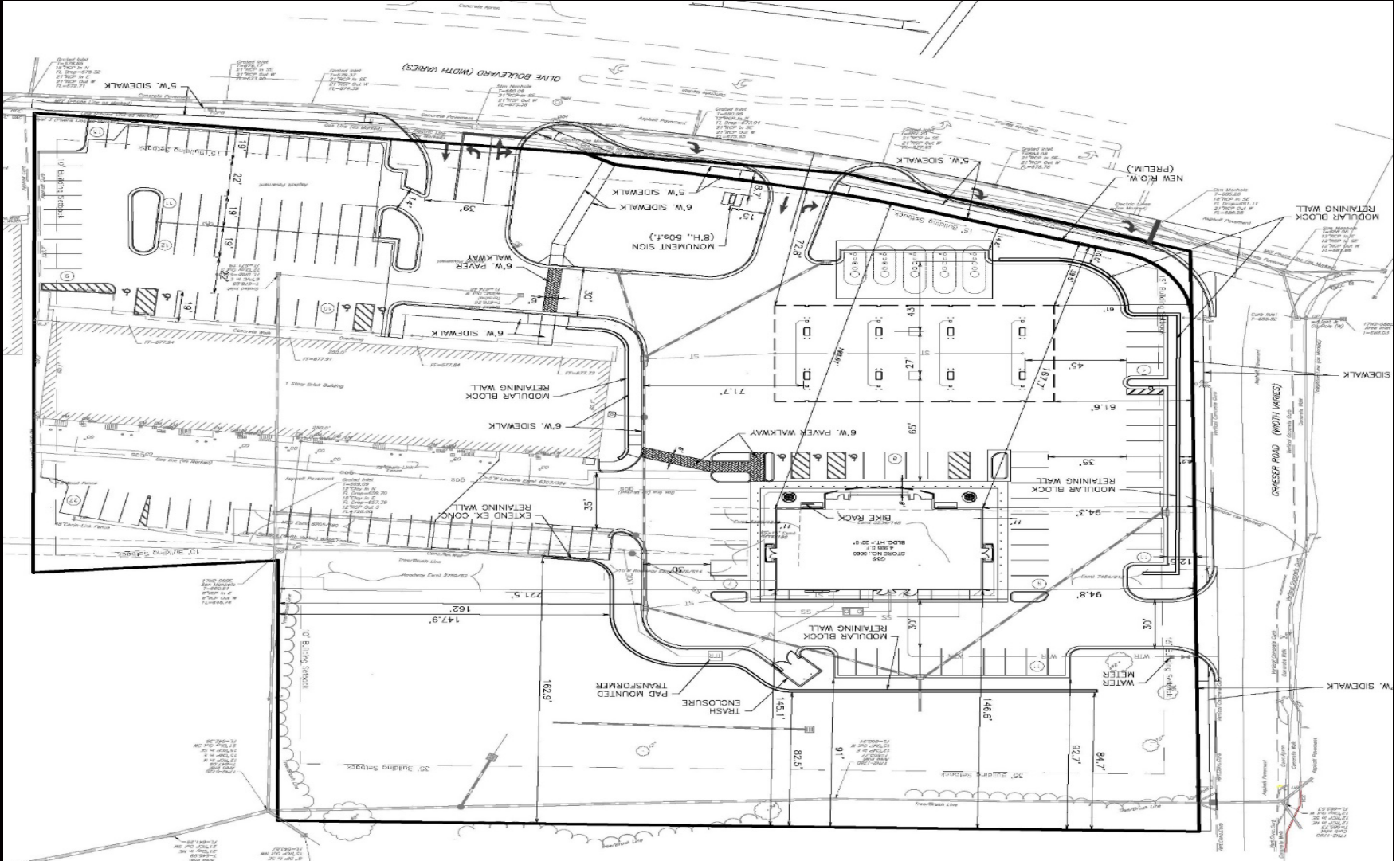
- If approved, built and successful, most new developments will generate more traffic
- That added traffic has some level of impact
- A traffic study determines the current operating conditions, projects future operating conditions and compares the two to determine the level of impact.
- If the impacts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

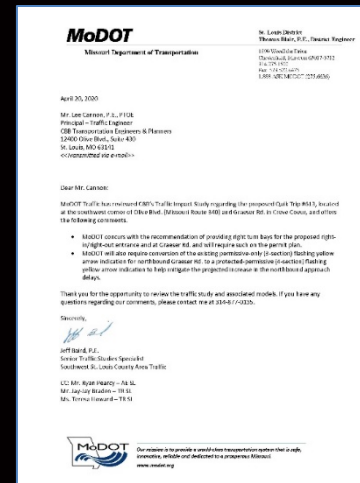
Current Conditions





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

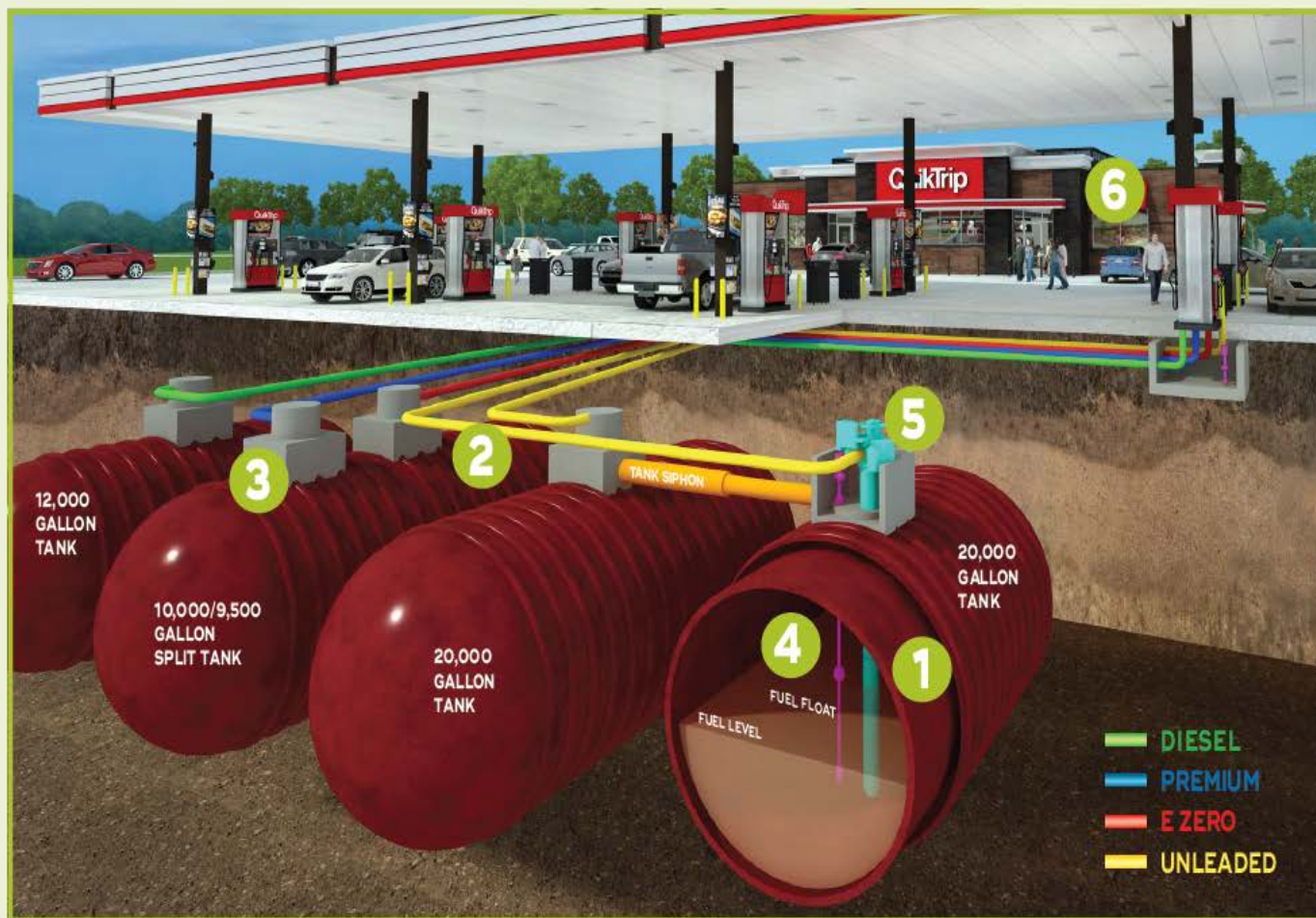


Recommendations

- 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

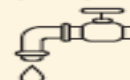


enough power to
fulfill annual needs of
348
homes

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.

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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
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THE ADJACENT RETAIL CENTER AT 11032 AND 11056
OLIVE BOULEVARD**

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JUNE 1st AND 3rd, 2020



HAMILTON
WEBER LLC

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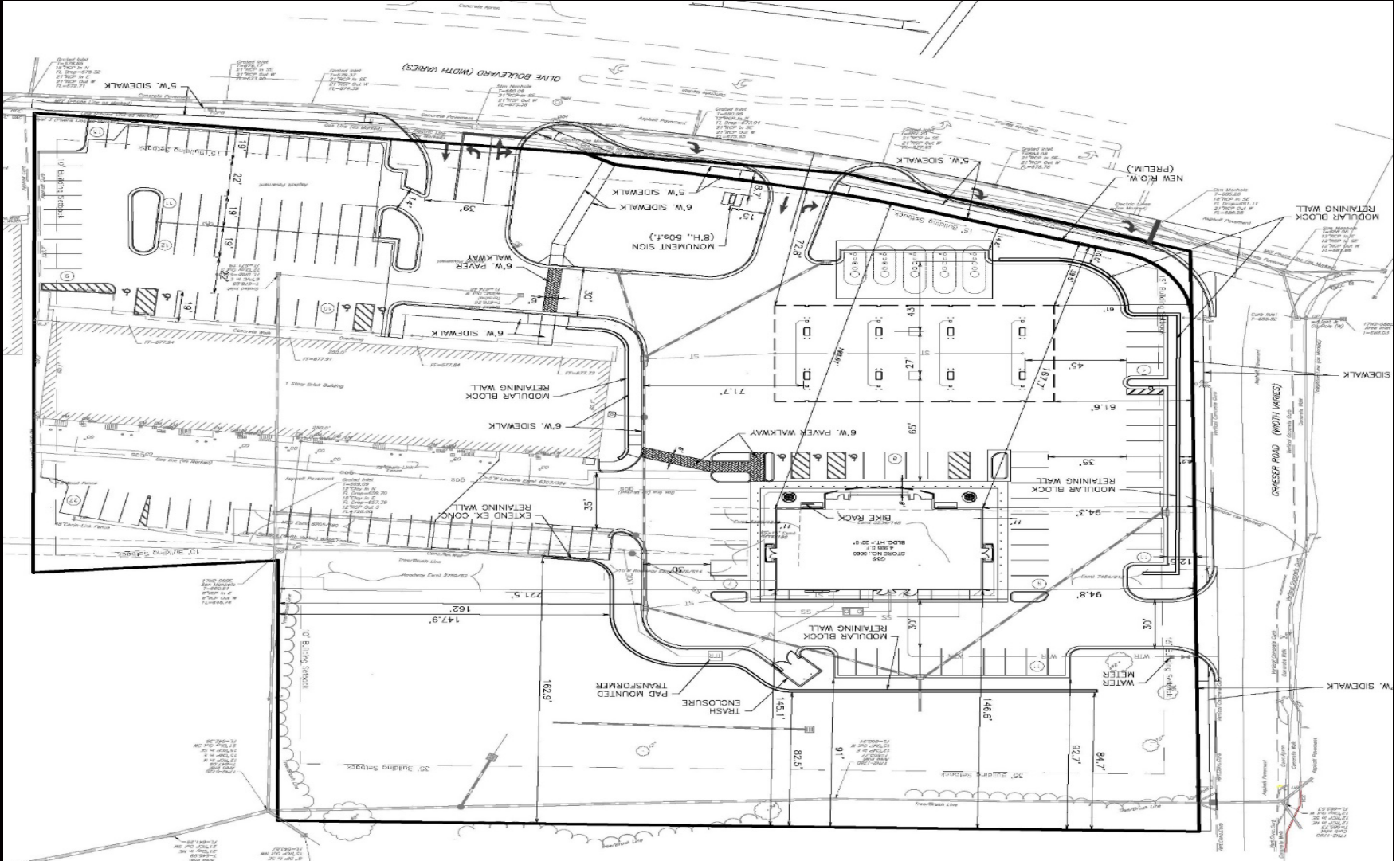
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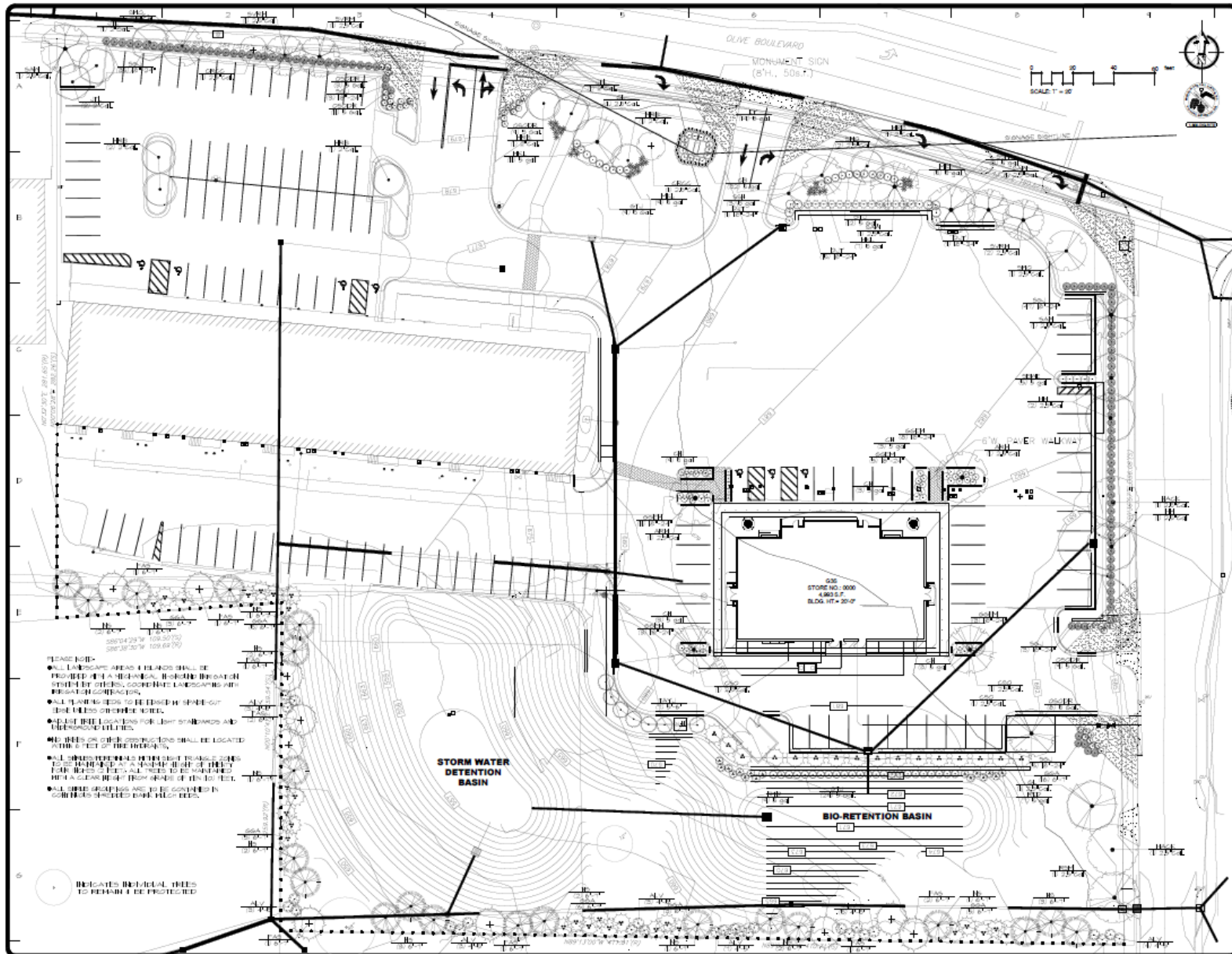
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Landscape
T E C H N I C I A N



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

DATE	DESCRIPTION
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Bringing a New Generation to Creve Coeur

QuikTrip's Brand of Excellence

- QuikTrip: #1 in the C-Store Industry
 - 2014, 2015, & updated in 2017 Market Source Survey
 - 2019 CDP Mystery Shop #1 Ranking
 - QuikTrip #1 out of 45 nationwide chain retailers
 - Cleanliness, friendliness, great service, merchandise selection, merchandise price & atmosphere
- Fortune's "100 Best Company to Work For" 17 years
- Forbes Top 100 Privately Held Companies for over 17 years
- People magazine's "Companies That Care" - 2 years
- Privately Held Corporation – Family & Employee Ownership
- No franchisees

QuikTrip's Employees

Top pay for top people!

- Average starting salary for entry level assistant manager is over \$50,000
- Starting pay for part time clerk is \$11.00 per/hr
- Store Manager salaries on average \$89,000/yr
- Bonuses given to employees for customer service, profit, and attendance
- Under 20% turnover rate
- No employee has ever been laid off in the history of the company
- 6 full-time & 10+ part-time employees per store
- Health Benefits available for all employees, including part-time employees
- Tuition Reimbursement programs
- Full Time employee profit sharing and 401k

QuikTrip's Community Impact

- New jobs
- Increase in tax revenue
- QuikTrip contributes 5% of its profits to local community charitable organizations
- QuikTrip is a National Safe Place location for endangered youth

QuikTrip's Guarantee

Our promise to our customers is simple...

we *guarantee quality* in everything we do or sell.

Quality in everything...

- | | | |
|-------------------|--------------------|----------------------|
| ✓ Fresh Food | ✓ Customer Service | ✓ Frozen Treats |
| ✓ Coffee | ✓ Grab 'n Go items | ✓ Roller Grill Items |
| ✓ Gasoline | ✓ Fresh Brewed Tea | ✓ Fresh Pastries |
| ✓ Clean Restrooms | ✓ Security | ✓ Appearance |













Attachment: QT's 6-15-2020 Power Point Presentation (Application #20-002 & #20-010:



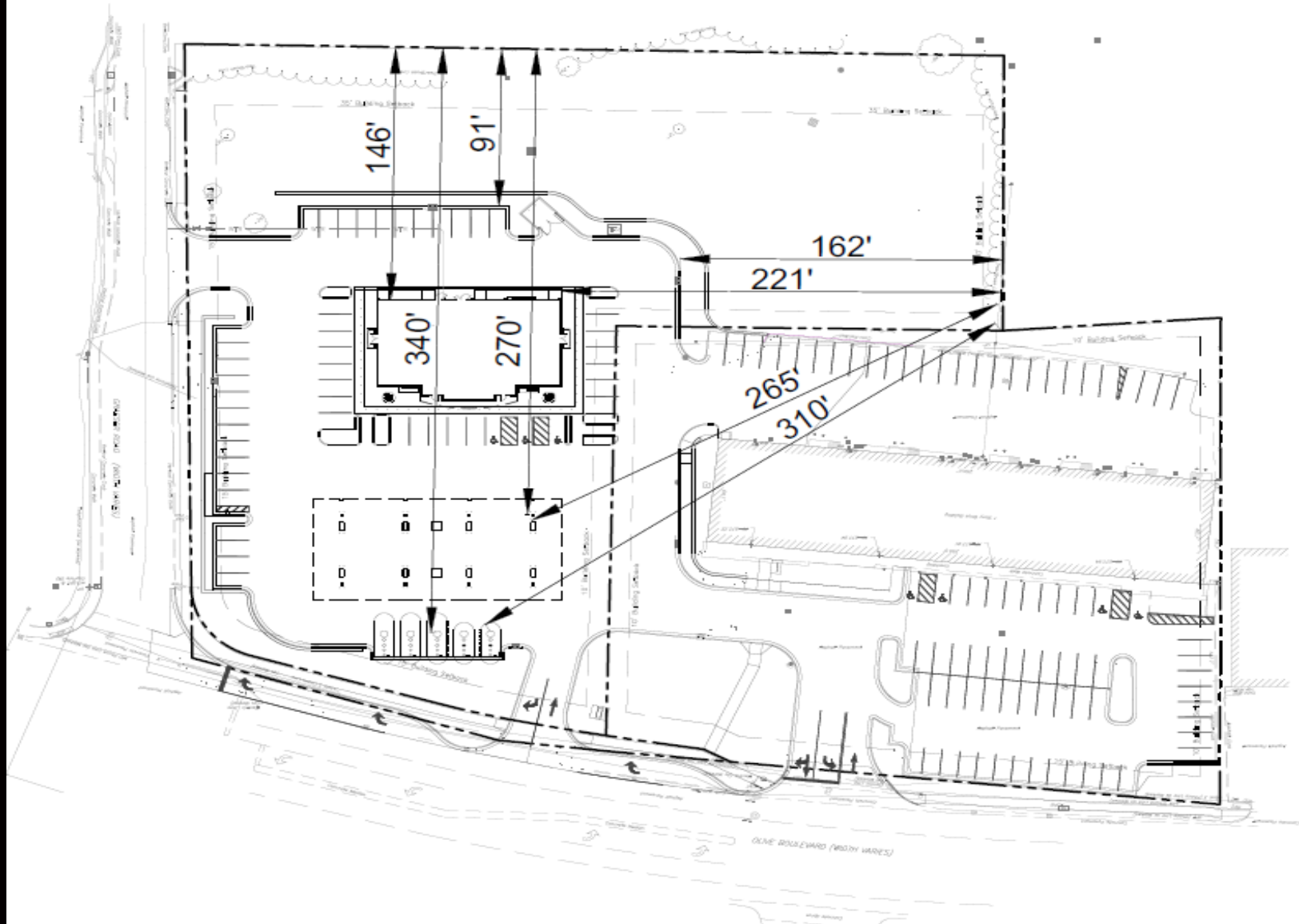






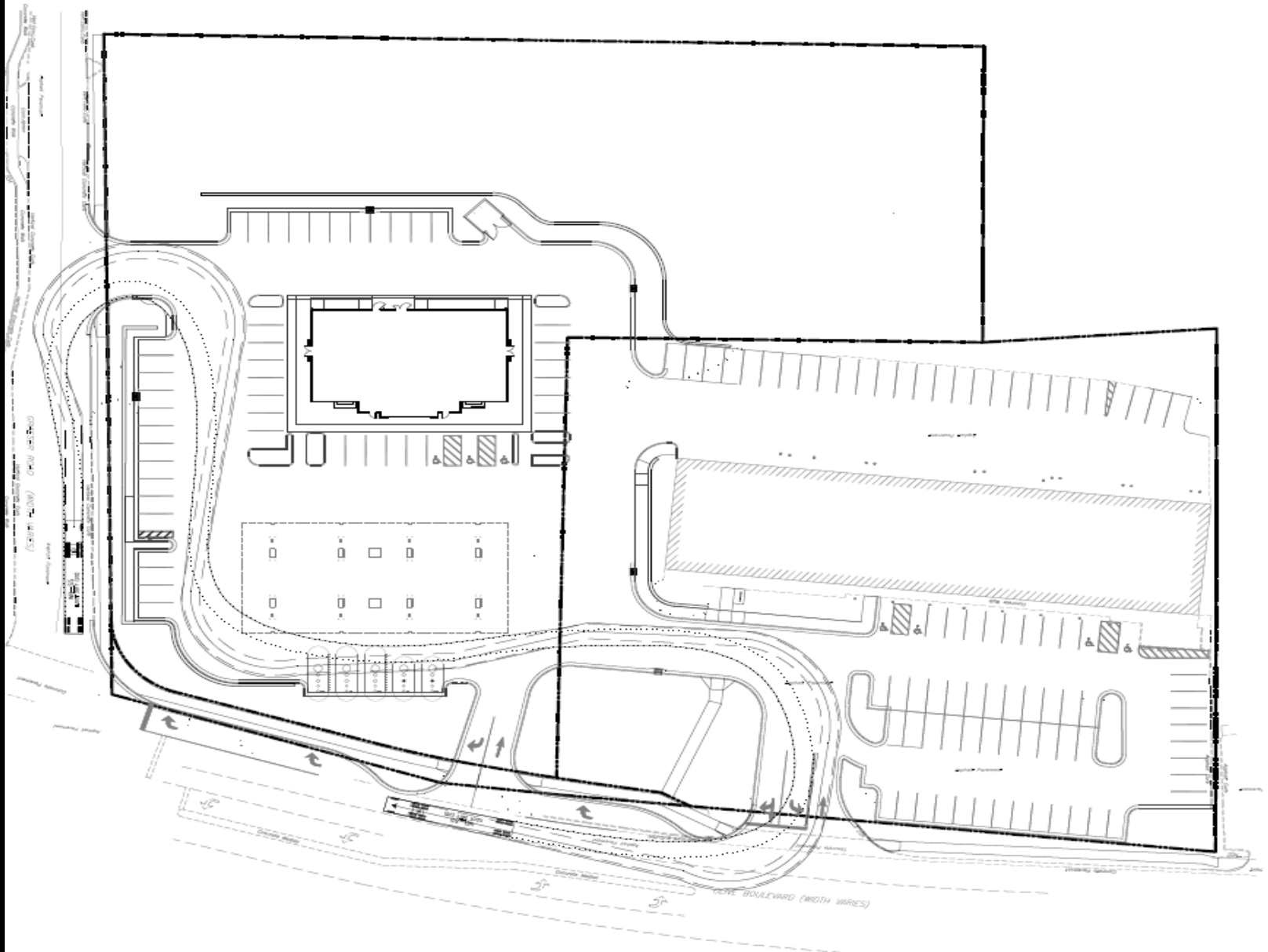
Site Distances

- 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



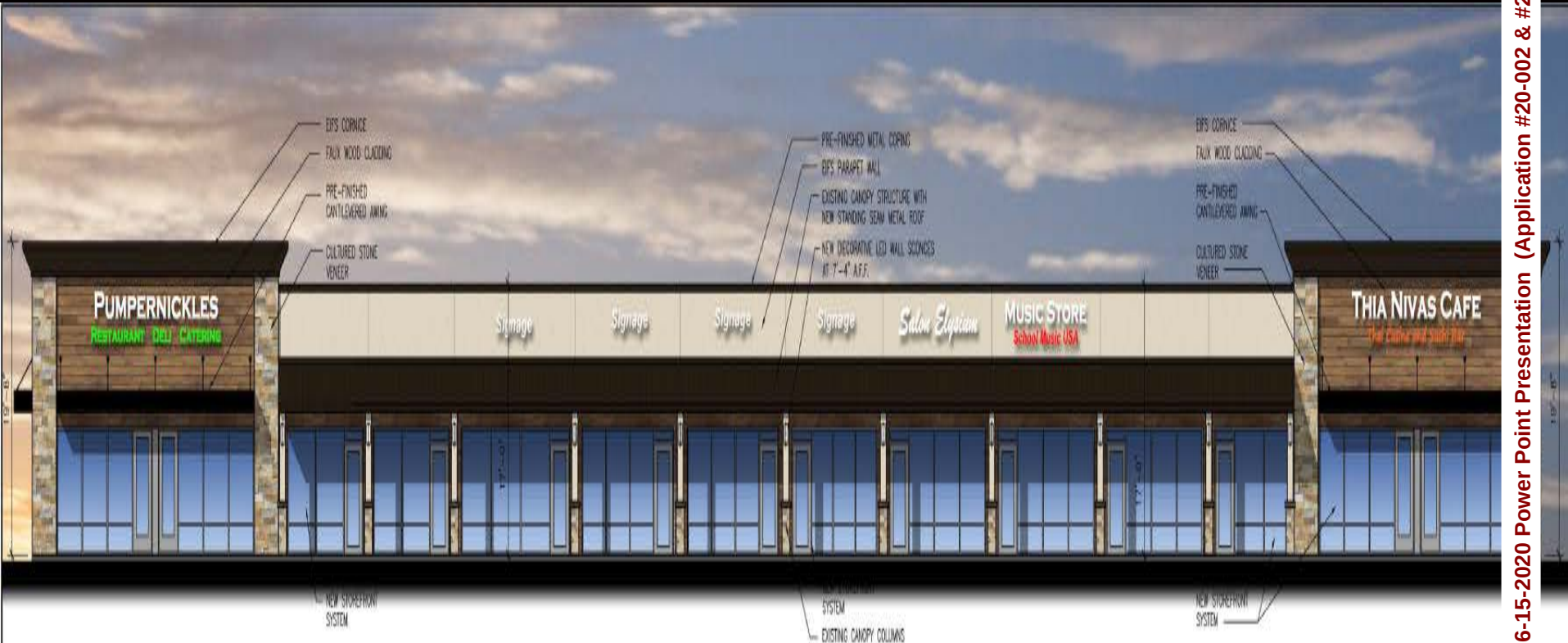
Site Circulation

- 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.



Architectural rendering of the proposed 100-unit multi-unit residential development at 10000 S. 26th Avenue. The image shows the ground floor storefronts of the building, which will house various commercial units. The units include Pumpnickles Restaurant & Deli, Cycle Shop, Insurance, Thai Nivas Cafe, and others. The rendering includes callouts for specific architectural features such as the metal cornice, signage, and window treatments.

[illegible][illegible][illegible]

BAALMAN
ARCHITECTS

402 Daniel Drive
Covina, CA 91703
ph: 714/940-3272

Richard J. DeGroot
ARCHITECT
10000 E. Azueta Street
Covina, CA 91703
201/952-0889

STRUCTURAL ENGINEER
C.E.

ACCEPTED
ACCEPTED
CONTACT:
BY
MAIL

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

DATE	ISSUE	RA
1-28-2025	ESGSD & HHS/OSCE	
2-2-2025	DEVELOPING FOR COMMUNITY	
3-2-2025	WORLDWIDE FOR CITY	

Michael J. Rossmann
ARCHITECT
PROJECT MANAGER
COMMUNITY AG
PROJECT NUMBER
19061
January 29, 2020

D-45ET
A1
EXTERIOR
ELEVATION
STUDY

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

DESCRIPTION

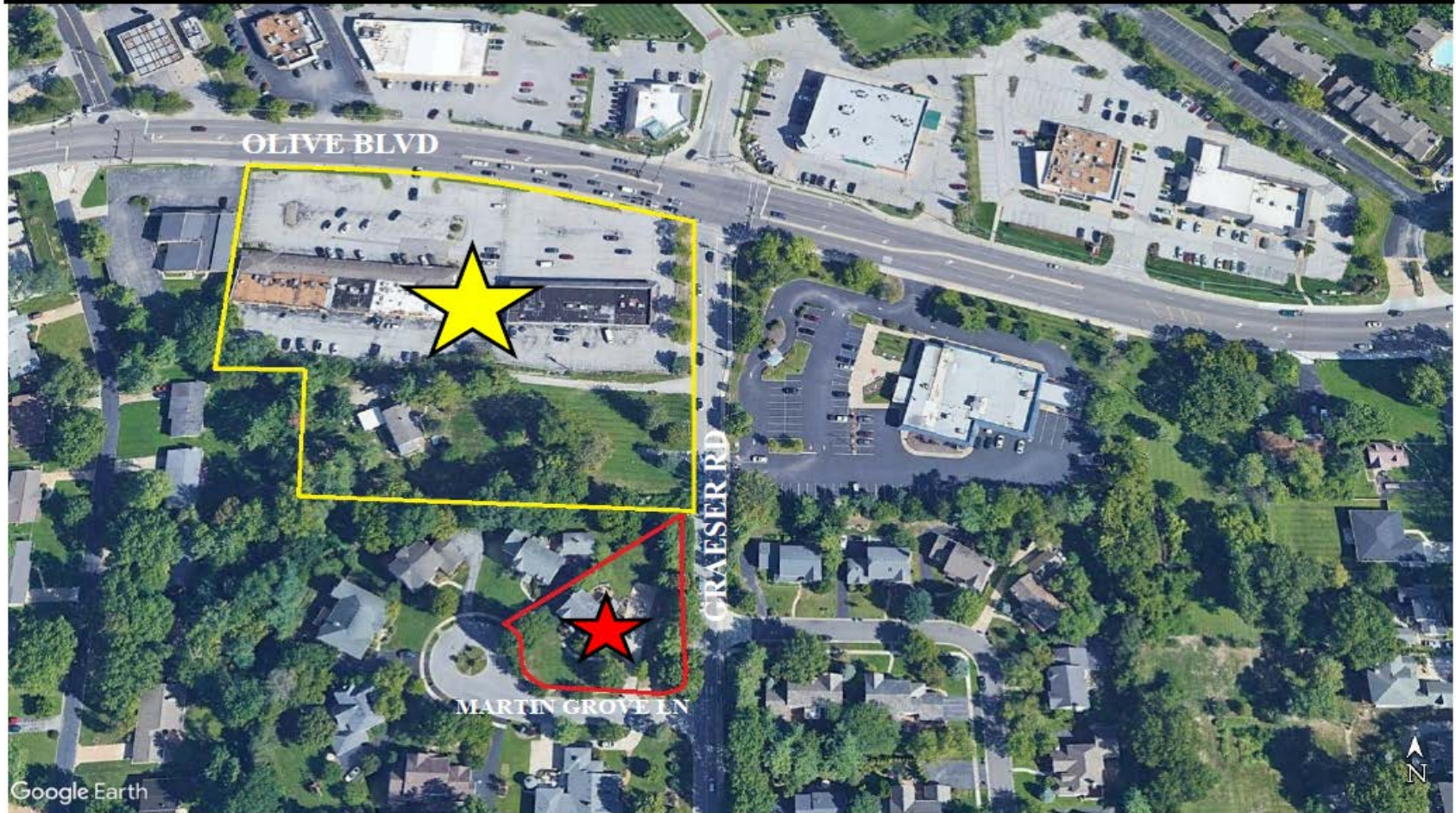
- 15,024 SF multi-tenant strip center built in 1967
- 37% or 5,580 SF is unoccupied
- Current tenants include Pumpernickel's, Support Innovations, Inc., Salon Elysium, LLC and School Music USA
- The center is in below average condition and considered obsolete - time has passed it by
- We are proposing to revitalize the existing shopping center in conjunction with a QuikTrip store set to anchor the overall project
- Sidewalks, cross access and parking agreements with the neighboring QuikTrip will be put in place for the benefit of the shopping center, its tenants and customers
- The revitalization of the shopping center will enhance the existing tenant's experience, its customers and serve to attract new tenants to the center and Creve Coeur
- The revitalization of the shopping center will better represent Creve Coeur, contribute to the community, enhance property values and generate sales tax
- *Mike Baalman with Baalman Architects to discuss the shopping center improvements and design*
(Next Slide of Shopping Center Renderings)

**RECENT SINGLE-FAMILY HOME SALE IN MARTIN GROVE LANE
11003 MARTIN GROVE LANE, CREVE COEUR, MO 63141**

DESCRIPTION

- The residents attending the February 18, 2020 neighborhood meeting raised a concern regarding the negative impact a QuikTrip store would have on home values in the immediate area.
- Additionally, and in conjunction with the above concern, a specific reference was made to a house in Martin Grove Lane which had recently gone under contract, fallen apart, and could not be sold because of the proposed QuikTrip.
- QuikTrip was concerned about the issue neighbors raised as it had not experienced declining home values as a result of its stores locating near residential in the past.
- QuikTrip asked that our team investigate the Martin Grove Lane transaction and as a result we discovered the following:
 - ⇒ Based on our findings, the house referenced by the neighborhood pertained to 11003 Martin Grove Lane. 11003 Martin Grove Lane was put on the market on or about November 11, 2019 with an asking price of \$699,900. Per our conversation with the listing agent, there was lots of interest in the home and it went under contract very quickly. The buyer became aware of the proposed redevelopment that was to take place at the existing commercial properties bordering 11003 Martin Grove Lane and as a result the buyer terminated the contract. Shortly thereafter the property was contracted for and sold to a different buyer in January of 2020 for \$735,000. The Sale Price was \$35,100 over the listed price. Total days on the market was approximately 63 days and the sale set a new high sale price for Martin Grove Lane.
- *See Next Slide Depicting Location of House in Relation to Proposed QuikTrip and Shopping Center Redevelopment*

RECENT SINGLE FAMILY RESIDENTIAL SALE COMP IN MARTIN GROVE LANE
11003 MARTIN GROVE LANE, CREVE COEUR, MO 63141



- ★ 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

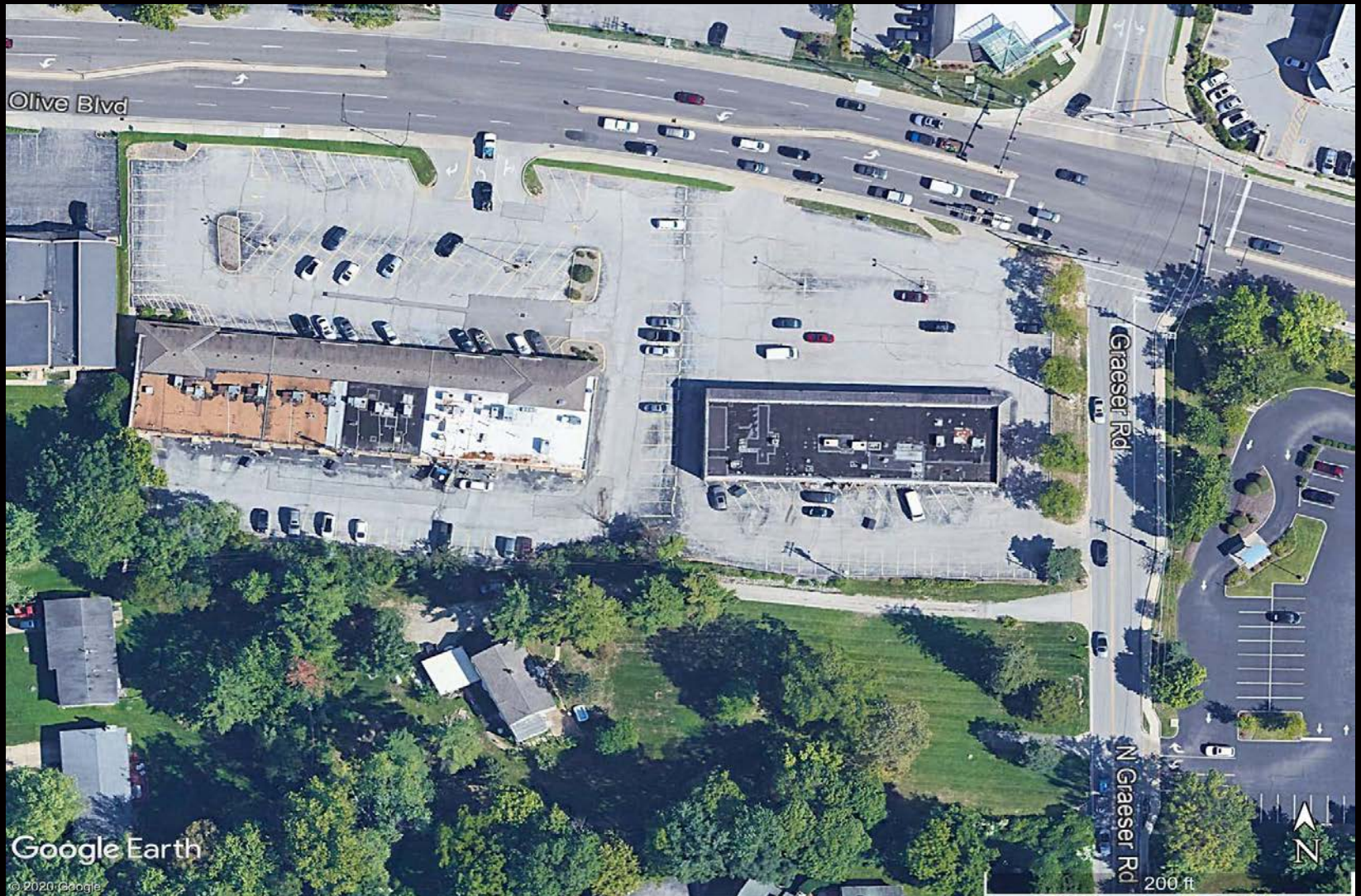
What is a Traffic Impact Study?

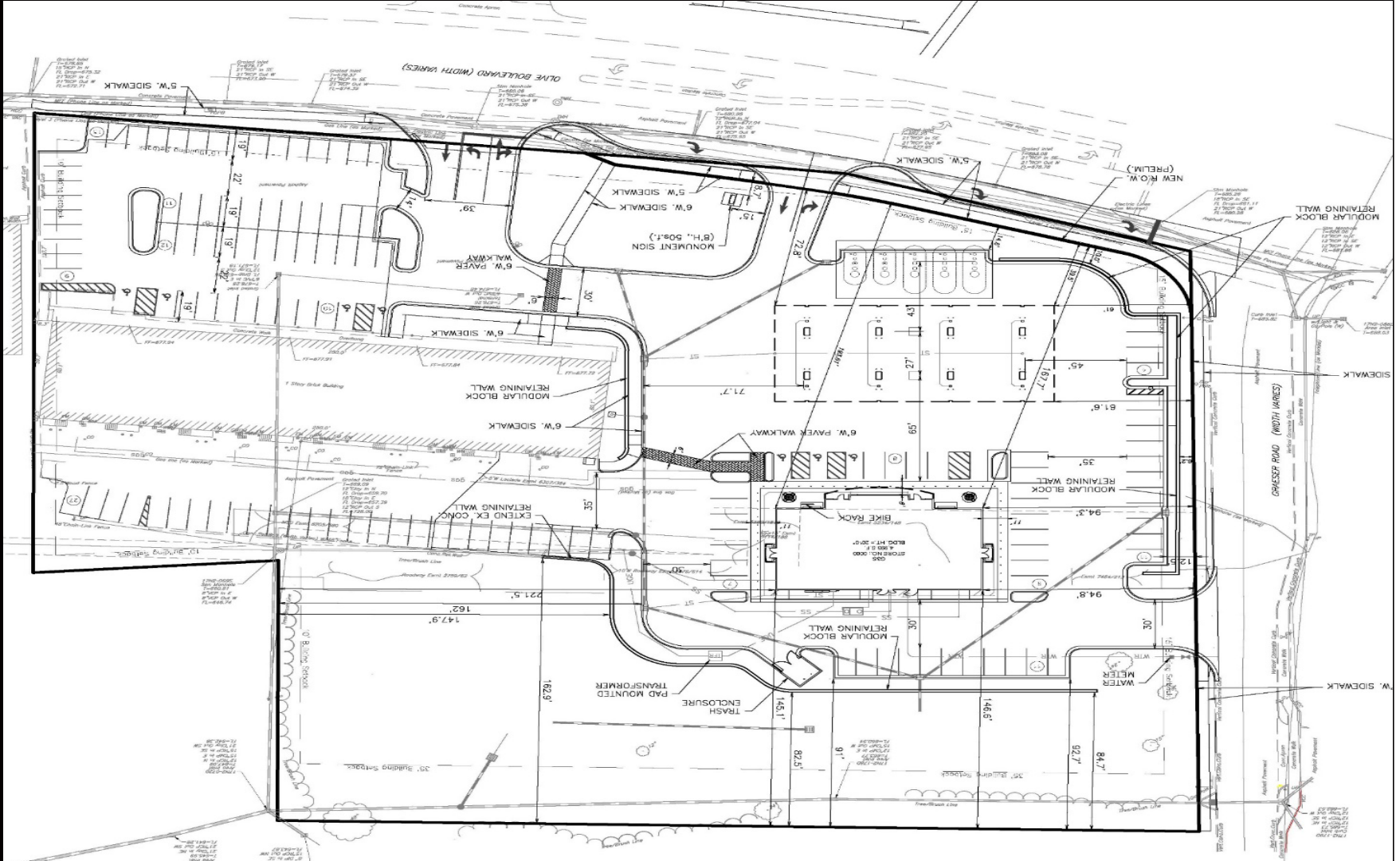
- If approved, built and successful, most new developments will generate more traffic
- That added traffic has some level of impact
- A traffic study determines the current operating conditions, projects future operating conditions and compares the two to determine the level of impact.
- If the impacts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

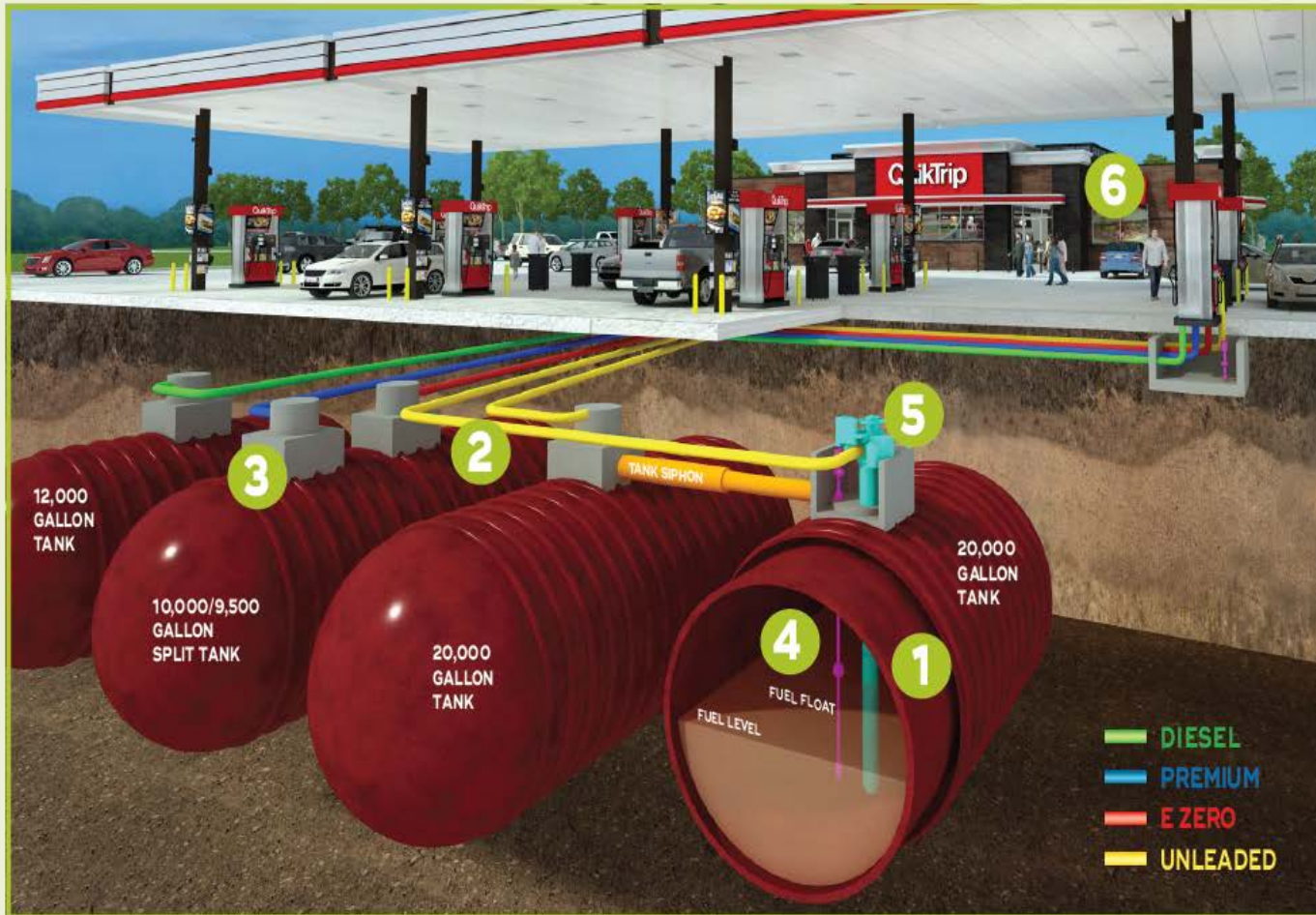


Recommendations

- 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
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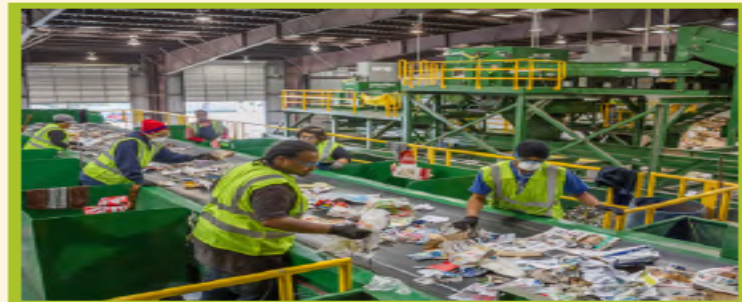


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JUNE 1st AND 3rd, 2020



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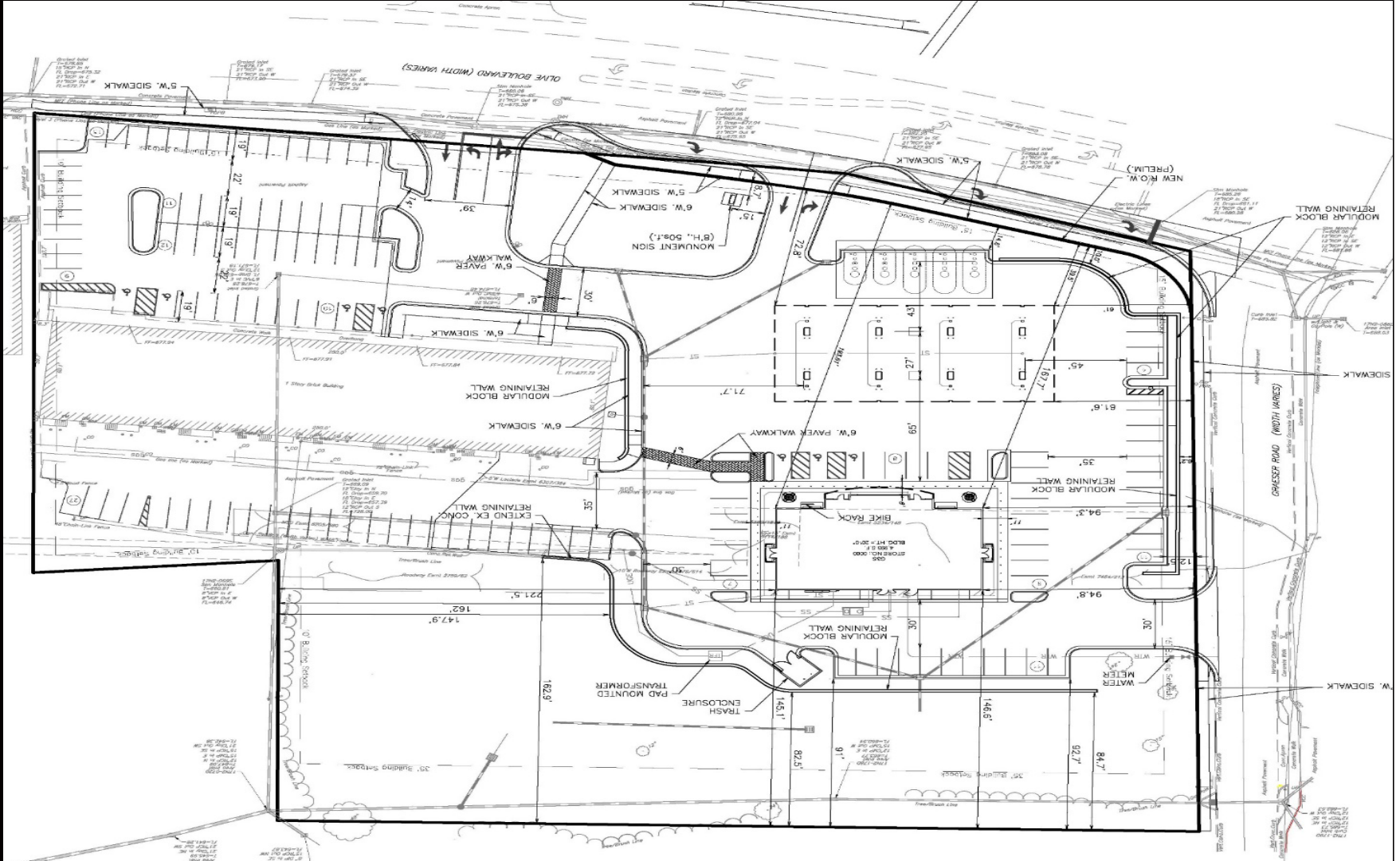
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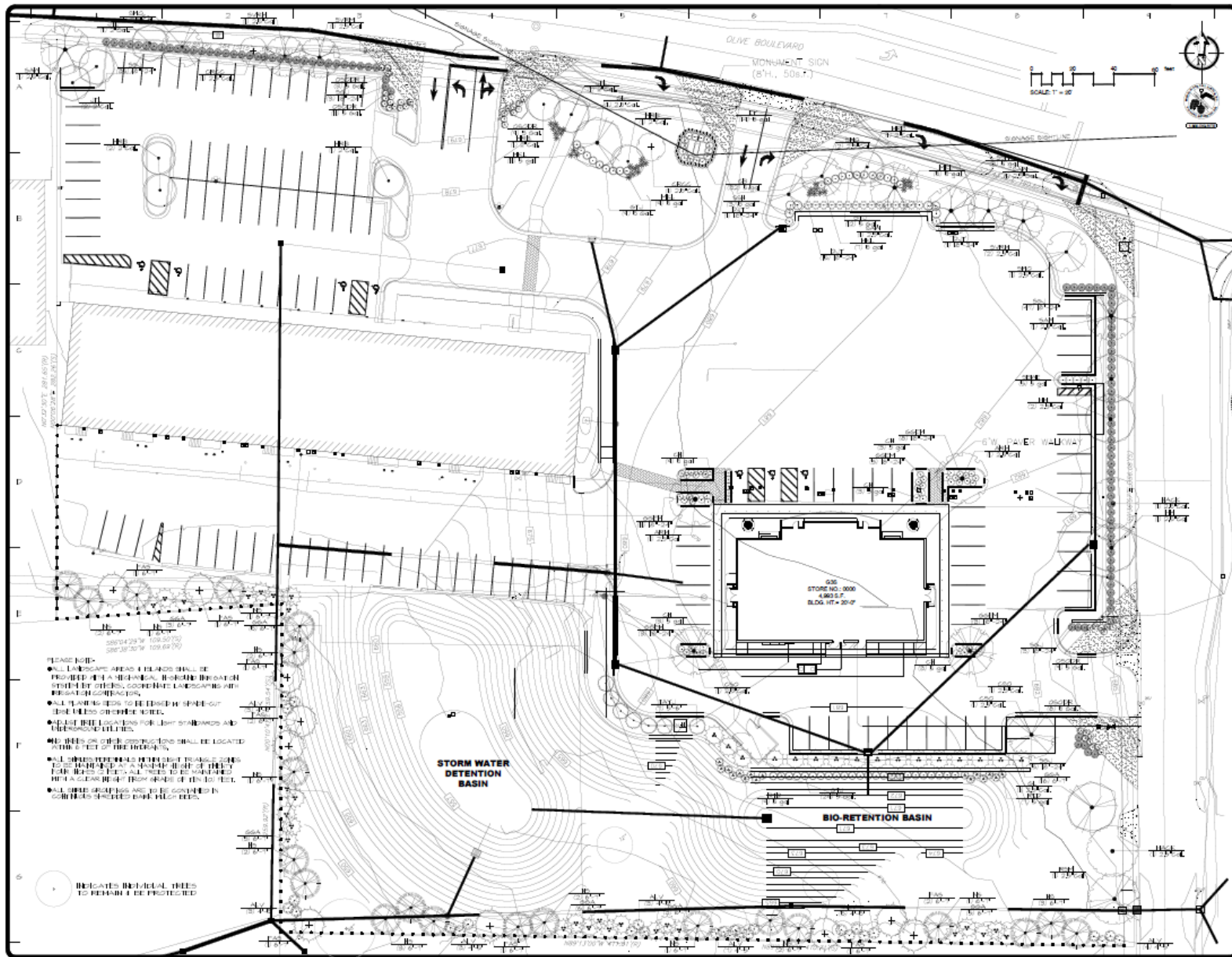
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PLANTING PLAN FOR THE PROPOSED
QuikTrip #613
CREVE COEUR, MISSOURI

DATE	DESCRIPTION
1-1-2020	HHH
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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

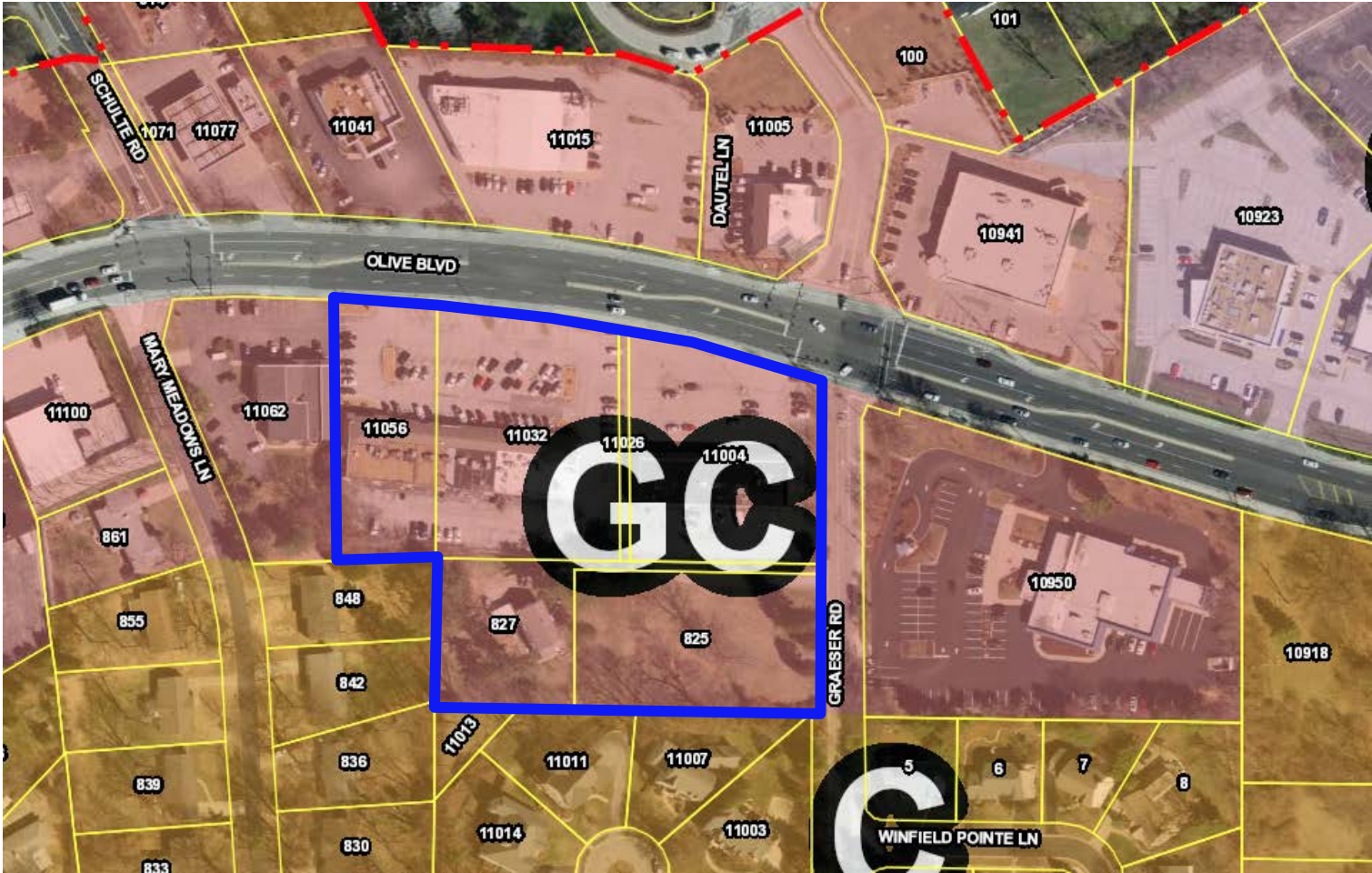
- **Location, Zoning Ordinance Review Process, Summary of Proposal**
- ***Creve Coeur 2030* Comprehensive Plan review**
- **Creve Coeur Design Guidelines review**
- **Zoning Ordinance review**
- **Traffic Impact Study**
- **Summary of items for further discussion**



Background Information

Zoning Ordinance Review Process and Summary of Proposal

LOCATION OF PROPOSED DEVELOPMENT



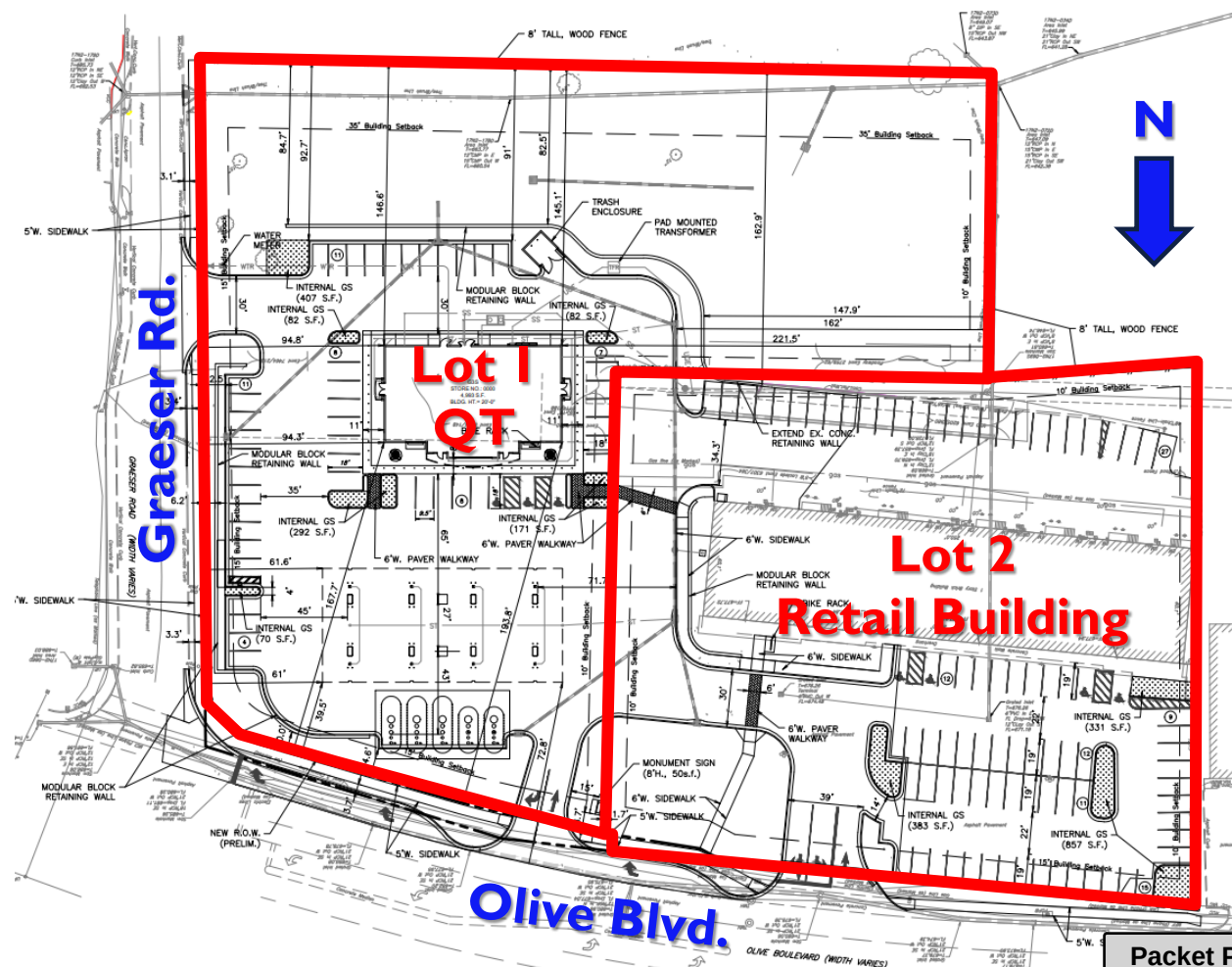
- Southwest corner of Olive and Graeser
- Includes 6 total parcels of land
- All zoned GC-General Commercial District
- Total site area: 4.43 acres

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.)**

SUMMARY OF PROPOSED DEVELOPMENT

- 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



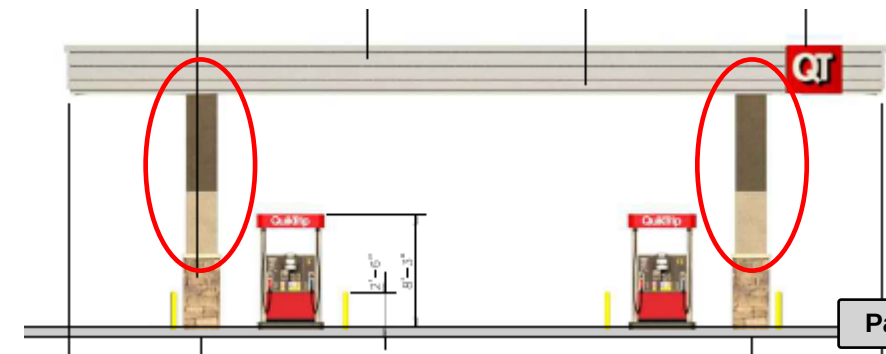
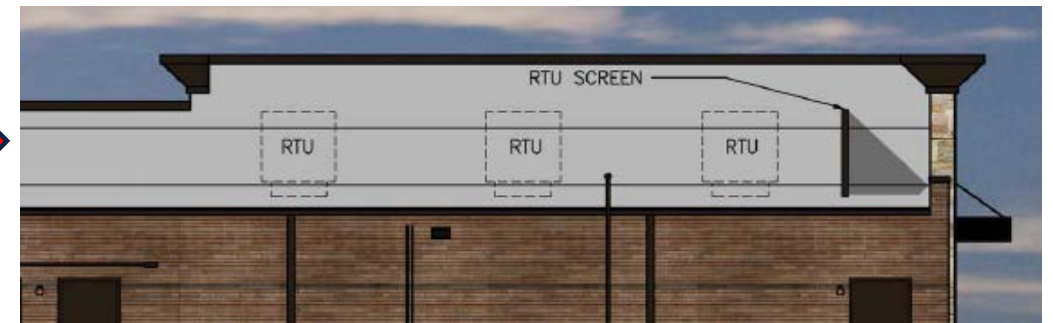
Design Guidelines Review

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

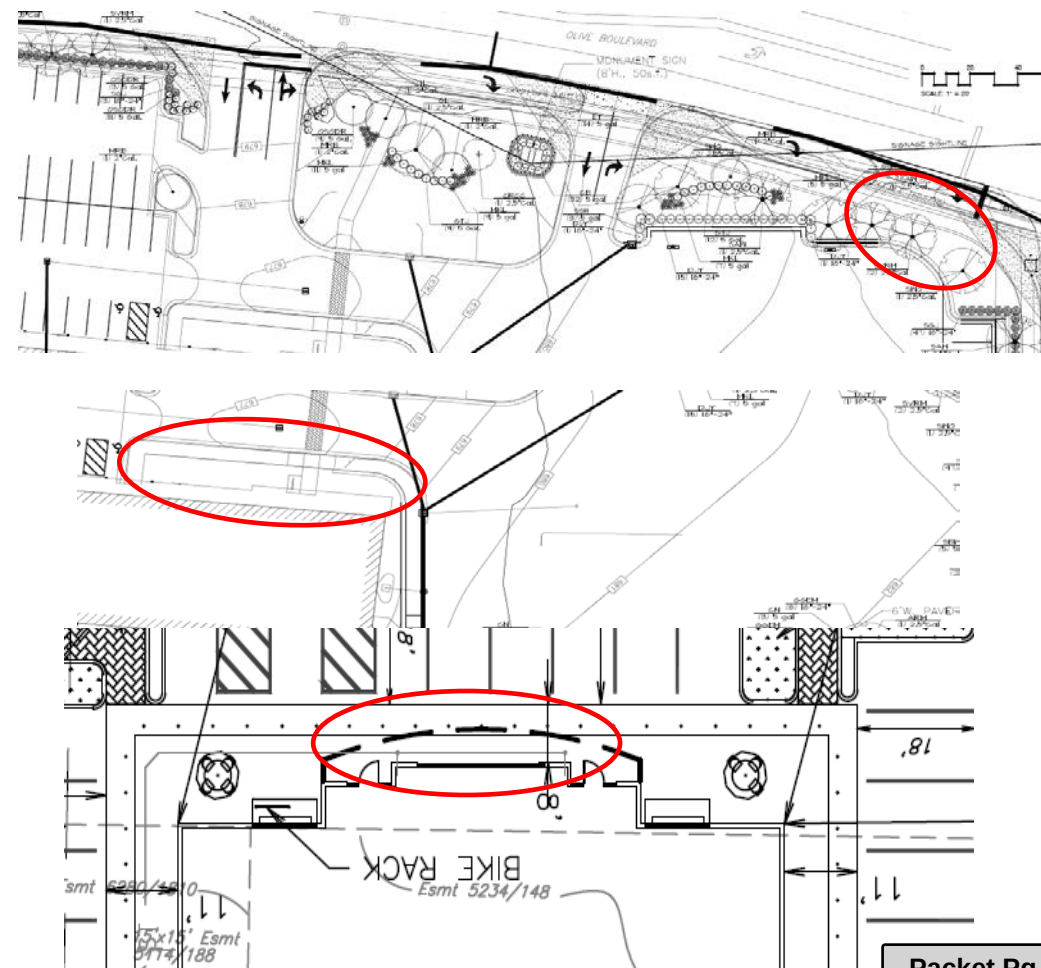
DESIGN GUIDELINES REVIEW—STAFF PROPOSED MODIFICATIONS

- 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

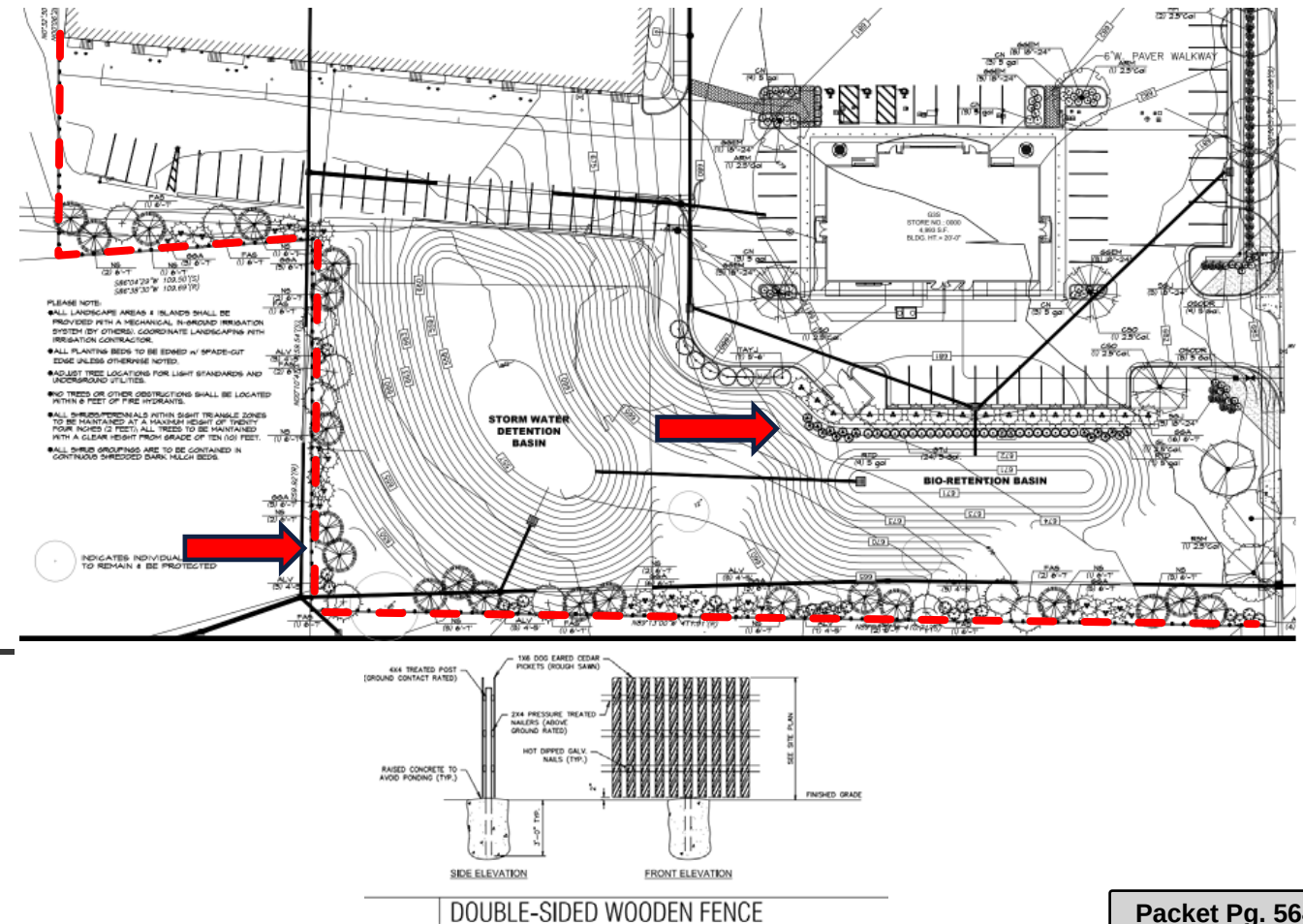
- Setbacks are met for all buildings and structures

■ 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



■ Landscaping

- ## ■ Stormwater

- ## ■ Signage

-

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**

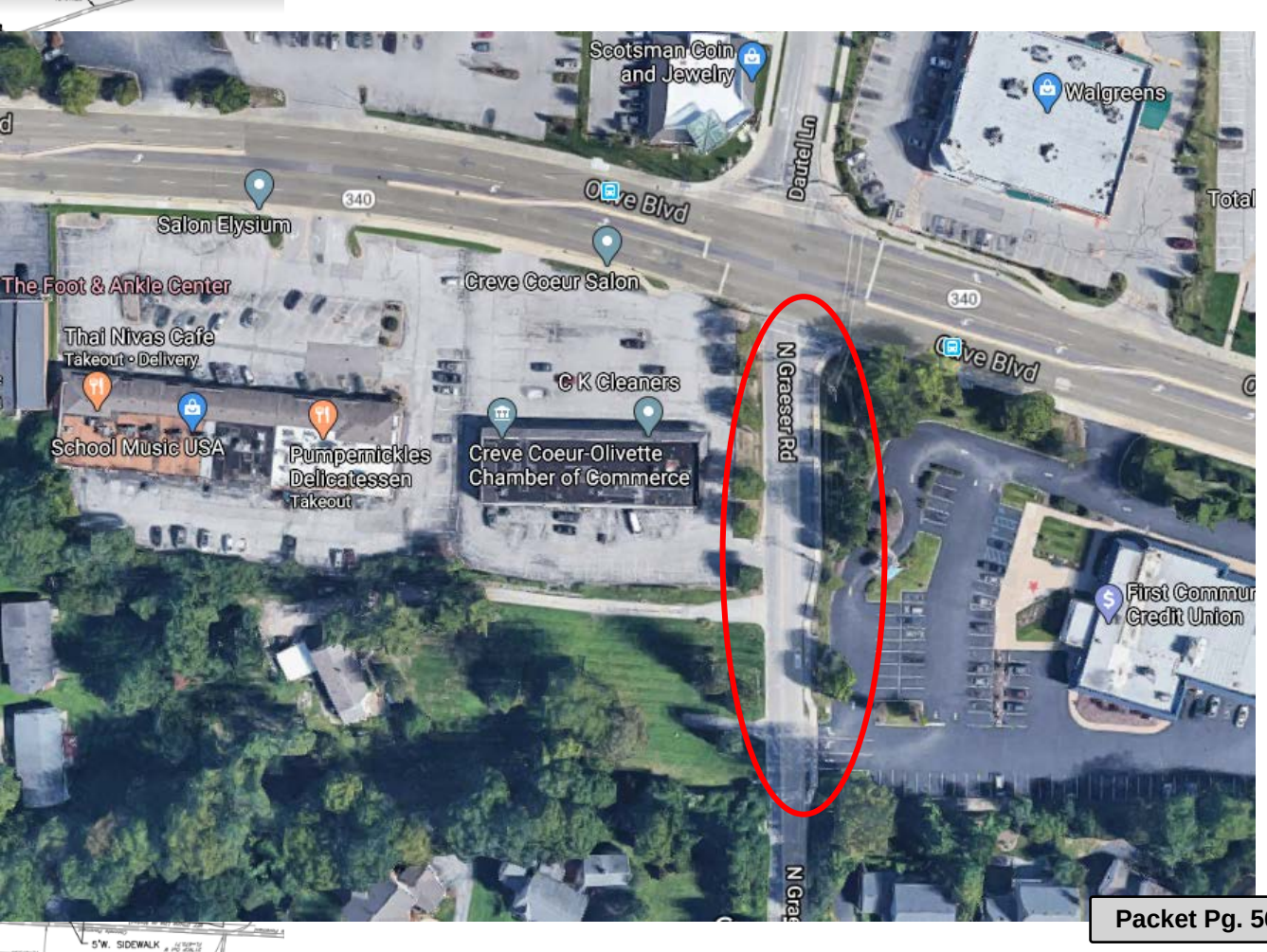
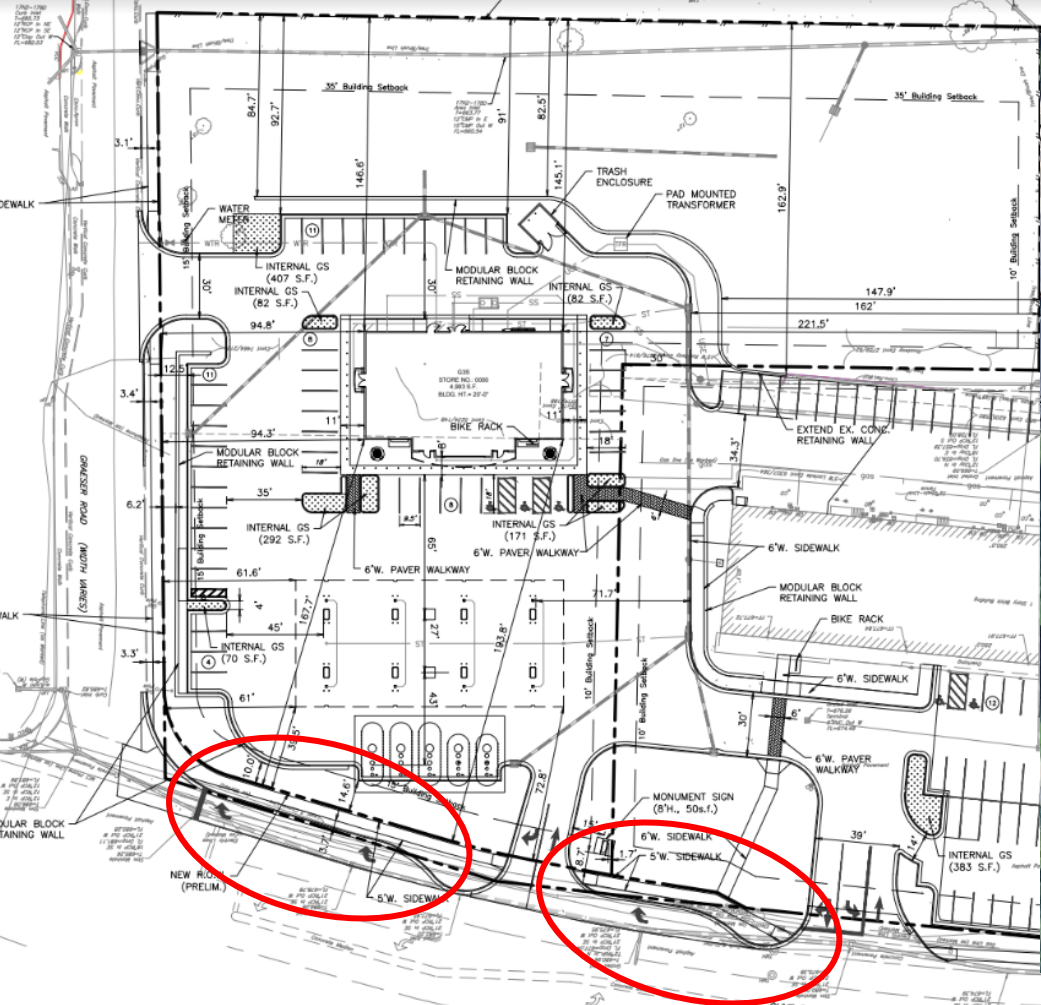
TRAFFIC IMPACT STUDY

- **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

1 PLANNING AND ZONING COMMISSION MEETING

2 CITY OF CREVE COEUR, MISSOURI

3 300 NORTH NEW BALLAS ROAD

4 MONDAY, JUNE 1, 2020

5 6:00 P.M.

6
7 PARTIAL PUBLIC HEARING VIA ZOOM

8 APPLICATION NOS. 20-002 & 20-010

9
10 THOSE IN ATTENDANCE:

11 Ms. Beth Kistner, Chairman

12 Mr. Tim Carney

13 Ms. Muriel Hall

14 Mr. James Myers

15 Mr. Gene Rovak

16 Mr. Larry Potashnick

17 Mr. Todd Streiler

18 Mr. Carl Lumley, City Attorney

19 Mr. Jason Jaggi, Director of Community Development

20 Ms. Whitney Kelly, City Planner

21 Ms. Jessica Stutte, Planning Assistant/Recording Secretary

22 McLaughlin Court Reporting Services, Inc.

23 Deborah K. McLaughlin, RPR, MO-CCR #314, IL-CSR, KS-CCR

24 4772 Gatesbury Drive

25 St. Louis, MO 63128

(314) 974-1199

1 CHAIRMAN KISTNER: All right. We're ready to
2 call to order the Planning and Zoning Commission meeting
3 for the City of Creve Coeur, Monday, June 1st, 2020.

4 We are going to start with our call to order --
5 our roll call.

6 Mr. Carney?

7 MR. CARNEY: Present.

8 CHAIRMAN KISTNER: Ms. Hall?

9 She is not signed in yet, but we expect her.

10 Mr. Myers?

11 MR. MYERS: Present.

12 CHAIRMAN KISTNER: Mr. Rovak?

13 MR. ROVAK: Present.

14 CHAIRMAN KISTNER: Mr. Potashnick?

15 MR. POTASHNICK: Present.

16 CHAIRMAN KISTNER: Mr. Streiler?

17 MR. STREILER: Present.

18 CHAIRMAN KISTNER: City Attorney, Carl Lumley?

19 MR. LUMLEY: Present.

20 CHAIRMAN KISTNER: Director of Community
21 Development, Jason Jaggi?

22 MR. JAGGI: Present.

23 CHAIRMAN KISTNER: City Planner, Whitney Kelly?

24 MS. KELLY: Present.

25 CHAIRMAN KISTNER: And Planning Assistant and

1 Recording Secretary, Jessica Stutte?

2 MS. STUTTE: Present.

3 CHAIRMAN KISTNER: So this is -- because of
4 the -- the current COVID virus circumstances and
5 cautionary measure, we're conducting this hearing via --
6 via Zoom.

7 We have our first order of business is
8 acceptance of the agenda, but I just want to note that
9 part of that agenda is that we are -- we have planned to
10 end this meeting at 9:30 p.m.

11 And if necessary, it will be continued to a
12 later meeting on June 3rd.

13 So if we could have an acceptance of the agenda
14 with those conditions.

15 MR. ROVAK: So moved.

16 CHAIRMAN KISTNER: It will end at 9:30.

17 We have a second?

18 VOICE: Yes.

19 CHAIRMAN KISTNER: Okay. All in favor?

20 (All responded aye.)

21 CHAIRMAN KISTNER: We will move on to a -- one
22 item of New Business.

23 We do need to have a motion to suspend the
24 swearing in of those who wish to speak on the application
25 tonight. That's not something that we have particularly

1 done, and so we would need a roll call vote to suspend a
2 motion -- a roll call vote to suspend swearing in of all
3 speakers tonight.

4 VOICE: So moved.

5 MR. POTASHNICK: Second. The swearing in for
6 just the -- for this evening.

7 CHAIRMAN KISTNER: Okay. So ready for a vote?
8 Mr. Carney?

9 MR. CARNEY: Aye.

10 CHAIRMAN KISTNER: Mr. Myers?

11 MR. MYERS: Aye.

12 CHAIRMAN KISTNER: Mr. Rovak?

13 MR. ROVAK: Aye.

14 CHAIRMAN KISTNER: Mr. Potashnick?

15 MR. POTASHNICK: Aye.

16 CHAIRMAN KISTNER: Mr. Streiler?

17 MR. STREILER: Aye.

18 CHAIRMAN KISTNER: And the Chair votes aye.

19 We're now ready for our first item of New
20 Business. It's a public hearing. Application No. 20-002
21 and 20-010: Boundary adjustment, site development plan
22 and conditional use permit for QuikTrip Gas Station with
23 convenience store at 11004, 11026, 11032 Olive Boulevard,
24 825 and 827 Graeser Road, and the redevelopment of the
25 adjacent retail center at 11032 and 11056 Olive Boulevard.

1 Before we get started tonight, I just wanted
2 to -- this is an unusual circumstance. We're doing this,
3 you know, from a online format, so I just wanted to go
4 over a few of the -- the ground rules that we're going to
5 be operating under for -- for tonight's meeting.

6 There's been a lot of interest in this
7 application, and so within the capabilities of the, you
8 know, teleconferencing, the video conferencing format, we
9 tried to put some things in place that will optimize the
10 ability to hear from all of our, you know, the interested
11 parties.

12 The -- the guideline that we were using for
13 tonight's meeting is the policy that was approved by the
14 Commission on the Board for Pandemic Public Hearings,
15 so -- so that's where we're operating under.

16 We're going to proceed with the applicant
17 presenting their request first, and they will have 30
18 minutes for their presentation.

19 The staff is then going to present their report,
20 and also have 30 minutes.

21 We're then going to move in to public comments.
22 And then at the end of public comments, we will give the
23 applicant time for rebuttal just as we do at all of our
24 public hearings.

25 There's one group within the public, the Graeser

1 Neighbors for Safety, they've requested to speak on behalf
2 of several residents who have indicated on their
3 registration forms that they will yield their time to the
4 Graeser Neighbors for Safety group. So we're going to
5 take the spokespersons for this group, there are five of
6 them, first, followed by the other individuals that have
7 registered and wish to speak, and that group is going to
8 have 30 minutes also. And then we will move in to any
9 other participants who have not indicated that they've
10 yielded their time with Graeser Neighbors for Safety, and
11 each of those individuals will have three minutes to
12 speak.

13 So as time allows, we will -- we will move to --
14 to those comments that are on the call that's not
15 registered the opportunity, so some of those people have
16 already registered for that, but we will still get to
17 people, and I'll call those people first. We'll still get
18 to the people who have not signed up in advance, and,
19 again, there will be some limited time for, you know,
20 three minute times for each of those.

21 And there's a "raise your hand" function in Zoom
22 that will be utilized at that time. And I'll repeat those
23 instructions when we get to that -- that point in the
24 meeting.

25 We did schedule a second meeting this week,

1 Wednesday, June 3rd at 6 p.m. to continue the public
2 hearing if we need it.

3 If we don't get through everyone tonight,
4 everybody will get a chance to speak, and we will continue
5 that in to the Wednesday meeting if needed.

6 And then the hearing will, and only then will
7 the hearing be concluded after the applicant has their
8 chance for rebuttal. And then we'll begin our
9 deliberations at that point after the hearing has -- has
10 concluded.

11 Couple of other things. Just to remind people,
12 that all of the written and email comments submitted by
13 Thursday of last week have been included in the meeting
14 packet. Everyone who is registered to speak will be
15 allowed to address with their comments, as I said, but we
16 do hope that, for those people who have not already
17 submitted comments, and after the larger group speaks of
18 residents, that we don't repeat. I mean one of the ideas
19 is this a public hearing. We want to have new information
20 and not repeat of old information.

21 If not tonight, you can still register to speak
22 at Wednesday's meeting until 5 p.m. prior to that new
23 meeting, although if we do conclude the public hearing
24 tonight, that will not -- that will not occur.

25 And we will be looking at that three minute,

1 after that first group of scheduled thirty minute resident
2 comments, we will be limiting to 30 minutes -- I mean to
3 three minutes a person.

4 So I really thank everybody for their
5 cooperation on this. Obviously, this is a difficult time.
6 This is an incredibly important matter to our city, and we
7 have a lot of interested parties, so we want to make this
8 as, you know, productive and transparent for everybody
9 who's participating, and who all are there.

10 And with that, I think we will probably turn it
11 over -- ready to turn it over to the applicant.

12 The applicant ready?

13 We're looking to give the applicant permission
14 to start their presentation.

15 VOICE: We need Greg Rogers from QuikTrip
16 acknowledged as our speaker.

17 MR. STREILER: Lee, you might want to check your
18 audio.

19 CHAIRMAN KISTNER: Hello. Can you guys hear us
20 now?

21 VOICE: Yes.

22 CHAIRMAN KISTNER: Okay. As -- as each of you
23 speak, if you could give your name and business address.

24 MS. GWEN KEEN: Sure.

25 We have a PowerPoint. Are we going to be able

1 to share that as I'm speaking?

2 CHAIRMAN KISTNER: Yes.

3 MS. GWEN KEEN: Can we share a screen or --

4 CHAIRMAN KISTNER: You have to ask for
5 permission to do that.

6 Again, if you could start by giving your name
7 and business address.

8 MS. GWEN KEEN: Sure. My name is Gwen Keen.
9 I'm with QuikTrip Corporation, 2255 Bluestone,
10 St. Charles, Missouri 63303.

11 I'm the real estate project manager for QuikTrip
12 that's overseeing this location, and --

13 CHAIRMAN KISTNER: We can see your presentation
14 now.

15 MS. GWEN KEEN: Wonderful. Wonderful.

16 We practiced, but, apparently, we missed a
17 couple steps or something.

18 Well, first of all, we want to thank the -- the
19 Creve Coeur staff and the time that they've spent with us
20 in helping us get through this process and understand
21 Creve Coeur, and what you all are looking for there in
22 your community.

23 And we also want to thank the Commissioners for
24 all of their effort and time in looking at this
25 presentation and this petition as well.

1 Tonight I would like to introduce QuikTrip to
2 Creve Coeur. I'd like to present some information about
3 how we do things at QuikTrip. And I'd also like to
4 discuss some of the concerns that -- that has been brought
5 up about this location and where we want to be in Quik --
6 there in Creve Coeur.

7 Some of the concerns we know that have been
8 raised specifically are how close we are to the
9 residential neighborhood, tanker trucks and -- and turning
10 circulation, storm sewer, um, the retail center and what
11 that's going to look like in conjunction with the QuikTrip
12 being there, property values, which we know are of
13 concern, traffic, environmental concerns, delivery times
14 and -- and the concerns that have been brought up about
15 crime.

16 What we want to do tonight and during our
17 presentation is to present facts over fear.

18 We know that there's a lot of feelings that come
19 involved when -- when it's about someone's home, and so we
20 recognize that. And we want to give some facts for what
21 we understand as part of the community, and what we know
22 as being in the convenience store business for over 60
23 years.

24 So with that, we will start -- so something's
25 freezing here. There.

1 And first I'm going to talk about our employees,
2 so, and our brand of excellence factually.

3 So QuikTrip is number one in the industry. We
4 are the best of the best. And that's not just me saying
5 it, but it's also market source surveys that have been
6 done, and the people within the industry that looked for
7 those things. Those studies have been done in 2014, '15,
8 and the last one was updated in 2017. 2019, in the CSP,
9 we were noted as the number one mystery shopper rating.

10 What they looked for in all of these, primarily,
11 is cleanliness, friendliness, great service and
12 merchandise, the location and what it looks like in the
13 atmosphere we present.

14 And time after time again when it comes to these
15 lists, QuikTrip is at the top of that list. If not number
16 one, we are very shortly under there.

17 So we take pride in that, and our brand of
18 excellence.

19 We've also been on several other lists: Fortune
20 100 Best Companies To Work For, privately held companies.
21 One that we're very proud of is Companies That Care.
22 Since People Magazine has made that one, we made that list
23 two years.

24 And the other thing we take great pride in and
25 is significant to notice that we are privately held

1 company. We are family and employee owned. So I'm
2 actually a partial owner in the company as a shareholder.

3 And that's very important because we take --
4 that's part of our branding of excellence is that
5 ownership component, and the fact that there is no
6 franchise.

7 We're corporated out of Tulsa, Oklahoma. So all
8 of our training and expertise is all centralized out of
9 Tulsa, and is then disseminated to all of our locations.
10 And that's how we maintain our brand of excellence.

11 So we pay our employees very well. Another
12 thing that we take great pride in.

13 A starting manager for QuikTrip, an entry level,
14 their starting salary is averaged over \$50,000 a year.
15 And our average starting -- or our hourly salary for store
16 managers at this time is 89,000. Our part-time employees
17 are making \$11 an hour to start.

18 We also provide bonuses for attendance and
19 customer service. Part of that mystery shopper.

20 And then also we've got an under 20 percent
21 turnover rate. So a lot of times when people come to
22 QuikTrip, they want to stay at QuikTrip.

23 Matter of fact, I've been with the company for
24 over 18 years now.

25 So the other thing we take a lot of pride in is

1 no employee has ever been laid off in the history of the
2 company. And that's of great significance right now.

3 You know, during this COVID pandemic QuikTrip
4 was considered and is considered an essential business,
5 and our employees, they -- they stood that line, and they
6 greeted all of our customers and they were there. And we
7 take great pride in that. We did not lay off anyone.
8 There was no one that didn't have a job during this time.

9 The other thing is we provide a very good health
10 benefits package, not only for full-time employees, but
11 also for part-time employees. So we take great pride in
12 our employees. We support those employees once they
13 become a part of our QuikTrip.

14 Next.

15 Our community impact. We provide new jobs for
16 the area. The Creve Coeur location, we will look to hire
17 people within the Creve Coeur area that work at the
18 closest location. And what we will bring in experienced
19 managers. You're not going to get a brand new manager
20 there that's never run a QuikTrip. So we will have
21 localized employees, but we also have an experienced
22 manager there.

23 Be increase in tax revenue. The QuikTrip does
24 contribute 5 percent of our profits to local community
25 charities.

1 And also we are deemed as a national safe place
2 for endangered youth. If anyone's in trouble, we have the
3 signs to indicate that they can come to our location and
4 we can get these kids help.

5 What we guarantee at QuikTrip is quality. It's
6 quality in everything we do, from the bathrooms, from
7 security to freshly brewed tea to roller item grills to
8 fresh food and coffee and our appearance. We put
9 excellence and quality into everything that we do.

10 And now let's look at the Creve Coeur location.

11 So I'm very excited about this building. We
12 worked hand-in-hand to understand what you were looking
13 for in Creve Coeur with your staff. And I can tell you
14 that there is no other QuikTrip in the entire metro area
15 that looks like this QuikTrip.

16 So what we've done is we have changed the
17 structures. At the top we've made sure that it's part of
18 the screen. As far as the top goes, we've changed to a
19 Sonoma stone, which is more compatible with the other
20 locations in that immediate area. We've provided store --
21 store landscaping right up against the building. And we
22 also have decorative bollards there instead of just
23 regular paint bollards.

24 We not only saved two points -- or one point
25 of -- of entry, but we also provided two. So there's one

1 on each end that are close to each front door, as opposed
2 to try to tell everyone for one location, and then to the
3 other doors.

4 We gave them the closest route with an enhanced
5 entry there.

6 As far as the canopy goes, we have talked to
7 staff, and we are agreeable that they were wanting the
8 stone to go completely up to the top, and that's something
9 that we can definitely accommodate.

10 We also removed the red band. That is something
11 typical that we -- we really don't like doing, but that we
12 did do, because we do desire to be in this location, and
13 so we have removed the red band from the canopy at the
14 top.

15 There's some of the landscaping we'll be
16 providing in the front.

17 Now, our next slide is of the kitchen. So this
18 is really what's facilitated the new building. What we
19 wanted to do is we saw the demographics changing and the
20 products changing. You know, convenience stores typically
21 were always known for cigarettes and beer, but that's not
22 where the industry's at, and QuikTrip is a very adaptable
23 company, and we saw where everything was going, and we
24 really saw that people were wanting fresh food, and that
25 we were really something more than a just a gas station.

1 So that became the development of QuikTrip kitchen.

2 And so it's a full-service counter where you can
3 get a multitude of different beverages, ice cream
4 novelties, pizzas, both single serve and full serve. And
5 we have an automated system where you can order, and it'll
6 be fixed and ready, usually, before you're ready to check
7 out.

8 So that was one of the big things that
9 facilitated our change.

10 This is another thing that facilitated our
11 change was we were able to change the counter. And so as
12 you'll see, our employees are able to look into the store
13 in the environment that is going on inside the store.

14 As far as the outside the store, we have
15 extensive windows across the front.

16 And what you can't see is up in the corner
17 there, we have a security monitor that monitors multiple
18 cameras so the team, our employees, can monitor the
19 security from inside the store, as well as what's going on
20 outside the store. So we have that ability.

21 Here's the overall aerial view of what the site
22 plan will look like. So the retail center will stay
23 within an upgrade. We have a full access in front of the
24 retail center. And there are ride-in ride-out on our
25 parcel near the canopy.

1 And if you'll see that large green space, that
2 is where our landscaping buffer and our BMP ponds will be
3 for detention.

4 Here's another rendering of what it will look
5 like from the corner. The access and the connection, the
6 shared space between us and the strip center.

7 This is one of the rear renderings, the rear
8 projections of the building, and what you'll see here is
9 we do have a fence, and there's a great deal of
10 landscaping between us and the back of the building.

11 At the request of the staff, they inquired if we
12 can move the fence back off the property line and switch
13 it for the landscaping, so any residents back there will
14 be able to see the landscaping, and not just the fence or,
15 you know, in front of the landscaping, and we've been
16 agreeable to do that in that area. So what will happen is
17 that fence will be back around the trees and everything on
18 the other side.

19 Here we've got where the retaining wall and what
20 the retaining wall will look like. We also put an
21 extensive treeline on top of the retaining wall, which
22 will virtually block almost the entire back of the store
23 from the rear of the building.

24 And then here's a side view. As you can see,
25 this side was actually updated from our last one. We have

1 the other one to show what the retaining wall will look
2 like, but -- but when you look at the landscape plan, we
3 also provided another row of landscaping in front of the
4 retaining wall. So we have a large landscape area between
5 the rear of the store and the residential property line.

6 Right now I'm going to turn it over to Nathan,
7 so he can talk about our distances and stormwater.

8 MR. NATHAN COWAN: Good evening.

9 My name's Nathan Cowan with Civil Design. Our
10 address is 5220 Oakland Avenue in St. Louis, Missouri
11 63110.

12 I've been a licensed civil engineer in the
13 St. Louis region for 15 years now.

14 And for this site, I'd like to start off by
15 talking about some of the site distances that the current
16 design has.

17 First off, the proposed development does
18 currently meet or exceeds all of the building setbacks and
19 landscape buffers.

20 A few of these dimensions I would like to point
21 out.

22 There is one in the landscape buffer that Gwen
23 mentioned. We are providing a 91-foot buffer, rear,
24 QuikTrip store, whereas, a 25-foot buffer is all that is
25 required.

1 There's some other distances I'd like to point
2 out.

3 We have a distance from the pump to the closest
4 property line of 265 feet. The distance from the fuel
5 tanks to the closest property line of 310 feet.

6 The next slide's going to show these distances,
7 as well as a few others that may be of interest, such as
8 building to the rear setback or building to the side
9 residence.

10 For site circulation. At the beginning of all
11 these projects, QuikTrip takes -- takes care to make sure
12 the entire site does, indeed, is designed to specific --
13 for all on-site circulation of vehicles, for pedestrian
14 vehicles and delivery vehicles.

15 The -- the critical vehicle that we designed for
16 is the fuel and tanker. That's to get in and out of the
17 site.

18 We always analyze the turning movement of this
19 truck to make sure that there are no obstacles in the way.
20 So the anticipated approach for this tanker vehicle will
21 be east on Olive and enter the site Graeser Road and exit
22 the site on to Olive, head east.

23 The next slide is going to show -- shows what
24 this maneuver looks like in two dimensional here.

25 CHAIRMAN KISTNER: So can you clarify, is the

1 entry for the tanker on Graeser?

2 MR. NATHAN COWAN: Yeah, that's what we are
3 anticipating currently.

4 So another item I'd like to talk about is the
5 site stormwater management.

6 The development will follow all regulations set
7 forth by Metropolitan St. Louis District. The site water
8 will be captured, treated and retained bio-retention basin
9 and detention basin.

10 The stormwater will be mitigated to match
11 predevelopment conditions, meaning there will be not --
12 there will not be any more stormwater leaving the site
13 than there is currently.

14 And on top of the stormwater management, will
15 also include a volume reduction measures where it will
16 actually decrease the amount of water leaving the site,
17 therefore, approving downstream public utilities and pipe
18 conducted activity there.

19 And that is all of that.

20 Thank you.

21 (Talking over each other.)

22 MR. JASON MORGAN: Good evening, my name is
23 Jason Morgan. I'm with Cornerstone Commercial Realty.
24 We're located at 8000 Maryland Avenue.

25 CHAIRMAN KISTNER: One second. Excuse me.

1 I just want to note for the record that Muriel
2 Hall has joined the meeting.

3 MR. JASON MORGAN: That who joined the meeting?

4 CHAIRMAN KISTNER: Muriel Hall.

5 MR. JASON MORGAN: Okay. Thank you.

6 Again, Jason Morgan with Cornerstone Commercial
7 Realty, 8000 Maryland Avenue, Suite 1120, St. Louis,
8 Missouri 63105.

9 Cornerstone -- I'm a principal at Cornerstone.
10 We're a full service commercial real estate company
11 established in 1998.

12 And I am here to talk about the redevelopment of
13 the 15,000 square foot strip center located to the west of
14 the proposed QuikTrip.

15 In conjunction with Bruce Development, I'm very
16 excited to share with you our proposed renovation.

17 Again, the existing center is 15,024 square
18 feet. It was originally constructed in 1967. The center
19 is currently 63 percent occupied. It's got approximately
20 6,000 square feet of vacancy or 37 percent vacant.

21 Current tenants include Pumpernickles, Support
22 Innovations, Salon Asylum and School Music USA.

23 The shopping center is in below average
24 condition, and is in desperate need of a significant
25 investment and vision.

1 I think it's fair to say that time has passed
2 the center by.

3 As part of the QuikTrip development we are
4 proposing to revitalize the shopping center. Sidewalks,
5 cross-access and parking agreement with the neighboring
6 QuikTrip will be developed with that for the shopping
7 center, its tenants and customers.

8 The revitalization of the shopping center will
9 enhance the existing tenants' experience, its customers
10 and serve to attract new tenants to the center and Creve
11 Coeur.

12 We'll also better represent Creve Coeur,
13 contribute to the community, enhance property values and
14 generate sales tax.

15 Now I would like to turn it over to Mike
16 Baalman, the architect on the project.

17 MR. MIKE BAALMAN: Good evening.

18 My name is Mike Baalman of Baalman Architects
19 located at No. 2 Daniel Drive, O'Fallon, Missouri 63366.

20 I'm here tonight to present the exterior
21 renovations to the retail portion of the project.

22 This is the building to the west of the proposed
23 QuikTrip, and currently contains Pumpernickels and the
24 Thai Cafe.

25 We're proposing a complete facelift of the

1 existing building, so that they coordinate and compliment
2 the design of the proposed QuikTrip, and to better fit
3 within the proposed updated esthetic -- excuse me -- the
4 updated esthetic of the surrounding neighborhood.

5 Care has been taken to update and enhance all
6 elevations while maintaining major structural components
7 of the existing building.

8 The front elevation highlights the two
9 restaurant tenants located on each end of the center with
10 modestly raised parapets, cantilever awnings and the
11 multiple application of stone, simulated wood and EIFS
12 cornice work.

13 The interconnecting midsection of the building
14 includes a lower parapet suitable for the appropriate
15 installation of individual tenant signage, and the
16 existing canopy has been enhanced to include a standing
17 seam metal roof, stone column bases and decorative scone
18 lighting.

19 All glass store fronts along the front and east
20 elevations will be of new pre-finished aluminum with high
21 efficiency glass.

22 We are also proposing to stain all existing
23 brick to complement the brick of the proposed QuikTrip.
24 Utilizing stained brick will allow for a more attractive
25 depth and feel over simply painting the brick.

1 Finally, we are proposing to screen rooftop
2 equipment on all four elevations.

3 Thank you.

4 MR. JASON MORGAN: Jason Morgan, again with
5 Cornerstone.

6 I was also asked to investigate and research a
7 concern that was raised at our neighborhood meeting on
8 February 18th with the residents concerning this
9 redevelopment.

10 The concern was over the impact that the
11 QuikTrip would have on residential values.

12 Specifically, an issue was raised about a home
13 on Martin Grove Lane that -- that was put on the market,
14 had fallen apart, as the buyer had found out about the
15 redevelopment and terminated the contract.

16 Again, we were concerned about this and wanted
17 to determine and figure out what the facts were.

18 We discovered that the house referenced at that
19 neighborhood meeting is 11003 Martin Grove Lane. The
20 house was put on the market on November 11th, 2019 with an
21 asking price of 699,900.

22 From my conversation with the listing
23 agent, there was a lot of interest and the house
24 went under contract very quickly.

25 The buyer was made aware of the proposed

1 redevelopment and elected to terminate the contract.

2 Shortly thereafter the house went back
3 under contract and closed in January of 2020, the
4 35,100 over the list price of 735,000.

5 We believe this set a new high for Martin Grove
6 Lane.

7 Next one.

8 The yellow star indicates the commercial
9 development. The red star shows you the location of the
10 home that sold (indiscernible).

11 Additionally, and for comparison purposes, we
12 looked at recent home sales surrounding the new Mobile On
13 The Run located on the northwest corner of Olive and
14 Schulte.

15 The table in this slide lists nine homes
16 reported by St. Louis County that have sold February of
17 2018 through April of 2020. But the information
18 illustrates that, despite the new Mobile On the Run being
19 proposed and/or operating, all the home sales increased in
20 value.

21 MR. LEE CANNON: Good evening, Chairman, Members
22 of the Commission.

23 My name is Lee Cannon. I'm the principal and
24 traffic engineer with the CBB. Our office are at 12400
25 Olive, Suite 430 in Creve Coeur, Missouri.

1 I have 26 years of experience in traffic,
2 transportation, engineering and planning, and I not only
3 work in the area, but I also live in the area, so I'm very
4 familiar with the site, the traffic along this stretch of
5 road.

6 Completed dozens of projects in and around Creve
7 Coeur. I've even been hired by the City of Creve Coeur to
8 complete projects.

9 The signal at Olive and Graeser, Dautel is
10 actually result of one of our projects that we completed
11 several years ago for Walgreens.

12 I've most recently been hired by the City of
13 Creve Coeur to complete the Craig Road corridor study.

14 I also serve as third party engineer for several
15 cities in the St. Louis region.

16 CBB's been in business since 1973, and as I
17 mentioned, we're headquartered here in Creve Coeur now,
18 over the last six years or so, and we are recognized
19 experts in this highly specialized field of traffic
20 engineering.

21 I want to give you a little bit of background
22 about traffic impact studies and what they are.

23 First of all, we assume that the project is
24 going to be approved; that the developer is going to
25 follow through and build it; that the project be

1 successful and it will generate traffic. That's the basis
2 for our traffic study.

3 So any project that -- that is built is going to
4 generate some impact, some additional traffic.

5 With that additional traffic, though, what we
6 try to determine is will there be a negative impact or how
7 much will the impact be. Based on that finding, if there
8 is an impact that needs to be mitigated, we identify
9 solutions that can offset the impact of that traffic.

10 And a lot of those solutions have been
11 incorporated now on to a plan that QuikTrip is presenting
12 to you now.

13 As I mentioned, I'm very familiar with QuikTrip
14 traffic. We've done, at CBB, over 40 assignments, 40
15 different studies. Some of which are like this site,
16 which is a brand new store, but others look at expansions
17 and modifications at existing stores, so those studies
18 have given us insights into how much traffic QuikTrip
19 stores typically generate based on the number of pumps,
20 the size of the building and the areas in which they have
21 currently locate.

22 About three-quarters of QuikTrip traffic is
23 pass-by trips. That means it's not new traffic on the
24 road, it's traffic that they pull off of the existing
25 roadway.

1 As you all know, Olive Boulevard is heavily
2 traveled. That's exactly why QuikTrip wants to be here,
3 to serve those vehicles that are already on the roadway.

4 The new trip levels are generally on the order
5 of 75 to 85 new trips per hour, vehicles per hour, in the
6 morning rush hour or the afternoon rush hour, the typical
7 high commuter peak hours during the day.

8 And that's 40 to 45 cars in, and then 35 to 40
9 cars out in that hour, so it's the total traffic impact.

10 The initial pass-by trips do make turning
11 movements in and out of the driveway, but they're
12 generally not adding traffic at the next block, to the
13 east, west or south (indiscernible).

14 QuikTrip also has proposed strong pedestrian
15 connections as part of their sites, and are fully ADA
16 compliant with the development of their sites.

17 The next slide is current conditions. You see
18 here on the screen. That's just an aerial view that shows
19 Graeser Road, Olive Boulevard and the existing driveway
20 concerning the retail center which has two buildings.

21 With the site plan, one of the driveways closest
22 to Graeser on Olive will be closed. The driveway on
23 Graeser will also be relocated for the QuikTrip much
24 further south or further south away from the city.

25 As far as what we did in the work to complete

1 the traffic impact study, we first met with city staff
2 representatives and MoDOT representatives.

3 (Talking over each other.)

4 CHAIRMAN KISTNER: Did you mean further west?

5 MR. LEE CANNON: I didn't hear you.

6 CHAIRMAN KISTNER: Did -- do you mean -- you
7 said it was further south. Did you mean further -- you
8 mean the one on Graeser that's located --

9 MR. LEE CANNON: Yeah. Yes, Graeser further
10 south.

11 CHAIRMAN KISTNER: Okay. Thank you.

12 MR. LEE CANNON: Yes.

13 Just for clarification, the -- the question was
14 about the driveway at Graeser, and we are -- we are moving
15 it further south.

16 So we worked with the city and MoDOT to scope
17 the study. We completed the traffic impact study and
18 provided a report dated January 13, 2020, and I believe
19 everyone on the Commission has available.

20 MoDOT reviewed that, and had two requirements,
21 which are now incorporated into the site plan.

22 The city staff and their third party engineer,
23 GBA, also reviewed the study, and had three comments, of
24 which are incorporated on to the plan you see now.

25 And we provided additional comment letters to

1 the city to document the changes that those additional
2 improvements would have on the traffic flow for the site.

3 So the recommendations, the summary of what's
4 being done to offset traffic for this site, include a new
5 eastbound right turn lane on Olive at the Graeser Road
6 signal; a new eastbound right turn lane on Olive at the
7 QuikTrip ride-in ride-out driveway. We closed the one
8 driveway on Olive closest to Graeser, the east driveway.

9 There's improved on-site circulation and
10 connection to the shared full access driveway on Olive.

11 There's a new sidewalk included on the west side
12 of Graeser.

13 There's also a new signal head change that will
14 provide a green protected arrow for northbound Graeser as
15 they come up to Olive to turn left.

16 And the Graeser driveway will be moved further
17 away from Olive to south.

18 So, in conclusion, this site will have
19 additional traffic, but the mitigating improvements that
20 are now included on the site plan will offset that impact,
21 and the pedestrian facilities that have been proposed will
22 provide much improved and safer connections to and from
23 the site and along Olive and Graeser.

24 Thank you very much.

25 CHAIRMAN KISTNER: QuikTrip, you have three

1 minutes remaining.

2 MS. GWEN KEEN: Thank you.

3 So I just want to touch on a few items.

4 One would be the fuel tanks that's come into
5 question.

6 We use a state-of-the-art system, fuel system.
7 We have double-wall tanks; we have double-wall fiberglass
8 pipes, testing facilities on it that keeps track of
9 everything.

10 We use -- we are a top-tiered gasoline retailer,
11 which means it's highly rated, and what it -- through the
12 EPA, and we use renewable fuels.

13 We also use energy conservation.

14 And, again, I'm just touching on these due to
15 time.

16 We have water conservation; we have waste
17 conservation through recycling.

18 QuikTrip does have a sustainability plan, and we
19 utilize that in all of our locations.

20 As far as -- and also, you know, something came
21 up about spills. Spills are highly rare. The gentlemen
22 that drives -- gentlemen and women that drive fuel tankers
23 are highly specialized in the industry. They have to have
24 security clearances, they have to have training, so it's
25 not like they're pulling someone off. These are highly

1 specialized individuals who deliver fuel to the locations.

2 Typically a spill is less than a gallon. We're
3 usually able to address that. Our employees have been
4 trained in knowing that if it is heading towards a drain
5 or anything like that, all of the people are notified. We
6 have a dedicated department, two environmental issues
7 at -- at our -- our corporate headquarters that monitors
8 and keeps track of all of that.

9 Again, I just want to touch on a few of these.

10 QuikTrip will be a TDD participant. The
11 property owner did so voluntarily when the signalization
12 was put in, and we, obviously, will end up helping pay
13 that down.

14 Delivery times. We do have control over some
15 delivery times. We're very mindful that we're in a
16 residential area, and we are able to assist with more
17 appropriate delivery times for our tractor trailers.

18 Tankers are a different story. The tankers,
19 again, they're 305 feet off of the property line and
20 they're in the front of the store by Olive.

21 You know, one of the comments that's come up is
22 that there's already two gas stations in the area. What I
23 find interesting, there's already two, but we're not an
24 appropriate location for that area.

25 So, but the other thing is those are on the

1 northbound side of the road. This is on the south side of
2 the road. We feel it's underutilized based on our
3 analysis. And we're not the type of location that just
4 goes in for a short time. We're there for the long time
5 period.

6 An example of that is factored within the
7 St. Louis area we have stores that are well over
8 20-years-old. We're not just closing those down. We're
9 revitalizing them. We're scraping them and rebuilding
10 them with a new modern facility.

11 We're in the convenience store business. We're
12 not in the fuel business, but we're in the convenience
13 store business, and that's what we do. We adapt to those
14 when times change.

15 Once again, what's on the electric pump. The
16 technology is not there. People don't like to go to a
17 convenience store and sit for 30 minutes and have an
18 electric charge on their vehicle.

19 When the technology changes and updates, we're
20 going to adapt as well to what's going on in the industry,
21 not just the fuel industry, but also the convenience
22 business industry.

23 CHAIRMAN KISTNER: Thank you.

24 MS. GWEN KEEN: I'm sorry?

25 CHAIRMAN KISTNER: Thank you very much. You

1 have had over 30 minutes.

2 MS. GWEN KEEN: Okay.

3 Again, I'm sorry, I can't hear you.

4 CHAIRMAN KISTNER: We -- you've had -- your 30
5 minutes is -- is up. Are you ready to conclude?

6 MS. GWEN KEEN: We just had one other -- our --
7 we were going to touch briefly on crime, but we can do
8 that at a later time as need be.

9 We can just have one further slide, and we'll
10 have John come up and conclude.

11 MR. JOHN YOUNG: Members of the Commission, my
12 name is John Young, and I'm an attorney, and I represent
13 QuikTrip. My law firm has handled -- located at 200 North
14 Third Street in St. Charles, Missouri.

15 And, again, just as a conclusion statement. The
16 Planning & Zoning Commission makes a recommendation for --
17 to the City Council for the approval of any conditional
18 use permit.

19 And in your consideration there are six
20 standards. And we believe that those six standards, the
21 evidence will conclude and indicate that the conditional
22 use permit is warranted based on the evidence presented
23 and standards -- the six standards that are set forth in
24 your city code.

25 The entire project team is available to answer

1 any questions you may have.

2 And we appreciate your consideration. We more
3 than ask for your recommendation.

4 Thank you.

5 CHAIRMAN KISTNER: Thank you.

6 Commission Members, at this point we're not
7 ready for discussion, but are there any clarifying
8 questions that you have for the applicant that you'd like
9 to pose to them now?

10 MR. MYERS: I have a question.

11 What are the proposed operating hours at the
12 facility?

13 MS. GWEN KEEN: QuikTrip operates a 24/7
14 operation.

15 MR. MYERS: Okay. Thank you.

16 CHAIRMAN KISTNER: Other Commission questions?

17 MR. POTASHNICK: Yeah, I'd like to hear about,
18 you know, the crime if we can.

19 MS. GWEN KEEN: Sure.

20 CHAIRMAN KISTNER: What was your question?

21 MR. LUMLEY: Crimes.

22 CHAIRMAN KISTNER: Crimes. Okay.

23 MS. GWEN KEEN: So that has come up, and one of
24 the references in the package that the Graeser Association
25 put together was a report from the Department of Justice.

1 And we just kind of wanted to address some of those --
2 that items because it does go to convenience stores, and
3 one of the things that QuikTrip does is we look to
4 mitigate all of these impacts and all of these issues.

5 And when you go through that Department of
6 Justice report, what you find is that we have done that.
7 And we've done it very well.

8 Some of the items that they talk about in that
9 report is the interior store layout. With the interior
10 store layout that we have, what they're saying is that the
11 employees need to be able to see their store surroundings.

12 Well, I showed you the slide where we're able to
13 do that, but we're able to be very cognizant and present
14 within the store, and have that visual layout, but we also
15 have the ability for people outside to see inside and to
16 see what's going on and to see activity going on in there.

17 Another point in that study was that the
18 exterior store environment is important. Lighting. And
19 that's what we do. We have very inviting, and a busy type
20 of operation that does show that there's activity going
21 on. And that is a deterrent. And so our lighting and how
22 we do that and utilize the lighting is very important.

23 The location. Typically, the crime that occurs
24 is typical within the standard of the city. So as Creve
25 Coeur goes, the -- the store will go, and, you know,

1 I'm -- I'm very sure that there's not a high crime rate
2 there in Creve Coeur.

3 Of course things happen. But just because we're
4 a 24-hour convenience store does not mean that we're more
5 so a target. If anything, when you look at the standard
6 within that Department of Justice report, they also talk
7 about the store type, whether it's a corporate store or a
8 mom and pop.

9 And the ownership of it. For example, a
10 7-Eleven or a QuikTrip. It's known the standards that we
11 have. We have invested millions of dollars on our
12 security.

13 We have the ability to watch the interior of our
14 store, as well as the exterior.

15 But what we also have is we also have a security
16 room at our corporate office, that at any time, they can
17 look at and see what's going on at the store. Not just
18 within the store, but out of store activities.

19 We have high def cameras that monitor the entire
20 property that QuikTrip utilizes and will utilize there in
21 Creve Coeur.

22 So we've invested thousands and millions of
23 dollars on that. Because our greatest asset that we have
24 at QuikTrip is the people behind the counter, the people
25 that are making the donuts and the people that are making

1 your pizza, those are the people that I will tell you
2 QuikTrip cares most about and their safety.

3 Our CEO makes it very, very clear that if you
4 wouldn't put your daughter in a store, then don't build
5 the store there. And I have to say I think we'd put our
6 daughters in a store in Creve Coeur.

7 CHAIRMAN KISTNER: Thank you.

8 MS. GWEN KEEN: Staff members. How many staff
9 you have on duty. You know, QuikTrip does have an
10 extensive operation, and so we have multiple employees on
11 duty. On the overnight shift at this location, we will
12 have two people on duty in that location.

13 Task control procedures also came up in that
14 Department of Justice report.

15 We are the best in the business as -- of our
16 equipment that we utilize; that we have a drop safe; that
17 our employees don't keep more than \$50 in cash. And word
18 does get out that going in overnight and trying to hit a
19 QuikTrip is not beneficial because you're not going to
20 walk off with a whole lot of cash out of it because of our
21 procedures. We're very diligent in those efforts.

22 CHAIRMAN KISTNER: Thank you. Thank you. I
23 think you've answered the question.

24 (Talking over each other.)

25 MS. GWEN KEEN: (Indiscernible) so we can

1 utilize 24 hours by having two employees. Okay.

2 VOICE: Yeah, we're just -- we're just having a
3 hard time hearing you. Sorry about that.

4 CHAIRMAN KISTNER: Commission, any other
5 questions?

6 And I don't mean to rush you, I just want to
7 make sure that we -- we go through a pretty direct
8 question/answer period here.

9 MS. GWEN KEEN: Sure. No problem.

10 CHAIRMAN KISTNER: Okay. If we have no other
11 questions for the Commission now, staff, you ready?

12 MR. JAGGI: Yes, we can present our report.

13 Okay. I'm going to begin here. My name is
14 Jason Jaggi. I'm the Director of Community Development
15 with the City of Creve Coeur.

16 If I could ask the Commission, can you see this
17 information on your screen?

18 CHAIRMAN KISTNER: Yes.

19 MR. STREILER: Yes.

20 MR. JAGGI: Okay.

21 And can you all hear me okay?

22 MR. STREILER: Yes.

23 CHAIRMAN KISTNER: Yes.

24 MR. JAGGI: Excellent.

25 I'm going to go through this then.

1 Again, my name is Jason Jaggi. I'm the Director
2 of Community Development with the City of Creve Coeur.

3 Our -- I'm going to present our staff report
4 this evening. This is the -- this is the information I'm
5 going to cover tonight.

6 First of all, I want to introduce the location,
7 the zoning ordinance review process and then provide a
8 brief summary of the proposal. And I realize the
9 applicant has done that, but I'm going to add a few things
10 to that presentation.

11 I'm also going to review staff's analysis on the
12 Comprehensive Plan in terms of its applicability to this
13 application; the Design Guidelines that we have in place
14 as we evaluate each development proposal, and then I'm
15 going to cover the Zoning Ordinance with respect to
16 compliance with these applications. Lastly, I'm going to
17 touch on the traffic impact study, and then present some
18 items for further discussion based on staff's analysis.

19 So with that background information, beginning
20 there. As you all know, this is the location of the
21 project. It's on the southwest corner of Olive and
22 Graeser. It comprises six total parcels, and all of the
23 property today is currently zoned GC, General Commercial
24 District.

25 The site is just under five -- it's about four

1 and a half acres in total.

2 And the Zoning Ordinance outlines the process
3 and procedures for this review tonight.

4 And within the Zoning District all allowable
5 land uses are listed as either permitted or conditional
6 based upon that district in which they're located.

7 And in this case, these -- this property, gas
8 stations and convenience stores, they're listed as
9 conditional uses, so it requires a public hearing with
10 review, and the P&Z does make that recommendation to City
11 Council, and City Council would make the final approval or
12 denial based upon their review, and that's done with
13 ordinance with two readings.

14 So the documents that have been used for staff's
15 review of this proposal for CUPs include the Comprehensive
16 Plan, the Zoning Ordinance, our Design Guidelines, as well
17 as other ordinances, plans and studies that we have in the
18 city, and specifically the traffic impact study that's
19 been submitted, our pedestrian plan, and the land
20 development and subdivision code. All of these items were
21 reviewed by staff upon receiving the submitted information
22 from the applicant.

23 So the summary of the -- of the proposed
24 development. As most of you are aware, we have a proposed
25 QT with convenience store. It has eight gas pump islands.

1 The store is about 5,000 square feet in size. And it also
2 includes an additional component, which is the renovation
3 of the adjacent 15,000 square foot shopping center.

4 They have also submitted a boundary adjustment
5 plat that would take all the existing land and break these
6 two new lots, and you can see here how those two lots are
7 proposed to be arranged.

8 Both of these components of the site plan will
9 involve shared stormwater detention, which is the property
10 utilized just to the south. Those are the address -- the
11 properties addressed on Graeser Lane, as well as shared
12 parking and cross-access.

13 The QT lot itself is proposed to be about two
14 and half acres with 40 -- about 43 percent site coverage.
15 The retail building lot is just under two acres. Would
16 have an existing -- well, it would be reduced to 74.7
17 percent site coverage. That would be a reduction based on
18 the coverage that you see today because they're proposing
19 to add significant areas of green space to that front
20 part.

21 So when we looked at our Comprehensive Plan
22 review, and, again, this is a summary of information, I
23 would refer you to the staff report for a full analysis
24 and full information, but I wanted to kind of hit on the
25 highlights here this evening.

1 And one is that this property is located within
2 the East Olive Corridor. And the vision for that, for
3 this location of Olive is to create walkable corridor of
4 destination boutiques, neighborhood retail -- or
5 neighborhood service businesses, small scale restaurants,
6 attached townhomes and multi-family homes and taking into
7 account some of the existing single-family homes.

8 Development within the corridor should encourage
9 pedestrian access from neighborhoods, as well as
10 walkability within the lots themselves, and also
11 acknowledging easy car access and accommodating the
12 vehicle as part of any development.

13 The Comprehensive Plan also outlines -- or
14 proposes Place Type Districts, and in this area, as you
15 saw, is the Neighborhood Commercial District Place Type.

16 And you can see here that a lot of the same
17 elements are proposed, meaning the low density commercial,
18 neighborhood service-type businesses and -- in a
19 residential development, as well, within this setting.

20 This district has been identified to provide a
21 transition between more intense -- more intense Commercial
22 Districts, which are found to the east and west of the
23 corridor.

24 And those areas would be as you get west of
25 Mosley and as you go east on Spode along Olive Boulevard.

1 And the plan also provides recommendations that
2 the city should establish a mechanism to create uniform
3 setbacks on neighboring lots, and to ensure that
4 orientation of buildings and frontages face Olive
5 Boulevard, which is classified as the primary street for
6 it.

7 And this list here is, again, it's in the staff
8 report, but we looked at several of the broad plan wide
9 objectives and strategies and identified those which we
10 feel are pertinent to this application.

11 I won't go through all of these, but you can see
12 in the staff report some of these items here are -- would
13 be applicable to these -- to this proposal. And they
14 include place making, community identity strategies,
15 economic growth, community services, transportation
16 objectives, as well as community sustainability.

17 And I'd be happy to answer any specific
18 questions the Commission may have as we proceed with the
19 review process.

20 And, specifically, though, with our East Olive
21 Corridor, so there are recommendations within that section
22 of the plan. And, again, some of these are repeating, but
23 orienting buildings to the -- to the street, uniform
24 setbacks, community parking, encouraging shared parking in
25 cross-access, ensuring development is pedestrian friendly,

1 that -- that we can promote outdoor dining and retail
2 amenities, and that we concentrate on establishing
3 well-laid landscape frontages.

4 In addition, sufficient buffering, with -- with
5 adjacent residential areas next door, reducing curb-cuts
6 and supporting low impact site development for all
7 recommendations specific to East Olive.

8 The plan also acknowledges that there are
9 significant development challenges in this corridor, and I
10 think we see some of that with this application in terms
11 of topography. There is some lot depth concerns that --
12 that also requires assembly of properties to make
13 redevelopment occur. And, again, I think we've seen some
14 of that here with this proposal tonight.

15 So with the Comprehensive Plan, staff's view of
16 the compatibility, we -- overall, our conclusion is that
17 this proposal embodies many of the recommendations of the
18 Comp Plan.

19 And I've listed some here for you. It provides
20 neighborhood service businesses with an appropriate scale;
21 it would propose to keep a smaller retail building that
22 primarily serves a -- a smaller area, as well as a new
23 convenience store to the area; improve streetscapes would
24 be a result of this with well-landscaped sites --
25 well-landscaped sites with sidewalks. The quality of

1 design appears to be high, and materials are sufficient
2 for the development, and the buildings do seem to be
3 appropriately oriented toward Olive Boulevard.

4 We would also note that there is significant
5 buffering to adjacent residential areas that is proposed,
6 and we acknowledge that this is a very important
7 consideration given the proposed use that is being
8 considered.

9 We would also note that pedestrian circulation
10 is well thought out within the development, as well as
11 access to adjacent areas, and there has been a reduction
12 in curb-cuts with cross-access provided and also shared
13 parking provided.

14 Traffic mitigation is proposed associated with
15 this development to reduce congestion, but I would note
16 that we do have additional analysis, and I will comment on
17 that a little bit further in my presentation.

18 So with respect to the Design Guidelines. There
19 are overall general recommendations that the city has that
20 apply to all development, but we also have specific
21 guidelines in our Design Guidelines for auto service
22 stations.

23 And, again, just to summarize, all the
24 information in our report, we do feel that this proposal
25 adheres to a lot of those principals and objectives for

1 design, for the -- for not only the auto service station
2 uses themselves, but also for any development project.
3 And would note that there appears to be high quality
4 materials, which are, in this case, primarily brick and
5 stone.

6 And the standard QT design has been modified.
7 It's been modified to fit within the surrounding area. So
8 there is some relationship between the materials on
9 this -- on their proposed building with the renovation of
10 the retail center to other buildings in the area, such as
11 the Scotsman Jewelry on the corner, as well as Walgreens,
12 across the street.

13 Like I said, for the QT lot, access is -- is
14 reduced to two curb-cuts. Shared access is -- is also
15 available, though, on the retail lot as well.

16 Good pedestrian access. Bare pavement is
17 reduced. Paver walkways are there to ensure pedestrian
18 connectivity.

19 I would also comment that the lighting is flush
20 on the underside, and there has been an effort to layer
21 the buffering between the residential areas to shield the
22 impacts.

23 So all these items are discussed in our Design
24 Guidelines, and the applicant appears to be addressing a
25 lot of these requirements.

1 With that being said, we do have some comments
2 on what's submitted, that I would offer. And one is some
3 of the material on these corner towers doesn't seem to be
4 carried around, and we always expect that to occur, so
5 that would be a recommendation.

6 We did hear from the applicant this evening that
7 they're -- they're stating that all of the rooftop
8 mechanical units on the existing retail building will be
9 screened. That wasn't clear in the drawings, but we do
10 feel that that should happen with the renovation.

11 And then I believe the QT applicant addressed
12 their willingness to add brick or stone to cover the
13 remaining canopy supports, which was one of our
14 suggestions as well.

15 With respect to some of the site issues here, we
16 did think there was an opportunity to add some additional
17 landscaping at the corner of Olive and Graeser to
18 accentuate and punctuate the corner.

19 And then we also feel that there needs to be a
20 final design offered for the pedestrian element in front
21 of the retail building to allow for outdoor seating and a
22 comfortable environment for pedestrians and users of the
23 building. And I believe the applicant is prepared to do
24 that at some point in the future, but we do think that is
25 something that needs to be -- needs to be required.

1 We also noted that there appears to be a little
2 bit of a concern with some clearance in front of the
3 store, and we'd ask that QT comply with that requirement
4 as well.

5 So with the Zoning Ordinance here, as the
6 applicant's attorney has noted and staff also included
7 this information in our report, there are six standards in
8 our Zoning Code that -- that should direct the Commission
9 in terms of their review.

10 And all of the tools and guidelines and plans,
11 ordinances and all that, should be evaluated against these
12 six requirements. And they're in the report. They're up
13 on the screen. But there's a lot of areas that the
14 Commission should review in order to -- to determine the
15 appropriateness of this application. And that's why we
16 have them, and that's why we have uses like this as
17 conditional, so they can have a greater look than you
18 might have with a standard application. It doesn't
19 require this -- this extensive of a review.

20 So, again, you should be guided upon the facts
21 of the proposal in accordance with the code requirements,
22 consistency with goals and objectives of the Comp Plan and
23 the level of conformance with our Design Guidelines.

24 And as we have offered in our report, staff
25 believes the proposal generally meets Items 1, 4 and 5 of

1 that list, but we've also identified some conditions that
2 would meet with our -- our take on this application, and
3 then we do suggest that the Commission should weigh all
4 the information that would be needed to assess these other
5 Items 2, 3 and 5.

6 So, when we do look at our Zoning Ordinance, the
7 first place we go to is the General Commercial District
8 standards, and we look at the purpose and intent, and the
9 purpose and intent is to -- of that district is to
10 accommodate by site development plan, convenience, retail
11 shopping and services and offices, which are freestanding
12 or part of a small scale plan development, which are
13 compatible in scale and intensity of use with adjacent
14 residential uses.

15 So the GC contemplates some of these -- some of
16 these concerns and review items as part of the purpose,
17 and I think that's what brings us to this -- this level of
18 review with those being conditional uses.

19 So the district standard themselves offer
20 setback, buffering, building height. We also looked at
21 the parking requirements, landscaping, stormwater and
22 lighting, as well as the conditional use standards for gas
23 stations. So not only do we have Design Guidelines, we
24 have Comprehensive Plan guidance, but we also have our
25 Zoning Code's 14 specific standards that need to be

1 reviewed and evaluated by the Commission to determine that
2 compliance is being met.

3 And since they're on the Zoning Code, you know,
4 they're -- you know, they're at the top of the
5 interpretation, certainly, but these are standards and
6 these are items that need to be determined that they're
7 meet -- they're being met.

8 Staff has reviewed all these, and we do conclude
9 that all of these items in that code section are being met
10 by the applicant.

11 So with respect for setbacks, just to go through
12 this list, all -- all structures are met. Setbacks are
13 met. Parking is being met, as long as it's provided on a
14 shared basis. And the buffering, as mentioned, far
15 exceeds the minimum code requirement of 25 feet.

16 We do ask that the Commission look at the
17 fencing and look at the screening in particular detail,
18 cause it's certainly important to this application.

19 Landscaping generally exceeds the requirements
20 with a couple minor exceptions here with the tree size.

21 It is a shared stormwater facility for the
22 entire development. It does include bio-retention and a
23 detention basin.

24 We did comment on signs a little bit as a staff
25 review approval component of the project.

1 And my last comment this evening deals with the
2 traffic impact study. And I will start off by saying
3 there's been significant discussions with our traffic
4 consultant, GBA, they have reviewed the traffic.

5 Mr. Evans, Kyle Evans, is our consultant, which
6 he is on the call as well. He can answer any questions
7 the Commission might have tonight or in the future
8 regarding this application with the traffic impacts.

9 But as the applicant's engineer noted, the
10 traffic is based off auto. That scope was defined by
11 MoDOT and the city last summer when they first approached
12 us with this project.

13 Traffic counts were taken in August of 2019, so
14 it hasn't been recent, which is probably a good thing,
15 because our traffic counts are not what they used to be,
16 and, hopefully, not what we expect them to be in the
17 future.

18 And we concentrated on morning, midday and
19 evening rush peak periods. And CBB did use those traffic
20 generation estimates based on actual data with their
21 locations, and that was compared to the International
22 Traffic Engineers standards for -- for their guidance.

23 The study does note that a lot of the traffic
24 generation or trip generation here is a result of pass-by
25 trips, meaning that traffic is already utilizing the

1 roadways, and there's not a lot of new traffic generated
2 specific to this use, and our traffic engineering
3 consultant agreed with that -- with that finding.

4 So with these traffic summary, again, this --
5 this proposed use will create additional traffic on to
6 this site, and also particularly on to Graeser Road.

7 Additional traffic on Graeser Road south of
8 development, however, appears to be minimum. Mitigation
9 for additional traffic on to the roadways was requested by
10 MoDOT, as well as the city. MoDOT provided comments that
11 they -- that the applicant provide right turn bays into
12 the site itself, as well as in to -- for right bound -- or
13 I'm sorry -- southbound Graeser from Olive, and to modify
14 the signal to allow northbound Graeser a left green arrow,
15 as well as a flashing arrow to mitigate some of the
16 stacking that would be involved on northbound Graeser.

17 And so the city's engineer and staff looked at
18 that, and we also asked the applicant to consider
19 additional mitigation beyond that and to review it.

20 And so what we have -- really, what it boils
21 down to tonight is that with the proposed mitigation,
22 increasing of -- and cuing of cars on northbound Graeser
23 during all peak periods, the average is -- is -- is up.
24 Average delay, though, for wait time in seconds, a.m. is
25 increasing of 19.8 seconds; midday is a reduction,

1 actually, with the proposed reduction mitigation, and so
2 is p.m. peak period.

3 We also noted in the report and -- that the wait
4 time for Dautel is actually reduced with these mitigation
5 numbers.

6 So you can see here the two right -- right turn
7 bays that are added to the roadway on Olive, and then this
8 is the area that we're concerned about or interested in in
9 terms of the traffic impacts getting through their
10 proposed curb-cut and what kind of stacking we have here.

11 So, in our assessment, I think this project is
12 moving in the right direction, but we acknowledge there --
13 there needs to be a little further review to understand
14 all the traffic mitigation impacts, and I think there's a
15 little more information we need to be able to affirm some
16 of what we believe is going to happen based on some last
17 minute changes by the applicant with respect to
18 mitigation.

19 So that is my -- I'll just offer a conclusion.
20 Again, for the Commission review, the standards for the
21 conditional use permits is important here. The key
22 question, of course, is sufficient mitigation; is
23 sufficient mitigation provided for the expected impacts;
24 does it comply with the Zoning Code; is it consistent with
25 the Comp Plan and the Design Guidelines. And we have a

1 couple specific items here as well that are pretty small
2 details that I think I've covered already or the applicant
3 has.

4 And, of course, the traffic impact analysis, we
5 want to finalize that review and consult a little bit
6 further with our traffic consultant, and we're prepared to
7 present more finalized information at a future meeting.

8 And with that, I will conclude my comments. But
9 I would be happy to answer any questions that the
10 Commission may have or clarification points now and,
11 certainly, will be available at the end of the public
12 comment period to answer any questions of you or the
13 public.

14 Thank you.

15 CHAIRMAN KISTNER: Thanks, Jason.

16 Could I ask a little more detail about the
17 traffic --

18 MR. JAGGI: Yes.

19 CHAIRMAN KISTNER: -- and some of the proposed
20 changes?

21 MR. JAGGI: Uh-huh.

22 CHAIRMAN KISTNER: So just to clarify, there is
23 a proposed addition to a turning lane from westbound going
24 eastbound?

25 MR. JAGGI: What is proposed are two on Olive.

1 There were two dedicated right turn lanes added to -- and
2 you can see here on the screen that there isn't today.

3 So a motorist would be able to pull off in to
4 this right turn lane and go into the site.

5 CHAIRMAN KISTNER: Okay.

6 MR. JAGGI: A motorist would also be able to get
7 off the main -- the main through lane on -- from Olive and
8 go southbound on Graeser, so that's a new condition.

9 CHAIRMAN KISTNER: So actually enhances --

10 MR. JAGGI: Yes.

11 CHAIRMAN KISTNER: -- Graeser Road southbound?

12 MR. JAGGI: Correct.

13 So you can get -- you can get off of Olive and
14 be in a dedicated turn lane to go southbound on Graeser.

15 And what we're also talking about in terms of
16 the Graeser Road mitigation, because we understand that's
17 going to be a concern, what is the traffic that's going to
18 be put on to Graeser Road; what is that going to look
19 like; what are the delays and how much traffic are we
20 talking about.

21 And so with the study, like I presented, it
22 appears that there is sufficient mitigation being
23 proposed. But we want to take a closer look to see if
24 there is any need to maybe cut down this -- this -- to
25 extend this lane a little bit further here, and,

1 hopefully, you can see it on my screen. That's northbound
2 Graeser. Cause we want to make sure all cars are -- are
3 able to get through this intersection as best we can.

4 And with the signal timing adjustment they're
5 proposing that helps to a great degree, allow cars to move
6 more quickly through Graeser.

7 So, the bottom line is, we're putting more cars
8 on to Graeser, but the objective here, and I believe
9 that's --

10 CHAIRMAN KISTNER: Graeser northbound?

11 MR. JAGGI: Yeah, northbound Graeser, yeah.

12 But I think what we're seeing with the -- with
13 the mitigation is we're going to be able to follow more
14 cars through there quicker than what we would have today.

15 CHAIRMAN KISTNER: So is part of the
16 consideration possibility to add either a -- some
17 additional lanes so that either there's a like dedicated
18 left bound lane, or -- I'm sorry left bound --
19 northbound -- oh, I'm sorry -- westbound lane or
20 eastbound, I mean what -- when you say should there
21 possibly be additional mitigation, what might that look
22 like and where would the -- the property come from?

23 MR. JAGGI: Yeah, that was a good question.

24 So, first of all, we want -- we want to look at
25 all the tables for what, you know, we have the information

1 on the pre -- you know, the existing conditions. And we
2 have some information on the proposed conditions with the
3 mitigation, but what we're interested to see is is there
4 still a need for any further mitigation.

5 I mean right now this looks pretty good, based
6 on what they're showing, with in terms of getting cars
7 through there. Cause we know there's going to be more
8 traffic on Graeser. That's -- that's a known with this
9 proposal. But it could be where we're -- we might try to
10 extend the right turn lane, for example, going northbound
11 Graeser to eastbound Olive.

12 But to do that, we would have to reconfigure the
13 right-of-way a little bit.

14 We need to kind of finalize all of that
15 information when we come back to you.

16 CHAIRMAN KISTNER: And what are the options for
17 doing that, because the only place really to do that is --
18 would look to be in that credit union property to the
19 east?

20 MR. JAGGI: Right. So, this is, actually, what
21 you're seeing here is driveway, that sidewalk is in the
22 city's right-of-way.

23 CHAIRMAN KISTNER: Okay.

24 MR. JAGGI: But what it might do is it might
25 push that sidewalk, when we shift everything east, it

1 might put that on to the credit union's property by a few
2 feet.

3 If that's the case, if we determine that is
4 something that's desirable by the city, and I would rely
5 on our traffic consultant to conclude to that, then that
6 may involve some acquisition. But I'm not -- this
7 evening, I'm not certain that that's absolutely necessary
8 to do all that, but I want to be upfront that that's
9 something that we feel like needs to be reviewed a little
10 bit further.

11 CHAIRMAN KISTNER: And what timeframe do you
12 think that can be reviewed in?

13 MR. JAGGI: I -- I would say after we're
14 concluding with the public comments, we could come back to
15 that at a following meeting. When you have your
16 deliberations, for example, we could come back to that.

17 CHAIRMAN KISTNER: Okay. And --

18 MR. JAGGI: And the applicant is aware that we
19 need some further study on this. I don't think they would
20 disagree.

21 VOICE: The traffic consultant raised his hand.

22 CHAIRMAN KISTNER: Which? The Creve Coeur or
23 the CBB?

24 VOICE: I think it's Lee Cannon.

25 MR. JAGGI: That's the applicant's traffic

1 engineer.

2 CHAIRMAN KISTNER: Okay.

3 Mr. Cannon, if you have something specific to
4 that -- to add, please do so.

5 MR. LEE CANNON: Okay. Again, for the record,
6 Lee Cannon with CBB.

7 Yes, we did look at the issue related to
8 northbound to Graeser, and are investigating further with
9 the city's traffic engineer and the city staff as to
10 whether or not an improvement is possible to extend the
11 right lane on northbound Graeser back to the first
12 Community Credit Union driveway, and whether that's
13 necessary as a mitigation factor.

14 As Jason mentioned, we'll work with city staff
15 and evaluate what can be done adjacent to the credit union
16 property and what -- what positive impacts that would have
17 on traffic flow at that point.

18 CHAIRMAN KISTNER: Thank you.

19 So, Jason, I do have a couple of --

20 MR. JAGGI: Yes.

21 CHAIRMAN KISTNER: -- additional questions for
22 you.

23 MR. JAGGI: Uh-huh.

24 CHAIRMAN KISTNER: The -- the remaining parking
25 is an over-park situation, and I appreciate the fact some

1 of the parking on the -- the retail center will be reduced
2 due to new green space, which is, you know, a plus of this
3 application, but it still shows a -- a level of
4 over-parking compared to what would be required.

5 Is there some reason why we would not want to
6 reduce further --

7 MR. JAGGI: Yeah.

8 CHAIRMAN KISTNER: -- to kind of eliminate that
9 asphalt coverage?

10 MR. JAGGI: I think the applicant may want to
11 speak to this as well.

12 But the issue here is that require for both
13 uses, so with the gas station, convenience store and based
14 upon the occupancy of the retail center, and that would
15 include restaurants and retail shops, information that we
16 know about in terms of the tenants of that building, when
17 you add all that together, it requires 119 spaces, but for
18 each individual use separately, the shopping center would
19 not meet parking. Okay. If -- if you looked at
20 separately, the shopping center is short on required
21 parking based on today's code.

22 CHAIRMAN KISTNER: Okay.

23 MR. JAGGI: So to mitigate that, if all of them
24 are shared, then they meet theirs and they actually exceed
25 it, if you look at everything in total.

1 So, I don't -- I think -- I think if this is --
2 I would recommend that QT pursues that. They're offering
3 to do that. It provides additional parking, should it be
4 needed.

5 And the other thing that I would mention is, you
6 know, some uses that go into retail centers are
7 conditional uses that would require review and same
8 process as this. For example, if another restaurant went
9 in there that -- where one doesn't exist, so we would be
10 able to look at parking then as well. But this -- that's
11 really just a snapshot for the parking that we have today.

12 CHAIRMAN KISTNER: Thanks.

13 And my final question is stormwater.

14 MR. JAGGI: Yes.

15 CHAIRMAN KISTNER: You're satisfied with the --
16 the stormwater or it needs further review or --

17 MR. JAGGI: We're satisfied, based on this level
18 of review, what comes before the Planning and Zoning
19 Commission.

20 So what they're doing is they're collecting all
21 the rooftop water from the buildings, from the QT gas
22 station canopy and the surface runoff from the parking
23 lot, and they're sending that to the south, so the
24 Graeser -- the properties that are addressed on Graeser,
25 where you see that older house and the vacant land, that

1 will all, basically, be detention -- used for detention
2 purposes and for screening from the residential property.

3 So the stormwater's going to be sent to a
4 bio-retention area, and that's a requirement of MSD, it's
5 also duplicated in our code. And that cleans the water
6 before it goes into the detention basin, and so the
7 detention basin is where the stormwater will collect.
8 It's just like the kind of stuff that we have next to the
9 police station. It would look similar to that in
10 appearance.

11 CHAIRMAN KISTNER: And does MSD sign off on
12 those plans?

13 MR. JAGGI: Yes. We have our Public Works
14 Department that reviews those engineering plans. And we
15 also won't release our permits until MSD has approved it.
16 And there will be a maintenance agreement with MSD for
17 detention. So, you know, we can also get involved, but
18 that's part of it as well. MSD has a significant role in
19 stormwater.

20 CHAIRMAN KISTNER: Thanks.

21 Commission Members, anybody have any questions
22 for staff?

23 MR. STREILER: I do. Just maybe a clarification
24 for Jason.

25 You indicated that the -- the shops may have to

1 come back, depending on what uses go in and whether they
2 require a CUP.

3 Seems like this has been advertised as one CUP
4 for both the sites, and it seems the narrative all along
5 has kind of referenced the CUP for both the retail and the
6 QuikTrip.

7 Can you verify that there's one CUP that covers
8 both sites or are they somehow separated?

9 MR. JAGGI: The site plan has two components to
10 it, which is the renovation of the retail center, as well
11 as the -- the QT, but the conditional use permit is only
12 required for the -- for the new gas station and
13 convenience store, for just the QT component.

14 But I guess the point I'm trying to make is,
15 individual uses within the retail center would be subject
16 to a separate conditional use permit. So, for example,
17 restaurants are conditional uses in Creve Coeur. If there
18 were to be a new restaurant proposed for that retail
19 center, they would have to apply for a CUP and get that
20 approved, and we would look at parking as well. So we
21 would get another review of the parking situation.

22 But based on the existing tenants that we know
23 are there and the uses and so forth, that's how we're
24 deriving our -- our parking requirement.

25 CHAIRMAN KISTNER: Other questions from

1 Commission Members?

2 VOICE: Nope.

3 CHAIRMAN KISTNER: You did a really good job
4 then, Jason.

5 Okay. Then having heard from the applicant and
6 staff, we're going to move to our public comment section.

7 We're going to start off with the group from --
8 the Graeser Neighborhood Group, and we've allotted 30
9 minutes for that group.

10 The first name I have, and I don't know how you
11 all want to organize that, if somebody could, let's see,
12 speak up --

13 VOICE: Bring them all in, and then they can do
14 their time and --

15 CHAIRMAN KISTNER: Okay. Yes.

16 So we're going -- we're going to bring in Brett
17 Berger, Zoe Lemcovitz, Kurt Lord, Gina Shanfeld, Fetzer
18 Crockett and Mary Crockett.

19 So Chris is going to allow all of you in to --
20 to talk. And, presumably, you all have decided what order
21 you're going to go in. And once you get underway, the
22 group of you will have 30 minutes.

23 MR. BRETT BERGER: Great. Thank you. Hello,
24 and thank you for your time.

25 My name is Brett Berger. I reside at 10

1 Winfield Pointe at 63141 here in Creve Coeur.

2 Graeser Neighbors for Safety is a committee of
3 Creve Coeur residents who respectfully oppose the
4 development of a QuikTrip gasoline station and convenience
5 store at Graeser and Olive.

6 Our committee enjoys the support of the majority
7 of residents who live near the proposed site.

8 City officials received opposition comments and
9 requests to speak yielding time to our committee from
10 approximately over 100 neighbors with different concerns.

11 And this is representing the vast majority of
12 residents, all of whom strongly oppose this applicant.

13 This is also backed by a petition that has over
14 110 signatures provided to the city. It's worth noting
15 that collecting those signatures was done pre-COVID on a
16 single afternoon by three folks before -- you know,
17 because of the pandemic, there was really no allowance for
18 additional grassroots signature collection or our number
19 of signatures would be considerably more.

20 If you see Packet Page 132 through 142 you can
21 see those signatures.

22 Additionally, as of noon today, at least 40 of
23 the 70 people that registered to speak and signed up to
24 speak at this meeting have yielded their time to our
25 committee.

1 We are -- we are requesting approximately 30 to
2 40 minutes for this presentation. And we hope that that's
3 fair, considering that 40 residents times three minutes
4 apiece is two hours.

5 We will do our best to be respectful of
6 everybody's time, and hope we are saving considerable time
7 with our community committee presentation here.

8 Our committee provided a letter to the Planning
9 and Zoning Commission on May 20th, 2020 outlining issues
10 brought forward by residents.

11 This letter can be found at the beginning of
12 your packet, page 116.

13 Our points in the letter -- our points in the
14 letter and new details in this presentation outline the
15 basis residents' opposition.

16 But before we begin discussing those specific
17 points, I would like the city to acknowledge that this
18 electronic meeting, we believe, does not provide
19 sufficient access to all residents. It does not allow
20 residents the ability to associate directly with each
21 other, and the electronic format prevents access to those
22 residents without technical knowledge and/or reliable
23 internet access from being heard. Even those folks who
24 might be dialing from their telephone without internet are
25 not able to see any of the visual presentation.

1 And so we know that there is some risk to -- to
2 resident due process, and we hope that it will not be
3 sacrificed. And we are concerned that the applicant may
4 not receive the appropriate level of scrutiny that it
5 normally would based on this.

6 Having said that, our main concerns with the
7 application for the conditional use permit are as follows.

8 The applicant is in violation of the conditional
9 use permit ordinance. It's in violation of the
10 Comprehensive Plan. And it's in violation of the spirit
11 of the East Olive Corridor. Therefore, the conditional
12 use permit should be denied.

13 The applicant's sponsored traffic impact study
14 is incomplete, and it substantially underrepresents and
15 mischaracterizes true future traffic figures.

16 Therefore, consideration for the applicant's CUP
17 should not be cited at this time without proper
18 information.

19 Also substantial traffic degradation due to the
20 proposed will limit access for residents, and it's going
21 to create substantial safety issues.

22 This provides the city with ample legal grounds
23 to deny the CUP request.

24 Additionally, tanker trucks will not have enough
25 room to maneuver the site and will end up using Graeser

1 Road constantly to refill any underground service tanks
2 adding additional risks, traffic and safety issues on our
3 street.

4 There are numerous additional safety concerns on
5 different levels.

6 A CUP cannot be granted when substantial health
7 and safety risks are associated.

8 Substantial stormwater retention issues specific
9 to this site have not been taken into account, and we will
10 discuss those further.

11 The applicant's CUP request should not be
12 considered until this is properly reviewed.

13 Additionally, property values will be
14 substantially injured. The applicant's CUP request cannot
15 be approved with substantial injury.

16 Additionally, crime will increase and be more
17 localized to residential areas. Families with and without
18 young children will be substantially less healthy and safe
19 due to the proposed project.

20 I'm now going to hand it off to Graeser
21 Neighbors for Safety Committee Member Zoe Lemcovitz, who
22 will provide more details about how we believe this does
23 not meet the CUP ordinance.

24 Zoe, are you able to take over?

25 MS. ZOE LEMCOVITZ: I believe so.

1 Can everybody hear me?

2 VOICE: Yes.

3 MS. ZOE LEMCOVITZ: All right.

4 All right. Brett, thank you for handing it over
5 to me.

6 And Members of the Planning and Zoning
7 Commission, thank you for listening to our comments.

8 My name is Zoe Lemcovitz. I reside at 605
9 Graeser Road.

10 We have reviewed the applicant's CUP and other
11 documents, and we find that the proposed development
12 violates the conditional use permit standards set by the
13 City Code.

14 Section E of the City Code, 405.1070 sets out
15 the CUP standards for the conditional use permits.

16 Subsection 1 prohibits the City Council from
17 approving a conditional use unless it finds the use
18 complies with the City Code requirements for environmental
19 standards, criteria for conditional uses, yard and setback
20 and screening and buffering.

21 There are environmental concerns with the QT
22 plan relative to stormwater runoff. These will be
23 presented by another GNFS speaker later.

24 The QT plan does not meet setback, parking,
25 screening and buffering requirements set forth in the East

1 Olive Corridor standards contained in the City's
2 Comprehensive Plan, which I will address in more detail
3 later.

4 Subsection 2 of Section E requires the use
5 contribute to and promote community welfare and
6 convenience. And Subsection 6 of Section E requires the
7 use will be compatible with the surrounding area.

8 A QT at the corner of Graeser and Olive is not
9 compatible with surrounding area and will degrade traffic
10 conditions at Graeser and Olive, as well as at Spoede and
11 Olive, reduce safety, walkability and bikeability in the
12 surrounding area, increase crime in the area.

13 These points will be addressed in detail by
14 other GNFS speakers.

15 Subsection 3 of Section E requires the use not
16 cause substantial injury to the value of neighboring
17 property.

18 A QuikTrip on the site will substantially injure
19 the values of nearby homes, particularly those in Martin
20 Grove and Mary Meadows. This is evidenced by the loss of
21 the sale contract for a home in Martin Grove due to the
22 possibility of a QuikTrip, which will be discussed in
23 detail by another speaker.

24 GNFS requests the city have performed a property
25 value study of the homes most negatively affected by a

1 QuikTrip on the site; the homes in Martin Grove, Winfield
2 Pointe and Mary Meadows.

3 Subsection 4 of Section E requires the use meet
4 applicable provisions of the City's Comprehensive Plan,
5 and any applicable neighborhood or sector plans unless
6 good cause exists for deviation therefrom.

7 QT's plan does not comply with the City's
8 Comprehensive Plan, especially the East Olive Corridor
9 standards, which I will address in more detail later.

10 Good cause cannot be shown for deviating from
11 the East Olive Corridor standards in order to allow a gas
12 station with convenience store to operate within 500 feet
13 of two preexisting gas stations with convenience stores.

14 The City's Comprehensive Plan titled "Creve
15 Coeur 2030 Comprehensive Plan" adopted March 20th, 2017
16 obligates the city to deny uses that would otherwise
17 violate the Comprehensive Plan or fully implement it.

18 When adopted, the Comprehensive Plan called for
19 the commencement of the tasks -- for the tasks of
20 implementing the new Comprehensive Plan.

21 To date, the city has not completed
22 implementation of the Comprehensive Plan.

23 The city has authority, and we believe the
24 obligation to deny a conditional use permit if the project
25 is not in line with the Comprehensive Plan.

1 The QT plan violates the city's Comprehensive
2 Plan, and, therefore, the QT conditional use permit
3 application must be denied.

4 The proposed development violates specific goals
5 of the city's Comprehensive Plan.

6 The QT plan violates Comprehensive Plan Goals
7 1.0, 2.0, 4.0 and 6.0.

8 Comprehensive Plan Goal 1.0 notes the city is to
9 develop an 18/7 community experience as opposed to being a
10 24/7 community.

11 As QuikTrip has acknowledged in their
12 presentation, they operate 24/7. It is a high volume
13 operation. This is not in keeping with Goal 1.0.

14 Comprehensive Plan Goal 2.0 notes the city is to
15 preserve and evolve its high-quality residential
16 development and stable property values while improving
17 walkability and accessibility of neighborhoods.

18 As previously stated, the project will
19 substantially injure property values for the homes in the
20 area, particularly those in Martin Grove, Mary Meadows and
21 Winfield Pointe.

22 The anticipated change in traffic patterns
23 outlined in the QT traffic study will degrade walkability
24 and accessibility of neighbors -- of neighborhoods.

25 And as QT and the Planning and Zoning staff have

1 acknowledged, the plan is to move the entrance on Graeser
2 Road further south closer to the residential areas, closer
3 to the bus stop, thereby -- the school bus stop, thereby
4 also reducing safety, walkability, bikeability for those
5 who live in the area.

6 As previously mentioned, a sale contract in
7 Martin Grove was lost over the prospect of a QT.

8 Comprehensive Plan Goal 4.0 notes that the city
9 is to provide a variety of new high-quality public
10 amenities and community facilities that meet the needs and
11 desires of all Creve Coeur residents.

12 A 24-hour gas station convenience store is not a
13 new public amenity or a community facility for this area.
14 Mobile On the Run and Circle K are a block away. The area
15 is well-served by gas station convenience stores.

16 Comprehensive Plan Goal 6.0 notes that the city
17 is to utilize development to better manage automobile
18 traffic, reduce traffic congestion and improve transit
19 walkability and bikeability.

20 QuikTrip's own traffic study finds the project
21 will degrade traffic conditions to an unacceptable level
22 on Graeser Road and Spoede Road at the northbound approach
23 to Olive.

24 The degradation in traffic conditions will
25 negatively affect walkability and bikeability.

1 The proposed development fails to meet the East
2 Olive Corridor standards of the city's Comprehensive Plan.

3 The Comprehensive Plan sets forth the vision for
4 the East Olive Corridor of which the QuikTrip site and the
5 existing commercial building to the west are a part.

6 The vision and best practices character images
7 shown on page 91 of the Comprehensive Plan do not include
8 images of a high traffic convenience gas station or
9 anything even close to it.

10 The East Olive Corridor standards object -- the
11 East Olive Corridor objectives standards stated on page 88
12 of the Comprehensive Plan are to create a walkable
13 corridor of destination retail boutiques, neighborhood
14 service businesses, small-scale restaurants.

15 A QT at the corner of Graeser and Olive is
16 contrary to the objectives of the East Olive Corridor
17 standards. It will reduce walkability.

18 It is not a retail boutique or a small
19 restaurant, and is likely not the type of establishment
20 those businesses want to be located next to.

21 To the extent that it could be considered a
22 neighborhood service business, the service it would
23 provide is already being filled by, not one, but two gas
24 station convenience stores 500 feet from the site.

25 The East Olive Corridor recommendations

1 encourage uniform setbacks on neighboring lots to
2 establish a consistent location and orientation of
3 building facade frontages to primary streets.

4 I would now like to share with you an
5 illustration from the Comprehensive Plan showing this
6 recommendation as compared to an illustration of the
7 existing frontages and proposed QuikTrip development.

8 As you can see, the top image is from the
9 Comprehensive Plan, the East Olive Corridor frontage
10 recommendations, and we can see Mary Meadows is in the
11 center between the two parcels, and we see buildings with
12 equal frontage -- or equal setbacks from Olive Boulevard.

13 When we look to the existing situation, we see
14 we have the frontages along Olive west of Mary Meadows,
15 then we drop back to the existing 15,000 square foot
16 building that is proposed to be redeveloped, and then we
17 drop back even further to the frontage of the QuikTrip,
18 basically, providing us with a three-tiered cake.

19 The canopy of the QuikTrip cannot be counted as
20 a building, and, therefore, cannot satisfy this frontage
21 requirement.

22 The corner building at the southeast corner of
23 Mary Meadows and Olive has a substantially different
24 setback and -- than the existing 15,000 square foot
25 commercial building.

1 And the proposed QT building has a substantially
2 different setback.

3 All three sites have different setbacks
4 creating, as you can see, a three-tiered cake, which is in
5 direct violation of the Comprehensive Plan's East Olive
6 Corridor standards.

7 The city has not completed the East Olive
8 Corridor standard -- the East Olive Corridor overly zoning
9 required under the Comprehensive Plan, and, therefore, the
10 city cannot consider the QT CUP. The following
11 regulations for the East Olive Corridor required under the
12 Comprehensive Plan and have not been completed.

13 Landscaping standards along Olive Boulevard with
14 street trees lining and pedestrian amenities.

15 Pedestrian facility requirements to encourage
16 more walkable access.

17 Standards for buffers between neighborhood
18 commercial districts and adjacent residential districts.

19 Design Guidelines to achieve the desired
20 character of the Place Type.

21 Minimum tree coverage requirements for
22 commercial surface parking lots and tree plantings and
23 coverage standards for non-residential lots subject to
24 redevelopment.

25 Minimum percentage of green space to be

1 preserved on-site.

2 The Comprehensive Plan is created with the
3 spirit to improve our city. It would be short-sided to
4 allow QT to develop without any of these East Olive
5 Corridor considerations and risk having development of a
6 QT limit the goals of the Comprehensive Plan in the
7 future.

8 Because the East Olive Corridor overlay is not
9 complete, the city, at a minimum, should postpone
10 consideration of the QT application until such time as the
11 East Olive Corridor overlay zoning is complete.

12 For the foregoing reasons, Creve Coeur
13 representatives must reach out to QuikTrip's CUP
14 application.

15 I thank you for your time and attention. And I
16 yield the remainder of my time, if any, to the next GNFS
17 speaker Kurt Lord.

18 CHAIRMAN KISTNER: Thank you.

19 MR. KURT LORD: All right. My name is Kurt
20 Lord. And I live at 11035 Graeser Lane.

21 The first thing I'm going to address is the
22 outstanding issues highlighted by MoDOT.

23 Our committee has found that the QuikTrip
24 provided traffic study does not incorporate all the MoDOT
25 requirements.

1 MoDOT issued a report that requires right turn
2 bays for the proposed ride-in and ride-out, while the
3 applicant has shown some right turn ride-in and out bays
4 off of -- turn lanes off of Olive, this is not been
5 reviewed by MoDOT.

6 The second thing is, the -- is that there has
7 been, as noted by Chairman Kistner, issues with northbound
8 on Graeser Lane. In fact, the May 28th, 2020 letter from
9 CBB representative Lee Cannon points out to these
10 unresolved issues in his second to last paragraph on the
11 second page, which requires acquisition of property to
12 fully resolve these issues from First Community Credit
13 Union, and that has not been resolved. So this is
14 premature.

15 The plan fails the mandatory requirements of
16 City Code 405.1080(D). It would be improper for the city
17 to consider the current proposal based on these unresolved
18 substantial issues.

19 However, that's not the only thing.

20 The traffic study is not complete. And,
21 specifically, the traffic study does not consider the
22 entire site plan.

23 By its terms, it's only considering the
24 QuikTrip. It seems that the applicant uses the
25 15,000 square foot retail center when it's convenient for

1 things like full access, but doesn't include that when
2 considering traffic counts as necessitated because, as is
3 pointed out by Member Streiler, this CUP is for the entire
4 site, not for -- we're not just looking at one site in
5 isolation.

6 Okay. Specifically, the traffic generation data
7 estimates in the traffic study, Table 3, are only from two
8 sources, ITE Land Use Code 945 and area QuikTrips. It
9 doesn't include the shopping center traffic. And there is
10 no consideration of the adjacent shopping center in the
11 baseline traffic study or even the trip generation study.

12 Now, as noted by Jason Morgan, applicant, they
13 have big plans to, I believe the term was revitalize the
14 shopping center. Well, that's going to mean a lot more
15 traffic.

16 What QuikTrip is proposing is just using this
17 shopping center so that they -- so that the traffic can
18 cart and scoot on over the parking lot of the adjacent
19 shopping center to get to the QuikTrip, and then QuikTrip
20 will cast off ownership to another party after they put
21 in, I assume, some things mandating this type of
22 cross-access.

23 Really, that's kind of not cosher way of doing
24 things.

25 So, we believe -- because the traffic study does

1 not consider all the traffic generators not contemplated
2 by the CUP, the entire site, the traffic study is
3 incomplete. It's inaccurate. And it does not meet the
4 requirements of Creve Coeur City Code 405.10804(A).

5 Also, the traffic study is not accurate. Quite
6 simply, the traffic study does not incorporate the correct
7 data for this QuikTrip. And it substantially
8 underrepresents the true amount of trips generated.

9 Let's be specific. This is the new QuikTrip
10 Generation 3 with four separate entrances. You can see
11 the diagram on page 124 of the packet.

12 Now, this is an important distinction, because
13 as QuikTrip publicity is noted, the Generation 3 model is
14 designed to churn inside and outside sales, in particular,
15 by helping customers get in and out of the store in office
16 high volume lot.

17 QuikTrip. It's a QuikTrip.

18 The store features four entrances; two in front
19 and one on each side, and is more than 40 percent larger
20 than the previous format. Of its 700-plus stores, only
21 the best 130 are Generation 3 models.

22 In other words, also the highest traffic models
23 are the Generation 3.

24 That's why in the publicity surrounded by a
25 recent opening in Texas, it was noted QuikTrip is the

1 Disneyland of convenience stores.

2 I mean these are the clues to show us, hey, yes,
3 QuikTrip is a great operator. As Gwen said, the best of
4 the best. Something more than just a gas station.

5 Gwen, you're certainly right. It certainly is.

6 But that's where Planning Zoning needs to take
7 particular notice. This is not just a -- a QuikTrip.
8 It's not just a gas station. This is Generation 3, the
9 Disneyland of convenience stores.

10 Now, that's why this traffic generation study is
11 inappropriate, cause it only uses the IT land of 545 for
12 typical convenience store, such as the, I don't know, 800
13 square foot Circle K that's nearby.

14 What is appropriate is a traffic study that only
15 analyzes what we're putting in -- or what they're wanting
16 to put in, which is Generation 3.

17 Now, one other thing. In the traffic study,
18 Quik -- CBB has done tables with estimates.

19 Okay. But they did not do actual traffic counts
20 for a similar QuikTrip. But our committee did. And we
21 did it in a coronavirus environment. Specifically on two
22 occasions, we went to the QuikTrip on Dorsett Road and did
23 traffic counts on rush hour time periods.

24 What did we find? That the -- the traffic
25 count, it was -- that 25 percent higher than the number in

1 the CBB report. And this is during a coronavirus-type
2 situation.

3 So, the traffic study significantly
4 underestimates the traffic for this site. And we can
5 provide the -- the backup information of our study, and
6 we'll continue to do that.

7 And one other thing. The QuikTrip traffic study
8 states that this is going to be pass-by trips, in other
9 words, local trips.

10 However, when I contacted the city, what does
11 pass-by trips mean. Well, without a general radius, the
12 city official said, well, we're kind of thinking that that
13 means within the East Olive Corridor. Well, that's
14 defined between Mosley and Spoede.

15 I'd like Planning and Zoning to ask what
16 QuikTrip model was used, what radius they used to generate
17 their income for this location.

18 And if they're going to say, well, we will only
19 attract people from Olive to Spoede, then there's no
20 reason for QuikTrip to have additional signage directing
21 cars off of Interstate 270, like they do at other
22 locations, into an interior site, because they're saying
23 they only want local -- local pass-byers, and I think
24 that's inaccurate. But you can ask QuikTrip what are
25 their projected sales; what is their projected sales area,

1 so we can compare what is a pass-by trip.

2 MR. BRETT BERGER: Thank you, Kurt.

3 This is Brett Berger again.

4 I'm going to talk quickly about traffic
5 degradation.

6 Even -- even in the -- the what we would call
7 the inaccurate traffic study --

8 CHAIRMAN KISTNER: Going to give you all a
9 five-minute warning.

10 VOICE: Is that for the 30 or the 40 minutes?

11 CHAIRMAN KISTNER: For the 30 minutes.

12 VOICE: Okay. We may need a little bit more,
13 but we're almost done.

14 MR. BRETT BERGER: Yes, so I'm going to talk
15 quickly about traffic degradation, and I'm going to try to
16 go as quickly as possible.

17 But what I was saying was is even in the
18 under -- what we're -- what we believe is an
19 underrepresented traffic study, there's still discussions
20 of -- of issues and traffic stacking that -- that -- that
21 won't be able to be resolved.

22 It states that the level of service on the
23 northbound approach of both Graeser and Spoeede Road are
24 going to decrease to below acceptable levels of service.

25 And -- and -- and in the case of Graeser Road,

1 MoDOT, basically, says that, hey, this can't be resolved
2 without getting other properties involved, specifically
3 First Community Credit Union.

4 You know, there are some mitigating factors, but
5 we believe that the traffic is still going to be a
6 problem. There will be additional traffic diverted
7 southbound on Graeser. There will be terrible traffic
8 stacking on Spoede and on Graeser.

9 And even in MoDOT's eyes, that particular piece
10 cannot be resolved. And so that -- that is definitely a
11 concern of ours.

12 We believe that -- that the Planning and Zoning
13 should not allow a proposal that puts residents and
14 childrens -- children in harm's way by worsening traffic,
15 decreasing access for vehicles, sightless and pedestrians.
16 It's in violation of the City Code, and we believe it's
17 something that can't be resolved.

18 We also have concerns about, and I'm going
19 really fast here, but we also have concerns about the
20 tanker truck pass and whatnot.

21 Now, there was no sweep pass. We were not shown
22 any type of simulation until tonight, in their
23 presentation for about a split second, what the tanker
24 truck sweep pass would be and how the tanker trucks would
25 maneuver on the site. And the reason that they didn't

1 show that for very long is because they're going to have
2 to use Graeser Road one or two times a day to refill their
3 underground service tanks.

4 Is Graeser Road built to accommodate 18-wheeler
5 multi-ton tanker trucks, and the answer is I don't know,
6 but I can tell you it sure isn't safe for people that are
7 crossing the street there.

8 There's a school level -- a grade school bus
9 stop. It's like 100 feet away from the proposed curb-cut
10 where the tanker trucks are going to be going in and out
11 once or twice a day.

12 We've discussed with other folks in the
13 industry, and they told us that QuikTrip is a very
14 high-volume operator, and on average, during pre-COVID
15 times, they probably refill their underground service
16 tanks twice a day.

17 So that means 18-wheelers driving through my
18 neighborhood twice a day driving past, you know, my
19 nine-year-old on her scooter. It's just not a safe --
20 it's just not a safe thing.

21 And so we would recommend that, you know,
22 tankers not be allowed on Graeser. It's not appropriate.
23 It's not safe.

24 I would also like to pass it over now to Gina
25 Shanfeld if she's able to take it over. She's going to

1 talk to you guys a little bit about safety.

2 Gina, are you there?

3 MS. GINA SHANFELD: Yes. Yes.

4 Thank you, Brett.

5 MR. BRETT BERGER: Thank you.

6 MS. GINA SHANFELD: Okay. Thank you. I will
7 just try to get through this quickly.

8 As our name implies, Graeser Neighbors for
9 Safety, our first and foremost concern about this project
10 is safety.

11 We understand that that site's going to be
12 developed. We want it to be developed. We question
13 whether this use is a right invested given these concerns
14 and what we've learned tonight.

15 As the applicant's name implies, their business
16 is intended to service a high-volume (indiscernible) to
17 talk about this, and on a 24-hour basis. That is not in
18 line with the caution and care we would look for in
19 pedestrian heavy residential street like Graeser.

20 You've heard in detail some of these
21 traffic-related concerns on the traffic study just south
22 of that red circle that was there is where the bus stop is
23 for all of our elementary school kiddos.

24 There are 25 children under the age of
25 15-years-old that live within three blocks of this

1 project, most of them, the two closest neighborhoods
2 impacted. Not to mention all the families that live
3 fronting Graeser, which we feel undoubtedly will
4 experience a high-volume traffic as people cut through
5 between Lindbergh, up Ladue and Graeser to get to this
6 QuikTrip.

7 Additional traffic, of course, is a safety
8 hazard. The fuel tanker trucks we've talked about.

9 We also have concerns about the chemicals on the
10 site migrating to residences, and what assurances we have
11 that it will not, and that the residents will not be
12 harmed.

13 We have concerns about the additional crime
14 localization and the 24-hour operated site that sells
15 alcohol late into the night adjacent to residences.

16 See Packet Page 207 that links to FBI statistics
17 for 24-hour establishments.

18 I would also just mention that we've been
19 following the Creve Coeur crime reports, and both, the
20 Circle K, Mobile On the Run and Phillips 66 have all been
21 in those reports for theft, not of money, I know they
22 mention they try to limit it to \$50, but of alcohol and of
23 gas with high speed departures from those sites into
24 waiting cars. That is not a safe situation.

25 We also would just mention that this site you

1 have a 24-hour very high-volume operation, is not our idea
2 of a safe, and, frankly, desirable neighborhood business.

3 And now I will pass it over to Mary Suzanne
4 about property values.

5 Oh, let's see. Mary Suzanne, are you there?

6 VOICE: Mary Suzanne and Fetzer, are you guys
7 able to -- are you guys muted maybe?

8 CHAIRMAN KISTNER: Mary Suzanne, you may need to
9 un-mute yourselves.

10 VOICE: Thank you.

11 MS. MARY SUZANNE CROCKETT: Yeah, I'm in the
12 bottom left.

13 CHAIRMAN KISTNER: Could you have your own mute
14 button and video off button on, Fess -- or Crocketts --
15 Crocketts? I'm sorry.

16 Did you find Crockett?

17 VOICE: Fess and Mary Suzanne, are you guys able
18 to -- to hear us at all?

19 VOICE: Yeah, I see on the Q and A that they've
20 asked how.

21 VOICE: Okay. At the bottom left there should
22 be a mute button. And at the bottom left of the screen.

23 CHAIRMAN KISTNER: If you hover your cursor kind
24 of towards the bottom, I think.

25 VOICE: Yeah, if you move your cursor to the

1 bottom left, maybe there's a mute -- mute button.

2 MR. FETZER CROCKETT: Okay. Okay, now, all
3 right. Finally. Can you all hear?

4 VOICE: There you go.

5 VOICE: Yes, we can.

6 MR. FETZER CROCKETT: Okay.

7 VOICE: Thank you. Yes.

8 MR. FETZER CROCKETT: All right. Okay. All
9 right.

10 MS. SUZANNE CROCKETT: Can you see us?

11 MR. FETZER CROCKETT: Don't worry about seeing.
12 Don't worry about seeing.

13 VOICE: Now we can.

14 MS. MARY SUZANNE CROCKETT: All right. Well, we
15 had to adjust, and that's what we do in life, isn't it?

16 All right. My name is Mary Suzanne Crockett.
17 And I am a grateful resident of 11010 Martin Grove Lane,
18 63141 for 18 years.

19 I want to thank all of you for looking out for
20 the best interest of our community.

21 And I also want to thank the QuikTrip
22 representatives for showing in their presentations with a
23 QuikTrip sign hovering over their heads what we dread, as
24 a neighborhood potentially looking like, if there's a
25 QuikTrip hovering at the entrance to our lovely homes off

1 Graeser Road.

2 You, as homeowners, know we all care about three
3 standards; the sustained property value of our homes, the
4 character of the neighborhood and safety.

5 This proposed development significantly and
6 negatively impacts all three.

7 First, the property values of our homes
8 regarding this proposed development. Our committee finds
9 that the proposed will cause substantial injury to the
10 value of neighboring property.

11 The QuikTrip representative said their employees
12 are their most important asset. Financially, our most
13 important asset is the property value of our homes.

14 Move that down for me, please.

15 Section 405.1070(E) standards, Subparagraph
16 Three, provides, quote, the City Council shall not approve
17 a conditional use unless it finds that the application and
18 evidence presented clearly indicate that the proposed
19 conditional use, Part Three, will not cause substantial
20 injury to the value of neighboring property.

21 Homes in the Martin Grove and Winfield Pointe
22 subdivisions have assessed values of \$500,000 and higher.
23 These properties and those in the Mary Meadows subdivision
24 are the homes closest to the site and redevelopment
25 parcel.

1 I live in Martin Grove, which shares a property
2 line with the site, and recently, as you heard, a sale
3 contract for a home in our cul-de-sac was lost when a
4 perspective buyer learned of the applicant's proposed
5 changes.

6 Please hear me very carefully. The spokesperson
7 in favor of the QuikTrip development who spoke with the
8 listing agent shaded the facts, and gave a completely
9 false assumption regarding the negative impact of QuikTrip
10 on our property values.

11 Here are the facts.

12 I spoke with the buyer's agent from Janet
13 McAfee, who said her client did not want to live there
14 when QuikTrip was a hypothetical situation.

15 What will it be like when perspective home
16 buyers can see a QT out the window of the home they're
17 considering? Would you want to buy that house? Me
18 neither.

19 I spoke with the new neighbors tonight who did
20 buy that home for that large price. They did not know
21 about the potential QuikTrip being built there. And they
22 were in a bidding war for a house they loved and very much
23 wanted. They are furious about this development. They
24 are now -- and they are now a part of our opposition to a
25 QuikTrip being built within a stone's throw of their new

1 home, especially now that we heard tonight that the new
2 driveway for QuikTrip tankers is going to be moved even
3 closer to their home near where their two small children
4 will be using the school crossing at -- right outside
5 their home on Graeser, and where the traffic expert
6 tonight said that Graeser is going to have to move more
7 traffic with the hope of moving it more quickly.

8 Our homes cannot -- our homes cannot assume
9 people will not know about this development, and our
10 property values will go down.

11 The city recently allowed Mobile On the Run to
12 be developed adjacent to single-family residential homes.
13 But it is important to note that there was already a gas
14 station on that site. There's never been a gas station on
15 this corner, and the people who have chosen to live here,
16 in our dream homes, want to keep it that way.

17 Second, a gas station will change the entire
18 aura of our neighborhood in a negative way. QuikTrip said
19 their surveys showed that what a great company they are,
20 but did you notice they did not have a survey for how
21 neighbors feel about QuikTrip when a QT gas station is
22 built right next door to their neighborhood.

23 The light pollution from the QT lights and the
24 cars driving there will be visible because of the
25 topography between the site and the two-story homes in

1 Martin Grove.

2 I, unfortunately, can see the lights of
3 Walgreens from my bed out of my bedroom window when they
4 redeveloped it. But at least Walgreens restricted their
5 hours, and dimmed their lights at midnight.

6 And there is a 1,000-foot buffer, at least,
7 between Martin Grove and Walgreens, and we still see their
8 lights. QT will be much closer and will be open 24/7.

9 Our committee requests that a property value
10 study be done of the homes most negatively affected by a
11 QuikTrip on the site; the homes in Martin Grove and Mary
12 Meadows.

13 And, lastly, I'd like to talk about increased
14 crime.

15 Another aspect of the project that runs contrary
16 to Subparagraphs Two and Six of the conditional use permit
17 standards is the substantial increase in crime.

18 The proposed QuikTrip would operate 24 hours a
19 day seven days a week selling alcohol late into the night,
20 a stone's throw from our homes and children.

21 This is not what any of us had in mind when we
22 bought our dream homes here.

23 There are many studies showing 24-hour
24 convenience stores are high targets for crime. See Packet
25 Page 131.3 for a few references, including an FBI study.

1 Also, on Packet Page 131, please note the
2 reports of the QuikTrip slider crimes.

3 I've never heard of this. But I don't want to
4 get to know it as a stone's throw from my front door.

5 These slider crimes are specifically associated
6 with QuikTrip. It's QuikTrip's special type of vast
7 volume operation that uniquely attracts these types of
8 crimes.

9 The applicant touts of the line security,
10 however, anyone can do a search, and I encourage each and
11 every Council member to do so, of a QuikTrip St. Louis on
12 YouTube and see footage of an armed robbery in St. Louis
13 from just a few years back.

14 The QuikTrip representative said she was, quote,
15 pretty sure there wasn't a high crime rate in Creve Coeur.
16 I thought she was going to talk about facts instead of
17 assumptions and feelings.

18 Here is a fact. Our car was stolen, just two
19 years ago, from our driveway, and later recovered in North
20 St. Louis.

21 We do not need anything else that will increase
22 the potential for crime in our neighborhood. There are
23 numerous examples involving QuikTrip specifically and
24 crime.

25 I appeal to this Committee to not just sit as a

1 Council Member, but as a homeowner, who I could safely
2 assume would not want this development a stone's throw
3 from your door. And to please protect us from such a
4 damaging development to our homes and neighborhoods.

5 Thank you very much.

6 And now I will pass this on to a brilliant man,
7 my husband, Fess Crockett.

8 CHAIRMAN KISTNER: Let me just say, you all are
9 approaching -- this group is now approaching 40 minutes,
10 not the 30 that we discussed, so you really are going to
11 have to wrap it up, if you can.

12 Thank you.

13 MR. FETZER CROCKETT: Okay. I'll go for about
14 45 seconds.

15 We acknowledge that this property is right for
16 change and will produce tax revenue.

17 I want to know if a committee should consider
18 that the revenue that QuikTrip is doing is probably going
19 to be part cannibalizing the other two gas stations, and
20 has this been forecasted in you all's record, and how
21 accurate was the revenue of Mobile On the Run.

22 Now on the runoff, the stormwater costs on the
23 financial aspect.

24 As the trustee of Martin Grove, it's not only
25 the residents, but it's our stormwater retaining pond

1 where we are of utmost concern.

2 We've had to spend over \$10,000 on this
3 retention pond. We spent hundreds, up to a thousand a
4 year on this. It is going to be continuous to the
5 property, and we are very concerned of the runoff of
6 QuikTrip into our retention pond.

7 If there are issues with our retention pond and
8 QuikTrip, will Martin Grove be indemnified? Has this been
9 considered by the city?

10 Martin Grove Subdivision does not have the
11 resources to fight QuikTrip if there's an issue with the
12 subdivision's retention pond.

13 Our committee requests the city have a --
14 commission a study on how the existing stormwater
15 infrastructure and surrounding residential properties and
16 our retention pond will be affected by the projected
17 stormwater runoff from the project.

18 Our committee requests that the city provide the
19 MSD Sewer District's and Missouri Department of Natural
20 Resources' evaluations of these aspects of the project.

21 I now yield for the conclusion.

22 VOICE: Yeah, thank you so much, Fess and Mary
23 Suzanne. You guys are -- are fantastic.

24 And thank you to everybody for your time. We'll
25 go ahead and wrap it up.

1 We're going to skip our concluding points, which
2 is, basically, discussing what our concerns are again and
3 reiterating that.

4 But it's -- I think it's pretty clear to see why
5 we believe Planning and Zoning right now should be denying
6 the conditional use permit.

7 So we thank you for your time, and we are
8 hopeful that our committee will be able to save some time
9 in non-responding comments from additional residents at
10 this point.

11 So thank you very much to everybody.

12 CHAIRMAN KISTNER: Thank you, and I really
13 appreciate all of the efforts that you all made to
14 organize your presentation, to collect your information,
15 to present it clearly and in a way designed to help us in
16 our understanding, so I really do appreciate that.

17 We are going to take, since we're about two
18 hours, little over two hours into this meeting, we're
19 going to take a five-minute break now, sort of a bio break
20 for everyone, including residents.

21 We're going to resume at 8:15. And we will open
22 it up to more resident comments, who -- who have submitted
23 a application or a speaker card --

24 VOICE: Registrations.

25 CHAIRMAN KISTNER: -- or registrations, but did

1 not know that they were yielding to this Neighbors for
2 Safety.

3 We're going to start with Arthur Leber, then
4 Jill Starr, Cheryl Gelstein and Larry Gelstein. Those
5 will be the first four up.

6 If -- if you all don't have anything to add in
7 addition to the Graeser Neighbors for Safety, then you can
8 always just, you know, note that when we call you.

9 So everybody gets until 8:15. Thank you.

10 (A break was taken at 8:09 p.m. The following
11 proceedings resumed back on the record:)

12 CHAIRMAN KISTNER: Well, we can begin. We have
13 a quorum.

14 Okay. Our first -- our next speaker for three
15 minutes is Arthur Leber.

16 Mr. Leber, are you there? We don't have anybody
17 that is logged in as Arthur Leber.

18 If -- if you're just a phone number, you might
19 have to do a raise your hand to let us know -- oh, Star 9.

20 Oh, on your phone, Arthur, if you're there, you
21 would do a Star 9.

22 All right. We're going to move on just to keep
23 things moving.

24 Next is Jill Starr.

25 VOICE: She just said she'll yield.

1 CHAIRMAN KISTNER: She's yielding too.

2 Larry Gelstein?

3 VOICE: Cheryl's first.

4 CHAIRMAN KISTNER: I'm sorry, Cheryl Gelstein.

5 Cheryl, are you there?

6 Larry Gelstein, are you there?

7 Okay. I'm going to keep moving down until we
8 have people that --

9 Mary Lou James?

10 I'm sorry, Martin Krug. I missed that, Martin
11 Krug.

12 VOICE: Mark.

13 CHAIRMAN KISTNER: Mark.

14 VOICE: So we have Mark Krug.

15 MS. KELLY: He just raised his hand.

16 CHAIRMAN KISTNER: Okay. So we have Mark.

17 MR. MARK KRUG: Yes. Can you hear me?

18 CHAIRMAN KISTNER: Do you want to introduce
19 yourself and start with your name and address.

20 MR. MARK KRUG: Yes. My name is Mark Krug. I
21 am -- and I reside at 10950 Rondelay Drive. And I am the
22 trustee of the Rondelay Terrace Subdivision.

23 Rondelay is the -- is the only cut-through
24 street between -- between Graeser Road and Spoede Road,
25 north of Ladue Road and south of Olive.

1 I believe that all the stacking and additional
2 traffic on that corner of Graeser made by the QuikTrip
3 will push additional traffic and additional cut-through
4 down through our subdivision and down through Graeser.
5 And the streets are only one-way, and they will not be
6 able to utilize -- they will not be able to take on all
7 the traffic.

8 So I'm -- I'm against the QuikTrip.

9 That's it for me.

10 CHAIRMAN KISTNER: Thank you very much.

11 Mary Lou James. We're looking for you now to
12 enable you to speak.

13 Mary Lou James, if you're there, could you --
14 could you do a raise your hand on the meeting screen, so
15 that we know that you're there.

16 Just so you know, on our end we -- we can see
17 the names of people who have dialed in, if they've dialed
18 in with a -- with a name, and then Chris, our technical
19 expert here, then enables you to speak.

20 So if -- a few people, we can only see a phone
21 number, so if that's one of you, then --

22 You have to do Star 9 on your phone to un-mute
23 yourself --

24 VOICE: To raise it.

25 CHAIRMAN KISTNER: Or to raise your hand. I'm

1 sorry.

2 Okay. We'll move to Alise (phonetic) Krug.

3 Do you see Alise Cruz -- Krug, Chris?

4 Omar Kahn (phonetic)? Omar Kahn?

5 Beth Levy? Don't see a Beth Levy.

6 Louis Salini?

7 Jeffrey French?

8 So, Jeffrey --

9 MR. JEFFREY FRENCH: Can you hear me?

10 CHAIRMAN KISTNER: Yes.

11 MS. KELLY: Yes.

12 MR. JEFFREY FRENCH: Excellent.

13 Hello. Jeffrey French. Live at 2 Windrush
14 Creek East, Creve Coeur, Missouri, my wife, two young
15 children.

16 We actually just moved and are -- moved into the
17 area, and love the area. My wife works in the area. I
18 work in the area. And in Creve Coeur, not in the area, in
19 Creve Coeur, the city limits of Creve Coeur.

20 And my children go to school within the city
21 limits of Creve Coeur. We came to it because we love it.

22 We are both in the healthcare industry, and
23 specifically pre-hospital EMS.

24 Our concerns are the traffic on Graeser Road
25 going northbound.

1 I am a graduate of Westminster Christian Academy
2 that used to be on Ladue Road. And I remember all the
3 traffic on Graeser. That's why I came back. And now with
4 the QuikTrip, everything from Ladue Road is going to come
5 north on Graeser to QuikTrip.

6 I heard about the semi entrance on Graeser Road.
7 I just think that's preposterous. And why anybody would
8 think it's a good idea to put an 80,000-pound vehicle on a
9 residential street that close to a bus stop is crazy.

10 And then lastly, I want to make sure it's noted
11 that the crime that was talking about with theft of
12 alcohol, robberies, \$50 and, et cetera, there's one thing
13 that we're missing with that, is as a potential and
14 expected increase of drugs at QuikTrips.

15 I have extensive history with that. I have
16 asked why specifically drug addicts like to go to
17 QuikTrips. And as QuikTrip noted, they said we have the
18 cleanest bathrooms. And drug addicts have told me,
19 what -- man, why do you go to QuikTrip. I asked them, why
20 do you go to QuikTrip, and they said, because the
21 bathrooms are always clean, and when I pass out, I want to
22 fall somewhere clean.

23 So, because of that, I have major concerns
24 raising my family at this new property I just purchased.

25 Thank you.

1 CHAIRMAN KISTNER: Thank you.

2 Rachel Loeb.

3 MS. RACHEL LOEB: Can you guys hear me?

4 MS. KELLY: Yes.

5 CHAIRMAN KISTNER: Yes.

6 MS. RACHEL LOEB: Are you able to see me?

7 CHAIRMAN KISTNER: If you want to be seen.

8 MS. RACHEL LOEB: I would love to be seen.

9 CHAIRMAN KISTNER: Okay. There'll be a slight
10 moment of disconnect while we bring you up, but just hang
11 on.

12 MS. RACHEL LOEB: Okay. Thank you.

13 Are you able to see me?

14 CHAIRMAN KISTNER: I'll let you know.

15 MS. RACHEL LOEB: Okay. Start my video.

16 CHAIRMAN KISTNER: There you go.

17 MS. RACHEL LOEB: Hi, I'm Rachel Loeb. I'm at 6
18 Windfield Pointe Lane.

19 I'm not able to see me. Are you able to?

20 CHAIRMAN KISTNER: Yes, we are.

21 MS. RACHEL LOEB: Wonderful.

22 So right now I just -- I am outside at my kids'
23 bus stop, and I just wanted you guys to see that. My
24 biggest concern is my children.

25 As I said, my name is Rachel Loeb. I live at 6

1 Windfield Pointe Lane.

2 I did have the opportunity to look at the place
3 during our break.

4 And I have three kids, who I also put to bed at
5 that time. They are three, five and seven.

6 We did talk about the bus stop. The buses go
7 elementary school, fifth grade center, middle school and
8 high school, all at this one spot.

9 And the sky looks beautiful right now. It is
10 right -- right there, and they're talking about making it
11 even closer to my house. So I am very concerned about
12 this location.

13 So I understand that there has been a study
14 about -- there's one car, we can even count them in this
15 three minutes. I understand there's been a study about
16 the traffic at this point. But has it been captured about
17 how much higher the traffic will be in the morning when
18 everyone's getting the -- their coffee. Will the buses go
19 from 6 to 8:10? So that means we're looking at repeated
20 cars coming through this road at the time that my very
21 young children are there.

22 And there's also a crosswalk right here, if
23 you're able to see, that we have dozens of -- all of
24 the -- dozens of children from that neighborhood have to
25 go to.

1 So I'm very concerned about the -- about the
2 safety of my children.

3 I'm also concerned about the -- the -- the --
4 the sky is so beautiful, we have neighbors taking
5 pictures.

6 I'm also concerned about housing values. You
7 know, the study that we saw, that they even showed us, was
8 in 2012 when the market was still down, and they said,
9 look, it's come up. It's like I would just -- I would
10 love to see them say that it's gone up the same as other
11 places.

12 And, again, at the Mobil, for example, there was
13 a -- people already bought a house knowing that a gas
14 station was there.

15 So, thank you for your time.

16 I, again, just wanted to express how close it
17 really is to this -- this stop, and we've seen two cars in
18 this three minutes and that's it.

19 So thank you very much for your time.

20 CHAIRMAN KISTNER: Thank you.

21 Todd Muchnick.

22 MR. TODD MUCHNICK: Hi. Can you guys hear me?

23 CHAIRMAN KISTNER: Yes.

24 MR. TODD MUCHNICK: Okay. Great.

25 My name's Todd Muchnick. My wife and I live at

1 533 Graeser Road. We built this house 20 years ago. We
2 were one of the first people to do the -- the proverbial
3 teardown on this street.

4 I've been listening to most of the people on
5 both sides of this, and it's -- presentations have been
6 very insightful.

7 My problem is, to touch on what Ms. Loeb just
8 spoke about is, is how many people are going to get their
9 cup of coffee in the morning and make a right turn on
10 Graeser Road to get to the Highway 40 Corridor, either
11 going to Clayton or to go into the downtown area?

12 I think that that -- that number has been
13 severely underestimated.

14 Those of us that have lived in St. Louis all of
15 our lives know the benefit of a good cut-road. And right
16 now Graeser has sort of not risen to that level, such as
17 Spoeede or Lindbergh, which are the major thoroughfares.

18 So, my concern as a resident that lives right on
19 Graeser Road is how much traffic is going to be diverted
20 to southbound Graeser, and then what's going to happen
21 down at that light down there at Ladue at Graeser Road for
22 people that want to go east on to Ladue Road? There's
23 going to have to be more left turn lanes there.

24 So my concerns are the same as most of the other
25 residents.

1 I do appreciate everybody else's input. I think
2 everybody's got a pretty good grasp on what the pros and
3 cons are of this development.

4 And from my standpoint of being a resident and a
5 homeowner on Graeser Road, there's not a whole lot of
6 positives for those of us who live on Graeser or off of
7 Graeser.

8 So I yield back some more of my time.

9 Thanks to the committee for the work that you
10 guys do.

11 CHAIRMAN KISTNER: Thank you very much.

12 Joe Swan.

13 And next up will be Michelle Schwerin.

14 We're not seeing a Joe Swan.

15 How about Michelle Schwerin?

16 The next up after that being Jim Cornelison.

17 No Michelle Swan.

18 Jim Cornelison.

19 MR. JIM CORNELISON: Can you hear me?

20 CHAIRMAN KISTNER: Yes.

21 MR. JIM CORNELISON: Yes. I am requesting --
22 oh, by the way, good evening, P&Z and its members.

23 (Talking over each other.)

24 CHAIRMAN KISTNER: Can you start with your name
25 and address, please.

1 MR. JIM CORNELISON: I'm getting to that.

2 My name is Jim Cornelison. My wife and I reside
3 at 10 Pine Manor Drive.

4 I am requesting six minutes, using half of my
5 other three minutes being for my wife.

6 I have an email packet in the P&Z Members to
7 read.

8 I am a retired civil engineer. I was also a
9 vice president of marketing for a major developer.

10 Therefore, I am offering my comments because I
11 know how a developer thinks, and I think it's important to
12 know that right now.

13 First of all, this site location and problem is
14 always the goal.

15 But, first and foremost, the project must add to
16 the fabric of the community.

17 In this case, it sure doesn't. However, if you
18 assume you are doing this, and there are five steps to
19 take.

20 First one is location. You have to determine
21 who your customers are, their demographic characteristics,
22 taste preferences, the sophistication levels.

23 Consider if the community is actively seeking
24 your project. They might not need or want it.

25 Number two, problem location.

1 All projects have individuals who do not want it
2 in their neighborhood. All developers know that.

3 A developer's worst nightmare, however, is a
4 very large group of citizens that are against them, and we
5 do have that large group.

6 Next, if your site location is not perfect, for
7 example, Waterway was rejected here. You look for
8 weaknesses in the community.

9 Unfortunately, our weakness has been determined
10 by our desire to improve the appearance of the Creve Coeur
11 portion of Olive Street.

12 QT Corporation has added the facelifting on the
13 adjacent building as part of their proposal to bait us in
14 the giving them the gas station.

15 It appears they feel P&Z will buy into gas
16 station approval if the other building is remodeled.
17 Otherwise, why would they spend the money to remodel the
18 building?

19 Another gas station is too stiff a price to pay
20 for getting that other building remodeled. It's just not
21 worth it.

22 Next, you estimate the market size and look for
23 traffic problems. In this case, we've heard a lot about
24 traffic tonight. One thing we have not included is all of
25 the national advertising impact that QT does, and how this

1 will apply to us, which makes all the other studies
2 inaccurate and need to be redone.

3 Number four, you assure a good profit return on
4 investment. They're, obviously, very comfortable with
5 this part.

6 And, number five, very rarely will a business be
7 the only game in town. Too much competition will reduce
8 profits and cause possible failing. You should always
9 analyze if you have anything to offer the community that
10 your competition doesn't. And in this case, they do not.

11 Based on these projects finding procedures that
12 have been used by developers everywhere, this site should
13 not have been selected for this gas station.

14 They only are in this for profit and will not be
15 good neighbors.

16 I'm asking all P&Z Members to consider the old
17 problem solving statement; sometimes issues simply boil
18 down to what is reasonable.

19 CHAIRMAN KISTNER: Thank you --

20 MR. JIM CORNELISON: Reasonably, we do not want
21 our Creve Coeur Olive Street to look like Manchester Road.

22 CHAIRMAN KISTNER: Thank --

23 MR. JIM CORNELISON: We are an upscale
24 residential community, and want to stay that way.

25 And of further consideration --

1 CHAIRMAN KISTNER: Thank you very much. You
2 have gone over your --

3 MR. JIM CORNELISON: A couple -- one more minute
4 please. One more minute.

5 CHAIRMAN KISTNER: You have gone over. We've
6 really asked everybody to try to stick to the three
7 minutes and you've gone --

8 MR. JIM CORNELISON: May I have one more minute,
9 please?

10 CHAIRMAN KISTNER: Thirty seconds.

11 MR. JIM CORNELISON: One minute.

12 Other thing we should consider is that less gas
13 will be used for cars in the near future.

14 The world is going away from gas-run cars. Shut
15 downs of gas stations in the future are going to be
16 inevitable.

17 P&Z should not be looking at things just of
18 today's standards, we should be looking down the road.

19 The last thing we want is a QT station five
20 years from now that shuts down, then what do we do?

21 Thank you.

22 CHAIRMAN KISTNER: Thank you.

23 We have Lilly Crockett and Grace Crockett up
24 next.

25 We don't see any Crocketts on the -- the list of

1 attendees.

2 Linda Rezny.

3 And then Tom Stern after that.

4 MS. LINDA REZNY: Okay. Can you hear me?

5 CHAIRMAN KISTNER: Yes.

6 MS. LINDA REZNY: Okay. Okay. So I did send
7 some things already -- I'm sorry. Linda Rezny, 104
8 Graeser Acres.

9 I did send a couple of notes to Jason already,
10 and one of them was about the fact that the data on which
11 the traffic study was based was taken in August, while the
12 QT was still under construction, and the rest of their
13 data is all on hypotheticals. We need to have a real
14 traffic count.

15 And I also think sent a thing about how if you
16 do choose to build this thing, it definitely needs to have
17 a masonry wall, not a flimsy fence. And I assume that the
18 Commission Members have already read that.

19 And I want to pick up where the last person was
20 just speaking about fossil fuels. I don't think fossil
21 fuels are going to go out in five years. But the
22 Walgreens has already been here for ten years. Time
23 passes. Things change. We are going to go away from
24 fossil fuels.

25 And if you wanted to change the QT into a

1 recharging station, this is not really what's going to
2 happen because this is a residential neighborhood. You
3 can plug in in your own home. You don't need a recharging
4 station on a corner, and we will end up with three
5 abandoned gas stations. We really don't need that.

6 Another problem is contamination. Tanks may be
7 state-of-the-art, and we aren't going to get a huge ground
8 field like we do under old gas stations right now, but the
9 accumulated minor amounts of contamination from gas and
10 various other fluids and solids from the hundreds of cars
11 coming in daily will make eventual reuse more complicated,
12 depressing the market of new tenants in order to redevelop
13 this when it's no longer a gas station.

14 Further, the runoff from the station, the quote,
15 treatment is that it runs down to the bottom of this basin
16 and the gunk that washes down gets stuck in the -- the
17 dirt and the plants there and that, quote, cleans it, and
18 then a cleaner water goes to another basin and then goes
19 off to MSD. But is that, quote, bio-detention basin going
20 to become a bio-hazard basin?

21 And the -- the fact that we already have two
22 stations that close, someone has already mentioned the
23 cannibalization. It won't be good for the businesses that
24 we have there, the businesses that we already have, and
25 it's not going to increase the basic sales tax for -- for

1 this corner.

2 And that just about does it. Thank you very
3 much.

4 CHAIRMAN KISTNER: Thank you very much.

5 Tom Stern.

6 MR. TOM STERN: Tom Stern, 233 Brooktrail Court
7 in the Westwood Place Subdivision on the south end of
8 Graeser Road.

9 I'm a 36-year resident of the City of Creve
10 Coeur. I have served on the Economic Development
11 Committee and the City's Creve Coeur Task Force. I have
12 participated in several master plan reviews, including
13 discussions on the East Olive Corridor.

14 Our company, Gershman Commercial Real Estate,
15 has been a corporate citizen of the city for more than 60
16 years, and currently manages 150,000 square feet of office
17 and retail properties in the city, including the three
18 properties under consideration.

19 We hosted the Creve Coeur Farmers Market for
20 three years.

21 We have been an asset to the city and complied
22 whenever asked.

23 The intersection of Olive and Graeser would not
24 be a signalized intersection today if it were not for the
25 cooperation of the owners of the properties that are under

1 consideration.

2 When the Walgreens development on the northeast
3 corner of Olive and Graeser was under consideration, the
4 city administration approached the owners of the two
5 shopping centers on the southwest corner to become part of
6 the Transportation Development District to aid in the
7 financing of a signalization. This placed an additional
8 sales tax burden on the tenants, but ownership believed it
9 was important safety consideration and agreed to
10 participate.

11 Additionally, the Missouri Department of
12 Transportation insisted that owners agree to relinquish a
13 curb-cut on Olive and allow a limited left turn access to
14 the two shopping centers, and, again, ownership agreed.

15 The proposed QuikTrip development meets all the
16 city's requirements for commercial development adjacent to
17 residential property.

18 They have even included requirements that were
19 part of the approval process for On the Run project across
20 the street.

21 The shopping centers were there long before the
22 adjacent subdivisions were developed, and have been zoned
23 commercially for more than 50 years.

24 The Western Center is proposed to remain with
25 its existing tenants and to be improved with -- to better

1 comply with the city's current requirements, including
2 green space and water retention.

3 QuikTrip is an outstanding corporate citizen,
4 and they will contribute significant sales tax receipts
5 from their operation. Substantially more than the
6 shopping center's previous tenants.

7 In addition, their payments to the TBD will
8 accelerate the retirement of the bonds, which are held by
9 the city.

10 Creve Coeur should welcome QuikTrip with open
11 arms.

12 CHAIRMAN KISTNER: Thank you very much.

13 Next up we have the Roddys, Bill.

14 Bill Roddy, you have to un-mute yourself.
15 You've been un-muted on this end, but you have to do it
16 on -- on your end. I think there's a -- a button on the
17 lower left that you --

18 Bill, are you there? Bill Roddy or Cherie
19 Roddy?

20 MS. CHERIE RODDY: Hello?

21 CHAIRMAN KISTNER: Yes.

22 MS. CHERIE RODDY: (Indiscernible) I didn't hear
23 you at first, so I apologize.

24 Are you calling Cherie Roddy?

25 CHAIRMAN KISTNER: Yes, or Bill.

1 MS. CHERIE RODDY: Well, I'm the one speaking,
2 not him. He yielded his time.

3 CHAIRMAN KISTNER: I'm sorry. You're saying you
4 both yield your time?

5 VOICE: No, he -- he yielded his to her.

6 CHAIRMAN KISTNER: Oh, okay.

7 MS. CHERIE RODDY: Apologize, I cannot hear you.

8 CHAIRMAN KISTNER: Okay. Can you hear me?

9 So who is speaking?

10 MS. CHERIE RODDY: One minute, please.

11 Cherie Roddy, 839 Deaver. This project will be
12 in my backyard.

13 It's my -- it's -- it is time to put on your
14 practical hats. In this uncertain time we need to support
15 our existing businesses, not add to the stress of more
16 competition.

17 There will be eight gas stations from Ballas to
18 McKnight Road. Costco to be built.

19 There are approximately 17,000 Creve Coeur
20 residents, approximately 10,000 in Olivette, not all of
21 whom drive. Why do we need three within 500 feet?

22 Car insurance companies are returning payment
23 premiums. People are not driving. Businesses are working
24 from home. Buildings are empty with no end in sight.

25 You approved a fifth grocery store from Ballas

1 to Spode. The new fifth store did not even last a year.

2 Shame on Creve Coeur for allowing a commercial
3 strip mall to be allowed to be a potential blight.

4 The biggest question I have for you is what will
5 you do with an empty gas station?

6 Thank you.

7 CHAIRMAN KISTNER: Thank you very much.

8 Was that for both Bill and -- okay.

9 Neal Breitweiser? Do we see Neal? We don't see
10 Neal.

11 So we have gone through the list of names that
12 we -- we have called all of the names of people who had
13 submitted -- who had registered to speak tonight.

14 At this point, if there is anybody on the -- on
15 the -- the Zoom meeting who would like to speak, if you
16 could do a raise your hand feature and identify yourself,
17 we can recognize you.

18 MR. JAN HOFER: Can you hear me?

19 MS. KELLY: Yes.

20 CHAIRMAN KISTNER: Yes.

21 MR. JAN HOFER: This is Jan Hofer. I'm living
22 on 7 Pine Manor Drive.

23 One thing that I find interesting is that
24 there's always new aspects to the traffic study from
25 QuikTrip.

1 So today I learned for the first time that there
2 will be southbound tanker traffic to serve the site, and,
3 you know, I would ask the Committee to ask QuikTrip how
4 that traffic is going to handle that site.

5 I mean from the rendering that I saw in the
6 QuikTrip presentation, it looks like, because of the turn
7 radius, that that truck will have to turn to the
8 northbound lane on Graeser to make the right turn in to
9 the site.

10 I don't think that is a safe maneuver to be
11 allowed. And, you know, I would just encourage you to
12 really study that traffic flow in and out of the site
13 because every single time there is a new discovery site, I
14 just don't feel that that traffic study has a transparent
15 nature in -- in it.

16 So just to ask some of the safety questions, I
17 would really encourage you.

18 Thanks.

19 CHAIRMAN KISTNER: Thank you.

20 Do we have any other hands raised?

21 We're not seeing anybody else from the public
22 who is looking to speak.

23 VOICE: So go to the applicant.

24 CHAIRMAN KISTNER: Yeah, so I think we will now
25 go to the applicant for ten minutes of response.

1 And we're working on getting back into --

2 Okay. QuikTrip, if you're ready.

3 MS. GWEN KEEN: Can you hear me?

4 CHAIRMAN KISTNER: Yes.

5 MS. GWEN KEEN: Okay. Obviously, there were
6 several issues that were brought up that we would want to
7 address.

8 We think probably the most paramount, though,
9 would be traffic, and so we're going to have Lee Cannon
10 address those.

11 So we would like to address several of the other
12 issues that were brought about as well.

13 So at this point, I just wanted to have Lee
14 Cannon address the traffic concerns.

15 MR. LEE CANNON: Hello again. Lee Cannon with
16 CBB.

17 There were a lot of mention about traffic
18 concerns, and I'll try to go through the ones that I wrote
19 down.

20 First of all, to take the last comment first.

21 The traffic impact study was prepared with input
22 from the city staff and from MoDOT. The traffic input
23 study looked at issues that those two agencies brought
24 forward as being very important to them.

25 The study was completed in accordance with

1 industry standards, and then it was reviewed by MoDOT and
2 also by city staff and a third party traffic engineer
3 working for the city in GBA.

4 So, we believe that it is whole and complete, as
5 mentioned. MoDOT did make some comments on the study.

6 Those -- those comments aren't incorporated in
7 the study because they were accepted by -- by QuikTrip,
8 and they are improvements now shown on the site plan. So
9 they have been incorporated into the plan.

10 The original traffic study was not revised, but
11 there were supplemental memoranda provided to the city.

12 An additional issue was the -- the idea that the
13 traffic counts or the base volumes were inaccurate. We
14 did count the traffic in August of 2019.

15 The retail center, both of the retail centers
16 were open. There was over 15,000 square feet occupied at
17 that time between the two centers, which come up to a
18 total of about 23,000 square feet.

19 So the building that will be revitalized and
20 remain, it has about 15,000 square feet, so that amount of
21 traffic with the two open restaurants is about the same
22 amount of traffic with the -- that was counted at the time
23 we did our traffic.

24 So -- so the full occupancy of the retail is
25 included in the count, not in the forecast.

1 Some other things that are included in the
2 background forecast, though, are Mobile On the Run, and a
3 full -- the full forecast for Mobile On the Run were added
4 to the base traffic volumes count.

5 In addition to that, the HBE Office building
6 that is currently quite underutilized, I'm not quite sure
7 how much traffic -- how much space is currently utilized,
8 but we looked at that being fully occupied as a projection
9 on the base. So our base traffic counts are pretty good
10 to start with.

11 Another issue that was brought up was the fact
12 that the -- the counts that the residents did, they went
13 out and looked at the Dorsett Road QuikTrip, which is a
14 site where CBB also did a traffic impact study that was
15 approved by the City of Maryland Heights and built, that
16 store is approximately 17 percent larger on the
17 convenience store side, and it has 25 percent more fuel
18 pumps. So as part of the traffic study for that site,
19 it -- and it will generate more traffic than this site, so
20 the traffic protection used for this site, based on the
21 number of pumps and the size of the store, are accurate
22 based on the work that we've done throughout the area for
23 QuikTrip.

24 Another question came up about pass-by trips and
25 what they mean and where they're from.

1 Really what a pass-by trip is is there's a car
2 traveling along Olive going from somewhere on Olive to
3 somewhere else on Olive, or maybe from their home to their
4 job, and they're passing Graeser on Olive. Now that the
5 QuikTrip is there, they'll make a turn in to the QuikTrip
6 and get a convenience item, a food item or gas, and then
7 they'll turn back out, and they'll continue on the way
8 that they would if QuikTrip wasn't used. That's all a
9 pass-by trip is. And it's very well-documented in traffic
10 standards that pass-by trips are very prevalent for
11 convenient-style uses; fast foods restaurants, convenience
12 stores and those types of activities are things that
13 happen on a day-to-day basis when -- when a lot of drivers
14 are out on their way doing something else.

15 The other issue came up about Graeser Road. And
16 Graeser Road is defined by East/West Gateway as a
17 collector street. And it has a collector street function.

18 The -- the north end of Graeser abuts commercial
19 on both ends. And I would agree with you that the south
20 end of Graeser is more of a local collector street that
21 collects traffic from the neighborhoods and allows that
22 traffic to get up on to Olive via a traffic signal.

23 But traffic signals are a resource, an amenity,
24 to help all of the community get on and off Olive
25 Boulevard, and we really need to utilize -- we need to

1 allow everyone, all the properties, to utilize the traffic
2 signals for safe and efficient access.

3 You can see from the site plan that the --
4 the -- referred as retail center is going to have
5 cross-access connection to get to Graeser so they can also
6 enjoy the benefits of the same.

7 The existing retail centers on the west side of
8 Graeser, as well as the First Community Credit Union on
9 the east side, have been there quite a long time, and
10 they -- they've enjoyed the use of Graeser Road for as
11 long as they've been around, and then enjoy the use of the
12 signal that got put in at -- at that point.

13 Another thing I want to bring up is that, you
14 know, the city's traffic engineer, GBA, and MoDOT have
15 looked at the information we've provided. We've done our
16 work in a professional manner that is tried to be as
17 transparent as possible providing the facts. There will
18 be impacts. That's why we have recommended mitigation
19 measures, offset those impacts, and we believe that we
20 have adequately done so; that we will offset the
21 additional traffic.

22 Lastly, I want to point out that we are looking
23 at Graeser Road with the city to determine if there's an
24 additional need to lengthen the northbound right turn
25 lane. That was not a point -- I believe one of the

1 speakers mentioned MoDOT made a mention of that, but MoDOT
2 did not indicate that.

3 But we will look at that further. And if it's
4 needed, we will include it in the plan, but we'll work
5 with the city on that through our -- through the process.

6 With that, I'd be happy to answer any of the
7 questions the Commission may have. But I believe we're
8 going to yield back, so that the team can answer a few of
9 the other questions.

10 CHAIRMAN KISTNER: I did have just one question,
11 Mr. Cannon, if you could.

12 Do you have any comment about the questions
13 about the turning radius for tanker trucks, and how that
14 was factored in, and also how many times a day or week
15 they would actually be approaching?

16 MR. LEE CANNON: I'm going to defer the how many
17 times a day question to the owner/operator.

18 But as far as the tanker goes, it is appropriate
19 for the tanker to be able to use Graeser. Graeser is a
20 public street that's built to public street standards. It
21 can accommodate heavy loads.

22 Now, we don't want to promote the trucks from
23 QuikTrip going south of QuikTrip on Graeser. But having
24 those trucks use Graeser to get to and from Olive, it is
25 appropriate because there's a signal, and we believe it's

1 the right thing to do.

2 Because of the size of the tankers, they
3 typically need to make a one-way travel path. So they
4 either need to come in at Graeser and go out Olive, or
5 vice versa. So the way that it's designed now, it's
6 coming in Graeser and out Olive. And that's just due to
7 the size of the vehicle and trying to fit it on the site.
8 We like to have it run a one-way path.

9 Does that answer your question?

10 CHAIRMAN KISTNER: Yes.

11 So it would have to go into the northbound lane
12 in order to make the turn?

13 MR. LEE CANNON: Now, that is a design issue
14 that we can look at in more detail, but, no, we do not
15 want the truck to overlap the pathway.

16 So if need be, if we need to make an adjustment
17 to single striping -- if we need to make an adjustment to
18 striping of the roadway, we can work with MoDOT to do that
19 to hold the stop bars and to make sure there's no vehicle
20 overlap, because we do not want the tanker truck to
21 overlap.

22 That's the reason that we use the autoTURN
23 software is to show the vehicle path, the wheels and the
24 overhangs, of those large vehicles to make sure that that
25 doesn't happen.

1 CHAIRMAN KISTNER: All right. Thank you.

2 And I realize I took -- does anybody else have a
3 question for Mr. Cannon?

4 I realize I'm taking up some of their ten
5 minutes of time, so I'll let you continue, but want to
6 make sure that we've given everyone the chance -- the
7 Commission a chance to ask any traffic questions.

8 MR. STREILER: A question for Lee.

9 Hey, Lee, as you know, I've reviewed a few of
10 your studies in the past. And this one was included in a
11 packet of about 300 other pages, and it wasn't clear to me
12 that the traffic volumes from the retail was broken out.
13 As you indicated, it was.

14 I'm wondering if you could do a supplemental
15 study, or at least request from your client to do a
16 supplemental study so the Commission Members and city
17 staff and their consultant can see the volumes, both
18 during, you know, your study from the -- the -- the retail
19 area, and also include in your forecast the numbers that
20 could be generated under different, you know, tenant
21 synergies or tenant occupancy scenarios from that, you
22 know, the retail site. And if you could, you said that
23 some of the folks that use that retail site will migrate
24 across QT to enjoy the use of the signal on Graeser.

25 Can you also kind of identify on-site sort of

1 the flow patterns and maybe percentages from the retail
2 sites, so we've got a better picture of the combined
3 impact from the two uses?

4 MR. LEE CANNON: Well, I can definitely go back
5 and clarify what the traffic counts were for the site that
6 are, basically, the existing retail use levels, so I can
7 definitely do that from the data that we have at hand.

8 The question would be is how to look at what
9 might be in the retail center. So we could do a
10 projection, a forecast, for just general retail versus the
11 existing retail, plus restaurants, but, typically, in a
12 retail center, the higher volume uses are the restaurants.
13 And I believe that those types of uses that go above and
14 beyond just general retail would require a conditional use
15 permit in the City of Creve Coeur.

16 So if we have higher traffic levels from a
17 future use, it would likely be a use by your code that
18 would require that developer to come back and ask for a
19 conditional use permit similar to this entire process.

20 But we -- we can show the traffic flows also for
21 the cross-access with -- provide some additional
22 clarification.

23 MR. STREILER: The volumes -- the volumes will
24 also help us understand per the benchmark, you know, of
25 what future uses could go in, and, in fact, enjoy the use

1 of the QT site and the signal on Graeser, and that way
2 understand if -- if the site would allow additional, as
3 you had mentioned, conditional use type uses on the retail
4 area.

5 Right now I'm concerned that the level of
6 service on Graeser may have reached a point, even after
7 successful QT goes in, where there's just not a whole lot
8 of volume remaining to allow that -- before that level of
9 service degrades to levels that might be unsafe.

10 CHAIRMAN KISTNER: All right.

11 MR. CARNEY: I have a question along the similar
12 lines on this.

13 There's going to be cross-access both ways, and
14 I wondered if the traffic study looked at how many people
15 exit the QT through the shopping center left turn lane and
16 head west on Olive?

17 And we've looked at this with other
18 developments, and may cause a safety concern for the
19 Board, and I'm wondering if your traffic study took in
20 what percentage people you think might exit the QT that
21 direction rather than going to the signalized energy on
22 Graeser.

23 MR. LEE CANNON: Yes, we did.

24 You know, we -- we looked at how much traffic
25 would want to go east out of the QuikTrip, which would

1 create that left turn. And then I believe during the peak
2 hours, we're assuming something like a third of the
3 traffic might attempt to make a left turn out of the
4 shared driveway. But in the off-peak hours that -- that
5 turn will be a little easier to make at the unsignalized
6 driveway.

7 So we would see a majority of the trips from
8 QuikTrip that want to turn left out going to the signal
9 during peak hours, maybe more of those trips on a
10 percentage basis on the unsignalized drive during the
11 off-peak hours.

12 But I travel -- I travel this road, you know, on
13 a -- multi times a day, and it's always a great thing to
14 have a signal to get on and off of Olive in the peak
15 hours, but in off peak hours, it's relatively easy to turn
16 left out of the dry-cleaners or the music store, some of
17 the things that I -- that I visit.

18 But given a choice, this connection to Graeser
19 is -- is very important for the peak hour traffic to
20 provide a safe location for everyone to turn on and off of
21 Olive.

22 CHAIRMAN KISTNER: Thank you.

23 Any other Commission questions for Mr. Cannon?

24 Otherwise, we'll ask the QuikTrip to wrap up
25 their -- any response they have.

1 MR. LEE CANNON: Thank you. Good night.

2 MS. GWEN KEEN: I'd kind of like to continue on
3 with the issues regarding Graeser.

4 In our discussions with the staff during the
5 kind of the time in between, QuikTrip has already agreed
6 that our tractor trailers and our tankers will not be
7 making any right turns down Graeser. And we will not
8 allow our vehicles or any commercial vehicles that we
9 oversee, or, basically, have control of due to deliveries
10 or -- our deliveries would be going south on Graeser. So
11 we are restricting that. So the only area was the area
12 that we showed in our exhibit, is where any type of
13 tractor trailers or tankers would be utilizing Graeser.
14 So we -- we are very firm in that on our intention there.

15 That site already has tractor trailers
16 delivering to it and utilizing both Graeser and Olive.
17 And they're utilizing it in order to deliver to the retail
18 center.

19 Also the question was, can they sustain it.
20 Well, they already have buses going down there. And based
21 on where we're located, there will be no tanker trailers
22 or tankers going where that -- the bus delivery -- or the
23 bus stop would be.

24 As far as the tank deliveries, we will not be
25 getting tractor trailer or tank deliveries twice a day.

1 This store does not merit that type of volume.
2 It's all based on demand, and it doesn't meet that with as
3 many pumps as we have.

4 We expect that we will have deliveries, on
5 average, every day and a half to two days, and I would
6 lean more towards once every two days for this location.

7 Another issue that was brought up is QuikTrip
8 going away in five years.

9 As I stated, QuikTrip is in the convenience
10 store business. We are not in the fuel business. And
11 that's not our main drive. We're here to be convenient.

12 When the technology progresses to where other
13 forms of fuel or transportation are being utilized, we
14 will adapt to that.

15 If we ever get to a society that does not have
16 any of those needs, we are in the convenience store
17 business, and that's one of the reasons why we invested in
18 going to fresh foods and things that a variety and
19 multi-generational people are looking for, and that's
20 where we've made that investment in preparing fresh food,
21 that full service counter. Fresh and healthy grab and go
22 snacks that -- that we can provide a wide variety.

23 Also, if we were to -- one of the things that I
24 want to make sure I point out is we are reinvesting in the
25 St. Louis metro area. Most of our stores here have been

1 well over 20 years, and we're not just pulling up stakes
2 and making them go away.

3 We're reinvesting in those areas and updating
4 and modernizing. So we are at this location for the long
5 haul.

6 I respectfully disagree. This is a great site
7 for a QuikTrip because we are more of a neighborhood store
8 in this area. We applied at great lengths to conform and
9 adapt to this area by the materials that we're utilizing.

10 So we have done expectation. We do extensive
11 analysis on our locations, because we do look to be here
12 for a very, very long time.

13 If QuikTrip ever does go away, I don't want to
14 go too far into this, but there are things that we have to
15 do, such as pulling tanks. And we have a very attractive
16 building that can be adaptable to any other type of
17 businesses.

18 One of the other things I want to point out is
19 some of the comments about crime and this QuikTrip
20 St. Louis armed robbery. I understand that there have
21 been other armed robberies here in Creve Coeur. A bank
22 was robbed and other -- things happen. Crime does happen.

23 But just because we're a convenience store
24 doesn't mean that we have a higher propensity. There --
25 and that's why we reference that Department of Justice.

1 We have gone to great lengths as a company, as a
2 corporation, to mitigate all of those issues that have
3 been brought about and talked about to the FBI. That's
4 why we're one of the gold standards when it comes to
5 security, and how we take care of that.

6 You know, anything can be taken out of context
7 and utilized in order to weigh, shall we say, instead pull
8 up a YouTube video of armed robbery, I don't know that's
9 quite fair in this instance when the context is not put
10 about that.

11 I also want to talk about property values. You
12 know, there's a great deal of matters that go into
13 determining property values.

14 You know, I want to point out that people bought
15 the residence -- bought their homes and built their homes
16 knowing that they were adjacent to commercial property and
17 collector streets, such as Olive and Graeser.

18 That property was already zoned and has been
19 zoned for many years, I believe over 50 years, as a
20 commercial property.

21 It was also pointed out, that people bought
22 their houses knowing there was a gas station, the Mobile
23 On the Run, and yet the property values still went up.

24 The premise is that if you put a gas station
25 there that their property values are going to go down, but

1 there's no evidence to support that comment.

2 The evidence shows that when a Mobile On the Run
3 was re-put in or reestablished and a gas -- a carwash
4 component was added, the property values went up, and not
5 just a little, but they went significantly up.

6 CHAIRMAN KISTNER: If you could -- excuse me.

7 MS. GWEN KEEN: There are a great many factors
8 that are going to go into establishing property values --

9 (Talking over each other.)

10 CHAIRMAN KISTNER: If you could start to wrap
11 this up.

12 Excuse me.

13 MS. GWEN KEEN: -- the school, the surrounding
14 city, the overall location, any offerings that that city
15 has, and whether or not it can deliver what customers or
16 the consumers in that area want.

17 CHAIRMAN KISTNER: If you can wrap this up now.

18 MS. GWEN KEEN: (Indiscernible) is underutilized
19 when it comes to fuel and a convenience store.

20 So the other --

21 MR. LUMLEY: For some reason they can't hear you
22 when they're talking.

23 CHAIRMAN KISTNER: If you could start to wrap
24 this up now I -- if you could start to wrap up the -- your
25 response now.

1 MS. GWEN KEEN: Sure.

2 Just a (indiscernible).

3 Again, our goal here has been to try to put
4 facts to these and comments and substantiate it, not just
5 to bring something up, but to refer to the Department of
6 Justice to bring you an exhibit, such as those property
7 values. To have a fully supported traffic engineer that
8 not only knows a QuikTrip, but also has done extensive
9 work in Creve Coeur and understands the big picture of
10 what's going on in that Olive Corridor.

11 A comment was made about the Gen 3 stores. Gen
12 3 does not refer to traffic or volumes. Gen 3 is, in the
13 history of QuikTrip, we have only had three types or three
14 prototypes that we've utilized, and we spent extensive
15 years in getting employee feedback, customer feedback,
16 vendor feedback to develop what we call the Gen 3 store,
17 which accommodated -- which took all of these factors into
18 consideration.

19 Again, something else that was pulled out of
20 context was that they did traffic counts at -- at Dorsett
21 Road, and that those were different than the ones we
22 presented.

23 Well, the reason would be because that location
24 is different. That traffic study was done. That traffic
25 study at Dorsett location was reviewed and accepted by

1 Maryland Heights and by MoDOT. And they it's --
2 everything that we have -- that traffic study was found to
3 be valid in the findings because MoDOT re-evaluated that
4 traffic study six months after we were operational at that
5 location. That location was almost a 6,000 square foot
6 building. This building is not. It's less than 5,000.

7 That location had -- was designed for what we
8 call a double stack (indiscernible) or 12 pumps, 24
9 pumping locations. This is not. This is a double stack
10 eight, which only has 16 locations.

11 CHAIRMAN KISTNER: Thank you.

12 MS. GWEN KEEN: So, of course, the percentage
13 actually match what the difference in our location.

14 Mr. Young, our attorney, has one further comment
15 that we would like to add.

16 We didn't anticipate that we would be doing a
17 rebuttal this evening. We understood that this would be
18 Wednesday, so just one moment, and we'll have Mr. Young
19 wrap it up for us.

20 CHAIRMAN KISTNER: Thank you.

21 MR. JOHN YOUNG: Thank you.

22 And thank you, Commission, for the opportunity
23 to respond.

24 I just want to conclude with a couple of
25 comments.

1 CHAIRMAN KISTNER: If you can get a little
2 closer to the microphone. If you could get a little
3 closer to your microphone.

4 MR. JOHN YOUNG: Oh, if I speak loudly will that
5 help?

6 CHAIRMAN KISTNER: I -- we really don't hear you
7 quite that well.

8 MR. JOHN YOUNG: Okay.

9 I will speak as loud and as close to the
10 microphone as possible.

11 Just want to make a couple concluding comments.

12 (Indiscernible) noncompliance with the
13 Comprehensive Plan and the requirements of the City Code
14 specific to conditional use permits and as applied to
15 requirements for a convenience store fueling station, but
16 I would just encourage the Commission to review the staff
17 report on this to conclude to the opposite, and we agree
18 with the staff's conclusion. Believe that we have met all
19 of those requirements.

20 Finally, again, with regard to reference to the
21 issues stated, references to the report of the Department
22 of Justice, it is worth noting, the Department of Justice
23 also has issued reports on street robbery and an home
24 invasion robbery and bank robberies, so it's been prepared
25 and presented as though the fact that this report exists

1 somehow is indicative that there is some excessive amount
2 of crime that follows a convenience store.

3 But that's not the purpose of this report.
4 (Indiscernible) report, (indiscernible).

5 In fact, what the report does is identifies and
6 highlights common causes, problems and effective response
7 strategies.

8 And as previously presented by Ms. Keen, the
9 effective response strategies have all been implemented by
10 QuikTrip and then some. So we meet all those
11 (indiscernible) response strategies to mitigate that.

12 And then an FBI report in 2018, (indiscernible)
13 convenience store nationally, per convenience store for
14 the last year, the number of robberies per store -- or not
15 last year, but 2018, which is last school year, .15
16 robberies, .15. That takes into account all national,
17 whether it be New York City, Atlanta, Chicago, City of
18 St. Louis, Creve Coeur. So the number for Creve Coeur is
19 likely much, much, much lower.

20 Again, Planning and Zoning Commission, we ask
21 that you review this in light of the facts, in light of
22 the evidence presented to you this evening.

23 Those six factors that are set forth in your
24 City Code are your guidelines. Those are the
25 (indiscernible) you're supposed to consider for

1 consideration of conditional use permit.

2 We believe we have satisfied all that. That's
3 clearly indicated in the evidence.

4 We would ask you to recommend approval.

5 Thank you.

6 CHAIRMAN KISTNER: Thank you very much.

7 At this time, although we have gone through the
8 list of all of the people who -- who have registered from
9 the public, because this is a new sort of technology and
10 process that we're going through, I think we will -- I
11 recommend that we continue the hearing to the Wednesday
12 meeting to give residents who have not spoken, so this
13 would be new residents, not repeats of people who have
14 already had their chance, but just in a -- to be extra
15 cautious to make sure that everybody who would like to
16 speak to this matter will be able to.

17 We will start -- we will resume the hearing with
18 those comments on Wednesday. And at that point, we will
19 close the public hearing, and move in to our discussion
20 and deliberation.

21 MR. LUMLEY: I think there was an opportunity
22 for staff to respond as well maybe on Wednesday -- or some
23 of the public comments.

24 MR. JAGGI: That's correct and --

25 CHAIRMAN KISTNER: Oh.

1 MR. JAGGI: -- if the Commission would like, we
2 can certainly --

3 CHAIRMAN KISTNER: Yes.

4 MR. JAGGI: -- add our responses on Wednesday.

5 CHAIRMAN KISTNER: That would be --

6 MR. JAGGI: I would also add that, you know, the
7 registration process would be open as you mentioned.

8 Any resident could also submit written comments
9 to staff. And if we receive those comments, we will
10 include it in the packet, which will be finalized tomorrow
11 late afternoon. So there is an opportunity for additional
12 written comments to be part of that packet, even from
13 individuals who already spoke this evening.

14 That -- that is another option that's available.

15 CHAIRMAN KISTNER: Yes, written comments,
16 correct.

17 MR. JAGGI: Yes, written comments, yes.

18 CHAIRMAN KISTNER: From people who have already
19 spoken.

20 MR. JAGGI: Uh-huh.

21 CHAIRMAN KISTNER: Is the Commission in
22 agreement with that, for that plan for moving forward?

23 MR. ROVAK: Yes.

24 MR. CARNEY: Yes. Sounds good.

25 CHAIRMAN KISTNER: If so, do we have a motion to

1 continue the hearing to the meeting of June 3rd?

2 MR. JAGGI: June 3rd at six o'clock p.m.

3 CHAIRMAN KISTNER: At 6 p.m.

4 MR. ROVAK: So move.

5 MR. CARNEY: I'll second.

6 CHAIRMAN KISTNER: I'll do a roll call vote.

7 Mr. Carney?

8 MR. CARNEY: Aye.

9 CHAIRMAN KISTNER: Ms. Hall?

10 MS. HALL: Aye.

11 CHAIRMAN KISTNER: Mr. Myers?

12 MR. MYERS: Aye.

13 CHAIRMAN KISTNER: Mr. Rovak?

14 MR. ROVAK: Aye.

15 CHAIRMAN KISTNER: Mr. Potashnick?

16 MR. POTASHNICK: Aye.

17 CHAIRMAN KISTNER: Mr. Streiler?

18 MR. STREILER: Aye.

19 CHAIRMAN KISTNER: And the Chair votes aye.

20 Staff, is there anything else we need to do
21 before we ask for a motion to adjourn?

22 MR. JAGGI: I would just say that the meeting's
23 going to be a continuation of the public hearing.

24 Staff -- you're not looking for staff to bring
25 back any additional information, we're going to wait until

1 you deliberate, and then we'll move from there, correct?

2 CHAIRMAN KISTNER: Correct.

3 MR. JAGGI: Okay. I just wanted to clarify
4 that.

5 Thank you.

6 CHAIRMAN KISTNER: All right. Could we have a
7 motion to adjourn.

8 MR. CARNEY: Move to adjourn.

9 MR. ROVAK: Second.

10 CHAIRMAN KISTNER: All in favor?

11 (All responded aye.)

12 CHAIRMAN KISTNER: Aye.

13 Thanks, everyone. See you Wednesday.

14 (At 9:24 p.m., the Public Hearing was continued until
15 Wednesday, June 3, 2020.)
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1 STATE OF MISSOURI)
2) SS
3 COUNTY OF ST. LOUIS)

4 I, Deborah K. McLaughlin, Registered
5 Professional Reporter, Missouri Certified Court Reporter,
6 Illinois Certified Shorthand Reporter and Kansas Certified
7 Court Reporter, do hereby certify that I reported the
8 Planning and Zoning public hearing stenographically and
9 later reduced to typewriting; and that this is a true and
10 accurate transcript of the public hearing.

11
12 
13 _____, RPR, MO-CCR, IL-CSR, KS-CCR

14 Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR
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1 PLANNING AND ZONING COMMISSION MEETING

2 CITY OF CREVE COEUR, MISSOURI

3 300 NORTH NEW BALLAS ROAD

4 WEDNESDAY, JUNE 3, 2020

5 6:00 P.M.

6
7 CONTINUATION AND CONCLUSION OF PUBLIC HEARING VIA ZOOM

8 APPLICATION NOS. 20-002 & 20-010

9
10 THOSE IN ATTENDANCE:

11 Ms. Beth Kistner, Chairman

12 Mr. Tim Carney

13 Ms. Muriel Hall

14 Mr. James Myers

15 Mr. Gene Rovak

16 Mr. Larry Potashnick

17 Mr. Todd Streiler

18 Mr. Carl Lumley, City Attorney

19 Mr. Jason Jaggi, Director of Community Development

20 Ms. Whitney Kelly, City Planner

21 Ms. Jessica Stutte, Planning Assistant/Recording Secretary

22 McLaughlin Court Reporting Services, Inc.

23 Deborah K. McLaughlin, RPR, MO-CCR #314, IL-CSR, KS-CCR

24 4772 Gatesbury Drive

25 St. Louis, MO 63128

(314) 974-1199

1 CHAIRMAN KISTNER: All right. Good evening,
2 Everyone.

3 We're going to bring to order the Planning
4 Zoning Commission meeting for the City of Creve Coeur,
5 Wednesday, June 3rd, 2020.

6 We're going to start with our -- our call to
7 order.

8 Mr. Carney?

9 MR. CARNEY: Present.

10 CHAIRMAN KISTNER: Ms. Hall?

11 She is not present yet, but she's expected.

12 We're getting an echo, Chris.

13 Mr. Myers?

14 MR. MYERS: Present.

15 CHAIRMAN KISTNER: Mr. Rovak?

16 MR. ROVAK: Present.

17 CHAIRMAN KISTNER: Mr. Potashnick?

18 MR. POTASHNICK: Present.

19 CHAIRMAN KISTNER: Mr. Streiler?

20 MR. STREILER: Present.

21 CHAIRMAN KISTNER: Carl Lumley, City Attorney?

22 MR. LUMLEY: Present.

23 CHAIRMAN KISTNER: Jason Jaggi, Director of
24 Community Development?

25 MR. JAGGI: Present.

1 CHAIRMAN KISTNER: Whitney Kelly, City Planner?

2 MS. KELLY: Present.

3 CHAIRMAN KISTNER: Jessica Stutte, Planning
4 Assistant and Recording Secretary?

5 MS. STUTTE: Present.

6 CHAIRMAN KISTNER: So -- so moving on, first,
7 just before I start the Unfinished Business and going to
8 our public hearing, just a reminder that we are still --
9 we are still operating under the policy approved by the
10 Commission on May 4th on public hearing during COVID,
11 so -- and also that we have agreed in advance to start
12 this meeting early, at 6 p.m., and end it at 9:30 p.m.

13 So our order of business, our only order of
14 Unfinished Business for tonight is Application No. 20-002
15 and 20-010, a boundary adjustment site development plan
16 and conditional use permit for Quik -- QuikTrip gas
17 station with convenience store 11004, 11026 and 11032
18 Olive Boulevard and 825 and 827 Graeser Road, and the
19 redevelopment of the adjacent retail center at 11032 and
20 11056 Olive Boulevard.

21 Reminder that everyone -- we had waived our
22 swearing in for the purpose of this public hearing, given
23 the technology that we're using tonight.

24 In our previous meeting on Monday, we heard from
25 the applicant for 30 minutes. We heard from the staff for

1 30 minutes. We heard extensively from the public.

2 We wanted to continue it so that we could give
3 additional time for public, given that we're in a, you
4 know, different kind of format, to make sure that we were
5 making -- that there was enough time and room for public
6 comment.

7 So we're going to start tonight with additional
8 public comment.

9 We have people who have registered, and we have
10 a list, and we're going to go through that list.

11 It will be a three-minute limit per -- per
12 person who has registered.

13 A number of people have yielded their time to
14 the Graeser Neighbors for Safety, and so we're going to
15 ask that that group be given ten minutes to accommodate
16 the people that have yielded to them, and -- but still go
17 through those people who have not officially yielded to
18 them, but they can -- they can do so as we call on them.

19 And for those people who choose to speak on
20 their own, we will have a three-minute limit.

21 VOICE: Mention the raising their hand.

22 CHAIRMAN KISTNER: Oh, if you -- if you have not
23 registered and still want to speak, you can choose the
24 raise your hand function to mention that you want to
25 speak.

1 VOICE: And Star 9 for dial.

2 CHAIRMAN KISTNER: And if you have dialed in and
3 you're not online, there's a Star 9. If you do Star 9 on
4 this call, that will activate the raise your hand, and you
5 can message in your intention that you want to speak.

6 And also for the record, Muriel Hall, P&Z
7 Commissioner, has entered the meeting.

8 MS. HALL: Thank you.

9 CHAIRMAN KISTNER: With that in mind, and --
10 and, also, as we had said during the -- at the previous
11 meeting, these are -- the continued public comment is for
12 people who have not spoken previously.

13 So the first person up is Susan Eiger, and she
14 has yielded time to Graeser Neighbors for Safety.

15 Ken Eiger has yielded time to Graeser Neighbors
16 for Safety.

17 Linda Rezny has already spoken.

18 So Sherri Sadon -- Sadon -- Sadon.

19 If you are -- if you are here and signed in,
20 you're being enabled to speak.

21 MS. SHERRI SADON: Hi. Can you hear me?

22 CHAIRMAN KISTNER: Yes.

23 MS. SHERRI SADON: Great.

24 My husband Eli has yielded his time to me, so
25 I'm just making note of that because what I'd like to

1 speak on, it will take me about six minutes.

2 My name is Sherri Sadon, and I reside with my
3 husband Eli at 10966 Rondelay Drive.

4 Thanks to the Council for your work and
5 attention. We know this is not easy, as the livelihood of
6 the people in Creve Coeur is at stake and in your hands.

7 You're considering people's peace of mind in
8 their homes, parents' concerns for safety of their
9 children, concerns of traffic, crime and more. It's not
10 easy, but it should be.

11 How many of you live on or off of Graeser? If
12 you do, or even don't, imagine yourself in our shoes.
13 You've saved, borrowed, stretched yourself to buy a
14 beautiful upscale home. A gas station that's open 24/7
15 opens up right on your street next to your home.

16 This investment is no longer worth what you
17 worked so hard for. We have evidence of that by the
18 cancellation of the contract on the home in the area, and
19 there will be more.

20 The study that showed home values increasing
21 near Mobile On the Run, in our opinion, was a terrible
22 analogy, as those are not luxury homes. Those homes are
23 an approximate \$200,000 value, and the homes adjacent to
24 this particular site are in the \$600,000-plus range. So
25 that comparison was absurd.

1 What happens to the value of a luxury home when
2 you put a gas station adjacent to it? Just think about
3 that. This should be an easy decision. The conditional
4 use permit for QuikTrip must be denied.

5 In addition, this does the opposite of
6 beautifying the area. Adds to the other less than upscale
7 retailers on Olive. If you honestly want a beautiful and
8 make the area a more walkable and (indiscernible), why in
9 the world would you want a gas station?

10 Yes, QuikTrip is a gas station. They advertise
11 to be more than one because people think of them as a gas
12 station.

13 I'm not questioning whether or not they're a
14 good operator. I'm sure they are. In fact, they're very
15 smart marketers. This will be a battle to the finish to
16 compete against Mobile On the Run and Circle K, and these
17 guys are not in this business to lose.

18 We know the city is desperate -- is in desperate
19 need of additional revenue, just like all other
20 municipalities, especially during this pandemic.

21 (Indiscernible.) It will take years for this
22 project to be operational and, therefore, it's not even
23 short-term nor a longterm -- the longterm fix.

24 Substantial amounts of sales from the new gas
25 station will come at the expense of the other two gas

1 stations that are about 500 feet or yards or whatever
2 away, and that's not taken into account at all.

3 How much net revenue will this city end up
4 really generating by adding a QuikTrip?

5 Also, any additional revenue would likely be
6 offset by the loss of property tax due to our property
7 values falling.

8 Our neighborhood cannot be sacrificed to get
9 sales tax for the city.

10 And let me speak about setbacks.

11 So the setbacks for the project are ridiculous.
12 You start with an existing setback that's nonconforming
13 and use that as a justification to propose making it even
14 more nonconforming.

15 Will the location's address be on Olive or
16 Graeser Road? With such a ridiculous setback, it's
17 addressed likely to be Graeser because of Graeser Road
18 frontage.

19 On to traffic study. So a traffic study is just
20 that, a study. It isn't guaranteed. It's impossible to
21 predict how much traffic the advertising or grand opening
22 will bring in to our neighborhood.

23 I'm very familiar with the marketing industry,
24 as I work in it. And these guys are going to have really
25 aggressive sales goals to make, and we are all naive if we

1 believe this is a location where QuikTrip will simply be
2 happy with whatever overflow traffic or customers that
3 just happen to wander in to their gas station choosing not
4 to (indiscernible) competition.

5 So let's not underestimate.

6 CHAIRMAN KISTNER: Excuse me. If you could --
7 we're -- you've gone well over your three minutes, if you
8 can start to wrap up, please.

9 MS. SHERRI SADON: Okay. My husband yielded his
10 to me.

11 CHAIRMAN KISTNER: But he hasn't -- hasn't
12 participated or filled out a form or been present. I
13 can't just -- anyone who comes in can say I have somebody
14 else who's yielded my time, and I -- we have to be fair to
15 everyone.

16 MS. SHERRI SADON: Okay. He's right here next
17 to me, but, okay, I will -- I will go as fast as I can.
18 They will -- okay.

19 I was just saying, let's not underestimate them.
20 They will bring substantial new trips on to Olive because
21 people will go out of their way to get to a QuikTrip, and
22 it's likely, very likely, they will advertise very
23 heavily.

24 Also, the idea that the city would allow a
25 25,000-pound tanker fuel truck on to a residential street

1 is just unimaginable to us. How can you deny the safety
2 implications associated with this?

3 QuikTrip said no tankers on southbound Graeser
4 ever, but how can they prevent a subcontractor fuel
5 provider tanker truck that's not under their control from
6 traveling southbound on Graeser?

7 Additionally, QuikTrips own sweet
8 (indiscernible) illustration shows it's impossible for
9 their tanker not to use oncoming traffic's right-of-way to
10 exit on to Graeser. So how is this acceptable?

11 And just another two minute -- one minute.

12 CHAIRMAN KISTNER: No, no, I'm sorry, you really
13 do have to wrap up. You've -- you've used up your time.

14 MS. SHERRI SADON: Okay. Okay. Then I'll just
15 talk just really quickly about how 24-hour establishments
16 are higher targets for crime.

17 And QuikTrip continues to quote convenience
18 stores statistics, but they fail to quote 24-hour
19 establishments.

20 If you just simply Google QuikTrip crime
21 St. Louis, just see what you get, and I won't go into any
22 more details on that.

23 CHAIRMAN KISTNER: All right.

24 MS. SHERRI SADON: In short, we feel like this
25 project is in violation of the vision of improving our

1 city; in violation of numerous ordinances causes
2 substantial healthy, safety and traffic issues for
3 neighbors and must be denied by P and Z.

4 CHAIRMAN KISTNER: Thank you very much.

5 MS. SHERRI SADON: Every single resident comment
6 you've received so far has been opposed to this terrible
7 project (indiscernible).

8 CHAIRMAN KISTNER: Thank you.

9 The next --

10 MS. SHERRI SADON: It's not appropriate
11 conditional use.

12 Our representative's job is to be impartial and
13 protect its constituents.

14 CHAIRMAN KISTNER: Thank you very much.

15 MS. SHERRI SADON: We trust that you will do
16 just that.

17 Thank you for your time.

18 CHAIRMAN KISTNER: Thank you very much.

19 Mr. Kutta or Kupta?

20 MR. LUMLEY: Kutta.

21 CHAIRMAN KISTNER: Kutta.

22 MR. RICHARD KUTTA: (Indiscernible) okay?

23 CHAIRMAN KISTNER: Yes.

24 MR. RICHARD KUTTA: Good evening. Good evening,
25 Chair and Members of the Commission. I'm Richard Kutta.

1 I live at 24 Colonial Hills Parkway, a residential
2 subdivision of 28 homes, half of which have children at
3 almost all times.

4 This is a brief extension to a written statement
5 I've already submitted.

6 My wife and I have lived in this subdivision
7 for -- well, since 1980.

8 It does not run through to Olive. It sort of
9 abuts with Deaver and Deaver provides access for walkers
10 and bicyclers from the subdivision, and there is a lot of
11 that. They pass -- they all pass in front of my house,
12 and I'm aware of it.

13 Those -- that traffic patronizes Olive Street
14 banks, groceries, pharmacy, miscellaneous shopping, so it
15 can -- it's an entree of the subdivision to Olive and up
16 and down Olive, including the Graeser intersection, which
17 is really the -- the reason for my -- my writing -- or
18 speaking.

19 We're -- we're concerned about the additional
20 width and busyness of Graeser, and how it will affect
21 pedestrian traffic, as well as the vehicular traffic.

22 The QuikTrip is really known for material
23 change. All the material that is going to be sold to
24 customers in the way of fuel and merchandise has to be
25 brought in by truck.

1 So what I would like to see the Commission get a
2 better understanding of is just how is that truck traffic
3 going to be handled.

4 How will the trucks enter the site? Where will
5 they park when they're on the site? And how will they
6 leave the site?

7 We got a mixed message at the last public
8 hearing whether it was going to be using eastbound Olive
9 to southbound Graeser or not.

10 It's not clear to me yet, and I certainly hope
11 that you can get that clarified.

12 Well, I'm envisioning more traffic. I'm
13 envisioning some congestion at the intersection. And
14 I'm -- I'm envisioning difficulty with emergency vehicles.

15 Help me get my visions straight.

16 Thank you very much.

17 CHAIRMAN KISTNER: Thank you very much.

18 Doron Berger.

19 MS. BARBARA BERGER: Can you hear me? Hello?

20 CHAIRMAN KISTNER: We -- yes.

21 MS. BARBARA BERGER: Hello.

22 CHAIRMAN KISTNER: Yes. If you could start --

23 MS. BARBARA BERGER: Yes, this is Barbara
24 Berger, Doron's wife. He has time and I have time. Okay.
25 I'm speaking for him. He was called away on emergency.

1 I am the grandmother -- can you hear me?

2 CHAIRMAN KISTNER: Yes, we can. If you can
3 start with your name and address --

4 (Talking over each other.)

5 MS. BARBARA BERGER: Okay. Okay. I am the
6 grandmother --

7 CHAIRMAN KISTNER: If you could start with your
8 name and address. If you could start with your name.

9 MS. BARBARA BERGER: -- of two young children
10 that live on Winfield Pointe. Okay. I -- I often go when
11 they get on the bus and when they get off the bus, I go to
12 meet these kids.

13 I can tell you --

14 CHAIRMAN KISTNER: Sorry, if you could start
15 with your name and address, that will help us.

16 MS. BARBARA BERGER: Okay. Can you hear me?
17 Can you hear me?

18 CHAIRMAN KISTNER: Yes, we can, but we need --

19 MS. BARBARA BERGER: Okay. Okay.

20 CHAIRMAN KISTNER: We need your --

21 MS. BARBARA BERGER: Okay.

22 CHAIRMAN KISTNER: -- address --

23 MS. BARBARA BERGER: My name -- my name is
24 Barbara Berger. Okay. I have time and my husband has
25 time. Anyway, I am speaking for him.

1 My address -- and me. My address is 133 Ladue
2 Oaks Drive. I live in Creve Coeur. I'm a resident.

3 The reason I have called in is I am a
4 grandmother of two young children that live in Winfield
5 Pointe.

6 I often pick them up when they get off the bus
7 between 3:30 and 4:30.

8 I can tell you the fact that there has not been
9 a tragedy yet with one of -- with -- with a child getting
10 hit is a miracle.

11 These buses do not pull into the subdivision.
12 They stop right on Graeser. These kids get off right on
13 Graeser. Cars are whizzing by, whatever traffic there is,
14 you know, and if a QuikTrip is allowed, god knows what
15 will happen with the traffic. God knows what will happen
16 with the pedestrians, the young kids, getting on and off
17 the buses. It's -- it's crazy.

18 Okay. Every time I think about it, I'm a
19 nervous wreck cause it's already dangerous.

20 At the very least, you know, I'm not even
21 speaking about the -- the QuikTrip now when I say, during
22 bus pick up and drop off, okay, the -- the speed limit
23 should be reduced to 20 miles an hour. Police should be
24 patrolling Graeser totally, so heavily during that time.

25 Okay. If you -- if you allow the traffic to

1 increase, cause people are cutting through to head to the
2 QuikTrip, it -- it's not good. Very, very, very
3 dangerous.

4 I stand on the corner. I wait for these kids.
5 Cars are whizzing by fast.

6 In addition, I'm very fortunate. I have a lot
7 of disposable income. I can go out to eat. I can go to
8 plays. I can go to musical events. I can go wherever.
9 Unfortunately, I am not proud of my city as it is now. If
10 I want to go out to eat or anywhere else, I drive to
11 Clayton and I drive to Chesterfield, which Chesterfield,
12 in the last ten years, has done an unbelievable, fantastic
13 job with their city. Okay. There destinations for
14 wonderful things.

15 The owner of this property at Graeser and Olive
16 has done a horrible job. He has let this property be
17 totally rundown.

18 Okay. If -- if you allow a QuikTrip, all I can
19 think about is the movie "It's A Wonderful Life". Okay.
20 Do you remember Pottersville? Okay. Creve Coeur will
21 become Pottersville. Okay. We are on our way.

22 Get us a town square. Get us some charming
23 things. Make it a gathering spot. Enhance Creve Coeur.
24 Okay. We do not need another gas station. It's insane.
25 I want to be proud of my city, plus it is so dangerous

1 already without the QuikTrip.

2 Thank you. I hope you heard me.

3 CHAIRMAN KISTNER: We did. And thank you very
4 much.

5 MS. BARBARA BERGER: That's it.

6 CHAIRMAN KISTNER: Thank you.

7 MS. BARBARA BERGER: I'm done.

8 Thank you. Please consider this. It's not
9 good.

10 CHAIRMAN KISTNER: We will. Thank you.

11 Our next is Ming Fang.

12 MR. MING FANG: All right. You guys can hear?

13 CHAIRMAN KISTNER: Yes.

14 MR. MING FANG: Okay. And thank you for the
15 time.

16 Thank you, Commissioners and staff, for giving
17 me the opportunity to speak.

18 I reside at -- I reside at 11003 --

19 (Talking over each other.)

20 CHAIRMAN KISTNER: If you could start with
21 your -- if you could start with your name and address. If
22 you could start with your name and address, please.

23 MR. MING FANG: Yeah, my name's Ming, Ming Fang,
24 last name, M-I-N-G, F-A-N-G.

25 We are the resident that recently purchased the

1 11003 Martin Grove Lane.

2 I was shocked to hear my property was on display
3 on Monday night's meeting for the wrong reasons.

4 We went into a bidding war with multiple
5 individuals and one dropped out (indiscernible) proposed
6 gas station to be built next to property.

7 If we were told there was a gas station to be
8 built, we would have not purchased the property at all.

9 CHAIRMAN KISTNER: Mr. Fang, it's a little hard
10 to hear you. If you're able to speak a little closer,
11 maybe, to your speaker.

12 MR. MING FANG: Is -- is it better now?

13 CHAIRMAN KISTNER: Not really. I just want to
14 make sure that we hear you clearly.

15 MR. MING FANG: Is this better?

16 CHAIRMAN KISTNER: Yes.

17 MR. MING FANG: Okay. Can I start over?

18 CHAIRMAN KISTNER: Sure.

19 MR. MING FANG: Okay.

20 So thank you, Commission Members and staff, for
21 giving me the opportunity to speak.

22 I am the resident at 11003 Martin Grove Lane.

23 Our property was mentioned yesterday -- or
24 Monday night. I was shocked to hear my property was on
25 display on Monday night's meeting wrongly.

1 We went into a bidding war with multiple
2 individuals, and one dropped out knowing there's a
3 proposed gas station built next to the property.

4 If we were told there was a gas station to be
5 built, we would not have purchased the property at all.

6 It is utterly distasteful to have QT using this
7 information to sway others and misrepresent the situation.

8 Again, we would not have purchased the property
9 if we were told there was a gas station to be built.

10 The gas station jeopardize how (indiscernible).
11 Giving the horrible emissions of gas from the gas station.

12 The most clear connection healthy risk -- health
13 risks near a gas station is presented in the California
14 Air Resource Board Air Quality and Land Use Handbook.

15 How the facts range from nausea to cancer. The
16 cancer risks posed by gas station emissions stems from
17 Benzine and other components released to the atmosphere
18 while pumping gas.

19 The California Air (indiscernible) case that
20 adverse effects sends out at least 500 (indiscernible) gas
21 pump.

22 In the proposed location, all the gas pumps
23 (indiscernible) is less than 200 feet.

24 The gas station will significantly hurt property
25 value within 500 feet.

1 Recent (indiscernible) that a gas station
2 (indiscernible) reduces a home value by up to 40 percent.

3 U.S. Department of Housing and Urban Development
4 restricts FFA ensured mortgages for home within 300 feet
5 of a tank holding more than a thousand gallons of
6 gasoline.

7 (Indiscernible) people will drive in and out of
8 the intersection, hang out at gas station buying lottos,
9 cigarettes and beer.

10 The 24-hour service also means more lighting
11 pollution, sound pollution and late night hangouts.

12 And the proposed gas tanker driving path is
13 right in the path of Ladue School District student bus
14 dropoff. Many of the kids cross at Graeser. With the
15 increased traffic in the road, it will increase the number
16 of kids' injuries while crossing Graeser.

17 And with all that said, having the QT station is
18 a terrible, terrible idea in a residential area.

19 We strongly oppose having a QT gas station built
20 on Olive and Graeser Road.

21 Thank you.

22 CHAIRMAN KISTNER: Thank you very much.

23 Next up is Doug Wiens. And after that is Alison
24 Berger.

25 MR. DOUG WIENS: Good evening. This is Doug

1 Wiens. We live at 10959 Janridge with my wife Debra.

2 Can you hear me?

3 CHAIRMAN KISTNER: Yes.

4 MR. DOUG WIENS: Yeah.

5 Okay. So I just would like to make a few
6 comments.

7 So we live on the corner of Janridge and
8 Graeser. And we've lived here about 14 years. And during
9 our time here we've noticed an increase in the traffic on
10 Graeser, and we're concerned that with the QuikTrip, the
11 traffic will become even greater than it is now.

12 And it's really, to me, it's really unbelievable
13 that we would be talking about having a tanker turn in to
14 the -- in to the gas station through the other lanes on
15 Graeser.

16 One of the things I really think about here is
17 driving down Graeser in the morning when the school bus is
18 picking up kids. I sometimes follow it.

19 I would encourage anybody that thinks that we
20 should have a gas station in here to do this, follow the
21 bus -- the bus down the road, although I guess school's
22 not on because of COVID, but follow the bus down the road
23 because it's stopping at every -- every few -- every
24 intersection picking up children. And there's a line of
25 cars behind the bus that are all very impatient trying to

1 find an opportunity to zoom past the bus.

2 So it's already not a very good situation. And
3 with a QuikTrip going in at the end of the road, it would
4 be much, much worse.

5 But I think one of the big questions here is
6 what kind of neighborhood, what kind of city do we want to
7 have.

8 The housing comparisons that claim that the
9 QuikTrip will not affect the housing values are comparing
10 this neighborhood to a much, much lower income
11 neighborhood.

12 So, is that the kind of neighborhood that we
13 want to be?

14 I think the reason they can't find a comparable
15 QuikTrip in a comparable neighborhood around St. Louis is
16 because there doesn't -- there doesn't exist for them.

17 No other neighborhood like this would allow a
18 QuikTrip to be located in their neighborhood.

19 And, finally, I would -- I guess I would say
20 that there's no advantage to us to having the QuikTrip
21 here. There's already two gas stations. If you add this
22 gas station, it will just cause one of the other two gas
23 stations to go broke. So then the city will be left with
24 an empty gas station, and we'll have to clean up the --
25 the residue from the tanks of that gas station and try to

1 redevelop that land.

2 So it's just kind of a game of whack-a-ball
3 where we're moving gas stations around the neighborhood,
4 every time we locate one somewhere, they, you know, they
5 cause environmental damage, and then we allow a new one on
6 land that hasn't been corrupted by a gas station yet.

7 So it seems like terrible planning for the city
8 to do this to our neighborhood.

9 And that's my -- my comment.

10 Thank you for listening.

11 CHAIRMAN KISTNER: Thank you very much.

12 Next up is Alison Berger and Brett Berger.

13 VOICE: Alison yielding her time to the Graeser
14 Neighborhood.

15 CHAIRMAN KISTNER: Okay.

16 Do we have anything from Brett Berger?

17 MR. LUMLEY: He is the -- he's the --

18 CHAIRMAN KISTNER: Oh, he's --

19 MR. LUMLEY: He's the first speaker for the
20 group last --

21 CHAIRMAN KISTNER: He's part of the Graeser,
22 okay.

23 So moving on, the next signed up was Kurt Lord,
24 but he is also part of the Graeser Neighbors, and we've
25 allotted some extra time for that group.

1 So Ryan Lord.

2 MR. LUMLEY: He's yielding to Kurt.

3 CHAIRMAN KISTNER: He's yielded to Kurt.

4 And so we have James --

5 MR. LUMLEY: He spoke last time.

6 CHAIRMAN KISTNER: -- Cornelison. He spoke
7 last time.

8 MR. LUMLEY: Yeah.

9 CHAIRMAN KISTNER: Okay. So I think at that
10 point, we've heard all of the new speakers who have not
11 yielded to Graeser Neighbors or who aren't part of Graeser
12 Neighbors for Safety.

13 So we have ten minutes allotted for -- for that
14 group to speak.

15 Is there someone here who wants to start for
16 Graeser Neighbors?

17 We'll start with you, Brett, because you were
18 the first speaker the last time.

19 MR. BRETT BERGER: Hi. Can you hear me okay?

20 CHAIRMAN KISTNER: Yes.

21 MR. BRETT BERGER: Hi. Thank you.

22 Are you able to see -- am I able to share my
23 screen, please?

24 CHAIRMAN KISTNER: We can -- we can set that up.

25 MR. BRETT BERGER: One moment while I pull that

1 up.

2 CHAIRMAN KISTNER: Deborah, just checking in
3 with you. Are you having any difficulty with audio or are
4 you able to get everything down?

5 Sorry, I surprised Chris with that, so he
6 doesn't know to un-mute you.

7 Just one second, Brett.

8 Or you could give us a thumb's up, Deborah, if
9 you're okay.

10 THE COURT REPORTER: It's pretty good. Every
11 once in a while somebody on the phone, it's hard, but
12 it's -- it's pretty good.

13 CHAIRMAN KISTNER: Okay. Thank you.

14 Deborah is our -- is recording this -- is taking
15 a transcript of this hearing for the rest of you.

16 Okay. Brett, if you want to start.

17 MR. BRETT BERGER: Hi. Thank you very much.
18 Thank you for your time.

19 Brett Berger, 10 Windfield Pointe, 63141.

20 I spoke on Monday night, as you know. I think
21 the new information has been presented Monday night, and
22 was presented Monday that's really, really critical for us
23 to discuss.

24 First of all, as Mr. Ming said, there's many
25 government-funded studies that show that homes need to be

1 500 feet from the closest gas pump to the property line
2 for it to be safe.

3 I believe it's a law in California because
4 separating human beings from toxic chemicals is the right
5 thing to do.

6 People that are exposed for long, long time
7 periods, it's very dangerous. Okay. And this is a
8 warning that it is not safe, and that maybe it will be an
9 ordinance or a law one day.

10 Additionally, one thing that was interesting to
11 note is that the ordinance requires that food sold from
12 vending machines for gas stations, it must be sold from a
13 vending machine. I assume it's part of the CUP request,
14 but I didn't really see it highlighted or mentioned
15 anywhere.

16 Additionally, as one of the members of P and Z
17 mentioned, I'm wondering, are both parcels part of one CUP
18 request? I mean they have to be if you're going to
19 include multiple curb-cuts on Olive, they must be two --
20 one CUP request for both of those to include that.

21 I mean normally our ordinance says that a site
22 should only be allowed one curb-cut per street.

23 So like one in and one out on Olive and one on
24 Graeser. However, they're going to buy, they meaning the
25 applicant's going to buy the entire property, along with

1 the 15,000 square foot shopping center that has
2 Pumpernickles in it, so that they can, you know, work some
3 sort of a deal to share cross-access between the lots.

4 Then they're going to sell off that property and
5 facelift it or whatever, but they're still going to share
6 that access. I mean is it legal? Maybe it's legal. I
7 don't know. But to me it seems like terrible planning.

8 If you noticed on the attached image, Point
9 No. 6, and I'm going to go over this image here in -- in
10 significant detail, but this is the site where the tanker
11 truck sweep pass.

12 There is simply no way that a tanker truck,
13 where I'm showing here, would be able to get through that
14 curb-cut without using the curb-cut down here. Okay.
15 It's not physically possible. And that's why they're
16 working this deal with the cross-access that, in my
17 opinion, for lack of better term, is -- is baloney.

18 The entire process is a serious problem, and it
19 cannot be resolved without configuring the entire site.

20 You know, QT cannot be allowed two curb-cuts on
21 Olive, just like every other applicant. You know,
22 especially considering that particular part is not really
23 part of the CUP.

24 Cross-access is serious safety and traffic
25 hazard. You have to cut through one to get to the other,

1 and it's simply not good.

2 On this particular page here, this image, I want
3 to show tanker trucks, talk about tanker trucks, because
4 tanker trucks accessing residential street is not
5 acceptable. Graeser is a residential street. It used to
6 have a weight limit sign, an age ago, not that long ago,
7 but some time back, and that has disappeared. I don't
8 know where it went. But it's a residential street.

9 Tanker trucks do not have enough room to enter
10 the site without using the wrong lane of traffic and
11 blocking oncoming traffic.

12 You look at Point No. 1, here -- well, first of
13 all, let me say that this arrow here, their notes, first,
14 they were only presented on Monday, was the first time
15 we've seen this slide, and it was the first time that QT
16 explained to us how this was going to work. It says they
17 will be coming from the east. They will access -- use
18 Graeser to exit the site. And they will exit from Olive.
19 And so that's what this is showing.

20 So, first of all, it takes into no account that
21 huge tanker truck making a left turn here on Graeser
22 across from Olive. I hope you're able to see this picture
23 okay.

24 If you look here, this is the picture of the
25 tanker truck right here that they're showing. I'm trying

1 to draw it, but it's not so good.

2 And if you look at here, these different dots,
3 you see a dotted, a solid line and a dash line, if I'm not
4 mistaken, those represent where the tire tracks would be
5 if this truck was turning and going through the site.

6 And if you look here, these black lines here,
7 this is the oncoming traffic lane. There's two lanes of
8 traffic. This traffic goes this way, and this traffic
9 goes this way.

10 The tanker truck is going to be coming this way,
11 but it has to sweep all the way here in to this part of
12 traffic, oncoming traffic, breaking the law, going in to
13 oncoming traffic to even get in to the site.

14 Furthermore, I'd like to point out the fact that
15 right here, you can hardly see it, first of all, this
16 drawing rendering is terrible. I'm certain that the lines
17 were made very dense, so you could not see the truck was
18 coming in in to oncoming traffic. That's a weird thing to
19 me.

20 But if you look here, this is the sidewalk line
21 that I'm drawing, and if that tanker truck doesn't do that
22 exactly right, that's the right turn lane that comes up to
23 the sidewalk, that tanker truck doesn't turn at the exact
24 right time, he will be on the sidewalk. Okay.

25 Additionally, if you look at Points No. 2, 3, 4,

1 7, and this guy right here, you will see that these tanker
2 trucks are stretched to the exact maximum limit that they
3 can go without driving on the curbs. Even their most
4 perfect sweep drives over the curb here at 3; drives over
5 the curb here at 2. Would bump into a vehicle if it were
6 parked right here at 4 and sticking out a little bit, they
7 would have to reverse, back up, reverse, back up ten
8 times, you know, 10-point turn mechanism to get through
9 the site.

10 Additionally, here, it cuts through where the
11 canopy is. If a car was right here filling up, they can't
12 get through. If cars were parked right here, while a car
13 was filling up, they can't get through.

14 Additionally, as I mentioned here at Point No.
15 6, this is the access site associated with -- with the
16 applicant. There's no way for a truck to go through here.
17 It's not possible. And that's why they're working this
18 baloney detail with the cross-access here on No. 5.

19 Okay. That's the only way this thing works.
20 Doesn't work any other way, and it's not fair.

21 Additionally, it's not safe and not legal.
22 They're going into the wrong parts of traffic; they're
23 driving over curbs; they're driving in to sidewalks. It
24 is utterly ridiculous.

25 And tanker trucks do not have enough space on

1 this particular site.

2 Additionally, there's no account for them
3 turning left on to Graeser from Olive Road across from the
4 Walgreens there. Okay. Tanker trucks on a daily basis,
5 be from school, bus stop on Graeser, which is a
6 residential road, undeniable safety hazard for me.

7 Additionally, as we've talked about a million
8 times, as Ms. Sadon had said, setbacks are ridiculous.
9 Just because this building doesn't conform and the
10 building over here that's not shown does conform, that is
11 not a good reason to add another building that's even set
12 back even further. Like it's ridiculous. You got one
13 setback, two setbacks, three setbacks. How does that
14 conform?

15 Well, they're going to say, no, the canopies are
16 the setbacks. That is utter garbage. Total garbage.
17 What kind of a person would drive down the street and look
18 at a building and think to themselves that, oh, I'm
19 looking at the -- the -- the, you know, the covered
20 driveway there and that's where the building is. No, the
21 building is way back there. Basically, as Ms. Sadon
22 mentioned, it should have a Graeser street address, and it
23 should be facing the other way. Its frontage should be
24 facing Graeser. So far back. It's utterly ridiculous. I
25 mean I know I'm fired up here. I'm trying to be as

1 respectful as I can be, but I am upset about this. It's
2 not safe and it violates many different aspects. Okay.

3 The city is in a financial crisis. Yes. And we
4 need money. This is not a fix. Okay. If the thing is
5 selling gas at three years from now, you're making money
6 off of it, it would be a miracle. Okay.

7 Also, it's like was said, it's going to
8 cannibalize from the gas stations. A revenue will be
9 cannibalized from declining house values.

10 You know, QT put our neighbors on blast. Not a
11 word to our neighbors about putting their home address or
12 putting their -- their purchase price. Not to mention the
13 fact that those neighbors had no clue that the other
14 families dropped out of the bidding war, and that's why
15 that house went so much. They would not have bought that
16 house. Okay.

17 Additionally, I call into question the
18 impartialness of CBB. Okay. And this is not an
19 indictment of anybody personally, but, why in the world
20 was Lee Cannon sitting in the same room as the applicant
21 all buddy-buddy having a coffee for the remote meeting
22 when the rest of the world is social distancing?

23 The mere fact that they presented together
24 implies their approval.

25 How many studies has been done by QuikTrip --

1 for QuikTrip by CBB in the past years?

2 I mean I really wonder. They seem awfully
3 friendly, and I really call into question the
4 impartialness of the report.

5 The city must do a report where they review
6 multiple driveway counts for multiple different QuikTrips
7 in the St. Louis location that are of similar volume, that
8 must be done and it must be considered, and it must be
9 done by an impartial company of the city's choosing.

10 The entire traffic study does not appropriately
11 consider the applicant's true volume.

12 The QuikTrip lawyer, the other night, said that
13 the city's staff endorsed the project. Just look at the
14 staff report. And that is utter malarkey. The staff must
15 be impartial. The staff has not endorsed anybody.
16 They're simply giving recommendations on if the pieces are
17 following code or not.

18 QuikTrip totally mischaracterized that sale on
19 Martin Grove. And as others have mentioned, the home
20 values that they compared was a ridiculous comparison
21 comparing incredibly high-end homes to homes that are not
22 high-end.

23 Okay. Let me note also, the staff has been very
24 kind and helpful to my committee, to me personally, to
25 everybody. This is not an indictment of anybody

1 specifically. But I very much call into question the
2 impartialness and the application of the city staff here.

3 Why in the world did the city staff not ask for
4 tanker sweep pass in the original plan? Why are their
5 neighbors having to recommend and request those plans?
6 And why is the noncompliant plan only revealed two days
7 ago, and shown on the screen by the applicant for a split
8 second? Why was the plan only made available in a
9 document that was a 350-page document revealed two days
10 ago.

11 City staff is busy working and worrying about
12 parapets and how much brick and canopy and minor
13 landscaping upgrades, but they're failing to do the job
14 asking the tough questions about setbacks, traffic safety,
15 revenue, tanker access and on and on.

16 And speaking of esthetics, they're probably not
17 important, if Mobil On the Run had to put a second story
18 window on their building, why in the world would this
19 applicant not have to do that on their plans as well?

20 Neighbors should not be on the hook, spend their
21 time finding out and asking all these hard questions. The
22 city cannot sacrifice our neighborhood in the name of tax
23 dollars.

24 QuikTrip at Graeser and Olive is not an
25 appropriate conditional use.

1 The Planning and Zoning must do its job to
2 protect its constituents.

3 Here are our demands.

4 CHAIRMAN KISTNER: (Indiscernible.)

5 (Talking over each other.)

6 MR. BRETT BERGER: All pumps must be 500 feet
7 from the closest property line. Only one cutout for QT's
8 use on Graeser. The CUP must include details of --

9 CHAIRMAN KISTNER: (Indiscernible) you have --

10 MR. BRETT BERGER: I'm done. Let me just read
11 my five points and I'm done.

12 CHAIRMAN KISTNER: Well over the ten minutes
13 allotted to your group.

14 MR. BRETT BERGER: This is my and Kurt's time.

15 CHAIRMAN KISTNER: I know, and we are counting
16 that.

17 That's -- so I was --

18 MR. BRETT BERGER: Okay. Well, they need to fix
19 the tanker sweep pass. Pumps need to be 500 feet. They
20 can't be breaking the law by driving in to other people's
21 lane of traffic. And we need a study that shows house
22 values and proper traffic counts, and setbacks have got to
23 comply.

24 This is ridiculous.

25 Thank you.

1 CHAIRMAN KISTNER: Thank you very much.

2 I -- I had thought to call on Ryan Lord, who
3 yielded his time to Kurt Lord, but you just claimed his
4 time, so I guess that's probably the last of the public
5 comment.

6 Is there -- is there anyone additional, if you
7 would like to speak, you have not signed up, you can do a
8 raise your hand function or Star 9, if you're not signed
9 in.

10 There's some -- there's somebody with a --
11 without a name.

12 You can try, but I don't think (indiscernible).

13 Okay. So just allow somebody who doesn't have a
14 name who raised their hand. Okay.

15 Is there anyone who's been un-muted that's --
16 that's looking to speak that raised their hand? Okay.

17 MS. TRACY EROWITZ: Hello. Can you hear me?

18 CHAIRMAN KISTNER: Yes.

19 MS. TRACY EROWITZ: My name is Tracy Erowitz. I
20 live at One Winfield Pointe Lane. I have resided here
21 since August of 1991.

22 And one of my concerns is the presence of a fuel
23 tanker carrying 11,000 gallons of fuel coming down a
24 residential street like Graeser.

25 I know that when my daughter came home from

1 college, we shipped her car on a eighteen-wheeler. He
2 could not even make the turn on to Graeser. We had to go
3 to the intersection of Graeser and Olive to pick up her
4 car.

5 I've never even seen a eighteen-wheeler even
6 attempt to turn. And if a truck comes, the shopping
7 center, they're always turning off of Olive.

8 And my question is how many gallons of gas is
9 sold to QT? How many gallons does the underground storage
10 tanks hold? How often are they refilled?

11 I believe the woman with QT on Monday said that
12 it might be every two days. If that is the case, then
13 that is already too many times to have a fuel tank turning
14 down Graeser, and what happens if they decide to go down
15 Ladue Road to Graeser?

16 Also, the curb-cut of -- of Graeser is about 28
17 to 30 further south than it sits today. It brings that
18 whole fuel tank closer to the houses and the kids riding
19 their bikes, selling lemonade on Graeser.

20 If the city implemented the plan to make Olive a
21 more pedestrian-friendly area, then this is the wrong
22 tenant for the site.

23 We want an area like a downtown Kirkwood or
24 Webster, then this is wrong for the area.

25 Traffic on Olive is already bad. Will continue

1 to get worse.

2 Olive is a major east/west corridor carrying a
3 lot of traffic. There is always someone speeding on
4 Olive, making an illegal left turn when no left turn sign
5 is posted.

6 My concern is the future of Creve Coeur, and the
7 P and Z has to make the best recommendations based on the
8 long-term community needs.

9 And what happens if there are kids who end up
10 hanging out at night, and (indiscernible) QT, cause that
11 could possibly happen also.

12 I appreciate your time. And thank you so much.

13 CHAIRMAN KISTNER: Thank you very much.

14 VOICE: Ryan Lord and Kurt Lord are indicating
15 they want to speak individually and they are not yielding
16 their time to Graeser Neighbors.

17 CHAIRMAN KISTNER: Okay. So, although
18 Mr. Berger indicated that he had taken the Lords' time,
19 the Lords have indicated they still want to speak on their
20 own, so we'll recognize Ryan Lord.

21 MR. KURT LORD: Can you (indiscernible) Ryan
22 Lord?

23 CHAIRMAN KISTNER: Yes.

24 MR. KURT LORD: Okay. And I will be brief.

25 My name's Kurt Lord. I'm at 11035 Graeser Lane.

1 CHAIRMAN KISTNER: I'm sorry. Excuse me one
2 second. Excuse me one second.

3 I did recognize Ryan Lord, who was --

4 MR. KURT LORD: Oh, I'm sorry.

5 MR. RYAN LORD: I yield my time to my father,
6 Kurt Lord.

7 CHAIRMAN KISTNER: Okay. I just want to make
8 sure that we knew who we were talking to.

9 MR. KURT LORD: Okay. Is that okay,
10 Ms. Kistner, can I proceed?

11 CHAIRMAN KISTNER: Yes.

12 MR. KURT LORD: Okay. My name is Kurt Lord.
13 I'm at 11035 Graeser Lane.

14 I'm speaking individually tonight.

15 As you may know, my wife was hit by a distracted
16 driver at this intersection. You may have seen the
17 pictures.

18 My two-year-old was almost killed in a stroller
19 in the crosswalk of this intersection.

20 QuikTrip, by its defined purpose, brings
21 distracted drivers and harms to residents and to a
22 dangerous street, and an area not envisioned by our city
23 fathers for this purpose.

24 Additionally, following up from last night -- or
25 from the last time we talked, the attorney for QuikTrip

1 indicated that the staff approved their proposal. As we
2 can -- as I confirmed with staff, the standard of -- for
3 approval is that the applicant has met the CUP
4 comprehensive plan conditions.

5 Staff only noted that the proposal only allotted
6 many of the conditions. That's not the standard.

7 QuikTrip made significant misleading statements
8 to Planning and Zoning, which Ming Fang (indiscernible)
9 tonight.

10 The applicant's plan violates the conditional
11 uses on many fronts. They could look at 405.470(F), which
12 they did not get permission to do; 405.550, 405.610(B), as
13 well as the objectives of the Comprehensive Plan East
14 Olive Corridor.

15 This is a Generation 3 QuikTrip; 4,993 square
16 feet with four entrances. Classified by the industry as a
17 mega convenience store.

18 The traffic study is inaccurate regarding the
19 traffic and the -- and what should be measured a
20 Generation 3.

21 QuikTrip is selectively using the land with its
22 15,000 square foot building to achieve its objectives, and
23 will only own the site long enough to meet its goals until
24 it dispose of it to another party.

25 P&Z should consider this site as a whole, not

1 individually, so that QuikTrip can skirt Creve Coeur
2 regulations.

3 QuikTrip must have the site to get cross-access
4 on Olive, yet QuikTrip does not include the increase in
5 traffic in the retail traffic study.

6 And as staff has notes on page 8; access to all
7 service stations should be limited to two curb-cuts. If
8 on a corner there should be more than one cut per street.

9 QuikTrip violates this requirement. And
10 QuikTrip is taking a nonconforming retail site and a
11 setback and instead of improving it, they're expanding the
12 nonconformity.

13 So, in conclusion, the application is violation
14 of the CUP ordinance, the comprehensive plan, so we ask --
15 I ask personally that you deny it.

16 The traffic study is incomplete and
17 substantially underrepresents the -- mischaracterizes the
18 traffic figures.

19 I ask that it be redone and reanalyzed by the
20 city's traffic study.

21 I ask that you have the traffic study redone
22 encompassing the traffic increase on the entire site, the
23 traffic through the entire site, and a study that focuses
24 on Generation 3, 4,993 square foot QuikTrip.

25 The CUP should be done for the entire site, not

1 just part of it.

2 And MoDOT and the Fire Protection District
3 should be asked to analyze the entire site.

4 Ask QuikTrip --

5 CHAIRMAN KISTNER: Thank you.

6 MR. KURT LORD: -- to present a plan without any
7 traffic degradation; prohibit tanker truck access from
8 Graeser Road; have QuikTrip show a plan without Graeser
9 Road access for tanker trucks; limit, as per rules, to one
10 entry exit on Olive and one on Graeser; refuse to let
11 QuikTrip relocate the access points on Graeser further
12 south towards the school crossing; have the QuikTrip
13 comply with all objectives of the Comprehensive Plan and
14 the East Olive Corridor, including setbacks.

15 And due to the representations of the QuikTrip
16 representatives, have QuikTrip finance a finance of
17 property study regarding property values.

18 And, finally --

19 (Talking over each other.)

20 CHAIRMAN KISTNER: Thank you very much. And I
21 do know that you --

22 MR. KURT LORD: (Indiscernible.)

23 CHAIRMAN KISTNER: I know that you've -- I know
24 that you've submitted these remarks in person -- I mean in
25 writing, so we do have all of the remarks that you're

1 reading now.

2 MR. KURT LORD: Okay. I'm done.

3 CHAIRMAN KISTNER: Your three minutes is
4 substantially over.

5 Thank you.

6 MR. KURT LORD: Okay.

7 We have a Kurt Cornelison.

8 VOICE: No.

9 CHAIRMAN KISTNER: No?

10 VOICE: Kurt -- Kurt was just speaking. Jim
11 Cornelison.

12 CHAIRMAN KISTNER: Oh, yeah, but Jim spoke
13 already.

14 MR. LUMLEY: He spoken before.

15 CHAIRMAN KISTNER: Okay. So do we have anyone
16 new that has raised their hand that has not spoken
17 already?

18 So last call for raising hands electronically,
19 if you have not spoken already. Give a minute for that.

20 If not, then that will be the end of our public
21 comment portion.

22 Next up then is staff.

23 MR. JAGGI: Okay. Thank you.

24 Members of the Planning Commission, Members of
25 the Public, Jason Jaggi, Director of Community Development

1 with the City of Creve Coeur.

2 I just want to check and make sure you can hear
3 me okay? If the Commissioners could nod for me. Thank
4 you.

5 VOICE: (Indiscernible).

6 MR. JAGGI: Thank you.

7 I did want to touch on a few things based on the
8 comments that have come up, and I bring these comments to
9 you just to offer some context and -- and possible
10 suggestions for the Commission from a staff perspective on
11 some of the comments that have been raised during the
12 public hearing.

13 They're not intended to directly provide support
14 or opposition, more of an explanation of the ordinance, of
15 the context of the Comprehensive Plan, Design Guidelines
16 and all the different elements that we look at for
17 development proposals.

18 There are a lot of different things we look at.
19 It can be kind of confusing a little bit to know what the
20 role is for each of these documents.

21 So I hope -- I want to touch on that just
22 briefly, and then explain that for you, because there is a
23 lot of interrelatedness with this information that you
24 need to be aware of in terms of the decision-making for
25 this application.

1 So I want to start out with a screen share and
2 take a look at the Comp Plan just briefly here.

3 Going to go here just a second. Okay.
4 Hopefully, you all can see that okay.

5 Just a brief nod would be great for some of the
6 Commissioners. Okay. Excellent.

7 Okay. So this is page -- the -- first of all,
8 the Comprehensive Plan, with respect to the Comprehensive
9 Plan review and our review as it applies to development
10 applications such as this, the key issues here are how do
11 all of the components and recommendations of the Comp Plan
12 fit together.

13 I think that is the charge of us as a city, is
14 to put all these pieces together to formulate, you know,
15 a -- a level of -- of compliance. Is it in -- is it
16 consistent with the recommendations.

17 And, collectively, are they consistent with the
18 development -- development application under review.

19 Staff has provided our analysis looking at
20 several elements of the plan, and we have formulated on
21 our opinion on the section of the plan that we feel are
22 relevant to this request.

23 But I just wanted to kind of put -- put some of
24 that out there. There's a lot of different pieces of the
25 plan. And I think it's our charge to put all that

1 together and formulate a level of consistency or not with
2 the direction and recommendations of the plan.

3 And I want to highlight page 92 of the plan.
4 This has been suggested a lot with respect to the -- the
5 desire for standard or uniform setbacks.

6 And so what we have here on page 92 is there is
7 a preface here that I want to make sure we understand.
8 And it's explained here on that page of the plan.

9 It says, "Diagrams below illustrate the plan lot
10 size for redevelopment, including pedestrian and vehicular
11 access, crosswalk connections, parking and buffering and
12 other recommendations. They're diagrams. They're not
13 site plans. And they -- they do not convey specific
14 dimensional or regulatory arms.

15 So these are concepts. They are not -- they
16 don't carry the same weight as a zoning ordinance
17 requirement where you have to meet the setback.

18 So these require, and at the recommendations of
19 the planning, they require analysis in order to implement.

20 And so as a Commission, we have been doing that
21 over the past year. We've had work sessions together to
22 look at how we might develop an ordinance or design
23 guidelines to -- to -- to implement this. And, quite
24 frankly, that's been challenging given all of the
25 different characteristics of the corridor, different types

1 of uses, existing buildings versus new, putting it
2 altogether, we're still looking at it, but it is
3 challenging to do that. But it is a concept that still is
4 under review on how -- how we do that.

5 But I would say during the review it has been
6 acknowledged that variation is going to be needed to some
7 degree. I think we have come to that.

8 And the other thing I wanted to touch on is that
9 the -- the uniform setback, this illustration on the lower
10 part is an illustration. It shows new examples. It shows
11 some of these concepts of how they could be achieved.

12 And I would point out this application does seem
13 to bring forward some of these with respect to a second
14 tier pedestrian zone where you can walk in front of retail
15 buildings and connect to one another, one building to the
16 next; shared lots; utilizing shared parking lots and
17 providing parking in the rear and service areas and so
18 forth.

19 So just a clarification on that, I think is
20 important in terms of the role of that particular page in
21 our Comprehensive Plan.

22 This is the site here, as you all know. I don't
23 want to forget this, cause I think sometimes the drawings
24 can be a little difficult to discern. This provides kind
25 of a simple picture of the proposal, how it would overlay

1 the current site and with some of the surrounding areas as
2 well, so this is an exhibit and it might help you as
3 you're looking for a general picture of it.

4 I would also mention that there's been a lot of
5 discussion on crime issues, and with gas stations and what
6 that may bring to the neighborhood.

7 I, if the Commission desires, I can go back to
8 Creve Coeur Police Department and Chief Eidman and request
9 that service call information, if that's something you all
10 want to see, I'm sure the Chief will provide that for your
11 review, and I would be happy to provide that as well for
12 the public's review with respect to crime and maybe crime
13 as they relate to gas stations in particular.

14 There has also been a question about staff's
15 role in the process. And I think the residents are spot
16 on with that from what I've heard. We do not make a -- a
17 particular recommendation of yes approve or no deny.

18 What our charge is to do is to review the
19 applications against the City's Codes, assess the level of
20 appearance to planning documents that guide us, meaning
21 the Comprehensive Plan and Design Guidelines, and provide
22 that information to the decision makers, and that comes in
23 the form of our staff report and our presentation, such as
24 this.

25 Ultimately it's the P and Z Commission that will

1 make the recommendation based on all of this information,
2 as well as comments from the public and the applicant, and
3 provide that to the City Council. The City Council will
4 ultimately make the final decision up or down.

5 And that is correct, we don't -- staff does not
6 approve projects. We are not the decision makers for
7 these types of applications.

8 I would also mention that when this does go on
9 to the City Council, the City Council does take comments
10 from the public, so when it moves away from Planning and
11 Zoning, there is still the opportunity for public
12 participation.

13 With that, that does conclude the comments that
14 I had prepared for tonight.

15 I also would like some comments from our traffic
16 consultant. This is the city's traffic consultant that I
17 mentioned. His name is Kyle Evans. He's a credentialed
18 professional traffic operations engineer. He works for
19 George Butler & Associates, and he has been reviewing this
20 application, the traffic study in particular, as an
21 independent voice; not from their engineer; not, you know,
22 not from staff or whatever. He's -- he's charged with
23 taking an objective look at this proposal and weighing in
24 on it.

25 And I would like to introduce him and provide

1 just a few comments on his -- his take on some of the
2 comments that have been raised this evening, if that's
3 okay, and then I think we'll be done with our comments.

4 CHAIRMAN KISTNER: Thank you.

5 MR. KYLE EVANS: Hi. Thank you.

6 As mentioned, my name's Kyle Evans. I'm a
7 professional engineer and a licensed professional traffic
8 operations engineer. I work for George Butler &
9 Associates here in the St. Louis area. I've been in the
10 industry for over 21 years. And I've taken part in these
11 studies throughout the St. Louis area and across the --
12 the country based on some of my previous employment.

13 My job, as part of this project, was to go
14 through and read through the submitted traffic study and
15 kind of produce some of the background, the application of
16 the methodology, and just kind of see if there were any
17 items that needed to be further addressed.

18 From -- from my reading through it, I found that
19 the study was performed in accordance with the industry
20 standards and in a fashion that's typical with the
21 requirements of the city and MoDOT.

22 In terms of the steps as this project goes
23 through, they went out, they collected counts of the
24 existing roadway, which included the existing site traffic
25 for the two commercial buildings on those properties.

1 The next step was to develop some trip
2 generation for the new proposed site. This was also done
3 based on collective locally -- I'm sorry. This was done
4 on -- based on counts that CBB had collected locally.

5 I also compared those to the ITE Trip Generation
6 Manual Practices, and found that the results are a
7 conservative value, so the values that CBB presented are
8 actually higher than what they would have had if they went
9 through the ITE Trip Generation Manual.

10 So, in terms of that, they are showing
11 additional traffic going to and from the site that is
12 above and beyond what is usually a standard practice.

13 In addition, as mentioned, these type of
14 developments include high pass-by traffic, so anyone
15 that's already on Graeser, anyone that's already on Olive,
16 a lot of that traffic is what's going to be pulled in to
17 this site and exit at the site to go back up to Olive or
18 Graeser.

19 One important note. These values are always
20 developed based on a weighted average. So the amount of
21 trips that are assigned away from the site are going to be
22 in a ratio related to the existing traffic on those
23 roadways, and based on that, there was about 5 percent
24 traffic that came to and from the south along Graeser.
25 And the study shows that there's going to be fewer than

1 100, quote, unquote, new trips that did not start out on
2 Graeser. So it would be drawn to the area, and so it
3 works out to four or five vehicles total based on the new
4 site that's going to be applied to Graeser.

5 In addition to that, based on the existing
6 connectivity to 270 and to Lindbergh, it doesn't appear
7 that Graeser is a really beneficial cut-through for
8 anyone. They're not going to exit at Lindbergh to go to
9 Ladue to cut up to where this QuikTrip location is at.
10 They have all the accessibility that they need from the
11 east and the west along Olive.

12 Also, with regards to any of the results from
13 the study, those were completed using the software package
14 Synchro, which is a typical program utilized for this type
15 of study.

16 The overall level of service findings fall
17 within MoDOT's range of acceptable levels of service.
18 Everything was a D or below for the overall intersection
19 results.

20 There will be some individual approaches that
21 fall below that level, but, typically, along the corridor
22 like Olive, the majority of the griding time is assigned
23 to the major thoroughfare, which improves congestion,
24 reduces emission problems, and works to promote clean air.

25 So if there is a slightly lower level of service

1 on a side road, that is typically acceptable.

2 But even with the additional traffic in the
3 improvements that were mitigated through the change in
4 cycle -- excuse me -- the change in the phasing of the
5 signal, it still came out as a level service D for
6 northbound Graeser, which is an acceptable level of
7 service.

8 And that includes, you know, the additional
9 protected left, which is going to actually improve the
10 ability to get off at Graeser on to Olive, which could be
11 a problem without any improvements at the intersection.

12 And then one last thing. Just noted that the
13 study incorporated the changes that were requested by
14 MoDOT, and then just -- there's going to need to be a
15 little additional clarification and insight in the
16 operations related to the queuing for northbound traffic,
17 and then that through right turn lane.

18 So that was one last question that I know I had
19 discussed with city staff that we would like to see
20 clarified just a little bit more.

21 CHAIRMAN KISTNER: I have a question on
22 something you said towards the end, and I had a little
23 trouble hearing.

24 Did you say that the -- the signal would be B,
25 as in boy, or D, as in David?

1 MR. KYLE EVANS: Actually, I think it was D, as
2 in dog.

3 CHAIRMAN KISTNER: Dog.

4 And is that for all periods of time; morning
5 rush, what was the --

6 MR. KYLE EVANS: Based on the field conditions
7 in the morning peak, it was analyzed at a level service C,
8 as in cat.

9 In the midday it was a level service C overall.

10 And then with -- with the improvements that
11 MoDOT requested, it actually resulted in a level service
12 C, as in cat.

13 And without any improvements, it was a higher
14 level service D, as in dog.

15 CHAIRMAN KISTNER: So C in the morning; C in
16 midday; C in the evening if the mitigation that was
17 proposed was adopted, is that correct?

18 MR. KYLE EVANS: Correct.

19 CHAIRMAN KISTNER: And the current -- the
20 current levels are what in morning, midday and --

21 MR. KYLE EVANS: The current levels are C, as in
22 cat, in the morning; B, as in boy, in the midday, and C,
23 as in cat, in the p.m.

24 CHAIRMAN KISTNER: So with mitigation, the only
25 part that degrades is the midday, is that correct?

1 MR. KYLE EVANS: Correct.

2 CHAIRMAN KISTNER: Thank you.

3 Do members of the Commission have any questions
4 for the traffic engineer?

5 Yes, I see -- I'll start with Mr. Streiler.

6 MR. STREILER: Yeah. I was curious, I don't
7 know that I fully understand the mitigation efforts.

8 I assume we're talking about northbound Graeser,
9 and I know there was discussion about a right turn lane
10 being extended, possibly all the way south to the proposed
11 new entrance.

12 Is that one of the mitigation factors that are
13 included that gets that Graeser intersection from a level
14 E to a level D?

15 MR. KYLE EVANS: That -- that's the situation
16 that needs to be further clarified.

17 So I think the last go-round of the study and
18 results that we looked at were prior to showing an
19 extension of that, and it only included modifications to
20 the signal phasing.

21 And so -- and the biggest question related to
22 the extension of that turn lane is the potential for any
23 kind of queuing traffic northbound lefts to block off
24 access to other vehicles wanting to go to the through
25 right lane to go right on Olive.

1 So any improvements would -- would, basically,
2 reduce the queue lane that includes any blockage and then
3 allow additional traffic to go through.

4 CHAIRMAN KISTNER: Mr. Rovak.

5 MR. ROVAK: Yeah, and I hope this doesn't really
6 overlap with Todd's question.

7 That -- the turning motion that was portrayed, I
8 didn't know if -- if GBA's scope included that and what
9 was -- if you had, you form an opinion as to how accurate
10 were those -- was that turning track, certainly, one of
11 the commenters, certainly, was trying to throw cold water
12 on that, and it looked, at least as I tried to follow his
13 comments, that he did raise some very valid questions,
14 given the size of the vehicle and the relatively limited
15 space to make that turnaround after coming in -- turning
16 on to Graeser and then in to the -- in to the development.

17 So, but, again, I don't know if that was in your
18 scope, or if you've had a chance to review the tracks
19 both, I guess, for the tires, and, more importantly,
20 overhang of the vehicle and everything.

21 MR. KYLE EVANS: Right. And I, actually, I have
22 not seen that, other than briefly Monday night, and then
23 also earlier during this meeting, so I haven't had the
24 ability to review it in any way, shape or form.

25 MR. ROVAK: Okay. Yeah, hopefully, staff would

1 ask you to continue or -- whether that's staff in-house or
2 with your assistance, I think that's something we'd
3 certainly want to see how -- how serious an issue that is.
4 Because on the face of it, seemed to be, and I don't
5 consider myself qualified to traffic issues or vehicle
6 turns, but I'd like to see that pursued a little further.

7 MR. KYLE EVANS: Okay.

8 CHAIRMAN KISTNER: We have --

9 MR. MYERS: I had a question also.

10 CHAIRMAN KISTNER: Yes.

11 MR. MYERS: Jason presented a table Monday with
12 reduced wait times at the signal.

13 Mr. Evans, did you prepare that where it showed
14 after the mitigation the installation of the protective
15 left arrow for MoDOT? Did you prepare that -- that slide
16 to show the change in queuing time on northbound Graeser?

17 MR. KYLE EVANS: I did not. Those numbers are
18 directly out of the report or followup memos from CBB --

19 MR. MYERS: Okay.

20 MR. KYLE EVANS: -- and analysis that they
21 completed.

22 MR. MYERS: Okay. Thank you.

23 MR. CARNEY: And I have a question of -- that
24 I'll ask CBB as well.

25 The existing shared driveway, according to the

1 CBB report, it looks like it's currently a -- an E level
2 and it would go to an F.

3 Did you evaluate the cars that will be crossing
4 over and trying to go back across Olive going westbound or
5 is that --

6 CHAIRMAN KISTNER: Gene, you're a little hard to
7 hear.

8 MR. LUMLEY: Tim.

9 CHAIRMAN KISTNER: I mean sorry. Tim. You're a
10 little hard to hear.

11 MR. CARNEY: Okay.

12 I'll get closer to the microphone. Is that any
13 better?

14 CHAIRMAN KISTNER: A little better, yes.
15 Thanks.

16 MR. CARNEY: Okay.

17 The question is about the -- the shared driveway
18 in the shopping center area.

19 It looks like it's currently an E level right
20 (indiscernible) the CBB, and it'll go to an F, so I assume
21 that will get worse.

22 And I just have a question because I think cars
23 are going to be lined up trying to get out on to Graeser,
24 people like me, who are inpatient, are going to try to cut
25 over there and cut across Olive.

1 Just wondered if you looked at that issue, and
2 if there's any mitigation that can be done to stop the --
3 the traffic situation that could be caused by that?

4 MR. KYLE EVANS: Is that -- is that a question
5 for CBB or for myself?

6 MR. CARNEY: No, yeah, that's for Kyle.

7 Did you study that as part of your study, that
8 intersection?

9 MR. KYLE EVANS: I -- so I looked at that as
10 part of was submitted by CBB.

11 And, again, the methodology that they used is
12 appropriate.

13 And in instances like that, an unsignalized
14 intersection will typically operate at much lower levels
15 of service with higher delay, especially against a major
16 collector like Olive, just due to the fact that it's
17 unsignalized, and they have to look across three lanes of
18 traffic to make that left to go westbound.

19 So the way that it -- it was analyzed, and I
20 guess the mitigation strategy, is that there's the
21 cross-access between the properties to allow vehicles to
22 go over to Graeser and go northbound to the signal to get
23 out.

24 And I will add that based on the latest
25 mitigation strategies that they used, the queue lane is

1 going to be such that it's approximately 160 feet at its
2 maximum, which is towards the back end of that turn lane
3 that's out there existing, so there shouldn't be a ton of
4 vehicles that get stuck on the QuikTrip property waiting
5 to get out.

6 So it should be a pretty smooth flow of traffic
7 to get to the signal, the wait for the green and to go.

8 And, again, based on them adding a protective
9 left turn for northbound, vehicles will be able to make
10 that turn pretty easily since they've got the dedicated
11 movement there at the beginning of their -- of the
12 northbound cycle.

13 MR. CARNEY: Okay.

14 And I have another question.

15 One of the suggestions I think you had was to
16 limit the cars turning left on to QT on to Graeser so that
17 they could not get into the right turn lane. Is that
18 something you still consider, or did you decide that that
19 would not be worth it?

20 MR. KYLE EVANS: I -- I think the statement that
21 I had made was it appeared like in the original analysis
22 that that queue lane -- the queue from the left turn lane
23 was blocking vehicles from getting out of -- either
24 getting out of the QuikTrip site or continuing north on
25 Graeser, cause it's blocking out where the roadway widens

1 out, but that was before the protective left turn lane --
2 or the protective left arrow was added, which reduces that
3 queue enough that it doesn't block the movements.

4 So I think that -- that mitigation strategy of
5 the protected phase at the signal has corrected that
6 issue.

7 MR. CARNEY: Okay. Thank you.

8 CHAIRMAN KISTNER: Other questions from
9 Commission Members?

10 MR. LUMLEY: Todd just raised his hand.

11 CHAIRMAN KISTNER: Sorry. Todd.

12 MR. STREILER: Yeah, I have another question,
13 but it's more of a follow-up to the question I had on
14 Monday night to CBB's engineer. And I think he answered
15 the first part regarding the traffic volumes that were
16 included in the report seemed to have been taken,
17 obviously, when the retail was open or at least some
18 tenants remained in the proposed redevelopment retail
19 area.

20 What I specifically requested was a study done
21 or was a contemplated in the volume calculations what
22 those volumes may be forecasted if the 15,000 square foot
23 retail shops were fully occupied.

24 And I asked that because it seems to me that the
25 way the traffic circulation works, both on-site and

1 off-site, requires a lot of the traffic generated or
2 traffic by the retail or even QT to kind of sweep across
3 the QT site and -- and utilize that signalized
4 intersection on Graeser.

5 So with that being said, it seems very important
6 that we have an understanding of the future traffic
7 impact, of not only QT, but also the traffic volumes from
8 the retail to the west.

9 To put that in the form of a question, Kyle, did
10 the current study include projected volumes for both the
11 QT and the fully occupied retail center to the west?

12 MR. KYLE EVANS: From where I can see in the
13 study, yes. So they take the -- the 2020 baseline
14 condition, which takes into account all of the traffic
15 that's currently on the site for both buildings, and it
16 leaves that in place, and then adds the QuikTrip traffic
17 on top of that.

18 So if they were going to revise that and look at
19 both buildings, they would have started with a net sum of
20 zero traffic volume, and then applied everything, but
21 they -- they had volumes that were already associated with
22 the site prior to adding the QuikTrip generation.

23 MR. STREILER: Do we know if those are volumes
24 based on the current occupancy or the projected
25 100 percent occupancy?

1 MR. KYLE EVANS: Based on the study, those were
2 associated with the counts they had taken in, I believe it
3 said in August of 2019, so those weren't theoretical
4 numbers, those were actual counts taken in the field.

5 MR. STREILER: Based on whatever uses are
6 currently there?

7 MR. KYLE EVANS: Correct.

8 MR. STREILER: Jason, do we know -- do we know
9 about a percentage or how occupied that retail center is?

10 I -- it's my understanding it's 15,000 square
11 feet, and I think it needs 60 parking stalls.

12 MR. JAGGI: I don't know exactly. We can
13 certainly come back with that specific information.

14 I would say it's probably around two-thirds
15 occupied at this point, somewhere in that area.

16 MR. STREILER: I think that would be helpful.

17 As we -- as we get towards the level service of
18 D and high D, it doesn't take a whole lot to hit that
19 tipping point, and I think we -- it would really be
20 meaningful to have a good understanding of the projected
21 counts for where the site, which includes retail,
22 15,000 square feet.

23 MR. JAGGI: Yeah, and I think -- I think Kyle is
24 suggesting it as well.

25 You know, we need a little more clarification on

1 the traffic impacts. I think there's been some, you know,
2 some efforts for mitigation, but there is also some --
3 some relatively late additional considerations for
4 mitigation that I do think needs to be reported back from
5 the applicant's traffic engineer succinctly, and in a
6 follow-up, you know, follow-up to the report for your
7 information, and then I think that also needs to be
8 reviewed by Mr. Evans in terms of agreement or not or
9 whatnot.

10 So I do think that's something that we need to
11 come back with for that so we can be -- all be a little
12 more clear on it.

13 CHAIRMAN KISTNER: I have one additional
14 question for Kyle.

15 Was the trip generation report that CBB produced
16 and you reviewed, was that based on the, you know, the --
17 how was the -- the QuikTrip itself categorized? Was it
18 based on the square footage of convenience store plus the
19 number of pumps? What is the -- how -- how is -- how are
20 those figures generated?

21 MR. KYLE EVANS: Typically, with regards to IT
22 standards, they usually look at the number of vehicle
23 fueling pumps, and that's, typically, how that category is
24 listed for a multiplier.

25 I don't know exactly how they collected the data

1 throughout St. Louis, but it could have been an aggregate
2 study where they looked at multiple locations and counted
3 the number of pumps, and then came up with a, you know, an
4 average number, which was able to allow them to calculate
5 for this site based on sixteen vehicle fueling pumps.

6 MR. JAGGI: I would just ask that I think that's
7 something we would also ask CBB to come back and clarify;
8 how that data was collected, so you can have that
9 information.

10 MR. POTASHNICK: Okay. I have a question.

11 CHAIRMAN KISTNER: Yes.

12 MR. POTASHNICK: To the supplemental information
13 that we're gathering, is it also going to include an
14 analysis of east side of Graeser, in the -- in the
15 roadway?

16 Or is that -- are we going to do this in an A
17 part and a B part?

18 MR. JAGGI: Well, yeah, I think that is -- that
19 is certainly in the mix here.

20 There's a willingness by QT, and they've stated
21 that during these proceedings, that they're willing to
22 look at extending that right turn lane, which is on the
23 east side of Graeser.

24 But I think we need to understand very clearly
25 what the -- what the level of service is and -- and where

1 we're at, where the stacking is, and determine if that's
2 even necessary. It may be. It sounds like it's close,
3 and it sounds like QT is willing to provide even further
4 mitigation if it's required.

5 So, I think we've got to put a lot of this
6 information together and include that as well.

7 CHAIRMAN KISTNER: And once we conclude the
8 public hearing tonight, that's going to be our -- our next
9 area of discussion among ourselves, is what information do
10 we want to ask staff to collect before we, you know,
11 proceed with our discussions at the next meeting.

12 So be -- be thinking about that.

13 Are there --

14 MR. STREILER: Chairman Kistner, I've got a
15 couple more things.

16 One, I think if it wasn't mentioned, I think it
17 would be important now that we've seen the schematics, for
18 the turning movements for that tanker truck. I would like
19 your opinion, Mr. Evans, on how that works and how we can
20 maybe offer some mitigating factors to allow that -- that
21 to work.

22 I think it's a pretty important part of the site
23 to function, and if we could look at various alternatives
24 to make those movements work.

25 And I think a speaker also mentioned maybe

1 having the Fire District run their templates to make sure
2 that they can access the site too.

3 So I guess I'm asking staff to extend this
4 request to include an evaluation of the, you know, the
5 tanker, the truck movements.

6 CHAIRMAN KISTNER: And, Todd, we'll get to that
7 when we -- when we do our discussion about what additional
8 information we want, that will include that.

9 MR. STREILER: Lastly, I guess, would it be a
10 fair condition, if you will, to require that -- that we
11 not exceed a level of service of E? Is that -- is that a
12 fair and attainable recommendation or condition?

13 CHAIRMAN KISTNER: I think that's -- I think
14 that's pertinent to our discussion once we, you know,
15 we've begun our discussion of what's been presented in the
16 public hearing.

17 Jason, do you have --

18 MR. JAGGI: I'm sorry. I -- I agree with that.

19 CHAIRMAN KISTNER: Any other questions for staff
20 or the traffic engineer?

21 MR. ROVAK: I have some questions for staff.

22 I don't think I have anything else for Mr. Evans
23 though.

24 CHAIRMAN KISTNER: Okay.

25 MR. ROVAK: Couple of things. Well, one thing,

1 there was talk, but I don't know how rigorous it was, or
2 if it was just an opinion that the applicant offered about
3 no -- none of these tankers traveling south on -- on
4 Graeser.

5 So one question would be, is that a legitimate
6 condition that we could place during all this? They said
7 they, you know, it was said, well, they don't have
8 control.

9 Obviously, if somebody is a primary vendor of
10 theirs or their main product, I think they do have some
11 kind of control.

12 So the one -- one question would be is that
13 something that would be within the limits or within an
14 acceptable use of our conditions? Could we place such
15 condition that they do not use south -- that they do not
16 use southbound Graeser for continuation of routes from
17 their trucks?

18 That's -- that's one question.

19 CHAIRMAN KISTNER: Do we want to be talking
20 about conditions to add at this point?

21 MR. ROVAK: Yeah. That's -- I just wanted to
22 get that out of the way now.

23 VOICE: Sure. Right. Yeah.

24 MR. ROVAK: Because it was said, well, they
25 don't think they would -- that would happen and they don't

1 have control.

2 My immediate reaction is, yes, when they have a
3 primary vendor of their primary product, I think they do
4 have some de facto control.

5 So is it legitimate to place a condition within
6 all the conditions that are going to -- we'll be dealing
7 with, that no tanker travel on southbound -- or south
8 Graeser, whether approaching from Ladue, which I would
9 doubt, but still, just the use of Graeser south of this
10 turning point, is that a condition that we could place?

11 MR. JAGGI: Well, couple things. One is I think
12 that's something that -- that you need to discuss as a
13 commission with the applicant.

14 I believe they suggested that there is no
15 intention to do that. So, yeah, it's possible to add that
16 condition.

17 MR. ROVAK: Okay.

18 MR. JAGGI: But I think -- I think for tonight,
19 though, we probably want to -- want to look at is there
20 any additional information that staff has presented and
21 public comments that need to be clarified or is there
22 any --

23 MR. ROVAK: Okay.

24 MR. JAGGI: -- additional information that you
25 all want staff to come back with or the applicant to come

1 back with, just what -- what additional information do you
2 need for your review at the next meeting, and we could do
3 that.

4 MR. ROVAK: Okay.

5 CHAIRMAN KISTNER: Which we are going to do once
6 we close the public hearing.

7 MR. JAGGI: Okay. Okay. Very good.

8 MR. ROVAK: Okay.

9 Well, I had some -- think maybe they do belong
10 after -- after the public hearing, cause it's just a
11 comment within ourselves, so to speak, I have a
12 couple of -- I guess one of the things I would ask, cut me
13 off if this is really something for the future.

14 The question was brought up about competing
15 similar uses since we have two very large similar uses in
16 place now.

17 Is that something that is within our purvey to
18 consider in evaluating approval of a site like this, or is
19 that something that's off the table? Maybe this is --
20 maybe this is for -- for Jason or maybe this is for Carl,
21 but is that something we can put into our considerations?

22 CHAIRMAN KISTNER: I think this is, again,
23 something that maybe we want to consider as part of our
24 deliberations --

25 MR. ROVAK: Okay.

1 CHAIRMAN KISTNER: -- and not a public hearing
2 collection of information.

3 MR. ROVAK: All right. Okay.

4 Oh, last thing. And then maybe this does --
5 well, I think Jason would know this.

6 There was a question brought up in Mr. Lord's
7 email to all of us.

8 Is there actually any weight limit on Graeser?
9 This was aside from the turning limits. I don't know
10 what --

11 MR. JAGGI: I don't know that --

12 MR. ROVAK: Okay. It was brought up.

13 MR. JAGGI: Yeah, I don't know the answer to
14 that question, but I will -- that is an item that I can
15 follow up with at the next meeting --

16 MR. ROVAK: Okay.

17 MR. JAGGI: -- and provide that for you.

18 MR. ROVAK: Okay.

19 And anything else I've got left, really would be
20 a part of our deliberations, so that's all I've got.

21 Thank you.

22 CHAIRMAN KISTNER: Okay.

23 MR. STREILER: Madam Chair, before we close, I'm
24 getting a request here from, I guess QT, that Greg
25 Rhoades' (phonetic) participation is being requested as

1 part of the public hearing.

2 Is there any reason not to allow him to speak
3 and maybe rebut some of the things we brought up?

4 CHAIRMAN KISTNER: I think we have already
5 had -- and we'll have opportunities to hear from QuikTrip
6 further during deliberations, but right now, I think our
7 public hearing information where we collect all of the
8 information about the application, I think we've had that.

9 And they've had their -- the rebuttal and,
10 honestly, we could just keep going back and -- you know,
11 we could keep doing this repeatedly, so I -- I think -- I
12 think they've -- QuikTrip has been given ample opportunity
13 to present the application that they propose.

14 And if there are other information they'd like
15 to add, there's going to be a lot of opportunity for that.

16 MR. CARNEY: One thing I'd like to just ask
17 Jason about.

18 What -- brought up during the public comments
19 that we're not looking at this as one CUP, and I just want
20 to clarify. We are looking at this whole project as one
21 large CUP, but if anything changes down the road, is that
22 shopping center going to change, is this one big project?

23 MR. JAGGI: Yes, it's one application with two
24 components.

25 The conditional use, though, is only required

1 for gas stations and convenience stores. It is not
2 required for retail buildings. And that building is
3 existing, so it does not -- that component does not
4 require a CUP.

5 CHAIRMAN KISTNER: Okay. With that, I think
6 we're ready to close our public hearing once Carl has made
7 his additions to the record.

8 MR. LUMLEY: Thank you.

9 I offer the following exhibits into the record
10 of this public hearing: Documentation in possession of
11 the City Clerk reflecting the public notice that was
12 provided regarding this hearing; the staff report that's
13 been submitted; the presentation materials that have been
14 submitted; the City Code of Ordinances and Charter; the
15 City Comprehensive Plan; the public file regarding this
16 application, which includes all written comments submitted
17 by the public up to the -- five o'clock today.

18 CHAIRMAN KISTNER: All right.

19 With that, the public hearing is closed.

20 (The Public Hearing was closed at 7:35 p.m.)
21
22
23
24
25

1 STATE OF MISSOURI)
2) SS
3 COUNTY OF ST. LOUIS)
4

5 I, Deborah K. McLaughlin, Registered
6 Professional Reporter, Missouri Certified Court Reporter,
7 Illinois Certified Shorthand Reporter and Kansas Certified
8 Court Reporter, do hereby certify that I reported the
9 Planning and Zoning public hearing stenographically and
10 later reduced to typewriting; and that this is a true and
11 accurate transcript of the public hearing.
12

13 
14 _____

14 , RPR, MO-CCR, IL-CSR, KS-CCR

15 Deborah K. McLaughlin, RPR, MO-CCR, IL-CSR, KS-CCR
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25



17151 Chesterfield Airport Road
 Chesterfield, MO 63005
 636-728-3333
 1-800-767-8880
 www.firstcommunity.com

Creve Coeur Planning and Zoning Commission
 300 N. New Ballas Rd
 Creve Coeur, MO 63141

RECEIVED
 JUL 02 2020
 PLANNING DEPT.

June 26, 2020

Dear Commission Members,

I am contacting you from First Community. As I am sure you're aware, we have a branch located at 10950 Olive at the southeast corner of Olive Blvd and Graeser Rd. I am writing in regard to the proposed QT development.

We have been contacted by some of our members and we are aware of the neighborhood opposition to this project for reasons including the potential for crime, negative environmental impact and the potential for reduced property value. Though we understand all those positions, we would ask that the commission focus specifically on the traffic concerns at the intersection given the additional vehicles and the tanker trucks. It seems undeniable this will impede the flow of traffic between Graeser and Olive. What impact will that have on our customers? Will you need to widen Graeser Road to accommodate the tanker trucks?

Just for background information, First Community was founded as the Monsanto Employees Credit Union and our location on Olive was chosen some 40 years ago because of its proximity to the Monsanto World HQ. We have retained this location all these years as a service to Creve Coeur. During this time we have peacefully coexisted with our residential neighbors along Graeser Road. We have over 10,000 members in your zip code that use this branch. We also have a drive-thru ATM that is accessible to the general public 24/7. We have always taken great care to maintain the location in such a way that exceeds the expectations of the neighborhood. Given our long-term commitment to Creve Coeur, we hope you will consider our interests as you deliberate. As we indicated, our concern is that our members leaving our lot on Graeser might not be able to get out if a tanker truck is blocking the road. In closing, we ask the commission to deny the QT proposal.

If you have further questions or information for us please contact Tom Ream, Facilities Manager, at 636-537-4449.

Sincerely,

Glenn D. Barks
 President & CEO

Attachment: Letter from First Community Credit Union (Application #20-002 & #20-010: QuikTrip CUP & Site Dev. Plan)

Packet Pg. 792

The applicants are seeking approval for new LED lighting for both the east and west campus areas. As the applicant indicates in the rationale, the new light fixture design was optimized to reduce the number of light fixtures to the minimum required to provide adequate light levels as recommended by the Illuminating Engineering Society of North America RP-08 Standards. The proposed light fixtures specified for the roadways and walkways are fully shielded to reduce observed glare. For the new roadway light fixtures to be located on the Southeast side of the site, additional dimming controls have been specified to dim lights to 50% for 2 hours prior to midnight and 6 hours after midnight (10:00 PM-6:00 AM).

The site map is divided into two main sections. The left section, labeled 'Schnucks Gate' at the top left, shows buildings G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AN, AO, AP, AQ, AR, AS, AT, AU, AV, AW, AX, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, CI, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, DF, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, EC, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, ET, EU, EV, EW, EX, EY, EZ, FA, FB, FC, FD, FE, FF, FG, FH, FI, FJ, FK, FL, FM, FN, FO, FP, FQ, FR, FS, FT, FU, FV, FW, FX, FY, FZ, GA, GB, GC, GD, GE, GF, GG, GH, GI, GJ, GK, GL, GM, GN, GO, GP, GQ, GR, GS, GT, GU, GV, GW, GX, GY, GZ, HA, HB, HC, HD, HE, HF, HG, HH, HI, HJ, HK, HL, HM, HN, HO, HP, HQ, HR, HS, HT, HU, HV, HW, HX, HY, HZ, IA, IB, IC, ID, IE, IF, IG, IH, II, IJ, IK, IL, IM, IN, IO, IP, IQ, IR, IS, IT, IU, IV, IW, IX, IY, IZ, JA, JB, JC, JD, JE, JF, JG, JH, JI, JJ, JK, JL, JM, JN, JO, JP, JQ, JR, JS, JT, JU, JV, JW, JX, JY, JZ, KA, KB, KC, KD, KE, KF, KG, KH, KI, KJ, KL, KM, KN, KO, KP, KQ, KR, KS, KT, KU, KV, KW, KX, KY, KZ, LA, LB, LC, LD, LE, LF, LG, LH, LI, LJ, LK, LL, LM, LN, LO, LP, LQ, LR, LS, LT, LU, LV, LW, LX, LY, LZ, MA, MB, MC, MD, ME, MF, MG, MH, MI, MJ, MK, ML, MM, MN, MO, MP, MQ, MR, MS, MT, MU, MV, MW, MX, MY, MZ, NA, NB, NC, ND, NE, NF, NG, NH, NI, NJ, NK, NL, NM, NN, NO, NP, NQ, NR, NS, NT, NU, NV, NW, NX, NY, NZ, OA, OB, OC, OD, OE, OF, OG, OH, OI, OJ, OK, OL, OM, ON, OO, OP, OQ, OR, OS, OT, OU, OV, OW, OX, OY, OZ, PA, PB, PC, PD, PE, PF, PG, PH, PI, PJ, PK, PL, PM, PN, PO, PP, PQ, PR, PS, PT, PU, PV, PW, PX, PY, PZ, QA, QB, QC, QD, QE, QF, QG, QH, QI, QJ, QK, QL, QM, QN, QO, QP, QQ, QR, QS, QT, QU, QV, QW, QX, QY, QZ, RA, RB, RC, RD, RE, RF, RG, RH, RI, RJ, RK, RL, RM, RN, RO, RP, RQ, RR, RS, RT, RU, RV, RW, RX, RY, RZ, SA, SB, SC, SD, SE, SF, SG, SH, SI, SJ, SK, SL, SM, SN, SO, SP, SQ, SR, SS, ST, SU, SV, SW, SX, SY, SZ, TA, TB, TC, TD, TE, TF, TG, TH, TI, TJ, TK, TL, TM, TN, TO, TP, TQ, TR, TS, TT, TU, TV, TW, TX, TY, TZ, UA, UB, UC, UD, UE, UF, UG, UH, UI, UJ, UK, UL, UM, UN, UO, UP, UQ, UR, US, UT, UU, UV, UW, UX, UY, UZ, VA, VB, VC, VD, VE, VF, VG, VH, VI, VJ, VK, VL, VM, VN, VO, VP, VQ, VR, VS, VT, VU, VW, VX, VY, VZ, WA, WB, WC, WD, WE, WF, WG, WH, WI, WJ, WK, WL, WM, WN, WO, WP, WQ, WR, WS, WT, WU, WV, WW, WX, WY, WZ, XA, XB, XC, XD, XE, XF, XG, XH, XI, XJ, XK, XL, XM, XN, XO, XP, XQ, XR, XS, XT, XU, XV, XW, XX, XY, XZ, YA, YB, YC, YD, YE, YF, YG, YH, YI, YJ, YK, YL, YM, YN, YO, YP, YQ, YR, YS, YT, YU, YV, YW, YX, YY, YZ, ZA, ZB, ZC, ZD, ZE, ZF, ZG, ZH, ZI, ZJ, ZK, ZL, ZM, ZN, ZO, ZP, ZQ, ZR, ZS, ZT, ZU, ZV, ZW, ZX, ZY, ZZ.

The right section, labeled 'Main Gate' at the top right, shows buildings A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AN, AO, AP, AQ, AR, AS, AT, AU, AV, AW, AX, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, CI, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, DF, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, EC, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, ET, EU, EV, EW, EX, EY, EZ, FA, FB, FC, FD, FE, FF, FG, FH, FI, FJ, FK, FL, FM, FN, FO, FP, FQ, FR, FS, FT, FU, FV, FW, FX, FY, FZ, GA, GB, GC, GD, GE, GF, GG, GH, GI, GJ, GK, GL, GM, GN, GO, GP, GQ, GR, GS, GT, GU, GV, GW, GX, GY, GZ, HA, HB, HC, HD, HE, HF, HG, HH, HI, HJ, HK, HL, HM, HN, HO, HP, HQ, HR, HS, HT, HU, HV, HW, HX, HY, HZ, IA, IB, IC, ID, IE, IF, IG, IH, II, IJ, IK, IL, IM, IN, IO, IP, IQ, IR, IS, IT, IU, IV, IW, IX, IY, IZ, JA, JB, JC, JD, JE, JF, JG, JH, JI, JJ, JK, JL, JM, JN, JO, JP, JQ, JR, JS, JT, JU, JV, JW, JX, JY, JZ, KA, KB, KC, KD, KE, KF, KG, KH, KI, KJ, KL, KM, KN, KO, KP, KQ, KR, KS, KT, KU, KV, KW, KX, KY, KZ, LA, LB, LC, LD, LE, LF, LG, LH, LI, LJ, LK, LL, LM, LN, LO, LP, LQ, LR, LS, LT, LU, LV, LW, LX, LY, LZ, MA, MB, MC, MD, ME, MF, MG, MH, MI, MJ, MK, ML, MM, MN, MO, MP, MQ, MR, MS, MT, MU, MV, MW, MX, MY, MZ, NA, NB, NC, ND, NE, NF, NG, NH, NI, NJ, NK, NL, NM, NN, NO, NP, NQ, NR, NS, NT, NU, NV, NW, NX, NY, NZ, OA, OB, OC, OD, OE, OF, OG, OH, OI, OJ, OK, OL, OM, ON, OO, OP, OQ, OR, OS, OT, OU, OV, OW, OX, OY, OZ, PA, PB, PC, PD, PE, PF, PG, PH, PI, PJ, PK, PL, PM, PN, PO, PP, PQ, PR, PS, PT, PU, PV, PW, PX, PY, PZ, QA, QB, QC, QD, QE, QF, QG, QH, QI, QJ, QK, QL, QM, QN, QO, QP, QQ, QR, QS, QT, QU, QV, QW, QX, QY, QZ, RA, RB, RC, RD, RE, RF, RG, RH, RI, RJ, RK, RL, RM, RN, RO, RP, RQ, RR, RS, RT, RU, RV, RW, RX, RY, RZ, SA, SB, SC, SD, SE, SF, SG, SH, SI, SJ, SK, SL, SM, SN, SO, SP, SQ, SR, SS, ST, SU, SV, SW, SX, SY, SZ, TA, TB, TC, TD, TE, TF, TG, TH, TI, TJ, TK, TL, TM, TN, TO, TP, TQ, TR, TS, TT, TU, TV, TW, TX, TY, TZ, UA, UB, UC, UD, UE, UF, UG, UH, UI, UJ, UK, UL, UM, UN, UO, UP, UQ, UR, US, UT, UU, UV, UW, UX, UY, UZ, VA, VB, VC, VD, VE, VF, VG, VH, VI, VJ, VK, VL, VM, VN, VO, VP, VQ, VR, VS, VT, VU, VW, VX, VY, VZ, WA, WB, WC, WD, WE, WF, WG, WH, WI, WJ, WK, WL, WM, WN, WO, WP, WQ, WR, WS, WT, WU, WV, WW, WX, WY, WZ, XA, XB, XC, XD, XE, XF, XG, XH, XI, XJ, XK, XL, XM, XN, XO, XP, XQ, XR, XS, XT, XU, XV, XW, XX, XY, XZ, YA, YB, YC, YD, YE, YF, YG, YH, YI, YJ, YK, YL, YM, YN, YO, YP, YQ, YR, YS, YT, YU, YV, YW, YX, YY, YZ, ZA, ZB, ZC, ZD, ZE, ZF, ZG, ZH, ZI, ZJ, ZK, ZL, ZM, ZN, ZO, ZP, ZQ, ZR, ZS, ZT, ZU, ZV, ZW, ZX, ZY, ZZ.

Key features include: Schnucks Gate, Main Gate, G-ANNEX, SUBSTATION, GMB, MRI TRAILER, Single Point of Entry & Exit, W-ANNEX, W GARAGE, WASTE HOLDING, WASTE TREATMENT, DRUM STORAGE, PERIMETER ROAD, TEALWOOD ROAD, and various building labels (A-Z, AA-AA, AB-AB, etc.). Roads shown include OLD OLIVE ST. ROAD, OLIVE BOULEVARD, MONSANTO DRIVE, LANDERS BOULEVARD, and WILSON BLVD. Highway markers for I-270 and I-170 are also present.

Dimensions and EPA

EPA Data

1	2	3	4
15.92	15.92	15.92	15.92
15.92	15.92	15.92	15.92

Approximate Waiver
Single Luminaire
40.04 / 10.144 m
40.72 cm

LED Source Points

Lamp	A	B
77 135/151 32W LED	30.14" (76.9 cm)	27.94" (70.9 cm)

Standards for Light Fixtures

Classification	Type V
LED Classification	Very Short
Lumens Per Lamp	N.A. (absolute)
Total Lamp Lumens	N.A. (absolute)
Luminaire Lumens	2,560
Downward Total Efficiency	N.A.
Total Luminaire Efficiency	N.A.
Luminaire Efficacy Rating (LER)	62
Total Luminaire Watts	1.00
Bolton Factor	0.02
Upward Waste Light Ratio	0.08 (37.5V)
Max. C0 (<90 Vert.)	568.2 (C0, 37.5V)
Max. C0 (<90 Deg. Vert.)	53.9 (3,300Lum)
Max. C0 (<60 to <90 Deg. Vert.)	127.8 (5,400Lum)
Cush Classification (depreciated)	N.A. (absolute)

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LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Commercial / Retail / Condominium / Office Danforth Plant Science Center	GC-General Commercial, CB-Core Business, AR-Attached Single Family Residential, RO-Research Office	Olive Boulevard
South	Office (along Lindbergh) / Residential	GC- General Commercial / A & B Single Family Residential	N/A
East	Stacy Park / Residential	Olivette / C Single Family Residential	N. Warson Road
West	Retail / Residential	GC- General Commercial / C & B Single Family Residential	NA



COMPREHENSIVE PLAN REVIEW

The subject property is included in the Mixed-Use Innovation Campus District (MUIC) place type, and the 39N Master Plan. The MUIC is intended for the development of office, laboratory, institutional, and research buildings for the biotech industry, supported by diverse housing options, active uses and other community amenities (p. 96). The MUIC District does not specifically address lighting internal to a site. The *Creve Coeur 2030* plan encourages promoting energy efficiency throughout the City as part of the Community Sustainability & Resilience Objectives (p. 51). The question here is not related to the use per se, nor to the appropriateness of the development as a whole. Instead, this analysis focuses more on the zoning regulations regarding new outdoor lighting. Therefore, the proposal for new LED Standards meets with these goals and objectives of the Comprehensive Plan. No other changes to the exterior of the building or site are proposed at this time.

ZONING REVIEW

Lighting

Section 405.680 Lighting of the Zoning Ordinance provides that the Planning and Zoning Commission shall review all lighting plans that include the type, number, brightness, type of cutoff/shielding and hours of usage of all fixtures. Section 405.680(B) requires that all lighting shall be downcast and fully shielded and shall not cast light upon adjacent property or right-of-way nor shall glare be emitted from an illuminant source. Section 405.680(B)(3) requires that all lighting for non-residential developments shall not exceed twenty-four (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. The driveway lighting is showing compliance with these regulations.

Additionally, subsection (8) of the Lighting section states that sidewalk and pedestrian avenues may be lit by low, bollard-type lighting or as approved by the Planning and Zoning Commission. If reflectors or refractors are used, these devices shall direct light downward and shall meet the cutoff angle criteria. Under no circumstance shall light be directed outward. The proposed pedestrian lighting is approximately 15 feet in height and are internal to the site. The photometric plan indicates that no lighting will be directed outward or be cast upon adjacent property, and that the lighting levels at the property line adjacent to residents is at 0.0.

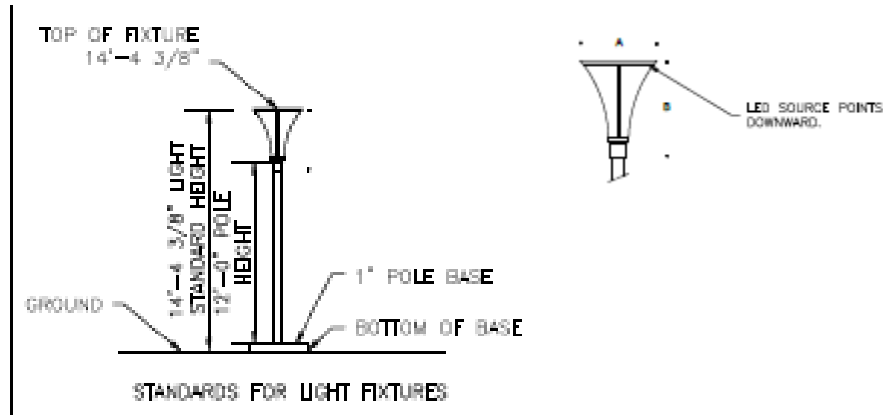


Figure 3: Close-up of the detail of the pedestrian lighting

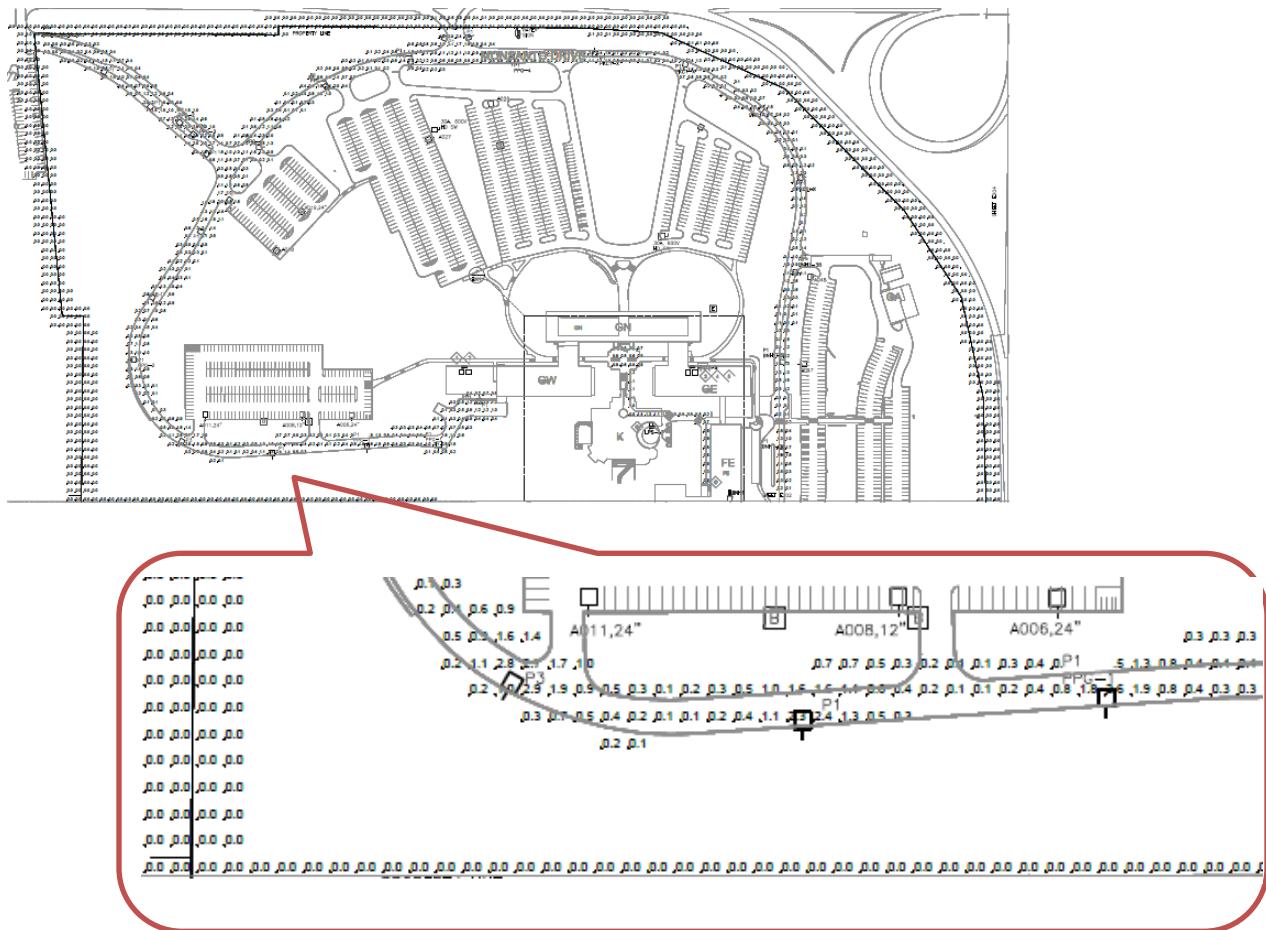


Figure 4: Close-up of the photometric plan for the Bayer West Campus

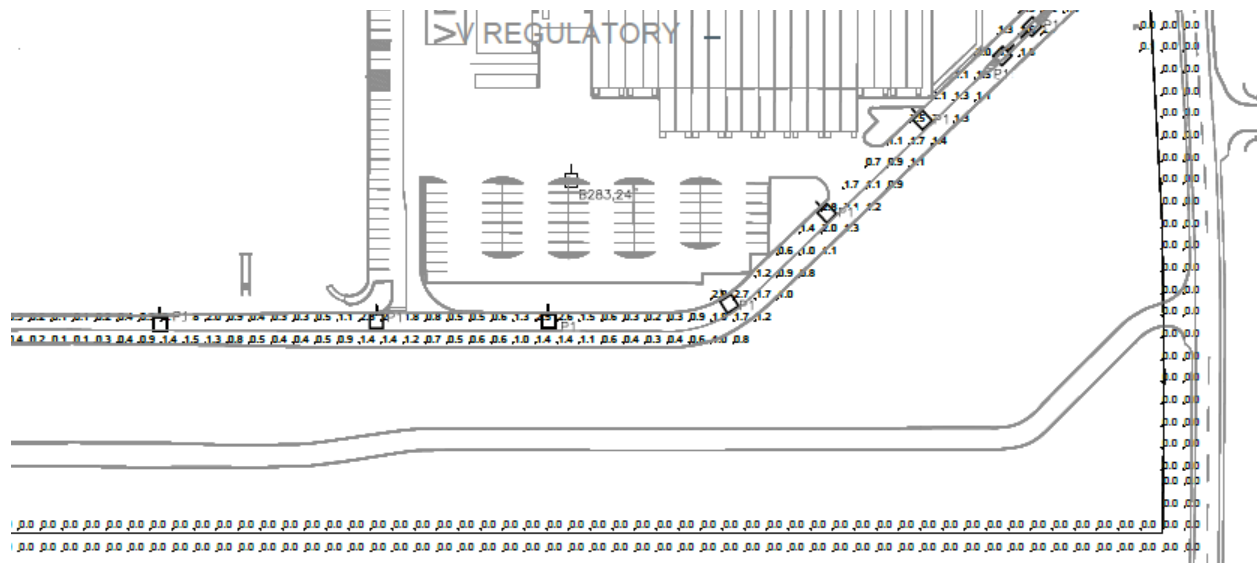


Figure 5: Close-up of the photometric plan of the Bayer East Campus showing the lighting levels at the south property line adjacent to residents and along N. Warson Road.

RECOMMENDATION

Based on the analysis within this report, Staff recommends the following conditions be incorporated in any motion for the approval of the Minor Site Plan. City Council action is not required.

1. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code for the light fixtures consistent with plan as bound together and submitted in conjunction with Application #20-016 as submitted by SSC Engineering, and with all conditions of approval.
2. All lighting shall be in conformance with Section 405.680, Lighting, of the Zoning Code, and Section 205.810 of the Parking Ordinance, with a total maximum height of 24 feet, and the light fixtures shall be a dark bronze color as proposed.
3. The pedestrian lighting shall have a maximum height of 15 feet.
4. No site development plan or minor site plan approval shall be valid for a period longer than twelve (12) months from the date it is approved, unless within such period a building permit is obtained and substantial construction is commenced. Substantial construction shall be deemed to consist of clearing the site, completion of footings, basement or building slab and inspection of such work. The Planning and Zoning Commission and the City Council, when required, may grant extensions not exceeding twelve (12) months each upon written request of the original applicant prior to the expiration of such period and resubmission of the application if the application as resubmitted is substantially the same as the initially approved application. However, the Commission and the Council, as applicable, have the power in such cases to attach new conditions to their re-approval or to disapprove the reapplication. Where the application for re-approval contains changes which the Zoning Administrator concludes materially alter the initial application, the Zoning Administrator shall initiate a new site development plan review procedure as stated in Section 405.1080 or a new minor site plan review procedure as stated in Section 405.1080.

MOTION

The motion to approve the site development plans as shown in the Applicant's materials will be in the form of approval, approval with conditions, or deferral. City Council action is not required for minor site development plans. The following is an example of an appropriate motion for this proposal:

"I move to recommend approval of the minor site plan for the lighting improvements for the Bayer Crop Science Campus at 800 Lindbergh Boulevard and 10300 Olive Boulevard as

presented to the Planning and Zoning Commission with Application #20-016, subject to the conditions contained in the Staff report for the meeting of July 6, 2020” (conditions may be added, eliminated, or modified).

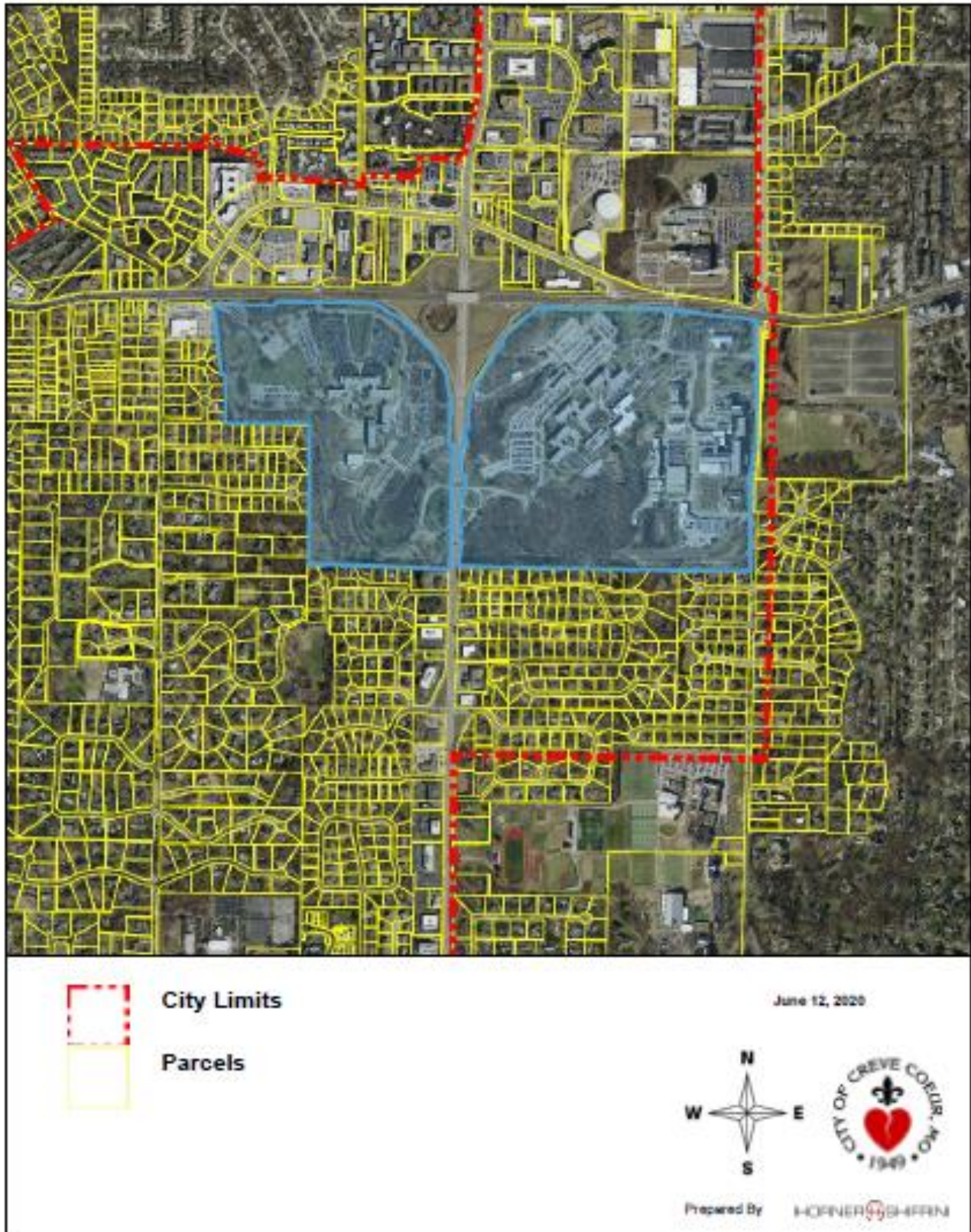
APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES

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





18207 Edison Avenue
Chesterfield, MO 63005-3715

(636) 530-7770
www.sscengineering.com

Attachment #1 Rationale

Title of Project: Bayer CC Exterior Lighting

New light fixture design was optimized to reduce the number of light fixtures to the minimum required to provide adequate light levels as recommended by the Illuminating Engineering Society of North America RP-08 Standards. Photometric calculations were performed to verify lighting design and summarized on sheet E004 Electrical Photometric Study.

New light fixtures specified for the roadways and walkways are fully shielded to reduce observed glare.

For new roadway light fixtures to be located on the Southeast side of the site additional dimming controls have been specified to dim lights to 50% for 2 hours prior to midnight and 6 hours after midnight.

Light poles including light bases are no taller than 24'-0".

For fixtures located within 50' of the property line the light poles have been specified at a reduced height as required by Creve Coeur ordinance section 405.680 (C).

The light fixtures are generally located at the interior of the site and far away from the property lines of the site. Calculations have been performed for light spill at the property lines.

Attachment: Applicant's Material (#20-016: Bayer Campus Lighting)

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PROVIDE SS UNISTRUT FOR MOUNTING ENCLOSURE

NEMA 4X, PAINTED ALUMINUM HINGED COVER ENCLOSURE WITH PADLOCKING PROVISIONS 20"x20"x8", MOUNT +6" AFG MIN.

GRADE

1-1/4" GRC FROM UNDERGROUND SCHED. 80, TYPICAL

PROVIDE GFI DUPLEX RECEPTACLE INSIDE ENCLOSURE

(2) 3/4" GRC WITH THREADED HUBS FROM ENCLOSURE TO LIGHT POLE

MOUNT UNISTRUT SECURELY TO POLE BASE OR ADJACENT EXISTING CONCRETE FOUNDATION.

NOTE: ALL UNISTRUT, HARDWARE AND FASTENERS SHALL BE STAINLESS STEEL.

FRONT VIEW

SIDE VIEW

7 TYPICAL LIGHT POLE POWER AND DATA NEMA 4X ENCLOSURE
NOT TO SCALE

GRADE, FEATHER & TAMP BACKFILL TO CREATE FLUSH INSTALLATION AND POSITIVE DRAINAGE AWAY FROM BOX

QUAZITE HANDHOLE

LINE SIDES OF EXCAVATION WITH 30# FELT PAPER

(4) CONCRETE BRICKS 2"x8"x16"

CLEAN 3/4" CRUSHED ROCK

CONDUITS WITH BELL ENDS (TYP). SIZE, QUANTITY AND WIRING AS INDICATED ON PLANS.

5 UNDERGROUND HANDHOLE DETAIL
NOT TO SCALE

TOP OF FIXTURE 24'-0"

24'-0" LIGHT STANDARD HEIGHT

21'-0" POLE HEIGHT

36" POLE BASE

BOTTOM OF BASE

STANDARDS FOR LIGHT FIXTURES

6 TYPICAL DETAILS OF ROADWAY FIXTURES P1, P2, P3, P4, P5, P6, P7, P8, P9
NOT TO SCALE

Dimensions and EPA

EPA Data

Approximate Weight Single Luminaire

GL18-RK LED Retrofit Kit

Existing Upper Housing

LED Door Assembly

LED SOURCE POINTS DOWNWARD.

Lamp

77 135/151 32W LED

Characteristics

IES Classification

Longitudinal Classification

Lumens Per Lamp

Total Lamp Lumens

Luminaire Lumens

Downward Total Efficiency

Total Luminaire Efficiency

Luminaire Efficacy Rating (LER)

Total Luminaire Watts

Ballast Factor

Upward Waste Light Ratio

Max. Cd. 598.2

Max. Cd. (<90 Vert.) 598.2 (0H, 37.5V)

Max. Cd. (At 90 Deg. Vert.) 53.6 (2.3%Lum)

Max. Cd. (80 to <90 Deg. Vert.) 127.6 (5.4%Lum)

Cutoff Classification (deprecated)

N.A. (absolute)

Type V

Very Short

N.A. (absolute)

N.A. (absolute)

2369

N.A.

N.A.

62

38

1.00

0.02

(0H, 37.5V)

598.2 (0H, 37.5V)

53.6 (2.3%Lum)

127.6 (5.4%Lum)

N.A. (absolute)

TOP OF FIXTURE 14'-4 3/8"

14'-4 3/8" LIGHT STANDARD HEIGHT

12'-0" POLE HEIGHT

1" POLE BASE

BOTTOM OF BASE

STANDARDS FOR LIGHT FIXTURES

4 TYPICAL DETAILS OF WALKWAY FIXTURES V, VA
NOT TO SCALE

#6 GROUNDING ELECTRODE CONDUCTOR

FINISHED GRADE ELEVATION

EXOTHERMIC WELD

3/4" X 10 GROUND ROD

HEIGHT OF LIGHT POLE BASE TO BE FLUSH WITH TOP OF EXISTING SIDEWALK. SMOOTH FINISHED ROUND CONCRETE PEDESTAL W/ NO EXPOSED AGGREGATE TO 5" BELOW GRADE W/ 3/4" CHAMFER

(3)#3 TIES @ TOP 6" & 12" O.C. THEREAFTER

ANCHOR BARS TIED TO RE-INFORCING BARS

1-1/4" PVC CONDUITS

CONCRETE BASE

(6) #6 DWLS HOOK ENDS

#5@12" O.C., EA. WAY

36"W x 60"L

20"

18"

20"

NOTE #1

36"

60"

#3 TIES 10" O.C.

(8) #5 VERTICAL

2-1/2"

3

2

1

3 REDUCED DEPTH - ROADWAY POLE LIGHT CONCRETE BASE DETAIL
NOT TO SCALE

HANDHOLE

INLINE BUSS GLR FUSE HOLDER WITH HLR FUSE

GROUND LUG IN POLE

POLE BASE COVER

SMOOTH FINISHED ROUND CONCRETE PEDESTAL W/ NO EXPOSED AGGREGATE TO 5" BELOW GRADE W/ 3/4" CHAMFER

ANCHOR BOLTS SHALL BE TIED TO STEEL REINFORCING BARS FOR MAXIMUM STRENGTH.

COMPACTED EARTH & GRANULAR BACKFILL

1-1/4" PVC CONDUITS

CONCRETE BASE

(5) #5 STEEL REBAR

#6 BARE CU. GND. EXOTHERMIC WELD

3/4"x10" GROUND ROD

SECTION A-A

POLE

CONDUIT STUB-UPS WITH INSULATED BUSHING

BASE PLATE

FINISHED GRADE

6" BASE

36"

79"

14"

2-1/2"

#3 TIES 12" O.C.

(5) #5 VERTICAL

2

1

2 WALKWAY POLE LIGHT CONCRETE BASE DETAIL
NOT TO SCALE

HANDHOLE

INLINE BUSS GLR FUSE HOLDER WITH HLR FUSE

GROUND LUG IN POLE

POLE BASE COVER

SMOOTH FINISHED ROUND CONCRETE PEDESTAL W/ NO EXPOSED AGGREGATE TO 5" BELOW GRADE W/ 3/4" CHAMFER

ANCHOR BOLTS SHALL BE TIED TO STEEL REINFORCING BARS FOR MAXIMUM STRENGTH.

COMPACTED EARTH & GRANULAR BACKFILL

1-1/4" PVC CONDUITS

CONCRETE BASE

(5) #5 STEEL REBAR

#6 BARE CU. GND. EXOTHERMIC WELD

3/4"x10" GROUND ROD

SECTION A-A

POLE

CONDUIT STUB-UPS WITH INSULATED BUSHING

BASE PLATE

FINISHED GRADE

36"

108"

20"

2-1/2"

#3 TIES 12" O.C.

(5) #5 VERTICAL

1

1

1 ROADWAY POLE LIGHT CONCRETE BASE DETAIL
NOT TO SCALE

1. NO LIGHT FIXTURES SHALL EXCEED 24 FEET IN HEIGHT, FROM THE BOTTOM OF THE BASE TO THE TOP OF THE FIXTURE, PER CITY OF CREVE COEUR ORDINANCE 405.680.B.3.

LIGHTING FIXTURE SCHEDULE									
TYPE	MANUFACTURER	CATALOG NO.	VOLTAGE	DESCRIPTION		MOUNTING	FINISH	REMARKS	FIXTURE DESCRIPTION
				DESCRIPTION	CATALOG NO.				
P1	PHILIPS GARDCO	GL18-DCC-1-3-105LA-4835-NW	277V	105W, LED, 4000K	INCLUDED	POLE	BRP	EXTERIOR ROADWAYS	TYPE III DISTRIBUTION LED ON 21' SSA POLE, U.N.O.. PROVIDE ROADWAY POLE BASE PER DETAIL #1 ON THIS SHEET.
P2	PHILIPS GARDCO	GL18-DCC-1-3-105LA-4835-NW	277V	105W, LED, 4000K	INCLUDED	POLE	BRP	EXTERIOR MEDIANS	TWO HEADS. TYPE III DISTRIBUTION LED ON 21' SSA POLE, U.N.O.. PROVIDE ROADWAY POLE BASE PER DETAIL #1 ON THIS SHEET.
P3	PHILIPS GARDCO	GL18-DCC-1-3-160LA-4835-NW	277V	160W, LED, 4000K	INCLUDED	POLE	BRP	VEHICULAR INTERSECTIONS	TYPE III DISTRIBUTION LED ON 21' SSA POLE, U.N.O.. PROVIDE ROADWAY POLE BASE PER DETAIL #1 ON THIS SHEET.
P4	PHILIPS GARDCO	GL18-DCC-1-4-105LA-4835-NW	277V	105W, LED, 4000K	INCLUDED	POLE	BRP	EXTERIOR ROADWAYS	TYPE IV DISTRIBUTION LED ON 21' SSA POLE, U.N.O.. PROVIDE ROADWAY POLE BASE PER DETAIL #1 ON THIS SHEET.
P5	PHILIPS GARDCO	GL18-DCC-1-5-105LA-4835-NW	277V	105W, LED, 4000K	INCLUDED	POLE	BRP	VEHICULAR ENTRIES AND INTERSECTIONS	TYPE V DISTRIBUTION LED ON 21' SSA POLE, U.N.O.. PROVIDE ROADWAY POLE BASE PER DETAIL #1 ON THIS SHEET.
P6	PHILIPS GARDCO	GL18-DCC-1-5-160LA-4835-NW	277V	160W, LED, 4000K	INCLUDED	POLE	BRP	VEHICULAR ENTRIES AND INTERSECTIONS	TYPE V DISTRIBUTION LED ON 21' SSA POLE, U.N.O.. PROVIDE ROADWAY POLE BASE PER DETAIL #1 ON THIS SHEET.
P7	PHILIPS GARDCO	GL18-DCC-1-3-80LA-4835-NW	277V	80W, LED, 4000K	INCLUDED	POLE	BRP	SURFACE PARKING	TYPE III DISTRIBUTION LED ON 21' SSA POLE, U.N.O.. PROVIDE ROADWAY POLE BASE PER DETAIL #1 ON THIS SHEET.
P8	PHILIPS GARDCO	GL18-DCC-1-3-105LA-4835-NW-HS	277V	105W, LED, 4000K	INCLUDED	POLE	BRP	EXTERIOR ROADWAYS	TYPE III DISTRIBUTION LED WITH HOUSE SIDE SHIELDS ON 21' SSA POLE, U.N.O.. PROVIDE ROADWAY POLE BASE PER DETAIL #1 ON THIS SHEET.
P9	PHILIPS GARDCO	GL18-DCC-1-5-80LA-4835-NW	277V	80W, LED, 4000K	INCLUDED	POLE	BRP	EXTERIOR ROADWAYS	TYPE V DISTRIBUTION LED ON 21' SSA POLE, U.N.O.. PROVIDE ROADWAY POLE BASE PER DETAIL #1 ON THIS SHEET.
V	BEGA	77-135	277V	38W, LED, 4000K	INCLUDED	POLE	TBD	PEDESTRIAN PATHS	LED POST LIGHT. 21' WITH RTA POLE. SYMMETRICAL DISTRIBUTION. WHERE INDICATED ON DRAWINGS PROVIDE WALKWAY POLE BASE PER DETAIL #4 ON THIS SHEET. CUSTOM COLOR PAINT FINISH FOR POLE, BASE, AND LUMINAIRE TO MATCH FF PROJECT. POLE, LUMINAIRE, AND BASE PROVIDED BY ONE MANUFACTURER.
VA	BEGA	77-151	277V	38W, LED, 4000K	INCLUDED	POLE	TBD	PEDESTRIAN PATHS	LED POST LIGHT. 21' WITH RTA POLE. ASYMMETRICAL DISTRIBUTION. WHERE INDICATED ON DRAWINGS PROVIDE WALKWAY POLE BASE PER DETAIL #4 ON THIS SHEET. CUSTOM COLOR PAINT FINISH FOR POLE, BASE, AND LUMINAIRE TO MATCH FF PROJECT. POLE, LUMINAIRE, AND BASE PROVIDED BY ONE MANUFACTURER.
GENERAL LIGHTING FIXTURE NOTES (APPLICABLE TO ALL FIXTURE TYPES): 1. PROVIDE ALL NECESSARY MOUNTING HARDWARE, ACCESSORIES AS REQUIRED. 2. VERIFY COMPATIBILITY OF ALL DIMMING FIXTURES AND ASSOCIATED CONTROL/SWITCH WITH MANUFACTURER PRIOR TO ORDERING. 3. LABEL SHALL BE PROVIDED ON EACH LIGHT FIXTURE WITH MANUFACTURERS NAME, CATALOG NUMBER, AND UL, UNION LABELS, ETC. 4. ALL LIGHTING FIXTURES SHALL BE UL LISTED FOR THE APPLICATION. 5. REFER TO ELECTRICAL DETAILS SHEET(S) FOR ADDITIONAL INFORMATION.							ABBREVIATIONS: LED LIGHT EMITTING DIODE FL FLUORESCENT OF COMPACT FLUORESCENT MH METAL HALIDE HAL HALOGEN		

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PLANNING AND ZONING SET 06-05-2020

Key Plan

Stamp

06.05.20

JEREMY SCHUETTE

PE-2014000082

NO.	DATE	BY	REVISION	DESCRIPTION
1	4/17/20	JMS	6/5/20	

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SITE: MONSANTO PROJECT NO.

ELECTRICAL LIGHTING FIXTURE SCHEDULE AND DETAILS

BUILDING	SITE	FLOOR	WING
DRAWN BY	DATE	CHECKED BY	DATE
MGT	4/17/20	JMS	6/5/20
CONSULTANT	CONSULTANT PROJ. NO.		
SCALE	DRAWING NAME		REVISION
AS INDICATED	E002		-

PRINTS ISSUED TO FIELD BY DATE REV J:\2020145\CAD\Elec\20145_E002.dwg

Attachment: Applicant's Material (#20-016: Bayer Campus Lighting)

Packet Pg. 802

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7.1.b

WEST CAMPUS - EXTERIOR ILLUMINATION BRANCH CIRCUIT ASSIGNMENT AND CONTROLS SCHEDULE

PLAN MARK	BUILDING / AREA	PANEL - CIRCUIT ASSIGNMENT PANEL LOCATION	EXISTING LIGHTING CONTROL TYPE / LOCATION	NOTES
1	G - WEST	PPG-WEST-FS5 / NEAR G1301W	CONTACTOR A-AB, 60A 3P / G1W PHONE RM	CONTACTOR CONTROLS SOUTH G5 PARKING LOT/ROADWAY FIXTURES THRU ICE CUBE RELAYS VIA BAS CONTROL. PANEL LOCATED NEAR G GARAGE CONTACTOR IN ELEVATED ROOM NEAR G GARAGE.
3	G - NORTH	PKC1-5 / G1E MECH RM	CONTACTOR A-CLARK, 3P / G1E MECH RM	30A 3P SAFETY SW / CONTACTOR UNDER DUCT, 'ON' DUSK-TO-DAWN THRU ICE CUBE RELAYS VIA BAS CONTROL. BREAKER LOCATED IN G1007E NEAR K CAFE. CONTACTOR IN G1311E BY VFD FOR RETURN FAN GS1.
6	F - WEST	BNH1-1,3,5 / F BASEMENT	CONTACTOR ASCO 60A 3P / F BASEMENT	CONTACTOR CONTROLS F BUILDING PARKING LOT, WALKWAY & ROADWAY FIXTURES. BOTH PANEL AND CONTACTOR LOCATED NEAR UTILITY TUNNEL DOOR.
8	K	PANEL LPS-A1 / ELECTRICAL	CONTACTOR 30A 3P / ELECTRICAL ROOM	PHOTOCELL CONTROLS BUILDING EXTERIOR FIXTURES.

EAST CAMPUS - EXTERIOR ILLUMINATION BRANCH CIRCUIT ASSIGNMENT AND CONTROLS SCHEDULE

PLAN MARK	BUILDING / AREA	PANEL - CIRCUIT ASSIGNMENT PANEL LOCATION	LIGHTING CONTROL TYPE / LOCATION	NOTES
9	POWER PLANT	PP-2A - 2,3,4,5,6,7, 8, 9,10,11,12,14 / POWER PLANT	SIX - 3P 30A 500L CONTACTORS	CONTROLS PARKING LOT/ROADWAY/WALKWAY LTG, NORTH, EAST & SOUTH OF POWER PLANT VIA BAS CONTROLS. CONTROLS LOCATED ON WEST EXTERIOR WALL (B BUILDING SIDE).
10	BN	PANELS SLP-A, SPL-B & SPL-C / ELEC ROOM	3-3P 100A 240VAC CONTACTORS	CONTROLS LTG FOR WALKWAYS AROUND BUILDINGS A THU E, VIA BAS CONTROLS. TUN-3 MECH ROOM IN TUNNEL AT BOTTOM OF RAMP LEAVING B BUILDING.

RESEARCH CAMPUS - EXTERIOR ILLUMINATION BRANCH CIRCUIT ASSIGNMENT AND CONTROLS SCHEDULE

PLAN MARK	BUILDING / AREA	PANEL - CIRCUIT ASSIGNMENT PANEL LOCATION	LIGHTING CONTROL TYPE / LOCATION	NOTES
11	GUARD SHACK	LTG PANEL	CONTACTOR / PHOTOCELL	CONTROLS ROADWAY LTG VIA BAS CONTROLS, POWERED BY 20A, 120VAC.
13	M / BASEMENT	BP1-8,23,40 / BASEMENT MECHANICAL	3P-60A CONTACTOR SQ. D / BASEMENT (PHOTOCELL ON ROOF)	CONTACTOR CONTROLS PARKING LOT / ROADWAY / WALKWAY LTG LOCATED IN J-BOX NEXT TO MCC-1. CONTACTOR NEXT TO B02 DOOR (OUTSIDE) AND PANEL BP-1 LOCATED IN ROOM B002.
14	N / ELECTRIC N-1821-W	1RP4-7,9,11,13	3P-60A CONTACTOR SQ. D / PHOTOCELL / N-1821-W	PANEL AND CONTACTOR LOCATED IN N1911E (OLD GROWTH CHAMBER ROOM).
19	W /BASEMENT MECH	WYL / BASEMENT MECHANICAL	CONTACTOR/ PHOTOCELL / WEST BASEMENT	OLD SUBSTATION AREA.
21	V	GLP1 / RM V	3 POLE LTG CONTACTOR / PHOTOCELL	CONTACTOR CONTROLS PARKING LOT, ROADWAY & WALKWAY FIXTURES. FACP ROOM IN OLD STOREROOM WITH NITROGEN GENERATOR.

3/40 32 1 30 2 28 3 26 4 24 5 22 6 20 7 18 8 16 9 14 10 12 11 10 12 8 13 6 14 4 15 2 16 0 3/16

1/20 6 4 8 8 12 16 20 24 28 32 36 40 44 48 0 1/16

1/20 6 4 8 8 12 16 20 24 28 32 36 40 44 48 0 1/16

3/40 32 1 30 2 28 3 26 4 24 5 22 6 20 7 18 8 16 9 14 10 12 11 10 12 8 13 6 14 4 15 2 16 0 3/16

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1 1/20 0 8 1 6 2 4 3 2 4 0 3/4

1/20 0 24 1 22 2 20 3 18 4 16 5 14 6 12 7 10 8 9 9 6 10 4 11 2 12 0 1/4

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PLANNING AND ZONING SET 06-05-2020

Key Plan

Stamp

NO. DATE BY REVISION DESCRIPTION

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SITE: MONSANTO PROJECT NO.

ELECTRICAL LIGHTING CONTROLS SCHEDULE AND DETAILS

BUILDING SITE FLOOR WING

DRAWN BY DATE CHECKED BY DATE APPROVED BY DATE

MGT 4/17/20 JMS 6/5/20

CONSULTANT CONSULTANT PROJ NO.

SCALE DRAWING NAME REVISION

AS INDICATED E003 -

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STATE OF MISSOURI

JEREMY SCHUETTE

NUMBER PE-2014000082

06.05.20

JEREMY SCHUETTE PE-2014000082

7.1.b

Attachment: Applicant's Material (#20-016: Bayer Campus Lighting)

PHOTOMETRIC CALCULATIONS SUMMARY TABLES

AREA 1	
AVERAGE (fc)	0.8
MAX (fc)	3.4
MIN (fc)	0.1
AVERAGE/MIN	8.0/1

AREA 8	
AVERAGE (fc)	0.8
MAX (fc)	3.2
MIN (fc)	0.1
AVERAGE/MIN	8.0/1

AREA 15	
AVERAGE (fc)	1.2
MAX (fc)	3.3
MIN (fc)	0.2
AVERAGE/MIN	6.0/1

AREA 22	
AVERAGE (fc)	0
MAX (fc)	0
MIN (fc)	0
AVERAGE/MIN	N/A

AREA 2	
AVERAGE (fc)	0.9
MAX (fc)	3.4
MIN (fc)	0
AVERAGE/MIN	N/A

AREA 9	
AVERAGE (fc)	0.9
MAX (fc)	2.9
MIN (fc)	0.1
AVERAGE/MIN	9.0/1

AREA 16	
AVERAGE (fc)	0.9
MAX (fc)	3.5
MIN (fc)	0.1
AVERAGE/MIN	9.01/1

AREA 23*	
AVERAGE (fc)	0
MAX (fc)	0.3
MIN (fc)	0
AVERAGE/MIN	N/A

AREA 3	
AVERAGE (fc)	0.9
MAX (fc)	2.9
MIN (fc)	0.1
AVERAGE/MIN	9.0/1

AREA 10	
AVERAGE (fc)	1.0
MAX (fc)	3.9
MIN (fc)	0.1
AVERAGE/MIN	10.0/1

AREA 17	
AVERAGE (fc)	0.8
MAX (fc)	1.5
MIN (fc)	0.3
AVERAGE/MIN	2.7/1

AREA 24	
AVERAGE (fc)	0
MAX (fc)	0
MIN (fc)	0
AVERAGE/MIN	N/A

AREA 4	
AVERAGE (fc)	0.7
MAX (fc)	2.6
MIN (fc)	0.1
AVERAGE/MIN	7.0/1

AREA 11	
AVERAGE (fc)	1.4
MAX (fc)	4.4
MIN (fc)	0.1
AVERAGE/MIN	13.0/1

AREA 18	
AVERAGE (fc)	1.0
MAX (fc)	2.1
MIN (fc)	0.3
AVERAGE/MIN	3.5/1

AREA 25	
AVERAGE (fc)	0
MAX (fc)	4.7
MIN (fc)	0
AVERAGE/MIN	N/A

AREA 5	
AVERAGE (fc)	0.8
MAX (fc)	2.6
MIN (fc)	0.1
AVERAGE/MIN	8.0/1

AREA 12	
AVERAGE (fc)	1.2
MAX (fc)	3.2
MIN (fc)	0.1
AVERAGE/MIN	12.01/1

AREA 19	
AVERAGE (fc)	1.6
MAX (fc)	1.8
MIN (fc)	1.3
AVERAGE/MIN	1.2/1

AREA 26	
AVERAGE (fc)	0
MAX (fc)	0
MIN (fc)	0
AVERAGE/MIN	N/A

AREA 6	
AVERAGE (fc)	0.7
MAX (fc)	2.6
MIN (fc)	0.1
AVERAGE/MIN	7.0/1

AREA 13	
AVERAGE (fc)	1.0
MAX (fc)	3.4
MIN (fc)	0.1
AVERAGE/MIN	10.0/1

AREA 20	
AVERAGE (fc)	0.8
MAX (fc)	1.4
MIN (fc)	0.4
AVERAGE/MIN	2.0/1

AREA 27*	
AVERAGE (fc)	0
MAX (fc)	1.2
MIN (fc)	0
AVERAGE/MIN	N/A

AREA 7	
AVERAGE (fc)	1.0
MAX (fc)	3.4
MIN (fc)	0.1
AVERAGE/MIN	10.0/1

AREA 14	
AVERAGE (fc)	1.0
MAX (fc)	3.3
MIN (fc)	0.2
AVERAGE/MIN	10.0/1

AREA 21*	
AVERAGE (fc)	0
MAX (fc)	2.3
MIN (fc)	0
AVERAGE/MIN	N/A

AREA 28	
AVERAGE (fc)	0
MAX (fc)	0
MIN (fc)	0
AVERAGE/MIN	N/A

PHOTOMETRIC AREA LEGEND

- ①

AREA 1 – G DOCK TO G4
- ②

AREA 2 – SCHNUCKS GATE
- ③

AREA 3 – G2 TO G1
- ④

AREA 4 – G1 TO F4
- ⑤

AREA 5 – F DOCK TO F1
- ⑥

AREA 6 – F1 TO WEST LINDBERGH ENTRY
- ⑦

AREA 7 – WEST LINDBERGH ENTRY
- ⑧

AREA 8 – EAST LINDBERGH ENTRY
- ⑨

AREA 9 – ENTRY TO B1
- ⑩

AREA 10 – B1 TO E7
- ⑪

AREA 11 – OLIVE ENTRY
- ⑫

AREA 12 – EXECUTIVE PARKING
- ⑬

AREA 13 – N1 TO WARSON
- ⑭

AREA 14 – RESEARCH DRIVE

⑮

AREA 15 – W BUILDING TO S. WARSON GATE

⑯

AREA 16 – PERIMETER ROAD

⑰

AREA 17 – G TO F WALKWAY

⑱

AREA 18 – X TO A WALKWAY

⑲

AREA 19 – X TO N WALKWAY

⑳

AREA 20 – N WALKWAY

㉑

AREA 21 – W CAMPUS N PROP LINE

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AREA 22 – W CAMPUS S PROP LINE

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AREA 23 – W CAMPUS E PROP LINE

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AREA 24 – W CAMPUS W PROP LINE

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AREA 25 – E CAMPUS N PROP LINE

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AREA 26 – E CAMPUS S PROP LINE

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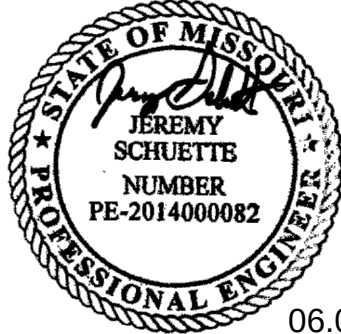
AREA 27 – E CAMPUS E PROP LINE

㉘

AREA 28 – E CAMPUS W PROP LINE

LIGHTING STANDARDS NOTES

1. NO LIGHT FIXTURES SHALL EXCEED 24 FEET IN HEIGHT, FROM THE BOTTOM OF THE BASE TO THE TOP OF THE FIXTURE, PER CITY OF CREVE COEUR ORDINANCE 405.680.B.3.
2. THERE SHALL BE NO (0 fc) LIGHT SPILL AT THE PROPERTY LINE, PER CITY OF CREVE COEUR ORDINANCE 405.680.B.4.
3. THERE SHALL BE NO MORE THAN 0.1 fc OF LIGHT ON ANY PUBLIC RIGHT-OF-WAY, PER ST. LOUIS COUNTY ORDINANCE 1003.169.6.2.
4. THE CUTOFF ANGLE OF ANY LIGHT FIXTURES WITHIN 50' OF THE PROPERTY LINE CANNOT EXCEED 73 DEGREES, PER CITY OF CREVE COEUR ORDINANCE 406.680.C.
- *AREA INCLUDES ENTRY GATE FROM ROADWAY.

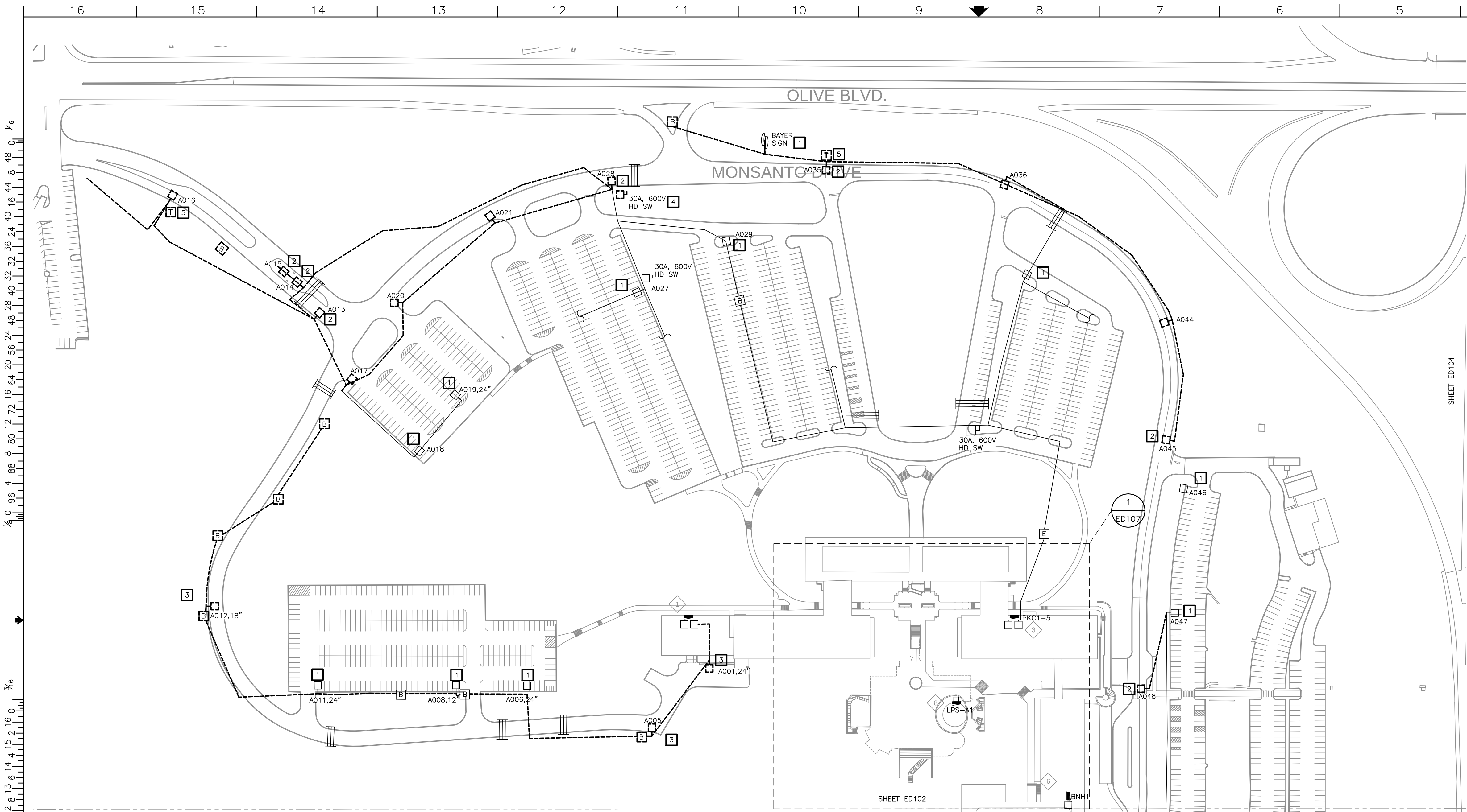


06.05.20
JEREMY SCHUETTE
PE-2014000082

PLANNING AND ZONING SET 06-05-2020

Key Plan		Stamp	
		06.05.20 JEREMY SCHUETTE PE-2014000082	
NO.	DATE	BY	REVISION DESCRIPTION
MONSANTO COMPANY CORPORATE SERVICES 800 NORTH LINDBERGH BOULEVARD SAINT LOUIS, MISSOURI 63167			
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SITE:		MONSANTO PROJECT NO.	
ELECTRICAL LIGHTING PHOTOMETRIC STUDY			
BUILDING	SITE	FLOOR	WING
DRAWN BY	DATE	CHECKED BY	DATE
MGT	4/17/20	JMS	6/5/20
CONSULTANT		CONSULTANT PROJ NO.	
SCALE	DRAWING NAME		REVISION
AS INDICATED	E004		-

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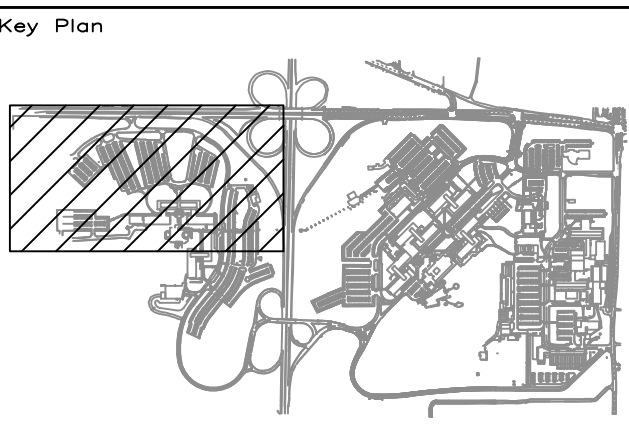


- ELECTRICAL GENERAL NOTES:**
1. REFER TO SHEET E001 FOR SYMBOLS, ABBREVIATIONS AND GENERAL CONSTRUCTION NOTES.
 2. REFER TO THE ELECTRICAL DETAILS SHEET(S) FOR LIGHTING CONTROL SCHEMATIC.
 3. INFORMATION ON THIS SHEET IS COMPILED FROM EXISTING DRAWINGS AND FIELD OBSERVATIONS AND SHALL BE CONSIDERED APPROXIMATE ONLY. VERIFICATION OF ALL EQUIPMENT AND FIXTURES, EITHER SHOWN OR NOT SHOWN ON THESE PLANS, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 4. DEMOLISH EXISTING ROADWAY AND WALKWAY LIGHT FIXTURES, POLES, AND CONCRETE BASES UNLESS NOTED OTHERWISE.
 4. EXISTING CONDUIT AND WIRING FOR LIGHT FIXTURES DEMOLISHED SHALL BE REMOVED ENTIRELY BACK TO SOURCE UNLESS NOTED OTHERWISE.
 5. EXISTING CONTACTORS AND RELAYS SHALL BE REPLACED. SEE CONTROLS SCHEDULE SHEET E101.
 6. EXISTING POLE NUMBER AND CONCRETE BASE HEIGHT ABOVE GRADE INDICATED FOR REFERENCE ONLY.

- ELECTRICAL KEYED NOTES:**
- 1 EXISTING TO REMAIN LIGHT FIXTURE SHOWN FOR REFERENCE ONLY. PROVIDE EXTENSION OF EXISTING CIRCUITRY AS REQUIRED TO MAINTAIN SERVICE TO LIGHT FIXTURE DUE TO DEMOLITION OF ADJACENT LIGHT FIXTURE(S).
 - 2 COORDINATE REMOVAL OF EXISTING CCTV CAMERA, IDENTIFY, LOG, AND STORE FOR RE-INSTALLATION IN RENOVATION.
 - 3 DEMOLISH EXISTING LIGHT POLE AND LUMINAIRE. EXISTING BASE TO REMAIN. VERIFY BOLT PATTERN WITH MANUFACTURER SUPPLIED BOLT TEMPLATE AND MODIFY BASE REQUIRED. REFER TO SPECIFICATION SECTION 260525 FOR ADDITIONAL INFORMATION.
 - 4 DISCONNECT AND PRESERVE CIRCUITRY FOR RELOCATION AND RECONNECTION IN RENOVATION.
 - 5 DEMO EXISTING TRANSFORMER AND ASSOCIATED CIRCUITRY BACK TO SOURCE.



SSC Engineering, Inc.
Professional Engineer
Jeremy Schuette
PE-2014000082
Missouri Certificate of Authority #MC 001244



Stamp

06.05.20

JEREMY SCHUETTE
PE-2014000082

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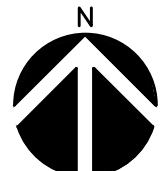
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WEST CAMPUS - EXTERIOR LIGHTING DEMO PLAN - NORTH

BUILDING	SITE	FLOOR	WING
DRAWN BY	DATE	CHECKED BY	DATE
MGT	4/17/20	JMS	6/5/20
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AS INDICATED	ED101	-	-



WEST CAMPUS LIGHTING PLAN - DEMOLITION - NORTH

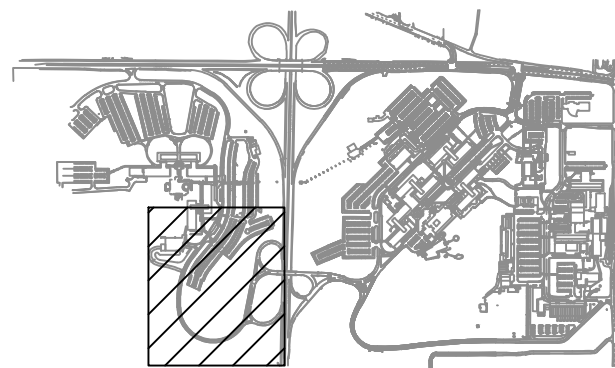
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SITE:	MONSANTO PROJECT NO.
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WEST CAMPUS - EXTERIOR LIGHTING DEMO PLAN - SOUTH

BUILDING		SITE		FLOOR		-		WING		-	
DRAWN BY		DATE		CHECKED BY		DATE		APPROVED BY		DATE	
MGT		4/17/20		JMS		6/5/20					
CONSULTANT						CONSULTANT PROJ. NO.					
SCALE		DRAWING NAME						REVISION			
AS INDICATED		ED102						-			

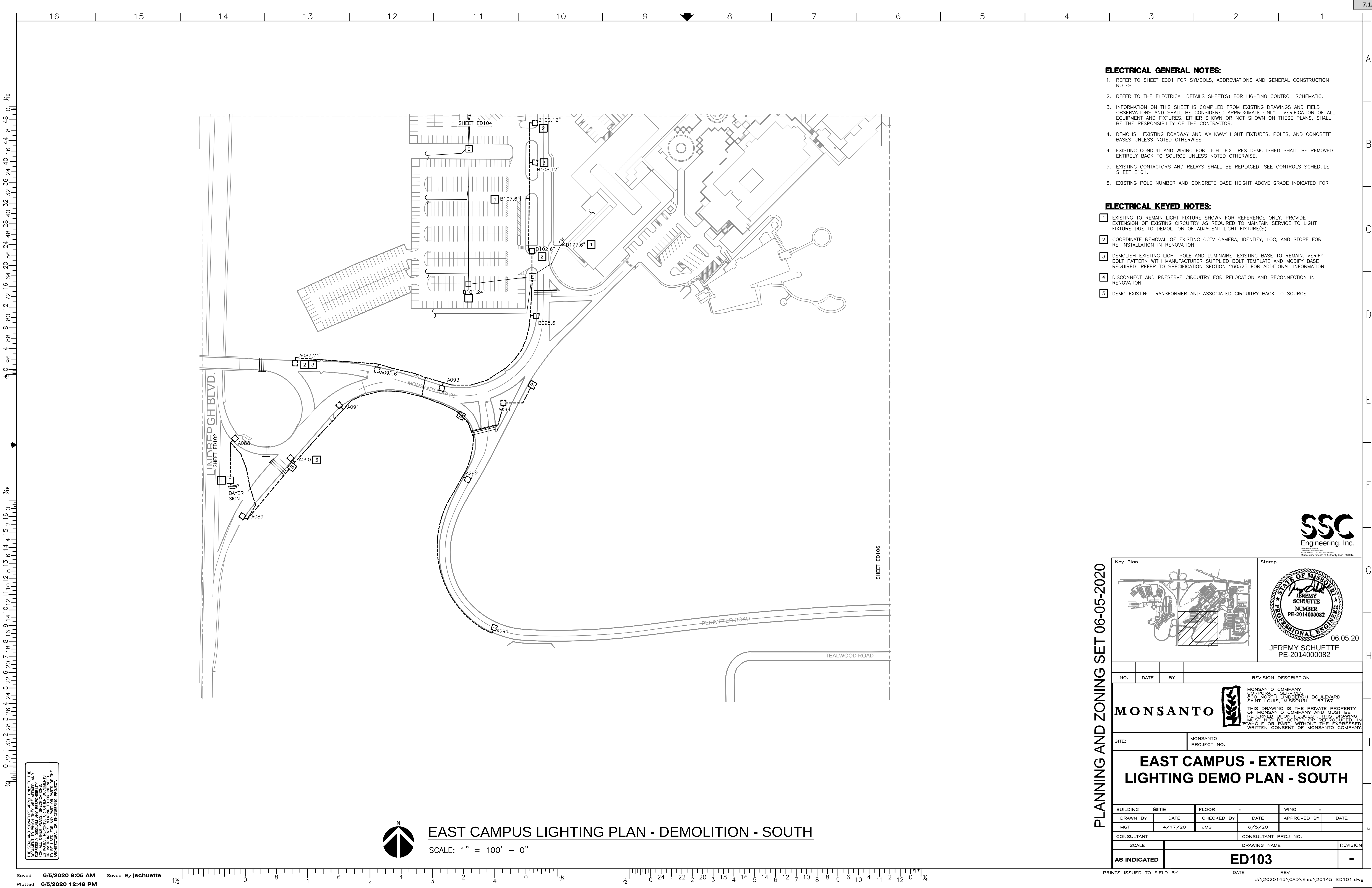
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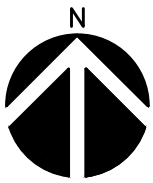
- ELECTRICAL GENERAL NOTES:**
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SITE:		MONSANTO PROJECT NO.	
EAST CAMPUS - EXTERIOR LIGHTING DEMO PLAN - SOUTH			
BUILDING	SITE	FLOOR	WING
DRAWN BY	DATE	CHECKED BY	DATE
MGT	4/17/20	JMS	6/5/20
CONSULTANT		CONSULTANT PROJ NO.	
SCALE	DRAWING NAME		REVISION
AS INDICATED	ED103		-
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EAST CAMPUS LIGHTING PLAN - DEMOLITION - SOUTH
SCALE: 1" = 100' - 0"



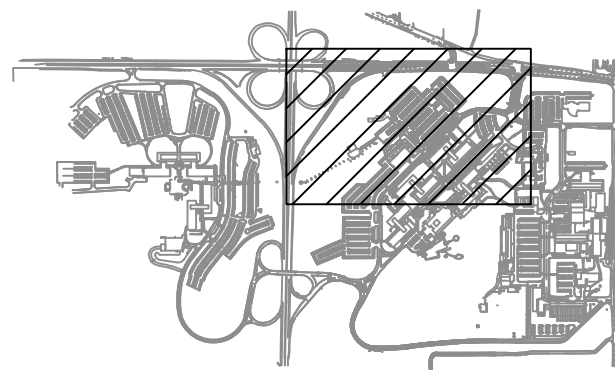
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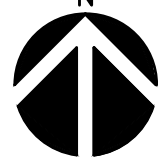
PROJECT NO.

EAST CAMPUS - EXTERIOR LIGHTING DEMO PLAN - NORTH

BUILDING		SITE		FLOOR		WING	
DRAWN BY	DATE	CHECKED BY		DATE	APPROVED BY		DATE
MGT	4/17/20	JMS		6/5/20			
CONSULTANT				CONSULTANT PROJ NO.			
SCALE		DRAWING NAME					REVISION
AS INDICATED		ED104					-

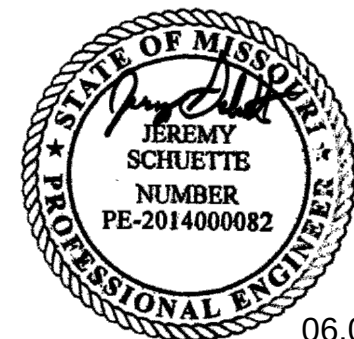
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SITE:	MONSANTO PROJECT NO.
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BUILDING SITE		FLOOR -		WING -	
DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE
MGT	4/17/20	JMS	6/5/20		

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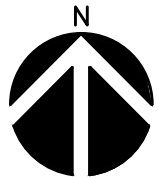
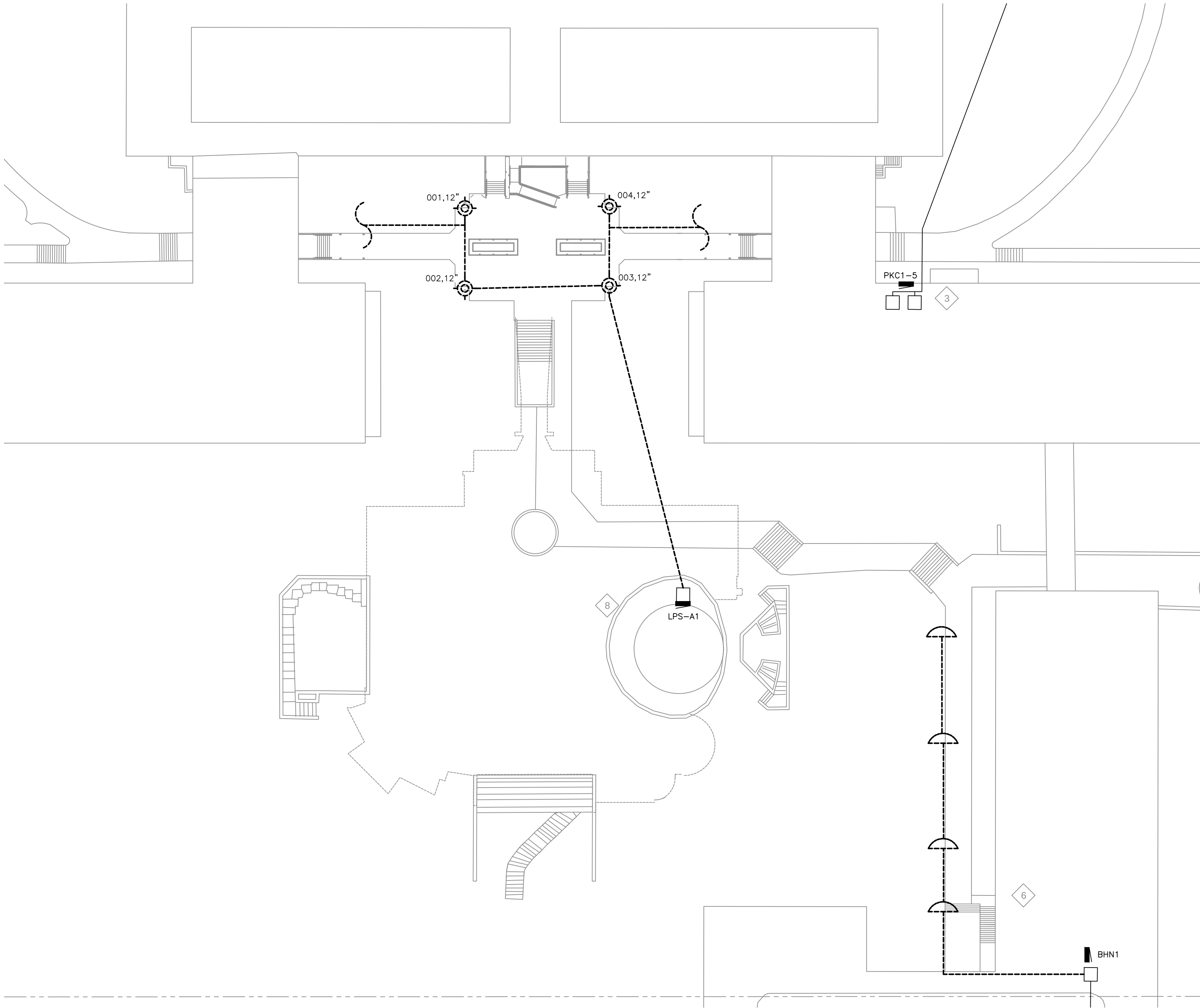
SCALE: 1" = 100' - 0"

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1/6 0 96 4 88 8 80 12 72 16 64 20 56 24 48 32 36 24 40 16 44 8 48 0 1/6

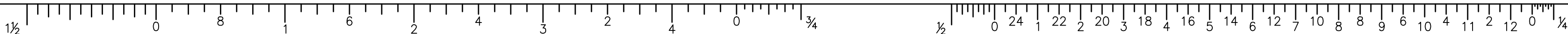
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ENLARGED PLAN G - F WALKWAY - DEMOLITION

SCALE: 1/32" = 1' - 0"

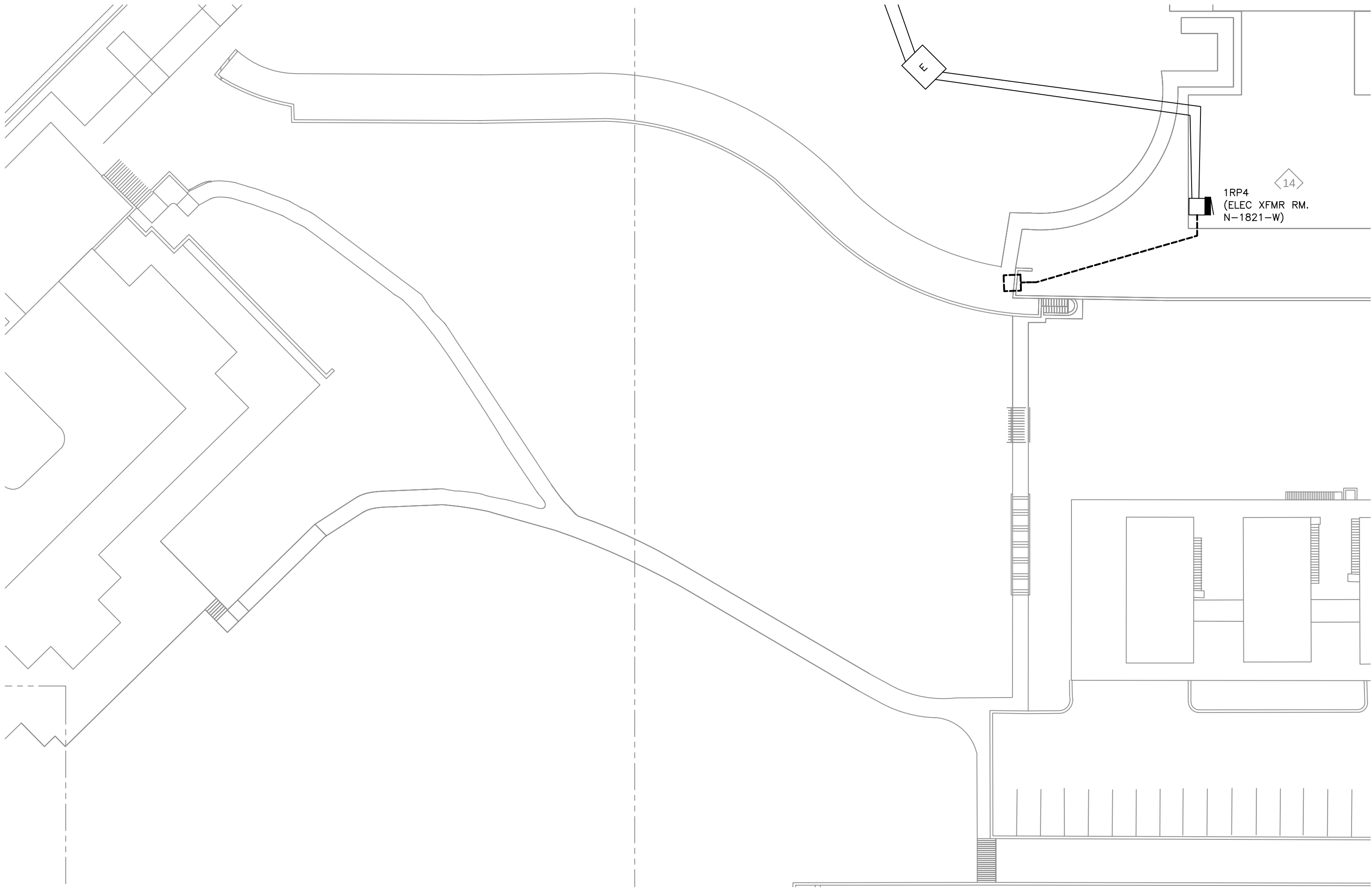
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16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1

1/16 0 96 4 88 8 80 12 72 16 64 20 56 24 48 32 36 24 16 8 48 0 1/16

3/4 0 32 1 30 2 28 3 26 4 24 5 22 6 20 7 18 8 16 9 14 10 12 11 10 12 8 13 6 14 4 15 2 16 0 3/4



ENLARGED PLAN A - RESEARCH WALKWAY - DEMOLITION

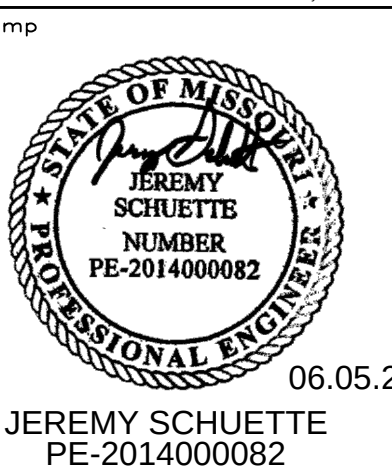
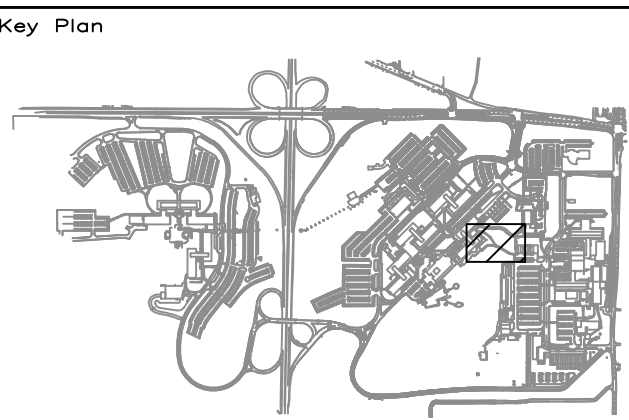
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NO.	DATE	BY	REVISION	DESCRIPTION
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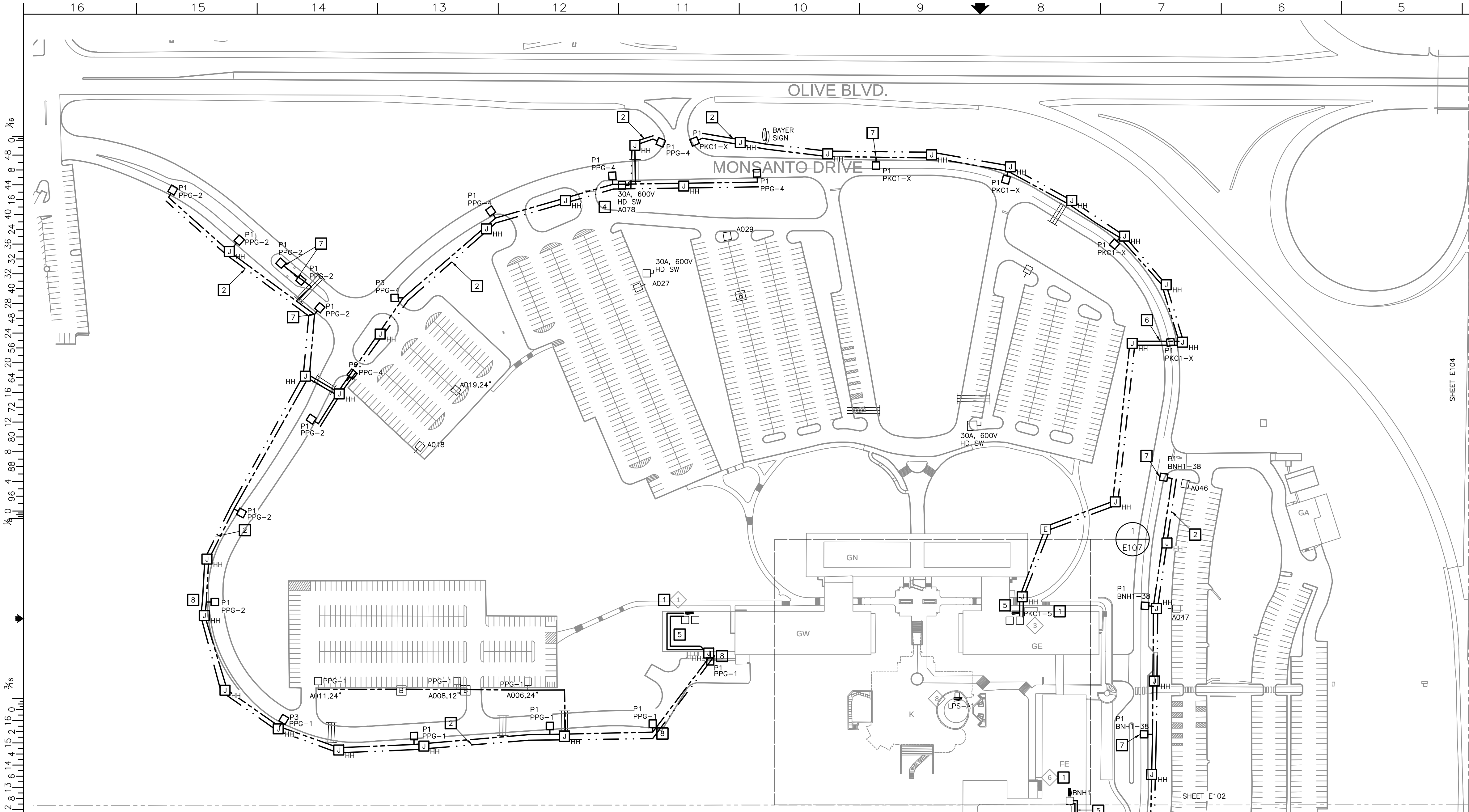
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SITE:	MONSANTO PROJECT NO.
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ENLARGED DEMO PLAN
A - RESEARCH WALKWAY

BUILDING	SITE	FLOOR	-	WING	-
DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE
MGT	4/17/20	JMS	6/5/20		
CONSULTANT	CONSULTANT PROJ NO.				
SCALE	DRAWING NAME				REVISION
AS INDICATED	ED108				-



ELECTRICAL GENERAL NOTES:

1. REFER TO SHEET E001 FOR SYMBOLS, ABBREVIATIONS AND GENERAL CONSTRUCTION NOTES.
2. CONNECT NEW LIGHT FIXTURES TO NEW WIRING, CONDUIT, AND CONTROLS UNLESS NOTED OTHERWISE.
3. REFER TO SHEET E002 FOR LIGHTING FIXTURE SCHEDULE AND DETAILS.
4. ALL CONDUIT INSTALLED UNDER STREETS, HIGHWAYS, ROADS, ALLEYS, DRIVEWAYS, AND PARKING LOTS TO BE INSTALLED AT A MINIMUM DEPTH OF "24" FROM THE TOP OF THE SURFACE OF THE FINISHED GRADE PER NEC TABLE 300.5.
5. PROVIDE PULLBOXES SPACED 60 YARDS MAXIMUM.
6. CONDUITS SHALL BE 1-1/4" SCHED. 80.
7. WIRING SHALL BE RHW-2/USE-2/XLP-E, CU, MIN. #8 AWG.

ELECTRICAL KEYED NOTES:

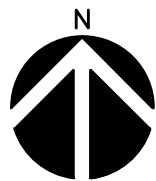
- 1 PROVIDE NEW CONTACTOR(S) AND RELAYS PER CONTROLS SCHEDULE.
- 2 PROVIDE (2)1-1/4" CONDUIT FOR FUTURE SECURITY CABLES ROUTED ABOVE NEW LIGHTING SYSTEM CONDUIT.
- 3 COORDINATE WITH BAYER FACILITIES FOR TREE TRIMMING AND/OR REMOVAL REQUIRED FOR NEW LIGHT FIXTURE.
- 4 NEW 30A, 600V HD DISCONNECT. ATTACH TO NEW POLE AT +48" AFG.
- 5 PROVIDE (3)1-1/4" EMT CONDUIT ROUTED IN CEILING SPACE TO ELECTRICAL ROOM FOR ROUTING LIGHTING CABLING AND FOR FUTURE SECURITY CABLING. TERMINATE SECURITY CONDUITS, AT 12"x12"x8" SHEETMETAL PULLBOX AND LABEL "FUTURE SECURITY CONDUITS".
- 6 NEW CONDUITS UNDER ROADWAY TO NEW LIGHT FIXTURE(S). BASE BID TO INCLUDE EXCAVATION, TRENCHING, NEW SCHEDULE 80 CONDUIT AND CONDUCTORS, AND PATCHING EXISTING ROADWAY. PROVIDE DEDUCT ALTERNATE PRICING FOR DIRECTIONAL BORING AT THIS LOCATION.
- 7 REINSTALL EXISTING CAMERA TO NEW LIGHT POLE. COORDINATE WITH OWNER'S SECURITY VENDOR FOR EXACT HEIGHT ON POLE AND AIMING. PROVIDE NEW WP ENCLOSURE IF REQUIRED DUE TO NEW POLE BASE LOCATION. REFER TO DETAIL SHEET E002.
- 8 EXISTING CONCRETE BASE. PROVIDE NEW POLE AND FIXTURE. VERIFY BOLT PATTERN WITH MANUFACTURER SUPPLIED BOLT TEMPLATE AND MODIFY BASE REQUIRED. REFER TO SPECIFICATION SECTION 260525 FOR ADDITIONAL INFORMATION.
- 9 LIGHT FIXTURE SHALL BE PROVIDED WITH AUTOMATIC PROFILE DIMMING OPTION (APD) TO DIM TO 50% LIGHT OUTPUT 2 HOURS FROM MIDNIGHT AND 6 HOURS AFTER MIDNIGHT.
- 10 EXCAVATE AND INTERCEPT EXISTING LIGHTING CONDUIT. PROVIDE NEW HANDHOLE(S) AS INDICATED AND EXTEND CONDUIT TO SPLICE WITH NEW CONDUIT.

LINE TYPE LEGEND

- EXISTING CONDUIT TO REMAIN. PROVIDE (4) #8 AWG CONDUCTORS, U.N.O..
- - - - - NEW (1) 1-1/4" CONDUIT, SCHEDULE 80. PROVIDE (4) #8 AWG CONDUCTORS, U.N.O.
- . - . - . NEW (2) 1-1/4" CONDUIT, SCHEDULE 80 FOR FUTURE SECURITY CABLING.



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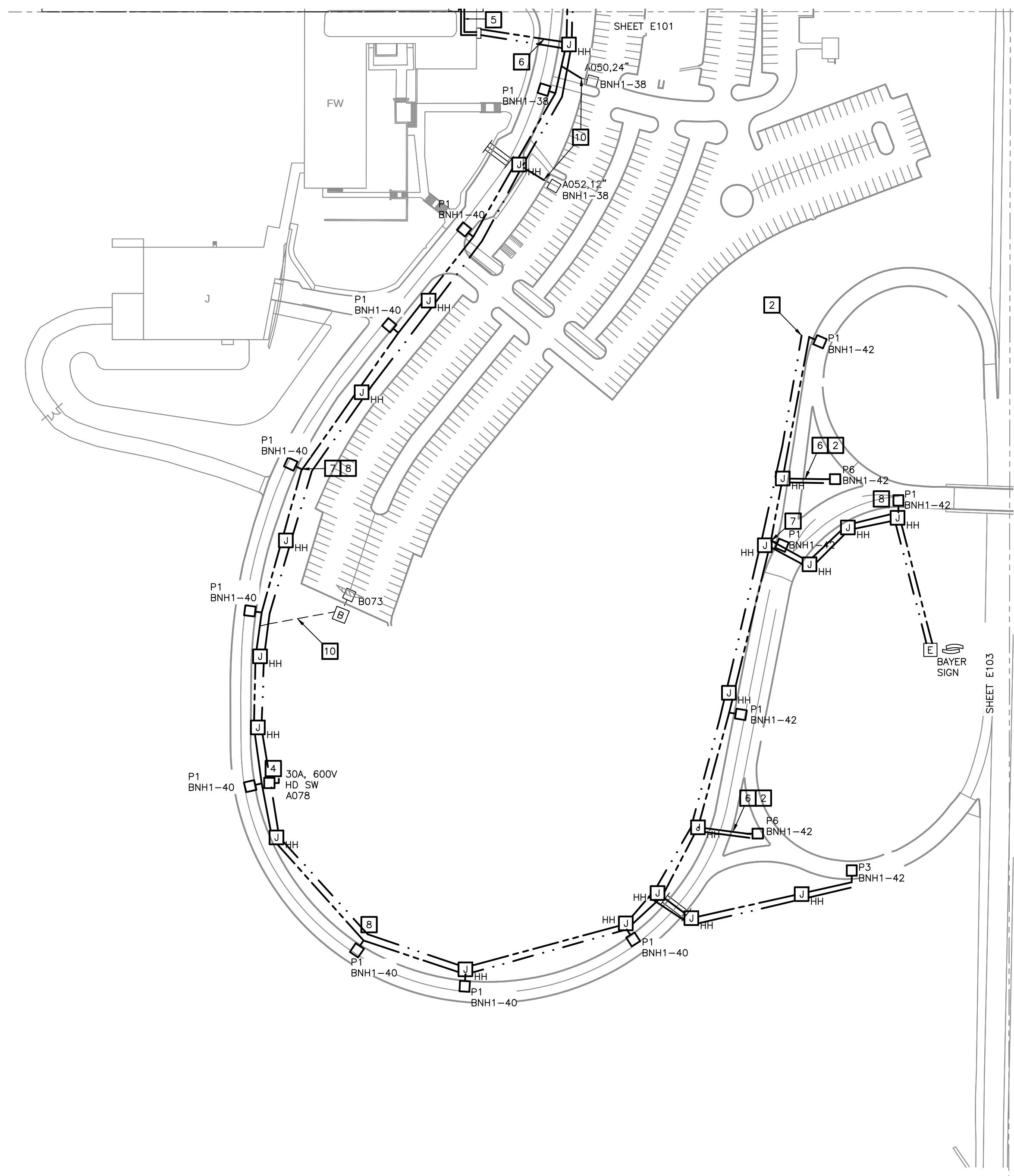
WEST CAMPUS LIGHTING PLAN -RENOVATION - NORTH

SCALE: 1" = 100' - 0"

PLANNING AND ZONING SET 06-05-2020

Key Plan		Stamp	
NO.	DATE	BY	REVISION DESCRIPTION
MONSANTO MONSANTO COMPANY CORPORATE SERVICES 800 NORTH LINDBERGH BOULEVARD SAINT LOUIS, MISSOURI 63167			
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SITE: MONSANTO PROJECT NO.			
WEST CAMPUS - EXTERIOR LIGHTING RENO PLAN - NORTH			
BUILDING	SITE	FLOOR	WING
DRAWN BY	DATE	CHECKED BY	DATE
MGT	4/17/20	JMS	6/5/20
CONSULTANT		CONSULTANT PROJ NO.	
SCALE	DRAWING NAME		REVISION
AS INDICATED	E101		-

0 32 1 30 2 28 3 26 4 24 5 22 6 20 7 18 8 16 9 14 10 12 11 10 12 8 13 6 14 4 15 2 16 0 3/4 0 3/4 1/2 0 24 1 22 2 20 3 18 4 16 5 14 6 12 7 10 8 9 9 10 11 12 0 1/4



- ELECTRICAL GENERAL NOTES:**
- REFER TO SHEET E001 FOR SYMBOLS, ABBREVIATIONS AND GENERAL CONSTRUCTION NOTES.
 - CONNECT NEW LIGHT FIXTURES TO NEW WIRING, CONDUIT, AND CONTROLS UNLESS NOTED OTHERWISE.
 - REFER TO SHEET E002 FOR LIGHTING FIXTURE SCHEDULE AND DETAILS.
 - ALL CONDUIT INSTALLED UNDER STREETS, HIGHWAYS, ROADS, ALLEYS, DRIVEWAYS, AND PARKING LOTS TO BE INSTALLED AT A MINIMUM DEPTH OF 24" FROM THE TOP OF THE SURFACE OF THE FINISHED GRADE PER NEC TABLE 300.5.
 - PROVIDE PULLBOXES SPACED 60 YARDS MAXIMUM.
 - CONDUITS SHALL BE 1-1/4" SCHED. 80.
 - WIRING SHALL BE RHW-2/USE-2/XLP-E, CU, MIN. #8 AWG.

- ELECTRICAL KEYED NOTES:**
- PROVIDE NEW CONTACTOR(S) AND RELAYS PER CONTROLS SCHEDULE.
 - PROVIDE (2) 1-1/4" CONDUIT FOR FUTURE SECURITY CABLES ROUTED ABOVE NEW LIGHTING SYSTEM CONDUIT.
 - COORDINATE WITH BAYER FACILITIES FOR TREE TRIMMING AND/OR REMOVAL REQUIRED FOR NEW LIGHT FIXTURE.
 - NEW 30A, 600V HD DISCONNECT. ATTACH TO NEW POLE AT +48" AFG.
 - PROVIDE (3) 1-1/4" EMT CONDUIT ROUTED IN CEILING SPACE TO ELECTRICAL ROOM FOR ROUTING LIGHTING CABLING AND FOR FUTURE SECURITY CABLING. TERMINATE SECURITY CONDUITS AT 12"X12"X8" SHEETMETAL PULLBOX AND LABEL "FUTURE SECURITY CONDUITS".
 - NEW CONDUITS UNDER ROADWAY TO NEW LIGHT FIXTURE(S). BASE BID TO INCLUDE EXCAVATION, TRENCHING, NEW SCHEDULE 80 CONDUIT AND CONDUCTORS, AND PATCHING EXISTING ROADWAY. PROVIDE DEDUCT ALTERNATE PRICING FOR DIRECTIONAL BORING AT THIS LOCATION.
 - REINSTALL EXISTING CAMERA TO NEW LIGHT POLE. COORDINATE WITH OWNER'S SECURITY VENDOR FOR EXACT HEIGHT ON POLE AND AIMING. PROVIDE NEW WP ENCLOSURE IF REQUIRED DUE TO NEW POLE BASE LOCATION. REFER TO DETAIL SHEET E002.
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 - EXCAVATE AND INTERCEPT EXISTING LIGHTING CONDUIT. PROVIDE NEW HANDHOLE(S) AS INDICATED AND EXTEND CONDUIT TO SPLICE WITH NEW CONDUIT.

LINE TYPE LEGEND

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- - - - -	NEW (1) 1-1/4" CONDUIT, SCHEDULE 80. PROVIDE (4) #8 AWG CONDUCTORS, U.N.O.
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Key Plan

Stamp

NO.

DATE

BY

REVISION DESCRIPTION

MONSANTO

MONSANTO COMPANY
CORPORATE SERVICES
800 NORTH LINDBERGH BOULEVARD
SAINT LOUIS, MISSOURI 63167

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SITE:

MONSANTO
PROJECT NO.

WEST CAMPUS - EXTERIOR
LIGHTING RENO PLAN -
SOUTH

BUILDING	SITE	FLOOR	-	WING	-
DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE
MGT	4/17/20	JMS	6/5/20		

CONSULTANT	CONSULTANT PROJ. NO.
SCALE	DRAWING NAME
AS INDICATED	E102

PRINTS ISSUED TO FIELD BY	DATE	REV
		J:\2010145\CAD\Elec\20145_E101.dwg

WEST CAMPUS LIGHTING PLAN - RENOVATION - SOUTH

SCALE: 1" = 100' - 0"



SCALE: 1" = 100' - 0"

1. REFER TO SHEET E001 FOR SYMBOLS, ABBREVIATIONS AND GENERAL CONSTRUCTION NOTES.
2. CONNECT NEW LIGHT FIXTURES TO NEW WIRING, CONDUIT, AND CONTROLS UNLESS NOTED OTHERWISE.
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4. ALL CONDUIT INSTALLED UNDER STREETS, HIGHWAYS, ROADS, ALLEYS, DRIVEWAYS, AND PARKING LOTS SHALL BE INSTALLED AT A MINIMUM DEPTH OF 4" FROM THE TOP OF THE SURFACE OF THE FINISHED GRADE PER NEC TABLE 300.5.
5. PROVIDE PULLBOXES SPACED 60 YARDS MAXIMUM.
6. CONDUITS SHALL BE 1-1/4" SCHED. 80.
7. WIRING SHALL BE RHW-2/USE-2/XLP-E, CU, MIN. #8 AWG.

- 1 PROVIDE NEW CONTACTOR(S) AND RELAYS PER CONTROLS SCHEDULE.
- 2 PROVIDE (2)1-1/4" CONDUIT FOR FUTURE SECURITY CABLES ROUTED ABOVE NEW LIGHTING SYSTEM CONDUIT.
- 3 COORDINATE WITH BAYER FACILITIES FOR TREE TRIMMING AND/OR REMOVAL REQUIRED FOR NEW LIGHT FIXTURE.
- 4 NEW 30A, 600V HD DISCONNECT. ATTACH TO NEW POLE AT +48" AFG.
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CONDUCTORS, U.N.O..

NEW (1) 1-1/4" CONDUIT,
SCHEDULE 80. PROVIDE (4) #8 AWG
CONDUCTORS, U.N.O.

NEW (2) 1-1/4" CONDUIT,
SCHEDULE 80 FOR FUTURE
SECURITY CABLING.



06.05.20

JEREMY SCHUETTE
PE-2014000082

NO.	DATE	BY			
			REVISION DESCRIPTION		
MONSANTO			MONSANTO COMPANY CORPORATE SERVICES 800 NORTH LINDBERGH BOULEVARD SAINT LOUIS, MISSOURI 63167		
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SITE:			MONSANTO PROJECT NO.		
EAST CAMPUS - EXTERIOR LIGHTING RENO PLAN - EAST CAMPUS SOUTH					
BUILDING		SITE	FLOOR		-
DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE
MGT	4/17/20	JMS	6/5/20		
CONSULTANT			CONSULTANT PROJ. NO.		
SCALE		DRAWING NAME			REVISION
AS INDICATED		E103			-

PLANNING AND ZONING SET 06-05-2020

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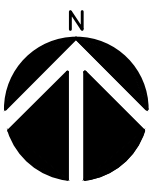
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Stamp

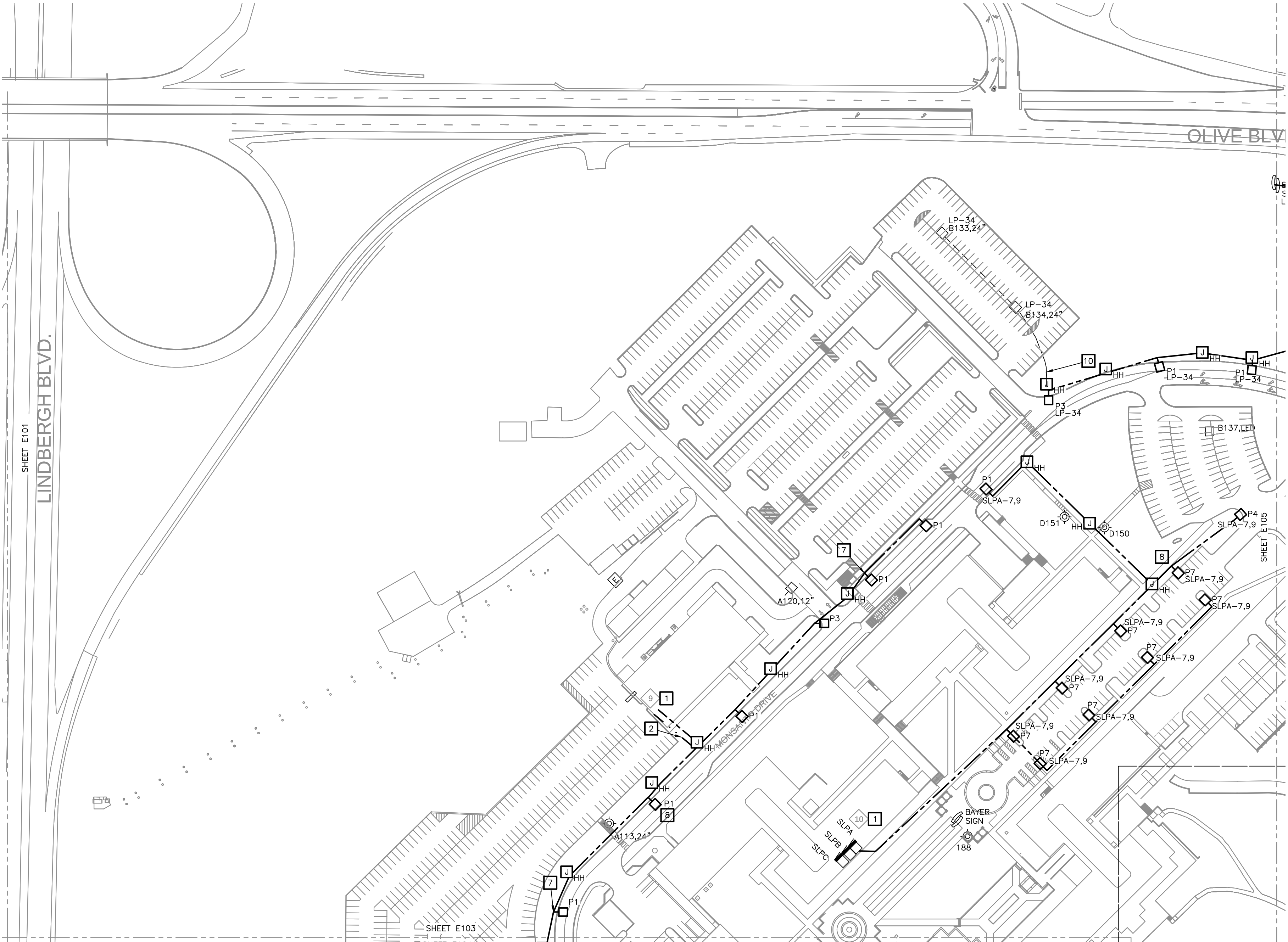
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NO.	DATE	BY				
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SITE:			MONSANTO PROJECT NO.			
EAST CAMPUS - EXTERIOR LIGHTING RENO PLAN - LINDBERGH ENTRANCE						
BUILDING		SITE	FLOOR	-	WING	-
DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE	
MGT	4/17/20	JMS	6/5/20			
CONSULTANT			CONSULTANT PROJ NO.			
SCALE			DRAWING NAME			REVISION
AS INDICATED			E104			-

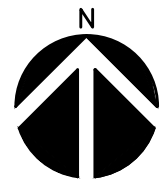
PLANNING AND ZONING SET 06-05-2020

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EAST CAMPUS LIGHTING PLAN - RENOVATION - NORTH
SCALE: 1" = 100' - 0"





SCALE: 1" = 100' - 0"

Saved **6/5/2020 10:39 AM** Saved By **jschuette**
Plotted **6/5/2020 12:48 PM**

1. REFER TO SHEET E001 FOR SYMBOLS, ABBREVIATIONS AND GENERAL CONSTRUCTION NOTES.
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NEW (1) 1-1/4" CONDUIT,
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NEW (2) 1-1/4" CONDUIT,
SCHEDULE 80 FOR FUTURE
SECURITY CABLING.



06.05.20

JEREMY SCHUETTE
PE-2014000082

NO.	DATE	BY	REVISION DESCRIPTION



CORPORATE SERVICES
800 NORTH LINDBERGH BOULEVARD
SAINT LOUIS, MISSOURI 63167

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SITE:

MONSANTO
PROJECT NO.

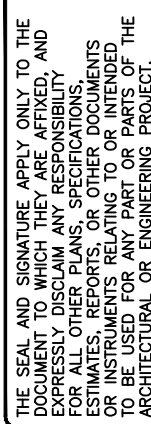
RESEARCH CAMPUS - EXTERIOR LIGHTING RENO PLAN - NORTH

BUILDING		SITE		FLOOR		WING	
DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE		
MGF	4/17/20	JMS	6/5/20				
CONSULTANT				CONSULTANT PROJ. NO.			
SCALE		DRAWING NAME					REVISION
AS INDICATED		E105					-

PRINTS ISSUED TO FIELD BY _____

DATE REV
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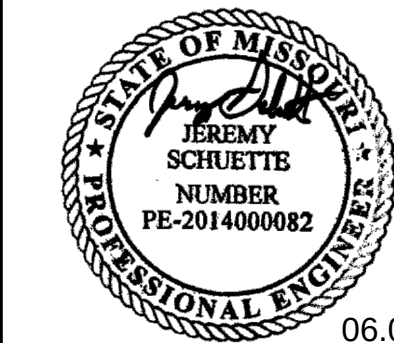
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Plotted **6/5/2020 12:49 PM**



SSC
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14021 Edgemoor Avenue
Channahon, Illinois 61005
Phone: 815.533.7770 Fax: 815.533.7877
Missouri Certificate of Authority #MC 001244

14027 Edison Avenue
Chesterfield, Missouri 63005
Phone: 636.503.7770 Fax: 636.503.7877
Missouri Certificate of Authority #NC 001244

PLANNING AND ZONING SET 06-05-2020



06.05.20

JEREMY SCHUETTE
PE-2014000082

MONSANTO

MONSANTO COMPANY
CORPORATE SERVICES
800 NORTH LINDBERGH BOULEVARD
SAINT LOUIS, MISSOURI 63167

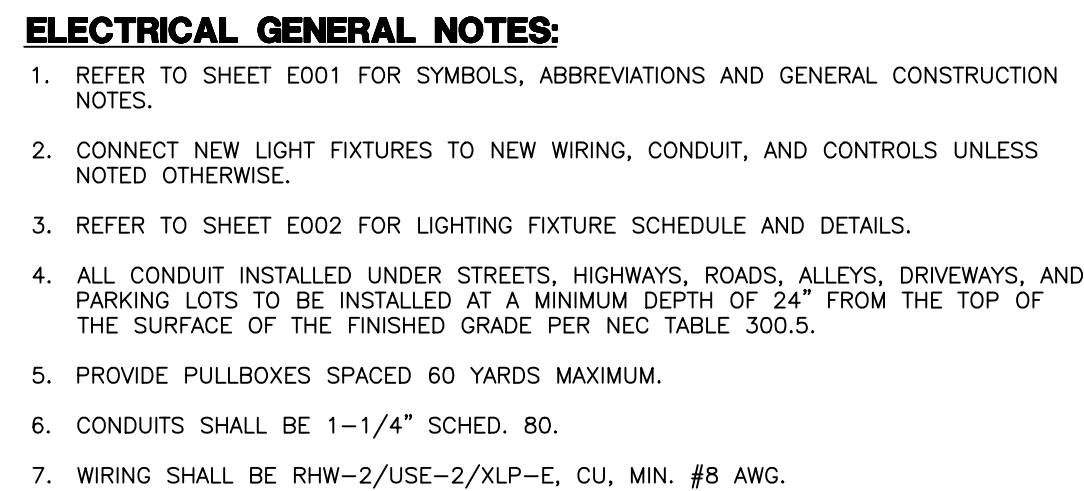
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MONSANTO
PROJECT NO.

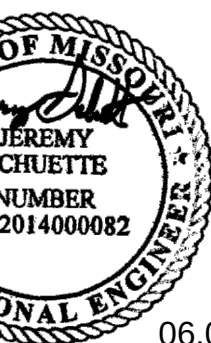
RESEARCH CAMUPS - EXTERIOR LIGHTING RENO PLAN - SOUTH

BUILDING		SITE		FLOOR		WING	
DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE		
MGT	4/17/20	JMS	6/5/20				
CONSULTANT				CONSULTANT PROJ. NO.			
SCALE				DRAWING NAME			
AS INDICATED		E106					REVISION
							-

PRINTS ISSUED TO FIELD BY	DATE	REV
		J:\2020145\CAD\Elec\20145_E101.dwg

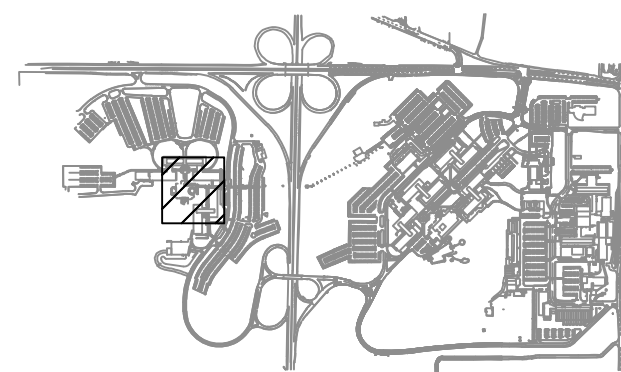


1 PROVIDE NEW CONTACTOR(S) AND RELAYS PER CONTROLS SCHEDULE.



06.05.20

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PE-2014000082



 MONSANTO COMPANY
CORPORATE SERVICES
800 NORTH LINDBERGH BOULEVARD
SAINT LOUIS, MISSOURI 63167

MONSANTO



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SITE:	MONSANTO PROJECT NO.
-------	-------------------------

BUILDING SITE		FLOOR -		WING -	
DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE
MGT	4/17/20	JMS	6/5/20		

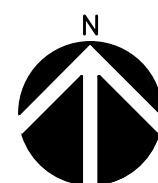
CONSULTANT		CONSULTANT PROJ NO.	
SCALE	DRAWING NAME		REVISION

SCALE	DRAWING NAME	REVISION
AS INDICATED	E107	-

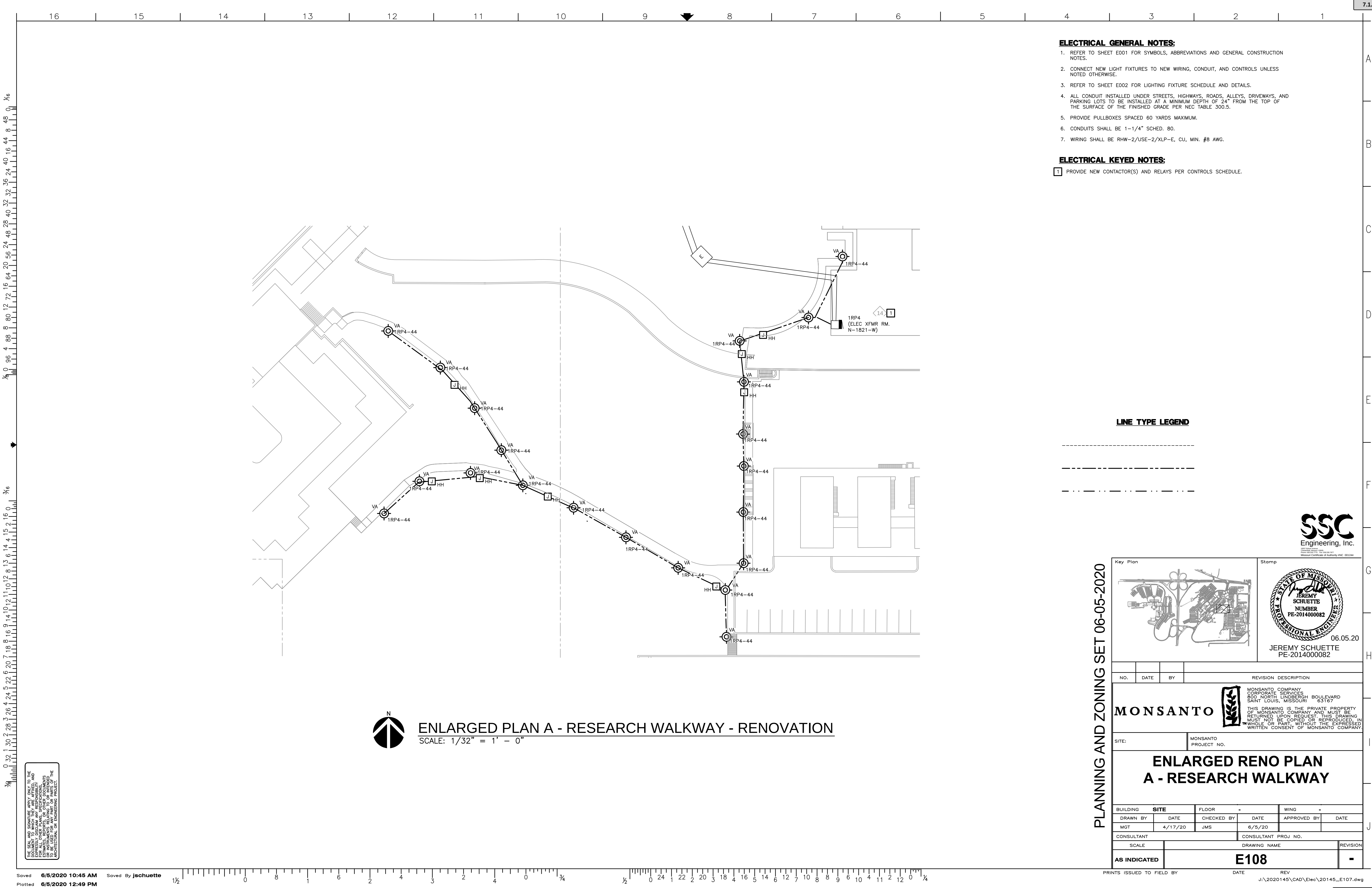
PRINTS ISSUED TO FIELD BY	DATE	REV
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SCALE: $1/32'' = 1' - 0''$



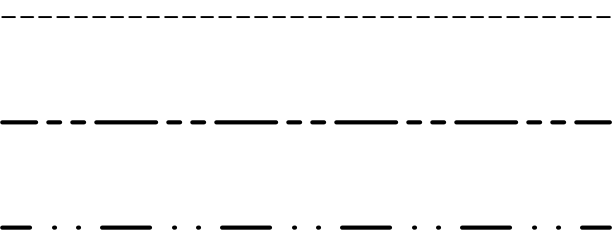
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3. REFER TO SHEET E002 FOR LIGHTING FIXTURE SCHEDULE AND DETAILS.
4. ALL CONDUIT INSTALLED UNDER STREETS, HIGHWAYS, ROADS, ALLEYS, DRIVEWAYS, AND PARKING LOTS TO BE INSTALLED AT A MINIMUM DEPTH OF 24" FROM THE TOP OF THE SURFACE OF THE FINISHED GRADE PER NEC TABLE 300.5.
5. PROVIDE PULLBOXES SPACED 60 YARDS MAXIMUM.
6. CONDUITS SHALL BE 1-1/4" SCHED. 80.
7. WIRING SHALL BE RHW-2/USE-2/XLP-E, CU, MIN. #8 AWG.

ELECTRICAL KEYED NOTES:

- 1 PROVIDE NEW CONTACTOR(S) AND RELAYS PER CONTROLS SCHEDULE.

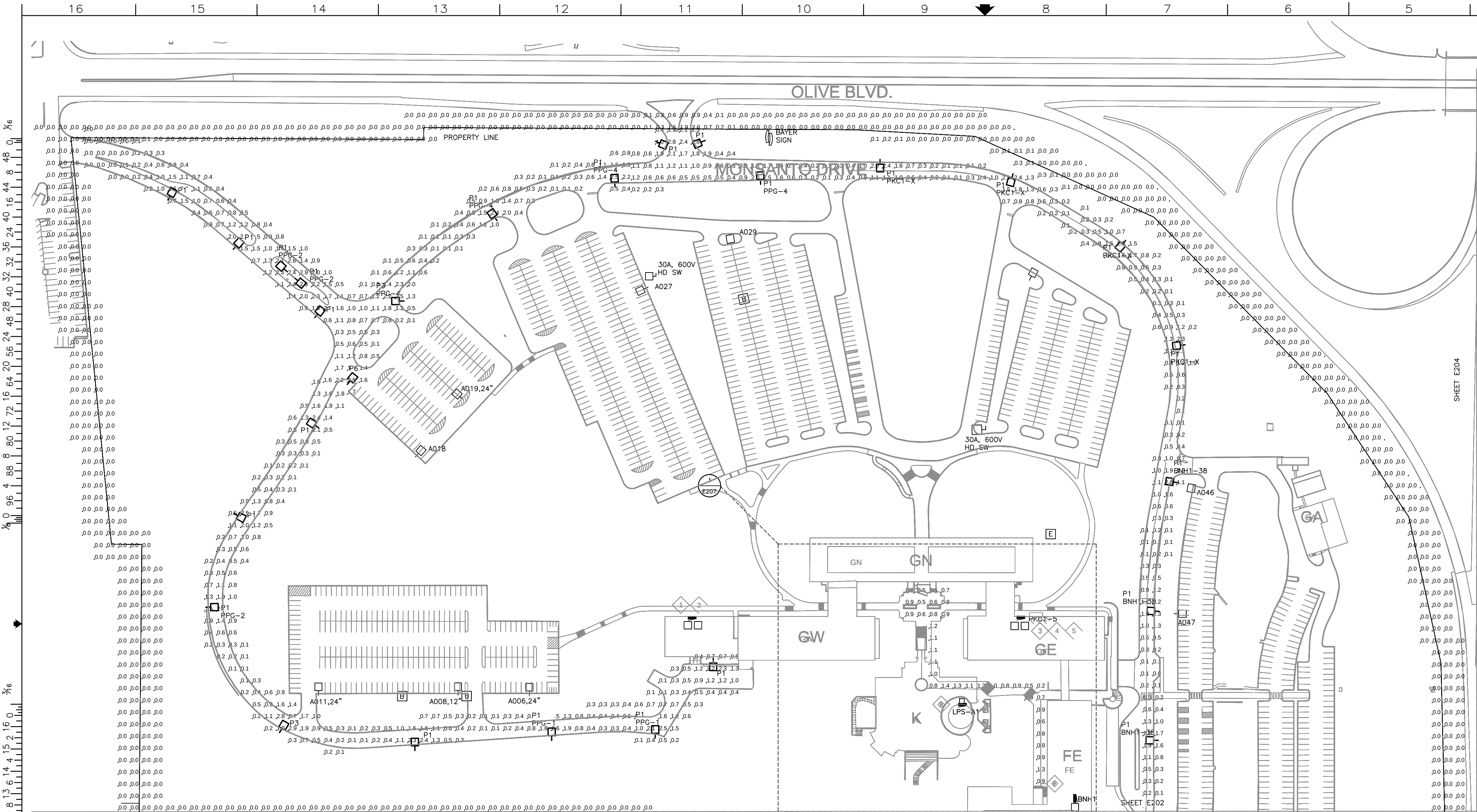
LINE TYPE LEGEND



Key Plan

Stamp

NO.	DATE	BY	REVISION DESCRIPTION	
			 MONSANTO COMPANY CORPORATE SERVICES 800 NORTH LINDBERGH BOULEVARD SAINT LOUIS, MISSOURI 63167 THIS DRAWING IS THE PRIVATE PROPERTY OF MONSANTO COMPANY AND MUST BE RETURNED UPON REQUEST. THIS DRAWING MUST NOT BE COPIED OR REPRODUCED IN WHOLE OR PART WITHOUT THE EXPRESSED WRITTEN CONSENT OF MONSANTO COMPANY.	
SITE:		MONSANTO PROJECT NO.		
ENLARGED RENO PLAN A - RESEARCH WALKWAY				
BUILDING SITE		FLOOR -		WING -
DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY DATE
MGT	4/17/20	JMS	6/5/20	
CONSULTANT			CONSULTANT PROJ. NO.	
SCALE		DRAWING NAME		
AS INDICATED		E108		
		REVISION		



ELECTRICAL GENERAL NOTES:

1. REFER TO SHEET E001 FOR SYMBOLS, ABBREVIATIONS AND GENERAL CONSTRUCTION NOTES.
2. REFER TO SHEET E003 FOR SUMMARY OF PHOTOMETRIC CALCULATIONS SUMMARY BASED ON AREAS LISTED IN AREA LEGEND THIS SHEET.

ELECTRICAL KEYED NOTES:

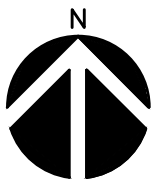
- 1 Fixture provided with house side shield to reduce light spill at property line.

AREA LEGEND

- | | |
|---------------------------------------|---|
| 1 AREA 1 - G DOCK TO G4 | 15 AREA 15 - W BUILDING TO S. WARSON GATE |
| 2 AREA 2 - SCHNUCKS GATE | 16 AREA 16 - PERIMETER ROAD |
| 3 AREA 3 - G2 TO G1 | 17 AREA 17 - G TO F WALKWAY |
| 4 AREA 4 - G1 TO F4 | 18 AREA 18 - X TO A WALKWAY |
| 5 AREA 5 - F DOCK TO F1 | 19 AREA 19 - X TO N WALKWAY |
| 6 AREA 6 - F1 TO WEST LINDBERGH ENTRY | 20 AREA 20 - N WALKWAY |
| 7 AREA 7 - WEST LINDBERGH ENTRY | 21 AREA 21 - W CAMPUS N PROP LINE |
| 8 AREA 8 - EAST LINDBERGH ENTRY | 22 AREA 22 - W CAMPUS S PROP LINE |
| 9 AREA 9 - ENTRY TO B1 | 23 AREA 23 - W CAMPUS E PROP LINE |
| 10 AREA 10 - B1 TO E7 | 24 AREA 24 - W CAMPUS W PROP LINE |
| 11 AREA 11 - OLIVE ENTRY | 25 AREA 25 - E CAMPUS N PROP LINE |
| 12 AREA 12 - EXECUTIVE PARKING | 26 AREA 26 - E CAMPUS S PROP LINE |
| 13 AREA 13 - N1 TO WARSON | 27 AREA 27 - E CAMPUS E PROP LINE |
| 14 AREA 14 - RESEARCH DRIVE | 28 AREA 28 - E CAMPUS W PROP LINE |



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WEST CAMPUS PHOTOMETRIC PLAN - NORTH

SCALE: 1" = 100' - 0"

PLANNING AND ZONING SET 06-05-2020

Key Plan		Stamp	
NO.		DATE	BY
REVISION		DESCRIPTION	
MONSANTO			
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SITE:		MONSANTO PROJECT NO.	
WEST CAMPUS - EXTERIOR PHOTOMETRIC PLAN - NORTH			
BUILDING	SITE	FLOOR	WING
DRAWN BY	DATE	CHECKED BY	DATE
MGT	4/17/20	JMS	6/5/20
CONSULTANT	CONSULTANT PROJ. NO.		
SCALE	DRAWING NAME		REVISION
AS INDICATED	E201		-

ELECTRICAL GENERAL NOTES:

1. REFER TO SHEET E001 FOR SYMBOLS, ABBREVIATIONS AND GENERAL CONSTRUCTION NOTES.
2. REFER TO SHEET E003 FOR SUMMARY OF PHOTOMETRIC CALCULATIONS SUMMARY BASED ON AREAS LISTED IN AREA LEGEND THIS SHEET.

ELECTRICAL KEYED NOTES:

- 1 FIXTURE PROVIDED WITH HOUSE SIDE SHIELD TO REDUCE LIGHT SPILL AT PROPERTY LINE.

AREA LEGEND

- 1 AREA 1 - G DOCK TO G4
- 2 AREA 2 - SCHNUCKS GATE
- 3 AREA 3 - G2 TO G1
- 4 AREA 4 - G1 TO F4
- 5 AREA 5 - F DOCK TO F1
- 6 AREA 6 - F1 TO WEST LINDBERGH ENTRY
- 7 AREA 7 - WEST LINDBERGH ENTRY
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- 25 AREA 25 - E CAMPUS N PROP LINE
- 26 AREA 26 - E CAMPUS S PROP LINE
- 27 AREA 27 - E CAMPUS E PROP LINE
- 28 AREA 28 - E CAMPUS W PROP LINE



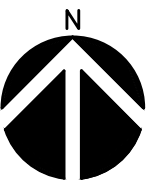
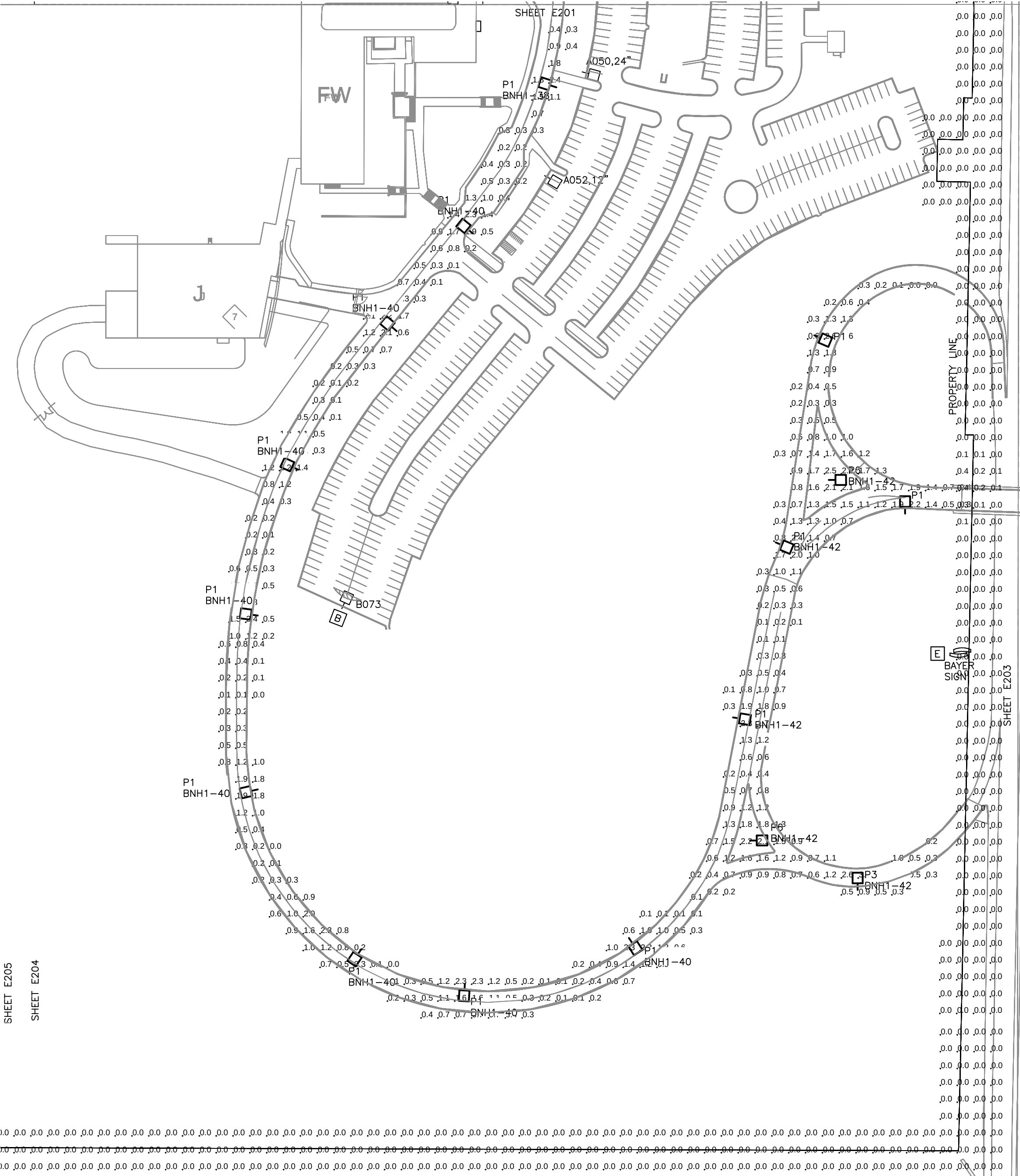
PLANNING AND ZONING SET 06-05-2020

Key Plan

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SITE:				MONSANTO PROJECT NO.	
WEST CAMPUS - EXTERIOR PHOTOMETRIC PLAN - SOUTH					
BUILDING		SITE		FLOOR - WING -	
DRAWN BY		DATE		CHECKED BY DATE APPROVED BY DATE	
MGT		4/17/20		JMS 6/5/20	
CONSULTANT				CONSULTANT PROJ NO.	
SCALE		DRAWING NAME			REVISION
AS INDICATED		E202			-

PRINTS ISSUED TO FIELD BY DATE REV J:\2020145\CAD\Elec\20145_E201.dwg



WEST CAMPUS PHOTOMETRIC PLAN - SOUTH

SCALE: 1" = 100' - 0"

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ELECTRICAL KEYED NOTES:

- 1 Fixture provided with house side shield to reduce light spill at property line.

AREA LEGEND

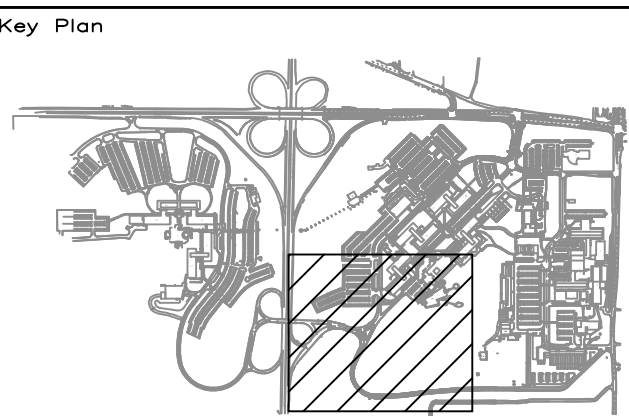
- 1 AREA 1 - G DOCK TO G4
- 2 AREA 2 - SCHNUCKS GATE
- 3 AREA 3 - G2 TO G1
- 4 AREA 4 - G1 TO F4
- 5 AREA 5 - F DOCK TO F1
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- 26 AREA 26 - E CAMPUS S PROP LINE
- 27 AREA 27 - E CAMPUS E PROP LINE
- 28 AREA 28 - E CAMPUS W PROP LINE



06.05.20



JEREMY SCHUETTE
PE-2014000082



Stamp

NO.	DATE	BY	REVISION	DESCRIPTION
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MONSANTO COMPANY
CORPORATE SERVICES
800 NORTH LINDBERGH BOULEVARD
SAINT LOUIS, MISSOURI 63167

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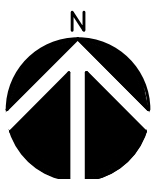
EAST CAMPUS - EXTERIOR
PHOTOMETRIC PLAN - SOUTH

BUILDING	SITE	FLOOR	-	WING	-
DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE
MGT	4/17/20	JMS	6/5/20		

CONSULTANT CONSULTANT PROJ NO.

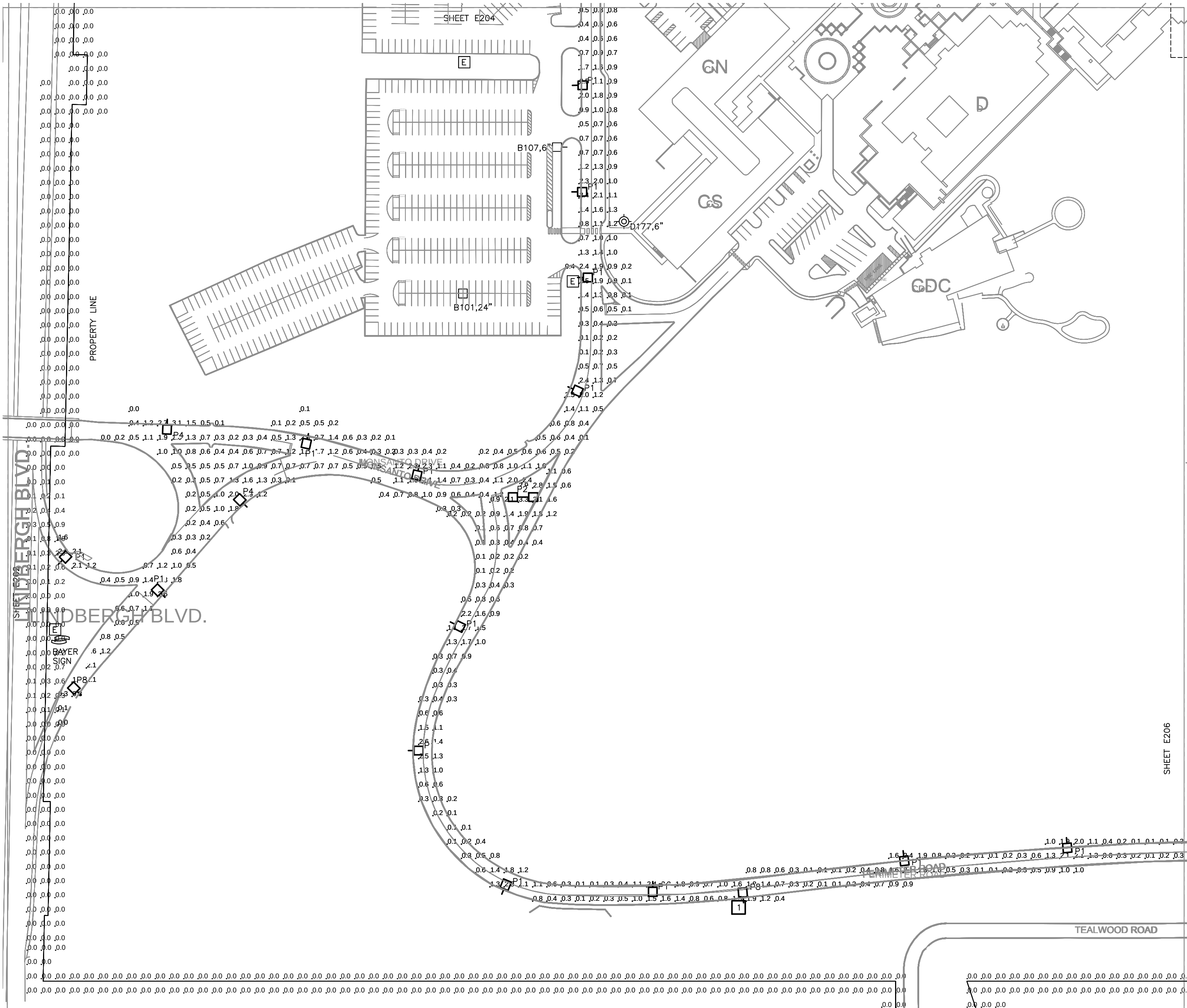
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AS INDICATED E203 -

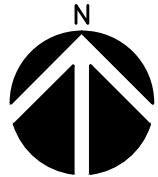


EAST CAMPUS PHOTOMETRIC PLAN - SOUTH

SCALE: 1" = 100' - 0"

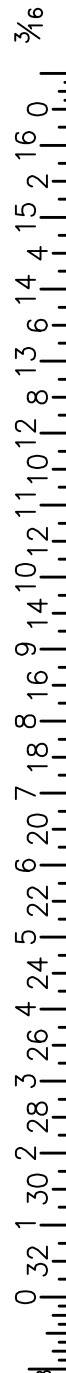


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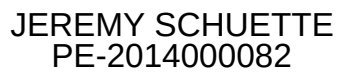
SCALE: 1" = 100' - 0"

Packet Pg. 824



RESEARCH CAMPUS PHOTOMETRIC PLAN - NORTH
SCALE: 1" = 100' - 0"

SSC
Engineering, Inc.
14221 Edison Avenue
Channahon, Illinois 61005
Phone: 815-530-2255 Fax: 815-530-2077



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ELECTRICAL GENERAL NOTES:

1. REFER TO SHEET E001 FOR SYMBOLS, ABBREVIATIONS AND GENERAL CONSTRUCTION NOTES.
2. REFER TO SHEET E003 FOR SUMMARY OF PHOTOMETRIC CALCULATIONS SUMMARY BASED ON AREAS LISTED IN AREA LEGEND THIS SHEET.

ELECTRICAL KEYED NOTES:

- 1 FIXTURE PROVIDED WITH HOUSE SIDE SHIELD TO REDUCE LIGHT SPILL AT PROPERTY LINE.

AREA LEGEND

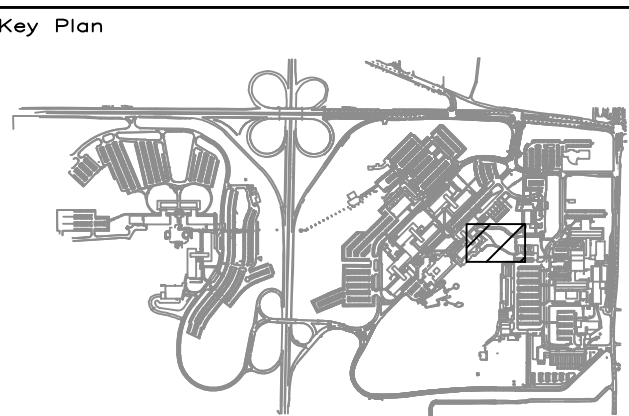
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|---------------------------------------|---|
| 1 AREA 1 - G DOCK TO G4 | 15 AREA 15 - W BUILDING TO S. WARSON GATE |
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06.05.20



JEREMY SCHUETTE
PE-2014000082



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NO.	DATE	BY	REVISION DESCRIPTION
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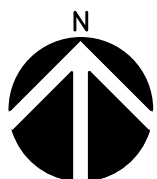


SITE: MONSANTO PROJECT NO.

ENLARGED PHOTOMETRIC PLAN
A - RESEARCH WALKWAY

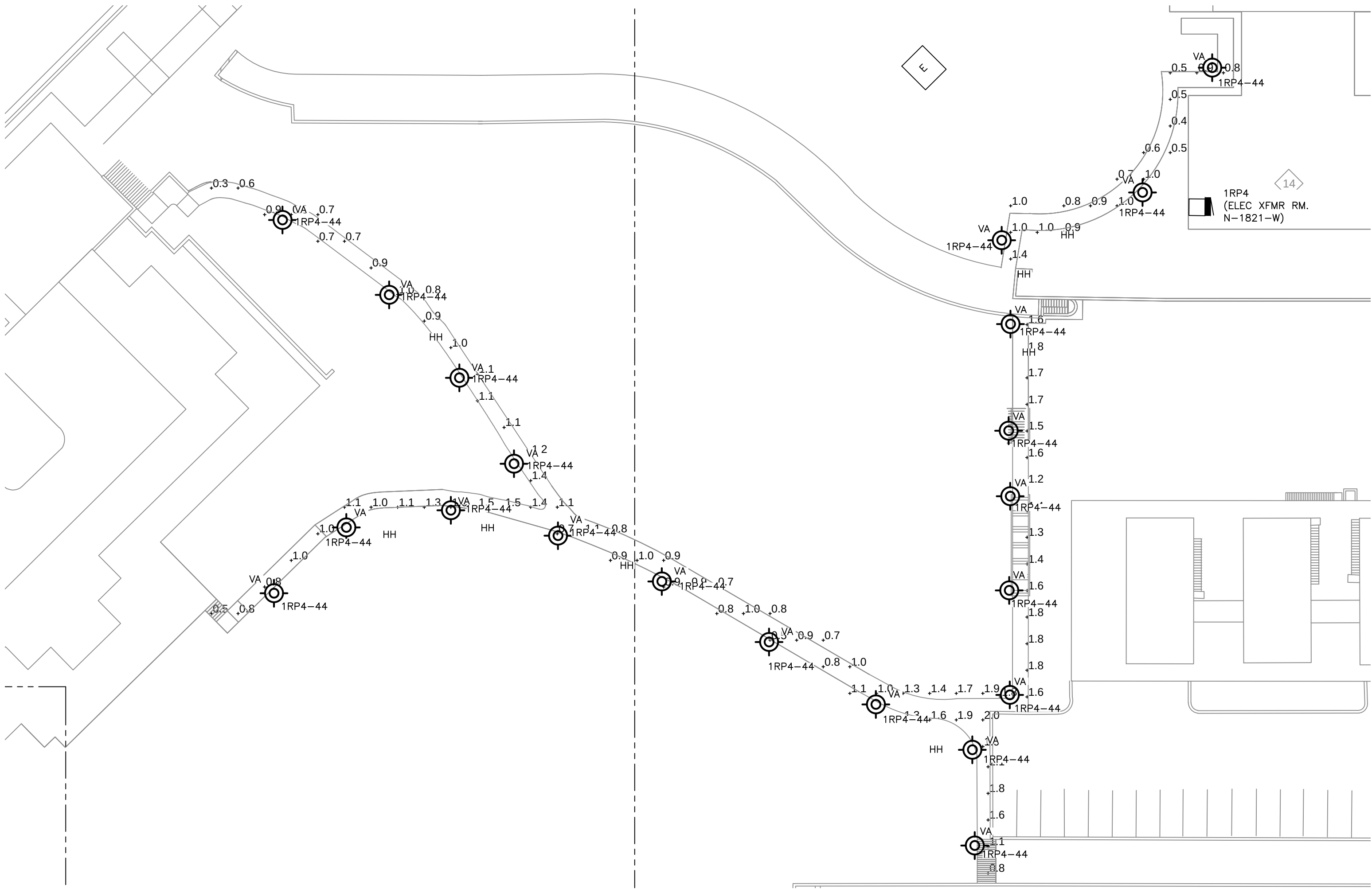
BUILDING	SITE	FLOOR	WING
DRAWN BY	DATE	CHECKED BY	DATE
MGT	4/17/20	JMS	6/5/20
CONSULTANT	DATE	APPROVED BY	DATE
SCALE	DRAWING NAME	REVISION	
AS INDICATED	E208	-	

PRINTS ISSUED TO FIELD BY DATE REV J:\2020145\CAD\Elec\20145_E207.dwg



ENLARGED PLAN A - RESEARCH WALKWAY - PHOTOMETRIC

SCALE: 1/32" = 1' - 0"



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Gardco Gullwing LED luminaires combine LED performance excellence and advanced Gardco LED thermal management technology with the distinct Gullwing style to provide outdoor area lighting that is both energy efficient and aesthetically pleasing.

Project:	Bayer CC Ext. Lighting
Location:	
Cat.No:	GL18
Type:	P1, P2, P3, P4, P5, P6, P7, P8, P9
Lamps:	Qty:
Notes:	

Ordering guide

Example: GL18-APD-1-4-80LA-4853-NW-120-BRP-LF

Prefix	Controls	Mounting	Optical System ⁶	Wattage	LED Color	Voltage	Finish	Options
GL18		1			NW	UNV	BRP	LF
GL18 18" Gullwing LED Luminaire	— Gullwing Standard Luminaire DIM 0-10V Dimming APD ¹ Automatic Profile Dimming MRI ¹ Motion Response at 50% Low (luminaire mounted sensor) APD-MRI ¹ APD with Motion Response Override (luminaire mounted sensor) FAWS ³ Field Adjustable Wattage Selector Wireless systems (Remote wireless controller available.) LLC2 ^{1,5} #2 lens for 8' mounting heights LLC3 ^{1,5} #3 lens for 9-20' mounting heights LLC7 ^{1,5} #7 lens for 21-40' mounting heights Network system (SiteWise) SW Integral module ³ SW-MRI3 luminaire mounted sensor option Type 3 SW-MRI7 luminaire mounted sensor option Type 7	1 Single 2 2 @ 180° 2@90 2 @ 90° 3 3@90° 3@120 3@120° 4 4@90° W Wall Mount, Recessed J-Box WS Wall Mount, Surface Conduit	2 Type 2 2-90 Type 2@90° 2-270 Type 2@270° 3 Type 3 3-90 Type 3@90° 3-270 Type 3@270° 4 Type 4 4-90 Type 4@90° 4-270 Type 4@270° 5 Type 5	50LA-4835 48 LEDs, 350mA 80LA-4853 48 LEDs, 530mA 105LA-4870 48 LEDs, 700mA 160LA-481A 48 LEDs, 1A 180LA-6490 64 LEDs, 900mA 210LA-641A 64 LEDs, 1A 200LA-9670 96 LEDs, 700mA 230LA-9680 96 LEDs, 800mA 265LA-9690 96 LEDs, 900 mA 310LA-961A 96 LEDs, 1A	NW Neutral White 4000K, 70 min. CRI CW Cool White 5700K, 70 min. CRI WW Warm White 3000K, 70 min. CRI	120 208 240 277 347 480 UNV (120-277V) HVU (347-480V)	BLP Black Paint WP White Paint BRP Bronze Paint NP Natural Aluminum Paint OC Optional Color Specify optional color or RAL ex: OC-LGP or OC-RAL7024. SC Special Color Specify. Must supply color chip. Requires factory quote.	F Fusing LF In-Line/In-Pole Fusing PC ^{4,5,7} Photocontrol and Receptacle (Includes PCR5) PCR5 ^{4,5,7} Photocell Receptacle only with 2 dimming connections PCR7 ^{4,5,8,9} Photocell Receptacle only with 2 dimming and 2 auxiliary connections HS External Houseside Shield IS Internal Houseside Shield (types 2, 3, 4 only) CLR ⁶ Clear Glass Lens (reduces performance) RPA1 3" Round Pole Adapter Required for 3" O.D. round or tapered round poles where top O.D. is less than 4" RPA2 4" and 5" Round Pole Adapter Required for 4" - 5" O.D. round poles MA Mast Arm Fitter - Mounts to a 2-3/8" O.D. mast arm. TR1 ¹⁰ Single Transition TR2 ¹⁰ Twin Transition PTF2 ¹¹ Pole Top Fitter 2 3/8" - 3" Dia. Tenon PTF3 ¹¹ Pole Top Fitter 3" - 3 1/2" Dia. Tenon PTF4 ¹¹ Pole Top Fitter 3 1/2" - 4" Dia. Tenon

1. Available 120-277V only.

2. Available 120 or 277V only.

3. Not available with other control options.

4. Not available in 480V.

5. LLC2/LLC3/LLC7 wireless system not configurable with PC/PCR5/PCR7 Options.

6. Luminaire door frame and optic assembly provided standard without glass lens. Specify CLR option for clear glass lens.

7. Works with 3-pin or 5-pin NEMA photocell/dimming device.

8. If ordered with DIM, APD, MRI, APD-MRI, dimming will not be connected to NEMA receptacle.

9. Works with 3-pin or 5-pin NEMA photocell/dimming device and auxiliary connections are not connected (for future use only).

10. Mounts to a 2-3/8" Top Tenon. Specify a round pole with a 4.50" O.D. for a smooth transition.

11. Not available in 120° mounting configurations.

GL18 Gullwing LED luminaire

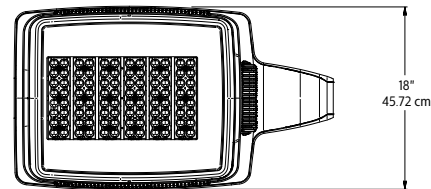
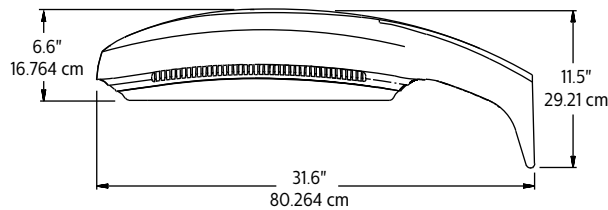
Large

Ordering guide

Prefix	Controls	Optical System ¹	Wattage	LED Color	Voltage	Finish	Options
GL18-RK 18" Gullwing LED Retrofit Kit	DIM with 0-10v Dimming APD ¹ with Automatic Profile Dimming	2 Type 2 2-90 Type 2@90° 2-270 Type 2@270° 3 Type 3 3-90 Type 3@90° 3-270 Type 3@270° 4 Type 4 4-90 Type 4@90° 4-270 Type 4@270° 5 Type 5	50LA-4835 48 LEDs, 350mA 80LA-4853 48 LEDs, 530mA 105LA-4870 48 LEDs, 700mA 160LA-481A 48 LEDs, 1A 180LA-6490 64 LEDs, 900mA 210LA-641A 64 LEDs, 1A 200LA-9670 96 LEDs, 700mA 230LA-9680 96 LEDs, 800mA 265LA-9690 96 LEDs, 900 mA 310LA-961A 96 LEDs, 1A	NW Neutral White 4000K, 70 min. CRI CW Cool White 5700K, 70 min. CRI WW Warm White 3000K, 70 min. CRI	120 208 240 277 347 480 UNV (120-277V) HVU (347-480V)	BLP Black Paint WP White Paint BRP Bronze Paint NP Natural Aluminum Paint OC Optional Color Specify optional color or RAL ex: OC-LGP or OC-RAL7024. SC Special Color Specify. Must supply color chip. Requires factory quote.	IS Internal Houseside Shield (types 2, 3, 4 only)

1. Available **120-277V** only.

Dimensions and EPA



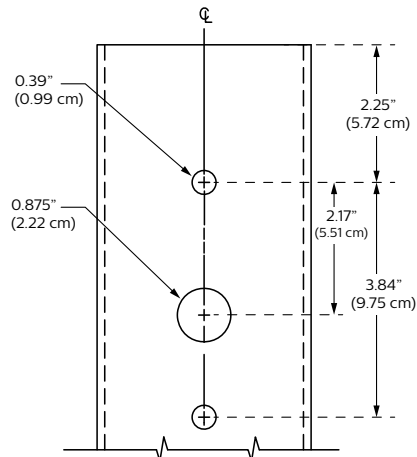
EPA Data

1	2	3-4
1.2 ft ²	2.4 ft ²	3.2 ft ²
.12 m ²	.24 m ²	.30 m ²

Approximate Weight Single Luminaire

40 lbs / 18.144 kg

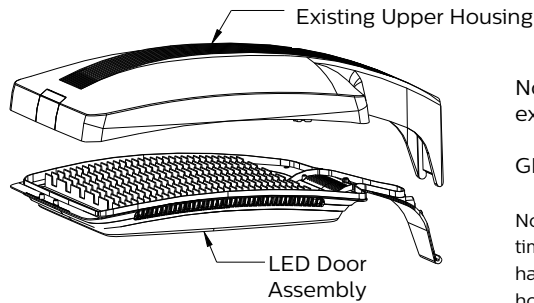
GL18 Drill Template



GL18 Gullwing LED luminaire

Large

GL18-RK LED Retrofit Kit



Note: Removal of all components of existing G18 Gullwing luminaires, except the upper housing, is required to perform a retrofit.

GL18-RK includes all necessary retrofit components.

Note: TGIC polyester powdercoat will fade somewhat in exterior environments over time. Once the retrofit kit is installed, there is a possibility that the upper housing may have faded to a point where there is a noticeable paint difference between the upper housing (existing) and the new retrofit kit door frame.

LED Wattage and Lumen Value - 3000K

Ordering Code	LED QTY	System Current (mA)	Average System Watts ¹⁵	Color Temp.	Type 2			Type 3		
					Lumen Output	Efficacy (Lm/W)	BUG Rating	Lumen Output	Efficacy (Lm/W)	BUG Rating
GL18-x-50LA-4835-WW	48	350	50	3000K	6638	133	B2-U0-G1	6106	122	B1-U0-G2
GL18-x-80LA-4853-WW	48	530	80	3000K	9570	120	B2-U0-G1	8802	110	B2-U0-G2
GL18-x-105LA-4870-WW	48	700	105	3000K	12139	116	B3-U0-G2	11171	106	B2-U0-G2
GL18-x-160LA-481A-WW	48	1050	160	3000K	16471	103	B3-U0-G2	15142	94	B2-U0-G3
GL18-x-180LA-6490-WW	64	900	180	3000K	19022	106	B3-U0-G2	17846	99	B3-U0-G3
GL18-x-210LA-641A-WW	64	1050	208	3000K	21349	102	B3-U0-G2	20016	96	B3-U0-G3
GL18-x-200LA-9670-WW	96	700	200	3000K	23713	119	B3-U0-G2	21704	109	B3-U0-G3
GL18-x-230LA-9680-WW	96	800	230	3000K	26191	114	B3-U0-G2	23986	104	B3-U0-G4
GL18-x-265LA-9690-WW	96	900	265	3000K	28669	108	B4-U0-G3	26246	99	B3-U0-G4
GL18-x-310LA-961A-WW	96	1050	309	3000K	31366	101	B4-U0-G3	28705	93	B3-U0-G4

Ordering Code	LED QTY	System Current (mA)	Average System Watts ¹⁵	Color Temp.	Type 4			Type 5		
					Lumen Output	Efficacy (Lm/W)	BUG Rating	Lumen Output	Efficacy (Lm/W)	BUG Rating
GL18-x-50LA-4835-WW	48	350	50	3000K	6300	126	B1-U0-G2	6628	133	B3-U0-G1
GL18-x-80LA-4853-WW	48	530	80	3000K	9083	114	B2-U0-G2	9555	119	B3-U0-G2
GL18-x-105LA-4870-WW	48	700	105	3000K	11521	110	B2-U0-G2	12121	115	B4-U0-G2
GL18-x-160LA-481A-WW	48	1050	160	3000K	15633	98	B2-U0-G3	16446	103	B4-U0-G2
GL18-x-180LA-6490-WW	64	900	180	3000K	17943	100	B3-U0-G3	19213	107	B4-U0-G2
GL18-x-210LA-641A-WW	64	1050	208	3000K	20139	97	B3-U0-G4	21564	104	B4-U0-G2
GL18-x-200LA-9670-WW	96	700	200	3000K	22136	111	B3-U0-G4	23847	119	B5-U0-G3
GL18-x-230LA-9680-WW	96	800	230	3000K	24449	106	B3-U0-G4	26339	115	B5-U0-G3
GL18-x-265LA-9690-WW	96	900	265	3000K	26762	101	B3-U0-G4	28830	109	B5-U0-G3
GL18-x-310LA-961A-WW	96	1050	309	3000K	29280	95	B3-U0-G4	31543	102	B5-U0-G3

LED Wattage and Lumen Value - 4000K

Ordering Code	LED QTY	System Current (mA)	Average System Watts ¹⁵	Color Temp.	Type 2			Type 3		
					Lumen Output	Efficacy (Lm/W)	BUG Rating	Lumen Output	Efficacy (Lm/W)	BUG Rating
GL18-x-50LA-4835-NW	48	350	50	4000K	7376	148	B2-U0-G1	6784	136	B1-U0-G2
GL18-x-80LA-4853-NW	48	530	80	4000K	10,633	133	B2-U0-G2	9780	122	B2-U0-G2
GL18-x-105LA-4870-NW	48	700	105	4000K	13,488	128	B3-U0-G2	12412	118	B2-U0-G2
GL18-x-160LA-481A-NW	48	1050	160	4000K	18,302	114	B3-U0-G2	16824	105	B3-U0-G3
GL18-x-180LA-6490-NW	64	900	180	4000K	21,135	117	B3-U0-G2	19829	110	B3-U0-G3
GL18-x-210LA-641A-NW	64	1050	208	4000K	23,721	114	B3-U0-G2	22240	107	B3-U0-G4
GL18-x-200LA-9670-NW	96	700	200	4000K	26,347	132	B3-U0-G2	24115	121	B3-U0-G4
GL18-x-230LA-9680-NW	96	800	230	4000K	29,101	127	B4-U0-G3	26651	116	B3-U0-G4
GL18-x-265LA-9690-NW	96	900	265	4000K	31,854	120	B4-U0-G3	29162	110	B3-U0-G4
GL18-x-310LA-961A-NW	96	1050	309	4000K	34,851	113	B4-U0-G3	31894	103	B3-U0-G4

GL18 Gullwing LED luminaire

Large

LED Wattage and Lumen Value - 4000K (continued)

Ordering Code	LED QTY	System Current (mA)	Average System Watts ¹⁵	Color Temp.	Type 4			Type 5		
					Lumen Output	Efficacy (Lm/W)	BUG Rating	Lumen Output	Efficacy (Lm/W)	BUG Rating
GL18-x-50LA-4835-NW	48	350	50	4000K	7000	140	B1-U0-G2	7364	147	B3-U0-G1
GL18-x-80LA-4853-NW	48	530	80	4000K	10092	126	B2-U0-G2	10617	133	B4-U0-G2
GL18-x-105LA-4870-NW	48	700	105	4000K	12802	122	B2-U0-G2	13467	128	B4-U0-G2
GL18-x-160LA-481A-NW	48	1050	160	4000K	17370	108	B3-U0-G3	18273	114	B4-U0-G2
GL18-x-180LA-6490-NW	64	900	180	4000K	19937	111	B3-U0-G3	21348	119	B4-U0-G2
GL18-x-210LA-641A-NW	64	1050	208	4000K	22376	107	B3-U0-G4	23960	115	B5-U0-G3
GL18-x-200LA-9670-NW	96	700	200	4000K	24595	123	B3-U0-G4	26496	132	B5-U0-G3
GL18-x-230LA-9680-NW	96	800	230	4000K	27165	118	B3-U0-G4	29265	127	B5-U0-G3
GL18-x-265LA-9690-NW	96	900	265	4000K	29735	112	B3-U0-G4	32034	121	B5-U0-G3
GL18-x-310LA-961A-NW	96	1050	309	4000K	32533	105	B3-U0-G4	35048	113	B5-U0-G4

LED Wattage and Lumen Value - 5700K

Ordering Code	LED QTY	System Current (mA)	Average System Watts ¹⁵	Color Temp.	Type 2			Type 3		
					Lumen Output	Efficacy (Lm/W)	BUG Rating	Lumen Output	Efficacy (Lm/W)	BUG Rating
GL18-x-50LA-4835-NW	48	350	50	5700K	6638	133	B2-U0-G1	6106	122	B1-U0-G2
GL18-x-80LA-4853-NW	48	530	80	5700K	9570	120	B2-U0-G1	8802	110	B2-U0-G2
GL18-x-105LA-4870-NW	48	700	105	5700K	12139	116	B3-U0-G2	11171	106	B2-U0-G2
GL18-x-160LA-481A-NW	48	1050	160	5700K	16471	103	B3-U0-G2	15142	94	B2-U0-G3
GL18-x-180LA-6490-NW	64	900	180	5700K	19022	106	B3-U0-G2	17846	99	B3-U0-G3
GL18-x-210LA-641A-NW	64	1050	208	5700K	21349	102	B3-U0-G2	20016	96	B3-U0-G3
GL18-x-200LA-9670-NW	96	700	200	5700K	23713	119	B3-U0-G2	21704	109	B3-U0-G3
GL18-x-230LA-9680-NW	96	800	230	5700K	26191	114	B3-U0-G2	23986	104	B3-U0-G4
GL18-x-265LA-9690-NW	96	900	265	5700K	28669	108	B4-U0-G3	26246	99	B3-U0-G4
GL18-x-310LA-961A-NW	96	1050	309	5700K	31366	101	B4-U0-G3	28705	93	B3-U0-G4

Ordering Code	LED QTY	System Current (mA)	Average System Watts ¹⁵	Color Temp.	Type 4			Type 5		
					Lumen Output	Efficacy (Lm/W)	BUG Rating	Lumen Output	Efficacy (Lm/W)	BUG Rating
GL18-x-50LA-4835-NW	48	350	50	5700K	6300	126	B1-U0-G2	6628	133	B3-U0-G1
GL18-x-80LA-4853-NW	48	530	80	5700K	9083	114	B2-U0-G2	9555	119	B3-U0-G2
GL18-x-105LA-4870-NW	48	700	105	5700K	11521	110	B2-U0-G2	12121	115	B4-U0-G2
GL18-x-160LA-481A-NW	48	1050	160	5700K	15633	98	B2-U0-G3	16446	103	B4-U0-G2
GL18-x-180LA-6490-NW	64	900	180	5700K	17943	100	B3-U0-G3	19213	107	B4-U0-G2
GL18-x-210LA-641A-NW	64	1050	208	5700K	20139	97	B3-U0-G4	21564	104	B4-U0-G2
GL18-x-200LA-9670-NW	96	700	200	5700K	22136	111	B3-U0-G4	23847	119	B5-U0-G3
GL18-x-230LA-9680-NW	96	800	230	5700K	24449	106	B3-U0-G4	26339	115	B5-U0-G3
GL18-x-265LA-9690-NW	96	900	265	5700K	26762	101	B3-U0-G4	28830	109	B5-U0-G3
GL18-x-310LA-961A-NW	96	1050	309	5700K	29280	95	B3-U0-G4	31543	102	B5-U0-G3

Values from photometric tests performed in accordance with IESNA LM-79 and are representative of the configurations shown.

Actual performance may vary due to installation and environmental variables, LED and driver tolerances, and field measurement considerations. It is highly recommended to confirm performance with a photometric layout.

NOTE: Some data may be scaled based on tests of similar (but not identical) luminaires. Contact factory for configurations not shown.

Predicted lumen depreciation data:

Ambient Temperature °C	Driver mA	Calculated L ₇₀ Hours	L ₇₀ Per TM-21	Lumen Maintenance % @ 60,000 hours
25°C	up to 1050 mA	>100,000	>60,000	96%

Predicted performance derived from LED manufacturer's data and engineering design estimates, based on IESNA LM-80 methodology.

Actual experience may vary due to field application conditions. L70 is the predicted time when LED performance depreciates to 70% of initial lumen output. Calculated per IESNA TM21-11. Published L70 hours limited to 6 times actual LED test hours

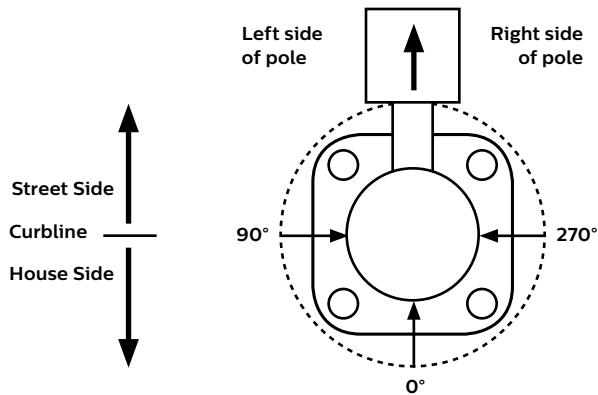
GL18 Gullwing LED luminaire

Large

Asymmetric Optical Orientation Information

Standard Optic Position

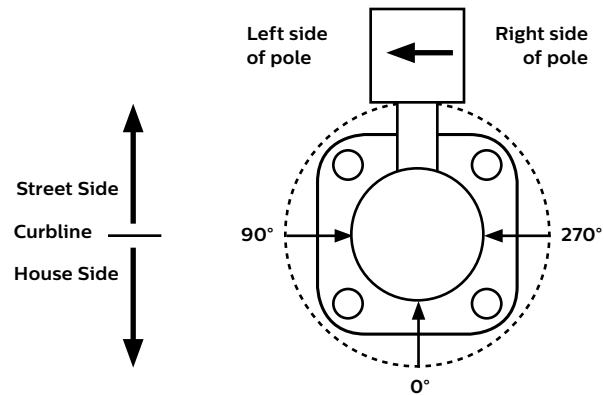
Luminaires ordered with asymmetric optical systems in the standard optic position will have the optical system oriented as shown below:



Note: The hand hole will normally be located on the pole at the 0° point.

Optic Rotated Left (90°) Optic Position

Luminaires ordered with asymmetric optical systems in the Optic Rotated Left (90°) optic position will have the optical system oriented as shown below:

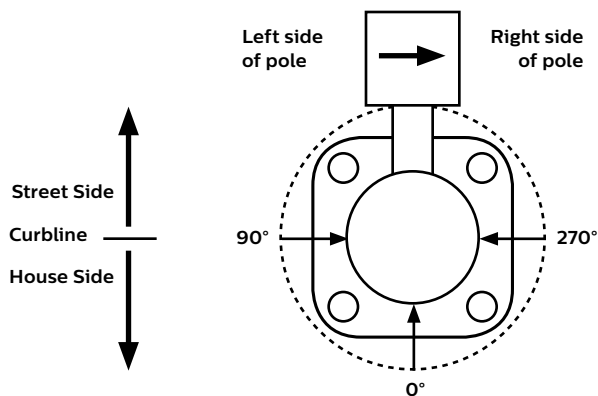


Note: The hand hole will normally be located on the pole at the 0° point.

Asymmetric Optical Orientation Information

Optic Rotated Right (270°) Optic Position:

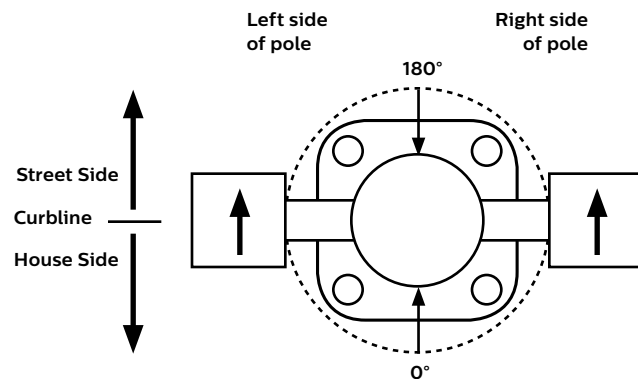
Luminaires ordered with asymmetric optical systems in the Optic Rotated Right (270°) optic position will have the optical system oriented as shown below:



Note: The hand hole will normally be located on the pole at the 0° point.

Twin Luminaire Assemblies With Rotated Optical Systems

Twin luminaire assemblies installed with rotated optical systems are an excellent way to direct light toward the interior of the site (Street Side) without additional equipment. It is important, however, that care be exercised to insure that luminaires are installed in the proper location.



Luminaires with Optic Rotated Right (270°) are installed on the LEFT Side of Pole

Luminaires with Optic Rotated Left (90°) are installed on the RIGHT Side of Pole

Note: The hand hole location will depend on the drilling configuration ordered for the pole.

GL18 Gullwing LED luminaire

Large

General Description

The Gardco Gullwing LED is defined by its high performance, sleek profile and rugged construction. Gullwing LED luminaires combine LED performance excellence and advanced Gardco LED thermal management technology with the distinct Gullwing style to provide outdoor area lighting that is both energy efficient and aesthetically pleasing.

Housing

A one-piece die cast aluminum housing mounts directly to a pole or wall without the need for a support arm. The low profile rounded form reduces the effective projected area of the luminaire to only 1.2 ft² /12 m².

IP Rating

Gullwing LED 18" optics are IP66 rated.

Thermal Management

The Gardco Gullwing LED provides a one piece die cast aluminum door with integral thermal radiation fins combined with lateral air ways, to provide the excellent thermal management so critical to long LED system life. GL18 is UL listed from -40 to 40°C ambient.

LED Optical System

LED arrays are set to achieve IES Type II, Type III, Type IV, Type V, available with internal shields for back light control. Type 2, 3, 4 optics can be factory set to 90 or 270° orientations. Individual LED arrays are replaceable. Luminaires feature high performance Class 1 LED systems.

GL18

Gardco Gullwing LED standard luminaire providing constant wattage and constant light output when power to the luminaire is energized.

GL18-DIM

Gardco Gullwing LED luminaire provided with 0 -10V dimming for connection to a control system provided by others.

GL18-APD

Gardco Gullwing LED luminaire with Automatic Profile Dimming. Luminaire is provided with a programmable LED Driver, programmed to go to 50% power, 50% light output two (2) hours prior to night time mid-point and remain at 50% for six (6) hours after night time mid-point. Mid-point is continuously recalculated by the programmable LED Driver based on the average mid-point of the last two full night cycles. Short duration cycles, and power interruptions are ignored and do not affect the determination of mid-point.

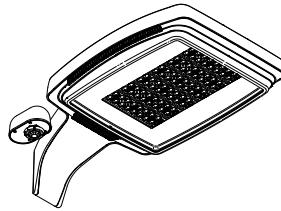
GL18-APD Dimming Profile:

100%	2 hours	6 hours	100%
	50%	50%	

Power On Mid Point Power Off

The GL18-APD offers many of the advantages of a sophisticated control system, including an average energy savings of at least 33% versus constant wattage, constant light output systems, without the need for a control system.

GL18-MRI (Luminaire mounted sensor)

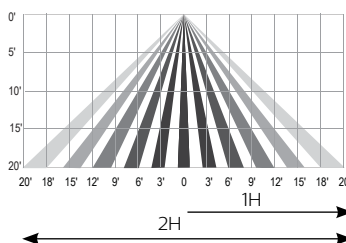


Luminaires with Motion Response and an integral motion sensor include a programmable LED driver and an outboarded programmable motion sensor attached to the luminaire arm. The motion sensor is set to a constant 50%. When motion is detected, the luminaire goes to 100%. The luminaire remains on high until no motion is detected for the motion sensor duration period, after which the luminaire returns to low. Duration period is factory set at 5 minutes. Available from 120V to 277V (UNIV) only.

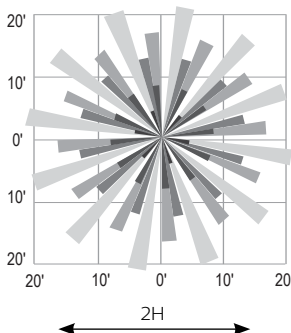
Luminaires include a passive infrared (PIR) motion sensor, WattStopper FSP-211 equipped with an FSP-L3 lens, capable of detecting motion within 20 feet of the sensor, 180° around the luminaire, when placed at a 20 foot mounting height, or mounted on a wall. Available from 120V to 277V input only. Motion sensor off state power is 0.0 watts.

The approximate motion sensor coverage pattern is as shown below.

Side Coverage Pattern



Top Coverage Pattern



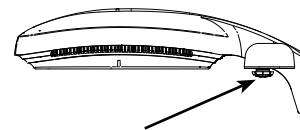
Distances are approximate.
H = height above ground

GL18-APD- MRI (Luminaire mounted sensor)

Luminaires with Integral Motion Sensor - GL18-APD- MRI: Luminaires with Automatic Profile Dimming and Motion Response Override combine the benefits of both automatic profile dimming and motion response. APD-MRI luminaires utilize a programmable LED driver. The luminaire will dim to 50% power, 50% light output, per the dimming profile shown for APD luminaires (see page 4). If motion is detected during the time that the luminaire is operating at 50%, the luminaire goes to 100% power and light output. The luminaire remains on high until no motion is detected for the duration period, after which the luminaire returns to low. Duration period is factory set at 15 minutes.

APD-MRI luminaires are available from 120V to 277V (UNIV) input voltages only.

APD-MRI luminaires use the identical motion sensor as MRI luminaires. See motion sensor details for GL18-MRI.



Approximate Sensor Placement on GL18-MRI and GL18-APD-MRI luminaires.

Sensor - Bottom View

Field Adjustable Wattage Selector (FAWS):

Luminaire equipped with the ability to manually adjust the wattage in the field to reduce total luminaire lumen output and light levels. Comes pre-set to the highest position at the lumen output selected. Use chart below to estimate reduction in lumen output desired. Cannot be used with other control options or motion response.

FAWS Position	Percentage of Typical Lumen Output
1	25%
2	50%
3	55%
4	65%
5	75%
6	80%
7	85%
8	90%
9	95%
10	100%

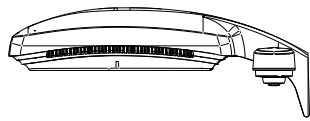
GL18 Gullwing LED luminaire

Large

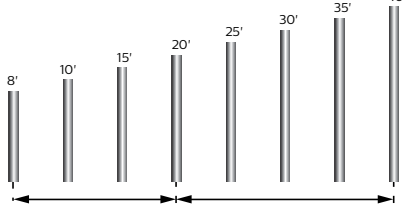
Luminaire configuration information – Gullwing LED with wireless system

GL18-LLC2/3/7 Luminaire Mounted Controller

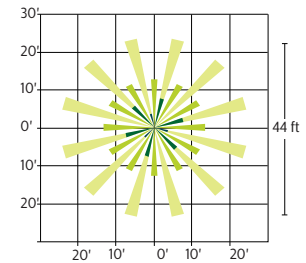
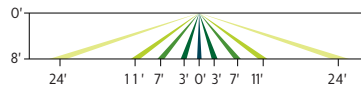
Wireless system attached to luminaire and Includes radio, photocell and motion sensor with #2, 3, or 7 lens for 8-40' mounting heights.



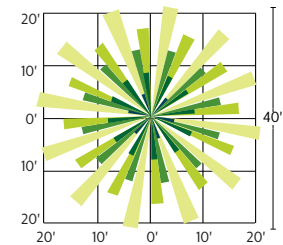
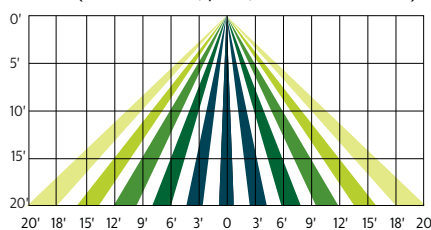
Recommended Sensor by Pole Height



LLC2 (for pole or remote mount only)



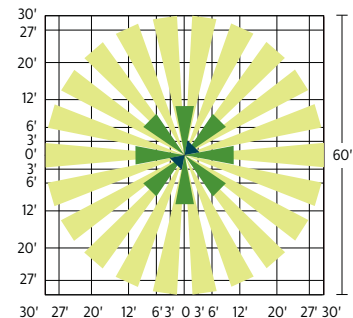
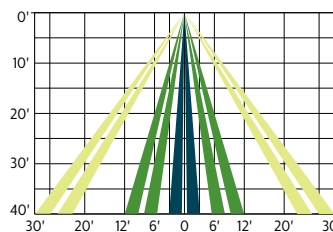
LLC3 (for luminaire, pole, or remote mount)



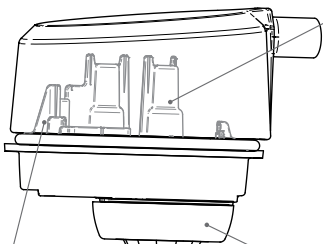
SW

SiteWise option is a fully integrated controller that connects to SiteWise system in order to offer a complete area lighting management system. The communication signal is based on patented central dimming technology. SiteWise delivers it deliver optimal energy savings using your site's existing cabling. No additional wiring required, installation and commissioning are simple. An intuitive, mobile app makes it easy for authorized users to set schedules to meet site specific lighting needs, local regulations, and energy codes.

LLC7 (for luminaire, pole, or remote mount)



Controller



Photocell

- Ambient light photocell on every wireless radio that averages the light levels of up to 5 controllers for an accurate reading and optimal light harvesting activity.
- Reports ambient light readings to 1500 Fc.

Wireless Radio

- 1.8 Watts max (no load draw)
- Operating voltage 120-277 VAC RMS
- Communicates using the ZigBee protocol
- Carries out dimming commands from Gateway
- Reports ambient light readings to 1500 Ft-Cd
- Transmission Systems Operating within the band 2400-2483.5Mhz
- ROHS Compliant

Motion Response

- Detects motion through passive infrared sensing technology with three different lens configurations
- Motion sensor coverage can be adjusted from a narrow to a wide detection range, which helps reduce false triggers to further increase energy savings.
- Sensing profiles can be updated to adapt to activity levels in the environment, such as occupancy level, wind, and mounting height

GL18 Gullwing LED luminaire

Large

SiteWise network system

SiteWise system includes a controller fully integrated in the luminaire that enables the luminaires to communicate with a dimming signal transmitter cabinet located on site using patented central dimming technology. A locally accessible mobile app allows users to access the system and set functionalities such as ON/OFF, dimming levels and scheduling. SiteWise is available with motion response options in order to bring the light back to 100% when motion is detected. Additional functionalities are available such as communication with indoor lighting and connection to BMS systems.

Wireless System

Gullwing LED luminaires are available with optional wireless controllers ready to be connected to a Limelight system (sold by other). The system allows you to wirelessly manage the entire site, independent lighting groups or individual luminaires while on-site or remotely.

Based on a high density mesh network with an easy to use web-based portal, you can conveniently access, monitor and manage your lighting network remotely. Wireless controls can be combined with site and area, pedestrian, and parking garage luminaires as well, for a completely connected outdoor solution.

Electrical

Luminaires are equipped with an LED driver that accepts 120V through 277V, or 347V through 480V, 50hz to 60hz, input. Driver output is based on the LED wattage selected. Component-to-component wiring within the luminaire will carry no more than 80% of rated current and is listed by UL. Power factor is not less than 90%. Luminaire consumes 0.0 watts in the off state. All motion sensors utilized consume 0.0 watts in the off state. Surge protector standard. 10KA per ANSI/IEEE C62.41.2.

Finish

Each standard color luminaire receives a fade and abrasion resistant, electrostatically applied, thermally cured, triglycidal isocyanurate (TGIC) textured polyester powdercoat finish. Standard colors include bronze (BRP), black (BLP), white (WP), and 5 natural aluminum (NP). Consult factory for specs on optional or custom colors.

Labels

All luminaires bear UL or CUL (where applicable) Wet Location labels. Most GL18 configurations are qualified under Standard DesignLights Consortium® category. Consult DLC Qualified Products list to confirm your specific luminaire selection is approved.

Warranty

Gardco luminaires feature a 5 year limited warranty. Gardco LED luminaires with LED arrays feature a 5 year limited warranty covering the LED arrays. LED Drivers also carry a 5 year limited warranty. Motion sensors are covered by warranty for 5 years by the motion sensor manufacturer.

See [signify.com/warranties](https://www.signify.com/warranties) for complete details and exclusions.

The information presented in this document is not intended as any commercial offer and does not form part of any quotation or contract.



LED pole-top luminaire with symmetrical light distribution

Housing/fitter: Die-cast and extruded aluminum construction. The fixture slip fits a 3" O.D. pole top or tenon and is secured by six (6) socket head stainless steel set screws threaded into stainless steel inserts. Die castings are marine grade, copper free ($\leq 0.3\%$ copper content) A360.0 aluminum alloy.

Enclosure: Clear acrylic diffuser with textured acrylic optic and pure anodized aluminum reflector held in place by die-cast aluminum frame and stainless steel rod. Fully gasketed for weather tight operation using a molded silicone rubber gasket.

Electrical: 32W LED luminaire, 37.5 total system watts, -30°C start temperature. Integral 120V through 277V electronic LED driver, 0-10V dimming. LED module(s) are available from factory for easy replacement. Standard LED color temperature is 4000K with an >80 CRI. Available in 3000K (>80 CRI); add suffix K3 to order.

Note: LEDs supplied with luminaire. Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to www.bega-us.com.

Finish: All BEGA standard finishes are polyester powder coat with minimum 3 mil thickness. Available in four standard BEGA colors: Black (BLK); White (WHT); Bronze (BRZ); Silver (SLV). To specify, add appropriate suffix to catalog number. Custom colors supplied on special order.

CSA certified to U.S. and Canadian standards, suitable for wet locations. Protection class IP65

Weight: 22.9 lbs.

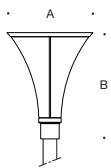
Effective Projection Area (EPA): 1.6 ft²

Luminaire Lumens: 2369

Type: V, VA
 BEGA Product: 77-135, 77-151
 Project: Bayer CC Ext. Lightng
 Voltage: 277V
 Color: Bronze
 Options:
 Modified:



Attachment: Applicant's Material (#20-016: Bayer Campus Lighting)



	Lamp	A	B
77 135	32W LED	20 ¹ / ₈	27 ³ / ₈