AGENDA
CITY OF CREVE COEUR
PLANNING AND ZONING
300 NORTH NEW BALLAS RD
DECEMBER 1, 2025
6:00 PM

CALL TO ORDER

ROLL CALL

Ms. Julie LaBonte (Chair)
Mr. Thomas Buelter
Ms. Rhonda O'Brien
Mr. Larry Potashnick
Ms. Marjorie Richter
Mr. Stephan Tomlinson
Mr. AJ Wang

Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, AICP, Director of Community Development
Ms. Bethany L. Moore, AICP, City Planner
Ms. Claralyn Bollinger, Recording Secretary, Administrative Services Supervisor

ACCEPTANCE OF THE AGENDA

APPROVAL OF MINUTES

1. **November 17, 2025 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

NEW BUSINESS

1. **Public Hearing. Application #25-036: A Conditional Use Permit for Dewey's Pizza Located at 736 N. New Ballas Road within Creve Coeur Plaza**

Heath Trostle, of HD Contracting, has submitted an application for a new conditional use permit for a 2,730 square foot Dewey's Pizza restaurant location at 736 N. New Ballas Road, within Creve Coeur Plaza. Dewey's Pizza is classified as a Limited-Service Restaurant (NAICS 722513) which is a conditional use that requires review

and final approval by the City Council upon the recommendation of the Planning and Zoning Commission.

2. **Public Hearing. Application #25-038: A Conditional Use Permit for Einstein Bros Bagels Located at 12505 Olive Boulevard, Suite A, within the Heritage Place Development**

Matt Copenhaver, of Einstein Noah Restaurant Group, Inc, has submitted an application for a new conditional use permit for a 2,453 square foot Einstein Bros. Bagels restaurant location at 12505 Olive Boulevard, Suite A, within the Heritage Place development. The property is in the "CB" Core Business zoning district. Einstein Bros. Bagels is classified as a Limited-Service Restaurant (NAICS 722513) which is a conditional use that requires review and final approval by the City Council upon the recommendation of the Planning and Zoning Commission.

3. **Public Hearing. Applications #25-034 and 25-035: Applications for a Rezoning From "GC" General Commercial District to the Graeser Station "PMD" Planned Mixed-Use Development District With a Site Concept Plan and Site Development Plan for 11004, 11026, 11032 and 11056 Olive Boulevard and 825 and 827 Graeser Road**

Garrison Hassenflu, of Garrison Companies, has submitted a rezoning application and a site concept plan and site development plan application for the lots addressed as 11004, 11026, 11032, and 11056 Olive Boulevard; and 825 and 827 Graeser Road in order to construct a new four-story, 157 residential unit, mixed-use development with approximately 8,500 square feet of first floor retail named Graeser Station. The lots comprise approximately 4.42 acres and are currently zoned "GC"-General Commercial Zoning District. The request is to rezone the properties to "PMD" Planned Mixed-Use Development Zoning District in accordance with the procedures described in Section 405.390 Planned Zoning Districts. Review and approval by the City Council upon the recommendation of the Planning and Zoning Commission is required.

WORK AGENDA

PENDING APPLICATIONS

1.

- **Olia Village Lot 16 Site Concept Plan Amendments, Site Development**

AGENDA
CITY OF CREVE COEUR
PLANNING AND ZONING
300 NORTH NEW BALLAS RD
DECEMBER 1, 2025
6:00 PM

- **Plan and Associated Preliminary Plat for Townhome Development**
- **Whitfield School, 175 S. Mason Road, Site Concept Plan Amendment and Site Development Plan for a Building Addition**

DEPARTMENT REPORTS

Tealwood Trustees Comment--Comp Plan Update

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 by: _____

Date/Time posted: _____

If you need special accommodations to attend a meeting, services may be arranged by contacting the Office of the City Administrator in advance.

DRAFT MINUTES
CITY OF CREVE COEUR
PLANNING AND ZONING COMMISSION
300 NORTH NEW BALLAS RD
NOVEMBER 17, 2025
6:00 PM

CALL TO ORDER

A regular meeting of the Planning and Zoning Commission of the City of Creve Coeur was called to order by Chair Julie LaBonte at the City Council Chamber, 300 North New Ballas Rd, City of Creve Coeur Government Center, Creve Coeur, MO 63141 on Monday, November 17, 2025, at 6:00 PM.

ROLL CALL

Ms. Julie LaBonte (Chair)
Mr. Thomas Buelter
Ms. Rhonda O'Brien
Mr. Larry Potashnick
Ms. Marjorie Richter
Mr. Stephan Tomlinson
Mr. AJ Wang

Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, AICP, Director of Community Development
Ms. Bethany L. Moore, AICP, City Planner
Ms. Claralyn Bollinger, Recording Secretary, Administrative Services Supervisor

ACCEPTANCE OF THE AGENDA

RESULT: **APPROVED (UNANIMOUS)**
MOVER: Mr. Wang
SECONDER: Mr. Tomlinson
AYES: Mr. Buelter, Ms. LaBonte, Ms. O'Brien, Mr. Potashnick, Ms. Richter, Mr. Tomlinson, Mr. Wang
NAYS: None

The vote on the motion being 7 ayes and 0 nays, motion carried.

APPROVAL OF MINUTES

1. October 20, 2025 Planning and Zoning Commission Draft Meeting Minutes

RESULT: **APPROVED (UNANIMOUS)**
MOVER: Mr. Wang
SECONDER: Mr. Tomlinson
AYES: Mr. Buelter, Ms. LaBonte, Ms. O'Brien, Mr. Potashnick, Ms. Richter, Mr. Tomlinson, Mr. Wang
NAYS: None

The vote on the motion being 7 ayes and 0 nays, motion carried.

PUBLIC COMMENT

There are no public comments.

UNFINISHED BUSINESS

There is no unfinished business.

NEW BUSINESS

1. **Application #25-033: Site Development Plan For A Fence Along Runnymede Drive Right-of-Way and Ladue Road Right-of-Way for the Property Addressed as 108 Runnymede Drive**

Patrick Duncan, homeowner of 108 Runnymede, gave a presentation. He and his wife have three children and two dogs. There are multiple places where nails are coming out of the fence. There are broken sections of the fence. Weeds have grown through the fence and tree limbs have fallen on the fence and broken part of it. They want to clear out the brush and weeds behind the fence. A new fence will enhance the privacy of their property. They will have a landscaping company plant Arborvitae trees outside the fence along Ladue Road in the spring.

Ms. Moore gave the City's presentation. There are three front yard setbacks for this property. A six-foot-tall wooden, shadowbox fence is proposed. The fence location will be 15 feet from the property line along Ladue Road and roughly 25 feet from Runnymede Drive.

RESULT: **APPROVED (UNANIMOUS)**
MOVER: Mr. Wang
SECONDER: Mr. Tomlinson
AYES: Mr. Buelter, Ms. LaBonte, Ms. O'Brien, Mr. Potashnick, Ms. Richter, Mr.

Tomlinson, Mr. Wang
NAYS: None

The vote on the motion being 7 ayes and 0 nays, motion carried.

2. **Public Hearing. #25-032. Text Amendment to the Zoning Code to Amend Section 410.210, Table A, Pertaining to NAICS 518210 Data Processing, Hosting, and Related Services.**

Mr. Jaggi gave the City's presentation. Many cities are looking at their regulations for data centers. Data centers require a lot of electricity to power them and lots of water to cool the equipment. Sometimes they also create a lot of noise. Recommendation to make data centers Conditional Uses instead of Permitted Uses in the PO, RO, PC, CB and LI districts. This is a proactive proposal; there aren't any data centers proposed for Creve Coeur at this time.

Pati Trout commented. She is worried about addressing the electricity and water needs of data centers. She wants this addressed ahead of a data center proposal.

Mr. Jaggi: Expansion of operations by a data center would require a Conditional Use Permit.

Mr. Lumley entered the exhibits into the record.

RESULT: APPROVED (UNANIMOUS)
MOVER: Mr. Wang
SECONDER: Mr. Buelter
AYES: Mr. Buelter, Ms. LaBonte, Ms. O'Brien, Mr. Potashnick, Ms. Richter, Mr. Tomlinson, Mr. Wang
NAYS: None

The vote on the motion being 7 ayes and 0 nays, motion carried.

WORK AGENDA

There are no items on the work agenda.

PENDING APPLICATIONS

1.

- **Graeser Station Planned Mixed-Use Development Rezoning--December 1st Meeting**
- **Dewey's Pizza CUP, 736 N New Ballas Road--December 1st Meeting**
- **Einstein's Bagels CUP, 12505 Olive Boulevard--December 1st Meeting**

Ms. Moore and Mr. Jaggi discussed the three upcoming items. The first part of the Graeser Station proposal will be presented at the December 1 meeting. Re-zoning will not be addressed at that meeting. The Graeser Station site is 4.42 acres.

Ms. O'Brien suggested that the Dewey's and Einstein's Bagels Conditional Use Permits be addressed before the Graeser Station proposal at the December 1 meeting.

DEPARTMENT REPORTS

1. Bayer East Campus Comprehensive Plan Update

Mr. Jaggi discussed the recent second Bayer East Open House. PGAV is preparing a summary of comments, then they will prepare a full draft plan. Re-zoning would only happen after the Comprehensive Plan has been adopted and a development proposal is submitted.

ADJOURNMENT

Meeting adjourned at 7:03 PM.

Submitted by:

_____ _____

Recording Secretary Chair

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141

(314) 432-6000 • Fax (314) 872-2539

APPLICATION TO PLANNING AND ZONING COMMISSION #25-036: A CONDITIONAL USE PERMIT FOR DEWEY'S PIZZA LOCATED AT 736 N. NEW BALLAS ROAD WITHIN CREVE COEUR PLAZA

FOR THE MEETING OF: Monday, December 1, 2025, 6:00 PM

LOCATION: 736 N. New Ballas Road, within Creve Coeur Plaza. Zoned "CB" Core Business District.

REQUEST: Heath Trostle, of HD Contracting, has submitted an application for a new conditional use permit for a 2,730 square foot Dewey's Pizza restaurant location at 736 N. New Ballas Road, within Creve Coeur Plaza. No exterior changes are proposed and the hours of operation will be 11:00 AM to 9:00 PM, Monday-Thursday, 11:00 AM to 10:00 PM, Friday-Saturday and 12:00 PM to 9:00 PM Sunday. There will be 16 seats (revised from 22) in the restaurant and 10 employees at the busiest shift. The property is in the "CB" Core Business zoning district. Dewey's Pizza is classified as a Limited-Service Restaurant (NAICS 722513) which is a conditional use that requires review and final approval by the City Council upon the recommendation of the Planning and Zoning Commission.

ADDITIONAL INFORMATION: Under Section 405.370, Table A of the Zoning Code, NAICS 722513 requires the issuance of a conditional use permit in the "CB" zoning district subject to the recommendation of the Planning and Zoning Commission and approval of the City Council.

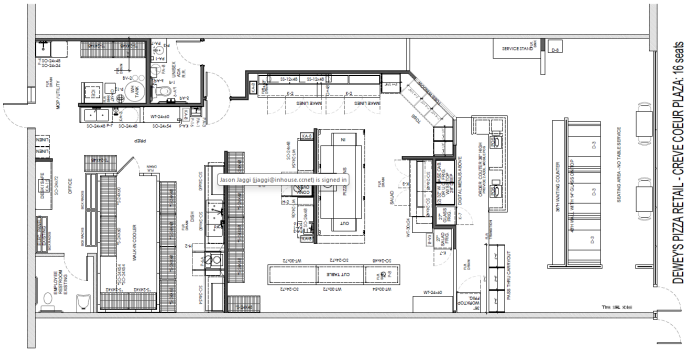
Key Issues:
- Does the request further the goals and/or implement the Comprehensive Plan?
- Is the request consistent with the required findings for a conditional use permit?

Creve Coeur 2030 Plan References
- Community Center District
- Design Guidelines

Zoning Code References
- Section 405.370: CB-Core Business District
- Section 405.470: Conditional Use Permit

APPLICANT: Heath Trostle
HD Contracting
605 Valleywoods Court
Loveland, OH 45140

PROPERTY OWNER: Creve Coeur Plaza Assoc., LLC
7700 Forsyth Blvd, Ste. 1210
St. Louis, MO 63105



REPORT PREPARED BY: Jason Jaggi, AICP Director of Community Development
DATE: 11/18/2025
ATTACHMENTS: Applicant's Materials received 10/28/25
Draft Ordinance

BACKGROUND:
The Creve Coeur Plaza shopping center, located at the southeast corner of Olive Boulevard and North New Ballas Road, was approved and constructed in 1970. This site has pre-existing non-conformities in relation to the current zoning code. The center consists of four interconnecting buildings, currently housing 23 tenant spaces, totaling approximately 73,423 square feet. The subject tenant space was previously a comic book/fantasy retail store. Creve Coeur Plaza currently has 15 tenants and 5 vacancies. Dewey's Pizza will be occupying 2,730 square feet within tenant space 15 of the 4-building shopping center.

PROJECT DESCRIPTION
The Applicants are seeking approval for a new conditional use permit for a Dewey's Pizza location, a quick-service pizza and salad restaurant serving alcoholic beverages with limited indoor seating. They also offer order ahead for pick-up and delivery options. The proposed space is 2,730 square feet with 16 indoor seats. In discussions with staff, the applicant has reduced the number of seats from 22 to 16 due to the lack of additional parking within the shopping center to accommodate additional restaurants with seats greater than 16. No changes to the exterior of the building or the site are proposed in association with this application. Hours of operation are 11:00 AM to 9:00 PM Monday through Thursday, 11:00 AM to 10:00 PM Friday and Saturday, and Noon-9:00 PM on Sundays with 10 employees at busiest shift.

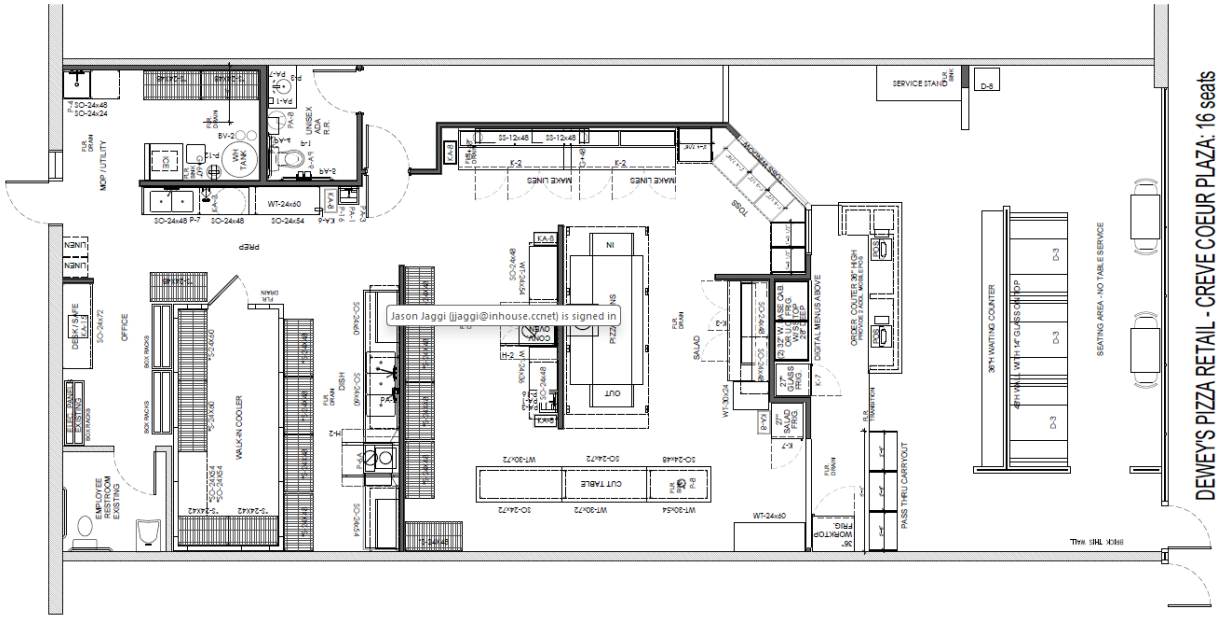


Figure 1: Floor Plan.

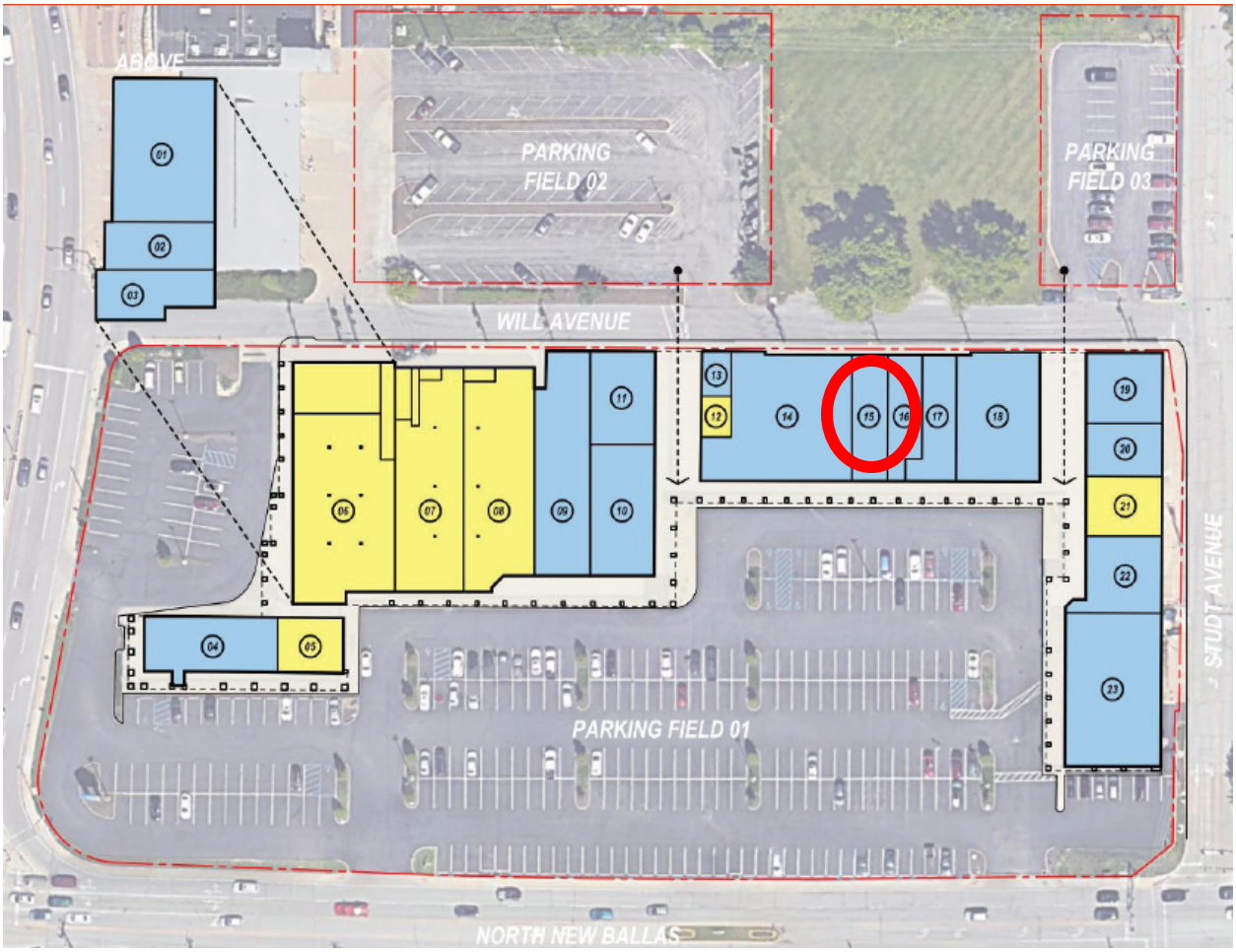


Figure 2: Proposed Location Site Plan. Dewey's Pizza is shown in red circle.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Commercial	CB-Core Business	Olive Boulevard
South	Commercial	CB-Core Business	Studt Road
East	Commercial	CB-Core Business	Will Avenue
West	Commercial	CB-Core Business	N. New Ballas Road

COMPREHENSIVE PLAN REVIEW

Creve Coeur 2030 Plan

The *Creve Coeur 2030* Plan includes the overall goal for Placemaking & Community Identity by creating mixed-use, walkable districts (p. 45), and the long-term Economic Growth & Community Services goal of providing community services, amenities, and experiences necessary to leverage and capture the changing consumer preferences for more lifestyle centers (p. 47). The subject property is located within the Community Center District (CC) place type which supports the development of a variety of medium- to high-density, high-intensity, and mixed-use commercial, dining, retail, office, and multi-family residential in a vibrant, walkable, urban environment. The Community Center District serves as Creve Coeur's "downtown" with a goal of an established identity for the City as a regional destination. Filling empty spaces in the center works toward this goal. The applicant is filling a vacancy within a commercial building at Creve Coeur Plaza. No changes to the exterior of the building or site are proposed. Therefore, the use within the Plaza is consistent with the Comprehensive Plan as much as this proposal can be.

ZONING REVIEW
NAICS 722513 Limited-Service Restaurant are permitted as conditional uses with review and approval by the City Council upon the recommendation of the Planning and Zoning Commission in all of the commercial districts of the City. The entire Creve Coeur Plaza complex is 5.32 acres with approximately 73,423 square feet of retail space. The proposal is for 2,730 square feet thus representing roughly 3.2% of the complex's square footage.

Parking:
Parking regulations for eating and drinking establishments with 16 or fewer seats are discussed under Section 405.820(F)(5)(b) which requires parking spaces at the ratio for basic retail uses, 4/1000 square feet of floor area. The proposed space is 2,730 square feet and the applicant has lowered the indoor seating to 16 seats to comply with the section above. The shopping center has 384 total parking spaces that are shared among the tenants. Using the code provision where restaurants with no more than 16 seats are considered the same as a basic retail use, there is no change in the parking requirements from the prior retail use for this tenant space (comic book store). For these reasons, staff believes there is sufficient parking for the proposed limited-service restaurant with 16 indoor seats.

OTHER REVIEW ITEMS
Trash for the restaurant will utilize the existing dumpster located behind the building. The dumpster enclosure is in good repair.

RECOMMENDED CONDITIONS FOR APPROVAL
Based on the above analysis, the request for a conditional use permit appears to meet all of the requirements of the Zoning Ordinances and is consistent with the goals and objectives of the Comprehensive Plan. Should the Planning and Zoning Commission view this request favorably, staff recommends the approval be subject to the conditions below which are included in the draft ordinance:

1. The Conditional Use Permit shall be for the operation of an approximately 2,730 square foot Limited-Service Restaurant, NAICS 722513, establishment at 736 North New Ballas Road, within Creve Coeur Plaza.
2. Maximum seating permitted is limited to 16 indoor seats. The Zoning Administrator may authorize additional indoor or outdoor seating, based upon a complete review of the parking for Creve Coeur Plaza to ensure zoning code compliance.
3. Hours of operation shall be from 11:00 AM to 9:00 PM, Monday-Thursday, 11:00 AM to 10:00 PM, Friday-Saturday and 12:00 PM to 9:00 PM Sunday Additional business hours may be permitted with the Zoning Administrator's approval including, but not limited to, the catering of special events.
4. Employee vehicles, delivery and company vehicles shall be parked in the adjacent parking lots behind the buildings.
5. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code and require permit approval.
6. 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.
7. 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.
8. 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.

9. 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 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.

ACTION

If the Planning and Zoning Commission finds the attached draft conditional use permit ordinance to be in conformance with the purposes and regulations of the Comprehensive Plan and Zoning Code, it may vote on a recommendation to the City Council. Any changes to the draft ordinance should be discussed and made by separate actions.

MOTION

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

> "I move to recommend approval of a Conditional Use Permit for Dewey's Pizza located at 736 N. New Ballas Road, within Creve Coeur Plaza, subject to the conditions discussed in the Staff Report and Draft Ordinance for the meeting of December 1, 2025" (conditions may be added, eliminated, or modified by preceding motion).

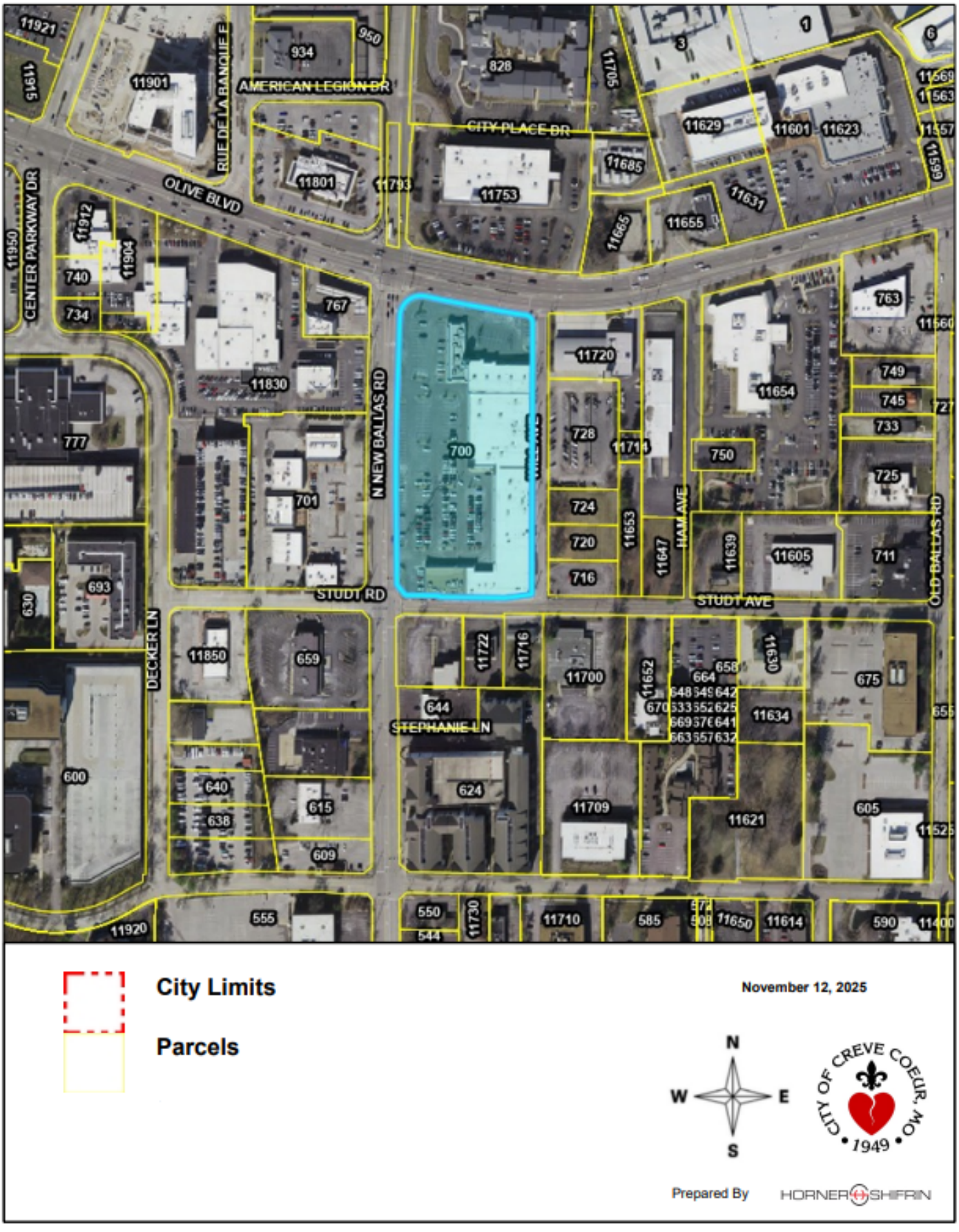
APPENDIX 1: COMPREHENSIVE PLAN, INCLUDING DESIGN GUIDELINES

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



BILL NO. _____ ORDINANCE NO. _____

AN ORDINANCE AUTHORIZING THE ISSUANCE OF A NEW CONDITIONAL USE PERMIT FOR A 2,730 SQUARE-FOOT LIMITED-SERVICE RESTAURANT, DEWEY'S PIZZA, LOCATED AT 736 NORTH NEW BALLAS ROAD WITHIN CREVE COEUR PLAZA

WHEREAS, under Section 405.360(C), all eating and drinking places in the "CB" Core Business zoning district require the issuance of a conditional use permit as provided in Section 405.1070, Conditional Use Permits; and

WHEREAS, Heath Troste, of HD Contracting, submitted an application for a new conditional use permit for a 2,730 square foot restaurant, Dewey's Pizza, with 16 indoor seats, at 736 North New Ballas Road, within Creve Coeur Plaza; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Tuesday, December 1, 2025, beginning at 6:00 p.m. or immediately following the close of the previous public hearing, on said application for the conditional use permit as provided by Section 405.1070(D)(2); and

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

WHEREAS, the Planning and Zoning Commission reviewed and, by a __ vote, recommended approval of the conditional use permit, subject to the conditions contained herein, at its meeting on December 1, 2025; 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 conditional use, when subject to certain conditions set forth herein:

1. Complies with all applicable provisions of this Zoning Ordinance Chapter 405 including but not limited to 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 welfare and convenience of the community at the specific location.
3. Will not cause substantial injury to the value of neighboring property.
4. Is consistent with the applicable provisions of the City's Comprehensive Plan and any applicable neighborhood or sector plans, unless good cause is demonstrated 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 pedestrian or vehicular traffic or on community facilities or services, including but not limited to emergency services.

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 limited-service restaurant located at 782 North New Ballas Road, in the "CB" Core Business zoning district, within Creve Coeur Plaza, whose legal description is as follows:

A tract of land situated in the City of Creve Coeur, County of St. Louis, State of Missouri, lying in part of Section 3, Township 45 North, Range 5 East, being part of Lot 3 of Studt's Home Place, a subdivision filed for record in Plat Book 7, Page 38 of the land records of said St. Louis County; being part of Lots 1 and 2, and all of Lots 5 through 10 of Studt's Heights No. 2, a subdivision filed for record in Plat Book 15, Page 65 of said land records; being part of an Alley, 16 feet wide, vacated by Ordinance No. 308 of the City of Creve Coeur, a certified copy of which is filed April 25, 1962 as Daily No. 60 of said land records, which adjoins said Lots 5 through 10 of Studt's Heights No. 2; and being more particularly described as follows:

Beginning at the intersection of the South right-of-way line of Olive Boulevard, as widened, variable width, and the West right-of-way line of Will Avenue, 40 feet wide; thence along said West right-of-way line of Will Avenue, South 00 degrees 13 minutes 56 seconds West, a distance of 655.50 feet to the North right-of-way line of Studt Avenue, as widened, variable width; thence along said North right-of-way line of Studt Avenue as follows: South 81 degrees 58 minutes 33 seconds West, a distance of 65.69 feet; North 89 degrees 07 minutes 04 seconds West, a distance of 160.50 feet; North 00 degrees 52 minutes 56 seconds East, a distance of 3.00 feet; North 89 degrees 07 minutes 04 seconds West, a distance of 83.05 feet; North 38 degrees 03 minutes 20 seconds West, a distance of 32.55 feet to the East right-of-way line of North New Ballas Road, variable width; thence along said East right-of-way line of New Ballas Road as follows: North 00 degrees 32 minutes 01 seconds West, a distance of 212.64 feet to a curve; 261.47 feet along the arc of a curve to the right, having a radius of 5,689.08 feet, through a central angle of 002 degrees 38 minutes 00 seconds, with a chord that bears North 00 degrees 46 minutes 59 seconds East, a distance of 261.45 feet; North 02 degrees 05 minutes 59 seconds East, a distance of 175.37 feet to said South right-of-way line of Olive Boulevard; thence along said South right-of-way line of Olive Boulevard as follows: 88.58 feet along the arc of a curve to the right, having a radius of 51.00 feet, through a central angle of 099 degrees 31 minutes 13 seconds, with a chord that bears North 51 degrees 51 minutes 36 seconds East, a distance of 77.86 feet; 52.08 feet along the arc of a curve to the right, having a radius of 2,919.93 feet, through a central angle of 001 degrees 01 minutes 19 seconds, with a chord that bears South 78 degrees 43 minutes 46 seconds East, a distance of 52.08 feet; South 79 degrees 18 minutes 26 seconds East, a distance of 140.51 feet to a curve; 56.28 feet along the arc of a curve to the left, having a radius of 1,009.83 feet, through a central angle of 003 degrees 11 minutes 36 seconds, with a chord that bears South 80 degrees 54 minutes 30 seconds East, a distance of 56.28 feet to a curve; 28.84 feet along the arc of a curve to the right, having a radius of 20.00 feet, through a central angle of 082 degrees 36 minutes 35 seconds East, with a chord that bears South 40 degrees 51 minutes 02 seconds East, a distance of 26.40 feet to the point of beginning.

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 an approximately 2,730 square foot Limited-Service Restaurant, NAICS 722513, establishment at 736 North New Ballas Road, within Creve Coeur Plaza.
2. Maximum seating permitted is limited to 16 indoor seats. The Zoning Administrator may authorize additional indoor or outdoor seating, based upon a complete review of the parking for Creve Coeur Plaza to ensure zoning code compliance.
3. Hours of operation shall be from 11:00 AM to 9:00 PM, Monday-Thursday, 11:00 AM to 10:00 PM, Friday-Saturday and 12:00 PM to 9:00 PM Sunday Additional business hours may be permitted with the Zoning Administrator's approval including, but not limited to, the catering of special events.
4. Employee vehicles, delivery and company vehicles shall be parked in the adjacent parking lots behind the buildings.
5. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code and require permit approval.
6. 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.
7. 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.
8. 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.
9. 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 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.

BILL NO. _____ ORDINANCE NO. _____

ADOPTED THIS ____ DAY OF _____, 2026.

_____
MARK MANLIN
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2026.

_____
DR. ROBERT
HOFFMAN
MAYOR

ATTEST:

_____

KELLIE HENKE
CITY CLERK

city of CREVE COEUR

File #_____

PLANNING DIVISION

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

PLANNING AND ZONING COMMISSION AGENDA APPLICATION
CONDITIONAL USE PERMIT

PLEASE COMPLETE FRONT AND BACK PAGES

Applicant:	*Applicant's Representative (if applicable):*
Heath Trostle *Name*	_____ *Name*
Dewey's Pizza *Company (If Applicable)*	_____ *Company (If Applicable)*
605 Valleywoods Ct. *Address*	_____ *Address*
Loveland, OH 45140 *Address*	_____ *Address*
Telephone # 513-233-5223	*Telephone #* _____
Fax # _____	*Fax #* _____
Email: heath@hd-contracting.com	*Email:* _____
_____ *Applicant's Signature*	_____ *Applicant's Representative's Signature*

Property Information:	*Owner's Acknowledgement (if different from applicant):*
700 N. New Ballas Rd. ("736" is specific tenant space) *Address*	_____ *Name*
Creve Coeur, MO 63141 *Address*	Creve Coeur Plaza Associates, LLC *Company (If Applicable)*
Creve Coeur Plaza *Development Name (if any)*	7700 Forsyth Blvd. Suite 1210 *Address*
Core Business District *Current Zoning*	St. Louis, MO 63105 *Address*
_____ *Prior CUP Approvals (if known)*	*Telephone #* 314-241-0150
_____	*Fax #* _____
_____	*Email:* Kelsey.Goldkamp@cushwake.com
_____	Theodore R Martin *Owner's Signature*

Description of Requested Use (attach additional sheets as needed)

General Description of Business: Dewey's Pizza - quick serve / carryout facility (limited dining)

Gross Floor Area – Existing and Proposed: _____

Number of Seats (for restaurant only): 22

Number of Employees at the busiest shift: 10

Hours of Operation: M-TH 11-9, F-S 11-10, Sun 12-9

Current or Most Recent Use of the Property: retail

Will the applicant apply for a liquor license: Yes [✓] No [ ]

Rationale

Please describe in detail, on an attached sheet, the reasons why you believe the request for a conditional use permit should be approved and what steps are being taken to lessen any impacts on surrounding residences and businesses. An explanation of the building and landscape designs (if changes are proposed) should also be included.

Submittal Checklist

[✓] Rationale	[ ] Building elevations for new construction
[✓] Site plan	[ ] Photographs of existing structures
[✓] Access and parking plan; (may be shown on site plan)	[ ] Materials samples
[ ] Landscape plan	[✓] Legal Description in Word format
[✓] Floor plan	[✓] Fees: $250 (non-refundable) $2000 (refundable deposit)
[✓] Electronic copies of all materials	[ ] Other items as requested by staff

Preferred Public Hearing Date: Monday, December 1 *, 20* 25 *.*

See Planning & Zoning Commission schedule and confirm available meeting dates with Planning Division staff*

Office Use Only	
____ **All Sections Complete**	Received By:
____ **All Documents, incl. e-Copies**	_____
____ **Fees Paid**	Date: _____

Revised: 7/22

Proposed Dewey's Pizza (tenant finish)

700 N. New Ballas Rd. Creve Coeur, MO 63141

Rationale:

Dewey's Pizza is a privately owned restaurant chain that has become a staple in the St. Louis Community.

Dewey's desires to expand its footprint and bring its history of quality food and service to the City of Creve Coeur. Dewey's has a history of community outreach and community service projects. With the addition of the proposed facility, Dewey's will be able to accommodate an increasing number of customers while providing a more convenient pick-up location for residents of the city as well as lunch accommodations for local employees.

As an interior tenant finish proposal in an existing core business district building, the proposed facility provides only positive impact on the surrounding residence and businesses and requires no change to the existing building exterior or landscape design.

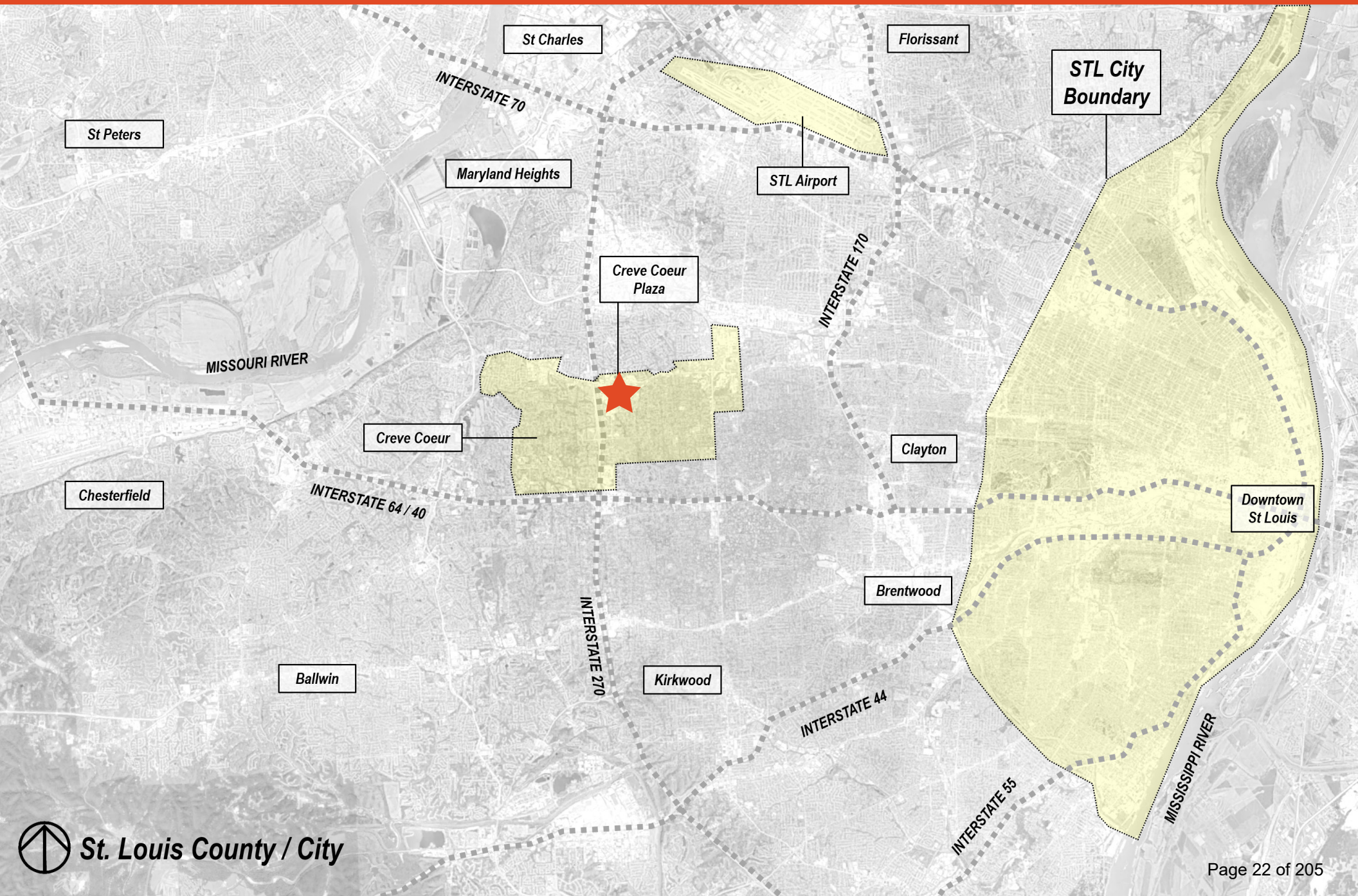
As a quick-service, pick-up location with limited seating, the proposed facility will not cause harm to the existing parking facilities and will operate as more of a retail food establishment rather than a full-service restaurant. One such example would be Dewey's 1800 SF neighborhood store located at 5200 Hampton Ave. in Southampton which opened last year.

CREVE COEUR PLAZA

NORTH NEW BALLAS ROAD & OLIVE BOULEVARD
CREVE COEUR MO 63141

HALO
BROKERAGE & MANAGEMENT

CREVE COEUR PLAZA | PROPERTY LOCATION



St. Louis County / City

CREVE COEUR PLAZA | NEIGHBORHOOD VIBE

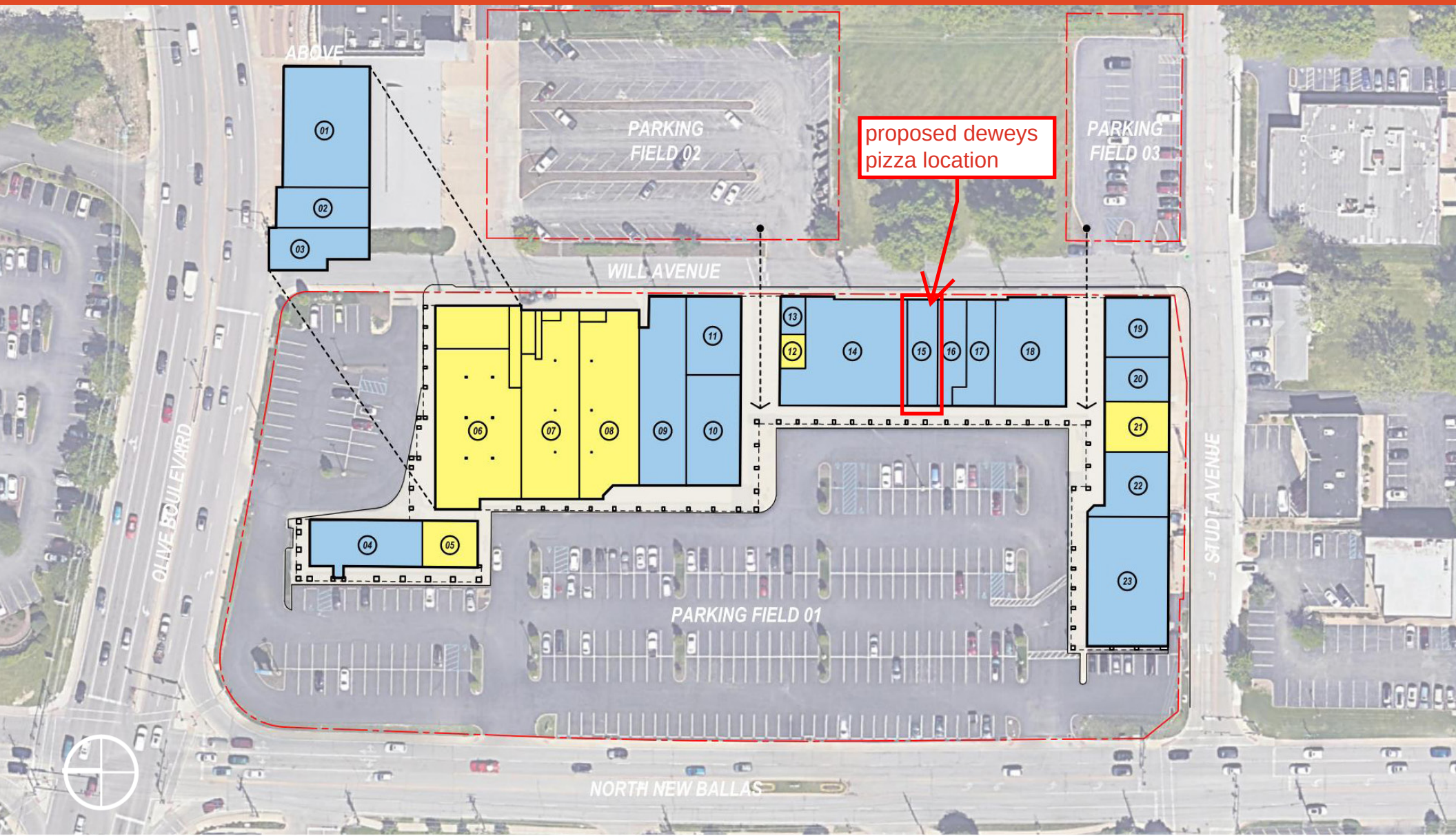
PROPERTY HIGHLIGHTS

- Located near intersection of I-270 & Olive
- Great location at the corner of Olive & N. Ballas Rd.
- Excellent visibility and high traffic counts
- Over 3 million s.f. of office space in area
- Flexible lease rates

DEMOGRAPHICS

	1 Mi.	3 Mi.	5 Mi.
Population	7,683	55,745	147,911
Med. HH Income	$78,402	$78,898	$78,738
Med. Age	46.4	44.3	43.9
Daytime Pop	22,766	120,846	222,916

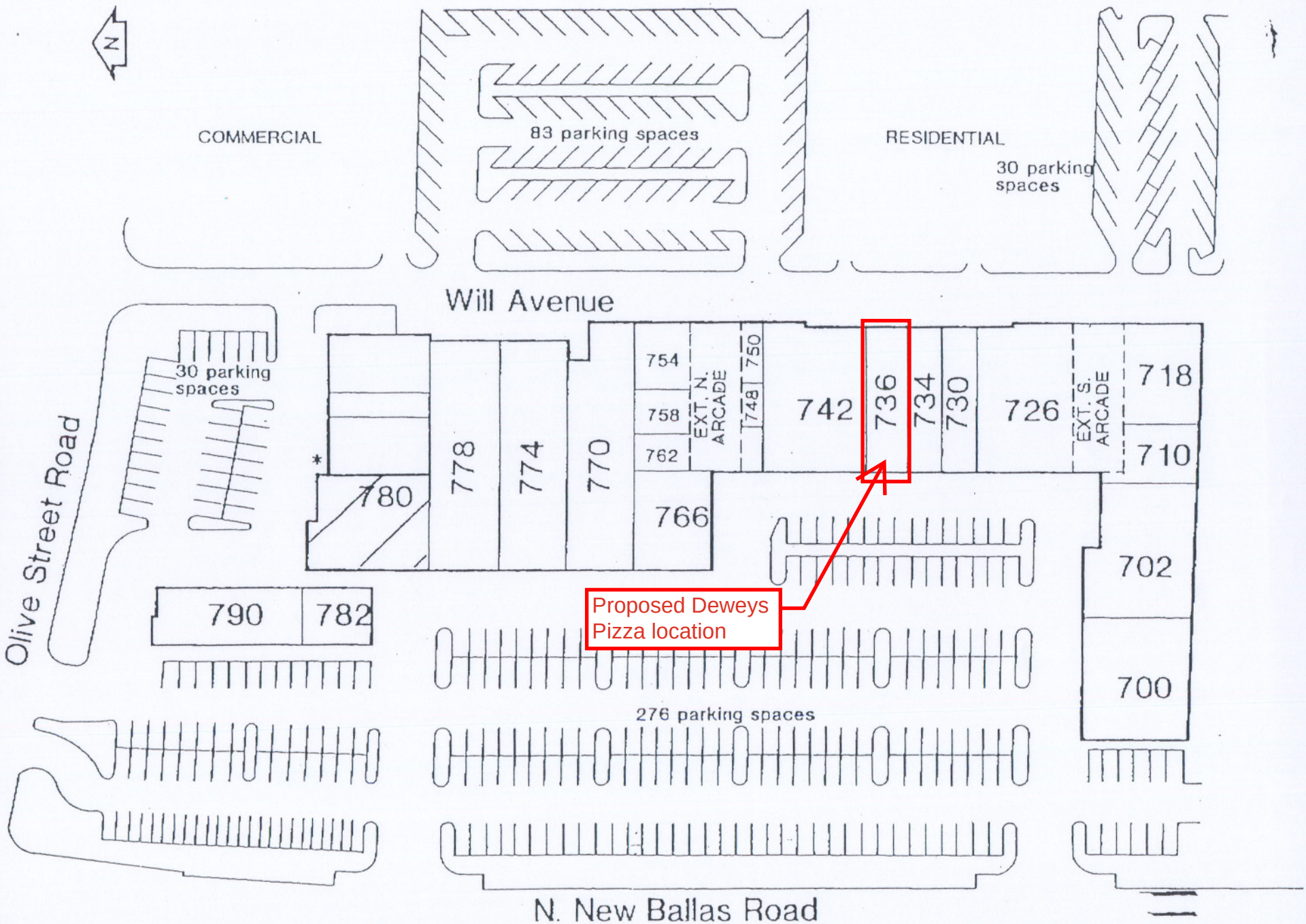
CREVE COEUR PLAZA | TENANT ROSTER



01	SOLA SALON	5,724	06	AVAILABLE	6,995	11	E3	3,300	16	WINE & CHEESE	3,200	21	AVAILABLE	2,346
02	MALLIA SALON	2,200	07	AVAILABLE	5,856	12	AVAILABLE	800	17	WINE & CHEESE	1,733	22	SPARTAN FITNESS	2,094
03	PALADINA HEALTH	2,100	08	AVAILABLE	5,882	13	JS HAIR DESIGNS	800	18	TRAVEL PLEX	3,520	23	THE PASTA HOUSE	6,067
04	FIVE GUYS	3,092	09	BICYCLE GUYS	4,070	14	FIRST WATCH	4,408	19	DR. O'CONNELL	1,056			
05	AVAILABLE	1,200	10	QDOBA	3,200	15	FANTASY SHOP	2,730	20	PEOPLE READY	1,050			

HALO
BROKERAGE & MANAGEMENT

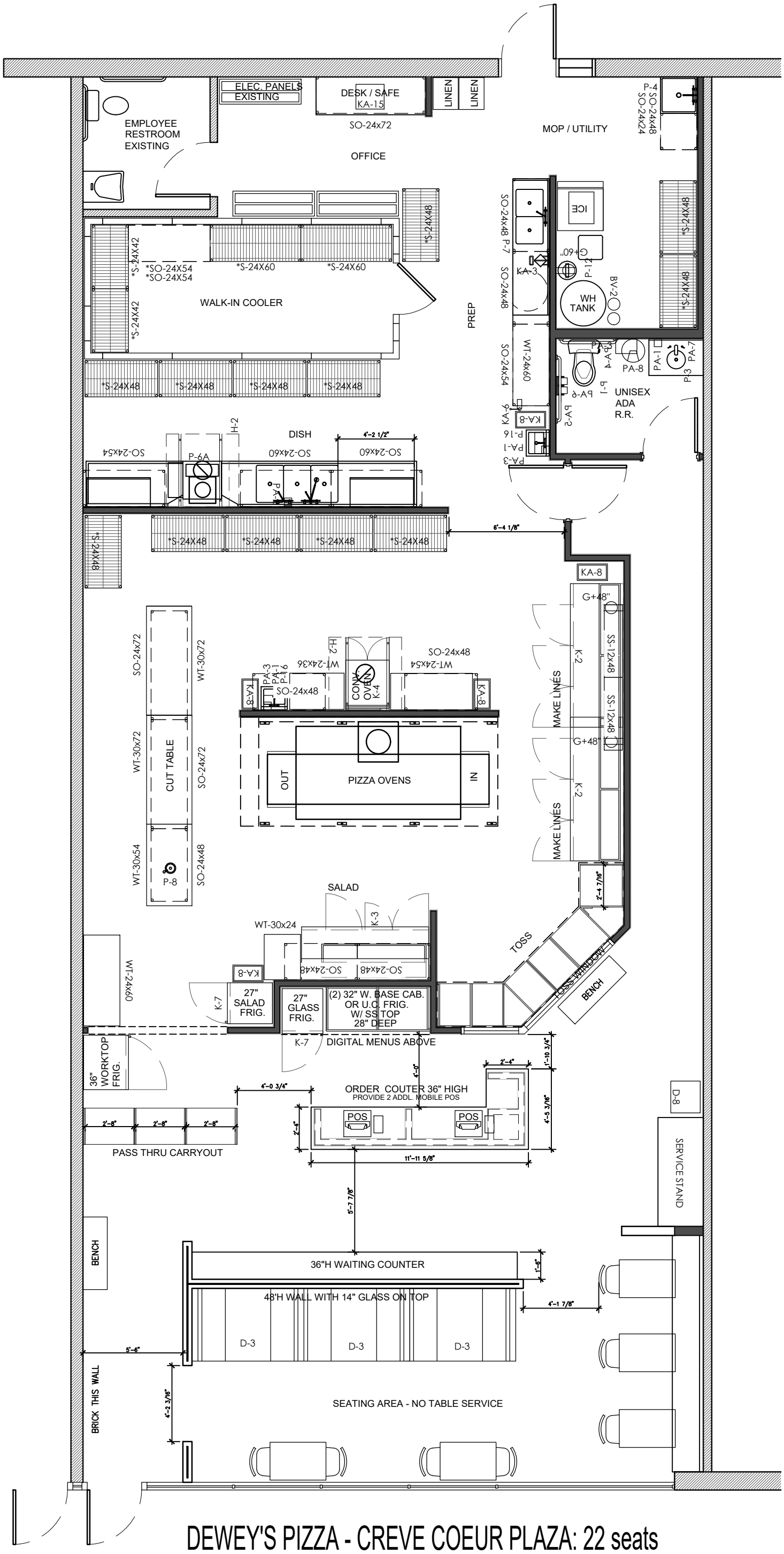
FOR INFORMATION CONTACT
TED MARTIN
ted@halorev.com
314-504-0362



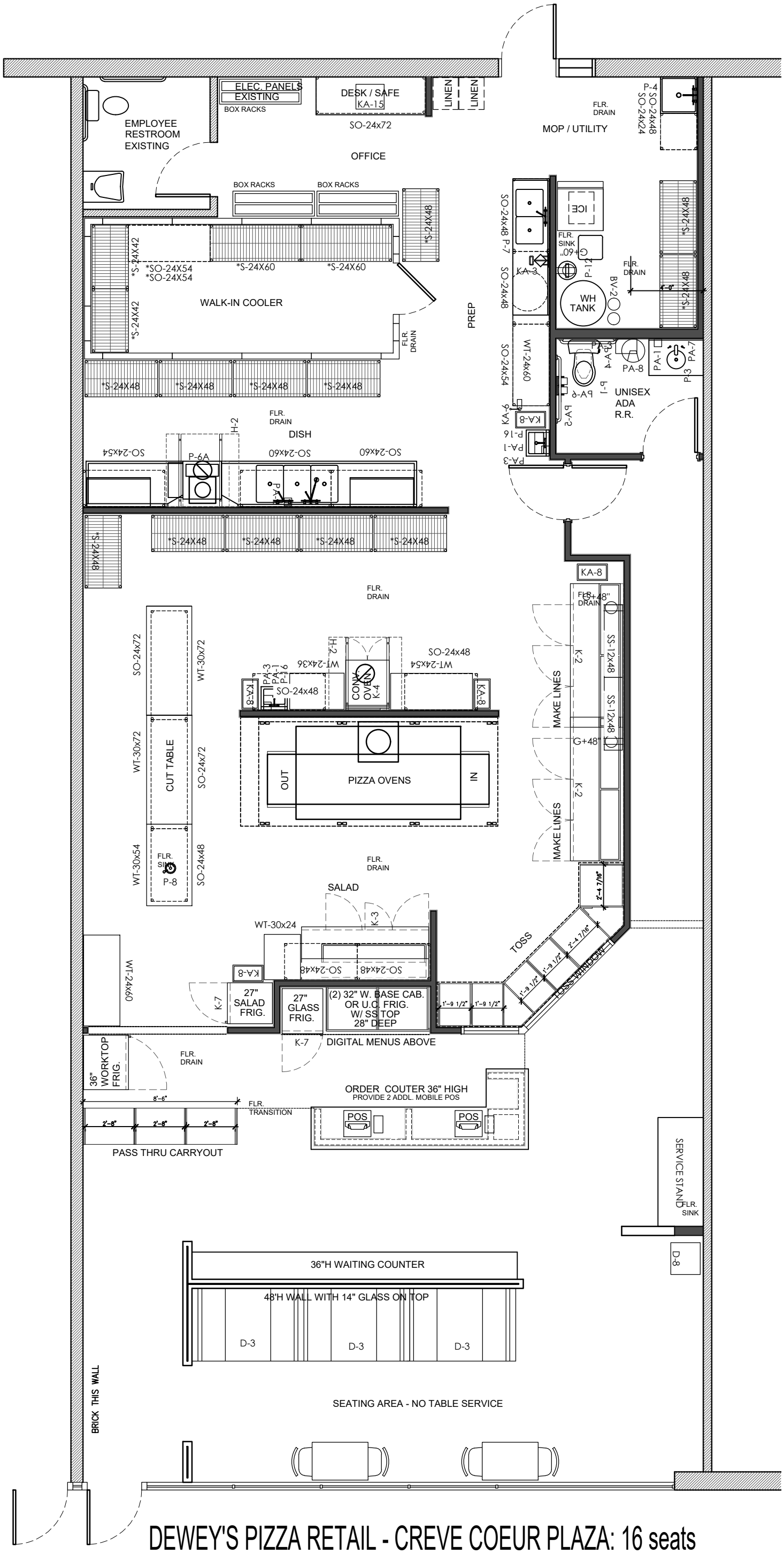
Creve Coeur Plaza Shopping Center

* upper level suites 11772 Olive
11770 Olive
11756-11764 Olive

MAY 06 2002 09:57 FR COLLIERS IMI MO 314 862 1648 TO 96729938 P.04



DEWEY'S PIZZA - CREVE COEUR PLAZA: 22 seats



DEWEY'S PIZZA RETAIL - CREVE COEUR PLAZA: 16 seats

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141

(314) 432-6000 • Fax (314) 872-2539

APPLICATION TO PLANNING AND ZONING COMMISSION #25-038: A CONDITIONAL USE PERMIT FOR EINSTEIN BROS BAGELS LOCATED AT 12505 OLIVE BOULEVARD, SUITE A, WITHIN THE HERITAGE PLACE DEVELOPMENT

FOR THE MEETING OF: Monday, December 1, 2025, 6:00 PM

LOCATION: 12505 Olive Boulevard, Zoned CB-Core Business Zoning District.

REQUEST: Matt Copenhaver, of Einstein Noah Restaurant Group, Inc, has submitted an application for a new conditional use permit for a 2,453 square foot Einstein Bros. Bagels restaurant location at 12505 Olive Boulevard, Suite A, within the Heritage Place development. No exterior changes are proposed and the hours of operation will be from 6:00 AM to 2:00 PM every day of the week. There will be 40 seats in the restaurant and 4 employees at the busiest shift. The property is in the "CB" Core Business zoning district. Einstein Bros. Bagels is classified as a Limited-Service Restaurant (NAICS 722513) which is a conditional use in the CB District.

ADDITIONAL INFORMATION: Under Section 405.370, Table A of the Zoning Code, NAICS 722513 requires the issuance of a conditional use permit in the "CB" zoning district subject to the recommendation of the Planning and Zoning Commission and approval of the City Council.

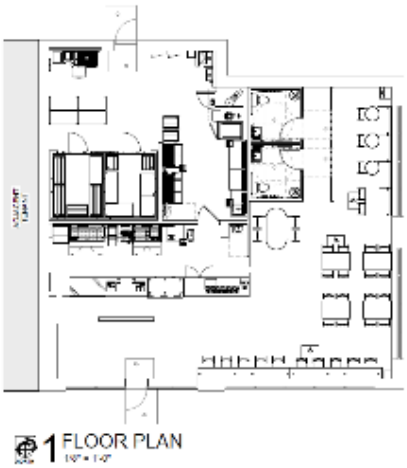
Key Issues:
- Does the request further the goals and/or implement the Comprehensive Plan?
- Is the request consistent with the required findings for a conditional use permit?

Creve Coeur 2030 Plan References
- Mixed-Use (MU) District

Zoning Code References
- Section 405.370: CB-Core Business District
- Section 405.470: Conditional Use Permit

APPLICANT: Matt Copenhaver
Einstein Noah Restaurant Group, Inc.
1720 S. Bellaire Street, Ste. Skybox
Denver, CO 80222

PROPERTY OWNER: Mark W. Zeiner
RPT Realty, L.P.
500 North Broadway, Ste. 201
Jericho, NY 11753



REPORT PREPARED BY: Jason Jaggi, AICP Director of Community Development
DATE: 11/20/2025
ATTACHMENTS: Applicant's Materials received 10/28/25
Draft Ordinance

BACKGROUND:
The Heritage Place shopping center is located on the north side of Olive Boulevard between Ross Avenue and Park Center Drive. According to County Assessor data, most of the center was developed in the late 1980's, outside of the city limits of Creve Coeur within unincorporated St. Louis County. The frontage of the center is located within the City limits of Creve Coeur extending back about 150-feet from the Olive Boulevard right-of-way (refer to map below). The majority of the center remains in unincorporated St. Louis County. Heritage Place is a major shopping center within the West Olive corridor consisting of five buildings on approximately 29 acres of land. A large surface parking lot is shared among the various uses within the center.

The subject tenant space is part of a smaller outlot building, located in Creve Coeur, and constructed in 2003 that was previously a shoe store. Einstein Bros Bagels will be occupying 2,453 square feet within this building.

PROJECT DESCRIPTION
The Applicants are seeking approval for a new conditional use permit for an Einstein Bros Bagels location, a fast-casual restaurant serving bagels, coffee, sandwiches, and other related items. They also offer order ahead for pick-up and indoor seating. The proposed space is 2,453 square feet with 40 indoor seats. Parking is provided in a small parking lot in front of the building; however, usage of the large parking lot shared among the shops within the center is also available. No changes to the exterior of the building or the site are proposed in association with this application. Hours of operation are 6:00 AM to 2:00 PM, seven days a week with 4 employees at the busiest shift.

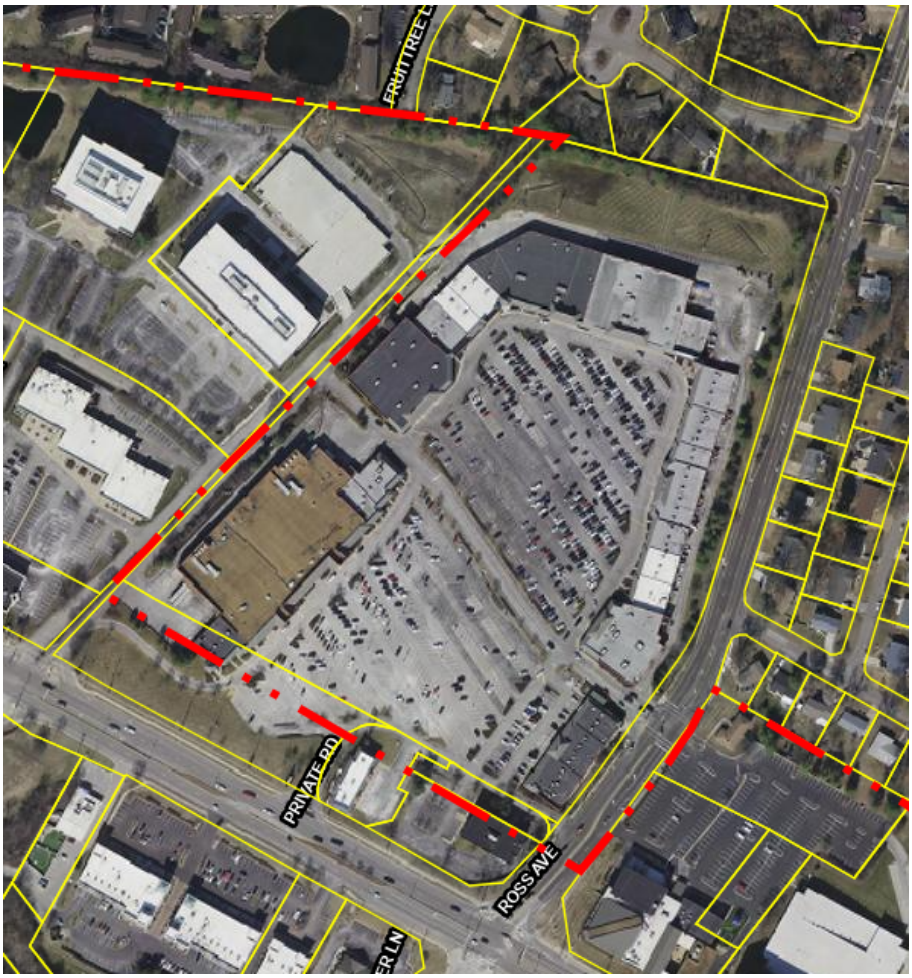


Figure 1: Aerial map of Heritage Place shopping center. The dashed red line is the boundary between the City of Creve Coeur and unincorporated St. Louis County.

Figure 2: Graphic site plan of Heritage Place and the subject location for Einstein Bros Bagels

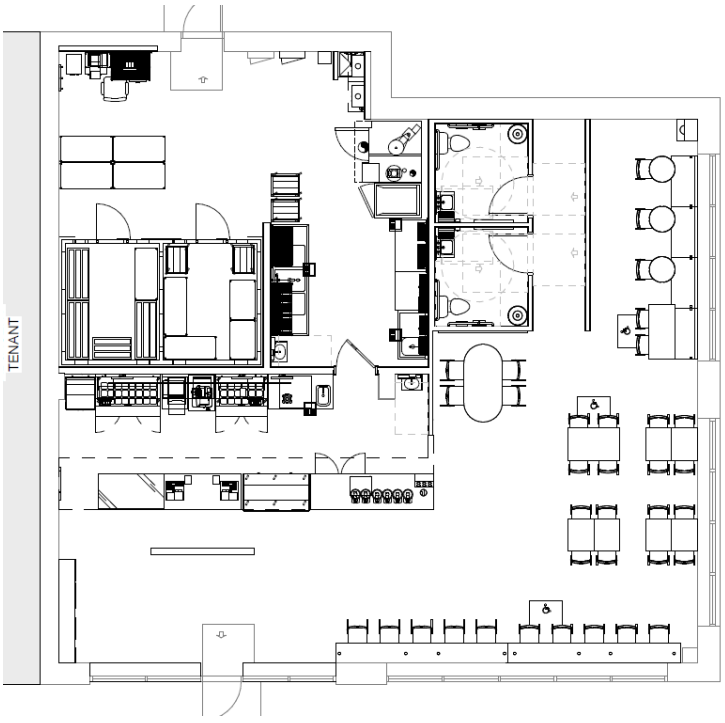


Figure 3: Proposed floor plan

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Residential	R-3 Unincorporated County	N/A
South	Commercial	GC-General Commercial and MX-Mixed Use	Olive Boulevard
East	Commercial	CB-Core Business	Ross Avenue
West	Commercial	CB-Core Business	Park Center Drive

COMPREHENSIVE PLAN REVIEW

Creve Coeur 2030 Plan

The *Creve Coeur 2030* Plan includes the overall goal for Placemaking & Community Identity by creating mixed-use, walkable districts (p. 45), and the long-term Economic Growth & Community Services goal of providing community services, amenities, and experiences necessary to leverage and capture the changing consumer preferences for more lifestyle centers (p. 47). The subject property is located within the Mixed-Use (MU) place type and West Olive corridor which supports the development of a variety of medium-density commercial, retail, office institutional, dining community services, and multi-family residential within a suburban context. The West Olive corridor serves as a regionally-recognized commercial corridor for retail and service businesses for the day-to-day use of Creve Coeur residents and workers. Filling an empty space in the center with a restaurant use works toward this goal and supports the accessible daily needs of the area's residential and employment base. Therefore, the use within the established shopping center is consistent with the Comprehensive Plan.

ZONING REVIEW

NAICS 722513 Limited-Service Restaurant are permitted as conditional uses with review and approval by the City Council upon the recommendation of the Planning and Zoning Commission in all of the commercial districts of the City. The entire Heritage Place complex is approximately 29 acres with approximately 83,000 square feet of retail space. The proposal is for 2,453 square feet thus representing roughly 3% of the complex's square footage. With the exception of the subject outlot building and the adjacent bank, most of the center is located within unincorporated St. Louis County and is not subject to the City's land use regulations.

Parking:

Parking regulations for eating and drinking establishments are discussed under Section 405.820(F)(5)(a) which requires 1 parking space for every 3 indoor seats and 1 space per 250 square feet of floor area. The proposed space is 2,453 square feet and the applicant is proposing 40 indoor seats, thus the required parking for the restaurant is 24 spaces. The outlot building has 29 adjacent spaces and the shopping center has a large surface parking lot that is available for all users. Staff was not provided with the parking capacity of the shopping center as part of this application; however, the vast majority of the center is located within St. Louis County and is not subject to the City's zoning requirements. Given the limited size of this restaurant and the proposed hours of operation, and the abundance of parking available with the shared parking lot, staff believes there is sufficient parking for the proposed limited-service restaurant with 40 indoor seats.

OTHER REVIEW ITEMS

Trash for the restaurant will utilize the existing dumpster located within the parking lot. The dumpster enclosure is in good repair.

RECOMMENDED CONDITIONS FOR APPROVAL

Based on the above analysis, the request for a conditional use permit appears to meet all of the requirements of the Zoning Ordinances and is consistent with the goals and objectives of the Comprehensive Plan. Should the Planning and Zoning Commission view this request favorably, staff recommends the approval be subject to the conditions below which are included in the draft ordinance:

1. The Conditional Use Permit shall be for the operation of an approximately 2,453 square foot Einstein Bros Bagels, a Limited-Service Restaurant, NAICS 722513, establishment at 12505 Olive Boulevard, within the Heritage Place shopping center.
2. Maximum seating permitted is limited to 40 indoor seats. The Zoning Administrator may authorize additional indoor or outdoor seating, based upon a complete review of the parking for Heritage Place to ensure zoning code compliance for the portion within the City of Creve Coeur.
3. Hours of operation shall be from 6:00 AM to 2:00 PM, seven days a week. Additional business hours may be permitted with the Zoning Administrator's approval including, but not limited to, the catering of special events.
4. Trash and food waste shall be disposed of properly utilizing the existing dumpsters. The trash enclosure area shall be kept clean at all times.
5. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code and require permit approval.
6. 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.
7. 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.
8. 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.
9. 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 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.

ACTION

If the Planning and Zoning Commission finds the attached draft conditional use permit ordinance to be in conformance with the purposes and regulations of the Comprehensive Plan and Zoning Code, it may vote on a recommendation to the City Council. Any changes to the draft ordinance should be discussed and made by separate actions.

MOTION

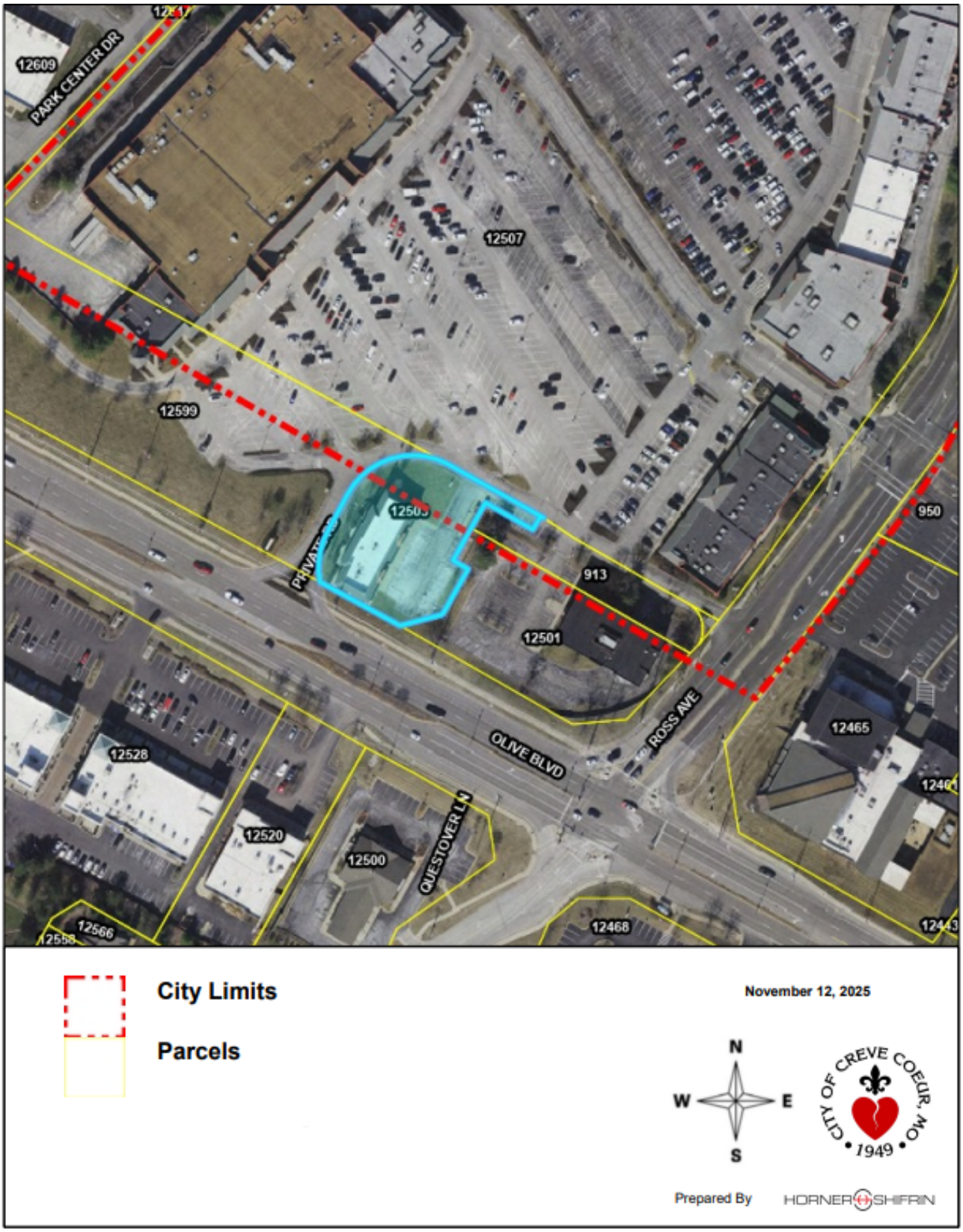
The following is an example of an appropriate motion for this application:

> "I move to recommend approval of a Conditional Use Permit for Einstein Bros Bagels located at 12505 Olive Boulevard, within Heritage Place shopping center, subject to the conditions discussed in the Staff Report and Draft Ordinance for the meeting of December 1, 2025" (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



BILL NO. _____ **ORDINANCE NO. _____**

AN ORDINANCE AUTHORIZING THE ISSUANCE OF A NEW CONDITIONAL USE PERMIT FOR A 2,453 SQUARE-FOOT LIMITED-SERVICE RESTAURANT, EINSTEIN BROS BAGELS, LOCATED AT 12505 OLIVE BOULEVARD WITHIN HERITAGE PLACE SHOPPING CENTER

WHEREAS, under Section 405.360(C), all eating and drinking places in the "CB" Core Business zoning district require the issuance of a conditional use permit as provided in Section 405.1070, Conditional Use Permits; and

WHEREAS, Matt Copenhaver, of Einstein Noah Restaurant Group, Inc, submitted an application for a new conditional use permit for a 2,453 square foot restaurant, Einstein Bros Bagels, with 40 indoor seats, at 12505 Olive Boulevard, Suite A, within Heritage Place shopping center; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Tuesday, December 1, 2025, beginning at 6:00 p.m. or immediately following the close of the previous public hearing, on said application for the conditional use permit as provided by Section 405.1070(D)(2); and

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

WHEREAS, the Planning and Zoning Commission reviewed and, by a __ vote, recommended approval of the conditional use permit, subject to the conditions contained herein, at its meeting on December 1, 2025; 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 conditional use, when subject to certain conditions set forth herein:

1. Complies with all applicable provisions of this Zoning Ordinance Chapter 405 including but not limited to 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 welfare and convenience of the community at the specific location.
3. Will not cause substantial injury to the value of neighboring property.
4. Is consistent with the applicable provisions of the City's Comprehensive Plan and any applicable neighborhood or sector plans, unless good cause is demonstrated 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 pedestrian or vehicular traffic or on community facilities or services, including but not limited to emergency services.

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 limited-service restaurant located at 12505 Olive Boulevard, Suite A, in the "CB" Core Business zoning district, within Heritage Place shopping center, whose legal description is as follows:

<TO BE INSERTED>

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 an approximately 2,453 square foot Einstein Bros Bagels, a Limited-Service Restaurant, NAICS 722513, establishment at 12505 Olive Boulevard, Suite A, within the Heritage Place shopping center.
2. Maximum seating permitted is limited to 40 indoor seats. The Zoning Administrator may authorize additional indoor or outdoor seating, based upon a complete review of the parking for Heritage Place to ensure zoning code compliance for the portion within the City of Creve Coeur.
3. Hours of operation shall be from 6:00 AM to 2:00 PM, seven days a week. Additional business hours may be permitted with the Zoning Administrator's approval including, but not limited to, the catering of special events.
4. Trash and food waste shall be disposed of properly utilizing the existing dumpsters. The trash enclosure area shall be kept clean at all times.
5. All signs and banners shall be in conformance with Article VIII, Sign Regulations, of the Zoning Code and require permit approval.
6. 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.
7. 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.
8. 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.
9. 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 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.

BILL NO. _____ **ORDINANCE NO. _____**

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 _____, 2026.

_____
MARK MANLIN
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2026.

_____
DR. ROBERT
HOFFMAN
MAYOR

ATTEST:

_____

KELLIE HENKE
CITY CLERK

city of CREVE COEUR
PLANNING DIVISION
300 North New Ballas Road, Creve Coeur, Missouri 63141
Tel. (314) 872-2501 • Fax (314) 872-2505

File #_____

PLANNING AND ZONING COMMISSION AGENDA APPLICATION
CONDITIONAL USE PERMIT

PLEASE COMPLETE FRONT AND BACK PAGES

Applicant:	***Applicant's Representative** (if applicable):*
Matt Copenhaver *Name*	Peggy Schindler *Name*
Einstein Noah Restaurant Group Inc. *Company (If Applicable)*	CSHQA *Company (If Applicable)*
1720 S Bellaire Street Ste. Skybox *Address*	2696 S Colorado Blvd. Ste. 525 *Address*
Denver, CO 80222 *Address*	Denver, CO 80222 *Address*
Telephone # (410) 371-1563	*Telephone #* 720-749-6324
Fax #	*Fax #*
Email: matt.copenhaver@bagelbrands.com	*Email:* peggy.schindler@cshqa.com
Applicant's Signature	*Applicant's Representative's Signature*

Property Information:	***Owner's Acknowledgement** (if different from applicant):*
12505 Olive Blvd. Suite 12505A *Address*	Mark W. Zeiner *Name*
Creve Coeur, MO 63141 *Address*	RPT Realty, L.P. *Company (If Applicable)*
Heritage Place *Development Name (if any)*	500 north Broadway, suite 201 *Address*
CB - Core Business District *Current Zoning*	Jericho, New York 1175 *Address*
Prior CUP Approvals (if known)	*Telephone #* (704) 362-6829
	Fax #
	Email: MZeiner@kimcorealty.com
	DocuSigned by: *Owner's Signature* 0533A310259B4FC...

Description of Requested Use (attach additional sheets as needed)

General Description of Business: Einstein Bros. Bagels is proud to be the largest fast-casual bagel brand in America and recognized by consumers as having the most craveable coffee, bagels, sandwiches and more.

Gross Floor Area – Existing and Proposed: 2,453 SF

Number of Seats (for restaurant only): 40 Seats

Number of Employees at the busiest shift: 4

Hours of Operation: 6am - 2pm Daily

Current or Most Recent Use of the Property: Retail Store

Will the applicant apply for a liquor license: Yes ☐ No ☑

Rationale

Please describe in detail, on an attached sheet, the reasons why you believe the request for a conditional use permit should be approved and what steps are being taken to lessen any impacts on surrounding residences and businesses. An explanation of the building and landscape designs (if changes are proposed) should also be included.

Submittal Checklist

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☐ Landscape plan	☑ Legal Description in Word format
☑ Floor plan	☑ Fees: $250 (non-refundable) $2000 (refundable deposit)
☑ Electronic copies of all materials	☐ Other items as requested by staff

Preferred Public Hearing Date: Monday, December 15 ***, 20*** 25 ***.***

*****See Planning & Zoning Commission schedule and confirm available meeting dates with Planning Division staff*****

Office Use Only

____ **All Sections Complete**	Received By:
____ **All Documents, incl. e-Copies**	
____ **Fees Paid**	Date:

Revised: 7/22

November 6, 2025

City of Creve Coeur, MO
Planning and Zoning Commission
300 North New Balls Road
Creve Coeur, MO 63141

Re: Einstein Bros Bagels
12505 Olive Blvd.
Creve Coeur, MO 63141

To Whom it May Concern:

Thank you for the opportunity to present our rationale for bringing craveable coffee, bagels, sandwiches and more to your community. As the nation's largest fast-casual bagel brand, we are passionate about what we do and feel that Creve Coeur, MO is a perfect fit for our brand. Our new store design is crafted with the intention of being a warm, inviting space that the community can gather in and create fond memories with, while enjoying our fresh, warm, high quality bagels with our rich flavorful schmears, or as a flavorful breakfast sandwich. We strive to be the space that families and friends can gather to celebrate life's wins, discuss books, art, literature, and more, or a place to just grab that tasty pick-me-up when you crave one of our many choices in bagels and schmears.

During construction we work hard to minimize the noise and impact to surrounding tenants, businesses and the community. Work for this project will be completed during normal business hours (typically from x AM to x PM), with the majority of work being done inside our tenant space. The only exterior work planned for the building is to hang our new signage. No other impacts to the existing building and landscape are planned.

After we open, we pride ourselves in being members of the local communities we serve by being an open and accessible place for all. Prior to opening, we like to visit nearby businesses and provide them with bagels to show our support and our desire to cater their events or show appreciation to their dedicated employees that help build up this wonderful community. We strive to be the kind of space that builds up the community and to provide a space where the community desires to come together.

Sincerely,

Leslie Haver

Leslie Haver
Sr. Director, Store Design
Bagel Brands

RPT REALTY, L.P.
500 North Broadway, Suite 201
Jericho, New York 11753

CSHQA
2696 S. Colorado Blvd
STE 525
Denver, CO 80222
720-749-6324
peggy.schidler@cshqa.com

Date: 11/4/2025

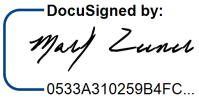
To Whom It May Concern,

This letter serves as formal confirmation that Einstein Bagels, located at 12505 Olive Blvd, Creve Coeur, MO 63141, has received approval from the property owner/management to proceed with interior improvements (upfit) to their leased space.

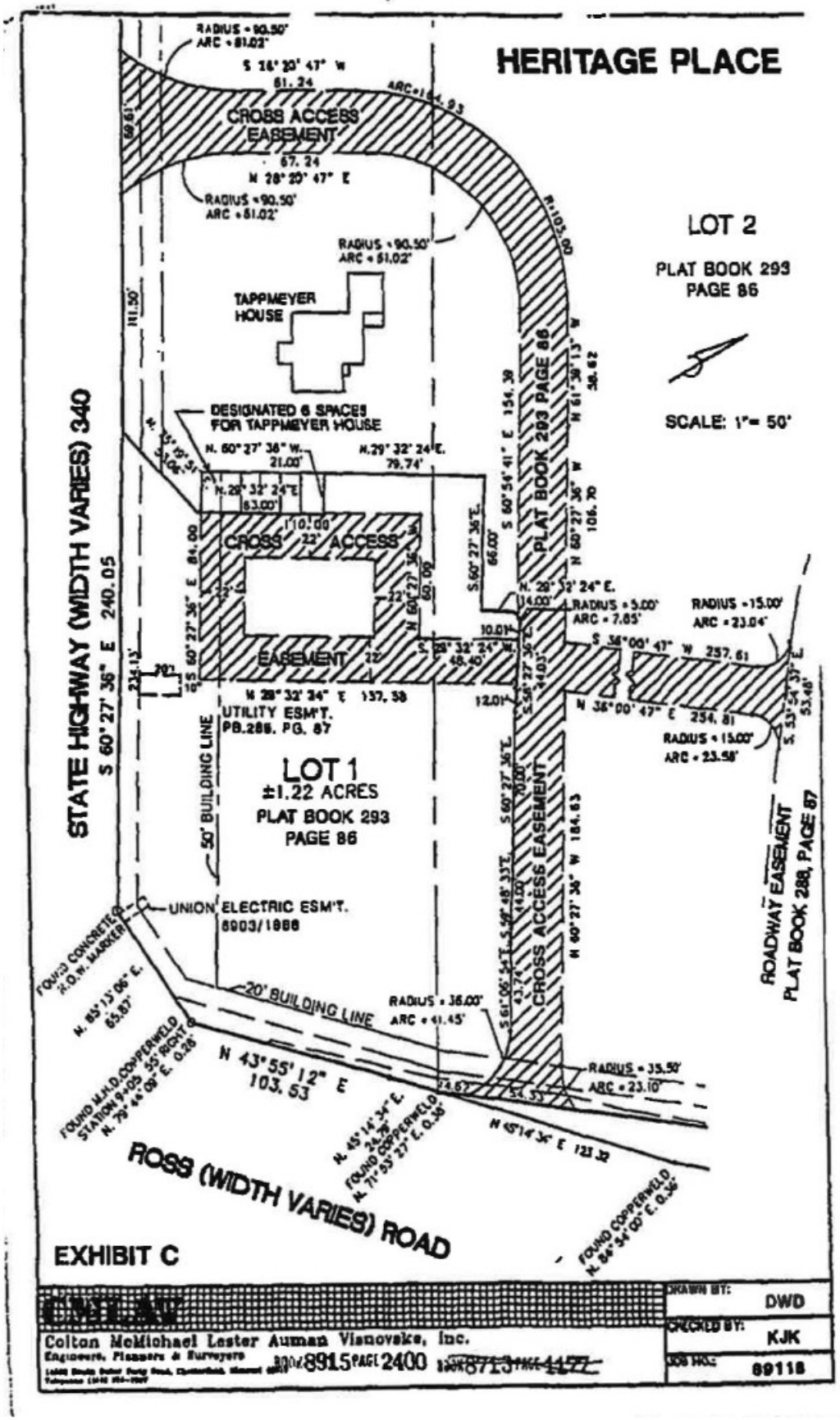
The tenant is responsible for obtaining all necessary permits and inspections required by the local jurisdiction.

Should you require any additional information or documentation, please feel free to contact me directly at mzeiner@kimcorealty.com or 704-362-6829.

Sincerely,
Mark Zeiner
Director, Construction



Locator: 17O430733
SCHSUB: 108D
PROPCLASS: C
LUC/ LAND USE: 506
LAND USE CATEGORY: Commercial
SUBDIVISION: HERITAGE PLACE LOT 2 RESUB
TWP: MHT
TWPNAME: MARYLAND HEIGHTS
MUNICIPALITY: CREVE COEUR
FIRM_PANEL: 29189C0187K
ZONING: Municipal
COGIS: 2471
ASRBKPG: 09 0594
ACRES: 0.70
LOTNUM: 2-A
NBHD: C06WSPRT
District: CB


HERITAGE PLACE
LOT 2
PLAT BOOK 293
PAGE 86
SCALE: 1"= 50'
CROSS ACCESS EASEMENT
TAPPMEYER HOUSE
DESIGNATED 6 SPACES FOR TAPPMEYER HOUSE
CROSS ACCESS EASEMENT
EASEMENT
UTILITY ESM'T.
PB.288, PG. 87
LOT 1
±1.22 ACRES
PLAT BOOK 293
PAGE 86
50' BUILDING LINE
UNION ELECTRIC ESM'T.
8903/1888
20' BUILDING LINE
CROSS ACCESS EASEMENT
ROADWAY EASEMENT
PLAT BOOK 288, PAGE 87
STATE HIGHWAY (WIDTH VARIES) 340
S 60° 27' 36" E 240.05
ROSS (WIDTH VARIES) ROAD
N 43° 55' 12" E
103.53
EXHIBIT C
Colton McMichael Lester Auman Visnovske, Inc.
Engineers, Planners & Surveyors
DRAWN BY: DWD
CHECKED BY: KJK
JOB NO.: 89118
BOOK 8915 PAGE 2400

1 FLOOR PLAN

1/8" = 1'-0"

11/6/2025 2:51:41 PM

EINSTEIN BROS BAGELS
12505 OLIVE BLVD. CREVE COEUR, MO 63141

200 BROAD STREET
BOISE, ID 83702
(208) 343-4635 • FAX (208) 343-1858
http://www.cshqa.com

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PROJECT	DATE
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DRAWN	CHECKED
SG	PS/SW

REVISED

SHEET TITLE
FLOOR PLAN

SHEET
02

ORIGINAL SHEET SIZE
11" x 17"

Heritage Place

Creve Coeur, MO

www.kimcorealty.com/125230

Available Potentially Available

	TENANT	SQ FT
1	Precision Fitness and [...]	5,600
2	Available	1,400
3	Chiro One	2,773
4	Aquatic Fitness	2,800
5	Randstad	1,400
6	Dollar Tree	9,600
7	Available (Former Restaurant)	1,750
8	Hawaii Poke	2,380
9	Elite Nail Salon	1,400
10	Premier Martial Arts	1,400
11	Shack Breakfast & Lunch	5,600
12	LightRx Face & Body MedSpa	2,100
13	Petco	14,566
14	McAlister's Deli	4,800
15	F45 Training	4,070
16	Salon Lofts	4,490
17	Mathnasium	2,241
18	Penn Station East Coast Subs	2,000
19	America's Best Contacts & [...]	3,826
20	Cardinal Orthodontics	2,453
21	Smoothie King	1,138
22	Available	2,867
23	Visionworks	1,565
24	Dierbergs Markets	74,721
25	SAS Shoes	2,020
26	GNC	1,230
27	GameStop	1,390
28	Bath & Body Works	3,750
29	Office Depot	25,650
30	Famous Footwear	5,948
31	Ulta	9,942
32	TJ Maxx	30,025
33	Marshalls	27,550
34	Scrubs & Beyond	4,800

Disclaimer: This site plan shows the approximate location, square footage, and configuration of the shopping center and adjacent areas, and is only illustrative of the size and relationship of the stores and common areas generally, all of which are subject to change. The showing of any names of tenants, parking spaces, square footage, curb-cuts or traffic controls shall not be deemed to be a representation or warranty that any tenants will be at the shopping center, the square footage is accurate, or that any parking spaces, curb-cuts or traffic controls do or will continue to exist. Moreover, any demographics set forth in this flyer are for illustrative purposed only and shall not be deemed a representation by Landlord or their accuracy. Availability of this property for rent is subject to prior rental or withdrawal of the property from the market at any time without notice.

Matt Hockeborn

Leasing Representative | (704) 362-6102 | mhockeborn@kimcorealty.com

KIMCO REALTY

1 SITE PLAN

1" = 300'-0"

200 BROAD STREET
BOISE, ID 83702
(208) 343-4635 • FAX (208) 343-1858
http://www.cshqa.com

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EINSTEIN BROS BAGELS
12505 OLIVE BLVD. CREVE COEUR, MO 63141

PROJECT	DATE
25100.000	11/06/2025
DRAWN	CHECKED
SG	PS

REVISED

SHEET TITLE: SITE PLAN

SHEET: 01

ORIGINAL SHEET SIZE 11" x 17"

11/6/2025 2:51:37 PM

1 EXISTING SITE PHOTO

2 EXISTING SITE PHOTO

3 EXISTING SITE PHOTO

SITE PLAN REFERENCE

11/6/2025 2:51:42 PM

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PROJECT	DATE
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SG	PS/SW

REVISED

SHEET TITLE
EXISTING SITE PHOTOS

SHEET
03

ORIGINAL SHEET SIZE
11" x 17"

4 EXISTING SITE PHOTO

5 EXISTING SITE PHOTO

6 EXISTING SITE PHOTO

SITE PLAN REFERENCE

11/6/2025 2:51:43 PM

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SHEET TITLE
EXISTING SITE PHOTOS

SHEET
04

ORIGINAL SHEET SIZE
11" x 17"

7 EXISTING SITE PHOTO

8 EXISTING SITE PHOTO

SITE PLAN REFERENCE

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PROJECT	DATE
25100.000	11/06/2025
DRAWN	CHECKED
SG	PS/SW

REVISED

SHEET TITLE
EXISTING SITE PHOTOS

SHEET
05
ORIGINAL SHEET SIZE
11" x 17"

11/6/2025 2:51:44 PM

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • www.crevecoeurmo.gov

APPLICATIONS TO PLANNING AND ZONING COMMISSION #25-034 AND 25-035: APPLICATIONS FOR A REZONING FROM "GC" GENERAL COMMERCIAL DISTRICT TO THE GRAESER STATION "PMD" PLANNED MIXED-USE DEVELOPMENT DISTRICT WITH A SITE CONCEPT PLAN AND SITE DEVELOPMENT PLAN FOR 11004, 11026, 11032 AND 11056 OLIVE BOULEVARD AND 825 AND 827 GRAESER ROAD

FOR THE MEETING OF: December 1, 2025

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

REQUEST: Garrison Hassenflu, of Garrison Companies, has submitted a rezoning application and a site concept plan and site development plan application for the lots addressed as 11004, 11026, 11032, and 11056 Olive Boulevard; and 825 and 827 Graeser Road in order to construct a new four-story, 157 residential unit, mixed-use development with approximately 8,500 square feet of first floor retail named Graeser Station. The lots comprise approximately 4.42 acres and are currently zoned "GC"-General Commercial Zoning District. The request is to rezone the properties to "PMD" Planned Mixed-Use Development Zoning District in accordance with the procedures described in Section 405.390 Planned Zoning Districts. Review and approval by the City Council upon the recommendation of the Planning and Zoning Commission is required.

ADDITIONAL INFORMATION: This project was previously before the Planning and Zoning Commission on August 4, 2025 for a preliminary review of the application in order to gather feedback for the proposal.

Key Issues:
- Does the request further the goals and/or implement the Comprehensive Plan?
- Does the use integrate with the surrounding area?
- Does the request meet with the criteria for Planned Zoning Districts as provided in Section 405.390?
- Does the project provide Public Benefits and meet the Design Criteria as a Planned Mixed-Use Development District?

Creve Coeur 2030 Plan References
- Neighborhood Commercial (NC) District
- East Olive Corridor Recommendations
- Design Guidelines

Zoning Code References
- Section 405.360: GC-General Commercial Zoning District
- Section 405.390: Planned Zoning Districts
- Section 405.1080: Site Concept, Site Development and Minor Site Plan Approval

APPLICANT:	Garrison Hassenflu Garrison Companies 2001 Shawnee Mission Parkway, Ste. 250 Mission Woods, KS 66205	**PROPERTY OWNER:**	Tom Stern Gershman, CRE 150 N. Meramec Ave, Ste. 500 St. Louis, MO 63105

REPORT PREPARED BY: BETHANY L. MOORE, CITY PLANNER
JASON JAGGI, AICP DIRECTOR OF COMMUNITY DEVELOPMENT

ATTACHMENTS:
Applicant's Revised Materials received November 7, 2025
Applicant's Parking Study dated October 21, 2025 by Lochmueller Group
Traffic Impact Study, October 2025, prepared by HR Green
Public comments received

INTRODUCTION AND BACKGROUND

The applicant, Garrison Hassenflu of Garrison Companies, has submitted applications for a Site Concept Plan, Site Development Plan and a rezoning for 6 lots addressed as 11004, 11026, 11032, and 11056 Olive Boulevard; and 825 and 827 Graeser Road for a Mixed-Use Development, known as Graeser Station, at the southwest corner of Olive Boulevard and Graeser Road. The development is comprised of a four-story mixed-use building with 157 studio, 1- and 2-bedroom residential units and 8,472 square feet of first floor retail space. All 6 properties, when combined total 4.42 acres, and are currently zoned "GC"-General Commercial. The applicant is seeking to rezone the parcels to "PMD" Planned Mixed-Use Development zoning district in order to move forward with the project, as the project would not be possible under the requirements of the current zoning district. The applicant will be applying for a boundary adjustment to combine the parcels into one lot, which will need to be submitted prior to the Planning and Zoning Commission taking formal action on this request. The applicant was last before the Planning and Zoning Commission on August 4th, 2025 for the preliminary review of the Site Concept Plan in order to gather feedback from the Commission for the proposal. No vote was requested at that time. The applicant and his consultants, Steadfast City, have held two neighborhood meetings in order to introduce the project to surrounding residents and gather feedback from them. They have also met with the Mayor and Ward 1 Councilmembers to introduce the project and accept feedback.

The properties at 11004 and 11026 Olive Boulevard were originally developed in 1963 as a strip shopping center, which has recently been demolished. The properties at 11032 and 11056 Olive Boulevard were developed in 1966-1967 and include an existing non-conforming strip shopping center development. 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. To facilitate the review of this development proposal, all 6 parcels will need to be consolidated into one lot and rezoned from GC-General Commercial to PMD-Planned Mixed-Use Development. The surrounding uses include commercial to the north, east and west along Olive Boulevard, also zoned GC-General Commercial and single-family residences to the south zoned C-Single Family Residential. These lots are also located within the Olive-Graeser Transportation Development District (TDD) which was created in 2009 to facilitate intersection improvements at Olive/Graeser/Dautel. Recent proposals for this site include a car wash with gas pumps in 2017 that was withdrawn after concerns were raised regarding a zoning text amendment that was necessary for the project and a QuikTrip gas station and convenience store in 2020 which included renovations to the adjacent retail building, that was denied by the City Council. The denial of the QT proposal was challenged in court; however, the decision to deny the conditional use permit by the City Council was upheld by the Missouri Supreme Court. The eastern improvements were demolished, and the western building remains unchanged.

PROJECT OVERVIEW

The proposal includes the construction of a new 163,500 square foot, 4-story, mixed-use building that extends around the corner of Olive Boulevard and Graeser Road. The overall height of the building is 54.5 feet. There are 157 total units proposed, ranging in size from a 575 square foot studio unit to a 1,297 square foot two-bedroom unit. This is a reduction of 11 units since the last time the development was before the Commission. The unit break down includes 34 studio units, 118 one-bedroom units, and 6 two-bedroom units. The residential density proposed has been reduced to 35.52 units per acre, down from the 38 units per acre previously proposed for the 4.42-acre site. The first floor of the building will include 8,472 square feet of commercial space, which is also a reduction in size from the 10,564 square feet of commercial space previously proposed. In addition to the commercial space, the first floor also includes amenity space for the apartment residents and a leasing office facing Olive Boulevard with first floor residential units placed along Graeser Road. Floors 2, 3, and 4 will only include residential units. Outdoor dining opportunities are proposed for the covered passthrough under the building connecting the parking lots, and allowing pedestrian access through the site, as well as in the plaza area at the corner of Graeser and Olive adjacent to the indoor coffee bar for building residents. The plaza area will also include planters and a space for public art to be displayed. The applicant is exploring placing a sculpture of their choosing or participating in the Sculpture on the Move program though the City of Creve Coeur's Arts Committee.

The development will provide additional outdoor amenities for the residents including a swimming pool with a 916 square foot pool house and a fenced dog park, both at the rear of the building. The site plan shows surface parking in front of the building along Olive Boulevard with the majority of parking behind the building. The second floor will be cantilevered over the rear surface parking lot creating a row of covered parking under the upper stories of the building. In total, 250 parking spaces are provided on site, including 12 EV Installed or EV Ready spaces.

Summary of Changes to Project Since Preliminary Review

- Reduction in number of proposed residential units by 11, from 168 to 157.
- Reduction of residential density from 38 units per acre to 35.52 units per acre.
- Reduction in proposed commercial space from 10,564 square feet to 8,472 square feet.
- Reduction in total gross building square footage from 166,824 square feet to 163,500 square feet.
- The building setback along the Graser Road property line was increased from just under 4 feet to 10 feet.
- Covered breezeway through the building connecting both parking lots for easier pedestrian access through the site.
- Outdoor dining opportunities proposed in the covered breezeway.
- Enhanced corner plaza amenities including outdoor seating opportunities for building residents, landscaping planters and public art.

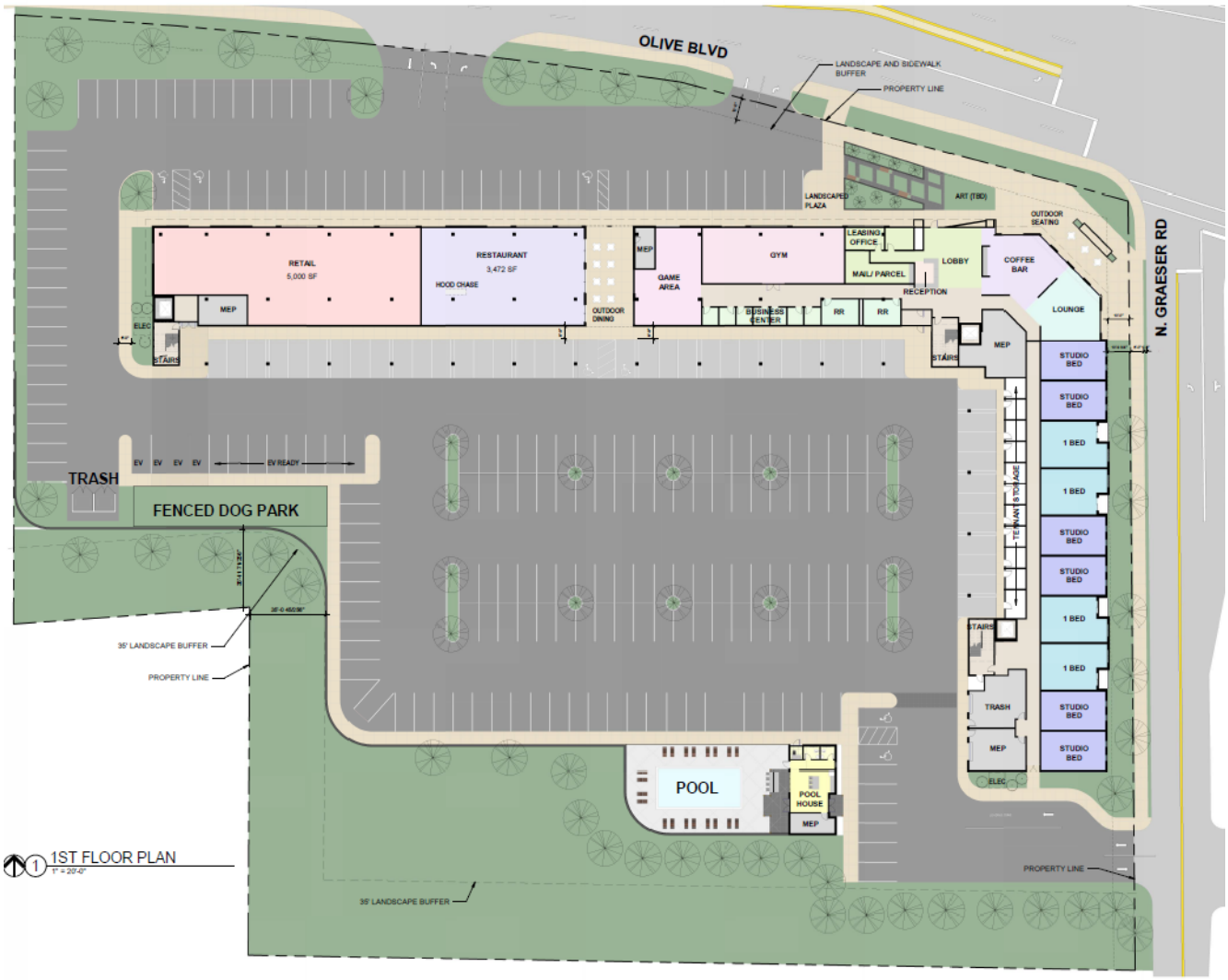


Figure 1: Proposed Site Plan with First Floor Layout.

Figure 2: North and South Building Elevations. North Elevation along Olive Boulevard.

Figure 3: East and West Building Elevations. East Elevation along Graeser Road.

Figure 4: Proposed Unit Floorplans.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Commercial	"GC" General Commercial Zoning District	Olive Boulevard
South	Single-Family Residential	"C" Single-Family Residential	N/A
East	Commercial	"GC" General Commercial Zoning District	Graeser Road
West	Commercial	"GC" General Commercial Zoning District	NA

COMPREHENSIVE PLAN REVIEW

The *Creve Coeur 2030 Comprehensive Plan* categorizes the subject property as Neighborhood Commercial Place Type District (NC). This district comprises the East Olive Corridor and was envisioned to support the development of a variety of medium- to low-density commercial and neighborhood service businesses, small-scale restaurants and low-density multi-family residential developments in a corridor that is characterized by shallow lot depths adjacent to established residential subdivisions. This district is designed to provide a transition between more intense commercial districts to the east and west while creating a pedestrian friendly, walkable corridor as much as is possible along Olive Boulevard (p. 88). The comprehensive plan highlights the challenges this commercial corridor along Olive Boulevard has had in flourishing due to its direct adjacency to established residential neighborhoods, shallow lot depths and a mix of zoning which leads to a lack of coherent corridor identity that has to be established on a lot-by-lot basis with redevelopments.

The mixed-use building providing retail space at the ground level and residential above is a use that aligns with the goals of the comprehensive plan for this area. In place of the two commercial strip center buildings previously on site, the residential character of the building with ground floor commercial availability addressing the primary street, Olive Boulevard, appears to be a positive transitional use between the busy corridor of Olive Boulevard and the single-family residential nature of the established neighborhood properties to the south. The proposal includes a new sidewalk along Graeser Road to provide safer pedestrian access, outdoor dining opportunities, spaces for neighborhood service businesses and a small-scale restaurant, and public art and landscaping at the corner plaza amenity, all of which are encouraged by the Comprehensive Plan to enhance the neighborhood experience through redevelopment within the East Olive Corridor. Other aspects of the proposal shown on the site concept plan are 35-foot buffer adjacent to residential uses, street trees and sidewalks along both street frontages, and a lesser amount of parking in front of the building with the majority of the parking around the back of the development, hidden from view, all of which appear to be consistent with the comprehensive plan's vision for infill developments in the East Olive Corridor.

The project's proposed density was the subject of much discussion at the preliminary review. The comprehensive plan does not define what constitutes low, medium or high-density multi-family while suggesting that low to medium density multi-family residential would be appropriate for the East Olive Corridor in the Neighborhood Commercial place type district. The residential density of the project, with 157 total units is 35.52 units per acre. A review of the "Vision and Best Practice Character Images" found on page 91 of the plan provides examples of higher density development in Clayton and Kirkwood with building heights from 2 ½ stories to 3 ½ stories which suggests that denser developments were considered appropriate for the area when gathering visual examples during the planning process for the comprehensive plan document. In contrast, the zoning code use table considers Low-Density Multi-family as up to 6 units/acre, Medium Density up to 20-units an acre, and High-Density more than 20-units an acre. Applying the zoning code's Low Density Multifamily ratio to this site would result in 26 multi-family units on a 4.42-acre site. This appears to be an unrealistic goal for this particular site given the location and size of this property on Olive Bouelevard, and in consideration that it is currently zoned commercial.

As part of the application submission, the applicant provided a detailed narrative that includes a section on the project's compliance with the comprehensive plan. The applicant lists the ways that the proposal complies with the goals of the comprehensive plan for the East Olive Corridor including promoting a mixed-use development as a transitional use between the single-family neighborhoods and higher-intensity commercial corridor, providing a pedestrian-oriented streetscape along Olive Boulevard that contributes to an active corridor with primary entrancing facing the street, majority side and rear parking provided for a more active streetscape, pedestrian amenities in the form of the plaza, landscaping, sidewalks and outdoor dining, pedestrian access connectivity through the site, high quality design appearance with appropriate materials and building articulation to respect adjacent neighborhoods, a 10 foot setback along Graeser Road to incorporate additional landscaping and reduce building scale to create a softer, residential, facing edge and a 35 foot buffer yard when adjacent to single-family residential properties. The applicant also included a section related to the proposed residential density for the

development in comparison to other multi-family residential developments along Olive Boulevard that shows the proposed residential density for the project, 35.5 units per acre, in the middle range of recent multi-family developments adjacent to the Olive Boulevard corridor.

Development	Address	Units / Acre	Beds* / Acre
The Nest	10819 Olive Blvd	20	38.1
The Vue	1001 Old Olive Way	23	100.8
Olive & Graeser	Subject Property	36	36.9
Vanguard Heights	10362 Old Olive	48	69.7
Kings Landing	618 N New Ballas	49	81.5
The Oliver	9473 Olive Blvd	64	81.8

*For the purposes of this analysis, studio units are counted at 1 bedroom

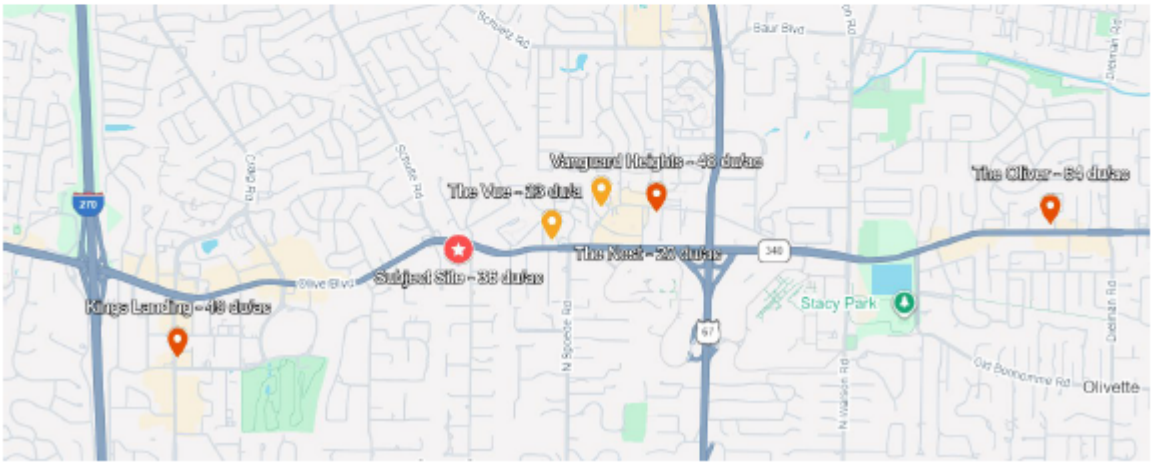


Figure 4: Table and Map Provided in Applicant's Submission Materials.

The Graeser Station Planned Mixed-use development includes many components of compatibility with the comprehensive plan that have been discussed above and include providing a transitional use between the commercial uses along Olive Boulevard and the established single-family residential uses to the south, providing pedestrian amenities such as new sidewalks and landscaping, outdoor dining opportunities, an active street front along a primary street with neighborhood service uses and a small-scale restaurant space, a residential buffer and architectural building design that includes high quality materials and design elements to soften the building mass appearance with respect to the adjacent residential uses. The issue of density and how it fits within the recommendations of the plan for the East Olive Corridor is more subjective and requires further discussion. On one hand, the proposed residential unit per acre density for the site in combination with the proposed four-story (54.5-feet) building height appears to push or even exceed the limits of the comprehensive plan recommendations. As referenced previously, the zoning code categorizes high density as over 20 units per acre and this project is proposing 35.5 units per acre. However, this definition was last updated in the 1980s and does not appear to reflect the density requirements for modern multi-family developments. In addition, the character images of residential or mixed-use developments in the region as shown in the plan would not appear to be considered low-medium density. For further consideration, the subject property is unique within the East Olive Corridor as it is deeper than most lots, has a common owner, is on a corner lot with access to two streets, and has a combined size of 4.42 acres making it one of the largest sites along Olive Boulevard in the immediate area. These factors mean that this site could support higher density while being able to appropriately concentrate the building closer to Olive Boulevard and provide a buffer yard adjacent to the existing residential uses to the south. The majority of sites within this corridor struggle with smaller sizes and shallow lot depths which is not the case for the subject property. Another measure for density regulation is the Floor Area Ratio (FAR). This calculation determines the maximum amount of floor space a

building can have in relation to the size of the lot. The proposed FAR is 0.85. The current zoning for the lots, "GC" has a FAR maximum of 0.4 and the adjacent commercial zoning district of "CB" Core Business allows a FAR of 1.0.

In summary, staff is of the opinion that this project meets the goals of the comprehensive plan to a high degree, while acknowledging that the issue of appropriate density within the East Olive Corridor is not well-defined in the plan and requires further discussion between the applicant and Commission.

DESIGN GUIDELINES

The City's Design Guidelines encourage interesting, articulated and high-quality structures avoiding long or continuous wall planes and exhibiting details and elements appropriate for pedestrian view with defined outdoor spaces including courtyards, patios, plazas, covered walkways, arcades, or similar activity centers. (p.7.) Design elements at street level that attract pedestrians and reinforce street activity are strongly encouraged. Varied and interesting building facades are key to creating a "pedestrian oriented" place. (p.8.) Buildings should be designed with an architectural and urban scale compatible with neighboring developments. All elevations should receive equal design consideration and the primary elevation. Preferred building materials include stone, brick, architectural precast concrete. Aluminum and glass. Commercial and residential buildings should be sited to provide functional, livable, outdoor and public spaces that enhance the use of the building and the neighboring buildings or properties. (p.9.)

Services and trash or utility areas should be positioned to minimize visual impact on public streets, surface parking lots and neighboring properties through design and/or screening. Setbacks should be landscaped in order to act as a buffer between the building and the street, and to create a more pleasing view to and from the building. The design of a landscape plan should not be utilized to screen out an otherwise unacceptable building but enhance architectural features and details of a building. Unattractive project elements such as delivery zones, storage areas, trash enclosures, transformers, generators and similar features should be sited in areas which are generally not visible to the public or must also be screened from view (p. 4). Circulation systems should be designed to avoid conflicts between vehicular, bicycle and pedestrian traffic and pedestrian circulation should take precedence over vehicular circulation.

The proposal includes the construction of a new 4-story, mixed-use building that extends in an "L" shape around the corner of Olive Boulevard and Graeser Road. The site plan shows surface parking in front of the building along Olive Boulevard with the majority of parking behind the building. A covered pass-through element has been added along the Olive Boulevard façade to facilitate pedestrian access to the commercial components from both parking lots through the building. This area is also being utilized for outdoor dining. The exterior elevations appear to show a well-designed mixed-use building that will prominently address the corner at Olive Boulevard and Graeser Road while employing design elements that are meant to reduce the visual impact of the overall massing of the 4-story building. The tallest point of the building is the corner element facing the intersection where darker materials will be used for the fourth floor in order to draw attention away from the height. Setbacks and material changes are proposed along both Olive Boulevard and Graeser Road elevations to break up the large expanse of each façade along the road. The Olive Boulevard elevation includes the retail storefronts and will include parking for the retail component between the building and the road. The Graeser Road elevation tapers down to 2 stories closer to the single-family residential uses to the south. The proposed materials include large format masonry used at the retail level, brick veneer and metal and Nichiha fiber cement wall panels in a neutral color palette.

Staff believes the layout of the building on the site, the architectural design, and the proposed exterior materials meet with the Design Guidelines.

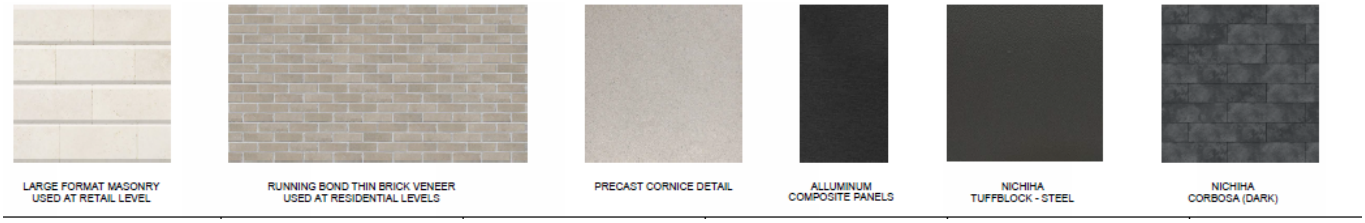


Figure 5: Proposed Materials.

Figure 6: Architectural Rendering of the Olive and Graser Corner with Plaza Amenity.

Figure 7: New Pedestrian Walkway Through Building.

ZONING REVIEW
Planned Zoning Districts are regulated within Section 405.390 of the Zoning Ordinance. This section describes, in considerable detail, the characteristics that a proposed planned development should have, as well as certain standards of review that must be performed by the Planning and Zoning Commission and City Council.

The purpose of the Planned Zoning District is to allow a development project that is proposed on a single lot or multiple lots to be constructed in one (1) or more phases that is unable to meet the established zoning criteria due to project size, phasing, configuration, site conditions, or particular design features. The Planned Zoning District provides a mechanism to facilitate innovative design, solve problems on difficult sites, meet market niches, encourage housing in different forms and price ranges, promote well-designed developments, and encourage infill and redevelopment within the City.

The following are Objectives for the use of Planned Zoning Districts:

1. Fulfillment of the goals and objectives of the Comprehensive Plan;
2. Creation of a more desirable environment than would be possible through application of conventional City land use regulations;
3. Promotion of a creative approach to the use of land and related physical facilities resulting in better design and development including aesthetic amenities;
4. Combination and coordination of architectural styles, building forms and building relationships;
5. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, preferably by means of natural erosion control and stormwater control best management practices;
6. Use of design, landscape or architectural features consistent with the City's design guidelines;
7. Mutually desired elimination of obsolete or deteriorated structures or incompatible uses through redevelopment.

A review of the specific components of Section 405.390 as they relate to this application follows:

Eligibility
The following criteria must be met as determined by the Zoning Administrator as provided within Section 405.390(C) Eligibility. The Zoning Administrator finds that the application meets these Eligibility criteria and is an appropriate use of the Planned Zoning District procedure as follows:

1. Is located on one (1) or more lots totaling at least three (3) acres in size.

Criterion met. The project, located at the south-western corner of Olive Boulevard and Graeser Road, is comprised of approximately 4.42 acres amongst 6 parcels. Before final consideration of the project by the Commission, the applicant intends to submit a boundary adjustment to combine the parcels into one lot.

2. Cannot be approved under the provisions of another Zoning District.

Criterion met. The current "GC" General Commercial zoning district does not allow structures to be used for residential purposes. The minimum district size to be eligible for a rezoning in all other zoning districts is 5 acres and the subject property is 4.42 acres.

3. The subject property is zoned for the eligible type of planned zoning district pursuant to Section 405.390.F. In the event the existing zoning district is not eligible for the requested planned zoning district, an application to rezone to a qualifying zoning district must be submitted in conjunction with the planned zoning district application.

Criterion met. The subject property is currently zoned "GC" General Commercial This district is eligible for rezoning to "PMD" Planned Mixed-Use Development which is one of the three types of planned zoning districts listed under Section 405.390(F).

4. The proposed development must substantially comply with the provisions of this Section 405.390 and be generally consistent with the applicable provisions of the City's Comprehensive Plan.

Criterion met, subject to further discussion on residential density. In general, the proposed development substantially complies with the provisions of Section 405.390, which will be explored in greater detail further in this staff report. The proposal is generally consistent with the applicable provisions of the City's Comprehensive Plan subject to further discussion by the Planning and Zoning Commission regarding the density aspect.

Public Benefit
As a component of the Planned Zoning District, the project must provide public benefits as determined by the City Council upon the recommendation of the Planning and Zoning Commission. Such public benefits to the City can include, but are not limited to, the following uses as provided in Section 405.390.E.

1. Provision of public or quasi-public parking facilities;

The project includes a surface parking lot that will serve both the residents of the building as well as provide parking to access the proposed commercial spaces that will be privately maintained and open to the public.

2. Provision of on-street and off-street pedestrian facilities linking surrounding business, office and residential uses;

The project incorporates sidewalks along both street frontages to facilitate future connections to surrounding properties as well as internal pedestrian circulation routes through the site including the covered walkway through the building connecting both parking areas to the commercial component.

3. Consolidation and/or elimination of overhead utility wires;

Per the applicant's submitted materials, existing public utilities along Olive Boulevard and Graeser Road will be utilized with all new private utilities to serve the development to be placed underground, where feasible.

4. Inclusion of landscaped gardens, plazas or parks available for public use;

The development proposes a plaza at the corner of Olive Boulevard and Graeser Road that incorporates landscaping planters, public art, and outdoor seating options available to the public for use.

5. Provision of alternative street connections or the dedication of land for additional street right-of-way;

The development will utilize the existing access to the public roadways, Olive and Graeser. No additional dedication of land for additional street right-of-way is recommended by the Traffic Impact Study.

6. Fountains, statuary, public art;

The project proposes public art within the front plaza area, visible from Olive Boulevard. The applicant is also considering participation in the City's Sculpture on the Move program administered by the Arts Committee.

7. Architectural distinction and significance that would make building(s) noteworthy;

The preliminary renderings indicate that the building will have a significant presence and will provide architectural distinction within this area of Creve Coeur. The building is well-designed with quality materials and would be a prominent addition to the architectural character of the East Olive Corridor.

8. Extensive use of high-quality building materials that would add to the assessed valuation of the structures.

The exterior building materials are indicative of a high-quality development that would add value to the project and the surrounding area. The use of brick, stone, metal panels and fiber cement are proposed.

Design Criteria
An application for rezoning to the PMD District must satisfy specific design criteria as determined by the City Council upon recommendation by the Planning and Zoning Commission. The following is staff analysis of the Planned Mixed-Use Development (PMD) Design Criteria, Section 405.390(F), and the extent to which those items are present with this proposal:

1. **Proposed development adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.**

Criterion met. The subject property is adjacent to single-family residential to the south. The applicant has submitted a diagram demonstrating the proposed building's compliance with this requirement.

Figure 8: Sky Exposure Plane Diagram.

2. **Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of thirty-five (35) feet on all sides that abut the single-family development, except if the abutting or adjoining proposed uses are residential of equal or less density relative to the existing residential uses then such buffer yard shall be twenty-five (25) feet. The buffer yard shall be landscaped and shall not contain impervious surfaces, with the exception of trails, footpaths, walkways, pedestrian accommodations and/or amenities, retaining walls and/or other screening devices and/or stormwater management systems as deemed appropriate by the Planning and Zoning Commission and City Council. The required buffer yard may be modified due to unique site characteristics and taking into consideration the proposed uses adjacent to the existing single-family residential developments.**

Criterion partially met, subject to further discussion on the retaining wall design. The subject property abuts single-family residential to the south and has provided a 35-foot buffer yard where adjacent to

single-family residential uses. The buffer yard will be absent of impervious surfaces and will include extensive, layered landscaping to help screen the proposed site to the residential uses to the south. The proposed retaining wall is very high with a proposed maximum height of 38-feet. The Commission should discuss with the applicant alternatives to this design that could lower the height of the retaining wall.

3. **If residential uses are proposed, provides for a mixture of housing types to meet market demands and encourage diversification.**

Criterion met. The residential component includes 157 rental units with a mix of studio, one-bedroom and two-bedroom units. The applicant states that this variety meets market demand for different household sizes—young professionals, small families, and downsizers seeking low-maintenance living, that are present in the area. This housing mix supports the growth of the 39 North AgTech innovation district while also providing a more affordable alternate to single-family residential housing options within Creve Coeur. This unit mix is aligned with the Comprehensive Plan's East Olive Corridor objectives to broaden housing choice and encourage corridor reinvestment and advances the PMD district's vision for integrated, context-sensitive growth. Staff does not have any objections to the applicant's reasoning for the proposed unit-mix which consists of mostly studio and one-bedroom units with limited 2-bedroom units.

4. **Allows for and makes efficient use of parking and storage areas including cooperative parking facilities.**

Criterion met, subject to further review by the Commission of the submitted shared parking study. The applicant is providing 250 surface parking stalls on site to be available for shared use amongst the building residents and the public to access the commercial components of the building. While the proposed amount of on-site parking of 250 parking stalls does not meet the combined amount required for the residential component and the commercial component of 345 parking stalls under the requirements of the Zoning Code, the applicant has submitted a parking study conducted by Lochmueller Group that takes into account parking demand. The City's traffic consultant has reviewed the provided parking study and has concurred with the findings subject to restrictions on potential uses within the commercial component.

5. **Provides for the more efficient provision of public and private utilities and facilities throughout the development area.**

Criterion met. The applicant states that the project consolidates multiple outdated service connections from the former retail uses on site into a single coordinated system to improve efficiency and reliability. The applicant also states that the existing public utilities along Olive Boulevard and Graeser Road will be utilized, with all new private utilities—electric, communications, and fiber—installed underground where feasible. The applicant is coordinating with MSD, Ameren, and Missouri American Water to ensure adequate capacity and service.

6. **Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, storm water control, sanitary sewer and parks and recreation facilities.**

Criterion met, subject to final approval by the appropriate jurisdictional agencies. The proposed development will reduce the multiple access points to the adjacent public roadways on Olive and Graeser. In addition, an easement is proposed to allow for future cross-access to the adjacent property to the west if that property is redeveloped. New public sidewalks are proposed adjacent to the Graeser frontage to support future connections to the neighborhoods to the south. Bicycle facilities are not provided but amenities such as bicycle storage and racks can be incorporated into the development to better meet with this requirement.

7. Incorporates pocket parks, small plazas and places for public art where appropriate.

Criterion met. The project includes a new public plaza at the corner of Olive Boulevard and Graeser Road featuring seating, landscaping and public art. The applicant states that in direct response to Planning Commission and community feedback, the plaza design has been refined to include denser greenery and seating oriented away from Olive for greater comfort and usability. At the appropriate time, the Arts Committee will review and provide a recommendation regarding the public art component.

8. Locates buildings in appropriate relation to sidewalks or public parks and plazas.

Criterion met. The building is placed close enough to Olive Boulevard, 93 from the property line where parking is provided in front of the building tapering to 22 feet at the corner plaza area, to activate the first-floor commercial uses for pedestrian activity. In consideration of feedback received from residents and the Commission, the applicant has pulled the building back along Graeser Road to provide a 10-foot setback from the property line to accommodate a new sidewalk and landscaping.

9. Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.

Criterion met subject to further adjustments. The project reduces the number of existing curb cuts along Olive Boulevard from three to two and from three to one along Graeser Road. The October 2025 Traffic Impact Study prepared by the City's traffic consultant, HR Green, details that all surrounding intersections will continue to operate at similar levels of service and do not require additional off-site upgrades to existing facilities. Directional signage should be added on site to help facilitate access through the parking lot to the Graeser/Olive signal. The new sidewalk along the west side of Graeser Road is proposed with a small grass buffer for improved pedestrian safety. The internal pedestrian pass-through connecting the rear parking to the front plaza and retail enhance pedestrian safety however, the plan utilizes the striped ADA loading component for this access. Staff would prefer a dedicated pedestrian access design between the parking stalls for this purpose.

10. Utilizes high-quality architectural design and materials, placement, relationship and orientation of structures throughout the planned development.

Criterion met. Sheet A-5 of the Site Development Plan provides the elevations for the project and an overview of the materials proposed for the development which includes fiber cement panels, metal panels, stone, brick, and other decorative architectural panel materials that are consistent with the recommendations of the Design Guidelines. The façades incorporate architectural elements such as articulated depths, vertical plane breaks, and material transitions to reduce the overall visual mass of the building. The structure also steps down in height along the southern edge to achieve a transition to nearby residential properties from 4 stories down to two stories.

The placement and orientation of the structure provide a design that encourages pedestrian activity along Olive Boulevard. The building is placed closer to both streets in order to provide additional space at the rear where the property abuts single-family residential uses and provides the 35-foot buffer yard and landscaping.

11. Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section.

Criterion met. All new private utilities, including electric, communications, and fiber, will be placed underground where feasible. New electrical transformer locations are identified next to the building on sheet A-1, and existing overhead service connections will be removed during demolition. The applicant is coordinating with MSD, Ameren, and other utility providers for service delivery.

12. Provides for appropriate spacing and/or greenspace in or around the separate developments within the PMD.

Criterion met, subject to further discussion and adjustments. The Site Concept Plan and Site Development Plan propose a single building development to be constructed in a single phase. The Site Development Plan shows the development at 63.80% site coverage where 63% is allowed or up to 70% with a site coverage bonus within the City standard commercial zoning districts. Based on feedback from the Commission and through meetings with the neighboring residents, the applicants have adjusted the plan compared to the prior conceptual review. The greenspace has been increased along Graeser Road to match the existing zoning district requirement of a minimum 10-feet setback. Further, a 5-foot landscaped buffer is now provided along the western side, adjacent to the commercial development and additional greenspace has been incorporated within the plaza to break up the hardscape. The plans meet the minimum suggested greenspace buffer of the PMD district of 35-feet when adjacent to residential uses and provides layered landscaping with predominately evergreen trees for year-round screening. With that being said, the proposed retaining wall is very high at a maximum of 38-feet. This wall is located partially within the buffer and consideration should be given to reduce the height.

13. Functionally and aesthetically integrates all proposed storm water collection basins with the surrounding development through undergrounding or innovative design of above ground facilities that is visually commensurate with surrounding development.

Criterion met, subject to further discussion and adjustments. Sheet SD5 of the Site Development Plan details the utility and drainage plan for the development. The plan shows the project's stormwater detention and water-quality treatment system is located behind the building in the southwest corner of the site, south of the retaining wall. The basin includes a berm and landscaping for a screening buffer adjoining the single-family properties to the south. The applicant will provide a rendering of the proposed storm water basin and landscaping from the residential properties to the south for review by the Planning and Zoning Commission to determine if additional landscaping and screening measures should be required. As mentioned previously, the very tall retaining wall adjacent to the retaining wall should reconsidered to reduce the height.

Review Criteria
An application for rezoning to the Planned Zoning District must satisfy specific Review Criteria as determined by the City Council upon recommendation by the Planning and Zoning Commission. The following is staff's analysis of the Planned Mixed-Use Development (PMD) Design Criteria, Section 405.390(F), and the extent to which those items are present with this proposal:

1. The proposed development is in harmony with the general purpose and intent of this Chapter and is generally compatible with and implements the planning goals and objectives of the City including the Comprehensive Plan.

The proposed development is in harmony with the intent of Section 405.390 and the Zoning Ordinance as a whole. The proposed project is generally compatible with and implements the planning goals and objectives outlined in the Comprehensive Plan, however, staff acknowledges further discussion on the density component is warranted. The project meets several of the recommendations for the Neighborhood Commercial District along the East Olive Corridor including providing a redevelopment of an existing lot that builds toward a coherent corridor identity through the development of a mixed-use building providing commercial space for neighborhood service business and small-scale restaurants while encouraging pedestrian access and walkability between lots with easy car access and parking. The 4.46 acres size of the combined lots under a single owner means that this development is afforded the conditions to provide a mixed-use building that is well designed with quality materials that activates the Olive Boulevard streetscape while also providing an adequate residential buffer of 35-feet for the single-family residential uses to the south which is not ordinarily found for redevelopments along Olive Boulevard due to the shallow lot depths. The proposal includes a new plaza area with landscaping, outdoor seating and public art, a new sidewalk along Graeser Road, new landscaping along both streetscapes and a landscaped buffer

yard adjacent to single-family residential uses, all of which meet the recommendations of the Comprehensive Plan.

However, the Comprehensive Plan recommends low- medium density multi-family residential uses in this area while also providing visual examples of residential developments in Clayton and Kirkwood which would not fall under the low-density definition of 6 residential units per acre (or medium density) outlined in Table A of the Zoning Code. The applicant is proposing a development with 157 residential units and a residential density of 35.6 which would be categorized as "high-density" per the definition outlined in Table A of residential developments of more than 20 units per acre. These terms have not been updated in the City of Creve Coeur's Zoning Code in almost 40 years and do not appear to reflect modern multi-family residential developments. Given the proposal's ability to provide a development that complies with most of the goals and objectives of the Comprehensive Plan while providing a transitional use between the existing single-family uses to the south and the busy commercial corridor of Olive Boulevard to the north, the remaining issue of proposed density should be thoughtfully considered and discussed with the applicant.

2. **Streets or other means of access to the proposed development are suitable and adequate to carry anticipated traffic and will not overload the adjacent streets.**

Criterion met. As part of the application submittal, a traffic study was conducted by the City's traffic engineer, HR Green, to study the proposed development and uses to conclude if the streets and means of access to the development are adequate for the development with internal circulation that encourages safe pedestrian and vehicle circulation. This study has been shared with MoDOT for comment. As part of this requirement, any recommendations made by MoDOT or the City's traffic consultant based on the Traffic Impact Study should be implemented. The results of the Traffic Study concluded that the Graeser Station development is projected to generate approximately 65 new trips during the morning peak hour, 94 during the afternoon, and 63 during the midday period. Despite the added trips, overall intersection performance remains within acceptable limits. Based on the findings, no modifications to the existing roadway network or signal timing are recommended. The City's consulting engineer will be available to answer any questions the Commission may have.

3. **The internal circulation system of the proposed development encourages safe movement for vehicles and pedestrians.**

Sheet SD3 of the Site Development Plan shows the reuse of the existing sidewalk along Olive Boulevard and the inclusion of a new 6-foot-wide detached sidewalk along Graeser Road. Internal sidewalks to provide pedestrian access throughout the side will be a minimum of 6 feet wide except in the case of the sidewalk provided under the overhang of the cantilevered upper stories at the rear of the building which will be provided at a depth of 5 feet. The new covered passthrough provided pedestrians safe access to both parking areas and the commercial component from anywhere on the site. The reduction of existing curb cuts on site from 6 to 3 helps provide more concentrated vehicle access points to the site. Directional signage should be provided to enhance the vehicle flow though the site.

4. **Existing or proposed utility services are adequate for the proposed development.**

Criterion met subject to final approval by the appropriate utility provider. The new underground utilities provided for the development have been reviewed by the Public Works Department with no concerns at this stage of the development review. Each utility will require a separate review and approval prior to construction.

5. Appropriate buffering is provided to protect adjacent land uses from light, noise and visual impacts.

The required 35-foot buffer when abutting residential uses is shown on Sheet SD3 of the Site Concept Plan. The building is setback even further beyond the 35-foot setback in order to accommodate the parking lot. Sheet L1.01 of the Site Development Plan shows significant landscaping proposed between the residential areas and the project development area for additional buffering to help reduce light noise and visual impacts. In addition, the proposed grade for the development results in the site being higher than adjacent residential properties and the need for a retaining wall to be constructed. Residential site amenities consisting of a dog run and pool with pool house are proposed on the southern end of the parking lot. The applicant has submitted operational restrictions to minimize the noise impacts of these amenities. Staff recommends that the Commission thoroughly review this aspect of the development with the applicant to understand any impacts to the existing residential neighborhood and to determine if adjustments need to be made.

6. Architecture and building materials are consistent with the character of the proposed development and compatible with areas of the City proximate thereto.

The proposed architectural design of the building and proposed materials are both of a high quality that is compatible with the surrounding area. The proposed height of the building is taller than the immediately surrounding buildings, which are one story and exceeds the current GC zoning limits by one story and 10-feet above the limit of 3-stories and 45-feet Other buildings within the East Olive Corridor feature similar heights as what is being proposed, such as the new 4-story apartment building (The Nest) at 10809 Olive and the office buildings on the north side of Olive, west of Spoede Road. The applicant has employed several architectural design features to help reduce the visual mass and bulk of the and to soften its appearance adjacent to single family residential including reducing the height of the building closer to the residential uses to the south, using darker materials on the 4th floor and provided material transitions and plane offsets to help break up the long façades along both Olive Boulevard and Graser Road. Staff recommends that the Commission thoroughly review this aspect of the development with the applicant as this development is the first to implement the recommendations of the comprehensive plan within the East Olive corridor and could set the tone for future development.

7. Landscaping is appropriate for the scale of development and consistent with any applicable City codes, ordinances and standards.

Sheet L1.01 of the Site Development Plan details the overall landscaping plan showing new street trees along Olive Boulevard and Graeser Road as well as ornamental landscaping along the parking lot to buffer it from Olive Boulevard and the adjacent commercial use to the west. Landscaping is provided around the building adjacent to Graeser Road and within the planters provided in the plaza along Olive Boulevard. Significant landscaping is shown in the buffer yard adjacent to single-family uses and buffering the retaining wall. The landscaping provided appears to be appropriate for the scale of the development but additional attention should be given to the area around the retaining wall to determine if additional landscaping should be provided for screening or if the retaining wall should be redesigned to lower the height or terrace the wall.

8. The proposed development preserves any significant architectural and environmental features of the property, to the extent reasonably possible.

The site previously included two commercial strip center buildings developed in the 1960s; of which one has already been demolished, and the applicant plans to demolish the remaining building in order to construct the mixed-use Graeser Station development. These remaining strip retail building is antiqued in design and is in poor condition. The development is not technically subject to Section 410.320 *Tree Conservation* because no subdivision of the property is proposed and the applicant has provided information on sheet TP of the Site Development Plan that shows that 100% of the existing trees are to be removed while Sheet L1.01 shows that a significant number of trees will be planted in the buffer yard.

9. Operating and delivery hours are compatible with the land uses adjacent to the planned zoning district.

General restrictions have been placed on the project as part of the planned development ordinance provided by the applicant. Delivery hours for the commercial components of the project are limited to off-peak hours of 7:00 AM to 7:00 PM, no Sundays or City-recognized holidays. Pool hours will be 10:00 AM.to 10:00 PM with posted quiet hours. The dog run will be limited to residents only and closed from 10:00 PM to 5:00 AM with a maximum of 15 minutes per use during open hours. Compliance with applicable municipal noise ordinances; no outdoor amplified music after 9:00 p.m. Enforcement of these limitations would be on a complaint-basis.

10. The proposed uses are compatible with the area surrounding the proposed development and will not have a material net cumulative adverse impact on the surrounding area or the City as a whole.

The proposed uses are compatible with the surrounding area as the properties opposite the subject property across Olive Boulevard are zoned for commercial uses in the "GC" General Commercial zoning district as well as the properties to either side of the subject property with the majority of the Olive Boulevard corridor being zoned for commercial uses. The proposed mixed-use development provides a transitional use between single-family residential uses to the south and the commercial uses along Olive Boulevard which is indicative of the East Olive Corridor. The building utilizes upper story step backs as it approaches the residential areas to the south and buffering with extensive new landscaping. In addition, the building's placement closer to Olive Boulevard and Graser Road provides additional space between the commercial and residential uses proposed and the existing single-family lots. Vehicular access to the site will be from Olive and Graeser, with no recommended alterations to the existing public roadway facilities per the results of the Traffic Study.

11. The proposed development complies with all other applicable codes and ordinances.

The application, as a whole, generally appears to be compliant with all other required applicable codes and ordinances based on this stage of the design.

12. The layout of structures and spaces adequately takes into account the potential for future subdivision of the development.

The development includes one mixed-use building and surface parking lot with amenities for residents including a small dog park and swimming pool with a pool house structure. No subdivision of land within the development is anticipated at this time.

13. There is a demonstrated level of the public benefit to the City derived from the proposed development, per Section 405.390(E).

There are several aspects of the proposal that provide public benefit, including new sidewalks to facilitate future connections to the surrounding lots, the public plaza with landscaping, outdoor seating, and public art, and providing noteworthy architectural design and high-quality exterior materials.

14. Any proposed direct impacts on public services, including public improvements proposed for dedication to the public, do not impose an unacceptable burden on the City, taking into account new City revenues projected to be realized from the development.

Staff does not anticipate that the proposed development would create an unacceptable burden on the City. Should the Commission request additional information to satisfy this requirement, staff can provide it at a future meeting.

Site Concept Plan/Site Development Plan

The Site Concept Plan is a significant component of the Planned Zoning District rezoning process. The Site Concept Plan provides the general layout for the entire development and provides critical information but at a relatively high-level view. Information that is required to be provided on the Site Concept Plan includes: general land uses, building placement, building heights, setbacks and buffers, circulation and access, parking, site coverage, proposed preliminary grading and stormwater facilities, conceptual landscaping and greenspace. Additional information to be submitted as part of the Site Concept Plan includes a narrative of the project by the applicant, phasing plan, general architectural information, and a traffic impact study. The Graeser Station project is one mixed-use building completed in one phase, so the Site Concept Plan and Site Development Plan are almost identical documents in this case. A key finding of any future Site Development Plan review is that the plan must be consistent with the approved Site Concept Plan. In this case, both documents are being submitted together for review. The following analysis addresses both documents.

The applicant has supplied this required information in the form of a multi-sheet Site Concept Plan set and a separate multi-sheet Site Development Plan set containing the same information with the addition of a site stormwater sheet. The narratives were provided with the rezoning application, and a traffic impact study was prepared by the City's consulting traffic engineer. Finally, the applicant has submitted their proposed development standards, including specific allowable uses, as an attachment to the rezoning application (titled Graeser Station Development and Use Standards).

Site Overview
The proposal includes the construction of a new 163,500 square foot, 4-story, mixed-use building at the corner of Olive Boulevard and Graeser Road. The overall height of the building is 54.5 feet. There are 157 total units proposed, ranging in size from a 575 square foot studio unit to a 1,297 square foot two-bedroom unit. The first floor of the building will include 8,472 square feet of commercial space facing Olive Boulevard. In addition to the commercial space, the first floor also includes amenity space for the apartment residents and a leasing office facing with first floor residential units placed along Graeser Road. Floors 2, 3, and 4 will only include residential units. The site includes a 250-space surface parking lot that wraps around the building with the majority of spaces behind the build and hidden from street view. Floors 2, 3, and 4 are cantilevered at the rear creating a row of covered, tuck under parking. A covered passthrough in the middle of the building provides pedestrian access to the retail spaces from both sides of the parking lot and also provides an opportunity for outdoor dining. A plaza area is planned for the corner along Olive and Graeser to include planters and a space for public art to be displayed. The development includes outdoor amenities for the residents including a swimming pool with a 916 square foot pool house and a fenced dog park, both at the rear of the building. The stormwater detention basin is also at the rear of the property within the buffer yard adjacent to the single-family residential uses.

Vehicle Circulation and Pedestrian Access
The site plan shows that two existing curb cuts along Olive Boulevard will be used in place to enter the site and one existing curb cut closer to the intersection will be removed. Two existing curb cuts along Graeser Road will be removed and the southernmost existing curb cut will be widened for use into the site. Vehicles can turn left or right onto Olive Boulevard or can continue around the building, through the site to the Graeser Road entrance to wait at the stop light on Olive Boulevard. Both right and left turns

can be made into and out of the Graeser Road entrance. On site directional signage should be placed to help with internal vehicle circulation. The Traffic Study shows that no offsite alterations need to be made to accommodate the proposed traffic generated by this use. There is an existing sidewalk along Olive Boulevard that will remain and the site plan shows a new 6-foot-wide sidewalk along Graeser Road. There is direct pedestrian access through the building to the parking in the rear from the retail component through the new covered passthrough in the building. Parking on site is shared and open to all users, residents and patrons of the retail spaces without restrictions. Internal sidewalks will be 6 feet wide with the exception of the sidewalk at the rear under the cantilever which will be 5 feet wide.

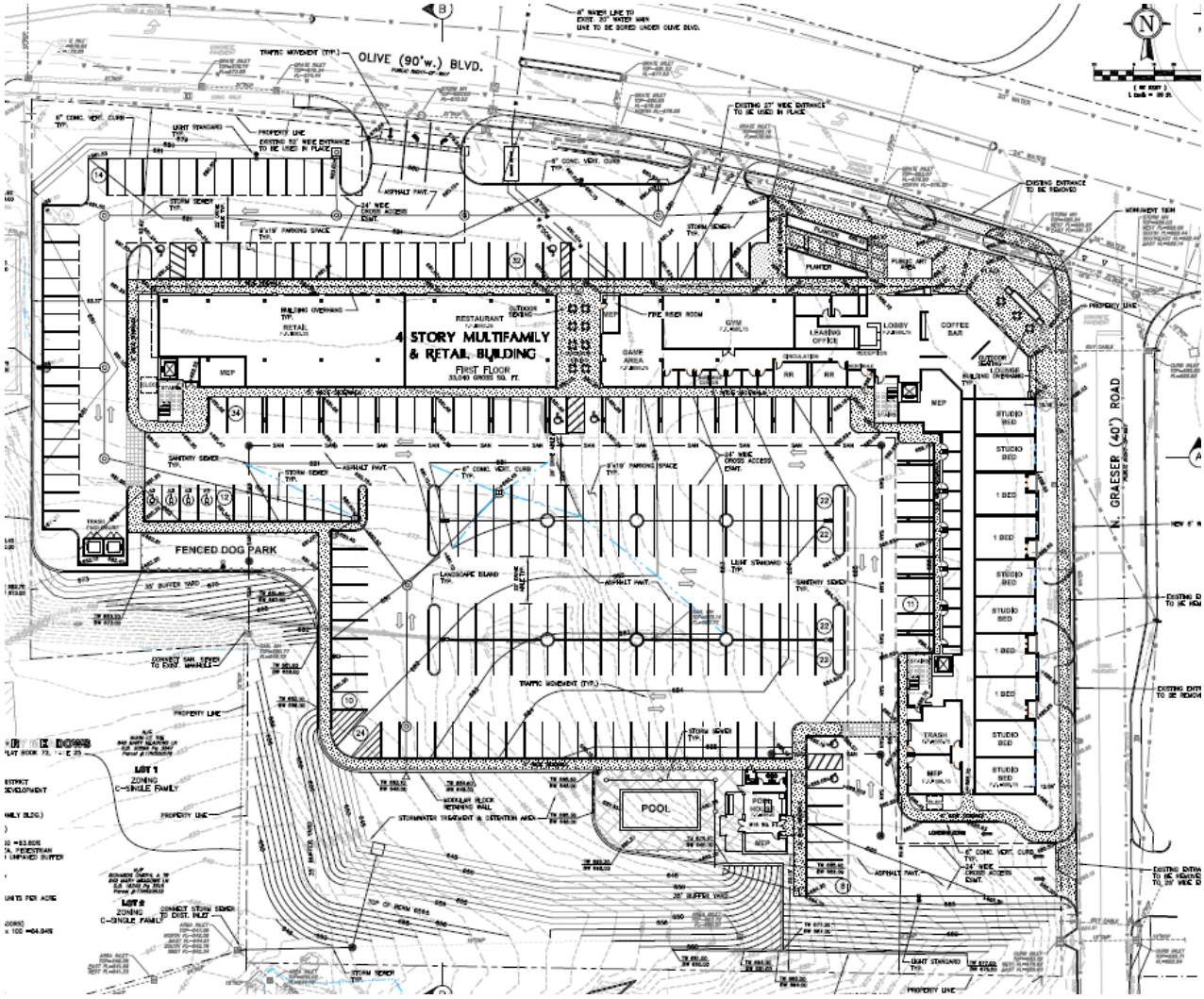


Figure 9: Site Development Plan, sheet SD3.

Setback and Buffers

Sheet SD3 of the Site Development plan shows the proposed setback and buffers for Graeser Station. It provides that the development will include a 35-foot Residential Buffer Yard along the southern portion of the property that abuts single-family residential uses. This area is free of impervious improvements, aside from the retaining wall, and will be landscaped to screen the development adjacent to the single-family lots. The Graeser Station Development and Use Standards list the minimum front yard setback as 20 feet, the minimum side yard setback at 10 feet and the minimum rear yard setback as 88 feet. The building is setback 21 feet at the closest point to Olive Boulevard but that distance increases to 92 feet at the maximum distance. The building's placement along Graeser Road has been increased to include a 10-foot setback from the property line. The building is setback 63 feet from the western property line and 89 feet from the rear property line to the south.

The retaining wall planned for the rear of the site will vary in height from approximately 1 foot to approximately 38 feet due to the topography of the site. The tallest point of the wall is at the stormwater treatment and detention basin and will not be fully visible at that height due to the berm that sits 8 feet tall around the detention basin. The material of the wall is a modular block CMU. The applicant has supplied a site line perspective on sheet SD4 to show the proposed conditions (Fig. 7.) Staff is concerned about the height of the wall. The landscaping plan shows extensive landscaping proposed for the buffer area and the berm to screen the wall and the detention basin. The Planning and Zoning Commission should discuss this area with the applicant to determine if additional screening measures should be employed or if the height of the retaining wall can be lowered.

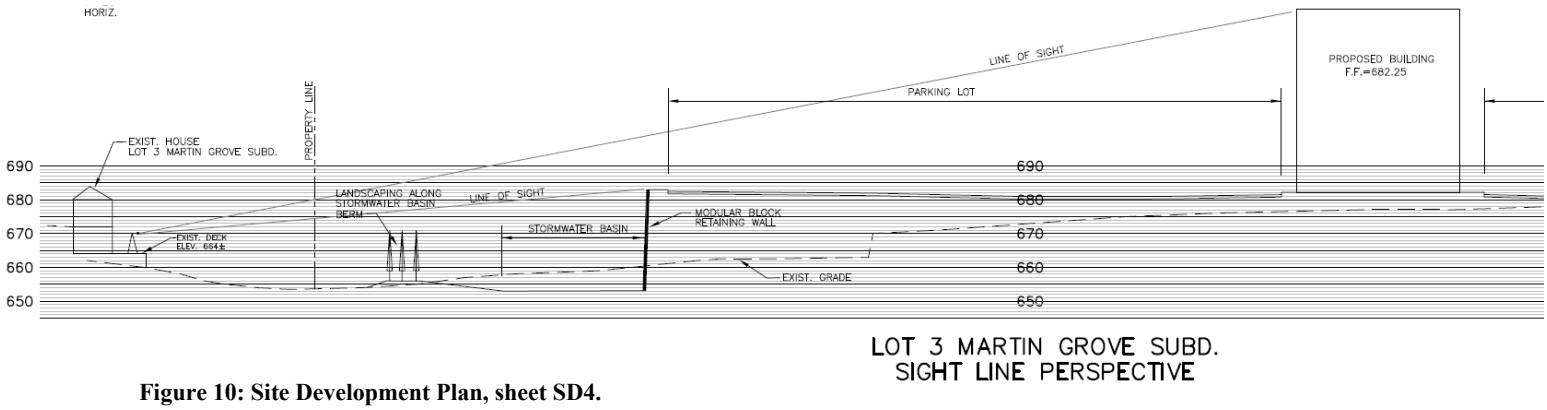


Figure 10: Site Development Plan, sheet SD4.

Stormwater Plan

Sheet SD5 of the Site Development Plan includes the stormwater plan for the site. A stormwater treatment and detention area will be constructed to capture the stormwater runoff for the site at the south western corner of the property. The basin will be created by the construction of the retaining wall to the north and the construction of a berm to south to capture the runoff. The water from the site will be captured from various collection points on site and piped to the basin. From there, it will be piped through the new storm sewer to an existing inlet just offsite to the east of the property. The stormwater calculations provided show that the estimated volume required for the site is 50,830 C.F. and the detention basin storage provided is 60,103 C.F. Public Works Staff have reviewed the plans and given comment and MSD review will be required at the permit stage.

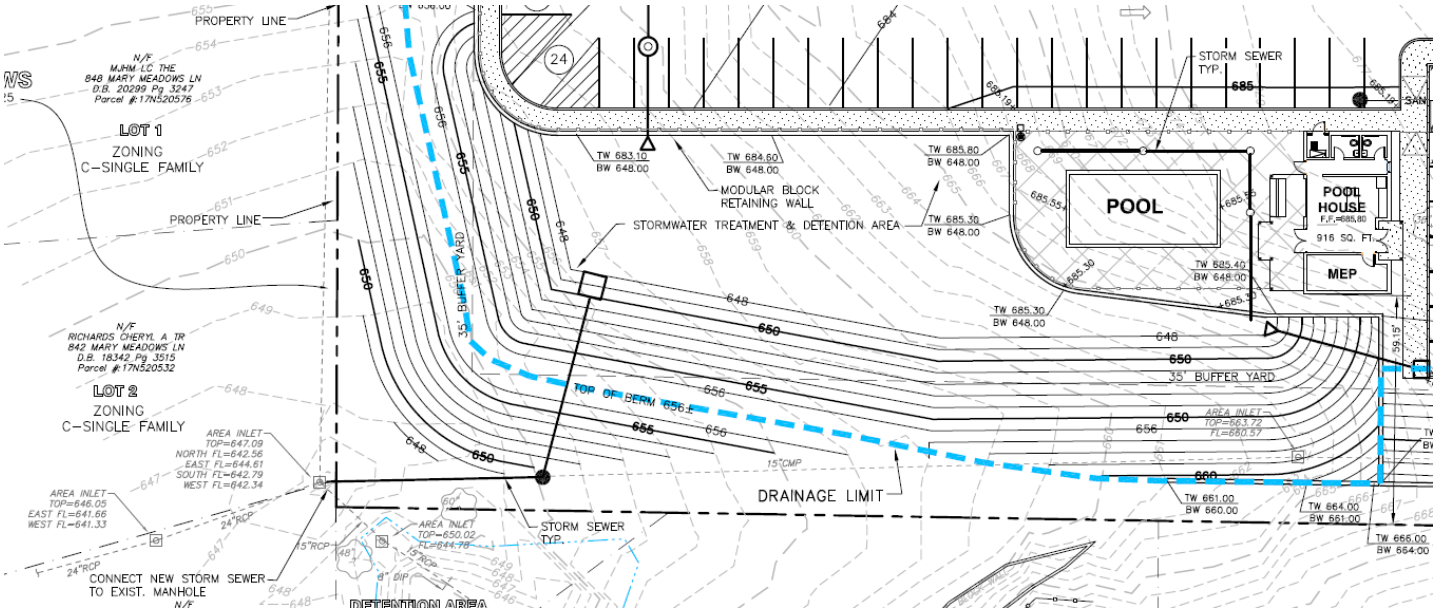


Figure 11: Stormwater Plan, sheet SD5.

Tree Removal and Landscaping Plan

The applicant has submitted a Tree Plan for the site, shown as sheet TP in the Site Development Plan. The plan includes a tree inventory of the existing trees on site. The majority of the trees on site are concentrated at the southern portion of the project area because the lots closer to Olive Boulevard were previously developed with two commercial strip centers and surface parking lots. The tree inventory shows that 100% of the existing on-site trees will be removed. The existing trees on the southern portion of the lot will be impacted by the construction of the parking lot, retaining wall and detention basin for this site and the existing street trees along Graeser Road will be installed along Greaser Road in their place.

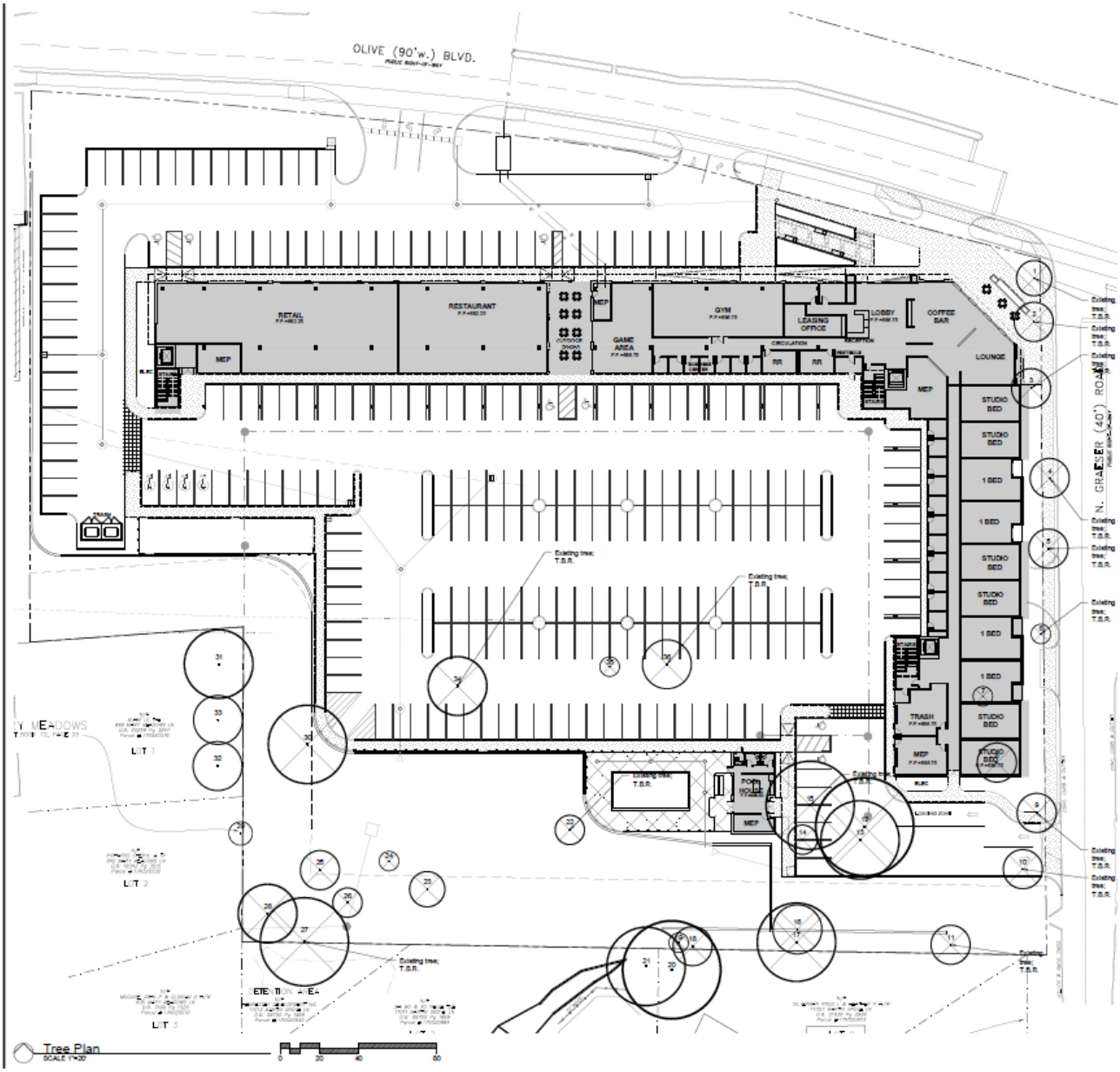


Figure 12: Tree Plan.

The Landscaping Plan, Sheet L1.01 of the Site Development Plan includes all proposed new landscaping for the development. The landscaping plan shows extensive landscaping planned for the site. The plan shows 10 new street trees are proposed for the Olive Boulevard street frontage and 8 new street trees are proposed for the Graeser Road street frontage. A mix of evergreen shrubbery is proposed to screen headlight glare from the parking stalls along Olive Boulevard. Peripheral landscaping is provided around the edges of the parking lot as well as landscaping islands at the endcaps in the rear parking lot and individual trees to break up the large expanse of parking stalls. A variety of shrubs, ornamental grasses, perennials and annuals are proposed for the area adjacent to the building along Graeser Road, between the sidewalk and the building to create a separation for pedestrians from the building. This planting mix is also continued within the corner plaza area around the benches and art installation location. According to Section 405.540, an underground irrigation system is required as part of this redevelopment project but is not mentioned on the landscaping plan. An extensive landscaped buffer is proposed to screen the new building, detention basin and retaining wall from the adjacent single-family residentials lots to the south. This buffer includes a mix of evergreen trees and shrubs for a layered screening effect.

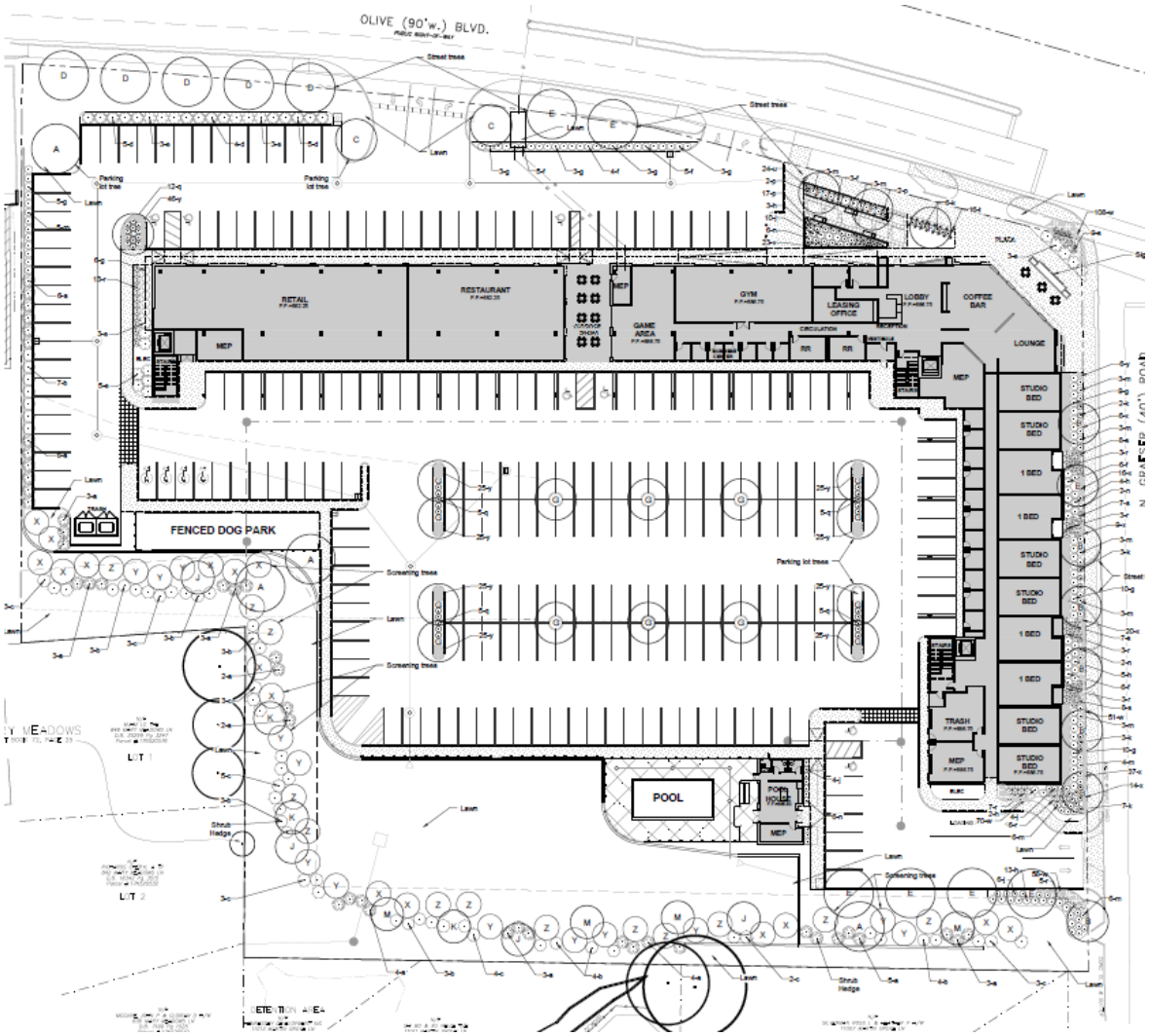


Figure 13: Landscaping Plan.

Trash Enclosure

The Site Development Plan shows the location of the trash enclosure for the retail uses placed in the south western corner of the property. The enclosure appears to be fully enclosed with a solid screening wall and gates, but no detailed drawing or material information was provided. The trash for the residential component will be collected within a dedicated trash room internal to the building.

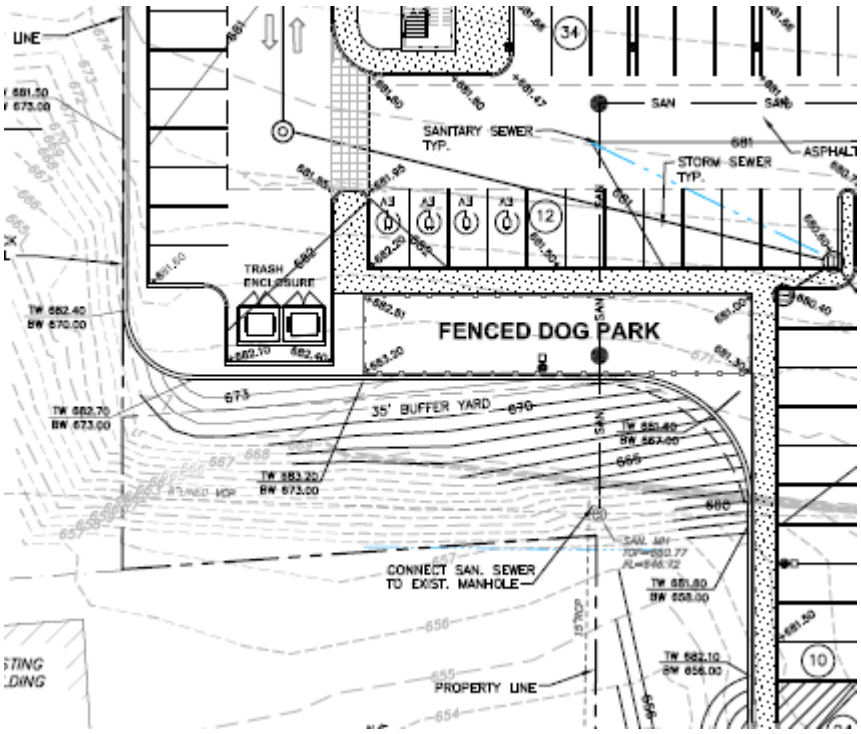


Figure 14: Trash Enclosure Location Shown on the Site Development Plan.

Site Amenities

The Graeser Station development contains amenities for both the public users and the residents of the building. The public amenities include the landscaped plaza feature at the corner of Olive and Graeser with outdoor seating and the outdoor dining option available in the covered walkway through the building. The residential amenities include the pool, patio and pool house behind the building and the fenced dog park area for pets as well as the indoor coffee bar, lounge, gym and game area.

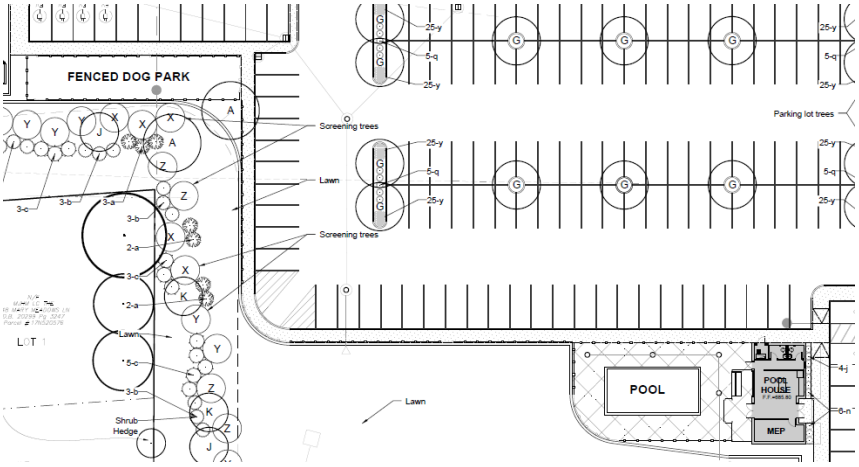


Figure 15: Outdoor Amenities at Rear of Building.

Lighting and Photometric Plan

The photometric plan provided, sheet PH1.0 of the Site Development Plan, shows that all lighting levels on site will be less than 1.0 footcandle at the property lines, as is required by Section 405.680. Sheet PH1.1 includes the proposed site and building lighting cut sheets showing lighting fixtures as downcast and shielded, as required. The parking lot pole lights are shown at a total height of 24 feet, including the base, which is in compliance with the requirements of Section 405.680 which allows a maximum height of 24 for non-residential zoning districts. The Commission could consider reducing the height of the light fixtures in the back parking lot if there are concerns with impacts to the adjacent residents. The color temperature of the exterior fixtures is also not specified.

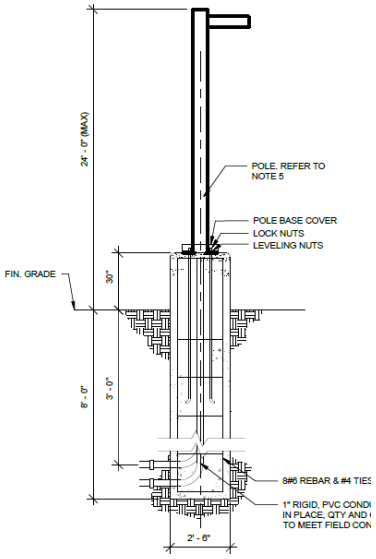


Figure 16: Proposed Lighting.

Parking Study

The applicant has hired an engineering consultant, Lochmueller Group, to review the proposed development and 250 parking spaces on site to determine if they are sufficient for the proposed mixed-use development. Lochmueller Group has provided a Parking Study dated October 21, 2025, to explore the possibly of shared parking for the proposed uses. Per the requirements of Section 405.820 *Required Off-Street Parking Spaces*, the total required parking for this development under the Zoning Code would be 345 parking spaces. This number takes into account each use separately, the residential, retail and restaurant uses and assumes 100 seats in the restaurant. Section 405.800.G.4 allows for up to 50% of the required parking to be used jointly or shared among uses if approved by the Planning and Zoning Commission. Given a total of 345 parking spaces are required, 173 parking spaces cannot be considered "shared" amongst the uses but any parking stalls beyond the 173 spaces may count toward more than one use. This allows for an overall reduction in the number of parking spaces required on site if approved by the Planning and Zoning Commission. This approval may be rescinded by the City Council with 15 days prior written notice 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. Since the applicant is proposing to construct 250 parking stalls on site and 173 cannot be shared, that leaves 77 parking stalls that could be counted towards multiple uses within Graeser Station. In order to determine if the 250 parking stalls would be enough to serve this use the consultant used ITE's Parking Generation Manual peak parking demand calculations. Using this data, the parking study projected a peak parking stall occupancy of 93% during both the typical weekday and a typical Saturday. At that time, 232 parking spaces would be expected to be occupied, leaving a total of 18 parking spaces available. This peak would occur during the overnight/early morning hours when the residential parking demand is at its highest. However, at these times, the retail and restaurant uses would not be open for business and turnover of the parking spaces would be low. Based on these findings, Lochmueller Group determined that the 250 parking stalls provided would be sufficient to address

parking demand on site for all uses. The City's traffic Consultant, HR Green, reviewed the provided Parking Study and provided the following statement in a technical memorandum dated November 24, 2025, "The parking analysis appropriately applies a conservative approach, recognizing that peak demands for individual land uses are unlikely to occur simultaneously, allowing for shared parking. However, the projected peak demand of 232 spaces compared to 250 available spaces offers limited flexibility for surges. Future changes in restaurant or retail use or density could further impact parking availability, particularly given the lack of options for additional on-site parking." Both the Parking Study and the memo from the City's consultant were provided as part of the material with this packet. Both the applicant's consultant and the City's consultant will be available at the meeting for discussion.

Traffic Impact Study

A traffic impact study was prepared based upon an agreed scope with representatives from MoDOT, City staff and the City's consulting traffic engineer. Olive Boulevard is under the jurisdiction of MoDOT, while Graeser Road is part of the City's street network. The traffic study examined the existing street networks, nearby intersections and existing traffic volumes based on observed traffic data collection. The existing traffic operations and intersection Level of Service (LOS) within the study area were determined to form a baseline. The study then considered the proposed development and assigned trip generation estimates based on the proposed land uses, pass-by trip assumptions, background growth rate, and traffic distribution assignments within the area. The traffic volumes were generated for the following scenarios: Construction Year 2026 No Build, Construction Year 2026 Build, Future Year 2036 No Build and Future Year 2036 Build.

In summary, the traffic impact study concluded that the development is projected to generate approximately 65 new inbound and outbound trips from the site during the morning peak hours and 94 new trips during the afternoon peak hours. Mid-day peak trip generation is approximately 63 inbound and outbound trips.

The study noted that the northbound left turn movement on Graeser will eventually degrade to a LOS F with the 2036 Build Out scenario; however, corridor-wide signal timing adjustments by MoDOT should address these concerns. Further, vehicle queuing for left turn bays at the 95th percentile is not expected to extend beyond the available storage.

The study concluded that no modifications to the existing street network are recommended at this time, while noting signal timing modification could help reduce the delays along the side streets and improve overall intersection efficiency (p.34).

Review of the traffic impact study has been submitted to MoDOT by the City's consulting traffic engineer for review and comment. The review comments by MoDOT have not been provided at this time. The City's consulting traffic engineer will be in attendance at the meeting to answer any questions.

Development Standards and Allowed Uses

The applicant has submitted proposed development and use standards that can be used to regulate the development of this site and to address future uses. If approved, these standards would control these aspects of the development in lieu of the standard requirements of the zoning code. Many of these proposed standards correspond to the submitted Site Concept and Site Development Plan. The proposed use table is very detailed and utilizes the City's current land use code structure through the NAICS classification system. Some uses are listed as permitted (by-right) while others are listed as conditional, which would require a conditional use permit. The proposed uses and approval structure for the commercial component requires careful consideration given the shared parking arrangement. This aspect of the proposal will be addressed in greater detail at a future meeting when this application returns to the Planning and Zoning Commission.

SUMMARY AND RECOMMENDATION
The proposal represents a substantial change for this site. As reviewed above, there are many facets to consider since a completly new zoning district would be created that is unique to this project. The majority of the requirements have been effectively addressed in the development proposal, while some aspects are subjective or interpretive and require further discussion between the Commission and the applicant. For these reasons, Staff recommends that the Commission hear from residents at the public hearing, provide direction on the appropriateness of the development for the zoning, overall compatibility of the project with the surrounding land uses and guidance from the comprehensive plan, and identify areas for further staff analysis or for applicant adjustments to the proposal. Staff requests that following presentations and disusssion, the Planning and Zoning Commission vote to continue the matter to a subsequent meeting date of the Commission.

SUGGESTED ACTION
If the Planning and Zoning Commission agrees that a recommendation should be held until a subsequent meeting, the following is an example motion for a continuance:

> "I move to continue applications 25-034 and 25-035, the rezoning and site concept and development plan for Graeser Station Planned Mixed-Use Development to a future meeting date, to allow for resolution of issues, comments from MoDOT regarding the traffic study, submittal of the boundary adjustment plat and preparation of a draft PMD ordinance."

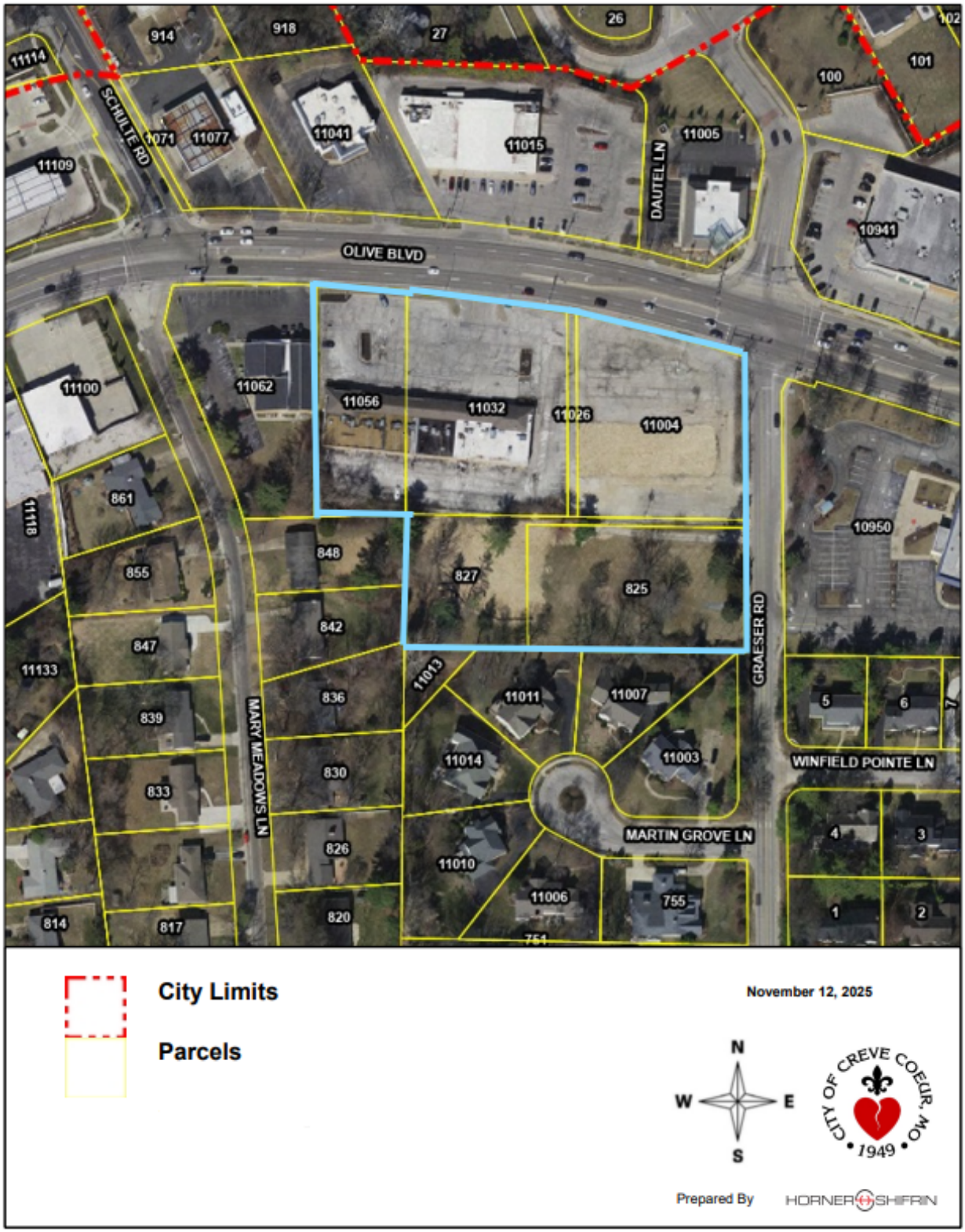
APPENDIX 1: COMPREHENSIVE PLAN

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 MAP



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city of CREVE COEUR
PLANNING DIVISION
300 North New Ballas Road, Creve Coeur, Missouri 63141
Tel. (314) 872-2501 • Fax (314) 872-2505

PLANNING AND ZONING COMMISSION AGENDA APPLICATION
SITE DEVELOPMENT PLAN

Select Project Type: **Site Development Plan** ☑ **Site Concept Plan** ☑ **Minor Site Plan** ☐

Title of Project: Graeser Station

Location of Project: Olive Blvd & Graeser Rd ***Locator #*** 17N540732, 17N540057, 17N540046, 17N540741, 17N520543, 17N520554

Subject for Agenda: Graeser Station Rezoning to PMD

Applicant:

Architect ☐ ***Engineer*** ☐ ***Contractor*** ☐ ***Agent*** ☑ ***Owner*** ☐

Applicant:	***Applicant's Representative (if applicable):***
Garrison Hassenflu *Name*	Cecilia Dvorak *Name*
Garrison Companies *Company (If Applicable)*	Steadfast City Economic & Community Partners *Company (If Applicable)*
2001 Shawnee Mission Parkway, Ste. 250 *Address*	3407 S Jefferson Ave *Address*
2001 Shawnee Mission Parkway, Ste. 250 *Address*	St. Louis, MO 63118 *Address*
Telephone # 816-898-9285	*Telephone #* 630-418-1622
Fax #	*Fax #*
Email: ghassenflu@garrisoncompanies.com	*Email:* cecilia@steadfastcity.com
DocuSigned by: G 1-1 4F7DBB9CDD0D483... ***Applicant's Signature***	Signed by: 3496B283CB3B408... ***Applicant's Representative's Signature***

Owner's Acknowledgement ***(if different from applicant):***

Tom Stern, Gershman CRE
Name *Company (If Applicable)*

150 N Meramec Ave, Ste 500, St. Louis, MO 63105
Address

314-862-9400 *Phone* | *Fax* | tstern@gershmancre.com *Email*

Signed by: BE7C08811F80449...
Applicant's Signature

Docusign Envelope ID: 774405B0-6B04-497C-9924-40BD0BA68547

Description of Request (attach additional sheets as needed)

General Description: A new mixed-use development entails the construction of a four story structure total of approximately 166,000 square foot building which in includes first floor retail and restaurant space as well as amenity area. The facilities will have a total of 160 units. The retail area will consist of mercantile style business with the potential of a restaurant space. The restaurant will represent no more than 3,472 sf. The building's exterior will feature a dynamic and contemporary facade, achieved through a thoughtful variation of materials and depths. The design incorporates durable masonry products for a grounded, timeless appearance and high density fiber cement panels for a sleek, modern contrast facade. The varied depths and textures to create visual interest and break up massing. The strategic use of color and material transitions to highlight architectural features.

Rationale

Please describe in detail, on an attached sheet, the reasons why you believe the request should be approved and what steps are being taken to lessen any impacts on surrounding residences and businesses. An explanation of the building and landscape designs (if changes are proposed) should also be included.

See the attached details with rationale and comprehensive plan justification, design considerations, community engagement feedback and responses, and design guidelines support.

Submittal Checklist

☐ Rationale	☐ Building elevations for new construction
☐ Site plan 4 hard copies	☐ Photographs of existing structures
☐ Access and parking plan-4 hard copies; (may be shown on site plan)	☐ Materials samples for Commission review
	☐ Legal Description in Word format
☐ Landscape plan 4 hard copies	☐ Fees: $250 (non-refundable)
☐ Floor plan 4 hard copies	$2000 (refundable deposit)
☐ Electronic copies of all materials	☐ Other items as requested by staff

Preferred Public Hearing Date: Monday, November 17 ***, 20*** 25 ***.***

*****Confirm schedule and available meeting dates with Planning Division staff*****

Office Use Only	
____ **All Sections Complete**	Received By:
____ **All Documents, incl. e-Copies**	_____
____ **Fees Paid**	Date: _____

Revised: 7/22

Docusign Envelope ID: 774405B0-6B04-497C-9924-40BD0BA68547

city of CREVE COEUR
PLANNING DIVISION
300 North New Ballas Road Creve Coeur, Missouri 63141
Tel. (314) 872-2501 • Fax (314) 872-2505

PLANNING AND ZONING COMMISSION
CHANGE OF ZONING APPLICATION

This application should be prepared and submitted in consultation with Planning Division staff. Rezoning applicants must appear before the Planning and Zoning Commission and the City Council at a regular meeting.

Property Information

Property Address: 11004, 11026, 11032, and 11056 OLIVE BLVD; and 825 and 827 GRAESER RD

Existing Use: Commercial

Zoning District: GC - General Commercial District

Zoning of Area Properties		Land Use of Area Properties	
North: GC	*East:* GC	*North:* commercial	*East:* commercial
South: C	*West:* GC	*South:* SF residential	*West:* commercial

Owner:	Applicant's Representative:
	Relationship to Applicant: Prospective Owner Under Contract
Name: Tom Stern	*Name*: Garrison Hassenflu
Company: Gershman CRE	*Company*: Garrison Companies
Address: 150 N Meramec Ave, Suite 500	*Address*: 2001 Shawnee Mission Parkway, Ste. 250
City State Zip: St. Louis, MO 63105	*City State Zip*: Mission Woods, KS 66205
Telephone: 314-862-9400 *Fax*:	*Telephone*: 816-898-9285 *Fax*:
Email: tstern@gershmancre.com	*Email*: ghassenflu@garrisoncompanies.com
Applicant's Signature	*Representative's Signature*

Signed by: BE7C08811F80449...

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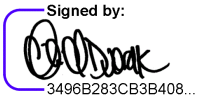
Revised: 1/2023

Docusign Envelope ID: 774405B0-6B04-497C-9924-40BD0BA68547

Point of Contact:
Name: Cecilia Dvorak
Relation to Applicant: Consultant
Company: Steadfast City Economic & Community Partners
Address: 3407 S Jefferson Ave, St Louis, MO 63118
Phone: 630-418-1622
email: cecilia@steadfastcity.com

Signed by:

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REQUEST

The applicant hereby requests a change of zoning district for the above-described property from zoning district GC - General Commercial District *to zoning district* PMD Planned Mixed-Use Development.

If the applicant proposes an entirely new zoning district be incorporated into the Zoning Code, please describe in detail, the ***nature*** *and* ***regulations*** *and* ***rationale*** *of the proposed new zoning district:*

N/A

The undersigned hereby requests to be placed on the Agenda for the Planning and Zoning Commission meeting at 6:00 P.M. on Monday, November 17 ***, 20*** 25 ***.***

Signature Signed by: BE7C0881TF80449...

Title Authorized signatory

Date 10/17/2025

SUBMITTAL CHECKLIST
__Electronic copy of ALL documents/materials
__Fees paid
__Plan/Survey of existing conditions on site
__Site Plan of proposed conditions if different
__Elevations of proposed buildings
__Elevations of proposed Signs
__Legal description of all properties involved

Planned Mixed-Use Development (PMD) Submission

Graeser Station

City of Creve Coeur, Missouri

November 7, 2025

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V. **Community and City Engagement** 18

I. Section 405.390 A. Purpose

"The purpose of the Planned Zoning District is to allow a development project that is proposed on a single lot or multiple lots to be constructed in one (1) or more phases that is unable to meet the established zoning criteria due to project size, phasing, configuration, site conditions, or particular design features. The Planned Zoning District provides a mechanism to facilitate innovative design, solve problems on difficult sites, meet market niches, encourage housing in different forms and price ranges, promote well-designed developments, and encourage infill and redevelopment within the City."

Steadfast City Economic & Community Partners has been engaged by the proposed developer to provide planning economic development consulting services. The proposed PMD submission is an L-shaped mixed-use building set to be constructed along the Olive Boulevard and Graeser Road intersection, located in the East Olive Corridor. The building consists of 157 multifamily apartment units and a mix of commercial space on the first floor for retail and restaurants.

II. Section 405.390 B. Objectives

1. Fulfillment of the goals and objectives of the Comprehensive Plan

The project advances the plan's vision for the East Olive Corridor as a reinvestment area that encourages context-sensitive mixed-use redevelopment, improved pedestrian connectivity, and enhanced corridor identity.

The Comprehensive Plan establishes several key objectives applicable to this site, including:

- Promoting medium-density residential development as a transition between single-family neighborhoods and higher-intensity commercial corridors;
- Reinforcing the East Olive Corridor's role as a mixed-use, pedestrian-friendly district;
- Encouraging high-quality architectural and site design that improves corridor aesthetics and livability;
- Enhancing connectivity, walkability, and access for residents and visitors; and
- Supporting efficient land use and infrastructure investment that contributes to the city's economic vitality.

Medium Density Alignment

The Comprehensive Plan identifies the East Olive Corridor as an area suited for mixed-use and medium-density residential development, emphasizing multifamily housing and a two- to four-story format. Comparable nearby communities provide useful context: for instance, the City of Clayton has defined "mid-density multi-family"

as roughly 25–45 dwelling units per acre, and existing high density at over 54 units per acre in various neighborhoods across their municipality, particularly around commercial corridors. While densities vary depending on context and corridor designation, this example highlights the applicability of a ~35 du/ac scale in a corridor redevelopment setting.

Comparable multifamily developments along or near Olive Boulevard reflect a similar or greater range of densities, confirming the project's fit within the evolving corridor context:

Development	Address	Units / Acre	Beds* / Acre
The Nest	10819 Olive Blvd	20	38.1
The Vue	1001 Old Olive Way	23	100.8
Olive & Graeser	Subject Property	36	36.9
Vanguard Heights	10362 Old Olive	48	69.7
Kings Landing	618 N New Ballas	49	81.5
The Oliver	9473 Olive Blvd	64	81.8

*For the purposes of this analysis, studio units are counted at 1 bedroom

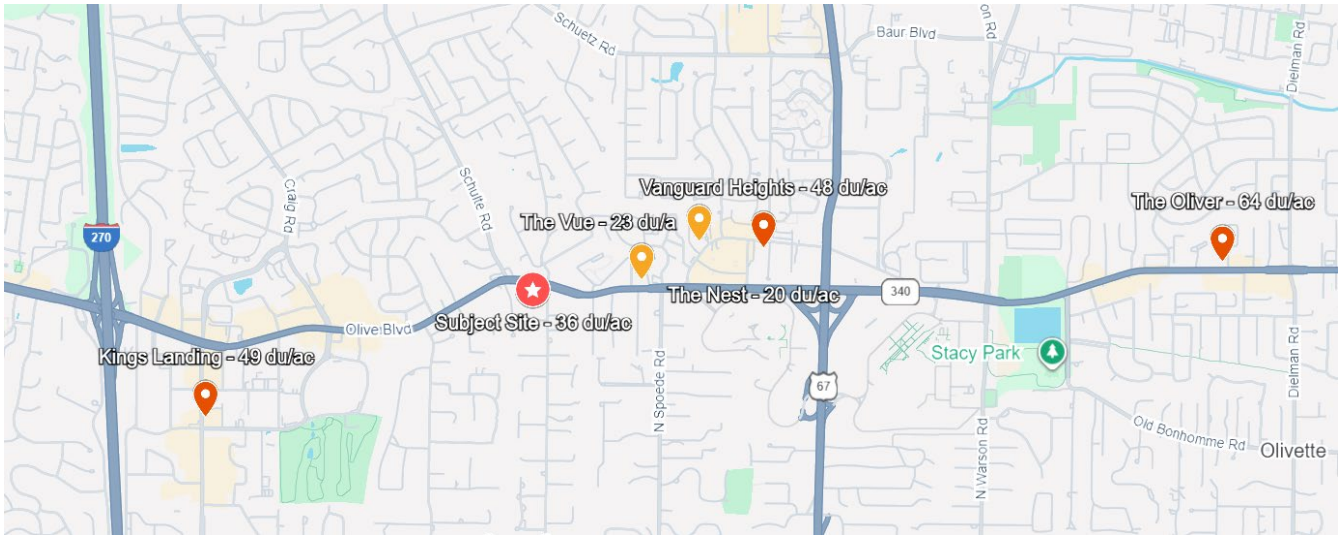


Figure 1: Map showing variable density multi-family developments

Additionally, while units per acre is the conventional measure of density, it does not always capture the true residential intensity of a site. A more refined metric of beds per acre better represents the number of people the development accommodates. When viewed through this lens, Graeser Station maintains a balanced residential intensity relative to other corridor properties.

For example, although the project provides a medium 36 dwelling units per acre, its 36.9 beds per acre is substantially lower than nearby developments such as The Vue (100.8),

which only shows 23 units per acre. This demonstrates that, despite the lower unit per acre count and the similar building forms, the proposed Graeser Station project supports fewer residents per acre than many peer developments.

In addition to unit and bedroom density, medium-density development typically ranges from two to four stories in height. The proposed building is consistent with this pattern. Just to the east, The Nest (10809 Olive Blvd) and the office building at 10845 Olive Blvd both rise three to four stories, while to the west, the office and medical building at 11330 Olive Blvd reaches a greater height of 6 stories, reinforcing the corridor's established vertical scale.

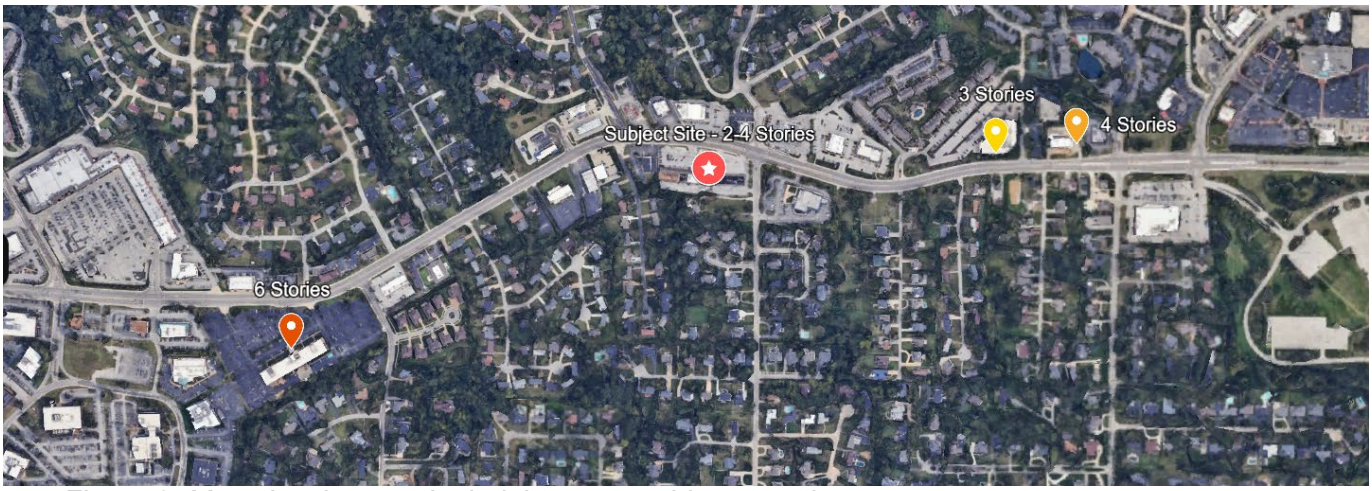


Figure 2: Map showing nearby height comparable properties

While achieving corridor-appropriate residential density, the building massing steps down toward the southern edge to maintain compatibility with adjacent single-family neighborhoods. This transition, paired with a landscaped buffer that exceeds 35 feet in most areas, ensures that the development's medium density remains reasonable in both cross-section and footprint. The result is a context-sensitive edge that protects neighborhood character while supporting reinvestment along Olive Boulevard.

Frontage Recommendations – Primary Streets (Olive Blvd)

Consistent with the Comprehensive Plan's East Olive Corridor vision, the Olive Boulevard frontage reinforces a cohesive, pedestrian-oriented streetscape and contributes to an active, visually unified corridor.

Uniform Setbacks: The building frontage maintains a consistent setback, creating a defined street edge and reinforcing the corridor's orderly, urban character.

Primary Entrances Facing the Street: All main entrances face Olive Boulevard, strengthening the relationship between the building and the public realm while encouraging pedestrian activity and visibility.

Parking to Side/Rear: Parking is located primarily to the side and rear, preserving the character of the Olive frontage and supporting an engaging, pedestrian-friendly edge.

Pedestrian Amenity Zone: A continuous zone of sidewalks, street trees, lighting, and landscaping parallels the façade, enhancing comfort and creating a clear buffer between parking and pedestrian spaces.

Consistent Streetscape Elements: Street trees, lighting, and coordinated furnishings are designed to match corridor standards, ensuring a unified streetscape along Olive Boulevard.

Outdoor / Retail Amenities: The corner plaza at Olive and Graeser, along with restaurant frontage, provides space for outdoor seating and community gathering, reinforcing corridor identity and activating the streetscape.

Frontage Recommendations – Secondary Streets (Graeser Rd)

Consistent with the Comprehensive Plan's goals for neighborhood transitions, the Graeser Road frontage emphasizes compatibility, connectivity, and visual buffering between the corridor and adjacent residential areas.

Contextual Setback: The building maintains an appropriate setback along Graeser Road, providing enhanced landscaping and a clear buffer between the development and nearby residential properties.

Residential-Facing Design: Façades along Graeser feature articulated massing and landscaping to soften views and maintain compatibility in scale and materials with adjacent homes.

Parking Access and Circulation: Parking is accessed from Graeser and internal drives, reducing curb cuts on Olive and maintaining efficient site circulation.

Pedestrian Connectivity: A continuous sidewalk and landscaped walkway along Graeser connect residential entries to the Olive and Graeser plaza, supporting safe and direct pedestrian movement.

Screening and Buffering: A landscape buffer exceeding 35 feet along the southern edge provides privacy and a visually comfortable transition to adjoining residential uses.

Site Design and Neighborhood Interface

The site layout reflects the Comprehensive Plan's goal of creating connected, livable development patterns that link activity areas while respecting adjacent neighborhoods.

Pedestrian Walkways & Access: Direct pedestrian routes connect public sidewalks, building entries, and parking areas, reinforcing the Plan's emphasis on walkability and internal circulation.

Residential Interface: A deep, landscaped buffer along the southern edge maintains privacy and provides a green transition to adjacent single-family homes, consistent with the Plan's neighborhood compatibility objectives.

Sustainable Design: Native landscaping, bio-retention, and energy-efficient lighting demonstrate the Plan's call for environmentally responsible development that contributes to corridor livability.

Visual Quality: Building form, materials, and articulation are intentionally aligned with the City's adopted Design Guidelines, ensuring a cohesive aesthetic and durable, high-quality appearance along the corridor.

Mobility and Connectivity Framework

The project supports the Comprehensive Plan's vision for safe, connected, and multimodal corridors that balance access, efficiency, and pedestrian comfort.

Access & Circulation: Access from Olive Boulevard and Graeser Road is designed for safe, efficient circulation serving residents, retail patrons, and service vehicles.

Curb Cut Coordination: Driveway consolidation along Olive Boulevard and alignment with the Credit Union entrance on Graeser support the Plan's vision of a coordinated, well-functioning corridor network.

Pedestrian Connectivity: A continuous pedestrian network links sidewalks along Olive and Graeser to building entrances, the public plaza, and rear parking, ensuring safe internal circulation and strong connections to the broader corridor network.

Landscape Framework and Neighborhood Transition

The Comprehensive Plan for Creve Coeur's East Olive Corridor calls for *green infrastructure and landscape character* that both strengthens the corridor's urban form and softens transitions to neighborhoods.

The landscape design balances the urban, walkable character envisioned for Olive Boulevard with a transitionary, green edge along Graeser Road and the southern property line. Together, these elements reinforce the Comprehensive Plan's goal of creating attractive, livable corridors that respect adjacent neighborhoods.

Corridor Canopy Enhancement: Along Olive Boulevard, street trees and layered landscaping establish a consistent green framework that supports the corridor's urban form while contributing shade, comfort, and visual continuity.

Transition Along Graeser: The Graeser frontage incorporates deeper setbacks, tree groupings, and landscape layering that reduce building scale and create a softer, more residential-facing edge.

Neighborhood Buffer: A generous landscape buffer exceeding 35 feet along the southern boundary provides separation, privacy, and a visual transition to the adjacent neighborhood, reinforcing compatibility between corridor reinvestment and existing homes.

Green Space Preservation

The project supports the Comprehensive Plan's goal of integrating green space and open areas within reinvestment corridors to enhance visual quality, permeability, and livability. Significant landscape setbacks along the southern edge and enhanced setbacks to the east along Graeser Road provide clear transitions and respectful buffers that reinforce neighborhood compatibility and community cohesion. These green areas soften building massing, support stormwater infiltration, and create a comfortable human scale. They function as both environmental assets and visual transitions that strengthen corridor character and ensure a balanced relationship with the adjacent neighborhood.

2. **Creation of a more desirable environment than would be possible through application of conventional City land use regulations;**

The proposed PMD establishes a more desirable, context-sensitive environment than conventional zoning could achieve. The PMD framework enables cohesive building placement, enhanced pedestrian circulation, and shared access that strengthen the connection between Olive Boulevard and surrounding neighborhoods.

Key features, such as the corner plaza, a covered pass-through walkway, and expanded landscape setbacks, create an inviting pedestrian realm and visual gateway consistent with the East Olive Corridor's vision. Tailored setbacks and step-down massing preserve a strong street presence while protecting adjacent homes through generous buffers and screening. The site's medium-density scale (36 units per acre) balances corridor housing goals with neighborhood compatibility.

High-quality architecture, coordinated landscaping, and controlled access drives elevate the project's character beyond what base zoning could provide. Reduced curb cuts and internal circulation improve safety and connectivity, while the public-facing plaza and outdoor dining create active, social spaces along Olive.

Together, these design and planning elements deliver a cohesive, walkable, and visually engaging development; one that transforms an underutilized site into a community asset and exemplifies the purpose of the PMD district.

3. **Promotion of a creative approach to the use of land and related physical facilities resulting in better design and development including aesthetic amenities;**

The project demonstrates a creative design approach that transforms a challenging infill site into a distinctive mixed-use destination. Guided by community and City feedback, the plan uses architectural variety, high-quality materials, and public-facing open space to create a more engaging and visually appealing environment than conventional development would yield.

At the Olive and Graeser corner, a public plaza serves as a focal point. Featuring outdoor seating and landscaping that invite community interaction and reinforce the corridor's pedestrian identity. A covered pass-through walkway connects rear parking to Olive, combining shade, safety, and activity in a way that activates both street fronts.

Façade articulation, depth variation, and durable masonry materials provide a balanced, modern aesthetic that maintains human scale and visual rhythm. Integrated landscaping with native species and layered plantings softens building edges and enhances year-round interest.

Lighting, signage, and pedestrian furnishings are coordinated to ensure comfort and consistency, while step-down massing and generous setbacks maintain compatibility with nearby homes. Collectively, these design strategies embody the City's Design Guidelines and community priorities, creating a cohesive, high-quality environment that blends function, beauty, and neighborhood respect.

4. **Combination and coordination of architectural styles, building forms and building relationships;**

The project's architecture, landscape, and site design are deliberately coordinated to produce a cohesive and context-sensitive composition along Olive Boulevard and Graeser Road. The building's contemporary form and refined materials establish a consistent visual language that complements surrounding corridor development while maintaining compatibility with adjacent residential areas.

A strong base of durable masonry grounds the structure, while upper levels use high-density fiber cement panels and subtle color transitions to create depth and visual rhythm. The façade employs a clear hierarchy of horizontal and vertical articulation, aligning with nearby mixed-use and multifamily developments to maintain corridor continuity.

Along the southern/eastern edges, the building steps down in height and incorporates layered landscaping to ease transitions toward single-family neighborhoods. This massing strategy ensures that the project's medium-density scale remains visually balanced and contextually appropriate given its proximity to nearby residential neighborhoods, primary streets, secondary streets, and commercial properties.

Architectural detailing, lighting, signage, and landscape elements are integrated through a unified design vocabulary, reinforcing the site's sense of place and identity. The result is a coordinated built environment that feels intentional from every vantage point—one that enhances the Olive Boulevard streetscape, strengthens neighborhood connections,

and fulfills the City's objective of promoting cohesive, high-quality design within the East Olive Corridor.

5. **Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, preferably by means of natural erosion control and stormwater control best management practices;**

   The proposed redevelopment preserves and enhances the site's most valuable physical and contextual characteristics by introducing meaningful landscape buffers, sustainable infrastructure, and improved visual quality throughout. The plan transforms an aging, largely unoccupied and underutilized property into a balanced mix of green space, walkable circulation, and thoughtfully scaled architecture that complements its surroundings.

   Along the southern boundary, a 91-foot setback with layered landscaping and a notable grade change create both a visual and physical buffer to adjacent single-family homes. Tree canopy coverage, native plantings, and bio-retention areas enhance ecological function while improving stormwater management. These sustainable features reduce runoff and heat gain and create a softer, more natural edge condition.

   Building orientation and grading maintain open view corridors along Olive Boulevard and reinforce a strong street presence without overwhelming adjacent parcels. The corner plaza and new landscape areas introduce welcoming public space, transforming a previously utilitarian commercial site into a neighborhood asset.

   Pedestrian-scale lighting, coordinated signage, and screened service areas further improve safety and appearance, while the integrated design of landscape, architecture, and open space ensures a cohesive aesthetic. The result is a redevelopment that not only respects the site's context but also enhances its environmental performance, visual character, and long-term compatibility within the East Olive Corridor.

6. **Use of design, landscape or architectural features consistent with the City's design guidelines; and**

   The project has been carefully refined to meet the intent of the City's Design Guidelines and to reflect direct feedback from the Planning Commission, City staff, and residents of the adjacent neighborhood. Revisions to the original plan—including a larger corner plaza, increased setbacks, enhanced landscape screening, and more articulated façades—were guided by the community's desire for improved visual quality, buffering, and pedestrian comfort.

   Architectural design emphasizes material durability and visual interest through a complementary mix of masonry and high-density fiber cement panels. The façade incorporates varied depths and vertical breaks to create rhythm, highlight entries, and reduce perceived massing. These elements align with the guidelines' emphasis on human scale, texture, and building articulation.

Landscape and architectural design are integrated to create a cohesive site character. Street trees, native planting, and coordinated pedestrian lighting enhance walkability and unify the Olive and Graeser frontages. The corner plaza serves as an attractive public amenity with outdoor seating, landscaping, and lighting that reflect the City's goal of creating inviting civic spaces.

Sustainable features, including energy-efficient lighting, diverse native landscaping, and bio-retention areas, reinforce the City's design and environmental priorities. Collectively, these strategies result in a contemporary, high-quality development that fulfills the City's Design Guidelines and the community's shared vision for the East Olive Corridor.

7. Mutually desired elimination of obsolete or deteriorated structures or incompatible uses through redevelopment.

The proposed PMD replaces an aged and inefficient commercial site with a cohesive, high-quality mixed-use development that restores vitality to a key intersection along Olive Boulevard in the East Olive Corridor. Existing structures on the property are dated, underutilized, and visually inconsistent with surrounding improvements. Through the PMD process, these obsolete conditions are removed and replaced with a unified plan that introduces new housing options, retail activity, amenities, and landscaped open space designed to serve both residents and the broader community.

The redevelopment transforms the site's expansive asphalt areas into functional, green, and pedestrian-friendly environments. Landscaped setbacks, tree canopy, and stormwater features significantly reduce impervious surface while improving environmental performance. Circulation and access are reorganized to eliminate unsafe curb cuts and create shared driveways, improving traffic flow and pedestrian safety along Olive and Graeser.

Architectural upgrades consist of articulated façades, durable materials, and context-sensitive massing, resolving long-standing incompatibilities between commercial and residential uses. The project establishes a positive visual identity at a major corridor gateway, aligning with the City's goals for reinvestment and renewal.

By converting a deteriorated, auto-oriented site into a walkable, medium-density mixed-use development, the proposal meaningfully eliminates obsolete development, enhances neighborhood compatibility, and supports the long-term revitalization of the East Olive Corridor.

III. Section 405.390 C. Eligibility

1. Is located on one (1) or more lots totaling at least three (3) acres in size.

The proposed project is located on six (6) parcels spanning a total of 4.4 acres, meeting the minimum three (3) acres in size eligibility requirement.

2. Cannot be approved under the provisions of another zoning district.

The subject property is currently zoned “GC” General Commercial, which does not provide the flexibility needed to accommodate the proposed mixed-use development. The project’s combination of residential, commercial, and public open space elements requires an integrated design approach that cannot be achieved under the existing district’s conventional standards.

Accordingly, the site must be rezoned to “PMD” Planned Mixed-Use Development, as authorized under Section 405.390(F). The PMD framework allows the cohesive site planning, shared access, and design coordination necessary to realize the City’s vision for reinvestment along the East Olive Corridor.

3. Demonstrates Consistency with the Comprehensive Plan

The proposed development is fully consistent with the goals and objectives of the City’s Comprehensive Plan, particularly the East Olive Corridor framework. As detailed in the preceding section, the project advances the Plan’s vision by promoting mixed-use reinvestment, medium-density housing, and pedestrian-oriented design within a key commercial corridor.

4. The proposed development must substantially comply with the provisions of this Section 405.390 and be generally consistent with the applicable provisions of the City's Comprehensive Plan.

As demonstrated in the accompanying narrative and supporting materials, the project meets or exceeds all applicable PMD criteria related to site design, building placement, pedestrian connectivity, landscaping, and architectural quality. The plan reflects the City’s stated objectives for the East Olive Corridor by integrating residential, commercial, and open space uses within a cohesive and context-sensitive design framework.

IV. Section 405.390 F.6 Planned Mixed-Use Development – Design Criteria

“The purpose of a PMD is to provide sites for the development of a mixture of commercial and residential uses in a manner which is attractive for such uses and compatible with surrounding neighborhoods. The PMD will also encourage the efficient use of land and resources, offer a mix of amenities for the populace of the area, and promote greater efficiency in public and utility services.”

1. **Proposed development adjacent to any single-family residential development shall meet a sky exposure plane requirement. The sky exposure plane will be**

measured from a line located thirty-five (35) feet above the property line and will have a slope of thirty degrees (30°) rising towards the center of the site.

The proposed building design meets the City's sky exposure plane requirement along the southern property line adjacent to single-family residential lots.

The architect has confirmed that the current design satisfies this requirement in full, and a diagram verifying compliance has been prepared and will be provided to City staff. This ensures that the building's massing respects adjacent residential properties and maintains appropriate light, air, and visual transitions between uses.

2. **Any tract or site abutting or adjoining a single-family residential development shall provide a buffer yard of thirty-five (35) feet on all sides….**

   The proposed development entirely complies with the 35-foot buffer yard requirement along all sides adjoining residentially zoned properties. In several areas, the development exceeds this standard. Along the southern edge, the project provides greater separation than required, incorporating a combination of dense landscaping, retaining walls, and maintained open space to ensure privacy and a compatible transition between the multifamily building and adjacent single-family homes.

   In response to both Planning Commission and community feedback, the building footprint has been shifted west and reduced in depth, and the southern elevation steps down in height, enhancing the visual transition and reducing perceived massing between the proposed building and the residential neighborhood.

   In addition to the required residential buffer, the site design introduces a smaller landscaped buffer along the western edge, providing an additional visual and functional separation between the development site and the adjoining commercial property, while still allowing continuity along Olive Blvd as a commercial corridor. These measures collectively demonstrate a context-sensitive design that meets and, in several areas, exceeds the PMD's buffer and neighborhood compatibility standards.

3. **If residential uses are proposed, provides for a mixture of housing types to meet market demands and encourage diversification.**

   The residential component includes 157 units in a four-story mixed-use building with a mix of studio, one-, and two-bedroom units. This variety meets market demand for different household sizes—young professionals, small families, and downsizers seeking low-maintenance living.

Importantly, expanding for-lease housing in this corridor supports the growth anticipated from the 39 North AgTech innovation district, which is attracting startups, researchers, and skilled professionals to Creve Coeur. The proximity of this development to 39 North enables people to live, work, and play within the same area—strengthening the case for diverse housing options near employment centers.

This unit mix is aligned with the Comprehensive Plan's East Olive Corridor objectives to broaden housing choice and encourage corridor reinvestment. By embedding multiple residence types within a walkable mixed-use environment, the project contributes to a more resilient, inclusive housing market—one that advances the PMD district's vision for integrated, context-sensitive growth.

4. **Allows for and makes efficient use of parking and storage areas including cooperative parking facilities.**

   The project provides efficient, well-balanced parking that meets anticipated demand while supporting a walkable, mixed-use environment. According to the Parking Demand Study completed by Lochmueller Group, 250 on-site spaces serve the residential, retail, and restaurant uses at Graeser Station. The study estimates a peak combined parking demand of 296 spaces, which accounts for temporal differences between daytime commercial activity and overnight residential use

   Throughout a typical weekday and Saturday, the site is expected to maintain an operational buffer leaving available capacity even during peak demand periods. This confirms that the parking supply will be adequate and balanced across uses.

   The revised layout improves circulation and functionality by consolidating drive aisles and providing a pedestrian pass-through connecting rear parking to front entrances and the corner plaza. This configuration supports efficient turnover for retail and restaurant patrons while preserving convenient access for residents who park in the rear.

   Together, these measures demonstrate that Graeser Station makes efficient use of its parking areas, satisfies the City's mixed-use parking flexibility provisions, and promotes safe, attractive, and pedestrian-friendly site design consistent with the PMD district and the East Olive Corridor goals.

5. **Provides for the more efficient provision of public and private utilities and facilities throughout the development area.**

The project consolidates multiple outdated service connections from former retail uses into a single coordinated system, improving efficiency and reliability. Existing public utilities along Olive Boulevard and Graeser Road will be utilized, with all new private utilities—electric, communications, and fiber—installed underground where feasible. Coordination with MSD, Ameren, and Missouri American Water ensures adequate capacity and service. These upgrades deliver more efficient, sustainable infrastructure consistent with PMD objectives.

6. **Provides adequate public facilities including streets, bicycle and pedestrian facilities, fire protection, water, stormwater control, sanitary sewer and parks and recreation facilities.**

   The project is supported by existing water, sanitary sewer, and fire protection infrastructure along Olive Boulevard and Graeser Road, with no off-site upgrades required. A new sidewalk along Graeser and reduced curb cuts on Olive improve pedestrian safety and circulation. Stormwater will be managed through an above-ground detention basin in the southwest corner, meeting City and MSD standards and integrating with the southern landscape buffer. The Traffic Impact Study (HR Green, 2025) confirms that adjacent intersections will continue to operate at the currently LOS D or better. Collectively, the project provides adequate public facilities and enhances overall infrastructure performance within the corridor.

7. **Incorporates pocket parks, small plazas and places for public art where appropriate.**

   The development incorporates a public plaza situated at the corner of the L-shaped building at Olive Boulevard and Graeser Road. This creates a highly visible and welcoming community space, featuring seating and enhanced landscaping, establishing a distinct sense of place at a key East Olive Corridor intersection.

   In direct response to Planning Commission and community feedback, the plaza design has been refined to include denser greenery and seating oriented away from Olive for greater comfort and usability. A pedestrian pass-through connects the rear parking area to the plaza and front sidewalk, providing convenient, safe access for residents and visitors who may park at the rear during peak demand periods.

   The plaza is designed not only as a visual feature but can become an activated community space that can host small gatherings or seasonal events like pop-up sidewalk markets, supporting the Comprehensive Plan's goal to create vibrant, people-oriented destinations. Together, these features fulfill the PMD's intent for

pocket parks and plazas that foster social interaction, accessibility, and corridor identity.

8. **Locates buildings in appropriate relation to sidewalks or public parks and plazas.**

   The building has been strategically located to reinforce pedestrian connections and activate the public realm consistent with the East Olive Corridor design framework. The primary entrances and storefronts are oriented toward Olive Boulevard, providing a direct and visible relationship to the public sidewalk and corner plaza.

   The corner public plaza at Olive and Graeser serves as the development's focal point—offering landscaping, seating, and opportunities for public art. It also functions as a gateway feature at this key intersection. Along Graeser Road, the increased setback and expanded landscaping create a comfortable pedestrian zone buffered from traffic, in line with both City and community feedback.

   An internal pedestrian pass-through links rear parking directly to the front sidewalk and plaza, ensuring continuous, clear and safe pedestrian movement throughout the site. Together, these design features establish a cohesive and human-scaled relationship between the building, sidewalks, and open spaces.

9. **Provides for vehicular mobility in a manner that does not compromise pedestrian safety and mobility.**

   The proposed development has been designed to maintain existing traffic operations while improving overall safety and circulation for both vehicles and pedestrians. The project reduces the number of existing curb cuts along Olive Boulevard from three to two and aligns the Graeser Road access directly across from the First Community Credit Union entrance, minimizing turning conflicts and improving sight distance.

   According to the October 2025 Traffic Impact Study prepared by HR Green, all surrounding intersections will continue to operate at Level of Service D or better—consistent with current conditions—demonstrating that the project maintains overall network performance while providing safer and more predictable movements.

   Pedestrian safety and comfort are enhanced through a new sidewalk along the west side of Graeser Road, an increased building setback with landscaped buffer, and an internal pedestrian pass-through connecting rear parking to the front plaza and retail. These improvements ensure that vehicle mobility does not compromise pedestrian

access, aligning with the Comprehensive Plan's East Olive Corridor goals for connected, walkable mixed-use development.

10. **Utilizes high-quality architectural design and materials, placement, relationship and orientation of structures throughout the planned development.**

    The proposed development reflects a high-quality architectural design that aligns with the City's Design Guidelines and the Comprehensive Plan's vision for the East Olive Corridor. The building employs durable, refined materials—including masonry, fiber cement panels, and brick veneer—to establish a timeless, context-appropriate character.

    The façades are designed with articulated depths, vertical breaks, and material transitions to reduce visual bulk and create visual interest. The structure steps down in height along the southern edge to achieve a comfortable scale transition to nearby residential properties.

    In direct response to Planning Commission and community feedback, the development ensures panel seams line up with natural breaks in the building to create a cohesive and seamless design. Additionally, a materials sample board will be provided to demonstrate quality and finish consistency. Together, these enhancements ensure the building contributes to a cohesive, visually engaging, and pedestrian-friendly environment at this important corridor intersection.

11. **Places all utilities serving new projects underground, to the extent feasible, except where specific allowances and design considerations are provided elsewhere in this Section.**

    All new private utilities, including electric, communications, and fiber, will be placed underground where feasible, reducing visual clutter and improving reliability. Electrical transformer locations are identified on the architectural site plan, and existing overhead service connections will be removed during demolition. Coordination with MSD, Ameren, and other utility providers will ensure safe, efficient service delivery consistent with City standards and the PMD's intent for coordinated, high-quality infrastructure.

12. **Provides for appropriate spacing and/or greenspace in or around the separate developments within the PMD.**

Although the proposal represents a single coordinated development rather than multiple tracts, the site plan provides generous spacing, landscaped setbacks, and usable open space consistent with the intent of the PMD district.

The project includes:

- Expanded setbacks along Graeser Road and the southern property line, creating a green edge that buffers adjacent residential uses.
- A public plaza at the Olive & Graeser intersection that serves as the site's focal open space, featuring landscaping, seating, and pedestrian amenities.
- Enhanced tree coverage and landscaping throughout surface parking areas and the building perimeter, supporting the City's Comprehensive Plan objectives for green space preservation and pedestrian comfort.

Collectively, these elements provide ample greenspace and spatial separation consistent with PMD standards and the East Olive Corridor vision, while creating visual relief, functional pedestrian zones, and a cohesive streetscape experience.

13. **Functionally and aesthetically integrates all proposed stormwater collection basins with the surrounding development through undergrounding or innovative design of above ground facilities that is visually commensurate with surrounding development.**

The project's stormwater detention and water-quality treatment system is located in the southwest corner of the site, south of the retaining wall. This facility is designed to meet City and MSD standards for peak flow and water-quality control. The basin is visually integrated into the site through robust landscaping and a continuous buffer adjoining the single-family properties to the south, providing both a naturalized appearance and effective screening. This design achieves functional performance while maintaining visual compatibility with surrounding development.

V. Community and City Engagement

The proposed development has been shaped through extensive collaboration with the City of Creve Coeur Planning Staff, the Planning Commission, and nearby residents. Throughout the review and outreach process, the project team has actively listened to feedback, identified shared priorities, and made meaningful refinements to address concerns and improve overall design quality.

Key community priorities focused on building positioning, density, and height, landscape buffering, pedestrian connectivity, and traffic circulation. In direct response, the development plan has been updated to incorporate larger setbacks, enhanced landscape

screening, a more defined public plaza, and a covered pedestrian pass-through connecting rear parking to Olive Boulevard.

The resulting design represents a collaborative effort between the applicant, City staff, and the community. It balances corridor reinvestment goals with neighborhood compatibility, delivering a high-quality, context-sensitive development that reflects both the City's planning objectives and the community's vision for the East Olive Corridor.

Plaza & Public Space

During community engagement and Planning Commission discussions, residents emphasized the importance of enhanced landscaping, visual buffering from Olive Boulevard, and comfortable public gathering spaces that feel welcoming yet protected from traffic. Others encouraged a stronger relationship between the plaza and adjacent retail or restaurant uses, while maintaining safe circulation and convenient access to parking.

In direct response, the project team refined the plaza design to include denser landscaping, canopy trees, and layered plantings that create enclosure and reduce paved surfaces. The plaza now serves as both a gateway feature along Olive Boulevard and a shared neighborhood amenity, balancing public accessibility with pedestrian comfort and safety.

1. **Enhance the plaza design with more landscaping, screening, and buffering from Olive Blvd.**

   The plaza now incorporates enhanced landscaping that reduces paved surface while providing a visual buffer and sense of enclosure for the seating area. Plantings include three canopy shade trees complemented by a mix of shrubs, ornamental grasses, perennials, annuals, and groundcovers.

2. **Strengthen the connection between retail/restaurant uses and the plaza.**

   Retail and restaurant spaces remain on the west side of the building, addressing key feedback from the initial design review. This placement improves access to parking at the front, side, and rear of the building, and creates a more functional central pass-through. Positioning the pass-through adjacent to the restaurant also allows for a covered outdoor dining area that is fully separated from surrounding roadways, providing both convenience and safety. In contrast, locating these uses directly adjacent to the plaza would reduce the effectiveness of the pass-through, limit parking access, and eliminate the opportunity for a covered patio fully protected from exterior traffic.

3. **A desire for improved corner plaza aesthetics as it is the entrance to the neighborhood and proposed an art installation or fountain at the corner.**

   Community members expressed a desire for the corner plaza, as the entrance to the surrounding neighborhood, to include enhanced aesthetics that would create a stronger sense of place. In response, the plaza has been refined with expanded landscaping, a reduced paved area, and enhanced visual definition through layered

plantings. The design introduces three shade trees complemented by a mix of shrubs, ornamental grasses, perennials, annuals, and groundcovers, providing texture, color, and seasonal interest throughout the year.

In addition to the proposed monument sign, the plaza's layout includes a central focal area that could accommodate a future public art piece, small sculpture, or similar neighborhood identity feature. This approach balances current design readiness with the flexibility to incorporate a community-inspired element in partnership with the City or neighborhood groups in the future.

4. **Provide comfortable seating areas shielded from Olive Blvd.**

   The plaza now includes enhanced landscaping features that provide a visual buffer and sense of enclosure for the seating area along Olive Boulevard. Plantings feature three canopy shade trees complemented by a mix of shrubs, ornamental grasses, perennials, annuals, and groundcovers.

   Additionally, the plan now incorporates an outdoor seating area within the building pass-through space.

Building Layout & Circulation

During community engagement and Planning Commission review, feedback centered on improving internal circulation, particularly between rear parking areas and front-facing commercial and public spaces, as well as softening the building's relationship to Graeser Road.

In response, the project team refined the site layout to strengthen pedestrian connections, enhance front-to-rear access, and improve landscape transitions to adjacent properties. These revisions ensure a safer, more accessible, and more context-sensitive design consistent with the City's planning and design objectives.

5. **Address circulation between rear parking and front-facing retail/plaza (consider a building pass-through).**

   A pedestrian pass-through is now incorporated into the plan to improve access from the rear parking to commercial uses and also accommodates a covered outdoor patio area adjacent to the restaurant space.

6. **Increase building setback along Graeser.**

   The building setback along Graeser has been increased to ten feet, allowing for a deeper landscape zone between the structure and the public sidewalk. This adjustment softens the building's mass, enhances privacy and compatibility with the residential edge, and strengthens the pedestrian environment along Graeser through improved landscaping and spatial definition.

7. **Privacy for first floor apartments along Graeser.**

   The increased setback along Graeser Road enhances the privacy for ground-floor residential units. Additionally, layered landscaping between the building and sidewalk

separates public and private realms, improving comfort for residents while enriching the pedestrian streetscape.

Parking & Access

During the community engagement process, participants emphasized the importance of adequate on-site parking, minimizing overflow or spillover parking, and maintaining safe and efficient access along both Olive Boulevard and Graeser Road. In response, the project team evaluated layout options and incorporated findings from a commissioned Parking Study to confirm sufficient capacity and compliance with City requirements. In addition, the Traffic Impact Study, completed by the City's consultant engineers on behalf of the proposed development, provided analysis and feedback on site circulation and traffic conditions, reinforcing that the proposed design maintains acceptable operations at nearby intersections.

8. **Avoid reliance on overflow parking across Graeser.**

   The development will not rely on off-site or overflow parking. The Traffic Impact and Parking Study confirms that on-site parking capacity is sufficient to accommodate all proposed residential and commercial uses under both typical and peak demand conditions, with additional flexibility to accommodate tenant variation and operational buffers for future needs.

9. **Provide adequate parking.**

   The overall building footprint was reduced to achieve a lower residential density, which removed some tuck-under spaces but the parking areas were redesigned to accommodate the shift. The updated plan provides a mix of end-cap islands for trees and landscaping as well as circle tree wells among parking aisles to increase shade coverage through the strategic placement of trees throughout the parking area. The result is a more efficient and visually cohesive parking layout that meets the needs of all users.

10. **Explore whether 3,000 SF for the restaurant is too large given limited parking; smaller café/coffee shop concept preferred.**

    The parking study verifies that on-site parking is adequate to support the proposed restaurant, retail, and residential uses. The project's PMD framework provides flexibility to accommodate a range of tenant types, including smaller-scale café or dining concepts, without impacting overall parking performance or site functionality.

11. **Code requires EV-ready parking stalls (Section 405.860).**

    The plan includes EV-ready parking stalls in compliance with Section 405.860 of the City Code. This addition supports the City's sustainability and future mobility goals while ensuring the site is equipped for emerging vehicle technology.

Landscaping & Screening

During public meetings and design review, residents expressed a strong interest in ensuring that the development include dense, layered landscaping along the southern property line to maintain privacy and visual separation from adjacent homes.

In response, the landscape plan has been updated to include a multi-tiered buffer composed of canopy trees, understory trees, ornamental shrubs, and groundcover plantings. This approach creates a naturalized, year-round screen while softening the building's visual presence from neighboring residential properties.

12. Considered layered screening in the open landscape area at the rear.

The updated landscape plan incorporates a dense layered screening throughout the rear buffer zone, enhancing privacy and providing a more gradual transition between uses. The buffer includes a combination of evergreen and deciduous trees, medium-height shrubs, and ornamental plantings, arranged to achieve full coverage at maturity while preserving stormwater flow and drainage patterns.

Materials & Design Details

Throughout the community engagement process, participants and Planning Commissioners expressed interest in ensuring the project's materials and architectural detailing convey quality, durability, and compatibility with nearby neighborhoods. Feedback emphasized a preference for timeless design elements—such as masonry façades and refined finishes—that would age well and complement the corridor's evolving character.

In response, the design team maintained a high-quality material palette and coordinated with the architect to confirm concealed panel joints, and cohesive transitions across elevations. A material sample board will be provided for Planning Staff and Commission review to further demonstrate consistency with the City's Design Guidelines and the East Olive Corridor's intended character.

13. Submit a material sample board.

The development team will provide a material sample board for the planning staff and commission's review.

14. Use mortared-in facades with no visible vertical seams.

Final confirmation of the façade detailing and joint treatment will be coordinated with HDA to ensure compliance with the City's requirement for mortared-in façades without visible vertical seams.

Planning & Policy Alignment

15. Consider reduction in density and closer alignment with the comprehensive plan example developments.

Throughout the review process thus far, Staff, Community and Planning Commission feedback emphasized the importance of reducing overall density and better aligning

the project with the scale and design intent of medium density mixed-use developments identified in the City's Comprehensive Plan.

In response, the development team has made two successive reductions in density as the project evolved through staff and community review. The initial concept submitted to City staff proposed 172 residential units. Following early staff feedback, the plan was revised to 168 units prior to the preliminary Planning Commission submission. Subsequent to that submission and in direct response to community input, the project was further refined to 160 units. Finally, in response to Staff comments on the official submission, the project was finally reduced to 157 units to accommodate a 10ft setback along Graeser. This most recent reductions decrease the total site coverage and building mass while expanding landscape buffers and increasing setbacks along the south, east, and west property lines. Notably, the southern setback has increased by 20 feet, now providing a 91-foot separation between the primary building and adjacent residential properties—offering a smoother, more compatible transition. Additionally, the setback along the eastern property line has been increased to 10 feet, to meet the commercial district setback along Graeser Road to further ensure a smooth transition from the residential neighborhood to the south.

The updated plan builds on the original design's varied façade materials, architectural articulation, and stepped-down building height near residential edges. With the reduced density and increased setbacks, the plan now incorporates enhanced landscaping and stronger visual buffers. Together, these refinements reduce perceived scale, improve neighborhood compatibility, and reinforce alignment with the design principles and best-practice precedents outlined in Creve Coeur's Comprehensive Plan for the East Olive Corridor. Comparable projects include DeMun Pointe in Clayton, Missouri, and Station Plaza in Kirkwood, Missouri, both of which exemplify context-sensitive mixed-use reinvestment within established neighborhoods.

Parking & Deliveries

During community engagement and staff review, questions were raised about how deliveries and trash collection would be managed to minimize congestion and ensure compatibility with adjacent residential areas. The project team refined the building layout and service plan to provide dedicated, well-screened areas for deliveries, refuse, and operational functions that maintain safety and site efficiency without impacting public or residential circulation.

16. Is there space on-site to accommodate deliveries (e.g., Amazon trucks)?

Residential deliveries will be received in a dedicated parcel room adjacent to the leasing office in the building's north wing. This area is accessible directly from Olive Boulevard entry and exit points, allowing delivery vehicles such as Amazon or courier vans to briefly stop near the front entry without interfering with primary traffic flow or parking circulation.

17. Request for more detail on how commercial deliveries and trash management will function at the rear of the site.

Commercial deliveries will be scheduled during off-peak hours to limit impacts on residents and on-site traffic. Two screened dumpsters located west of the dog park will serve the building's commercial spaces, while residential waste will be collected separately within a dedicated service area in the building's south wing. This separation of functions improves operational efficiency and maintains the site's visual quality and pedestrian safety.

Traffic & Pedestrian Infrastructure:

During public engagement, residents and Commissioners emphasized the importance of safe site access, effective traffic circulation, and pedestrian safety; particularly at the Olive Boulevard and Graeser Road intersection. In response, the project team coordinated with the City's traffic consultant to evaluate access design, intersection performance, and pedestrian improvements. Findings from the Traffic Impact Study confirm that all access points will operate efficiently and that existing roadway infrastructure can accommodate projected traffic volumes while maintaining current levels of service.

18. Concern with traffic entering and exiting the site.

Based on the Traffic Impact Study findings, traffic can safely and efficiently enter and exit the Graeser Station site from both Graeser Road and Olive Boulevard. The development will utilize three access points:

From Olive Boulevard (North Side):

- West Entrance (Site Drive 1): Will operate as a full-access driveway, allowing left turns, right turns, and through movements in both directions
- Middle Entrance (Site Drive 2): Will function as a right-in/right-out (RIRO) access

From Graeser Road (South Side):

- South Drive (Site Drive 3): Will align with the existing First Community Credit Union Bank Entrance across Graeser Road, operating under side-street stop control

The Traffic Impact Study confirms that all access points will function efficiently, with the Graeser Road access maintaining an operating LOS D during the PM peak and other site drives performing at LOS C or better. Queues and delays are projected to remain short—generally under 25 feet and 11 seconds, respectively—indicating that

vehicles can enter and exit the site safely without contributing to additional congestion on adjacent roadways.

19. **Improve pedestrian safety and infrastructure at the Olive and Graeser intersection.**

    The Traffic Impact Study confirms that the existing intersection of Olive Boulevard and Graeser Road can accommodate the development's additional traffic while maintaining safe and efficient operations. The Graeser Station development is projected to generate approximately 65 new trips during the morning peak hour, 94 during the afternoon, and 63 during the midday period.

    Despite these added trips, overall intersection performance remains within acceptable limits. The study indicates an overall Level of Service (LOS) B for both the 2026 and 2036 build scenarios, representing good traffic flow with minimal delay. Some turning movements—such as the northbound and southbound left turns—currently operate at LOS E, but these conditions exist under present operations and are not materially worsened by the project. Queue analyses show that at locations with dedicated left-turn bays, the 95th percentile queues will remain within available storage, confirming that vehicles can move through the intersection safely and predictably.

    Based on these findings, no modifications to the existing roadway network or signal timing are recommended. The current intersection geometry, lane configurations, and dedicated turn lanes provide adequate capacity to handle the site-generated traffic while maintaining safe access and circulation for vehicles and pedestrians.

20. **Do not place the sidewalk directly adjacent to the road along Graeser.**

    The sidewalk along Graeser Road will include a widened and well-designed landscape buffer between the curb and the walkway, consistent with the City's Design Guidelines for pedestrian comfort and safety. The updated landscape plan incorporates street trees, ornamental grasses, and groundcover to create a shaded, visually appealing pedestrian zone and a clear separation between the sidewalk and adjacent roadway.

21. **Concerned about potential right-turn stacking issues on Graeser.**

    The Traffic Impact Study evaluated the right-turn movement from Graeser Road (southbound approach) onto Olive Boulevard eastbound and found no significant queuing or operational issues.

    The intersection is currently signalized with a dedicated left-turn lane and a shared through/right-turn lane on the southbound approach.

    Through modeling of 2026 and 2036 Build Scenarios, the shared through/right-turn movement operates at Level of Service (LOS) B–C during PM peak hours, with an average queue length of approximately 50 feet.

    In conclusion, the study confirms that the right-turn movement will continue to operate efficiently, with adequate green time and storage length even with the added site traffic. No modifications to the intersection geometry or signal timing are required.

Density, Stormwater, and Environmental Design

22. Concerned about density and stormwater/flooding.

Concerns regarding density and stormwater management were frequently raised during community engagement. In response, the development team has reduced residential density twice, from an initial 172 units to 160 units, thereby reducing total site coverage and impervious surface area. This has created opportunities to expand open space and integrate stormwater features that enhance both performance and aesthetics.

The stormwater detention and water-quality treatment system is located in the southwest corner of the site, south of the retaining wall. It is an above-ground facility designed in accordance with MSD standards and the City's stormwater requirements. The detention area will be visually integrated with a robust landscape buffer adjoining the single-family properties to the south, providing both functional stormwater management and visual screening.

While final design details are in progress, the detention system will be sized to meet or exceed MSD requirements for peak flow and water-quality treatment, ensuring that post-development runoff will not exceed pre-development conditions. These combined density and stormwater measures improve site permeability, manage runoff responsibly, and address community concerns regarding flooding and downstream impact.

23. Concerned about noise from the dog park and pool.

To ensure that the proposed pool and dog run areas are compatible with the adjacent residential neighborhood, the development will implement clear operational policies focused on safety, noise control, and respectful use among residents. The property will comply with Sections 210.200, 210.137, 205.080, and any other applicable local laws and municipal codes pertaining to animal noise and public disturbances in order to maintain a peaceful environment for both residents and nearby property owners.

The pool area is planned to be open daily from 10:00 a.m. to 10:00 p.m., with clearly posted quiet hours and strict enforcement of conduct rules by on-site management. To promote safety and a family-friendly atmosphere, no glass containers, smoking, or alcohol will be permitted in or around the pool area. Pets will not be allowed within the pool enclosure, except for service animals as defined by applicable law. Pool equipment and design will include sound-mitigating features, including privacy fencing and landscaping to minimize noise and enhance safety for both residents and adjacent homes.

The dog run is designed for short-term exercise use only—not as a park or social gathering space—and provides a safe area for dogs to run and release energy before returning indoors. Use of the dog run area is limited to residents. Posted rules will require all dogs to be attended, leashed when entering or exiting, and promptly cleaned up after. To minimize noise disturbance, the dog run is expected to be closed from 10:00 p.m. to 5:00 a.m. and no dog may be kept in the outside run area for more than 15 minutes during open hours. Fencing and landscaping will provide for privacy and sound reduction.

Collectively, these measures ensure safe, respectful, and well-managed amenities that complement and protect the character of the surrounding neighborhood.

39. **Staff would like to discuss further the issue of multi-family density before the Planning and Zoning Commission meeting and how it relates to the Comprehensive Plan.**
Per our discussion, we understand that this will be a point of discussion at the planning commission and appreciate the staff's consideration of the proposal and submitted narrative to evaluate the appropriateness of this proposal. Additionally, the development team has further reduced the unit count to 157 – 15 total units below the initial development plan.

Creve Coeur Fire District Review

40. Please share the plans with the Fire District to request their preliminary review to avoid future adjustments to the site plan.
The Development Team will submit the plans for Fire District Review simultaneously with this submission.

CC: Garrison Hassenflu (Applicant)
Jason Jaggi, AICP, Director of Community Development

Proposed Restrictions in response comment #12

Operations

- Pool hours fixed at 10:00 a.m.–10:00 p.m. with posted quiet hours; no glass, smoking, or alcohol in the pool area; pets prohibited in pool enclosure (service animals excepted).
- Dog run limited to residents only, closed 10:00 p.m.–5:00 a.m., and max 15 minutes per use during open hours; dogs must be attended at all times; fence and landscape sound screening maintained.
- Compliance with applicable municipal noise ordinances; no outdoor amplified music after 9:00 p.m.
- Commercial deliveries and trash service confined to off-peak hours (e.g., 7:00 a.m.–7:00 p.m., no Sundays or City-recognized holidays)
- Outdoor dining limited to the plaza and covered patio areas shown; no outdoor cooking equipment outside designated locations.

Landscape and environmental

- Layered landscape buffer at the south (evergreen + deciduous canopy + shrubs + groundcover) to be installed per plan and replaced in kind if dead/removed.
- Site and plaza landscaping maintained in good condition; dead/diseased plantings replaced within the next planting season.

Graeser Station Development and Use Standards

All provisions of the City of Creve Coeur, MO City Code shall apply to this Planned Mixed-Use Development (PMD) District (subject to the terms thereof) except as specifically modified herein.

SPECIFIC CRITERIA

A. PERMITTED USES

Permitted Uses within the PMD shall be as shown on Table A at the end of this Attachment.

B. DIMENSIONAL REGULATIONS

1. Maximum Site Coverage.
   a. Maximum site coverage shall not exceed 64%.

2. Maximum Floor Area Ratio (FAR).
   a. The Maximum Floor Area Ratio for the PMD District shall not exceed 0.85.

C. BULK REGULATIONS

1. Setback and Building Line Requirements:
   a. Minimum Front Yard. Zero (20) feet.
   b. Minimum Side Yard. Ten (10) feet.
   c. Minimum Rear Yard. Eighty-Eight (88) feet.

2. Other CATEGORY D Regulations:
   a. Maximum number of units per acre. Thirty-Six (35.6)

D. PARKING AND LOADING REQUIREMENTS

1. Parking Requirements:
   a. 250 Parking Spaces shall be required as per the submitted and approved Concept Plan

2. Loading Requirements:
   a. The loading spaces and zones shall be provided based upon the approved Concept Plan

E. LANDSCAPE AND TREE REQUIREMENTS

1. The property owner shall maintain a minimum 35' landscape buffer along the southern boundary of the property that shall be robustly vegetated and maintained variety as provided in the approved site development plan.

a. All medians greater than 4' in width (3' of plant-able space) within the development are required to be landscaped and irrigated and will be maintained by the developer.

F. SIGN REQUIREMENTS

1. Provide Signs as permitted in Section 405.950 of the Creve Coeur Sign Regulations unless a comprehensive plan of signage is submitted to the City and recommendation of the Planning and Zoning Commission and approval of the City Council in accordance with Section 405.955 of the Creve Coeur Sign Regulations. Any comprehensive plan for signage shall show the location, size, height, extent and design of all proposed signs.

G. LIGHT REQUIREMENTS

1. Provide a lighting plan in accordance with the City of Creve Coeur Code for each phase of the PMD District as a component of the Site Development Plan submission.

2. All lighting proposed adjacent to existing single family residential zoning districts shall provide occupancy sensors and full cut-off/shielded fixtures.

H. ARCHITECTURAL REQUIREMENTS

1. Building finish material types in Graeser Station shall be generally specified as a high-quality full-bed masonry base around the entire 1st level with and accents on levels above to include a brick veneer, fiber cement panels, and architectural metal coping, and an integrated decorative cornice. Colors will be a neutral off-white limestone for masonry base with cast stone accents. Accents on floors above will include neutral and grey tones.

2. Trash enclosures: The location, material, and elevation of any trash enclosure will be as approved on the Site Development Plan. Trash receptacles shall be located indoors or be enclosed with an eight (8) foot high sight-proof enclosure with materials that match the adjacent structures.

3. Rooftop mechanical equipment shall not be visible as the integrated architectural parapets will provide natural screening from all adjacent properties.
4. Flat roof surfaces below 5 stories shall incorporate a medium tone colored membrane to reduce daytime glare for upper-level tenants in adjacent buildings.

I. ACCESS/ACCESS MANAGEMENT

1. Access to the development from external roadways shall be as shown on the Site Concept Plan and as directed by the City of Creve Coeur, the Missouri Department of Transportation, and St. Louis County Department of Transportation, as applicable.

2. A future cross-access easement shall be shown and provided with the adjacent lot to the East. At which time the adjacent property owner is amended or redeveloped, the property owner shall be required to engage with the adjacent property owner to coordinate and provide shared cross access to Olive Road and Graeser Road.

J. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Provide sidewalks, conforming to Americans with Disabilities Act (ADA) standards, along all frontages of the site as shown on the Site Concept Plan.

2. Pedestrian circulation to be as shown on the approved Site Concept Plan.

K. PUBLIC ART REQUIREMENTS

1. A separate public art package shall be required and follow the City of Creve Coeur review processes for public art which include review and recommendation by the City's Arts Committee to the Planning and Zoning Commission with City Council approval of public art agreements for public access easements and owner maintenance.

Graeser Station - Table A

NAICS Code	NAICS Use	Graeser Station PMD
221122	Electric Power Distribution	C
311340	Non-Chocolate Confectionary Manufacturing	P
311352	Confectionary Manufacturing from Purchased Chocolate	P
311811	Retail Bakeries	P
425110	Business to Business Electronic Markets	P
441310	Automotive Parts and Accessories Stores	C
442110	Furniture Stores	P
442291	Window Treatment Stores	P
442299	All Other Home Furnishings Stores	C
443142	Electronics Stores	P
444120	Paint and Wallpaper Stores	C
444130	Hardware Stores	P
444220	Nursery, Garden Center, and Farm Supply Stores	C
445110	Supermarkets and Other Grocery (except Convenience Stores)	C
445210	Meat Markets	P
445230	Fruit and Vegetable Markets	P
445291	Baked Goods Stores	P
445292	Confectionery and Nut Stores	P
445299	All Other Specialty Food Stores	P
445310	Beer, Wine, and Liquor Stores	C
446110	Pharmacies and Drug Stores	C
446120	Cosmetics, Beauty Supplies, and Perfume Stores	C
446130	Optical Goods Stores	P
446191	Food (Health) Supplement Stores	P
446199	All Other Health and Personal Care Stores	P
448110	Men’s Clothing Stores	P
448120	Women’s Clothing Stores	P
448130	Children’s and Infants’ Clothing Stores	P
448140	Family Clothing Stores	P
448150	Clothing Accessories Stores	P
448190	Other Clothing Stores	P
448210	Shoe Stores	P
448310	Jewelry Stores	P
448320	Luggage and Leather Goods Stores	P
451110	Sporting Goods Stores (except those exclusively engaged in the sale of firearms and ammunition)	C
451120	Hobby, Toy, and Game Stores	P
451130	Sewing, Needlework, and Piece Goods Stores	P
451140	Musical Instrument and Supplies Stores	P
451211	Book Stores	P
451212	News Dealers and Newsstands	P
452990	All Other General Merchandise Stores	C

453110	Florists	P
453210	Office Supplies and Stationery Stores	P
453220	Gift, Novelty, and Souvenir Stores	P
453310	Used Merchandise Stores (No building materials, outside sales, exchange or drop-off of used goods)	P
453910	Pet and Pet Supplies Stores	P
453920	Art Dealers	P
453991	Tobacco Stores	C
453998	All Other Miscellaneous Store Retailers (except auction houses, pool and hot tub sales/supplies and cemetery memorial dealers)	P
454111	Electronic Shopping	P
454390	Other Direct Selling Establishments	P
511110	Newspaper Publishers	C
511120	Periodical Publishers	C
511130	Book Publishers	C
511140	Directory and Mailing List Publishers	C
511191	Greeting Card Publishers	C
511199	All Other Publishers	C
511210	Software Publishers	C
517929	Roof-Mounted Communication Equipment	C
519120	Libraries and Archives	P
519130	"Internet Publishing and Broadcasting and Web Search Portals”	P
522110	Commercial Banking	C
522120	Savings Institutions	C
522130	Credit Unions	C
522210	Credit Card Issuing	P
522220	Sales Financing	P
522291	Consumer Landing	P
522292	Real Estate Credit	P
522293	International Trade Financing	P
522294	Secondary Market Financing	P
523120	Securities Brokerage	P
523130	Commodity Contracts Dealing	P
523140	Commodity Contracts Brokerage	P
523210	Securities and Commodity Exchanges	P
523920	Portfolio Management	P
523930	Investment Advice	P
523991	Trust, Fiduciary, and Custody Activities	C
523999	Miscellaneous Financial Investment Activities	C
524113	Direct Life Insurance Carriers	C
524114	Direct Health and Medical Insurance Carriers	C
524126	Direct Property and Casualty Insurance Carriers	C
524127	Direct Title Insurance Carriers	C
524128	Other Direct Insurance (except Life, Health, and Medical Carriers)	C
524130	Reinsurance Carriers	C
524210	Insurance Agencies and Brokerages	P
524291	Claims Adjusting	C

531110	Lessors of Residential Buildings and Dwellings	P
531120	Lessors of Non-Residential Buildings (except Mini-warehouses)	P
531190	Lessors of Other Real Estate Property	C
531210	Offices of Real Estate Agents and Brokers	P
532210	Consumer Electronics and Appliances Rental	C
532220	Formal Wear and Costume Rental	P
532230	Video Tape and Disc Rental	P
532291	Home Health Equipment Rental	P
532292	Recreational Goods Rental	P
532299	All Other Consumer Goods Rental	C
532310	General Rental Centers	C
532420	Office Machinery and Equipment Rental and Leasing	P
541110	Offices of Lawyers	C
541120	Offices of Notaries	C
541191	Title Abstract and Settlement Offices	P
541199	All Other Legal Services	C
541211	Offices of Certified Public Accountants	C
541213	Tax Preparation Services	C
541214	Payroll Services	C
541219	Other Accounting Services	C
541310	Architectural Services	C
541320	Landscape Architectural Services	C
541330	Engineering Services	C
541410	Interior Design Services	C
541420	Industrial Design Services	C
541430	Graphic Design Services	C
541490	Other Specialized Design Services	C
541511	Custom Computer Programming Services	C
541512	Computer Systems Design Services	C
541513	Computer Facilities Management Services	C
541519	Other Computer Related Services	C
541611	Administrative Management and General Management Consulting Services	C
541612	Human Resources Consulting Services	C
541613	Marketing Consulting Services	C
541614	Process, Physical Distribution, and Logistics Consulting Services	C
541618	Other Management Consulting Services	C
541620	Environmental Consulting Services	C
541690	Other Scientific and Technical Consulting Services	C
541711	Research and Development in Biotechnology	C
541712	"Research and Development in the Physical, Engineering, and Life Sciences (except Biotechnology)"	C
541720	Research and Development in the Social Sciences and Humanities	C
541810	Advertising Agencies	C
541820	Public Relations Agencies	C
541830	Media Buying Agencies	C
541840	Media Representatives	C
541850	Outdoor Advertising	C

541860	Direct Mail Advertising	C
541870	Advertising Material Distribution Services	C
541890	Other Services Related to Advertising	C
541921	Photography Studios, Portrait	P
541922	Commercial Photography	C
541930	Translation and Interpretation Services	C
541940	Veterinary Services	P
551111	Offices of Bank Holding Companies	P
551112	Offices of Other Holding Companies	P
561431	Private Mail Centers	P
561439	"Other Business Service Centers (including Copy Shops”	P
561499	All Other Business Support Services	P
561510	Travel Agencies	P
561611	Investigation Services	P
561622	Locksmiths	P
561910	Packaging and Labeling Services	C
611210	Junior Colleges	C
611691	Exam Preparation and Tutoring	P
621111	"Offices of Physicians (except Mental Health Specialists)"	P
621112	Offices of Physicians, Mental Health Specialists	P
621210	Offices of Dentists	P
621310	Offices of Chiropractors	P
621320	Offices of Optometrists	P
621330	Offices of Mental Health Practioners (except Physicians)	P
621340	Offices of Physical, Occupational and Speech Therapists, and Audiologists	P
621391	Offices of Podiatrists	P
621399	Offices of All Other Miscellaneous Health Practitioners	P
711110	Theater Companies and Dinner Theaters	C
713120	Amusement Arcades	C
722330	Mobile Food Services	C
722410	Drinking Places (Alcoholic Beverages)	C
722511	Full-Service Restaurants	C
722513	Limited-Service Restaurants, over 100 seats	C
722513	Limited-Service Restaurants, up to 100 seats	P
722514	Cafeterias, Grill Buffets, and Buffets	C
722515	Snack and Non-Alcoholic Beverage Bars	C
811211	Consumer Electronics Repair and Maintenance	C
811212	Computer and Office Machine Repair and Maintenance	C
812111	Barber Shops	P
812112	Beauty Salons	P
812113	Nail Salons	P
812191	Diet and Weight Reducing Centers	C
812199	Other Personal Care Services (except escort services, massage parlors, steam baths, tattoo parlors, permanent makeup salons and Turkish baths)	P
812320	Dry Cleaning and Laundry Services (except Coin-Operated) provided that facility (1) Meets all fire code regulations, and (2) Has a valid permit from the St. Louis County Air Pollution Control Program	P

812910	Pet Care (except Veterinary) (including only Pet Spas as defined in Section 405, 120 Services)	P
812922	One-Hour Photofinishing	P
812990	All Other Personal Services	C
813211	Grantmaking Foundations	P
813212	Voluntary Health Organizations	C
813219	Other Grantmaking and Giving Services	C
813311	Human Rights Organizations	C
813312	Environment, Conservation and Wildlife Organizations"	C
813319	Other Social Advocacy Organizations	C
813410	Civic and Social Organizations	C
813910	Business Associations	C
813920	Professional Organizations	C
813930	Labor Unions and Similar Labor Organizations	C
813940	Political Organizations	C
813990	Other Similar Organizations (except Business, Professional, Labor, and Political Organizations)	C
CC814140	High-Density Multifamily Residential (more than 20 single family units per acre)	P

SITE CONCEPT PLAN
GRAESER STATION
11004 OLIVE BLVD.
PLANNED MIXED-USE DEVELOPMENT

A TRACT OF LAND IN THE NORTH HALF OF SECTION 2, TOWNSHIP 45 NORTH, RANGE 5 EAST
OF 5TH PRINCIPLE MERIDIAN, AND IN U.S. SURVEY 1962 IN THE COUNTY OF ST. LOUIS, MISSOURI

LEGEND

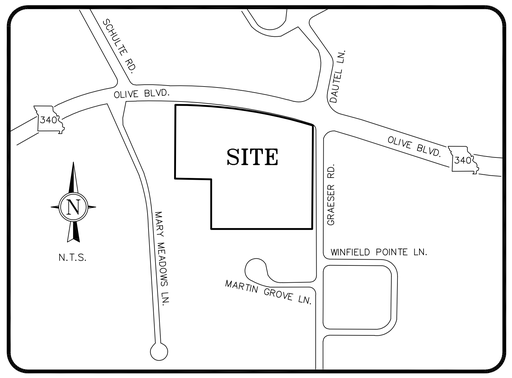
- EXISTING CONTOURS — 710
- PROPOSED CONTOURS — 710
- EXISTING SANITARY SEWERS
- PROPOSED SANITARY SEWERS
- EXISTING STORM SEWERS
- PROPOSED STORM SEWERS
- PROPOSED WATER/FIRE LINE — W
- EXISTING PROCESS SEWERS — P
- WATER METER — W
- EXISTING UTILITY POLE
- EXISTING SPOT ELEV. — +708.50
- PROPOSED SPOT ELEV. — +709.50
- EXISTING LIGHT STANDARD
- PROPOSED LIGHT STANDARD
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- POST INDICATOR VALVE
- EXISTING UTILITY LINE — G — W — E
- EXISTING SIGN
- PROPOSED SIGN
- PROPOSED CONC. PAVT.
- PROPOSED GRAVEL PAVT.
- SWALE
- EXISTING TREE
- EXISTING TREELINE
- DETAIL CALLOUT — 12 / C8 — DETAIL NUMBER / DRAWING NUMBER
- STORM SEWER DESIGNATION — 6
- SANITARY SEWER DESIGNATION — A
- GUY WIRE
- WATER VALVE
- GAS VALVE
- GRATE MANHOLE
- CLEAN OUT — C.O.
- BOLLARD
- PULL BOX
- SANITARY MANHOLE — S
- CURBE INLET
- GRATE INLET
- ELECTRIC METER — E
- FENCE — X — X
- EXISTING STRUCTURE
- EXISTING STRUCTURE TO BE REMOVED
- TRASH ENCLOSURE
- EXISTING WALL — W
- PROPOSED WALL
- SILT FENCE
- CONSTRUCTION FENCE
- GUARD RAIL
- GRAVEL BAG SILTATION CONTROL
- CHAIN LINK FENCE — X — X — X
- DECORATIVE ALUMINUM
- BUILDING ADDRESS — 16021

ABBREVIATIONS

A.C.	AIR CONDITIONER	L.S.	LIGHT STANDARD
A.I.	AREA INLET	M.H.	MANHOLE
ASPH.	ASPHALT	N/F	NOW OR FORMERLY
A.T.G.	ADJUST TO GRADE	O.H.E.	OVERHEAD ELECTRIC
BLDG.	BUILDING	P.B.	PLAT BOOK
C.P.P.	CORRUGATED POLYETHYLENE PIPE	PG.	PAGE
C.I.	CURB INLET	P.V.C.	POLYVINYL CHLORIDE PIPE
C.O.	CLEANOUT	PAVT.	PAVEMENT
CONC.	CONCRETE	REQ'D.	REQUIRED
D.B.	DEED BOOK	R.C.P.	REINFORCED CONCRETE PIPE
D.G.I.	DOUBLE GRATE INLET	R.O.W.	RIGHT OF WAY
DIA.	DIAMETER	S.S.	STREET SIGN
D.I.P.	DUCTILE IRON PIPE	SAN.	SANITARY SEWER
D.S.	DOWNSPOUT	T.B.A.	TO BE ABANDONED
ELEV.	ELEVATION	T.B.R.	TO BE REMOVED
E.O.P.	EDGE OF PAVEMENT	T.B.R.& R.	TO BE REMOVED & REPLACED
ESMT.	EASEMENT	T.B.R.& RELOC.	TO BE REMOVED & RELOCATED
EXIST.	EXISTING	U.G.E.	UNDERGROUND ELECTRIC
F.E.S.	FLARED END SECTION	U.G.T.	UNDERGROUND TELEPHONE
F.D.	FLOOR DRAIN	U.I.P.	TO BE USED IN PLACE
F.F.	FINISH FLOOR	V.C.P.	VITRIFIED CLAY PIPE
F.H.	FIRE HYDRANT	W.	WIDE
FND.	FOUND	( )	INDICATED RECORD INFORMATION
F.O.L.	FIBER OPTIC LINE		
G.P.	GUARD POST		
G.I.	GRATE INLET		

BOUNDARY LEGEND

- FOUND 1/2" IRON PIPE UNLESS OTHERWISE NOTED
- FOUND 1/2" IRON ROD UNLESS OTHERWISE NOTED
- FOUND CUT CROSS
- FOUND COTTON PICKER SPINDLE
- FOUND RAILROAD SPIKE
- FOUND CONCRETE MONUMENT
- FOUND STONE
- FOUND R.O.W. MARKER
- FOUND AXLE
- SET 1/2" IRON ROD UNLESS OTHERWISE NOTED



LOCATION MAP

PERTINENT DATA

PROPERTY ADDRESS:	LOCATOR NUMBER	OWNER
11056 OLIVE BLVD. CREVE COEUR, MO 63141	17N540046	FORSYTH INVESTMENT LLC
11032 OLIVE BLVD. CREVE COEUR, MO 63141	17N540057	FORSYTH INVESTMENT LLC
11004 OLIVE BLVD. CREVE COEUR, MO 63141	17N540732	BG OLIVE & GRAESER LLC
825 GRAESER RD. CREVE COEUR, MO 63141	17N520554	BG OLIVE & GRAESER LLC
827 GRAESER RD. CREVE COEUR, MO 63141	17N520543	BG OLIVE & GRAESER LLC

EXISTING ZONING:	GC – GENERAL COMMERCIAL DISTRICT
PROPOSED ZONING:	PMD – PLANNED MIXED-USE DEVELOPMENT
SITE AREA:	4.42 AC (192,686 SQ. FT.)
EXISTING USE:	COMMERCIAL RETAIL & VACANT PROPERTY
PROPOSED USE:	MULTI FAMILY AND RETAIL
WATER SHED:	RIVER DES PERES 1
WATER DISTRICT:	MISSOURI AMERICAN WATER COMPANY
FIRE DISTRICT:	CREVE COEUR FIRE PROTECTION DISTRICT
SCHOOL DISTRICT:	LADUE & PARKWAY SCHOOL DISTRICTS
SEWER DISTRICT:	MSD
FLOOD INSURANCE RATE MAP (FIRM):	29189C0191K DATE: 2/4/15

UTILITY/AGENCY CONTACTS

WATER
MISSOURI AMERICAN WATER
727 CRAIG ROAD
CREVE COEUR, MO 63141
(866) 430–0820

GAS
SPIRE
720 OLIVE ST.
ST. LOUIS MO 63101
(314) 342–0709

ELECTRIC
AMEREN U.E.
P.O. BOX 66149, MC 700
ST. LOUIS, MO 63166–6149
(314) 554–2821

SEWER DISTRICT
METROPOLITAN ST. LOUIS SEWER DISTRICT
2350 MARKET ST.
ST. LOUIS, MO 63103
CONTACT: PLAN REVIEW
(314) 768–6200

FIRE PROTECTION
CREVE COEUR FIRE DISTRICT
11221 OLIVE BLVD.
CRETE COEUR, MO 63141
(314) 432–5570

STREET DEPARTMENT
CREVE COEUR PUBLIC WORKS
300 N. NEW BALLAS ROAD
CREVE COEUR, MO 63141
(314) 872–2538

MISSOURI DEPARTMENT OF TRANSPORTATION
1590 WOODLAKE DRIVE
CHESTERFIELD, MO 63017
(888) 275–6636

BENCHMARK:
STL. CO. #13–292: 690.23 FTUS NAVD88
– CUT "SQ" ON TOP OF THE NORTH SIDE OF THE ROUND CONCRETE BASE FOR A TRAFFIC SIGNAL MAST LOCATED ON THE SOUTHEAST CORNER OF OLIVE BOULEVARD AND GRAESER ROAD; ROUGHLY 55 FEET EAST OF THE CENTERLINE OF GRAESER ROAD AND 50 FEET SOUTH OF THE CENTERLINE OF OLIVE BOULEVARD.

SITE BENCHMARK:
684.90 FtUS NAVD88 –P.K. NAIL ON TOP OF THE SOUTH SIDE OF THE ROUND CONCRETE BASE FOR A TRAFFIC SIGNAL MAST LOCATED ON THE SOUTHWEST CORNER OF OLIVE BOULEVARD AND GRAESER ROAD; ROUGHLY 56± FEET WEST OF THE CENTERLINE OF GRAESER ROAD AND 50± FEET SOUTH OF THE CENTERLINE OF OLIVE BOULEVARD.

INDEX

SC1 EXISTING SITE PLAN
SC2 PROPOSED BOUNDARY PLAN
SC3 SITE CONCEPT PLAN
SC4 SITE CROSS SECTIONS

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1–800–DIG–RITE

If at anytime the 1–800–DIG–RITE number fails to work, call 1–573–636–1550.
A recording will give you another 800 number you can use to report the problem.

PREPARED FOR:
CREVE COEUR HOUSING LLC
CONTACT: Gary Hassenflu
2001 Shawnee Mission Parkway Ste. 250
Mission Woods, KS 66205
EMAIL: ghassenflu@garrisoncompanies.com

M.S.D. BASE MAP 17N
PARCEL NO. 17N540046
PARCEL NO. 17N540057
PARCEL NO. 17N540732
PARCEL NO. 17N540741
PARCEL NO. 17N520543
PARCEL NO. 17N520554

STATE OF MISSOURI — LEONARD J. MEERS — NUMBER E-28288 — REGISTERED PROFESSIONAL ENGINEER
11/7/25
LEONARD J. MEERS
PROFESSIONAL ENGINEER
E–28288

GRIMES CONSULTING, INC.
12300 OLD TESSON RD.
SUITE 300D
ST. LOUIS, MO 63128
PH. (314) 849-6100
FAX (314) 849-6010
www.grimesconsulting.com
PE COA# E-1470-D
PLS COA# LS-343-D

REV. NO.	REMARKS	DATE

SITE CONCEPT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT
11004 OLIVE BLVD, CREVE COEUR, MO 63141

SHEET TITLE: TITLE SHEET

JOB NUMBER: 4311
DRAWN BY: R.S.
DATE: 11/7/25
CHECKED BY: L.M.
DATE: 11/7/25
SHEET: SC0

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J:\4311\4311\Drawings\Engineering\SDP\11004 OLIVE MULTIFAMILY-RETAIL.dwg 11/7/2025 11:33 AM Rick Sharp

OLIVE (90'w.) BLVD.
PUBLIC RIGHT-OF-WAY

L=147.67', R=2820.12'
D=003°00'00"
Ch=S85°20'48"E, 147.65'

L=161.75', R=2830.35'
D=003°16'28"
Ch=S83°11'44"E, 161.73'

S75°14'25"E 214.66'

12' STATE EASEMENT
D.B. 5405 Pg. 429

SITE BENCHMARK: 684.90
P.K. NAIL ON TOP OF
CONC. PILLAR OF STREET SIGN

N00°07'32"E 281.53'

N/F
ZIERN GALLERIES INC
10333 CLAYTON RD.
D.B. 13192 Pg 1720
Parcel #:20M440428

(20) (13)
District Development
Agreement
D.B. 18720, Pg. 4274
"Stern Property"

BLDG. COLUMN
(TYP.)

250.1'

CANOPY

EXIST. BUILDING TO BE DEMOLISHED
1 STORY BRICK BUILDING
BUILDING HEIGHT: 17.5'±
15,031 SQUARE FEET

60.0'

N/F
FORSYTH INVESTMENTS LLC
11032 OLIVE BLVD.
D.B. 17821 Pg. 2221
Parcel #:17N540057
Parcel #:17N540046
(TITLE #532)

N/F
ZIERN GALLERIES INC
10333 CLAYTON RD.
D.B. 13192 Pg 1720
Parcel #:20M440428

ZONING
GC–GENERAL COMMERCIAL

S01°16'41"W 246.62'

N/F
BG OLIVE & GRAESER LLC
11004 OLIVE BLVD.
D.B. 23202 Pg 119
Parcel #:17N540732
Parcel #:17N540741
(TITLE #531, PARCEL 1)

10' GAS EASEMENT
D.B. 6280 Pg. 1810

10' GAS EASEMENT
D.B. 5234 Pg. 148

10' SEWER EASEMENT
D.B. 5114 Pg. 186

5' GAS EASEMENT
D.B. 6307 Pg. 384

10' SEWER EASEMENT
D.B. 6205 Pg. 580

15' SEWER EASEMENT
D.B. 5114 Pg. 188

N88°49'10"W 193.59'
(N89° 12'E, 145.00')

S85°54'28"W 109.56'

N85°45'16"E 87.02'

(N89° 12'W 388.82')

10' ROADWAY EASEMENT
D.B. 2676 Pg. 614

N00°32'19"W 196.30'

N. GRAESER (40') ROAD
PUBLIC RIGHT-OF-WAY

N00°32'19"W 159.17'

N/F
MONSANTO CREDIT UNION
10950 OLIVE BLVD.
D.B. 07126 Pg 0233
Parcel #:17N 631115

ZONING
GC–GENERAL COMMERCIAL

EXISTING BUILDING

MARY MEADOWS
PLAT BOOK 72, PAGE 25

LOT 1

ZONING
C–SINGLE FAMILY

N/F
MJHM LC THE
848 MARY MEADOWS LN
D.B. 20299 Pg 3247
Parcel #:17N520576

N/F
BG OLIVE & GRAESER LLC
827 GRAESER RD
D.B. 23466 Pg 2128
Parcel #:17N520543
(TITLE #531, PARCEL 3)
(TITLE #531, PARCEL 2 EXCEPTION)

(NO° 46'W 160.01')

N/F
BG OLIVE & GRAESER LLC
825 GRAESER RD
D.B. 23446 Pg 2128
Parcel #:17N520554
(TITLE #531, PARCEL 2)

N00°15'34"E 160.70'

N/F
RICHARDS CHERYL A TR
842 MARY MEADOWS LN
D.B. 18342 Pg 3515
Parcel #:17N520532

LOT 2

N89°02'25"W 410.79'

N/F
MCGUIRE JOHN P & GLORIAN D H/W
836 MARY MEADOWS LN
D.B. 7199 Pg 1525
Parcel #:17N520510

LOT 3

DETENTION AREA

N/F
HENNESSEY DEVELOPMENT INC
11013 MARTIN GROVE LN
D.B. 08700 Pg 1869
Parcel #:17N520932

N/F
SHI BO & XU WEIJIE T/E
11011 MARTIN GROVE LN
D.B. 08700 Pg 1869
Parcel #:17N520884

LOT 3

MARTIN GROVE
PLAT BOOK 299, PAGE 20

EXISTING BUILDING

N/F
SILVERMAN ROSS L & HEATHER P H/W
11007 MARTIN GROVE LN
D.B. 21936 Pg 2926
Parcel #:17N520873

LOT 2

EXISTING BUILDING

N/F
LI BO & FANG MING T/E
11003 MARTIN GROVE LN
D.B. 23888 Pg 1629
Parcel #:17N520862

LOT 1

ZONING
C–SINGLE FAMILY

M.S.D. BASE MAP 17N
PARCEL NO. 17N540046
PARCEL NO. 17N540057
PARCEL NO. 17N540732
PARCEL NO. 17N540741
PARCEL NO. 17N520543
PARCEL NO. 17N520554

BASIS OF BEARING
MISSOURI STATE PLANE GRID,
NORTH FROM STATIC GPS TIES
TO GEOGRAPHIC REFERENCE
SYSTEM MONUMENTS

(IN FEET)
1 inch = 20 ft.

PREPARED FOR:
CREVE COEUR HOUSING LLC
CONTACT: Gary Hassenflu
2001 Shawnee Mission Parkway Ste. 250
Mission Woods, KS 66205
EMAIL: ghassenflu@garrisoncompanies.com

LEONARD J. MEERS
NUMBER E-28288
11/7/25
LEONARD J. MEERS
PROFESSIONAL ENGINEER
E-28288

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PLS COA# LS-343-D

REV. NO.	REMARKS	DATE

SITE CONCEPT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT
11004 OLIVE BLVD, CREVE COEUR, MO 63141

SHEET TITLE
EXISTING SITE PLAN

JOB NUMBER:	4311
DRAWN BY:	R.S.
DATE:	11/7/25
CHECKED BY:	L.M.
DATE:	11/7/25
SHEET:	SC1

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J:\4311\4311\Drawings\Engineering\SDP\11004 OLIVE MULTIFAMILY-RETAIL.dwg/11/7/2025 11:04 AM/Rob Sharp

OLIVE (90'w.) BLVD.

FOUND 1/2" PIPE

L=147.67', R=2820.12'
D=003°00'00"
Ch=S85°20'48"E, 147.65'

L=161.75', R=2830.35'
D=003°16'28"
Ch=S83°11'44"E, 161.73'

PROPOSED SITE BOUNDARY

S75°14'25"E 214.66'

POINT OF BEGINNING

FOUND 5/8" IRON ROD

U.S. SURVEY 1962

INTERIOR LOT LINES TO BE REMOVED

N/F
ZIERN GALLERIES INC
10333 CLAYTON RD.
D.B. 13192 Pg 1720
Parcel #: 20M440428

ZONING
GC–GENERAL COMMERCIAL

N00°07'32"E 281.53'

S01°16'41"W 246.62'

TOTAL TRACT = 4.42 ACRES
(192,686.33 SQ. FT.)
CURRENT ZONING: GC-GENERAL COMMERCIAL
PROPOSED ZONING: PMD - PLANNED MIXED-USE DEVELOPMENT

N/F
FORSYTH INVESTMENTS LLC
11032 OLIVE BLVD
D.B. 17821 Pg 2221
Parcel #:17N540057
Parcel #:17N540046
(TITLE #532)

N/F
BG OLIVE & GRAESER LLC
11004 OLIVE BLVD.
D.B. 23202 Pg 119
Parcel #: 17N540732
Parcel #: 17N540741
(TITLE #531, PARCEL 1)

S00°32'19"E 196.30'

N. GRAESER (40') ROAD

S00°32'19"E 355.47'

PROPOSED SITE BOUNDARY

FOUND 5/8" IRON ROD

N85°45'16"E 87.02'

S85°54'28"W 109.56'

FOUND 1/2" ROD

INTERIOR LOT LINES TO BE REMOVED

N88°49'10"W 144.94'

N88°49'10"W 193.59'

FOUND 1" IRON PIPE

FOUND 1/2" PIPE

INTERIOR LOT LINES TO BE REMOVED

N88°49'10"W 214.97'

PROPOSED SITE BOUNDARY

N/F
MJHM LC THE
848 MARY MEADOWS LN
D.B. 20299 Pg 3247
Parcel #:17N520576

ZONING
C–SINGLE FAMILY

N/F
BG OLIVE & GRAESER LLC
827 GRAESER RD
D.B. 23466 Pg 2128
Parcel #:17N520543
(TITLE #531, PARCEL 3)
(TITLE #531, PARCEL 2 EXCEPTION)

INTERIOR LOT LINES TO BE REMOVED

N/F
BG OLIVE & GRAESER LLC
825 GRAESER RD
D.B. 23446 Pg 2128
Parcel #:17N520554
(TITLE #531, PARCEL 2)

FOUND 1/2" IRON PIPE JAMES

N00°15'34"E 160.70'

N00°37'32"W 150.19'

S00°32'19"E 159.17'

N/F
RICHARDS CHERYL A TR
842 MARY MEADOWS LN
D.B. 18342 Pg 3515
Parcel #:17N520532

ZONING
C–SINGLE FAMILY

N88°02'25"W 147.44'

FOUND 1/2" PIPE

FOUND 1/2" ROD

N88°02'25"W 263.34'

PROPOSED SITE BOUNDARY

N89°02'25"W 410.79'

FOUND 1/2" ROD

FOUND 1" IRON PIPE

FOUND 1/2" IRON ROD ILLEGIBLE

N/F
HENNESSEY DEVELOPMENT INC
11013 MARTIN GROVE LN
D.B. 08700 Pg 1869
Parcel #:17N520932

ZONING
C–SINGLE FAMILY

N/F
MCGUIRE JOHN P & GLORIAN D H/W
836 MARY MEADOWS LN
D.B. 7199 Pg 1525
Parcel #:17N520510

ZONING
C–SINGLE FAMILY

N/F
SHI BO & XU WEIJIE T/E
11011 MARTIN GROVE LN
D.B. 08700 Pg 1869
Parcel #:17N520884

ZONING
C–SINGLE FAMILY

N/F
SILVERMAN ROSS L & HEATHER P H/W
11007 MARTIN GROVE LN
D.B. 21936 Pg 2926
Parcel #:17N520873

ZONING
C–SINGLE FAMILY

N/F
LI BO & FANG MING T/E
11003 MARTIN GROVE LN
D.B. 23888 Pg 1629
Parcel #:17N520862

ZONING
C–SINGLE FAMILY

(IN FEET)
1 inch = 20 ft.

BASIS OF BEARING

MISSOURI STATE PLANE GRID
NORTH FROM STATIC GPS TIES
TO GEOGRAPHIC REFERENCE
SYSTEM MONUMENTS

PROPERTY BOUNDARY DESCRIPTION

A TRACT OF LAND PARTLY IN U.S. SURVEY 1962 AND PARTLY IN SECTION 2, TOWNSHIP 45 NORTH, RANGE 5 EAST, OF THE FIFTH PRINCIPLE MERIDIAN, ST. LOUIS COUNTY, MISSOURI, DESCRIBED AS: BEGINNING AT A FOUND 5/8 INCH ROD BEING THE INTERSECTION OF THE SOUTH LINE RIGHT–OF–WAY LINE OF OLIVE STREET ROAD AND THE WEST RIGHT–OF–WAY LINE OF GRAESER ROAD; THENCE SOUTH 00 DEGREES 32 MINUTES 19 SECONDS EAST A DISTANCE OF 355.47 FEET ALONG THE WEST LINE OF GRAESER ROAD TO A FOUND 1/2 INCH ROD, THENCE LEAVING THE WEST RIGHT–OF–WAY LINE OF GRAESER ROAD NORTH 89 DEGREES 02 MINUTES 25 SECONDS WEST A DISTANCE OF 410.79 FEET BEING THE NORTH PROPERTY LINE OF ROSS & HEATHER SILVERMAN AS RECORDED IN DEED BOOK 21936, PAGE 2926, BO SHI & ZU WEIJIE AS RECORDED IN DEED BOOK 08700, PAGE 1869, AND HENNESSEY DEVELOPMENT INC. AS RECORDED IN DEED BOOK 08700, PAGE 1869; THENCE NORTH 00 DEGREES 15 MINUTES 34 SECONDS EAST A DISTANCE OF 160.70 FEET TO A FOUND 1/2 INCH ROD BEING THE WEST PROPERTY LINE OF CHERYL RICHARDS AS RECORDED IN DEED BOOK 18342 AND THE MJHM LC AS RECORDED IN DEED BOOK 20299, PAGE 3247; THENCE SOUTH 85 DEGREES 54 MINUTES 28 SECONDS WEST A DISTANCE OF 109.56 FEET TO A FOUND 5/8 INCH ROD BEING THE NORTH PROPERTY LINE OF THE MJHM LC AS RECORDED IN DEED BOOK 20299, PAGE 3247; THENCE NORTH 00 DEGREES 07 MINUTES 32 SECONDS EAST A DISTANCE OF 281.53 FEET TO A FOUND 1/2 INCH PIPE BEING THE SOUTH RIGHT–OF–WAY LINE OF OLIVE BOULEVARD; THENCE ALONG THE SOUTH RIGHT–OF–WAY LINE OF OLIVE BOULEVARD A CURVE TO THE RIGHT WITH A RADIUS OF 2820.12 FEET A DISTANCE OF 147.67 FEET DELTA 03 DEGREES 00 MINUTES 00 SECONDS, CHORD BERING SOUTH 85 DEGREES 20 MINUTES 48 SECONDS EAST A DISTANCE OF 147.65 FEET; THENCE CONTINUING ALONG THE SOUTH RIGHT–OF–WAY LINE OF OLIVE BOULEVARD A CURVE TO THE RIGHT WITH A RADIUS OF 2830.35 FEET A DISTANCE OF 161.75 FEET DELTA 03 DEGREES 16 MINUTES 28 SECONDS, CHORD BERING SOUTH 83 DEGREES 11 MINUTES 44 SECONDS EAST A DISTANCE OF 161.73 FEET; THENCE CONTINUING ALONG THE SOUTH RIGHT–OF–WAY LINE OF OLIVE BOULEVARD SOUTH 75 DEGREES 14 MINUTES 25 SECONDS EAST A DISTANCE OF 214.66 FEET TO THE POINT OF BEGINNING.

TRACT OF LAND CONTAINING 192,686.33 SQUARE FEET (4.42 ACRES)

PREPARED FOR:
CREVE COEUR HOUSING LLC
CONTACT: Gary Hassenflu
2001 Shawnee Mission Parkway Ste. 250
Mission Woods, KS 66205
EMAIL: ghassenflu@garrisoncompanies.com

M.S.D. BASE MAP 17N
PARCEL NO. 17N540046
PARCEL NO. 17N540057
PARCEL NO. 17N540732
PARCEL NO. 17N540741
PARCEL NO. 17N520543
PARCEL NO. 17N520554

STATE OF MISSOURI
LEONARD J. MEERS
NUMBER E-28288
REGISTERED PROFESSIONAL ENGINEER
11/7/25
LEONARD J. MEERS
PROFESSIONAL ENGINEER
E-28288

Civil / Survey
GRIMES CONSULTING, INC.

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12300 OLD TESSON RD.
SUITE 300D
ST. LOUIS, MO 63128
PH. (314) 849-6100
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www.grimesconsulting.com
PE COA# E-1470-D
PLS COA# LS-343-D

REV. NO.	REMARKS	DATE

SITE CONCEPT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT
11004 OLIVE BLVD, CREVE COEUR, MO 63141

SHEET TITLE
PROPOSED BOUNDARY ADJUSTMENT

JOB NUMBER:	4311
DRAWN BY:	R.S.
DATE:	11/7/25
CHECKED BY:	L.M.
DATE:	11/7/25
SHEET:	SC2

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J:\431\14311\Drawings\Engineering\SDP\11004 OLIVE MULTIFAMILY-RETAIL.dwg|11/7/2025 11:05 AM|Rich Sharp

BASIS OF BEARING

MISSOURI STATE PLANE GRID NORTH FROM STATIC GPS TIES TO GEOGRAPHIC REFERENCE SYSTEM MONUMENTS

(IN FEET)
1 inch = 20 ft.

SITE ZONING

EXISTING ZONING: GC – GENERAL COMMERCIAL DISTRICT
PROPOSED ZONING: PMD – PLANNED MIXED–USE DEVELOPMENT

SITE COVERAGE

BUILDINGS = 33,306 S.F. (POOL HOUSE & MULTI–FAMILY BLDG.)
PARKING LOT = 89,793 S.F.
TOTAL SITE COVERAGE = 123,099 S.F. (2.82 ACRES)

PROJECT SITE COVERAGE = 2.82 AC./4.42 AC. x 100 =63.80%
(EXCLUDING LANDSCAPED AND GREEN SPACES, PLAZA, PEDESTRIAN CIRCULATION AREAS, POOL DECKS AND PATIOS, AND UNPAVED BUFFER AREAS)

RESIDENTIAL DENSITY

PROPOSED RESIDENTIAL UNITS = 157
DWELLING UNITS PER ACRE = 157/4.42 AC.=35.52 UNITS PER ACRE

FLOOR AREA RATIO

BUILDING = 163,500 S.F. (MULTI–FAMILY BLDG. 4 FLOORS)
FAR COVERAGE = 163,500 S.F.(3.75 AC.)/4.42 AC. x 100 =84.84%

PARKING

9'x19' PARKING SPACES = 239 SPACES
ACCESSIBLE SPACES = 7 SPACES
ELECTRIC CHARGING SPACES = 4
TOTAL SPACES = 250
(REFER TO PARKING REPORT BY OTHERS)

ELECTRIC CHARGING SPACES REQUIRED = 5% OF TOTAL PARKING
250 X 5% = 12 SPACES
4 SPACES PROVIDED WITH 8 ADDITIONAL SPACES READY TO BE CONVERTED

BUILDING HEIGHT

PROPOSED BUILDING HEIGHT 4 STORIES
FIRST FLOOR TO PARAPET = 54'–5"

PREPARED FOR:
CREVE COEUR HOUSING LLC
CONTACT: Gary Hassenflu
2001 Shawnee Mission Parkway Ste. 250
Mission Woods, KS 66205
EMAIL: ghassenflu@garrisoncompanies.com

M.S.D. BASE MAP 17N
PARCEL NO. 17N540046
PARCEL NO. 17N540057
PARCEL NO. 17N540732
PARCEL NO. 17N540741
PARCEL NO. 17N520543
PARCEL NO. 17N520554

LEONARD J. MEERS
NUMBER E-28288
PROFESSIONAL ENGINEER
11/7/25
LEONARD J. MEERS
PROFESSIONAL ENGINEER
E-28288

GRIMES CONSULTING, INC.
12300 OLD TESSON RD.
SUITE 300D
ST. LOUIS, MO 63128
PH. (314) 849-6100
FAX (314) 849-6010
www.grimesconsulting.com
PE COA# E-1470-D
PLS COA# LS-343-D

REV. NO.	REMARKS	DATE

SHEET TITLE: SITE CONCEPT PLAN

JOB NUMBER:	4311
DRAWN BY:	R.S.
DATE:	11/7/25
CHECKED BY:	L.M.
DATE:	11/7/25
SHEET:	SC3

SITE CONCEPT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT
11004 OLIVE BLVD, CREVE COEUR, MO 63141

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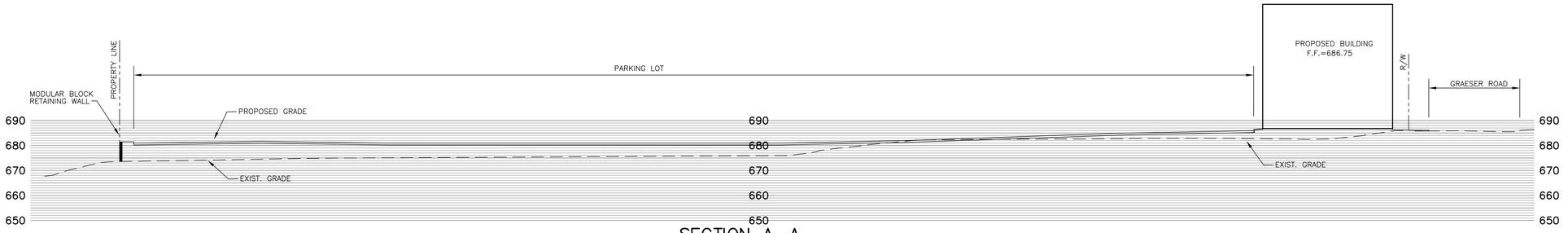
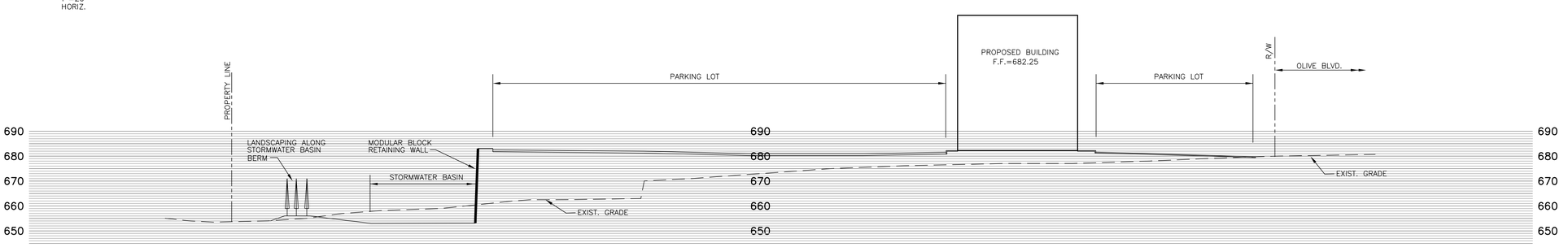
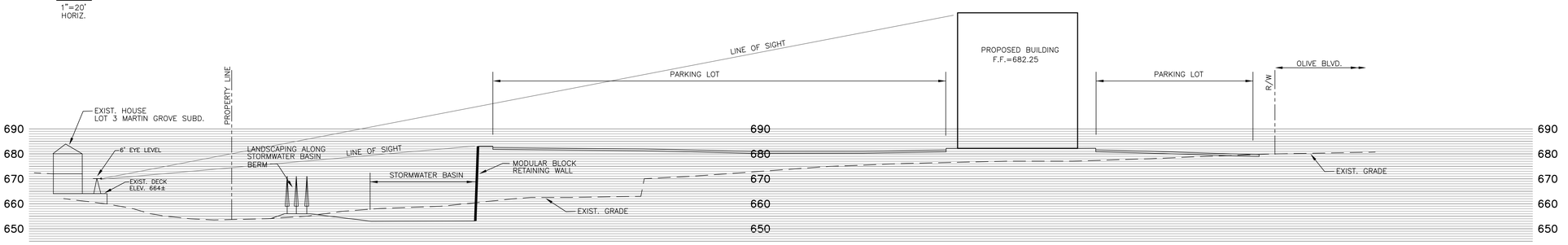


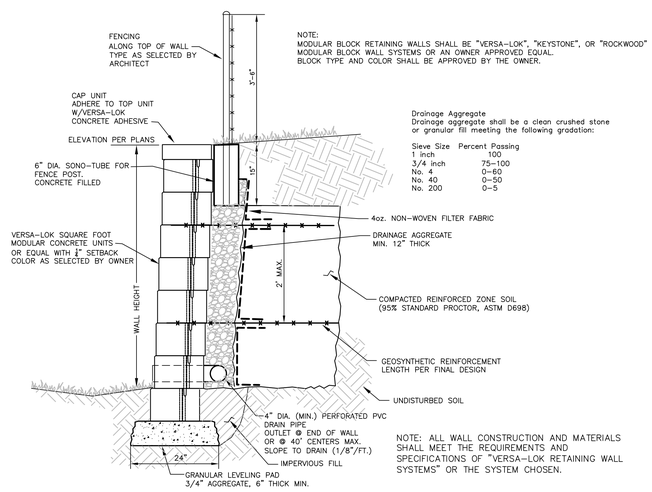
SECTION A–A



SECTION B–B



LOT 3 MARTIN GROVE SUBD.
SIGHT LINE PERSPECTIVE



NOTE:
MODULAR BLOCK RETAINING WALLS SHALL BE "VERSA-LOK", "KEYSTONE", OR "ROCKWOOD" MODULAR BLOCK WALL SYSTEMS OR AN OWNER APPROVED EQUAL. BLOCK TYPE AND COLOR SHALL BE APPROVED BY THE OWNER.

Drainage Aggregate
Drainage aggregate shall be a clean crushed stone or granular fill meeting the following gradation:

Sieve Size	Percent Passing
1 inch	100
3/4 inch	75–100
No. 4	0–60
No. 40	0–50
No. 200	0–5

NOTE: ALL WALL CONSTRUCTION AND MATERIALS SHALL MEET THE REQUIREMENTS AND SPECIFICATIONS OF "VERSA-LOK RETAINING WALL SYSTEMS" OR THE SYSTEM CHOSEN.

RETAINING WALL TYPICAL SECTION

STATE OF MISSOURI
LEONARD J. MEERS
NUMBER E-28288
PROFESSIONAL ENGINEER
11/7/25
LEONARD J. MEERS
PROFESSIONAL ENGINEER
E-28288

Civil / Survey
GRIMES CONSULTING, INC.
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SITE CONCEPT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT
11004 OLIVE BLVD, CREVE COEUR, MO 63141

SHEET TITLE
SITE CONCEPT PLAN
CROSS SECTIONS

JOB NUMBER:	4311
DRAWN BY:	R.S.
DATE:	11/7/25
CHECKED BY:	L.M.
DATE:	11/7/25
SHEET:	SC4

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J:\4311\4311\Drawings\Engineering\SDP\11004 OLIVE MULTIFAMILY-RETAIL SITE CONCEPT GRADING.dwg\11/7/2025 11:03 AM\Rich Sharp

SITE DEVELOPMENT PLAN
GRAESER STATION
11004 OLIVE BLVD.
PLANNED MIXED-USE DEVELOPMENT

A TRACT OF LAND IN THE NORTH HALF OF SECTION 2, TOWNSHIP 45 NORTH, RANGE 5 EAST
OF 5TH PRINCIPLE MERIDIAN, AND IN U.S. SURVEY 1962 IN THE COUNTY OF ST. LOUIS, MISSOURI

LEGEND

EXISTING CONTOURS — 710
PROPOSED CONTOURS — 710
EXISTING SANITARY SEWERS
PROPOSED SANITARY SEWERS
EXISTING STORM SEWERS
PROPOSED STORM SEWERS
PROPOSED WATER/FIRE LINE — W
EXISTING PROCESS SEWERS — P
WATER METER — W
EXISTING UTILITY POLE
EXISTING SPOT ELEV. — +708.50
PROPOSED SPOT ELEV. — +709.50
EXISTING LIGHT STANDARD
PROPOSED LIGHT STANDARD
EXISTING FIRE HYDRANT
PROPOSED FIRE HYDRANT
POST INDICATOR VALVE
EXISTING UTILITY LINE — G — W — E
EXISTING SIGN
PROPOSED SIGN
PROPOSED CONC. PAVT.
PROPOSED GRAVEL PAVT.
SWALE
EXISTING TREE
EXISTING TREELINE
DETAIL CALLOUT — 12 / C8 — DETAIL NUMBER / DRAWING NUMBER
STORM SEWER DESIGNATION — 6
SANITARY SEWER DESIGNATION — A

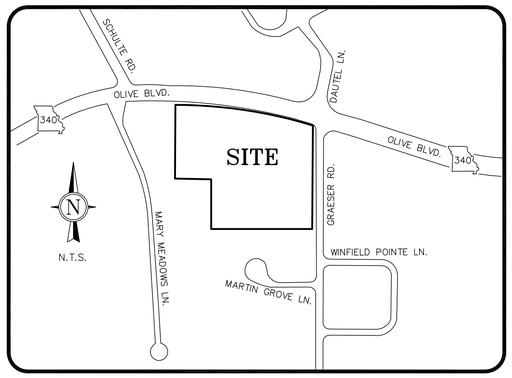
GUY WIRE
WATER VALVE
GAS VALVE
GRATE MANHOLE
CLEAN OUT — C.O.
BOLLARD
PULL BOX
SANITARY MANHOLE — S
CURBE INLET
GRATE INLET
ELECTRIC METER — E
FENCE — X — X
EXISTING STRUCTURE
EXISTING STRUCTURE TO BE REMOVED
TRASH ENCLOSURE
EXISTING WALL — W
PROPOSED WALL
SILT FENCE
CONSTRUCTION FENCE
GUARD RAIL
GRAVEL BAG SILTATION CONTROL
CHAIN LINK FENCE — X — X — X
DECORATIVE ALUMINUM
BUILDING ADDRESS — 16021

ABBREVIATIONS

A.C.	AIR CONDITIONER	L.S.	LIGHT STANDARD
A.I.	AREA INLET	M.H.	MANHOLE
ASPH.	ASPHALT	N/F	NOW OR FORMERLY
A.T.G.	ADJUST TO GRADE	O.H.E.	OVERHEAD ELECTRIC
BLDG.	BUILDING	P.B.	PLAT BOOK
C.P.P.	CORRUGATED POLYETHYLENE PIPE	PG.	PAGE
C.I.	CURB INLET	P.V.C.	POLYVINYL CHLORIDE PIPE
C.O.	CLEANOUT	PAVT.	PAVEMENT
CONC.	CONCRETE	REQ'D.	REQUIRED
D.B.	DEED BOOK	R.C.P.	REINFORCED CONCRETE PIPE
D.G.I.	DOUBLE GRATE INLET	R.O.W.	RIGHT OF WAY
DIA.	DIAMETER	S.S.	STREET SIGN
D.I.P.	DUCTILE IRON PIPE	SAN.	SANITARY SEWER
D.S.	DOWNSPOUT	T.B.A.	TO BE ABANDONED
ELEV.	ELEVATION	T.B.R.	TO BE REMOVED
E.O.P.	EDGE OF PAVEMENT	T.B.R.& R.	TO BE REMOVED & REPLACED
ESMT.	EASEMENT	T.B.R.& RELOC.	TO BE REMOVED & RELOCATED
EXIST.	EXISTING	U.G.E.	UNDERGROUND ELECTRIC
F.E.S.	FLARED END SECTION	U.G.T.	UNDERGROUND TELEPHONE
F.D.	FLOOR DRAIN	U.I.P.	TO BE USED IN PLACE
F.F.	FINISH FLOOR	V.C.P.	VITRIFIED CLAY PIPE
F.H.	FIRE HYDRANT	W.	WIDE
FND.	FOUND	( )	INDICATED RECORD INFORMATION
F.O.L.	FIBER OPTIC LINE		
G.P.	GUARD POST		
G.I.	GRATE INLET		

BOUNDARY LEGEND

- FOUND 1/2" IRON PIPE UNLESS OTHERWISE NOTED
- FOUND 1/2" IRON ROD UNLESS OTHERWISE NOTED
- FOUND CUT CROSS
- FOUND COTTON PICKER SPINDLE
- FOUND RAILROAD SPIKE
- FOUND CONCRETE MONUMENT
- FOUND STONE
- FOUND R.O.W. MARKER
- FOUND AXLE
- SET 1/2" IRON ROD UNLESS OTHERWISE NOTED



LOCATION MAP

PERTINENT DATA

PROPERTY ADDRESS:	LOCATOR NUMBER	OWNER
11056 OLIVE BLVD. CREVE COEUR, MO 63141	17N540046	FORSYTH INVESTMENT LLC
11032 OLIVE BLVD. CREVE COEUR, MO 63141	17N540057	FORSYTH INVESTMENT LLC
11004 OLIVE BLVD. CREVE COEUR, MO 63141	17N540732	BG OLIVE & GRAESER LLC
825 GRAESER RD. CREVE COEUR, MO 63141	17N520554	BG OLIVE & GRAESER LLC
827 GRAESER RD. CREVE COEUR, MO 63141	17N520543	BG OLIVE & GRAESER LLC

EXISTING ZONING: GC – GENERAL COMMERCIAL DISTRICT
PROPOSED ZONING: PMD – PLANNED MIXED-USE DEVELOPMENT
SITE AREA: 4.42 AC (192,686 SQ. FT.)
EXISTING USE: COMMERCIAL RETAIL & VACANT PROPERTY
PROPOSED USE: MULTI FAMILY AND RETAIL
WATER SHED: RIVER DES PERES 1
WATER DISTRICT: MISSOURI AMERICAN WATER COMPANY
FIRE DISTRICT: CREVE COEUR FIRE PROTECTION DISTRICT
SCHOOL DISTRICT: LADUE & PARKWAY SCHOOL DISTRICTS
SEWER DISTRICT: MSD
FLOOD INSURANCE RATE MAP (FIRM): 29189C0191K DATE: 2/4/15

UTILITY/AGENCY CONTACTS

WATER
MISSOURI AMERICAN WATER
727 CRAIG ROAD
CREVE COEUR, MO 63141
(866) 430-0820

GAS
SPIRE
720 OLIVE ST.
ST. LOUIS MO 63101
(314) 342-0709

ELECTRIC
AMEREN U.E.
P.O. BOX 66149, MC 700
ST. LOUIS, MO 63166-6149
(314) 554-2821

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

FIRE PROTECTION
CREVE COEUR FIRE DISTRICT
11221 OLIVE BLVD.
CRETE COEUR, MO 63141
(314) 432-5570

STREET DEPARTMENT
CREVE COEUR PUBLIC WORKS
300 N. NEW BALLAS ROAD
CREVE COEUR, MO 63141
(314) 872-2538

MISSOURI DEPARTMENT OF TRANSPORTATION
1590 WOODLAKE DRIVE
CHESTERFIELD, MO 63017
(888) 275-6636

BENCHMARK:

STL. CO. #13-292: 690.23 FTUS NAVD88
– CUT "SQ" ON TOP OF THE NORTH SIDE OF THE ROUND CONCRETE BASE FOR A TRAFFIC SIGNAL MAST LOCATED ON THE SOUTHEAST CORNER OF OLIVE BOULEVARD AND GRAESER ROAD; ROUGHLY 55 FEET EAST OF THE CENTERLINE OF GRAESER ROAD AND 50 FEET SOUTH OF THE CENTERLINE OF OLIVE BOULEVARD.

SITE BENCHMARK:

684.90 FtUS NAVD88 –P.K. NAIL ON TOP OF THE SOUTH SIDE OF THE ROUND CONCRETE BASE FOR A TRAFFIC SIGNAL MAST LOCATED ON THE SOUTHWEST CORNER OF OLIVE BOULEVARD AND GRAESER ROAD; ROUGHLY 56± FEET WEST OF THE CENTERLINE OF GRAESER ROAD AND 50± FEET SOUTH OF THE CENTERLINE OF OLIVE BOULEVARD.

INDEX

SD1 EXISTING SITE PLAN
SD2 PROPOSED BOUNDARY PLAN
SD3 SITE DEVELOPMENT PLAN
SD4 SITE CROSS SECTIONS
SD5 SITE STORMWATER PLAN

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TOLL FREE

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MISSOURI ONE-CALL SYSTEM INC.
824 Weathered Rock Road
Jefferson City, MO 65101
Phone: 573-635-1818
Fax: 573-635-8402

www.mo1call.com

If at anytime the 1-800-DIG-RITE number fails to work, call 1-573-636-1550.
A recording will give you another 800 number you can use to report the problem.

1-800-DIG-RITE

PREPARED FOR:
CREVE COEUR HOUSING LLC
CONTACT: Gary Hassenflu
2001 Shawnee Mission Parkway Ste. 250
Mission Woods, KS 66205
EMAIL: ghassenflu@garrisoncompanies.com

M.S.D. BASE MAP 17N
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PARCEL NO. 17N540057
PARCEL NO. 17N540732
PARCEL NO. 17N540741
PARCEL NO. 17N520543
PARCEL NO. 17N520554

STATE OF MISSOURI — LEONARD J. MEERS — NUMBER E-28288 — REGISTERED PROFESSIONAL ENGINEER
11/7/25
LEONARD J. MEERS
PROFESSIONAL ENGINEER
E-28288

GRIMES CONSULTING, INC.
12300 OLD TESSON RD.
SUITE 300D
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PE COA# E-1470-D
PLS COA# LS-343-D

REV. NO.	REMARKS	DATE

SITE DEVELOPMENT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT
11004 OLIVE BLVD, CREVE COEUR, MO 63141

SHEET TITLE: TITLE SHEET

JOB NUMBER: 4311
DRAWN BY: R.S.
DATE: 11/7/25
CHECKED BY: L.M.
DATE: 11/7/25
SHEET: SD0

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J:\43114311\Drawings\Engineering\SDP\SITE DEVELOPMENT PLAN\GRAESER STATION SDP.dwg 11/7/2025 11:07 AM Rick Sharp

OLIVE (90'w.) BLVD.
PUBLIC RIGHT-OF-WAY

L=147.67', R=2820.12'
D=003°00'00"
Ch=S85°20'48"E, 147.65'

L=161.75', R=2830.35'
D=003°16'28"
Ch=S83°11'44"E, 161.73'

S75°14'25"E 214.66'

12' STATE EASEMENT
D.B. 5405 Pg. 429

N00°07'32"E 281.53'

N/F
ZIERN GALLERIES INC
10333 CLAYTON RD.
D.B. 13192 Pg 1720
Parcel #:20M440428

(20) (13)
District Development
Agreement
D.B. 18720, Pg. 4274
"Stern Property"

BLDG. COLUMN
(TYP.)

250.1'

CANOPY

EXIST. BUILDING TO BE DEMOLISHED
1 STORY BRICK BUILDING
BUILDING HEIGHT: 17.5'±
15,031 SQUARE FEET

N/F
FORSYTH INVESTMENTS LLC
11032 OLIVE BLVD.
D.B. 17821 Pg. 2221
Parcel #:17N540057
Parcel #:17N540046
(TITLE #532)

60.1'

N/F
ZIERN GALLERIES INC
10333 CLAYTON RD.
D.B. 13192 Pg 1720
Parcel #:20M440428

ZONING
GC-GENERAL COMMERCIAL

S01°16'41"W 246.62'

N/F
BG OLIVE & GRAESER LLC
11004 OLIVE BLVD.
D.B. 23202 Pg 119
Parcel #: 17N540732
Parcel #: 17N540741
(TITLE #531, PARCEL 1)

10' GAS EASEMENT
D.B. 6280 Pg. 1810

10' GAS EASEMENT
D.B. 5234 Pg. 148

10' SEWER EASEMENT
D.B. 5114 Pg. 186

5' GAS EASEMENT
D.B. 6307 Pg. 384

10' SEWER EASEMENT
D.B. 6205 Pg. 580

15' SEWER EASEMENT
D.B. 5114 Pg. 188

N00°32'19"W 196.30'

N. GRAESER (40') ROAD
PUBLIC RIGHT-OF-WAY

N/F
MONSANTO CREDIT UNION
10950 OLIVE BLVD.
D.B. 07126 Pg 0233
Parcel #:17N 631115

ZONING
GC-GENERAL COMMERCIAL

SITE BENCHMARK: 684.90
P.K. NAIL ON TOP OF
CONC. PILLAR OF STREET SIGN

N85°45'16"E 87.02'

S85°54'28"W 109.56'

N88°49'10"W 193.59'
(N89° 12'E, 145.00')

(N89° 12'W 388.82')

10' ROADWAY EASEMENT
D.B. 2676 Pg. 614

N00°15'34"E 160.70'

N00°32'19"W 159.17'

N89°02'25"W 410.79'

(N01° 46'W 160.01')

EXISTING BUILDING

MARY MEADOWS
PLAT BOOK 72, PAGE 25

LOT 1

ZONING
C-SINGLE FAMILY

N/F
MJHM LC THE
848 MARY MEADOWS LN
D.B. 20299 Pg 3247
Parcel #:17N520576

N/F
BG OLIVE & GRAESER LLC
827 GRAESER RD
D.B. 23466 Pg 2128
Parcel #:17N520543
(TITLE #531, PARCEL 3)
(TITLE #531, PARCEL 2 EXCEPTION)

N/F
BG OLIVE & GRAESER LLC
825 GRAESER RD
D.B. 23466 Pg 2128
Parcel #:17N520554
(TITLE #531, PARCEL 2)

N/F
RICHARDS, CHERYL, A TR
842 MARY MEADOWS LN
D.B. 18342 Pg 3515
Parcel #:17N520532

LOT 2

DETENTION AREA

N/F
MCGUIRE, JOHN P. & GLORIAN D. H/W
836 MARY MEADOWS LN
D.B. 7199 Pg 1525
Parcel #:17N520510

LOT 3

ZONING
C-SINGLE FAMILY

N/F
HENNESSEY DEVELOPMENT INC
11013 MARTIN GROVE LN
D.B. 08700 Pg 1869
Parcel #:17N520932

N/F
SHI BO & XU WEIJIE T/E
11011 MARTIN GROVE LN
D.B. 08700 Pg 1869
Parcel #:17N520884

LOT 3

ZONING
C-SINGLE FAMILY

MARTIN GROVE
PLAT BOOK 299, PAGE 20

EXISTING BUILDING

N/F
SILVERMAN, ROSS L. & HEATHER P. H/W
11007 MARTIN GROVE LN
D.B. 21936 Pg. 2926
Parcel #:17N520873

LOT 2

EXISTING BUILDING

ZONING
C-SINGLE FAMILY

N/F
LI BO & FANG MING T/E
11003 MARTIN GROVE LN
D.B. 23888 Pg 1629
Parcel #:17N520862

LOT 1

ZONING
C-SINGLE FAMILY

EXISTING BUILDING

ZONING
C-SINGLE FAMILY

GRATE INLET
TOP=678.26
FL=671.44

GRATE INLET
TOP=678.62
FL=672.85

GRATE INLET
TOP=679.14
FL=673.88

GRATE INLET
TOP=679.34
FL=674.44

STORM MH
TOP=680.03
FL=675.03

GRATE INLET
TOP=680.95
FL=676.08
NORTH FL=676.95

GRATE INLET
TOP=681.53
FL=677.53

GRATE INLET
TOP=682.19
FL=678.00

GRATE INLET
TOP=678.90
NORTH
FL=679.32

STORM MH
TOP=685.24
WEST FL=680.25
EAST FL=681.37

STORM MH
TOP=686.03
WEST FL=682.08
SOUTH FL=682.44
SOUTHEAST FL=682.44
EAST FL=682.14

GRATE INLET
TOP=687.03
FL=682.48

CURB INLET
TOP=685.80
FL=682.85

GRATE INLET
TOP=676.24
SOUTH FL=671.16
EAST FL=673.32

GRATE INLET
TOP=676.22
WEST FL=674.42
SOUTHWEST FL=675.20

GRATE INLET
TOP=669.07
NORTH FL=659.81
SOUTH FL=650.13
EAST FL=657.11

GRATE INLET
TOP=677.13
FL=668.34

CURB INLET
TOP=670.56
WEST FL=664.91
EAST FL=666.36

SAN. MH
TOP=652.94
EAST FL=644.38
SOUTH FL=644.04

SAN. MH
TOP=660.77
FL=646.72

SAN. MH
TOP=675.14
FL=663.72

AREA INLET
TOP=647.09
NORTH FL=642.56
EAST FL=644.61
SOUTH FL=642.79
WEST FL=642.34

AREA INLET
TOP=646.05
EAST FL=641.66
WEST FL=641.33

AREA INLET
TOP=650.02
FL=644.76

AREA INLET
TOP=663.72
FL=660.57

CURB INLET
TOP=683.52
WEST FL=679.32
EAST FL=680.60

CURB INLET
TOP=685.71
FL=682.54

MONITORING WELL

GUY CABLE

CONC. CURB & GUTTER

CONCRETE PAVEMENT

ASPHALT PAVEMENT

GRAVEL PAVEMENT

DIRT AREA

CONC. WALK

CONC. WALL

ASPH. CURB

FLAG POLE

STEPS (TYP.)

20" WATER

24" WATER

36" WATER

6" WATER

21"RCP

15"RCP

12"RCP

10"RCP

8"VCP

8" LINED VCP

24"RCP

15"CMP

12"CMP

N

(IN FEET)
1 inch = 20 ft.

BASIS OF BEARING

MISSOURI STATE PLANE GRID,
NORTH FROM STATIC GPS TIES
TO GEOGRAPHIC REFERENCE
SYSTEM MONUMENTS

PREPARED FOR:
CREVE COEUR HOUSING LLC
CONTACT: Gary Hassenflu
2001 Shawnee Mission Parkway Ste. 250
Mission Woods, KS 66205
EMAIL: ghassenflu@garrisoncompanies.com

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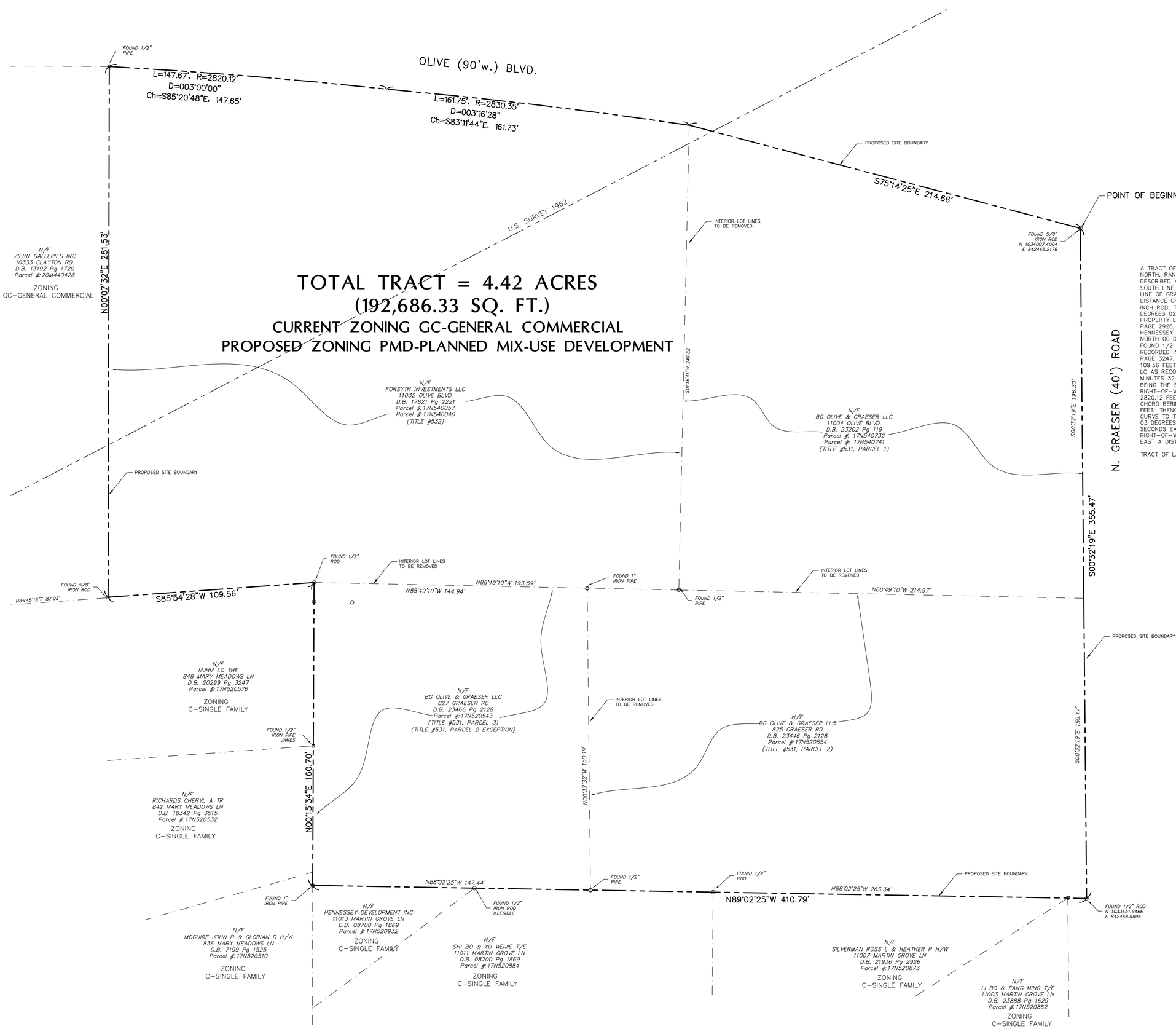

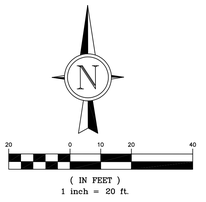

BASIS OF BEARING

MISSOURI STATE PLANE GRID
NORTH FROM STATIC GPS TIES
TO GEOGRAPHIC REFERENCE
SYSTEM MONUMENTS

PROPERTY BOUNDARY DESCRIPTION

A TRACT OF LAND PARTLY IN U.S. SURVEY 1962 AND PARTLY IN SECTION 2, TOWNSHIP 45 NORTH, RANGE 5 EAST, OF THE FIFTH PRINCIPLE MERIDIAN, ST. LOUIS COUNTY, MISSOURI, DESCRIBED AS: BEGINNING AT A FOUND 5/8 INCH ROD BEING THE INTERSECTION OF THE SOUTH LINE RIGHT-OF-WAY LINE OF OLIVE STREET ROAD AND THE WEST RIGHT-OF-WAY LINE OF GRAESER ROAD; THENCE SOUTH 00 DEGREES 32 MINUTES 19 SECONDS EAST A DISTANCE OF 355.47 FEET ALONG THE WEST LINE OF GRAESER ROAD TO A FOUND 1/2 INCH ROD, THENCE LEAVING THE WEST RIGHT-OF-WAY LINE OF GRAESER ROAD NORTH 89 DEGREES 02 MINUTES 25 SECONDS WEST A DISTANCE OF 410.79 FEET BEING THE NORTH PROPERTY LINE OF ROSS & HEATHER SILVERMAN AS RECORDED IN DEED BOOK 21936, PAGE 2926, BO SHI & ZU WEIJIE AS RECORDED IN DEED BOOK 08700, PAGE 1869, AND HENNESSEY DEVELOPMENT INC. AS RECORDED IN DEED BOOK 08700, PAGE 1869; THENCE NORTH 00 DEGREES 15 MINUTES 34 SECONDS EAST A DISTANCE OF 160.70 FEET TO A FOUND 1/2 INCH ROD BEING THE WEST PROPERTY LINE OF CHERYL RICHARDS AS RECORDED IN DEED BOOK 18342 AND THE MJHM LC AS RECORDED IN DEED BOOK 20299, PAGE 3247; THENCE SOUTH 85 DEGREES 54 MINUTES 28 SECONDS WEST A DISTANCE OF 109.56 FEET TO A FOUND 5/8 INCH ROD BEING THE NORTH PROPERTY LINE OF THE MJHM LC AS RECORDED IN DEED BOOK 20299, PAGE 3247; THENCE NORTH 00 DEGREES 07 MINUTES 32 SECONDS EAST A DISTANCE OF 281.53 FEET TO A FOUND 1/2 INCH PIPE BEING THE SOUTH RIGHT-OF-WAY LINE OF OLIVE BOULEVARD; THENCE ALONG THE SOUTH RIGHT-OF-WAY LINE OF OLIVE BOULEVARD A CURVE TO THE RIGHT WITH A RADIUS OF 2820.12 FEET A DISTANCE OF 147.67 FEET DELTA 03 DEGREES 00 MINUTES 00 SECONDS, CHORD BERING SOUTH 85 DEGREES 20 MINUTES 48 SECONDS EAST A DISTANCE OF 147.65 FEET; THENCE CONTINUING ALONG THE SOUTH RIGHT-OF-WAY LINE OF OLIVE BOULEVARD A CURVE TO THE RIGHT WITH A RADIUS OF 2830.35 FEET A DISTANCE OF 161.75 FEET DELTA 03 DEGREES 16 MINUTES 28 SECONDS, CHORD BERING SOUTH 83 DEGREES 11 MINUTES 44 SECONDS EAST A DISTANCE OF 161.73 FEET; THENCE CONTINUING ALONG THE SOUTH RIGHT-OF-WAY LINE OF OLIVE BOULEVARD SOUTH 75 DEGREES 14 MINUTES 25 SECONDS EAST A DISTANCE OF 214.66 FEET TO THE POINT OF BEGINNING.

TRACT OF LAND CONTAINING 192,686.33 SQUARE FEET (4.42 ACRES)

PREPARED FOR:
CREVE COEUR HOUSING LLC
CONTACT: Gary Hassenflu
2001 Shawnee Mission Parkway Ste. 250
Mission Woods, KS 66205
EMAIL: ghassenflu@garrisoncompanies.com

M.S.D. BASE MAP 17N
PARCEL NO. 17N540046
PARCEL NO. 17N540057
PARCEL NO. 17N540732
PARCEL NO. 17N540741
PARCEL NO. 17N520543
PARCEL NO. 17N520554

STATE OF MISSOURI — LEONARD J. MEERS — NUMBER E-28288 — REGISTERED PROFESS IONAL ENGINEER
11/7/25
LEONARD J. MEERS
PROFESSIONAL ENGINEER
E-28288

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PE COA# E-1470-D
PLS COA# LS-343-D

REV. NO.	REMARKS	DATE

SITE DEVELOPMENT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT
11004 OLIVE BLVD, CREVE COEUR, MO 63141

SHEET TITLE: PROPOSED BOUNDARY

JOB NUMBER:	4311
DRAWN BY:	R.S.
DATE:	7/14/25
CHECKED BY:	L.M.
DATE:	7/14/25
SHEET:	SD2

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BASIS OF BEARING

MISSOURI STATE PLANE GRID NORTH FROM STATIC GPS TIES TO GEOGRAPHIC REFERENCE SYSTEM MONUMENTS

(IN FEET)
1 inch = 20 ft.

SITE DEVELOPMENT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT

11004 OLIVE BLVD, CREVE COEUR, MO 63141

SHEET TITLE: SITE DEVELOPMENT

JOB NUMBER: 4311
DRAWN BY: R.S.
DATE: 11/7/25
CHECKED BY: L.M.
DATE: 11/7/25
SHEET: SD3

LEONARD J. MEERS
NUMBER E-28288
11/7/25
LEONARD J. MEERS
PROFESSIONAL ENGINEER
E-28288

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REV. NO. | REMARKS | DATE

SITE ZONING

EXISTING ZONING: GC – GENERAL COMMERCIAL DISTRICT
PROPOSED ZONING: PMD – PLANNED MIXED–USE DEVELOPMENT

SITE COVERAGE

BUILDINGS = 33,306 S.F. (POOL HOUSE & MULTI–FAMILY BLDG.)
PARKING LOT = 89,793 S.F.
TOTAL SITE COVERAGE = 123,099 S.F. (2.82 ACRES)

PROJECT SITE COVERAGE = 2.82 AC./4.42 AC. x 100 =63.80%
(EXCLUDING LANDSCAPED AND GREEN SPACES, PLAZA, PEDESTRIAN CIRCULATION AREAS, POOL DECKS AND PATIOS, AND UNPAVED BUFFER AREAS)

RESIDENTIAL DENSITY

PROPOSED RESIDENTIAL UNITS = 157
DWELLING UNITS PER ACRE = 157/4.42 AC.=35.52 UNITS PER ACRE

FLOOR AREA RATIO

BUILDING = 163,500 S.F. (MULTI–FAMILY BLDG. 4 FLOORS)
FAR COVERAGE = 163,500 S.F.(3.75 AC.)/4.42 AC. x 100 =84.84%

PARKING

9'x19' PARKING SPACES = 239 SPACES
ACCESSIBLE SPACES = 7 SPACES
ELECTRIC CHARGING SPACES = 4
TOTAL SPACES = 250
(REFER TO PARKING REPORT BY OTHERS)

ELECTRIC CHARGING SPACES REQUIRED = 5% OF TOTAL PARKING
250 X 5% = 12 SPACES
4 SPACES PROVIDED WITH 8 ADDITIONAL SPACES READY TO BE CONVERTED

BUILDING HEIGHT

PROPOSED BUILDING HEIGHT 4 STORIES
FIRST FLOOR TO PARAPET = 54'–5"

PREPARED FOR:
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2001 Shawnee Mission Parkway Ste. 250
Mission Woods, KS 66205
EMAIL: ghassenflu@garrisoncompanies.com

M.S.D. BASE MAP 17N
PARCEL NO. 17N540046
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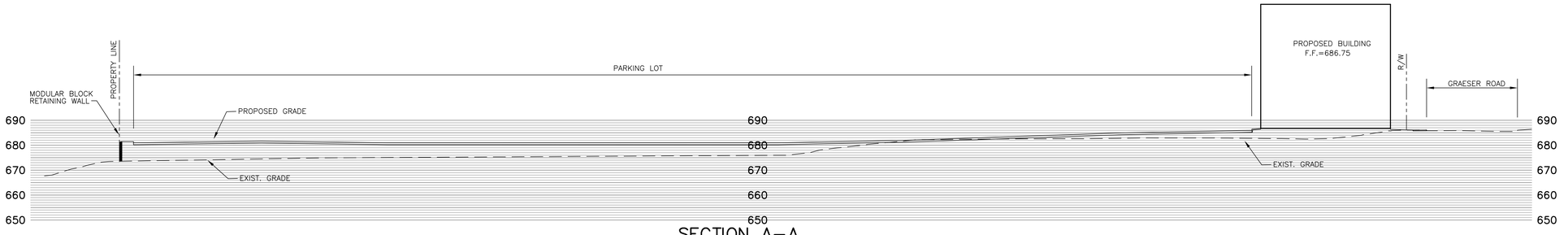
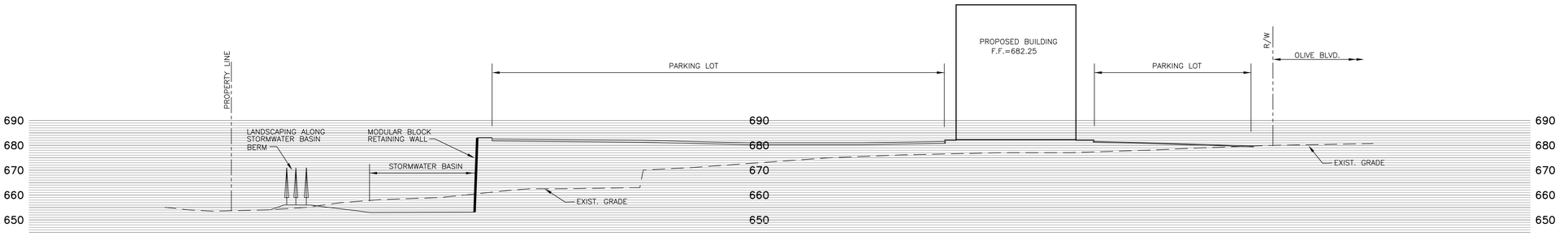
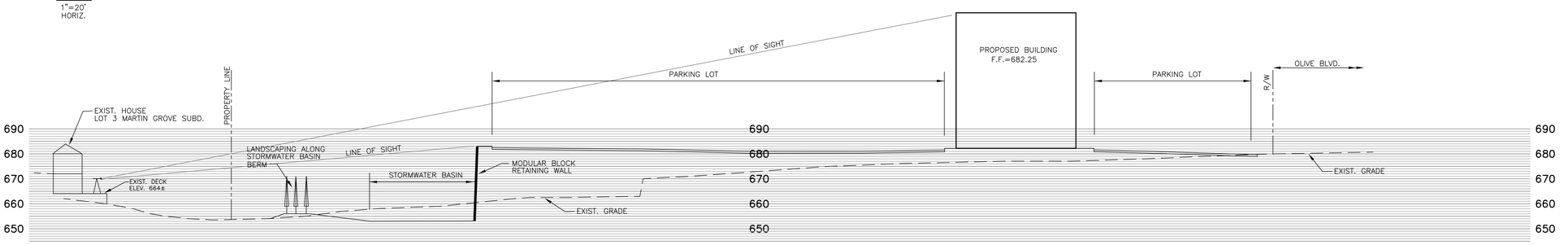


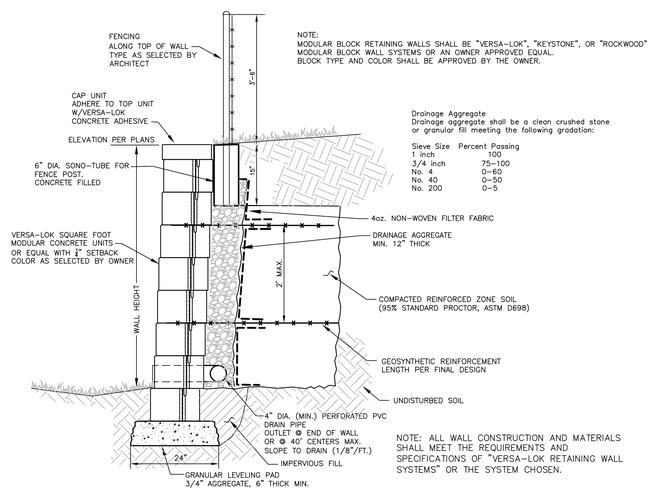
SECTION A–A



SECTION B–B



LOT 3 MARTIN GROVE SUBD.
SIGHT LINE PERSPECTIVE



NOTE:
MODULAR BLOCK RETAINING WALLS SHALL BE "VERSA-LOK", "KEYSTONE", OR "ROCKWOOD" MODULAR BLOCK WALL SYSTEMS OR AN OWNER APPROVED EQUAL. BLOCK TYPE AND COLOR SHALL BE APPROVED BY THE OWNER.

Drainage Aggregate
Drainage aggregate shall be a clean crushed stone or granular fill meeting the following gradation:

Sieve Size	Percent Passing
1 inch	100
3/4 inch	75–100
No. 4	0–60
No. 40	0–50
No. 200	0–5

NOTE: ALL WALL CONSTRUCTION AND MATERIALS SHALL MEET THE REQUIREMENTS AND SPECIFICATIONS OF "VERSA-LOK RETAINING WALL SYSTEMS" OR THE SYSTEM CHOSEN.

RETAINING WALL TYPICAL SECTION

STATE OF MISSOURI
LEONARD J. MEERS
NUMBER E-28288
PROFESSIONAL ENGINEER
11/7/25
LEONARD J. MEERS
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REV. NO.	REMARKS	DATE

SITE CONCEPT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT
11004 OLIVE BLVD, CREVE COEUR, MO 63141

SHEET TITLE
SITE CROSS SECTIONS

JOB NUMBER:	4311
DRAWN BY:	R.S.
DATE:	11/7/25
CHECKED BY:	L.M.
DATE:	11/7/25
SHEET:	SD4

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BASIS OF BEARING

MISSOURI STATE PLANE GRID NORTH FROM STATIC GPS TIES TO GEOGRAPHIC REFERENCE SYSTEM MONUMENTS

(IN FEET)
1 inch = 20 ft.

8" WATER LINE TO EXIST. 20" WATER MAIN LINE TO BE BORED UNDER OLIVE BLVD.

OLIVE (90'w.) BLVD. PUBLIC RIGHT-OF-WAY

TRAFFIC MOVEMENT (TYP.)

DRAINAGE LIMIT

6" CONC. VERT. CURB TYP.

PROPERTY LINE

EXISTING 52' WIDE ENTRANCE TO BE USED IN PLACE

EXISTING 27' WIDE ENTRANCE TO BE USED IN PLACE

EXISTING ENTRANCE TO BE REMOVED

EXISTING BUILDING
F.F. 675.68
N/F
ZIERN GALLERIES INC
10333 CLAYTON RD.
D.B. 13192 Pg 1720
Parcel #:20M440428

4 STORY MULTIFAMILY & RETAIL BUILDING
FIRST FLOOR
33,040 GROSS SQ. FT.

RETAIL F.F.=682.25
RESTAURANT F.F.=682.25
OUTDOOR SEATING
BUILDING OVERHANG TYP.
MEP
FIRE RISER ROOM
GYM F.F.=686.75
LEASING OFFICE
LOBBY F.F.=686.75
COFFEE BAR
PLAZA
OUTDOOR SEATING
LOUNGE
GAME AREA F.F.=686.75
OUTDOOR DINING
BUSINESS CENTER
CIRCULATION
RECEPTION
RR
VESTIBULE
ELEC
STAIRS

PLANTER
MONUMENT SIGN
STORM MH TOP=685.24 WEST FL=680.25 EAST FL=681.37
STORM MH TOP=686.03 WEST FL=682.08 SOUTH FL=682.44 SOUTHEAST FL=682.44 EAST FL=682.14

STUDIO BED
1 BED
TRASH F.F.=686.75
LOADING ZONE

N. GRAESER (40') ROAD
PUBLIC RIGHT-OF-WAY

N/F
MONSANTO CREDIT UNION
10950 OLIVE BLVD.
D.B. 07126 Pg 0233
Parcel #:17N 631115
ZONING
GC-GENERAL COMMERCIAL

NEW 6' WIDE SIDEWALK

EXISTING ENTRANCE TO BE REMOVED AND ENLARGED TO 25' WIDE ENTRANCE

N/F
ZIERN GALLERIES INC
10333 CLAYTON RD.
D.B. 13192 Pg 1720
Parcel #:20M440428
ZONING
GC-GENERAL COMMERCIAL

MODULAR BLOCK RETAINING WALL

TRASH ENCLOSURE

FENCED DOG PARK

35' BUFFER YARD

CONNECT NEW SANITARY SEWER TO EXIST. MANHOLE

SANITARY SEWER TYP.

STORM SEWER TYP.

ASPHALT PAVT.

9'x19' PARKING SPACE TYP.

22' DRIVE AISLE TYP.

26' DRIVE AISLE TYP.

LANDSCAPE ISLAND TYP.

MARY MEADOWS
PLAT BOOK 72, PAGE 25

LOT 1
ZONING
C-SINGLE FAMILY

N/F
MJHM LC THE
848 MARY MEADOWS LN
D.B. 20299 Pg 3247
Parcel #:17N520576

N/F
RICHARDS CHERYL A TR
842 MARY MEADOWS LN
D.B. 18342 Pg 3515
Parcel #:17N520532

LOT 2
ZONING
C-SINGLE FAMILY

N/F
MCGUIRE JOHN P & GLORIAN D H/W
836 MARY MEADOWS LN
D.B. 7199 Pg 1525
Parcel #:17N520510

LOT 3
ZONING
C-SINGLE FAMILY

N/F
HENNESSEY DEVELOPMENT INC
11013 MARTIN GROVE LN
D.B. 08700 Pg 1869
Parcel #:17N520932

N/F
SHI BO & XU WEIME T/E
11011 MARTIN GROVE LN
D.B. 08700 Pg 1869
Parcel #:17N520884

LOT 3
ZONING
C-SINGLE FAMILY

MARTIN GROVE
PLAT BOOK 299, PAGE 20

EXISTING BUILDING

N/F
SILVERMAN ROSS L & HEATHER P H/W
11007 MARTIN GROVE LN
D.B. 21936 Pg 2926
Parcel #:17N520873

LOT 2
EXISTING BUILDING
ZONING
C-SINGLE FAMILY

N/F
LI BO & FANG MING T/E
11003 MARTIN GROVE LN
D.B. 23888 Pg 1629
Parcel #:17N520862

LOT 1

ZONING
C-SINGLE FAMILY

POOL
POOL HOUSE F.F.=685.80
916 SQ. FT.
MEP
ELEC
TRASH F.F.=686.75
MEP F.F.=686.75
STUDIO BED F.F.=686.75

MODULAR BLOCK RETAINING WALL
STORMWATER TREATMENT & DETENTION AREA
ASPHALT PAVT.
6" CONC. VERT. CURB TYP.
LOADING ZONE

DETENTION AREA

TOP OF BERM 656.2

RUNOFF CALCULATIONS
(MSD 15 YEAR-20 MINUTE RAINFALL FREQUENCY)

PERCENT IMPERVIOUSNESS (P.I.)

DESCRIPTION	P.I. FACTOR
GRASS (5%)	1.70
PAVEMENT (100%)	3.54
ROOF (100%)	4.20

STORMWATER RUNOFF AREA=3.91 AC.

DESCRIPTION	AREA	P.I. FACTOR	RUNOFF (C.F.S.)
GRASS	0.65 Ac.	1.70	1.10 cfs
PAVEMENT	2.48 Ac.	3.54	8.78 cfs
ROOF	0.78 Ac.	4.20	3.28 cfs
		TOTAL	13.16 cfs

ESTIMATED STORMWATER VOLUME REQUIRED FOR DETENTION AND WATER QUALITY TREATMENT

ESTIMATED STORAGE REQUIRED = 13,000 C.F./ACRE
DRAINAGE AREA = 3.91 ACRES
3.91 AC. X 13,000 C.F. = 50,830 C.F.

DETENTION BASIN STORAGE PROVIDED = 60,103 C.F.

PREPARED FOR:
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EMAIL: ghassenflu@garrisoncompanies.com

M.S.D. BASE MAP 17N
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PARCEL NO. 17N540057
PARCEL NO. 17N540732
PARCEL NO. 17N540741
PARCEL NO. 17N520543
PARCEL NO. 17N520554

STATE OF MISSOURI
LEONARD J. MEERS
NUMBER E-28288
PROFESSIONAL ENGINEER
11/7/25
LEONARD J. MEERS
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PLS COA# LS-343-D

REV. NO.	REMARKS	DATE

SITE DEVELOPMENT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT
11004 OLIVE BLVD, CREVE COEUR, MO 63141

SHEET TITLE: SITE STORMWATER PLAN

JOB NUMBER:	4311
DRAWN BY:	R.S.
DATE:	11/7/25
CHECKED BY:	L.M.
DATE:	11/7/25
SHEET:	SD5

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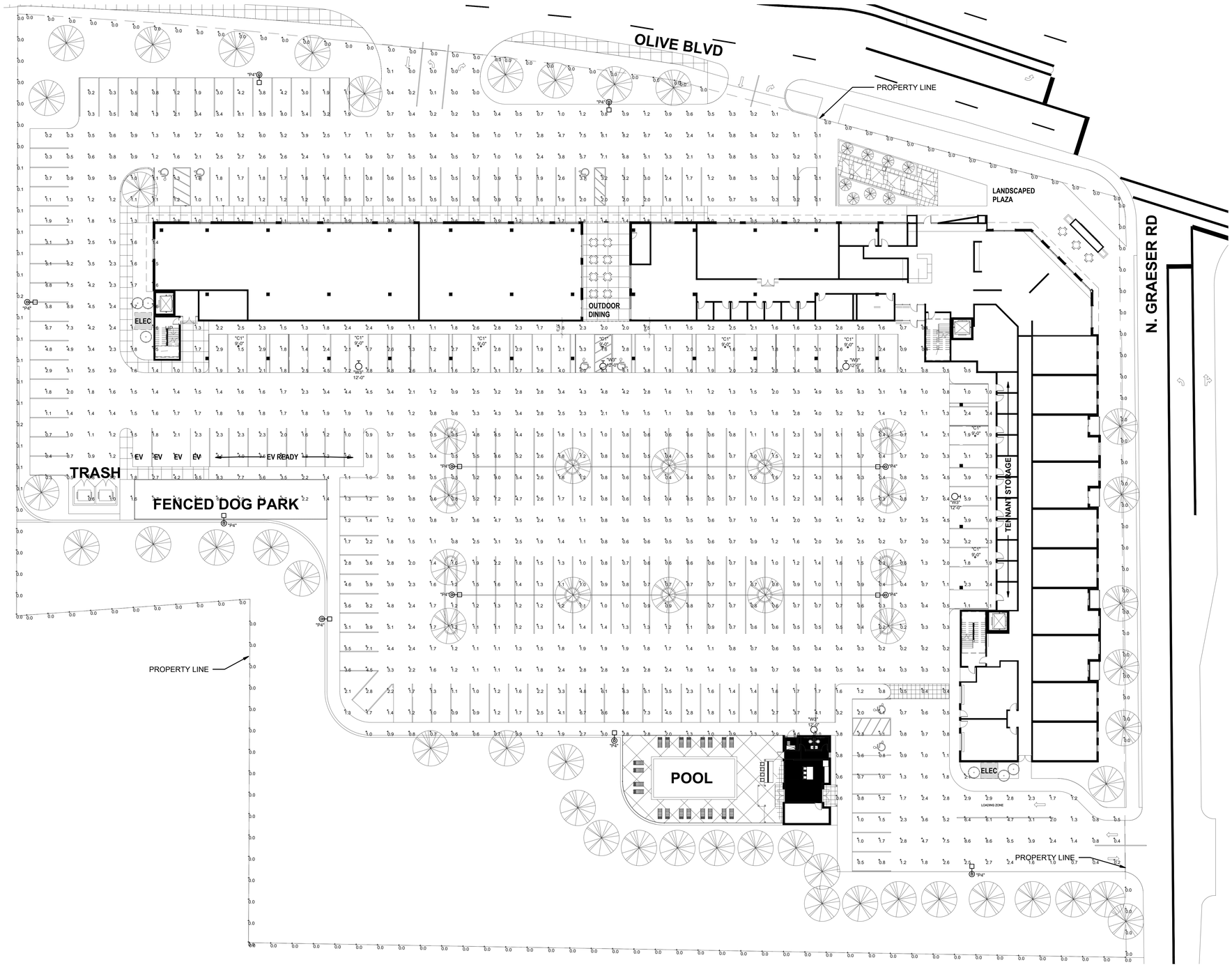

ENGENUITY
BUILDING VALUE BY DESIGN
16305 SWINGLEY RIDGE ROAD
SUITE 050
CHESTERFIELD, MO 63017
P: 314.811.1757
WWW.ENGENUITYLLC.COM
MISSOURI CERTIFICATE OF AUTHORITY:
E2023013704

PROJECT DESCRIPTION

PHOTOMETRIC FOR: CREVE COEUR MIXED USE

11004 OLIVE BOULEVARD
CREVE COEUR, MISSOURI 63141

Project No: 25-0228

No	Description	Date

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STATE OF MISSOURI
MARCUS ECKSTEIN
NUMBER PE-2019017810
PROFESSIONAL ENGINEER

11-07-2025
Marcus Eckstein - Engineer
MO# PE-2019017810

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DATE:	11-07-2025
SCALE:	AS NOTED

SITE PLAN - PHOTOMETRIC

PH1.0

ALL LIGHT FIXTURES TO BE 3000K.

Luminaire Schedule

Qty	Arrangement	Description	Tag	LLF	Luminaire Lumens	Luminaire Watts
11	Single	GALN-SA4C-830-U-T4BC	P4	0.950	20484	190.4
5	Single	IST-SA1E-830-U-T3	W3	0.950	5617	58.2
8	Single	TT-D1-830-U-RW	C1	0.950	2757	28

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Parking Lot	Illuminance	Fc	2.01	9.0	0.0	N.A.	N.A.
Property Line	Illuminance	Fc	0.01	0.2	0.0	N.A.	N.A.

ENGENUITY
BUILDING VALUE BY DESIGN
16305 SWINGLEY RIDGE ROAD
CHESTERFIELD, MO 63017
T: 314.801.1700
WWW.ENGENUITYSTL.COM
MISSOURI CERTIFICATE OF AUTHORITY: E2008-01704

PROJECT DESCRIPTION
PHOTOMETRIC FOR:
CREVE COEUR MIXED USE
11004 OLIVE BOULEVARD
CREVE COEUR, MISSOURI 63141

Project No: 25-0228

No	Description	Date

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STATE OF MISSOURI
MARCUS ECKSTEIN
NUMBER PE-2019017810
PROFESSIONAL ENGINEER

11-07-2025
Marcus Eckstein - Engineer
MO# PE-2019017810

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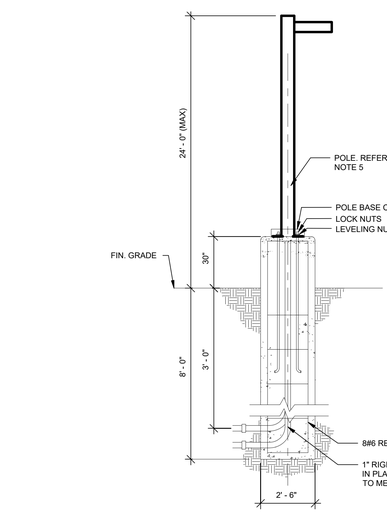
DATE:	11-07-2025
SCALE:	AS NOTED

SCHEDULE AND DETAILS

PH1.1



1 PH1.1 LIGHT STANDARD DETAIL
SCALE: NONE

KEYED NOTES:

1. TOP OF CONCRETE FOUNDATION. (TROWELL SMOOTH AND LEVEL)

2. CONCRETE SHALL BE 3000 P.S.I. @ 28 DAYS. CONCRETE SHALL BE VIBRATED.

3. VERIFY OPENING SIZE IN POLE BASE PLATE PRIOR TO SETTING CONDUIT SLEEVES.

4. EXTEND CONDUITS 12" ABOVE TOP OF FORM. TERMINATE CONDUITS WITH INSULATED THROAT BUSHINGS.

5. POLE: NOM. 20FT. TALL, STRAIGHT, ROUND SHAFT, FABRICATED FROM HIGH TENSILE CARBON STEEL. POLE SHAFT SHALL BE ONE PIECE, ROLLED & FLATTENED INTO SHAPE WITH VERTICAL WELDED SEAM. POLE BASE SHALL BE OF SIMILAR MATERIAL, WELDED TO SHAFT. POLE TOP SHALL BE FLAT STEEL STOCK, PERMANENTLY SECURED TO SHAFT & SEALED WEATHERTIGHT. POLE SHALL BE PROVIDED WITH HANDHOLE & COVER, NOM. 18" ABOVE BASE. POLES SHALL BE PROVIDED WITH ALL ANCHOR BOLTS, NUTS, WASHERS, INSTALLATION TEMPLATES, ETC.. REQ'D FOR INSTALLATION.POLE FINISH SHALL BE POLYESTER POWDER COAT, ELECTROSTATICALLY APPLIED OVER CORROSION RESISTANT UNDERCOAT, COLOR AS SELECTED BY ARCHITECT.

MFGS:
UNITED LIGHTING STANDARDS INC. US POLE CO. INC. VALMONT INDUSTRIES OR EQUIVALENT

8#6 REBAR & #4 TIES, 9'-6" LONG

1" RIGID, PVC CONDUITS POURED IN PLACE. CITY AND ORIENTATION OF CONDUITS TO MEET FIELD CONDITIONS. REFER TO NOTE 4.

Project		Catalog #		Type	
Prepared by		Notes		Date	

McGraw-Edison

GALN Galleon II

Area / Site Luminaire

Product Features

Interactive Menu

- Ordering Information page 2
- Mounting Details page 3
- Optical Distributions page 5
- Product Specifications page 5
- Energy and Performance Data page 6
- Control Options page 17

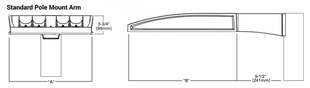
Product Certifications

Quick Facts
- Lumen packages range from 3,300 - 102,700 (33W - 658W)
- 22 optical distributions
- Efficacy up to 178 LPW

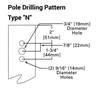
Connected Systems
- Wavelinx LITE Wireless
- Wavelinx PRO Wireless
- AirMesh Wireless

Dimensional Details

Standard Pole Mount Arm



Pole Drilling Pattern Type "N"



Number of Light Squares	Width "A"	Housing Length "B"	Weight with Standard or QM Arm	EPA with Standard or QM Arm
1-4	16"	22"	29 lb	0.95
5-6	22"	22"	39 lb	0.95
7-9	22"	28-1/8"	48 lb	1.1

NOTE: For arm selection requirements and additional fine art, see Mounting Details section.

NOTES:
1. IDA Certified (3000K CCT and warmer only, fixed mounting options).

Project		Catalog #		Type	
Prepared by		Notes		Date	

McGraw-Edison

Impact Elite LED

Wall Mount Luminaire

Product Features

Interactive Menu

- Ordering Information page 2
- Product Specifications page 2
- Energy and Performance Data page 3
- Control Options page 4

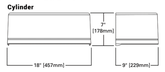
Product Certifications

Quick Facts
- 15 Optical Distributions
- Lumen packages range from 2,459 to 11,480 (20W - 95W)
- Efficacy up to 149 lumens per watt

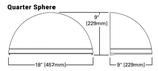
Connected Systems
- WaveLinx PRO Wireless
- WaveLinx LITE Wireless

Dimensional Details

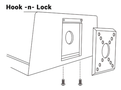
Cylinder



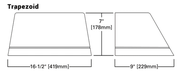
Quarter Sphere



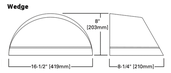
Hook -n- Lock



Trapezoid



Wedge



NOTES:
1. IDA Certified for 3000K CCT and warmer only.

Project		Catalog #		Type	
Prepared by		Notes		Date	

McGraw-Edison

TT TopTier

Visual Comfort Luminaire

Product Features

Interactive Menu

- Ordering Information page 2
- Product Specifications page 2
- Optical Configurations page 3
- Mounting Details page 3
- Energy and Performance Data page 4
- Control Options page 6

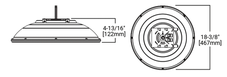
Product Certifications

Quick Facts
- Lumen packages range from 2,757 - 22,831
- Efficacies up to 146 LPW
- Patented waveguide technology for maximum visual comfort
- Mount options: surface, pendant, trunnion, wall, and direct conduit

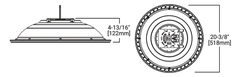
Connected Systems
- WaveLinx PRO Wireless
- WaveLinx LITE Wireless
- AirMesh

Dimensional Details

SURFACE MOUNT
CQ, MQ, WQ and RW: D1-D6
DL: D1-D4
Base luminaire weight: 18.2 lbs (8.3 kg)



SURFACE MOUNT
CQ, MQ, WQ and RW: D7+
DL: D5+
Base luminaire weight: 20.1 lbs (9.1 kg)



NOTES:
1. IDA Certified for 3000K CCT and warmer only.

McGraw-Edison

GALN Galleon II

Ordering Information

SAMPLE NUMBER: **GALN-SA4C-740-U-T4FT-GM**

Product Family [1,2]	Light Engine: Light Square	Light Engine: Square Count	Light Engine: Lumen Output	Color Temperature	Voltage	Distribution	Mounting	Finish
GALN=Galleon II Buy American Act Compliant [4] **TAA-GALN**=Galleon II Trade Agreements Act Compliant [4] **BABA-GALN**=Galleon II Buy America Act Compliant [4]	**SA**=16 LED Light Square **SB**=25 LED Light Square	1=1 Light Square 2=2 Light Squares 3=3 Light Squares 4=4 Light Squares 6=6 Light Squares 7=7 Light Squares 9=9 Light Squares	A=Output Level 1 B=Output Level 2 C=Output Level 3 1=Configured Output [3,4,5] 2=Configured Output [4]	722=722K, 2200K 727=727K, 2700K 730=730K, 3000K 735=735K, 3500K 740=740K, 4000K 750=750K, 5000K 757=757K, 5700K 827=827K, 2700K 830=830K, 3000K 835=835K, 3500K 840=840K, 4000K 850=850K, 5000K 920=920K, 3500K 930=930K, 3000K 950=950K, 5000K **AMB**=Amber [6, 7]	U=120-277V H=347V-480V [8, 9] 2=120V 3=208V 4=240V 5=277V 8=347V [9] **DV**=277V-480V Dual-volt Drivers [8, 9]	T1=Type I T2=Type II T2R=Type II Roadway T3=Type III T3R=Type III Roadway **T4FT**=Type IV Forward Throw **T4R**=Type IV Wide **SWQ**=Type V Square Wide **SQ**=Type V Square Medium **SR**=Type V Square Wide **SL2**=Type II w/Spill Control **SL3**=Type III w/Spill Control **SL4**=Type IV w/Spill Control **SLR**=Right Spill Eliminator Left **SLL**=Left Spill Light Eliminator Right **AM**=Automotive Frontline **BLC**=Backlight Control [10] **TBL**=Type I w/ Backlight Control [10] **TBR**=Type II w/ Backlight Control [10] **RBC**=90° Right w/ Backlight Control [10]	**[Blank]**=Standard Pole Mount Arm **QU**=Quick Mount Universal Arm **QM**=Pole Mount Arm with Quick Mount Adaptor **SPA**=Square Pole Adaptor, Adjustable **SP-2**=2-3/8" Slipfitter, Adjustable **SP3**=3-3/8" Slipfitter, Adjustable **OMA**=Quick Mount Mast Arm Adaptor [11] **MA**=Mast Arm, Fixed **WM**=Wall Mount, Fixed **WA**=Wall Mount, Adjustable **UP**=Upswept Arm	**AP**=Grey **BZ**=Bronze **BK**=Black **DP**=Dark Platinum **GM**=Graphite Metallic **WH**=White **RALXX**=Custom Color

Options (Add as Suffix)	Controls and Systems Options (Add as Suffix) [12]	Accessories (Order Separately) [13]
DIM=External 0-10V Dimming Leads [14] **F**=Single Fuse (120, 277 or 347V Specify Voltage) **FF**=Double Fuse (208, 240 or 480V Specify Voltage) **23K**=230V UL 1449 listed surge protective device [15] **2L**=Two Circuits [16] **HA**=50°C High Ambient [17] **HSS**=Installed House Side Shield [18] **SF**=Single Fusing (277V) [19] **GBSBK**=Glare Reducing Shield, Black [20] **GBSWH**=Glare Reducing Shield, White [20] **LCF**=Light Square Trim Painted to Match Housing [20] **TH**=Tool-less Door Hardware [21] **WG**=Wire Guard Accessory [22] **L90**=Optics Rotated 90° Left **R90**=Optics Rotated 90° Right **330CM**=3 Standard Deviation Color Matching [4] **AHD14R**=After Hours Dim, 1 Hours [23] **AHD24R**=After Hours Dim, 2 Hours [23] **AHD34R**=After Hours Dim, 3 Hours [23] **AHD35R**=After Hours Dim, 5 Hours [23] **DALI**=DALI Drivers	**BPC**=Button Type Photocontrol: Must specify voltage 120V, 208V, 240V or 277V. [24] **PR**=NEMA 3-PIN Photocontrol Receptacle [25] **PER**=NEMA 7-PIN Photocontrol Receptacle [25] **FAOC**=Field Adjustable Dimming Controller [26] **PSC**=Photocontrol Shorting Cap **SPD2**=Dimming Motion Sensor, 7'-20' mounting [27] **SPD4**=Dimming Motion Sensor, 21'-40' mounting [27] **SPA2S**=Dimming Motion Sensor, limited square coverage, 9'-20' mounting [28] **SPA4S**=Dimming Motion Sensor, limited square coverage, 9'-20' mounting [28] **MSUW-L20**=Motion Sensor for Dimming Operation, 9'-20' Mounting [29, 30] **MSUW-L40**=Motion Sensor for Dimming Operation, 21'-40' Mounting [29, 30] **WLSZEX**=WaveLinx LITE, SR Driver, Dimming Motion and Daylight, Bluetooth Programmable, 7' - 20' Mounting [29, 30, 31] **WLSXEX**=WaveLinx LITE, SR Driver, Dimming Motion and Daylight, Bluetooth Programmable, 10' - 40' Mounting [29, 30, 31] **WPZ2EX**=WaveLinx PRO, SR Driver, Dimming Motion and Daylight, WAC Programmable, 7' - 15' Mounting [29, 30, 31] **WPZ4EX**=WaveLinx PRO, SR Driver, Dimming Motion and Daylight, WAC Programmable, 15' - 40' Mounting [29, 30, 31] **DMF10-120**=AirMesh Occupancy Sensor (7'-20' Mounting) [32, 33] **DMF10-140**=AirMesh Occupancy Sensor (21'-40' Mounting) [32, 33]	**MA1253**=Replacement 10kV Surge Module **T1TWG**=Wire Guard [34] **T1LWG-BK-XX**=Wire Guard [34, 35] **T1THSS-XX**=House Side Shield [34] **DMSS6-XX-**=6" Pendant Mount Stem [35, 36] **DMSS12-XX-**=12" Pendant Mount Stem [35, 36] **DMSS36-XX-**=36" Pendant Mount Stem [35, 36] **DPMST3-XX-**=3" Pendant Mount Stem with Tether [35, 36, 37] **DPMST6S-XX-**=6" Pendant Mount Stem with Tether [35, 36, 37] **DPMST9S-XX-**=9" Pendant Mount Stem with Tether [35, 36, 37] **FSIR-100**=Wireless Configuration Tool for Occupancy Sensor [38]

NOTES:
1. Consult the Luminaire Configurator to build a valid luminaire. Not all combinations are valid.
2. Ordering Information page 2
3. Mounting Details page 3
4. Optical Distributions page 5
5. Product Specifications page 5
6. Energy and Performance Data page 6
7. Control Options page 17
8. Luminaire is responsible for engineering analysis to confirm pole and fixture compatibility for all applications. Refer to our white paper WP312012EN for additional support information.
9. Designlights Consortium® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details.
10. Not available with 50K CCT. Not available with 347V, 480V, 277V-480V dual voltage, or 277V. Not available with 3" tenon or 4" tenon. Not available with 5R light squares.
11. When using SA light squares, Output Level A not available with color temperature 722, 727, 827, 835 or 930 when HSS is ordered.
12. Not available with 50 rated. Not available with Coastal Construction (CC) option.
13. Not available with voltage options H, 8 or 5.
14. Not available with 347V, 480V or dual voltage options. Not available in combination with hi high ambient and sensor options at 40°C ambient. Not available with 2L, SF, BPC, PR, PER, SPD2, SPD4 or SPA2S options.
15. SF unit limited to 3" O.D. vertical tenon. SP2 limited to 2-3/8" O.D. vertical tenon.
16. Not available with Left Spill Light Eliminator (SLL) or Right Spill Light Eliminator (SLR) options. Not available with SPA or SWQ or with AM. Not available with WaveLinx or 20kV surge options.
17. Requires 4K+.
18. Replace SA with corner trim (RK1 or RK2).
19. Not available with 347V, 480V or dual voltage availability. Order WAC-PHZ and WPOE-120 (10V to PoE injector) power supply if needed. WAC not required for L2 Bluetooth sensors.
20. Narrow band 350mm +/- 5nm for wildlife and observatory use. Choose Output Level 1, supplied at 500mA drive current only.
21. Not available with 347V, 480V or dual voltage availability. Not available with 50K CCT. Not available with 2L, SF, BPC, PR, PER, SPD2, SPD4, SPA2S, SPA4S, MSUW-L20, MSUW-L40, WLSZEX, WLSXEX, WPZ2EX, WPZ4EX, DMF10-120, DMF10-140, DALI, DIM, AHD14R, AHD24R, AHD34R, AHD35R or other motion sensor control options. Not available with SWQ, SWQ, SQ, SR, SL2, SL3 and SL4 distributions. Can be used with HSS options.
22. Set of 4 pcs. Are not required per Light Square.
23. Not available with 347V, 480V or dual voltage or AMB Amber.
24. Not for use with T1, SWQ, SWQ, SR2 or SR options.
25. Cannot be used with other control options.
26. Not available with 347V, 480V or dual voltage availability. Not available with DALI or integrated controls options.
27. Not available if any SPA or WaveLinx option is selected. Motion sensor has an integral photocell.
28. Requires the use of BPC photocontrol or the PR7 or PR photocontrol receptacle with photocontrol accessory. Not available with 347V, 480V or dual voltage availability. Not available with Output Levels 1, 2 or 3. Not compatible with HSS, SWQ, RCL or PTD shield options, or LCF.
29. Not for use with T1, T4FT, T4R or SL options. See IES files for details. Not available with SB light squares.
30. Sensor configuration mobile application required for configuration. See controls page for details.
31. Replace S with number of Light Squares desired. Not available with the "SP6/8 Available Table" on the controls page.
32. Not available with HSS, QSSWH or QSSBK.
33. Not available with 347V, 480V or dual voltage availability. Not available with 50K CCT. Not available with 2L, SF, BPC, PR, PER, SPD2, SPD4, SPA2S, SPA4S, MSUW-L20, MSUW-L40, WLSZEX, WLSXEX, WPZ2EX, WPZ4EX, DMF10-120, DMF10-140, DALI, DIM, AHD14R, AHD24R, AHD34R, AHD35R or other motion sensor control options. Not available with SWQ, SWQ, SQ, SR, SL2, SL3 and SL4 distributions. Can be used with HSS options.
34. Not available with SA1A or SA1B. Not available with SR1, or any SB configuration using Output Level 1. Not available with any control sensor except DTB.
35. Not available with 347V, 480V or dual voltage availability. Not available with SB light squares when using Output Level 3.
36. Use SA3 Product Configuration to specify lumen output, drive current and wattage. Not available with AMB. Not available with SB light squares.
37. Includes DPT-211 motion sensor. The FSIR-100 configuration tool is required to adjust parameters including high and low modes, sensitivity, time delay, cutoff and more. Consult your lighting representative at Cooper Lighting Solutions for more information.
38. Controls system is not available with photocontrol receptacles (PR, PR7) or other controls systems (FAOC, SPSU).
39. Not available with 347V, 480V or dual voltage availability. Not available with Output Levels 1, 2 or 3.
40. 3-step Mountaldor eSpace lensing. Available in 740 CRI/CCT only. Longer lead times apply, consult your lighting representative at Cooper Lighting Solutions for more information.
41. Not available with 347V, 480V or dual voltage.
42. Only product configurations with these prefixes are built to be compliant with theBuy American Act of 1933 (BAA) or the Build America Buy America Act (BABA). BABA is the minimum Government compliance requirement for the Build America Buy America standards which is part of the Infrastructure and Investment Jobs Act (IIJA). Individual Government Agencies may have more stringent compliancestandards. Please refer to the DOMESTIC PREFERENCES website or consult the CLS Domestic Preferences team for more information. Components shipped separately may be separately analyzed under domestic preference requirements.
43. Not compatible with DALI.

TYPES "P4" CUTSHEET

McGraw-Edison

Impact Elite LED

Ordering Information

SAMPLE NUMBER: **ISC-SA1F-740-U-T3-BZ**

Product Family [1]	Light Engine: Configuration	Light Engine: Drive Current	Color Temperature	Voltage	Distribution	Finish
ISC=Impact Elite LED Small Cylinder **IST**=Impact Elite LED Small Quarter Sphere **ITT**=Impact Elite LED Small Trapezoid **ISW**=Impact Elite LED Small Wedge **BAA-ISC**=Impact Elite LED Small Cylinder Buy American Act Compliant [4] **TAA-ISC**=Impact Elite LED Small Cylinder Trade Agreements Act Compliant [4] **BABA-ISC**=Impact Elite LED Small Cylinder Built America Buy America [4] **BAA-IST**=Impact Elite LED Small Quarter Sphere Buy American Act Compliant [4] **TAA-IST**=Impact Elite LED Small Quarter Sphere Trade Agreements Act Compliant [4] **BABA-IST**=Impact Elite LED Small Quarter Sphere Built America Buy America [4] **BAA-ITT**=Impact Elite LED Small Trapezoid Buy American Act Compliant [4] **TAA-ITT**=Impact Elite LED Small Trapezoid Trade Agreements Act Compliant [4] **BABA-ITT**=Impact Elite LED Small Trapezoid Built America Buy America [4] **BAA-ISW**=Impact Elite LED Small Wedge Buy American Act Compliant [4] **TAA-ISW**=Impact Elite LED Small Wedge Trade Agreements Act Compliant [4] **BABA-ISW**=Impact Elite LED Small Wedge Build America Buy America [4]	**SA1**=1 Square **PA1**=1 Panel (24 LED) [4]	A=350mA B=530mA C=700mA D=1000mA F=1200mA [1]	722=722K, 2200K 727=727K, 2700K 730=730K, 3000K 735=735K, 3500K 740=740K, 4000K 750=750K, 5000K 827=827K, 2700K 830=830K, 3000K 835=835K, 3500K 840=840K, 4000K 850=850K, 5000K	W=120-277V H=347V-480V [5, 6] 1=120V 2=208V 3=240V 4=277V 5=480V 8=347V	**SA1**=Option **T1**=Type I **T2**=Type II **T4FT**=Type IV Forward Throw **T4W**=Type IV Wide **SL2**=Type II w/Spill Control **SL3**=Type III w/Spill Control **SL4**=Type IV w/Spill Control **SLL**=90° Spill Light Eliminator Left **SLR**=90° Spill Light Eliminator Right **RW**=Rectangular Wide Type I **T5L1 Option** **SWQ**=Type V Square Wide **T2R**=Type II **T2U**=Type II Urban **T3**=Type III **T4W**=Type IV Wide	**AP**=Grey **BZ**=Bronze **BK**=Black **DP**=Dark Platinum **GM**=Graphite Metallic **WH**=White **RALXX**=Custom Color [7]

Options (Add as Suffix)	Controls and Systems Options (Add as Suffix)	Accessories (Order Separately) [8]
X=Driver Surge Protection (6kV) Only [9] **23K**=Sensor (10kV UL 1449 Surge Protective Device **CBP**=Battery Pack with Back Box, Cold Weather Rated **CBP-CEC**=Battery Pack with Back Box, Cold Weather Rated, CEC compliant [9] **HSS**=Factory Installed House Side Shield [10] **ULB**=Uplight Glow [11, 12] **WBP**=Square Trim Plate Painted to Match Housing [13] **TB**=Tamper Resistant Hardware **L90**=Optics Rotated 90° Left **R90**=Optics Rotated 90° Right **AHD14S**=After Hours Dim, 5 Hours, 50% [14] **AHD24S**=After Hours Dim, 5 Hours, 50% [14] **AHD35S**=After Hours Dim, 5 Hours, 50% [14] **AHD35S**=After Hours Dim, 8 Hours, 50% [14]	**BPC**=Button Type Photocontrol (120, 208, 240 or 277V Most Specify Voltage) **PR**=NEMA 3-PIN Twistlock Photocontrol Receptacle [15, 16] **SPD1**=Dimming Occupancy Sensor with Bluetooth Interface, 4' Mounting [16, 17] **SPD2**=Dimming Occupancy Sensor with Bluetooth Interface, 7'-20' Mounting [16, 17] **SPD4**=Dimming Occupancy Sensor with Bluetooth Interface, 21'-40' Mounting [16, 17] **WSLSW-LXX**=Motion Sensor for Dimming Operation [16, 18, 19] **WLLSXEX**=WaveLinx LITE, SR Driver, Dimming Motion and Daylight, Bluetooth Programmable, 7' - 15' Mounting [16, 18, 19, 20] **WPP2XEX**=WaveLinx PRO, SR Driver, Dimming Motion and Daylight, Bluetooth Programmable, 7' - 15' Mounting [16, 18, 19, 20] **WPP2XXX**=WaveLinx PRO, SR Driver, Dimming Motion and Daylight, WAC Programmable, 7' - 15' Mounting [16, 18, 19, 20] **WPP4XXX**=WaveLinx PRO, SR Driver, Dimming Motion and Daylight, WAC Programmable, 15' - 40' Mounting [16, 18, 19, 20]	**MA1253**=Replacement 10kV Surge Module **MA1554**=Replacement Driver **MA1555**=Replacement Driver **MA1556**=Replacement Driver **MA1557**=Replacement Driver **MA1558**=Replacement Driver **MA1559**=Replacement Driver **MA1560**=Replacement Driver **MA1561**=Replacement Driver **MA1562**=Replacement Driver **MA1563**=Replacement Driver **MA1564**=Replacement Driver **MA1565**=Replacement Driver **MA1566**=Replacement Driver **MA1567**=Replacement Driver **MA1568**=Replacement Driver **MA1569**=Replacement Driver **MA1570**=Replacement Driver **MA1571**=Replacement Driver **MA1572**=Replacement Driver **MA1573**=Replacement Driver **MA1574**=Replacement Driver **MA1575**=Replacement Driver **MA1576**=Replacement Driver **MA1577**=Replacement Driver **MA1578**=Replacement Driver **MA1579**=Replacement Driver **MA1580**=Replacement Driver **MA1581**=Replacement Driver **MA1582**=Replacement Driver **MA1583**=Replacement Driver **MA1584**=Replacement Driver **MA1585**=Replacement Driver **MA1586**=Replacement Driver **MA1587**=Replacement Driver **MA1588**=Replacement Driver **MA1589**=Replacement Driver **MA1590**=Replacement Driver **MA1591**=Replacement Driver **MA1592**=Replacement Driver **MA1593**=Replacement Driver **MA1594**=Replacement Driver **MA1595**=Replacement Driver **MA1596**=Replacement Driver **MA1597**=Replacement Driver **MA1598**=Replacement Driver **MA1599**=Replacement Driver **MA1600**=Replacement Driver **MA1601**=Replacement Driver **MA1602**=Replacement Driver **MA1603**=Replacement Driver **MA1604**=Replacement Driver **MA1605**=Replacement Driver **MA1606**=Replacement Driver **MA1607**=Replacement Driver **MA1608**=Replacement Driver **MA1609**=Replacement Driver **MA1610**=Replacement Driver **MA1611**=Replacement Driver **MA1612**=Replacement Driver **MA1613**=Replacement Driver **MA1614**=Replacement Driver **MA1615**=Replacement Driver **MA1616**=Replacement Driver **MA1617**=Replacement Driver **MA1618**=Replacement Driver **MA1619**=Replacement Driver **MA1620**=Replacement Driver **MA1621**=Replacement Driver **MA1622**=Replacement Driver **MA1623**=Replacement Driver **MA1624**=Replacement Driver **MA1625**=Replacement Driver **MA1626**=Replacement Driver **MA1627**=Replacement Driver **MA1628**=Replacement Driver **MA1629**=Replacement Driver **MA1630**=Replacement Driver **MA1631**=Replacement Driver **MA1632**=Replacement Driver **MA1633**=Replacement Driver **MA1634**=Replacement Driver **MA1635**=Replacement Driver **MA1636**=Replacement Driver **MA1637**=Replacement Driver **MA1638**=Replacement Driver **MA1639**=Replacement Driver **MA1640**=Replacement Driver **MA1641**=Replacement Driver **MA1642**=Replacement Driver **MA1643**=Replacement Driver **MA1644**=Replacement Driver **MA1645**=Replacement Driver **MA1646**=Replacement Driver **MA1647**=Replacement Driver **MA1648**=Replacement Driver **MA1649**=Replacement Driver **MA1650**=Replacement Driver **MA1651**=Replacement Driver **MA1652**=Replacement Driver **MA1653**=Replacement Driver **MA1654**=Replacement Driver **MA1655**=Replacement Driver **MA1656**=Replacement Driver **MA1657**=Replacement Driver **MA1658**=Replacement Driver **MA1659**=Replacement Driver **MA1660**=Replacement Driver **MA1661**=Replacement Driver **MA1662**=Replacement Driver **MA1663**=Replacement Driver **MA1664**=Replacement Driver 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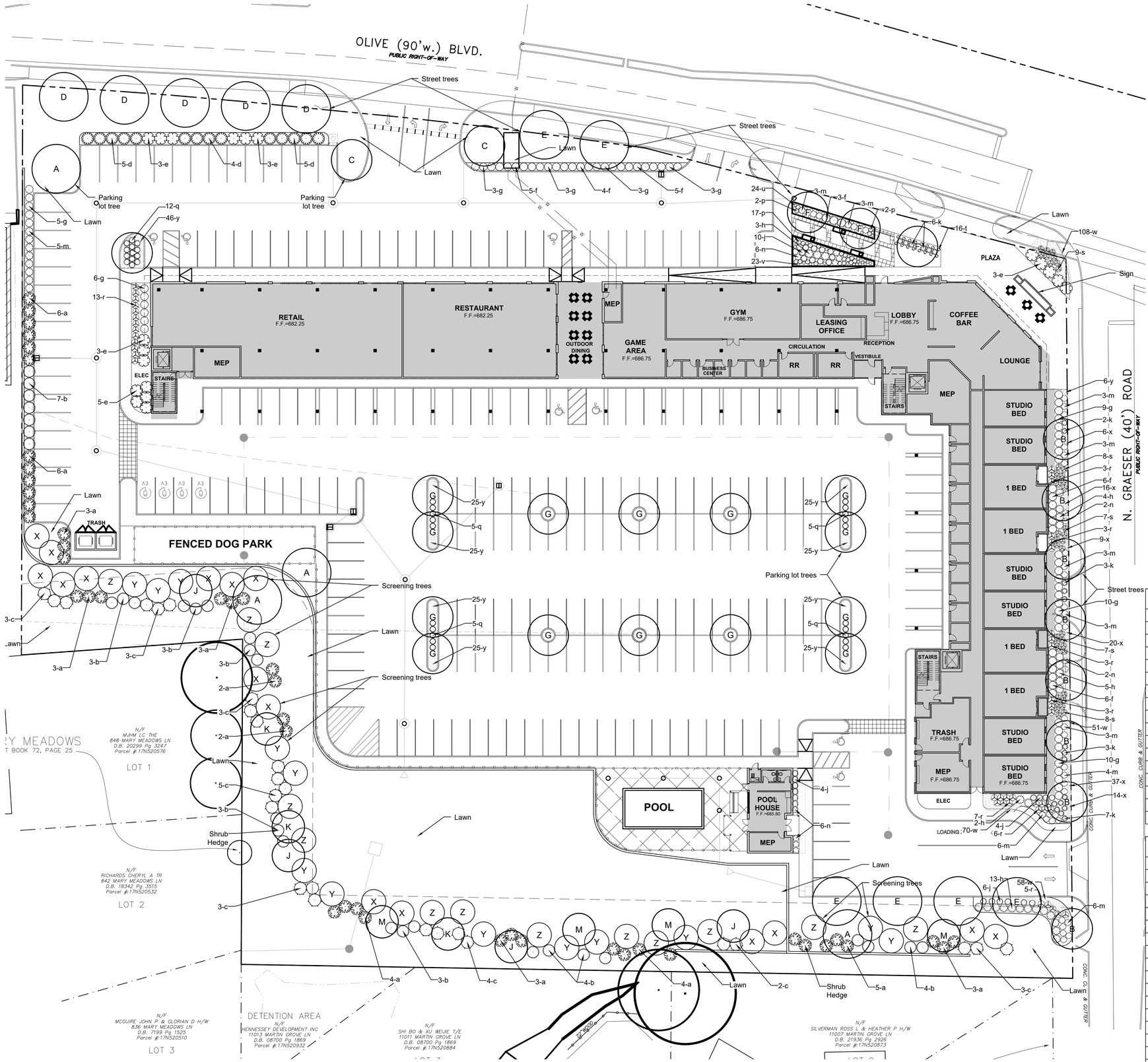


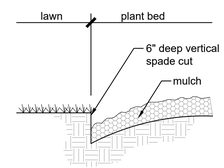
Landscape Plan
SCALE 1"=20'

0 20 40 80

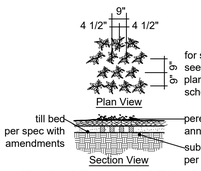
PREPARED FOR:
CREVE COEUR HOUSING LLC
CONTACT: Gary Hassenflu
2001 Shawnee Mission Parkway Ste. 250
Mission Woods, KS 66205
EMAIL: ghassenflu@garrisoncompanies.com

Parking Landscape Calculations:

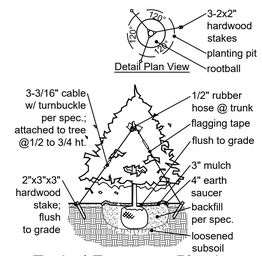
Area of Parking and Drives = 88,225 s.f.
For every 350 s.f. of paving must have 10 s.f. of landscape.
88,225 s.f./ 350= 252.07
252.07 x 10 = 2,521 s.f. of landscape
3,724 s.f. of landscape provided (Exceeds Requirement)



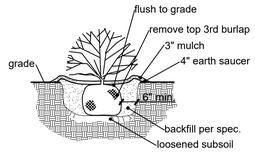
Spade Cut Bed Edge



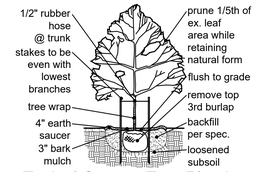
Typical Perennial Planting



Typical Evergreen Planting



Typical Shrub Planting



Typical Canopy Tree Planting

Landscape Notes:

1) Lawn areas shall be turf-type Tall Fescue Grass or approved equivalent.

2) All 3:1 or steeper slopes shall be lawn seed and have erosion control blanket.

3) Topsoil in all disturbed lawn areas at 6" depth.

4) Soil mix in all shrub beds at 8" depth.

5) All mulch to be double ground bark mulch.

6) Bed edges to be spade cut.

PLANTING SCHEDULE

ID	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
CANOPY-SHADE TREE					
A	4	Quercus shumardii	Shumard Oak	3" caliper	B & B
B	8	Acer rubrum 'Armstrong'	Armstrong Red Maple	3" caliper	B & B
C	3	Nyssa sylvatica	Blackgum	3" caliper	B & B
D	5	Platanus x acerifolia	London Planetree	3" caliper	B & B
E	6	Liriodendron tulipifera	Tulip Tree	3" caliper	B & B
F	3	Gleditsia triacanthos 'Draves'	Street Keeper Honeylocust	3" caliper	B & B
G	12	Quercus robur x bicolor 'Nadler'	Kindred Spirit Oak	3" caliper	B & B
UNDERSTORY-ORNAMENTAL TREE					
J	4	Amelanchier arborea	Serviceberry	3" caliper	B & B
K	3	Cercis canadensis	Redbud	3" caliper	B & B
M	4	Carpinus betulus 'Frans Fontaine'	Franz Fontaine Hornbeam	3" caliper	B & B
EVERGREEN TREE					
X	16	Thuja 'Green Giant'	Green Giant Arborvitae	6' tall	B & B
Y	13	Picea glauca 'Densata'	Black Hills Spruce	6' tall	B & B
Z	13	Picea abies	Norway Spruce	6' tall	B & B

PLANTING SCHEDULE

ID	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
SHRUBS-ORNAMENTAL GRASSES-PERENNIALS-ANNUALS-GROUNDCOVER					
a	44	Ilex x meserveae 'Blue Prince' & 'Blue Princess'	Berri-Magic Royalty Holly Combination	24"	72" o.c.
b	30	Juniperus x pfitzeriana 'Sea Green'	Sea Green Juniper	24"	72" o.c.
c	26	Viburnum rhytidophyllum	Leatherleaf Viburnum	24"	72" o.c.
d	13	Juniperus virginiana 'Grey Owl'	Grey Owl Juniper	24"	72" o.c.
e	17	Rhus aromatica 'Gro-Low'	Gro-Low Sumac	24"	72" o.c.
f	29	Thuja occidentalis 'Hetz Mid.'	Hetz Mini Arborvitae	24"	48" o.c.
g	52	Fothergilla gardenii	Dwarf Fothergilla	24"	48" o.c.
h	28	Hydrangea paniculata 'ILVOBO'	Bobo Hardy Hydrangea	24"	48" o.c.
j	24	Ilex glabra 'SMNIGAB17'	Gem Box Inkberry Holly	18"	36" o.c.
k	21	Hypericum kalmianum 'Deppe'	Sunny Boulevard St. John's Wort	18"	36" o.c.
m	42	Spiraea japonica 'NCSX1'	Double Play Candy Corn Spirea	18"	36" o.c.
n	16	Hydrangea paniculata 'SMNHPK'	Fire Light Tidbit Hydrangea	18"	36" o.c.
p	21	Aronia melanocarpa 'UCONNAM165'	Low Scape Mound Chokeberry	18"	24" o.c.
q	32	Juniperus horizontalis 'Blue Chip'	Blue Chip Creeping Juniper	1 quart	36" o.c.
r	43	Pennisetum alopecuroides 'Hameln'	Hameln Fountain Grass	1 gallon	36" o.c.
s	39	Muhlenbergia capillaris	Muhly Grass	1 gallon	36" o.c.
t	16	Iberis sempervirens	Candytuft	1 quart	18" o.c.
u	24	Coreopsis verticillata 'Moonbeam'	Moonbeam Threadleaf Coreopsis	1 quart	18" o.c.
v	23	Phlox subulata 'Emerald Pink'	Emerald Pink Creeping Phlox	1 quart	18" o.c.
w	287	Sedum kamtschaticum	Orange Stonecrop	2" cell plug	12" o.c.
x	102	Sedum rupestre 'Angelina'	Angelina Stonecrop	2" cell plug	12" o.c.
y	252	Sedum ternatum	Three-leaved Stonecrop	2" cell plug	12" o.c.

STATE OF MISSOURI
JERALD SAUNDERS
NUMBER LA-7
LANDSCAPE ARCHITECT
11/7/25

Jerald Saunders - Landscape Architect
MO License # LA-007

Consultants:

Graeser Station
Multi-Family-Retail Building

11004 Olive Boulevard
Creve Coeur, Missouri 63141

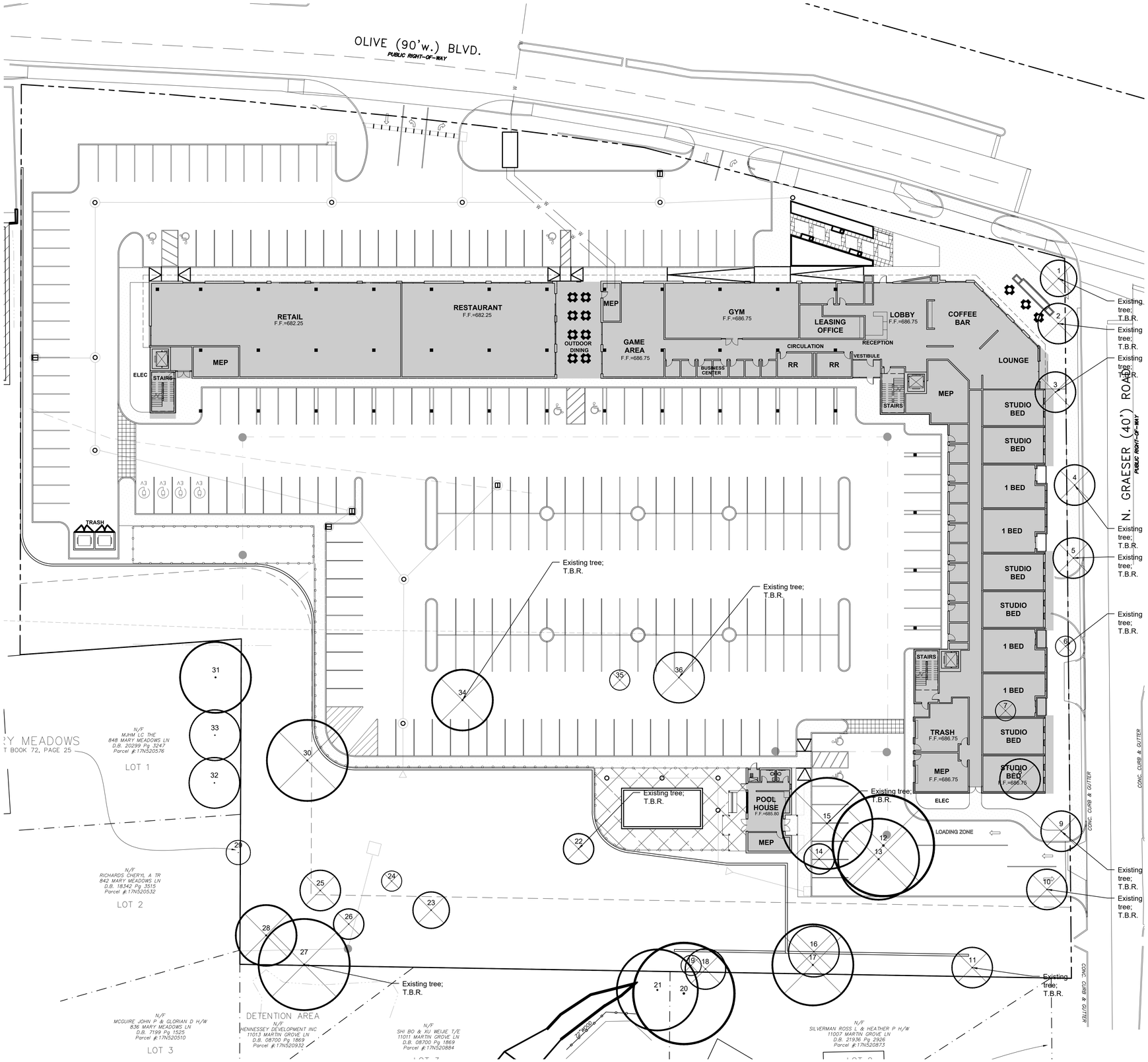
Revisions:

Date	Description	No.
10/16/25	City Comments	1
11/07/25	City Comments	2

Drawn: KP
Checked: RS

LOOMIS ASSOCIATES
landscape architects + planners
750 spirit 40 park drive, chesterfield, missouri 63005
t. 636-519-8668 www.loomis-associates.com
Loomis Associates Inc.
Missouri State Certificate of Authority #: LAC #000019

Sheet Title: Landscape Plan
Sheet No: L1.01
Date: 7/14/25
Job #: 1094.001


OLIVE (90'w.) BLVD.
PUBLIC RIGHT-OF-WAY
RETAIL
F.F.=682.25
RESTAURANT
F.F.=682.25
MEP
OUTDOOR DINING
GAME AREA
F.F.=686.75
GYM
F.F.=686.75
LEASING OFFICE
LOBBY
F.F.=686.75
COFFEE BAR
LOUNGE
CIRCULATION
RECEPTION
VESTIBULE
BUSINESS CENTER
RR
RR
ELEC
STAIRS
STAIRS
MEP
STUDIO BED
STUDIO BED
1 BED
1 BED
STUDIO BED
STUDIO BED
1 BED
STUDIO BED
TRASH
F.F.=686.75
MEP
F.F.=686.75
STUDIO BED
F.F.=686.75
ELEC
LOADING ZONE
POOL HOUSE
F.F.=685.80
MEP
TRASH
A/3
N. GRAESER (40') ROAD
PUBLIC RIGHT-OF-WAY
CONC. CURB & GUTTER
CONC. CURB & GUTTER
CONC. CURB & GUTTER
Existing tree; T.B.R.
Existing tree; T.B.R.
Existing tree; T.B.R.

GRAESER STATION MULTIFAMILY - RETAIL BUILDING

11004 OLIVE BLVD

SHEET LIST

A-0	SITE PLAN
A-1	FIRST FLOOR
A-2	SECOND FLOOR
A-3	THIRD FLOOR
A-4	FOURTH FLOOR
A-5	ELEVATIONS
A-6	UNIT LAYOUTS
A-7	DETAILS
A-8	IMAGERY
A-9	IMAGERY

HDA

4565 McRee Avenue, Suite 100
St. Louis, MO 63110
(314) 726-2500

GRAESER STATION MULTIFAMILY - RETAIL BUILDING
11004 OLIVE BLVD

#	DATE	DESCRIPTION

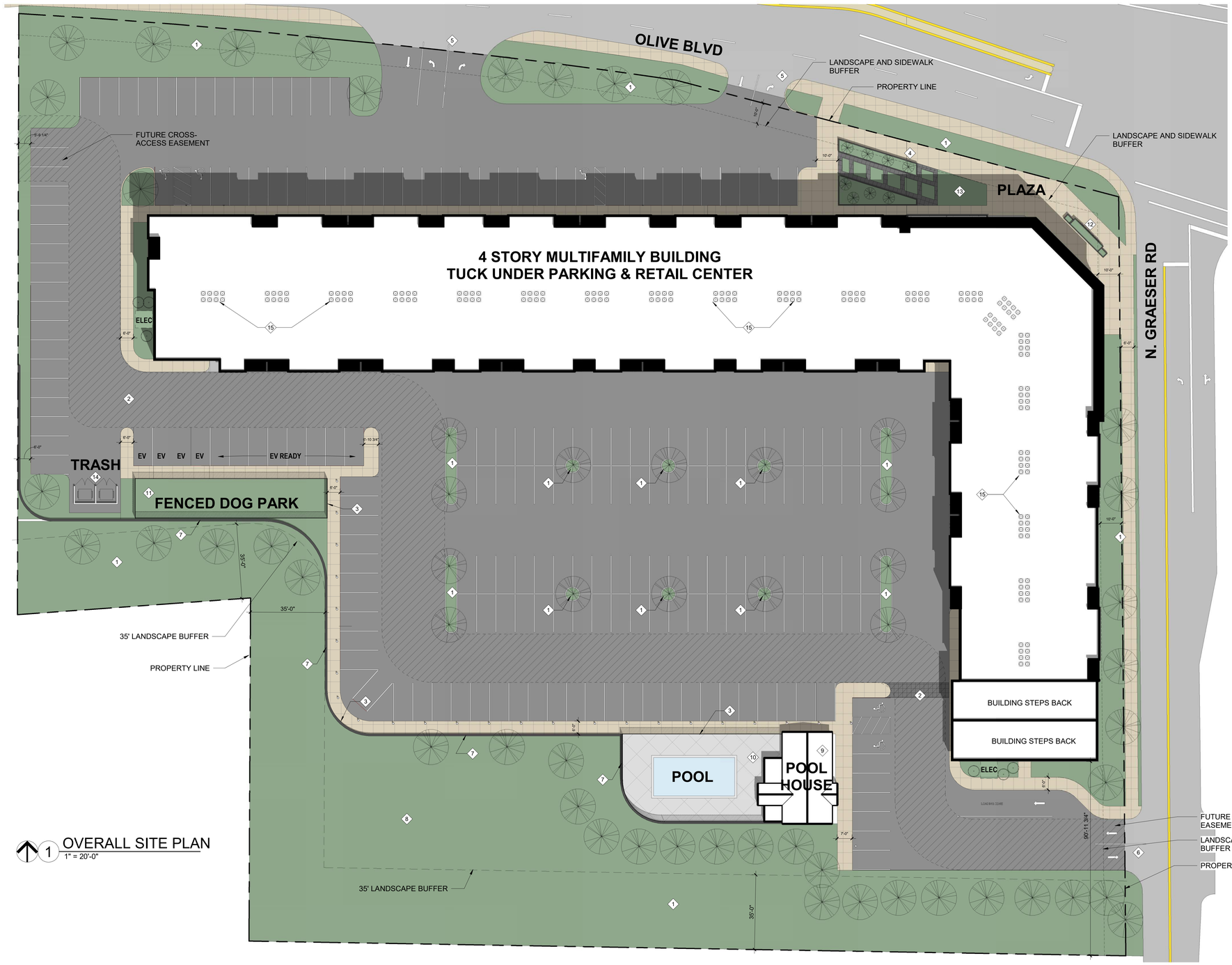
PROFESSIONAL RECORD

STATE OF MISSOURI
JOSHUA D GOODMAN
NUMBER A-2014051009
11/07/2025
ARCHITECT

Project Number:	**25.013**
Date:	**11/07/2025**
Status:	**P&Z APPROVAL**

COVER PAGE

A-00



1 OVERALL SITE PLAN
1" = 20'-0"

GENERAL NOTES SITE PLAN

1. LANDSCAPING (REFER TO LANDSCAPING SHEETS FOR SPECIFICATIONS)
2. PEDESTRIAN CROSSWALK INDICATED BY MATERIAL CHANGE
3. 6' ECHELON CLASSIC FENCE. (REFER TO 5 / A-7)
4. PLAZA TO INCLUDE SEATING, LANDSCAPING, AND BIKE RACKS
5. EXISTING CURB CUT
6. EXPANDED CURB CUT
7. RETAINING WALL (REFER TO CIVIL SHEETS FOR SPECIFICATIONS)
8. DETENTION / WATER RUN OFF (REFER TO CIVIL FOR SPECIFICATIONS)
9. POOL HOUSE TO ACCOMODATE EQUIPMENT AND RESTROOMS. DOG WASH AREA AND KITCHEN.
10. FENCED POOL AREA AND OUTDOOR AMENITY SPACE
11. FENCED DOG PARK (REFER TO 5 / A-7)
12. MONUMENT SIGNAGE
13. AREA FOR PUBLIC ART. (TBD)
14. TRASH ENCLOSURE (REFER TO 1 / A-7)
15. ROOFTOP HVAC UNITS

PARKING

TOTAL UNITS IN DEVELOPMENT:
- 157

TOTAL PARKING IN DEVELOPMENT:
- 250 SPACES (REFERENCE ATTACHED PARKING STUDY)
  (45 TUCK UNDER)
  (7 ADA)
  (4 ELECTRICAL VEHICLE + 8 EV FUTURE READY = 12 = 5% OF TOTAL PARKING (405.860))

SQUARE FOOTAGE

TOTAL RETAIL & RESTAURANT: 8,472 SF

TOTAL AMENITY: 10,530 SF

FIRST FLOOR GROSS: 32,390 SF

SECOND FLOOR GROSS: 44,125 SF

THIRD FLOOR GROSS: 44,125 SF

FOURTH FLOOR GROSS: 42,860 SF

TOTAL GROSS: 163,500 SF

RESIDENTIAL DENSITY CALCULATION: 157 UNITS/ 4.4 ACRES = 35.6

UNIT COUNT

LEVEL	UNIT TYPE	COUNT
1ST FLOOR	1 BED	4
1ST FLOOR	STUDIO BED	6
2ND FLOOR	1 BED	38
2ND FLOOR	2 BED	2
2ND FLOOR	STUDIO BED	11
3RD FLOOR	1 BED	38
3RD FLOOR	2 BED	2
3RD FLOOR	STUDIO BED	9
4TH FLOOR	1 BED	38
4TH FLOOR	2 BED	2
4TH FLOOR	STUDIO BED	7
TOTAL UNITS: 157		157

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4565 McRee Avenue, Suite 100
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GRAESER STATION MULTIFAMILY - RETAIL BUILDING
11004 OLIVE BLVD

#	DATE	DESCRIPTION

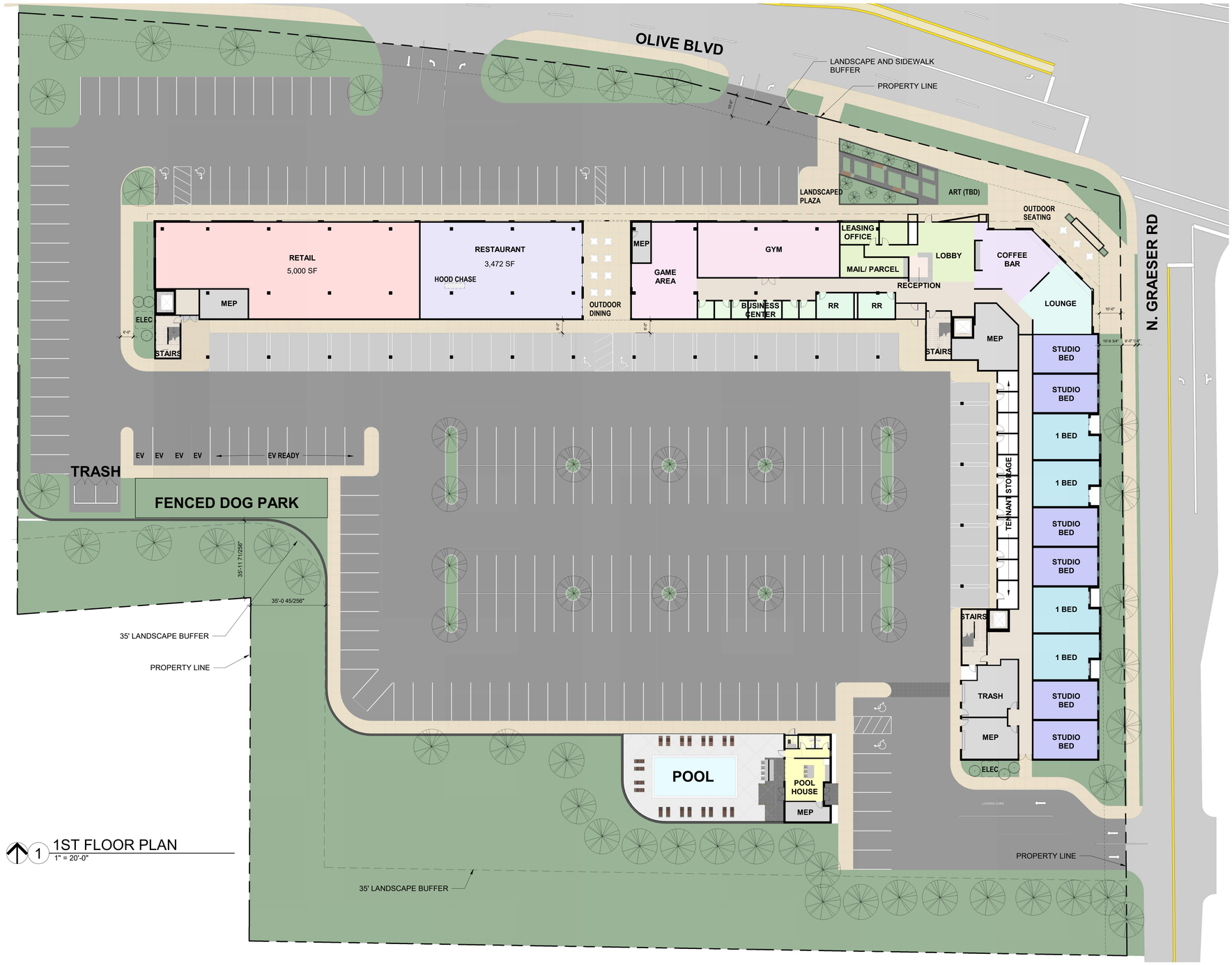
PROFESSIONAL RECORD

STATE OF MISSOURI
JOSHUA D GOODMAN
A-2007051009
11/07/2025
ARCHITECT

Project Number: **25.013**
Date: **11/07/2025**
Status: **P&Z APPROVAL**

SITE PLAN

A-0



1 1ST FLOOR PLAN
1" = 20'-0"

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11004 OLIVE BLVD

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STATE OF MISSOURI
JOSHUA D GOODMAN
A-2018051005
11/07/2025
ARCHITECT

Project Number: **25.013**
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FIRST FLOOR

A-1

1 2ND FLOOR PLAN
1" = 20'-0"

PARKING

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11/07/2025
ARCHITECT

Project Number: **25.013**
Date: **11/07/2025**
Status: **P&Z APPROVAL**

SECOND FLOOR

A-2

1 3RD FLOOR PLAN
1" = 20'-0"

PARKING

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THIRD FLOOR

A-3

1 4TH FLOOR PLAN
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2ND FLOOR	1 BED	38
2ND FLOOR	2 BED	2
2ND FLOOR	STUDIO BED	11
3RD FLOOR	1 BED	38
3RD FLOOR	2 BED	2
3RD FLOOR	STUDIO BED	9
4TH FLOOR	1 BED	38
4TH FLOOR	2 BED	2
4TH FLOOR	STUDIO BED	7
TOTAL UNITS: 157		157

HDA
4565 McRee Avenue, Suite 100
St. Louis, MO 63110
(314) 726-2500

GRAESER STATION MULTIFAMILY - RETAIL BUILDING

11004 OLIVE BLVD

#	DATE	DESCRIPTION

PROFESSIONAL RECORD

STATE OF MISSOURI
JOSHUA D GOODMAN
NUMBER A-2010051009
11/07/2025
ARCHITECT

Project Number: **25.013**
Date: **11/07/2025**
Status: **P&Z APPROVAL**

FOURTH FLOOR

A-4

1 OVERALL NORTH ELEVATION
1/16" = 1'-0"

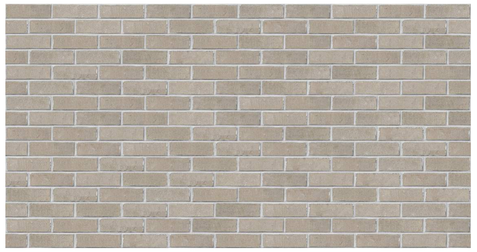
2 OVERALL SOUTH ELEVATION
1/16" = 1'-0"

3 OVERALL EAST ELEVATION
1/16" = 1'-0"

4 OVERALL WEST ELEVATION
1/16" = 1'-0"

5 SKY EXPOSURE DIAGRAM
1" = 30'-0"

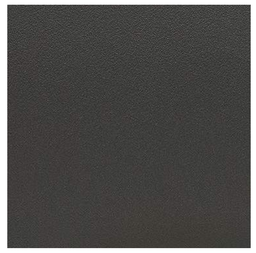
LARGE FORMAT MASONRY
USED AT RETAIL LEVEL



RUNNING BOND THIN BRICK VENEER
USED AT RESIDENTIAL LEVELS

PRECAST CORNICE DETAIL

ALLUMINUM
COMPOSITE PANELS



NICHIHA
TUFFBLOCK - STEEL

NICHIHA
CORBOSA (DARK)

HDA
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(314) 726-2500

GRAESER STATION MULTIFAMILY - RETAIL BUILDING
11004 OLIVE BLVD

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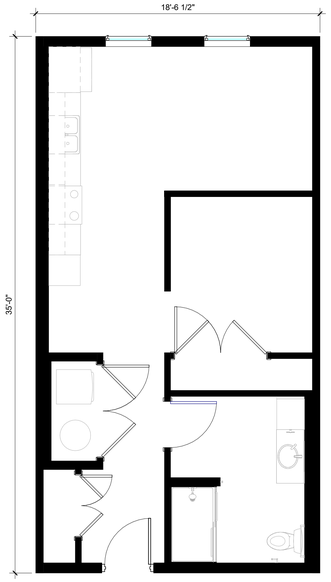
JOSHUA D GOODMAN
ARCHITECT
A-2019051009
11/07/2025

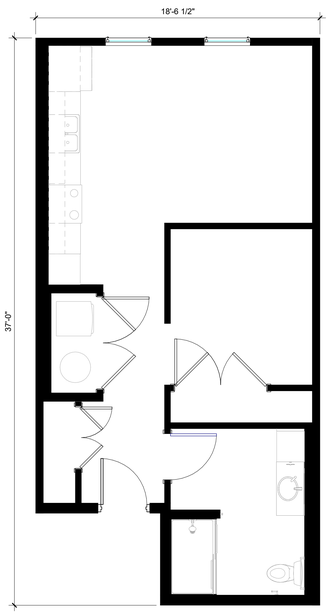
Project Number: **25.013**
Date: **11/07/2025**
Status: **P&Z APPROVAL**

ELEVATIONS

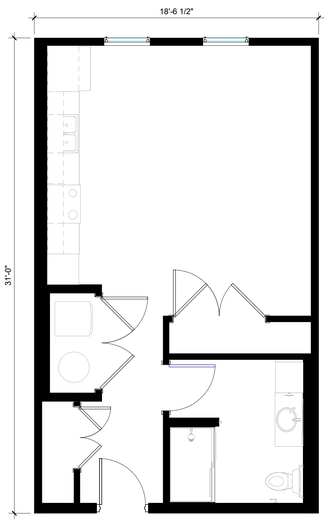
A-5



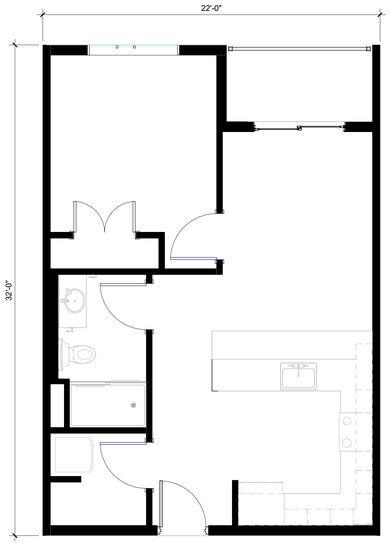
STUDIO 1 BEDROOM
649 SQFT



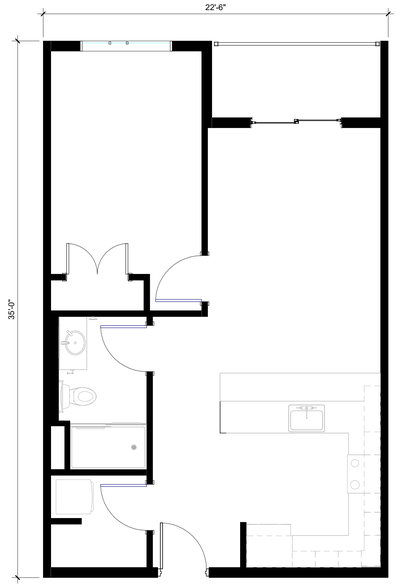
STUDIO 1 BEDROOM END
637 SQFT



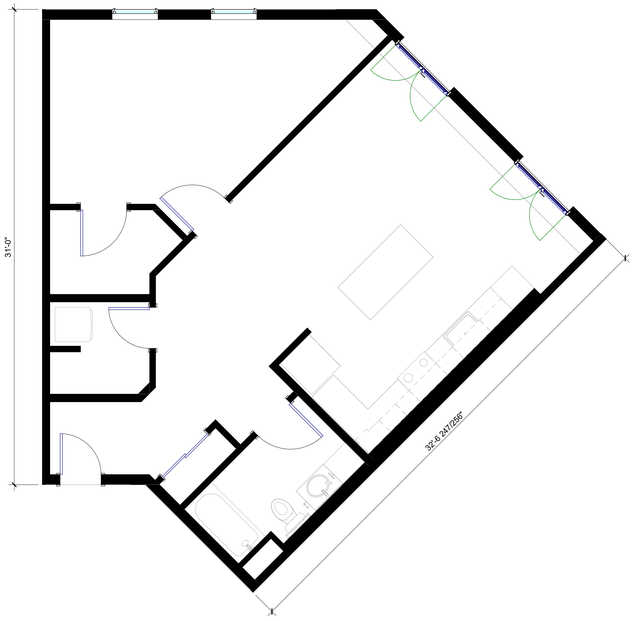
STUDIO 1 BEDROOM END
575 SQFT



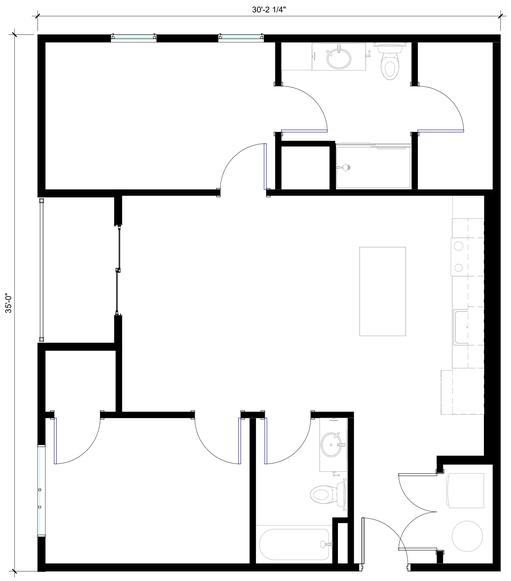
1 BEDROOM w/BALCONY - A
654 SQFT



1 BEDROOM w/BALCONY - B
730 SQFT



1 BEDROOM CORNER w/JULIETTE - A
1,028 SQFT



2 BEDROOM CORNER w/BALCONY - A
1,009 SQFT

2 BEDROOM w/BALCONY -
1,297 SQFT

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4565 McRee Avenue, Suite 100
St. Louis, MO 63110
(314) 726-2500

GRAESER STATION MULTIFAMILY - RETAIL BUILDING
11004 OLIVE BLVD

#	DATE	DESCRIPTION

PROFESSIONAL RECORD

STATE OF MISSOURI
JOSHUA D GOODMAN
NUMBER A-2010051009
11/07/2025
ARCHITECT

Project Number: **25.013**
Date: **11/07/2025**
Status: **P&Z APPROVAL**

UNIT LAYOUTS

A-6

HDA

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(314) 726-2500

GRAESER STATION MULTIFAMILY - RETAIL BUILDING

11004 OLIVE BLVD

#	DATE	DESCRIPTION

PROFESSIONAL RECORD

STATE OF MISSOURI
JOSHUA D GOODMAN
NUMBER A-2010051009
11/07/2025
ARCHITECT

Project Number: **25.013**
Date: **11/07/2025**
Status: **P&Z APPROVAL**

IMAGERY

A-8

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GRAESER STATION MULTIFAMILY - RETAIL BUILDING

11004 OLIVE BLVD

#	DATE	DESCRIPTION

PROFESSIONAL RECORD

STATE OF MISSOURI
JOSHUA D GOODMAN
A-2019051009
11/07/2025
ARCHITECT

Project Number:	**25.013**
Date:	**11/07/2025**
Status:	**P&Z APPROVAL**

IMAGERY

A-9

GREASER STATION - LANDSCAPE BUFFER RENDERING

11004 OLIVE BLVD

11/07/2025

OCTOBER 21, 2025

Graeser Station Parking Study

City of Creve Coeur, Missouri

Prepared for:

Creve Coeur Housing, LLC

2001 Shawnee Mission Parkway, Suite 250

Mission Woods, KS 66205

Prepared by:

Lochmueller Group

399 South Spring Avenue

Suite 208B

St. Louis, MO 63110

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Introduction

Lochmueller Group has prepared a parking study for the redevelopment of a parcel located in the southwest quadrant of Olive Boulevard (Missouri Route 340) and Graeser Road, in Creve Coeur, Missouri. The proposed redevelopment, to be known as Graeser Station, would remove the existing vacant multi-tenant retail building and replace it with a residential building with 4 stories, containing 160 dwelling units along with retail and restaurant space. While the specifics of the retail and restaurant users are not yet known, for the purposes of this study it was assumed that a 3,472 square foot (SF) quick-serve restaurant (QSR) with no drive-through, and an additional 5,000 SF of retail space would be provided. A total of 250 parking spaces are proposed for the site. Access to the site would be via the existing drives serving the property; a full access and a right-turn only drive on Olive Boulevard, and a full access drive on Graeser Road. **Figure 1** depicts the proposed development area. A preliminary plan for the proposed mixed-use development is shown in **Figure 2.**

Figure 1: Graeser Station Development Site

The objective of the parking study is to determine the sufficiency of the proposed parking supply (250 spaces) offered within Graeser Station as compared to the City of Creve Coeur's parking requirements as well as the anticipated parking demands given the mix of uses. To that end, the following study was prepared in accordance with the requirements of the City of Creve Coeur.

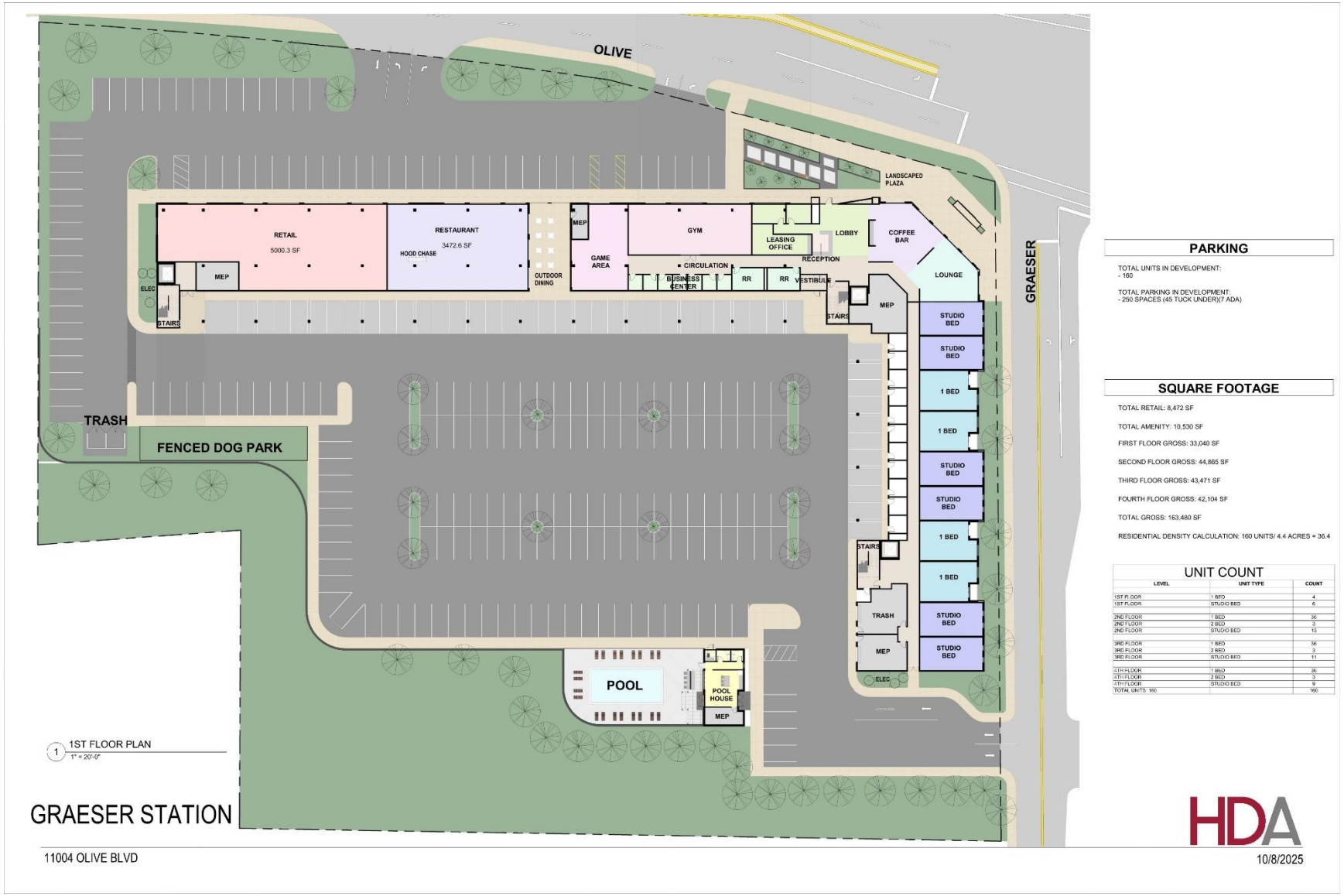


Figure 2: Preliminary Site Plan - (Provided by Others)

Parking Analysis

Lochmueller Group has completed a parking analysis for the proposed redevelopment to determine the amount of parking required by the governing agency as well as the parking demand expected to be generated by Graeser Station. The proposed residential uses would provide a four-story apartment building, comprised of a mix of studio, one-bedroom, and two-bedroom units, resulting in 160 total dwelling units. The commercial space could potentially include both retail and restaurant uses. A total of 250 parking spaces are to be provided on site.

City of Creve Coeur Parking Requirements

Baseline Code Requirements (Section 405.820)

The City of Creve Coeur has established baseline parking requirements to ensure developments provide sufficient parking for their businesses. *Section 405.820 – Required Off-Street Parking Spaces* of the City of Creve Coeur's code provides the number of spaces required for various land uses. Per the ordinance, the following parking is required to serve the proposed uses:

- *Section 405.820.B.2.b* - Multi-family uses shall provide two (2) parking spaces per dwelling unit for the first (1st) fifty (50) dwelling units; one and three-quarter (1¾) spaces per dwelling unit for the second (2nd) fifty (50) dwelling units; and one and one-half (1½) spaces per dwelling unit for all units in excess of one hundred (100) units.

- *Section 405.820.F.4* - General retail establishments (general merchandise, food, apparel and accessories and miscellaneous retail stores) require four (4) parking spaces per 1,000 square feet of floor area.

- *Section 405.820.F.5.a* - Restaurant facilities require one (1) parking space per every three (3) seats of maximum occupancy allowed under the conditional use permit plus one (1) parking space per every two hundred fifty (250) square feet of total building floor area.

Section 405.820.A lays out the methodology for computing the number of required spaces. "Floor area" shall mean the gross-floor area of the entire building of the specific use, excluding any floor or portion thereof used for parking. Where fractional spaces result, the parking spaces required shall be the next greater whole number. In the case of mixed uses, (including residential), the parking spaces required shall be computed separately for each use except as provided in Sections 405.800.G.3 & .4 and 405.820.H.6.b.

The residential portion of the building will consist of 160 units, resulting in a total of 278 parking spaces being required. The retail space, consisting of 5,000 square feet, will require 20 parking spaces. Finally, for the restaurant space, consisting of 3,472 sq ft (and presumed 100 seats), an additional 47 parking spaces would be required. **Table 1** summarizes the individual parking needs for each use, utilizing this baseline parking calculation.

Table 1. City of Creve Coeur Required Parking

Land Use	Number of Spaces
Residential	278
Retail	20
Restaurant	47
TOTAL	***345***

In total, the redeveloped site would require 345 parking spaces to satisfy the City's default Required Parking Spaces for each of the proposed uses. As proposed, the site would provide for a total of 250 parking spaces. Therefore, using this section of the code, the site would have a shortage of 95 parking spaces as compared to the City's zoning code established in Section 405.820, representing 27.6% less parking than required.

Joint Parking Provisions (Section 405.800.G)

Section 405.800.G of the City's code allows for parking within mixed use developments, such as proposed at Graeser Station, to review parking collectively (jointly). The code provision reads as follows:

> *Joint Parking Facilities*. Off-street parking facilities for different buildings, structures or uses or for mixed uses may be provided and used collectively or jointly in any zoning district in which separate off-street parking facilities for each constituent use would be permitted, subject to the following provisions:
>
> 1. The total number of spaces so located together is not less than the sum of the separate requirements for each use except as provided by Subsections (G)(3) and (G)(4) and Section 405.820(H)(6)(b).
> 2. A legally sufficient written agreement assuring the perpetual joint usage of said common parking for the combination of uses or buildings is properly drawn and executed by the parties concerned, approved as to form and execution by the City Attorney and filed with and made part of the application for a building permit.
> 3. Up to fifty percent (50%) of the parking spaces required for a theater (unless the theater's required parking spaces are based on the provisions of Section 405.820(H)(6)(b)) or other place of evening entertainment for a church or for multi-family dwelling units may be provided and used jointly by banks, offices, retail stores, repair shops, service establishments and similar uses not normally open, used or operated during evening hours if specifically approved by the Planning and Zoning Commission; and provided however, 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.

4. Land uses which do not meet the criteria of Subsection (G)(3) above but 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.

To summarize, the City's code via Sections 405.800.G.3 and 405.800.G.4 allow for up to fifty percent (50%) of the required parking to be jointly used by the various residential, retail and restaurant uses, as long as the Planning and Zoning Commission are satisfied that adequate parking will be provided. Given a total of 345 spaces are required on site, 173 parking spaces cannot be considered "shared" amongst the uses with any parking supply beyond the 173 parking spaces counting towards more than one use. Application of this methodology supports a reduction in the total number of parking spaces required for a mixed-use development, such as Graeser Station. Given the proposed site would provide 250 parking spaces, there would be 77 parking spaces that could be counted towards multiple uses within Graeser Station.

However, it should be noted that the code does have a provision that even if the Planning and Zoning Commission approves the application of joint parking at a site and thereby allows the site to provide less parking than the individual uses cumulatively require, the City Council can rescind said approval. Factors such as public nuisance and/or adverse effects to the public health, safety or welfare provide reasoning for City Council to rescind the joint parking approval. In such cases, additional parking must be provided by the owners within fifteen (15) days of written notice by the City Council.

Flexibility Under Planned Zoning Districts (Section 450.390)

Furthermore, The City's zoning ordinance establishes Planned Zoning Districts Section 405.390 to provide "a designed grouping of varied and compatible land uses…within one contained development." These districts are intended to enable flexibility and coordinated design that cannot be reasonably achieved under base zoning and its requirements.

Within this framework, the Planned Mixed-Use Development (PMD) district is defined as "a development…containing a mixture of commercial, residential, office, lodging, and miscellaneous service activities when acceptable to the area." Its purpose is "to provide sites for the development of a mixture of commercial and residential uses…compatible with surrounding neighborhoods," while promoting "efficient use of land and resources, a mix of amenities…and greater efficiency in public and utility services."

Section 405.390 makes clear that once approved, "the site concept plan and planned district ordinance replaces all prior zoning regulations…[and] shall govern the use, parking, loading, sign, bulk, space and yard regulations applicable to the subject property." This allows modifications to standards — including parking — so long as the project advances the stated purposes of the PMD and provides public benefits such as pedestrian connections, plazas, and architectural quality.

Graeser Station, with its mix of 160 residential units and retail and restaurant uses, directly fulfills the PMD purpose by delivering a true mixed-use environment, efficient land use, and urban amenities, thereby justifying consideration of a reduction in parking as compared to the standards set forth in Section 405.820. Reduced parking enables active streetscapes, pedestrian connectivity, and public space consistent with the code's intent and its framework for balancing flexibility with community benefit.

Therefore, the question with regards to Graeser Station's proposed parking supply becomes one of adequacy rather than simply meeting the code requirements set forth in Section 405.820. Is 250 parking spaces sufficient to accommodate the parking needs given the mix of uses proposed within Graeser Station? The adequacy of parking is often demonstrated via the completion of a shared parking study that evaluates the anticipated parking demand throughout a typical day as compared to the proposed supply. The following section will delve into the methodology, and associated calculations, applied to the parking demand associated with the proposed mixed uses at Graeser Station.

Anticipated Parking Demand

Parking demand can vary amongst land uses, and, at times, it is prudent to prepare demand-based parking space requirements analysis as part of site planning efforts. This exercise is often done as a means of avoiding excessively sized parking fields. An alternative parking analysis include estimates of parking demand based on recommendations of the American Planning Association (APA), Institute of Transportation Engineers (ITE), and/or other acceptable estimates collected from other sources (local data, etc.). For the purposes of this analysis, data provided by ITE in the *Parking Generation Manual*, 6th Edition, was utilized. The 6th Edition was published in October 2023 and represents the most up to date data pertaining to the parking demands associated with various land uses.

Given the number of floors within the building, Land Use Code 221 – *Multifamily Housing – 2+ BR (Mid-Rise)* was deemed appropriate given the multi-family would be comprised of four stories and a mix of studio, 1-bedroom and 2-bedroom units. Land Use Code 822 – *Strip Retail Plaza (<40 KSF)* was utilized for the retail space as it accounts for commercial establishments that are less than 40,000 square feet of gross leasable area. Finally, Land Use Code 933 – *Fast-Food Restaurant without Drive-Through Window* was used for the restaurant space, which is intended to be marketed as a quick serve restaurant (typically smaller space with counter service but seating provided, turnover occurs in less than an hour).

Per the Parking Generation Manual, peak parking demand is typically defined as the 85th percentile data point, whereas 85% of the time the parking demand would be equal to or less than this rate. Therefore, the 85th percentile rate was interpreted as the "peak parking demand." The parking analysis was based upon both weekday and Saturday peak parking demands, as parking demands fluctuated differently depending on the part of the week. Data pertaining to suburban locations with no nearby rail transit was utilized.

The variable applied to a land use to determine peak parking demand can vary. Number of dwelling units was utilized as the independent variable for Land Use Code 221. Square footage was utilized for both Land Use Code 822 and 933.

Table 2 summarizes the calculations for peak parking demand for the proposed residential development based upon number of dwelling units. It was calculated that 160 units would generate a peak parking demand of 232 parking spaces (Weekday and Saturday). It should be noted that the Saturday data

provided by ITE was based upon a small sample size; therefore, the peak parking demand for the Saturday was determined to be the same as a weekday.

Table 2. ITE Peak Parking Demand Calculations for Residential Development

Apartments	Land Use Code	# of Units	Peak Parking Demand Rate		Peak Parking Demand Calculated	
			Weekday	Saturday	Weekday	Saturday
Studio		39	1.45	1.45	56.55	56.55
1 Bedroom	221	112	1.45	1.45	162.4	162.4
2 Bedroom		9	1.45	1.45	13.05	13.05
Total for Apartments		160			232	232

Likewise, **Table 3** depicts the peak parking demand calculations for commercial uses based upon square footage. As can be seen, considering the two commercial uses together, they would generate a peak parking demand of 67 spaces during a typical weekday and 70 spaces during a typical Saturday.

Table 3. ITE Peak Parking Demand Calculations for Commercial Development

Land Use	Land Use Code	SF	Peak Parking Demand Rate		Peak Parking Demand Calculated	
			Weekday	Saturday	Weekday	Saturday
Retail	822	5,000	4.44	4.36	22	22
Restaurant	933	3,472	11.01	12.96	38	45
Total		8,472			60	67

In summary, per ITE's Parking Generation Manual, peak parking demand for all three uses is anticipated to be approximately 299 parking spaces. However, this assumes that the parking demand for all uses peaks simultaneously, when in reality, the differing land uses have temporal differences in their parking demand fluctuations.

Temporal fluctuations within the parking demand depending upon each land use's parking characteristics must be considered. The ITE *Parking Generation Manual* provides time of day parking distributions for various land use and supports that commercial and residential uses peak at different times throughout the weekday. Residential uses tend to peak in the late evening until the morning hours, with vehicles parked overnight. Conversely, commercial uses such as the retail and the restaurant uses tend to peak during the lunch and afternoon hours, when the residential demand is generally at 70% or less of its overall peak demand.

Using the hourly fluctuations in parking demand provided by ITE in the *Parking Generation Manual,* it is possible to estimate the proposed site's parking demand throughout a typical weekday and typical Saturday. **Table 4** summarizes the time-of-day parking distribution for a typical weekday while **Table 5** summarizes the parking demand throughout a typical Saturday. The tables summarize the parking demand for each of the land uses proposed, as well as the cumulative total parking demand. The percentage occupied, assuming 250 parking spaces are provided on site, is also shown for each hour.

Table 4. Hourly Parking Distribution – Typical Weekday

Hour	Residential Demand	Retail Demand	Restaurant Demand	Total Demand	% Occupied (250 spaces)
12:00 - 4:00 AM	232.00	--	--	232	93%
5:00 AM	222.72	--	--	223	89%
6:00 AM	199.52	--	--	200	80%
7:00 AM	178.64	--	--	179	72%
8:00 AM	153.12	4.18	--	158	63%
9:00 AM	139.20	7.26	3.80	151	60%
10:00 AM	132.24	10.34	7.60	151	60%
11:00 AM	127.60	12.10	15.20	155	62%
12:00 PM	120.64	19.58	38.00	179	72%
1:00 PM	116.00	22.00	35.34	174	70%
2:00 PM	120.64	16.06	30.40	168	67%
3:00 PM	118.32	16.06	20.14	155	62%
4:00 PM	132.24	14.52	12.54	160	64%
5:00 PM	143.84	15.40	15.20	175	70%
6:00 PM	150.80	16.50	14.06	182	73%
7:00 PM	157.76	15.40	7.60	181	72%
8:00 PM	174.00	11.88	12.54	199	80%
9:00 PM	190.24	10.56	7.60	209	84%
10:00 PM	201.84	--	3.80	206	82%
11:00 PM	211.12	--	--	212	85%

**Table cells with dashes indicate zero parking demand*

Table 5. Hourly Parking Distribution – Typical Saturday

Hour	Residential Demand	Retail Demand	Restaurant Demand	Total Demand	% Occupied (250 spaces)
12:00 - 4:00 AM	213.44	--	--	214	86%
5:00 AM	232.00	--	--	232	93%
6:00 AM	229.68	--	--	230	92%
7:00 AM	225.04	--	--	226	90%
8:00 AM	213.44	--	--	214	86%
9:00 AM	192.56	8.36	4.50	206	82%
10:00 AM	183.28	12.10	13.50	209	84%
11:00 AM	164.72	14.52	22.50	202	81%
12:00 PM	157.76	18.70	37.80	215	86%
1:00 PM	150.80	22.00	45.00	218	87%
2:00 PM	143.84	21.12	42.30	208	83%
3:00 PM	153.12	17.38	28.80	200	80%
4:00 PM	153.12	14.52	28.80	197	79%
5:00 PM	155.44	14.08	26.55	197	79%
6:00 PM	162.40	14.74	45.00	223	89%
7:00 PM	180.96	15.40	32.40	229	92%
8:00 PM	178.64	15.40	32.40	227	91%
9:00 PM	185.60	11.22	27.45	225	90%
10:00 PM	190.24	--	13.50	204	82%
11:00 PM	204.16	--	4.50	209	84%

**Table cells with dashes indicate zero parking demand*

As shown, the on-site parking demand at Graeser Station would be projected to reach a peak of 93% occupied during both the typical weekday and a typical Saturday. At that time, 232 parking spaces would be expected to be occupied, leaving a total of 18 parking spaces available. As expected, this peak would occur during the overnight/early morning hours when the residential parking demand is at its highest. However, at these times, the retail and restaurant uses would not be open for business and turnover of the parking spaces would be low.

During the daytime hours, whenever the retail and/or restaurant uses would be open for business, the weekday hourly parking demand fluctuates between a low of 60% occupied to a high of 84% occupied. Saturday's parking demand would be higher than a typical weekday since residents would remain on site

longer and often be present during the operating hours of the retail and/or restaurant uses. Hence, between 8 AM and midnight, the parking demand would vary between a low of 79% occupied to a high of 92% occupied, which is only slightly less than the overall peak parking demand that occurs overnight. Therefore, there will always be some open parking spaces on site.

When discussing parking conditions, it is imperative to understand the difference between "actual supply" versus "effective supply." Actual supply refers to the total number of spaces provided. For the proposed site, there is forecasted to be a surplus of actual parking spaces as compared to the hourly fluctuation in parking demand. The term effective supply refers to the total supply of parking spaces, adjusted to reflect the cushion needed to provide for vehicles moving in and out of spaces, spaces unavailable due to maintenance, mis-parked vehicles, and to reduce the time necessary for patrons to find the last few available spaces. The effective supply varies as to the user group and type of parking, but typically the effective supply is 85% to 95% of the total number of spaces. For service-oriented land uses, it is preferable not to exceed 90% of the total number of spaces, thereby allowing for ease of turnover and circulation. Residential uses, however, can close the gap between actual and effective and ideally utilize 95% or more of the proposed parking supply with minimal ramifications.

Based on the preceding analysis for Graeser Station, it is clear that the proposed 250 parking spaces would be sufficient overall. However, there would be times of day on a typical Saturday (lunch and dinner hours) when the number of surplus parking spaces would be constrained to less than 20 available spaces. During those times, patrons of the restaurant or retail may have to circulate before finding an available parking space.

Per Sections 405.800.G.3 and 405.800.G.4 of the City Code, up to fifty percent (50%) of the various uses required parking can be jointly used, assuming approval is granted by the City's Planning and Zoning Commission. Application of this to the proposed site indicates that 173 parking spaces cannot be considered "shared" amongst the uses, but any parking supply beyond the minimum 173 parking spaces can be counted towards more than one use. Given the proposed site would provide 250 parking spaces, there would be 77 parking spaces that could be counted towards multiple uses within Graeser Station.

Therefore, it is our opinion that the 250 parking spaces proposed at Graeser Station would be sufficient to accommodate the proposed mix of uses. Given the Code allows consideration for a reduction in the overall parking supply as compared to the total required for each individual use, it is our recommendation that the City's Planning and Zoning Commission consider approval of the proposed supply of 250 parking spaces, which represents a reduction of 27.6% of the total spaces required by the individual uses' parking requirements.

Conclusions

Lochmueller Group has completed a parking analysis for the proposed redevelopment, Graeser Station. The objective of the preceding parking study was to determine the sufficiency of the proposed parking supply (250 spaces) as compared to the City of Creve Coeur's parking requirements as well as the anticipated parking demands given the mix of uses. The proposed residential development would provide a four-story apartment building, comprised of a mix of studio, one-bedroom, and two-bedroom units, resulting in 160 total dwelling units. The commercial space could potentially include both retail and restaurant uses (5,000 SF of retail and 3,472 SF of a quick-served restaurant were assumed for the study).

Based on the preceding study, the following can be concluded:

- The City of Creve Coeur has established minimum parking requirements, requiring developments to provide sufficient parking for their businesses. Section 405.820 – Required Off-Street Parking Spaces of the City of Creve Coeur's code provides the number of spaces required for various land uses.
    - The residential portion of the building will consist of 160 units, resulting in a total of 278 parking spaces being required. The retail space, consisting of 5,000 square feet, will require 20 parking spaces. Finally, for the restaurant space, a restaurant consisting of 3,472 sq ft (and presumed 100 seats) would require 47 parking spaces.
    - In total, the redeveloped site would require 345 parking spaces to satisfy the Required Parking Spaces for each of the proposed uses.
    - As proposed, the site would provide for a total of 250 parking spaces. Therefore, Graeser Station would have a shortage of 95 parking spaces as compared to the City's zoning code, representing 27.6% less parking than required by the individual land uses proposed.
- Section 405.800.G of the City's code allows for parking within mixed use developments, such as proposed at Graeser Station, to review parking collectively (jointly). Per the City's code, up to fifty percent (50%) of the required parking is allowed to be jointly used by the various residential, retail and restaurant uses, as long as the Planning and Zoning Commission are satisfied that adequate parking will be provided.
    - Given a total of 345 spaces are required on site, 173 parking spaces cannot be considered "shared" amongst the uses with any parking supply beyond the minimum 173 parking spaces able to be counted towards more than one use within Graeser Station.
    - Application of this methodology supports a reduction in the total number of parking spaces required for Graeser Station. The preceding study adequately describes the anticipated parking conditions at Graeser Station that would be expected due to the proposed mix of uses.
- The adequacy of the proposed parking supply within Graeser Station was demonstrated via the completion of this shared parking study, which evaluated the anticipated parking demand throughout a typical day. Data provided by the Institute of Transportation Engineers in the Parking Generation Manual, 6th Edition, was utilized.
- The 160 residential units would generate a peak parking demand of 232 parking spaces on both a typical weekday and a typical Saturday.
    - The 5,000 SF of retail and 3,472 SF of restaurant space would generate a peak parking demand of 60 spaces during a typical weekday and 67 spaces during a typical Saturday.

- The peak parking demand for all three uses proposed within Graeser Station is anticipated to be approximately 299 parking spaces. However, this assumes that the parking demand for all uses peaks simultaneously, when in reality, differing land uses have temporal differences in their parking demand fluctuations.

- When considering temporal fluctuations in the peak parking demand for the various uses proposed within Graeser Station, the overall on-site parking demand would be projected to reach a peak of 93% occupied during both the typical weekday and a typical Saturday. At that time, 232 parking spaces would be expected to be occupied, leaving a total of 18 parking spaces available.

    - This peak would occur during the overnight/early morning hours when the residential parking demand is at its highest.

    - During the daytime hours, whenever the retail and/or restaurant uses would be open for business, the weekday hourly parking demand fluctuates between a low of 60% occupied to a high of 84% occupied. Saturday's parking demand varied between a low of 79% occupied to a high of 92% occupied.

- The proposed 250 parking spaces would be sufficient overall to accommodate the anticipated parking demand. However, there would be times of day on a typical Saturday (lunch and dinner hours) when the number of surplus parking spaces would be constrained to less than 25 available spaces. During those times, patrons of the restaurant or retail may have to circulate before finding an available parking space.

- The Code allows for consideration of a reduction in the overall parking supply as compared to the total required for each individual use. Therefore, it is our recommendation that the City's Planning and Zoning Commission consider approval of the proposed supply of 250 parking spaces at Graeser Station, which represents a reduction of 27.6% of the total spaces required by the individual uses' parking requirements.

- Graeser Station, with its mix of 160 residential units and retail and restaurant uses, directly fulfills the Planned Mixed-Use Development (PMD) district's purpose outlined in Section 405.390 by delivering a true mixed-use environment, efficient land use, and urban amenities, thereby justifying consideration of the requested reduction in parking as compared to the standards set forth in Section 405.820. Reduced parking enables active streetscapes, pedestrian connectivity, and public space consistent with the code's intent and its framework for balancing flexibility with community benefit.

The preceding study adequately describes the anticipated parking conditions at Graeser Station that would be expected due to the proposed mix of uses. Please contact our office at (314) 446-3791 if you have any questions or comments concerning this report.

Completed by Lochmueller Group, Inc

TECHNICAL MEMORANDUM

To: Jason Jaggi, City of Creve Coeur; Bethany Moore, City of Creve Coeur

From: Dan Shane, PE, PTOE

Subject: Graeser Station Parking Analysis, 2nd Review

Project No.: Work Order #3 (2403633.03)

Date: November 24, 2025

HR Green has reviewed the November 7, 2025 Response to Comments regarding the Graeser Station Parking Study and Conceptual Site Plan. We find the responses satisfactory and have no further technical comments. The parking analysis appropriately applies a conservative approach, recognizing that peak demands for individual land uses are unlikely to occur simultaneously, allowing for shared parking. However, the projected peak demand of 232 spaces compared to 250 available spaces offers limited flexibility for surges. Future changes in restaurant or retail use or density could further impact parking availability, particularly given the lack of options for additional on-site parking.

It should be noted that any changes to the preliminary site plan may require updates to the parking study. If you should have any questions regarding the comments and suggestions listed above, please feel free to contact me at 636.812.4211 or dshane@hrgreen.com.

Technical Report

Traffic Impact Study
Graeser Station Redevelopment

Olive Boulevard and Graeser Road
Creve Coeur, Missouri

Prepared By:

HRGreen

October 2025

HR Green Job No.: 2403633.03

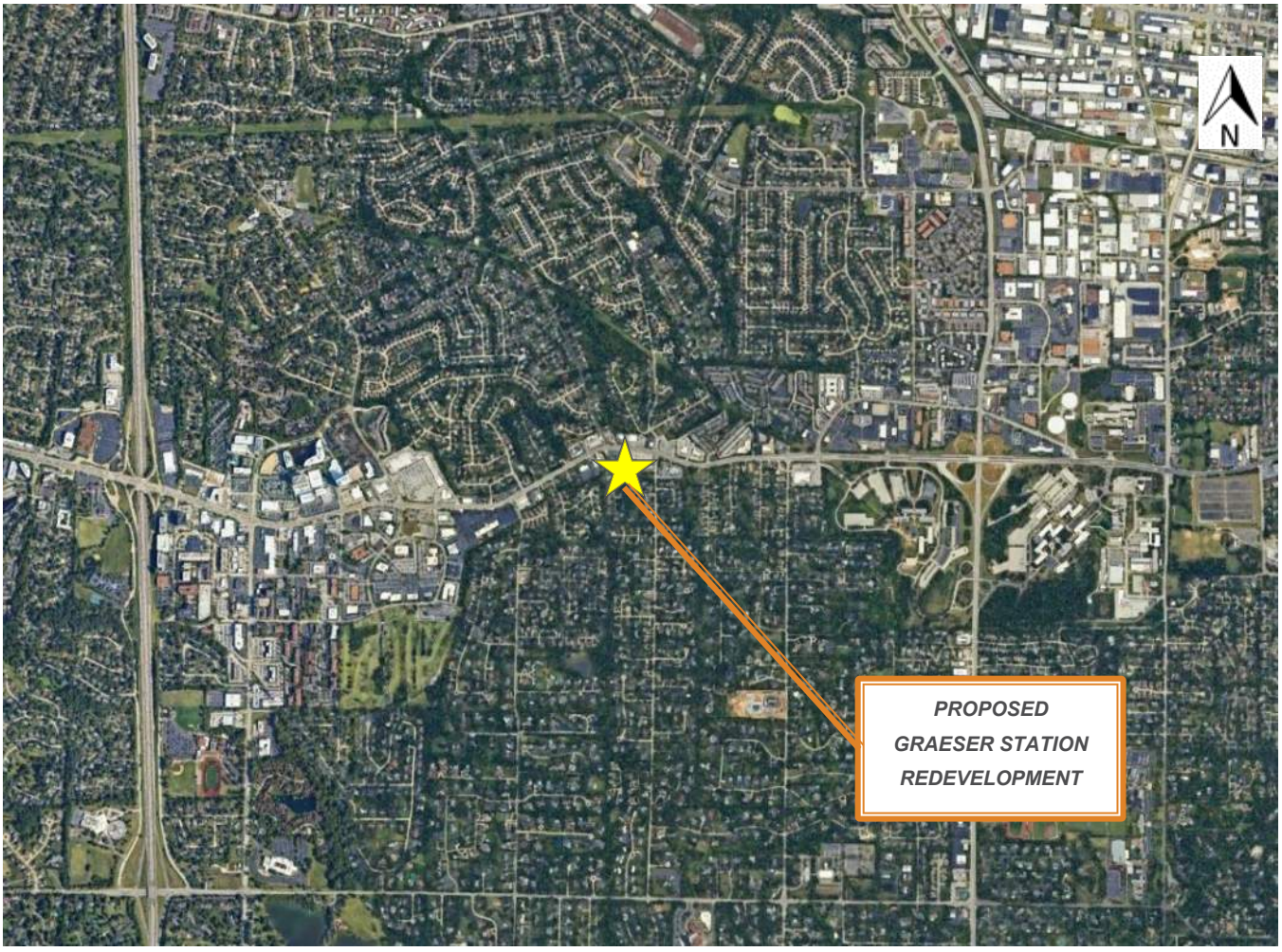
HRGreen

Introduction

A comprehensive traffic impact review has been conducted for the proposed Olive and Graeser mixed-use redevelopment, known as Graeser Station, which will include retail, restaurant, and residential components. The site is located in Creve Coeur, Missouri, southwest of the Olive Boulevard and Graeser Road intersection, as shown in **Figure 1**. The existing site currently consists of two abandoned strip malls.

This technical report provides a brief discussion of the existing conditions of the site, the expected traffic growth due to the redevelopment, and the associated impacts. It includes an analysis of trip generation, traffic assignment and distribution, and overall traffic impacts.

FIGURE 1 - DEVELOPMENT LOCATION



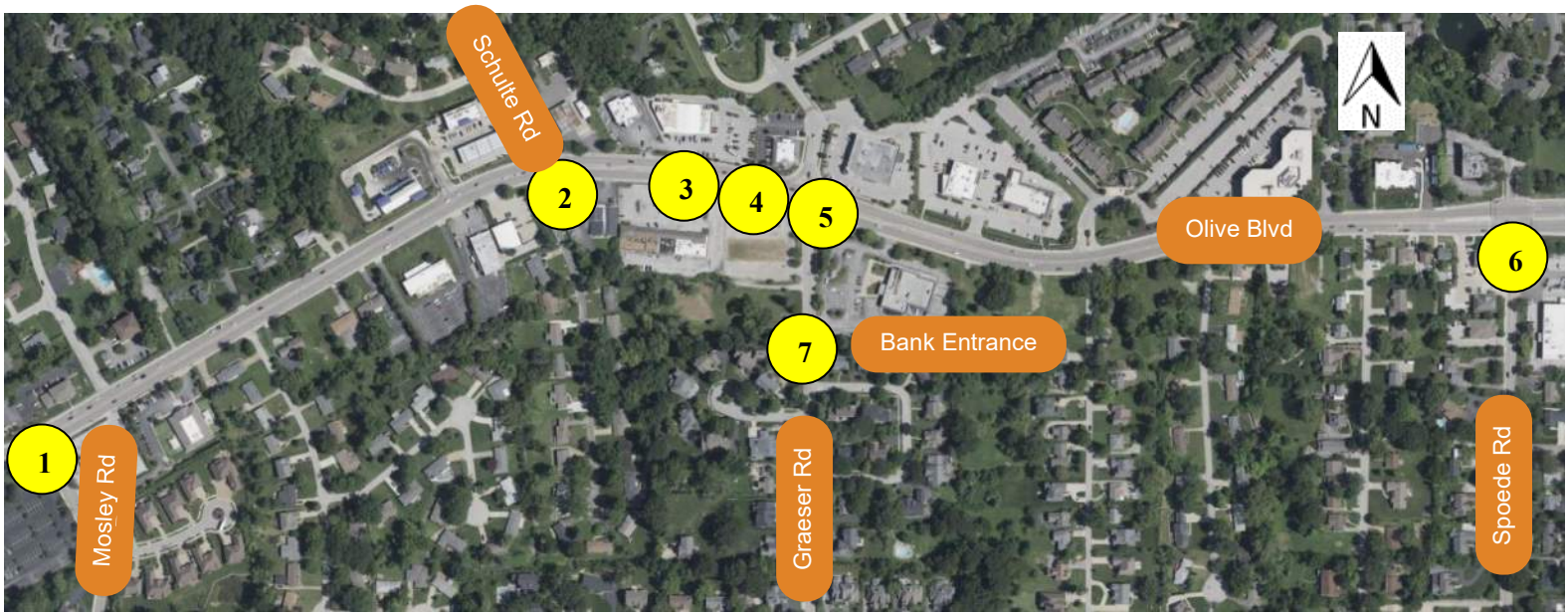
Project Scoping and Coordination

A project scoping meeting was held on June 18, 2025 with representatives from the City of Creve Coeur, MoDOT, the development team, and HR Green. Meeting notes can be found in **Appendix A**.

Existing Conditions

As part of the overall site assessment, a description of the street network, existing land use, and traffic characteristics is provided in the following sections.

FIGURE 2 – EXISTING ROADWAY NETWORK



Existing Street Network

The development site consists of two former strip malls situated on a 4.42-acre lot at the southwest corner of Olive Boulevard and Graeser Road. One of the strip malls has already been demolished, leaving an empty lot. The development is fronting Olive Boulevard and Graeser Road. To the north of the site are several retail and commercial properties, while to the east are a bank and residential units. The area to the south consists primarily of residential neighborhoods, and to the west are additional retail stores and housing. The primary access to the proposed redevelopment will be from Olive Boulevard and Graeser Road. Descriptions of the surrounding transportation network are provided below, organized by intersection number as shown in **Figure 2**.

1. ***Olive Boulevard and Mosley Road –*** Olive Boulevard, also designated as MO 340, is a principal arterial running through St. Louis County. It begins in Ballwin, passes through Creve Coeur, and extends eastward to University City. At this location, Olive Boulevard is configured as a five-lane roadway with a center two-way left-turn lane and a posted speed limit of 35 mph. Mosley Road, intersecting Olive Boulevard from the north, is classified as a two-lane minor collector with a posted speed limit of 30 mph. The Olive Boulevard/Mosley Road intersection is signalized and located approximately one mile east of the I-270 junction. The westbound approach on Olive Boulevard consists of a dedicated left-turn lane and two through lanes, while the eastbound approach includes one through lane and one shared through/right-turn lane. The northbound approach on Mosley Road provides one left-turn lane and one right-turn lane.

2. ***Olive Boulevard and Schulte Road / Mary Meadows Lane –*** Schulte Road is a two-lane major collector with a posted speed limit of 35 mph. Mary Meadows Lane is a local road that serves an enclosed, cul-de-sac community; there is no posted speed limit at Mary Meadows Lane. Olive Boulevard intersects Schulte Road at a signalized intersection located approximately 1,675 feet east of the Olive Boulevard/Mosley Road intersection. At this location, the eastbound and westbound approaches on Olive Boulevard each consist of one dedicated left-turn lane, one through lane, and one shared through/right-turn lane. The northbound approach on Mary Meadows Lane consists of a single shared left/through/right lane, while the southbound approach provides a dedicated left-turn lane and one shared through/right-turn lane.
3. ***Olive Boulevard and West Entrance / Retail Drive –*** Olive Boulevard intersects West Entrance under side-street stop control approximately 425 feet east of the Olive Boulevard/Schulte Road intersection. The primary entrance to the proposed redevelopment will be located south of Olive Boulevard via West Entrance. At this intersection, the center two-way left-turn lane transitions into a dedicated left-turn lane. As a result, both the eastbound and westbound approaches consist of a dedicated left-turn lane, one through lane, and one shared through/right-turn lane. The northbound approach consists of a dedicated left-turn lane and one shared through/right-turn lane, while the southbound approach consists of a single shared left/through/right lane.
4. ***Olive Boulevard and Middle & East Entrances –*** Olive Boulevard intersects the Middle and East Entrances under side-street stop control. These entrances operate as a right-in/right-out (RIRO) due to the presence of a median that prohibits left-turn movements to and from Olive Boulevard. At these locations, the westbound approach consists of one through lane and one shared through/right-turn lane, while the northbound approach consists of a dedicated right-turn lane. Because the easternmost entrance will be removed as part of this project, no further analysis was completed.
5. ***Olive Boulevard and Graeser Road / Dautel Lane*** – Olive Boulevard intersects Graeser Road/Dautel Lane with a traffic signal approximately 175 feet east of the East Access. Graeser Road is classified as a minor collector with a posted speed limit of 30 mph, while Dautel Lane is a local street with a posted speed limit of 25 mph. At this intersection, the westbound approach consists of a dedicated left-turn lane, a through lane, and a shared through/right-turn lane. The eastbound approach consists of a dedicated left-turn lane, two through lanes, and a dedicated right-turn lane. Both the northbound and southbound approaches consist of a dedicated left-turn lane and a shared through/right-turn lane.
6. ***Olive Boulevard and Spoede Road*** – Olive Boulevard intersects Spoede Road with a traffic signal located approximately 2,000 feet east of Graeser Road. Spoede Road functions as a major collector with a posted speed limit of 30 mph. At this intersection, the westbound approach consists of a dedicated left-turn lane, a through lane, and a through/right-turn lane, while the eastbound approach consists of a dedicated left-turn lane, two through lanes, and a dedicated right-turn lane. Both the northbound and southbound approaches consist of a dedicated left-turn lane and a shared through/right-turn lane.
7. ***Graeser Road and Bank Entrance –*** Graeser Road intersects the First Community Credit Union Bank Entrance with a side-street stop control approximately 300 feet south of the intersection of

Graeser Road and Olive Boulevard. At this intersection, the westbound approach consists of a dedicated left-turn lane and a dedicated right-turn lane. The northbound approach consists of a shared through/right-turn lane, while the southbound approach consists of a shared left/through lane.

Existing lane configurations and intersection spacing can be seen in **Exhibit 1.**

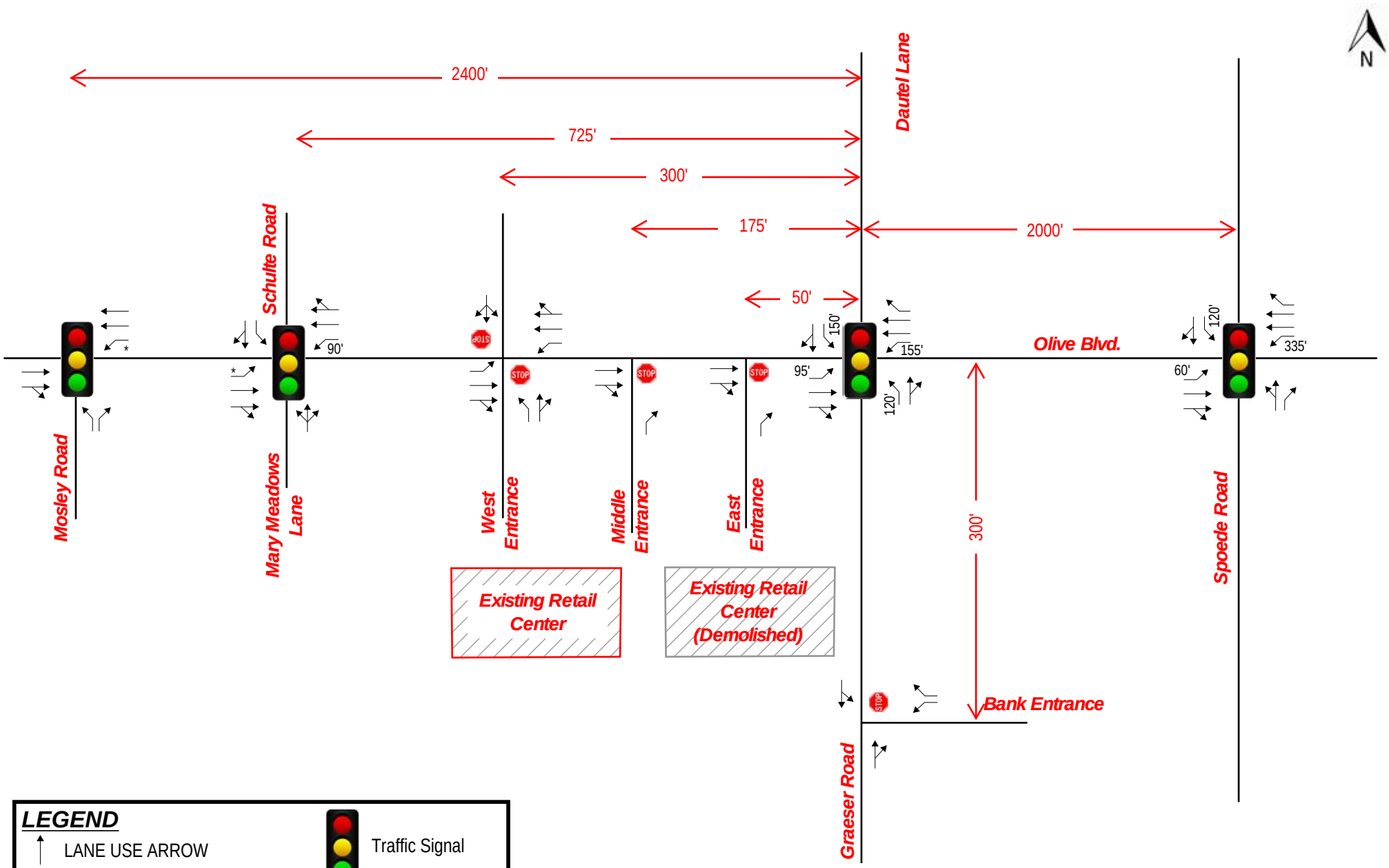
Existing Traffic Volumes

Peak hour turning movement counts were collected on Tuesday, August 26th, 2025, from 6:30 AM to 6:00 PM at the following study intersections:

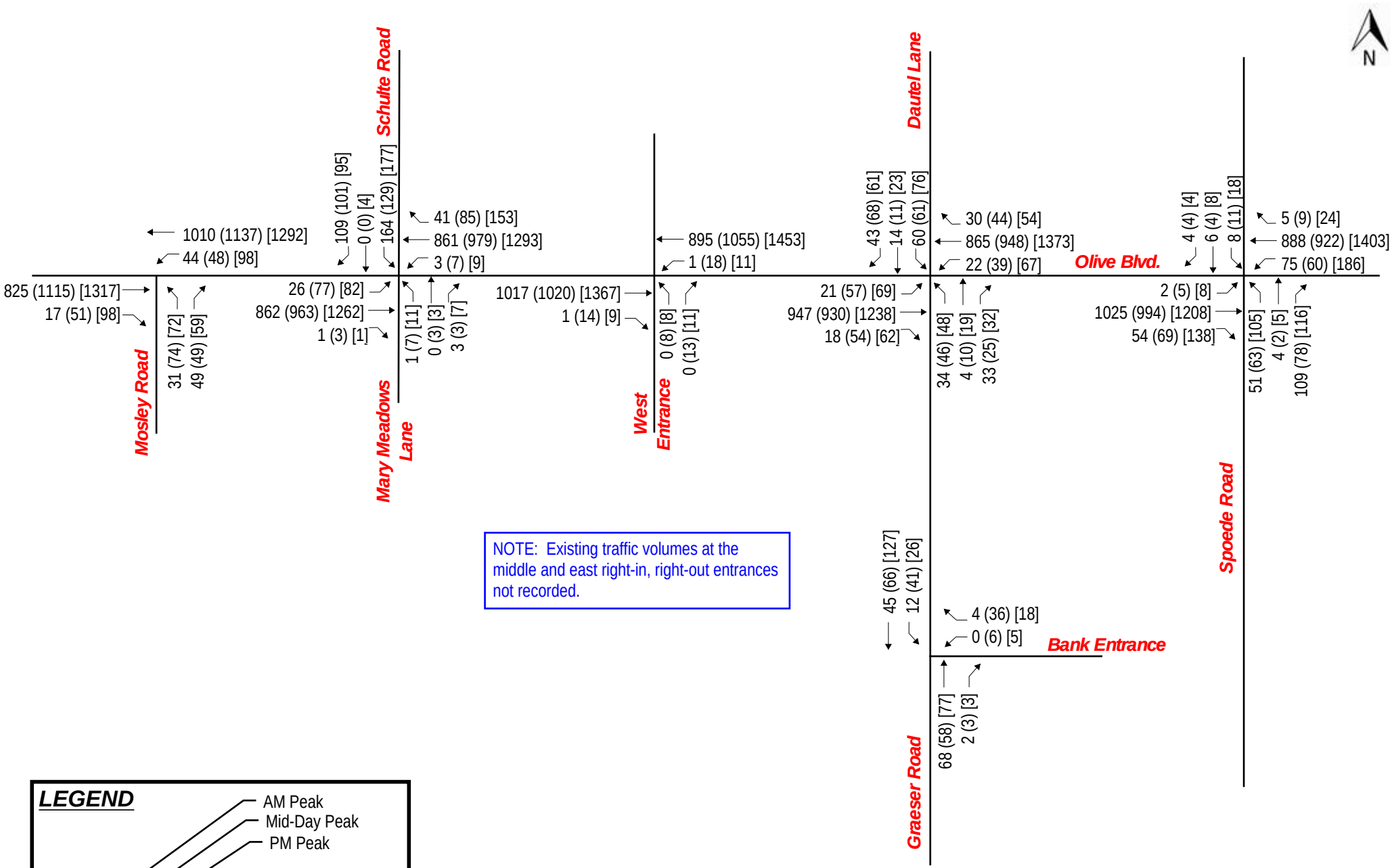
- **Olive Boulevard and Mosley Road**
- **Olive Boulevard and Schulte Road**
- **Olive Boulevard and West Entrance / Retail Drive**
- **Olive Boulevard and Graeser Road / Dautel Lane**
- **Olive Boulevard and Spoede Road**
- **Graeser Road and Bank Entrance**

The morning, mid-day, and afternoon traffic periods were reviewed to establish peak hours of traffic that would be associated with a typical weekday. Based on the observed traffic data collection, the peak hours were determined to be 7:00 AM – 8:00 AM, 11:45 AM – 12:45 PM, and 4:30 PM – 5:30 PM.

The raw traffic count information is provided in **Appendix B**, and the resulting Existing Year 2025 peak hour traffic volumes are depicted in **Exhibit 2.**



Existing Lane Configurations



Existing 2025
Peak Hour Volumes

2025 Exisitng Traffic Operations

The intersection capacity analysis was completed with Synchro, Version 12 software to measure the effectiveness of the intersections in terms of vehicle delay and expected queuing. Analysis was completed at each of the intersections with existing traffic volumes and lane configurations during morning, mid-day, evening, and Saturday peak hours of commuter traffic.

The study intersections were each analyzed to determine how they would operate, known as Level-of-Service (LOS). LOS criteria are outlined in the 7th Edition of the *Highway Capacity Manual (HCM)* for signalized and unsignalized intersections. The HCM defines LOS as a measure of the quality of traffic flow. There are six different levels of service for each facility type, each representing a range of operating conditions as indicated by amounts of average delay expected per entering vehicle. Each level of service is designated a letter from "A" to "F", with "A" being the least congested (free flow condition) and "F" being the highest congestion (least desirable condition). LOS thresholds for stop-controlled intersections differ from those with traffic signal control to reflect different driver expectations with respect to delay.

Table 1 summarizes the criteria for both signalized and unsignalized intersections, as defined in the Highway Capacity Manual. LOS 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 considered acceptable for peak period conditions in urban and suburban areas. LOS E and F are shown in yellow and red, respectively, to highlight movements with degraded capacity levels.

TABLE 1: INTERSECTION LEVEL OF SERVICE

*Level of Service (LOS)**	*Average Control Delay (Seconds/vehicle)*	
	Signalized Intersection	*Two-Way Stop Control Intersection*
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Source: Transportation Research Board, Highway Capacity Manual, 2010.
* LOS = F when volume to capacity ratio is greater than 1

The following intersection capacity results are based on Synchro files provided by MoDOT.

Stop-controlled intersections were analyzed using the HCM 7 methodology within Synchro to isolate their performance from upstream and downstream signal influences. For signalized intersections, existing signal timing plans provided by MoDOT were utilized; therefore, the standard Synchro signal analysis tool was employed for these locations in this study.

The Intersection of Olive Boulevard and East Entrance data were derived from the westbound volumes of the intersection of Olive Boulevard and West Entrance.

In this report, the PM peak consists of the highest volumes associated with the new development; therefore, the discussion will be focused on the PM peak. However, intersection capacity analysis summary tables will include results of all peak periods.

Olive Boulevard and Mosley Road – Traffic operations at this intersection indicate that all movements operate at LOS B or better, except for the northbound left-turn movement, which operates at LOS E during all peak periods. During the PM peak, the northbound left-turn experiences an average delay of 66.9 seconds per vehicle, with a corresponding queue length of 125 feet.

Olive Boulevard and Schulte Road – Traffic operations indicate that all movements operate at LOS E or better during all peak periods, except for the eastbound left-turn movement during the PM peak, which operates at LOS F, with a delay of 80.7 seconds per vehicle and a queue length of 125 feet during the PM peak.

Olive Boulevard and West Entrance – Traffic operations indicate that all movements operate at LOS C or better during all peak periods, except for the northbound left-turn movement, which operates at LOS F during the Midday and PM peaks, with a delay of 160.1 seconds per vehicle and a length of 50 feet during the PM peak.

Olive Boulevard and Middle Entrance – Traffic operations indicate that all movements operate at LOS C or better during all peak periods. The northbound right-turn movement during the PM peak operates at LOS C, with an average delay of 15.8 seconds per vehicle and a queue length of 25 feet.

Olive Boulevard and Graeser Road / Dautel Lane – Traffic operations indicate that all movements operate at LOS C during all peak periods, except for the northbound and southbound left-turn movements, which operate at LOS E during all peaks. The southbound left-turn movement during the PM peak experiences an average delay of 74.2 seconds per vehicle, with a queue length of 125 feet, while the northbound left-turn movement has a 67.9-second delay with 100 feet of queue during the PM peak.

Graeser Road and Bank Entrance – Traffic operations indicate that all movements operate at LOS B or better during all peak periods. The westbound left-turn movement during the PM peak records an average delay of 10.4 seconds per vehicle, with no significant queueing observed.

Olive Boulevard and Spoede Road – Traffic operations indicate that all movements operate at LOS D or better during all peak periods, except for the northbound left-through movement, which operates at LOS E during all peaks. The PM peak records the highest delay of 79.2 seconds per vehicle, with a queue length of 175 feet.

The traffic operation delays, LOS, and queues of the Existing Conditions 2025 traffic volume scenario can be seen in the summary table located within **Table 2.** Detailed intersection capacity analysis worksheets can be found in **Appendix C.**

TABLE 2: EXISTING 2025 TRAFFIC OPERATION

Location / Critical Movements	2025 Existing								
	AM Peak Hour			Mid-Day Peak Hour			PM Peak Hour		
	Delay	LOS	Queue	Delay	LOS	Queue	Delay	LOS	Queue
Olive Blvd. and Mosley Road									
EB Thru/Right	5.2	A	150'	4.2	A	125'	5.7	A	175'
WB Left	2.2	A	25'	4.7	A	25'	8.7	A	M25
WB Thru	4.5	A	175'	9.0	A	400'	8.4	A	275'
NB Left	64.5	E	75'	60.8	E	125'	66.9	E	125'
NB Right	18.4	B	25'	15.6	B	50'	15.4	B	50'
Total	**6.2**	**A**		**8.6**	**A**		**9.0**	**A**	
Olive Blvd. and Schulte Road									
EB Left	7.6	A	25'	3.8	A	25'	80.7	F	M125
EB Thru/Right	9.1	A	275'	4.8	A	325'	8.9	A	550'
WB Left	2.3	A	M25	4.6	A	25'	6.1	A	25'
WB Thru/Right	3.9	A	100'	11.2	B	325'	21.5	C	650'
NB Left/Thru/Right	42.2	D	25'	43.7	D	50'	44.3	D	50'
SB Left	73.6	E	225'	70.2	E	175'	75.4	E	225'
SB Thru/Right	1.3	A	0'	1.9	A	0'	10.8	B	50'
Total	**11.7**	**B**		**11.6**	**B**		**21.0**	**C**	
Olive Blvd. and West Entrance									
WB Left	11.5	B	0'	10.8	B	25'	12.6	B	25'
NB Left	0.0	A	0'	55.5	F	25'	160.1	F	50'
NB Right	0.0	A	0'	12.8	B	25'	15.1	C	25'
Olive Blvd. and Middle Entrance									
NB Right	0.0	A	0'	10.4	B	25'	15.7	C	25'

Olive Blvd. and Graeser Road									
EB Left	2.8	A	M25	1.6	A	M25	4.2	A	M25
EB Thru/Right	7.0	A	125'	4.1	A	75'	7.4	A	125'
WB Left	3.2	A	25'	2.3	A	25'	4.1	A	M25
WB Thru	8.2	A	225'	5.1	A	125'	10.4	B	450'
WB Right	0.6	A	25'	0.5	A	0'	1.0	A	M25
NB Left	59.7	E	75'	61.8	E	75'	67.9	E	100'
NB Thru/Right	19.5	B	25'	24.8	C	50'	26.1	C	50'
SB Left	73.2	E	100'	64.9	E	100'	74.2	E	125'
SB Thru/Right	22.7	C	50'	19.3	B	75'	22.3	C	75'
Total	**11.1**	**B**		**8.2**	**A**		**12.5**	**B**	
Graeser Road and Bank Entrance									
WB Left	0.0	A	0'	10.0	B	0'	10.4	B	0'
WB Right	8.8	A	0'	8.8	A	25'	9.0	A	25'
SB Left	7.4	A	0'	7.4	A	25'	7.5	A	25'
Olive Blvd. and Spoede Road									
EB Left	3.5	A	M25	2.6	A	M25	1.2	A	M25
EB Thru/Right	17.0	B	550'	10.5	B	400'	14.8	B	375'
WB Left	4.8	A	M25	2.8	A	M25	20.5	C	M150
WB Thru	2.6	A	75'	2.2	A	M75	3.4	A	150'
WB Right	0.0	A	M0	0.0	A	M0	0.0	A	M0
NB Left/Thru	74.8	E	100'	68.8	E	100'	79.2	E	175'
NB Right	23.5	C	100'	7.7	A	50'	11.6	B	75'
SB Left	53.2	D	25'	49.0	D	25'	51.8	D	50'
SB Thru/Right	38.9	D	25'	33.2	C	25'	36.5	D	25'
Total	**12.6**	**B**		**9.1**	**A**		**12.6**	**A**	

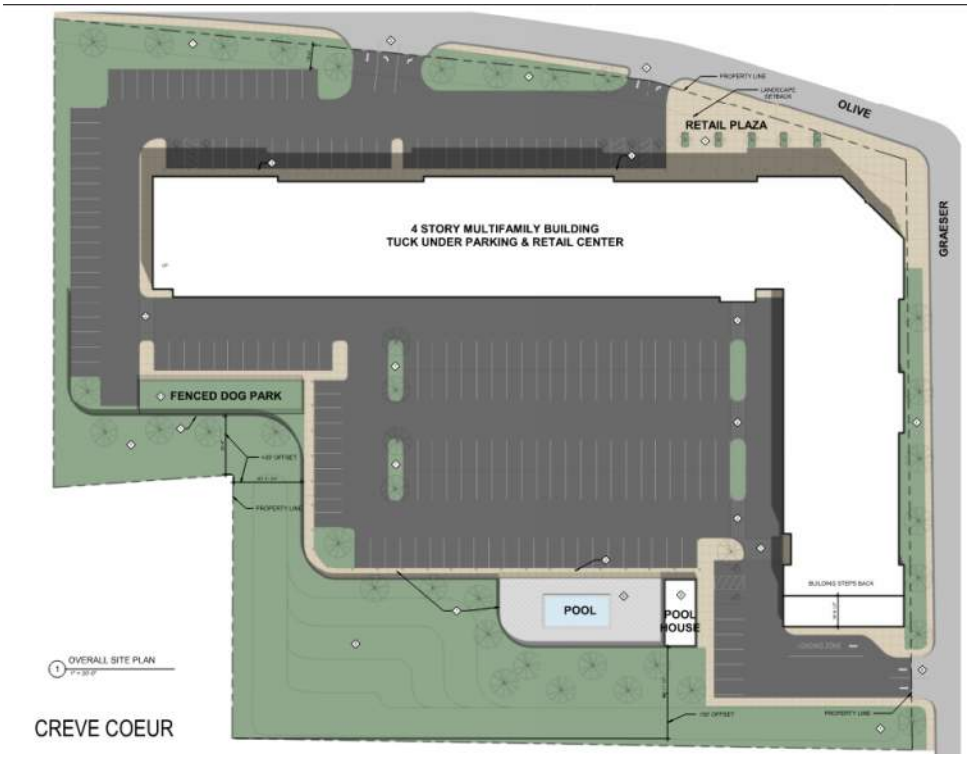
Future Conditions

The future conditions of the proposed development and the associated modifications to the site access drives are discussed in this section. This includes anticipated changes to West Entrance, East Entrance, and Bank Entrance, as well as their impacts on Olive Boulevard and Graeser Road. In addition, the analysis considers the effects of traffic generated by the development on the surrounding street network, along with the cumulative impacts of other planned developments along Olive Boulevard.

The proposed development will be constructed on a 4.42-acre parcel currently occupied by one strip plaza unit that is partially occupied and still generates a small amount of traffic. This strip plaza will be demolished as part of this project. A second strip plaza unit was recently demolished in late 2023. The new project will consist of a four-story multi-family building with ground floor parking and retail. The residential component will consist of 160 residential units (38 Studios, 112 one-bedroom units, and 10 two-bedroom units), approximately 7,000 square feet of ground-floor commercial space, and a 3,000-square-foot high-turnover restaurant.

At the northern frontage along Olive Boulevard, two access points are proposed. The first, West Entrance (Site Drive 1), will continue to operate as a full-access driveway, and the second, Middle Entrance (Site Drive 2), will continue to function as a right-in/right-out (RIRO) access. The existing East Entrance will be removed as part of this project. On the southern side of the site, the South Drive (Site Drive 3) will be positioned to align with Bank Entrance on the east side of Graeser Road. This location will continue to operate under side-street stop control, with no other modifications anticipated to the surrounding street network. **Figure 3** below illustrates the proposed development site plan, dated 7/14/2025.

FIGURE 3 – DEVELOPMENT SITE PLAN



Future Traffic Volumes

Trip Generation – Traffic generated by the proposed site was estimated using the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th edition*. This document is widely-used as an industry standard for estimating the number of peak period trip ends, a combination of inbound and outbound traffic, based on specific types of development and density. For the purposes of this traffic impact study, the ITE land uses which most accurately represent the Graeser Station Development are Mid-Rise Residential with Ground-Floor Commercial (Land Use 231), this land development accounts for both the residential units and the commercial/ retail ground floor, however, it doesn't count for the proposed restaurant, therefore the Land Use High-Turnover (Sit-Down) Restaurant (Land Use 932) was used in addition to the 231 land use. It is important to note that the most current version of the Trip Generation Manual now considers impacts associated with regional settings/locations to provide a more accurate estimation. For this traffic impact study, the setting/location was "General Urban/Suburban", filtered by the Midwest Region.

It is anticipated that the proposed development will generate traffic volumes comparable to or even lower than those produced by the existing two strip plazas when fully occupied, given the nature and scale of the retail centers.

Many new developments with commercial or retail land uses may consider the impacts of pass-by trips, or traffic already on the adjacent public street network that diverts into the proposed site. Therefore, these would not be considered "new" to the area. For this development, due to the relatively small proportion of commercial and restaurant space compared to the overall site density, pass-by trips were not applied as a conservative approach.

Trip adjustments were also considered to account for internal capture, which occurs when patrons visit multiple uses within the same development under a single trip. For example, a resident of the apartment building may also patronize the ground-floor commercial space or restaurant. According to the *ITE Trip Generation Manual, 12th edition*, the residential Land Use 231 already accounts for any internal capture between the residential units and commercial space, but the restaurant Land Use 932 does not. As a conservative measure, no internal capture reduction was applied to the restaurant. A summary of the projected trip generation is provided in **Table 3**.

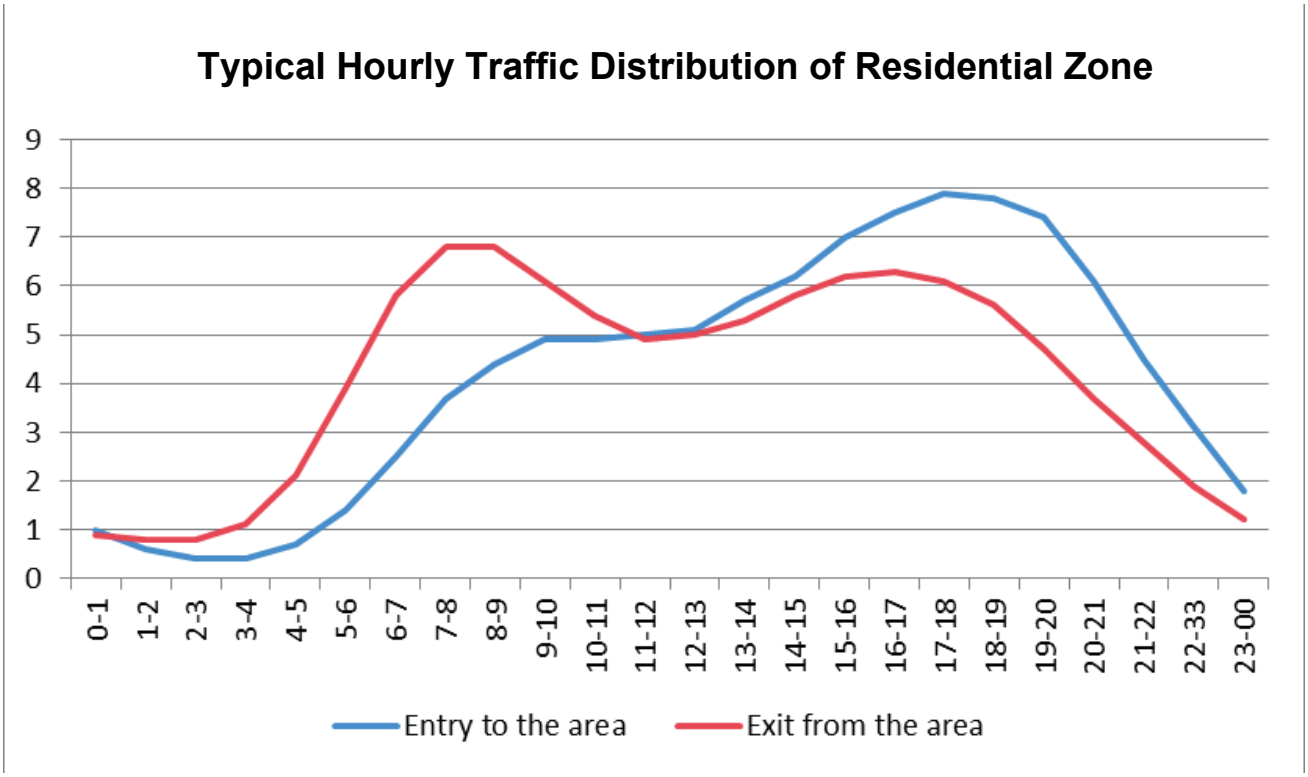
TABLE 3 – TRIP GENERATION

TRIP GENERATION							
Land Use	Units	AM Peak Hour		Mid-Day (2) Peak Hour		PM Peak Hour	
		In	Out	In	Out	In	Out
Mid-Rise Residential with Ground-Floor Commercial (ITE Land Use 231)	160 Dwelling Units	16	38	28	12	45	19
High Turnover (Sit-Down) Restaurant (ITE Land Use 932) (1)	3,000 GFA	7	4	15	8	19	11
Net Trips (New)		**23**	**42**	**43**	**20**	**64**	**30**

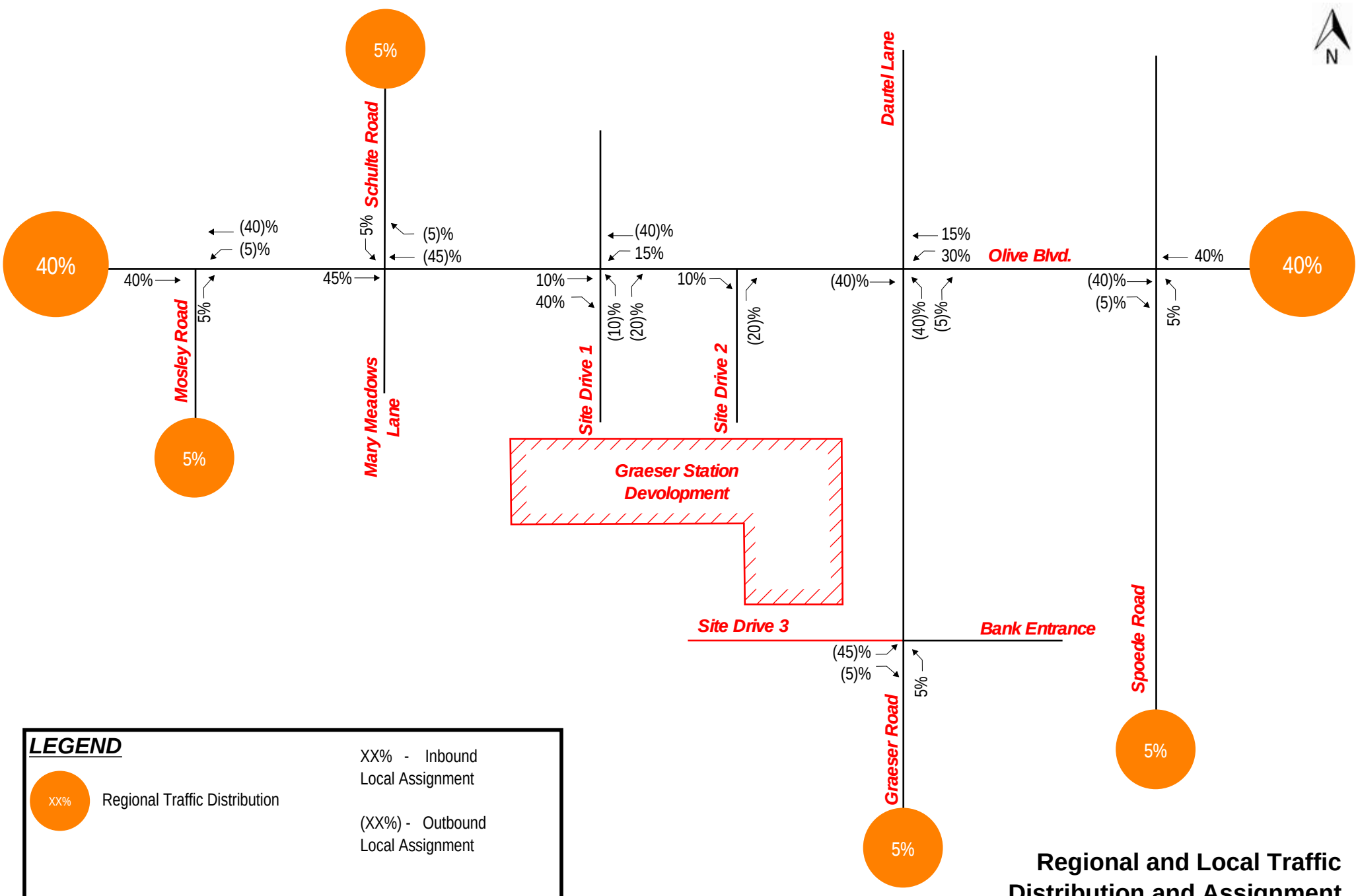
(1) ITE data filtered to the Midwest region only
(2) Data was derived based on Figure 4

Although the *Trip Generation Manual* does not provide specific data for the mid-day peak hour, this study included a mid-day peak analysis to estimate the impacts of the proposed development during the lunch time period. **Figure 4** illustrates a typical hourly trip distribution for a residential component as a percentage of the expected daily trip generation. Given that the restaurant represents only 3,000 square feet of the total 167,000 square-foot development, the same distribution pattern was applied to the restaurant component. Trip generation tables can be found in **Appendix D**.

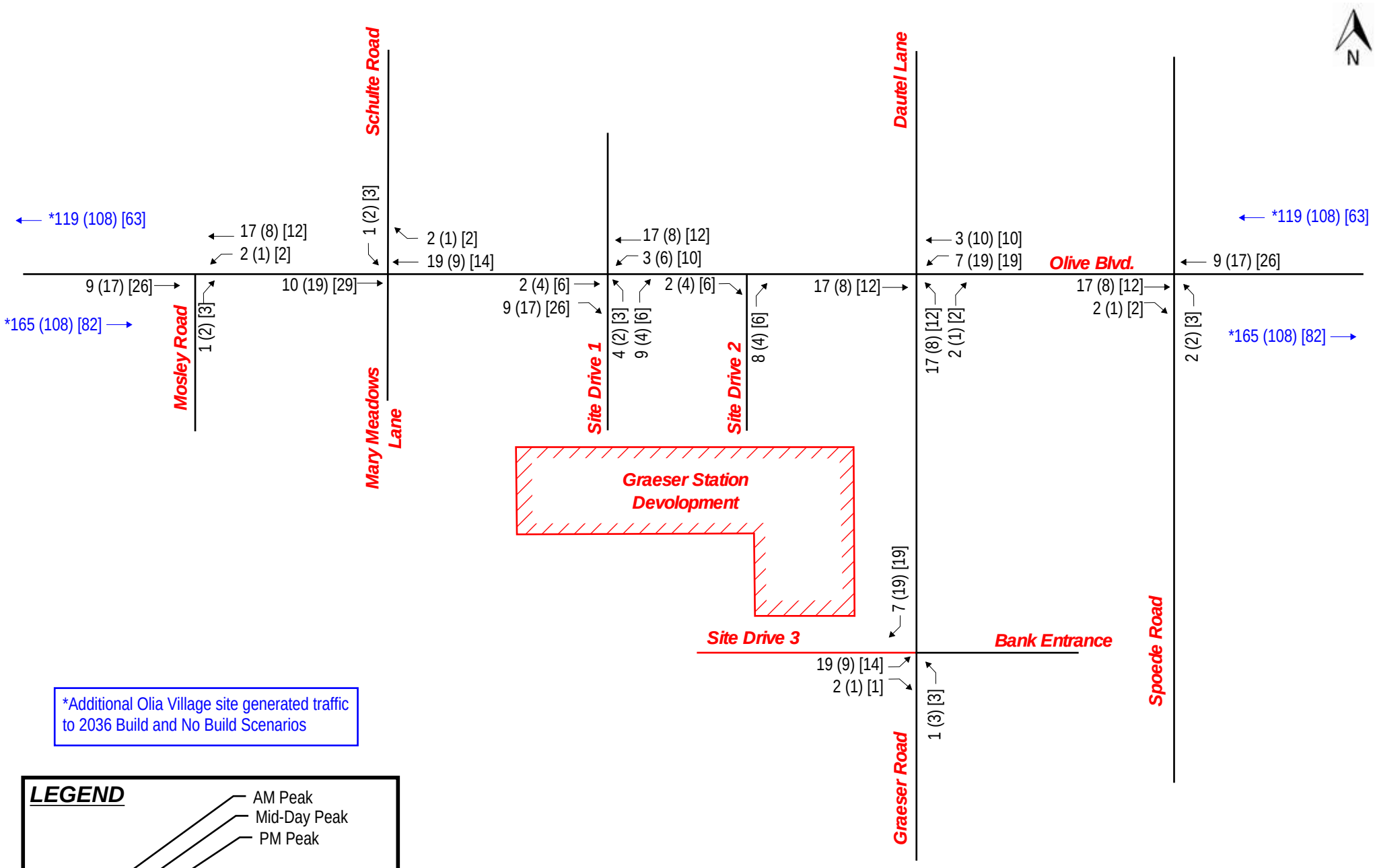
FIGURE 4: RESIDENTIAL AREA HOURLY TRAFFIC DISTRIBUTION



Traffic Distribution and Assignment - Traffic distribution to and from the proposed site will be influenced by the actual land uses, surrounding population centers, employment hubs, major transportation corridors, and existing vehicle patterns. Olive Boulevard will serve as the primary access roadway to the development. To the north of the site are several retail shops and commercial properties; a bank and residential units to the east; a residential neighborhood to the south; and retail stores and residential units to the west. Olive Boulevard and Graeser Road are expected to function as the main access routes for local traffic. It is estimated that 80% of site-generated traffic (both inbound and outbound) will utilize Olive Boulevard to and from the east (40%) and the west (40%). It is also recognized that a portion of the distribution will utilize other linkage route to avoid heavy traffic on Olive Boulevard, namely 5% could use Mosley Road, Spoede Road, and Graeser Road to and from the south; and 5% is expected to use Schulte Road to and from the north. Due to the high through volumes along Olive Boulevard, it is anticipated that most outbound left-turn movements generated by the site will utilize the signalized intersection at Graeser Road and Olive Boulevard by accessing Graeser Road via the South Site Drive 3. The regional trip distribution and local traffic assignments can be seen in **Exhibits 3 and 4.**



Regional and Local Traffic Distribution and Assignment



Site Generated Traffic

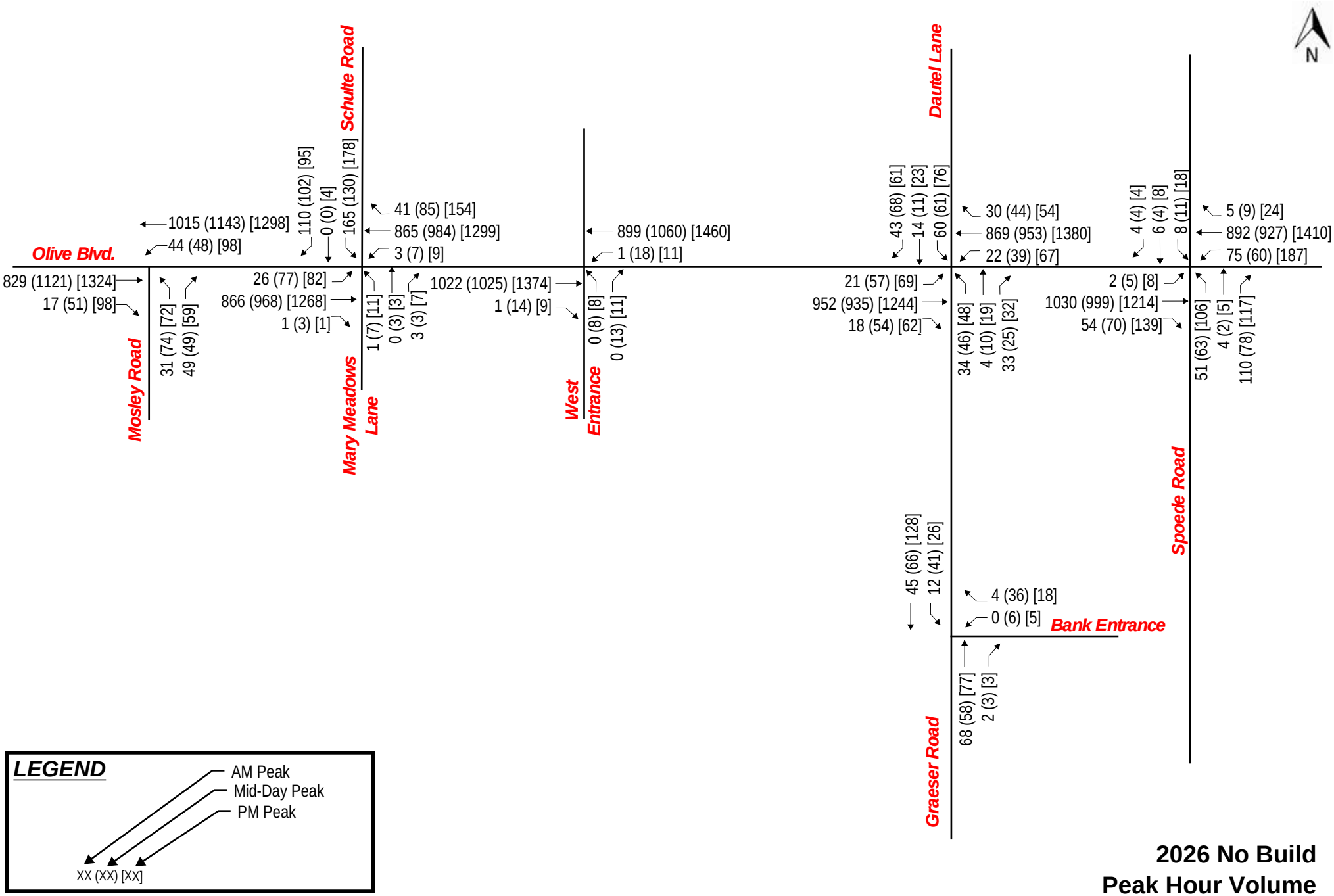
Growth Rate – For transportation planning purposes, a 10-year planning horizon was considered for the traffic analysis. Historical traffic count data from MoDOT ADT maps and previous traffic impact studies were reviewed to estimate the average annual traffic growth rate. This information supports the use of a 0.5% average annual growth rate. However, when reviewing the traffic impact study for the planned development of Olia Village, located at Olive Boulevard and Lindbergh Boulevard and expected to be fully operational by 2028, a 0.5% growth adjustment to existing background traffic would not be enough to account for the new trips associated with Olia Village at full build-out. Therefore, background growth rate of 0.5% was applied in addition to the projected Olia Village trip generation along Olive Boulevard for the 2036 No Build and Build scenarios. Since the Olia Village traffic impact study did not include a mid-day peak analysis, and given the limited availability of mid-day data for this study, a conservative approach was applied. Specifically, 50% of the average of the AM and PM peak volumes from the Olia Village study was added to the 0.5% growth rate along Olive Boulevard. This growth rate adjustment is intended to account for potential increases in traffic volumes generated by future, unplanned developments in the area, such as the anticipated 39 North Development and others in the area and along Olive Boulevard. **Table 5** below presents the comparison of projected traffic volumes at the Olive Boulevard and Spoede Road intersection.

TABLE 5: OLIVE BOULEVARD AND SPOEDE ROAD COMPARISON

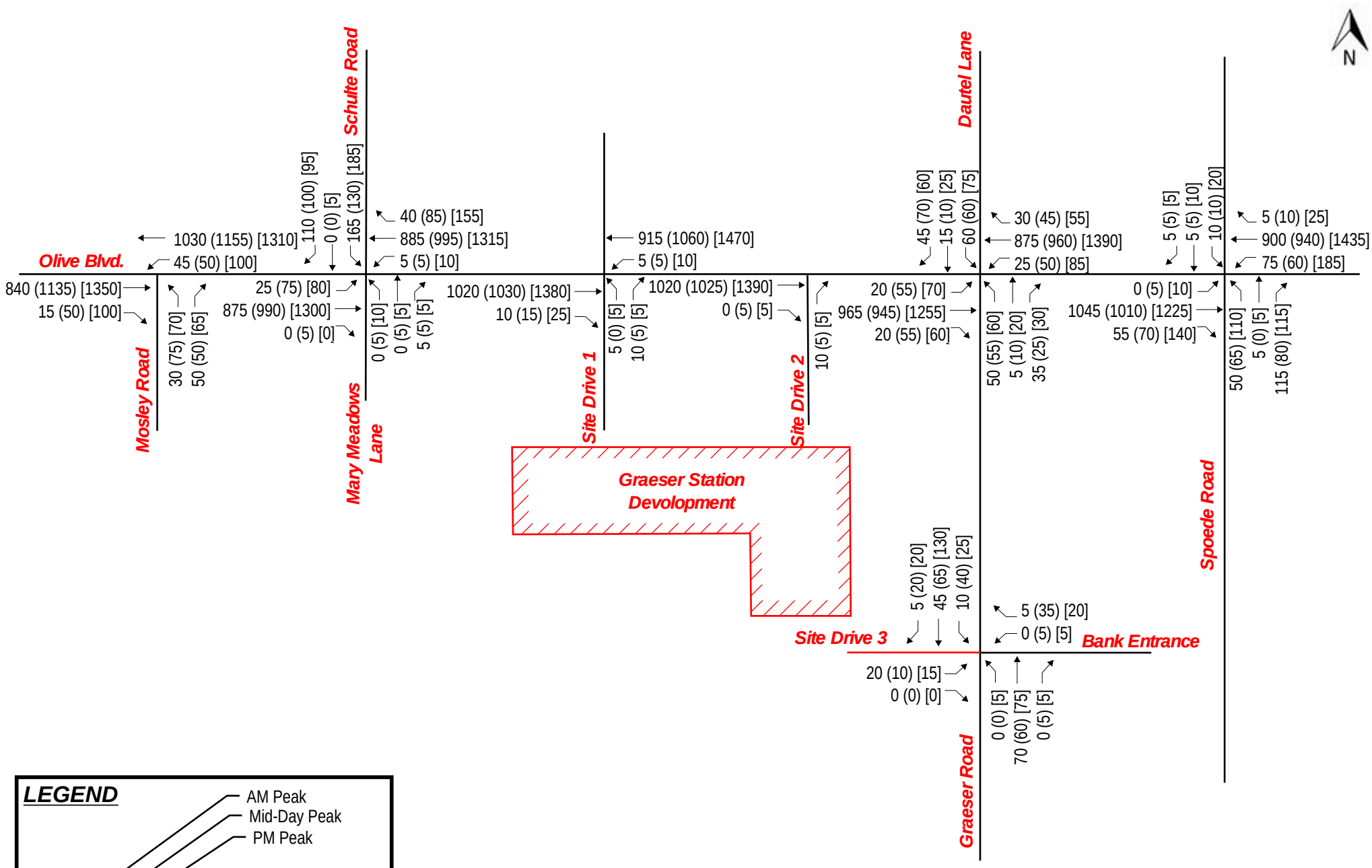
Olia Village Trip Generation and Growth Rate Comparison									
Peak Period/Movement	*TIS*			*0.5%*			*1%*		
	AM	*Mid-day*(1)	*PM*	*AM*	*Mid-day*	*PM*	*AM*	*Mid-day*	*PM*
Additional EB Through	165	108	82	58	56	68	119	115	140
Additional WB Through	119	108	63	50	52	79	103	107	162

(1) Mid-day Data were estimated based on the proposed traffic volumes from the Olia Village TIS.

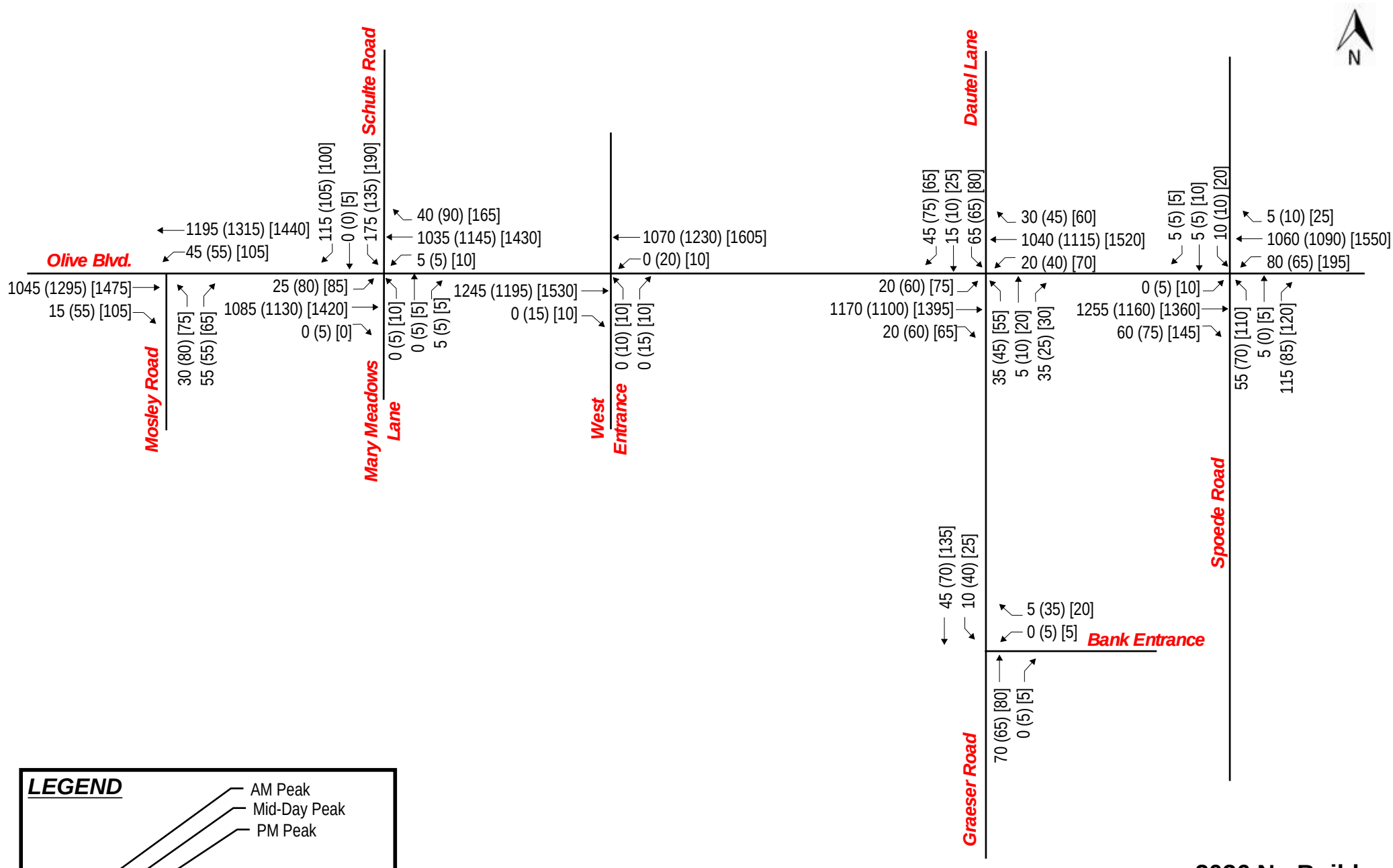
Traffic volume strip maps for the Construction Year 2026 No Build, Construction Year 2026 Build, Future Year 2036 No Build, Future Year 2036 Build, can be seen in **Exhibits 5-8**.



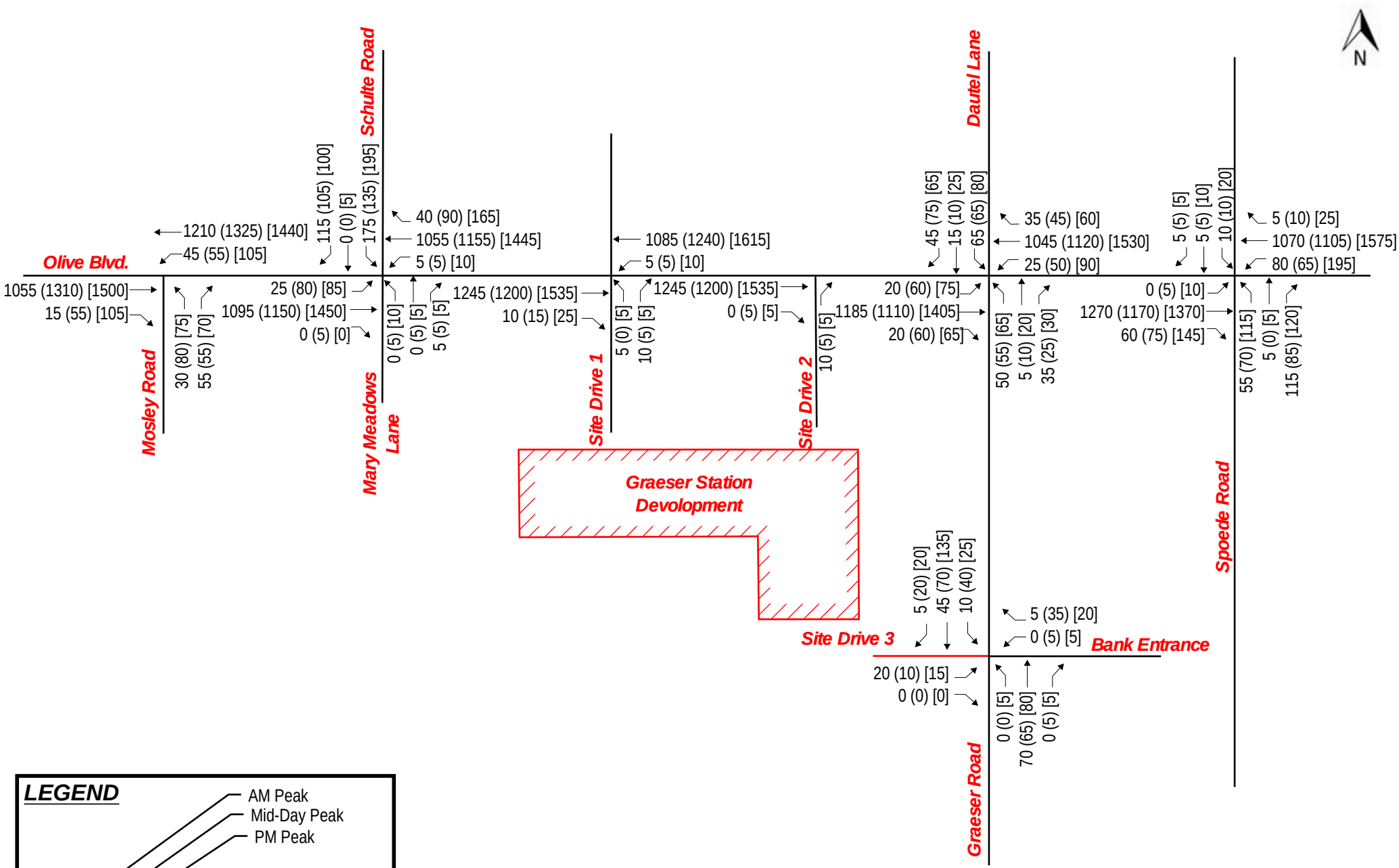
2026 No Build
Peak Hour Volume



2026 Build
Peak Hour Volume



2036 No Build
Peak Hour Volume



2036 Build
Peak Hour Volume

Construction Year 2026, No Build

Olive Boulevard and Mosley Road – Traffic operations at this intersection indicate that all movements operate at LOS B or better, except for the northbound left-turn movement, which operates at LOS E during all peak periods. During the PM peak, the northbound left-turn experiences an average delay of 66.9 seconds per vehicle, with a corresponding queue length of 125 feet.

Olive Boulevard and Schulte Road – Traffic operations indicate that all movements operate at LOS E or better during all peak periods, except for the eastbound left-turn movement during the PM peak, which operates at LOS F, with a delay of 80.7 seconds per vehicle and a queue length of 125 feet during the PM peak.

Olive Boulevard and West Entrance – Traffic operations indicate that all movements operate at LOS C or better during all peak periods, except for the northbound left-turn movement, which operates at LOS F during the Midday and PM peaks, with a delay of 164 seconds per vehicle and a length of 50 feet during the PM peak.

Olive Boulevard and Middle Entrance – Traffic operations indicate that all movements operate at LOS C or better during all peak periods. The northbound right-turn movement during the PM peak operates at LOS C, with an average delay of 15.7 seconds per vehicle and a queue length of 25 feet.

Olive Boulevard and Graeser Road / Dautel Lane – Traffic operations indicate that all movements operate at LOS C during all peak periods, except for the northbound and southbound left-turn movements, which operate at LOS E during all peaks. The southbound left-turn movement during the PM peak experiences an average delay of 74.2 seconds per vehicle, with a queue length of 125 feet, while the northbound left-turn movement has a 67.9-second delay and 100 feet of queue during the PM peak.

Graeser Road and Bank Entrance – Traffic operations indicate that all movements operate at LOS B or better during all peak periods. The westbound left-turn movement during the PM peak records an average delay of 10.4 seconds per vehicle, with no significant queueing observed.

Olive Boulevard and Spoede Road – Traffic operations indicate that all movements operate at LOS D or better during all peak periods, except for the northbound left-through movement, which operates at LOS E during all peaks. The PM peak records the highest delay of 79.3 seconds per vehicle, with a queue length of 175 feet.

The traffic operation delays, LOS, and queues of the Construction Year 2026, No Build Conditions traffic volume scenario can be seen in **Table 6**.

TABLE 6 – CONSTRUCTION YEAR 2026, NO BUILD

Location / Critical Movements	2026 No Build								
	AM Peak Hour			Mid-Day Peak Hour			PM Peak Hour		
	Delay	LOS	Queue	Delay	LOS	Queue	Delay	LOS	Queue
Olive Blvd. and Mosley Road									
EB Thru/Right	5.2	A	150'	4.2	A	125'	5.7	A	175'
WB Left	2.5	A	25'	4.7	A	25'	8.8	A	M25
WB Thru	5.4	A	225'	9.0	A	425'	8.4	A	275'
NB Left	64.5	E	75'	60.8	E	125'	66.9	E	125'
NB Right	18.4	B	25'	15.6	B	50'	15.4	B	50'
Total	**6.7**	**A**		**8.5**	**A**		**9.0**	**A**	
Olive Blvd. and Schulte Road									
EB Left	7.6	A	25'	3.8	A	25'	80.7	F	M125
EB Thru/Right	9.2	A	275'	0.9	A	325'	9.0	A	550'
WB Left	5.7	A	25'	4.6	A	25'	6.1	A	25'
WB Thru/Right	10.6	B	275'	11.2	B	325'	21.7	C	650'
NB Left/Thru/Right	42.2	D	25'	43.6	D	50'	44.2	D	50'
SB Left	73.7	E	225'	70.2	E	175'	75.4	E	250'
SB Thru/Right	1.4	A	12'	1.9	A	0'	10.8	B	50'
Total	**14.7**	**B**		**11.6**	**B**		**21.1**	**C**	
Olive Blvd. and West Entrance									
WB Left	11.5	B	0'	10.8	B	25'	12.7	B	25'
NB Left	0.0	A	0'	56.2	F	25'	164.0	F	50'
NB Right	0.0	A	0'	12.8	B	25'	15.1	C	25'
Olive Blvd. and Middle Entrance									
NB Right	0.0	A	0'	12.9	B	25'	15.7	C	25'

Olive Blvd. and Graeser Road									
EB Left	2.8	A	M25	1.7	A	M25	4.3	A	M25
EB Thru/Right	7.0	A	125'	4.1	A	75'	7.4	A	125'
WB Left	3.2	A	25'	2.3	A	25'	4.7	A	M25
WB Thru	8.2	A	225'	5.1	A	125'	10.6	B	475'
WB Right	0.6	A	25'	0.5	A	0'	0.8	A	M25
NB Left	59.7	E	75'	61.8	E	75'	67.9	E	100'
NB Thru/Right	19.5	B	50'	24.8	C	50'	26.1	C	50'
SB Left	73.2	E	100'	64.9	E	100'	74.2	E	125'
SB Thru/Right	22.7	C	50'	19.3	B	75'	22.3	C	75'
Total	**11.1**	**B**		**8.2**	**A**		**12.6**	**B**	
Graeser Road and Bank Entrance									
WB Left	0.0	A	0'	10.0	B	0'	10.4	B	0'
WB Right	8.8	A	0'	8.8	A	25'	9.0	A	25'
SB Left	7.4	A	0'	7.4	A	25'	7.5	A	25'
Olive Blvd. and Spoede Road									
EB Left	3.5	A	M25	2.6	A	M25	1.2	A	M25
EB Thru/Right	17.1	B	575'	10.6	B	400'	15.0	B	375'
WB Left	5.1	A	M25	2.8	A	M25	21.2	C	M175
WB Thru	2.6	A	75'	2.2	A	M75	3.5	A	150'
WB Right	0.0	A	M0	0.0	A	M0	0.0	A	M0
NB Left/Thru	74.8	E	100'	68.8	E	100'	79.3	E	175'
NB Right	24.4	C	100'	7.7	A	50'	11.7	B	75'
SB Left	53.2	D	25'	49.0	D	25'	51.8	D	50'
SB Thru/Right	38.9	D	25'	33.2	C	25'	36.5	D	25'
Total	**12.7**	**B**		**9.1**	**A**		**12.7**	**B**	

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Construction Year 2026, Build

Olive Boulevard and Mosley Road – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks, the average intersection delay is expected to increase by up to one second.

Olive Boulevard and Schulte Road – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks, except for the eastbound left turn movement which is expected to improve from F to E during the PM peak, the average intersection delay is expected to increase by up to one second.

Olive Boulevard and Site Drive 1 – Traffic operations and queues at this intersection are expected to improve slightly due to the changes in traffic volumes. With the AM peak seeing high improvement, and the PM peak improving from 168.3 seconds of delay to 139.9 seconds of delay and 25 feet of queue.

Olive Boulevard and Site Drive 2 – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks except for the AM peak which is expected to degrade from A to B.

Olive Boulevard and Graeser Road / Dautel Lane – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks, the average intersection delay is expected to increase by up to two seconds. The northbound left turn movement delay is expected to increase to 79.3 sec/veh at a LOS E, with 100 feet of queue.

Graeser Road and Bank Entrance / Site Drive 3 – Traffic operations indicate that all movements operate at LOS B or better during all peak periods. The eastbound left-turn movement during the PM peak records the highest dealt with 11 seconds of delay per vehicle and 25 feet of queue.

Olive Boulevard and Spoede Road – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks, except for the northbound left turn movement during the PM peak, which is expected to degrade from E to F, however, the average intersection delay is expected to improve by up to a second.

The traffic operation delays, LOS, and queues of the Construction Year 2026, Build Conditions traffic volume scenario can be seen in **Table 7**.

TABLE 7 – CONSTRUCTION YEAR 2026, BUILD

Location / Critical Movements	2026 Build								
	AM Peak Hour			Mid-Day Peak Hour			PM Peak Hour		
	Delay	LOS	Queue	Delay	LOS	Queue	Delay	LOS	Queue
Olive Blvd. and Mosley Road									
EB Thru/Right	5.2	A	150'	4.2	A	125'	5.7	A	175'
WB Left	2.4	A	25'	4.8	A	25'	9.4	A	M25
WB Thru	5.4	A	200'	9.2	A	425'	7.1	A	250'
NB Left	64.5	E	75'	60.8	E	125'	66.9	E	125'
NB Right	18.6	B	25'	15.5	B	50'	15.2	B	50'
Total	**6.7**	**A**		**8.6**	**A**		**8.4**	**A**	
Olive Blvd. and Schulte Road									
EB Left	7.7	A	25'	3.7	A	25'	79.6	E	M125
EB Thru/Right	9.3	A	275'	4.9	A	350'	9.5	A	575'
WB Left	5.8	A	25'	4.6	A	25'	6.2	A	25'
WB Thru/Right	10.7	B	300'	11.3	B	325'	21.1	C	650'
NB Left/Thru/Right	42.6	D	25'	43.6	D	50'	43.6	D	50'
SB Left	73.7	E	225'	70.2	E	175'	76.2	E	250'
SB Thru/Right	1.4	A	0'	1.9	A	0'	10.9	B	75'
Total	**14.7**	**B**		**11.6**	**B**		**21.0**	**C**	
Olive Blvd. and Site Drive 1									
WB Left	11.6	B	0'	10.7	B	0'	12.8	B	25'
NB Left	67.9	F	25'	0.0	A	0'	139.9	F	25'
NB Right	13.7	B	25'	12.6	B	25'	15.0	C	25'
Olive Blvd. and Site Drive 2									
NB Right	12.9	B	25'	0.0	A	0'	15.7	C	0'

Olive Blvd. and Graeser Road									
EB Left	2.8	A	M25	1.7	A	M25	4.5	A	M25
EB Thru/Right	7.1	A	125'	4.1	A	75'	8.6	A	125'
WB Left	3.3	A	25'	2.5	A	25'	6.6	A	M25
WB Thru	8.3	A	225'	5.3	A	125'	10.8	B	500'
WB Right	0.6	A	25'	0.5	A	0'	0.8	A	M25
NB Left	67.4	E	100'	65.7	E	100'	79.3	E	100'
NB Thru/Right	19.4	B	50'	24.6	C	50'	27.3	C	50'
SB Left	73.1	E	100'	63.5	E	100'	73.7	E	125'
SB Thru/Right	22.6	C	50'	18.5	B	75'	23.3	C	75'
Total	**11.7**	**B**		**8.5**	**A**		**13.8**	**B**	
Graeser Road and Bank Entrance/Site Drive 3									
EB Left	9.8	A	25'	10.5	B	0'	11.0	B	25'
WB Left	0.0	A	0'	10.3	B	0'	10.8	B	0'
WB Right	8.8	A	0'	8.8	A	25'	9.0	A	25'
NB Left	0.0	A	0'	0.0	A	0'	0.0	A	0'
SB Left	7.4	A	0'	7.4	A	25'	7.5	A	25'
Olive Blvd. and Spoede Road									
EB Left	0.0	A	0'	2.4	A	M25	1.3	A	M25
EB Thru/Right	17.1	B	550'	10.3	B	375'	14.2	B	375'
WB Left	5.2	A	M25	2.8	A	M25	22.2	C	M175
WB Thru	2.7	A	75'	2.2	A	M75	3.6	A	150'
WB Right	0.0	A	M0	0.0	A	M0	0.0	A	M0
NB Left/Thru	74.5	E	100'	67.9	E	100'	80.2	F	175'
NB Right	26.4	C	100'	7.8	A	50'	11.4	B	75'
SB Left	54.1	D	25'	49.2	D	25'	52.2	D	50'
SB Thru/Right	35.8	D	25'	33.1	C	25'	36.8	D	50'
Total	**12.9**	**B**		**8.9**	**A**		**12.7**	**B**	

Future Year 2036, No Build

Olive Boulevard and Mosley Road – Traffic operations at this intersection indicate that all movements operate at LOS B or better, except for the northbound left-turn movement, which operates at LOS E during all peak periods. During the PM peak, the northbound left-turn experiences an average delay of 67.1 seconds per vehicle, with a corresponding queue length of 125 feet.

Olive Boulevard and Schulte Road – Traffic operations indicate that all movements operate at LOS E or better during all peak periods, with the eastbound left-turn movement during the PM peak operating with a delay of 78.8 seconds per vehicle and a queue length of 125 feet during the PM peak.

Olive Boulevard and West Entrance – Traffic operations indicate that all movements operate at LOS C or better during all peak periods, except for the northbound left-turn movement, which operates at LOS F during the Midday and PM peaks, with a delay of 332.2 seconds per vehicle and a length of 75 feet during the PM peak.

Olive Boulevard and Middle Entrance – Traffic operations indicate that all movements operate at LOS C or better during all peak periods. The northbound right-turn movement during the PM peak operates at LOS C, with an average delay of 17.4 seconds per vehicle and a queue length of 25 feet.

Olive Boulevard and Graeser Road / Dautel Lane – Traffic operations indicate that all movements operate at LOS C during all peak periods, except for the northbound and southbound left-turn movements, which operate at LOS E during all peaks. The southbound left-turn movement during the PM peak experiences an average delay of 75.2 seconds per vehicle, with a queue length of 125 feet, while the northbound left-turn movement has a 73.9-second delay and 100 feet of queue during the PM peak.

Graeser Road and Bank Entrance – Traffic operations indicate that all movements operate at LOS B or better during all peak periods. The westbound left-turn movement during the PM peak records an average delay of 10.5 seconds per vehicle, with no significant queuing observed.

Olive Boulevard and Spoede Road – Traffic operations indicate that all movements operate at LOS E or better during all peak periods, except for the northbound left-through movement, which operates at LOS F during all peaks. The PM peak records the highest delay of 80.2 seconds per vehicle, with a queue length of 175 feet.

The traffic operation delays, LOS, and queues of the Future Year 2036, No Build Conditions traffic volume scenario can be seen in **Table 8**.

TABLE 8 – FUTURE YEAR 2036, NO BUILD

Location / Critical Movements	2036 No Build								
	AM Peak Hour			Mid-Day Peak Hour			PM Peak Hour		
	Delay	LOS	Queue	Delay	LOS	Queue	Delay	LOS	Queue
Olive Blvd. and Mosley Road									
EB Thru/Right	6.0	A	175'	4.5	A	150'	6.4	A	200'
WB Left	2.9	A	25'	5.1	A	M25	14.0	B	M50
WB Thru	6.8	A	200'	10.0	B	500'	8.9	A	375'
NB Left	64.5	E	75'	61.1	E	125'	67.1	E	125'
NB Right	18.4	B	25'	15.0	B	50'	14.9	B	50'
Total	**7.6**	**A**		**9.0**	**A**		**9.7**	**A**	
Olive Blvd. and Schulte Road									
EB Left	7.9	A	M25	4.8	A	25'	78.8	E	M125
EB Thru/Right	10.9	B	475'	5.6	A	425'	10.6	B	725'
WB Left	6.2	A	25'	4.6	A	25'	6.4	A	25'
WB Thru/Right	12.3	B	375'	12.9	B	400'	24.3	C	775'
NB Left/Thru/Right	41.6	D	25'	43.3	D	50'	43.4	D	50'
SB Left	73.4	E	225'	71.2	E	200'	76.7	E	250'
SB Thru/Right	1.6	A	0'	3.9	A	25'	10.7	B	75'
Total	**15.6**	**B**		**12.5**	**B**		**23.6**	**C**	
Olive Blvd. and West Entrance									
WB Left	0.0	A	0'	11.7	B	25'	13.9	B	25'
NB Left	0.0	A	0'	96.7	F	50'	332.2	F	75'
NB Right	0.0	A	0'	13.9	B	25'	16.5	C	25'
Olive Blvd. and Middle Entrance									
NB Right	0.0	A	0'	13.9	B	25'	17.4	C	25'

Olive Blvd. and Graeser Road									
EB Left	2.8	A	M25	2.0	A	M25	7.8	A	M50
EB Thru/Right	8.1	A	150'	4.4	A	100'	8.3	A	125'
WB Left	3.6	A	M25	2.5	A	25'	7.2	A	M25
WB Thru	11.1	B	375'	5.4	A	150'	13.5	B	750'
WB Right	0.7	A	25'	0.4	A	0'	1.0	A	M25
NB Left	58.5	E	75'	60.3	E	75'	73.9	E	100'
NB Thru/Right	18.9	B	50'	24.5	C	50'	27.0	C	50'
SB Left	73.3	E	100'	65.5	E	100'	75.2	E	125'
SB Thru/Right	22.0	C	50'	18.1	B	75'	22.4	C	75'
Total	**12.5**	**B**		**8.0**	**A**		**14.5**	**B**	
Graeser Road and Bank Entrance									
WB Left	0.0	A	0'	10.1	B	0'	10.5	B	0'
WB Right	8.8	A	0'	8.8	A	25'	9.0	A	25'
SB Left	7.4	A	0'	7.5	A	25'	7.5	A	25'
Olive Blvd. and Spoede Road									
EB Left	0.0	A	0'	2.4	A	M25	1.3	A	M25
EB Thru/Right	19.9	B	625'	11.6	B	475'	18.1	B	#600
WB Left	10.4	B	M25	3.2	A	M25	24.6	C	M175
WB Thru	3.1	A	100'	2.3	A	M75	4.1	A	175'
WB Right	0.0	A	M0	0.0	A	M0	0.0	A	M0
NB Left/Thru	75.2	E	100'	68.6	E	125'	80.2	F	175'
NB Right	29.3	C	100'	13.9	B	50'	12.0	B	75'
SB Left	53.2	D	25'	48.6	D	25'	52.2	D	50'
SB Thru/Right	35.2	D	25'	32.7	C	25'	36.8	D	50'
Total	**14.6**	**B**		**9.7**	**A**		**14.4**	**B**	

Future Year 2036, Build

Olive Boulevard and Mosley Road – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks, the average intersection delay is expected to increase by up to one second.

Olive Boulevard and Schulte Road – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks, except for the eastbound left turn movement which is expected to degrade from E to F during the PM peak, the average intersection delay is expected to increase by up to one second.

Olive Boulevard and Site Drive 1 – Traffic operations and queues at this intersection are expected to improve slightly due to the changes in traffic volumes. With the midday peak seeing high improvement, and the PM peak improving from 336.5 seconds of delay to 228.3 seconds of delay and 50 feet of queue.

Olive Boulevard and Site Drive 2 – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks except for the AM peak which is expected to degrade from A to B.

Olive Boulevard and Graeser Road / Dautel Lane – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks except for the northbound left turn movement during the PM peak, which degraded from E to F, the average intersection delay is expected to increase by up to two seconds. **The northbound left turn movement delay is expected to increase to 82.9 sec/veh at a LOS F, with 100 feet of queue.**

Graeser Road and Bank Entrance / Site Drive 3 – Traffic operations indicate that all movements operate at LOS B or better during all peak periods. The eastbound left-turn movement during the PM peak records the highest delay with 11 seconds of delay per vehicle and 25 feet of queue.

Olive Boulevard and Spoede Road – Traffic operations and queues at this intersection are expected to degrade slightly due to increased traffic. With no changes to the LOS during all peaks, except for the northbound left turn movement during the PM peak, which is expected to degrade from E to F, with the average intersection delay is expected to decrease by up to a second.

The traffic operation delays, LOS, and queues of the Future Year 2036, Build Conditions traffic volume scenario can be seen in **Table 9**.

TABLE 9 – FUTURE YEAR 2036, BUILD

Location / Critical Movements	2036 Build								
	AM Peak Hour			Mid-Day Peak Hour			PM Peak Hour		
	Delay	LOS	Queue	Delay	LOS	Queue	Delay	LOS	Queue
Olive Blvd. and Mosley Road									
EB Thru/Right	6.0	A	175'	4.6	A	150'	6.5	A	200'
WB Left	2.9	A	25'	5.1	A	M25	15.6	B	M50
WB Thru	6.9	A	200'	10.0	B	525'	8.7	A	400'
NB Left	64.5	E	75'	61.1	E	125'	67.1	E	125'
NB Right	18.4	B	25'	15.0	B	50'	14.8	B	50'
Total	**7.6**	**A**		**9.0**	**A**		**9.7**	**A**	
Olive Blvd. and Schulte Road									
EB Left	7.8	A	M25	4.8	A	M25	78.0	E	M100
EB Thru/Right	11.0	B	475'	5.7	A	425'	11.1	B	750'
WB Left	6.2	A	25'	4.6	A	25'	6.4	A	25'
WB Thru/Right	12.4	B	375'	12.6	B	400'	26.9	C	775'
NB Left/Thru/Right	41.6	D	25'	43.3	D	50'	43.2	D	50'
SB Left	73.4	E	225'	71.2	E	200'	77.3	E	250'
SB Thru/Right	1.8	A	25'	4.0	A	25'	10.6	B	75'
Total	**15.7**	**B**		**12.6**	**B**		**24.1**	**C**	
Olive Blvd. and Site Drive 1									
WB Left	13.5	B	0'	11.7	B	0'	14.1	B	25'
NB Left	130.3	F	25'	0.0	A	0'	228.3	F	50'
NB Right	15.8	B	25'	13.8	B	25'	16.3	C	25'
Olive Blvd. and Site Drive 2									
NB Right	14.6	B	25'	0.0	A	0'	17.2	C	25'

Olive Blvd. and Graeser Road									
EB Left	2.8	A	M25	1.9	A	M25	8.2	A	M50
EB Thru/Right	8.2	A	150'	4.3	A	100'	10.0	B	125'
WB Left	3.8	A	25'	2.7	A	25'	11.0	B	M50
WB Thru	11.2	B	375'	5.4	A	150'	13.9	B	775'
WB Right	0.8	A	25'	0.4	A	0'	1.0	A	M25
NB Left	64.9	E	100'	65.3	E	100'	82.9	F	100'
NB Thru/Right	18.9	B	50'	24.5	C	50'	26.8	C	50'
SB Left	73.3	E	100'	65.5	E	100'	73.9	E	125'
SB Thru/Right	22.0	C	50'	18.1	B	75'	22.2	C	75'
Total	**12.9**	**B**		**8.3**	**A**		**15.8**	**B**	
Graeser Road and Bank Entrance /Site Drive 3									
EB Left	9.8	A	25'	10.5	B	0'	11.0	B	25'
WB Left	0.0	A	0'	10.3	B	0'	10.8	B	0'
WB Right	8.8	A	0'	8.8	A	25'	9.0	A	25'
NB Left	0.0	A	0'	0.0	A	0'	0.0	A	0'
SB Left	7.4	A	0'	7.4	A	25'	7.5	A	25'
Olive Blvd. and Spoede Road									
EB Left	0.0	A	0'	2.2	A	M25	1.3	A	M25
EB Thru/Right	21.0	C	725'	11.6	B	450'	17.5	B	#675
WB Left	16.0	B	M25	3.2	A	M25	24.8	C	M175
WB Thru	3.3	A	100'	2.3	A	M75	4.3	A	175'
WB Right	0.0	A	M0	0.0	A	M0	0.0	A	M0
NB Left/Thru	75.2	E	100'	68.6	E	125'	81.2	F	200'
NB Right	33.2	C	125'	14.4	B	75'	11.8	B	75'
SB Left	53.2	D	25'	48.6	D	25'	52.0	D	50'
SB Thru/Right	35.2	D	25'	32.7	C	25'	36.6	D	50'
Total	**15.4**	**B**		**9.7**	**A**		**14.3**	**B**	

Conclusion and Recommendations

A comprehensive review was conducted to evaluate the potential traffic impacts of the proposed Graeser Station development on the adjacent street network. The analysis included an assessment of existing traffic conditions, trip generation, traffic assignment, intersection levels of service (LOS), and expected vehicle queues. Traffic conditions were analyzed for five scenarios: Existing Year 2025, Construction Year 2026 No Build, Construction Year 2026 Build, Future Year 2036 No Build, and Future Year 2036 Build. Each scenario was evaluated during the morning, mid-day, and evening weekday peak periods.

The proposed development will consist of 160 residential units (38 studios, 112 one-bedroom units, and 10 two-bedroom units), a 3,000-square-foot restaurant, and 7,000 square feet of commercial/retail space. The development will utilize two existing access points to the north and construct a new southern access aligned with First Community Credit Union driveway. Primary access to the site will be provided via Olive Boulevard and Graeser Road.

Trip generation for the Graeser development was estimated using the *ITE Trip Generation Manual*. The development is projected to generate approximately 65 new inbound and outbound trips during the morning peak hours and 94 new trips during the afternoon peak hours. Mid-day peak trip generation was not available in the *ITE Trip Generation Manual*; therefore, it was estimated using an alternative source (**Figure 4**), resulting in approximately 63 inbound and outbound trips during this period.

A 0.5% annual growth rate was applied to the eastbound and westbound through traffic volumes along Olive Boulevard to account for background growth. Given the nature and scale of the nearby, future Olia Village development, the traffic volumes projected to be generated by Olia Village were added on top of the 0.5% growth rate for both the 2036 No-Build and Build scenarios.

Although some intersections may experience higher delays due to the proposed development, the overall degradation of traffic flow from existing conditions should be minimal due to existing congestion along the corridor. The northbound left turn movement at Graeser will eventually degrade to a LOS F with the future 2036 volume scenario; however, corridor-wide signal timing adjustments in the future by MoDOT should address these concerns. The unsignalized northbound movements at the Site Drive 1 are expected to operate at LOS F, but this is common for driveways along major arterials where signalization is not feasible.

Vehicle queueing analysis indicated that at locations with dedicated left turn bays, the 95th percentile queues are not expected to extend beyond the available storage. **Therefore, no modifications to the existing street network are recommended at this time. However, a signal timing modification could help reduce delays along the side streets and improve overall intersection efficiency.**

This traffic impact study should address the traffic impacts associated with the proposed Graeser development. If you should have any questions about this traffic impact study, please contact us at 636.812.4211

Jason Jaggi <jjaggi@crevecoeurmo.gov>

PROJECT >> GRAESER STATION

1 message

stevew@inlite.com <stevew@inlite.com> Fri, Oct 24, 2025 at 1:34 PM
To: jjaggi@crevecoeurmo.gov

ATN: JASON JAGGI

Director of Community Development

REF; THE GRAESER STATION PROJECT AT OLIVE AND GRAESER

My name is Stephen Weinstock, and I live at 10962 Chambray Ct. which is located right off Graeser Road. After going to the previous meetings regarding the above proposed apartment and commercial project at the intersection of Olive Blvd and Graeser and discussing this further with other residences in subdivisions located off Graeser we all have the following two concerns and suggestions about this project. First, I want to make it clear that we have no objection to having a residential apartment building being built at this location so long as it is done correctly and fits into our residential area properly.

The following are objections and suggestions:

First concern is the intersection of Olive Blvd and Graeser:

1. **Intersection of Olive Blvd and Graeser**.

   This is a major concern. By adding around 150 to 160 apartments plus some commercial to this intersection, we will increase the amount of traffic at this intersection during the hours between 7 and 9 AM and 4 to 6 PM Monday through Friday by at least one hundred or more cars per day. The way the current intersection is laid out we find adding this extra traffic burden to be unacceptable without making changes to this intersection. We also agree any changes should be the builder's responsibility.

   1. Right now, there are three traffic lanes on Graeser Road at the inter section. Going north on Graeser there are two lanes. The far-right lane is designated for either making a right turn or for going straight across Olive Blvd. There is a middle lane going north which is designated for making a left turn from Graeser on to Olive Blvd going west. These lanes are really missed marked and should be changed anyway. The far-right lane should be marked for making a right turn only from Graeser on to Olive going east and the middle lane should be marked for either going straight across Olive Blvd or for making a left turn on to Olive Blvd going west.
   2. The third lane on Graeser is designated for all autos turning off Olive Blvd and wanting to go south on Graeser road.

2. **Proposed Intersection change: We** feel the following changes are needed at this intersection to help accommodate the additional traffic load and flow of traffic.

    1. **First the far-right lane on Graeser running alongside the credit union going north which is designated for going straight or making a right turn on to Olive going east must be changed to a right turn only lane going east on Olive Blvd. A**lso, if this project is approved this far right lane must be increased in length to start where the exit from the new apartment project is located going on to Graeser. This will allow cars leaving the project to go directly into the right turn only lane thus not interfering with the other traffic on Graeser wanting to go straight or make a left turn on to Olive.
    2. **It is imperative that an additional lane be added at this intersection to accommodate the traffic coming off Olive Blvd and wanting to go south on Graeser.** This new lane should be located next to the new apartment project. It should be a lane designated as a right turn only lane. It will allow autos coming off Olive to make a right turn only into this new apartment project. By adding this lane autos coming off Olive and wanting to go into this new project will not impede with other autos wanting to come off Olive and continue going south on Graeser. This lane will be very helpful to get as many autos as possible off Olive thus eliminating less backups on both Olive Blvd and Graeser.

Second concern is the setback of the buildings off Graeser Road.

1. Set back: We all agree that the current set back of Graeser Road is not acceptable.

    The buildings are located way to close to the sidewalk. The building should have the same minimum setback as any other structure or home located on Graeser to keep the area looking the same. We find this must be corrected.

Another concern that was discussed was the overall size and height of the project but if the residents living close to the project do not seem to be concerned then I do not think this is a major issue.

Thank you for what you are doing and if I can be of any help or if you have any questions or suggestions, please let me know.

Regards,

Stephen Weinstock
314-378-6464

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Re: Request for Revisions to Site Plan Affecting Our Homes

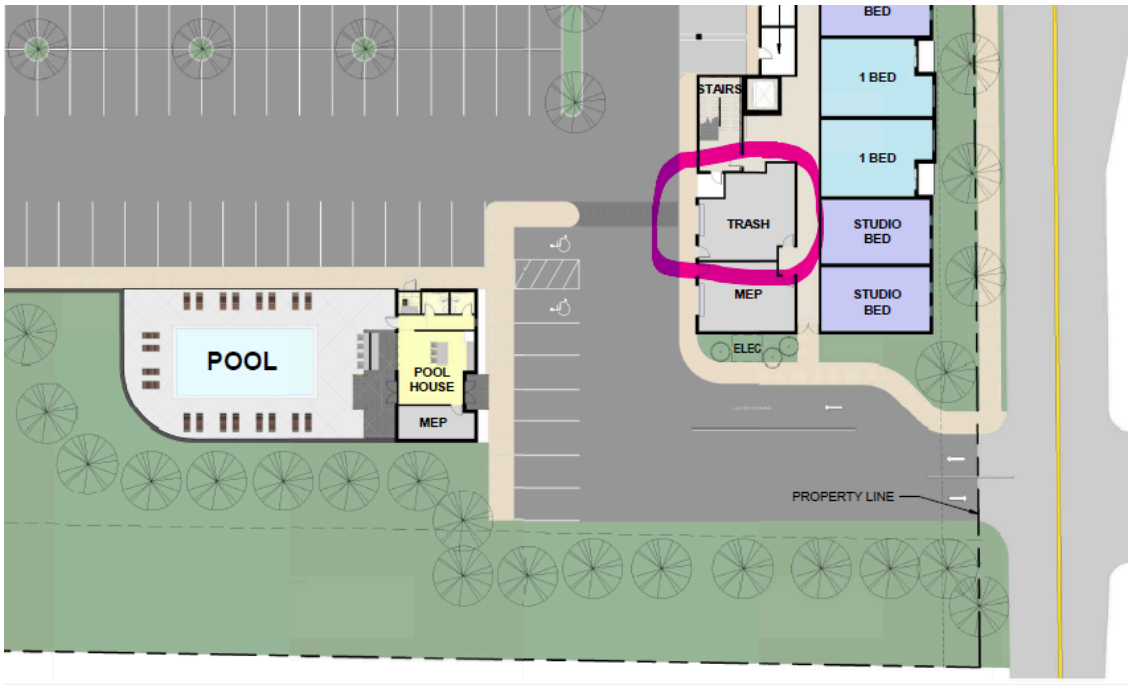
1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov> Wed, Nov 26, 2025 at 11:24 AM
To: zhihaidong <zhihaidong@gmail.com>
Cc: joel@steadfastcity.com, Cheryl <richardscca@gmail.com>, Li Gmail <huiqingli14@gmail.com>, bergerbrett7@gmail.com, bo_shi@yahoo.com

Good Morning,
I will include these additional comments in the meeting packet for the Planning and Zoning Commission's review. I would also encourage you to attend the meeting and provide comments directly to the Commission if you are able to.

Regarding the trash dumpsters, I wanted to pass along that there will be a separate trash room for the residential units, located inside the building--please see the clip below for reference. The exterior dumpster located at the southwest corner of the site, will be for the commercial uses.

Thank you,
--Jason



On Wed, Nov 26, 2025 at 6:44 AM zhihaidong <zhihaidong@gmail.com> wrote:

> Good morning Jason,
>
> Thank you for your earlier reply. I had to step away from reviewing the site plan for a few days to calm down before responding, because the current layout is something I truly cannot look at without serious emotional stress. After carefully reviewing everything again, I must express my concerns clearly and firmly.
>
> First, it is evident that the development team fully understands that trash dumpsters, the dog park, and the swimming pool are noisy, messy, high-impact, and unpleasant features. This is precisely why they placed all of these elements on the outer edge of their property, outside their retaining wall, as far away from their own residents as possible. In doing so, the negative impact has been shifted directly onto the neighboring homeowners.
>
> Even the City's code regulates where trash bins and dumpsters can be placed for exactly this reason—because they can be harmful, visually unpleasant and attract pests. Placing a trash dumpster directly beside my kitchen and patio shows no consideration for how neighbors live, rest, or maintain the safety and cleanliness of their homes.

A trash enclosure will never block odors, flies, animals, or the smell of rotting meat waste—especially given the amount of refuse generated by a commercial restaurant and these 160 families. Daily exposure to this would be a genuine health hazard. No homeowner can reasonably be expected to tolerate this level of odor, pests, and risk of illness in their backyard.

I must also mention safety concerns: I have been bitten by large dogs in the past and incurred significant medical bills paid by the other party. I cannot allow or risk another incident happening to my family or to any neighbor. A dog park placed directly along my backyard is not a safe placement and cannot be accepted.

For all of these reasons, we simply cannot afford, cannot accept, and will not agree to having trash dumpsters, dog park, swimming pool, or similar high-impact facilities placed immediately next to our homes. This presents an unacceptable living hazard and places an unreasonable burden on the neighbors.

Importantly, the developer has ample interior space available in the center of the site. A central garden or centrally located amenity area would resolve these issues entirely and would keep these high-impact features within their own property boundaries, rather than imposing them on surrounding homeowners.

I am asking respectfully—but firmly—that these facilities be relocated away from the neighboring property lines and placed toward the interior of the development where they belong. As a homeowner, I absolutely cannot accept the current placement.

Thank you for your understanding, and I hope we can work toward a solution that is both reasonable and healthy for everyone involved.

Sincerely,
Gordon Dong

On Fri, Nov 21, 2025 at 11:06 AM Bo Shi <bo_shi@yahoo.com> wrote:

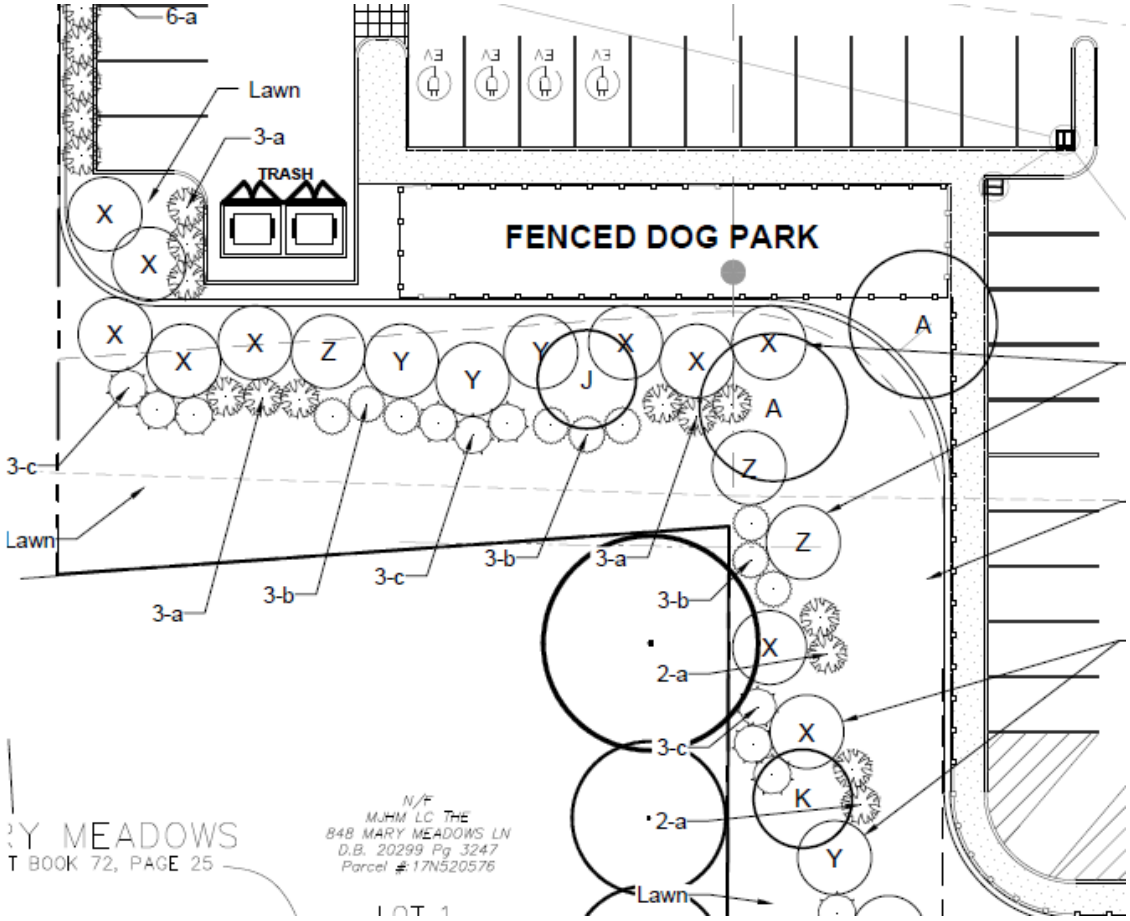
> Good Morning, Jason,
>
> I appreciate you getting back to us.
>
> I looked at the application closely, including the supporting materials. I have a lot of questions regarding how the supporting materials were generated and the case was presented. For this email string, I only talk about the nuisances from the trash dumpsters and the pool.
>
> Generally, a lot of questions from earlier informational meetings were answered. However, policies, rules, and promises are not guarantees. The only way to avoid those nuisances is through redesign. We can argue forever, but the truth is there will be a lot of nuisances if the development goes as it is currently planned.
>
> For the dumpsters, the walls and trees won’t block the smell. Just imagine how much trash can be generated by 160 apartments and a restaurant.
>
> The pool is 35 feet from my property line. Remember this is not a private family pool. With this many apartments, this is considered a “public” pool in terms of how many people will be using it. If you do a survey, how many people would want a public pool 35 feet from their property lines? To put this into a practical perspective, 35 feet is from one side of a house to another side for a smaller home in the neighborhood.
>
> Being a resident in Creve Coeur, I want the city to prosper. However, doing so based on huge sacrifices of people in the community is wrong, and…. I will let you pick the bad words here.
>
> I certainly hope that all parties can have candid conversations and decide on something that is acceptable, which includes an acceptable density.
>
> Thank you again.
>
> Bo Shi

Sent from Yahoo Mail for iPhone

On Friday, November 21, 2025, 9:49 AM, Jason Jaggi <jjaggi@crevecoeurmo.gov> wrote:

Good Morning,
Thank you for taking the time to submit comments concerning this development proposal. I will include them in the December 1st meeting packet for review by the Planning and Zoning Commission.

Regarding the dumpsters, the plans show them located on the southwest corner of the site, approximately 45-feet from the closest residential property line. The dumpsters will be placed within a solid wall enclosure and will be located behind a retaining wall with evergreen trees providing a landscaped screen between the dumpster and the property line. Please see the clip below from the landscape plan showing the proposed conditions of the dumpster enclosure as well as the dog run.



The applicant has submitted operational restrictions for the dog run and the pool deck, which I have included below.

Operations

- Pool hours fixed at 10:00 a.m.–10:00 p.m. with posted quiet hours; no glass, smoking, or alcohol in the pool area; pets prohibited in pool enclosure (service animals excepted).
- Dog run limited to residents only, closed 10:00 p.m.–5:00 a.m., and max 15 minutes per use during open hours; dogs must be attended at all times; fence and landscape sound screening maintained.
- Compliance with applicable municipal noise ordinances; no outdoor amplified music after 9:00 p.m.
- Commercial deliveries and trash service confined to off-peak hours (e.g., 7:00 a.m.–7:00 p.m., no Sundays or City-recognized holidays)
- Outdoor dining limited to the plaza and covered patio areas shown; no outdoor cooking equipment outside designated locations.

Thank you,
--Jason

On Thu, Nov 20, 2025 at 3:01 PM zhihaidong <zhihaidong@gmail.com> wrote:

> Dear Jason,
>
> We hope you are doing well. We are writing as the immediate neighbors whose homes sit directly next to the proposed development:
>
> - **Gordon Dong – 848 Mary Meadows Ln**
> - **Cheryl Richards – 842 Mary Meadows Ln**
> - **Shi Bo – 11011 Martin Grove Ln**
>
> Because our backyards share a boundary with the project's property line, this site plan will have a very real and immediate impact on our daily lives, our families, and the comfort and safety of our homes. After reviewing the layout, we wanted to share our concerns and kindly ask for reconsideration of several design choices.
>
> ---
>
> ## How the Current Layout Affects Our Families
>
> The current design places the parking lot in the center of the development, while the trash area, dog park, swimming pool, and other high-activity or high-noise features are pushed out to the edges—directly against our yards and windows.
>
> For our families, this isn't just a technical issue on a drawing. It affects where our children can safely play, how we use our backyards, and the sense of peacefulness and privacy we have worked hard to build in our homes.
>
> In common commercial developments, these higher-impact features are placed toward the center, with buildings creating a natural buffer. A "central-park-style" layout—where parking sits around the perimeter and active uses remain inside—is far more common and far more neighbor-friendly. The current layout does the opposite, placing the burden directly on nearby homeowners.
>
> We hope you can understand how challenging this feels for the families who already live here.
>
> ---

Concerns About the Trash Dumpster

The commercial dumpster is located extremely close to **848 Mary Meadows**, near the patio and only a short distance from the kitchen. This raises serious concerns regarding:

- strong food odors drifting into our homes
- flies, rodents, and pests
- bacteria and waste exposure
- the loss of enjoyable outdoor living space

During the summer, we spend a great deal of time outside with our children and families. Imagining a large restaurant dumpster just steps away from our patio dinners is overwhelming. It's difficult to picture living with this every day.

Emotional and Safety Concerns About the Dog Park

The dog park is placed directly along our shared property line. While we all love dogs, placing a high-activity dog area right up against our backyards creates several worries:

- excited or barking dogs only a short distant away from where our children play
- the possibility of large dogs jumping, damaging, or breaching the fence
- daily noise, stress, and disruption
- the feeling that our private yard is no longer private

For those of us raising small children, this setup simply does not feel safe or comfortable.

Overall Impact on Our Homes

As currently designed, the plan gives us the impression that the comfort, peace, and quality of life of the neighboring families were not fully considered. The placement of these facilities would negatively affect:

- our quiet enjoyment of our homes
- our ability to use our backyards comfortably
- our children's safety
- our property values
- our day-to-day peace of mind

We truly want this project to succeed, but not in a way that harms the families who already live here.

Our Request for a More Thoughtful Layout

We respectfully request that the design team consider moving the higher-impact features —such as the dog park, trash enclosure, and swimming pool—to the **interior of the development**, where they can be naturally buffered by the surrounding buildings.

We also encourage placing the **parking around the perimeter** instead.

This more traditional, "central-park-style" layout is common, practical, and would make a significant difference for us as neighboring families. It allows the project to keep its amenities while ensuring a safe, peaceful living environment for the existing community.

Thank You for Listening

Thank you sincerely for taking the time to hear our concerns. This neighborhood is where we live, raise our children, and spend our everyday lives. We care deeply about our homes and the community we share.

We truly hope the design team can work with the neighborhood and consider adjustments that respect both the development and the families next door. We would be happy to discuss this further and appreciate your understanding.

Warm regards,

Gordon Dong – 848 Mary Meadows Ln
Cheryl Richards – 842 Mary Meadows Ln
Shi Bo – 11011 Martin Grove Ln

--
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.crevecoeurmo.gov

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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.crevecoeurmo.gov

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Re: New Masterplan/zoning- Bayer East

1 message

Jason Jaggi <jjaggi@crevecoeurmo.gov> Fri, Nov 21, 2025 at 10:26 AM
To: Charles Fiedler <charles.fiedler@303engineering.com>
Cc: "Planning@crevecoeurmo.gov" <Planning@crevecoeurmo.gov>, Johanna Schillinger <Johannaschillinger15@gmail.com>, Bullinger ICE Scott <sbullinger472@yahoo.com>

Chip,
Thank you for submitting your comments on the draft recommendations for the Bayer East Campus Plan update. We appreciate your involvement in this process. The City and our consultants have reviewed the easement documents and I also shared them with the City Attorney. Our conclusion is that we agree, the Tealwood trustees maintain continued rights to that private access road through Bayer's campus with our understanding that the subdivision is responsible for current and future maintenance. We will be modifying the plan recommendations to acknowledge this arrangement.

With respect to the buffer zone, the draft plan recommendations directly speak to the need for a buffer zone and the value of the trees in the area. We have not placed any specific buffer dimensions, number of trees to be saved, building setbacks etc. in this plan as we feel this would be a regulation that is best left to implementation through the zoning code process and with the City's review of any future development plan submitted to the City by a developer taking into account proposed uses and other factors. The role of this plan update is to serve as a guide covering a broad range of goals and recommendations that the City will use to regulate any future development on the site.

I will include your comments in the next Planning and Zoning Commission meeting packet and I will also share them with our consultants. We will send out communication to all stakeholders when the full draft plan is available for review by the public. The draft plan will be posted on the CIty's website here when it is available. This will likely not occur until after the new year.

Thank you,
--Jason

On Thu, Nov 20, 2025 at 12:53 PM Charles Fiedler <charles.fiedler@303engineering.com> wrote:

> Jason, can you forward to P and Z members please. I got a kickback using the address above off the city website. Tha k you. Chip
>
> Charles (Chip) K. Fiedler, P.E. LEED AP
>
> 303rd Engineering Group, LLC
> 10420 Baur Blvd., St. Louis, MO 63132 **(WE HAVE MOVED)**
> 314-664-3382 office phone
>
> 314 541-3382C 314 427-1494 Office/fax
>
> On Thu, Nov 20, 2025, 9:09 AM Charles Fiedler <charles.fiedler@303engineering.com> wrote:
>
> > Dear members of the Planning and Zoning Commission,
> > I am sending this email as president of Tealwood Trustees to the P and Z commission to request that the Option C shown on the sample development plans by PGAV be removed as it shows the removal of the Tealwood back drive. I have given Jason Jagge the easement with modifications(which I had given to the city previously) which clearly shows the easement is given for use by the Tealwood trustees and to the residents for only their use. It has no expiration(other than if we cease to use the road) and is a burden to the property so it follows to each new owner. Jason was going to run it by the city lawyer for his opinion also.
> > We do not feel that a new route using any new roads that may be developed which we would have to share with other residents on the new development would be anywhere close to the equivalent of what we have now. I bring this up as I would not want to surprise any developer with this information after he has bought the property and was thinking he could simply take out the road for his purposes as indicated on Option C. No one from PGAV had any discussions with the Tealwood Trustees or any knowledge of the easement which is recorded and could have been researched. Bayer had done the research and given all the documents to us at the time they decided they would no longer maintain the road as outlined in the easement. We have since had an asphalt company give us an estimate of

what it will take to maintain the road and we have raised our annual assessment accordingly. This road is a very important asset to the neighborhood and raises our property values accordingly.

My second thought is that if you are rezoning this property there would need to be a new buffer zone requirement put into the masterplan, This neighborhood has always had a tremendous buffer zone of trees as provided by Monsanto when they created the campus. If you do not put any requirements to maintain something equivalent into your Masterplan you leave us at the mercy of what the developer thinks will work for him which if they had their way would be right up to the property line, Why not put some parameters on the setbacks and maintenance of trees and wooded areas in the Masterplan that we can debate before a developer lobbies for as small as he can get, I do not think the development of this property should exclude some consideration of what has been considered important wooded areas for Creve Coeur and its residents which the sample plans indicated but would have no teeth without some numerical parameters, Thank you for your attention to this matter, Chip

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Charles (Chip) K. Fiedler, P.E. LEED AP

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