AGENDA
CITY OF CREVE COEUR
PLANNING AND ZONING COMMISSION
300 NORTH NEW BALLAS RD
MARCH 16, 2026
6:00 PM

ZOOM MEETING INFORMATION

Members of the public may access live audio and/or video by accessing the following:

https://us02web.zoom.us/j/89237383730
phone: 1 312 626 6799
Webinar ID: 892 3738 3730

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. **March 2, 2026 Planning and Zoning Commission Meeting Draft 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

AGENDA
CITY OF CREVE COEUR
PLANNING AND ZONING COMMISSION
300 NORTH NEW BALLAS RD
MARCH 16, 2026
6:00 PM

1. **Application #26-003: Review and Adoption of an Amendment to the Comprehensive Plan for the Bayer East Campus**

Jason Jaggi, Director of Community Development on behalf of the City of Creve Coeur, has submitted an amendment to the City's adopted comprehensive plan. The submitted amendment would establish new goals and objectives and provide recommendations for the Bayer East campus in anticipation of future development. The preparation of a comprehensive plan and any amendments to the adopted plan are a function of the Planning and Zoning Commission pursuant to Section 405.1030.E. of the City's code of ordinances. The Planning and Zoning Commission held a public hearing on this item at the March 2, 2026, meeting. This item was continued to the March 16, 2026, meeting.

2. **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 revised plans for a rezoning, site concept plan, site development plan, and a boundary adjustment 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, mixed-use development known as Graeser Station. The lots comprise approximately 4.42 acres and are currently zoned "GC"-General Commercial Zoning District. The request includes rezoning the properties to "PMD" Planned Mixed-Use Development Zoning District in accordance with the procedures described in Section 405.390 Planned Zoning Districts. The revisions include a reduction in the proposed residential units from 157 to 147 and increasing the on-site parking from 250 to 260 spaces as well as minor site changes to accommodate comments received by the Planning and Zoning Commission. Review and approval by the City Council upon the recommendation of the Planning and Zoning Commission is required. This application was continued from the January 20, 2026 meeting.

NEW BUSINESS

1. **Public Hearing. #26-004: A Conditional Use Permit for a Residential Remodelers Use for PJP Construction Group Located at 1067 North Warson Road, Building A**

Mark Miller, of PJP Construction Group, Inc., has submitted a conditional use permit application for a 9,318 square foot space addressed as 1067 N. Warson Road within Building A of the North Warson Business Center development for Residential Remodelers, NAICS 236118. The 17-acre lot is currently zoned “LI”-Light Industrial Zoning District. The request is to house PJP Construction Group, Inc’s offices and internal storage of materials for the applicant’s use. No exterior changes are proposed. Under Section 405.380, Table A of the Zoning Code, NAICS 236118 requires the issuance of a conditional use permit in the "LI" zoning district subject to the recommendation of the Planning and Zoning Commission and approval of the City Council.

WORK AGENDA

PENDING APPLICATIONS

1. **April 6--FY2027-FY2031 Capital Improvement Plan Review**

DEPARTMENT REPORTS

1. **Capital Improvement Plan Review**

Staff has attached the Draft FY2027-2031 CIP for review by the Commission in advance of the April 6th presentation and discussion by the Department of Public Works.

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: _____

AGENDA
CITY OF CREVE COEUR
PLANNING AND ZONING COMMISSION
300 NORTH NEW BALLAS RD
MARCH 16, 2026
6:00 PM

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.

MINUTES
CITY OF CREVE COEUR
PLANNING AND ZONING COMMISSION
300 NORTH NEW BALLAS RD
MARCH 2, 2026
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, March 2, 2026, at 6:00 PM.

ROLL CALL

Ms. Julie LaBonte (Chair)
Mr. Thomas Buelter
Ms. Rhonda O'Brien
Mr. Larry Potashnick
Ms. Marjorie Richter – absent
Mr. Stephan Tomlinson – absent
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: Ms. O'Brien
AYES: Mr. Buelter, Ms. LaBonte, Ms. O'Brien, Mr. Potashnick, Mr. Wang
NAYS: None

The vote on the motion being 5 ayes and 0 nays, motion carried.

APPROVAL OF MINUTES

1. **February 17, 2026 Planning and Zoning Commission Draft Meeting Minutes**

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

The vote on the motion being 5 ayes and 0 nays, motion carried.

PUBLIC COMMENT

None

UNFINISHED BUSINESS

1. **Application #26-002: An Application for a Site Development Plan for Residential Subdivision Entry Signs for the Chaminade Park Subdivision Located at Both Entrances on S. Spoede Road**

Jacob Beckerle and Mike Simon gave the Chaminade Park trustees' presentation. They propose affixing a refreshed veneer stone to the existing painted brick structures using Gabouri dimensional color from Earthworks. More consistent appearance with nearby neighborhoods.

Ms. Moore gave the City's presentation. Chaminade Park subdivision predates the incorporation of the City of Creve Coeur. The current brick structures and signs don't show up on any plat but appear to be on city right of way, with grandfathered status. The signage will be approximately 12 square feet in size.

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

The vote on the motion being 5 ayes and 0 nays, motion carried.

NEW BUSINESS

1. **Public Hearing. Application #26-003: Review and Adoption of an Amendment to the Comprehensive Plan for the Bayer East Campus**

Mr. Jaggi introduced Catherine Hamacher with PGAV Planners and she gave the presentation.

Purpose and Use of the Plan:

- Update the 2017 Creve Coeur Comprehensive Plan and 39 North Master Plan to address future use for this site
- Understand how this site fits within 39 North and City's overall plan for the future
- Reflect the community's vision for this property
- Identify principles and attributes important to retain
- Provide recommendations for future use of the site

Site Analysis, Market Analysis, Development Analysis, Policy and Adoption phases were part of this project. Site understanding led to recommendations. Draft Plan Contents were discussed.

01 Introduction and Background

- Bayer History in the Community
- Bayer Today
- Bayer East Campus
- Purpose of the Planning Document

02 Existing Conditions:

- Site Characteristics
  - Zoning
  - Access & Connectivity
  - Slope & Topography
  - Flora & Fauna
- Building Evaluation
- Office Park Trends
- Large 151-acres site at the corner of Olive and Lindbergh in the City of Creve Coeur
- As part of a real estate restructuring plan, Bayer is selling 90 acres (14 buildings, 877,000 square feet)
- Retaining the Bayer Crop Science Office Campus at the northwest corner of the site which will house ~3,000 remaining employees
- Part of a larger trend - shifting away from large, traditional office campuses, consolidating R & D to Chesterfield campus

- Today, the entire site is within the City's RO - Research and Office District zoning designation
- Slope and topography vary across the site
- Natural features (trees, plants animals) are present on the site, particularly at the southwest corner
- Existing residential buffers

03 Existing Conditions:
Housing Market:

- Types of homes in most demand:
  - Homes in the Ladue School District
  - Smaller single-family homes
  - New homes and condos
  - Homes in attractive, amenitized locations

- Any type of housing is likely to do well in Creve Coeur
  - Olive Boulevard is an established, successful retail corridor
  - Additional retail fronting Olive Boulevard will likely be successful — an opportunity to redevelop older sites
  - It is likely that Creve Coeur could support an additional hotel — most likely location at 270 interchange, though serving 39N & Bayer could make a hospitality facility here make sense

04 Community Feedback:

Community Feedback
- Website
  - Online Comment Form
  - Open Houses
  - Postcard Mailings
  - Newsletter

- Stakeholder Engagement
  - Bayer

  - 39 North
  - Real Estate Professionals

- Desire for retaining green and open space
- Openness to new residential development
- Traffic and density concerns with any change in use or intensity of use
- Desire for additional pedestrian connectivity
- Concern about Tealwood Access Road
- Prefer a mix of uses

05 Development Analysis:

- Exercise conducted during the planning process to consider several options and help stakeholders think through pros and cons
- Capitalize on the significant opportunity this site provides for the City to:
  - Add new residential inventory
  - Consider potential reuse/re-purpose of existing Bayer R&D facilities
  - Consider compatible retail
  - Add new uses
- Consider site constraints such as topography, forested areas, access road

Policy guidance for type and scale of future development on the site. Engineered site plans will be a component of any future development proposal submitted to the City.

Concept A:
• Retail to the north fronting Olive
• Apartment building is shown south of buildings N, Q, O, R, S, T, U, Z
• Existing garage is to remain
• Several one-story townhomes and two-story duplexes or villas at the southern end, utilizing existing access points off Lindbergh and Warson
In total, this concept adds residential units, retains forested buffer, leaves many of the buildings for reutilization, leaves Tealwood Drive as-is, and expands the existing walking paths.

Concept B:
• Retail to the north fronting Olive

• Series of one or two story apartment buildings are shown south of buildings N, Q, O, R, and S
• Existing garage is to remain
• Several single-family homes at the southern end, utilizing existing access points off Lindbergh and Warson
In total, this concept adds residential units, retains forested buffer, leaves many of the buildings for reutilization, leaves Tealwood Drive as-is, and expands the existing walking paths.

Concept C:
• Retail to the north fronting Olive
• Several two-story townhomes are tucked just west of existing garage to remain
• Buildings N, Q, O, R, S, T, U, Z, and V-Annex to remain
• An apartment building, one-story townhomes, and several two-story duplexes at the southern end, utilizing existing access points off Lindbergh and Warson and leaving the existing retention area in place.
In total, this concept adds residential units, retain forested buffer, leaves many of the buildings and greenhouses for reutilization, leaves Tealwood Drive as-is and expands the existing walking paths.

- Concepts are intended to help visualize plan concepts and are not engineered site plans
- Guidance from each concept should be considered particularly related to:
    - Retaining a concentration of forested area
    - Keeping a buffer between development and residential to the south
    - Density to be concentrated on the northern portion of the site
    - A focus on creating a mix of uses
    - Encouraging new pedestrian connections throughout the site

06 Plan Recommendations:
Open Space & the Environment Objectives:

- Balance the needs of future development with a desire for a tree-rich environment.
- Where possible, incorporate the existing topography, and wooded areas to support the natural habitat within new development.

- Prioritize open space in a way that allows for development while maintaining a concentration of forested areas in the southern and western portions of the site.
- Ensure a suitable buffer is provided between this site and the residential neighborhoods to the south.

Open Space & the Environment Recommendations:

- Avoid extensive tree removal. Preserve connected forested areas, guided by existing southern roadways as natural boundaries and buffers.
- Require a tree inventory as part of the development review process.
- Retain existing, healthy mature trees on Warson Road that provide shade and a pleasant aesthetic for drivers and pedestrians.
- Encourage the removal of invasive vegetation throughout the site.
- Retain or replace a tall-grass prairie component on the southern end of the site in proximity to wooded areas to support biodiversity.
- All site components should be designed such that the proposed conditions will not create an adverse effect on adjacent properties through an increase in the volume or intensity of stormwater runoff.

Open Space & the Environment Key Points:

- Existing wooded areas contribute to the character of the site and provide natural buffers.
- Tree removal will be necessary to support any type of redevelopment (new streets, buildings, stormwater facilities, retaining walls, utilities, etc.)
- Want to achieve an appropriate balance between necessary tree removal, preservation, and replacement with new trees
- Stormwater mitigation to ensure no adverse impacts on adjacent properties is important

Transportation & Connectivity Objectives:

- Preserve existing site access to the surrounding roadway network while establishing new streets within the site that appropriately connect the various land use components, including the remaining Bayer corporate headquarters.

- Encourage pedestrian access throughout the site and connections to adjacent areas.

Transportation & Connectivity Recommendations:

- Ensure private roadway access to the Tealwood Subdivision is provided in accordance with the current easement agreement or a new mutually beneficial agreement between all parties.
- Require a traffic impact study for any future development on the site to understand the current traffic generation and future traffic demands based on proposed uses
- Ensure there is a long-term ownership and maintenance plan for bridge over Lindbergh Boulevard to provide necessary access to Olia Village, Bayer campus and development in the area.
- Maintain the pedestrian connection from Bayer Drive to Stacy Park and enhance internal site connectivity while supporting implementation of the planned 39 North Greenway in this area.
- Include walking paths and allow for public use.
- Consider the long-term potential of new pedestrian and bike connectivity between the east and west sides of Lindbergh Boulevard connecting the Bayer campus with the Olia Village development.

Transportation & Connectivity Key Points:

- Opportunity to implement 39 North Greenway.
- Retain Tealwood Access Road. Any reconfiguration or change to this existing access must be acceptable to the Tealwood Trustees.
- Bridge over Lindbergh serves surrounding area and future development. Ensuring long term maintenance is important.
- Desire to open up part of the traditionally private campus for public use.

Future Land Use Objectives:

- Encourage a variety of new uses that are compatible with Bayer Crop Science's headquarters operations, advances the growth of the 39 North District and the City as a whole, and complements surrounding development. Consider reuse of existing research facilities by other users while remaining open to alternate land uses based on market demand.
- Locate new uses on the site in the appropriate locations that are compatible with adjacent uses.

Future Land Use Recommendations:

- Appropriate uses on the site include retail, recreational, service, government, commercial, various forms of housing types, offices, research and development facilities, and hotel with conference center.
- Prioritize commercial and service retail on Olive Boulevard frontage. Discourage auto-oriented uses in this area.
- Encourage commercial uses that are complimentary with the nearby Bayer campus and broader 39 North District such as a quick service restaurant or daily needs retail.
- Due to the size and location of the site adjoining two major roadways, greater density is appropriate; however, taller buildings and the most intense activity should be located toward the central and northern portions of the site to minimize impacts to adjoining residential neighborhoods.
- Due to the size and location of the site adjoining two major roadways, greater density is appropriate; however, taller buildings and the most intense activity should be located toward the central and northern portions of the site to minimize impacts to adjoining residential neighborhoods.
- Work with the 39 North District, Bayer, and other partners to encourage building reuse with office and research & development users to support the growth of the 39 North AgTech District.
- Retention of the existing Bayer conference center (Building R) with a possible hotel component should be considered.
- Consider a mix of housing types to encourage residential diversity.

Future Land Use Key Points:

- Support a mix of uses on the site.
- Retail is favored along Olive Blvd to the north.
- Variety of housing types would be appropriate:
    - New detached or attached single-family residential is favored within undeveloped areas on southern end
    - Integrate multi-family with commercial uses
    - Opportunities for senior-oriented housing

07 Implementation:
Development Procedures & Incentive Review

- Recommendation to utilize Planned Development Ordinance and Planned Mixed-Use Development Zoning
- Considerations regarding incentive use - recommendation to utilize City Council's Incentive Policy

Mr. Potashnick asked about the bridge over Lindbergh Blvd. Mr. Jaggi said that bridge maintenance responsibilities from Olia Village and Bayer are in an agreement Mr. Lumley obtained. There is a lot of work around the feasibility of a walking path along the bridge to be done.

Public Comments:
Elliot Burnham expressed concerns about building near Tealwood and the importance of trees and wildlife. Trees help cool the planet. We have enough condos, strip malls and cafes near here.

Larry Chapman is a commercial real estate developer, and he has developed multiple projects in the nearby area. He brought up concerns about the appropriateness of the residential drawings in the concepts. Live, work, play environment is the direction he is heading. Mr. Chapman encouraged getting this plan done so we can get to the next steps.

Ms. LaBonte and Mr. Buelter asked Ms. Hamacher questions about the tree retention language in the plan. Ms. Hamacher said that we are trying to balance the idea that not all forested areas will be able to be retained just like not all trees will be able to be

retained, but we do think it is important to retain a concentration. Mr. Buelter asked what are we going to do to ensure the re-establishment of trees and landscaping? Ms. Hamacher said that the most valuable, biggest, oldest trees are toward the southern end and the southwest corner. The trees and plants that are there now near the buildings are ornamental. More valuable trees are toward the edges of the campus. Mr. Jaggi said that the Tree Preservation Ordinance and replacement requirements will enter into any future development proposal that is submitted. 50% of the trees must be saved. If they go beyond that, there are tree replacement requirements. What does that look like? Some tree removal is unavoidable. The southern boundary has nicer tree stock, and it is adjacent to the existing residential area. Replacement trees will also contribute to the wooded character of the property.

Ms. LaBonte asked if the forested area can be segmented that is being retained from the part being developed? Mr. Jaggi said that we will evaluate any proposal and there is the opportunity to fine tune these things. This plan is here to give you big picture guidance. Ms. LaBonte asked for a response to Mr. Chapman's comments about the residential images in the concepts. Ms. Hamacher said it is for illustration purposes only. Visuals were intended to think through the options.

Mr. Lumley offered exhibits into the record.

Motion to recommend preparation of the draft resolution to adopt the plan at the next Planning & Zoning Commission meeting on March 16, 2026.

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

WORK AGENDA

There is no Work Agenda tonight.

PENDING APPLICATIONS

March 16th Meeting

- **1067 N. Warson CUP-PJP Construction**

- **Comprehensive Plan Update Resolution**
- **Graeser Station Rezoning, Site Concept Plan and Site Development Plan Revised Submittal**

April 6th Meeting

- **CIP Presentation from Public Works**

Ms. O'Brien will chair the March 16 meeting. Ms. LaBonte will participate via Zoom. Mr. Potashnick will not attend the April 6 meeting.

DEPARTMENT REPORTS

No Department Reports tonight.

ADJOURNMENT

Meeting adjourned at 7:05 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
www.crevecoeurmo.gov

APPLICATION TO PLANNING AND ZONING COMMISSION #26-003: FOR THE REVIEW AND ADOPTION OF AN AMENDMENT TO THE *COMPREHENSIVE PLAN*

FOR THE MEETING OF: March 16, 2026

LOCATION: Bayer East Campus, Southeast Intersection of Olive Boulevard and N. Lindbergh Boulevard

REQUEST: Jason Jaggi, Director of Community Development on behalf of the City of Creve Coeur, has submitted an amendment to the City's adopted comprehensive plan. The City has determined there is a need to update the comprehensive plan due to the anticipated sale and potential redevelopment comprising approximately 90-acres of the existing Bayer East campus, located on the east side of Lindbergh Boulevard, south of Olive Boulevard, addressed as 800 North Lindbergh Blvd., within the 575-acre 39 North planning district. The City's existing comprehensive plan, *Creve Coeur 2030*, was adopted by the Creve Coeur Planning and Zoning Commission in March 2017 and amended in June 2023 in response to the sale of the 96-acre Bayer West campus. The *39 North Master Plan* was adopted in June 2017 as a component of the City's comprehensive plan. The submitted amendments would establish new goals and objectives and provide recommendations for the Bayer East campus in anticipation of future development. This item was continued from the March 2, 2026, Planning and Zoning Commission meeting.

ADDITIONAL INFORMATION: The Planning and Zoning Commission will consider adoption of all or part of the comprehensive plan amendment. A draft resolution for adoption has been prepared after review by the Commission upon conclusion of the public hearing on March 2, 2026. City Council action is not required. The development of the comprehensive plan and any amendments to the adopted plan are a function of the Planning and Zoning Commission.

State Regulations:

- The comprehensive plan is developed and adopted by the planning commission. (89.340-89.370)
- Zoning regulations must be made in accordance with a comprehensive plan. (89.040).

Zoning Code References

- Section 405.1030: Planning and Zoning Commission

APPLICANT: Jason Jaggi, AICP
Director of Community Development
City of Creve Coeur
300 North New Ballas Road
Creve Coeur, MO 63141

REPORT PREPARED BY:

Jason W. Jaggi, AICP, Director of Community Development Date: 3/9/26

BACKGROUND

The Planning and Zoning Commission held a public hearing at the March 2, 2026, meeting where PGAV Planners presented the draft comprehensive plan update. Comments were accepted and the public hearing was closed. There were no requested changes to the document. At the conclusion of the public hearing, the Commission directed staff to prepare a resolution for adoption.

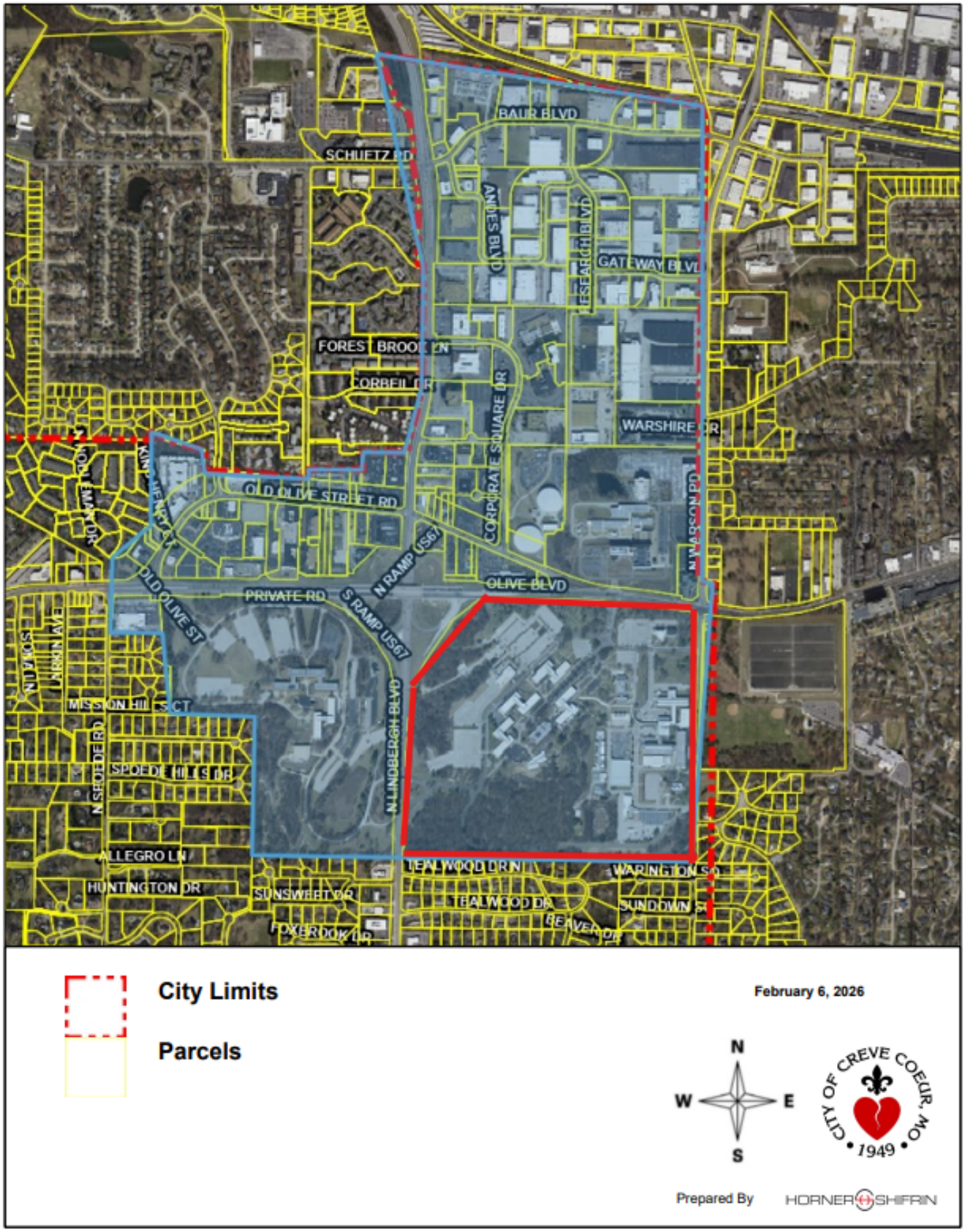
The final comprehensive plan has been submitted and attached to this staff report is the draft resolution. If approved by the Planning and Zoning Commission, the Bayer East Comprehensive Plan Update will become a component of the City's comprehensive plan. The adopted resolution and plan will be certified and recorded at the St. Louis County Recorder of Deeds office as required by state law.

ACTION AND MOTION

The following would be an example motion for this application:

"I move to approve Resolution #26-001 to adopt the Bayer East Campus Comprehensive Plan Update prepared by PGAV Planners as an amendment to the City's Comprehensive Plan, Creve Coeur 2030, the official land use plan of the City, as referenced by Application #26-003."

AERIAL PHOTO:



RESOLUTION 26-001

A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF CREVE COEUR, MISSOURI, ADOPTING AN AMENDMENT TO THE CREVE COEUR 2030 COMPREHENSIVE PLAN AND THEREBY UPDATING THE OFFICIAL LAND USE PLAN OF THE CITY.

WHEREAS, Sections 89.340 et seq. RSMo direct the Creve Coeur Planning and Zoning Commission to make and adopt a plan for the physical development of the City; and

WHEREAS, the Commission adopted such a plan, the Creve Coeur 2030 Comprehensive Plan, in March 2017, and subsequently adopted amendments thereto in June 2017 and June 2023; and

WHEREAS, the adopted plan and amendments include provisions regarding the Mixed-Use Innovation Campus District, also referred to as the 39 North area, and

WHEREAS, in adopting and amending the Creve Coeur 2030 Comprehensive Plan the Commission with the assistance of its consultants PGAV Planners, completed careful and comprehensive surveys and studies of current existing conditions and probable future growth of the City including in the Mixed-Use Innovation Campus District; and

WHEREAS, at the time of adoption of the plan and prior amendments, it was not contemplated that approximately 90-acres of the 151-acre Bayer East campus would be offered for sale and become subject to redevelopment; and

WHEREAS, the Commission has confirmed that the Creve Coeur 2030 Comprehensive Plan should be updated to include goals, objectives and recommendations for the anticipated redevelopment of a portion of the Bayer East campus; and

WHEREAS, an application was submitted by the City of Creve Coeur Director of Community Development to make such an update; and

WHEREAS, the Planning and Zoning Commission of the City of Creve Coeur, Missouri, held a public hearing thereon at the Creve Coeur Government Center on March 2, 2026; and

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

WHEREAS, all persons who presented themselves at said hearing and desiring to be heard were given an opportunity to be heard and a copy of the proposed amendment to comprehensive plan has been made available for public inspection prior to its consideration by the Commission; and

WHEREAS, the Commission has determined that it is fully and sufficiently informed on the matter and that the proposed amendment to the plan has the general purpose of guiding and accomplishing a coordinated development of the City in the affected area which will, in accordance with existing and future needs, best promote the general welfare as well as efficiency and economy in the process of development;

NOW, THEREFORE, be it resolved by the Planning and Zoning Commission of the City of Creve Coeur, Missouri, as follows:

Section 1:

The Comprehensive Plan Amendment for the Bayer East Campus included in **Exhibit A** attached hereto, is hereby adopted to amend and update the Creve Coeur 2030 Comprehensive Plan as previously amended.

Section 2:

The Commission shall continue on with the task of implementing the Comprehensive Plan as hereby amended to the full extent of its authority.

Section 3: This Resolution shall become effective immediately upon adoption.

Section 4: The adopted amendment to the Comprehensive Plan shall be kept on file in the Department of Community Development, which serves as the office of the Commission, and the Director shall cause a copy thereof to be certified to the City Council and City Clerk to be available in the Clerk's office for public inspection during normal office hours, and further the Director shall cause a certified copy thereof to be available in the office of the St. Louis County Recorder of Deeds, all in compliance with Section 89.360 RSMo.

ADOPTED BY VOTE OF ____OF THE 7 MEMBERS OF THE COMMISSION THIS ___DAY OF_____, 2026.

_____
JULIE LaBONTE
CHAIRPERSON

_____
SECRETARY

ATTEST:

_____
KELLIE HENKE, CITY CLERK, MPCC

STATE OF MISSOURI)
) SS
COUNTY OF ST. LOUIS)

I, Kellie Henke, City Clerk within and for the City of Creve Coeur, in the State and County aforesaid, do hereby certify that the foregoing constitutes a full, true and correct copy of Resolution No. 26-001 and the amendment to the Comprehensive Plan thereby approved of said City as approved by the Planning and Zoning Commission and signed by the Chairperson, and is in effect for the City of Creve Coeur, MO, on and after the ____ day of _____, 2026, and as fully as the same appears on record in my office. The City's 2030 Comprehensive Plan and all amendments thereto on file remain in effect as amended by the foregoing.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the City of Creve Coeur, Missouri, at my office in said City this ___ day of _____, 2026.

_____
Kellie Henke
City Clerk

BAYER EAST CAMPUS COMPREHENSIVE PLAN UPDATE

for the City of Creve Coeur, Missouri

March 2026

Image: Cushman & Wakefield

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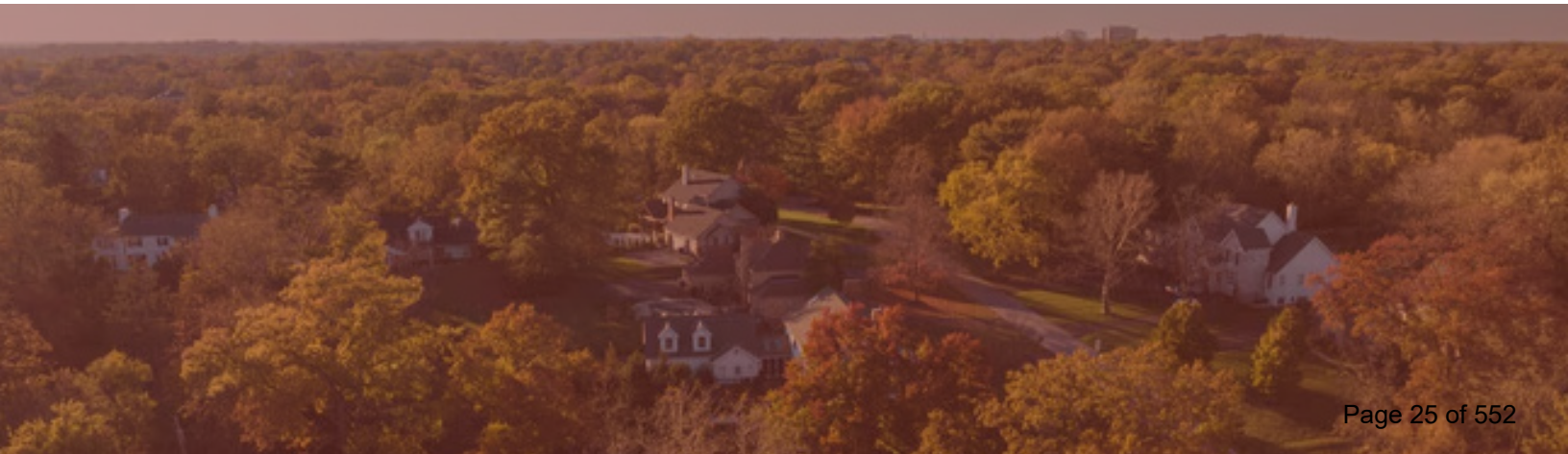
Acknowledgments

Planning & Zoning Commission
Julie LaBonte, Chair
Rhonda O'Brien, Vice Chair
Thomas Buelter, Commission Member
Larry Potashnick, Commission Member
Marjorie Richter, Commission Member
Stephan Tomlinson, Commission Member
A.J. Wang, Commission Member

City Council
Robert Hoffman - Mayor
Donna Spence - Ward 1
Mark Manlin - Ward 1
Kim Norwood - Ward 2
Nicole Greer - Ward 2
Drew Newman - Ward 3
David Hoffman - Ward 3
Scott Saunders - Ward 4
Mara Berry - Ward 4

City Staff
Jason Jaggi, Director of Community Development
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The City of Creve Coeur's Community Vision

Creve Coeur will continue to prosper as a ***premiere livable and sustainable community*** *by preserving and capitalizing on new opportunities for the City's key residential, business, environmental, and civic assets.*

Utilizing comprehensive place-making*, Creve Coeur will enhance its unique and recognizable physical identity; its healthy and vibrant neighborhoods; and remain* ***a regional leader as a green and environmentally-friendly community.***



The City of Creve Coeur's Vision, as defined in Creve Coeur 2030 plan.



01

INTRODUCTION & BACKGROUND

Introduction

The City of Creve Coeur adopted the Creve Coeur 2030 Comprehensive Plan in March of 2017 after 1.5 year-long planning and engagement process. As part of this process, a robust existing conditions analysis was completed to understand the current conditions in the community. Significant public engagement took place during the process to get a sense of community priorities and concerns. This plan provides long-term guidance for the community about a variety of community place types, residential neighborhoods, commercial corridors, and institutional areas. Other planning processes have taken place in the eastern section of Creve Coeur including the Old Olive Great Streets Plan, 39 North Master Plan, and 39 North Greenway Plan.

While much of the planning work done during these processes is still applicable, significant changes have occurred on the Bayer Campus. When the 39 North Master Plan and the 2030 Comprehensive Plan were adopted, none of these changes were predicted or planned and thus necessitated the city reconsider the long-term priorities for this location.

BAYER HISTORY IN THE COMMUNITY

Founded in 1901, Monsanto initially operated as a chemical company, but shifted to agricultural products in the mid 1900's. In 1957, the Creve Coeur campus was built, serving as the Monsanto headquarters for more than 60-years. It was at this campus that the company grew into an agricultural and bioscience enterprise, with significant campus and employee growth in the community.

In 2016, Bayer announced their intention to acquire Monsanto, with the deal completed in mid 2018. After the acquisition, the Monsanto name was discontinued and the campus in Creve Coeur was rebranded in the Bayer name. At the time, the company committed to maintaining a significant presence in St. Louis, integrating the longtime Monsanto Crop Science division into the broader business structure.

Dating back to the 1950's, the company has represented a significant economic engine and employment base in Creve Coeur, leading to the development of many neighborhoods and nearby amenities for workers on campus.

BAYER TODAY

In 2022, Bayer sold their West Campus property at the southwest corner of Olive and Lindbergh. This sale prompted the city to undergo a significant planning process to update the Comprehensive Plan and establish the regulatory environment to facilitate future development on the site. What came out of that process was a several year long engagement with Jack Matthews Development and Fireside Financial, the group who acquired the site from Bayer. The 96-acre site was the topic of much discussion in the community with residents and elected officials engaging with the group to negotiate the details of a significant mixed-use project on the site, now known as Olia Village. The Olia Village rezoning and Site Concept Plan was approved by the City in November 2023 and the City is continuing to facilitate a development that is consistent with the updated 2030 Comprehensive Plan.

BAYER EAST CAMPUS

In 2025, Bayer announced the intent to sell off an additional 90-acres of property on the southeast corner of Olive and Lindbergh, known as the East Campus. The company put the property on the market and began offering the opportunity to interested buyers.

Similar to the West Campus property, the East Campus is located within the 39 North AgTech District at an important intersection in the community. Accessible from major roadways and central in the St. Louis region, the Bayer East Campus provides an important opportunity for the city to reimagine a large piece of property in the community. Adjacent to the under-construction Olia Village, the East Campus directly abuts neighborhoods to the south and residential areas in the City of Olivette to the east. It is directly south of the Danforth Plant Science Center.

Bayer is retaining the northwest portion of this site to continue in person operations for the Bayer Crop Science Corporate Headquarters. The portion to remain includes corporate offices, parking, a childcare center, and significant open space.

Purpose

Given the upcoming changes on the site associated with the upcoming sale, the City of Creve Coeur initiated a process to update the Comprehensive Plan and 39 North Master Plan to reflect the updated future for this part of the community. The intent of the update for the Bayer East Campus is to understand how this site fits within the 39 North AgTech District and the City's overall vision for the future. The primary goals of the planning process are to reflect the community's vision for the site, given new ownership and retention of the existing Corporate Headquarters on a portion of the site, and identify the principles and attributes important to retain with any future development.

The process began in June of 2025 and included several public meetings and opportunities for online engagement. Through this, the City worked with a consultant to understand the site's potential and craft objectives and recommendations that depict the community's vision for this 90-acres in the future.

The purpose of the planning process was primarily to provide updated parameters and guidance for the site's future development when it comes to future land use, density, open space, and connectivity. Significant regulatory processes will occur with any future development on the site, though they will be viewed in light of the adopted 2030 Comprehensive Plan and Bayer East Campus Update. Should any new uses be proposed on the retained campus, this plan may need to be revisited.

Existing Context





02

EXISTING CONDITIONS

Community Profile

The City of Creve Coeur is located in St. Louis County and is part of the Greater St. Louis Region. Home to over 18,000 residents on about 10 square miles, the community borders Unincorporated St. Louis County to the north, Olivette and Ladue to the east, Frontenac and Westwood to the South, Town and Country to the southwest, and Chesterfield to the northwest. Creve Coeur was incorporated in 1949 and grew primarily off Olive Boulevard, with development moving west over time.

CURRENT DEMOGRAPHICS

A wealthy community, Creve Coeur ranked third in highest assessed value in St. Louis County with the median income for a household in the city nearly $100,000. Less than 3% of residents are below the poverty line.

According to the 2020 Census, the community is 70% White, 9% Black, and 12.5% Asian, with other minorities making up the remaining percentage. Overtime, the City has grown more diverse, with the percentage of White residents decreasing and the number of Black and Asian residents more than doubling since 2000. There have been no significant demographic shifts shown in the data since the 2030 Comprehensive Plan was adopted in 2017.

The western portion of Creve Coeur is part of the Parkway School District, while the eastern portion is served by the Ladue School District. The Pattonville District covers a small portion of the community in the northeast corner of the city. The quality, high-ranking public schools in the community are a significant driver for the residential strength seen throughout the community. They also drive much of the character of the community, where married households with or without children make up the largest demographic.

MAJOR EMPLOYERS

The community has maintained its economic base through significant growth in the St. Louis region. As residential development has moved west throughout St. Louis County and into adjacent St. Charles County in recent years, Creve Coeur has maintained its strong economy. Barnes-Jewish West County Hospital, Mercy Hospital, the Bayer Crop Science Division Headquarters, and the Donald Danforth Plant Science Center all maintain a significant presence in the community, providing jobs for residents in the region.

Site Characteristics

EXISTING SITE

The Bayer East Campus is a large 151-acre site at the southeast corner of Olive and Lindbergh in the City of Creve Coeur. Serving as the headquarters for Monsanto (now Bayer) since 1957, the property has seen no significant change or construction in recent years.

As part of a real estate restructuring plan, Bayer is selling the 90 acres outlined below. This includes 14 buildings comprising 877,000 square feet of office, research, and development space. The company is retaining the Bayer Crop Science Office Campus at the northwest corner of the site which will house approximately 3,000 remaining employees. This shift reflects both the company's internal changes due to acquisition, research needs, and litigation, but is also part of a larger trend. Many corporations are shifting away from large, traditional office campuses, consolidating uses and offering more flexible work-from-home arrangements for employees.

Developed as one site, the 151-acres share one utility and drainage system. It is anticipated that an arrangement will be made with the future buyer of the 90-acres for sale to disentangle the utilities and separate the two into separate systems.

Existing Site



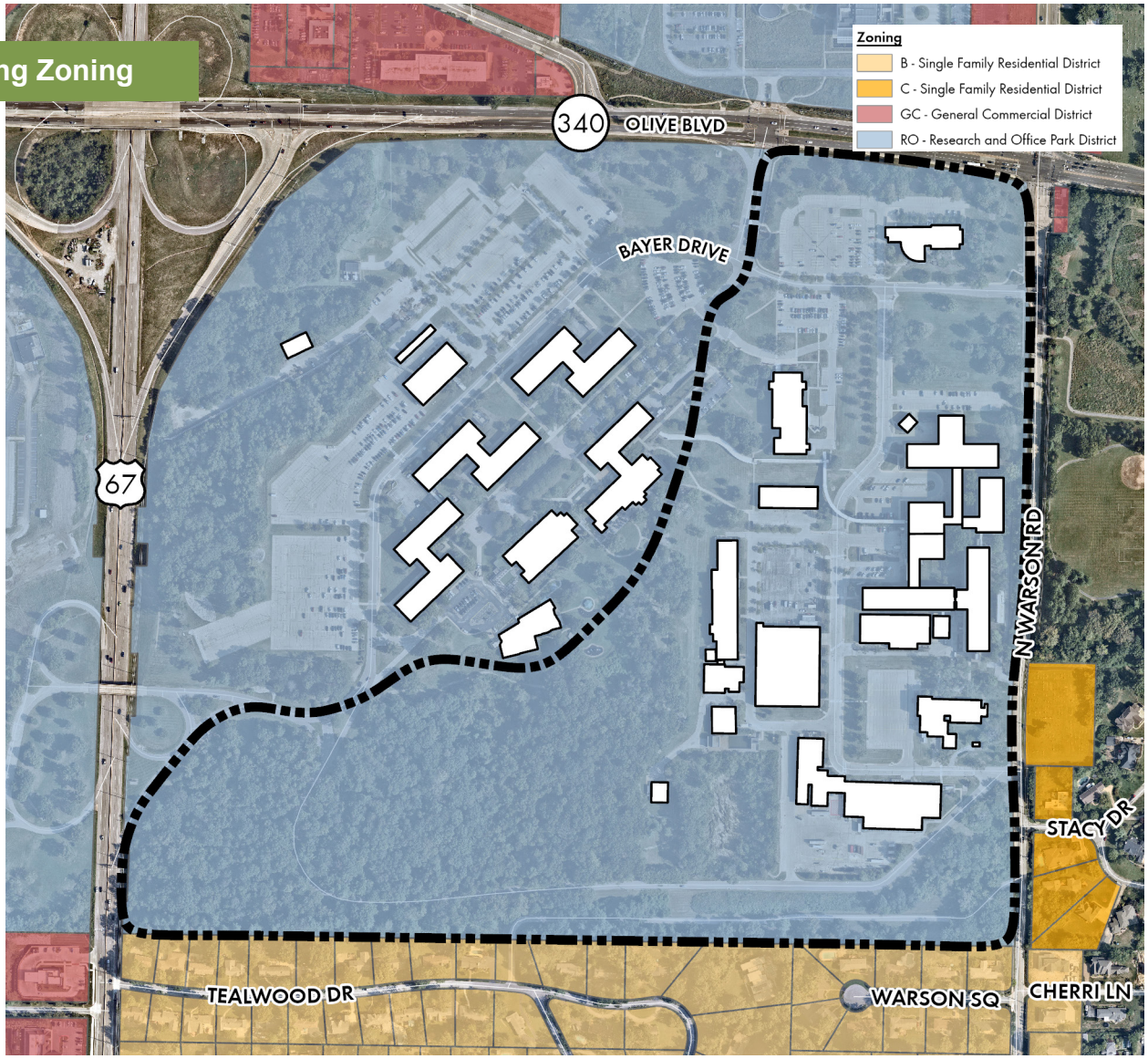
CURRENT ZONING

Today, the entire site is within the City's RO - Research and Office Park District zoning designation. This zoning district is intended to provide for the planned development of large-scale office parks which include extensive laboratories and other similar scientific research facilities. Given the long history of the company in Creve Coeur, and the recent growth of the 39 North District, this zoning designation has captured much of the activity on site in recent years. The designation only exists in this part of the community, where research and office users are part of a larger campus context.

Given broader trends in office consolidation, it is unlikely that a single office or research user will occupy this large site and zoning updates will be required for any use change.

Currently, properties to the south are zoned Residential B, allowing single family homes on lots less than 1-acre. Those to the north are a mix of Research and Office and General Commercial. To the west, the Olia Village development is zoned Planned Mixed-Use Development, adopted by the City to serve as the regulatory framework for the future build out of this property. The site was similarly zoned Research & Office prior to development.

Existing Zoning



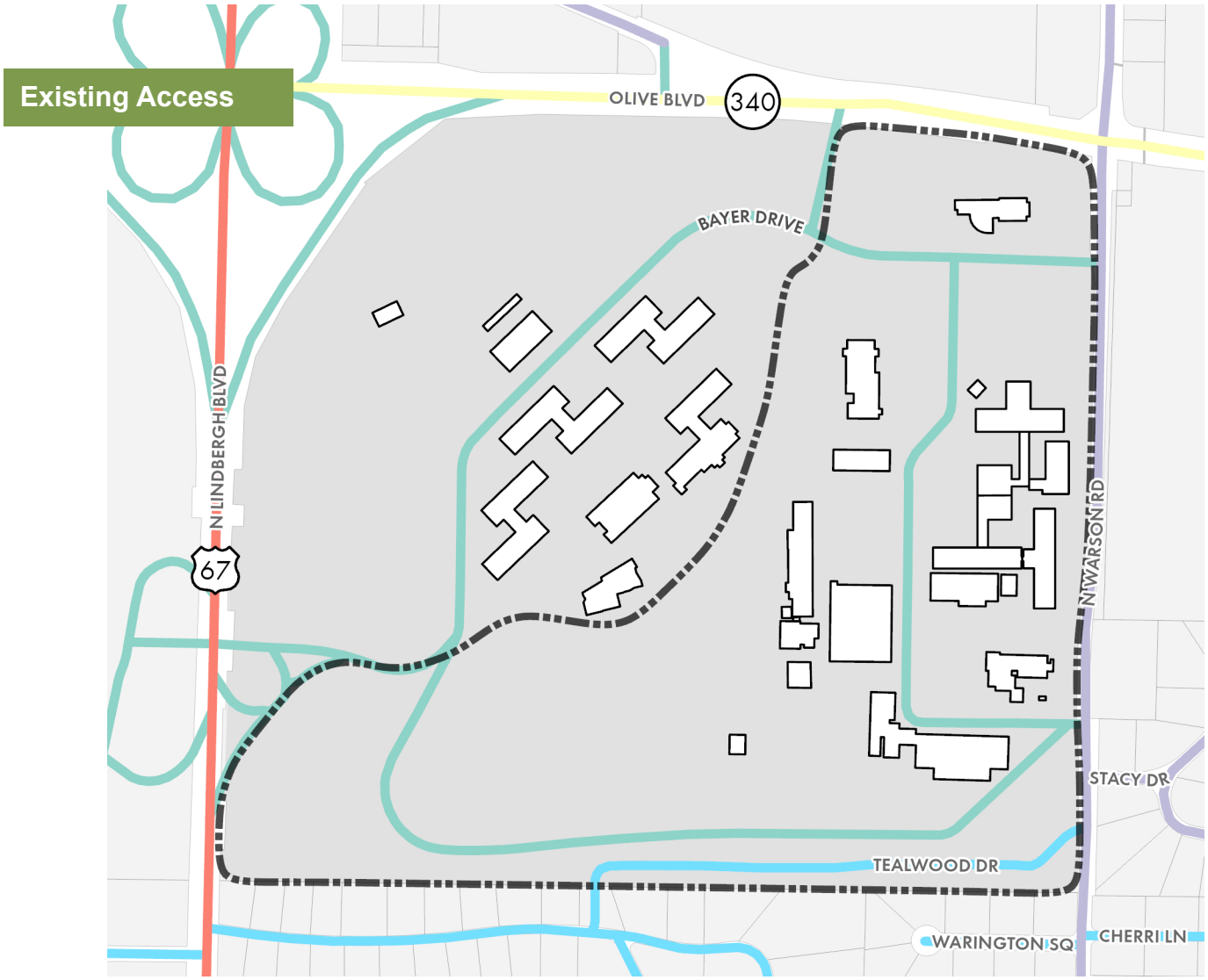
CURRENT ACCESS & CONNECTIVITY

As the map below displays, current access and connectivity within the site is relatively limited. Typical of a suburban office campus, entry and exit is restricted to controlled entrances. In this case, these exist off Olive Boulevard to the north and Lindbergh Boulevard to the west. Additional secondary entrances are provided off Warson Road to the east.

Circulation throughout the site is primarily for automobiles, moving employees and visitors between parking lots and buildings. Due to a system of underground and skywalk connections between campus buildings, there are limited on-street sidewalks or connections for cyclists within the site. Similarly, connections for pedestrians and bicyclists to the surrounding area are limited.

A private bridge on Bayer Drive over Lindbergh Boulevard currently provides automobile and limited pedestrian access to the west side of Lindbergh. This bridge was previously owned and maintained by Bayer, though an agreement is currently in place for shared responsibilities with Olia Village.

On the south, a Tealwood access road known as Tealwood Drive provides a private easement through the site for the exclusive use by residents of the Tealwood subdivision. This easement was granted by Monsanto, while today, the roadway itself is maintained by subdivision residents through the homeowners association.



CONNECTIVITY

An additional potential connection in the area is planned, which could increase the pedestrian and bike connectivity of this project to the broader region. The 39 North Greenway has been proposed by Great Rivers Greenway, the public agency created to develop a park and greenway system in the St. Louis Region. This project, shown on the map below, is currently in the planning stages, but seeks to connect Stacy Park in Olivette, immediately east of the site, up through the 39 North District to the broader Centennial Greenway system stretching from Forest Park to St. Charles County. This connection would go through the northern portion of site, increasing the importance of its potential in facilitating broader regional connections.

The 39 North Master Plan, Creve Coeur 2030 Comprehensive Plan, and continued resident engagement have identified increasing bicycle and pedestrian connectivity as goals, so ensuring support for these types of connections is important and provide an additional opportunity for network connectivity.

Long term, other potential connections include a bridge with pedestrian and bicyclist accommodations over Lindbergh to the west, improved facilities on Olive and Warson, and additional internal site connectivity and access for a variety of users.



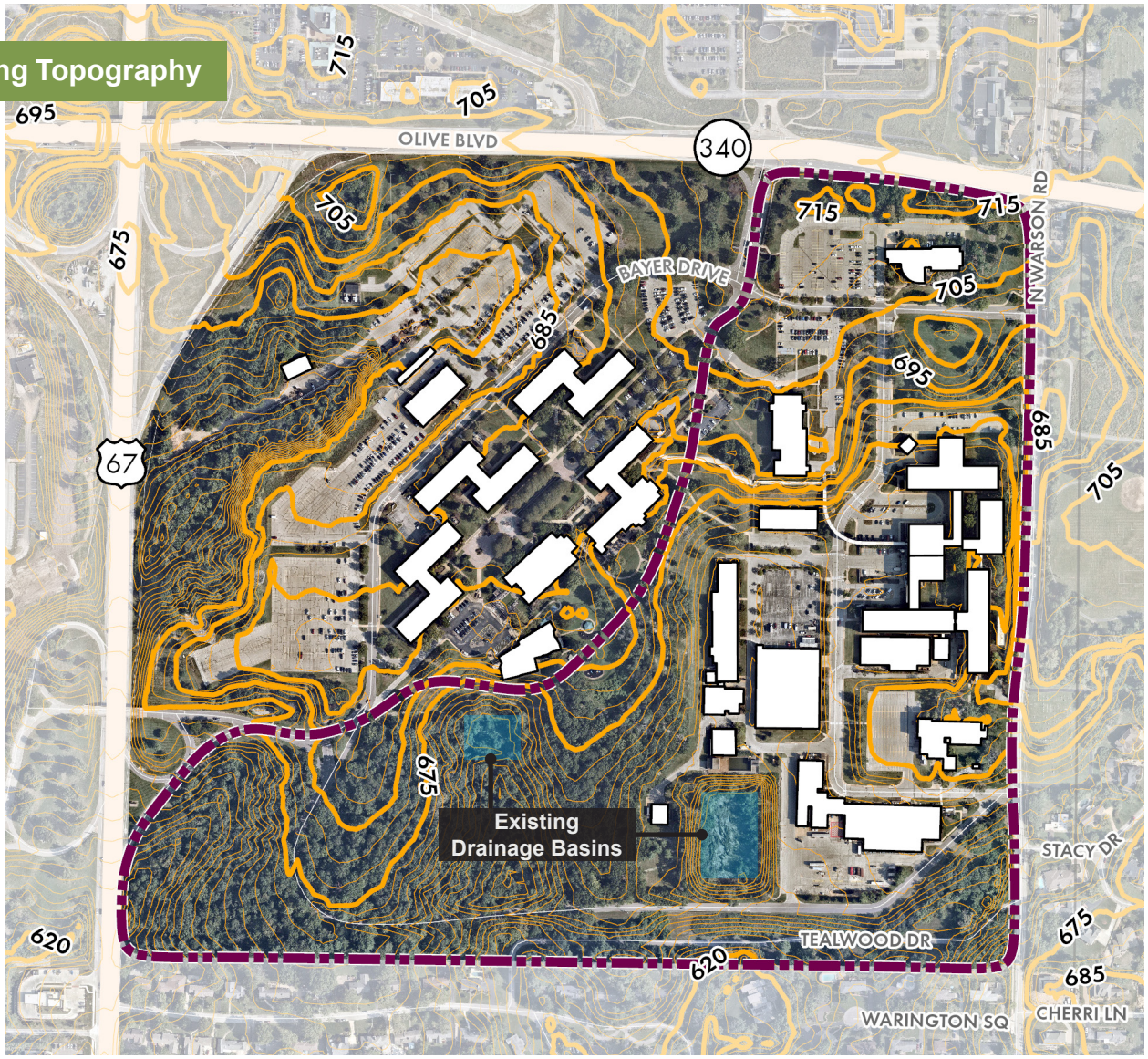
SLOPE & TOPOGRAPHY

As the map below displays, slope and topography varies across the site. In general, the northwest corner of the site is higher than the southern edge of the site, with topography generally sloping to the south. Ridges, significant tree lines, and other natural features are also present on the site, creating unique topography, much of which was acknowledged with the placement of existing buildings on site.

A large drainage basin exists on the south, directly west of the greenhouse structure, north of Tealwood Drive. An additional drainage basin exists within the forested area just south of the childcare building. The slope of the site is oriented thus that each building drains to these existing basins through a network of integrated sewers.

The existing slope and topography were considered when development first began in this area, dictating much of the development pattern. It is anticipated that significant engineering and site work may be needed in several locations to accommodate future redevelopment. Site work will include grading, stormwater detention areas, the addition and/or movement of utilities, and site clearance.

Existing Topography



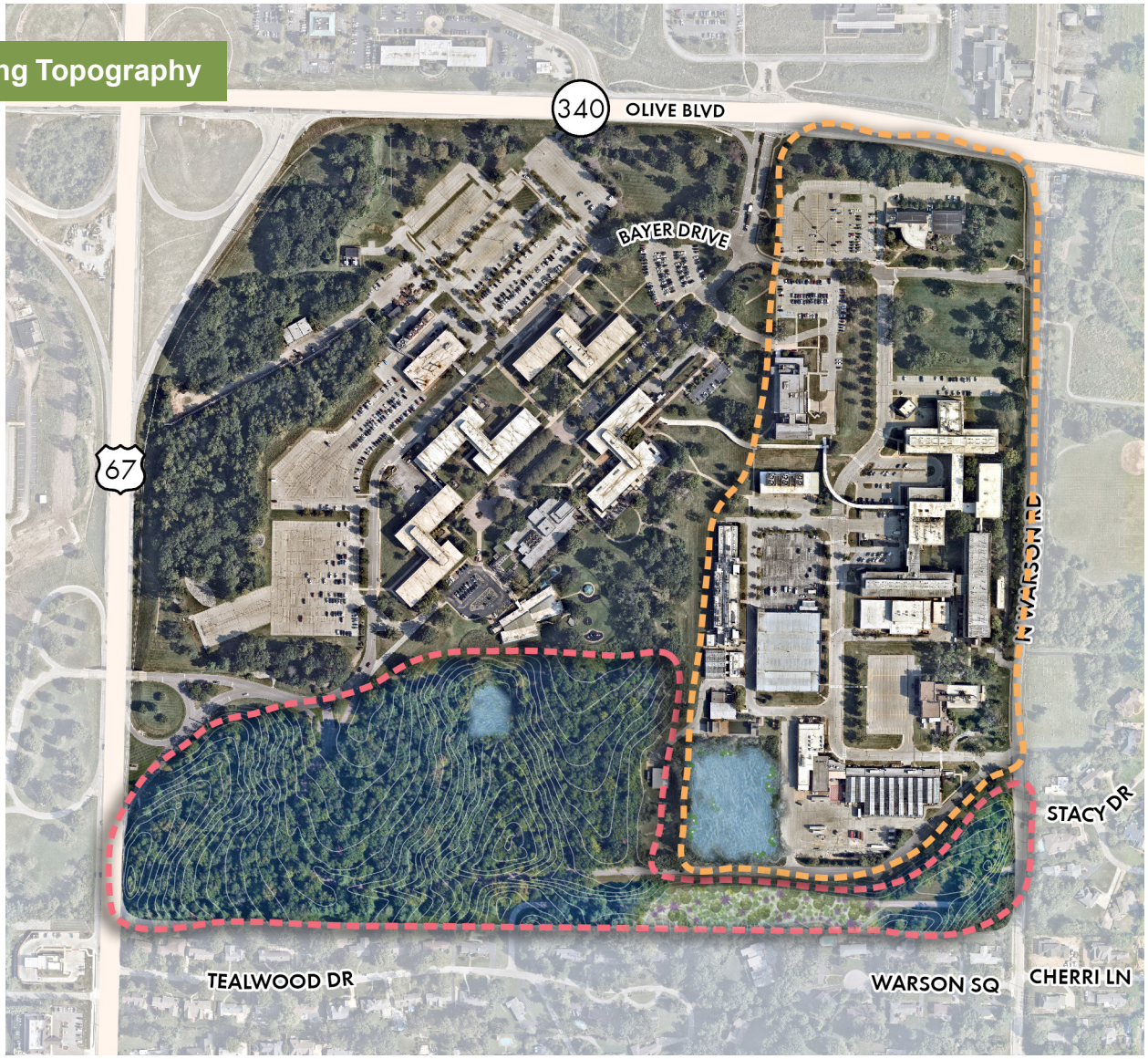
EXISTING FLORA & FAUNA

An analysis of the existing flora and fauna on site was conducted in the summer of 2025 to understand existing assets on the site. This on-site analysis found that the 90-acre portion of the campus that is for-sale features a Developed Zone and an Undeveloped Zone.

The Developed Zone, shown in orange below, is home to the buildings on site and features trees and landscape typical of commercial office campuses. A buffer of mature trees is located along the north and east edges of the property. Both native and ornamental tree species were observed within this buffer. Among the existing buildings, planting beds containing both native ornamentals and non-native ornamentals were observed, providing small pockets of pollinator and wildlife habitat on a localized basis.

The Undeveloped Zone, shown in red below, is home to over 30 species of native trees. The forest area is a typical dry-mesic upland hardwood forest, with oak and hickory being the dominant species. The bulk of forest canopy is estimated to be on average 60' to 80'+ tall, with occasional specimens exceeding this height. Based on the height of certain specimens, in conjunction with observed DBHs of 24"+ and past aerial imagery, it is estimated some tree specimens may substantially exceed 100 years of age. The presence of native tree

Existing Topography



saplings and seedlings within the understory indicates successful recruitment of younger plant generations and canopy rejuvenation. The forest understory also contained dense stands of invasive honeysuckle, with some areas containing little to no honeysuckle. Based on signage, the absence of honeysuckle in spots is a direct result of past invasive plant management efforts. The forest floor, where not dominated by honeysuckle, indicated the presence of native woodland wildflowers and spring ephemerals, in addition to other native herbaceous species.

Throughout the forested area, occasional dead trees and snags were observed, in addition to fallen trees and tree-throws. These features are typical of a healthy forest and create valuable wildlife habitat, supporting, among other species, woodpeckers, wild turkeys, owls, bats, small mammals, reptiles and amphibians, in addition to a broad range of native pollinator, insect, and fungi communities. The presence of fallen trees also creates small clearings, providing beneficial forest ecotones which further enhance the site's ability to support diverse biological communities.

A strip of land on the south side of the site between the Private Road and Tealwood Drive contains a restored tallgrass prairie community. Along with its standalone habitat and aesthetic values, its location in proximity to the undeveloped forest zone further elevates the wildlife habitat and ecological value.

During the on-site assessment, ample evidence of a large range of wildlife activity was observed, including deer and small mammal tracks, as well as small mammal scat. Numerous native pollinators, insects, and invertebrates were observed. Over 15 species of bird were visually spotted, with additional species being detected by ear. It is the opinion of the assessor that the species identified, both bird and otherwise, represent only a small fraction of those that utilize the site throughout the year – whether as a permanent home for year-round residents or a food and shelter source for migratory species.

Currently, a road partially bisects the forest. The road was added between 1965 and 1968 for campus access. An examination of topographical maps shows an elevation change of 90 feet across the site, with the highest point being approximately 720', on the north developed zone and the lowest portion being approximately 630' within the southeast undeveloped zone.

The site contains two man-made water bodies used as detention basins, which, despite their absence from the National Wetland Inventory website, both currently exhibit vegetation and hydrological characteristics typical of wetlands. Both contain dense cattail stands, and while these features were not-naturally occurring prior to the development of the site into a commercial campus, they represent additional wildlife habitat based on their hydrology, plant communities, and proximity to the undeveloped forested zone.

Stacy Park, located immediately east of the site in Olivette is home to a 3-acre reconstructed prairie, offering a diverse community of native grasses and wildflowers, providing an important food source and habitat for native species. Many animal species likely migrate between the Stacy Park habitat and that of the undeveloped forested area on the Bayer East site, continuing north to the area Bayer is retaining at the northwest portion of the site, which includes a heavily forested area.

There are very few forested areas in this part of St. Louis County. As development has occurred, these areas have been replaced, with very few large concentrations remaining. The ecosystem and biodiversity value of these locations is inherently greater in large concentrations, allowing for a biodiverse environment home to a variety of plants and animals.

Building Evaluation

The Bayer East Campus portion for sale includes 14 buildings and 877,000 square feet of building space. The buildings include a wide variety of uses including office, research, greenhouse, and parking. In addition, the property includes substantial open space and right-of-way, as well as several accessory buildings.

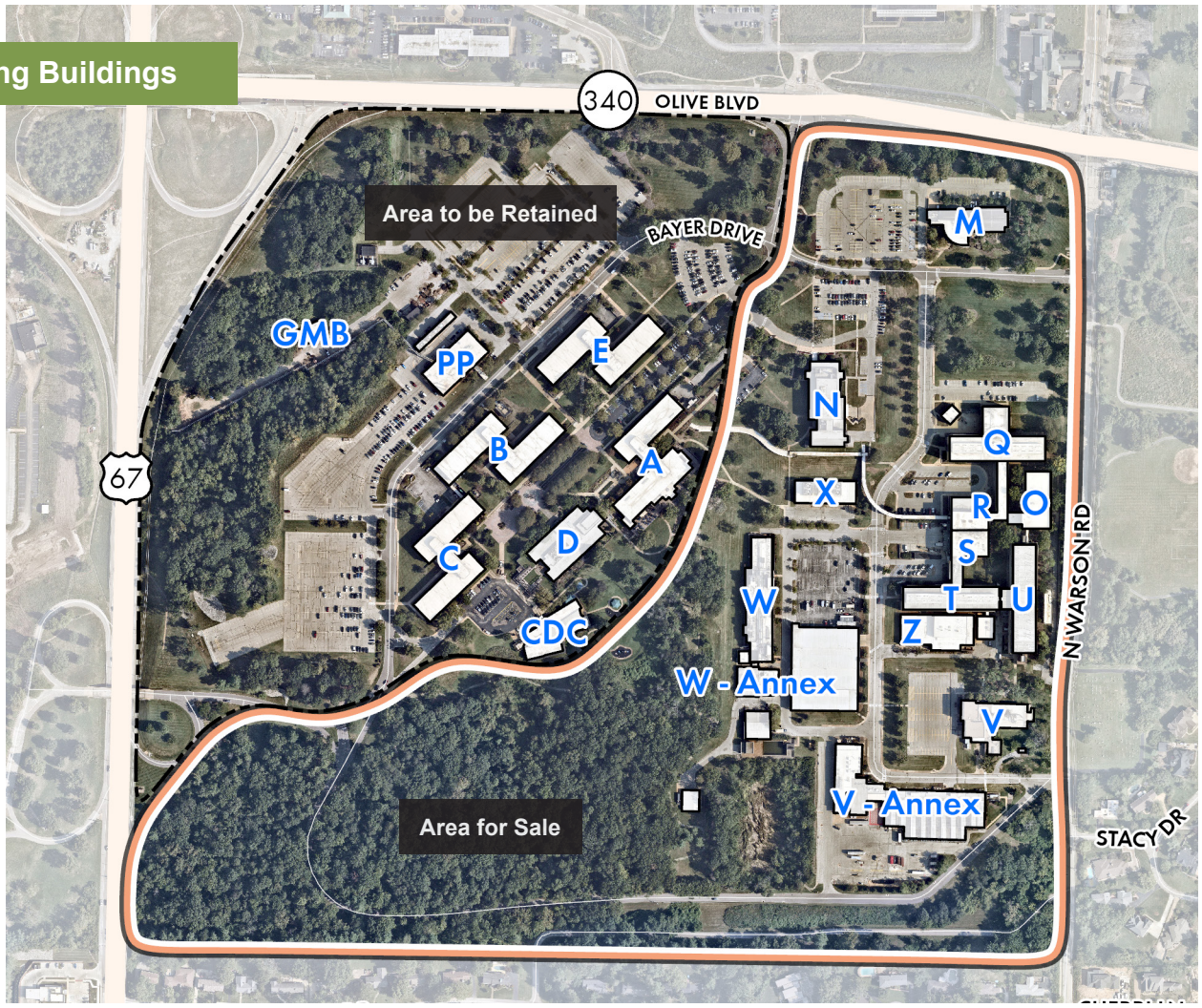
As the map below displays, buildings M, N, O, Q, R, S, T, U, V, V-Annex, W, W-Annex, and X are within the portion of the property for sale. Several water retention and treatment facilities are also located on site in addition to utility building Z and a parking garage. Bayer is retaining the northwest portion of the site which includes buildings A, B, C, D, E, PP, GMB, and the childcare center (CDC).

As part of the planning process, an evaluation of the existing building stock was conducted. This included on-site, interior review of several buildings, as well as an exterior inventory of all buildings. The reuse potential of each building was evaluated based on existing condition of facilities, recent renovations, and current use, and have been categorized based on that review as having easy, moderate, or difficult reuse potential.

The review of the buildings found the following:

- Building M is a standalone, 2 story structure built in 1999. Currently used as office, the building is isolated to the north and would be relatively easy to reuse.
- Building N is a detached 3 story structure built in 1955 connected via a skywalk and underground tunnel. This building is currently used as both office and research, making its reuse potential moderate,

Existing Buildings



as some modifications will likely be required.

- Building O is a 4 story structure built in 1981. This building is connected via underground tunnel and/or skywalk with buildings Q, R, S, T, and U. Currently used as office space, the reuse potential is high.
- Building Q is a 4 story structure with basement built in 1961 as part of the original campus. This building is connected to buildings O, R, S, T, and U and is currently used as office and research space. The reuse potential of this building is moderate.
- Building R is a 2 story structure built in 1961 as part of the original campus. This building is connected to buildings O, Q, S, T, and U and is currently being used for office and conference space. This building was recently renovated and has significant reuse potential for the same type of use.
- Building S is a 4 story structure with basement built in 1961 as part of the original campus. This building is connected to buildings O, Q, R, T, and U and is currently used as research space.
- Building T is a 4 story structure with basement built in 1961 as part of the original campus. This building is connected to buildings O, Q, R, S, and U and is currently used as research space.
- Building U is a 4 story structure with basement built in 1980. This building is connected to buildings O, Q, R, S, and T and is currently used as research space.
- Buildings V and V-Annex were built in 1961 and 1980 respectively and are standalone buildings. Building V is used for office and research while the Annex is used for small office space and as a greenhouse. The existing value of these buildings to Bayer is high, and there is interest in a lease-back arrangement for research purposes, but the reuse potential by another user is limited due to facility age.
- Buildings W and W-Annex were built in 1961 and 1974 respectively and include research and greenhouse space. These standalone structures are located immediately west of the parking garage, making their location on the site difficult for reuse.
- Building X was built in 1961 and is a one-story utility structure.
- Building Z was built in 1991 and is a one story research and greenhouse building.
- The 2 story parking garage on site is in good condition and is likely to be reused.

BUILDING LABEL	YEAR BUILT	STORIES	USE	CONNECTIVITY	SPECIALITY RATING	REUSE RATING
building M	1999	2+B		stand alone	●○○○○	EASY
building N	1955	3		stand alone	●●●●○	MODERATE
building O	1981	4		Q, R, S, T, U	●○○○○	EASY
building Q	1961	4+B		O, R, S, T, U	●●●○○	MODERATE
building R	1961	2		O, Q, S, T, U	●○○○○	MODERATE
building S	1961	4+B		O, Q, R, T, U	●○○○○	MODERATE
building T	1961	4+B		O, Q, R, S, U	●●●○○	MODERATE
building U	1980	4+B		O, Q, R, S, T	●●●○○	EASY
building V	1961	2		stand alone	●●●○○	MODERATE
building V - annex	1980	1		stand alone	●●●●○	MODERATE
building W	1961	2		stand alone	●●●○○	DIFFICULT
building W - annex	1974	1		stand alone	●●●●○	MODERATE
building X	1961	1		stand alone	●●●●●	DIFFICULT
building Z	1991	1		stand alone	●●●●○	MODERATE
Parking Garage		2+		stand alone	●●●●○	EASY

OFFICE RESEARCH CONFERENCE GREENHOUSE PARKING

Office Park Trends

The sale of this property and reuse potential of the existing buildings is impacted by broader trends in office development. While the office market has shifted significantly after the pandemic, the trends have been changing over the past several decades to reflect new and different needs of office users.

1960's: THE BIRTH OF OFFICE PARKS

The 1960's brought suburbanization and car culture to the U.S., allowing new demand for sprawling campuses. Lots of office parks were built during this area, providing a clean, safe, and modern alternative to the Downtown office of the past. Zoning of the time aligns with this development optimism and the postwar economic boom.

1970's: EXPANSIONISM ON THE RISE

In the 1970's, the rise of research-driven industry began, pharmaceutical, agri-science, and aerospace research began and offices responded. At the same time, highways continued to fuel suburban growth.

1980's: PEAK CORPORATE INFLUENCE

The 1980's brought the development of "big box" retail and large "mega campuses". Reagan-era trickle-down-policies reinforced corporate centrality and helped ensure that corporate investments were supported.

1990's: GOLDEN ERA OF CORPORATE CAMPUSES

The 1990's saw continued growth as the biotech and agri-tech industries thrived. Major campus expansion continued, with additional amenities provided for employees on site.

2000's: EARLY CRACKS APPEAR

In the early 2000's, globalization and the growth of digital work began to challenge the centralized office concept. Offices begin to shift priorities and the first office re-use projects are considered.

2010's: MISMATCH & VACANCY

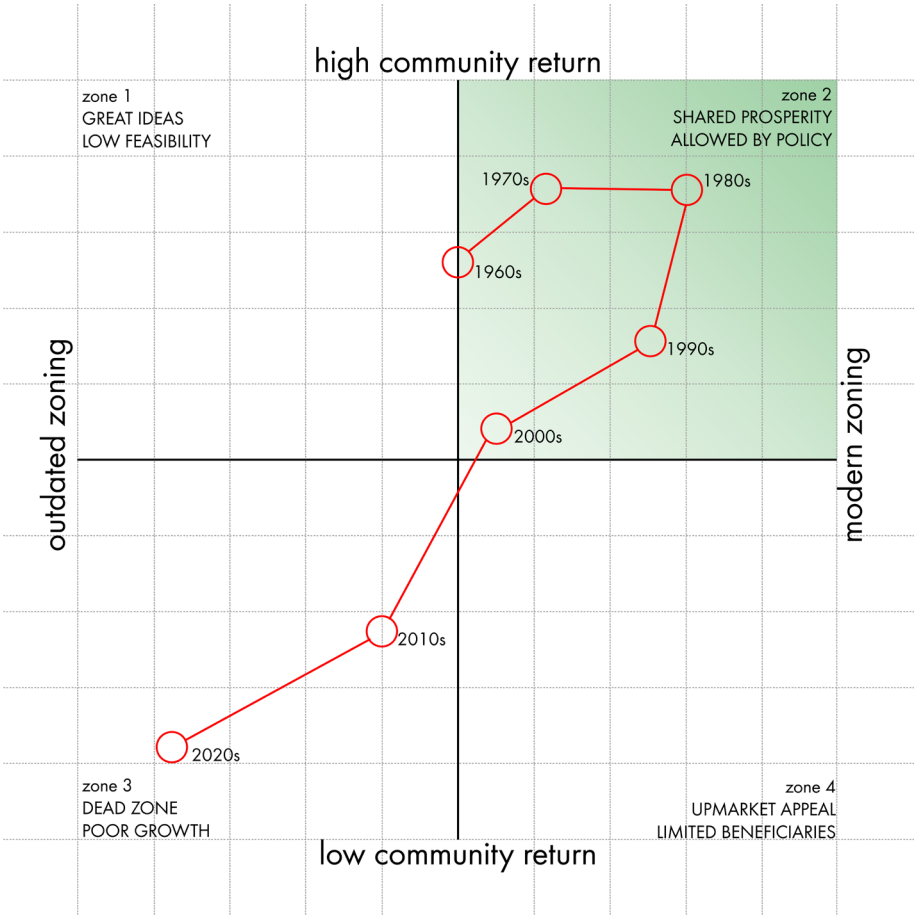
The 2010's brought the interest in mixed-use, walkable neighborhoods from a new generation of the workforce. Work-life balance desires continue to grow, driving new needs for office campuses. Corporate footprints begin to shrink, with remote and global work gaining traction. In some places, antiquated zoning causes stagnation and prevents cities from adapting with community needs.

2020's: MODEL COLLAPSE

The 2020's reflect the most significant shift in the office market to date. Post-pandemic, office needs look nothing like the past. Major employers have announced scale downs, mergers, or closing of entire campuses. No major corporations are opening office campuses.

FUTURE

As the office market looks to the future, cities look to mixed use communities that offer tax resilience and social benefits. Housing, innovation, and open-space-integration are key to property reuse. Continued zoning reform unlocks long-term success for the redevelopment of campuses and further integration with the community.





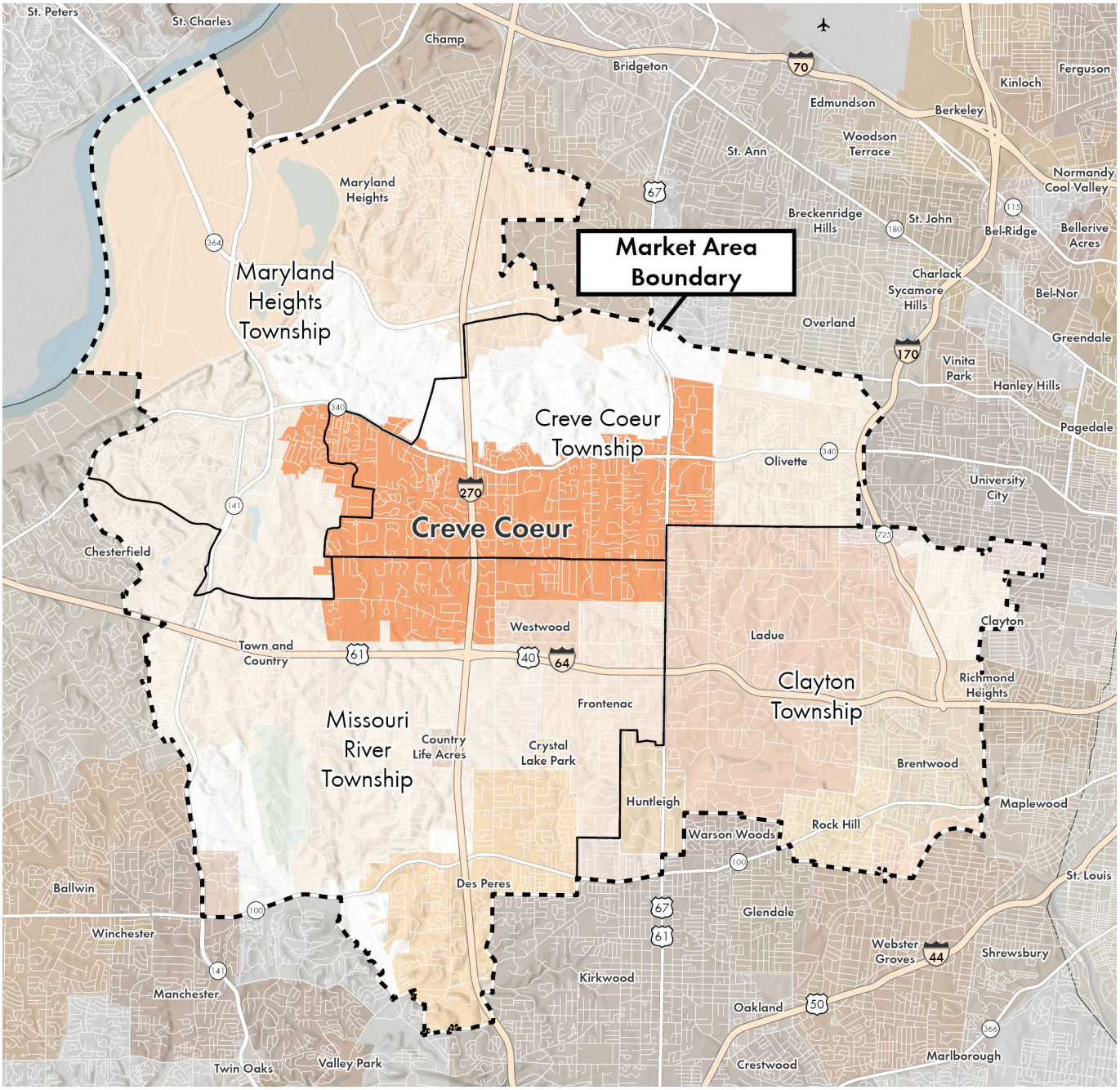
03

MARKET ANALYSIS

Housing Market Area

The housing market area used in this analysis is based on Census Townships - areas smaller than the county but larger than individual cities. The Census surveys these areas annually as part of the American Community Survey, which provides valuable data about demographics and trends that affect the housing market in Creve Coeur and the surrounding communities.

Parts of Creve Coeur fall into three townships - Creve Coeur Township, Missouri River Township, and a very small sliver in the Maryland Heights Township. The Clayton Township is immediately adjacent to the city and was also included in this analysis.



Housing

Types in Creve Coeur

Creve Coeur was home to approximately 8,754 housing units in 2025. Creve Coeur residents live in a mix of single family homes, condos, and apartments. The most common type of housing is single family housing, which makes up 55% of all housing units. Though the majority of these homes are occupied by owner occupants (53% of housing units), 2% of housing units are single family homes occupied by renters.

Creve Coeur is unique in the market area and metro due to the large percentage of condos in the city. These units make up 14% of housing units. Like single family homes, most condos (12% of housing units) are occupied by owner occupants, while a smaller percentage (about 2% of housing units) are occupied by renters.

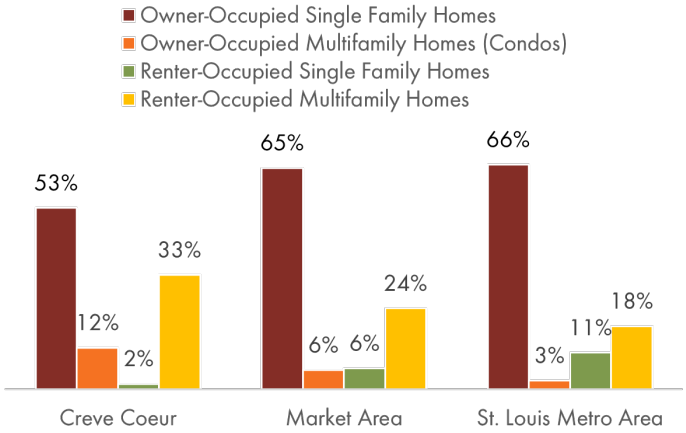
About 32% of housing units are located within apartment properties. These units are occupied by renters.

Overall, about 65% percent of Creve Coeur residents live in owner-occupied housing, in a mix of single family and condo residences. The remaining 35% live in rental housing, consisting mostly of apartment units, but with a smaller number renting single family homes or condos.

As shown in the map on the following page, most rental housing, consisting of apartments and condos, is located along Olive Boulevard, while the southern part of the city consists almost entirely of detached single family housing.

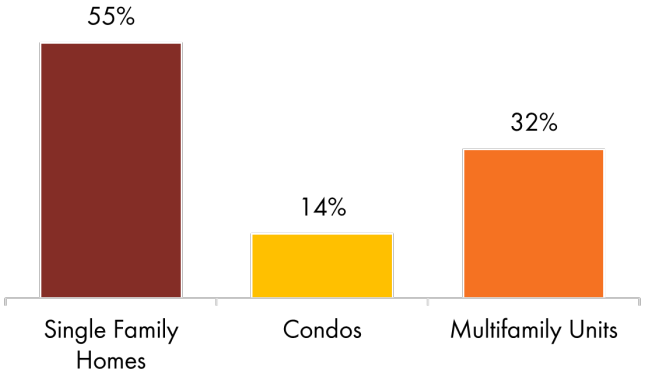
Households per Housing Type

U.S. Census ACS 5-Yr Data, 2029-2023



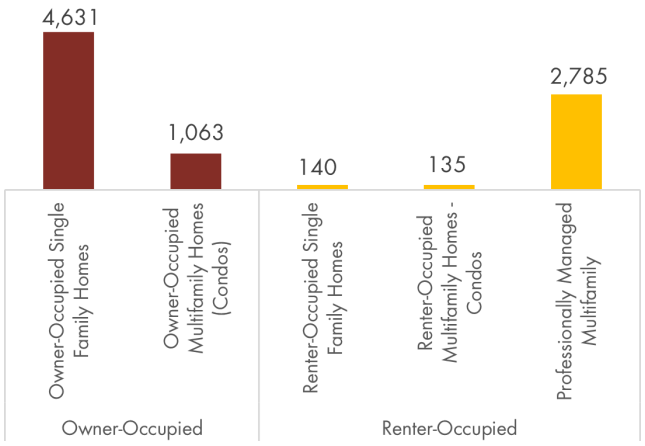
Housing Units by Type 2025

St. Louis County Parcel Data, 2025



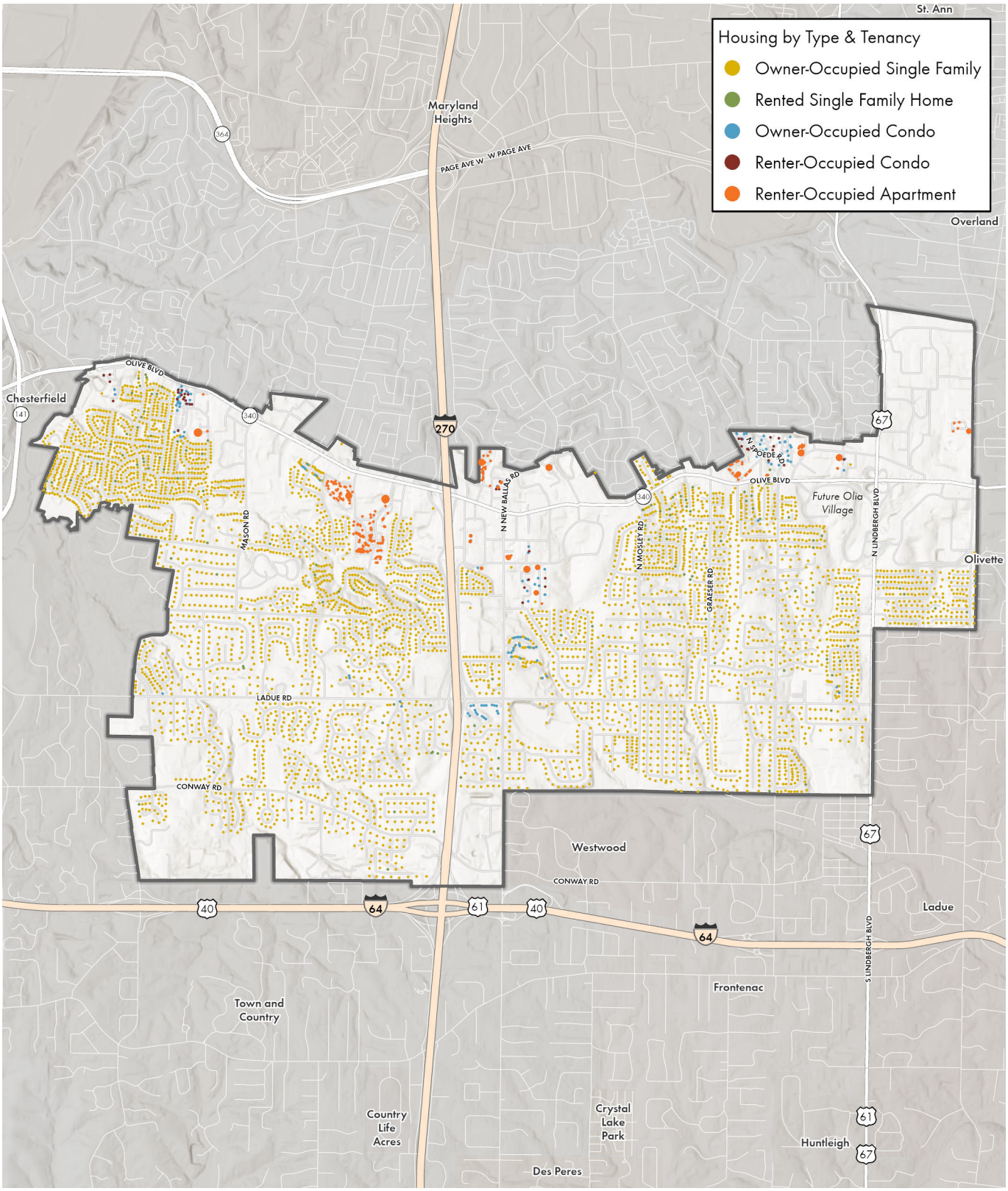
Estimated Total Units by Unit & Tenant Type

St. Louis County Parcel Data, 2025; Zillow, 2025, PGAV, 2025



Housing

Housing Type Locations



For Sale Housing

Existing Supply

The predominant era of homebuilding in Creve Coeur was the 1960s and 1980s, accounting for half of all housing units of all types in the City. Over 57% of single family homes were built during this time period. During the 1970s and especially the 1980s, condo building was at its peak. Seventy percent of condos date from this two-decade period. Since the 1980s, homebuilding has slowed considerably, although units are still being added to the market. Twenty-five percent of all housing units have been built since 1990.

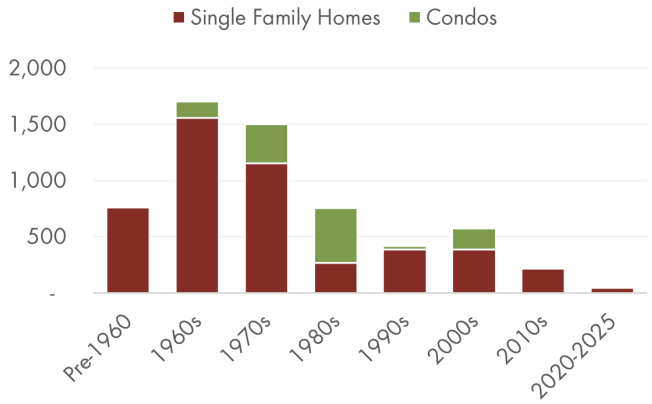
Compared to the market area and metro area, there are more smaller housing units (studio or one bedroom). These units account for 22% of all units, compared to 12% in the market and metro areas. At the other end of the spectrum, larger homes are also more common in Creve Coeur than in the other geographies. Thirty eight percent of units in Creve Coeur have four or more bedrooms, compared to 35% of units in the market area, and 22% in the metro area.

It's important to note that the smaller housing units are predominantly condos or, in some cases, smaller homes built in the 1950s and 1960s, while the larger homes are detached single family units. This difference has grown more exaggerated over time. The chart at bottom right shows the average size of a detached home or condo built in different decades. Since the 1960s, single family homes have grown larger, with the average single family home built after 2000 over double the size of one built in the 1960s. Condos have also grown larger, though this trend is not as pronounced. The average condo grew 600 square feet in size from 1960 to 1980, and has remained fairly stable since.

This trend in housing construction means that homebuyers seeking smaller homes are restricted to older homes or condos within Creve Coeur, while newer homes tend to be larger.

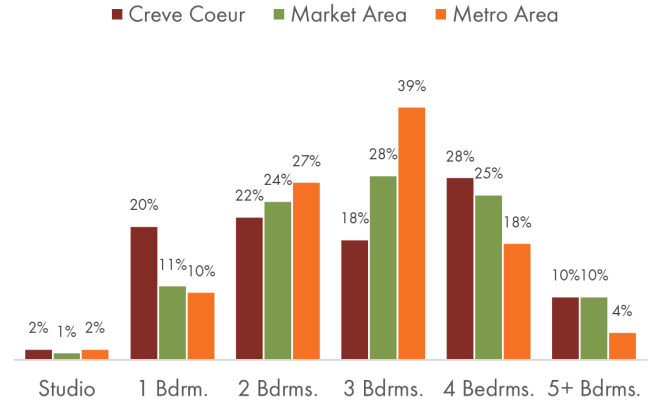
Housing by Type & Decade of Construction

St. Louis County Parcel Data, 2025



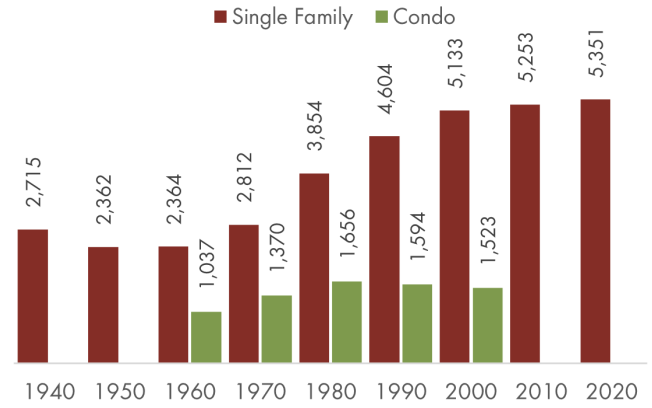
Housing by Size

St. St. Louis County Parcel Data, 2025



Housing by Square Foot, Type, and Era

St. Louis County Parcel Data, 2025



For-Sale Housing

Demand

Average price per square foot can reveal market preferences for different housing types. Detached single family housing is valued more on average per square foot than housing within the larger market area. Condos are valued at a lower value per square foot than detached single family homes, though this difference has decreased over time. In some cases, condos also have HOA costs that factor into the overall ownership cost, and put downward pressure on the sale price as a result.

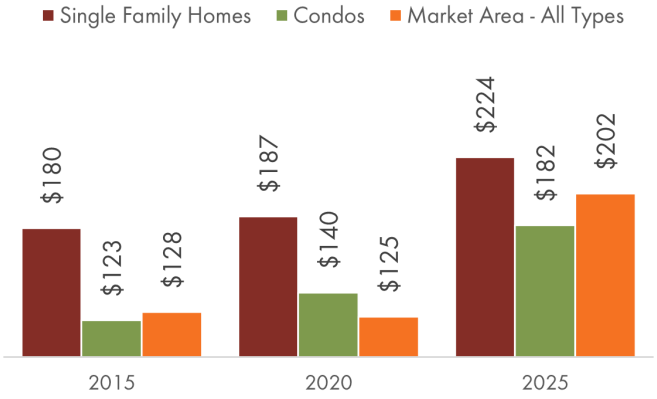
School district also plays a large role in the housing market within Creve Coeur. Potential single family homebuyers are willing to pay over $50 per square foot more, on average, to buy a home located within the Ladue school district. This difference is not noted for condo owners, though this might also reflect differences in the quality of condo housing stock between both areas.

The table at below right compares the rate of housing price inflation from 2020 to 2025 for both housing types in Creve Coeur, all homes in the market area, all homes in the metro area, and the national housing price index. Though prices for homes have increased at a rapid rate since 2020, growing by between 3.9% and 5.1% annually in Creve Coeur, this rate of growth is lower than that of the market area (+10.1% on average annually) and the metro area (+9.1% on average annually). It's important to note that in 2020, housing prices per square foot were $60 higher for single family homes in Creve Coeur ($187) than within the market area ($125), meaning that despite a faster rate of growth for homes in the market area, homes in Creve Coeur were and are still valued higher in the market.

These demand indicators show that Creve Coeur is perceived as a desirable community to live in, and that potential residents are willing to pay a premium to live in the city, and particularly within the Ladue school district.

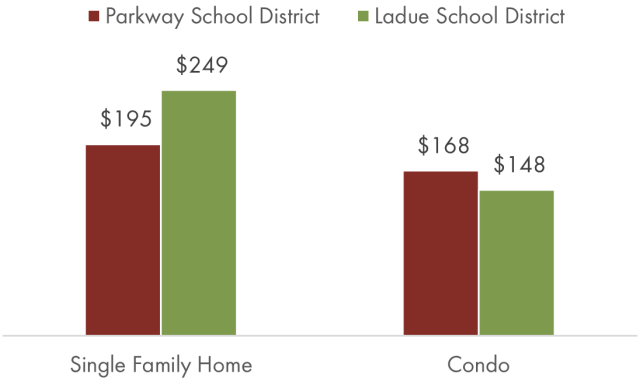
Average Sale Price per Square Foot

Zillow, 2025; PGAV, 2025



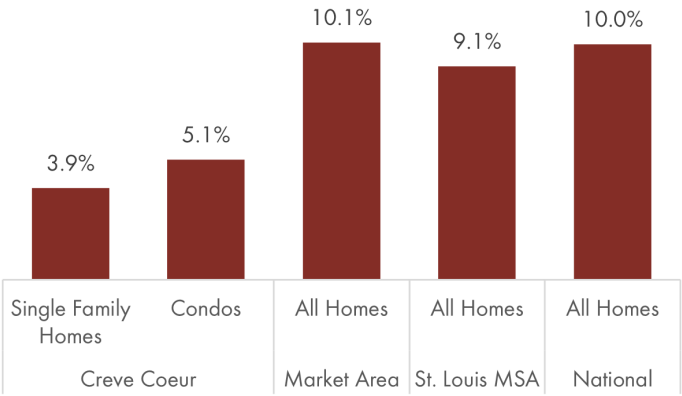
Average Sale Price per Square Foot by School District (2020-2025 Sales)

St. Louis County Parcel Data, 2025



Housing Price Inflation 2020 - 2025

St. Louis County Parcel Data, 2025



Rental Housing

Existing Supply

The two main types of rental housing in Creve Coeur are professionally-managed multifamily properties and individually-rented single- and multifamily properties. By far, managed apartment properties make up the largest share of rental housing (90%). Of these properties, garden apartments (2-3 story buildings without elevators and with surface parking) are the most common type of rental property. Units in these types of buildings make up 60% of rental housing units in the City.

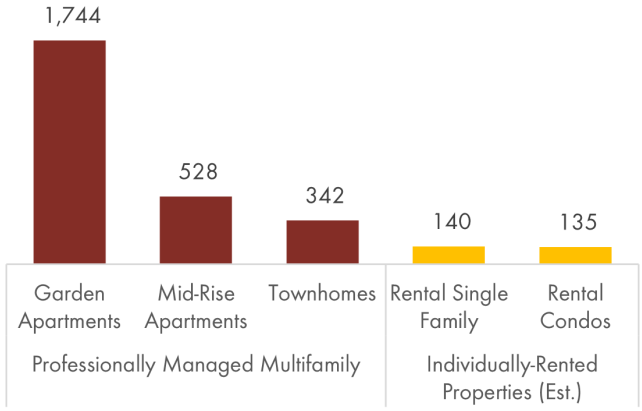
Overall, rental units tend to be smaller than single family homes. Forty-six percent of rental units have one bedroom and 43% have two bedrooms. Larger units with three or more bedrooms are more scarce in the rental market, accounting for only 9% of units. Renters looking for properties with four or more bedrooms are limited to the single-family home rental market.

Rental units reflect Creve Coeur's overall development, with a large number added from 1960 through 1970, coinciding with the period of greatest housing development. Nearly 70% of rental units date from this era. A secondary spike in 2010 also added nearly 360 multifamily units to the market, accounting for 13% of all units.

Unlike purpose-built multifamily rental apartments, rental single-family homes and condos can enter and leave the market over time, so their supply is not fixed and unit characteristics can vary over time. However, based on current and historic rental listings in summer 2025, it was more likely that older homes from the 1950s to 1970s were available for rent in the Creve Coeur housing market.

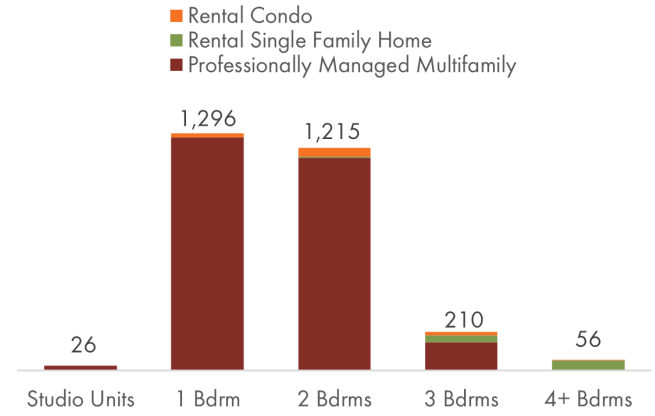
Rental Housing Units by Type

Zillow, 2025; PGAV, 2025; Costar, 2025; St. Louis County Parcel Data, 2025



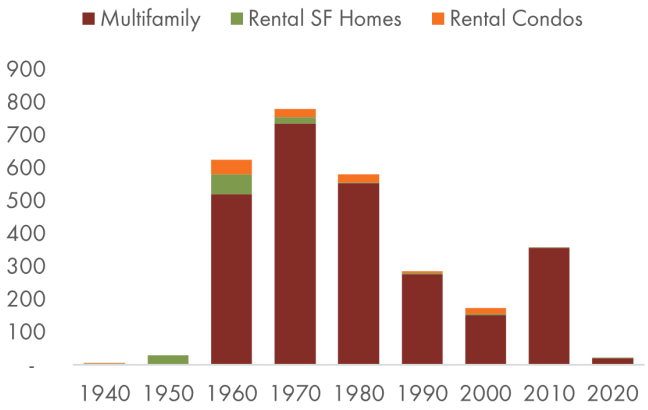
Rental Units by Number of Bedrooms

Zillow, 2025; PGAV 2025; St. Louis County Parcel Data, 2025



Rental Units by Era of Construction

St. Louis County Parcel Data, 2025



Rental Housing

Demand

Rental occupancy numbers in Creve Coeur indicate high demand for rentals, with occupancy for all unit sizes at or exceeding 95%, which is considered "full occupancy."

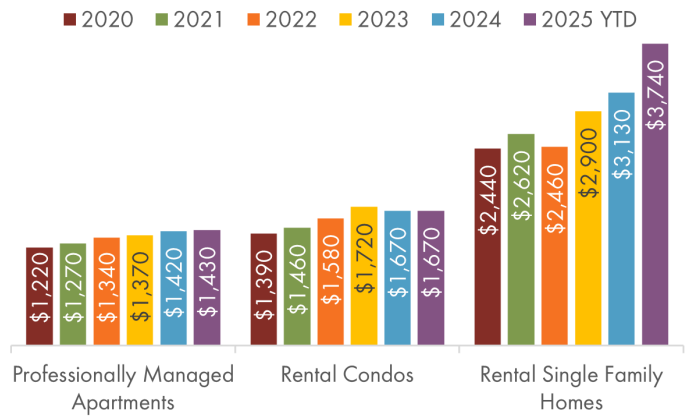
The table at right shows average rent by unit type over time. In 2025, the average apartment unit in a professionally-managed complex rented for $1,430 monthly, condos rented for $1,670 monthly, and single family homes rented for $3,740 monthly. Overall, average rental price per square foot was consistent across all unit types, with apartments and single family homes renting for an average of $1.46 per square foot and condos renting for $1.51 per square foot. Therefore, the differences shown here reflect the difference in average size for each of these rental housing types.

Overall, there also isn't much difference between the median rent per square foot for apartment units in Creve Coeur versus units in the St. Louis metro area ($1.46 in both cases), but again, size differences lead to a greater average monthly rent cost in Creve Coeur ($1,430) than in the metro area ($1,260). Average monthly rent cost per square foot in the market area is actually about 12% higher than it is in Creve Coeur ($1.64 per square foot in the market area versus $1.46 per square foot in Creve Coeur), but overall average monthly rental costs are comparable in both geographies ($1,430 in Creve Coeur versus $1,485 in the market area).

Comparing increase in rent cost across types of rentals and geographies shows that professionally-managed apartments in Creve Coeur were the most "inflation-proof," increasing in cost at a rate below general rental housing inflation from 2020-2025. Monthly rents per square foot at rental condos and rental single family homes actually increased at a rate slightly higher than inflation during that same time period.

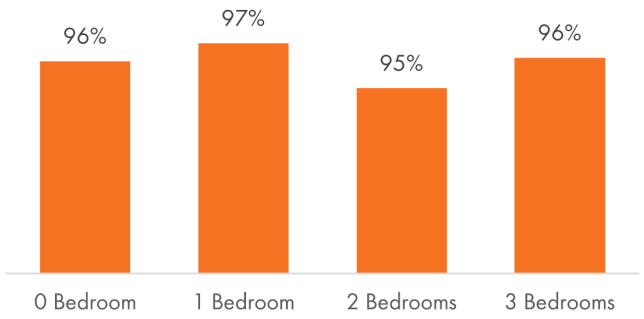
Average Rent Cost 2020-2025

Zillow, 2025; PGAV, 2025; Costar, 2025



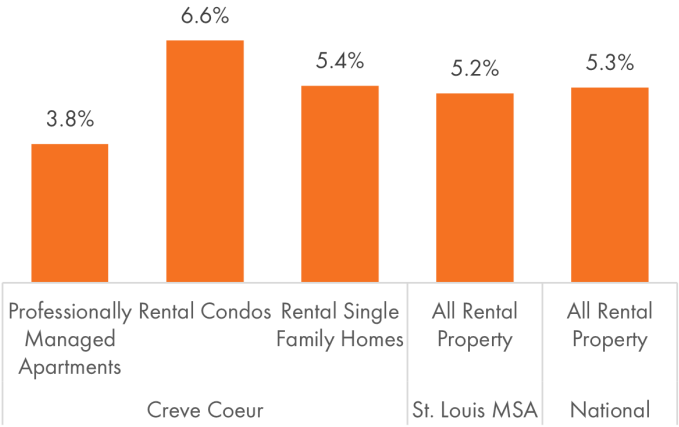
Rental Occupancy by Number of Bedrooms

Costar, 2025



Avg. Annual Increase in Rent Cost by Type & Geography 2020 - 2025 YTD

Costar, 2025; Zillow, 2025, PGAV, 2025; Federal Reserve Bank of St. Louis, 2025



Housing

Key Takeaways

Price and occupancy data indicates that homes in Creve Coeur are in demand, and that opportunities to build new housing are more constrained by a lack of developable sites than market factors. In the price analysis, certain types of homes appeared to be more in demand than others:

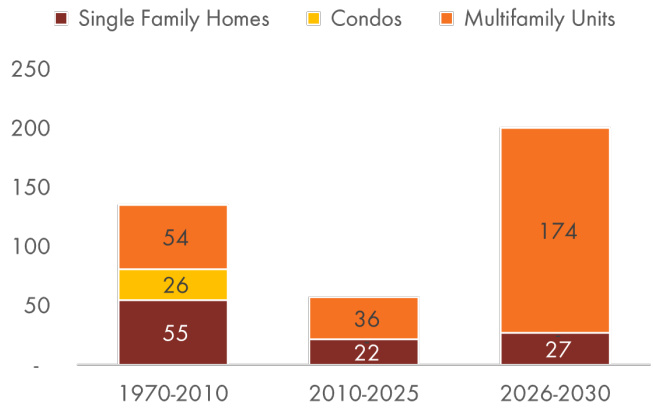
- Homes in the Ladue School District
- Smaller single family homes
- New homes and condos
- Homes in attractive, amenitized locations

Looking at these market preferences, it is clear that Creve Coeur residents (and potential residents) come from various income brackets and life stages. Families with children are looking for homes in highly-rated school districts. Smaller households, particularly those with older residents or with income restrictions, are looking for smaller and potentially more affordable homes, and, in some cases, low-maintenance homes such as condos or villas. Households with more resources are more likely to prefer new construction, more square footage, and attractive community amenities such as landscaping. Essentially, any type of housing is likely to find an audience in Creve Coeur, so decisions made about the types of housing to develop should also consider factors such as maximizing available sites, desired density, affordability, and also broader demographic trends toward smaller household sizes, a greater number of single-occupant households, and a greater number of seniors living alone.

Over the next five years, the 135 townhomes planned for Olia Village should substantially meet demand, particularly for newer and smaller housing. To date, 67 of these townhomes have been approved for development. Beyond this development, there is likely demand for additional, newer condos, since this is a popular housing type in Creve Coeur but one that has seen little recent development. In addition to the traditional, multifamily-style condos that are common in the City, additional types of development where common area maintenance is included, such as villas or townhome-style condo developments, are also typologies that capture market demand for this type of housing.

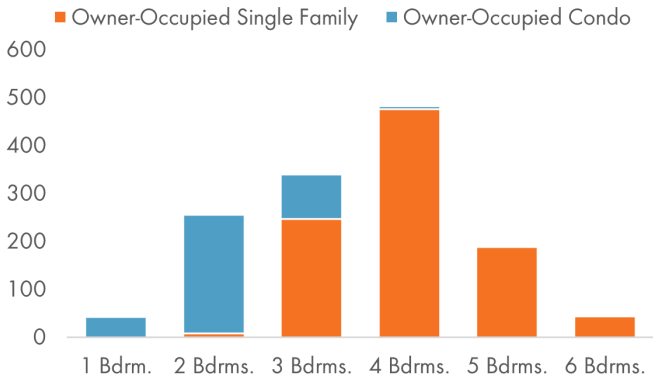
Average Units per Type Added per Year

St. Louis County Parcel Data, 2025



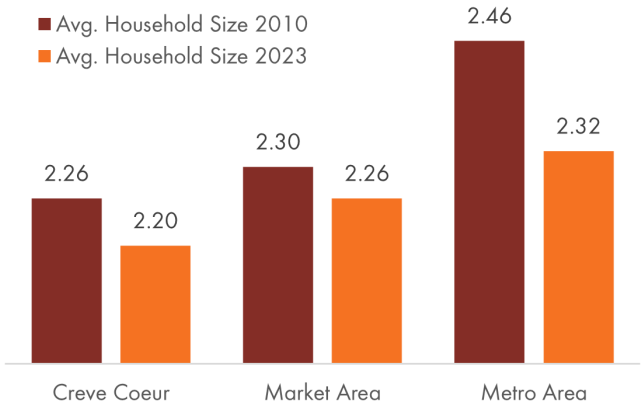
Total Sales by Number of Bedrooms 2020-2025

St. Louis County Parcel Data, 2025



Average Household Size Over Time

U.S. Census Bureau, 2025



Commercial Market

Overview

As shown in the map on the following page, there are three main commercial development nodes in Creve Coeur. Olive Boulevard is the main commercial corridor of Creve Coeur and the adjacent community of Olivette, and extends the length of the city on an east-west axis. The commercial uses along Olive Boulevard date from the mid-century or later, and consist of low-to-mid-rise office buildings and retail strips that are set back from the main road, often with parking in front.

To the southeast of Olive Boulevard's intersection with Interstate 270, there are a cluster of businesses around the intersection of North New Ballas Road and Old Ballas Road, southeast of the I-270 and Olive Boulevard interchange. Commercial buildings here largely consist of 1 or 2 story buildings with parking in front, though newer development, such as Kings Landing, is built up to the curb with three stories of apartments over ground floor retail, with structured parking behind. The third and smallest commercial cluster is located along North Lindbergh in the eastern part of the City, and is characterized by larger, single-story buildings accessed from side roads.

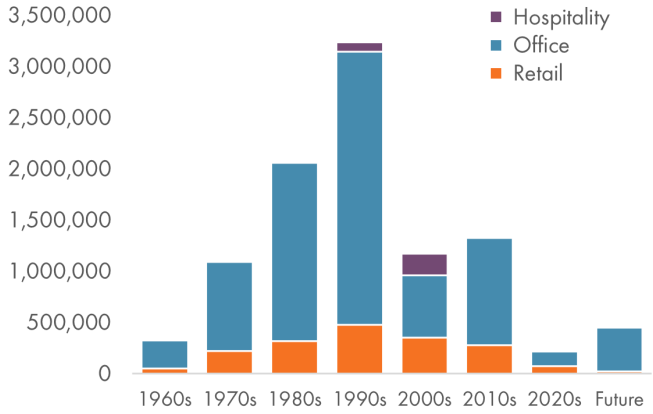
Office development is the predominant type of commercial development in Creve Coeur, accounting for 74% of the City's retail, office, and hospitality square footage. As seen in the chart at upper right, the 1970s and 1980s were characterized by large additions in commercial space, but particularly office space. While this trend slowed in the 1990s and onward, office space makes up the greatest percentage of development since then as well. The planned Olia Village development also contains nearly 500,000 square feet of planned office development.

Office concentrations also exist in the 39 North District where AgTech and research focused companies have found a home. While this node is in transition as a result of the downsizing of the Bayer presence and larger office-market trends occurring as a result of the COVID-19 pandemic, it is unique to Creve Coeur and reflects a specific market. Because Research and AgTech uses often require an in-person component, they continue to have potential outside of the more traditional office market.

The map on the following page shows the commercial market area and the location of different types of development. The City's concentration of office and retail development along Olive Boulevard and near the I-270 interchange stands out for the number and size of commercial locations in the corridor.

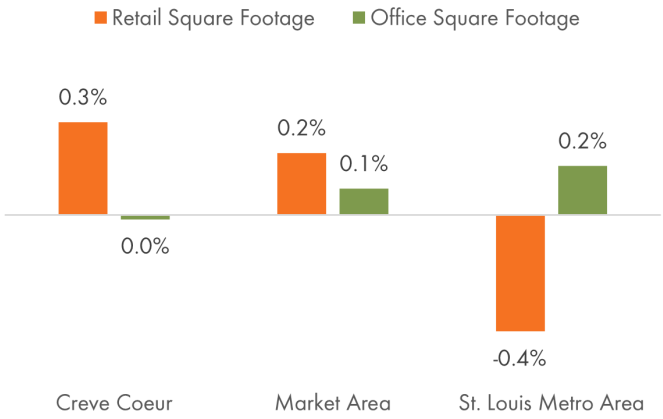
Commercial Space in Creve Coeur by Category & Decade of Construction

Costar, 2025



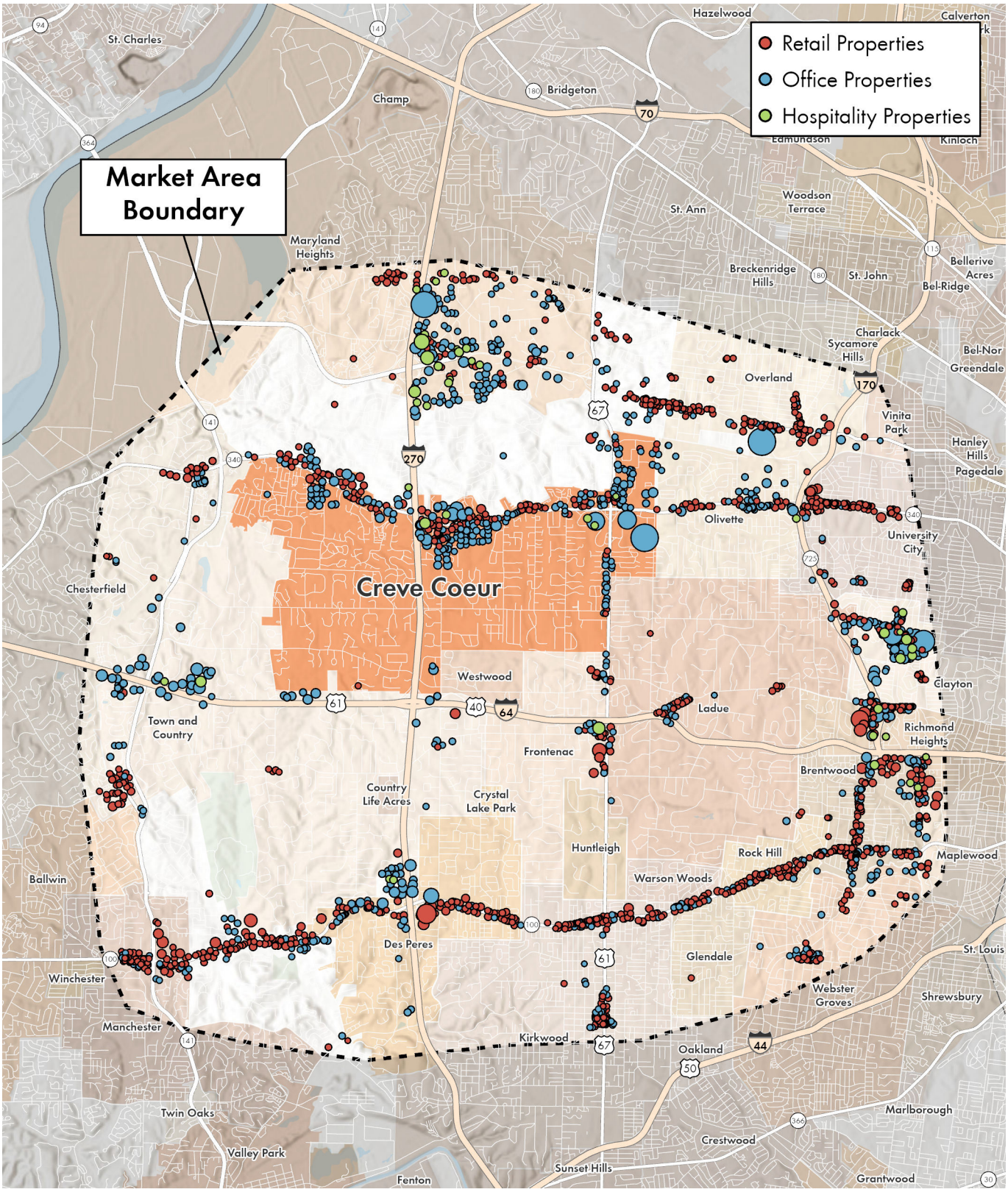
Office & Retail Inventory Rate of Growth 2010-2025 YTD

Costar, 2025



Commercial Market

Market Area



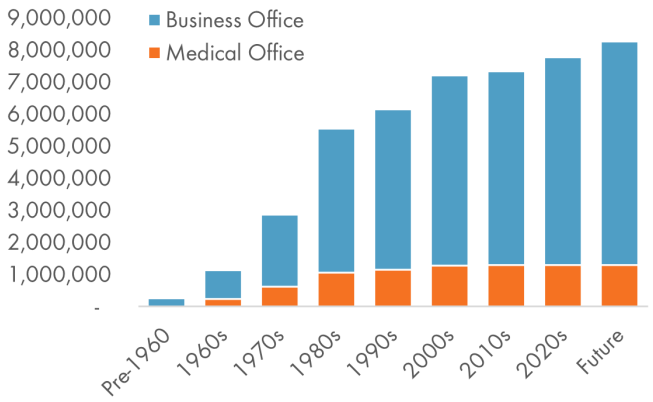
Commercial Market

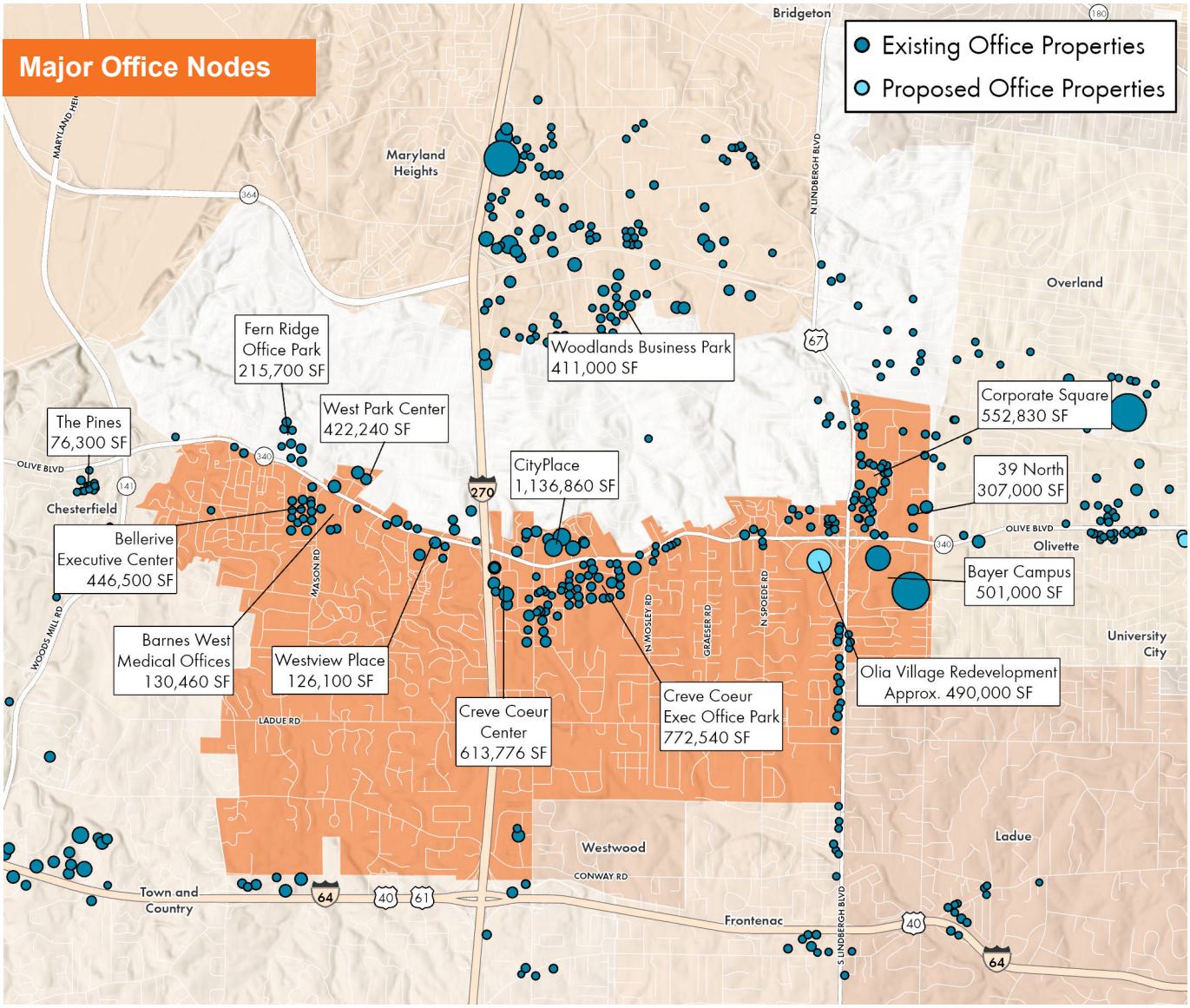
Office Supply & Demand

Office development is largely located along Olive Boulevard in a number of master-planned multi-building office park or mixed use developments. CityPlace is the largest office development, incorporating over one million square feet of class A office space and medical office space within a mixed-use campus setting. Other notable office concentrations include Creve Coeur Executive Office Park (772,540 square feet), Creve Coeur Center (614,000 square feet), the Bayer Campus (501,000 square feet), and Corporate Square (552,800 square feet).

Cumulative Office Space by Decade

Costar, 2025





Commercial Market

Office Supply & Demand

From 2010 to 2025, Creve Coeur added an average of nearly 40,000 square feet of office space annually, with occupancy ranging from 85% to 93% during that time frame. This represented about 21% of the market area's new office space during that time period, and 16% of the entire metro area's new office supply. In general, the market area represents one of the strongest markets for office space in the region.

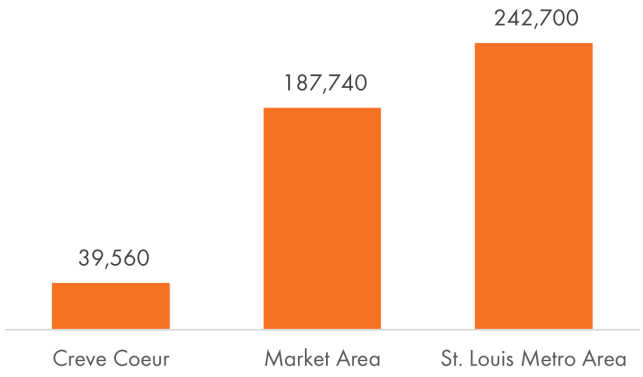
The market for office space, particularly traditional white-collar sector office space, underwent significant disruption due to the impacts of the COVID-19 pandemic and the resulting shift to hybrid and remote work. This trend impacted the market for office space across the nation and metro area, and was most impactful in cities with a major office presence, such as Creve Coeur.

Office occupancy in Creve Coeur decreased from 91% in 2019 to 84% in 2025. Bayer's partial relocation had a major impact on citywide occupancy, as did the downsizing of firms located in various office properties. Occupancy is stronger for medical office space, which is approaching full occupancy (93%) within Creve Coeur and is at full occupancy (95%) in the market area, while more "traditional" office space is 85% occupied in Creve Coeur in 2025. Moving forward, demand will first be absorbed by reoccupying these vacant spaces before putting pressure on the market to deliver additional new construction office space.

An estimated 600,000 square feet of office space would need to be reoccupied to return to full occupancy within the city. If the city remains at historic demand levels of 40,000 new square feet per year, currently-vacant space represents enough space to meet demand for over 15 years. If this surplus of office space persists, some of the sites that currently house older or less competitive office buildings may become good candidates for redevelopment.

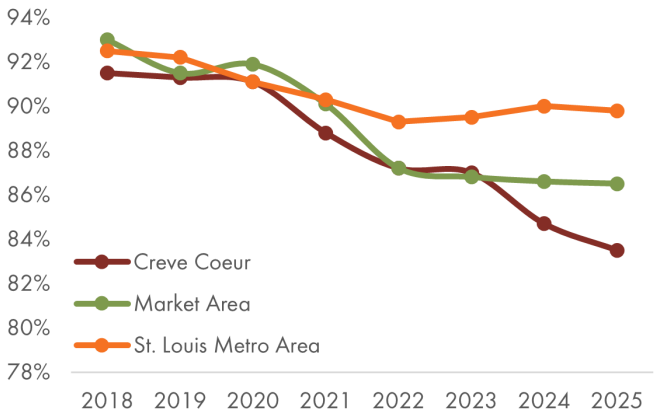
Avg. Net New Supply Added per Year 2010-2025

Costar, 2025



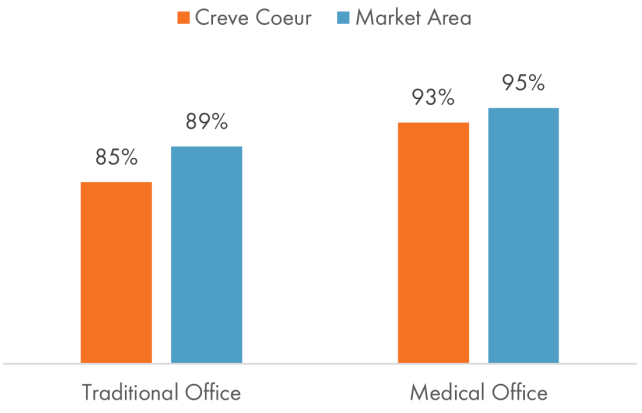
Office Occupancy 2010-2025 YTD

Costar, 2025



Occupancy by Office Type & Geography

U.S. Census Bureau, 2025



Commercial Market

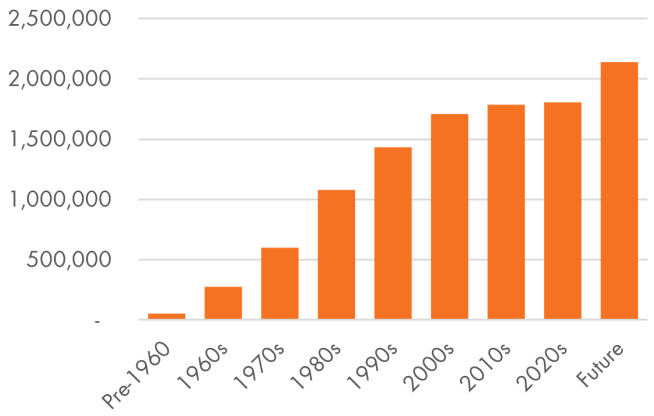
Retail Supply & Demand

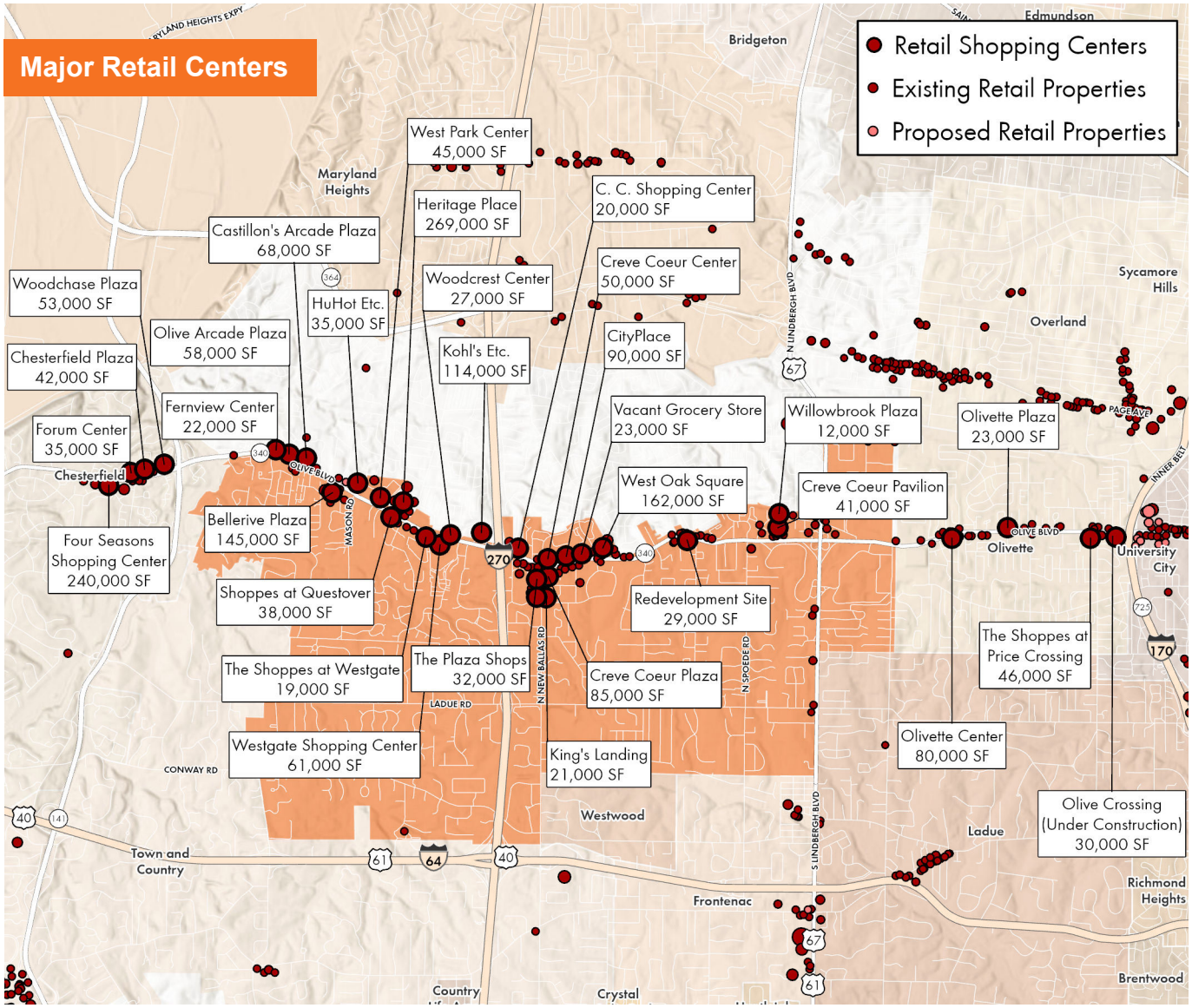
Like office space, retail is also clustered linearly along the high-volume and high-visibility Olive Boulevard corridor, which serves as a major shopping location for market area residents. The dominant retail format along Olive is the anchored or unanchored retail strip, and these locations host a wide variety of both national retailers and independent local businesses.

Over half of Creve Coeur's retail space was developed before 1990, and retail spaces vary based on age and format, with some enjoying greater vacancy than others.

Cumulative Retail Space by Decade

Costar, 2025





Commercial Market

Retail Supply & Demand

The abundance of retail space benefits residents of Creve Coeur, who have very good access to grocery stores, restaurants, banks, and personal care services. The wide availability of smaller retail spaces also benefits businesses, who have very good access to small storefront spaces at a variety of price points per square foot.

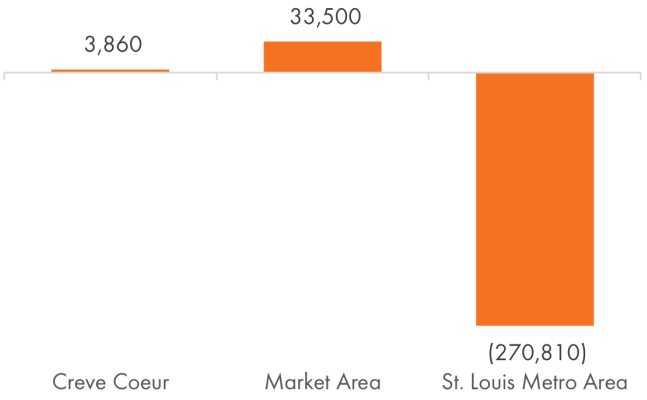
The two largest shopping centers in Creve Coeur are West Oak Square, a 162,000 square foot center anchored by a Dierbergs and home to a mix of retail and medical tenants, and Bellerive Plaza, also anchored by a grocery store, Schnucks, and a number of smaller tenants.

Since 2010, the net amount of retail square footage in Creve Coeur has increased by an average of 0.3% annually, or roughly 3,800 square feet per year. This represents about 12% of the market area's net new retail during this time. Existing retail spaces enjoy high occupancy, at or above 95% Though some segments of retail, such as big box stores, have faced competition from online sales, there are few of these types of stores in Creve Coeur. Elsewhere in the region, the amount of retail space has actually decreased from 2010 to 2025.

Moving forward, it is likely that any additional smaller retail developments along Olive Boulevard will be successful, while under-performing older sites where vacancy is a challenge may be redeveloped into more attractive developments. There is also the opportunity to continue redeveloping existing sites with new developments that use strategies such as shared parking, structured parking, or mixed use developments combining apartments with ground floor retail to make more efficient use of Creve Coeur's existing land area while providing additional retail space.

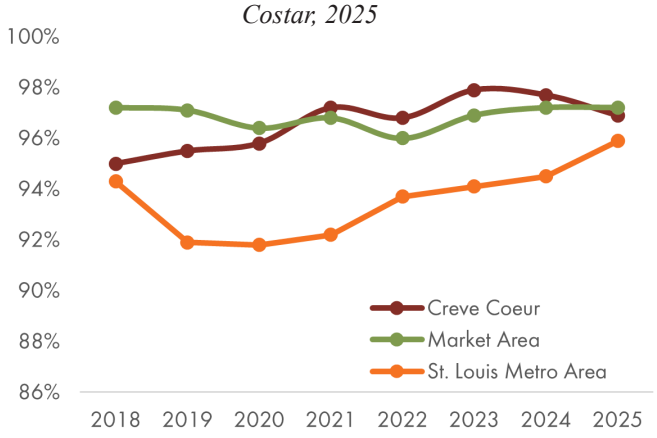
Retail Average Annual Growth Rate (SF)
2010-2025 YTD

Costar, 2025



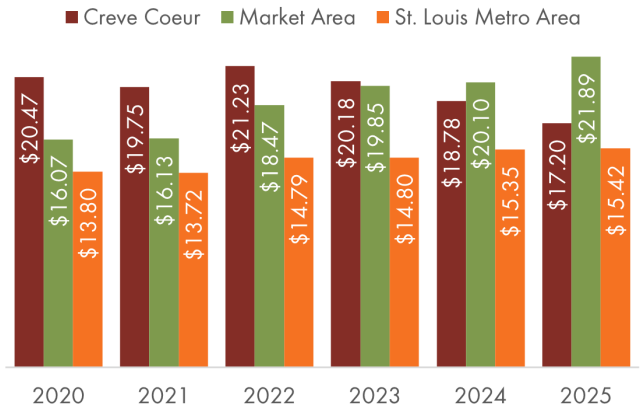
Retail Occupancy 2018-2025 YTD

Costar, 2025



Retail Rent per Square Foot 2020 - 2025

Costar, 2025



Commercial Market

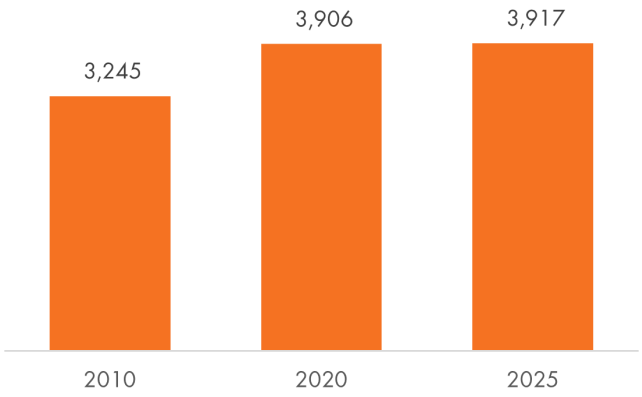
Hotel Supply & Demand

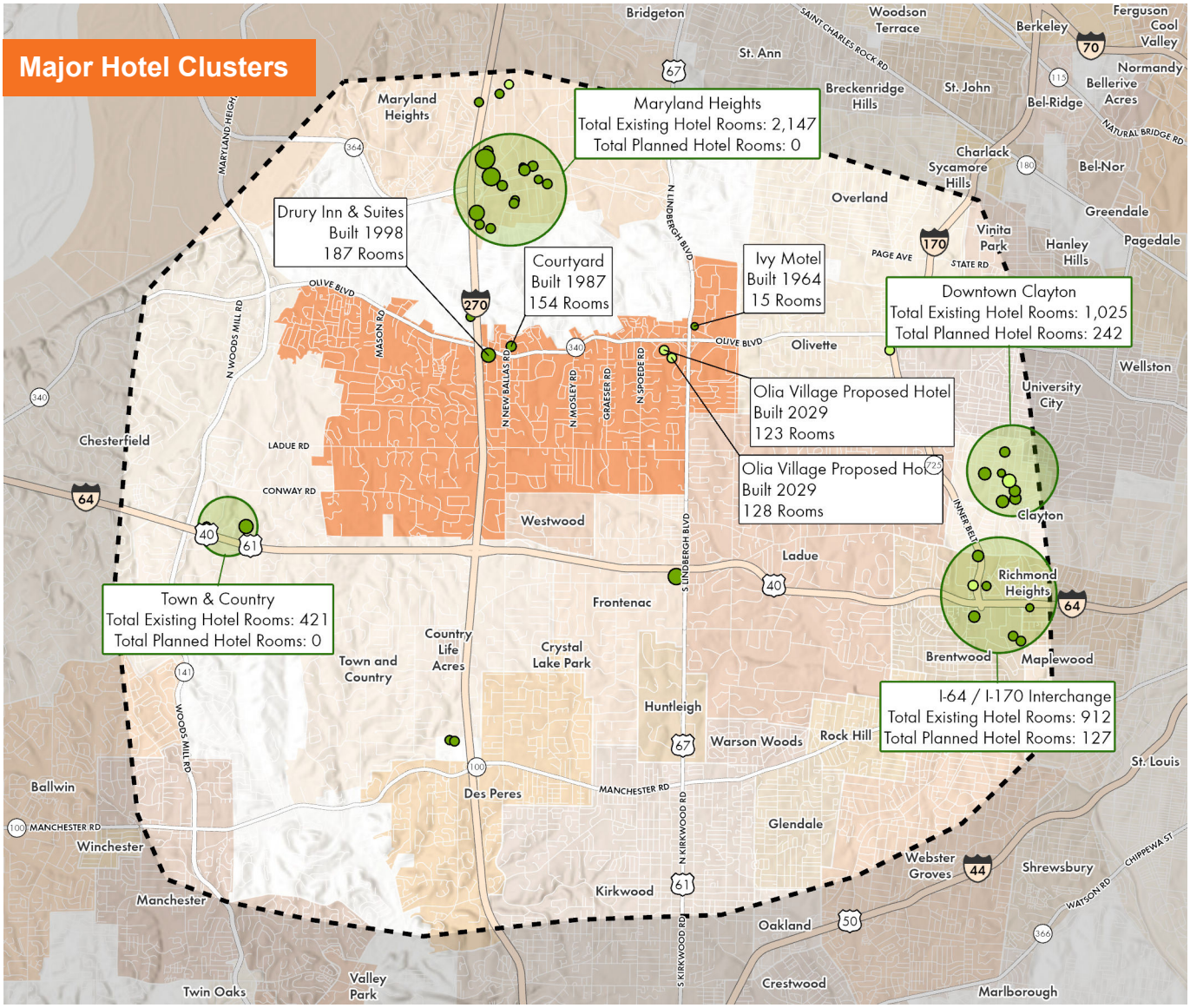
Hotel demand is generated regionally, mostly by visitors who live elsewhere. Hotels tend to cluster near major demand generators, such as interstate interchanges, airports, near conference facilities, tourist attractions, or within downtowns.

There are two hotels in Creve Coeur and one motel, totaling 356 rooms. The small Ivy Motel dates from Creve Coeur's early days and was built in the 1960s. The Courtyard was built in 1987 and the Drury Inn was built in 1998. These two hotels are located near the I-270 interchange.

Hotel Rooms in Market Area by Year

Costar, 2025





Commercial Market

Hotel Supply & Demand

Since 2010, the market area has added hotel rooms more rapidly than the metro area, growing from nearly 3,250 hotel rooms in 2010 to just over 3,900 in 2025. This represents an average annual growth rate of 1.3%, compared to 0.5% in the broader metro area. The largest hotel added during that time was the 210 room Drury Inn & Suites added in Brentwood, while the newest is the combined Courtyard and Residence Inn at 270 and Manchester.

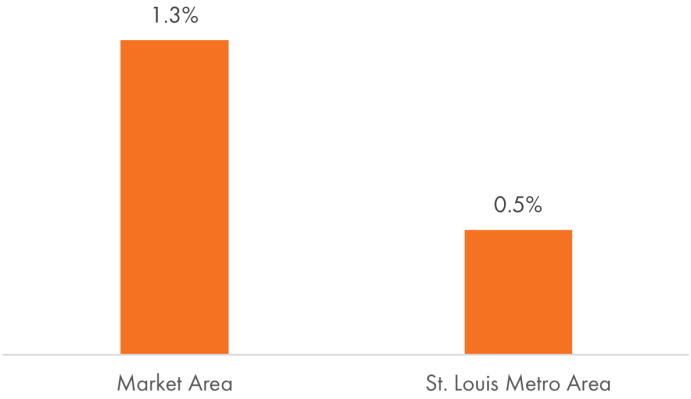
Since 2010, the market area has absorbed an average of 45 hotel rooms annually. As seen in the graph at the right, occupancy has remained stable and is considered good (>60%) despite adding new rooms, indicating that the hotel market has been growing. The impacts of the COVID-19 pandemic on travel are also visible in the graph, and indicate that occupancy hasn't quite returned to pre-pandemic levels as of 2025.

Overall, average revenue per room night is on par with the region, and has increased slightly in recent years, though this is likely a result of general price inflation and not rising demand.

It is likely that Creve Coeur could support an additional hotel around the I-270 interchange, where it could take advantage of interstate proximity and the existing variety of restaurants. Adding a conference facility serving 39 North, Bayer, and other nearby users could make a hotel or hospitality property in this location more successful, though planned development at Olia Village should be considered.

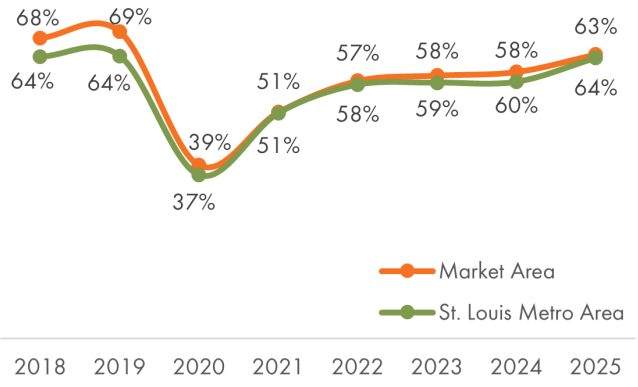
Average Annual Growth in the Number of Hotel Rooms 2010-2025 YTD

Costar, 2025



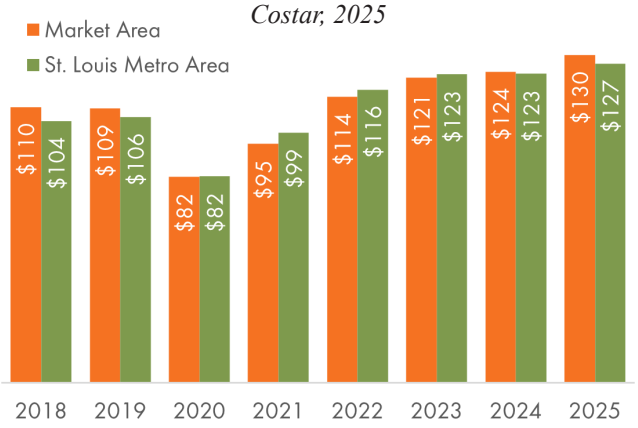
Average Nightly Occupancy 2020 - 2025 YTD

Costar, 2025



Average Revenue per Room Night 2018-2025 YTD

Costar, 2025





04

COMMUNITY FEEDBACK

Community Feedback Summary

Community feedback was solicited in several ways during the Comprehensive Plan process. This included two in-person open houses, an online comment portal, and individual stakeholder interviews. Residents, business owners, the real estate community, and potential purchasers of the Bayer site all participated in the process. Themes from this engagement are described below.

OPEN HOUSE #1

Held at the Creve Coeur Government Center, the first open house allowed community members to learn about the planning process, understand existing site conditions, and provide initial feedback on future development. Following a presentation from the Creve Coeur Director of Community Development and a representative from PGAV, participants provided feedback through conversations with consultants and City Staff, on sticky notes, on comment cards, and through several handouts. Communication prior to the event was conducted via website, newsletter, and postcards to nearby households. More than 70 people attended this event and provided their feedback.

Themes from the open house included:

- Strong desire for green and open space - Residents consistently showed support for parks, open green areas, preserved woodlands, walking and biking trails, and integration with Stacy Park.
- Clear opposition to certain residential development - While some residents were in strong support of single-family residential development, the vast majority were consistent in their opposition to dense multi-family uses or those that could exacerbate existing concerns about traffic, school capacity, and over-development.
- Environmental and infrastructure concerns - Attendees expressed a desire for environmentally responsible development including flood management and stormwater maintenance, preservation of trees and buffers, safe remediation on site, and pollution controls during and after construction.
- Traffic and connectivity desires - Participants cited the need for traffic impact studies for Warson, Olive, and Lindbergh prior to any development projects. They also wanted a strong bike and pedestrian connectivity component to any future development.
- Desired land use and amenities - Residents expressed support for research and innovation uses, civic and cultural amenities, some interest in entertainment uses, and residential development.
- Focus on community character - Attendees saw this redevelopment as an important opportunity to maintain community character through the use of buffers, design quality, and community-scaled development.





OPEN HOUSE #2

The second open house was held in the lower-level of the Creve Coeur Government Center to allow for additional community participation. More than 80 attendees stopped by the event, listening to a presentation by PGAV regarding the background and emerging Objectives and Recommendations. PGAV also reviewed the purpose of the three development concepts, providing context for their use. Attendees completed worksheets and comment cards in response to the materials and presentation.

Themes from this engagement included:

- Concern about Tealwood access road - Several residents reiterated the need to maintain a separate Tealwood access road and followed up with background regarding the current agreement.
- Continued importance of retaining the forested area - Attendees continued to speak to their desire to retain the undeveloped area, keeping the forested area untouched where possible.
- Desire for a mix of uses - Residents spoke about a desire for a mix of uses on the site, with more intensive uses located on the northern portion, near Olive, and less intensive residential options to the south.

Overall, the feedback received at Open House #2 was positive and supported the current direction of the objectives and recommendations.

ONLINE COMMENT PORTAL

Throughout the process, the City of Creve Coeur provided an online comment portal to receive comments about the project on their website. This portal was utilized by residents and others concerned about the future of the property. Many residents also utilized this portal to stay up to date on any upcoming events and news related to the project.

Most feedback received through this mechanism urged caution when it comes to future development. The desire for some level of open space, retained trees, and connectivity was consistently expressed. Comments supported a variety of different land use types. Concerns about traffic congestion, impact on the city's revenue base, and schools were also noted.

Significant feedback from Tealwood residents was also received through this portal regarding the existing easement and access road. Residents felt strongly that the existing access road remain in place, providing feedback and documents to support their perspective.

Overall, more than 50 individual comments were received through the feedback portal, allowing for significant ongoing engagement throughout the process.

STAKEHOLDER INTERVIEWS

In addition to broad public engagement, targeted stakeholder engagement was conducted with Bayer leadership to understand the existing constraints on the site, current sale process, and any desired land uses for the future. Because Bayer will continue to occupy the northwest portion of the site, they remain an important neighbor for any future development. Overall, leadership spoke to the desirability for complementary uses and services for their remaining workers. Additional engagement was conducted with 39 North leadership to ensure this property's future are consistent with future plans for the District.



05

DEVELOPMENT ANALYSIS

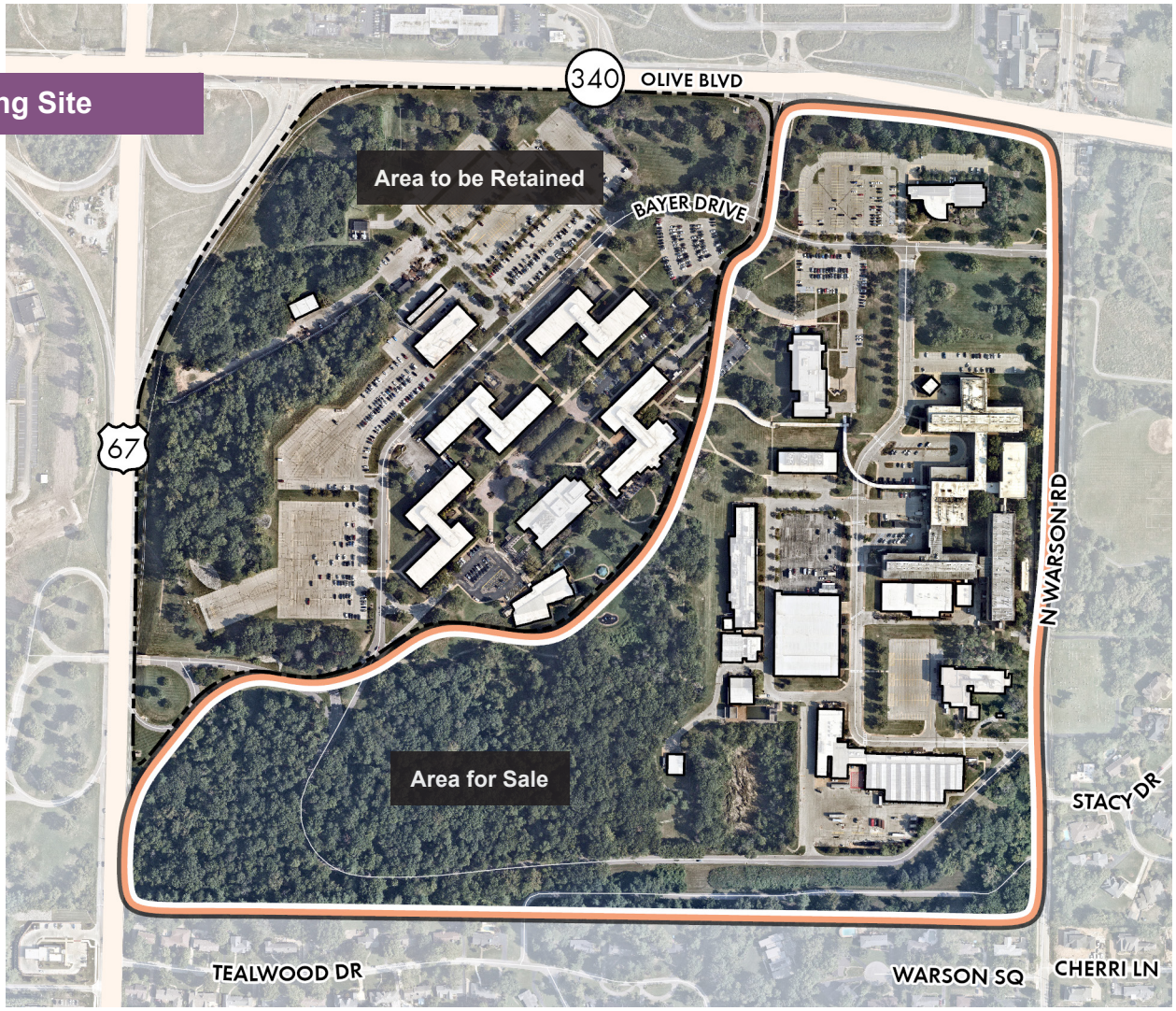
Development Analysis

The development analysis brings together the plan components, positioning this site to contribute to the broader goals of the City and 39 North District. Considering the market information, community feedback, and site constraints, the concept development component of this planning process helps to visualize potential site configurations. This exercise was conducted during the planning process and sought to consider several options and help stakeholders think through pros and cons.

This site presents a significant opportunity for the City. Land use and market changes have forced the transition of this site from a single-user to a more mixed land use environment, creating an opportunity to reconsider what this part of Creve Coeur could look like in the long-term. The site provides the opportunity for the city to add residential inventory, consider compatible retail, and add new uses. Site constraints such as topography, existing Tealwood access road, and valuable forested land create some restrictions on the site that will impact future development. All of this has helped to inform concept development.

Future development will need to balance the desire for future development with the existing site constraints. For example, new development will bring changes to the site such as the construction of new roads, stormwater detention areas, and additional utility infrastructure. These necessary components of development will require clearing, including tree removal, and grading which will require changes to the site.

Existing Site



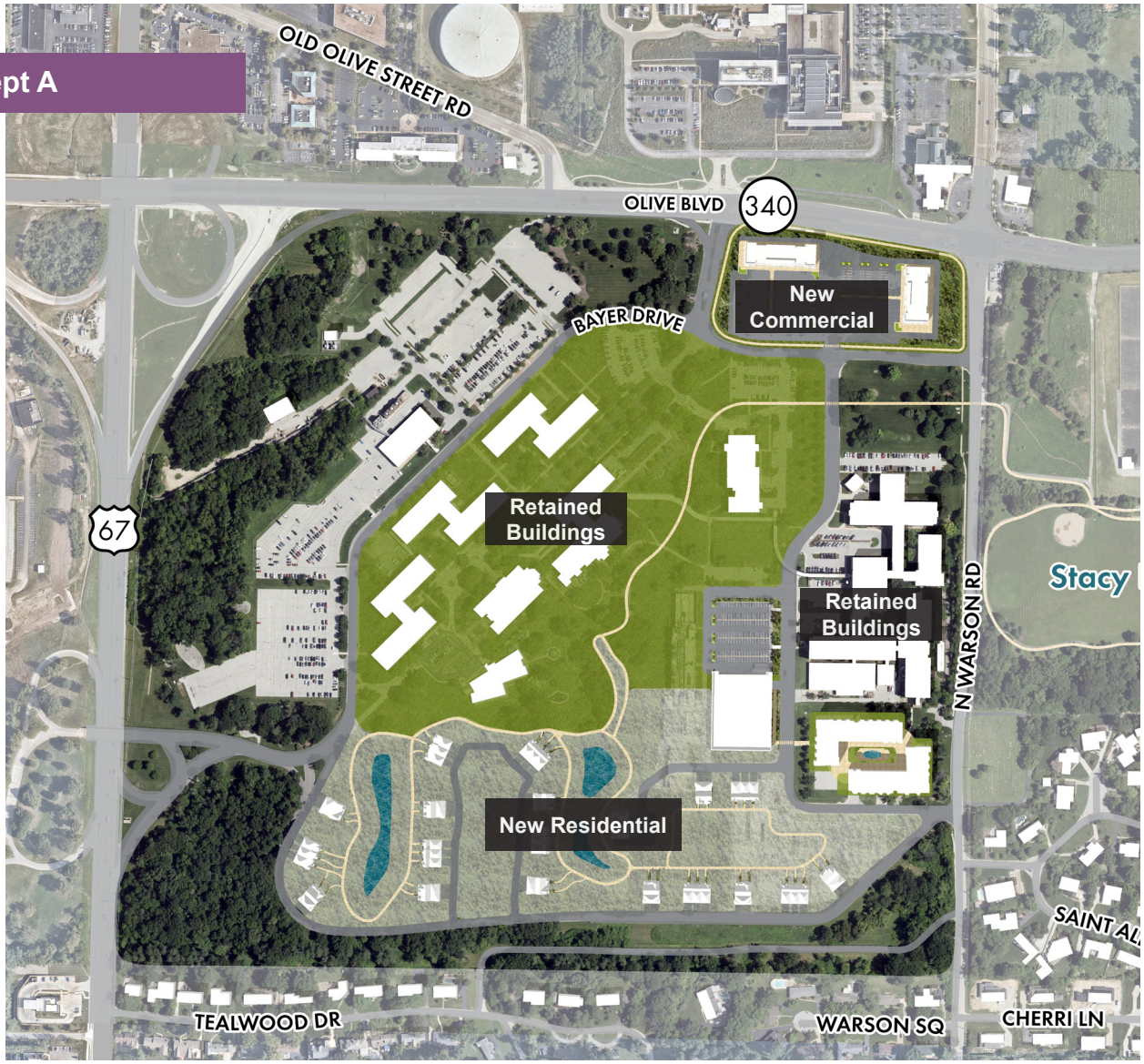
The objectives and recommendations that follow represent policy guidance for future development on the site and these concept plans help to visualize some of those ideas in a way that help residents think through long-term potential. While any future development on the site will require significant regulatory oversight by the City, these concepts provide guidance on the type and scale of development that could make sense in this location given constraints and community desires.

CONCEPT A

Concept A depicts retail to the north fronting Olive. In addition, an apartment building is shown south of buildings N, Q, O, R, S, T, U, Z. The existing garage is to remain. The concept shows several one-story townhomes and two-story duplexes or villas at the southern end, utilizing existing access points off Lindbergh and Warson. In total, this concept adds residential units, retains forested buffer, leaves many of the research buildings for reutilization, leaves Tealwood drive as-is, and expands the existing walking paths.

For illustrative purposes only

Concept A

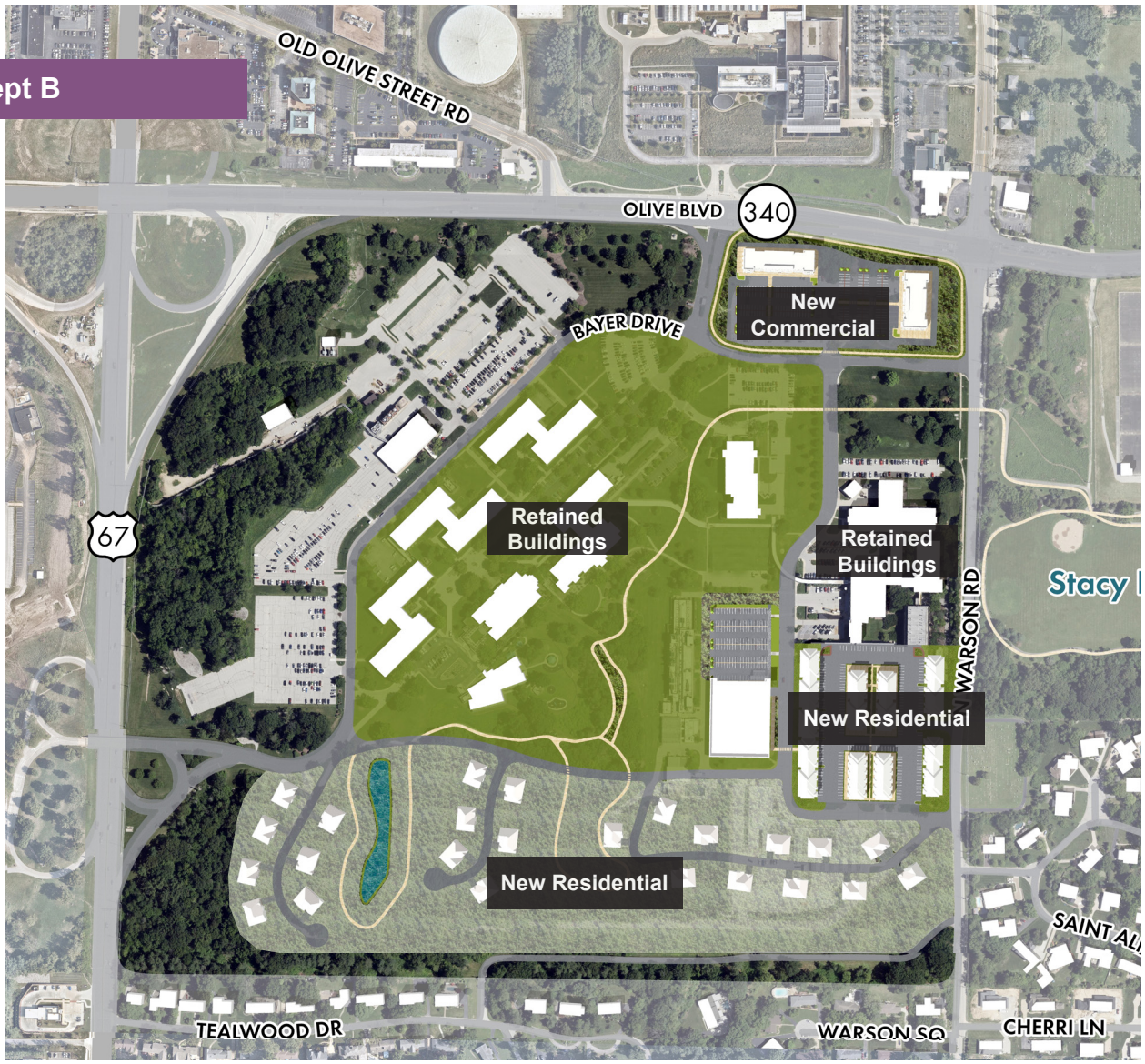


CONCEPT B

Concept B depicts retail to the north fronting Olive. In addition, a series of one or two-story apartment buildings are shown south of buildings N, Q, O, R, and S. The existing garage is to remain. The concept shows single-family homes utilizing existing access points off Lindbergh and Warson. In total, this concept adds residential units, retains forested buffer, leaves many of the research buildings for reutilization, leaves Tealwood drive as-is, and expands the existing walking paths.

For illustrative purposes only

Concept B



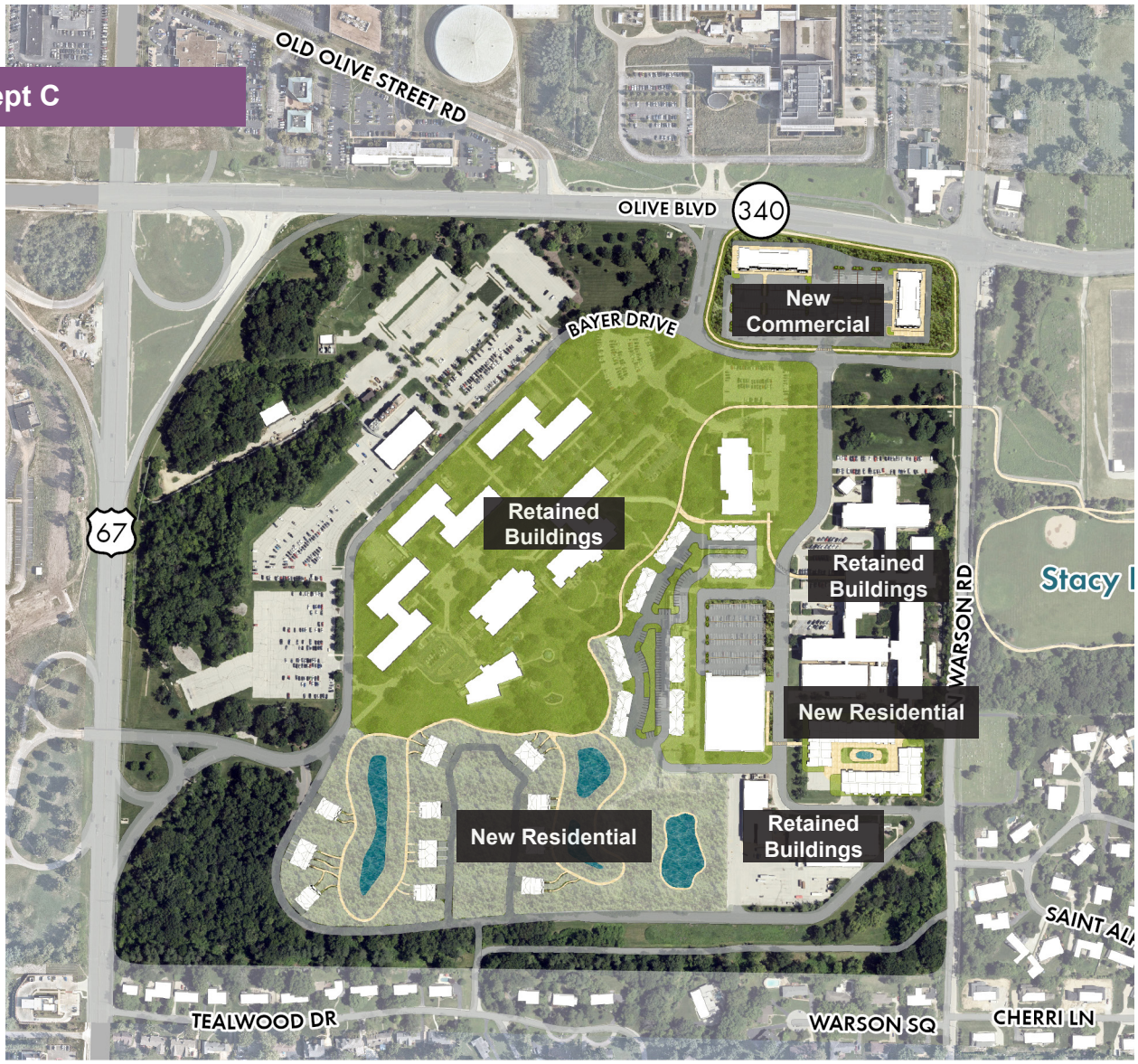
CONCEPT C

Concept C depicts retail to the north fronting Olive. In addition, several two-story townhomes are tucked just west of the existing garage to remain. Buildings N, Q, O, R, S, T, U, Z, and V-Annex remain. The concept shows an apartment building, one-story townhomes, and several two-story duplexes at the southern end, utilizing existing access points off Lindbergh and Warson and leaving the existing retention area in place.

In total, this concept adds residential units, retains forested buffer, leaves many of the research buildings and greenhouses for reutilization, leaves Tealwood drive as-is, and expands the existing walking paths.

For illustrative purposes only

Concept C



The three concepts shown are presented to help illustrate development objectives such as areas for new development, types of land uses, pedestrian and vehicular connectivity, parking and buffering and other recommendations of the plan. These concepts are not intended to be exclusive, and any combination among them is acceptable. They are intended to help visualize plan concepts and are not engineered site plans taking into account typography nor do they convey specific dimensional or regulatory requirements.

Guidance from each concept should be considered, particularly related to:

- Retaining a concentration of forested area
- Keeping a buffer between development and residential to the south
- Density to be concentrated on the northern portion of the site
- A focus on creating a mix of uses
- Encouraging new pedestrian connections throughout the site



06

PLAN RECOMMENDATIONS

Open Space & the Environment Recommendations

The Open Space & the Environment Recommendations address the desire for open greenspace to remain on the site, encouraging connections within and to surrounding areas.

OBJECTIVES

- Balance the needs of future development with a desire for a tree-rich environment.
- Where possible, incorporate the existing topography, and wooded areas to support the natural habitat within new development.
- Prioritize open space in a way that allows for development while maintaining a concentration of forested areas in the southern and western portions of the site.
- Ensure a suitable buffer is provided between this site and the residential neighborhoods to the south.

RECOMMENDATIONS

Avoid extensive tree removal. Preserve connected forested areas, guided by existing southern roadways as natural boundaries and buffers.
Tree removal will be necessary to support future development. Future development should focus on retaining forested areas on the southern and western boundaries that serve as a natural buffer. Forested areas interior to the site may be more difficult to preserve to due development requirements, however any retention is encouraged. Replanting of trees in the appropriate areas in association with new development is strongly encouraged.

Require a tree inventory as part of the development review process.
Many municipalities require a tree inventory as part of a development package. The City of Creve Coeur should require an inventory of trees on site in order to make recommendations regarding removal or preservation. Attention should be paid to the size, species, and age of trees to ensure habitat diversity remains.

Retain existing, healthy mature trees on Warson Road that provide shade and a pleasant aesthetic for drivers and pedestrians.
The Warson Road side of the site includes a variety of healthy, mature trees that provide shade, screen the development from nearby residential and park uses, and provide a pleasant aesthetic for drivers and pedestrians. Where possible, these trees should be retained to encourage compatibility with nearby character.

Encourage the removal of invasive vegetation throughout the site.
A significant amount of invasive honeysuckle is present in several areas on site. As part of any redevelopment and habitat maintenance, the removal of invasive vegetation should be encouraged. This work has been started by Bayer in certain areas of the site, but should be prioritized in the future.

Retain or replace a tall-grass prairie component on the southern end of the site in proximity to wooded areas to support bio-diversity.
The existing tall grass prairie is part of a larger effort to restore prairies as environments for native pollinators in the St. Louis Region. Stacy Park, immediately east of the site, includes another restored prairie which creates a larger, connected habitat. Ensuring the existing habitat on site is considered during redevelopment is important.

All site components should be designed such that the proposed conditions will not create an adverse effect on adjacent properties through an increase in the volume or intensity of stormwater runoff.
With significant slope and topography across the site, it is important that any redevelopment is designed in a way that will not create adverse effects on adjacent properties. This could include things like permeability requirements, rain gardens, and drainage basins. Stormwater is a consistent concern from nearby residents and the city should seek to mitigate any impacts by working with the developer to understand and measure potential downstream effects.

Transportation & Connectivity Recommendations

The Transportation & Connectivity Recommendations address the desire to better connect parts of Creve Coeur, both within the community and across the St. Louis Region. They focus on the growth of pedestrian and cyclist connectivity throughout the community.

OBJECTIVES

- Preserve existing site access to the surrounding roadway network while establishing new streets within the site that appropriately connect the various land use components, including the remaining Bayer corporate headquarters.
- Encourage pedestrian access throughout the site and connections to adjacent areas.

RECOMMENDATIONS

Ensure private roadway access to the Tealwood Subdivision is provided in accordance with the current easement agreement or a new mutually beneficial agreement between all parties.
The existing private roadway access to the Tealwood subdivision provides both a natural buffer and controlled access to the neighborhood immediately south. The connection is important to residents and should be maintained moving forward.

Require a traffic impact study for any future development on the site to understand the current traffic generation and future traffic demands based on proposed uses.
It is standard to require a traffic impact study for a significant development in the community and thus the City of Creve Coeur should require one for any development on this site. The traffic study should understand existing traffic flow and any potential impacts on Lindbergh, Olive, and Warson Road. It is likely that traffic will increase with new development on the site as much of the current space has been underutilized in recent years, but impacts should be well understood and considered prior to any development approval.

Ensure there is a long-term ownership and maintenance plan for bridge over Lindbergh Boulevard to provide necessary access to Olia Village, Bayer campus and development in the area.
The bridge over Lindbergh Boulevard provides an important connection east and west in the community. Currently, the bridge is being maintained through an agreement with several parties. Moving forward, a long-term ownership and maintenance plan should be established to ensure this access remains in the future. The bridge is currently too narrow to accommodate bike and pedestrian access, though future consideration should be given to expanding access where possible.

Maintain the pedestrian connection from Bayer Drive to Stacy Park and enhance internal site connectivity while supporting implementation of the planned 39 North Greenway in this area.
There is an existing connection between Bayer Drive and Stacy Park including a RRFB (Rectangular Rapid Flashing Beacon) allowing for safe pedestrian crossing over Warson. This connection currently provides a consistent sidewalk path between the Bayer East Campus and Stacy Park entrance. This connection should be maintained and additional pedestrian connectivity should be expanded throughout the site to allow for the planned 39 North Greenway segment and to the surrounding areas where possible.

Include walking paths and allow for public use.
The forested areas throughout the site do not currently have walking paths for public access. Community members repeatedly cited their interest in more pedestrian connections in the community and a desire to enjoy the forested areas and open space. Including walking paths would provide a passive way for these areas to be enjoyed by residents while also leaving the ecosystem undisturbed.

Consider the long-term potential of new pedestrian and bike connectivity between the east and west sides of Lindbergh Boulevard connecting the Bayer campus with the Olia Village development.

Lindbergh Boulevard is a restricted access roadway which provides limited pedestrian connectivity to the east and west. To the south of the Bayer East Campus, a signalized intersection at Tealbrook Drive and Quailways Drive where it intersects with Lindbergh Boulevard provides a marked crosswalk with pedestrian signals. Moving north, the next connection across Lindbergh Boulevard is not available until the Schuetz Road and Baur Boulevard intersection, more than 1.5 miles to the north. Olive Boulevard, which goes over Lindbergh includes pedestrian accommodations but there is currently no pedestrian route to get to Olive from Lindbergh.

Because of this restricted access, the potential of a new pedestrian and bike connection between the east and west sides of Lindbergh, connecting the Bayer East Campus with the Olia Village development should be considered. The existing automobile connection via the Bayer Drive bridge does not currently have the capacity to expand to include pedestrian or cyclist facilities, but shared access signage and shared lane markings could be considered to facilitate better connectivity.

Future Land Use Recommendations

The Future Land Use Recommendations address the desire for a mixed land use environment that is consistent with surrounding land uses and provides new offerings for existing and future residents of Creve Coeur.

OBJECTIVES

- Encourage a variety of new uses that are compatible with Bayer Crop Science's headquarters operations, advances the growth of the 39 North District and the City as a whole, and complements surrounding development. Consider reuse of existing research facilities by other users while remaining open to alternate land uses based on market demand.
- Locate new uses on the site in the appropriate locations that are compatible with adjacent uses

RECOMMENDATIONS

Appropriate uses on the site include retail, recreational, service, government, commercial, various forms of housing types, offices, research and development facilities, and hotel with conference center.

Today, this site includes a variety of land uses all owned by a single company. Moving forward, uses on this site should maintain a mix of uses and could include uses such as retail, recreational, service, government, commercial, housing, office, research, or hospitality. These uses can be situated on the site to maintain a consistency with surrounding uses while also offering new development types and services in the community.

Prioritize commercial and service retail on Olive Boulevard frontage. Discourage car-related uses in this area.

The Olive Boulevard frontage is an important commercial opportunity for the City of Creve Coeur and should be prioritized for commercial and service retail uses. Car-related uses such as gas stations, car dealerships, car sales, and auto-repair shops should be discouraged, in favor of uses that are more compatible with a mixed land use environment. Potential developments should seek to provide new offerings in this area, rather than duplicate other businesses on the Olive corridor.

Support the establishment of context-sensitive commercial uses that complement the nearby Bayer campus, the broader 39 North District, and surrounding residential development, with an emphasis on neighborhood-serving uses such as quick-service restaurants and daily-needs retail.

The remaining Bayer Campus and other office and research uses in the 39 North District provide a significant day-time population that desires adjacent uses that are compatible with the audience. Offering quick service restaurants or daily needs retail that cater to this population will add a compatible land use while also creating opportunities for local offerings.

Due to the size and location of the site adjoining two major roadways, greater density is appropriate; however, taller buildings and the most intense activity should be located toward the central and northern portions of the site to minimize impacts to adjoining residential neighborhoods.

Given surrounding land uses, the more intensive and dense uses of land should be located on the northern portion of the site. Where less dense single-family home development is located, just south of the site, any future development should be compatible in size and scale. In general, the height of existing buildings should not be exceeded where possible.

Work with the 39 North District, Bayer, and other partners to encourage building reuse with office and research & development users to support the growth of the 39 North AgTech District.

The 39 North District has seen significant strength in recent years, with new development and businesses

entering the area. To maintain this strength and capitalize on the area's identity, any future development on this site should seek to work with the 39 North District, Bayer, and others to encourage building reuse where possible. Additional research and development users would be compatible with the surrounding district and residential uses and, where there is market interest, should be supported.

Retention of the existing Bayer conference center (Building R) with a possible hotel component should be considered.

The existing Bayer Conference Center, known as Building R, has high potential for reuse. The building was renovated in the last five years and sees regular use by Bayer. There is interest from Bayer in continuing to utilize this building through a lease-back or rental arrangement. There is also support in the market for this type of use in this area. As a result, the retention of Building R should be considered, providing a needed and compatible use in the area.

Consider a mix of housing types to encourage residential diversity. The following housing types are appropriate:

- ***Single-Family Homes.*** Single-family detached and attached residential uses are favored on the southern portion of the site adjacent to the existing single-family residential neighborhoods. Buffering from the adjacent office and R&D uses to minimize conflicts should be incorporated.
- ***Multi-Family Housing.*** Multi-family residential uses including apartments and condos can be integrated within office or commercial uses. In the southern portion of the site, new multi-family residential development can be considered when appropriately buffered and designed for compatibility with adjacent land uses.
- ***Senior Housing.*** Support a variety of senior housing including, apartments, condos, and villas.

This site provides a significant opportunity for the City of Creve Coeur to add residential inventory to a community that has high demand. With a strong school district, central location, and high level of community desirability, adding residential housing options is an ideal use of this site. To encourage residential diversity and new housing options in the community, future development in this location should consider the inclusion of single-family homes, multi-family housing, and senior housing.

Ensuring compatibility with surrounding residential uses and existing and future research and development uses will be important for any development. In addition, new housing should be designed in a way that allows for significant open space and incorporates forested areas into the design as much as possible.



07

IMPLEMENTATION

Development Procedures & Incentive Review

Because this site is significant in both size and importance, the City should pursue a special procedure known as a Planned Development to regulate future development on this site.

A Planned Development Ordinance is a zoning regulation that allows for a more flexible system of land use and design regulation within a specific geography. Instead of using a single zoning district, a Planned Development allows for the approval of an overall development plan and then the ability to flexibly use zoning and regulation procedures to approve development on a single site. In the case of the City of Creve Coeur, this approach is referred to as Planned Zoning Districts.

Section 405.390 - Planned Zoning Districts.

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.

B. Objectives. Through the flexibility of the Planned Zoning District, the City seeks to achieve the following objectives:

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

A planned development style regulatory environment would be most suitable for the Bayer East Campus due to the likely mix of uses, large acreage available, and potentially complicated development plan required due to site constraints.

To implement this type of zoning, the City should pursue a Planned Mixed-Use Development (PMD) for this site as it is likely to utilize a mix of uses including residential, commercial, and other uses. This will require both a Site Concept Plan and a Site Development Plan be submitted by the developer and significant review procedures going into effect. This provides the City with the highest level of review of development on the site while also allowing for the flexibility needed to develop a site of this complexity.

In consideration of the size and complexities associated with changing from a single owner corporate campus to a multi-use property with different ownership, the City can anticipate receiving a request for development incentives. Any review of incentives should be guided by the recommendations of this comprehensive plan and any incentive policy adopted by the City Council.

PLANNING AND ZONING COMMISSION MEETING

CITY OF CREVE COEUR, MISSOURI

300 NORTH NEW BALLAS ROAD

MONDAY, MARCH 2, 2026

6:00 P.M.

PUBLIC HEARING

APPLICATION NO. 26-003

THOSE IN ATTENDANCE:

Ms. Julie LaBonte, Chair
Mr. Thomas Buelter
Ms. Rhonda O'Brien
Mr. Larry Potashnick
Mr. AJ Wang
Mr. Carl Lumley, City Attorney
Mr. Jason Jaggi, Director of Community Development
Ms. Bethany L. Moore, City Planner
Ms. Claralyn Bollinger, Recording Secretary, Administrative Services Supervisor

McLaughlin Court Reporting Services, Inc.

Deborah K. McLaughlin, MO-CCR #314, IL-CSR, KS-CCR
4772 Gatesbury Drive
St. Louis, MO 63128
(314) 974-1199

CHAIRMAN LABONTE: We'll call the meeting to order at six o'clock with roll call.

Mr. Buelter?

MR. BUELTER: Here.

CHAIRMAN LABONTE: Ms. O'Brien?

MS. O'BRIEN: Here.

CHAIRMAN LABONTE: Mr. Potashnick?

MR. POTASHNICK: Present.

CHAIRMAN LABONTE: Ms. Richter is absent.

Mr. Tomlinson?

MS. BOLLINGER: He's absent.

CHAIRMAN LABONTE: Mr. Wang?

MR. WANG: Present.

CHAIRMAN LABONTE: Mr. Lumley?

MR. LUMLEY: Present.

CHAIRMAN LABONTE: Mr. Jaggi?

MR. JAGGI: Present.

CHAIRMAN LABONTE: Ms. Moore?

MS. MOORE: Present.

CHAIRMAN LABONTE: And Ms. Bollinger?

MS. BOLLINGER: Here.

CHAIRMAN LABONTE: Next we'll move to our New Business item, it's a Public Hearing, Application 26-003: Review and Adoption of an Amendment to the Comprehensive Plan for the Bayer East Campus.

If anyone speaking tonight, could please come forward to be sworn in.

MS. BOLLINGER: If you're speaking in the audience, please fill out this and come forward.

CHAIRMAN LABONTE: Yeah, I have one speaker card for Elliott Burnham, if you would please come forward.

(The speakers were sworn in by the court reporter.)

CHAIRMAN LABONTE: Thank you.

MR. JAGGI: Good evening. Jason Jaggi, Director of Community Development with the City of Creve Coeur.

Tonight is the Public Hearing for the Bayer East Campus Comprehensive Plan Amendment.

This process began last April, and has been led by the Planning and Zoning Commission over those last several months with assistance from our consultants, PGAV Planners.

I'm going to turn it over to Catherine Hamacher with for PGAV Planners, who's going to give a presentation on the draft plan.

And then after Catherine's presentation, we can take any Commission -- or any comments that the Commission may have, answer those, and then turn it over for public comments and discussion after the public comment portion.

I'd also like to acknowledge that there are two public comments that we received via the online web portal. Those are included in the packet for tonight's meeting. And also we received a comment late this afternoon from Emily Lohse-Busch, who's Executive Director of 39 North, in support of this plan. And hard copies have been placed at your stations from Ms. Lohse-Busch, so I wanted to acknowledge those comments that we received.

If there's not any other questions, I'll turn it over to Catherine to begin the presentation.

CHAIRMAN LABONTE: Thank you.

MR. JAGGI: Thank you.

MS. CATHERINE HAMACHER: All right. Hi, Everyone.

Catherine Hamacher, again, from PGAV. Good to see you all again.

I'm going to give you all some background on kind of where we've been throughout this process, and then what we're coming to do tonight with the draft.

So, our objectives tonight are to review the draft and the planning process that's been conducted so far. We are providing an opportunity for public input through the public hearing, and then considering action on how you all would like to move forward

So, again, you all have heard a lot about this

throughout the process, but I'm going to kind of review it a big picture level, kind of the point of what we're doing here.

So, the purpose of this process was to update the 2017 Creve Coeur Comprehensive Plan and the 39 North Master Plan to reflect and update a future for this site.

So, obviously, when those two processes were completed we didn't know that this site would look any different than it does today, and so they don't really provide any guidance for what might make sense here moving forward, which necessitated the City to kind of take a step back and think through what we'd like to see on the Bayer East Campus.

We also wanted to think about kind of how this site now fits into the broader 39 North environment, because, again, it's going to look a little different than it does today, presumably we want to think about the community's vision for this property.

So, when asked, you know, if it's going to look different, what would you like it to look like, we want to integrate that into this planning process. We wanted to think about principles and kind of attributes, important things about the site that we would want to retain, regardless of what the development looks like. What are those kind of through lines that we want to keep moving.

And then provide recommendations for the future land uses on the site.

So here's kind of an overview of the planning process. So, as Jason mentioned, we started last April. We did a bunch of site analysis on the property, and, you know, just kind of how the property fits into the broader Creve Coeur area. We conducted a market analysis to kind of understand how uses might fit within this broader market. We conducted a development analysis to think about what different kind of scenarios on the site could look like, and how those would impact different kinds of components of the community.

There's a policy piece to think about what implementation looks like. So kind of what the process and the next steps look like.

And then ultimately that rolls up into adoption, which is the sort of stage we're in right now with this meeting and the following meeting.

And then stakeholder engagement in the form of, you know, public open houses and interviews and the online portal and newsletters and postcards and all that can happen throughout this process.

So, in terms of the site understanding, the goal really was for us to figure out what was going on on the site and how that could then be translated into

recommendations for the future.

So we looked at things like, you know, what are the conditions of the existing buildings. To think about what was is -- what was the potential for reuse for a different kind of potential use or user. What was the kind of lay of the land, you know, what's topography look like; what does flora and fauna on the site look like. Those kinds of things.

We looked at demographics and population trends in the community as well. Again, this is an update to that 2017 plan, so, for example, we got 2020 census information since then. That was one big piece you could update.

The market analysis, again, to figure out kind of how this fits within the broader Creve Coeur, and then even bigger regional market.

Thinking about community feedback. And then thinking kind of bigger picture about land use best practices, and how this opportunity could serve as -- as something for you all to think about kind of in the longer term about what you wanted your community to look like.

So, then the actual draft plan that you all have seen, this is a picture of the table of contents, and I'll kind of run through what is the components of this entire plan document.

Again, this is an amendment to the existing Comprehensive Plan, so it follows the same flow as the existing Comprehensive Plan, but just addresses the one site. Because, again, the previous Comprehensive Plan, the 2017 plan, doesn't provide a lot of guidance for the site cause it didn't imagine it would be differently.

So, we've got introduction and background, existing conditions, market analysis, the community feedback summary, the development analysis and those kind of scenarios, the recommendations, and then how you all move forward into implementation.

Okay. So this first piece, the Introduction and Background, if you have the draft in front of you you can follow -- follow along. We talk about the Bayer history in the community; kind of how they're showing up today; what has changed with the area west of Lindbergh, and then the Bayer East Campus today, and then the purpose of this planning document, so how it's intended to be used moving forward.

The second chapter is Existing Conditions, so you can see here an image of the area for sale, which is kind of the backward L, and then the area to be retained that Bayer is keeping. And it includes a community profile, an overview of site characteristics, so thinking about what is the current zoning, what is the flora and

fauna on the site look like, what's topography, all those kind of things.

A building evaluation. So we went into the building just to kind of get a sense of their condition and their potential for reuse, and then an overview of office park trends.

One of the big things we talked about during this process is just how big office campuses are kind of changing, and they've changed many times over the history of kind of people's working lifestyle, and it's only changed more post-pandemic. And so thinking about a potential user for this campus likely looking different than a past user just because there's been a lot of changes in how people use kind of big corporate campuses.

So, you know, on -- in general, it's a large 151 acre site at the corner of Olive/Lindbergh. You all know this, it's part of the restructuring plan that Bayer's undergoing right now. They're selling 90 of the acres, which is 14 buildings and 877,000 square feet. They're retaining their crop science headquarters in that northwest portion there in the area to be retained. And, again, it's part of this broader shift of consolidating campuses, and, you know, not a reflection of Creve Coeur, but reflection of broader office park trends.

You can see here, the entire site today is

within the city's Research and Office Park Zoning District. That makes perfect sense because it was a research and office park, but may not make sense moving forward. It doesn't allow for a ton of flexibility because you would need to find more research and office users in order to fit into that existing zoning designation.

The slope and topography varies quite a bit on the site. This has not traditionally been necessarily open to the public. It's not something people would drive around on this part of the campus, and so some people are kind of unaware of just how much topography change there is on the site. There's a lot of natural features in terms of plants and animals, particularly at the southwest corner. And then there are those existing residential buffers at the southern end between the subdivision immediately south and then this worker campus here.

The next big piece is kind of understanding what's going on with the housing market. And, so, you can see here, we looked at, you know, the -- the sort of goal of this piece was to understand how this property fits in the market with a variety of potential uses. So, you know, obviously, a developer could come to the city with whatever they think is a good idea, but to kind of arm you all and arm the city with the information about what might

make sense moving forward, what might make sense for your community and for the broader area.

We looked into several different uses, and so the first one was the housing market. The types of homes that are in most demand are the ones in the Ladue School District, smaller single-family homes, new homes and condos and homes and attractive locations that have a lot of amenities. You know, any type of housing is likely to do well in this market. That's what our analysis found. There isn't a type of housing in Creve Coeur that's doing poorly necessarily, but these are some of the indicators of things that are doing better than others.

We also looked at the commercial market. So, the commercial market in Creve Coeur is on these big corridors. That's the same thing as in the kind of broader market here that incorporates several other communities.

Olive Boulevard is a big one, so it's -- it's quite successful. It's got a ton of retail, it's an established corridor. There's an opportunity to redevelop some of the older sites on the Olive Corridor, but on the whole it does quite well.

It's likely that Creve Coeur could support an additional hotel, just based on the market. You know, it's probably most likely to do best at the 270

interchange, but when you factor in kind of the presence of 39 North and the retained Bayer Campus that sort of starts to make the case that something with some kind of conference center or something like that could succeed at the site as well.

The next one was Community Feedback. So, this chapter kind of encompasses what was done in terms of community feedback and then what we heard.

So what was done is that there was a website, an online comment forum, open houses, postcard mailing and a newsletter, and all of that, kind of to the broader public in Creve Coeur and in surrounding communities.

This property directly abuts another community, so we did send things to those residents as well.

And then there was additional stakeholder engagement with Bayer, 39 North and some real estate professionals just to try to get a bigger picture, a more robust picture of what the community felt like made sense.

So some of the big picture takeaways from this is that there was a desire for retained green and open space. Kind of how much of that there was varied per person, but that was certainly a theme. Openness to new residential development, traffic and density and kind of concerns around this looking different and what the intensity of use could mean moving forward.

Certainly a desire for more pedestrian connectivity, and that was through the site and between the site and its surroundings.

Concern about the Tealwood access road. So, at the southern part of this site there is an existing access road for the Tealwood Subdivision.

It is part of an arrangement from long ago between Monsanto, at the time, and the Tealwood trustees. That is to maintain, you know, to retain the current configuration stay in place moving forward. But we did hear a lot about that just cause a lot of people just didn't know that was part of the arrangement.

And then that people preferred a mix of uses. So, again, today it's just corporate campus. It's got a variety of corporate campus uses on site, but it is a corporate campus, and so thinking -- moving forward, people imagine it, perhaps, having different kind of uses as well.

And then the next big section is the Development Analysis. So this was really an exercise for the public, the city, you all, city staff, to think about what this planning process could consider in terms of options on site.

So, it was, you know, thinking about this opportunity, this site, as a significant and pretty rare

opportunity for development in this part of St. Louis County, you don't often have this large of a property to consider kind of the future of.

And the interest in providing new residential. That's something we heard a lot about. It's just, you know, regardless of kind of what it looked like, people are interested in the residential option.

Thinking about potential reuse for the existing R&D facilities. Those are sort of a known entity and there's some interest in figuring out if some of those could get reused.

Considering compatible retail, particularly on Olive, and then adding new uses that aren't currently available.

So considering site constraints and what people said about open space and some of the other things, we created several different scenarios, for lack of a better word, but different scales and types and land uses, to get people thinking, to get them thinking about what could make sense on the site, what could fit on the site, how do they like the relationship between land uses, how do they like how close things are to other things to, again, provide some sort of big -- big picture guidance about what would make sense.

So, I'm going to run through these three

concepts here, and then I'll give you some more kind of caveats at the end.

The first one is, we're calling Concept A, you can see here it depicts some new retail to the north fronting Olive there at the top. There's an apartment building shown directly south of some of those retained buildings. So in this scenario, we pictured a lot of these buildings that are in kind of better condition, easier to convert to new uses or new users being retained, being used by someone else moving forward, but for a similar use.

The garage was just kind of at the middle. Use this. Here's the garage of the site staying in place. And then several townhomes or two-story duplexes or villas or something like that going down below and utilizing an access point off Warson and off Lindbergh.

So, again, this one would add residential units. It would retain a forested buffer at the southeast corner and then between the Tealwood Subdivision to the south and development to the north. It would keep some of the buildings for utilization. It would leave that Tealwood Drive as is, and then it would expand, you can see some of the walking paths depicted here, to create some connectivity, which is Stacy Park and some of the other amenities on site.

So that is one concept that we are thinking about when we think about kind of type in scale and what could fit here.

Here, it's Concept B. So, again, we have retail fronting Olive to the north. We have a series of one and two-story apartment buildings here. You can say that -- see that there are fewer retained buildings left here in this concept. The existing garage still remains, and then single-family homes that sort of, in a different arrangement, but, again, accessible off Warson and Lindbergh to the south.

So, again, this adds residential units. It keeps some of those R&D buildings and the garage. It keeps some of that forested buffer down here. Leaves Tealwood Drive, which is this here, as is, and then expands that walking path network.

And then Concept C. Again, you'll see that same kind of commercial to the north. And, again, whether the commercial is in this arrangement or a different arrangement. It's sort of not relevant to these particular concepts, it's just the idea of, you know, what would it feel like, what could it look like, what would fit, if we considered that up to the northern site -- part of the site fronting Olive.

We've got, in this arrangement, some two-story

townhomes tucked west here with that garage. We've got some retained buildings here in the middle. We've got new residential in the form of an apartment building here. We've got some more retained buildings, which includes those greenhouses down here. And then fewer residential buildings here, which would be accessible from Lindbergh.

So, again, adding residential units, thinking about keeping the forested buffer, leaving some of the research buildings, and in this case, the greenhouses for reutilization by a different user, leaves Tealwood Drive and expands those walking paths.

So, again, these concepts are really intended to help visualize some of those planned components or those principles around things that were important to people.

So, retaining the concentration of forested area. That's something we heard a lot about from the public. It's something that, through the flora and fauna analysis, we determined was kind of better from an ecosystem perspective rather than have pockets in forested areas being retained, for example.

Keeping the buffer between the development and residential to the south was another kind of principle that we heard from community members that you'll see in all of the concepts.

Density being concentrated on the northern part

of the site, so that, you know, retail that might bring more higher intensity in terms of traffic and things like that. Those are at the northern part of the site on all three concepts to get people to pull in kind of some of those principles we heard from the public.

A focus on creating a mix of uses. You'll see that there's different kinds of uses in each of the concepts. That's what we heard from the community as well. And then encouraging new pedestrian connections throughout the site.

So, I don't anticipate that someone will come to you with this exact -- one of these exact plans. I mean that really wasn't the intention of these concepts. These -- the intention of these concepts was just to depict the principles that matter most to the public, to you all, to the city, in a few different forms.

And, so, I think what is most likely to come is some pieces of each of these, right. People are going to have to do engineered drawings. They're going to have to think about site constraints. They're going to think about kind of how drainage works and stormwater works and all of that, and that will kind of squish some things around here and there. But we wanted to make sure that -- that we could really have a conversation with the public and with you all about what those concepts could look like

while integrating these principles that we think are really important, kind of regardless of what they end up looking like.

And then this last section is Plan Recommendations. So this is kind of where the meat of the plan lies. These are planned recommendations is something that's in your 2017 plan as well, but, again, they don't provide a ton of guidance specific for this site.

So what you'll see in this draft is specific plan recommendations with objectives, and then recommendations for each of these categories, so for open space in the environment, transportation and connectivity and then future land uses.

So this is -- it's going to be a lot, but I'm going to -- I'm going to bust through them. Stick with me.

So, open face in the environment. These are the big picture objectives. These are the things that are really important when we think about this topic, kind of regardless of what happens on this site.

So we want to balance the needs of future development with the desire for a tree-rich environment. That's something that's important to residents, that's important to you all. It's kind of part of the identity of your community.

Where possible incorporating existing topography and wooded -- wooded areas to support that natural habitat. We heard a lot about people, you know, deers and all kinds of animal moving through this site, and so we want to be kind of sensitive to that moving forward where possible.

We want to prioritize open space that allows for development while maintaining that concentration of forested area where that's feasible. And then we want to ensure that there is that suitable buffer to the south between the Tealwood Subdivision and any future development to the north.

So, again, these objectives kind of live up here related to this topic, and then there's some specific recommendations below.

In terms of recommendations, we have avoid extensive tree removal, preserve connected forested areas guided by existing southern roadways as natural boundaries and buffers.

Require a tree inventory as part of the development review process.

Retain existing healthy mature trees on Warson Road that provide shade and a pleasant aesthetic for drivers and pedestrians.

Encourage the removal of invasive vegetation

throughout the site.

Retain or replace a tall grass prairie component on the southern end of the site in proximity to wooded areas to support the biodiversity.

And all site components should be designed such that proposed conditions will not create adverse effects on adjacent properties through an increase in the volume or intensity of stormwater runoff.

So, to kind of summarize it for you all. Related to open face in the environment, these are kind of the key points I want you all to take away, is that existing wooded areas contribute to the character of the site and provide natural buffers. Tree removal is going to be necessary to support any kind of redevelopment. It's just going to be part of thinking about new streets or stormwater facilities or retaining walls or some of those things that make development happen. But we want to achieve an appropriate balance between what tree removal is necessary and what tree replacement makes sense, and what preservation is possible kind of in between.

And then stormwater mitigation ensures that there's no adverse impacts on adjacent properties, and that's something that, certainly, is important to residents and the city.

So the next one is transportation and

connectivity. This is the next sort of big subject. The objectives here are to preserve existing site access to the surrounding roadway network while establishing new streets within the site that connects the various planned use components, including the remaining Bayer corporate headquarters.

And then encouraging pedestrian access throughout the site and connections to adjacent uses.

This is a -- kind of a new component that, while addressed in your 2017 Comp Plan about the desire for connectivity and transportation options really wasn't spoken to on this site because it had been fully owned by a private owner, so there wasn't a lot of movement through the site because if you didn't work there, there was no need to go. And so this section kind of reflects a different use for this site that would allow some public access.

The recommendations here split into two slides for you, but the first ones are ensuring private roadway access to the Tealwood Subdivision as provided in accordance with the current easement agreement or a new mutually beneficial agreement between all parties.

Requiring a traffic impact study for any future development on this site to understand the current traffic generation and future traffic demands based on any

proposed uses.

And ensuring there's a longterm ownership and maintenance plan for the bridge over Lindbergh Boulevard to provide necessary access to Olia Village. The Bayer Campus is going to remain. And then development in the area.

And then the second half is to maintain the pedestrian connection from Bayer Drive to Stacy Park. There's an existing connection there.

And enhancing internal site connectivity to support implementation of the plan, 39 North Greenway in this area, including walking paths that allow for some public use. And considering the longterm potential of a new pedestrian and bike connectivity between the east and west sides of Lindbergh connecting the Bayer Campus with Olia Village.

Today there is that automobile bridge there, and so figuring out kind of what the future of that looks like is going to be important.

So here's some key points on transportation and connectivity.

Opportunities to implement the 39 North Greenway. This is sort of a, you know, third party GRG project, but in partnership with the city and in partnership with 39 North, and it's something that we feel

like makes a lot of sense, and this site is crucial to making that happen, so making sure that you set up what's necessary to facilitate that moving forward.

Pertaining to Tealwood access road. Making sure that Tealwood trustees are -- are on board with any sort of changes, if there are any, or keeping it just as is.

The bridge over Lindbergh serving surrounding area and any future development, so making sure that there's a clear future for that.

And then desiring to open up kind of what is a traditionally private campus to the broader community that this opportunity provides.

So this last one is future land use. And so the big picture objectives here are to encourage a variety of new uses that are compatible with Bayer's headquarters that are going to remain, the advances in the 39 North district's growth and the city as a whole and complementing surrounding development. So considering reuse of existing research facilities by other users while thinking about other land uses that might make sense on the market.

And then locating new uses on the site in appropriate locations that are compatible with adjacent uses. So thinking about that kind of hierarchy of intensity north to south.

In terms of the recommendations. Appropriate uses on the site include retail, recreational, service, government, commercial, various forms of housing, offices, research and development facilities, and a hotel with a conference center.

Prioritizing commercial and service retail on the Olive Boulevard frontage. Discouraging auto-oriented uses on this sight. Encouraging commercial uses that are complimentary with the nearby Bayer Campus and the broader 39 North District, such as quick service retail, quick service restaurant or daily needs retail.

And then due to the size and location of the site and joining major roadways, greater density is appropriate, but thinking about taller buildings and the most intense activity being located towards the central and northern portions of the site to minimize impacts on those adjacent residential neighbors.

And then part two is kind of repeat there. Work with 39 North, Bayer and other partners to encourage building reuse of what's available of the office and research development user -- users to support the broader growth of 39 North. Retention of the existing Bayer conference center, which if you're familiar with the site, is Building R, with a possible hotel component should be considered. And then considering a mix of housing types

to encourage the residential diversity in the community.

So, your key points on future land use is to think about a mix of uses on the site; thinking about retail being favored on the Olive Boulevard corridor, the northern part of the site; thinking about a variety of housing types that could be appropriate, including new detached and attached single-family residential; integrating multifamily with commercial uses and opportunities for senior-oriented housing, and then reuse and repurpose existing buildings where possible for the research and office components.

And then this last chapter is Implementation. And, so, this really focuses on the development procedures and incentive review for whatever might come next for you all. Because, again, we are just creating the framework for what makes sense for the comprehensive vision for the community, but any project is going to have to come in front of you several times for many different approvals, and so we recommend that you utilize the planned development ordinance and the planned mix use development zoning, which then does make sure that they're -- the developer or whatever comes next is coming in front of you many times for you to kind of verify that it makes sense based on what you have approved.

And then considerations regarding incentive use.

So, there's a City Council incentive policy being considered. Kind of on a parallel track and making sure that you all, as P&Z, are thinking about land use and zoning concerns, and then City Council, sort of parallel to this, is thinking about how the longterm, kind of financial health of the city is impacted by some future development on site.

So, I think -- yes, that's all I have for you.

So now I will take any questions if you've got them.

CHAIRMAN LABONTE: Questions?

MR. POTASHNICK: One.

MS. CATHERINE HAMACHER: What you got?

MR. POTASHNICK: Could we get an update on the bridge?

MS. CATHERINE HAMACHER: Do we have an update on the bridge you want to share?

MR. JAGGI: Yeah. Jason Jaggi, Director of Community Development.

In terms of the ownership structure, the current ownership structure of the bridge, the maintenance responsibilities, is that what you're asking?

MR. POTASHNICK: Basically, yeah.

MR. JAGGI: Okay.

MR. POTASHNICK: Like, I think we talked about

it in the last meeting --

MR. JAGGI: Yeah.

MR. POTASHNICK: -- what the options are.

MR. JAGGI: We did. In fact, Mr. Lumley was able to track down that agreement. We do have a copy, and that agreement does provide maintenance responsibilities for Olia Village, as -- as well as Bayer, and all that is spelled out in an agreement.

So, I think what we're interested in in terms of this planning process is, you know, there -- there's the potential to have another property owner in this area. And, so, how do they enter the picture in terms of access of that bridge, use of that bridge, and any future maintenance. Are they another partner to that.

So, those are things that I think that the city is very much interested in as any redevelopment proposal may be presented to you.

MR. POTASHNICK: And potential walkway?

MR. JAGGI: Yeah, that's right. That is a recommendation.

I think, as we've talked about, you know, it could get very expensive. There's a high cost to providing a pedestrian connection over Lindbergh, whether that's a separate pedestrian bridge, you know, those get very expensive, or, you know, some sort of attachment to

the existing bridge, what have you. I believe there are tunnels underneath Lindbergh as well, but I don't know that those are real well-suited for public access.

But our plan acknowledges that, you know, that is desirable if we can get there. But there's a lot of investigation still left to be done in terms of whether that's feasible or not.

I hope that answers your question.

MR. POTASHNICK: Yeah, I think what I heard was there's a working document for us to work around. Okay.

MR. JAGGI: Thank you.

CHAIRMAN LABONTE: AJ?

MR. WANG: No.

MS. O'BRIEN: I would just say the lack of questions aren't because we aren't interested, it's because we've gone over it five or six times, and most of our comments, I believe, were addressed.

CHAIRMAN LABONTE: Should I open it up for -- okay. So, we'll open it up for public comment.

Elliot Burnham.

MR. ELLIOT BURNHAM: My name is Elliot Burnham.

And I would like to address the problems of people build by North Tealwood and the back road of Tealwood.

First, all of the wildlife would be confined to

the -- the area that you will be saving by the back road of Tealwood. And then the predators would be eating all of the deer and -- and turkeys. Then they would overpopulate without -- then they would overpopulate cause there wouldn't really be any problem stopping them from populate.

And then they would possibly give any sicknesses or diseases to the people around there, if there are any buildings by there.

And then, secondly, the construction plan will be planning to cut down a lot of trees. Those trees are very important to the people who are living around that area with those trees.

Trees are important because they intake carbon dioxide and release oxygen, which we need for survival.

Trees are also important because they help cool the planet due to climate change.

If they're -- if people just wants to get another condo, then there's one down the street that they could get. You don't need to get -- we don't need to chop down a lot of trees to get something that we can get that's very close to here.

Another reason why we need to not cut down the trees -- the trees because of people live right by the spot that's going to have a condo strip mall or a cafe.

The people who live there are people that don't want to have tons of noise 24/7. They want silence and peace. They also don't want to be waken up at seven or whenever the shops that the people are planning to build right next to their houses on Tealwood.

The people -- the residents of Tealwood don't want to get woken up by the noise every single day until they move out of the home.

If you -- if people don't build big shops and condos (inaudible), then the people could live peacefully, watch wildlife if they spot some or relax in their backyard, or even sleep in like everyone likes to.

Plus, everything that is built will give off tons of pollution in the air, including the sky, the clouds that give us water, and it gives us unhealthiness that can cause lung cancer, lung problems, asthma, choking and a lot of other bad symptoms.

Also, we have enough of condos, strip malls and cafes (inaudible) around here, so if people can't go like a mile or two to get a little food or clothes, then why can't they?

CHAIRMAN LABONTE: Thank you. Well done.

(Applause.)

CHAIRMAN LABONTE: Larry Chapman.

MR. LARRY CHAPMAN: Before I start, can I ask is

there a specific time limit?

MS. BOLLINGER: It's -- it's three minutes.

MR. LARRY CHAPMAN: Three minutes. Okay, I'll try and rush through this fast as I can. I don't know that I have a whole lot.

CHAIRMAN LABONTE: If you just state your name.

MR. LARRY CHAPMAN: I'm sorry?

CHAIRMAN LABONTE: Just state your name.

MR. LARRY CHAPMAN: I'm sorry. My name's Larry Chapman. How are you this evening?

I'm a St. Louis based commercial real estate developer. I'm starting my 47th year of doing that around here.

I've had a little bit of history in Creve Coeur. I guess the most recent of which was the Benson Hill headquarters on the Danforth Campus. I'm pretty good friends with the folks at 39 North, and I think about them a lot.

We've also done the EdgeWest down the street across from the BJC Hospital.

And most recently I just wrapping up the 1-70 and Olive development where Costco, soon-to-be Target, Dierbergs, that kind of stuff is.

So that's some of the stuff I've done recently, the immediate neighborhood.

So I've been tracking this a lot. Been working with Bayer to try and come up with an agreement to buy and redevelop the property. And as we've done that, I kind of paid as much attention as I could. We -- there's a lot going on, as you can see. That was a short period of time, so you got a lot to navigate here.

Got a little bit of a chicken and egg. I'm not 100 percent sure until you get done with this Comprehensive Plan amendment how to spend my time working on a real site development plan for you all to look at as well. So you've got to kind of get through this to get to the other.

People have a lot of questions that are around specificity, none of which can be answered right now, so just so you know that.

Pretty much I'd have to tell you that as I read the words, the script, the stuff that they write in here, it all reads pretty good, and I'm pretty happy with it, and everybody's done a really good job. I appreciate that.

I do push back on some of the images, for example, the residential drawing. It's not an engineering drawing, I get it, but it's also something you couldn't possibly build even if you wanted to. There's a lot of engineering conflicts in it. There is a lot of things

that wouldn't fly with MSD. There's houses shown in existing retention basins and wetlands, things like that, so you can't really marry one to the other.

And so I'm saying if you're really going to put a picture, maybe put something that has some resemblance to reality instead of something that's just completely made up.

But, on the other hand, I'm told, hey, it just -- it just needs to be an image to say residential here and this there, so maybe that's okay.

I do want to suggest to you that as you get into the next level and you start talking about density and things like that, you've got to have a really challenging balance between density, value. You don't want to diminish Bayer's property. That would be bad. Their value needs to be kind of where it is.

On the other hand, if you look at what the future wants to bring, it really kind of does want to bring single-family residential in the south end. Wants to create a transitionary between Tealwood and the commericial.

And the kind of the plan we're looking at is a mixed use, which is consistent with the old Comp Plan, with this Comp Plan, and would tell us what we want to do is reuse some of the existing buildings; we want to do

something that's a live/work/play kind of environment. We want people to want to work there, want to stay there, want to play there.

You know, I was the developer of -- of other things, 9 Mile Garden, which is a place out; Frankie Martin Garden, if you're familiar with that; we're about to take over Bar K and turn it into Canine Garden.

But it's things where people have experiential things to do, so they want to be there, and it feels like it's part of the community, so that's the kind of direction we're heading. But we kind of got to get through this first.

It's extraordinarily difficult site physically. I don't know if you've ever walked it or tried to walk it. There are paths there, maybe the folks at Bayer will give you permission to walk on them, so you can see how challenging it is. So it'll be an interesting prospect to go through the site development plan approval.

But I'd encourage you to get this kind of done, and think about that image, whether it's appropriate, and, you know, maybe a little different residential plan. But I think by and large, it's great. Let's figure out how to get it done, so we can go to the next step, actually sending in some plans, so you can get your teeth into that. That would be the best.

Anyway, that's all I have to say tonight. If you've got questions, happy to answer them.

CHAIRMAN LABONTE: Thank you.

Catherine, I think I just have, I guess if you could come back --

MS. CATHERINE HAMACHER: Sure.

CHAIRMAN LABONTE: -- maybe just a couple questions.

One that I -- I have personally is just on the recommendations about avoiding extensive tree removal.

And the statement "forested areas may be more difficult to preserve due to development requirements", but I think we've kind of said that is a requirement to have an area to be retained, so I'm not sure that that -- that really is in the theme, at least of what I was expecting with -- with some of that.

MS. CATHERINE HAMACHER: Okay.

CHAIRMAN LABONTE: And even in the nature of how you've shown it, we've retained -- or shown retention of some forested areas.

MS. CATHERINE HAMACHER: Yeah. I think we're trying to balance the idea that not all forested areas are going to be able to be retained --

CHAIRMAN LABONTE: Yeah.

MS. CATHERINE HAMACHER: -- not all trees are

going to be able to be retained, but we do think it's important to retain a concentration.

CHAIRMAN LABONTE: Yeah, so I don't -- I don't think that -- that where it says "forested areas interior to the site may be more difficult to preserve due to development requirements", I don't think that really meets that theme that you have there.

MS. CATHERINE HAMACHER: Okay.

I think the thought is that in the interior of the site that's where the most work is going to need to be done in terms of, you know, new roadways and connectivity and things like that, and so there's just likely to be more disturbance there, but I hear you.

MR. BUELTER: So help me understand.

MS. CATHERINE HAMACHER: Uh-huh.

MR. BUELTER: So, if we're going to go in there and do construction in this area --

MS. CATHERINE HAMACHER: Uh-huh.

MR. BUELTER: -- we retain whatever pieces we can around, and you talk about the interior, so if you would express how you're going to relandscape the area, because, you know, if we're taking out a certain amount of trees, we would like to replace. Are we going to follow the Creve Coeur plan? Are we going to be Creve Coeur upgraded? You know, obviously, gone through different

development areas where, you know, they're going to re -- you know, plant more trees while --

MS. CATHERINE HAMACHER: Right.

MR. BUELTER: -- the trees are about that big around (indicating).

So --

MS. CATHERINE HAMACHER: Yeah, one of the things --

MR. BUELTER: -- in theory, what are we looking for? Are we going to put 2 inch -- 2-inch ring trees, we going to put 4s?

MS. CATHERINE HAMACHER: Right.

MR. BUELTER: What are we going to do to ensure that there's a re-establishment of, you know, trees and landscaping?

MS. CATHERINE HAMACHER: Yeah, so a couple of things, and then I'll let Jason kind of speak to the policy piece, and how that's going to fit in.

This -- because of where development is on the site today, the most sort of, for lack of a better word, valuable trees here, as in biggest, oldest, you know, contributing most to the ecosystem, are towards the southern end and towards that sort of pocket of the southwest corner, because where those existing research and development buildings are, where those existing office

buildings are, just a lot of it hasn't ever had big trees.

You know, when we look back at the development of the original campus, that's when those trees went away, is the development of the original campus.

And so the trees and the plants that are there now, kind of amid those research buildings today, are really like ornamental trees. They're sort of in tree wells and in sidewalks, in parking lots and things like that.

They are, you know, plants that are planted each year by the staff to beautify the campus, and so that's the more valuable trees are in those sort of edges and more perimeter of the campus, which I think provides you all an opportunity to kind of think strategically about where development could happen, so that when that more intensive development does happen to the middle and sort of north of the site, it's really not risking that much disturbance of valuable trees, cause there's just not that much there right now.

But in terms of how your tree ordinance plays in here, I'm going to defer to you.

MR. JAGGI: Yeah. Thank you, Catherine.

So our -- we have a couple tree -- well, the tree preservation ordinance and replacement requirements, those are going to enter into any future development

proposal that you will get, so that'll be something that you'll look at later, based on a specific development proposal.

And so our subdivision ordinance, which this is likely going to come into play, is that they have to save 50 percent of the trees. So they can remove 50 percent without penalty. If they go beyond that, then they have replacement requirements. And so that's our ordinance right now.

I think what this plan is trying to do, and that we've talked about a lot, and that the public, I think, has weighed in a lot on this issue is what does that look like.

And so we're trying to be very upfront with the public and with the Commission that our plan encourages redevelopment in this southern area in the -- in the form of like primarily housing. What types of housing that can be, it can be all various forms of predominantly single-family, we have attached, detached, what have you. All that would be fine with the plan, but there's going to have to be tree removal. That is unavoidable. It has to be done because roads have to be put in, infrastructure has to be provided, detention basins have to be provided. Because of the slope, we're going to see retaining walls in certain areas. These are all things that we have to

expect, and I -- we want to be upfront about that.

However, that's why the plan is written the way it's written, is that we think that the southern boundary adjacent to the residences probably has the most value in terms of retention. One is that it saves trees next to existing established residential areas. That's, I think, everyone values that. Those are also, I think what Catherine's saying, those were some of the nicer tree stock.

And then as you wrap around to the western end, you have a opportunity to save some more concentration of woods, and it's also serves as a buffer to Lindbergh Boulevard.

So in our view, that's where I think the highest probability, likelihood value of forest retention lies. And then the plan says whatever else we can really do beyond that interior, that is a goal.

But we don't know what all this is going to look like until we get a development proposal, until we get a tree inventory analysis, all these things, you're going to have to look at and weigh against these recommendations.

So we're not trying to decide exactly where, but I think, in context, hopefully, that gives you an idea of the thinking behind the recommendation.

Also, not to be excluded is the idea of

replacement trees will also contribute to the wooded character that we seek here. So a combination of the saved existing trees and woods and new trees, we think will us get us there, so.

CHAIRMAN LABONTE: Is it possible when we get to that point to segment the forested areas that are being retained from the rest of the site that's being developed, so it's not that the forested area, like when you look at it in total, if we're keeping all the trees there, then it could, essentially, say, oh, you don't have to keep them anywhere else, so is it possible that we can segment to say the forested area would stand, and then we're measuring the removal of trees from the development area?

MR. JAGGI: So, how that typically works is the area that's subject to the subdivision plat, that is how we would --

CHAIRMAN LABONTE: Okay.

MR. JAGGI: -- apply that.

CHAIRMAN LABONTE: Okay.

MR. JAGGI: So, if they're subdividing the area for sale, which I suspect that they will do, because they have to subdivide it to sell it off, so that area that's, you know, these are things we'll have to decide, but my current -- my thinking is that whatever subject to the -- the subdivision plat that's presented, that's the area

that we would look at.

But we can get further into it, you know, when you get a tree analysis, when you have a plan that shows how much trees would be removed, what's remaining.

And I think within our planning zoning district process as well that we've used for other large projects, there is some flexibility in that process as well for you to fine tune some of these things.

But, again, this -- this plan is here to give you guidance --

CHAIRMAN LABONTE: Uh-huh.

MR. JAGGI: -- in terms of what you're going to be looking for when you see a plan presented to you. It's not going to tell you with specificity, you know, this, that, it's bigger picture of guidance, so.

CHAIRMAN LABONTE: Yeah.

MR. JAGGI: Yeah.

CHAIRMAN LABONTE: Okay.

And then I have another question --

MS. CATHERINE HAMACHER: Uh-huh.

CHAIRMAN LABONTE: -- for you because this has been an issue in some other meetings recently with visuals that we publish in our planning --

MS. CATHERINE HAMACHER: Uh-huh.

CHAIRMAN LABONTE: -- that maybe don't match

what we're actually end up doing.

So, what would be your comment to Mr. Chapman's feedback on the residential piece and maybe how that should be either noted or --

MS. CATHERINE HAMACHER: Yeah. I mean I think we put a lot of caveats in the plan about how it's for illustration purpose only; it's for, you know, concept planning; we're thinking about different scenarios, how things relate to one another.

Because this is a Comprehensive Plan that you don't have engineered drawings, right? We don't know what the market might support in terms of seven houses or twenty-seven houses.

And, so, the visuals are really intended for us to think through the possibilities of that. I think that if we had one included in the plan, then it could imply that this is what we're going for.

CHAIRMAN LABONTE: Uh-huh.

MS. CATHERINE HAMACHER: But I -- I think providing the options and providing the context for that, just a sort of best practice job, lots of plans look like this in terms of considering options, but knowing that there are future processes to consider, kind of what you might actually get from a developer and then have to think through.

CHAIRMAN LABONTE: Okay.

And, Carl, you -- cause it says for illustrative purposes only, so you feel like that covers then?

Okay. Thank you.

MS. CATHERINE HAMACHER: Uh-huh.

CHAIRMAN LABONTE: Okay.

Thank you.

CHAIRMAN LABONTE: Does -- is there anyone else that would like to speak that hasn't submitted a card for this evening?

Okay. Thank you.

He's going to read his --

MR. WANG: I move to approve --

CHAIRMAN LABONTE: Oh, hang on. Carl's got to read his --

MR. LUMLEY: I offer the following exhibits into the record of this Public Hearing: Documentation in possession of the City Clerk that reflects the public notice that's been provided, the various staff reports and draft plans that have preceded this presentation, tonight's presentation PowerPoint, the City Code of Ordinances and Charter, the City Comprehensive Plan as it exists today, as it's been amended in the past, and the public file regarding the development of this proposed Comprehensive Plan.

The Public Hearing was closed at 6:58 p.m.

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STATE OF MISSOURI)
) SS
COUNTY OF ST. LOUIS)

I, Deborah K. McLaughlin, Missouri Certified Court Reporter, Illinois Certified Shorthand Reporter and Kansas Certified Court Reporter, do hereby certify that I reported the Planning and Zoning Public Hearing stenographically and later reduced to typewriting; and that this is a true and accurate transcript of the public hearing.

Deborah K. McLaughlin, MO-CCR, IL-CSR, KS-CCR

Deborah K. McLaughlin, MO-CCR, IL-CSR, KS-CCR

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Jason Jaggi <jjaggi@crevecoeurmo.gov>

Tonight

1 message

Emily Lohse-Busch <emily@39northstl.org> Mon, Mar 2, 2026 at 4:41 PM
To: Jason Jaggi <jjaggi@crevecoeurmo.gov>

Hi Jason,
As I mentioned to you in my last email, I'm unable to attend tonight's meeting because it's my son's birthday. I checked with Karla, and she's also unavailable tonight.

Please feel free to pass along to any members of the committee or relevant stakeholders that 39 North is supportive of the plans for the Bayer Campus as we've most recently seen them (with approximately 1/3 of the property being retained for R&D). Please let me know how else we can support.

Thanks,
Emily

EMILY LOHSE-BUSCH

Executive Director

M: 314-332-3826



Bayer East Campus: Comprehensive Plan Update

Planning & Zoning Commission Meeting – March 2, 2026

Tonight's Objectives

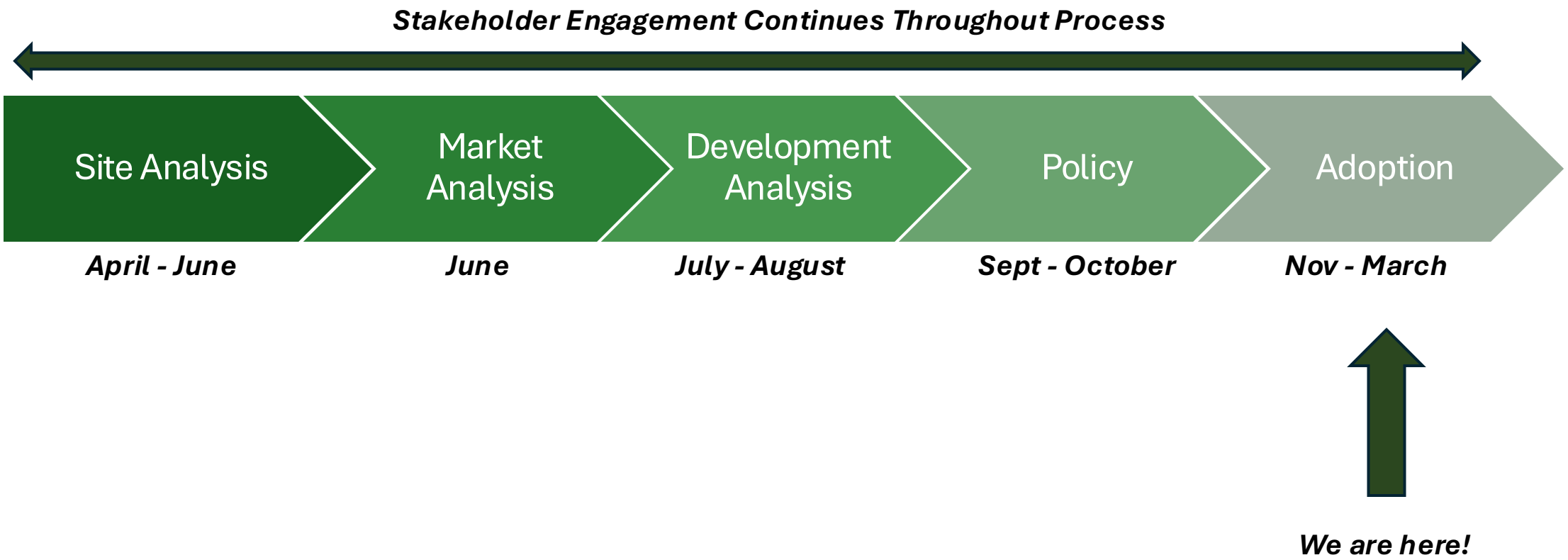
1. Review Draft Plan & Planning Process
2. Host Public Hearing to hear from the community
3. Consider action regarding Plan Adoption

Purpose & Use

- Update the 2017 Creve Coeur Comprehensive Plan and 39 North Master Plan to reflect the updated future for this site
- Understand how this site fits within 39 North and City's overall plan for the future
- Reflect the community's vision for this property
- Identify principles and attributes important to retain
- Provide recommendations for future use of the site



Planning Process



Site Understanding → Recommendations



All of these factors have to be weighed to understand potential for the site AND what makes the most sense here in Creve Coeur

Draft Plan Contents

- Introduction & Background
- Existing Conditions
- Market Analysis
- Community Feedback
- Development Analysis
- Plan Recommendations
- Implementation



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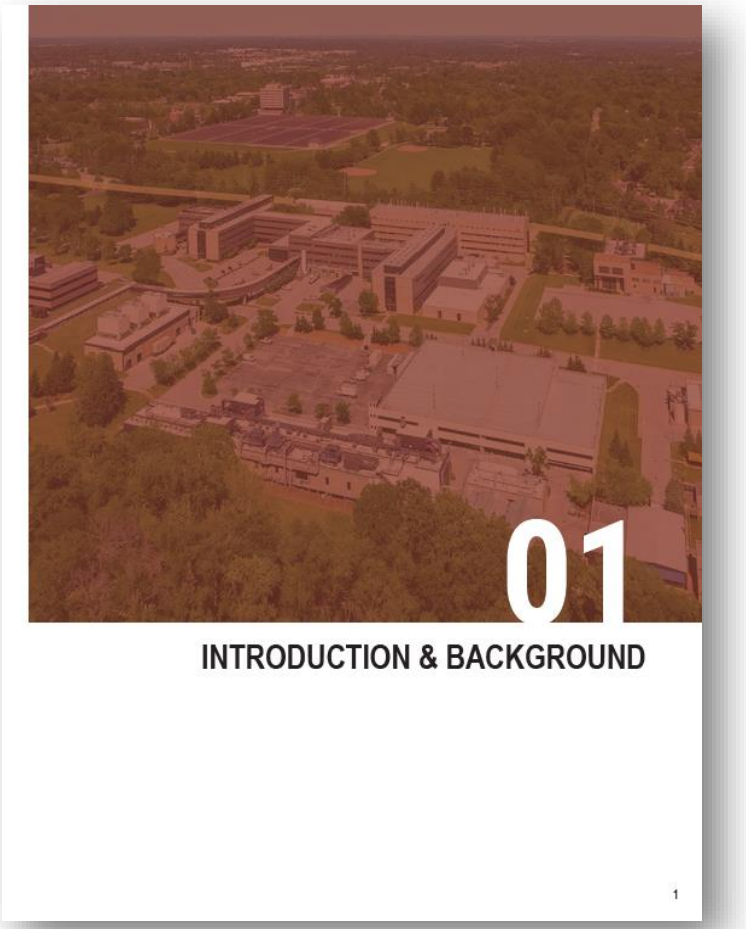
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01 Introduction & Background

- Bayer History in the Community
- Bayer Today
- Bayer East Campus
- Purpose of the Planning Document



02 Existing Conditions

- Community Profile
- Site Characteristics
  - Zoning
  - Access & Connectivity
  - Slope & Topography
  - Flora & Fauna
- Building Evaluation
- Office Park Trends



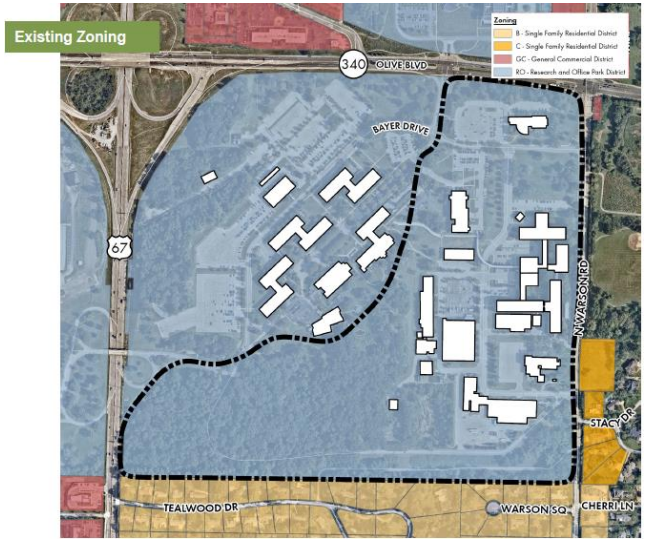
02 Existing Conditions

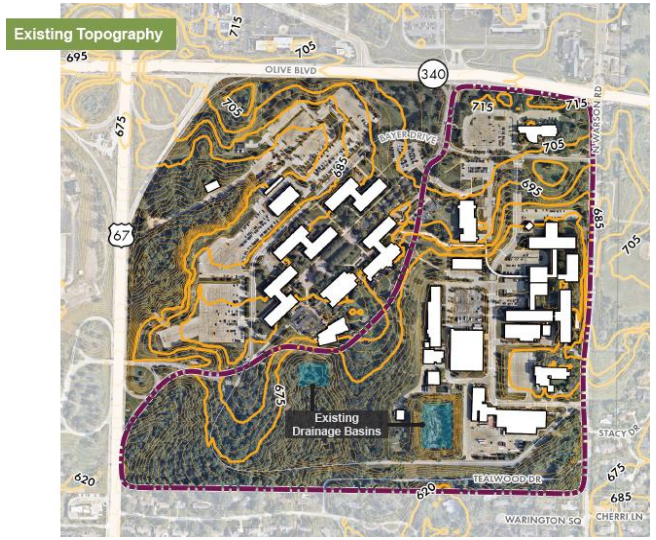
- Large 151-acre site at the corner of Olive and Lindbergh in the City of Creve Coeur
- As part of a real estate restructuring plan, Bayer is selling 90 acres (14buildings, 877,000 square feet)
- Retaining the Bayer Crop Science Office Campus at the northwest corner of the site which will house ~3,000 remaining employees
- Part of a larger trend – shifting away from large, traditional office campuses consolidating R&D to Chesterfield campus



02 Existing Conditions

- Today, the entire site is within the City's RO – Research and Office Park District zoning designation
- Slope and topography varies across the site
- Natural features (trees, plants, animals) are present on the site, particularly at the southwest corner
- Existing residential buffers



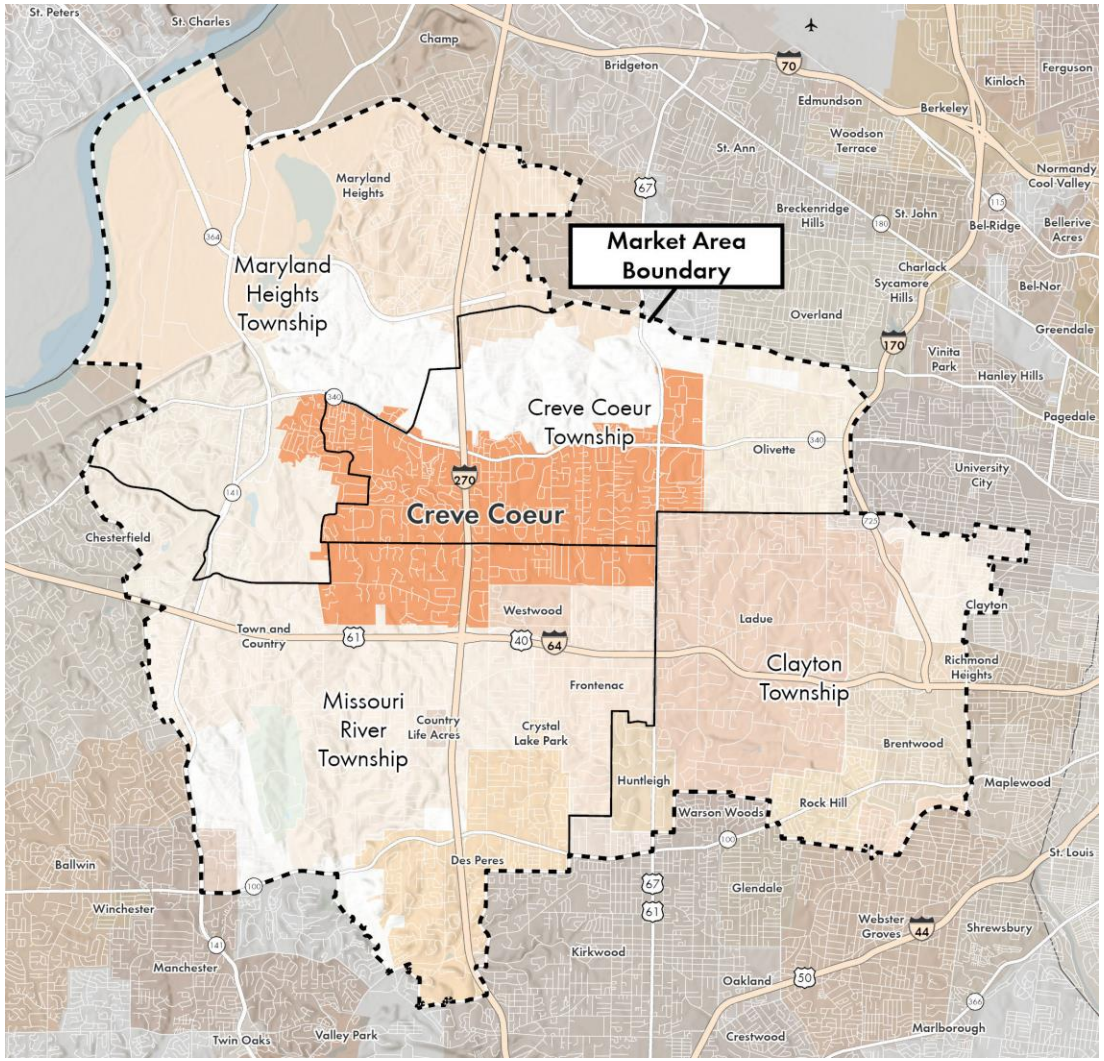


03 Existing Conditions

HOUSING MARKET

- Types of homes in most demand:
  - Homes in the Ladue School District
  - Smaller single-family homes
  - New homes and condos
  - Homes in attractive, amenitized locations
- Any type of housing is likely to do well in Creve Coeur

Census Townships

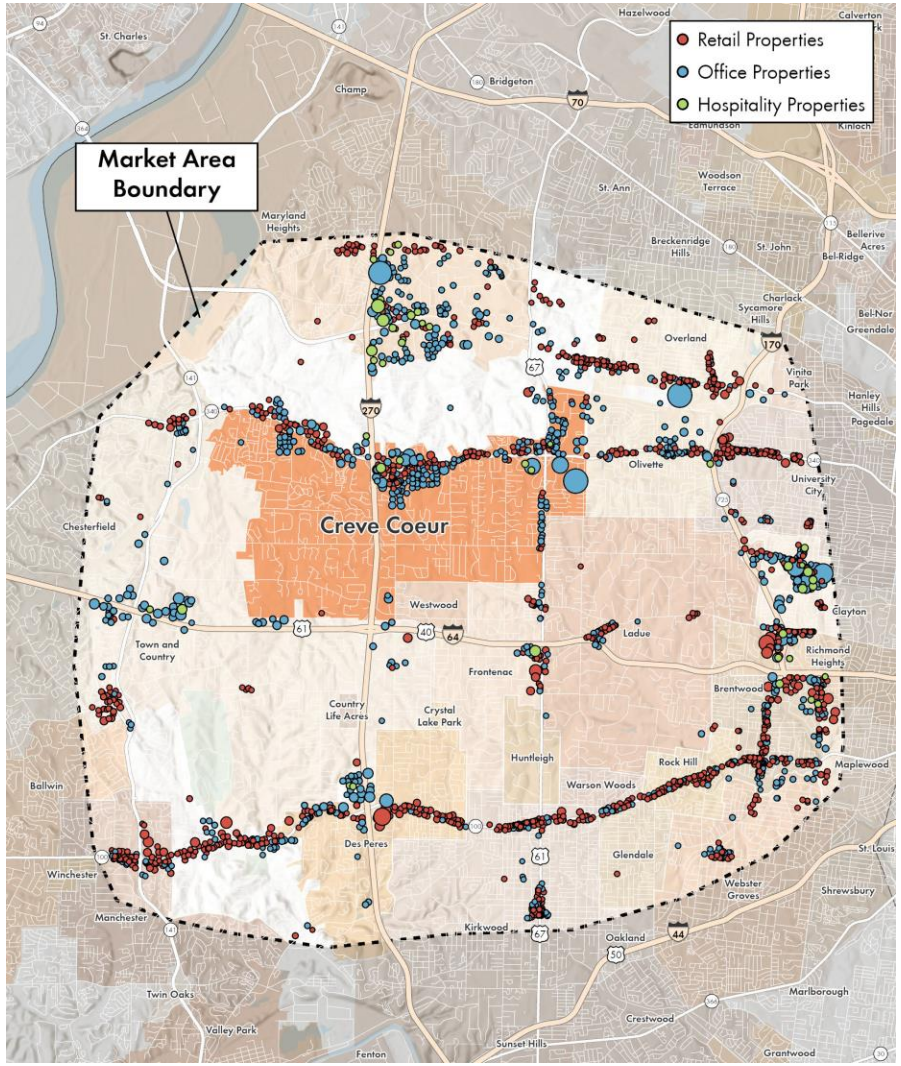


03 Existing Conditions

COMMERCIAL MARKET

- Olive Boulevard is an established, successful retail corridor
- Additional retail fronting Olive Boulevard will likely be successful – opportunity to redevelop older sites
- It is likely that Creve Coeur could support an additional hotel – most likely location at 270 interchange, though serving 39N & Bayer could make a hospitality facility here make sense

Commercial Market Area Boundary



04 Community Feedback

- Community Feedback
  - Website
  - Online Comment Form
  - Open Houses
  - Postcard Mailings
  - Newsletter
- Stakeholder Engagement
  - Bayer
  - 39 North
  - Real Estate Professionals





04 Community Feedback

- Desire for retained green and open space
- Openness to new residential development
- Traffic and density concerns with any change in use or intensity of use
- Desire for additional pedestrian connectivity
- Concern about Tealwood Access Road
- Prefer a mix of uses

05 Development Analysis

- Exercise conducted during the planning process to consider several options and help stakeholders think through pros and cons
- Capitalize on the significant opportunity this site provides for the City to:
  - Add new residential inventory
  - Consider potential reuse/re-purpose of existing Bayer R&D facilities
  - Consider compatible retail
  - Add new uses
- Consider site constraints such as topography, forested areas, access road

Policy guidance for type and scale of future development on the site. Engineered site plans will be a component of any future development proposal submitted to the City.

05 Development Analysis

- Retail to the north fronting Olive
- Apartment building is shown south of buildings N, Q, O, R, S, T, U, Z
- Existing garage is to remain
- Several one-story townhomes and two-story duplexes or villas at the southern end, utilizing existing access points off Lindbergh and Warson

In total, this concept adds residential units, retains forested buffer, leaves many of the research buildings for reutilization, leaves Tealwood Drive as-is, and expands the existing walking paths.

For illustrative purposes only



05 Development Analysis

- Retail to the north fronting Olive
- Series of one or two story apartment buildings are shown south of buildings N, Q, O, R, and S.
- Existing garage is to remain
- Several single-family homes at the southern end, utilizing existing access points off Lindbergh and Warson

In total, this concept adds residential units, retains forested buffer, leaves many of the research buildings for reutilization, leaves Tealwood Drive as-is, and expands the existing walking paths.

For illustrative purposes only

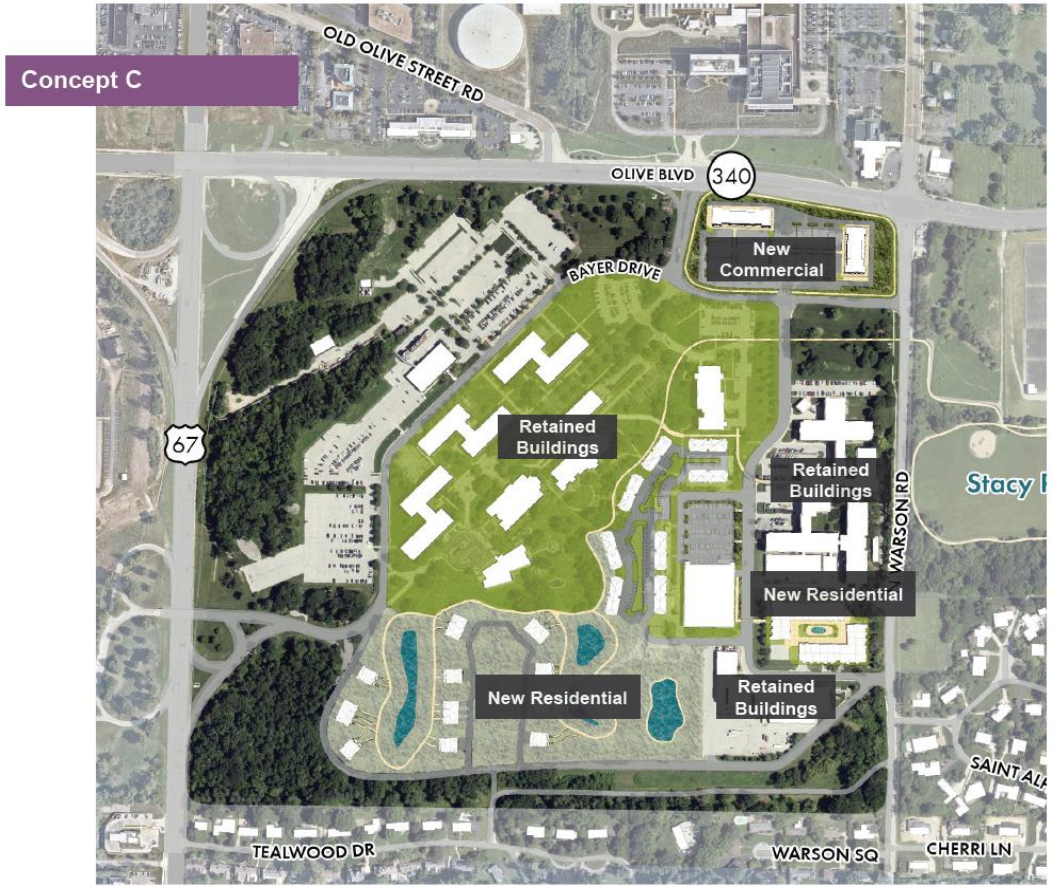


05 Development Analysis

- Retail to the north fronting Olive
- Several two-story townhomes are tucked just west of existing garage to remain
- Buildings N, Q, O, R, S, T, U, Z, and V-Annex to remain.
- An apartment building, one-story townhomes, and several two-story duplexes at the southern end, utilizing existing access points off Lindbergh and Warson and leaving the existing retention area in place.

In total, this concept adds residential units, retains forested buffer, leaves many of the research buildings and greenhouses for reutilization, leaves Tealwood Drive as-is, and expands the existing walking paths.

For illustrative purposes only



05 Development Analysis

- Concepts are intended to help visualize plan concepts and are not engineered site plans
- Guidance from each concept should be considered, particularly related to:
  - Retaining a concentration of forested area
  - Keeping a buffer between development and residential to the south
  - Density to be concentrated on the northern portion of the site
  - A focus on creating a mix of uses
  - Encouraging new pedestrian connections throughout the site

06 Plan Recommendations

- Open Space & the Environment
- Transportation & Connectivity
- Future Land Use

06 Plan Recommendations

Open Space & the Environment Objectives:

- Balance the needs of future development with a desire for a tree-rich environment.
- Where possible, incorporate the existing topography, and wooded areas to support the natural habitat within new development.
- Prioritize open space in a way that allows for development while maintaining a concentration of forested areas in the southern and western portions of the site.
- Ensure a suitable buffer is provided between this site and the residential neighborhoods to the south.

06 Plan Recommendations

Open Space & the Environment Recommendations:

- Avoid extensive tree removal. Preserve connected forested areas, guided by existing southern roadways as natural boundaries and buffers.
- Require a tree inventory as part of the development review process.
- Retain existing, healthy mature trees on Warson Road that provide shade and a pleasant aesthetic for drivers and pedestrians.
- Encourage the removal of invasive vegetation throughout the site.
- Retain or replace a tall-grass prairie component on the southern end of the site in proximity to wooded areas to support bio-diversity.
- All site components should be designed such that the proposed conditions will not create an adverse effect on adjacent properties through an increase in the volume or intensity of stormwater runoff.

06 Plan Recommendations

Open Space & the Environment

KEY POINTS:

- Existing wooded areas contribute to the character of the site and provide natural buffers.
- Tree removal will be necessary to support any type of redevelopment (new streets, buildings, stormwater facilities, retaining walls, utilities, etc.)
- Want to achieve an appropriate balance between necessary tree removal, preservation, and replacement with new trees
- Stormwater mitigation to ensure no adverse impacts to adjacent properties is important

06 Plan Recommendations

Transportation & Connectivity Objectives:

- Preserve existing site access to the surrounding roadway network while establishing new streets within the site that appropriately connect the various land use components, including the remaining Bayer corporate headquarters.
- Encourage pedestrian access throughout the site and connections to adjacent areas.

06 Plan Recommendations

Transportation & Connectivity Recommendations (part 1):

- Ensure private roadway access to the Tealwood Subdivision is provided in accordance with the current easement agreement or a new mutually beneficial agreement between all parties.
- Require a traffic impact study for any future development on the site to understand the current traffic generation and future traffic demands based on proposed uses.
- Ensure there is a long-term ownership and maintenance plan for bridge over Lindbergh Boulevard to provide necessary access to Olia Village, Bayer campus and development in the area.

06 Plan Recommendations

Transportation & Connectivity Recommendations (part 2):

- Maintain the pedestrian connection from Bayer Drive to Stacy Park and enhance internal site connectivity while supporting implementation of the planned 39 North Greenway in this area.
- Include walking paths and allow for public use.
- Consider the long-term potential of new pedestrian and bike connectivity between the east and west sides of Lindbergh Boulevard connecting the Bayer campus with the Olia Village development.

06 Plan Recommendations

Transportation & Connectivity

KEY POINTS:

- Opportunity to implement 39 North Greenway.
- Retain Tealwood Access Road. Any reconfiguration or change to this existing access must be acceptable to the Tealwood Trustees.
- Bridge over Lindbergh serves surrounding area and future development. Ensuring long term maintenance is important.
- Desire to open up part of the traditionally private campus for public use.

06 Plan Recommendations

Future Land Use Objectives:

- Encourage a variety of new uses that are compatible with Bayer Crop Science's headquarters operations, advances the growth of the 39 North District and the City as a whole, and complements surrounding development. Consider reuse of existing research facilities by other users while remaining open to alternate land uses based on market demand.
- Locate new uses on the site in the appropriate locations that are compatible with adjacent uses.

06 Plan Recommendations

Future Land Use Recommendations (part 1):

- Appropriate uses on the site include retail, recreational, service, government, commercial, various forms of housing types, offices, research and development facilities, and hotel with conference center.
- Prioritize commercial and service retail on Olive Boulevard frontage. Discourage auto-oriented uses in this area.
- Encourage commercial uses that are complimentary with the nearby Bayer campus and broader 39 North District such as a quick service restaurant or daily needs retail.
- Due to the size and location of the site adjoining two major roadways, greater density is appropriate; however, taller buildings and the most intense activity should be located toward the central and northern portions of the site to minimize impacts to adjoining residential neighborhoods.

06 Plan Recommendations

Future Land Use Recommendations (part 2):

- Due to the size and location of the site adjoining two major roadways, greater density is appropriate; however, taller buildings and the most intense activity should be located toward the central and northern portions of the site to minimize impacts to adjoining residential neighborhoods.
- Work with the 39 North District, Bayer, and other partners to encourage building reuse with office and research & development users to support the growth of the 39 North AgTech District.
- Retention of the existing Bayer conference center (Building R) with a possible hotel component should be considered.
- Consider a mix of housing types to encourage residential diversity.

06 Plan Recommendations

Future Land Use

KEY POINTS:

- Support a mix of uses on the site.
- Retail is favored along Olive Blvd to the north.
- Variety of housing types would be appropriate:
  - New detached or attached single-family residential is favored within undeveloped areas on southern end
  - Integrate multi-family with commercial uses
  - Opportunities for senior-oriented housing
- Re-use/repurpose existing buildings where possible.

07 Implementation

Development Procedures & Incentive Review

- Recommendation to utilize Planned Development Ordinance and Planned Mixed-Use Development Zoning
- Considerations regarding incentive use - recommendation to utilize City Council's Incentive Policy



city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
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www.crevecoeurmo.gov

APPLICATION TO PLANNING AND ZONING COMMISSION #26-003: FOR THE REVIEW AND ADOPTION OF AN AMENDMENT TO THE *COMPREHENSIVE PLAN*

FOR THE MEETING OF: March 2, 2026

LOCATION: Bayer East Campus, Southeast Intersection of Olive Boulevard and N. Lindbergh Boulevard

REQUEST: Jason Jaggi, Director of Community Development on behalf of the City of Creve Coeur, has submitted an amendment to the City's adopted comprehensive plan. The City has determined there is a need to update the comprehensive plan due to the anticipated sale and potential redevelopment comprising approximately 90-acres of the existing Bayer East campus, located on the east side of Lindbergh Boulevard, south of Olive Boulevard, addressed as 800 North Lindbergh Blvd., within the 575-acre 39 North planning district. The City's existing comprehensive plan, *Creve Coeur 2030*, was adopted by the Creve Coeur Planning and Zoning Commission in March 2017 and amended in June 2023 in response to the sale of the 96-acre Bayer West campus. The *39 North Master Plan* was adopted in June 2017 as a component of the City's comprehensive plan. The submitted amendments would establish new goals and objectives and provide recommendations for the Bayer East campus in anticipation of future development.

ADDITIONAL INFORMATION: The Planning and Zoning Commission will conduct a public hearing on this request on Monday, March 2, 2026, to consider adoption of all or part of the comprehensive plan amendment. A draft resolution for adoption will be prepared after review by the Commission upon conclusion of the public hearing. City Council action is not required. The development of the comprehensive plan and any amendments to the adopted plan are a function of the Planning and Zoning Commission.

State Regulations:

- The comprehensive plan is developed and adopted by the planning commission. (89.340-89.370)
- Zoning regulations must be made in accordance with a comprehensive plan. (89.040).

Zoning Code References

- Section 405.1030: Planning and Zoning Commission

APPLICANT: Jason Jaggi, AICP
Director of Community Development
City of Creve Coeur
300 North New Ballas Road
Creve Coeur, MO 63141

REPORT PREPARED BY:

Jason W. Jaggi, AICP, Director of Community Development Date: 2/25/26

BACKGROUND

In March 2017, the Comprehensive Plan, *Creve Coeur 2030*, was adopted by the Planning and Zoning Commission. This document serves as the current Comprehensive Plan for the City of Creve Coeur. Soon after in June 2017, the 39 North Master Plan was adopted as a component of the Comprehensive Plan to foster opportunities for economic growth and reinforce Creve Coeur as a global hub for plant science and technology innovation through establishing the necessary framework for a thriving district of research activity, business and entrepreneurship. In 2023, the comprehensive plan and 39 North Master Plan was further amended and adopted by the Planning and Zoning Commission to facilitate a multi-phase mixed-use development on the former Bayer West campus now known as Olia Village.

In 2024, Bayer publicly announced their intention of selling approximately 90 acres of the Bayer East campus. This portion of the campus to be sold consists mostly of research and development buildings, including greenhouses and a large parking garage. Approximately 60 acres of land consisting of office buildings will remain under Bayer ownership and will continue to serve as headquarters for Bayer's North American Crop Science division. The City's comprehensive plan and 39 Master Plan did not contemplate any changes or reconfiguration to the Bayer campus. Similarly to the Bayer West Campus that was sold in 2022, the sale of such a prominent property in Creve Coeur and within the 39 North District, presents a unique opportunity for re-use and redevelopment that will contribute to the growth of the area.

Given the lack of guidance in the City's planning documents, an update to the City's comprehensive plan, Creve Coeur 2030, and 39 North Master Plan for the Bayer East Campus is needed. The focus of the plan update is to identify appropriate future land uses and development objectives in order to effectively position this 151-acre property to positively contribute to the future development of the 39 North AgTech District and the City as a whole.

To assist with this process, the City engaged the services of PGAV Planners, which began work in June 2025. Several work sessions were held with the Planning and Zoning Commission during the development of the plan to review progress and provide input and direction to staff and the consultant, including a work session to review the full draft plan with the consultant on February 2nd. At the conclusion of this review, the Commission directed staff and the consultant to incorporate the feedback that was given and to proceed with scheduling the public hearing for March 2nd.

PUBLIC ENGAGEMENT

Community feedback was solicited in several ways throughout the planning process. An online portal was created to provide updates and to allow for online comments to be submitted to staff and the consultant. Two open houses were held in the Summer and Fall 2025 to receive input on the existing conditions, future development of the site, and draft recommendations. Stakeholder meetings with Bayer representatives, 39 North and real estate entities were also held.

The public hearing notice and draft plan update document was posted on the City's website for public review on February 6th with the ability to submit comments through the web portal. Postcards were mailed to adjacent property owners and updates were emailed to prior open house attendees and participants in the process. The City's newsletter and social media accounts were also used to announce the public hearing date and promote the availability of the

draft plan for review. The comments received on the draft plan prior to the packet being generated are attached for review.

OVERVIEW OF THE COMPREHENSIVE PLAN AMENDMENT

The goal of the proposed amendment is to provide updated parameters and guidance for future development of the Bayer East Campus. This comprehensive plan amendment will be used by the City to evaluate any redevelopment proposal or rezoning of the property that may be submitted.

The Draft Comprehensive Plan Amendment includes the following components:

- Introduction and Background
- Existing Conditions Analysis
- Market Analysis
- Community Feedback
- Development Analysis
- Plan Recommendations
- Implementation

The recommendations of the plan are provided under the following three categories:

- Open Space and the Environment
- Transportation and Connectivity
- Future Land Use

The Draft Bayer East Comprehensive Plan Update (February 2026) is attached to this staff report for review.

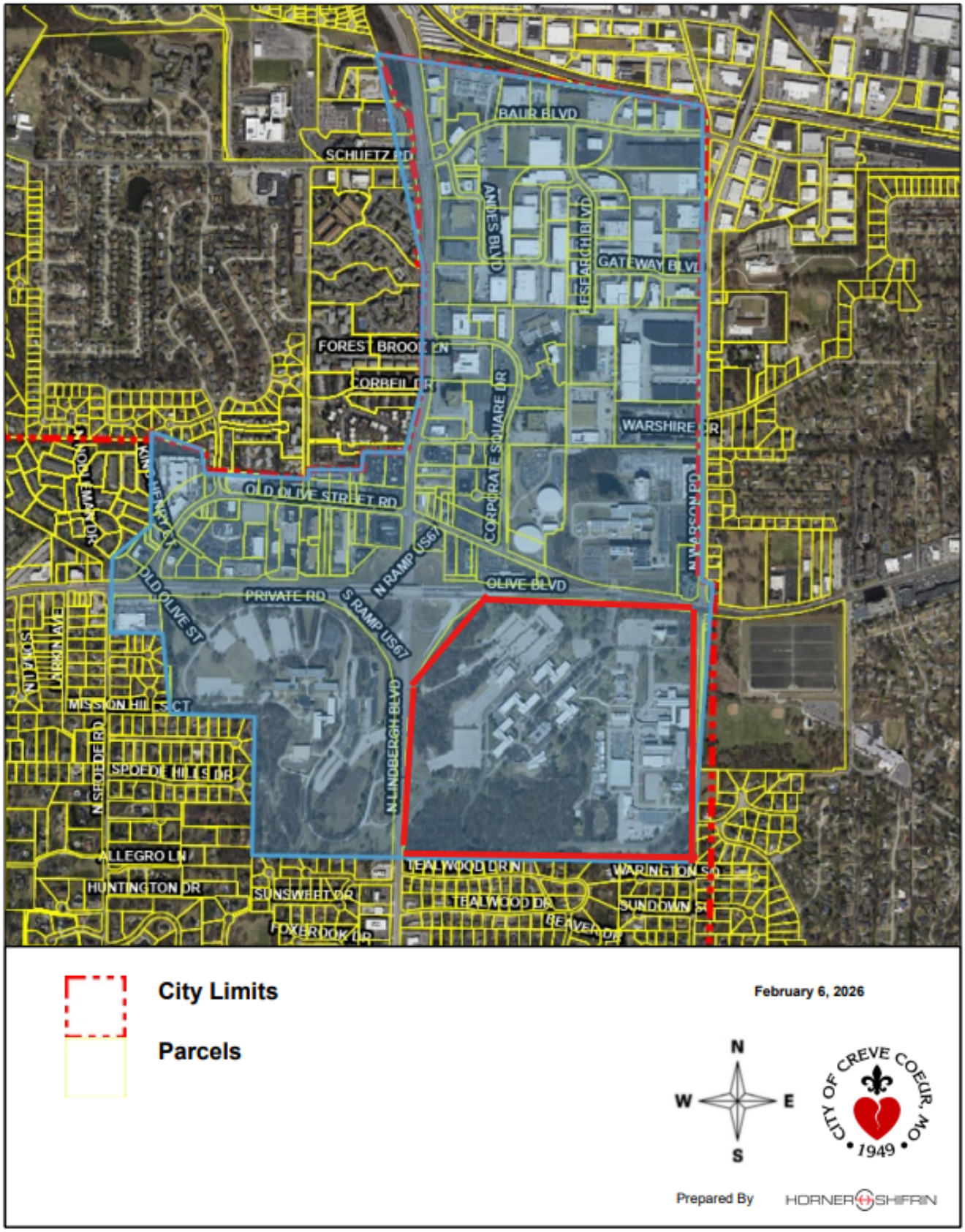
PGAV Planners will present the draft plan at the public hearing. Staff is not seeking a decision on the amendment at this time and is instead asking for feedback from the public and the Commission on the elements of the amendment. After comments have been received and direction given by the Commission, this application will return before the Planning and Zoning Commission scheduled for the March 16, 2026, meeting with a resolution for adoption.

ACTION AND MOTION

A draft resolution for adoption of the amendment has not been prepared at this time in order to accommodate discussion and feedback. The amendment will again come before the Planning and Zoning Commission for a decision at a future meeting date. The following would be an example motion for this application:

"I move to continue Application #26-003 to adopt an amendment to the City's Comprehensive Plan to the March 16, 2026, Planning and Zoning Commission meeting."

AERIAL PHOTO:



Claralyn Bollinger <cbollinger@crevecoeurmo.gov>

Online Form Submittal: Bayer East Comprehensive Plan Update - Comment Form

noreply@civicplus.com <noreply@civicplus.com> Sun, Feb 22, 2026 at 11:33 PM
Reply-To: noreply@civicplus.com
To: jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov, cbollinger@crevecoeurmo.gov, catherine.hamacher@pgav.com

Bayer East Comprehensive Plan Update - Comment Form

The public is invited to submit comments about the Bayer East Comprehensive Plan update draft plan, which will be received and reviewed by Planning Division staff and the City's consultant. Submitted comments will be distributed for Planning and Zoning Commission review at the public hearing.	All 3 proposed plans, A, B and C, decimate the woodland. There appears to be no listening by the Planning Division Staff nor the City's consultant to the many comments about preservation of the woodland area. This is extremely concerning and disappointing.
First Name	Deborah
Last Name	Fitzgerald
Email	debbos26@me.com
Check the box below if you would like to receive future updates about this project from the City.	Yes, I would like to receive updates from the City.

Email not displaying correctly? View it in your browser.

Claralyn Bollinger <cbollinger@crevecoeurmo.gov>

Online Form Submittal: Bayer East Comprehensive Plan Update - Comment Form

1 message

noreply@civicplus.com <noreply@civicplus.com> Mon, Feb 23, 2026 at 3:12 PM
Reply-To: noreply@civicplus.com
To: jjaggi@crevecoeurmo.gov, bmoore@crevecoeurmo.gov, cbollinger@crevecoeurmo.gov, catherine.hamacher@pgav.com

Bayer East Comprehensive Plan Update - Comment Form

The public is invited to submit comments about the Bayer East Comprehensive Plan update draft plan, which will be received and reviewed by Planning Division staff and the City's consultant. Submitted comments will be distributed for Planning and Zoning Commission review at the public hearing.	I would like to see more single family condos and houses. especially single level for aging persons and not multifamily unit development. Do not want multistoried townhouses especially. I would like to retain as much forested areas as possible with trails and public use areas (can keep family plots smaller). Keeping some existing buildings especially a hotel and conference center seems wise.
First Name	Charles
Last Name	Crecelius
Email	c_crecelius@msn.com
Check the box below if you would like to receive future updates about this project from the City.	Yes, I would like to receive updates from the City.

Email not displaying correctly? View it in your browser.

city of CREVE COEUR

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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, SITE DEVELOPMENT PLAN AND BOUNDARY ADJUSTMENT PLAT FOR 11004, 11026, 11032 AND 11056 OLIVE BOULEVARD AND 825 AND 827 GRAESER ROAD

FOR THE MEETING OF: March 16, 2026

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 revised plans for a rezoning, site concept plan, site development plan, and a boundary adjustment 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, mixed-use development known as Graeser Station. The lots comprise approximately 4.42 acres and are currently zoned "GC"-General Commercial Zoning District. The request includes rezoning the properties to "PMD" Planned Mixed-Use Development Zoning District in accordance with the procedures described in Section 405.390 Planned Zoning Districts. The revisions include a reduction in the proposed residential units from 157 to 147 and increasing the on-site parking from 250 to 260 spaces as well as minor site changes to accommodate comments received by the Planning and Zoning Commission. 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 December 15, 2025 and January 20, 2026 and was continued to a future meeting date.

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, AICP, CITY PLANNER
JASON JAGGI, AICP, DIRECTOR OF COMMUNITY DEVELOPMENT

ATTACHMENTS: Applicant's Revised Materials dated March 3, 2026
Applicant's Revised Parking Study dated February 10, 2026 by Lochmueller Group, Revised Traffic Impact Study, dated February 2026 prepared by HR Green, Public Comments received, December 15, 2025 Staff Report, January 20, 2026 Staff Report, MoDOT response to Traffic Impact Study dated January 16, 2026

PROJECT BACKGROUND AND OVERVIEW

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 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 is also applying for a boundary adjustment to combine the parcels into one lot. The applicant was last before the Planning and Zoning Commission on January 20th, 2026 and before that on December 15th, 2025 for the initial presentation of the project components. No vote was requested at that time and the item was continued to a future meeting date. The applicant and his consultants, Steadfast City, sought feedback and direction from the Commission for a future resubmission.

Based on the feedback received at the January 20th meeting, the applicant has submitted revised plans to address the comments. The resubmission includes the following:

- A reduction of residential units from 157 to 147
- An increase in the amount of provided on-site parking spaces from 250 to 260 by including parking spaces under the building in place of the first-floor residential units
- Elimination of the designated dog park at the rear of the property to open green space for resident use
- Redesign of the western site entrance along Olive Boulevard to remove the ability for a left turn out of the site onto Olive Boulevard, instead directing westbound Olive Boulevard traffic to the Graeser Road traffic light per MoDOT recommendation
- Tiering of the proposed rear retaining wall adjacent to existing single-family residential uses in order to visually break up the expanse of the wall and add additional landscaping along the tiered portion of the wall.

The applicant also updated the project narrative document to better reflect how the changes address the objectives of the Planned Mixed-Use Development rezoning procedure and the applicant's traffic consultant, Julie Nolfo, updated the parking study to reflect the reduction of residential units and the increase of parking spaces on the demand for parking on site. The City's traffic consultant, Dan Shane, revised the traffic study in response to the applicant's revised plans.

SUMMARY OF DECEMBER 15TH AND JANUARY 20TH MEETINGS

The first public hearing for the Graeser Station Planned Mixed Use Development Rezoning application with a Site Concept Plan and a Site Development Plan was held at the December 15, 2025 meeting. At the meeting, the applicant and their consultants presented the proposal for Graeser Station. In order for the project to move forward with the Site Concept Plan and Site Development Plan, the property will need to be rezoned to Planned Mixed Use Development District, "PMD." In addition to presenting the components of the project and the applications, the applicants presented the project's alignment with the City's Comprehensive Plan. The applicant's consultant, Julie Nolfo, presented the Shared Parking Study that was done for the project to determine how many parking spaces would be needed for the project based on demand for the proposed uses, as allowed for by Section 405.800.G.4 of the Zoning Code.

Staff presented the various aspects of the Comprehensive Plan recommendations for the Neighborhood Commercial Place Type District within the East Olive Corridor, the requirements of the Planned Zoning District procedures, and the Traffic Impact Study that was prepared by the City's Traffic Consultant, Dan Shane, PE, PTOE, who also provided additional information about the TIS and MoDOT's initial comments. Public comments were heard after the presentations from the applicant and City Staff. The item was then continued to a future meeting date. The project returned to the Planning and Zoning

Commission on January 20th in order to get clear feedback from the Commission as to what areas of concern the Commission would like to see addressed. No changes were made to the proposal between the December 15th meeting and the January 20th meeting.

The following is a combined, generalized summary of the areas of concern expressed at the December 15th and January 20th meetings:

- Density, building height and reduction in parking compared to standard city code requirements
- Comfortability with amount of parking spaces provided with shared parking as outlined in the applicant's Parking Study
- Height of retaining wall
- Request to provide layered landscaping along Olive Boulevard frontage in front of parking spaces
- Difficulty turning left onto Olive from Graeser due to the permissive left turn arrow
- Explanation of proposed uses for retail component and how they will relate to parking demand
- Replace sidewalk on Olive Boulevard with detached sidewalk instead of maintaining existing sidewalk back of curb
- Clarify existing crosswalk striping across Olive and Graeser are in good condition in association with recent MoDOT repaving work
- Explain market demand for smaller units/density needs
- Stormwater concerns associated with new development from adjacent residents
- Location of proposed dog park and trash enclosure in proximity to existing single-family residential uses

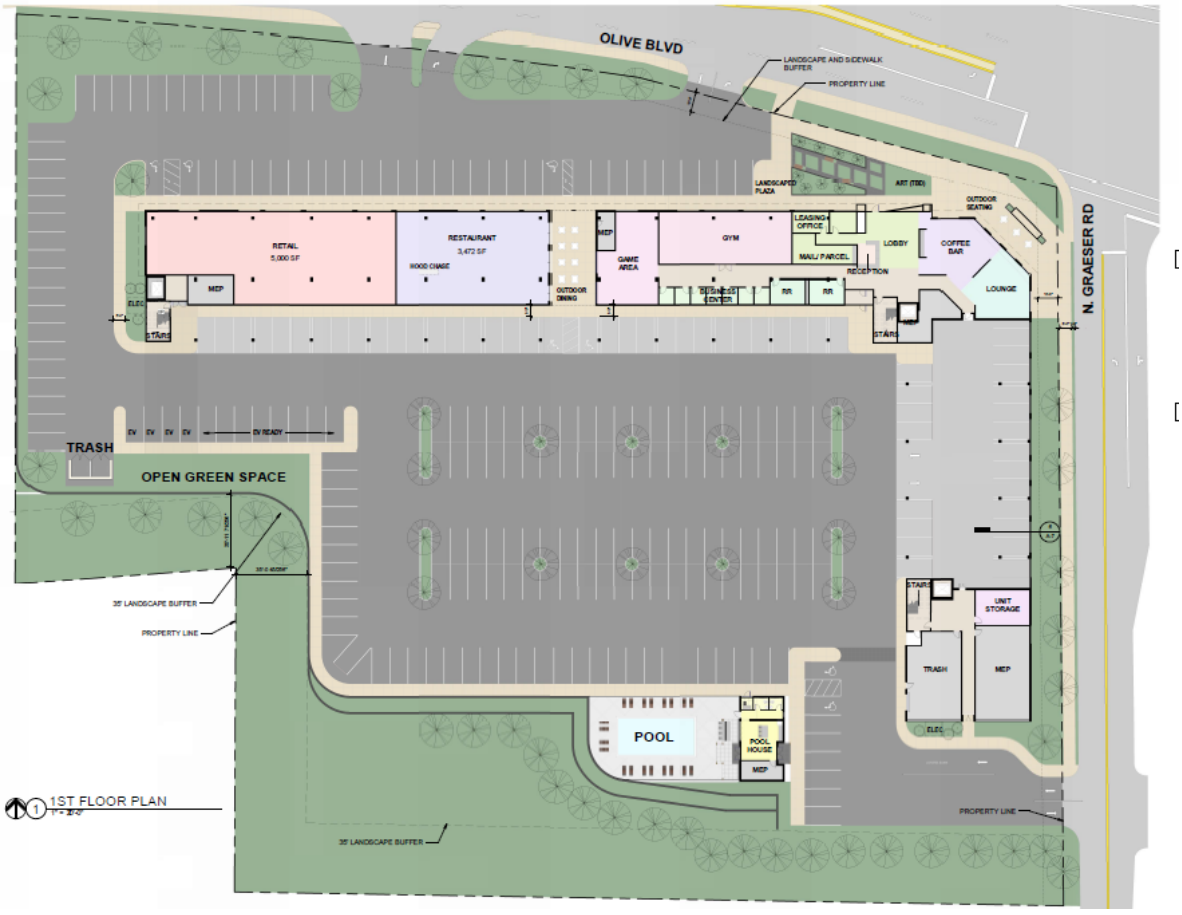


Figure 1: Revised Site Plan with First Floor Layout.



Figure 2: Unchanged North Elevation.



Figure 3: Revised East Elevation Showing Additional Under Building Parking in Place of Residential Units.

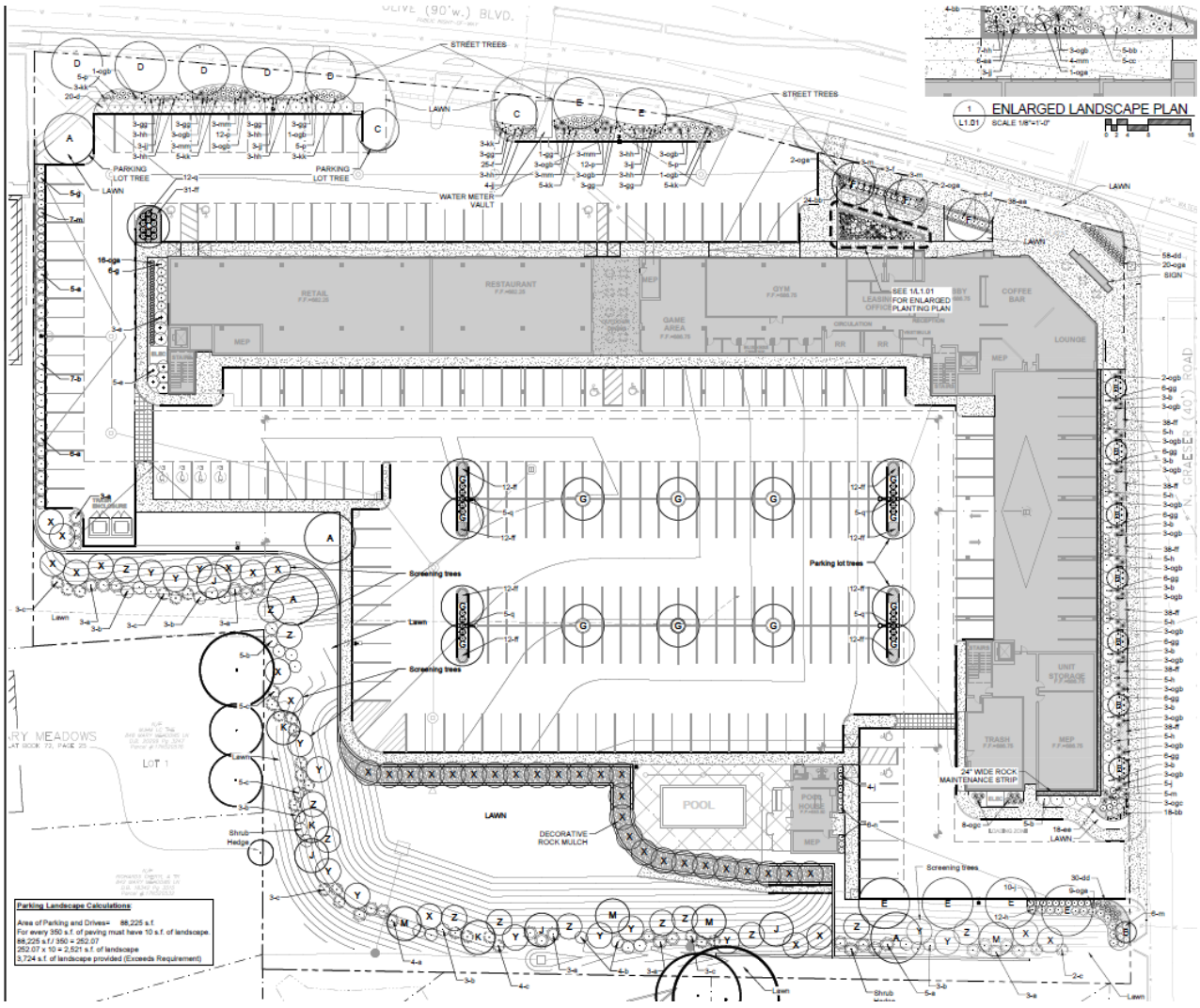


Figure 4: Revised Landscaping Plan.

REVISED PLANS

In response to feedback received from the Planning and Zoning Commission at the December and January meetings, the applicant has submitted revised plans. The revisions made to the proposal will be outlined in detail below.

Site Development Plan

Sheet A-1 of the Site Development Plan shows the open green space dedication in place of the formerly designated dog park at the rear of the site. Staff requested benches be added to this area for resident use and the applicant has shown them on the Site Concept Plan. Sheet A-1 shows the removal of all first-floor residential units and the parking spaces that will replace them under the building. The openings along the N. Graesser Road elevation will be fitted with decorative black metal grates to allow for airflow within the parking garage. This revision reduces the unit count to 147 from 157 while adding 10 additional parking space to the overall parking provided on site which brings the number up to 260 from 250. This reduction in unit count brings the total density for the development down to 34 units per acre. Also shown is the inclusion of a new island at the western Olive Boulevard entrance into the site in order to comply with MoDOT's recommendation that no left turns be allowed out of the site onto Olive Boulevard and instead must be routed through the site to the N. Graeser Road traffic light onto Olive Boulevard. The City's traffic Consultant, HR Green, reviewed the Site Development Plan and recommended signage be provided within the site to direct traffic to access N. Graeser Road for northbound left turns and to restrict the northbound left turns out of the site. The memo is provided as part of the material for the packet. The existing sidewalk configuration along Olive Boulevard next to the curb is proposed to remain; the applicant has not provided a detached sidewalk along Olive.



Figure 5: Detail of New First Floor Parking Under Building.

Landscaping Plan

Sheet L1.01 is the conceptual landscape plan for the development. This sheet includes revisions to the landscaping in several areas on site. In response to Planning and Zoning Commission feedback, Staff requested additional landscaping be installed along the Olive Boulevard frontage between the street trees and the parking lot to fill in the area and provide additional visual interest adjacent to the street. The applicant has provided additional shrubs, perennials and ornamental grasses. The landscaping along N. Graeser Road has been slightly adjusted to accommodate the change in first floor use and to place the plantings in order to help block headlight glare from the additional under building parking impacting N. Graeser Road. The retaining wall at the southern portion of the site has been altered to include a tiered design that allows for landscaping to be installed along the top of the wall to help break up the mass of the wall. Sheet L1.01 shows a 10-foot ledge at the top of the wall filled with decorative rock mulch and Green Giant Arborvitae installed. Staff has confirmed with the applicant that the integrity of the wall and the viability of the trees has been taken into consideration by the engineers and the landscape architect when choosing the tree species. A note has been added that an underground irrigation system will be installed.

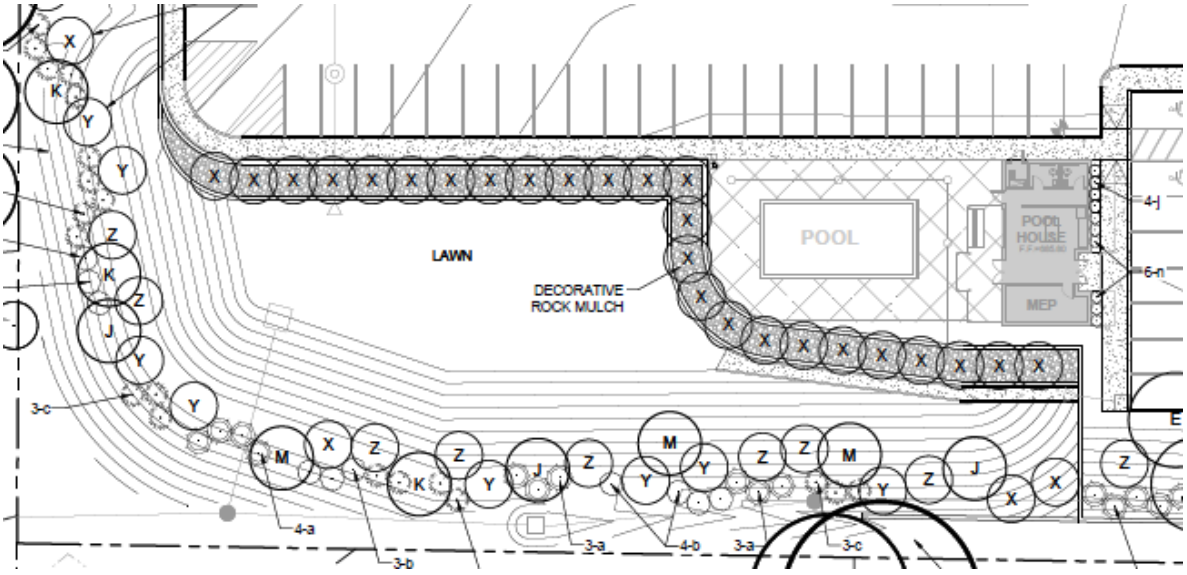


Figure 6: Proposed Landscaping on Tiered Retaining Wall.

Site Lighting

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. A condition of approval has been added to address this.

TRAFFIC IMPACT STUDY UPDATE

A traffic impact study was prepared based upon an agreed scope with representatives from MoDOT, City staff and the City's consulting traffic engineer. 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.

The traffic impact study was updated in response to the applicant's decrease in the number of residential units from 157 to 147 in February 2026. The original October 2025 traffic impact study concluded that the development was 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 was approximately 63 inbound and outbound trips. The revised February 2026 traffic impact study concluded that the development is now projected to generate approximately 81 new inbound and outbound trips from the site during the morning peak hours and 91 new trips during the afternoon peak hours. Mid-day peak trip generation was approximately 62 inbound and outbound trips. The increase in the number of new inbound and outbound trips from the site during the morning peak hours are due to updating the square footage of the proposed restaurant from an estimated 3,000 square feet in the first traffic study to the accurate number of 3,472 square feet. This increase is nominal, does not change the intersections' functions and does not change the recommendation from the City's Traffic Consultant.

The study concluded with a recommendation that the northbound left turns from the western Olive Boulevard site entrance should be restricted to increase safety for roadway users and reduce delays and noted signal timing modifications along with implementing protected/permissive northbound and southbound left turn phasing at Graeser and Dautel could help reduce the delays along the side streets and improve overall intersection efficiency (p.38). MoDOT concurrence has been obtained based upon the earlier version which had higher residential unit counts. The City's consulting traffic engineer will be in attendance at the meeting to answer any questions.

PARKING STUDY UPDATE

The applicant has provided an updated parking study dated February 10, 2026 to include the increase in on-site parking and the decrease in proposed residential units. The applicant's engineering consultant, Lochmueller Group, reviewed the proposed development and parking spaces on site to determine if they are sufficient for the proposed mixed-use development. The original Parking Study dated October 21, 2025, explored 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. The original parking study projected a peak parking stall occupancy of 93% during both the typical weekday and a typical Saturday. This peak would occur during the overnight/early morning hours when the residential parking demand is at its highest. 232 parking spaces were expected to be occupied, leaving a total of 18 parking spaces available. The revised Parking Study, which takes into account the decrease in proposed residential units from 157 to 147 and the increase in on-site parking from 250 to 260 proposed parking spaces, shows a projected peak parking stall occupancy of 82% during both the typical weekday and a typical Saturday. 214 parking spaces were expected to be occupied, leaving a total of 46 parking spaces available. This is an increase of 28 additional parking stalls now anticipated as a buffer during peak use times on site. Based on these findings, Lochmueller Group determined that the 260 parking stalls provided would be more than sufficient to address parking demand on site for all contemplated uses. The City's traffic Consultant, HR Green, reviewed the updated Parking Study and provided the following statement in a technical memorandum dated March 10, 2026, "The lower development density and additional parking spaces provided is expected to enhance the original plan. We are satisfied with the plan updates and have no further comments relate to the parking study." Both the Parking Study and the memo from the City's consultant were provided as part of the material with this packet. The City's consultant will be available at the meeting for discussion. The Planning and Zoning Commission should discuss the update to the parking study to determine comfortability with the increased amount of buffer parking spaces available on site at peak times.

DEVELOPMENT STANDARDS AND ALLOWABLE USES

As part of the requirements for the Planned Mixed-Use Development Zoning District procedure, 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 aspects of the development in lieu of the standard requirements of the zoning code. Staff has worked with the applicant to implement changes to both the development standards and the allowable uses for this site and we are mostly in agreement. The applicant has indicated to staff that they would prefer a limited-service restaurant use with a maximum seating of 100 be listed as a Permitted (by-right) use. The draft ordinance, as presented, limits seating to 50. Seating beyond that would require a conditional use permit. The Commission should discuss this further with the applicant to determine if changes should be made.

Many of the proposed standards correspond to the submitted Site Concept and Site Development Plan for Graeser Station such as maximum site coverage, maximum floor area ratio, setbacks, lighting, parking requirements, landscaping and buffering requirements, architectural requirements etc. The development standards document as recommended by staff requires a Master Sign Plan for the development approved by the Planning and Zoning Commission and City Council. The proposed uses will be regulated by Section 3 of the enabling ordinance for the development to mirror the uses currently allowed, either as a permitted use or a conditional use, under the existing GC-General Commercial zoning district for the commercial component with a few exceptions. The proposed uses and approval structure for the commercial component requires careful consideration given the shared parking arrangement. In consideration of parking requirements, one limited food and drinking establishment with no more than 50 indoor seats would be regulated as a permitted use while all other food and drinking establishments with more than 50 indoor seats would be regulated as a conditional use requiring Planning and Zoning Commission and City Council approval. Multi-family residential is listed as a permitted use to allow for the Graeser Station Planned Mixed-use Development. Uses such as New Car Dealers, Used Car Dealers, Motorcycle Dealers, RV Dealers and Boat Dealers, Tire Dealers, All Drive-in and Drive-Through Services (Excluding Food Services), Food Services and Drinking Places with Drive Through Services, Gasoline Stations with Convenience Stores, Passenger Car, Truck, Utility Trailer, and RV Rental and Leasing, All Auto Repair and Maintenance Uses, and Hotels and Motels are prohibited. No additional uses are allowed without further approval of the City.

ARCHITECTURAL DESIGN

Although all of the first-floor residential units have been removed and replaced with under building parking stalls, the overall height, footprint and design and massing of the building have not changed. The proposed building is 4 stories and approximately 55 feet in height. The current GC- General Commercial Zoning district allows buildings up to 3 stories or 45 feet in height. The exterior elevations employ 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. Recesses in the elevations and material changes are proposed along both Olive Boulevard and Graeser Road elevations to visually 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. The Graeser Road elevations have been slightly altered to include decorative metal screening in first floor wall openings instead of windows to allow for ventilation of the parking area underneath.

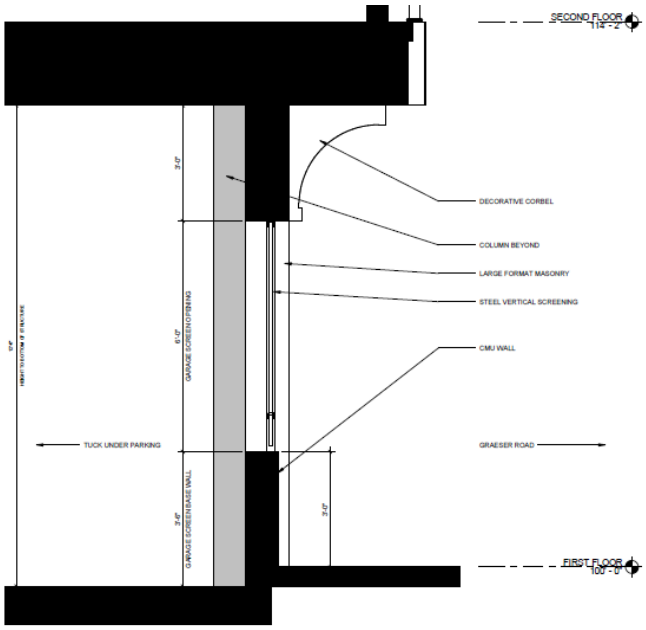


Figure 7: Detail of Window Openings in parking garage Facing N. Graeser Road.

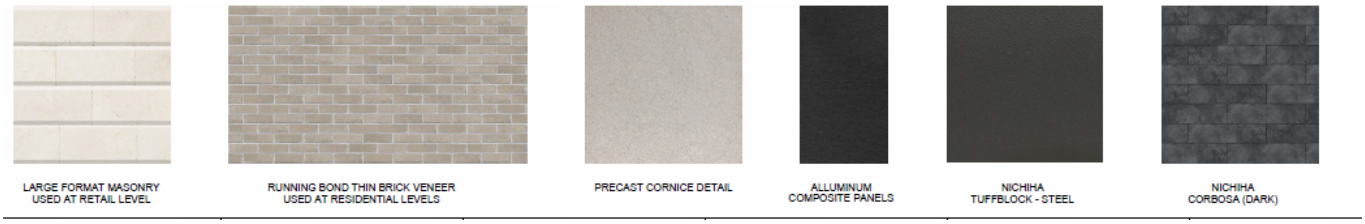


Figure 8: Proposed Materials.

BOUNDARY ADJUSTMENT PLAT

The applicant is seeking to consolidate 6 existing lots into a single, 4.42-acre lot in order to rezone and develop the lot for the Graeser Station Planned Mixed Use Development. The lots are addressed as 11004, 11026, 11032, and 11056 Olive Boulevard; and 825 and 827 Graeser Road.

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

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

This appears to be the case with the current application. A single owner is seeking to consolidation 6 adjoining lots into one new lot. The survey submitted indicates that the property changes will not create any non-conformities for the properties. As such and given the staff conclusion that the drawings are technically accurate the adjustment should be approved by the Planning and Zoning Commission, with the condition that the final drawing be prepared for signature and recording.

COMPLIANCE WITH PLANNED ZONING DISTRICT REVIEW CRITERIA

As discussed in the December 15, 2025 staff report, the proposed development meets several of the eligibility, public benefit, design criteria and review criteria requirements. The areas highlighted for further consideration and discussion by the Planning and Zoning Commission related to proposed density, and scale of the building, and the height of the retaining wall, and the proposed Parking Study, which also correlated to the majority of comments received from the Commission related to the proposal. The revised plans reduce the proposed density for the development from 35.6 units per acre to 33.4. While this new density of 33.4 units per acre is still considered "high-density" per the definition outlined in Table A, which considers anything over 20 units per acre "high-density," it represents a decrease in the proposed density from the original request for this site and is comparable to similar mixed-use developments along commercial corridors. The Planning and Zoning Commission should discuss if the reduction in the number of units satisfies density concerns and is in keeping with the direction of the comprehensive plan recommendations for the East Olive corridor.

Decreasing the number of residential units from 157 to 147 while also increasing the amount of proposed on-site parking from 250 to 260 parking spaces creates a larger number of buffer spaces available during the peak use periods as identified in the Parking Study. The buffer increased from 18 parking spaces available at the peak use times to 46 available. The Parking Study is allowed per Section 405.800.G.4 to share up to 50% of the required parking amongst uses if approved by the Planning and Zoning Commission. The design criteria for planned zoning district requires an efficient use of parking. Although Staff and the city's traffic consultant are comfortable with the proposed number of parking spaces available at peak times based on the parking study methodology and analysis, the Commission should discuss if the increase satisfies any concerns with parking provided based on demand as proposed in the Parking Study Please also refer to the draft ordinance which restricts restaurant uses with respect to floor area and seating and follows the requirements for most uses in the GC-General Commercial District.

The retaining wall proposed at a maximum of 38 feet and being located within the 35-foot residential buffer, while allowed, created a visual concern due to the mass of the wall so close to single-family residential uses. In their revised plans, the applicants have proposed tiering the wall to provide an additional row of landscaping to break up the wall and provide some visual screening. The tiering breaks the wall up into two roughly 17–18-foot sections and provides a 10-foot-wide ledge for Green Giant Arborvitaes to be planted.

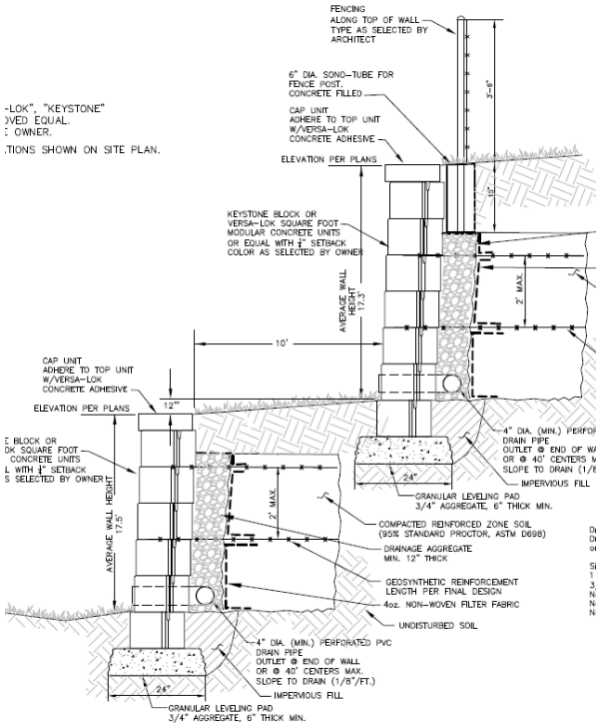


Figure 9: Tiered Retaining Wall Section.

REQUEST FOR INCENTIVES

The applicant has informed staff of their intention to request state-enabled financial incentives to support the development of this project. The City Council has been made aware of this anticipated request. The City Council will be reviewing an Incentive Policy Guide that is currently being prepared with the assistance of the City's planning consultant in the upcoming weeks. The use of this policy guide and any consideration of financial incentives is under the purview of the City Council.

SUMMARY AND CONCLUSION

The proposal represents a substantial change for this site and within the East Olive corridor and would set the tone for development in the corridor. As fully reviewed in the Staff Report for the December 15th meeting and provided in summary in this staff report, there are many facets to consider with a planned zoning district request, that would be unique to this project. The developer has submitted revisions to address several aspects of concern to the Commission. The Commission's task is to consider these changes and determine if the prior concerns have been sufficiently addressed and that the project meets the requirements of the Planned Zoning District procedure, is an appropriate development for the site, and carries out the vision and goals of the Comprehensive Plan.

Staff recommends that the Commission accept the presentations from the applicant and staff, hear any new comments from residents at the public hearing, and upon conclusion of the public hearing, the Commission should deliberate on the components of this request: The draft Rezoning Ordinance, Proposed Development Standards and Uses, Site Concept Plan, Site Development Plan, and Boundary Adjustment Plat. Staff will be prepared to present this information at the meeting in order to assist the Commission with its recommendation to the City Council.

ACTION

If the Planning and Zoning Commission finds the Rezoning Ordinance, Development Standards and Use Table, Site Concept Plan, and Site Development Plan to be in conformance with the regulations of the Section 405.390 Planned Zoning District, it may vote to recommend approval to the City Council. Any changes to the motion or Draft Ordinance should be discussed and made by separate actions. The Commission may also vote to recommend denial to the City Council or request further changes by the applicant or continue the request for additional information.

Approval of the Boundary Adjustment Plat must be made by separate motion listed below.

MOTIONS

The following is an example of an appropriate affirmative motion for the Rezoning, Site Concept Plan and Site Development Plan applications:

> "I move to recommend approval to the City Council on applications #25-034 and #25-035, of the rezoning, site concept plan and site development plan for the Graeser Station Planned Mixed-Use Development, subject to the conditions discussed in the Staff Report and Draft Ordinance for the meeting of March 16, 2026" (conditions may be added, eliminated, or modified by preceding motion).

If the members of the Planning Commission are satisfied that the requested boundary adjustment meets the applicable requirements of the Subdivision Code, the Planning Department staff request that a final decision be voted upon. The following is an example motion for this application:

> "I move to approve the boundary adjustment attached to the staff report on application #25-035 for the meeting of March 16, 2026, subject to the condition that a final drawing be prepared for signature and recording." (Conditions may be added, eliminated, or modified by preceding motion)

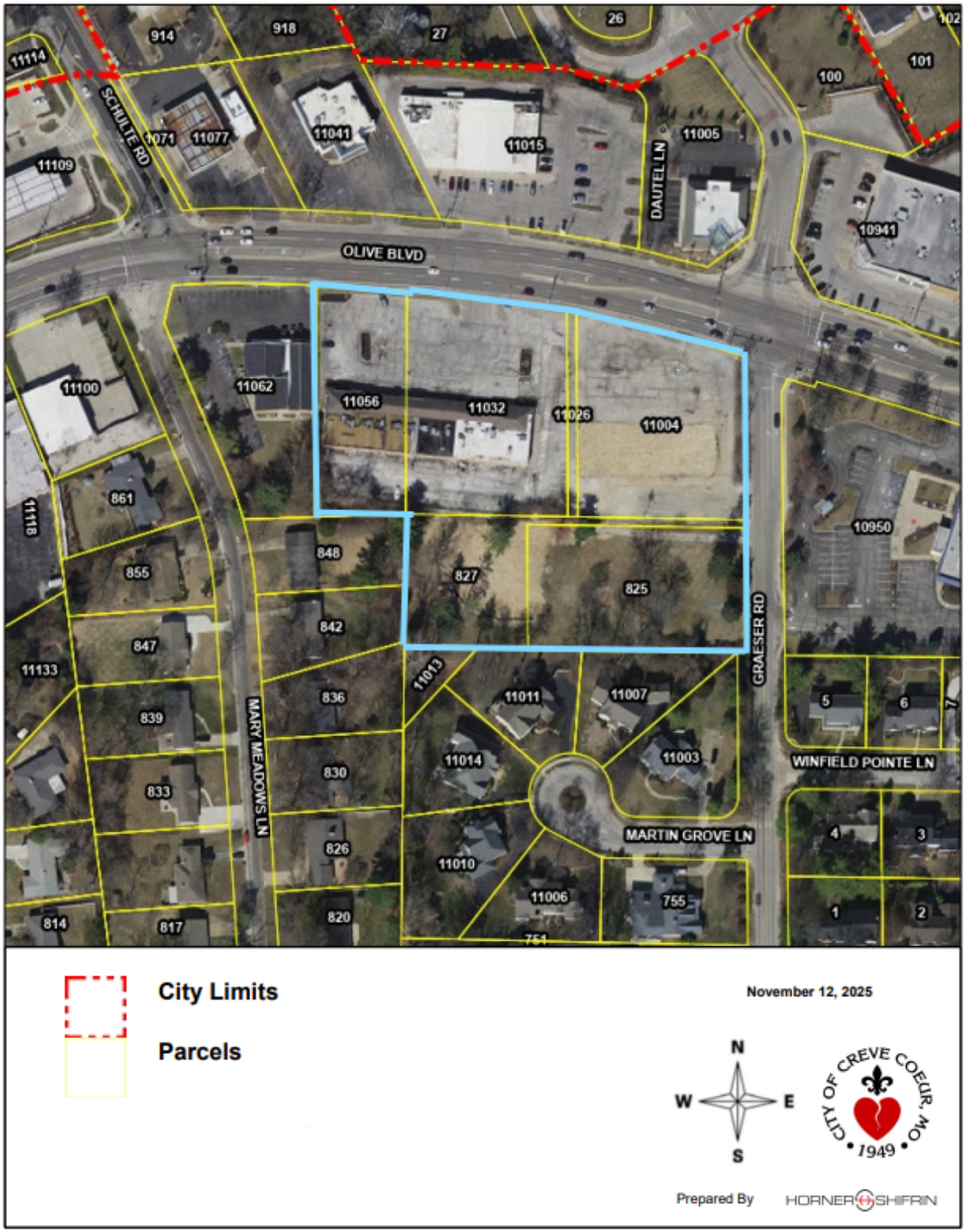
APPENDIX 1: COMPREHENSIVE PLAN

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

APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL MAP



Re: Graeser Station – PMD Redevelopment Plan Submission (Olive Blvd & Graeser Rd)

To the City of Creve Coeur, the Planning and Zoning Commission, and Planning Staff,

We are pleased to submit the final Planned Mixed-Use Development (PMD) redevelopment plan for the Graeser Station site at the intersection of Olive Boulevard and Graeser Road in the East Olive Corridor. This plan represents the culmination of ten months of collaboration with City staff, officials, the Planning and Zoning Commission, and nearby residents. Through this process, the development team worked closely with the City and community to refine the project, respond to feedback, and align the design with the City's Comprehensive Plan vision for a walkable, mixed-use corridor. The enclosed materials reflect the result of that effort.

Graeser Station proposes the redevelopment of an underutilized commercial property into a coordinated, pedestrian-oriented project that strengthens corridor identity and provides a thoughtful transition to adjacent single-family neighborhoods. The plan includes a high-quality, well-designed building with 147 multifamily apartment units and first-floor commercial space intended for neighborhood-serving retail and restaurant uses. Consistent with the East Olive Corridor vision, the project reinforces the Olive Boulevard streetscape with active frontage, locates parking primarily to the rear, and improves overall streetscape character.

This final plan incorporates substantial refinements made directly in response to Planning Commission and neighborhood feedback. Since the initial proposal, the residential program has been reduced from 172 units to 147 units (down from 157 in the prior submission), lowering overall site intensity and building mass. This reduction was strategically achieved by removing all first-floor residential units, allowing the building design to provide additional under-building parking spaces. As a result, on-site parking has increased from 250 to 260 spaces, providing more than 40 spaces above peak parking demand.

In addition, the dog park has been removed and will instead remain open green space for momentary resident use. The development will also implement clear operational pool policies focused on safety, noise control, and respectful use.

Most importantly for adjacent homes, along the southern edge of the site, the project exceeds required greenspace buffers and incorporates dense layered landscaping and a refined two-tiered retaining wall with vegetated screening to ensure privacy and compatibility with nearby residential properties.

We appreciate the thoughtful engagement throughout this process and look forward to continuing to work with the City of Creve Coeur to deliver a high-quality development that reflects the City's vision and serves the community for years to come.

Planned Mixed-Use Development (PMD) Submission

Graeser Station

City of Creve Coeur, Missouri

February 6, 2026

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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 147 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	33.4	34.8
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

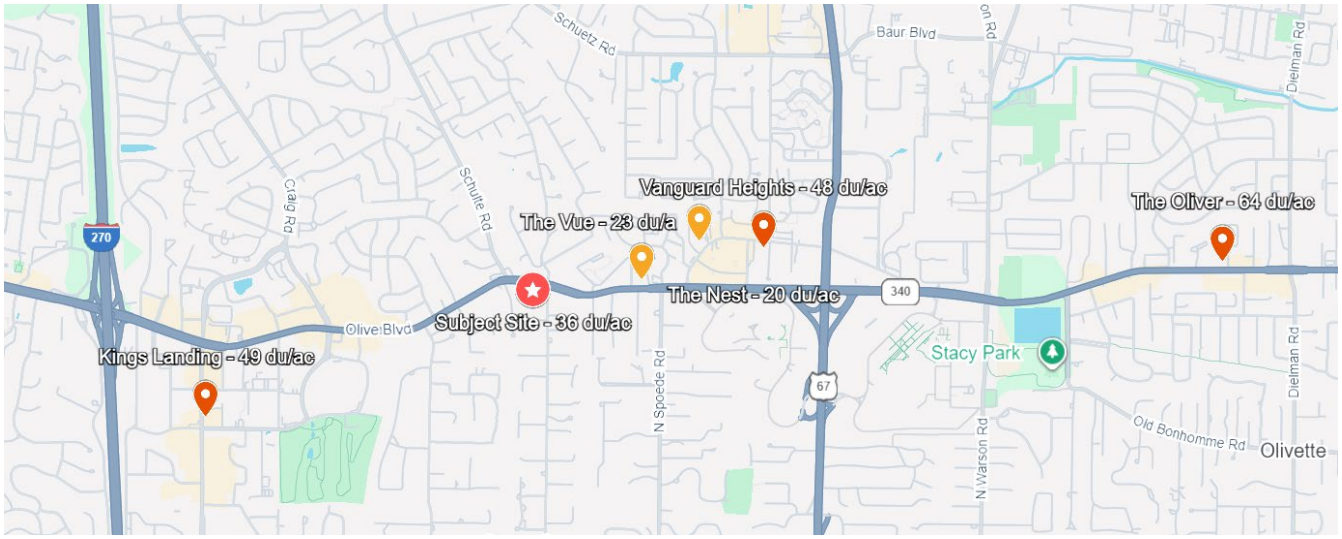


Figure 1: Map showing variable density multi-family developments

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 33.4 dwelling units per acre, its 33.8 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.

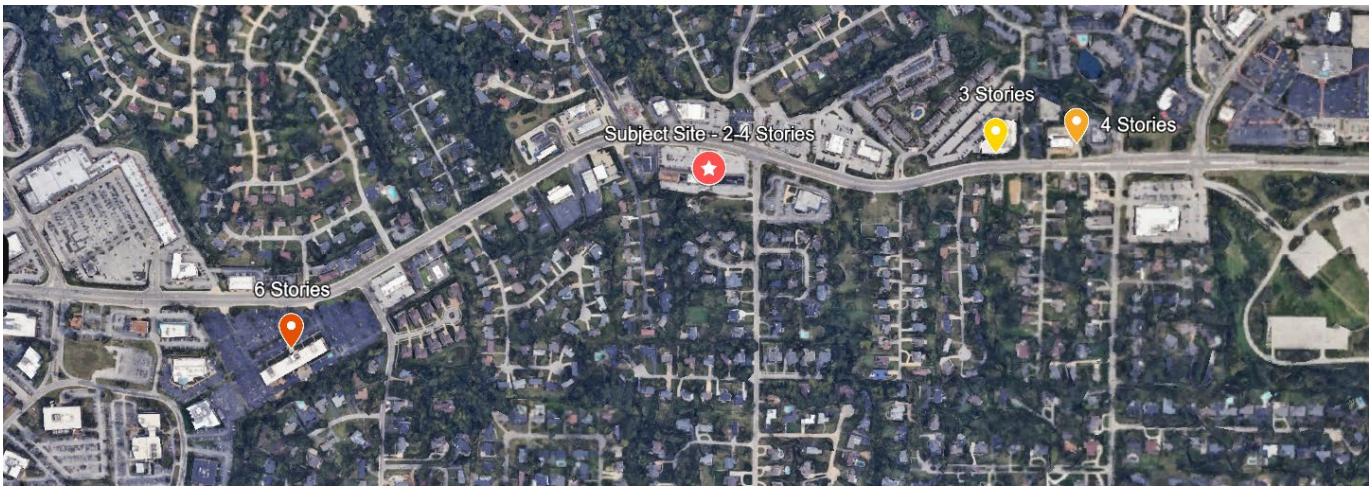


Figure 2: Map showing nearby height comparable properties

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, a two tiered retaining wall with vegetation, 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 147 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, 260 on-site spaces serve the residential, retail, and restaurant uses at Graeser Station. The study estimates a parking supply of over 40 parking spaces above demand at the development's peak period, 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 two-tiered retaining walls. 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 and layered landscaping enhance the visual transition and pedestrian experience along Graeser, and provide privacy screening for upper-floor residential units whose windows face Graeser Road.

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 three 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. Again, in response to Staff comments on the official submission, the project was reduced to 157 units to accommodate a 10ft setback along Graeser, and finally after thorough feedback from the commission, the project was last reduced to 147 units. This consecutive reduction has decreased 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 increased by 20 feet, now providing an 88-foot separation between the primary building and adjacent residential properties—offering a smoother, more compatible transition. Additionally, the parking lot 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 fully enclosed dumpsters located in the southwest

corner of the development 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 partial-access driveway, allowing right turns in and out, and left turns in, but not out.
- 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.

19. Concerned about potential right-turn stacking issues on Graeser.

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, at 160

units was 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. 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, modifications to the existing signal timing are recommended to include a protected/permissive left turning phase at Graeser/Dauntel. With this change, the northbound left-turn delay improves from 73.9 seconds to 66.8 seconds in 2036, while queue lengths are improved from 125 feet to approximately 100 feet despite 2036 traffic volumes.

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.

Density, Stormwater, and Environmental Design

21. 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 thrice, from an initial 172 units to 147 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 two-tiered 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.

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 improve upon existing conditions. These combined density and stormwater measures improve site permeability, manage runoff responsibly, and address community concerns regarding flooding and downstream impact.

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

The dog park has been removed and will remain an open green space area without a fenced space for pet owners to relieve their dogs only momentarily. To ensure that the proposed pool area is 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 noise and public disturbances 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 fencing and landscaping to minimize noise and enhance safety for both residents and adjacent homes.

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

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 are as shown on the approved Concept Plan.

2. Other CATEGORY D Regulations:
   a. Maximum number of units per acre. Thirty-three and one third (33.3)

D. PARKING AND LOADING REQUIREMENTS

1. Parking Requirements:
   a. 260 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.

F.

   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.

G. 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.

H. 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.

I. ARCHITECTURAL REQUIREMENTS

1. Building finish material types in Graeser Station shall be generally specified as:
2. Masonry base (full-bed) around entire 1st level, and accents on levels above will include a brick veneer, a fiber cement, and architectural metal coping with integrated decorative cornice. Colors are neutral off white limestone for masonry base with cast stone accents similar to limestone in appearance. Neutral accents – grey tones.
3. Any combination of white, off-white, light grey, wood grain, or light beige. Accents are acceptable as dark grey, black, or dark bronze. Red, orange, or yellow brick or other bold color finish materials are prohibited. Masonry and glass are preferred. Metal, cementitious siding, and EFIS should not be used as the primary material on the building.

4. 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.

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

J. 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.

DATE: March 03,2026

Bethany Moore, AICP Planner
City of Creve Coeur, Missouri
300 North New Ballas Rd
Creve Coeur, MO 63141

RE: Greaser Station
Project Number: 25013

Ms. Moore,

On **02/24/2026** we received via email your plan review comments for the **Greaser Station,** Creve Coeur, MO**.** After viewing, our responses / drawing revisions to the items listed in your review are as follows:

Site Concept Plan:

1. Please include an updated sheet titled “Site Concept Plan.”

   Response: See updated Site Concept Plan

Site Development Plan:

2. On sheet SD4 please provide more details for the retaining wall material including color and type of block. A product image would be helpful to add here. Neutral, non-gray color preferred.

   Response: On sheet SD4 additional wall details have been added along with images of possible wall colors.

3. Please include a note on sheet SD3 or SD4 that clearly states the total height of the retaining wall and the height of each segment for ease of reference.

   Response: On sheet SD4 additional notes have been added giving the dual wall heights average heights as well as the maximum and minimum heights of the dual wall.

4. Please consider including benches within the open green space at the rear (former dog park) for residents to sit when using the space.

   Response: Benches have been added to the site development plan in the open green space area.

5. Are the tiers of the retaining wall far enough apart to support the trees proposed and not compromise the integrity of the retaining wall? The area between the retaining walls

allocated for landscaping appears to be roughly 12 feet, please confirm with a note on the plans.

Response: The landscaping area between the walls is 10'. Loomis Associates was consulted on the distance between walls for the trees proposed. Final wall design will consider the distance between the walls.

Planned Mixed Use Development:

6. Staff would like to discuss a different approach to regulate the allowable uses for this zoning district, using the existing GC-General Commercial zoning district as the baseline.

Response: Team is open to discuss and review different approach.

Landscape Plan:

7. Please include a note that states that an underground irrigation system will be installed throughout the site.

Response: Note added.

8. Please confirm that the type of trees proposed for the tiered retaining wall screening will not have a root system that interferes with the integrity of the retaining wall or change out proposed tree type as needed.

Response: Trees proposed at retaining wall tier are Green Giant Arborvitae, which have non-invasive, shallow root systems. The design team will coordinate with the retaining wall engineer to ensure the long-term stability of the wall, including sloping the grade upwards toward the upper wall to provide additional growing media, as well as installing root barriers to limit lateral root growth.

9. Please provide additional landscaping along Olive Boulevard between the street trees and the parking space shrubs.

Response: Additional plantings added.

10. Please confirm that the plantings proposed along Graeser Road are placed to provide screening from headlight glare from cars parked within the enclosed area. Are the "Sea Green Junipers" planted to coincide with the garage openings to block headlight glare?

Response: See response to comment #13 below from Architect for garage wall heights. Plantings proposed between garage and Graeser Rd have been selected solely on their ornamental value, providing four-season interest while coinciding with the street tree spacing.

Architectural Elevations:

11. Trash enclosure material should match brick proposed for the building. Please revise and add a note on sheet A-7.

    Response: See revised materials and section associated to enclosure.

12. Please provide a detail of the garage openings onto Graeser Road with the grate material. Are they flush or inset into the opening?

    Response: See new partial section at garage opening on sheet A7.

13. What is the height of the garage openings onto Graeser Road? Are they tall enough to block headlight glare onto Graeser Road?

    Response: See new partial section at garage opening on sheet A7.

Boundary Adjustment:

14. Please update the title to "Proposed Boundary Adjustment/Consolidation Plat."

    Response: The boundary adjustment plat has been revised to include the City's comments.

15. Please include the cross-access easement discussed for this site through parking lot.

    Response: The boundary adjustment plat has been revised to include the City's comments.

16. Please include the script language on the plat that is attached to this email.

    Response: The boundary adjustment plat has been revised to include the City's comments.

Please feel free to contact me at 636.449.1175 or EMAIL with any questions or concerns.

Sincerely,
HDA Architects, LLC

Kent Wagster
Principal

Cc: Cecilia Dvorak, AICP, Steadfast City Economic and Community Partners
Garrison Hassenflu, Garrison Companies



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

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GRAESER STATION MULTIFAMILY - RETAIL BUILDING
11004 OLIVE BLVD

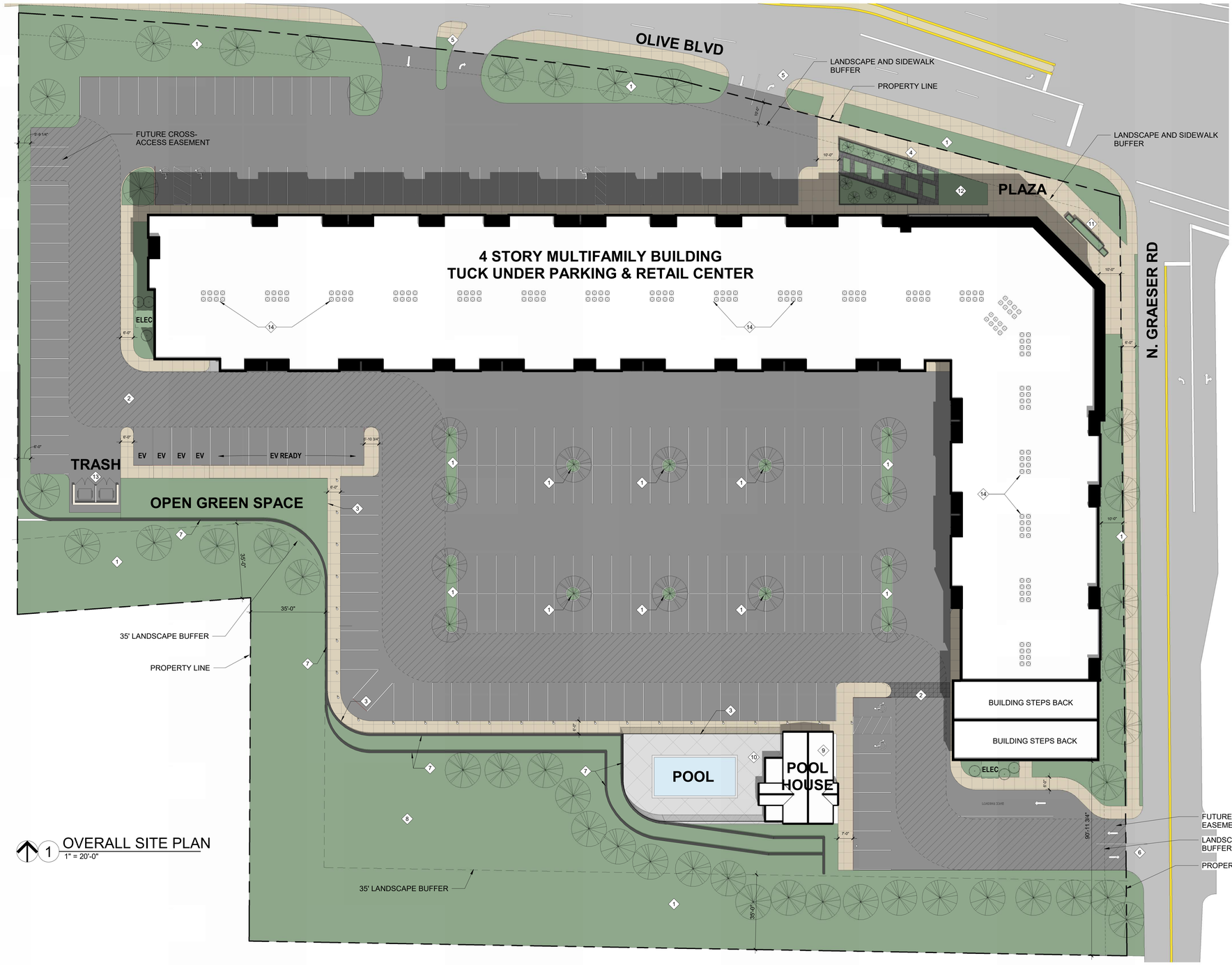
#	DATE	DESCRIPTION

PROFESSIONAL RECORD

Project Number: **25.013**
Date: **03.03.2026**
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 TO BE RIGHT-IN / RIGHT-OUT.
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. MONUMENT SIGNAGE
12. AREA FOR PUBLIC ART. (TBD)
13. TRASH ENCLOSURE (REFER TO 1 / A-7)
14. ROOFTOP HVAC UNITS

PARKING

TOTAL UNITS IN DEVELOPMENT:
- 147

TOTAL PARKING IN DEVELOPMENT:
- 260 SPACES (REFERENCE ATTACHED PARKING STUDY)
  (54 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: 24,652 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: 147 UNITS/ 4.4 ACRES = 33.4

UNIT COUNT

LEVEL	UNIT TYPE	COUNT
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: 147		147

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GRAESER STATION MULTIFAMILY - RETAIL BUILDING
11004 OLIVE BLVD

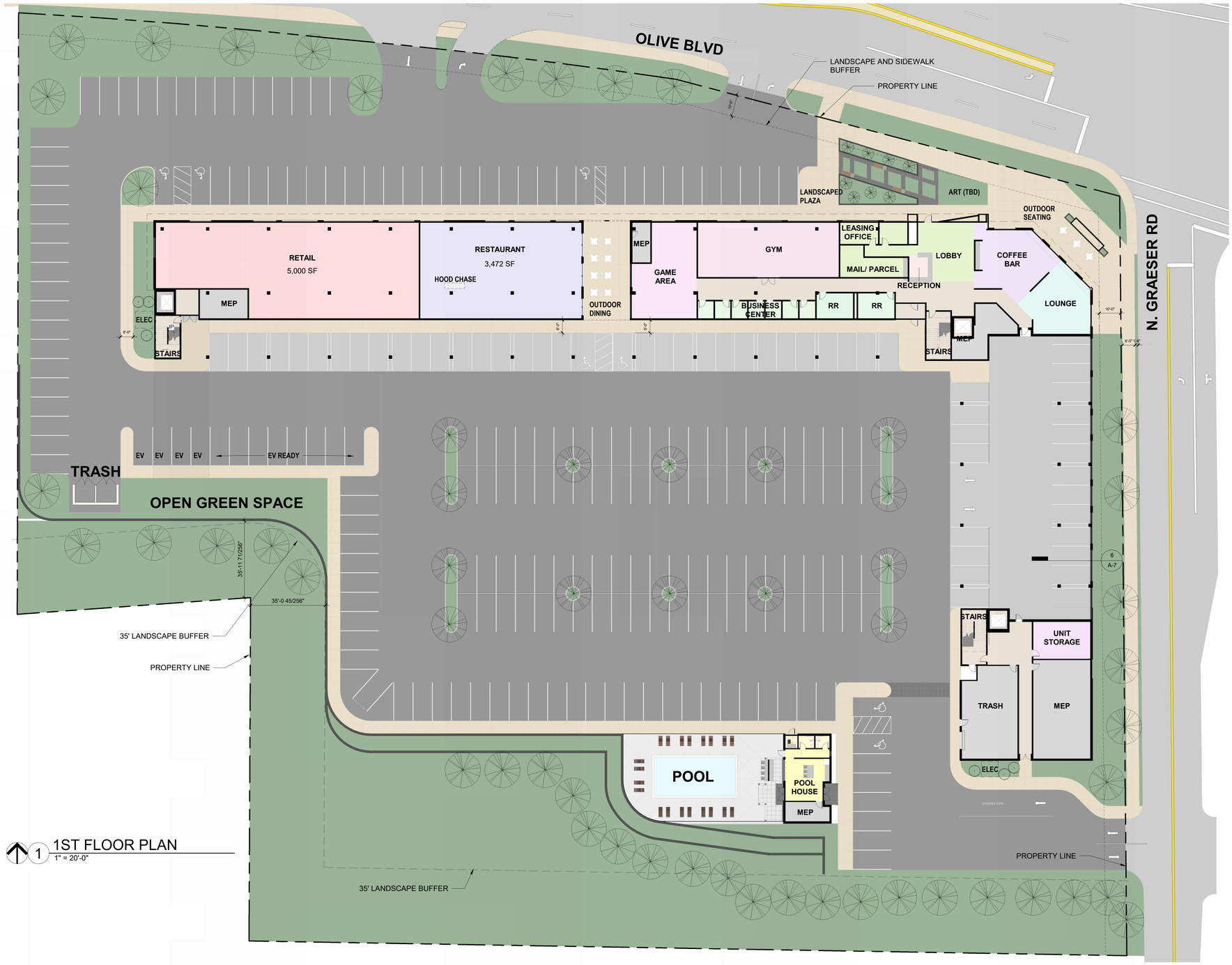
#	DATE	DESCRIPTION

PROFESSIONAL RECORD

Project Number: **25.013**
Date: **03.03.2026**
Status: **P&Z APPROVAL**

SITE PLAN

A-0



1 1ST FLOOR PLAN
1" = 20'-0"

PARKING

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- 147

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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: 147		147

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11004 OLIVE BLVD

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Status: **P&Z APPROVAL**

FIRST FLOOR

A-1



1 2ND FLOOR PLAN
1" = 20'-0"

PARKING

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- 147

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- 260 SPACES (REFERENCE ATTACHED PARKING STUDY)
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SECOND FLOOR

A-2



1 3RD FLOOR PLAN
1" = 20'-0"

PARKING

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- 147

TOTAL PARKING IN DEVELOPMENT:
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4TH FLOOR	2 BED	2
4TH FLOOR	STUDIO BED	7
TOTAL UNITS: 147		147

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Date: **03.03.2026**
Status: **P&Z APPROVAL**

THIRD FLOOR

A-3



1 4TH FLOOR PLAN
1" = 20'-0"

PARKING

TOTAL UNITS IN DEVELOPMENT:
- 147

TOTAL PARKING IN DEVELOPMENT:
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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"

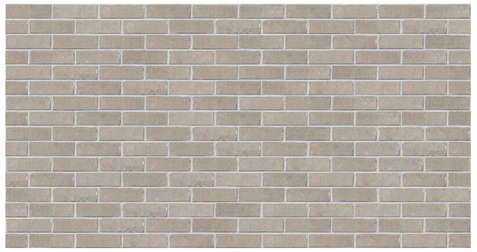


4 OVERALL WEST ELEVATION
1/16" = 1'-0"

5 SKY EXPOSURE DIAGRAM
1" = 30'-0"



LARGE FORMAT MASONRY
USED AT RETAIL LEVEL



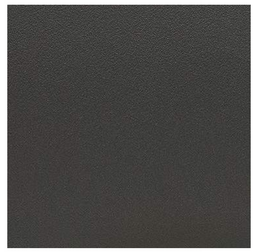
RUNNING BOND THIN BRICK VENEER
USED AT RESIDENTIAL LEVELS



PRECAST CORNICE DETAIL



ALLUMINUM
COMPOSITE PANELS



NICHIHA
TUFFBLOCK - STEEL



NICHIHA
CORBOSA (DARK)

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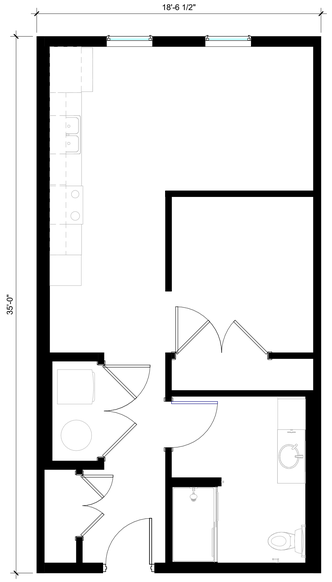
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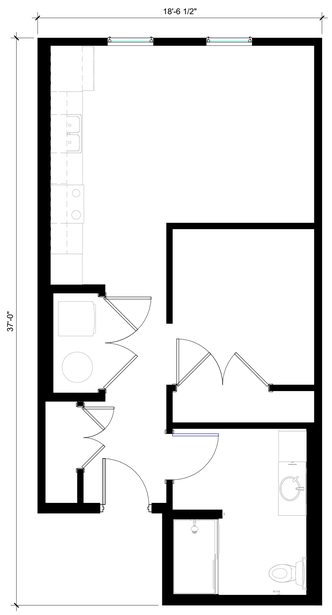
Project Number: **25.013**
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ELEVATIONS

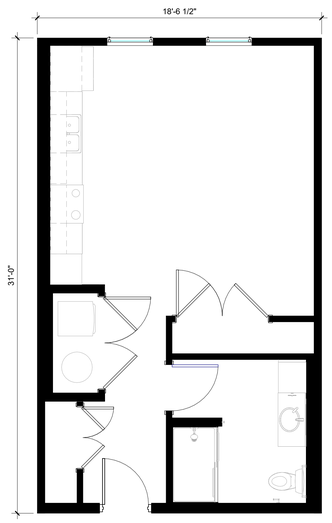
A-5



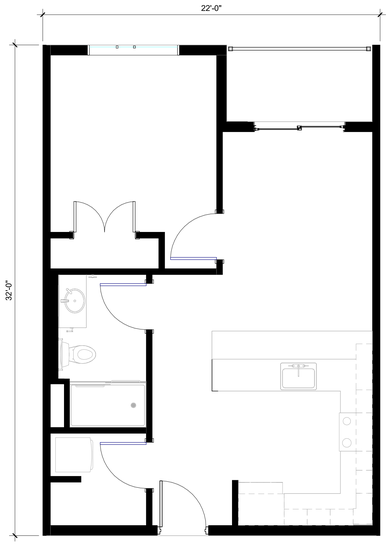
STUDIO 1 BEDROOM
649 SQFT



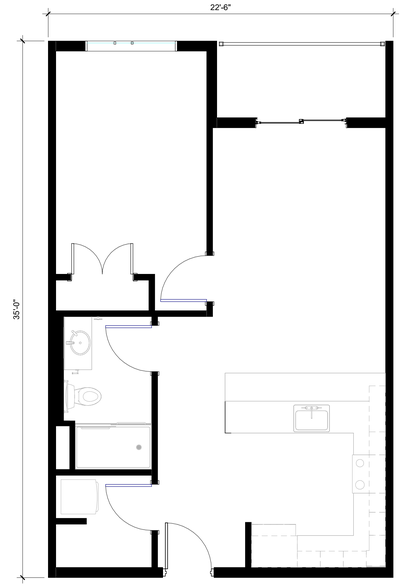
STUDIO 1 BEDROOM END
637 SQFT



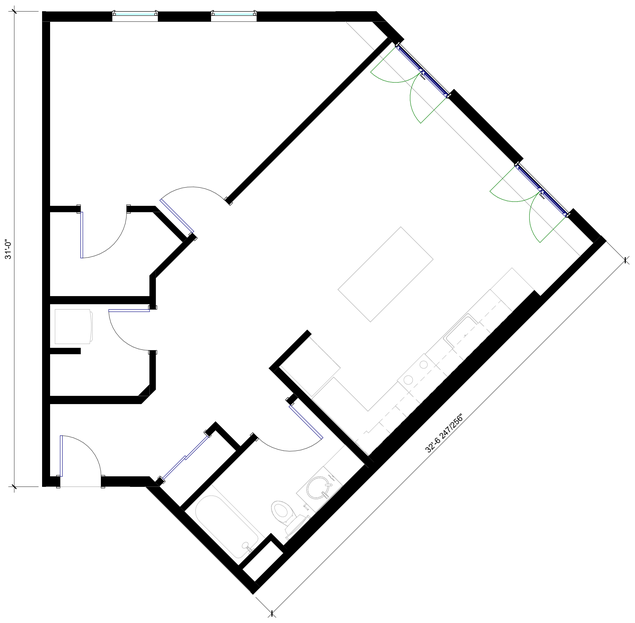
STUDIO 1 BEDROOM END
575 SQFT



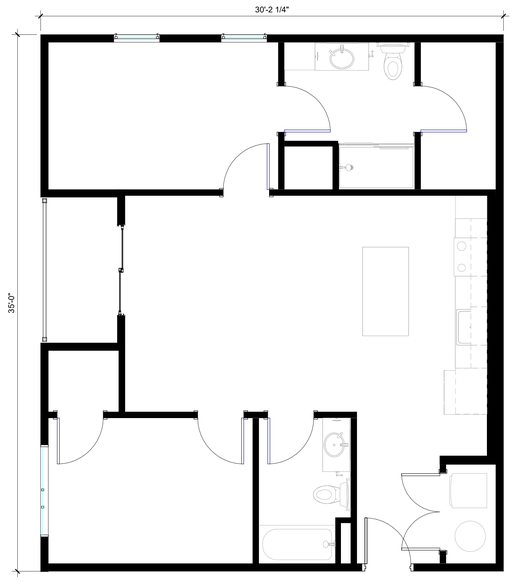
1 BEDROOM w/BALCONY - A
654 SQFT



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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GRAESER STATION MULTIFAMILY - RETAIL BUILDING
11004 OLIVE BLVD

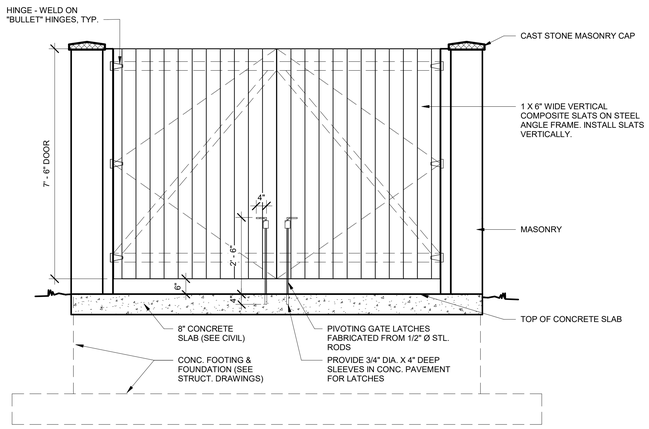
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PROFESSIONAL RECORD

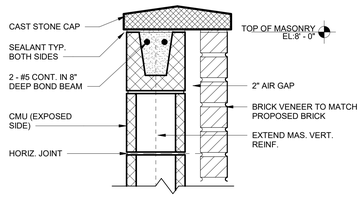
Project Number: **25.013**
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Status: **P&Z APPROVAL**

UNIT LAYOUTS

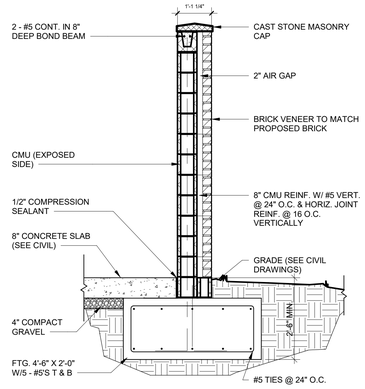
A-6



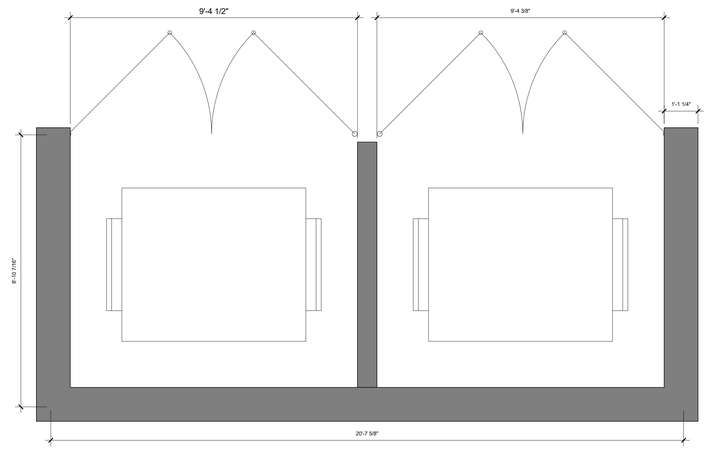
1 TRASH ENCLOSURE - GATE_ELEVATION
1/2" = 1'-0"



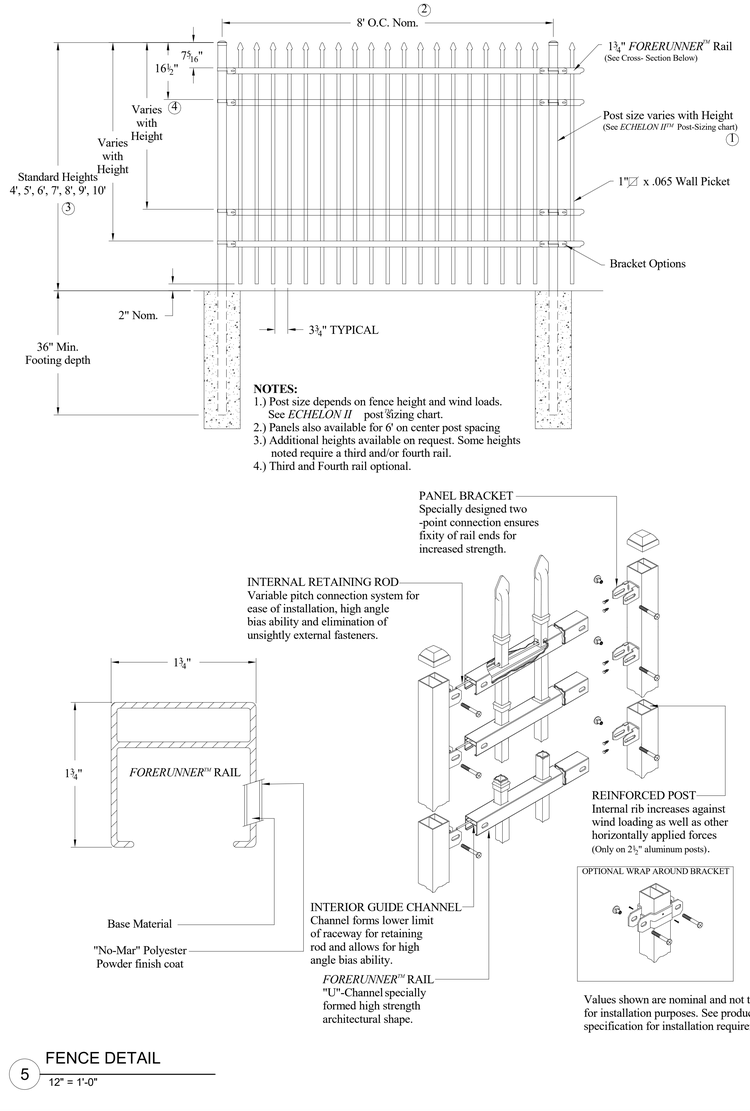
2 TRASH ENCLOSURE - COPING
1 1/2" = 1'-0"



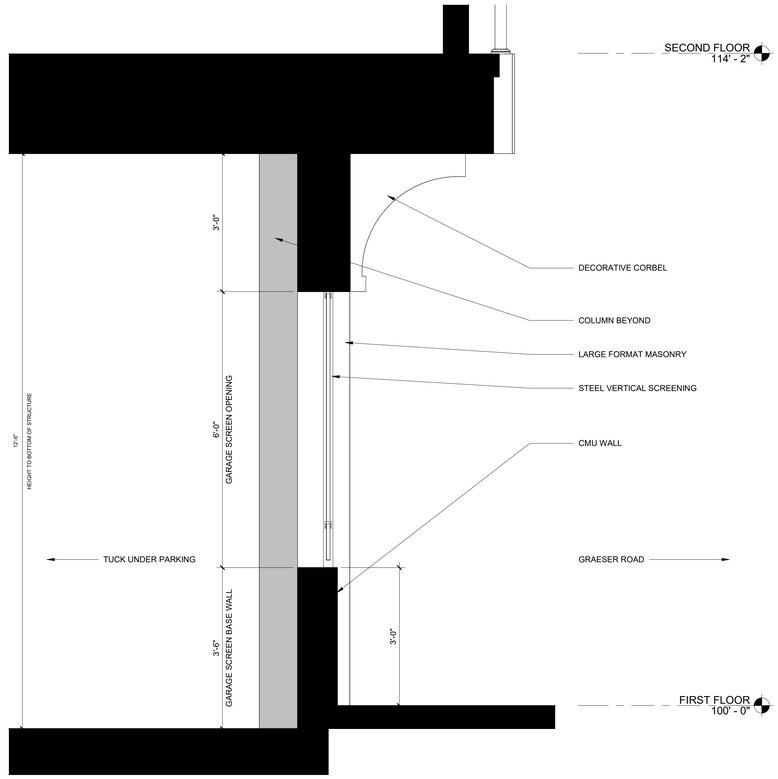
3 TRASH ENCLOSURE - SECTION
1/2" = 1'-0"



4 TRASH ENCLOSURE ENLARGED
1/2" = 1'-0"



5 FENCE DETAIL
12" = 1'-0"



6 GARAGE SCREEN SECTION
3/4" = 1'-0"

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GRAESER STATION MULTIFAMILY - RETAIL BUILDING
11004 OLIVE BLVD

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DETAILS

A-7









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GRAESER STATION MULTIFAMILY - RETAIL BUILDING

11004 OLIVE BLVD

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IMAGERY

A-8









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GRAESER STATION MULTIFAMILY - RETAIL BUILDING

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Status: **P&Z APPROVAL**

IMAGERY

A-9

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

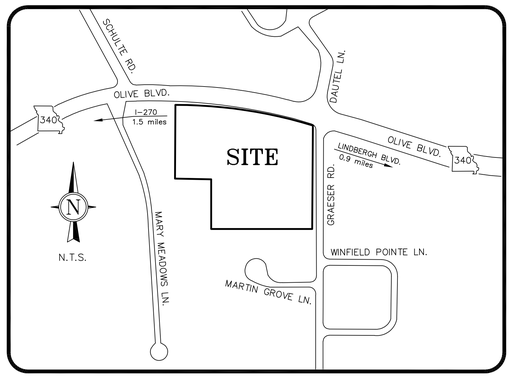
GUY WIRE
WATER VALVE
GAS VALVE
GRATE MANHOLE
CLEAN OUT — C.O.
BOLLARD
PULL BOX
SANITARY MANHOLE — S
CURBE INLET
GRATE INLET
ELECTRIC METER — E
FENCE — X — X
EXISTING STRUCTURE
EXISTING STRUCTURE TO BE REMOVED
TRASH ENCLOSURE
EXISTING WALL — W
PROPOSED WALL
SILT FENCE
CONSTRUCTION FENCE
GUARD RAIL
GRAVEL 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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TOLL FREE

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824 Weathered Rock Road
Jefferson City, MO 65101
Phone: 573-635-1818
Fax: 573-635-8402

www.mo1call.com

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
2/27/26
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: 3/3/26
CHECKED BY: L.M.
DATE: 3/3/26
SHEET: SC0

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J:\4311\4311Drawings\Engineering\SDP\11004 OLIVE MULTIFAMILY RET.dwg 2/27/2026 8:27 AM Rich Sharp

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

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

(IN FEET)
1 inch = 20 ft.

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

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'

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

N00°07'32"E 281.53'

S85°54'28"W 109.56'

N85°45'16"E 87.02'

N00°15'34"E 160.70'

N89°02'25"W 410.79'

N00°32'19"W 196.30'

N00°32'19"W 159.17'

S01°16'41"W 246.62'

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

(N89° 12'W 388.82')

(N0° 46'W 160.01')

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

DETENTION AREA

EXISTING BUILDING

MARY MEADOWS
PLAT BOOK 72, PAGE 25

MARTIN GROVE
PLAT BOOK 299, PAGE 20

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

ZONING
GC–GENERAL COMMERCIAL

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)

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

ZONING
GC–GENERAL COMMERCIAL

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

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

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

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

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

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

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

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

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

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

LOT 1

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)

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

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

LOT 3

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

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

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

STATE OF MISSOURI
LEONARD J. MEERS
NUMBER E-28288
PROFESSIONAL ENGINEER

2/23/26
LEONARD J. MEERS
PROFESSIONAL ENGINEER
E–28288

Civil / Survey
GRIMES CONSULTING, INC.

GRIMES CONSULTING, INC.
12300 OLD TESSON RD.
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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
EXISTING SITE PLAN

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

JOB NUMBER:	4311
DRAWN BY:	R.S.
DATE:	3/3/26
CHECKED BY:	L.M.
DATE:	3/3/26
SHEET:	SC1

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J:\4311\4311\Drawings\Engineering\SDP\11004 OLIVE MULTIFAMILY-RETAIL.dwg/2/27/2026 8:08 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'

15' Building Setback

PROPOSED SITE BOUNDARY

S75°14'25"E 214.66'

POINT OF BEGINNING

U.S. SURVEY 1962

INTERIOR LOT LINES TO BE REMOVED

FOUND 5/8" IRON ROD

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'

55' Building Setback

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

S01°16'41"W 246.62'

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)

N. GRAESER (40') ROAD

S00°32'19"E 196.30'

S00°32'19"E 355.47'

10' Building Setback

PROPOSED SITE BOUNDARY

50' Building Setback

FOUND 1/2" ROD

INTERIOR LOT LINES TO BE REMOVED

FOUND 5/8" IRON ROD

N85°45'16"E 87.02'

S85°54'28"W 109.56'

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'

50' Building Setback

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'

50' Building Setback

S00°32'19"E 159.17'

PROPOSED SITE BOUNDARY

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

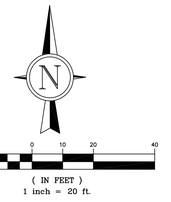
ZONING
C–SINGLE FAMILY

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



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 (ORIGINAL SIGNATURE REQUIRED)
2/27/26
LEONARD J. MEERS
PROFESSIONAL ENGINEER
E–28288

GRIMES CONSULTING, INC.
12300 OLD TESSON RD.
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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:	3/3/26
CHECKED BY:	L.M.
DATE:	3/3/26
SHEET:	SC2

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I:\4311\4311\Drawings\Engineering\SDP\1004 OLIVE MULTIFAMILY-RETAIL.dwg(3/27/2026 9:39 AM)Rick 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 CONCEPT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT
11004 OLIVE BLVD, CREVE COEUR, MO 63141

SHEET TITLE: SITE CONCEPT

JOB NUMBER: 4311
DRAWN BY: R.S.
DATE: 3/3/26
CHECKED BY: L.M.
DATE: 3/3/26
SHEET: SC3

LEONARD J. MEERS
NUMBER E-28288
2,229,726
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

DATE | REV. NO. | REMARKS

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 = 147
DWELLING UNITS PER ACRE = 147/4.42 AC.=33.26 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 = 241 SPACES
ACCESSIBLE SPACES = 7 SPACES
ELECTRIC CHARGING SPACES = 4
TOTAL SPACES = 252
(REFER TO PARKING REPORT BY OTHERS)

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

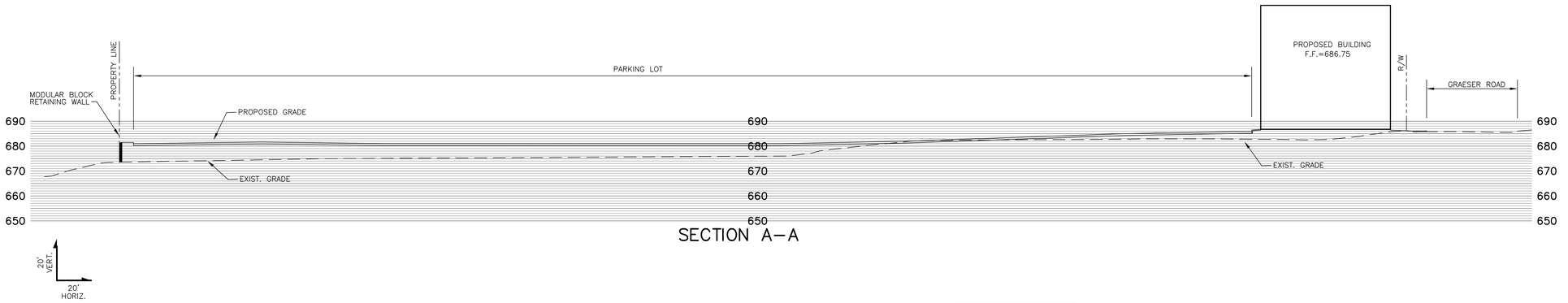
BUILDING HEIGHT

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

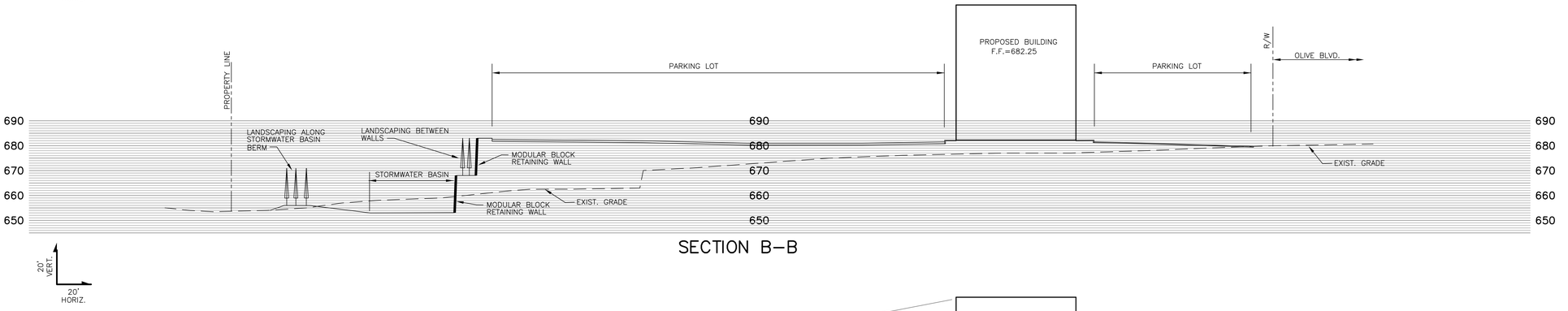
PREPARED FOR:
CREVE COEUR HOUSING LLC
CONTACT: Gary Hassenflu
2001 Shawnee Mission Parkway Ste. 250
Mission Woods, KS 66205
EMAIL: ghassenflu@garrisoncompanies.com

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

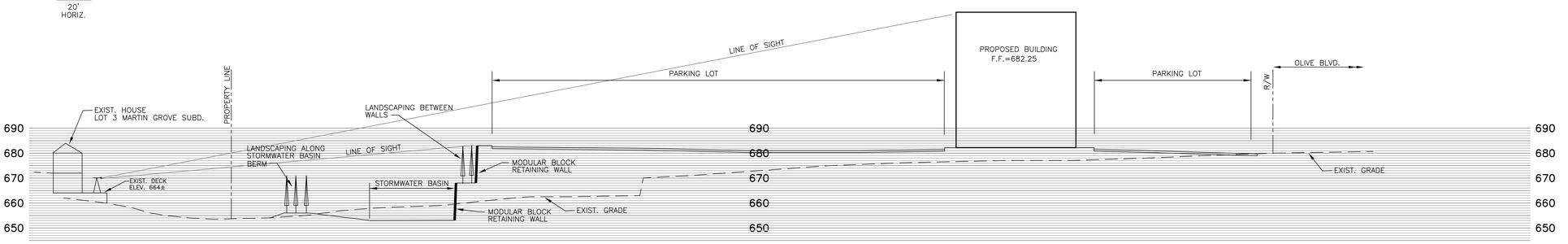
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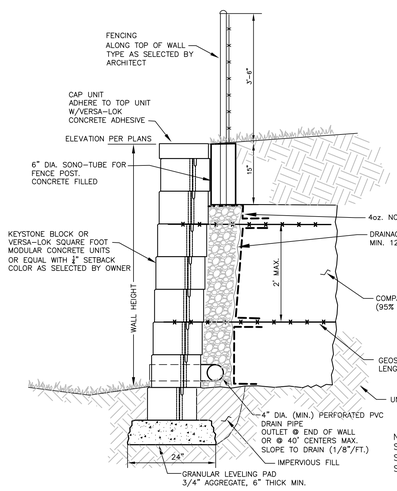
SECTION A–A



SECTION B–B



LOT 3 MARTIN GROVE SUBD.
SIGHT LINE PERSPECTIVE



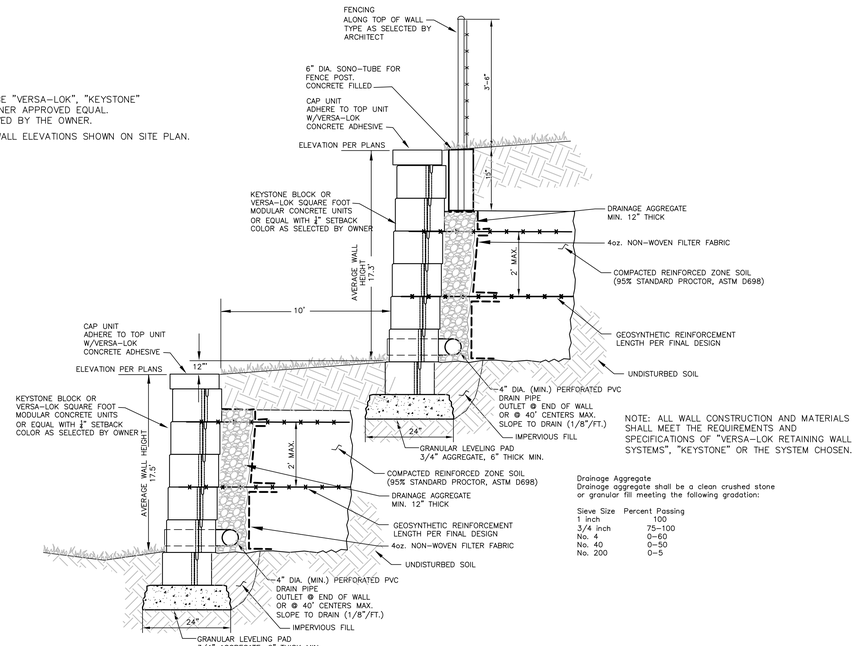
SINGLE RETAINING WALL TYPICAL SECTION

NOTES:
1. MODULAR BLOCK RETAINING WALLS SHALL BE "VERSA–LOK", "KEYSTONE" MODULAR BLOCK WALL SYSTEMS OR AN OWNER APPROVED EQUAL. BLOCK TYPE AND COLOR SHALL BE APPROVED BY THE OWNER.
2. AVERAGE DUAL WALL HEIGHTS BASED ON WALL ELEVATIONS SHOWN ON SITE PLAN.
3. MAXIMUM DUAL WALL HEIGHT 37.8 FEET
4. MINIMUM DUAL WALL HEIGHT 28.5 FEET
4. MINIMUM DUAL WALL HEIGHT 28.5 FEET

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", "KEYSTONE" OR THE SYSTEM CHOSEN.



DUAL RETAINING WALL TYPICAL SECTION

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

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



ALLEGHENY

VERSA–LOK BLOCK COLOR



KEYSTONE BLOCK COLOR

STATE OF MISSOURI
LEONARD J. MEERS
NUMBER E-28288
PROFESSIONAL ENGINEER
2/27/26
LEONARD J. MEERS
PROFESSIONAL ENGINEER
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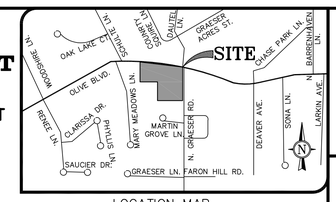
SITE CONCEPT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT
11004 OLIVE BLVD, CREVE COEUR, MO 63141

SHEET TITLE
SITE CROSS SECTIONS

JOB NUMBER: 4311
DRAWN BY: R.S.
DATE: 3/3/26
CHECKED BY: L.M.
DATE: 3/3/26
SHEET:
SC4

J:\4311\4311\Drawings\Engineering\SDP\SITE DEVELOPMENT PLAN\GRAESER STATION SITE DEVELOPMENT PLAN GRADING.dwg 3/27/2026 9:27 AM Rick Sharp
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GRAESER STATION
A PROPOSED BOUNDARYD AJUSTMENT /CONSOLIDATION PLAT
PART OF SECTION 2 TOWNSHIP 45 NORTH, RANGE 5 EAST
CITY OF CREVE COUER, ST. LOUIS COUNTY, MISSOURI



LOCATION MAP
NOT TO SCALE

--- Owner's Certification ---

(I or We) the undersigned owner(s) of land hereupon platted and further described in the foregoing description, have caused these lots to be adjusted in land area in the manner shown on this plat, which boundary adjustment shall hereafter be known as the "GRAESER STATION, A CONSOLIDATION PLAT".

The "Cross Access Easement" as shown hatched [//////////////] hereon, is hereby dedicated to Creve Coeur Housing, LLC, their successors and assigns as their interests may appear, for the purposes of cross access.

This boundary adjustment plat doesn't vacate existing easements.

In witness whereof, I have herewith set my hand this _____ day of _____, 2026.

Creve Coeur Housing LLC
A Missouri Limited Liability Company

_____ _____
Print Name, Title

State of Missouri)
)SS.
County of St. Louis)

On this _____ day of _____, 2026 before me did appear _____ who being by me duly sworn did say that he is the _____ of Creve Coeur Housing LLC a Limited Liability Company in the State of Missouri and that said instrument was signed on behalf of said company and that said _____ _____ acknowledged said instrument to be the free act and deed of said Creve Coeur Housing LLC a Limited Liability Company.

In testimony whereof, I have herewith set my hand and affixed my official seal in the County and State aforesaid the day and year last above written.

_____ My commission expires: _____
Notary Public

--- Lien Holder's Certificate ---

The undersigned holder or legal owner of notes secured by deed recorded in Book _____ Page _____ of the St. Louis County records, for the tract of land described hereon joins in and approves in every detail this consolidation plat.

In witness whereof, I have herewith set my hand this _____ day of _____, 2026.

Bank:

_____ _____
Print name, Title

State of Missouri)
)SS.
County of St. Louis)

On this _____ day of _____, 2026 before me did appear _____ who being by me duly sworn did say that he is the _____ of (bank name)_____, a corporation in the State of Missouri and that said instrument was signed on behalf of said corporation and that said _____ acknowledged said instrument to be the free act and deed of said corporation.

In testimony whereof, I have herewith set my hand and affixed my official seal in the County and State aforesaid the day and year last above written.

_____ My commission expires: _____
Notary Public

--- Boundary Adjustment Plat Script ---

Creve Coeur City Script

It is hereby certified that this Boundary Adjustment Plat was approved by the Creve Coeur Planning and Zoning Commission on the _____day of _____, 20____ pursuant to the Section 410.030.D of the Subdivision Regulations, in Chapter 410 of the Municipal Code of the City of Creve Coeur.

City of Creve Coeur, Missouri

_____
Julie LaBonte, Chair
Chair, Planning And Zoning Commission

_____
Kellie Henke
City Clerk

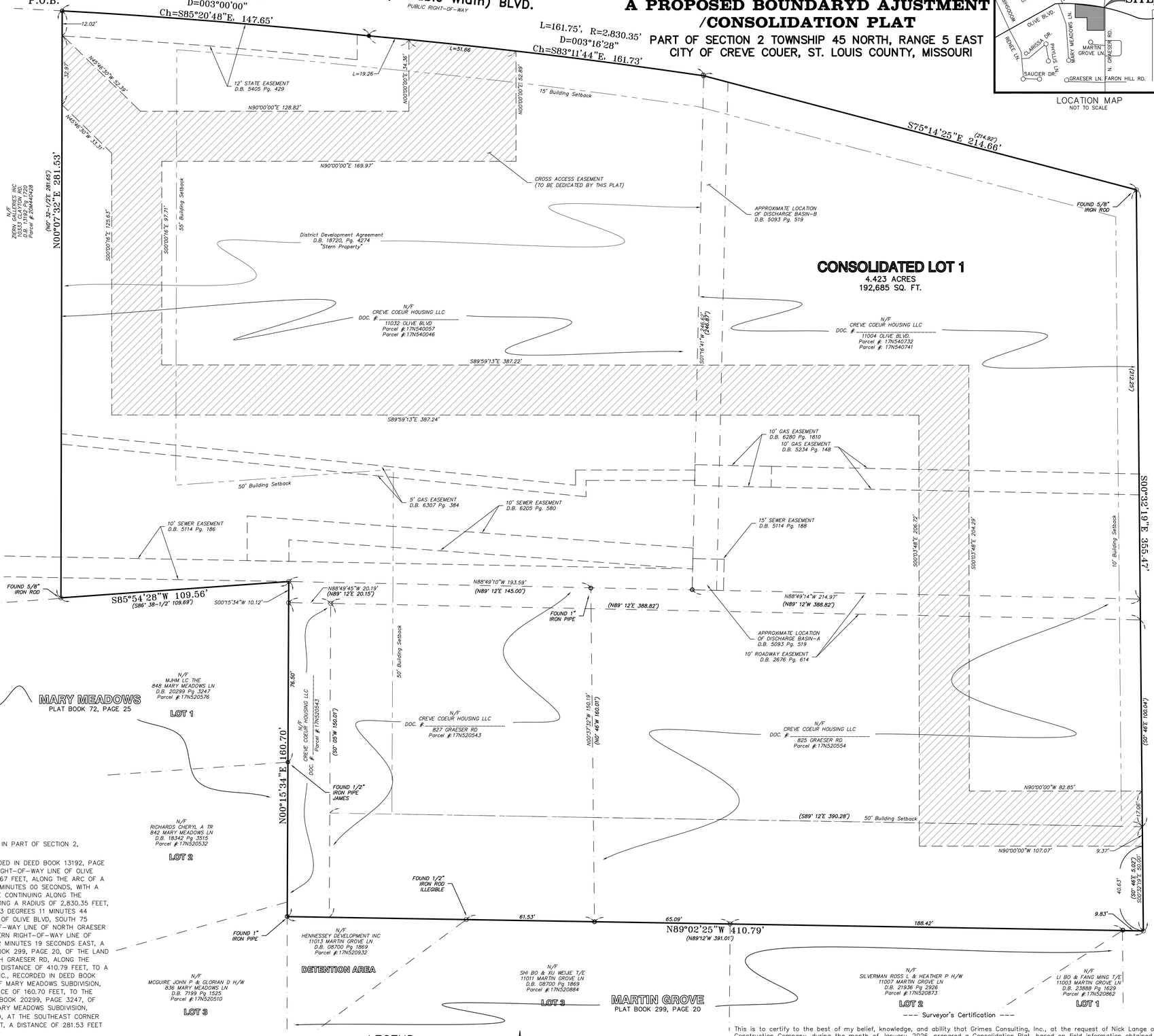
--- Property Boundary Description ---

A TRACT OF LAND SITUATED IN THE CITY OF CREVE COEUR, COUNTY OF ST. LOUIS, STATE OF MISSOURI, LYING IN PART OF SECTION 2, TOWNSHIP 45 NORTH, RANGE 5 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF A TRACT OF LAND CONVEYED TO ZIERN GALLERIES INC., AS RECORDED IN DEED BOOK 13192, PAGE 1720 OF THE LAND RECORDS OF SAID ST. LOUIS COUNTY, MISSOURI, SAID CORNER BEING ON THE SOUTHERN RIGHT–OF–WAY LINE OF OLIVE BLVD, 90 FEET WIDE; THENCE EASTERLY ALONG THE SOUTHERN RIGHT–OF–WAY LINE OF SAID OLIVE BLVD, 147.67 FEET, ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 2,820.12 FEET, THROUGH A CENTRAL ANGLE OF 003 DEGREES 00 MINUTES 00 SECONDS, WITH A CHORD THAT BEARS SOUTH 85 DEGREES 20 MINUTES 48 SECONDS EAST, A DISTANCE OF 147.65 FEET; THENCE CONTINUING ALONG THE SOUTHERN RIGHT–OF–WAY LINE OF OLIVE BLVD, 161.75 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 2,830.35 FEET, THROUGH A CENTRAL ANGLE OF 003 DEGREES 16 MINUTES 28 SECONDS, WITH A CHORD THAT BEARS SOUTH 83 DEGREES 11 MINUTES 44 SECONDS EAST, A DISTANCE OF 161.73 FEET; THENCE CONTINUING ALONG THE SOUTHERN RIGHT–OF–WAY LINE OF OLIVE BLVD, SOUTH 75 DEGREES 14 MINUTES 25 SECONDS EAST, A DISTANCE OF 214.66, TO AN IRON ROD ON THE WESTERN RIGHT–OF–WAY LINE OF NORTH GRAESER ROAD, 40 FEET WIDE, ALSO BEING THE EASTERN PROPERTY LINE OF SAID TRACT; THENCE LEAVING THE SOUTHERN RIGHT–OF–WAY LINE OF OLIVE BLVD, AND ALONG THE WESTERN RIGHT–OF–WAY LINE OF NORTH GRAESER ROAD, SOUTH 00 DEGREES 32 MINUTES 19 SECONDS EAST, A DISTANCE OF 355.47 FEET, TO THE NORTHEAST CORNER OF MARTIN GROVE SUBDIVISION, RECORDED IN PLAT BOOK 299, PAGE 20, OF THE LAND RECORDS OF SAID ST. LOUIS COUNTY, MISSOURI; THENCE LEAVING THE WESTERN RIGHT–OF–WAY LINE OF NORTH GRAESER RD, ALONG THE NORTH PROPERTY LINE OF MARTIN GROVE SUBDIVISION, NORTH 89 DEGREES 02 MINUTES 25 SECONDS WEST, A DISTANCE OF 410.79 FEET, TO A FOUND IRON PIPE AT THE NORTHWEST CORNER OF A DETENTION AREA, OWNED BY HENNESSEY DEVELOPMENT INC., RECORDED IN DEED BOOK 08700, PAGE 1869, OF THE LAND RECORDS OF ST. LOUIS COUNTY, MISSOURI, AND THE EAST LINE OF LOT 3 OF MARY MEADOWS SUBDIVISION, RECORDED IN PLAT BOOK 72, PAGE 25; THENCE NORTH 00 DEGREES 15 MINUTES 34 SECONDS EAST, A DISTANCE OF 160.70 FEET, TO THE NORTHEAST CORNER OF LOT 1 OF MARY MEADOWS SUBDIVISION, OWNED BY THE MJHM LC, RECORDED IN DEED BOOK 20299, PAGE 3247, OF THE LAND RECORDS OF ST. LOUIS COUNTY, MISSOURI; THENCE SOUTH ALONG THE NORTH LINE OF LOT 1 OF MARY MEADOWS SUBDIVISION, SOUTH 85 DEGREES 54 MINUTES 28 SECONDS WEST, A DISTANCE OF 109.56 FEET, TO A FOUND 5/8" IRON ROD, AT THE SOUTHEAST CORNER OF PROPERTY CONVEYED TO ZIERN GALLERIES INC.; THENCE NORTH 00 DEGREES 07 MINUTES 32 SECONDS EAST, A DISTANCE OF 281.53 FEET TO THE POINT OF BEGINNING.

CONTAINING 4.423 ACRES (192,685 SQUARE FEET) ACCORDING TO SURVEY BY GRIMES CONSULTING INC., LS–343–D. DATED JANUARY 2026.

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



ABBREVIATIONS

N/F	NOW OR FORMERLY
D.B.	DEED BOOK
P.B.	PLAT BOOK
Pg.	PAGE
w/	WITH
(TYP.)	TYPICAL
P.O.B.	POINT OF BEGINNING
CONC.	CONCRETE
(xx)	RECORD BEARING AND/OR DISTANCE
[xx]	TITLE COMMITMENT EXCEPTION NUMBER

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

(IN FEET)
1 inch = 20 ft.

BASIS OF BEARING
MISSOURI STATE PLANE
GRID NORTH FROM GPS
TIES TO MODOT GLOBAL
NAVIGATION SATELLITE
REAL–TIME NETWORK

--- Surveyor's Certification ---

I This is to certify to the best of my belief, knowledge, and ability that Grimes Consulting, Inc., at the request of Nick Lange of Russell Construction Company, during the month of January, 2026, prepared a Consolidation Plat, based on field information obtained from field personnel under my direction of a tract of land being part of Section 2, Township 45 North, Range 5 East, **Creve Coeur,** Missouri, and have Consolidated said tract in the manner shown hereon.

I declare that under my supervision and to the best of my professional judgment that this survey and the results shown hereon are made in accordance with the current Standards For Property Boundary Surveys for Urban Class Property as set forth by the Missouri Department Of Agriculture, Land Survey Program, and rules promulgated by The Missouri Board For Architects, Professional Engineers, and Professional Land Surveyors and Professional Landscape Architects effective June 30, 2022.

IN WITNESS WHEREOF, we hereunto set our firm name at our office in St. Louis County, Missouri this 26 day of February, 2026.

GRIMES CONSULTING, INC. LS–343–D

By _____
R. CORY SPENCE, PLS No. 20150178 42
MISSOURI PROFESSIONAL LAND SURVEYOR

STATE OF MISSOURI · R. CORY SPENCE · NUMBER PLS-2015017842 · PROFESSIONAL LAND SURVEYOR

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
1	Building setbacks added.	01/30/26
2	Easement added	02/25/26

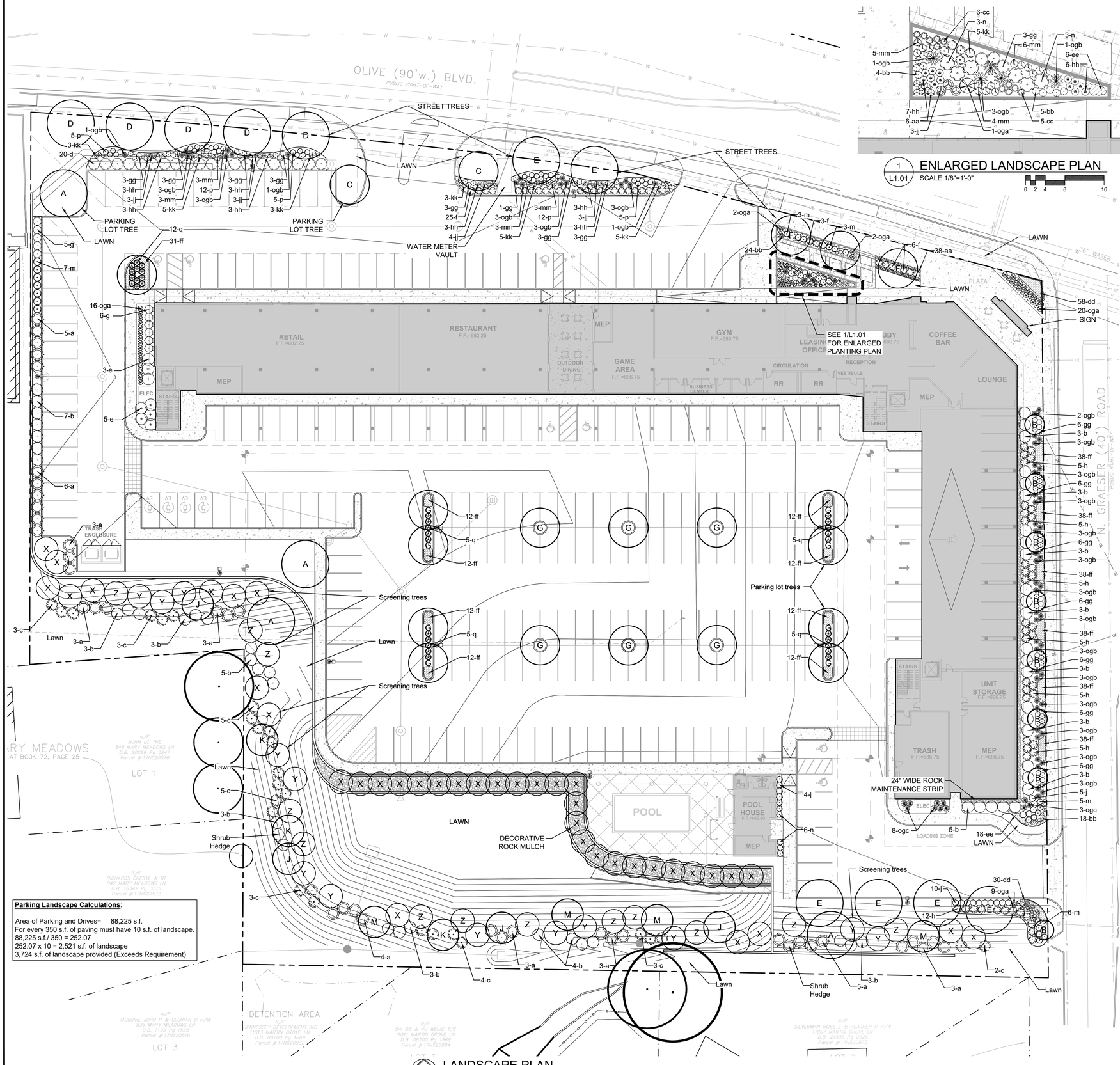
SHEET TITLE: PROPOSED BOUNDARY ADJUSTMENT/ CONSOLIDATION PLAT

JOB NUMBER: 4311A
DRAWN BY: ZOC
DATE: 02/26/26
CHECKED BY: RCS
DATE: 02/26/26
SHEET: 1 of 1

GRAESER STATION
11004 OLIVE BOULEVARD, CREVE COEUR, MISSOURI

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J:\4311\4311-ALD\working\Survey\4311A_Consolidation.dwg 02/26/2026 9:15 AM Rick Sharp



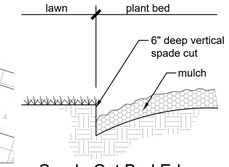
Parking Landscape Calculations:

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)

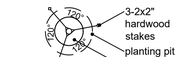
PREPARED FOR:
CREVE COEUR HOUSING LLC
Contact: Gary Hassenflu
2001 Shawnee Mission Parkway Ste. 250
Mission Woods, KS 66205
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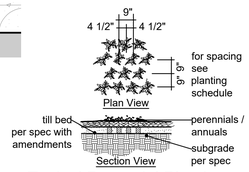
1 L1.01 ENLARGED LANDSCAPE PLAN
SCALE 1/8"=1'-0"

LANDSCAPE PLAN
SCALE 1"=20'

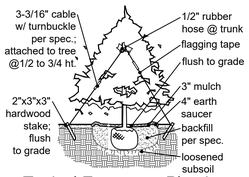


Spade Cut Bed Edge

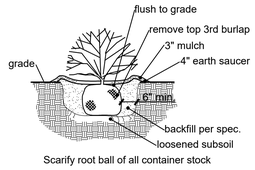




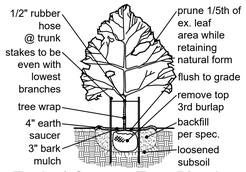
Typical Perennial Planting



Typical Evergreen Planting



Typical Shrub Planting



Typical Canopy Tree Planting

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	41	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
SHRUBS					
a	40	Ilex x meserveae 'Blue Prince' & 'Blue Princess'	Berri-Magic Royalty Holly Combination	24"	72" o.c.
b	57	Juniperus x pfitzeriana 'Sea Green'	Sea Green Juniper	24"	72" o.c.
c	28	Viburnum rhytidophyllum	Leatherleaf Viburnum	24"	72" o.c.
d	20	Juniperus virginiana 'Grey Owl'	Grey Owl Juniper	24"	72" o.c.
e	8	Rhus aromatica 'Gro-Low'	Gro-Low Sumac	24"	72" o.c.
f	34	Thuja occidentalis 'Hetz Mid.'	Hetz Mini Arborvitae	24"	42" o.c.
g	11	Fothergilla gardenii	Dwarf Fothergilla	24"	48" o.c.
h	42	Hydrangea paniculata 'ILVOBO'	Bobo Hardy Hydrangea	24"	48" o.c.
j	15	Ilex glabra 'SMNIGAB17'	Gem Box Inkberry Holly	18"	36" o.c.
m	17	Spiraea japonica 'NCSX1'	Double Play Candy Corn Spirea	18"	36" o.c.
n	12	Hydrangea paniculata 'SMNHPK'	Fire Light Tidbit Hydrangea	18"	36" o.c.
p	56	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.
ORNAMENTAL GRASSES					
oga	50	Pennisetum alopecuroides 'Hameln'	Hameln Fountain Grass	1 gallon	30" o.c.
ogb	64	Muhlenbergia capillaris	Muhly Grass	1 gallon	36" o.c.
ogc	11	Panicum virgatum 'Northwind'	Northwind Switchgrass	1 gallon	36" o.c.
PERENNIALS					
aa	44	Iberis sempervirens	Candytuft	1 quart	15" o.c.
bb	51	Coreopsis verticillata 'Moonbeam'	Moonbeam Threadleaf Coreopsis	1 quart	18" o.c.
cc	11	Phlox subulata 'Emerald Pink'	Emerald Pink Creeping Phlox	1 quart	18" o.c.
dd	88	Sedum kamtschaticum	Orange Stonecrop	2" cell plug	12" o.c.
ee	24	Sedum rupestre 'Angelina'	Angelina Stonecrop	2" cell plug	12" o.c.
ff	355	Sedum ternatum	Three-leaved Stonecrop	2" cell plug	12" o.c.
gg	67	Amsonia hubrichtii	Arkansas Bluestar	1 quart	30" o.c.
hh	34	Echinacea purpurea	Purple Coneflower	1 quart	18" o.c.
jj	16	Rudbeckia fulgida var. sullivantii 'Goldsturm'	Goldsturm Black-eyed Susan	1 quart	24" o.c.
kk	29	Perovskia atriplicifolia 'Little Spire'	Little Spire Russian Sage	1 quart	24" o.c.
mm	27	Hylotelephium spectabile 'Autumn Fire'	Autumn Fire Sedum	1 quart	18" o.c.

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.
7) Underground irrigation system to be installed to provide 100% coverage throughout site.

STATE OF MISSOURI
JERALD A. SAUNDERS
NUMBER LA-7
LANDSCAPE ARCHITECT
3/5/26

Jerald Saunders - Landscape Architect
MO License # LA-007

Consultants:

Graeser Station
Multi-Family-Retail Building

11004 Olive Boulevard
Creve Coeur, Missouri 63141

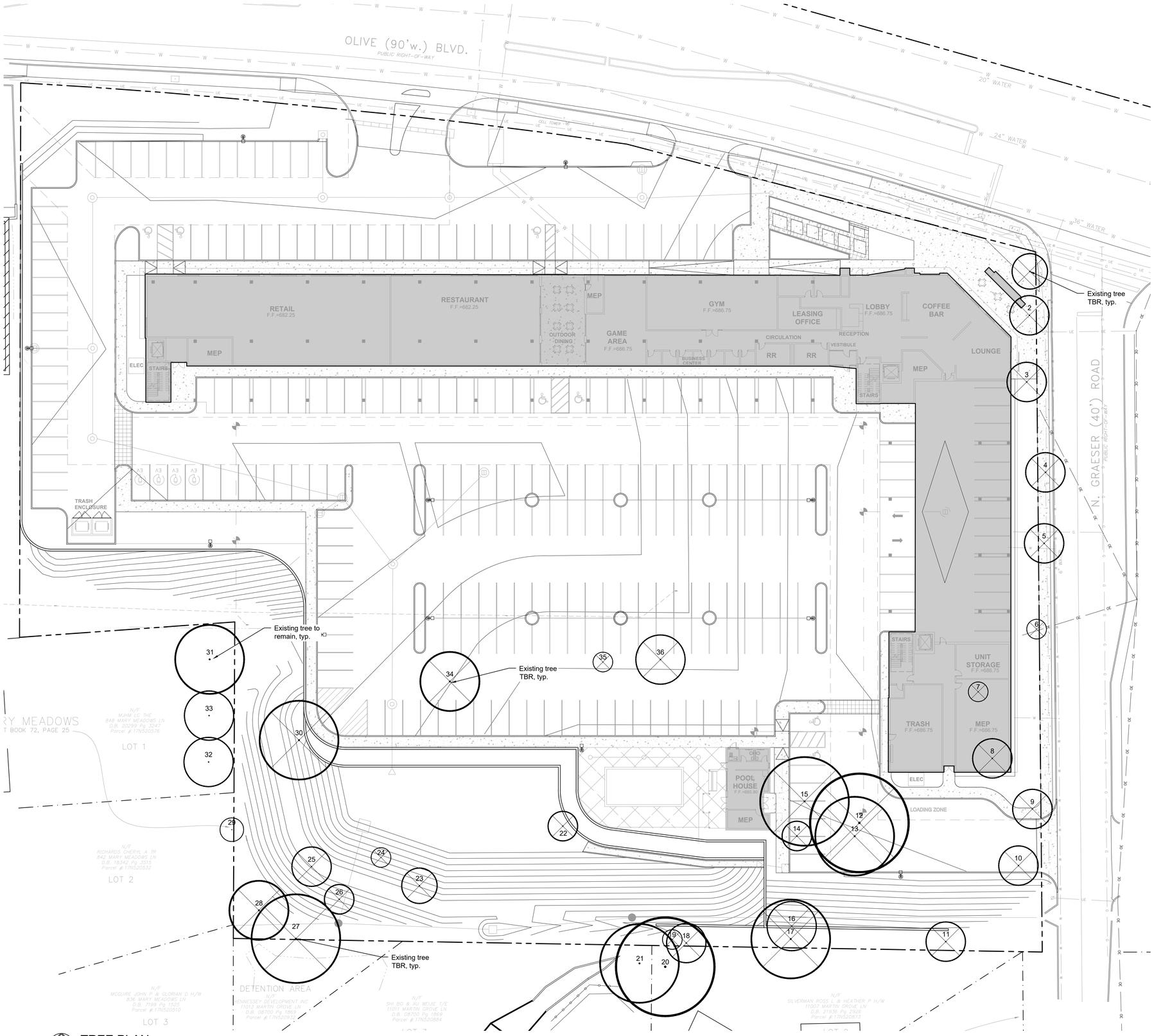
Revisions:

Date	Description	No.
10/16/25	City Comments	1
11/07/25	City Comments	2
02/11/26	Plan Changes	3
03/03/26	City Comments	4

Drawn: LH
Checked: RS

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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



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

Tree Inventory

ID	Tree Name	DBH	Canopy Diameter	Condition Rating	Comment	To Be Removed	Preserved
1	Honeylocust	14	18	2		X	
2	Honeylocust	10	20	2		X	
3	Honeylocust	15	20	2		X	
4	Honeylocust	10	20	2		X	
5	Honeylocust	14	20	2		X	
6	Dead	15		0	Dead	X	
7	Pear	7	10	1		X	
8	Spruce (Norway)	12	22	2	Wintercreeper	X	
9	Eastern Red Cedar	21	20	2		X	
10	Eastern Red Cedar	16	20	2	Wintercreeper	X	
11	Mulberry	6	20	1		X	
12	Ohio Buckeye	21	50	2		X	
13	Ohio Buckeye	12	40	2		X	
14	Dogwood	7	15	2	Twin	X	
15	Pecan	31	45	2		X	
16	Boxelder	20	25	2		X	
17	Ash	48	40	1	Mostly dead	X	
18	Linden	20	20	1	Lean	X	
19	Dead	30		0	Standing dead	X	
20	Maple	26	50	2	Offsite		X
21	Walnut	22	40	2	Offsite		X
22	Redbud	8	15	2	with Mulberry	X	
23	Spruce (Norway)	13	18	3		X	
24	Dead	24		0	Dead Pine	X	
25	White Pine	19	20	1		X	
26	Redbud	10	15	2		X	
27	S. Maple	53	45	1	On property line	X	
28	Eastern Red Cedar	17	30	2		X	
29	Eastern Red Cedar	6	12	2	Offsite, at property line		X
30	Bur Oak	24	40	2		X	
31	White Pine	24	35	2	Offsite		X
32	White Pine	18	25	2	Offsite		X
33	White Pine	20	25	2	Offsite		X
34	White Pine	23	30	1		X	
35	Dead	22		0	Dead	X	
36	White Pine	22	25	1		X	

Tree Condition Rating:

Excellent	=	4
Good	=	3
Fair	=	2
Poor	=	1
Dead	=	0

STATE OF MISSOURI
JERALD A. SAUNDERS
NUMBER LA-7
LANDSCAPE ARCHITECT
3/5/26

Jerald Saunders - Landscape Architect
MO License # LA-007

Consultants:

Graeser Station
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Drawn: LH
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Loomis Associates Inc.
Missouri State Certificate of Authority #: LAC #000019

Sheet Title: Tree Plan

Sheet No: TP

Date: 7/14/25
Job #: 1094.001

BILL NO._____ ORDINANCE NO. _____

AN ORDINANCE AUTHORIZING A CHANGE OF ZONING FROM "GC" GENERAL COMMERCIAL DISTRICT TO THE GRAESER STATION "PMD" PLANNED MIXED-USE DEVELOPMENT DISTRICT AND APPROVING THE SITE CONCEPT PLAN AND SITE DEVELOPMENT PLAN FOR SUCH DEVELOPMENT ON THE APPROXIMATELY 4.42 ACRE PROPERTY LOCATED AT 11004, 11026, 11032 AND 11056 OLIVE BOULEVARD AND 825 AND 827 GRAESER ROAD.

WHEREAS, Mr. Garrison Hassenflu, of Garrison Companies, has submitted an application to amend the Official Zoning Map of the City of Creve Coeur to change the zoning on the property of approximately 4.42 acres located at 11004, 11026, 11032 and 11056 Olive Boulevard and 825 and 827 Graeser Road, from "GC" General Commercial District to "PMD" Planned Mixed-Use Development District for the Graeser Station Development; and

WHEREAS, in accordance with Section 405.390 of the Zoning Ordinance, the applicant has submitted the Site Concept Plan and Site Development Plan for the Graeser Station development on the subject property to the Department of Community Development; and

WHEREAS, a "PMD" Planned Mixed-Use Development district is a Planned Zoning District that will allow a unique mixture of commercial, residential, and service uses subject to the criteria set forth in Section 405.390, Planned Zoning Districts, of the Zoning Code, the terms of this ordinance, and the conditions of approval; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, December 15, 2025, beginning at 6:00 p.m. or immediately following the close of the previous public hearing, on said application; and

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

WHEREAS, the Commission resumed the public hearing on January 20, 2026; and

WHEREAS, the applicant revised its application; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on March 16, 2026 beginning at 6:00 p.m. or immediately following the close of the previous public hearing, on said revised application; and

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

WHEREAS, the Planning and Zoning Commission reviewed and, by a _____ vote, recommended approval of the rezoning, Site Concept Plan and Site Development Plan subject to conditions at its meeting on March 16, 2026; 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 being fully informed finds that rezoning the property as set forth herein would be in harmony with and bear a substantial relation to the public welfare, health, safety, comfort and convenience of the citizens of the City of Creve Coeur and in the public interest and in good zoning practice; and

WHEREAS, the City Council further finds that the proposed development is eligible for consideration to be a Planned Mixed-Use Development under the planned zoning district process, because it exceeds three acres in size, could not be approved under any other Zoning District, is currently zoned "GC" General Commercial District, and the applicant has provided credible evidence that the proposal substantially complies with the purpose, objectives and provisions of Section 405.390 and is generally consistent with the applicable provisions of the Comprehensive Plan, subject to the terms and conditions of approval set forth herein; and

WHEREAS, the City Council further finds that the proposed development as described in the Site Concept Plan meets the applicable design criteria set forth in Section 405.390.F.6(a) as hereby supplemented, modified and superseded and will provide sufficient public benefits as required by Section 405.390.E; and

WHEREAS, the City Council further finds that the Site Development Plan substantially complies with the Site Concept Plan and otherwise meets the requirements of Section 405.390.H subject to the conditions of approval set forth herein:

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

SECTION 1: The Official Zoning Map of the City of Creve Coeur shall be amended to rezone the approximately 4.42 acre property located at 11004, 11026, 11032 and 11056 Olive Boulevard and 825 and 827 Graeser Road, from "GC" General Commercial District to the Graeser Station "PMD" Planned Mixed-Use Development District, subject to the regulations, requirements and conditions stated herein, which property is more specifically described on **Exhibit A** attached hereto.

SECTION 2: The zoning and development regulations of the Graeser Station PMD District shall be as set forth on **Exhibit B** attached hereto.

SECTION 3: The following uses, listed in Table A of Chapter 405, The Zoning Ordinance, are permitted or conditional uses in the Graeser Station PMD as indicated:

1. Multi-family residential (Use Code CC814140): Permitted

2. Commercial uses listed in Section 405.210 Table A: Permitted and Conditional Uses for the "GC" General Commercial District, except as follows:

    a. Food Services and Drinking Places—NAICS 722410, 722511, 722513, 722514, and 722515 shall require a Conditional Use Permit, except that one (1) Limited-Service Restaurant NAICS 722513 occupying a ground floor space no greater than 3,500 square feet with a maximum of 50 interior seats shall be a Permitted Use.
    b. The following uses are specifically prohibited in the Graeser Station PMD:

1) New Car Dealers, Used Car Dealers, Motorcycle Dealers, RV Dealers and Boat Dealers — NAICS 441110, 441120, 441221, 441210 and 441222
2) Tire Dealers NAICS 441320
3) All Drive-in and Drive-Through Services (Excluding Food Services) CC442100
4) Food Services and Drinking Places (NAICS 722) with Drive-Through Services
5) Gasoline Stations with Convenience Stores—NAICS 447110
6) Passenger Car, Truck, Utility Trailer, and RV (Recreational Vehicle) Rental and Leasing—NAICS 532111, 532112 and 532120
7) All Auto Repair and Maintenance Uses—NAICS 811111 through 811198
8) Hotels And Motels — NAICS 721110

3. Accessory Uses and Structures shall not be allowed unless expressly identified on the approved plans.

4. No other uses shall be allowed without further approval of the City.

SECTION 4: The Site Concept Plan submitted for Graeser Station dated March 3, 2026, and attached hereto as **Exhibit C** is hereby approved, subject to the zoning and development regulations provided in Exhibit B and the following conditions:

1. All improvements for traffic mitigation as recommended by the Traffic Impact Study with a revised date of February 2026 prepared by HR Green shall be installed and approved by MoDOT and the City's Department of Public Works prior to approval of a final occupancy permit by the Building Division in association with building construction.

SECTION 5: The Site Development Plan submitted for Graeser Station dated March 3, 2026 and attached hereto as **Exhibit D** is hereby approved subject to the zoning and development regulations provided in Exhibit B and the Site Concept Plan provided in Exhibit C, in lieu of a separate resolution, subject to the following conditions:

1. The Boundary Adjustment plat consolidating all existing lots into a single lot shall be prepared for the appropriate signatures and recorded by the applicant in the office of County Recorder of Deeds. with proof of recording submitted prior to the issuance of any construction permits by the City of Creve Coeur.

2. The Applicant shall submit Site Improvement Plans, showing all site improvements, to the Department of Public Works for review and issuance of a Site Improvement Permit. The Site Improvement Plans shall be in substantial conformance with the "Site Development Plan" dated March 3, 2026 in conjunction with Applications #25-034 and #25-035 by Grimes Consulting. All regional, state and federal agency approvals shall be submitted to the Department of Public Works prior to the City's issuance of a site improvement permit.

3. The Applicant is required to submit a Building Permit application, as required by Article II of the Building Code. Exterior elevations shall be in substantial conformance with the Elevations dated March 3, 2026, as bound together and submitted in conjunction with Applications #25-034 and #25-034 by HDA Architects.

4. A final landscape plan shall be submitted no later than submittal of construction plans in accordance with the requirements of Section 405.540.E. for staff approval in substantial compliance with the Conceptual Landscape Plan prepared by Loomis Associates dated March 3, 2026.

SECTION 6: This Ordinance shall become effective in accordance with Section 3.11 (g) of the City Charter but not prior to the Ordinance and the approved Site Concept Plan and Site Development Plan being recorded by the applicant in the office of County Recorder of Deeds. The applicant must present proof to the City of such recording before any permits may be issued. If said Ordinance and Plans are not recorded within one (1) year of the date of approval, the Ordinance shall be deemed repealed and the approval of the Plans shall be deemed revoked. This Ordinance, the Site Concept Plan, and Site Development Plan shall govern the development and use of the subject property and no development or use, other than temporary uses allowed by the Zoning Code, shall be permitted within the area of the Graeser Station Planned Mixed-Use Development District. The Site Concept Plan as herein approved shall be valid for a period of eight (8) years from the date hereof, unless extended as provided in Section 405.390.N. The Site Development Plan as herein approved shall be valid for twelve (12) months from the date hereof, subject to the provisions of Section 405.390.N. All building permits shall conform to the provisions of the Graeser Station PMD District and the approved Site Concept Plan and Site Development Plan.

ADOPTED THIS _____ DAY OF_____, 2026.

_____
MARK MANLIN
PRESIDENT OF CITY COUNCIL

APPROVED THIS_____ DAY OF_____, 2026.

_____
DR. ROBERT HOFFMAN
MAYOR

ATTEST:

_____
KELLIE HENKE

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

CITY CLERK

Graeser Station Development 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. Where a conflict arises between any provision of these standards and the City Code, these standards shall prevail.

SPECIFIC CRITERIA

A. PERMITTED USES

Permitted and Conditional Uses within the PMD shall be as provided in the ordinance establishing the Graeser Station Planned Mixed-Use District

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 are as shown on the approved Site Concept Plan.

2. Density Regulations:
   a. Maximum number of residential dwelling units per acre: Thirty-four (34)

D. PARKING AND LOADING REQUIREMENTS

1. Parking Requirements:
   a. 260 Parking Spaces shall be required as per the approved Site Development Plan

2. Loading Requirements:
   a. The loading spaces and zones shall be required as per the approved Site Development Plan

E. LANDSCAPE, BUFFERING 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 as provided in the approved Final Landscape Plan.

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

3. All landscaped areas shall be provided with an underground irrigation system.

F. SIGN REQUIREMENTS

1. Signage shall be provided in accordance with a comprehensive plan of signage submitted to the City and approved by the Planning and Zoning Commission and City Council in accordance with Section 405.955 Master Signage Plans of the Creve Coeur Sign Regulations. The comprehensive plan for signage shall show the location, size, height, extent and design of all proposed signs, including directional signage to properly direct traffic to the access drive along Graeser Road and to restrict left turn lanes at the western entrance along Olive Boulevard.

G. LIGHTING REQUIREMENTS

1. Exterior lighting shall be provided and maintained in accordance with the requirements of Section 405.680 Lighting. Parking lot light standards shall not exceed 24-feet in height, including the base of the pole.

H. ARCHITECTURAL REQUIREMENTS

The architectural exterior building elevations shall substantially conform with respect to design, color, and materials as shown on the approved Site Development Plan.

1. 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 for residential units and may be outdoors for commercial units if enclosed with an eight (8) foot high sight-proof enclosure constructed with materials that match the building.

2. Rooftop mechanical equipment shall be integrated into the architectural parapets so as to be screened from all adjacent properties and rights-of-way.

I. ACCESS/ACCESS MANAGEMENT

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

2. A future cross-access easement shall be as shown on the Site Concept Plan and Boundary Adjustment Plat to provide future cross access with the adjacent lot to the West. At such time the adjacent property is redeveloped, the Graeser Station 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 across the two properties.

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 approved Site Concept Plan.

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

3. All traffic mitigation recommendations of the Traffic Impact Study as Revised February 2026 and prepared by HR Green shall be implemented and approved by MoDOT and/or the City of Creve Coeur prior to a final occupancy permit.

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.

OCTOBER 21, 2025

Revised February 10th, 2026

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 147 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 260 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 (260 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.

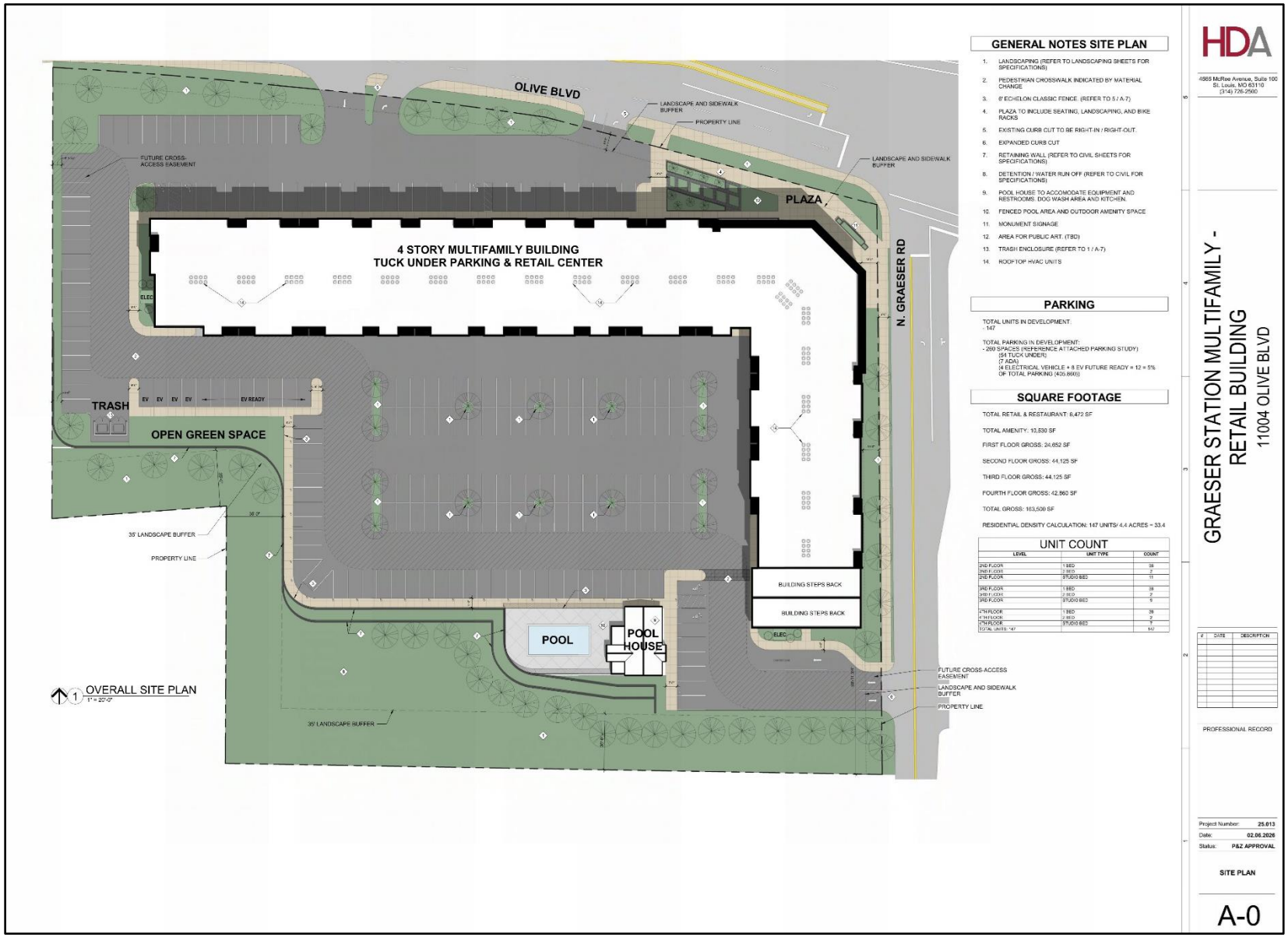


Figure 2: Preliminary Site Plan - (Provided by Others)

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 147 total dwelling units. The commercial space could potentially include both retail and restaurant uses. A total of 260 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 147 units, resulting in a total of 259 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 (147 units)	259
Retail (5 KSF)	20
Restaurant (3.472 KSF)	47
TOTAL	***326***

In total, the redeveloped site would require 326 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 260 parking spaces. Therefore, using this section of the code, the site would have a shortage of 66 parking spaces as compared to the City's zoning code established in Section 405.820, representing 20.3% 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 326 spaces are required on site, 163 parking spaces cannot be considered "shared" amongst the uses with any parking supply beyond the 163 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 260 parking spaces, there would be 97 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 147 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 260 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 147 units would generate a peak parking demand of 213 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		27	1.45	1.45	39.2	39.2
1 Bedroom	221	114	1.45	1.45	165.3	165.3
2 Bedroom		6	1.45	1.45	8.7	8.7
Total for Apartments		147			213	213

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 60 spaces during a typical weekday and 67 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 280 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 260 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 (260 spaces)
12:00 - 4:00 AM	213.00	--	--	213	82%
5:00 AM	204.48	--	--	205	79%
6:00 AM	183.18	--	--	184	71%
7:00 AM	164.01	--	--	165	63%
8:00 AM	140.58	4.18	--	145	56%
9:00 AM	127.80	7.26	3.80	139	53%
10:00 AM	121.41	10.34	7.60	140	54%
11:00 AM	117.15	12.10	15.20	145	56%
12:00 PM	110.76	19.58	38.00	169	65%
1:00 PM	106.50	22.00	35.34	164	63%
2:00 PM	110.76	16.06	30.40	158	61%
3:00 PM	108.63	16.06	20.14	145	56%
4:00 PM	121.41	14.52	12.54	149	57%
5:00 PM	132.06	15.40	15.20	163	63%
6:00 PM	138.45	16.50	14.06	170	65%
7:00 PM	144.84	15.40	7.60	168	65%
8:00 PM	159.75	11.88	12.54	185	71%
9:00 PM	174.66	10.56	7.60	193	74%
10:00 PM	185.31	--	3.80	190	73%
11:00 PM	193.83	--	--	194	75%

**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 (260 spaces)
12:00 - 4:00 AM	195.96	--	--	196	75%
5:00 AM	213.00	--	--	213	82%
6:00 AM	210.87	--	--	211	81%
7:00 AM	206.61	--	--	207	80%
8:00 AM	195.96	--	--	196	75%
9:00 AM	176.79	8.36	4.50	190	73%
10:00 AM	168.27	12.10	13.50	194	75%
11:00 AM	151.23	14.52	22.50	189	73%
12:00 PM	144.84	18.70	37.80	202	78%
1:00 PM	138.45	22.00	45.00	206	79%
2:00 PM	132.06	21.12	42.30	196	75%
3:00 PM	140.58	17.38	28.80	187	72%
4:00 PM	140.58	14.52	28.80	184	71%
5:00 PM	142.71	14.08	26.55	184	71%
6:00 PM	149.10	14.74	45.00	209	80%
7:00 PM	166.14	15.40	32.40	214	82%
8:00 PM	164.01	15.40	32.40	212	82%
9:00 PM	170.40	11.22	27.45	210	81%
10:00 PM	174.66	--	13.50	189	73%
11:00 PM	187.44	--	4.50	192	74%

**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 82% occupied during both the typical weekday and a typical Saturday. At that time, 213 (weekday) and 214 (Saturday) parking spaces would be expected to be occupied, leaving a minimum of 46 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 53% occupied to a high of 74% 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 73% occupied to a high of 82% occupied, which is comparable to the overall peak parking demand that occurs overnight. Therefore, there will always be some open parking spaces on site; at least 18% of the proposed parking supply of 260 spaces.

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 260 parking spaces would be more than sufficient overall to serve the site. Regardless of the day or time of day considered, there would be 46 or more parking spaces unoccupied based upon the anticipated parking demand for the suggested mix of uses. This represents 18% of the proposed parking that would be unutilized.

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 163 parking spaces cannot be considered "shared" amongst the uses, but any parking supply beyond the minimum 163 parking spaces can be counted towards more than one use. Given the proposed site would provide 260 parking spaces, there would be 97 parking spaces that could be counted towards multiple uses within Graeser Station.

Therefore, it is our opinion that the 260 parking spaces proposed at Graeser Station would be more than 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 260 parking spaces, which represents a reduction of 20.3% 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 (260 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 147 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 147 units, resulting in a total of 259 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 326 parking spaces to satisfy the Required Parking Spaces for each of the proposed uses.
    - As proposed, the site would provide for a total of 260 parking spaces. Therefore, Graeser Station would have a shortage of 66 parking spaces as compared to the City's zoning code, representing 20.3% 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 326 spaces are required on site, 163 parking spaces cannot be considered "shared" amongst the uses with any parking supply beyond the minimum 163 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 147 residential units would generate a peak parking demand of 213 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 280 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 82% occupied during both the typical weekday and a typical Saturday. At that time, 213 (weekday) to 214 (Saturday) parking spaces would be expected to be occupied, leaving a minimum of 46 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 53% occupied to a high of 74% occupied. Saturday's parking demand varied between a low of 73% occupied to a high of 82% occupied.

- The proposed 260 parking spaces would be more than sufficient to accommodate the anticipated parking demand. Regardless of the day or time of day considered, there would be 46 or more parking spaces unoccupied based upon the anticipated parking demand for the suggested mix of uses. This represents a minimum of 18% of the proposed parking that would be unutilized.

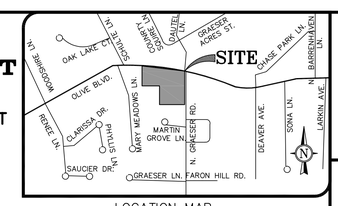
- The Code allows for consideration of a reduction in the overall parking supply as compared to the total required for each individual use. Therefore, it is our recommendation that the City's Planning and Zoning Commission consider approval of the proposed supply of 260 parking spaces at Graeser Station, which represents a reduction of 20.3% of the total spaces required by the individual uses' parking requirements.

- Graeser Station, with its mix of 147 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

GRAESER STATION
A PROPOSED BOUNDARYD AJUSTMENT /CONSOLIDATION PLAT
PART OF SECTION 2 TOWNSHIP 45 NORTH, RANGE 5 EAST
CITY OF CREVE COUER, ST. LOUIS COUNTY, MISSOURI



LOCATION MAP
NOT TO SCALE

P.O.B.

L=147.67', R=2,820.12'
D=003°00'00"
Ch=S85°20'48"E, 147.65'

OLIVE (Variable Width) BLVD.
PUBLIC RIGHT-OF-WAY

L=161.75', R=2,830.35'
D=003°16'28"
Ch=S83°11'44"E, 161.73'

12.02'
32.97'
N45°46'30"W 32.39'
N45°46'30"W 33.31'
12' STATE EASEMENT D.B. 5405 Pg. 429
L=19.26
N90°00'00"E 54.86'
L=51.66
N90°00'00"E 52.89'
N90°00'00"E 128.82'
15' Building Setback
S75°14'25"E (214.92) 214.66'
N90°00'00"E 169.97'
CROSS ACCESS EASEMENT (TO BE DEDICATED BY THIS PLAT)
APPROXIMATE LOCATION OF DISCHARGE BASIN-B D.B. 5093 Pg. 519
FOUND 5/8" IRON ROD

N/F
ZIERN GALLERIES INC
10313 CLAYTON RD.
St. LOUIS, MO 63131
Parcel #:2M440428

N00°07'32"E, 281.53'
(N0° 32-1/2'E 281.65')

S00°00'16"E 125.63'
S00°00'16"E 97.71'
55' Building Setback

District Development Agreement
D.B. 18720, Pg. 4274
"Stem Property"

CONSOLIDATED LOT 1
4.423 ACRES
192,685 SQ. FT.

N/F
CREVE COEUR HOUSING LLC
DOC. #:
11032 OLIVE BLVD
Parcel #:17N540057
Parcel #:17N540046

S01°16'41"W 166.87'
(S2° 46'E 166.87')

N/F
CREVE COEUR HOUSING LLC
DOC. #:
11004 OLIVE BLVD.
Parcel #: 17N540732
Parcel #: 17N540741

S89°59'13"E 387.22'
(212.25')
S89°59'13"E 387.24'

10' GAS EASEMENT D.B. 6280 Pg. 1810
10' GAS EASEMENT D.B. 5234 Pg. 148
50' Building Setback
5' GAS EASEMENT D.B. 6307 Pg. 384
10' SEWER EASEMENT D.B. 6205 Pg. 580
10' SEWER EASEMENT D.B. 5114 Pg. 186
15' SEWER EASEMENT D.B. 5114 Pg. 188
S00°03'48"E 206.72'
S00°03'48"E 204.29'
10' Building Setback
N. GRAESER (40') ROAD
PUBLIC RIGHT-OF-WAY
S00°03'19"E 355.47'

FOUND 5/8" IRON ROD
N85°45'16"E 87.02'
S85°54'28"W 109.56'
(S86° 38-1/2" 109.69')
S00°15'34"W 10.12'
N88°49'45"W 20.19'
(N89° 12'E 20.15')
N88°49'10"W 193.59'
(N89° 12'E 145.00')
FOUND 1" IRON PIPE
(N89° 12'E 388.82')
N88°49'14"W 214.97'
(N89° 12'W 388.82')
APPROXIMATE LOCATION OF DISCHARGE BASIN-A D.B. 5093 Pg. 519
10' ROADWAY EASEMENT D.B. 2676 Pg. 614

50' Building Setback
76.56'
N/F
CREVE COEUR HOUSING LLC
DOC. #:
Parcel #:17N520543
(S0° 05'W 150.01')
N/F
CREVE COEUR HOUSING LLC
DOC. #:
827 GRAESER RD
Parcel #:17N520543
N00°13'32"W 150.19'
(N0° 46'W 150.01')
N/F
CREVE COEUR HOUSING LLC
DOC. #:
825 GRAESER RD
Parcel #:17N520554
(S0° 46'E 100.04')
N90°00'00"W 82.85'
(S89° 12'E 390.28")
50' Building Setback
17.08'
N90°00'00"W 107.07'
9.37'
40.63'
(S0° 46'E 5.02')
S00°32'19"E 50.00'

MARY MEADOWS
PLAT BOOK 72, PAGE 25

N/F
MJHM LC THE
848 MARY MEADOWS LN
D.B. 20299 Pg 3247
Parcel #:17N520576
LOT 1

N00°15'34"E 160.70'

FOUND 1/2" IRON PIPE JAMES

N/F
RICHARDS CHERYL A TR
842 MARY MEADOWS LN
D.B. 18342 Pg 3515
Parcel #:17N520532
LOT 2

FOUND 1/2" IRON ROD ILLEGIBLE
61.53'
65.09'
188.42'
9.83'
FOUND 1" IRON PIPE
N/F
HENNESSEY DEVELOPMENT INC
11013 MARTIN GROVE LN
D.B. 08700 Pg 1869
Parcel #:17N520932
DETENTION AREA
N89°02'25"W 410.79'
(N89°12'W 391.01')

N/F
MCGUIRE JOHN P & GLORIAN D H/W
836 MARY MEADOWS LN
D.B. 7199 Pg 1525
Parcel #:17N520510
LOT 3

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

N/F
SILVERMAN ROSS L & HEATHER P H/W
11007 MARTIN GROVE LN
D.B. 21936 Pg 2926
Parcel #:17N520873
LOT 2

N/F
LI BO & FANG MING T/E
11003 MARTIN GROVE LN
D.B. 23888 Pg 1629
Parcel #:17N520862
LOT 1

--- Owner's Certification ---

(I or We) the undersigned owner(s) of land hereupon platted and further described in the foregoing description, have caused these lots to be adjusted in land area in the manner shown on this plat, which boundary adjustment shall hereafter be known as the "GRAESER STATION, A CONSOLIDATION PLAT".

The "Cross Access Easement" as shown hatched [//////////////] hereon, is hereby dedicated to Creve Coeur Housing, LLC, their successors and assigns as their interests may appear, for the purposes of cross access.

This boundary adjustment plat doesn't vacate existing easements.

In witness whereof, I have herewith set my hand this _____ day of _____, 2026.

Creve Coeur Housing LLC
A Missouri Limited Liability Company

_____ _____
Print Name, Title

State of Missouri)
)SS.
County of St. Louis)

On this _____ day of _____, 2026 before me did appear _____ who being by me duly sworn did say that he is the _____ of Creve Coeur Housing LLC a Limited Liability Company in the State of Missouri and that said instrument was signed on behalf of said company and that said _____ _____ acknowledged said instrument to be the free act and deed of said Creve Coeur Housing LLC a Limited Liability Company.

In testimony whereof, I have herewith set my hand and affixed my official seal in the County and State aforesaid the day and year last above written.

_____ My commission expires: _____
Notary Public

--- Lien Holder's Certificate ---

The undersigned holder or legal owner of notes secured by deed recorded in Book _____, Page _____ of the St. Louis County records, for the tract of land described hereon joins in and approves in every detail this consolidation plat.

In witness whereof, I have herewith set my hand this _____ day of _____, 2026.

Bank:

_____ _____
Print name, Title

State of Missouri)
)SS.
County of St. Louis)

On this _____ day of _____, 2026 before me did appear _____ who being by me duly sworn did say that he is the _____ of (bank name)_____, a corporation in the State of Missouri and that said instrument was signed on behalf of said corporation and that said _____ acknowledged said instrument to be the free act and deed of said corporation.

In testimony whereof, I have herewith set my hand and affixed my official seal in the County and State aforesaid the day and year last above written.

_____ My commission expires: _____
Notary Public

--- Boundary Adjustment Plat Script ---

Creve Coeur City Script

It is hereby certified that this Boundary Adjustment Plat was approved by the Creve Coeur Planning and Zoning Commission on the _____day of _____, 20____ pursuant to the Section 410.030.D of the Subdivision Regulations, in Chapter 410 of the Municipal Code of the City of Creve Coeur.

City of Creve Coeur, Missouri

_____
Julie LaBonte, Chair
Chair, Planning And Zoning Commission

_____
Kellie Henke
City Clerk

--- Property Boundary Description ---

A TRACT OF LAND SITUATED IN THE CITY OF CREVE COEUR, COUNTY OF ST. LOUIS, STATE OF MISSOURI, LYING IN PART OF SECTION 2, TOWNSHIP 45 NORTH, RANGE 5 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF A TRACT OF LAND CONVEYED TO ZIERN GALLERIES INC., AS RECORDED IN DEED BOOK 13192, PAGE 1720 OF THE LAND RECORDS OF SAID ST. LOUIS COUNTY, MISSOURI, SAID CORNER BEING ON THE SOUTHERN RIGHT-OF-WAY LINE OF OLIVE BLVD, 90 FEET WIDE; THENCE EASTERLY ALONG THE SOUTHERN RIGHT-OF-WAY LINE OF SAID OLIVE BLVD, 147.67 FEET, ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 2,820.12 FEET, THROUGH A CENTRAL ANGLE OF 003 DEGREES 00 MINUTES 00 SECONDS, WITH A CHORD THAT BEARS SOUTH 85 DEGREES 20 MINUTES 48 SECONDS EAST, A DISTANCE OF 147.65 FEET; THENCE CONTINUING ALONG THE SOUTHERN RIGHT-OF-WAY LINE OF OLIVE BLVD, 161.75 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 2,830.35 FEET, THROUGH A CENTRAL ANGLE OF 003 DEGREES 16 MINUTES 28 SECONDS, WITH A CHORD THAT BEARS SOUTH 83 DEGREES 11 MINUTES 44 SECONDS EAST, A DISTANCE OF 161.73 FEET; THENCE CONTINUING ALONG THE SOUTHERN RIGHT-OF-WAY LINE OF OLIVE BLVD, SOUTH 75 DEGREES 14 MINUTES 25 SECONDS EAST, A DISTANCE OF 214.66, TO AN IRON ROD ON THE WESTERN RIGHT-OF-WAY LINE OF NORTH GRAESER ROAD, 40 FEET WIDE, ALSO BEING THE EASTERN PROPERTY LINE OF SAID TRACT; THENCE LEAVING THE SOUTHERN RIGHT-OF-WAY LINE OF OLIVE BLVD, AND ALONG THE WESTERN RIGHT-OF-WAY LINE OF NORTH GRAESER ROAD, SOUTH 00 DEGREES 32 MINUTES 19 SECONDS EAST, A DISTANCE OF 355.47 FEET, TO THE NORTHEAST CORNER OF MARTIN GROVE SUBDIVISION, RECORDED IN PLAT BOOK 299, PAGE 20, OF THE LAND RECORDS OF SAID ST. LOUIS COUNTY, MISSOURI; THENCE LEAVING THE WESTERN RIGHT-OF-WAY LINE OF NORTH GRAESER RD, ALONG THE NORTH PROPERTY LINE OF MARTIN GROVE SUBDIVISION, NORTH 89 DEGREES 02 MINUTES 25 SECONDS WEST, A DISTANCE OF 410.79 FEET, TO A FOUND IRON PIPE AT THE NORTHWEST CORNER OF A DETENTION AREA, OWNED BY HENNESSEY DEVELOPMENT INC., RECORDED IN DEED BOOK 08700, PAGE 1869, OF THE LAND RECORDS OF ST. LOUIS COUNTY, MISSOURI, AND THE EAST LINE OF LOT 3 OF MARY MEADOWS SUBDIVISION, RECORDED IN PLAT BOOK 72, PAGE 25; THENCE NORTH 00 DEGREES 15 MINUTES 34 SECONDS EAST, A DISTANCE OF 160.70 FEET, TO THE NORTHEAST CORNER OF LOT 1 OF MARY MEADOWS SUBDIVISION, OWNED BY THE MJHM LC, RECORDED IN DEED BOOK 20299, PAGE 3247, OF THE LAND RECORDS OF ST. LOUIS COUNTY, MISSOURI; THENCE SOUTH ALONG THE NORTH LINE OF LOT 1 OF MARY MEADOWS SUBDIVISION, SOUTH 85 DEGREES 54 MINUTES 28 SECONDS WEST, A DISTANCE OF 109.56 FEET, TO A FOUND 5/8" IRON ROD, AT THE SOUTHEAST CORNER OF PROPERTY CONVEYED TO ZIERN GALLERIES INC.; THENCE NORTH 00 DEGREES 07 MINUTES 32 SECONDS EAST, A DISTANCE OF 281.53 FEET TO THE POINT OF BEGINNING.

CONTAINING 4.423 ACRES (192,685 SQUARE FEET) ACCORDING TO SURVEY BY GRIMES CONSULTING INC., LS-343-D. DATED JANUARY 2026.

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

ABBREVIATIONS

N/F	NOW OR FORMERLY
D.B.	DEED BOOK
P.B.	PLAT BOOK
Pg.	PAGE
w/	WITH
(TYP.)	TYPICAL
P.O.B.	POINT OF BEGINNING
CONC.	CONCRETE
(xx)	RECORD BEARING AND/OR DISTANCE
[xx]	TITLE COMMITMENT EXCEPTION NUMBER

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

20 0 20 40
(IN FEET)
1 inch = 20 ft.

BASIS OF BEARING
MISSOURI STATE PLANE
GRID NORTH FROM GPS
TIES TO MODOT GLOBAL
NAVIGATION SATELLITE
REAL-TIME NETWORK

--- Surveyor's Certification ---

I This is to certify to the best of my belief, knowledge, and ability that Grimes Consulting, Inc., at the request of Nick Lange of Russell Construction Company, during the month of January, 2026, prepared a Consolidation Plat, based on field information obtained from field personnel under my direction of a tract of land being part of Section 2, Township 45 North, Range 5 East, **Creve Coeur,** Missouri, and have Consolidated said tract in the manner shown hereon.

I declare that under my supervision and to the best of my professional judgment that this survey and the results shown hereon are made in accordance with the current Standards For Property Boundary Surveys for Urban Class Property as set forth by the Missouri Department Of Agriculture, Land Survey Program, and rules promulgated by The Missouri Board For Architects, Professional Engineers, and Professional Land Surveyors and Professional Landscape Architects effective June 30, 2022.

IN WITNESS WHEREOF, we hereunto set our firm name at our office in St. Louis County, Missouri this 26 day of February, 2026.

GRIMES CONSULTING, INC. LS-343-D

By _____
R. CORY SPENCE, PLS No. 2015017842
MISSOURI PROFESSIONAL LAND SURVEYOR

STATE OF MISSOURI · R. CORY SPENCE · NUMBER PLS-2015017842 · PROFESSIONAL LAND SURVEYOR

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

REV. NO.	REMARKS	DATE
1	Building setbacks added.	01/30/26
2	Easement added	02/25/26

GRAESER STATION
11004 OLIVE BOULEVARD, CREVE COEUR, MISSOURI

SHEET TITLE: PROPOSED BOUNDARY ADJUSTMENT/ CONSOLIDATION PLAT

JOB NUMBER: 4311A
DRAWN BY: ZOC
DATE: 02/26/26
CHECKED BY: RCS
DATE: 02/26/26
SHEET: 1 of 1

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Technical Report

Traffic Impact Study
Graeser Station Redevelopment

Olive Boulevard and Graeser Road
Creve Coeur, Missouri

Prepared By:

HRGreen

October 2025
February 2026 - Revised

HR Green Job No.: 2403633.03

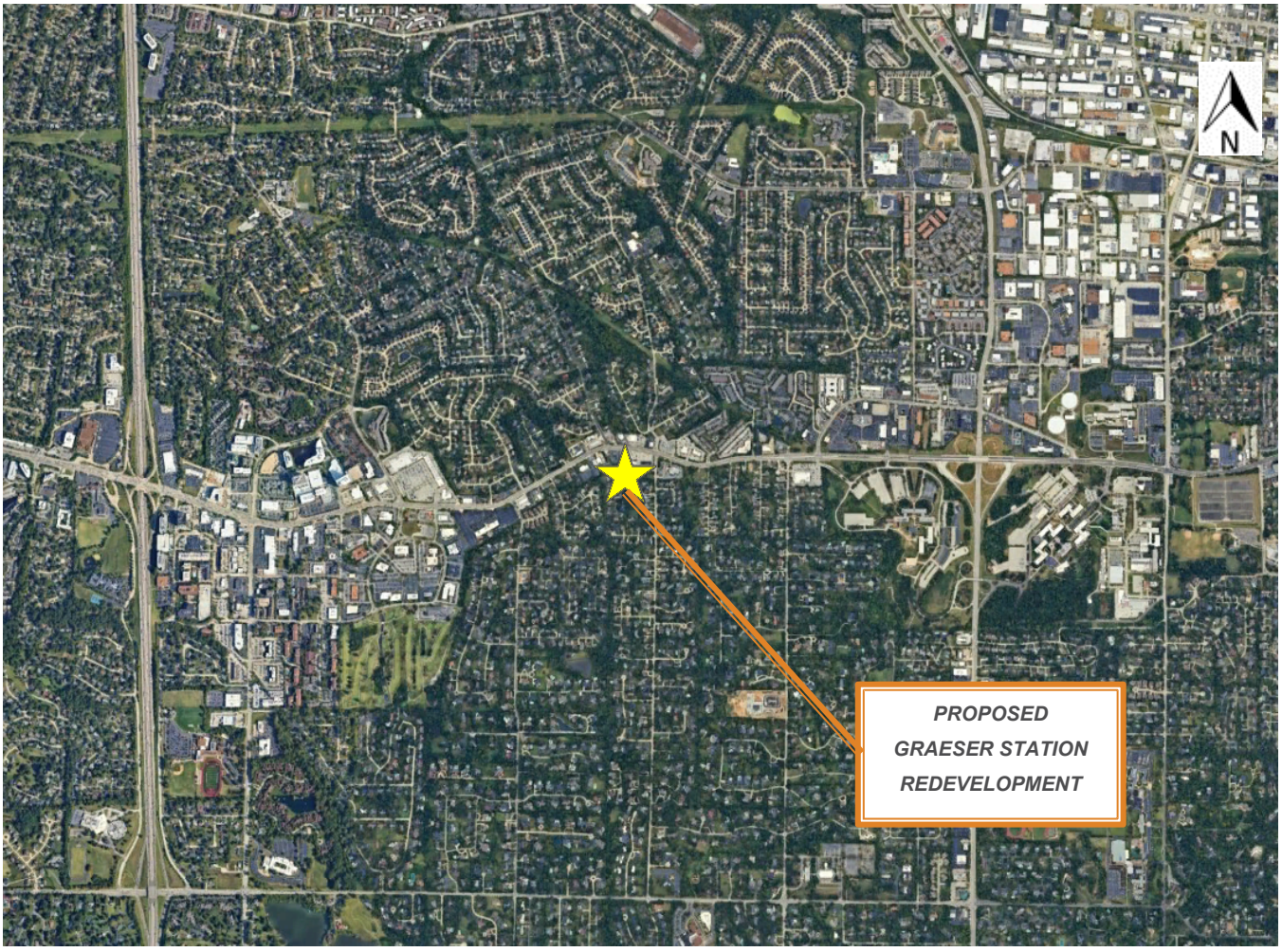
HRGreen

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



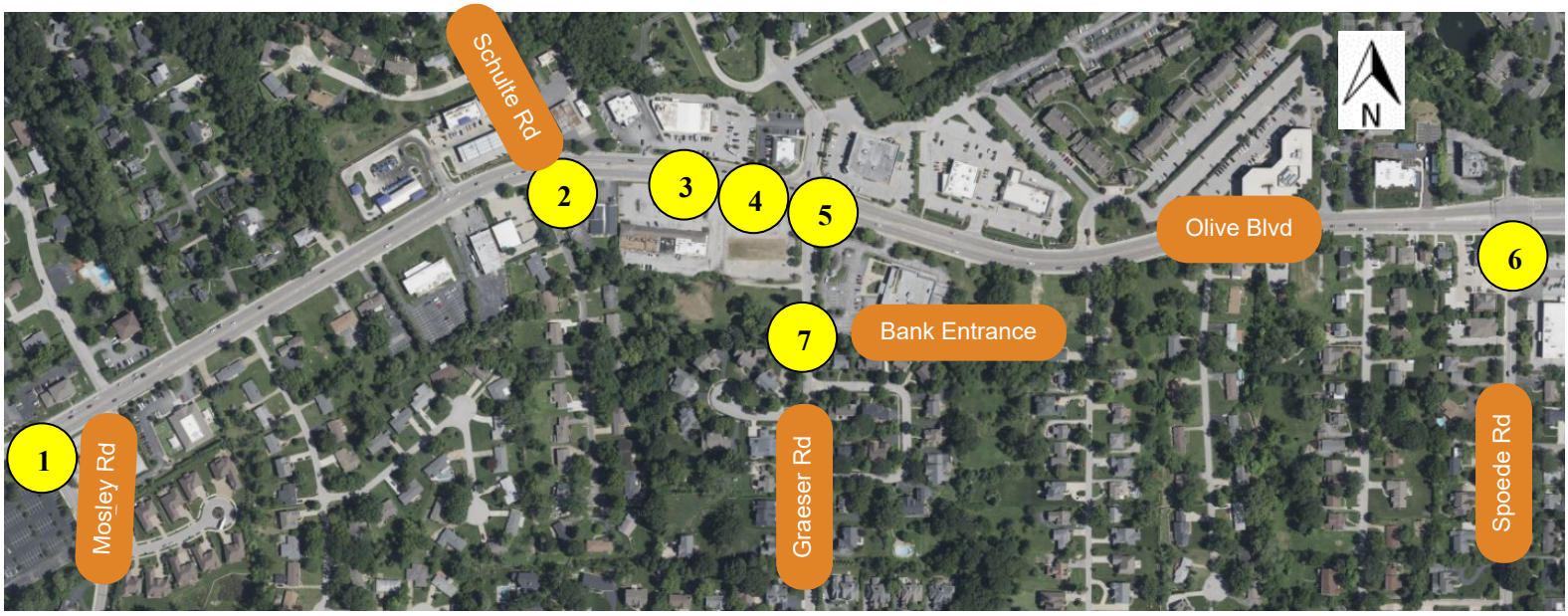
Project Scoping and Coordination

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.**

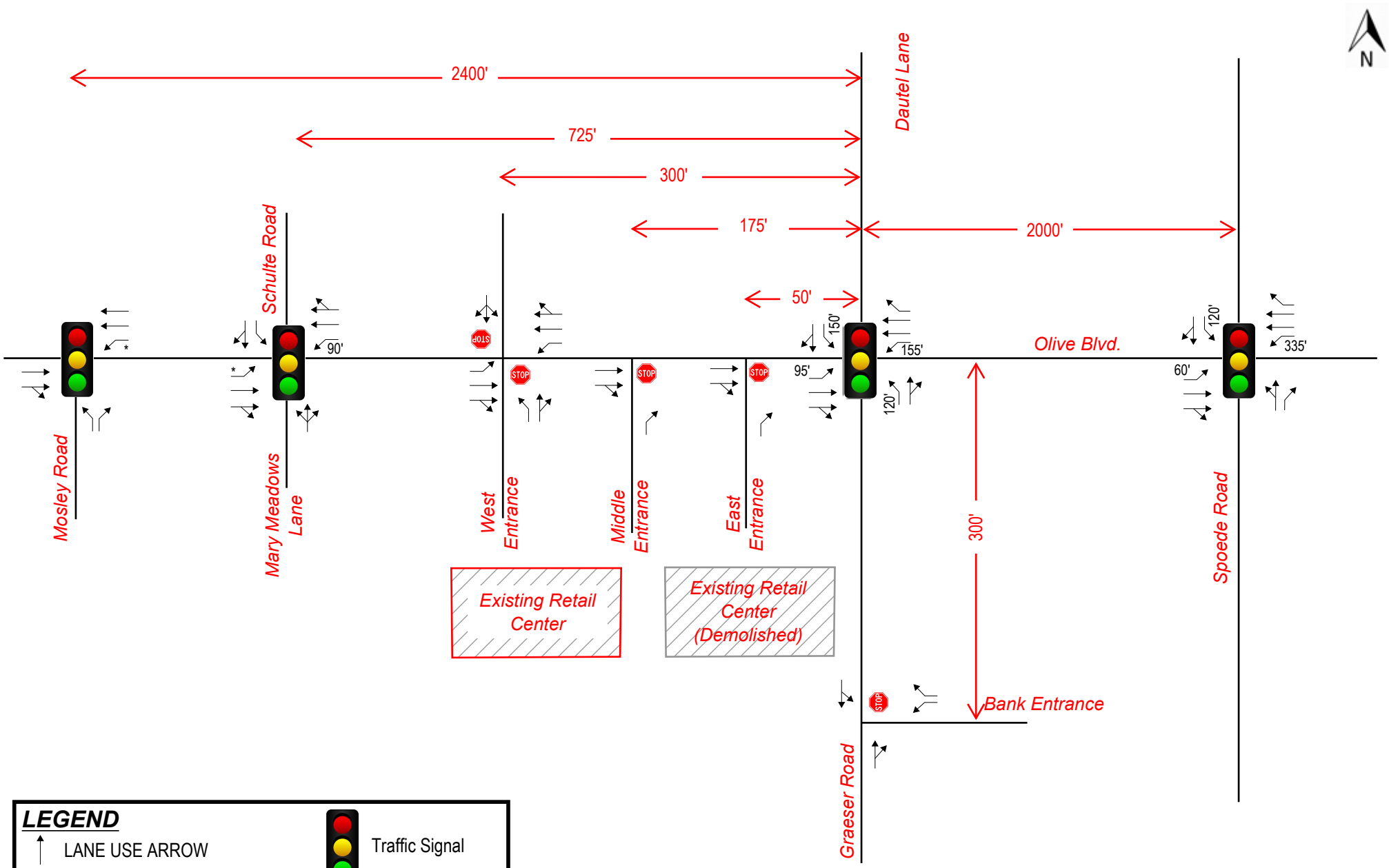
Existing Traffic Volumes

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:

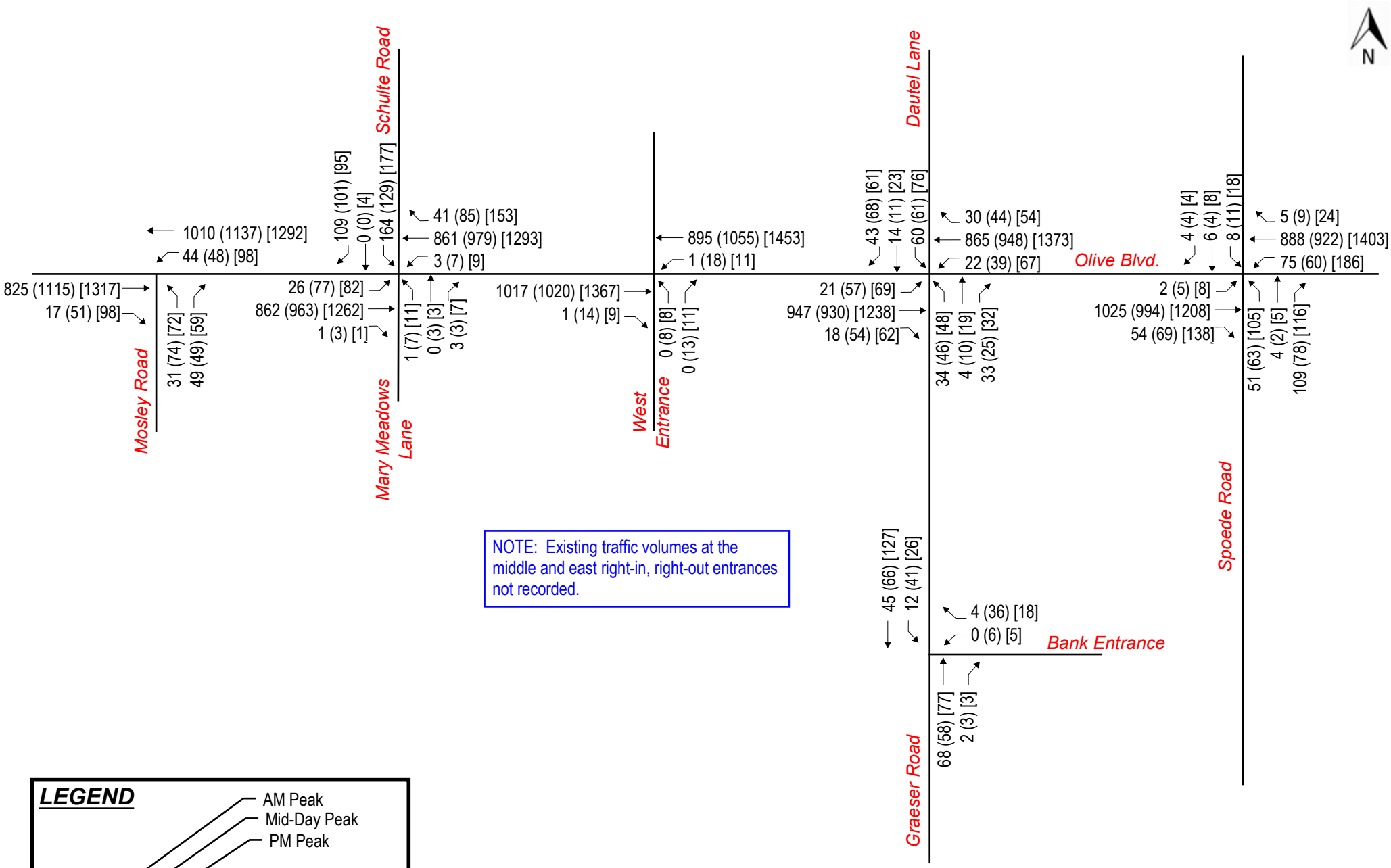
- **Olive Boulevard and Mosley Road**
- **Olive Boulevard and Schulte Road**
- **Olive Boulevard and West Entrance / Retail Drive**
- **Olive Boulevard and Graeser Road / Dautel Lane**
- **Olive Boulevard and Spoede Road**
- **Graeser Road and Bank Entrance**

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**	

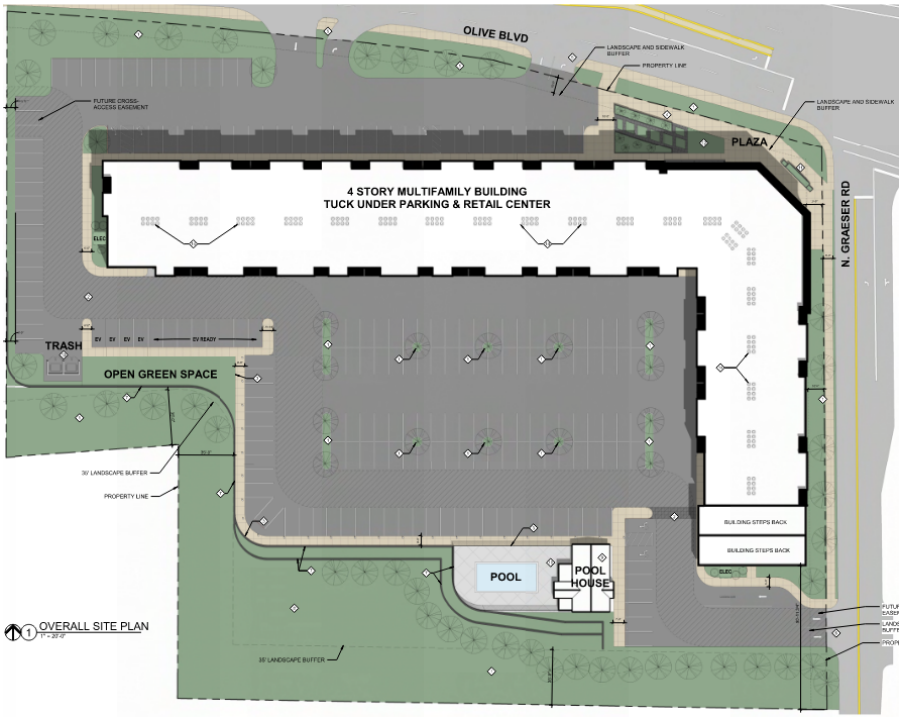
Future Conditions

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 147 residential units (27 studio units, 114 one-bedroom units, and 6 two-bedroom units), approximately 5,000 square feet of ground-floor commercial space, and a 3,472-square-foot high-turnover restaurant.

Along the northern frontage, two access points are proposed. The first, West Entrance (Site Drive 1), was originally shown to continue to operate as a full-access driveway as part of initial traffic analysis, and will consider three-quarter access in subsequent sections of this traffic study. 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 2/26/2026, and includes the alternate three-quarter access (i.e., right-in, right-out, left-in) the Site Drive 1.

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**.

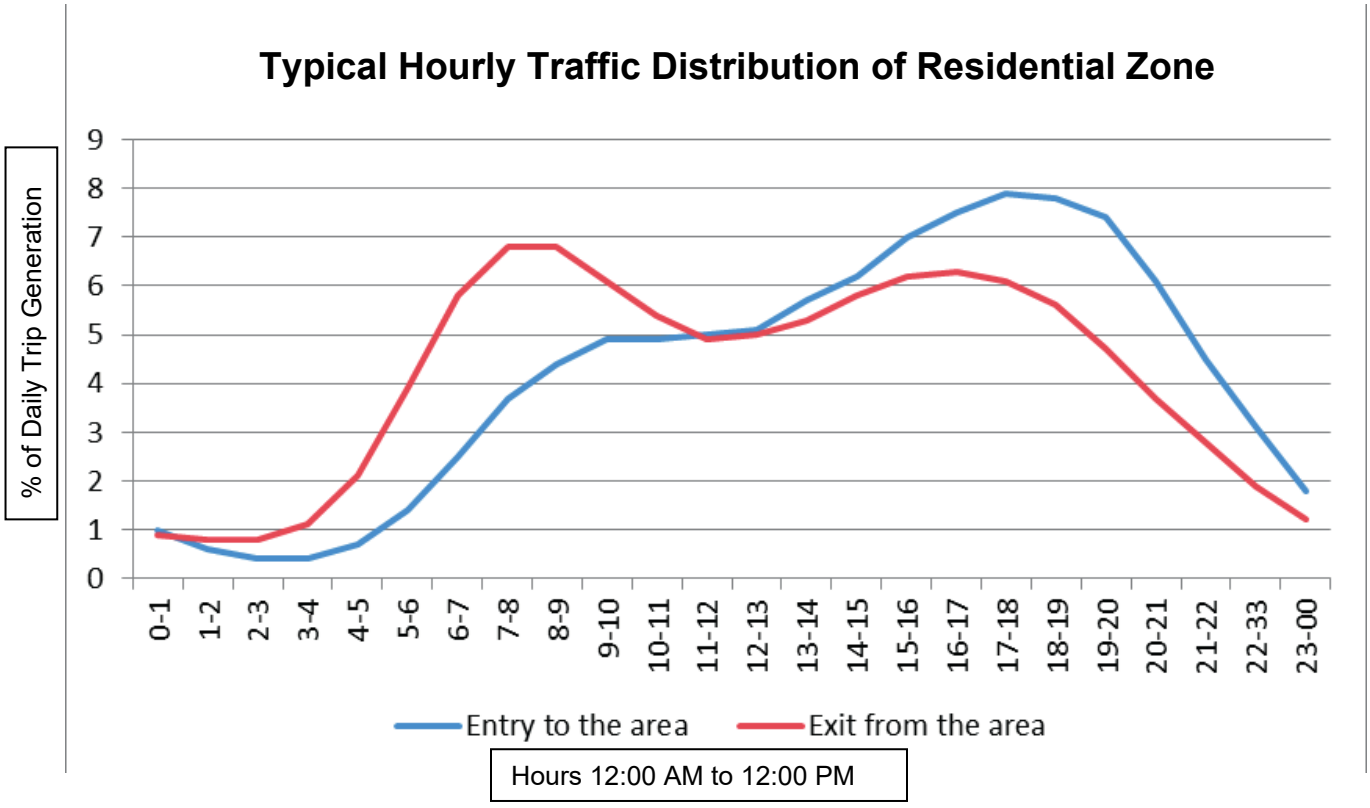
TABLE 3 – TRIP GENERATION

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)	147 Dwelling Units	15	35	26	14	41	18
High Turnover (Sit-Down) Restaurant (ITE Land Use 932) (1)	3,472 GFA	17	14	12	10	19	13
Net Trips (New)		**32**	**49**	**38**	**24**	**60**	**31**

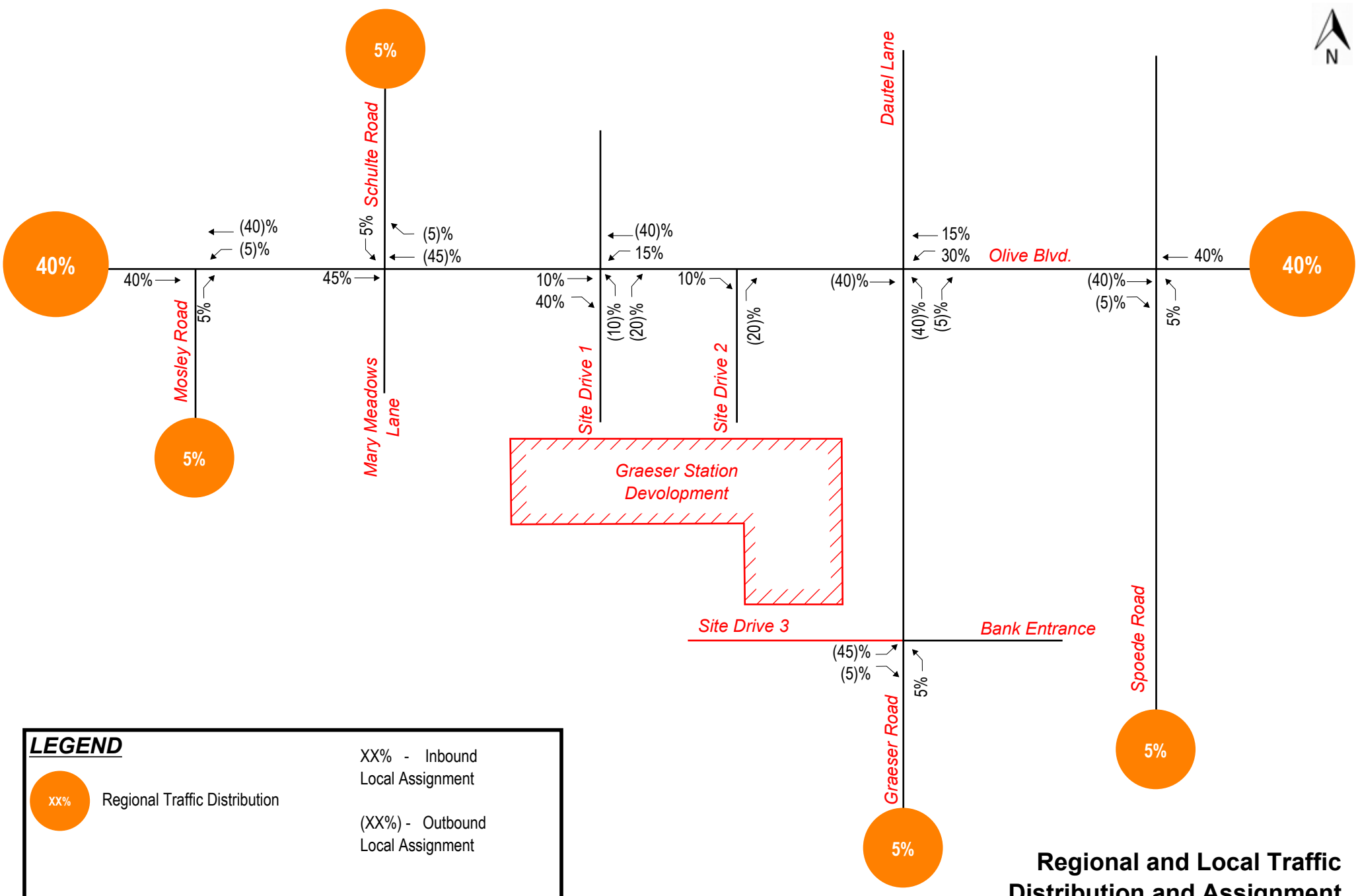
(1) ITE data filtered to the Midwest region only
(2) Data was derived based on Figure 4

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 3,472 square feet of the total 163,500 square-foot development, the same distribution pattern was applied to the restaurant component. Trip generation tables can be found in **Appendix D**.

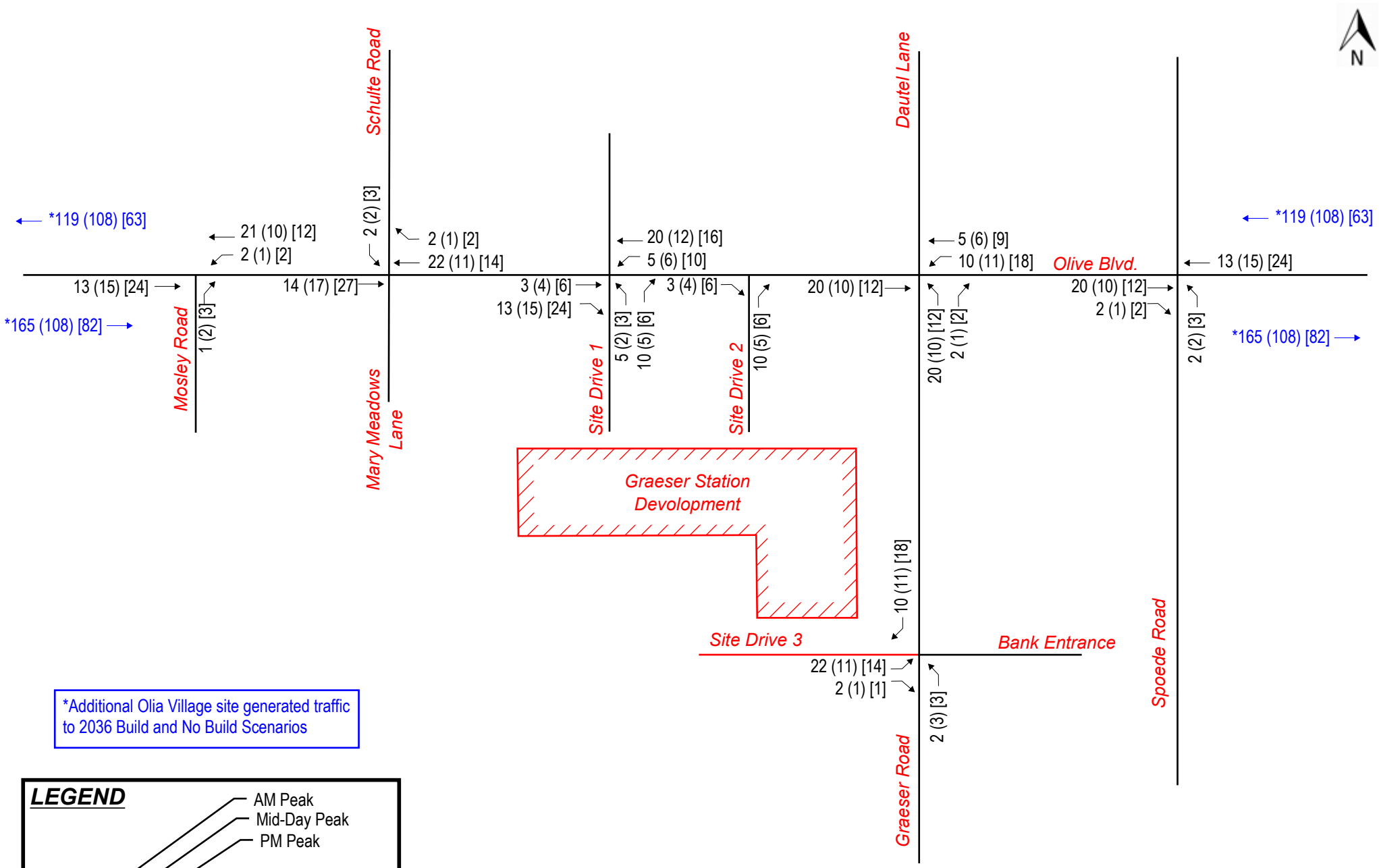
FIGURE 4: RESIDENTIAL AREA HOURLY TRAFFIC DISTRIBUTION



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



*Additional Olia Village site generated traffic to 2036 Build and No Build Scenarios

LEGEND

AM Peak
Mid-Day Peak
PM Peak

XX (XX) [XX] Specific to Graeser Station TIS

Site Generated Traffic

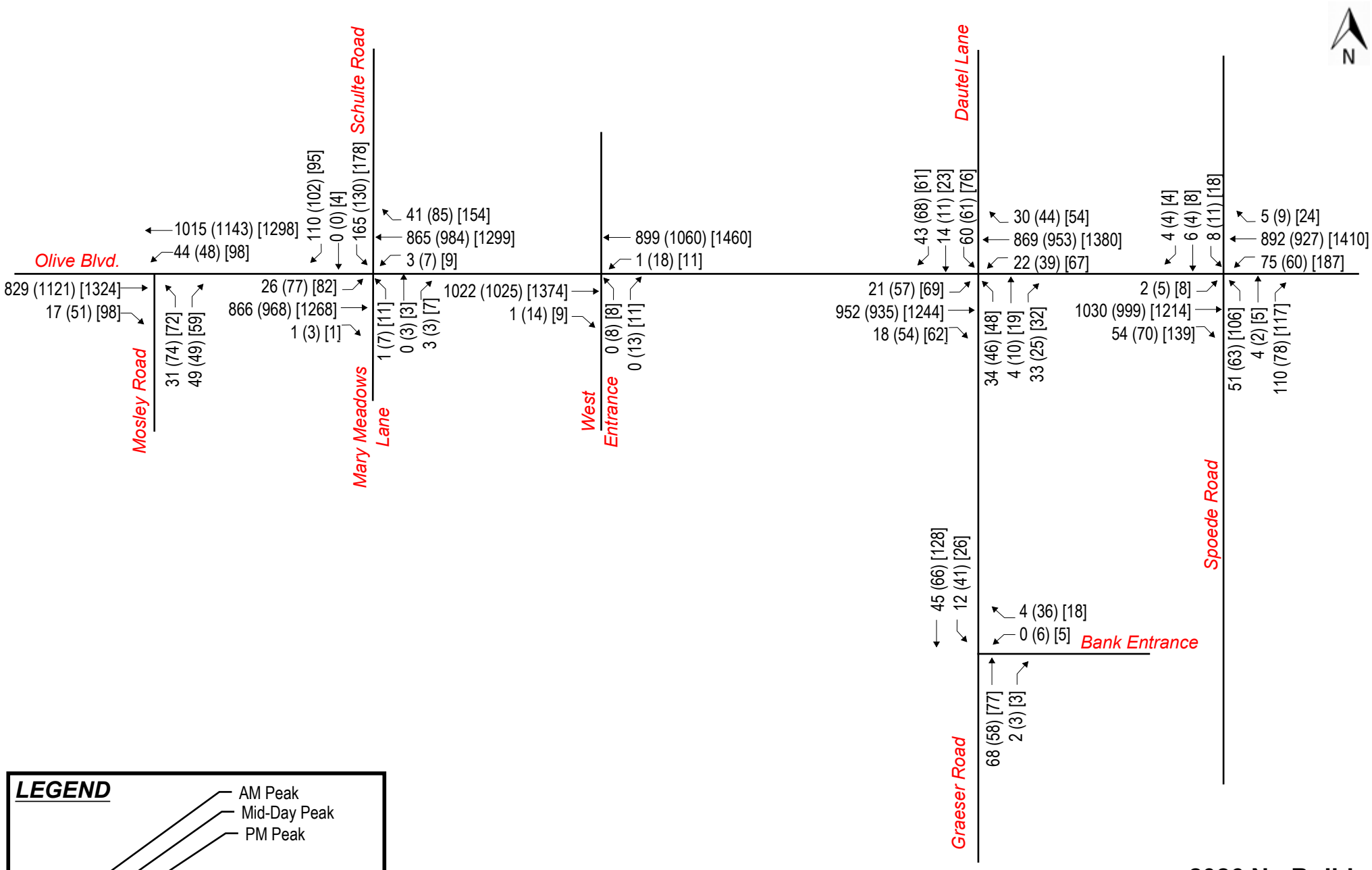
Growth Rate – For transportation planning purposes, a 10-year planning horizon was considered for the traffic analysis. Historical traffic count data from MoDOT ADT maps and previous traffic impact studies were reviewed to estimate the average annual traffic growth rate. This information supports the 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

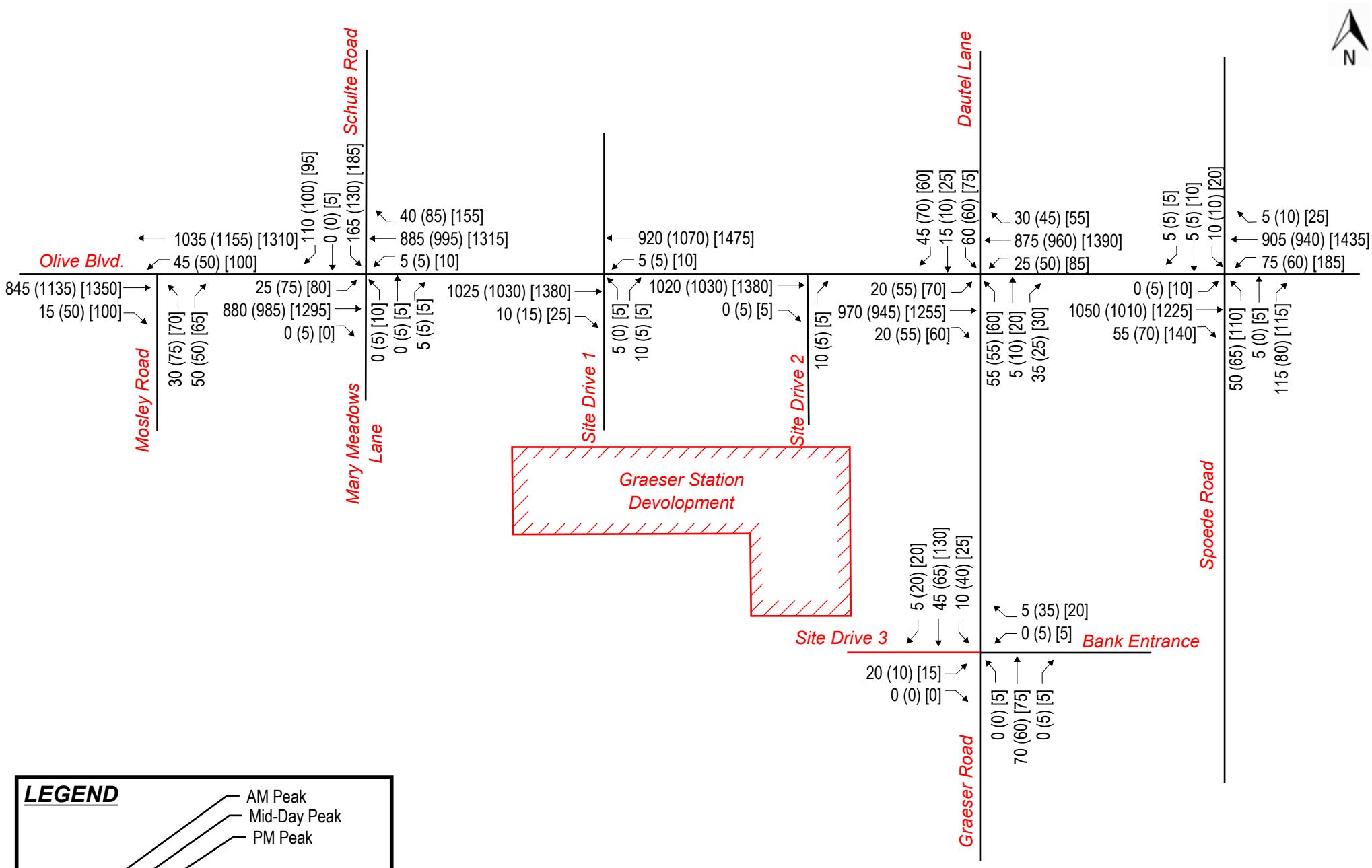
Olia Village Trip Generation and Growth Rate Comparison									
Peak Period/Movement	*TIS*			*0.5%*			*1%*		
	AM	*Mid-day*(1)	*PM*	*AM*	*Mid-day*	*PM*	*AM*	*Mid-day*	*PM*
Additional EB Through	165	108	82	58	56	68	119	115	140
Additional WB Through	119	108	63	50	52	79	103	107	162

(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

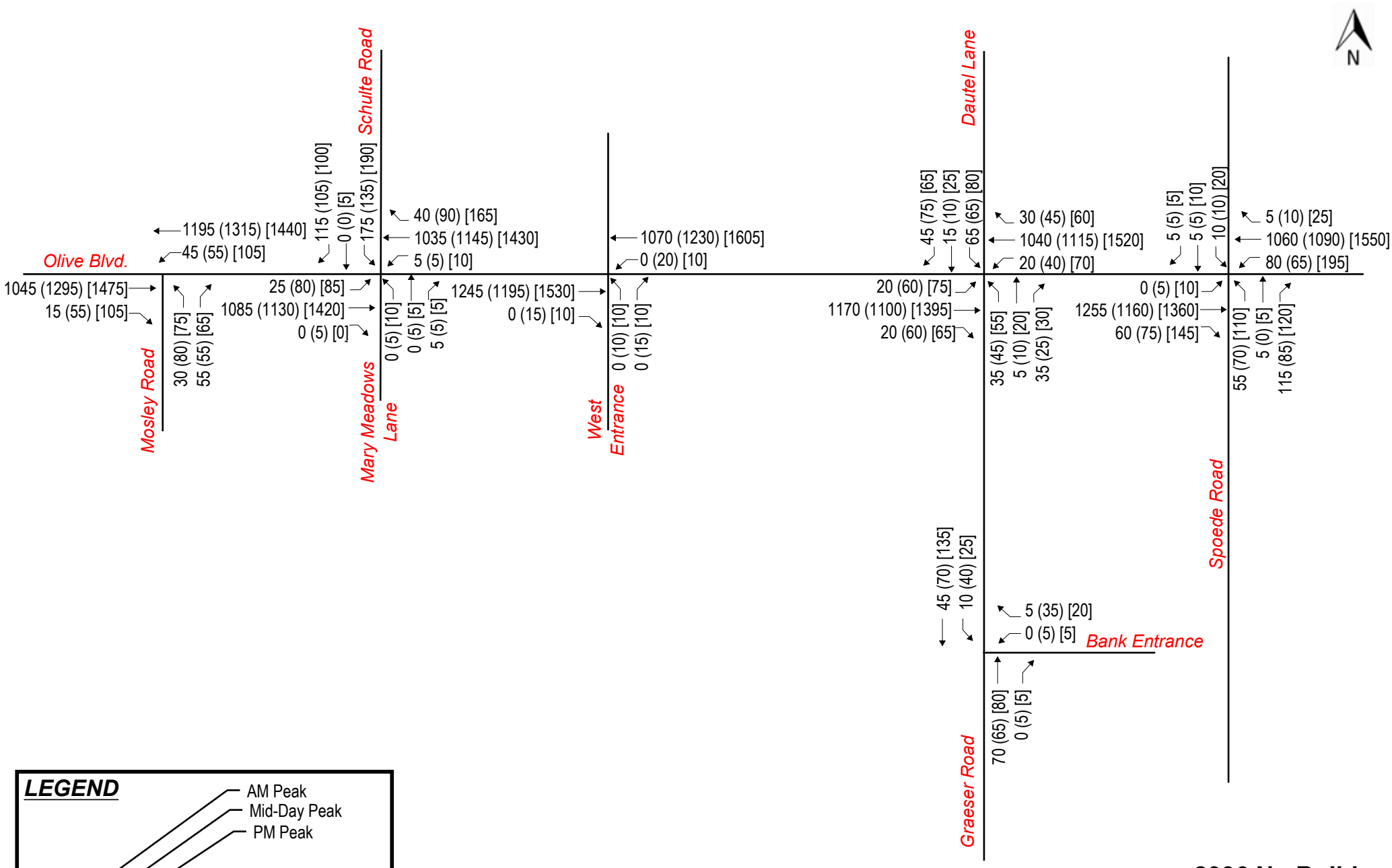


LEGEND

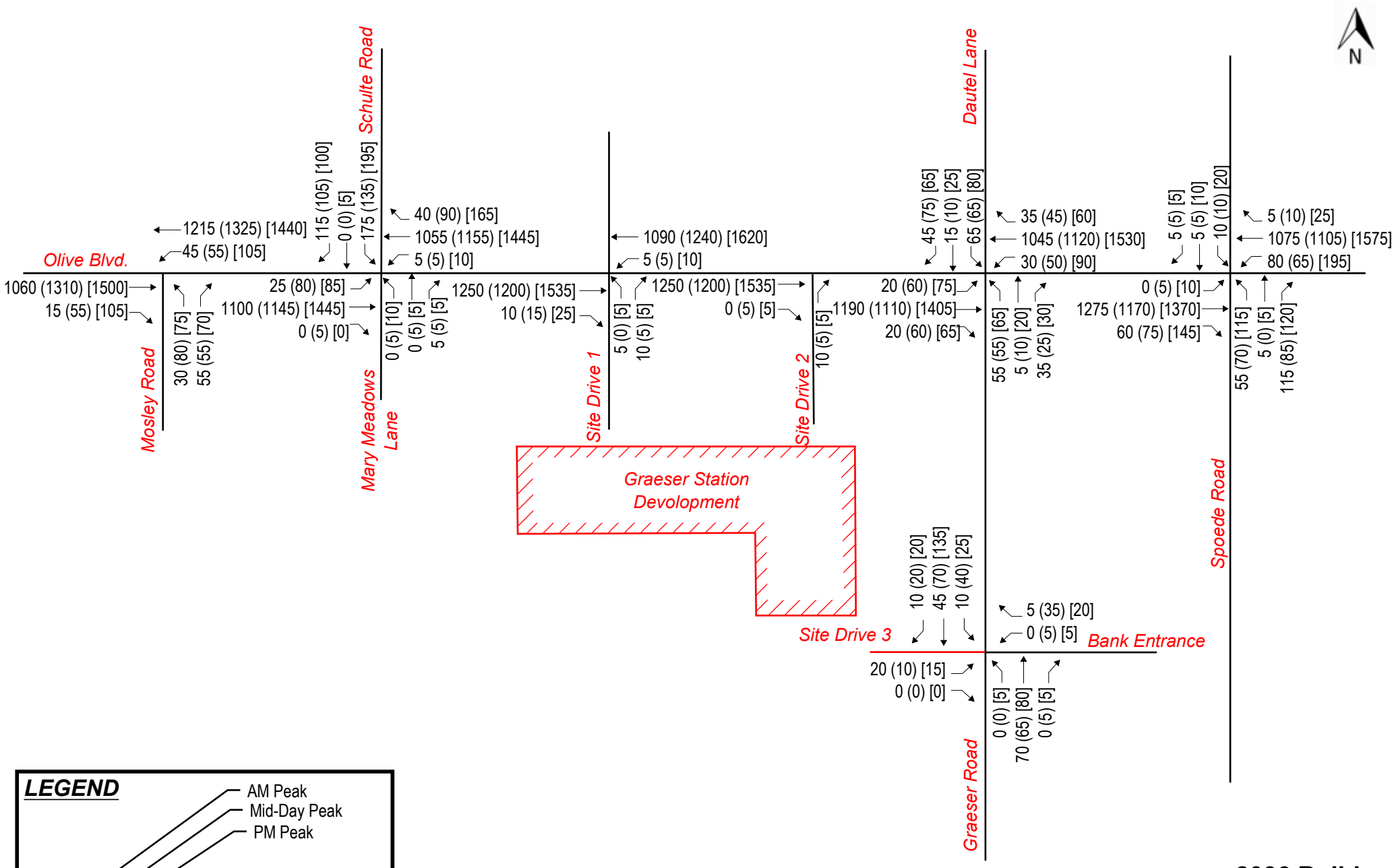
AM Peak
Mid-Day Peak
PM Peak

XX (XX) [XX]

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**	

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 139.2 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 / South Entrance – 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	11.7	B	0'	10.7	B	0'	12.8	B	25'
NB Left	69.3	F	25'	0.0	A	0'	139.2	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	2.7	A	M25	1.7	A	M25	4.5	A	M25
EB Thru/Right	7.1	A	125'	4.1	A	75'	8.7	A	125'
WB Left	3.3	A	25'	2.5	A	25'	6.6	A	M25
WB Thru	8.2	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	70.6	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	**11.9**	**B**		**8.5**	**A**		**13.8**	**B**	
Graeser Road and Bank Entrance/Site Drive 3									
EB Left	9.8	A	25'	10.6	B	25'	11.1	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	**12.8**	**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, 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 due to the changes in traffic volumes. With the PM peak seeing high improvement, and the PM peak improving from 336.5 seconds of delay to 227 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 11.1 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'	5.6	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	13.6	B	0'	11.7	B	0'	14.1	B	25'
NB Left	134.0	F	25'	0.0	A	0'	227.0	F	50'
NB Right	15.9	B	25'	13.8	B	25'	16.3	C	25'
Olive Blvd. and Site Drive 2									
NB Right	14.7	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	10.0	B	150'	4.3	A	100'	10.1	B	125'
WB Left	4.2	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	67.7	E	100'	65.3	E	100'	82.9	F	100'
NB Thru/Right	18.9	B	50'	24.5	C	50'	26.9	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	**13.9**	**B**		**8.3**	**A**		**15.8**	**B**	
Graeser Road and Bank Entrance /Site Drive 3									
EB Left	9.9	A	25'	10.7	B	25'	11.1	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	19.6	C	725'	11.6	B	475'	17.0	B	#675
WB Left	16.2	B	M50	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	33.5	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	**14.7**	**B**		**9.7**	**A**		**14.3**	**B**	

Proposed Improvements

To reduce delays and queue lengths at the study intersections and to enhance overall safety, two improvement alternatives were evaluated. This section describes the proposed improvements, analyzes their operational impacts, and compares the results to the no-improvement scenarios. The evaluation focuses on the PM peak hour, as this period exhibits the highest delays and queue lengths among all analyzed peak periods.

Three-Quarter Access at Site Drive 1

Crash data provided by MoDOT has indicated multiple crashes involving northbound left turns at the unsignalized west access, particularly when the raised median was constructed around the 2011 timeframe. Due to the curvature of Olive Boulevard, eastbound queued vehicles at the Graeser/Dautel signal can block the view for northbound motorists attempting to turn left. A three-quarter access would address safety concerns at this intersection as part of this development. As part of the proposed improvements and to enhance roadway safety, it is operationally and technically preferable to reroute left-turn movements exiting the site to westbound Olive Boulevard from Site Drive 1 to the Graeser Road and Site Drive 3, and utilizing the signalized intersection at Graeser Road and Olive Boulevard to turn left. The projected left-turn volumes using Site Drive 1 are relatively low, estimated at less than 5 vehicles during the peak hours of traffic. When combined with the second improvement alternative described below, the additional traffic is anticipated to have a minimal impact on operations at the Graeser Road and Olive Boulevard intersection. This modification is expected to improve safety and overall operations at Site Drive 1 without materially degrading operations at adjacent intersections.

Corridor Optimization – Left-Turn Control Modifications

The existing lane configuration for the northbound and southbound movements at Graeser Road and Dautel Lane consists of dedicated left turn lanes; however, the signal phasing only allows for permissive lefts only. This can create sight visibility issues for left turn motorists when the opposing left turn lane is occupied, especially at this location where the left turn volume exceeds 50 vph during many peak hours throughout the day. To ensure the effectiveness of the proposed access modification and to avoid adverse impacts to nearby intersections, corridor signal optimization was evaluated. This optimization includes implementing northbound and southbound protected/permissive left-turn phasing at the Graeser Road and Olive Boulevard intersection. The proposed signal control modifications are expected to improve safety, reduce queue lengths, and decrease delays at both the Graeser Road/Olive Boulevard and Spoede Road/Olive Boulevard intersections, while keeping the same cycle length during the PM peak at 130 seconds. The following discussion presents the operational impacts of the proposed improvements, including the additional left-turn volumes introduced at the Graeser Road and Olive Boulevard intersection as a result of the three-quarter access configuration.

Future Year 2036, Build, Optimized

This section discusses the effects of optimizing the roadway network surrounding the development and evaluates the resulting impacts on study intersections in terms of delay, queue lengths, and LOS during the PM peak.

Olive Boulevard and Mosley Road – Traffic operations and queues at this intersection are expected to improve slightly due to the optimization. With no changes to the LOS during the PM peak, the average intersection delay is expected to decrease by up to three seconds.

Olive Boulevard and Schulte Road – Traffic operations and queues at this intersection are expected to improve slightly due to the optimization. With no changes to the LOS during the PM peak, the average intersection delay is expected to decrease by up to four seconds.

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. Prohibiting left turns out of the development into Olive Boulevard, the intersection will operate at LOS C or better during the PM peak.

Olive Boulevard and Site Drive 2 – Traffic operations and queues at this intersection are expected to remain the same.

Olive Boulevard and Graeser Road / Dautel Lane – Traffic operations and queues at this intersection are expected to improve significantly due to the optimization. With all movements operating at LOS E or better during the PM peak, with the left-turn volumes rerouted from Site Drive 1, the northbound left-turn movement is projected to operate at LOS E with an average delay of 66.8 seconds and an estimated queue length of approximately 100 feet. The mainline movements are expected to continue operating at LOS B or better, with improved queuing conditions, as westbound through-movement queues are reduced from approximately 775 feet to approximately 575 feet during the optimized PM peak hour.

Graeser Road and Bank Entrance / Site Drive 3 – Traffic operations and queues at this intersection are expected to remain the same.

Olive Boulevard and Spoede Road – Traffic operations and queues at this intersection are expected to improve significantly due to the optimization. With all movements operating at LOS E or better during the PM optimized peak, with the northbound left/through movement operating at 65.3 seconds of delay and 175 feet of queue.

The traffic operation delays, LOS, and queues of the Future Year 2036, Build traffic volume scenario, with proposed improvements listed above, can be seen in **Table 10**.

HRGreen

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, 3rd Review; Site Development Plan Review

Project No.: Work Order #3 (2403633.03)

Date: March 10, 2026

HR Green has reviewed the Graeser Station Parking Study, Revised February 10, 2026, prepared by Lochmueller .Group The parking study was updated to reflect density changes to the Graeser Station site development plan, specifically 147 dwelling units, 3,472 sf quick serve restaurant, and 5,000 sf retail. An additional 10 parking spaces will now be provided from the previous site plan. The lower development density and additional parking spaces provided is expected to enhance the original plan. We are satisfied with the plan updates and have no further comments related to the parking study.

HR Green has reviewed the Site Development Plan, dated February 5, 2026, prepared by Grimes Consulting, Inc., and offers the following comments:

1. With access restrictions to the northbound left turn movement at the west site drive along Olive Boulevard, signage will need to be provided within the site to properly direct traffic to the access drive along Graeser Road. Also, a signage plan will need to be provided to show how to restrict the northbound left turns.
2. A signal modification plan will now be required to implement FYA heads for the northbound and southbound movements at Olive Boulevard and Graeser Road. Ultimately, this work will require a MoDOT Permit.

It should be noted that any changes to the current site plan, dated February 5, 2026, 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.

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Comment on Graeser Station

1 message

Suellen Meyer <smeyer10@swbell.net> Sun, Jan 18, 2026 at 2:31 PM
To: jjaggi@crevecoeurmo.gov

We oppose the proposed high-rise apartment building/retail development at Graeser and Olive.

Although we do not live near this corner, we use Olive every day and are very familiar with the traffic pattern and neighborhood. This development is much too massive for its location and will tower over surrounding retail buildings on Olive and houses on Graeser. Because the developer must optimize space in order to make a profit, there is minimal landscaping; I know it meets code but it will not soften the size of the building. In contrast, the HBE building at Olive and Mosley has a deep setback; although large, it does not dominate nearby buildings and has settled into the neighborhood.

We also worry about parking. The number of spaces meets code but barely. We worry about assumptions that people leave in the morning and return in the evening, leaving spaces free for retail. Many of our neighbors work from home and we suspect that will also be true for the residents of Graeser Station. Besides, we should err on the side of plenty of spaces rather than barely enough.

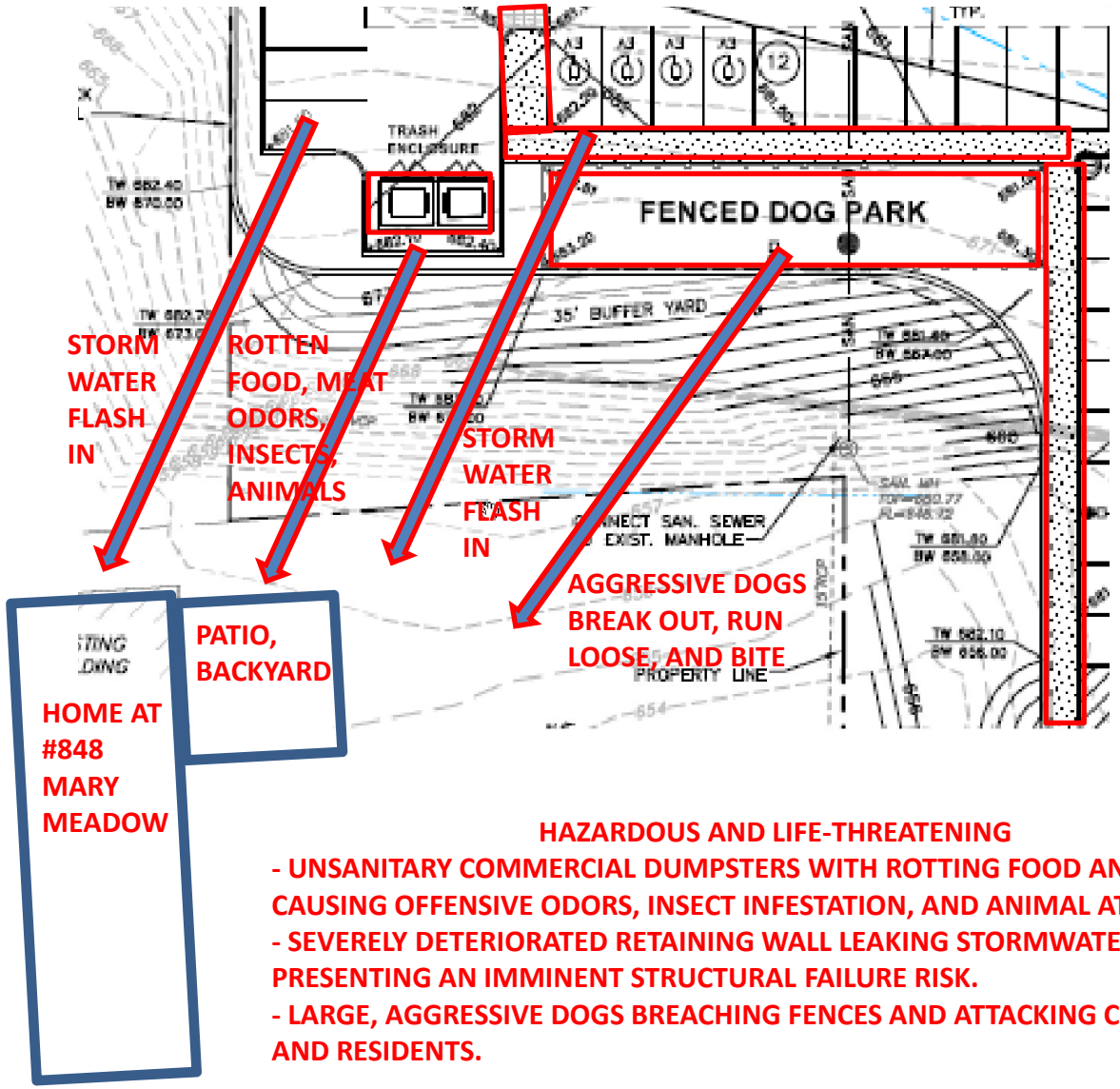
This corner space is very important to Creve Coeur and we should be confident of the project approved for it. The current shopping center is sad but that is the fault of the landowner. P&Z has a strong reputation for protecting neighborhoods. Let's maintain that reputation by saying no to a development that benefits the landdowner and developer at the expense of the residents.

Sincerely,
Richard and Suellen Meyer
11210 Still Lane
Creve Coeur

Sent from my iPad

RESPONSES TO APPLICATIONS #25-034 AND #25-035

VOICE FROM THE 848 MARY MEADOW LN RESIDENTS — THIS MUST NOT HAPPEN AGAIN!!

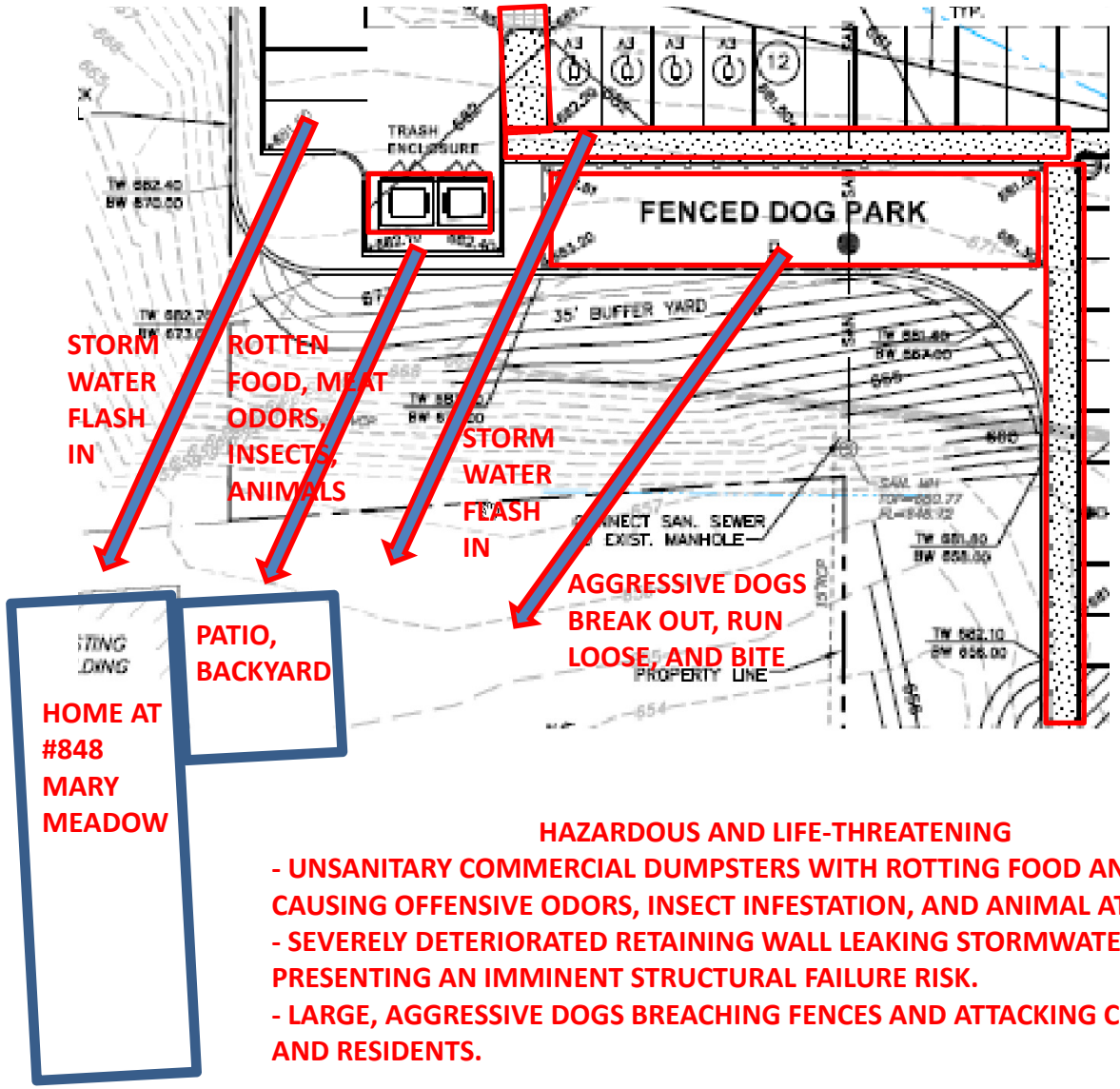


HAZARDOUS AND LIFE-THREATENING

- UNSANITARY COMMERCIAL DUMPSTERS WITH ROTTING FOOD AND MEAT CAUSING OFFENSIVE ODORS, INSECT INFESTATION, AND ANIMAL ATTRACTION.
- SEVERELY DETERIORATED RETAINING WALL LEAKING STORMWATER AND PRESENTING AN IMMINENT STRUCTURAL FAILURE RISK.
- LARGE, AGGRESSIVE DOGS BREACHING FENCES AND ATTACKING CHILDREN AND RESIDENTS.

RESPONSES TO APPLICATIONS #25-034 AND #25-035

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RESPONSES TO APPLICATIONS #25-034 AND #25-035

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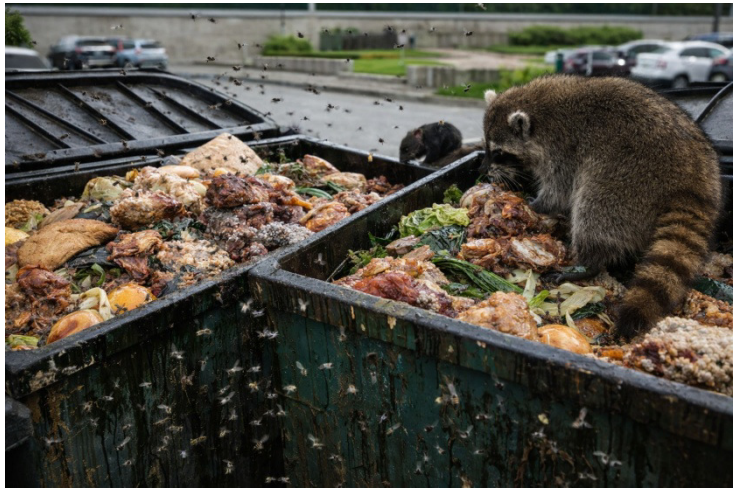




GORDON WAS BITTEN BY A LARGE DOG IN 2024, AND THE SEVERE LITIGATION AND MAJOR COMPENSATION PROCEEDINGS ARE ONGOING.



Edenrock Apartments (9480 Olive Blvd, Olivette, MO 63132): A severely deteriorated parking lot retaining wall is leaking stormwater and poses an imminent risk of structural failure. Neighbors are in the process of litigation.



NO ONE CAN BREATHE OR LIVE SAFELY BESIDE THIS

RESPONSES TO APPLICATIONS #25-034 AND #25-035

VOICE FROM THE 848 MARY MEADOW LN RESIDENTS — THIS MUST NOT HAPPEN AGAIN!!

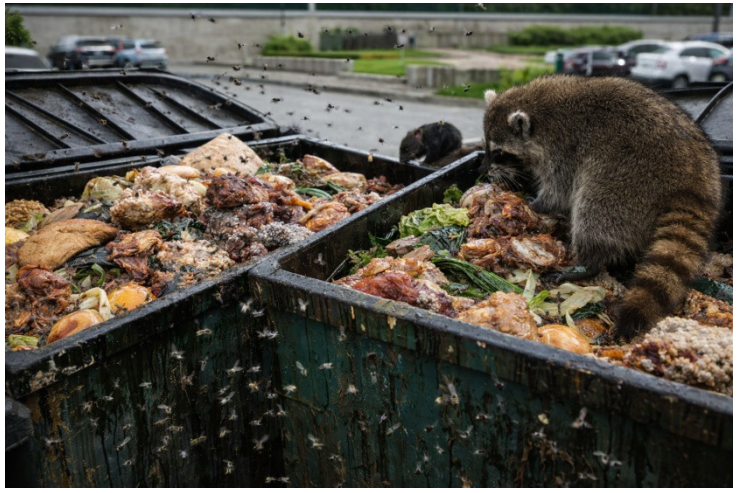




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NO ONE CAN BREATHE OR LIVE SAFELY BESIDE THIS

Jason Jaggi <jjaggi@crevecoeurmo.gov>

RESPONSES TO APP#25-034 #25-035 from 848 Mary Meadows owner

1 message

zhihaidong <zhihaidong@gmail.com> Tue, Jan 20, 2026 at 1:18 PM
To: jjaggi@crevecoeurmo.gov, Li Gmail <huiqingli14@gmail.com>
Cc: bergerbrett7@gmail.com

Good afternoon Mr. Jaggi,

I would greatly appreciate it if you could please forward this email and its attachment to all members of the Planning and Zoning Commission. We hope that all members can receive our email and the attached material prior to this evening's meeting.

Thank you very much for your assistance.

Sincerely,
Gordon Dong
Huiqing Li
Property Owners
848 Mary Meadows Ln
Phone: **314-494-1736**

RESPONSES TO APP25-034, 25-035.pdf
1914K

Jason Jaggi <jjaggi@crevecoeurmo.gov>

Southwest Corner of Graeser Rd. and Olive Blvd.

1 message

Zoe Lemcovitz <zaz3@sbcglobal.net> Tue, Jan 20, 2026 at 2:51 PM
To: "jjaggi@crevecoeurmo.gov" <jjaggi@crevecoeurmo.gov>

Mr. Jaggi - I had planned to attend tonight's Planning & Zoning Commission meeting, but am now unable to. I am writing regarding the proposed development for the southwest corner of Graeser Road and Olive Blvd. I live approximately three tenths of a mile from it.

I am opposed to the development as proposed. The proposed development doesn't fit the location vis a vis the zoning or the environs. I will focus my comments on two aspects of the project: parking and size/density.

The proposed parking will be insufficient, and the developer's position has been (1) many young people (the target demo for the apartments) don't have or want a car; and (2) during the day residents (presumably with cars) will be away at work, leaving open spaces for the retail uses. In my mind this is short sighted: (1) while some people may be able to live at the corner of Graeser and Olive without a car, the public transportation in our community is such that the majority of people cannot; and (2) I've not seen anything addressing the effect of apartment residents with cars working from home on daytime parking availability.

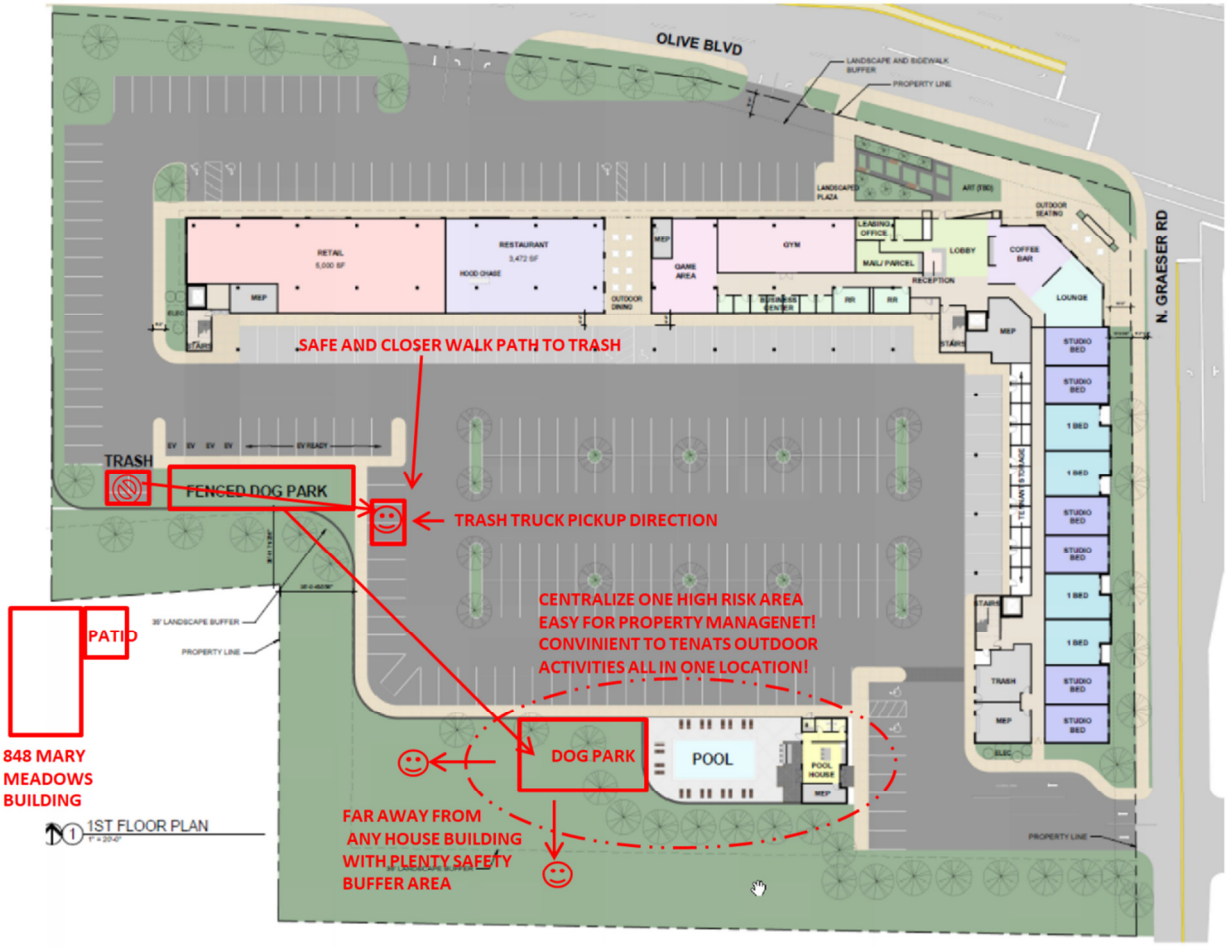
The initial proposal included many techniques to "beak up the mass" and "soften the mass" and there have been further modifications to this end. This says a lot about how inappropriate this project is for the site. Creating an optical illusion does not change the reality for the neighborhood.

The developer has said the size and density of the project is necessary to make it financially feasible. If this is the case, then this not the right location for this project.

Any mixed use development over 2 stories at this location does not serve the neighborhood or the Creve Coeur Comprehensive plan.

Respectfully submitted,
Zoë Lemcovitz
605 Graeser Road

Proposed Site Plan Modification For APP #25-034 / #25-035



Dear Members of the Planning and Zoning Commission:

We respectfully submit the following site plan modification proposals for your review and consideration. These recommendations are based on safety engineering principles, long-term risk management, and operational practicality. The intent is to reduce foreseeable hazards, improve accessibility, and ensure the project remains safe, durable, and defensible over its full life cycle.

1. Relocation of Trash Dumpster Area to Adjacent Parking Lot Location

We propose relocating the trash dumpster area to the parking lot location closer to the commercial building. This location provides shorter, level pedestrian access to the trash dumpsters and eliminates the need to traverse sloped and long pathways to the current trash dumpsters location. These slopes present increased risk during rain, ice, and snow conditions, particularly during winter months.

The proposed location also improves compliance with reasonable safety expectations and allows unobstructed access for refuse collection vehicles, with sufficient turning radius and staging space for safe and efficient pickup operations.

2. Consolidation of Dog Park and Swimming Pool into a Single Managed Amenity Zone

We propose relocating the dog park to the same general area as the swimming pool, creating a centralized amenity zone. Both the dog park and swimming pool are recognized as higher-risk facilities requiring ongoing monitoring, maintenance, and supervision.

Consolidating these amenities allows centralized management, observation, and enforcement by property staff, improves emergency response efficiency, and reduces operational complexity. This configuration also increases resident convenience by clustering outdoor activities and enables integrated landscape and garden design, enhancing aesthetics, overall property value, and rental appeal. From a planning and risk-management perspective, centralizing higher-risk uses is a widely accepted best practice.

3. Redesign of 18-Foot Retaining Wall Using a Tiered, Multi-Level System

The current site plan includes a retaining wall approximately eighteen (18) feet in height, which presents long-term structural and safety considerations.

While the wall may meet current design standards, retaining wall failures frequently occur decades later due to soil movement, hydrostatic pressure, erosion, or material fatigue. Such failures can result in sudden collapse, property damage, or personal injury.

We propose replacing the single tall retaining wall with a tiered, multi-level retaining system to reduce structural load, improve long-term stability and drainage performance, and lower the risk of catastrophic failure. This approach represents a more conservative and resilient engineering solution and significantly reduces long-term safety and liability exposure.

Conclusion

These proposed modifications are intended to ensure the project is not only code-compliant at completion, but also safe, stable, and defensible throughout its life cycle. Proactively addressing foreseeable risks during the planning stage reduces the likelihood of future safety incidents, civil liability, or regulatory disputes.

Thank you for your time and consideration. We remain available to answer any questions or provide further clarification.

Respectfully submitted,

Gordon Dong and Huiqing Li
Owners at 848 Mary Meadows Lane
Phone: 314-494-1736
Email: zhihaidong@gmail.com

Jan 22, 2026

Dear Members of the Planning and Zoning Commission,

This letter serves as a follow-up to our site plan modification proposal submitted yesterday regarding Applications #25-034 and #25-035.

As adjacent residents directly impacted by the proposed commercial restaurant dumpsters, apartment dog park, and retaining wall, we have significant concerns regarding the long-term safety, operational, and management implications of these facilities. To better understand these impacts and to ensure the health, safety, and welfare of neighboring residents, we respectfully expect to clarification from the responsible parties on the following matters:

Relocation Proposal
We have made our best efforts to identify cooperative and practical solutions and submitted what we believe to be a mutually beneficial and optimized proposal to relocate both the trash dumpsters and the dog park. If our proposal is not accepted and these facilities must remain in their current locations, we respectfully request a clear explanation of the specific reasons and the planning or policy basis requiring them to remain there.

Restaurant Trash Dumpster Policy and Controls
a. Are dumpsters required to remain open or fully enclosed with sealed lids?
b. If lids are required, what written property management policies ensure they remain closed at all times (24/7)?
c. What procedures are in place to prevent trash overflow, leakage, odors, insects, rodents, or wildlife attraction? What immediate corrective actions are taken if dumpsters are left open or sanitation issues occur?
d. How will property management monitor and enforce dumpster compliance on a real-time, 24/7 basis?

Dog Park Policy and Safety Management
a. What are the permitted operating hours, and what dog size, weight, or breed restrictions are specified in the written property management policy?
b. What fencing and construction standards will be implemented to ensure long-term structural durability and safety? What construction fence measurement will prevent aggressive behavior, jumping, rushing, or other hazards to neighboring residents in the apartment building lifecycle?
c. How will dog noise be controlled to avoid disturbance to nearby homes?
d. How will property management provide continuous (24/7) monitoring, supervision, enforcement, and immediate action when issues arise?

Retaining Wall Lifecycle Safety and Planning
a. We respectfully request to see the lifecycle studies and engineering analyses addressing its lifecycle durability and performance, not solely minimum building code compliance. What protections are in place against long-term deterioration, collapse, storm water failure, flooding, runoff, or soil displacement that could impact adjacent properties?
c. What maintenance, inspection, and replacement plans exist to ensure the retaining wall remains safe throughout the lifetime of the development?

Given the potential impacts on public safety, sanitation, and neighboring properties, we believe these questions are reasonable and necessary for informed decision-making. We respectfully wish that the Commission review these matters and ask the responsible parties to provide written clarification or guidance.

Thank you very much for your time, consideration, and service to the community. We sincerely appreciate your attention to these important concerns.

Sincerely,

Gordon Dong
Huiqing Li
Property Owners
848 Mary Meadows Ln
St. Louis, MO 63141
Phone: 314-494-1736

February 18, 2026

Planning and Zoning Commission
Creve Coeur, MO

Re: Formal Objection to Proposed Trash Enclosure Placement Adjacent to 848 Mary Meadows Ln

Dear Members of the Commission:

We write to respectfully submit our formal objection to the proposed placement of a trash enclosure immediately adjacent to our residence located at 848 Mary Meadows Ln.

The proposed location of the commercial trash dumpsters presents a significant health and safety hazard to our family, which is **ABSOLUTELY NOT ACCEPTABLE!!!**

We respectfully request that the Commission deny approval of the proposal in its current form and require that these restaurant commercial trash dumpsters be relocated to a more appropriate location that does not adversely affect neighboring residents.

Please be advised that, in the event this proposal is approved as currently presented, we will pursue all available legal remedies to protect our rights and interests, including, but not limited to, initiating formal legal action in St. Louis County Court against the appropriate parties.

We trust that the Commission will give due consideration to the serious nature of these concerns and act accordingly. We remain hopeful that this matter can be resolved through proper review and reasonable modification without the need for litigation.

Thank you for your time and consideration.

Respectfully submitted,

Gordon Dong
Christine Li
Property Owners
848 Mary Meadows Ln

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: January 20, 2026

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 December 15, 2025 and was continued to a future meeting date.

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, AICP, 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, January 2026, prepared by HR Green
Public comments received, December 15, 2025 Staff Report,
MoDOT response to Traffic Impact Study dated January 16, 2026

PROJECT 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 December 15th, 2025 for the initial presentation of the project components. No vote was requested at that time, and the item was continued to a future meeting date. The applicant and his consultants, Steadfast City, are seeking feedback and direction from the Commission for a future revised submission.

SUMMARY OF DECEMBER 15TH MEETING

The first public hearing for the Graeser Station Planned Mixed Use Development Rezoning application with a Site Concept Plan and a Site Development Plan was held at the December 15, 2025 meeting. The item was continued to a future meeting date to allow the Commission time to review the information presented. The staff report, application and applicant's materials from the December 15th meeting are included in the agenda packet for the January 20th meeting. At the December 15th meeting, the applicant and their consultants presented the proposal for Graeser Station. In order for the project to move forward with the Site Concept Plan and Site Development Plan, the property will need to be rezoned to Planned Mixed Use Development District, "PMD." In addition to presenting the components of the project and the applications, the applicants presented the project's alignment with the City's Comprehensive Plan. The applicant's consultant, Julie Nolfo, presented the Shared Parking Study that was done for the project to determine how many parking spaces would be needed for the project based on demand for the proposed uses, as allowed for by Section 405.800.G.4 of the Zoning Code.

Staff followed the applicant's presentation with a presentation exploring the Comprehensive Plan recommendations for the Neighborhood Commercial Place Type District within the East Olive Corridor, the requirements of the Planned Zoning District procedures, and the Traffic Impact Study that was prepared by the City's Traffic Consultant, Dan Shane, PE, PTOE, who also provided additional information about the TIS and MoDOT's initial comments. Public Comment was heard after the presentations from the applicant and City Staff. The item was then continued to a future meeting date. The following is a general summary of the areas of concern expressed at the meeting:

- Density
- Comfortability with amount of parking spaces provided with shared parking as outlined in the applicant's Parking Study
- Height of retaining wall
- Request to provide layered landscaping along Olive Boulevard frontage in front of parking spaces
- Difficulty turning left onto Olive from Graeser due to the permissive left turn arrow
- Explanation of proposed uses for retail component and how they will relate to parking demand
- Replace sidewalk on Olive Boulevard with detached sidewalk instead of maintaining existing sidewalk back of curb
- Request to provide additional rendering of views from Olive showing building and landscaping concept

- Clarify existing crosswalk striping across Olive and Graeser are in good condition in association with recent MoDOT repaving work
- Explain market demand for smaller units/density needs
- Stormwater concerns associated with new development from adjacent residents

TRAFFIC IMPACT STUDY UPDATE

The applicants and City Staff, along with the City's traffic consultant, met with MoDOT to further discuss the Traffic Impact Study conducted in Fall 2025. MoDOT raised safety concerns if westbound left turns onto Olive Boulevard from the entrance into the site were allowed due to the existing median contributing to car accidents. MoDOT then shared crash data with Dan Shane, the City's traffic consultant for additional review. Based on the crash data provided, Mr. Shane revised the Traffic Impact Study to recommend left turns onto Olive Boulevard from the site be prohibited in favor of channeling west bound drivers through the site and onto Graeser Road to turn left onto Olive Boulevard at the traffic light. In order to accommodate this change in traffic pattern and reduce delays at the traffic light on Graeser Road, Mr. Shane also recommended that left-turn control modifications be made to change the permissive left turn to a protected left turn with permissive left turn phasing. These recommendations have been discussed with the applicant, and the applicant is agreeable to them. MoDOT provided their agreement with the results of the Traffic Impact Study's recommendations in a letter dated January 16, 2026, which is attached for reference.

NEXT STEPS

The Planning and Zoning Commission should provide feedback and direction to the applicant as to what changes, alterations, additional information, etc. need to be provided in order for the Commission to make a recommendation on the project. The applicant will then submit revised plans for a formal recommendation on the application at a future meeting date and staff will prepare the draft ordinance in anticipation of a vote on the application.

SUMMARY AND RECOMMENDATION

The proposal represents a substantial change for this site. As reviewed in the Staff Report for the December 15th meeting, there are many facets to consider if a completly new zoning district, that would be uniuqe to this project, would be created. 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 provide direction to the applicant by identifying areas for further staff analysis or for applicant adjustments to the proposal. Staff requests that after providing feedback to the applicant, the Planning and Zoning Commission vote to continue the matter to a subsequent meeting date of the Commission to allow the applicant time to respond to the Commsision's direction.

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 any areas of further consideration raised by the Commission, submittal of the boundary adjustment plat and preparation of a draft PMD ordinance."

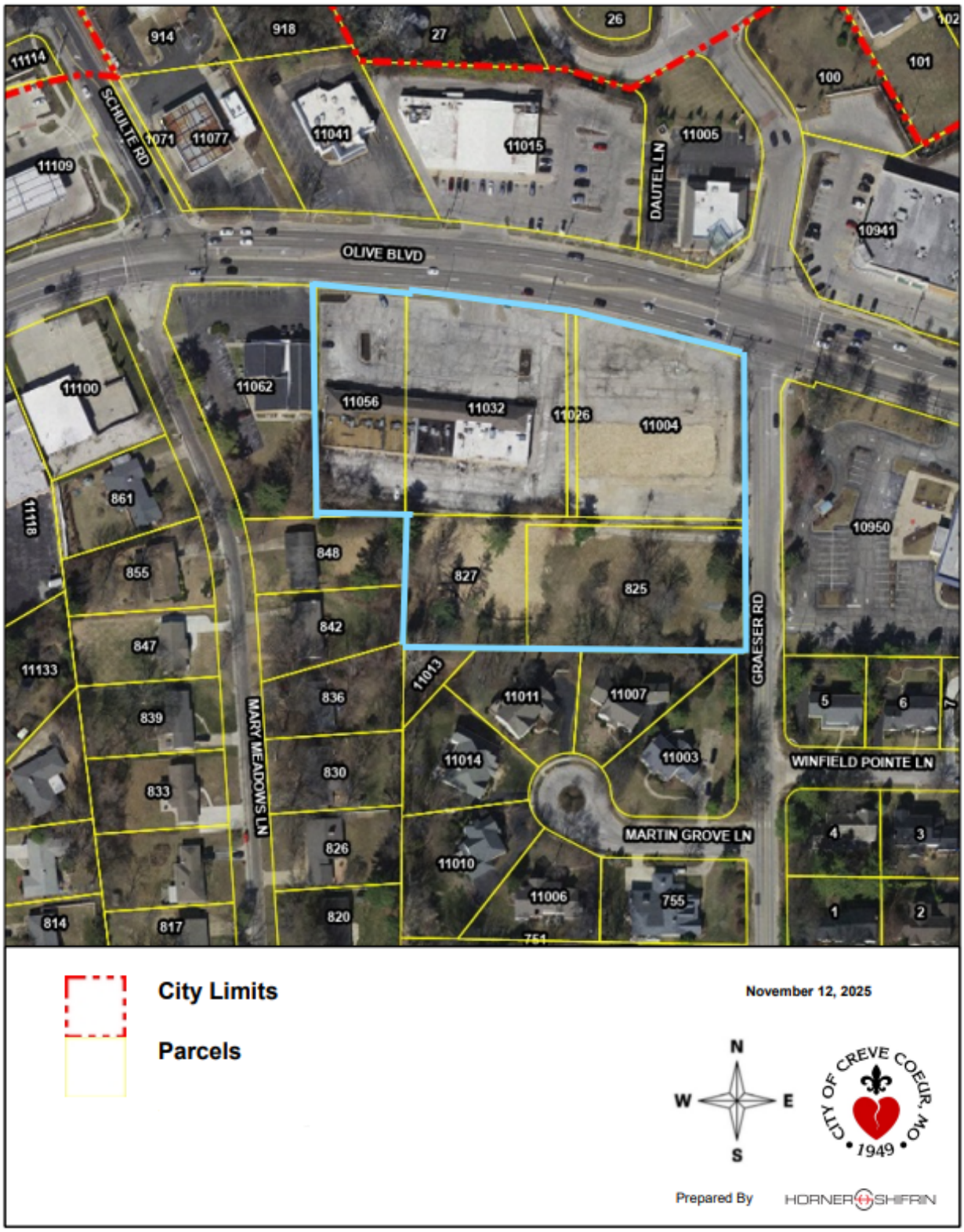
APPENDIX 1: COMPREHENSIVE PLAN

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


914
918
27
26
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SCHULTE RD
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City Limits
Parcels
November 12, 2025
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S
CITY OF CREVE COEUR, MO
1949
Prepared By
HORNER SHIFRIN

Missouri Department of Transportation

1590 Woodlake Drive
Chesterfield, Missouri 63017-5712
314.275.1500
Fax: 573.522.6475
1.888.ASK MODOT (275.6636)

January 16, 2026

Mr. Dan Shane
HR Green
520 Maryville Centre Dr, Suite 100
St Louis, MO 63141
<< Transmitted via email>>

RE: Graeser Station Traffic Impact Study, MoDOT's Response.

Greetings,

Thank you for allowing the Missouri Department of Transportation the opportunity to review HR Green's traffic study regarding a mixed-use development in the SW quadrant of MO 340 and N Graeser Rd. This development proposes 160 apartment type residential units, 7000 square feet of commercial space, and 3000 square feet of high-turnover restaurant space. Our traffic team has evaluated this submittal and offers the following comments:

- MoDOT concurs with the conclusions of the study, which recommends both restricting NB left turning traffic movements from the west access of the development, and equipment modifications for the NB and SB vehicle movements at the MO 340 and N Graeser Rd signalized intersection.
- MoDOT recommends the developer comply with state highway construction standards and specifications where modifications are warranted.
- The developer is required to obtain construction permits from MoDOT before any state right-of-way modifications are performed.
- The developer is required to submit construction plans to MoDOT's traffic division for their review before any construction permits are granted.

Should you have any questions or comments, you may contact me via email at robert.meyer@modot.mo.gov.

Respectfully,



Robert Meyer
SW Area West County – Traffic Studies Specialist
Missouri Department of Transportation

CC'd: Ryan Pearcy, Area Engineer
John Braden, Area Permits
Akhand Ashek, Area Traffic
Jeffery Baird, Traffic Operations
Eddie Watkins, Traffic Operations

Bethany Moore <bmoore@crevecoeurmo.gov>

REF: #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 OLI

2 messages

stevew@inlite.com <stevew@inlite.com> Mon, Dec 15, 2025 at 11:37 AM
To: jjaggi@crevecoeurmo.gov
Cc: blmoore@crevecoeurmo.gov

TO: Jason Jaggi / Bethany Moore

FROM: STEPHEN WEINSTOCK

Resident: 10962 Chambray Ct.

REF: #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 COMMERCIAL REZONING

I know there is a scheduled hearing tonight regarding the above proposal. I am sorry but I am unable to attend this meeting, but I want you to know my concerns and that of the other people in my subdivision.

We all agree that this property at the corner of Graeser and Olive Street must and should be developed. We also agree that zoning it for a commercial residential apartment project is also a very good idea and in keeping in the best interests of the city of Creve Coeur as well as its residents. However, in saying that we feel very strongly that this project must not only be developed correctly to fit into this location, but it must also be a great addition to the surrounding area and not a burden on the current residents living in the area.

After going to the meetings held by both the builder and the city, we have the following concerns that we feel still must be addressed prior to this plan and zoning being approved.

First is the overall height of the buildings. We feel that this project should not be more than three stories high in keeping with the other surrounding buildings in the immediate area. However, if this is not a major concern of those other subdivisions and residents living closer to the project then it is not a major concern for us and we can live with it.

Second and more important concern is the addition of 100 plus autos using the inter section of Olive Blvd and Graeser Rd between the hours of 7 to 9 AM and 4 to 6 PM Monday through Friday. We are not concerned with the overall traffic on Graeser Rd but just this intersection. We have reviewed the builders' traffic study and really find that it is not correct in its assumptions in this regard to the impact on this one particular intersection. We feel that the traffic flowing on to Olive and especially the traffic coming off Olive on to Graeser at these particular times per day should be addressed. We feel that in order to keep the flow of traffic coming off Olive St Blvd on to Graeser an additional right turn only lane should be added on the side of Graeser Rd where these apartments are being built. When the residents return home to their apartments and they are coming off Olive Street Blvd they will be able to go into this right turn only lane and thus will not interfere with those people coming off Olive and wanting to continue going north on Graeser. This will also help in helping to keep any backups of autos wanting to come off Olive Blvd at this key high traffic times. If this extra lane is not built at the beginning of this project, then the city needs to add an additional 25 feet in building off set on Graeser Rd to accommodate the possibility of having to build this lane at a later date. This is an insurance policy for us all. Once these buildings are built it is impossible to pick them up and move them over to add this lane of traffic in the future. This must be accounted for now and protect us in the future.

The third and one of the most important concerns we have is for the city not to give any incentives to the builder for this project. If it makes financial sense, then it will be built and if not then it should not be built. Creve Coeur residents just passed another law in order to collect more sales tax. Enough is enough Creve Coeur cannot afford to keep giving away money. Every municipality is struggling with increased costs and how to pay for them. Our schools are now also starting to suffer. As residents we do not feel that we need to give any incentives to build in our community. All these incentives do is aid the builder to sell this project to another buyer. There is no real benefit for us as residents. This project is being built as an investment to be flipped to another owner. As residents we keep trying to put money in the bucket for our

community and as alder people you keep giving it away. The answer is NO MORE INCENTATIVES FOR THIS OR ANY OTHER PROJECT.

Regards,

Steve Weinstock

Bethany Moore <bmoore@crevecoeurmo.gov> Mon, Dec 15, 2025 at 11:52 AM
To: stevew@inlite.com
Cc: jjaggi@crevecoeurmo.gov, blmoore@crevecoeurmo.gov

Steve,
Thank you for your comments. We will pass it along to the Planning and Zoning Commission. Thanks!
[Quoted text hidden]
--

Bethany L. Moore, AICP
City Planner
City of Creve Coeur
300 North New Ballas Rd
Creve Coeur, MO 63141
314-442-2087

www.crevecoeurmo.gov

Jason Jaggi <jjaggi@crevecoeurmo.gov>

graeser station

1 message

Brett Berger <bergerbrett7@gmail.com> Wed, Dec 17, 2025 at 9:50 AM
To: Jason Jaggi <jjaggi@crevecoeurmo.gov>

Hi Jason,

As you know I oppose the Graeser Station project due to its high density of 36 families per acre adjacent to single-family creve coeur homes with a density of 3 families per acre.

Neighbors want this property updated but it should be the correct fit.

One of the P&Z members, I believe Ms. Richter?, at the end of Monday's session asked what types of developments neighbors may prefer to see at this corner but I wasn't given a chance to reply. Please share this information with P&Z and include it in the public record. Thanks

Preferred Alternatives to a high density Apartment Complex

1. **Updated single-story retail across the full site**
   An updated retail building/experience only. Most compatible with the surrounding area, most ideal but we understand this is challenging due to land cost and retail market conditions.
   - **Example neighborhood-scale general commercial**
     Models include Schneithorst Village (Frontenac) and the Olivette development with Great Heart Brewing, ideally walkable, community-oriented, and proven to succeed in similar locations. Not necessarily these tenants specifically, but the look/feel of the site.

2. **Low-density mixed-use**
   Single-story retail with a limited second story of residential units (significantly less dense than proposed).

3. **Row houses / townhomes**
   Similar to The Vale at Olia Village lost 16 (~6 dwellings per acre) could work well at this site. The Vale looks like a great development and we believe neighbors would be amenable to this type of project if the density is similar.

Desired business uses for the site
Quality, locally oriented businesses, daily-use services neighbors might walk to and frequent regularly, such as:

- Sit-down restaurants and cafes
- Specialty food & beverage
- Bakery, deli, coffee roaster, wine shop, specialty grocer, butcher, or prepared-foods market.
- Salons and personal services
- Small family hardware or convenience retail
- Medical / wellness services
    i. Primary care, dental, physical therapy, vision care, counseling (non-urgent, appointment-based).

- Professional offices
    i. Small law, accounting, real estate, insurance, design, or consulting offices.
- Fitness & movement studios
    i. Yoga, Pilates, barre, martial arts, or small-group training (not large gyms).
- Child & family services
    i. Tutoring, music lessons, art studios, enrichment centers (non–high-traffic daycare).
- Community-oriented spaces
    i. Neighborhood meeting rooms, co-working hubs, or flexible event space tied to local use.
- Boutique retail
    i. Home goods, gift shops, bookshops, pet services, or local artisan retail.
- Senior-oriented services
    i. Non-residential senior support services (wellness, education, social services).
- Civic-compatible uses
    i. Library satellite, municipal service office, or nonprofit community offices.

--
All the best,

Brett Berger
Graeser Neighbors for Safety http://graeserneighbors.org/
314.495.4990
10 Winfield Pointe Lane, Creve Coeur, MO 63141

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.

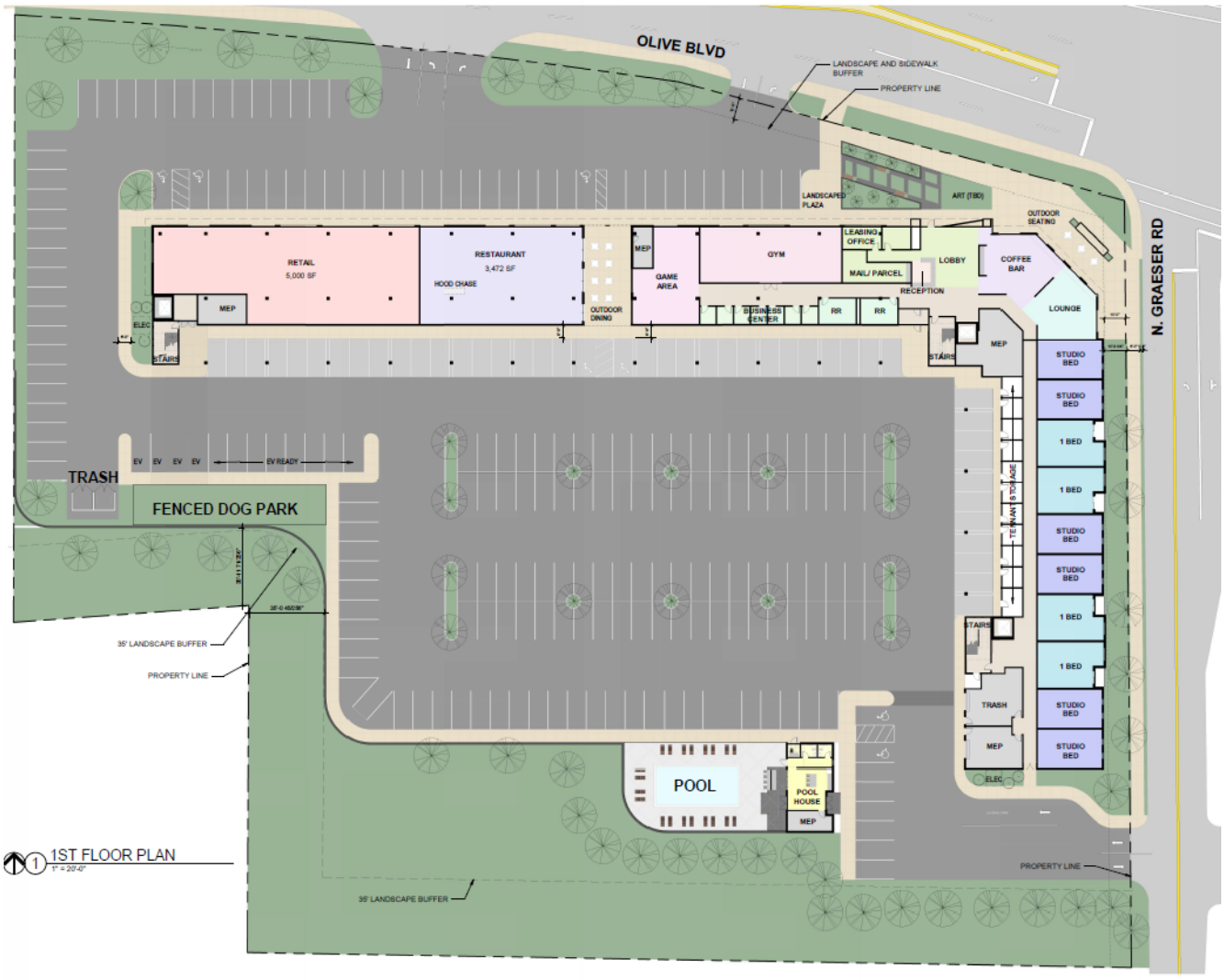


Figure 1: Proposed Site Plan with First Floor Layout.



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

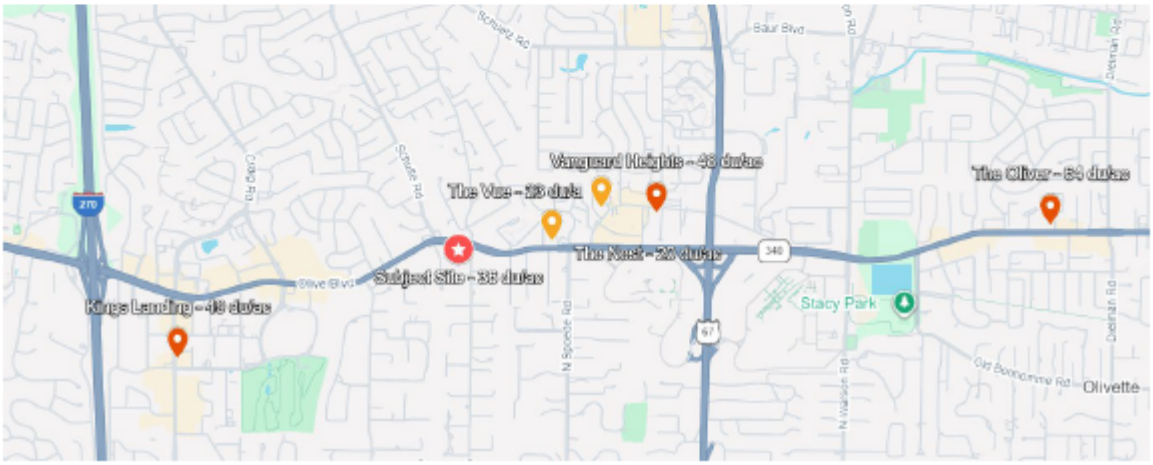


Figure 4: Table and Map Provided in Applicant's Submission Materials.

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.

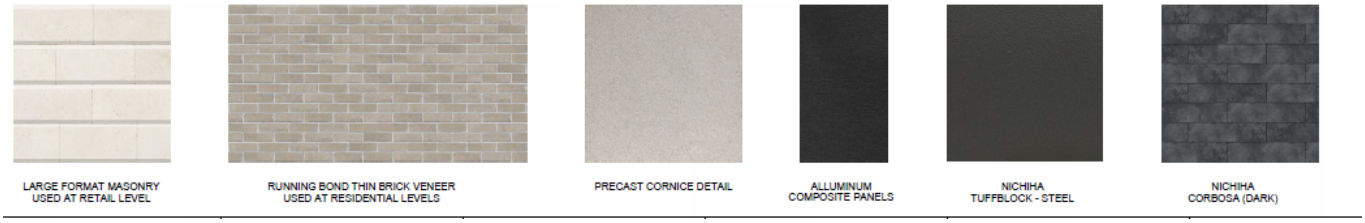


Figure 5: Proposed Materials.



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.

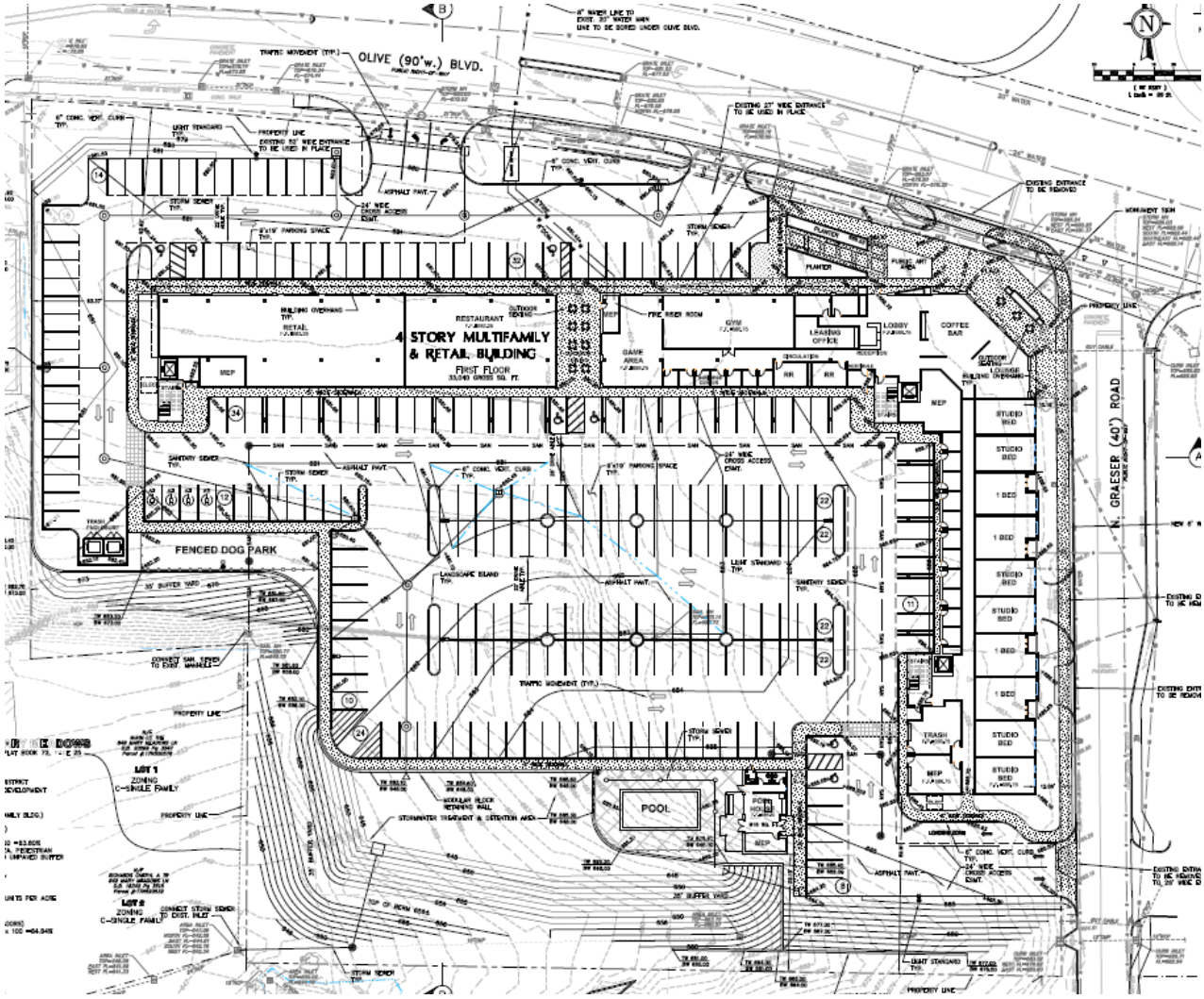


Figure 9: Site Development Plan, sheet SD3.

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.

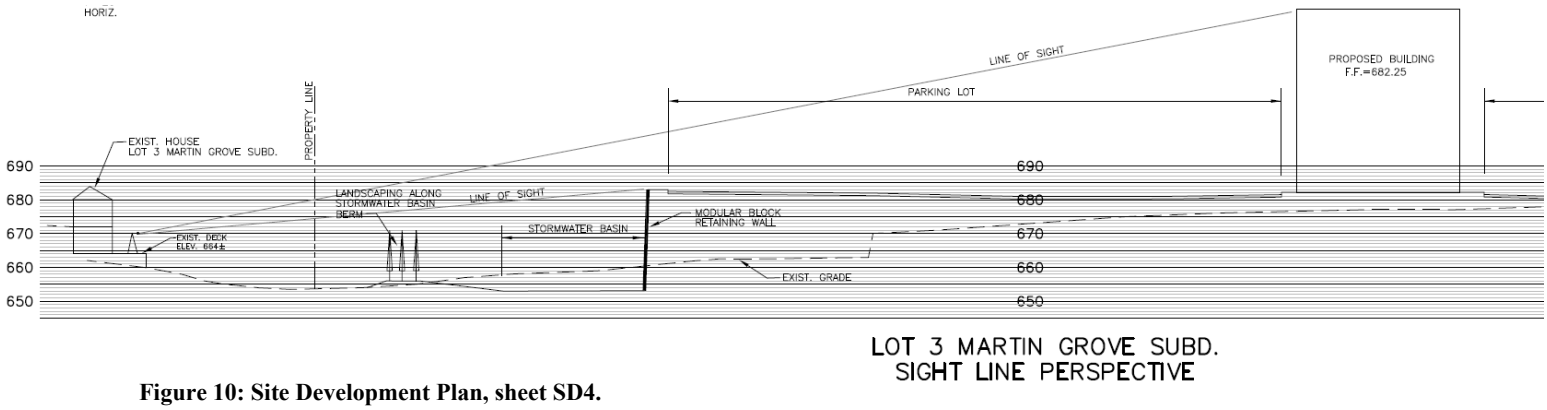


Figure 10: Site Development Plan, sheet SD4.

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.

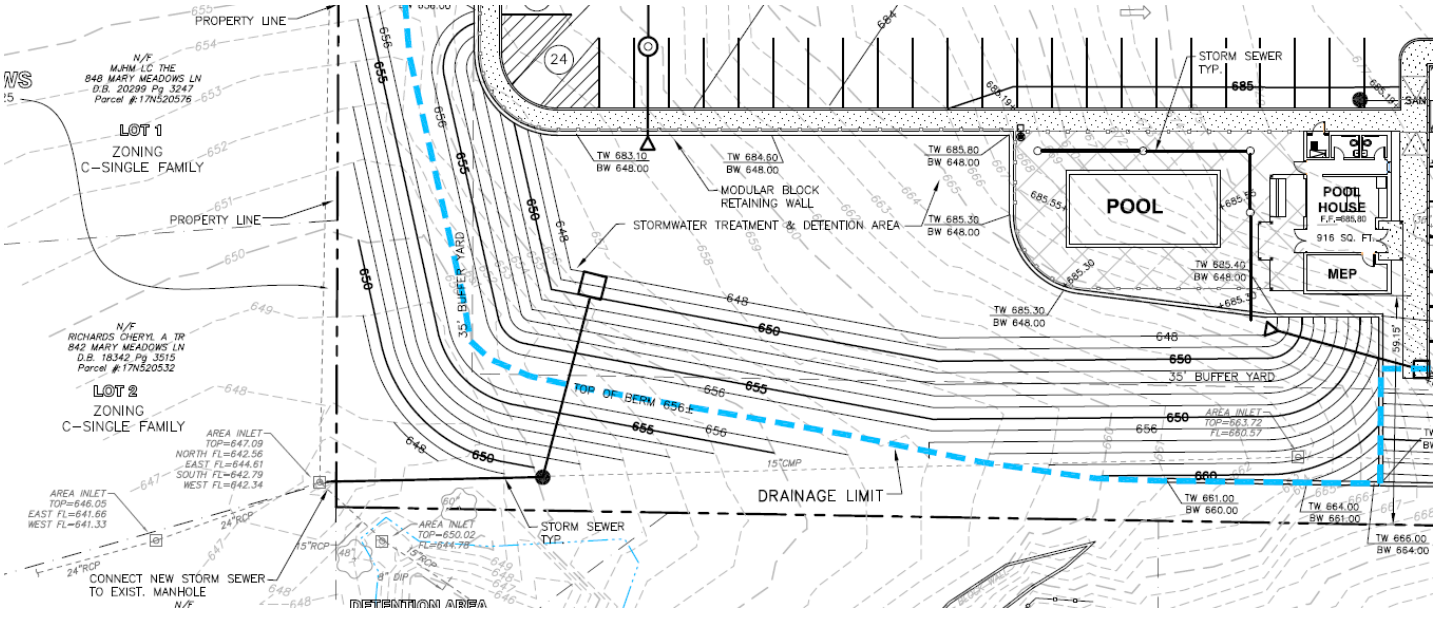


Figure 11: Stormwater Plan, sheet SD5.

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.

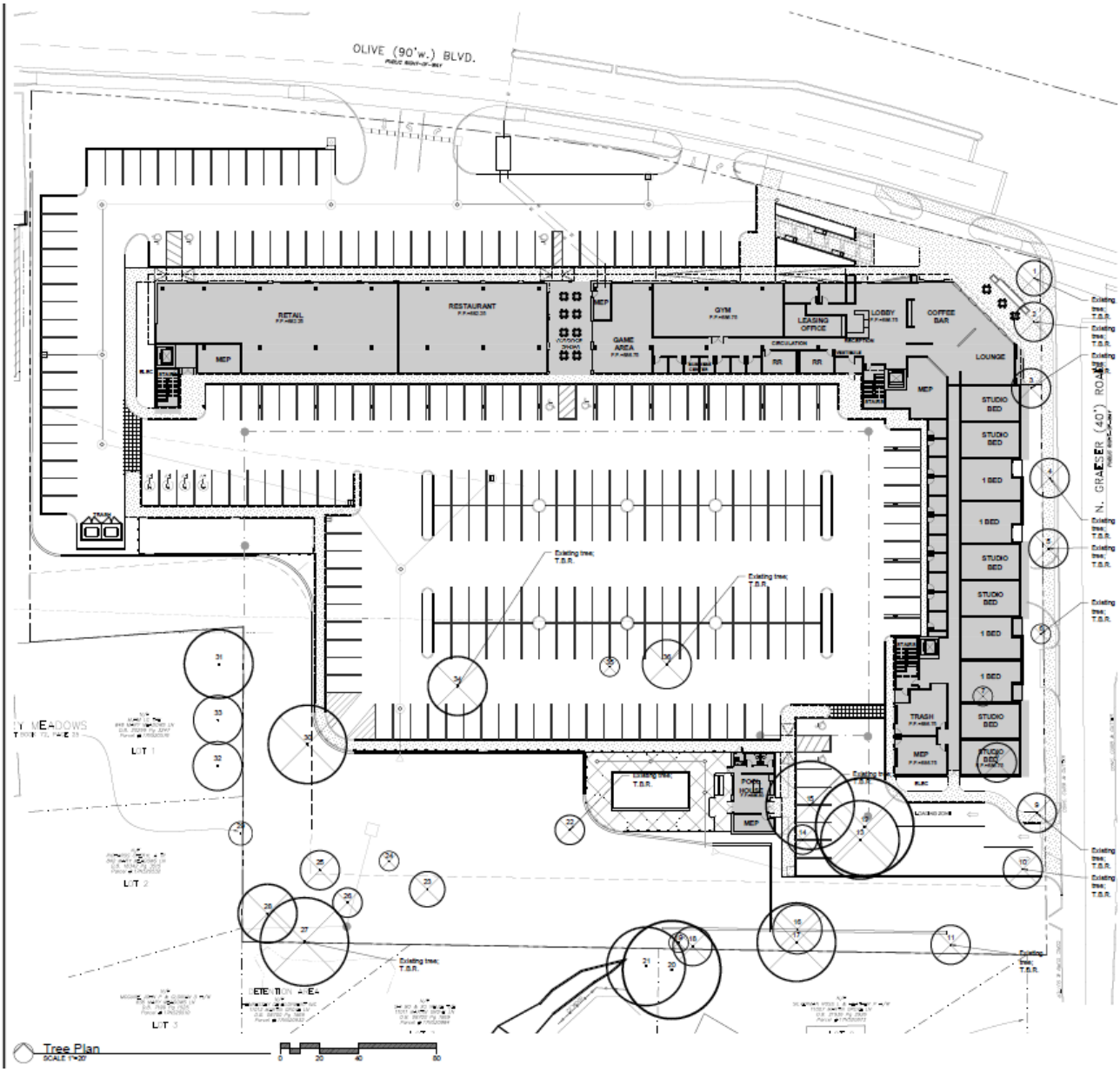


Figure 12: Tree Plan.

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.

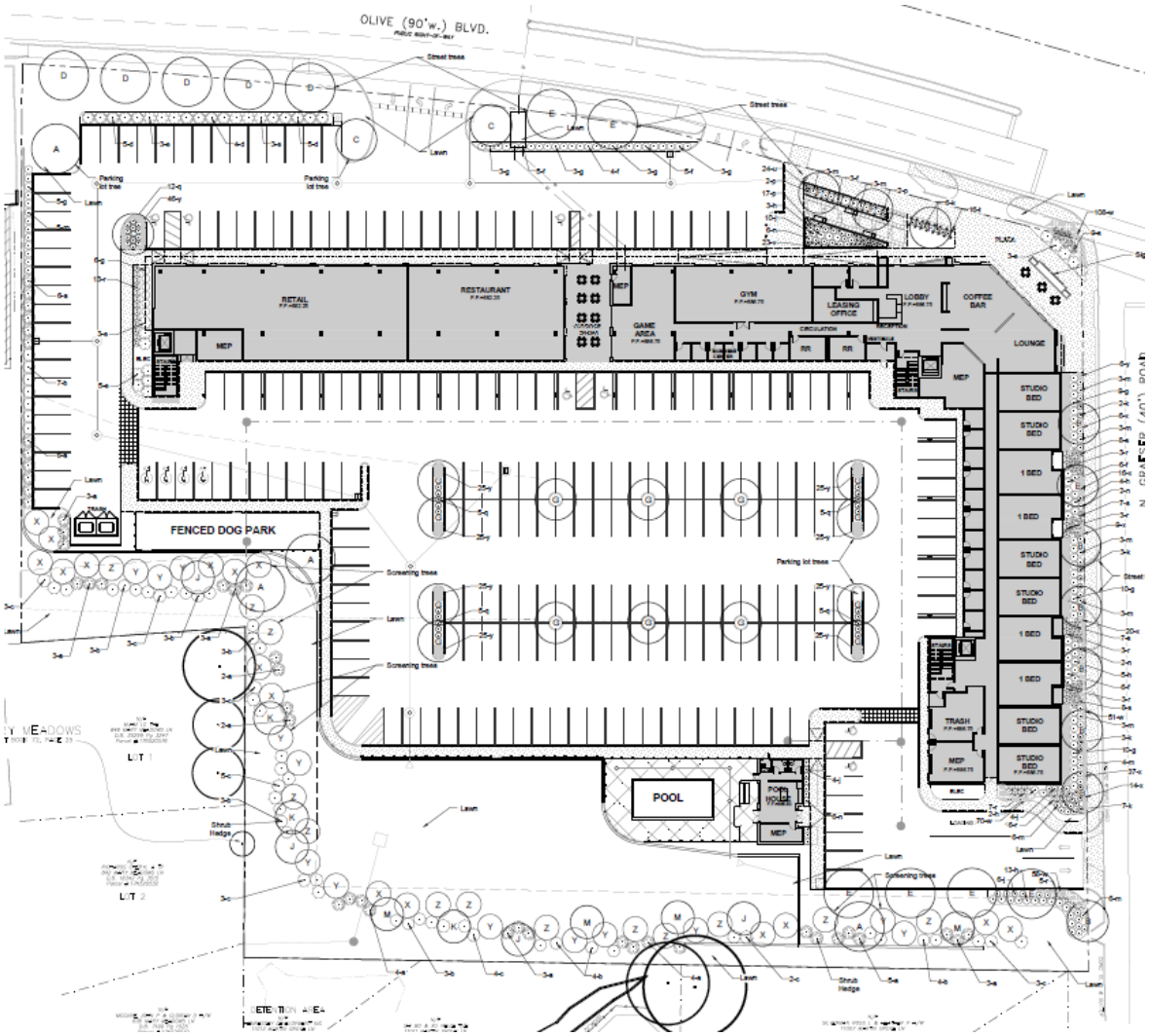


Figure 13: Landscaping Plan.

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.

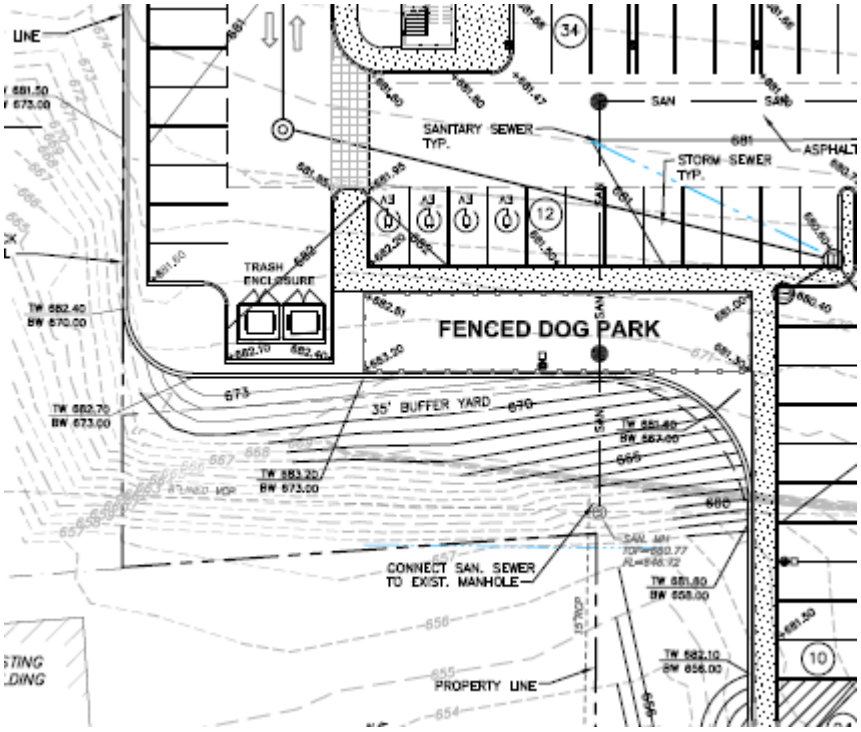


Figure 14: Trash Enclosure Location Shown on the Site Development Plan.

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.

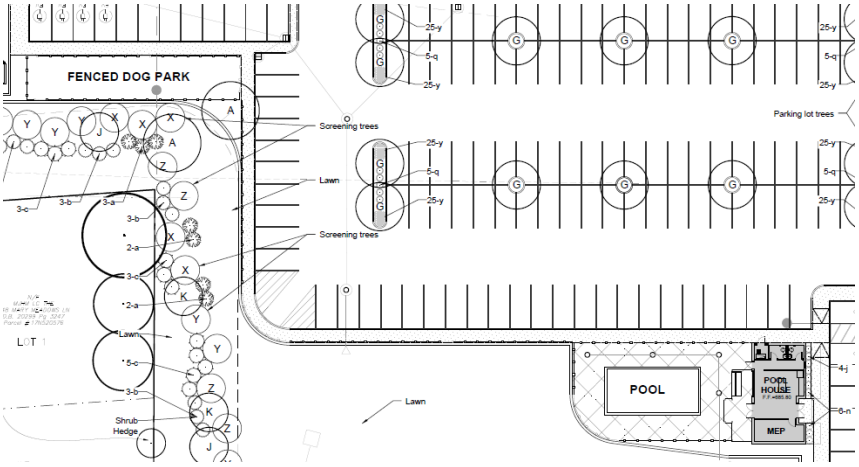


Figure 15: Outdoor Amenities at Rear of Building.

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.

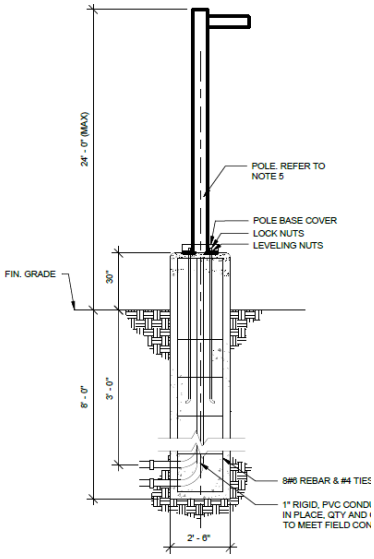




Figure 16: Proposed Lighting.

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."

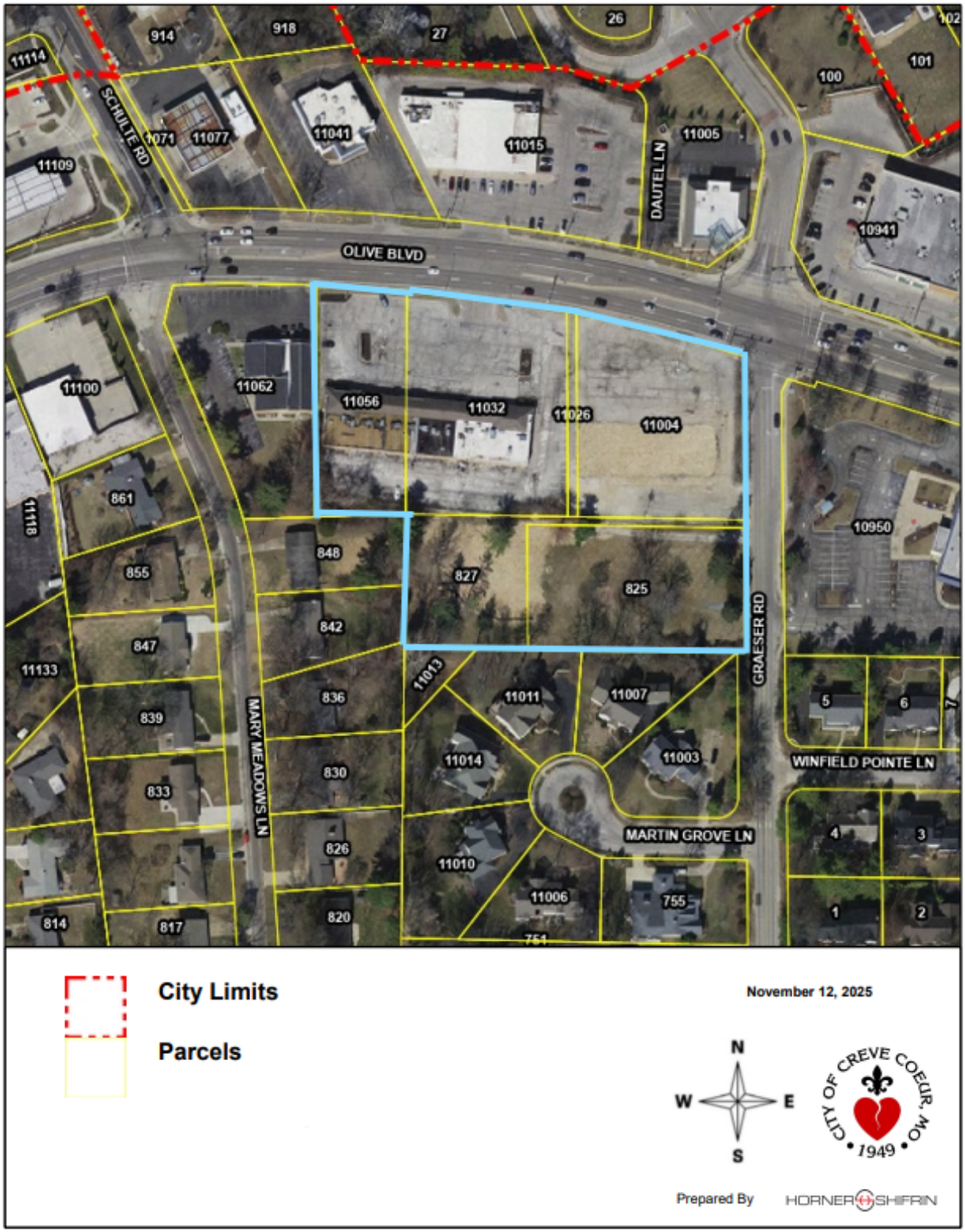
APPENDIX 1: COMPREHENSIVE PLAN

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



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 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 #*** _____

Subject for Agenda: Graeser Station Rezoning to PMD

17N540732, 17N540057, 17N540046, 17N540741, 17N520543, 17N520554

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*

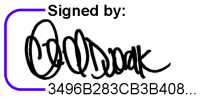
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Revised: 1/2023

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

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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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

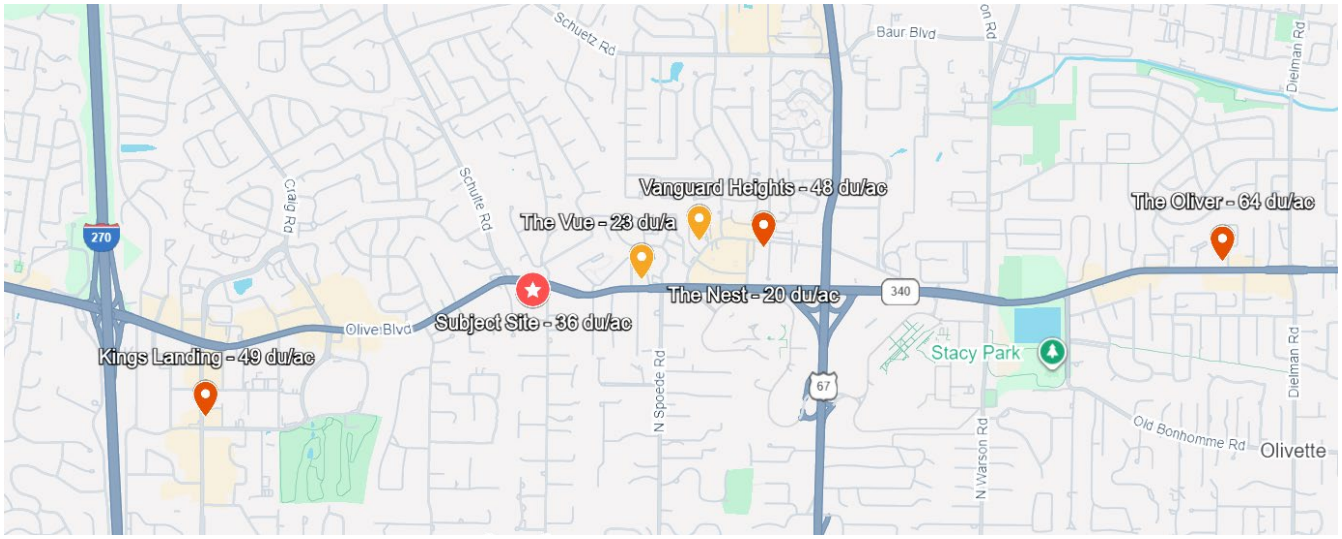


Figure 1: Map showing variable density multi-family developments

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.

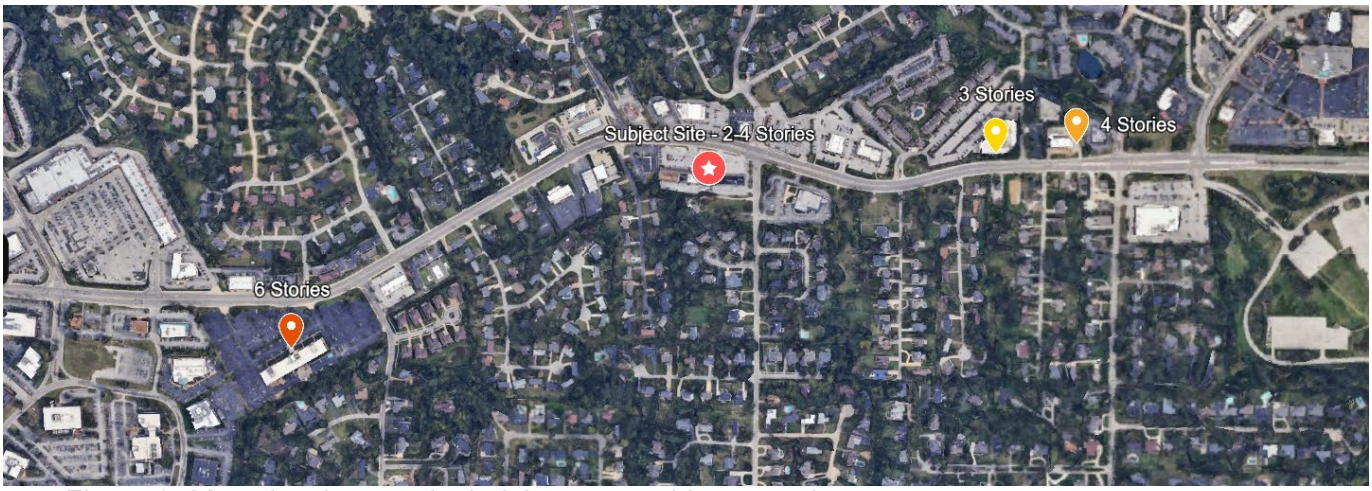


Figure 2: Map showing nearby height comparable properties

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

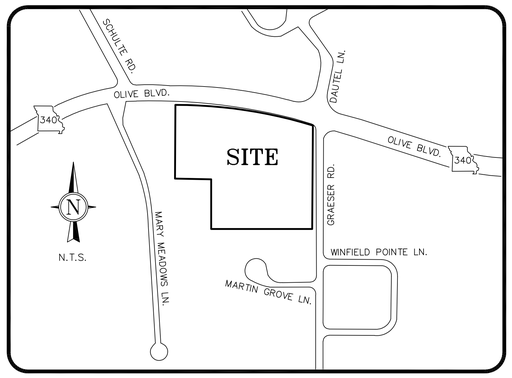
- EXISTING CONTOURS — 710
- PROPOSED CONTOURS — 710
- EXISTING SANITARY SEWERS
- PROPOSED SANITARY SEWERS
- EXISTING STORM SEWERS
- PROPOSED STORM SEWERS
- PROPOSED WATER/FIRE LINE — W
- EXISTING PROCESS SEWERS — P
- WATER METER — W
- EXISTING UTILITY POLE
- EXISTING SPOT ELEV. — +708.50
- PROPOSED SPOT 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

STOP! Call Before you DIG
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TOLL FREE

State Law requires 2 days advance notice. "The law in the State of Missouri defines emergency excavation as one preventing danger to life, health, or property."

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

www.mo1call.com

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

N. GRAESER (40') ROAD
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'

N00°07'32"E 281.53'

N00°32'19"W 196.30'

N00°32'19"W 159.17'

N00°15'34"E 160.70'

S85°54'28"W 109.56'

N89°02'25"W 410.79'

S01°16'41"W 246.62'

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

(N89° 12'W 388.82')

(N0° 46'W 160.01')

N85°45'16"E 87.02'

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

(IN FEET)
1 inch = 20 ft.

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

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

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

ZONING
GC–GENERAL COMMERCIAL

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)

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

ZONING
GC–GENERAL COMMERCIAL

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

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

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

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

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

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

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

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

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

BLDG. COLUMN (TYP.)

CANOPY

250.1'

60.0'

60.1'

STEPS (TYP.)

GUY CABLE

MONITORING WELL

EXISTING BUILDING

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

ZONING
GC–GENERAL COMMERCIAL

MARY MEADOWS
PLAT BOOK 72, PAGE 25

LOT 1

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

ZONING
C–SINGLE FAMILY

LOT 2

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

LOT 3

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

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

MARTIN GROVE
PLAT BOOK 299, PAGE 20

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

LOT 2

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

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

REV. NO.	REMARKS	DATE

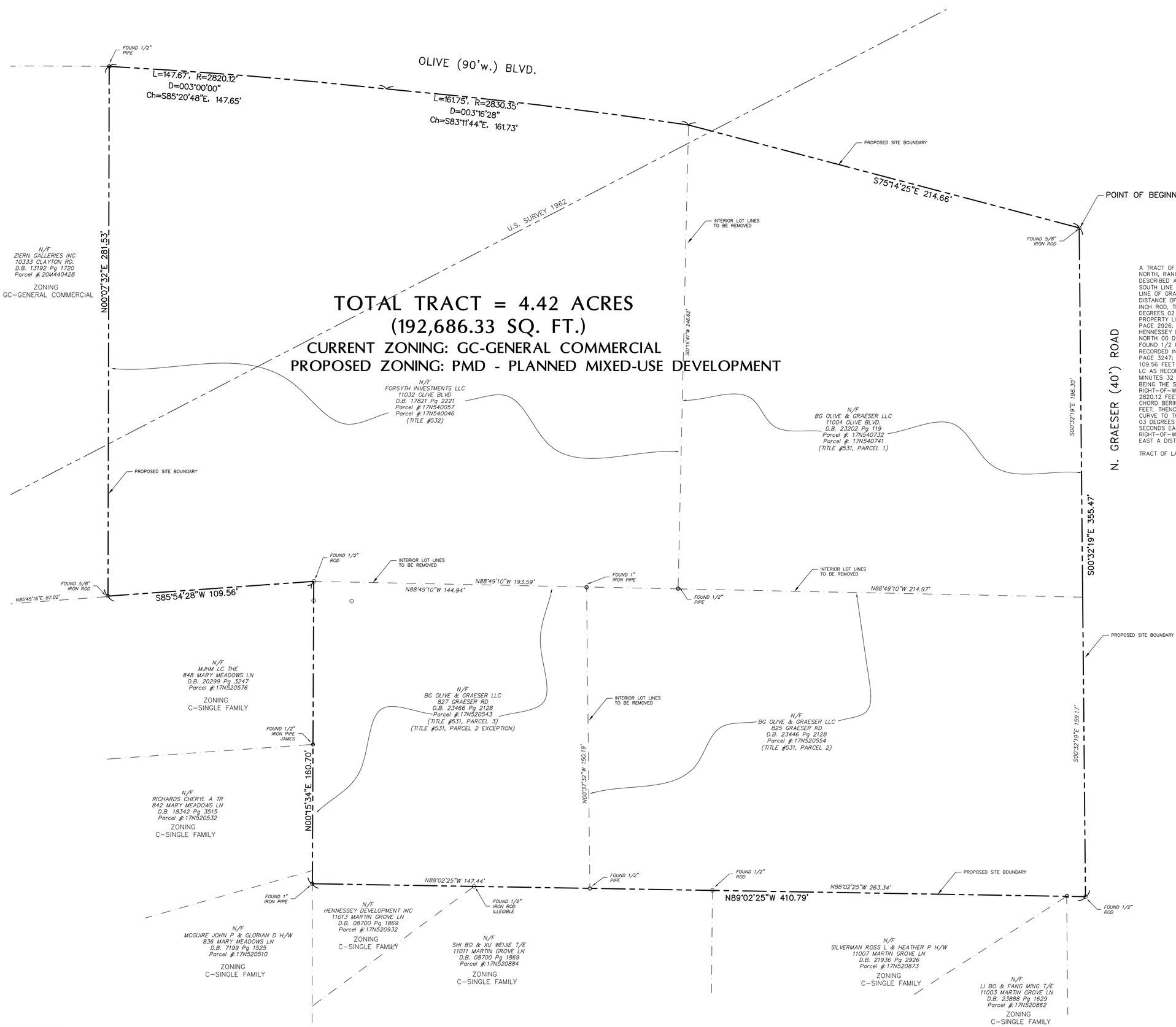
SITE CONCEPT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT
11004 OLIVE BLVD, CREVE COEUR, MO 63141

SHEET TITLE
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 11:24 AM/Rob Sharp



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)

(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

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

GRIMES CONSULTING, INC.
12300 OLD TESSON RD.
SUITE 300D
ST. LOUIS, MO 63128
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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
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\431\Drawings\Engineering\SDP\1004 OLIVE MIU\TP\MIU_KRETA6.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.

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

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

EXISTING 27' WIDE ENTRANCE TO BE USED IN PLACE

EXISTING 52' WIDE ENTRANCE TO BE USED IN PLACE

EXISTING ENTRANCE TO BE REMOVED

MONUMENT SIGN

EXISTING BUILDING

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

ZONING
GC–GENERAL COMMERCIAL

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

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

6' WIDE SIDEWALK
7' WIDE SIDEWALK
6' WIDE SIDEWALK

STORM SEWER TYP.
SANITARY SEWER TYP.
ASPHALT PAVT.
9'x19' PARKING SPACE TYP.
22' DRIVE AISLE TYP.
26' DRIVE AISLE
6" CONC. VERT. CURB TYP.
LIGHT STANDARD TYP.
LANDSCAPE ISLAND TYP.
STORM SEWER TYP.

PROPERTY LINE

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

NEW 6' WIDE SIDEWALK

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

ZONING
GC–GENERAL COMMERCIAL

STUDIO BED
1 BED
TRASH F.F.=686.75
MEP F.F.=686.75
ELEC
LOADING ZONE

EXISTING ENTRANCE TO BE REMOVED
EXISTING ENTRANCE TO BE REMOVED AND ENLARGED TO 26' WIDE ENTRANCE

FENCED DOG PARK

POOL
POOL HOUSE F.F.=685.80
916 SQ. FT.
MEP
SHO

STORMWATER TREATMENT & DETENTION AREA
DETENTION AREA
MODULAR BLOCK RETAINING WALL
TRASH
CONNECT SAN. SEWER TO EXIST. MANHOLE
CONNECT STORM SEWER TO EXIST. INLET
STORM SEWER TYP.

35' BUFFER YARD
TOP OF BERM 656±

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

LOT 2
ZONING
C–SINGLE FAMILY

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

LOT 3
ZONING
C–SINGLE FAMILY

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

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

ZONING
C–SINGLE FAMILY

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

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

STATE OF MISSOURI
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

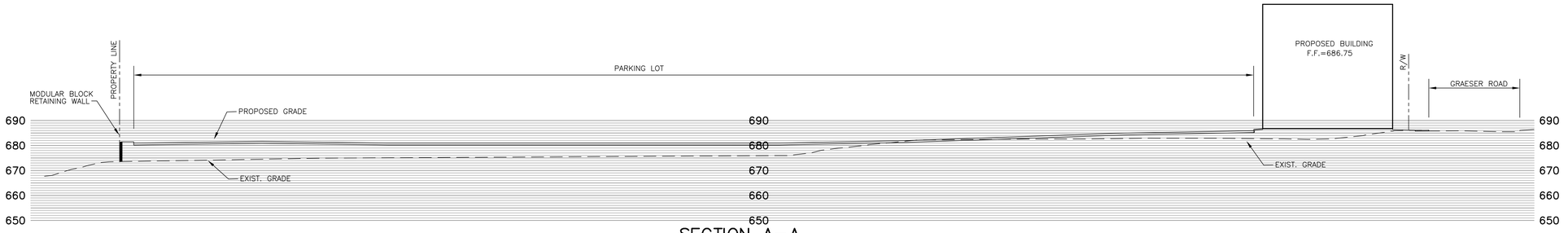
REV. NO.	REMARKS	DATE

SHEET TITLE: SITE CONCEPT PLAN

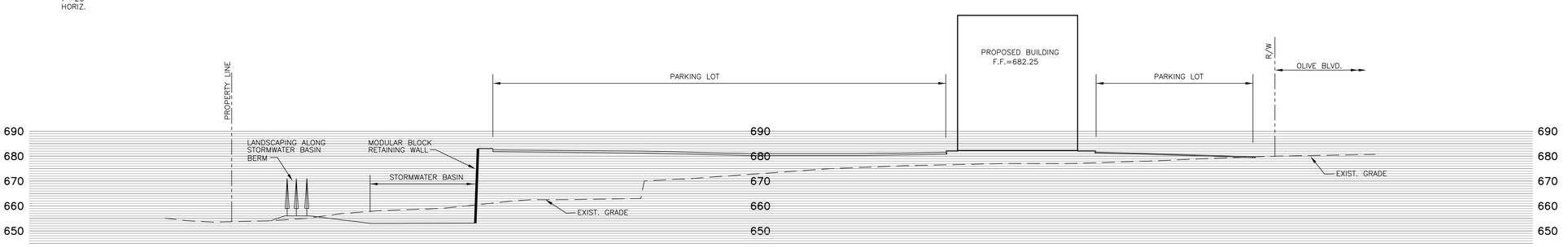
SITE CONCEPT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT
11004 OLIVE BLVD, CREVE COEUR, MO 63141

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

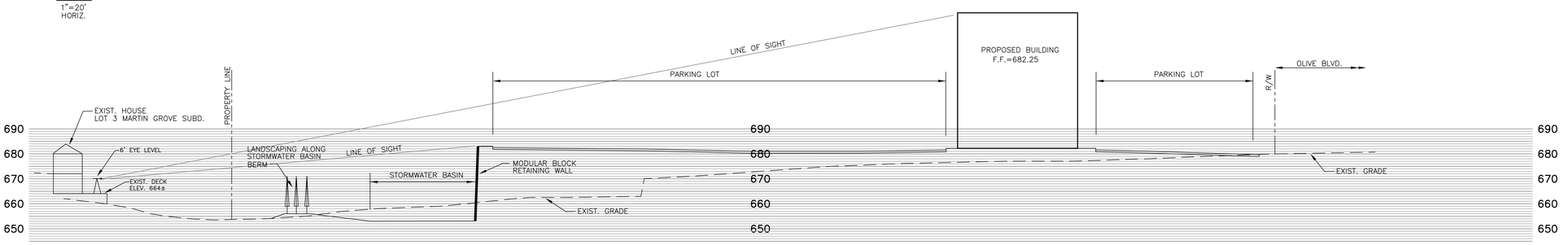
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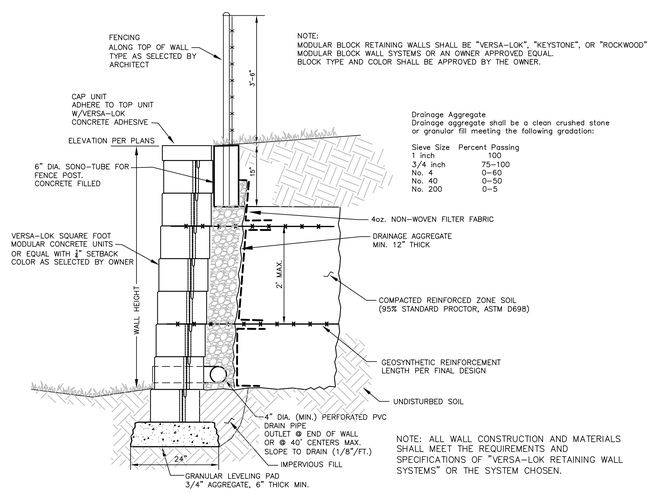
SECTION A–A



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.
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
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

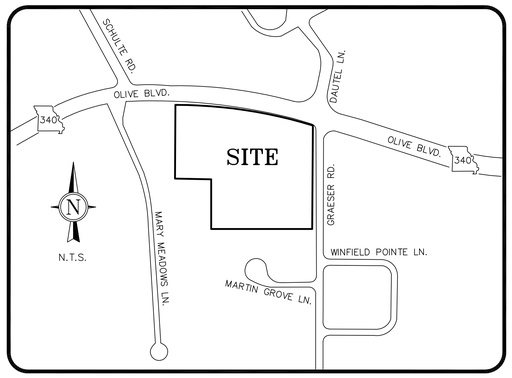
GUY WIRE
WATER VALVE
GAS VALVE
GRATE MANHOLE
CLEAN OUT — C.O.
BOLLARD
PULL BOX
SANITARY MANHOLE — S
CURBE INLET
GRATE INLET
ELECTRIC METER — E
FENCE — X — X
EXISTING STRUCTURE
EXISTING STRUCTURE TO BE REMOVED
TRASH ENCLOSURE
EXISTING WALL — W
PROPOSED WALL
SILT FENCE
CONSTRUCTION FENCE
GUARD RAIL
GRAVEL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

INDEX

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

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.

MISSOURI ONE-CALL SYSTEM, INC. 1-800-344-7483 STOP! CALL BEFORE YOU DIG!
1–800–DIG–RITE

STOP! Call Before you DIG
1–800–344–7483
TOLL FREE

State Law requires 2 days advance notice. "The law in the State of Missouri defines emergency excavation as one preventing danger to life, health, or property."

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.

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.
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www.grimesconsulting.com
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:\43\11431\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

N. GRAESER (40') ROAD
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'

N00°07'32"E 281.53'

S85°54'28"W 109.56'

N85°45'16"E 87.02'

N00°15'34"E 160.70'

N89°02'25"W 410.79'

N00°32'19"W 196.30'

N00°32'19"W 159.17'

S01°16'41"W 246.62'

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

(N89° 12'W 388.82')

(NO° 46'W 160.01')

BASIS OF BEARING

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

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

(IN FEET)
1 inch = 20 ft.

EXIST. BUILDING TO BE DEMOLISHED

1 STORY BRICK BUILDING
BUILDING HEIGHT: 17.5'± 15,031 SQUARE FEET

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

ZONING
GC–GENERAL COMMERCIAL

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)

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

ZONING
GC–GENERAL COMMERCIAL

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

BLDG. COLUMN (TYP.)

CANOPY

250.1'

60.0'

60.1'

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

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

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

DETENTION AREA

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

LOT 2
N/F
RICHARDS CHERYL A TR
842 MARY MEADOWS LN
D.B. 18342 Pg 3515
Parcel #:17N520532

LOT 3
N/F
MCGUIRE JOHN P & GLORIAN D H/W
836 MARY MEADOWS LN
D.B. 7199 Pg 1525
Parcel #:17N520510

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

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. 23446 Pg 2128
Parcel #:17N520554
(TITLE #531, PARCEL 2)

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

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

STATE OF MISSOURI
LEONARD J. MEERS
NUMBER E-28288
PROFESSIONAL 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

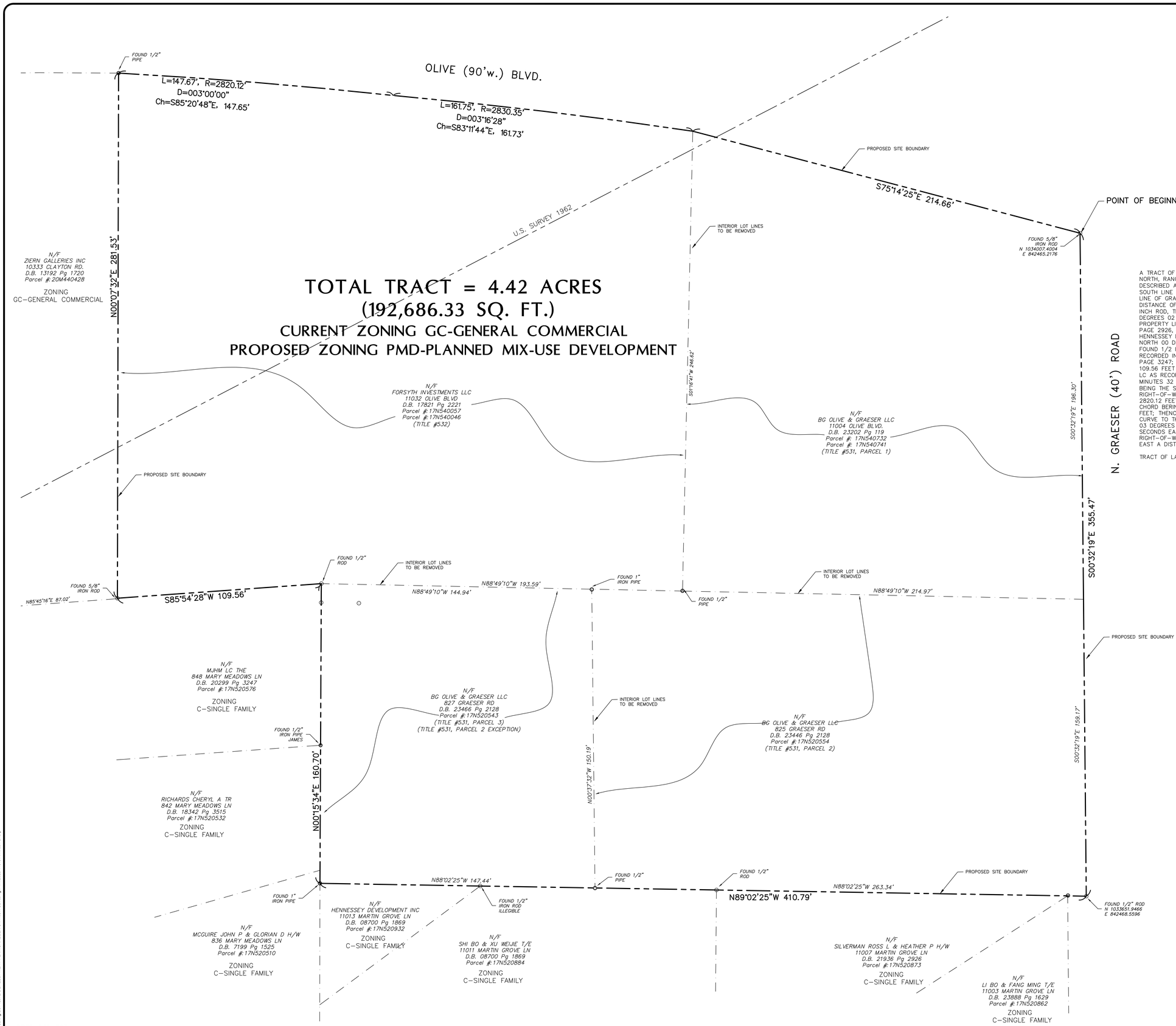
SITE DEVELOPMENT PLAN
GRAESER STATION
PLANNED MIXED-USE DEVELOPMENT
11004 OLIVE BLVD, CREVE COEUR, MO 63141

SHEET TITLE
EXISTING SITE PLAN

JOB NUMBER: 4311
DRAWN BY: R.S.
DATE: 7/14/25
CHECKED BY: L.M.
DATE: 7/14/25
SHEET: SD1

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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.

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
12/7/25
LEONARD J. MEERS
PROFESSIONAL ENGINEER
E-28288

Civil / Survey
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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.

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

TRAFFIC MOVEMENT (TYP.)

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

EXISTING 27' WIDE ENTRANCE TO BE USED IN PLACE

EXISTING 52' WIDE ENTRANCE TO BE USED IN PLACE

EXISTING ENTRANCE TO BE REMOVED

6" CONC. VERT. CURB TYP.

LIGHT STANDARD TYP.

PROPERTY LINE

ASPHALT PAVT.

24' WIDE CROSS ACCESS ESMT.

STORM SEWER TYP.

9'x19' PARKING SPACE TYP.

22' DRIVE AISLE TYP.

26' DRIVE AISLE

7' WIDE SIDEWALK

6' WIDE SIDEWALK

5' WIDE SIDEWALK

8' WIDE SIDEWALK

BUILDING OVERHANG TYP.

OUTDOOR SEATING

PLANTER

PUBLIC ART AREA

PLAZA

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

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

GRATE INLET
TOP=683.07
FL=678.90
NORTH FL=679.32

GRATE INLET
TOP=682.19
FL=678.00

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

GRATE INLET
TOP=681.53
FL=677.53

GRATE INLET
TOP=679.14
FL=673.88

GRATE INLET
TOP=679.34
FL=674.44

GRATE INLET
TOP=678.62
FL=672.85

GRATE INLET
TOP=678.26
FL=671.44

STORM MH
TOP=680.03
FL=675.03

CURB INLET
TOP=685.80
FL=682.85

GRATE INLET
TOP=687.03
FL=682.48

CURB INLET
TOP=683.52
WEST FL=679.52
EAST FL=680.40

CURB INLET
TOP=685.71
FL=682.54

CURB INLET
TOP=685.71
FL=682.71

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=644.72

AREA INLET
TOP=683.72
FL=680.57

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

SAN. MH
TOP=650.77
FL=646.32

SAN. MH
TOP=675.14
FL=665.72

N85°45'16"E 87.02'

EXISTING BUILDING
F.F. 675.68

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

TW 681.90
BW 678.00

TW 681.50
BW 677.50

LIGHT STANDARD TYP.

TW 680.75
BW 676.00

TW 681.50
BW 673.00

ZONING
GC–GENERAL COMMERCIAL

MODULAR BLOCK RETAINING WALL

TW 682.40
BW 670.00

TRASH ENCLOSURE

FENCED DOG PARK

TW 682.70
BW 673.00

TW 683.20
BW 673.00

35' BUFFER YARD

TW 681.60
BW 667.00

TW 681.60
BW 658.00

TW 682.10
BW 656.00

CONNECT SAN. SEWER TO EXIST. MANHOLE

CONNECT STORM SEWER TO EXIST. INLET

SANITARY SEWER TYP.

EXISTING BUILDING

MARY MEADOWS
PLAT BOOK 72, PAGE 25

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

LOT 1
ZONING
C–SINGLE FAMILY

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

ZONING
C–SINGLE FAMILY

N/F
SHI BO & XU WEIJIE T/E
11011 MARTIN GROVE LN
D.B. 08700 Pg 1868
Parcel #:17N520884

LOT 3
ZONING
C–SINGLE FAMILY

MARTIN GROVE
PLAT BOOK 299, PAGE 20

EXISTING BUILDING

DETENTION AREA

STORMWATER TREATMENT & DETENTION AREA

MODULAR BLOCK RETAINING WALL

TW 683.10
BW 648.00

TW 684.60
BW 648.00

TW 685.80
BW 648.00

TW 685.30
BW 648.00

TW 685.40
BW 648.00

TW 685.30
BW 648.00

TW 685.40
BW 656.00

TW 677.00
BW 667.00

TW 661.00
BW 660.00

TW 664.00
BW 661.00

TW 666.00
BW 664.00

TW 677.00
BW 676.50

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

RETAIL
F.F.=682.25

RESTAURANT
F.F.=682.25

OUTDOOR DINING

MEP

FIRE RISER ROOM

GYM
F.F.=686.75

GAME AREA
F.F.=686.75

LEASING OFFICE

LOBBY
F.F.=686.75

COFFEE BAR

LOUNGE

CIRCULATION

RECEPTION

VESTIBULE

BUSINESS CENTER

RR

RR

ELEC

STAIRS

STUDIO BED

1 BED

TRASH
F.F.=686.75

MEP
F.F.=686.75

POOL

POOL HOUSE
F.F.=685.80
916 SQ. FT.

SHO

LOADING ZONE

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

ZONING
GC–GENERAL COMMERCIAL

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

NEW 6' WIDE SIDEWALK

EXISTING ENTRANCE TO BE REMOVED

EXISTING ENTRANCE TO BE REMOVED AND ENLARGED TO 26' WIDE ENTRANCE

PROPERTY LINE

ZONING
C–SINGLE FAMILY

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

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

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

GRIMES CONSULTING, INC.
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www.grimesconsulting.com
PE COA# E-1470-D
PLS COA# LS-343-D

REV. NO.	REMARKS	DATE

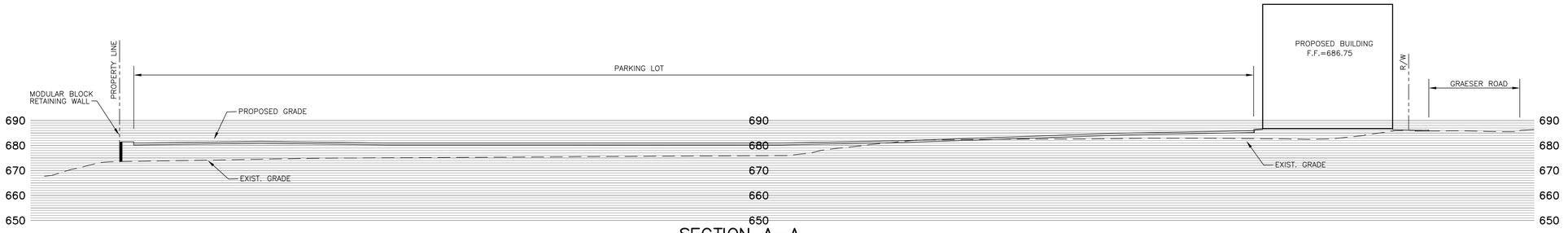
SHEET TITLE: SITE DEVELOPMENT

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

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

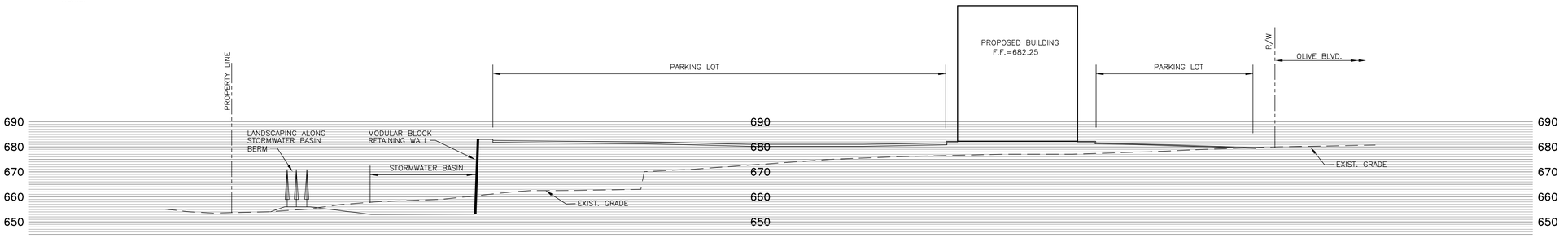
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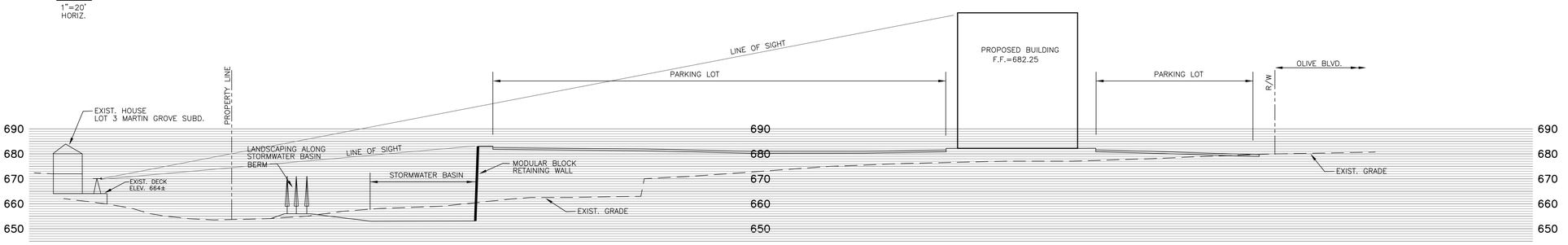
SECTION A–A

1"=20' VERT.
1"=20' HORIZ.

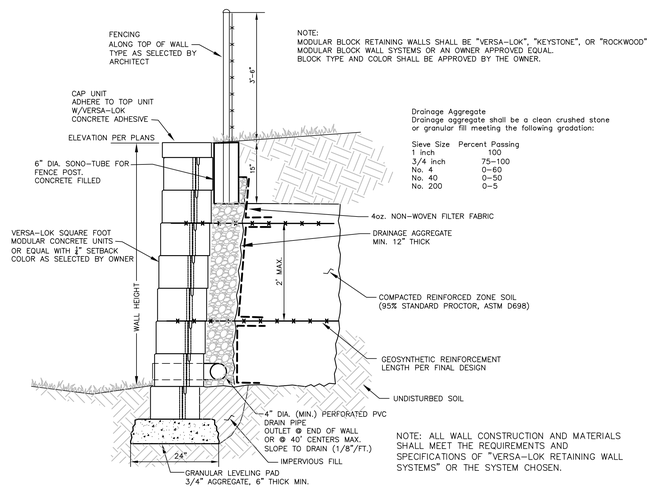


SECTION B–B

1"=20' VERT.
1"=20' HORIZ.



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

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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
SITE CROSS SECTIONS

JOB NUMBER:	4311
DRAWN BY:	R.S.
DATE:	11/7/25
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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

PROPERTY LINE

6" CONC. VERT. CURB TYP.

EXISTING 52' WIDE ENTRANCE TO BE USED IN PLACE

EXISTING 27' WIDE ENTRANCE TO BE USED IN PLACE

EXISTING ENTRANCE TO BE REMOVED

ASPHALT PAVT.

STORM SEWER TYP.

9'x19' PARKING SPACE TYP.

22' DRIVE AISLE TYP.

26' DRIVE AISLE TYP.

EXISTING BUILDING
F.F. 675.68

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

ZONING
GC–GENERAL COMMERCIAL

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
GAME AREA F.F.=686.75
OUTDOOR DINING
CIRCULATION
RECEPTION
VESTIBULE
BUSINESS CENTER
RR
RR
ELEC
STAIRS
LOUNGE
OUTDOOR SEATING
BUILDING OVERHANG TYP.

PLANTER
MONUMENT SIGN

STUDIO BED
1 BED

TRASH ENCLOSURE
TRASH F.F.=686.75
MEP F.F.=686.75
ELEC

FENCED DOG PARK

35' BUFFER YARD

MODULAR BLOCK RETAINING WALL

LANDSCAPE ISLAND TYP.

SANITARY SEWER TYP.

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

SAN. MH TOP=650.77 FL=646.72

SAN. MH TOP=655.14 FL=655.72

CONNECT NEW SANITARY SEWER TO EXIST. MANHOLE

N85°45'16"E 87.02'

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
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

POOL
POOL HOUSE F.F.=685.80
916 SQ. FT.
MEP
MODULAR BLOCK RETAINING WALL
STORMWATER TREATMENT & DETENTION AREA
TOP OF BERM 656.2
35' BUFFER YARD
DRAINAGE LIMIT
STORM SEWER TYP.
AREA INLET TOP=650.02 FL=644.75
DETENTION AREA
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=663.75 FL=660.57
CURB INLET TOP=683.52 WEST FL=679.92 EAST FL=680.60
CURB INLET TOP=685.71 FL=682.54
CURB INLET TOP=685.60 FL=682.85
GRATE INLET TOP=687.03 FL=682.48

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

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

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

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

ZONING
GC–GENERAL COMMERCIAL

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

NEW 6' WIDE SIDEWALK

DRAINAGE LIMIT

EXISTING ENTRANCE TO BE REMOVED

EXISTING ENTRANCE TO BE REMOVED

EXISTING ENTRANCE TO BE REMOVED AND ENLARGED TO 25' WIDE ENTRANCE

ZONING
C–SINGLE FAMILY

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:
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

J:\4311\14311\Drawings\Engineering\SDP\SITE DEVELOPMENT PLAN\GRAESER\SITE DEVELOPMENT PLAN GRADING.dwg 11/7/2025 11:04 AM Rich Sharp

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

Civil / Survey
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www.grimesconsulting.com
PE COA# E-1470-D
PLS COA# LS-343-D

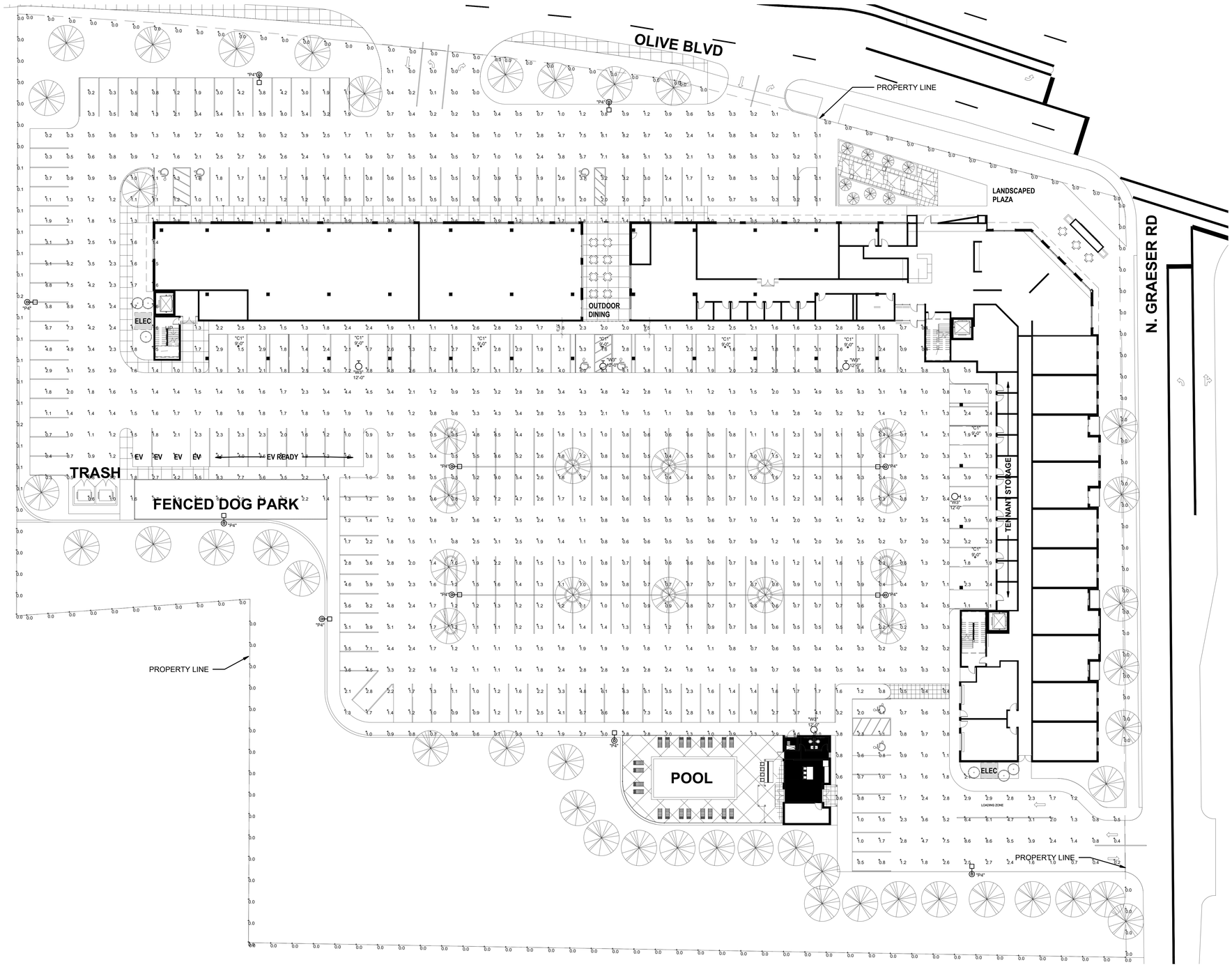
REV. NO.	REMARKS	DATE

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

SHEET TITLE: 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 100
CHESTERFIELD, MO 63017
P: 314.811.1720
WWW.ENGENUITY.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.

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

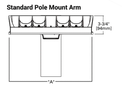
- Lumen packages range from 3,300 - 102,700 (33W - 658W)
- 22 optical distributions
- Efficacy up to 178 LPW

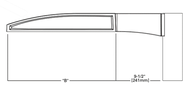
Connected Systems

- Wavelinx LITE Wireless
- Wavelinx PRO Wireless
- AirMesh Wireless

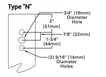
Dimensional Details

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).

COOPER Lighting Solutions — a Signify business

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October 25, 2025 7:03 PM

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

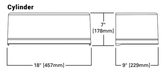
- 15 Optical Distributions
- Lumen packages range from 2,459 to 11,480 (20W - 95W)
- Efficacy up to 149 lumens per watt

Connected Systems

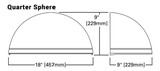
- WaveLinx PRO Wireless
- WaveLinx LITE Wireless

Dimensional Details

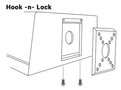
Cylinder



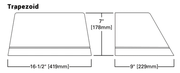
Quarter Sphere



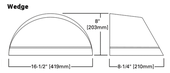
Hook -n- Lock



Trapezoid



Wedge



NOTES:
1. IDA Certified for 3000K CCT and warmer only.

COOPER Lighting Solutions — a Signify business

PIS0000498EN page 1
August 21, 2025 3:51 PM

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

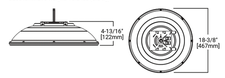
- Lumen packages range from 2,757 - 22,831
- Efficacies up to 146 LPW
- Patented waveguide technology for maximum visual comfort
- Mount options: surface, pendant, trunnion, wall, and direct conduit

Connected Systems

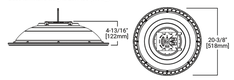
- WaveLinx PRO Wireless
- WaveLinx LITE Wireless
- AirMesh

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.

COOPER Lighting Solutions — a Signify business

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June 25, 2025 8:19 PM

McGraw-Edison

GALN Galleon II

Ordering Information

SAMPLE NUMBER: **GALN-SA4C-740-U-T4FT-GM**

Product Family [1,2]	Light Engine Configuration: Light Square	Light Engine Configuration: Square Count	Light Engine Configuration: Lumen Output	Color Temperature	Voltage	Distribution	Mounting	Finish
GALN–Galleon II **BAA-GALN**–Galleon II Buy America Act Compliant [4] **TAA-GALN**–Galleon II Trade Agreements Act Compliant [4] **BABA-GALN**–Galleon II 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 5–5 Light Squares 6–6 Light Squares 7–7 Light Squares 8–8 Light Squares 9–9 Light Squares	**A**–Output Level 1 **B**–Output Level 2 **C**–Output Level 3 **D**–Output Level 4 [5, 6] **Z**–Configured Output [6]	**722**–7022K, 2200K **727**–7027K, 2700K **730**–7030K, 3000K **735**–7035K, 3500K **740**–7040K, 4000K **750**–7050K, 5000K **760**–7060K, 6000K **827**–8027K, 2700K **830**–8030K, 3000K **835**–8035K, 3500K **840**–8040K, 4000K **850**–8050K, 5000K **935**–9035K, 3500K **940**–9040K, 4000K **950**–9050K, 5000K **AMB**–Amber [6, 7]	**U**–120-277V **H**–347V-480V [8] **2**–120V **3**–208V **4**–240V **5**–277V [8] **6**–347V [8] **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 **T4W**–Type IV Wide **SW2**–Type V Square Wide **SW3**–Type V Square Medium **SW4**–Type V Square Wide **SL2**–Type II w/ Split Control **SL3**–Type III w/Split Control **SL4**–Type IV w/Split Control **SLR**–Type IV Rectangular Left Side Split Light Eliminator Shield **BLC**–Backlight Control **RW**–Rectangular Wide Type I **AFL**–Automotive Frontline **T5W**–Type V Rectangular Wide [10] **T5AW**–Type V w/ Backlight Control [10] **T4BC**–Type IV w/ Backlight Control [10] **RBC**–90° Right w/ Backlight Control [10]	**[Blank]**–Standard Pole Mount Arm **QD**–Quick Mount Universal Arm **QM**–Pole Mount Arm with Quick Mount Adapter **SPA**–Square Pole Adapter, Adjustable [11] **SP**–3" Slipfitter, Adjustable [11] **SP2**–3-3/8" Slipfitter, Adjustable [11] **OMA**–Quick Mount Mast Arm Adapter [12] **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) [13]	Accessories (Order Separately) [14]
DIM–External 0-10V Dimming Leads [15] **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 [16] **2L**–Two Circuits [9] **HA**–50°C High Ambient [17] **HSS**–Installed House Side Shield [18] **GRN**–Green Painted Finish **GRSBK**–Gloss Reducing Shield, Black [19] **GRSWH**–Gloss Reducing Shield, White [19] **LCF**–Light Source Trim Painted to Match Housing [20] **TH**–Tool-less Door Hardware [21] **PE**–Photocontrol Receptacle [22] **L90**–Optics Rotated 90° Left **R90**–Optics Rotated 90° Right **3SDCM**–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 **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] **SPD6**–Dimming Motion Sensor, 41'-60' mounting, 9'-20' programming [27] **SPA2S**–Dimming Motion Sensor, limited square coverage, 7'-20' mounting [28] **MSUW-120**–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] **WLSAEX**–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] **WPA4EX**–WaveLinx PRO, SR Driver, Dimming Motion and Daylight, WAC Programmable, 15' - 40' Mounting [29, 30, 31] **DMF10**–120 VAC Dimming Occupancy Sensor [32] **DMF10-L40**–AirMesh Occupancy Sensor [27-40' Mounting] [32, 33]	**MA1025**–10kV Circuit Module Replacement **MA1025-BX**–Thruway Back Box - Impact Elite Trapezoid **MA1255-BX**–Thruway Back Box - Impact Elite Cylinder **MA1333-BX**–Thruway Back Box - Impact Elite Quarter Sphere **MA1333-EX**–Thruway Back Box - Impact Elite Wedge **FSM-100**–Wireless Configuration Tool for Occupancy Sensor **WOLC-7P-10A**–WaveLinx Outdoor Control Module (7-pin) [34]

NOTES:
1. Designlights Consortium® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details.
2. Not available with ULO option.
3. Choose One Current "A" for Amber 590nm, which is provided at 530mA only.
4. Consult factory for availability. Not available with 347V, 480V, 2L, 3SDCM, 3000K luminous wattage available in IES files. Available with SWQ, SWQ, SL2, SL3 and SL4 distributions. Can be used with HSS option.
5. 4000 lm will be used with engineered or impostered systems.
6. Not available with 347V or 480V.
7. Cannot be used in conjunction with other control options.
8. Suitable for 50°C provided no options other than motion sensor are included and driver output set to 1000mA or less.
9. Not available with 2L or photocontrol. Not available with 530mA drive current. See After Hours Dim supplemental guide for additional information.
10. Replace LEX with LSX (4' mounting), L30 (9'-20' mounting) or L40H (21'-40' mounting).
11. Not available with Square Pole Adapter (SPA) or Slipfitter (SP). Includes 2 set screws, 1 square nut, 1 square washer, 1 round washer, 1 lock washer and 1 metric. Consult your lighting representative or Cooper Lighting Solutions for more information.
12. Includes integral photocell.
13. Not available with 347V, 480V, 2L, 3SDCM, 3000K luminous wattage available in IES files. Available with SWQ, SWQ, SL2, SL3 and SL4 distributions. Can be used with HSS option.
14. Consult factory for availability. Not available with 530mA drive current. See After Hours Dim supplemental guide for additional information.
15. Not for use with SWQ, SWQ, SWQ or RW optics. A black trim plate is used when HSS is selected.
16. Not available with 347V or 480V.
17. Replace SA with SA1A or SA1B. Not available with SR1, or any SB configuration using Output Level 1. Not available with any control option except SPA.
18. Not available with SB light squares. Not available with SPA (4' 347V or 480V. Not available with WaveLinx or 20kV surge options.
19. Requires RW1.
20. Replace SA with custom color (RAL #) or WL.
21. Not available with WaveLinx PRO Wireless functionality. Order WAC-PHZ and WPOE-120 (10V to PoE injector) power supply if needed. WAC not required for L2 Bluetooth sensors.
22. Narrow-band (590nm +/- 5nm for wildlife and observatory use. Choose Output Level 1, supplied at 530mA drive current only. Not available with 347V, 480V, 2L, 3SDCM, 3000K luminous wattage available in IES files. Available with SWQ, SWQ, SL2, SL3 and SL4 distributions. Can be used with HSS option.
23. Set of 4 pcs. One set required per Light Square.
24. Not available with 347V or 480V. Not available for AMB Amber.
25. Not for use with T3, SWQ, SWQ, SWQ or RW optics.
26. Cannot be used with other control options.
27. Not available with Square Pole Adapter, Outside Factor. Not available with QM(Z) or integrated controls options.
28. Not available if any SPA or WaveLinx option is selected. Motion sensor has an integral photocell.
29. Requires the use of BPC photocontrol or the PA7 or PR photocontrol receptacle with photocontrol accessory. Not available with 347V or 480V. Not available with Output Levels 1, 2 or Z. Not compatible with HSS, SWQ, RCL or PTD shield options, or LCF.
30. Not for use with T1, T4FT, T4W or DL optics. See IES files for details. Not available with SB light squares.
31. Sensor configuration mobile application required for configuration. See controls page for details.
32. Replace E with motion sensor configuration as specified by ordering the "DMF6 Available Table" on the controls page.
33. Not available with HSS, QSSWH or QSSBK.
34. Order WAC-PHZ and WPOE-120 (10V to PoE injector) power supply if needed. WAC not required for L2 Bluetooth sensors.
35. Not available with 347V or 480V.
36. Not available with SA1A or SA1B. Not available with SR1, or any SB configuration using Output Level 1. Not available with any control except SPA.
37. Not available with SB light squares. Not available with SPA (4' 347V or 480V. Not available with WaveLinx or 20kV surge options.
38. Requires RW1.
39. See DLC Product Configurator to specify lumen output, drive current and wattage. Not available with AMB. Not available with SB light squares.
40. Includes NX F01 motion sensor. The FSM-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.
41. Controls system is not available with photocontrol receptacles (PR, PR7) or other controls systems (FAOC, SPBO).
42. Not available with Square Pole Adapter (SPA) or Slipfitter (SP). Includes 2 set screws, 1 square nut, 1 square washer, 1 round washer, 1 lock washer and 1 metric. Consult your lighting representative at Cooper Lighting Solutions for more information.
43. Includes integral photocell.
44. 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.
45. Not compatible with SWQ, SWQ, SWQ or RW optics. Available with Output Levels 1, 2 or Z. Not compatible with HSS, SWQ, RCL or PTD shield options, or LCF.
46. Not compatible with SWQ.

COOPER Lighting Solutions — a Signify business

PIS0000529EN page 2
October 25, 2025 7:03 PM

TYPES "P4" CUTSHEET

McGraw-Edison

Impact Elite LED

Ordering Information

SAMPLE NUMBER: **ISC-SA1F-740-U-T3-BZ**

Product Family [1]	Light Engine Configuration	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 **ITW**–Impact Elite LED Small Wedge **BAA-ISC**–Impact Elite LED Small Cylinder Buy American Act Compliant [4] **BAA-IST**–Impact Elite LED Small Quarter Sphere Buy American 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-ITW**–Impact Elite LED Small Wedge Buy American Act Compliant [4] **TAA-ITW**–Impact Elite LED Small Wedge Trade Agreements Act Compliant [4] **BABA-ISM**–Impact Elite LSG Small Wedge Build America Buy America [4]	**SA1**–1 Square **PA1**–1 Panel (24 LED) [5]	**A**–650mA **B**–800mA **C**–530mA **D**–900mA **E**–1000mA **F**–1200mA [6]	**722**–7022K, 2200K **727**–7027K, 2700K **730**–7030K, 3000K **735**–7035K, 3500K **740**–7040K, 4000K **750**–7050K, 5000K **760**–7060K, 6000K **827**–8027K, 2700K **830**–8030K, 3000K **835**–8035K, 3500K **840**–8040K, 4000K **850**–8050K, 5000K **AMB**–Amber, 590nm [4]	**U**–120-277V **1**–120V **2**–208V **3**–240V **4**–277V **5**–480V **6**–347V	**T1**–Type I **T2**–Type II **T3**–Type III **T4FT**–Type IV Forward Throw **T4W**–Type IV Wide **SL2**–Type II w/Split Control **SL3**–Type III w/Split Control **SL4**–Type IV w/Split Control **SLL**–90° Split Light Eliminator Left **SLR**–90° Split Light Eliminator Right **RW**–Rectangular Wide Type I **T5LCutOff**–Type V Rectangular Wide, Long Cutoff **SWQ**–Type V Square Wide **T2R**–Type II Roadway **T3R**–Type III Roadway **T5W**–Type V Rectangular Wide **T5AW**–Type V Rectangular Wide w/ Backlight Control **T4BC**–Type IV w/ Backlight Control **RBC**–90° Right w/ Backlight Control	**[Blank]**–Standard Pole Mount Arm **QD**–Quick Mount Universal Arm **QM**–Pole Mount Arm with Quick Mount Adapter **SPA**–Square Pole Adapter, Adjustable [7] **SP**–3" Slipfitter, Adjustable [7] **SP2**–3-3/8" Slipfitter, Adjustable [7] **OMA**–Quick Mount Mast Arm Adapter [8] **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)	Accessories (Order Separately) [9]
DIM–External 0-10V Dimming Leads [10] **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 [11] **2L**–Two Circuits [12] **HA**–50°C High Ambient [13] **HSS**–Installed House Side Shield [14] **GRN**–Green Painted Finish **GRSBK**–Gloss Reducing Shield, Black [15] **GRSWH**–Gloss Reducing Shield, White [15] **LCF**–Light Source Trim Painted to Match Housing [16] **TH**–Tool-less Door Hardware [17] **PE**–Photocontrol Receptacle [18] **L90**–Optics Rotated 90° Left **R90**–Optics Rotated 90° Right **3SDCM**–3 Standard Deviation Color Matching [4] **AHD14R**–After Hours Dim, 1 Hours [19] **AHD24R**–After Hours Dim, 2 Hours [19] **AHD34R**–After Hours Dim, 3 Hours [19] **AHD35R**–After Hours Dim, 5 Hours [19] **DALI**–DALI Drivers	**BPC**–Button Type Photocontrol (120, 208, 240 or 277V Most Specify Voltage) **PR**–NEMA 3 PIN Twistlock Photocontrol Receptacle [20] **SPBO**–Dimming Occupancy Sensor with Bluetooth Interface, 4' Mounting [21] **SPD2**–Dimming Occupancy Sensor with Bluetooth Interface, 7'-20' Mounting [21] **CSP**–CSC Factory Pack with Back Box, Cold Weather Rated, CEC compliant [22] **HSS**–Factory Installed House Side Shield [23] **ULB**–Upslight Blue [24] **TBP**–Square Trim Plate Painted to Match Housing [25] **TB**–Tamper Resistant Hardware **SC**–Shorting Cap [26] **SA**–50°C High Ambient [27] **AH1545**–After Hours Dim, 5 Hours, 50% [28] **AH1550**–After Hours Dim, 5 Hours, 50% [29] **AH0535**–After Hours Dim, 3 Hours, 50% [30] **AH0355**–After Hours Dim, 8 Hours, 50% [31]	**MA1025**–10kV Circuit Module Replacement **MA1333-BX**–Thruway Back Box - Impact Elite Trapezoid **MA1255-BX**–Thruway Back Box - Impact Elite Cylinder **MA1333-BX**–Thruway Back Box - Impact Elite Quarter Sphere **MA1333-EX**–Thruway Back Box - Impact Elite Wedge **FSM-100**–Wireless Configuration Tool for Occupancy Sensor **WOLC-7P-10A**–WaveLinx Outdoor Control Module (7-pin) [32]

NOTES:
1. Designlights Consortium® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details.
2. Not available with ULO option.
3. Choose One Current "A" for Amber 590nm, which is provided at 530mA only.
4. Consult factory for availability. Not available with 347V, 480V, 2L, 3SDCM, 3000K luminous wattage available in IES files. Available with SWQ, SWQ, SL2, SL3 and SL4 distributions. Can be used with HSS option.
5. 4000 lm will be used with engineered or impostered systems.
6. Not available with 347V or 480V.
7. Cannot be used in conjunction with other control options.
8. Suitable for 50°C provided no options other than motion sensor are included and driver output set to 1000mA or less.
9. Not available with 2L or photocontrol. Not available with 530mA drive current. See After Hours Dim supplemental guide for additional information.
10. Replace LEX with LSX (4' mounting), L30 (9'-20' mounting) or L40H (21'-40' mounting).
11. Includes integral photocell.
12. Narrow-band (590nm +/- 5nm for wildlife and observatory use. Choose Output Level 1, supplied at 530mA drive current only. Not available with 347V, 480V, 2L, 3SDCM, 3000K luminous wattage available in IES files. Available with SWQ, SWQ, SL2, SL3 and SL4 distributions. Can be used with HSS option.
13. Set of 4 pcs. One set required per Light Square.
14. Not available with 347V or 480V. Not available for AMB Amber.
15. Not for use with T1, SWQ, SWQ, SWQ or RW optics.
16. Cannot be used with other control options.
17. Not available if any SPA or WaveLinx option is selected. Motion sensor has an integral photocell.
18. Requires the use of BPC photocontrol or the PA7 or PR photocontrol receptacle with photocontrol accessory. Not available with 347V or 480V. Not available with Output Levels 1, 2 or Z. Not compatible with HSS, SWQ, RCL or PTD shield options, or LCF.
19. Not for use with T1, T4FT, T4W or DL optics. See IES files for details. Not available with SB light squares.
20. Not available with Square Pole Adapter (SPA) or Slipfitter (SP). Includes 2 set screws, 1 square nut, 1 square washer, 1 round washer, 1 lock washer and 1 metric. Consult your lighting representative or Cooper Lighting Solutions for more information.
21. Includes integral photocell.
22. Sensor configuration mobile application required for configuration. See controls page for details.
23. Replace E with motion sensor configuration as specified by ordering the "DMF6 Available Table" on the controls page.
24. Not available with HSS, QSSWH or QSSBK.
25. Only product configurations with these prefixes are built to be compliant with the Buy 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.
26. Not compatible with SWQ.

Thruway Back Box

Cylinder



Quarter Sphere

Trapezoid

Wedge

Product Specifications

Construction

- Heavy-wall, die-cast aluminum housing and removable hinged door frame
- Optional tool-less fasteners offer vandal resistant access
- Vandal resistant with IK10 impact rated housing and optic

Optics

- High-efficiency injection-molded AccuLED optics technology
- 15 optical distributions

Electrical

- Standard with 0-10V dimming
- Standard with Cooper Lighting Solutions proprietary circuit module designed to withstand 10kV of transient line surge
- Suitable for operation in -40°C to 40°C ambient environments. Optional 50°C high ambient (HA) configuration
- Suitable for operation in -40°C to 40°C ambient environments. Optional 50°C high ambient (HA) configuration.

Mounting

- Utilizes "Hook-N-Lock" mounting mechanism, securing to a gasketed and zinc plated mounting attachment
- Two black oxide coated Allen set screws concealed but accessible from below

Finish

- Super durable TGIC polyester powder coat paint, 2.5 mil nominal thickness
- RAL and custom color matches available
- Coastal Construction (CC) option available

Compliance

- IDA Certified for 3000K CCT and warmer only
- FHWA and FTA agencies are utilizing their BAA rules for BABA compliance. Only product configurations with these prefixes are built to be compliant with the Buy American Act of 1933 (BAA) or the Buy America Build America Act (BABA). BABA is the minimum Government compliance requirement for the Buy America Build America standards which is part of the Infrastructure and Investment Jobs Act (IIJA). Individual Government Agencies may have more stringent compliance standards
- 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

Warranty

- Five year limited warranty, consult website for details. www.cooperlighting.com/legal

COOPER Lighting Solutions — a Signify business

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August 21, 2025 3:51 PM

TYPES "W3" CUTSHEET

McGraw-Edison

TT TopTier

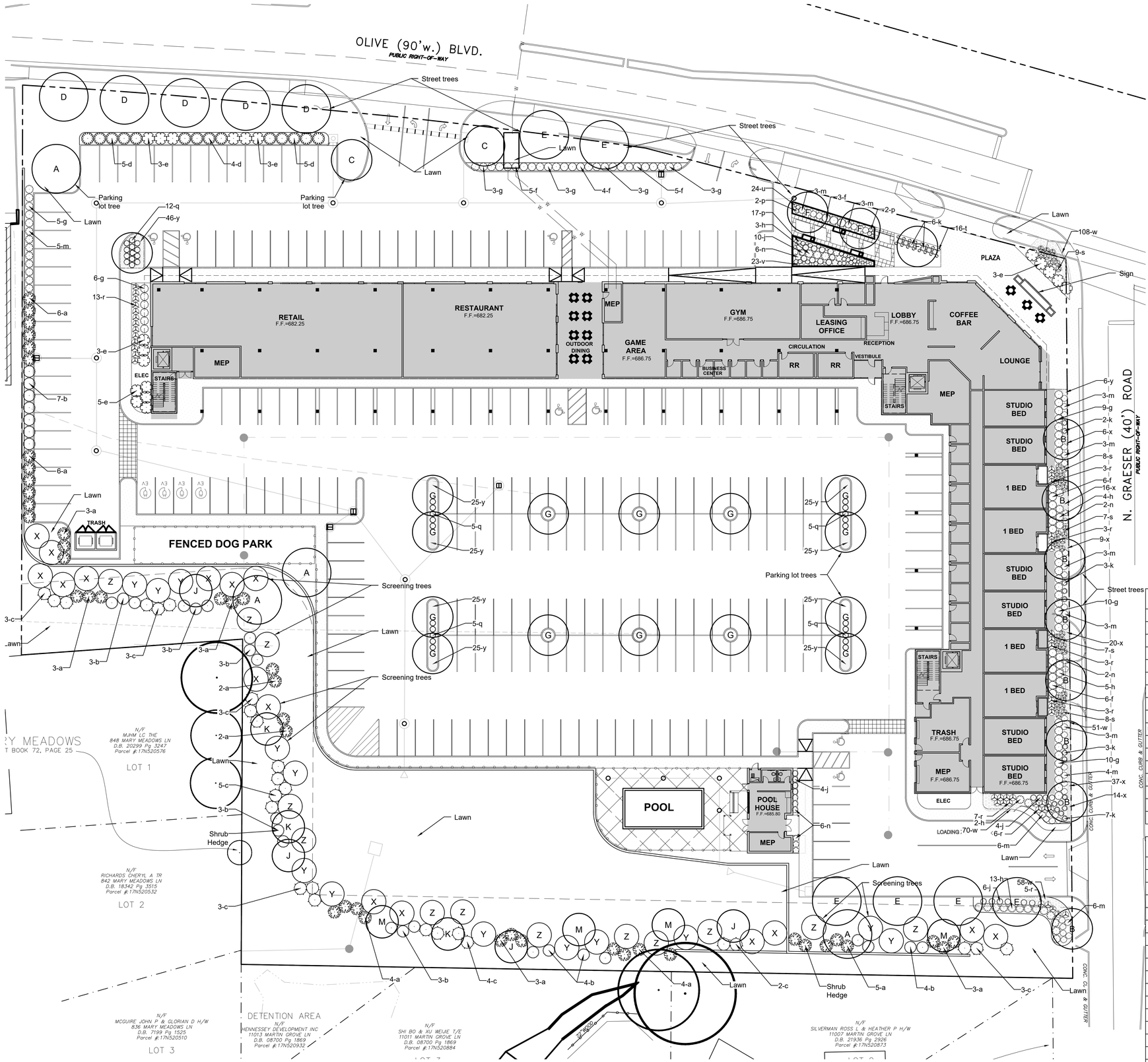
Ordering Information

SAMPLE NUMBER: **TT-D3-740-U-WQ-STM-30L-AP**

Product Family	Configuration	Color Temperature	Voltage	Distribution	Mounting [1]	Lead Length [1]	Finish
TT–TopTier [1] **BAA-TT**–TopTier, Buy America Act Compliant [2] **TAA-TT**–TopTier, Trade Agreements Act Compliant [2] **BABA-TT**–Build America Buy America Act [2]	**01**–4,000 Nominal Lumens **02**–5,500 Nominal Lumens **03**–8,000 Nominal Lumens **04**–9,500 Nominal Lumens **05**–10,000 Nominal Lumens **06**–12,000 Nominal Lumens **07**–15,000 Nominal Lumens **08**–18,000 Nominal Lumens **09**–20,000 Nominal Lumens **10**–22,000 Nominal Lumens	**725**–70 CRI, 3500K CCT **740**–70 CRI, 4000K CCT **750**–70 CRI, 5000K CCT **AMB**–Amber 590nm [3]	**U**–120-277V **H**–347-480V [4, 5] **1**–120V **2**–208V **3**–240V **4**–277V **5**–480V **6**–347V	**CQ**–Concentrated **MQ**–Medium **WQ**–Wide **RW**–Rectangular Wide [6] **DL**–Drive Lane / Type 4 [6]	**[Blank]**–Surface Mount [6] **TMR**–Trunnion Mount with Internal Raceway **SPM**–Decorative Pendant Mount [7] **WM**–Wall Mount **STM**–Stem Mount to 1/2" conduit [8] **ETM3**–Stem Mount to 3/4" conduit [8]	**[Blank]**–6" [152mm] **30L**–30" [762mm] **36L**–36" [914mm] **48L**–48" [1219mm] **72L**–72" [1829mm] **10L**–120" [3048mm] **12L**–120" [3048mm] **14L**–144" [3658mm]	**NW**–White **AP**–Grey **BZ**–Bronze **BK**–Black **DP**–Dark Platinum **GM**–Graphite Metallic

Options (Add as Suffix)	Controls and Systems Options (Add as Suffix)	Accessories (Order Separately) [9]
F–Single Fuse (120, 277 or 347V Specify Voltage) **FF**–Double Fuse (208, 240 or 480V Specify Voltage) **EBP**–Integral Battery Pack [10] **IBP-CEC**–Integral Battery Pack, CEC compliant [10] **23K**–230V UL 1449 listed surge protective device [11] **EH**–Clear Glass [12] **HA**–50°C High Ambient [13] **TG**–Tool-Less Fastener Trim Ring [14] **UPL**–Uplight [15] **HSS**–House Side Shield [16] **SAT**–Satin Aluminum Finish **DALI**–DALI Driver [17] **WLSWA-L40**–Dimming Occupancy Sensor (<9' Mounting) [18, 19] **WLSWA**–Dimming Occupancy Sensor (9'-20' Mounting) [18, 19] **WLSWA-L20**–Dimming Occupancy Sensor (9'-20' Programmable) [18, 19] **WPS4WH**–WaveLinx PRO, SR Driver, Dimming Motion and Daylight, Bluetooth Programmable, 15' - 40' Mounting [18, 19, 20] **DMH-DL-L20**–AirMesh occupancy sensor (<9' Mounting) [18, 19] **DMH-DL-L20**–AirMesh occupancy sensor (9'-20' Mounting) [18, 19]	**MA1253**–Replacement 10kV Surge Module **TTWG**–Wire Guard [21] **TTLWG-BP-EX**–Wire Guard [21, 22] **TTHSS-EX**–House Side Shield [22] **DMSTA-EX-XX**–48" Pendant Mount Stem with Tether [22, 23, 24] **DMSTA-EX-XX**–96" Pendant Mount Stem [22, 23, 24] **DMSTA-EX-XX**–Pendant Mount Stem [22, 23, 24] **DMSTAT-EX-XX**–48" Pendant Mount Stem with Tether [22, 23, 24] **DMSTAT-EX-XX**–96" Pendant Mount Stem with Tether [22, 23, 24] **FSM-100**–Wireless Configuration Tool for Occupancy Sensor [25]

NOTES:
1. Designlights Consortium® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details.
2. Only for use with 480V Wye systems. For NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta, and Three Phase Corner Grounded Delta).
3. Not available with ULO option.
4. Order Pendant Mount Stem accessory.
5. 50° ambient operating temperature (0°C to 50°C (32-120°F) or 35°C to 50°C (95-120°F) for 480V.
6. Not available with 347-277V configurations.
7. Not available with 347-277V configurations.
8. Not available with 347-277V configurations.
9. Not available with 347-277V configurations.
10. Not available with 347-277V configurations.
11. Not available with 347-277V configurations.
12. Not available with 347-277V configurations.
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16. Not available with 347-277V configurations.
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18. Not available with 347-277V configurations.
19. Not available with 347-277V configurations.
20. Not available with 347-277V config



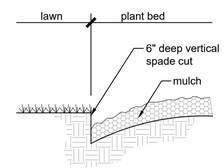
Landscape Plan
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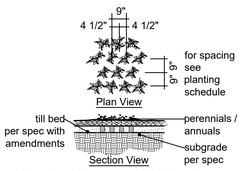
PREPARED FOR:
CREVE COEUR HOUSING LLC
CONTACT: Gary Hassenflu
2001 Shawnee Mission Parkway Ste. 250
Mission Woods, KS 66205
EMAIL: ghassenflu@garrisoncompanies.com

Parking Landscape Calculations:

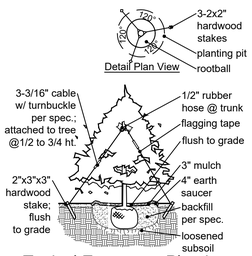
Area of Parking and Drives = 88,225 s.f.
For every 350 s.f. of paving must have 10 s.f. of landscape.
88,225 s.f./ 350= 252.07
252.07 x 10 = 2,521 s.f. of landscape
3,724 s.f. of landscape provided (Exceeds Requirement)



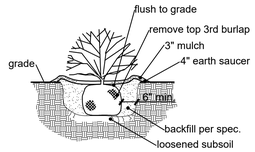
Spade Cut Bed Edge



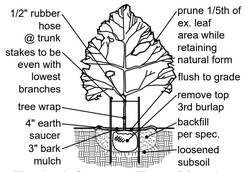
Typical Perennial Planting



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.

Jerald Saunders - Landscape Architect
MO License # LA-007
11/7/25
Consultants:

Graeser Station
Multi-Family-Retail Building

11004 Olive Boulevard
Creve Coeur, Missouri 63141

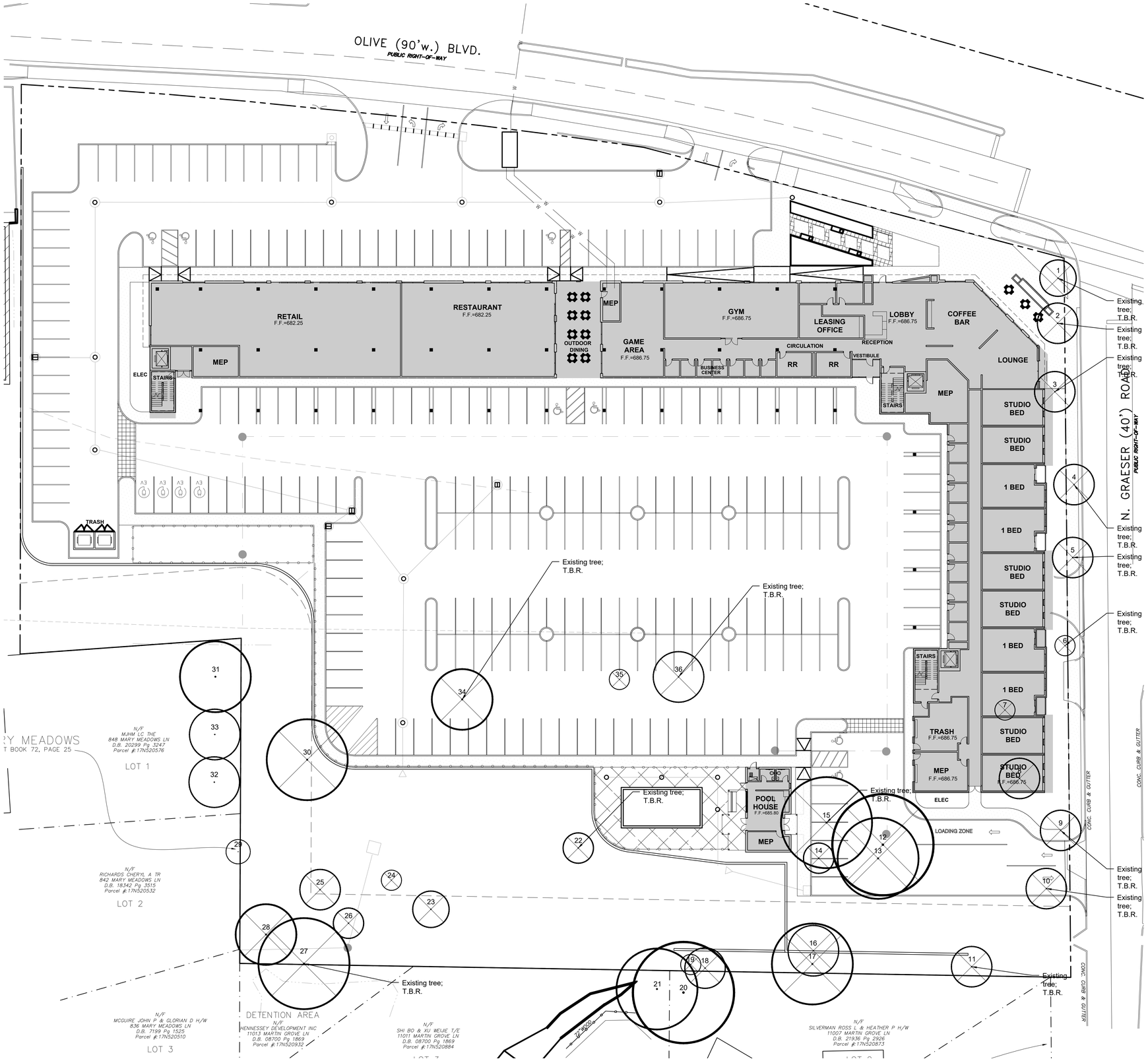
Revisions:

Date	Description	No.
10/16/25	City Comments	1
11/07/25	City Comments	2

Drawn: KP
Checked: RS

LOOMIS ASSOCIATES
landscape architects + planners
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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



Tree 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

Tree Inventory

ID	Tree Name	DBH	Canopy Diameter	Condition Rating	Comment	To Be Removed	Preserved
1	Honeylocust	14	18	2		X	
2	Honeylocust	10	20	2		X	
3	Honeylocust	15	20	2		X	
4	Honeylocust	10	20	2		X	
5	Honeylocust	14	20	2		X	
6	Dead	15		0	Dead	X	
7	Pear	7	10	1		X	
8	Spruce (Norway)	12	22	2	Wintercreeper	X	
9	Eastern Red Cedar	21	20	2		X	
10	Eastern Red Cedar	16	20	2	Wintercreeper	X	
11	Mulberry	6	20	1		X	
12	Ohio Buckeye	21	50	2		X	
13	Ohio Buckeye	12	40	2		X	
14	Dogwood	7	15	2	Twin	X	
15	Pecan	31	45	2		X	
16	Boxelder	20	25	2		X	
17	Ash	48	40	1	Mostly dead	X	
18	Linden	20	20	1	Lean	X	
19	Dead	30		0	Standing dead	X	
20	Maple	26	50	2	Offsite		X
21	Walnut	22	40	2	Offsite		X
22	Redbud	8	15	2	with Mulberry	X	
23	Spruce (Norway)	13	18	3		X	
24	Dead	24		0	Dead Pine	X	
25	White Pine	19	20	1		X	
26	Redbud	10	15	2		X	
27	S. Maple	53	45	1	On property line	X	
28	Eastern Red Cedar	17	30	2		X	
29	Eastern Red Cedar	6	12	2	Offsite, at property line		X
30	Bur Oak	24	40	2		X	
31	White Pine	24	35	2	Offsite		X
32	White Pine	18	25	2	Offsite		X
33	White Pine	20	25	2	Offsite		X
34	White Pine	23	30	1		X	
35	Dead	22		0	Dead	X	
36	White Pine	22	25	1		X	

Tree Condition Rating:

Excellent	=	4
Good	=	3
Fair	=	2
Poor	=	1
Dead	=	0

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. 636-519-9668
www.loomis-associates.com
Loomis Associates Inc.
Missouri State Certificate of Authority #: LAC #000019

Sheet Title: Tree Plan
Sheet No: TP
Date: 7/14/25
Job #: 1094.001



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

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GRAESER STATION MULTIFAMILY - RETAIL BUILDING
11004 OLIVE BLVD

#	DATE	DESCRIPTION

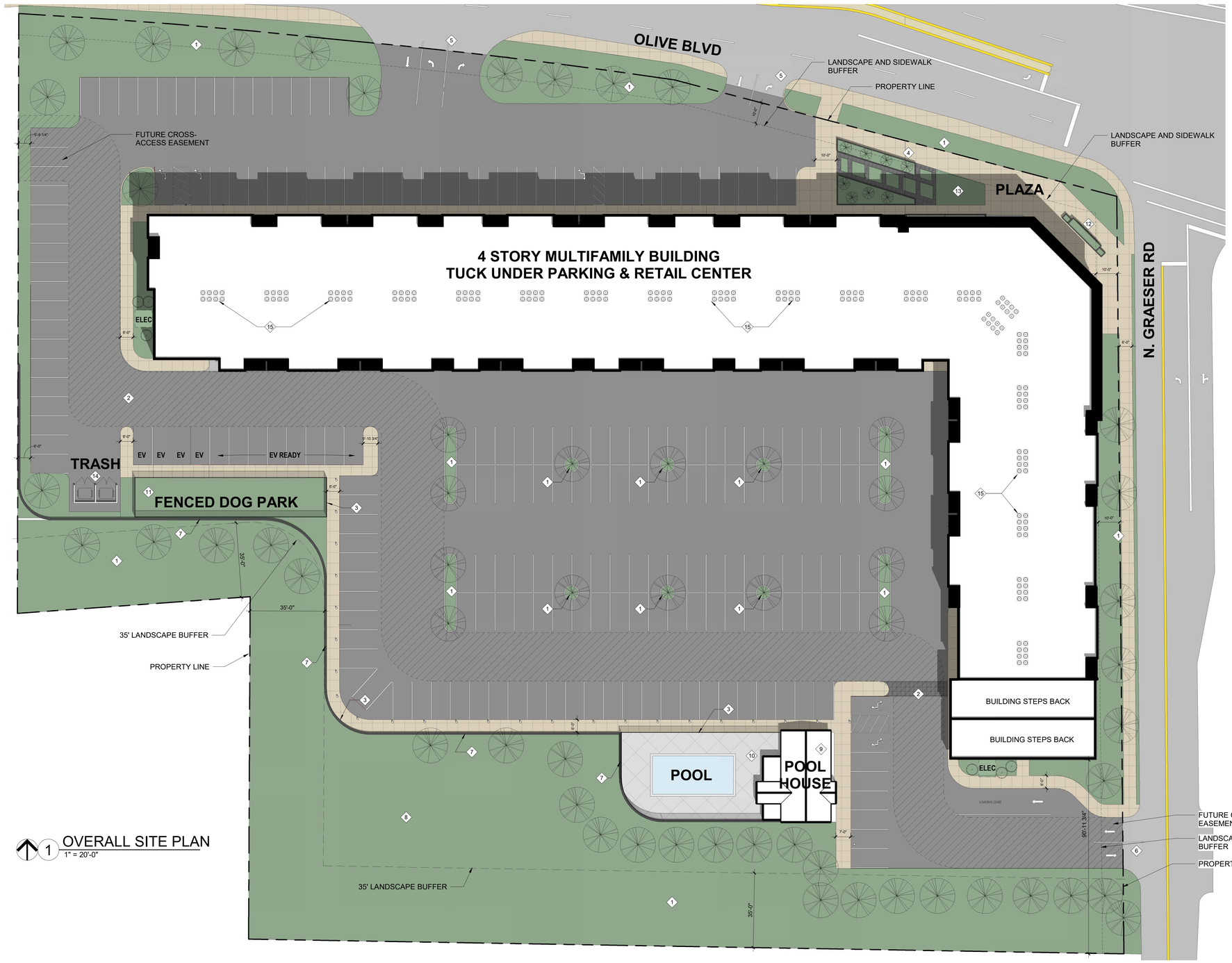
PROFESSIONAL RECORD

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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GRAESER STATION MULTIFAMILY - RETAIL BUILDING
11004 OLIVE BLVD

#	DATE	DESCRIPTION

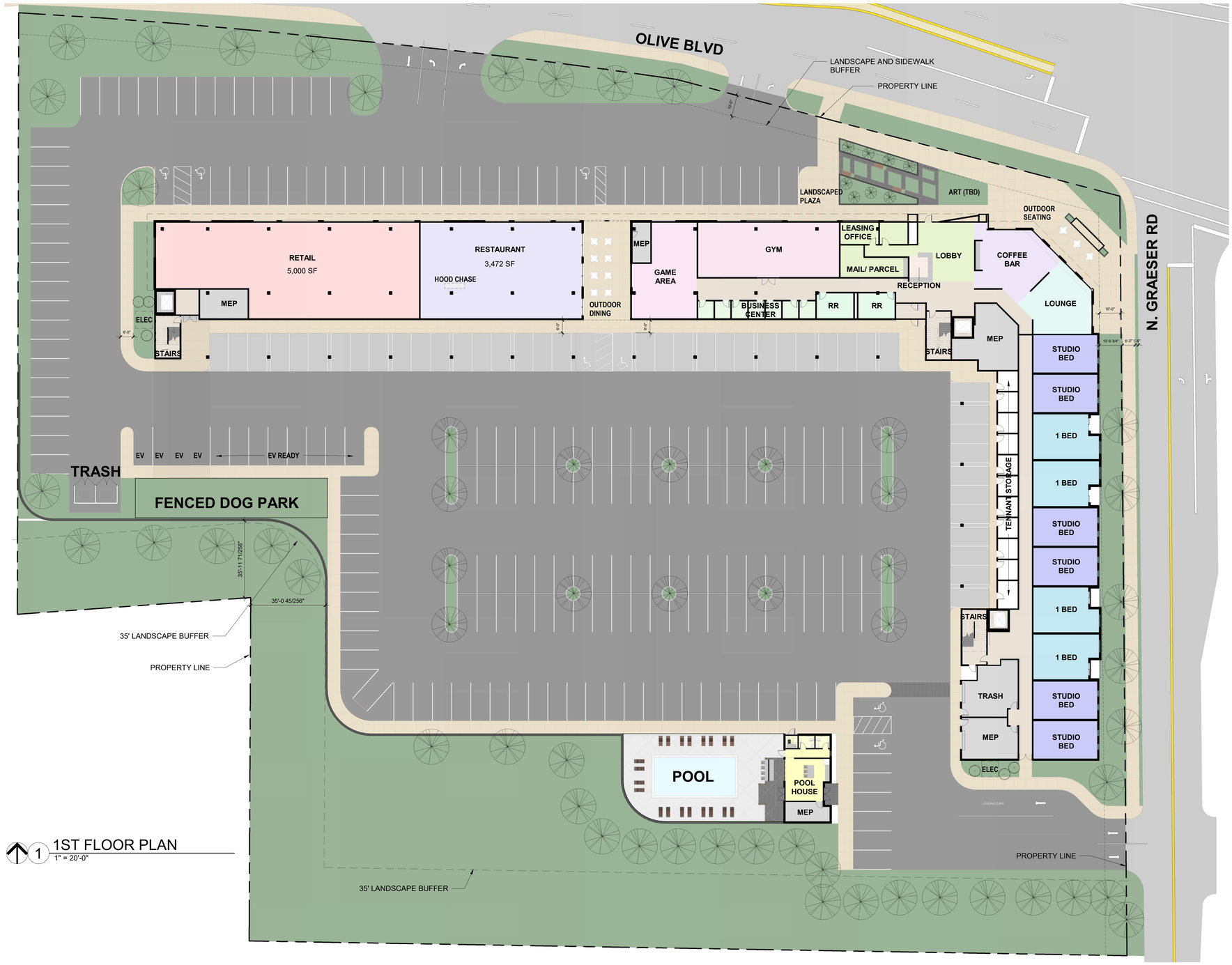
PROFESSIONAL RECORD

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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- 157

TOTAL PARKING IN DEVELOPMENT:
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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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GRAESER STATION MULTIFAMILY - RETAIL BUILDING

11004 OLIVE BLVD

#	DATE	DESCRIPTION

PROFESSIONAL RECORD

STATE OF MISSOURI
JOSHUA D GOODMAN
A-2018051005
11/07/2025
ARCHITECT

Project Number: **25.013**
Date: **11/07/2025**
Status: **P&Z APPROVAL**

FIRST FLOOR

A-1



1 2ND FLOOR PLAN
1" = 20'-0"

PARKING

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- 157

TOTAL PARKING IN DEVELOPMENT:
- 250 SPACES (REFERENCE ATTACHED PARKING STUDY)
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GRAESER STATION MULTIFAMILY - RETAIL BUILDING
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SECOND FLOOR

A-2



1 3RD FLOOR PLAN
1" = 20'-0"

PARKING

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GRAESER STATION MULTIFAMILY - RETAIL BUILDING
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Status: **P&Z APPROVAL**

THIRD FLOOR

A-3



1 4TH FLOOR PLAN
1" = 20'-0"

PARKING

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4TH FLOOR	2 BED	2
4TH FLOOR	STUDIO BED	7
TOTAL UNITS: 157		157

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GRAESER STATION MULTIFAMILY - RETAIL BUILDING

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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"

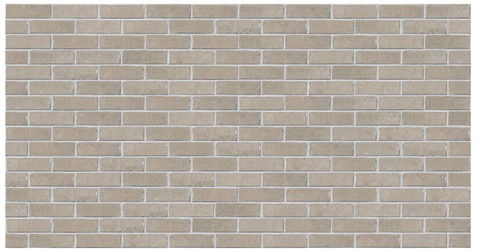
5 SKY EXPOSURE DIAGRAM

1" = 30'-0"





LARGE FORMAT MASONRY
USED AT RETAIL LEVEL



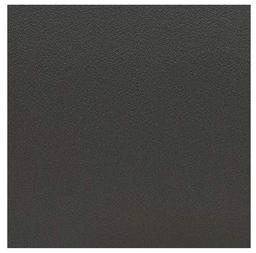
RUNNING BOND THIN BRICK VENEER
USED AT RESIDENTIAL LEVELS



PRECAST CORNICE DETAIL



ALLUMINUM
COMPOSITE PANELS



NICHIHA
TUFFBLOCK - STEEL



NICHIHA
CORBOSA (DARK)

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GRAESER STATION MULTIFAMILY - RETAIL BUILDING

11004 OLIVE BLVD

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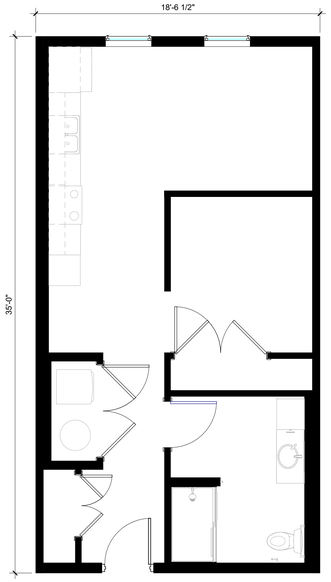
PROFESSIONAL RECORD

STATE OF MISSOURI
JOSHUA D GOODMAN
ARCHITECT
A-2007001609
11/07/2025

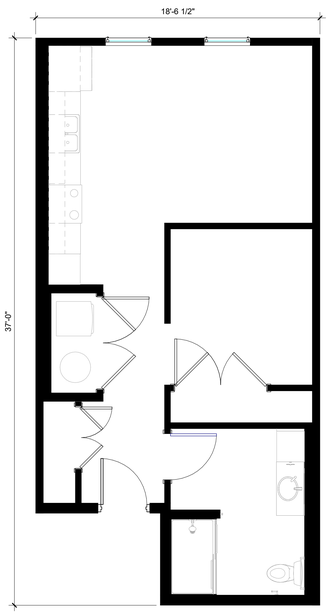
Project Number: **25.013**
Date: **11/07/2025**
Status: **P&Z APPROVAL**

ELEVATIONS

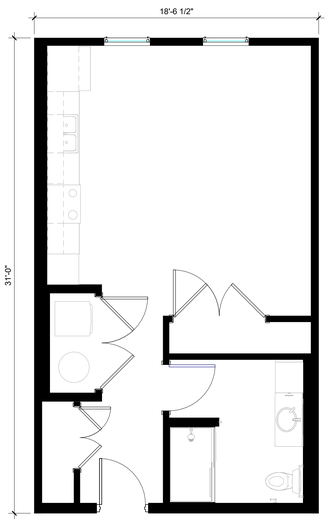
A-5



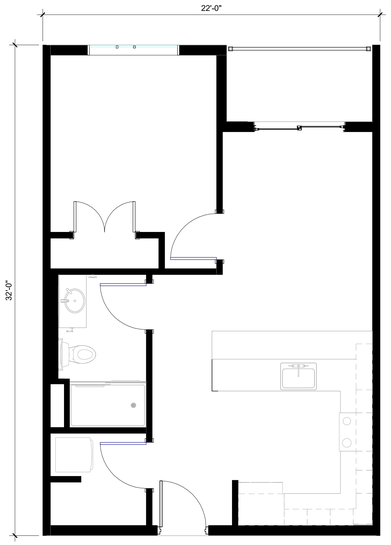
STUDIO 1 BEDROOM
649 SQFT



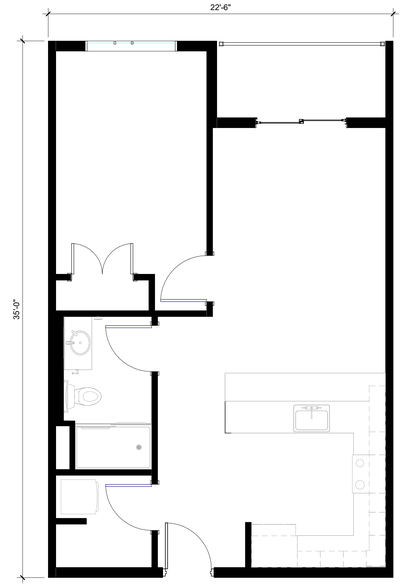
STUDIO 1 BEDROOM END
637 SQFT



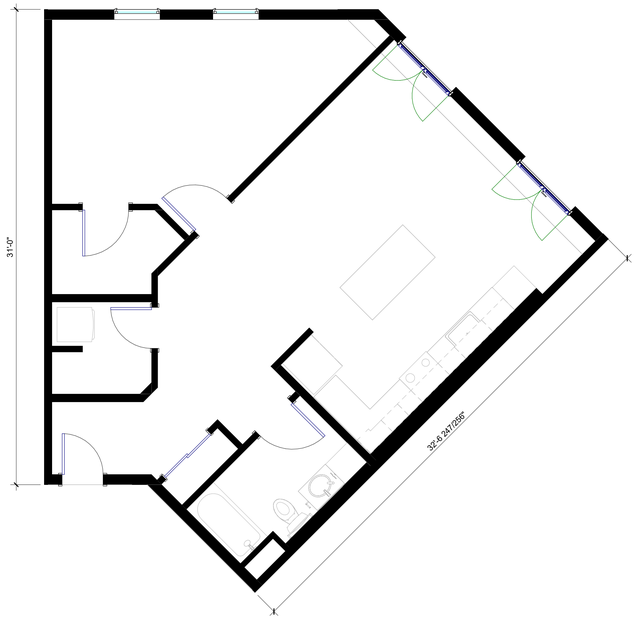
STUDIO 1 BEDROOM END
575 SQFT



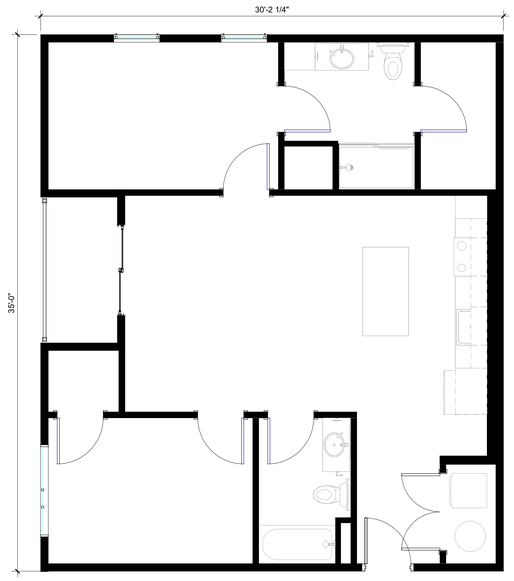
1 BEDROOM w/BALCONY - A
654 SQFT



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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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









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GRAESER STATION MULTIFAMILY - RETAIL BUILDING

11004 OLIVE BLVD

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IMAGERY

A-8









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GRAESER STATION MULTIFAMILY - RETAIL BUILDING

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Status:	**P&Z APPROVAL**

IMAGERY

A-9



GREASER STATION - LANDSCAPE BUFFER RENDERING

11004 OLIVE BLVD

11/07/2025



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.

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

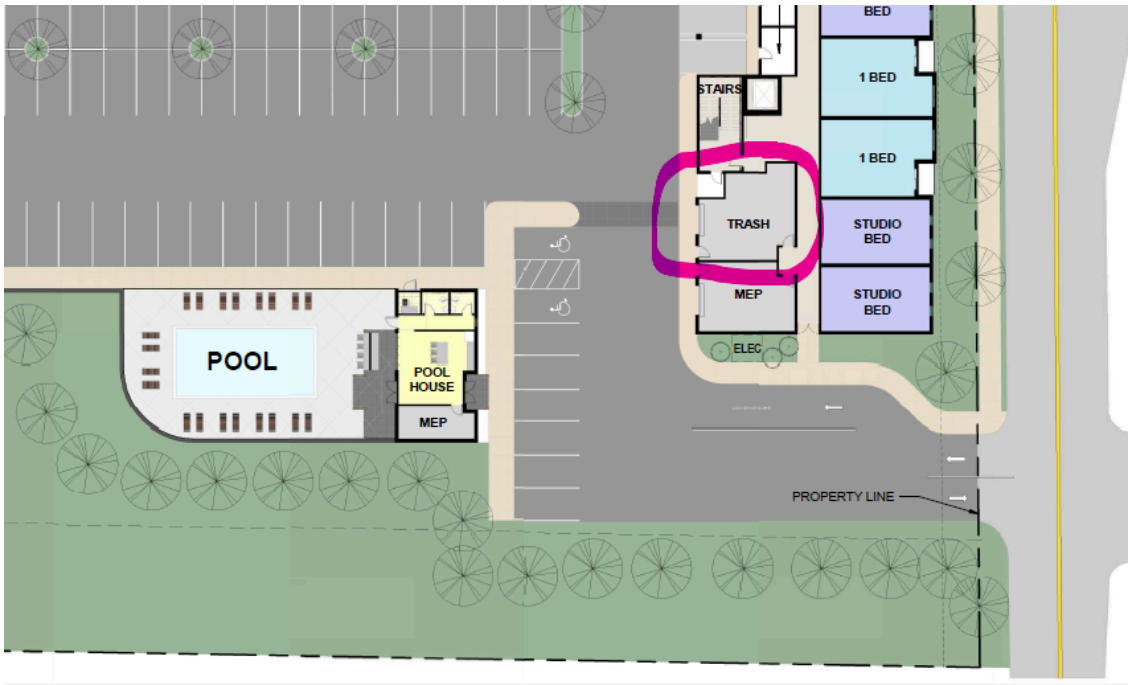
1 message

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:

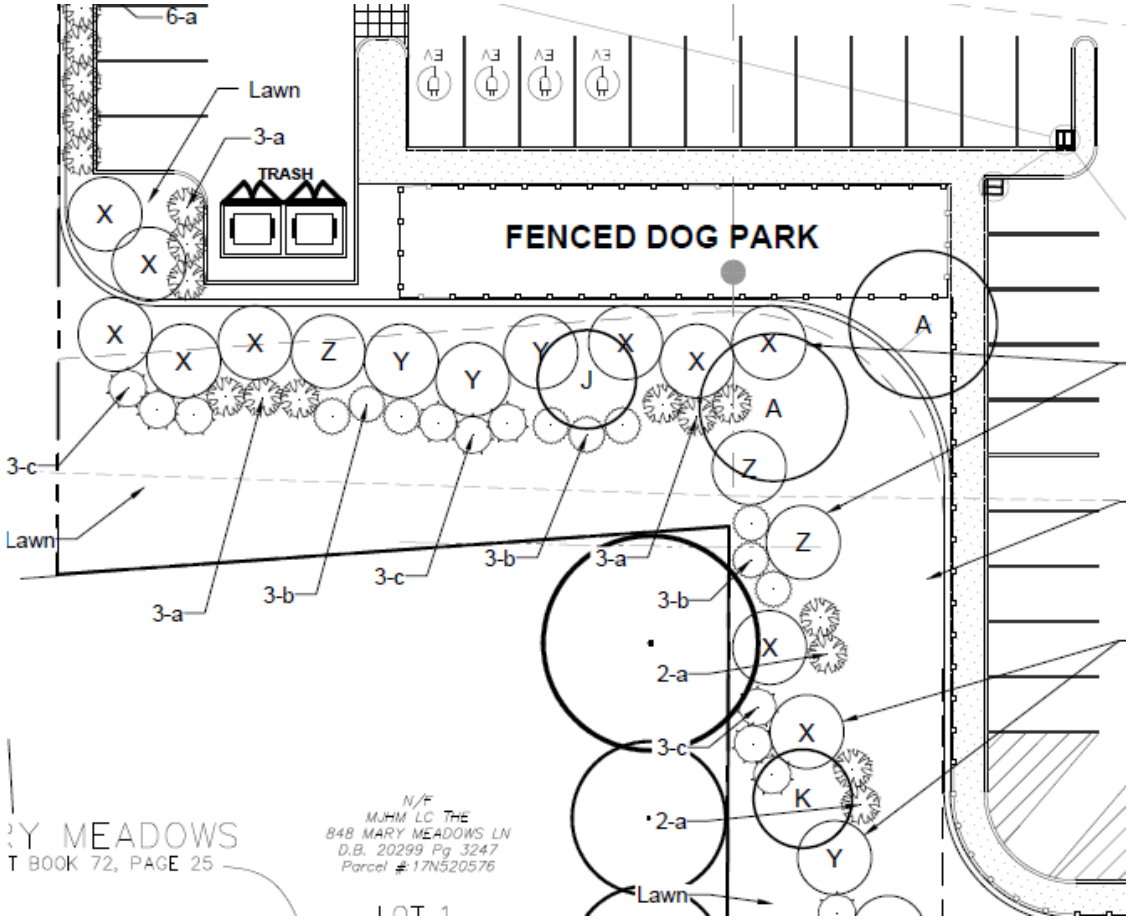
> Good Morning, Jason,
>
> I appreciate you getting back to us.
>
> I looked at the application closely, including the supporting materials. I have a lot of questions regarding how the supporting materials were generated and the case was presented. For this email string, I only talk about the nuisances 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
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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 #26-004: A CONDITIONAL USE PERMIT FOR A RESIDENTIAL REMODELERS USE FOR PJP CONSTRUCTION GROUP LOCATED AT 1067 NORTH WARSON ROAD, BUILDING A

FOR THE MEETING OF: Monday, March 16, 2026

LOCATION: 1067 North Warson Road, in the LI (Light Industrial) District

REQUEST: Mark Miller, of PJP Construction Group, Inc., has submitted a conditional use permit application for a 9,318 square foot space addressed as 1067 N. Warson Road within Building A of the North Warson Business Center development for Residential Remodelers, NAICS 236118. The 17-acre lot is currently zoned "LI"-Light Industrial Zoning District. The request is to house PJP Construction Group, Inc's offices and internal storage of materials for the applicant's use. No exterior changes are proposed.

ADDITIONAL INFORMATION: Under Section 405.380, Table A of the Zoning Code, NAICS 236118 requires the issuance of a conditional use permit in the "LI" 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 requirements for a conditional use permit?

Creve Coeur 2030 Comprehensive Plan References

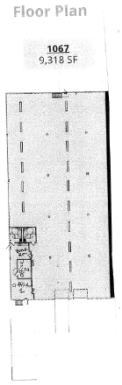
- Mixed-Use Innovation Campus District

Zoning Code References

- Section 405.380: LI-Light Industrial District
- Section 405.470: Conditional Uses

APPLICANT: Mark Miller
PJP Construction Group, LLC
6970 Olive Boulevard
St. Louis, MO 63130

PROPERTY OWNER: John Wright
NWarson, LLC c/o Gershman
150 N. Meramec Ave, Ste 500
St. Louis, MO 63105



REPORT PREPARED BY: Bethany L. Moore, City Planner
DATE: 3/9/2026
ATTACHMENTS: Applicant's Materials
Draft Ordinance

BACKGROUND AND ZONING HISTORY

The applicant has applied for a Conditional Use Permit for a 9,318 square foot storage space to use for offices and general storage for their residential remodeling business. The subject property is part of a four-building complex known as the North Warson Business Center which was developed in the 1970s in St. Louis County before becoming incorporated into Creve Coeur in the 1990s. PJP Construction Group specializes in custom home renovations, additions, and new construction. The proposed use at this location will consist of administrative office space, limited indoor storage space, and daily dispatch of crews to offsite job locations. The applicant will have 2 employees at this location within the hours of 7:30 AM to 3:30 PM Monday-Friday. The space will not be modified on the exterior to accommodate the request. No vehicles will be parked or equipment stored outside the building. NAICS 236118, Residential Remodelers is a Conditional Use in the "LI" Light Industrial district requiring approval from the City Council with a recommendation from the Planning and Zoning Commission.

LAND USE AND ZONING OF SURROUNDING PROPERTIES

The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Industrial	"LI" Light Industrial	N/A
South	Residential	"AR" Attached Single-Family Residential	N/A
East	City of Olivette	Mixed Use	N. Warson Road
West	Industrial	"LI" Light Industrial	N/A

COMPREHENSIVE PLAN REVIEW

The subject property is located within the Mixed-Use Innovation Campus District (MUIC) located on the east end of Olive Boulevard. The Comprehensive Plan recommends that a variety of active, office and residential uses be allowed and encouraged with side and rear lot parking. The MUIC is intended for the development of specialized office, laboratory, institutional, and research buildings for high-tech and biotech industries, supported by vibrant, ground floor mixed-use development, multi-family housing, and other community amenities. The focus of the MUIC is to develop the SLEDP 39 North plant science and agricultural technology district while acknowledging the continuing presence of light industrial uses. The property was developed in St. Louis Country prior to incorporation into the City of Creve Coeur and has remained largely unchanged since. Since the proposed use will only be taking up a portion of the existing building and making no exterior or interior changes, this use is compatible in terms of the Comprehensive Plan guidelines. Therefore, the proposed use would satisfy the goals and objectives of the Comprehensive Plan as much as such a use could.



Figure 1: Site Plan.

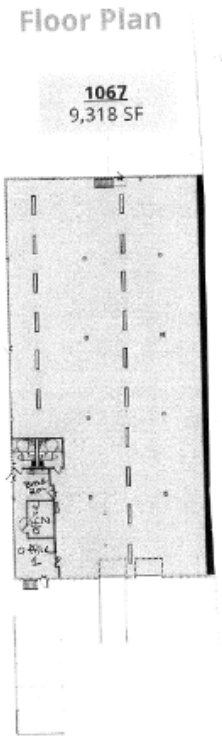


Figure 2: Proposed Floor Plan.

ZONING REVIEW

As the proposed use is utilizing an existing space within a multi-tenant building and will not be making any changes to the exterior of the building or site, Staff does not have any concerns with this use or the condition of the property.

Parking:

There are 205 total parking spaces on site that are shared between the four industrial buildings on the lot. NAICS 236118, Residential Remodelers, requires parking to be determined based on the square footage of the use. The total square footage of the tenant space is 9,318 square feet. Section 405.820, Required Off-Street Parking Spaces, requires that 1 parking space be provided per 500 square feet which would require this use to have 19 parking spaces available for this type of use. This is far beyond what this applicant would use. Given that there are 205 parking spaces on site and only 2 employees at the space consistently during the hours provided, staff is not concerned with the amount of parking provided on site and is satisfied that the parking requirements of Section 405.820 have been met.

Landscaping:

Due to the fact that the subject property was developed under St. Louis County standards before it was incorporated into the City of Creve Coeur, there are some non-conformities on the site. Given that no construction will be taking place that will result in any interior or exterior changes and the fact that the use will be fairly passive, staff is not requiring the installation of any additional landscaping as part of this Conditional Use Permit.

RECOMMENDATION

Based on the above analysis, the request for a conditional use permit appears to meet the requirements of the Zoning Ordinance and goals of the Comprehensive Plan. If approved by the Planning and Zoning Commission, Staff recommends the following conditions below which are included in the draft ordinance:

1. The Conditional Use Permit shall be for the operation of a 9,318 square foot tenant space for a residential remodeling contractor, NAICS 236118, located at 1067 North Warson Road.
2. The hours of operation shall be: 7:30 a.m. to 3:30 p.m. Monday through Friday.
3. Additional business hours may be permitted with the Zoning Administrator's approval.
4. All signs and banners shall be in conformance with Article VII, Sign Regulations, of the Zoning Code.
5. The applicant shall obtain all required building permits and occupancy inspections with the City of Creve Coeur Building Division prior to occupancy.
6. Any future enlargement, extension, expansion or exterior 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 exterior 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.

MOTION

If the Commission wishes to vote on a recommendation to the City Council based on the current proposal, the following would be an appropriate motion:

> "I move to recommend approval of the conditional use permit for PJP Construction according to the draft ordinance attached to the staff report on Application #26-004, for the meeting of March 16, 2026." (Conditions in the draft ordinance may be added, eliminated, or modified by preceding motion)

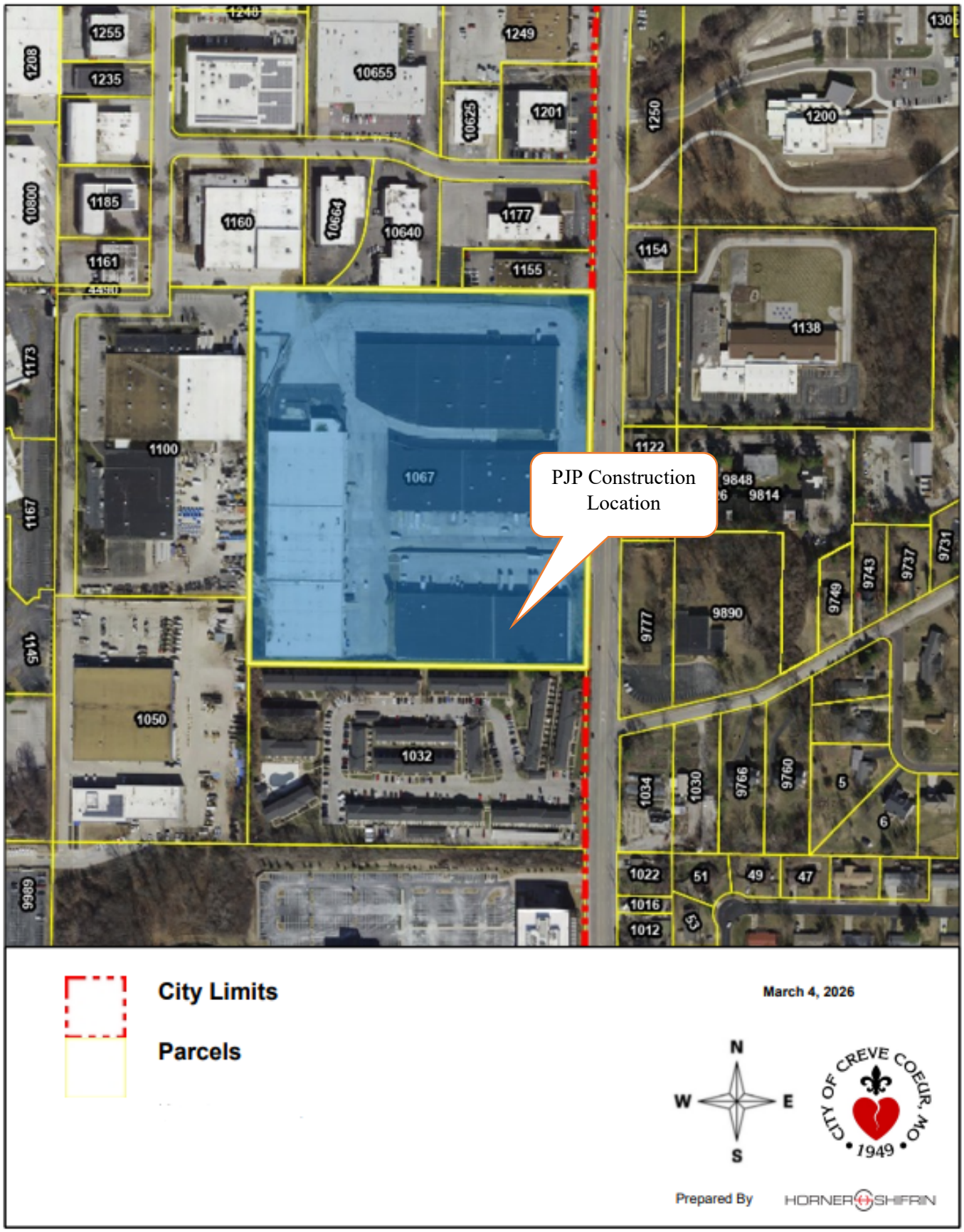
APPENDIX 1: COMPREHENSIVE PLAN

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

APPENDIX 2: ZONING CODE

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

APPENDIX 3: AERIAL PHOTO



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):*
MARK MILLER *Name*	_____ *Name*
PJP Construction Group, Inc. *Company (If Applicable)*	_____ *Company (If Applicable)*
6970 Olive Blvd. *Address*	_____ *Address*
St. Louis, MO 63130 *Address*	_____ *Address*
Telephone # (314) 280-2757	*Telephone #* _____
Fax # N/A	*Fax #* _____
Email: pjpconstructiongroup@gmail.com	*Email:* _____
_____ *Applicant's Signature*	_____ *Applicant's Representative's Signature*

Property Information:	***Owner's Acknowledgement** (if different from applicant):*
1067 N. Warson Rd. *Address*	John Wright *Name*
Creve Coeur, MO 63132 *Address*	N Warson LLC c/o Gershman *Company (If Applicable)*
North Warson Industrial Center *Development Name (if any)*	150 N. Meramec Ave Ste 500 *Address*
LI *Current Zoning*	Saint Louis, MO 63105 *Address*
unknown *Prior CUP Approvals (if known)*	*Telephone #* (314) 746-1447
_____	*Fax #* N/A
_____	*Email:* jwright@gershmancre.com
	_____ *Owner's Signature*

Description of Requested Use (attach additional sheets as needed)

General Description of Business: We specialize in custom home renovations, additions, and new construction.

Gross Floor Area – Existing and Proposed: 9318 sqft

Number of Seats (for restaurant only): N/A

Number of Employees at the busiest shift: 2

Hours of Operation: 730 A - 330 P M-F

Current or Most Recent Use of the Property: Available for use

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,_____, 20____.

*****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

Rationale for:

1067 N. Warson Rd.

Creve Coeur, MO 63132

PJP Construction Group is a professional construction contracting company that provides services throughout the area. The proposed use at this location will consist primarily of administrative office operations, limited storage space, and daily dispatch of crews to off-site job locations. Importantly, this is not a retail operation, not a manufacturing facility, and not a heavy industrial use. The site will function primarily as a base of operations for office staff and crew coordination.

1. Consistency with Zoning & City Planning Objectives

PJP Construction Group's proposed use aligns with the intent of commercial/light industrial zoning districts within Creve Coeur. Contractor offices and associated equipment staging are commonly conditionally permitted in these districts because:

- We provide professional services to the community.
- We generate employment opportunities.
- We operate during standard business hours.
- We do **not** involve heavy manufacturing or industrial processing.

Our business will function primarily as:

- An administrative office
- A dispatch location for crews traveling to off-site job locations
- Limited storage

There will be no retail storefront activity, no on-site fabrication, and no industrial processing.

2. Limited and Predictable Hours Reduce Impact

A major compatibility factor is PJP Construction Group's limited hours of operation:

7:30 AM – 3:30 PM, Monday through Friday

There are:

- No evening hours
- No weekend operations
- No overnight activity
- No late-night dispatch or truck traffic

Because operations conclude mid-afternoon:

- Traffic does not extend into evening peak congestion periods
- Noise-sensitive evening hours are avoided
- Weekend community impacts are eliminated

These limited weekday hours significantly reduce potential land-use conflicts compared to many permitted commercial or industrial operations that operate extended hours.

3. Traffic and Circulation Impacts Are Minimal

Traffic associated with the business will be modest and concentrated during short morning and mid-afternoon windows.

Typical daily pattern:

- Two (2) employees arrive before 7:30 AM
- Some, if any, vehicles return near closing at 3:30 PM

There is:

- No customer traffic
- No continuous delivery flow
- No retail visits
- No public walk-in activity

North Warson Road is designed to accommodate commercial traffic, and the use will not overburden infrastructure or create unsafe circulation patterns.

4. Noise & Operational Characteristics

The business does **not** involve:

- Manufacturing
- Heavy machinery operation
- Outdoor fabrication
- Industrial processing

Equipment stored on site will be dispatched to job locations for use off-site. Any minor loading activity will occur during daytime hours only.

The limited operational window (7:30 AM – 3:30 PM) ensures compliance with municipal noise expectations and prevents disturbance during evening or weekend hours.

5. Compatibility with Surrounding Properties

The surrounding corridor includes office and service-commercial uses that are similar in intensity and character.

PJP Construction Group:

- Maintains professional business operations
- Operates in a controlled and orderly manner
- Does not create visual blight or high-volume public activity
- Will comply with all site maintenance, parking, and screening requirements

The use is consistent with the existing business environment along North Warson Road.

6. Public Benefit & Economic Contribution

Approval of this Conditional Use Permit will provide clear community benefits:

- Retention and creation of local jobs
- Support for regional construction and improvement projects
- Contribution to the City's commercial tax base
- Productive utilization of an appropriately zoned property

Construction contractors are essential service providers that support residential, commercial, and public infrastructure development throughout the region.

7. Findings Supporting Approval

The Conditional Use Permit should be approved because:

1. The proposed use is consistent with the zoning district intent.
2. The location along North Warson Road is appropriate for a contractor's office and dispatch facility.
3. Hours of operation (7:30 AM – 3:30 PM, Monday–Friday) significantly mitigate impacts.
4. Traffic generation is modest and predictable.
5. The use will not be detrimental to public health, safety, or welfare.
6. The project contributes positively to the local economy of Creve Coeur.

Conclusion Statement

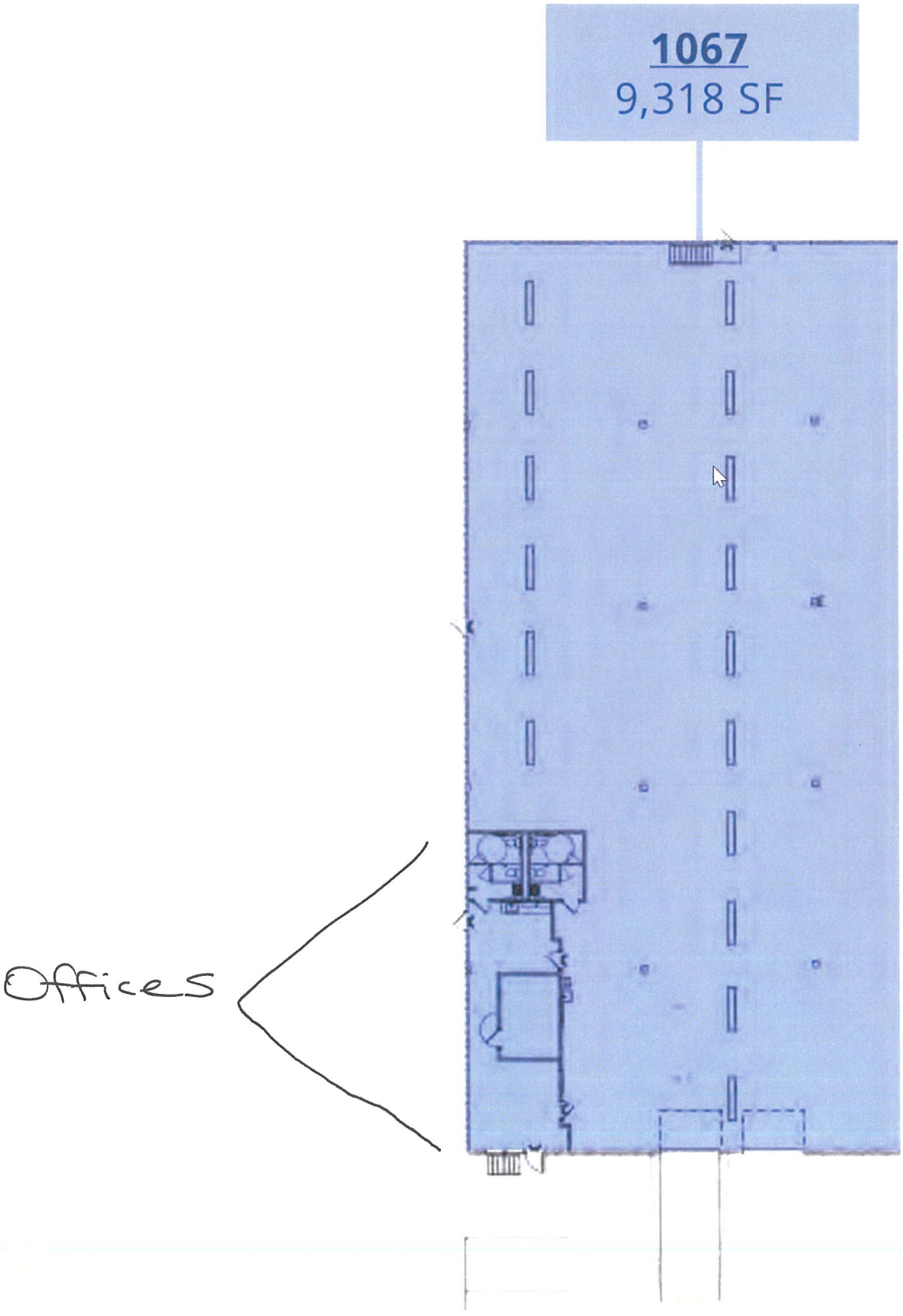
Based on the operational characteristics, limited weekday hours, compatibility with surrounding uses, and minimal traffic and noise impacts, PJP Construction Group's relocation to 1067 N. Warson Road represents a reasonable, appropriate, and beneficial use of the property.

For these reasons, we respectfully request the approval of the Conditional Use Permit. Please do not hesitate to contact me for further questions or concerns.

Docusign Envelope ID: 71201441-0EE6-4E31-A82C-21618EE44AB0

EXHIBIT A

PREMISES DEPICTION



Rationale for:

1067 N. Warson Rd.

Creve Coeur, MO 63132

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- Two (2) employees arrive before 7:30 AM
- Some, if any, vehicles return near closing at 3:30 PM

There is:

- No customer traffic
- No continuous delivery flow
- No retail visits
- No public walk-in activity

North Warson Road is designed to accommodate commercial traffic, and the use will not overburden infrastructure or create unsafe circulation patterns.

4. Noise & Operational Characteristics

The business does **not** involve:

- Manufacturing
- Heavy machinery operation
- Outdoor fabrication
- Industrial processing

Equipment stored on site will be dispatched to job locations for use off-site. Any minor loading activity will occur during daytime hours only.

The limited operational window (7:30 AM – 3:30 PM) ensures compliance with municipal noise expectations and prevents disturbance during evening or weekend hours.

5. Compatibility with Surrounding Properties

The surrounding corridor includes office and service-commercial uses that are similar in intensity and character.

PJP Construction Group:

- Maintains professional business operations
- Operates in a controlled and orderly manner
- Does not create visual blight or high-volume public activity
- Will comply with all site maintenance, parking, and screening requirements

The use is consistent with the existing business environment along North Warson Road.

6. Public Benefit & Economic Contribution

Approval of this Conditional Use Permit will provide clear community benefits:

- Retention and creation of local jobs
- Support for regional construction and improvement projects
- Contribution to the City's commercial tax base
- Productive utilization of an appropriately zoned property

Construction contractors are essential service providers that support residential, commercial, and public infrastructure development throughout the region.

7. Findings Supporting Approval

The Conditional Use Permit should be approved because:

1. The proposed use is consistent with the zoning district intent.
2. The location along North Warson Road is appropriate for a contractor's office and dispatch facility.
3. Hours of operation (7:30 AM – 3:30 PM, Monday–Friday) significantly mitigate impacts.
4. Traffic generation is modest and predictable.
5. The use will not be detrimental to public health, safety, or welfare.
6. The project contributes positively to the local economy of Creve Coeur.

Conclusion Statement

Based on the operational characteristics, limited weekday hours, compatibility with surrounding uses, and minimal traffic and noise impacts, PJP Construction Group's relocation to 1067 N. Warson Road represents a reasonable, appropriate, and beneficial use of the property.

For these reasons, we respectfully request the approval of the Conditional Use Permit. Please do not hesitate to contact me for further questions or concerns.

ITEMS CORRESPONDING TO SCHEDULE B-II

(9) Easement granted to Union Electric Company, according to instrument recorded in Book 8303, Page 805. This item is shown hereon.

(10) Easement granted to Union Electric Company, according to instrument recorded in Book 3608, Page 517 and Book 5110, Page 120. This item is shown hereon.

(11) Easement granted to the Metropolitan St. Louis Sewer District, according to instrument recorded in Book 5644, Page 108. This item is shown hereon.

(12) An easement disclosed by an instrument recorded in Book 6334, Page 2085. In favor of: Laclede Gas Company. That portion beneath building was released by Partial Release of Easement recorded in Book 13757, Page 2063. This item is shown hereon.

(13) An easement disclosed by an instrument recorded in Book 6342, Page 1643. In favor of: The Metropolitan St. Louis Sewer District. Said Easement was partially vacated by Ordinance No. 9397 recorded in Book 10407, Page 1189. This item is shown hereon in part; however, the vacation description per Ordinance No. 9397 refers to a description in B.7964 P.315, and has not been shown.

(14) Notice of Encroachment upon the Storm Sewer Easement recorded in Book 6342, Page 1643 and reported next above. License for the said encroachment and an Indemnity Agreement recorded in Book 6881, Page 2073. This item is shown hereon.

(15) Rail Easement to Industrial Properties, Inc., according to instrument recorded in Book 6364, Page 1461. This item is shown hereon.

(16) Easement granted to the Metropolitan St. Louis Sewer District, according to instrument recorded in Book 6626, Page 1133. This item is shown hereon.

(17) Easement granted to Union Electric Company, according to instrument recorded in Book 13757, Page 2053 and Book 21889, Page 366. This item is shown hereon.

(18) Easement granted to Southwestern Bell Telephone Company, according to instrument recorded in Book 20602, Page 4934 and Book 21131, Page 517. This item is shown hereon.

LEGEND OF SYMBOLS & ABBREVIATIONS

⊙	Monument As Noted	N.	North
⊞	Chiseled Cross	S.	South
○	Bollard or Gate Post	E.	East
	Power Pole	W.	West
	Guy Wire	°	Degrees
	Electrical Pedestal	'	Feet or Minutes
	Electrical Transformer	''	Inches or Seconds
EM	Electrical Metering	V.O.	Vacation Ordinance
AC	Air Conditioner	Calc.	Calculated
	Light Standard	Rec.	Record
	Yard Light	Inst.	Instrument
	Sign	No.	Number
	Handicap Parking	G.L.	Grass & Landscape
	Handicap Parking (Sign Only)	R/W	Right of Way
	Fire Hydrant	Qtr.	Quarter
	Yard Hydrant	Sec.	Section
WM	Water Meter	T.	Township
	Water Valve	R.	Range
P	Pet Waste Container	B.	Book
	Irrigation Control	P.	Page
	Grate Inlet	(1)	Shown Exception
SV	Storm Vault	RW	Right of Way Line
GM	Gas Meter	PL	Property Line
	Gas Valve		Easement
	Manhole		Setback
CO	Clean Out		Overhead
CM	Communications Vault	x	Fence
CP	Communications Pedestal	OE	Overhead Electric
TV	Television Accessory	UE	Underground Electric
	Traffic Box	W	Water
		STM	Storm
		G	Gas
		S	Sewer
		C	Communications

FLOOD NOTE

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE(S) X OF THE FLOOD INSURANCE RATE (FIRM), MAP No. 29189C0192K WHICH BEAR(S) AN EFFECTIVE DATE OF 02/04/2015 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA, BY CONTACT DATED 11/13/2018 TO THE NATIONAL FLOOD INSURANCE PROGRAM http://www.fema.gov/ WE HAVE LEARNED THIS COMMUNITY DOES CURRENTLY PARTICIPATE IN THE PROGRAM. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE AND AN ELEVATION CERTIFICATE AND/OR ENGINEERING (FLOOD), STUDY MAY BE NEEDED TO VERIFY THIS DETERMINATION OR APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

ZONING INFORMATION

Information not yet provided to surveyor per Table A item 6(a).

SIGNIFICANT OBSERVATIONS

(A) At the time of the ALTA Survey, building protruded a maximum of 14.7' onto easement identified in Exception 13, as shown hereon.

(B) At the time of the ALTA Survey, building protruded a maximum of 3.6' onto easement identified in Exception 17, as shown hereon.

(C) At the time of the ALTA Survey, adjoiner's rail tie wall encroached a maximum of 3.9' onto subject, as shown hereon.

(D) At the time of the ALTA Survey, adjoiner's gravel parking encroached a maximum of 25.4' onto subject, as shown hereon.

(E) At the time of the ALTA Survey, adjoiner's asphalt parking encroached a maximum of 7.4' onto subject, as shown hereon.

PROJECT REVISION RECORD

DATE	DESCRIPTION	DATE	DESCRIPTION
11/16/2018	FIRST DRAFT	---	---
11/20/2018	NETWORK & CLIENT COMMENTS	---	---
11/20 (#2)	NETWORK COMMENTS	---	---
---	---	---	---
---	---	---	---
---	---	---	---
FIELDWORK: ZW	DRAFTED: ZW	CHECKED BY: ZW	FB & PG: 0107-461

VICINITY MAP - NOT TO SCALE



MISCELLANEOUS NOTES

(MN1) Some features on this plat may be shown out of scale for clarity.

(MN2) Dimensions on this plat are expressed in feet and decimal parts thereof unless otherwise noted. Bearings are referred to an assumed meridian and are used to denote angles only. Monuments were found at points where indicated.

(MN3) The basis of bearings for this survey is S.0°47'0"W., which is the assumed bearing of the W. line of Warson Road, as shown hereon.

(MN4) At the time of the ALTA Survey, the subject property accessed the public right of way via 2-driveways along Warson Road, as shown hereon.

(MN5) At the time of the ALTA Survey, there was no evidence of cemeteries or burial grounds on site.

(MN6) At the time of the ALTA Survey, the subject property contained a gross land area of 17.2306-Acres, or 750563-Square Feet, (more-or-less), pursuant to Table A Item 4.

(MN7) At the time of the ALTA Survey, striped parking was as follows: 196-Regular Spaces, 9-Accessible Spaces, 205-Total Spaces, as shown hereon pursuant to Table A Item 9.

(MN8) At the time of the ALTA Survey, there were no division or party walls designated by the client with respect to adjoining properties pursuant to Table A Item 10a.

(MN9) At the time of the ALTA Survey, the distance to the nearest intersecting street, Grandview Drive, was 158', as shown hereon pursuant to Table A Item 14.

(MN10) At the time of the ALTA Survey, there was no observable evidence of recent earth moving work, building construction, or building additions pursuant to Table A Item 16.

(MN11) At the time of the ALTA Survey, there were no known proposed changes in street right-of-way lines available from the controlling jurisdiction and no evidence of recent sidewalk construction or repairs pursuant to Table A Item 17.

(MN12) At the time of the ALTA Survey, the surveyor was not provided with information to make wetland determinations, and no wetlands markers were observed at the site, pursuant to Table A Item 18.

UTILITY NOTES

(UN1) The location of Utilities shown hereon are from observed evidence of above ground appurtenances. The surveyor was not provided with surface markings or underground plans to determine the location of any subterranean uses.

(UN2) From observed above ground appurtenances only as shown hereon, electric, gas, storm drainage and water lines and/or service is available for the surveyed property within utility easements near and along the property's perimeter.

(UN3) Before digging in this area, call the Missouri One Call System at 1-800-DIG-RITE for field locations (request for ground markings) of underground utility lines.

LEGAL

THE USE OF THIS DOCUMENT'S FORMAT IS STRICTLY PROHIBITTED AND CONTINGENT UPON THE WRITTEN CONSENT AND PERMISSION OF BOCK & CLARK CORP.
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RECORD DESCRIPTION

A TRACT OF LAND BEING PART OF SECTION 36, TOWNSHIP 46 NORTH – RANGE 5 EAST, CITY OF CREVE COEUR, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF PROPERTY CONVEYED TO WARSON VILLAGE APARTMENTS ASSOCIATES, L.L.C. AS DESCRIBED IN THE DEED RECORDED IN BOOK 10552, PAGE 1310 OF THE ST. LOUIS COUNTY, RECORDS; THENCE NORTH 00 DEGREES 44 MINUTES 25 SECONDS EAST 904.30 FEET TO A POINT ON THE SOUTH LINE OF THE "RESUBDIVISION OF SECTIONS 2, 3, AND 4 OF LINDBERGH WARSON INDUSTRIAL CENTER ADDITION 1", A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 100, PAGE 52 OF THE ST. LOUIS COUNTY RECORDS; THENCE EASTWARDLY ALONG SAID SOUTH LINE SOUTH 89 DEGREES 16 MINUTES 51 SECONDS EAST 830.00 FEET TO A POINT ON THE WEST LINE OF WARSON ROAD, 80 FOOT WIDE; THENCE SOUTHWARDLY ALONG SAID WEST LINE SOUTH 00 DEGREES 47 MINUTES 00 SECONDS WEST 905.03 FEET TO A POINT ON THE NORTH LINE OF AFORESAID WARSON VILLAGE APARTMENTS ASSOCIATES, L.L.C. PROPERTY; THENCE WESTWARDLY ALONG SAID NORTH LINE NORTH 89 DEGREES 13 MINUTES 50 SECONDS WEST 829.32 FEET TO THE POINT OF BEGINNING.

THE LANDS SURVEYED, SHOWN AND DESCRIBED HEREON ARE THE SAME LANDS AS DESCRIBED IN THE TITLE COMMITMENT PROVIDED BY First American Title Insurance Company, Commitment/File No: NCS-930545-CHI2, DATED October 4, 2018, at 8:00 AM.

ALTA/NSPS LAND TITLE SURVEY

TriGate St. Louis

B&C Project No. 201805103-001
1067-1151 Warson, Bldgs A – D, St. Louis, MO

Based upon Title Commitment/File No: NCS-930545-CHI2
of First American Title Insurance Company
bearing an effective date of October 4, 2018, at 8:00 AM

Surveyor's Certification

To: TPP 218 North Warson, LLC, a Delaware limited liability company; Crossfirst Bank, a Kansas corporation; First American Title Insurance Company; and Bock & Clark Corporation.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6a, 6b, 7a, 7b1, 7c, 8, 9, 10a, 13, 14, 16, 17, 18, and 20 of Table A thereof. The field work was completed on November 14, 2018.

STATE OF MISSOURI
ZACHARY WINTERS
NUMBER PLS-2006016646
PROFESSIONAL LAND SURVEYOR

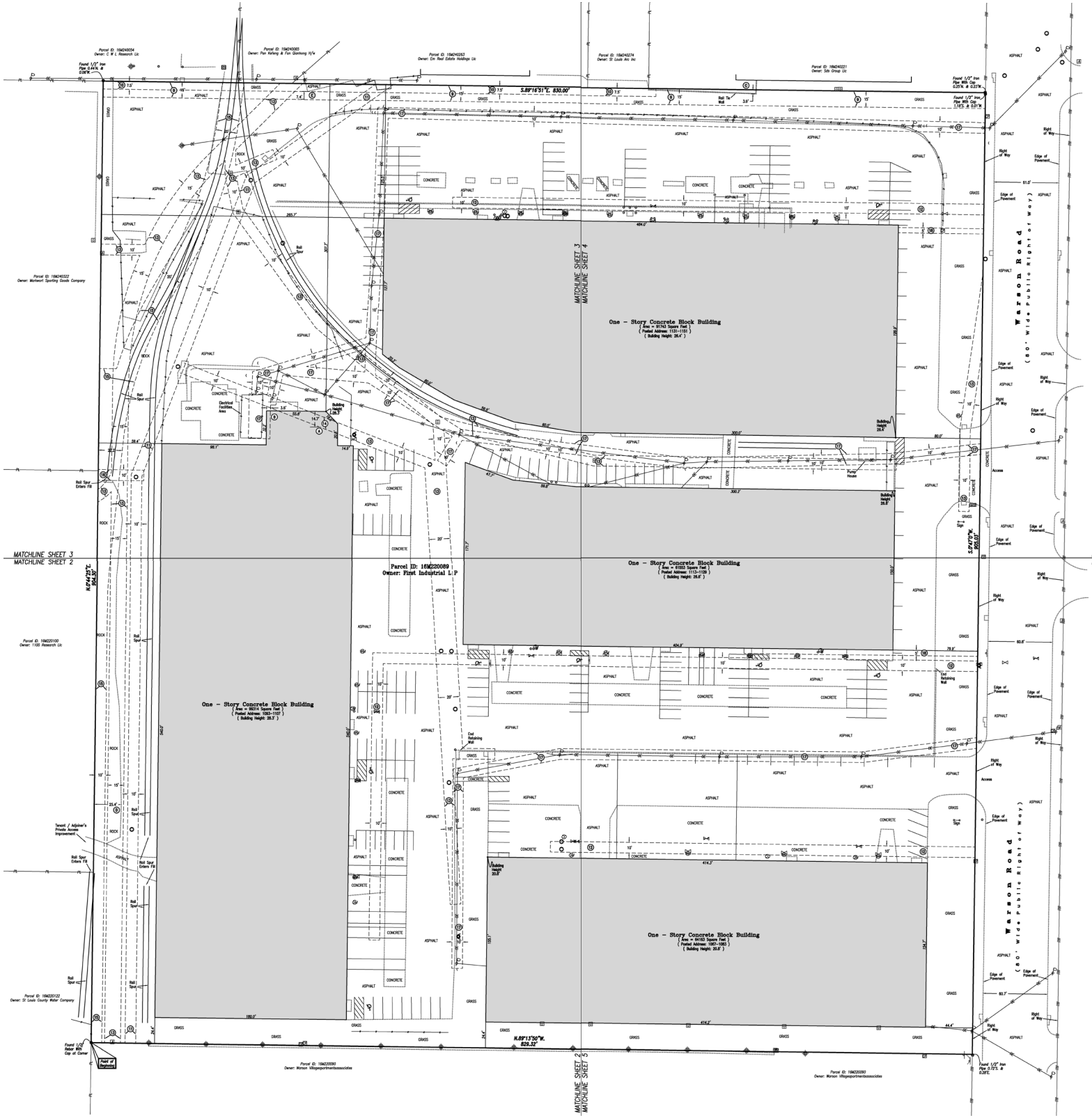
Zachary Winters
Registration No.: 2006016646
In the State of Missouri
Fieldwork Completed: November 14, 2018
Date of Last Revision: November 20, 2018 (#2)
Date Printed: November 20, 2018 (#2)
Bock & Clark NSN Project No.: 201805103-001

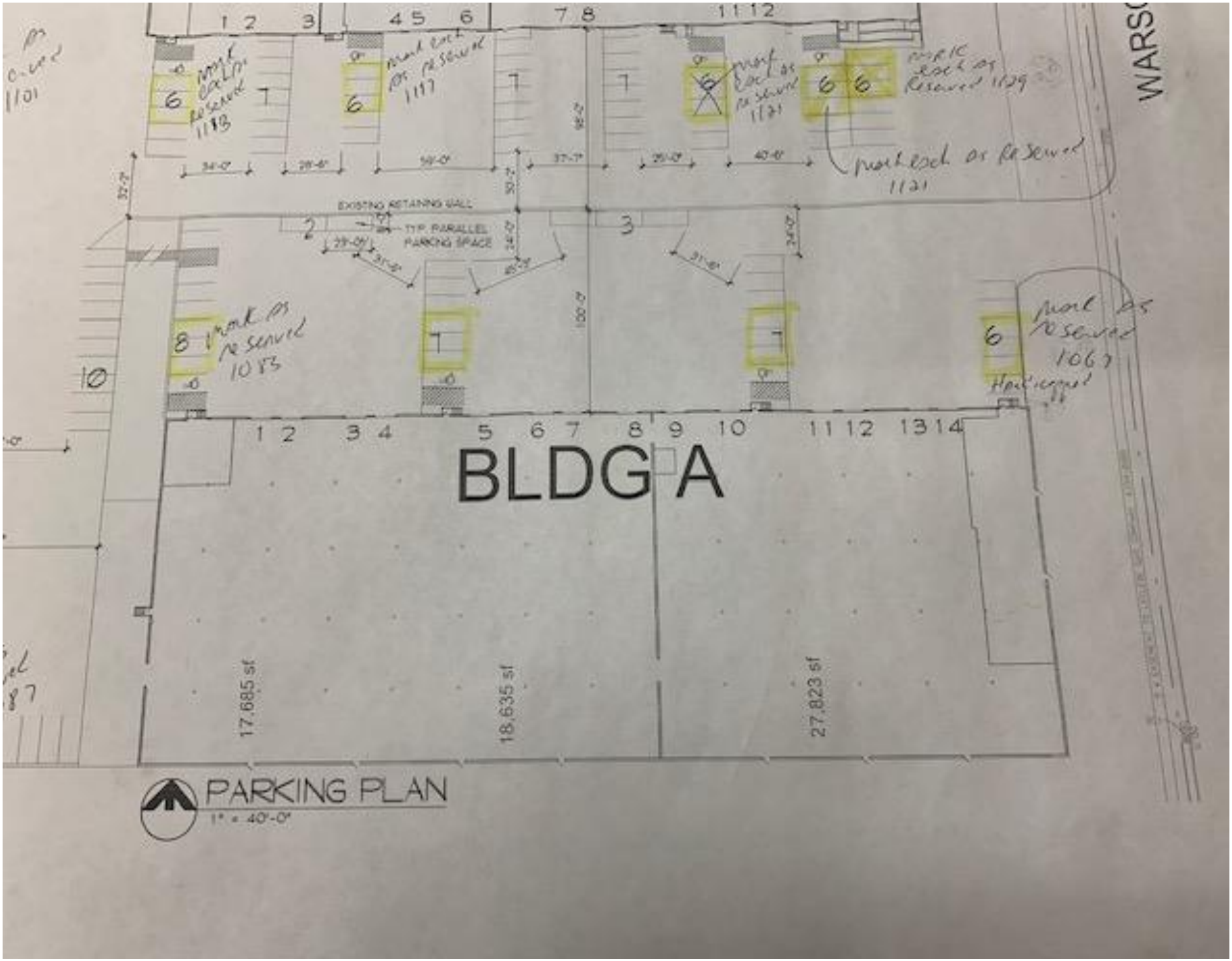
Survey Performed By:
Civen, Inc.
212 ½ W. 5th St.
Ste. 209
Joplin, MO 64801
Phone: (877) 982-4836
Fax: (877) 992-4836
Email: zach.winters@civen.com
COA: 2007015029

Sheet 1 of 5

Bock & Clark
SURVEY • DRAWING
ENVIRONMENTAL • ASSESSMENT

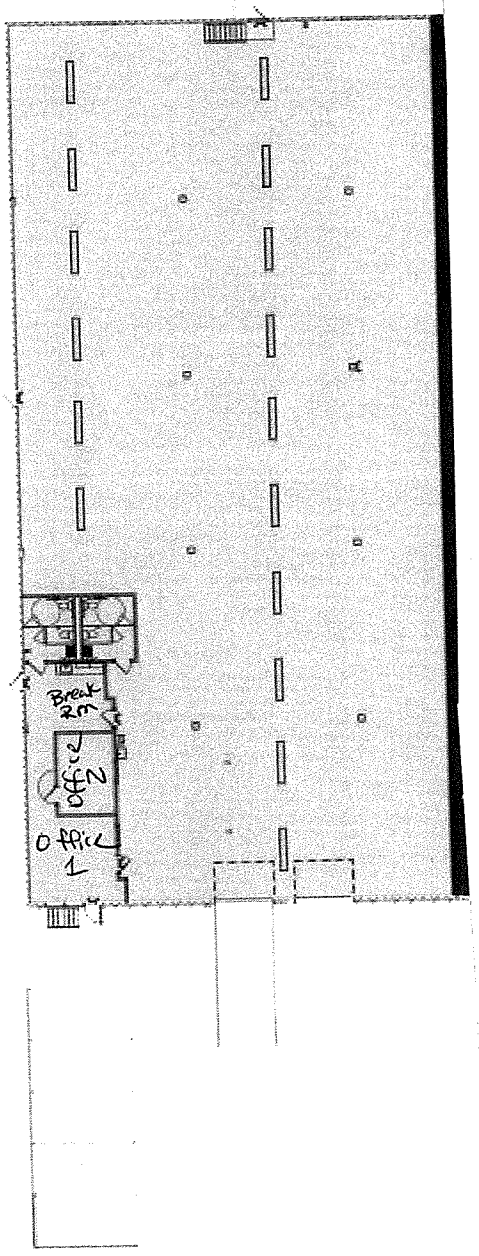
National Coordinators
1-(800)-SURVEYS (787-8397)
Bock & Clark Corporation
3550 W. Market Street, Suite 200,
Akron, Ohio 44333
maywehelpyou@bockandclark.com
www.bockandclark.com


Parcel ID: 16M220089
Owner: First Industrial L.P
One - Story Concrete Block Building
(Area = 91743 Square Feet)
(Postal Address: 1131-1135)
(Building Height: 26.4')
One - Story Concrete Block Building
(Area = 61053 Square Feet)
(Postal Address: 1113-1129)
(Building Height: 28.8')
One - Story Concrete Block Building
(Area = 90314 Square Feet)
(Postal Address: 1093-1107)
(Building Height: 28.3')
One - Story Concrete Block Building
(Area = 84163 Square Feet)
(Postal Address: 1067-1083)
(Building Height: 20.8')
Warson Road
(80' Wide Public Right of Way)
MATCHLINE SHEET 3
MATCHLINE SHEET 4
MATCHLINE SHEET 2
MATCHLINE SHEET 5
S.89°16'51"E. 830.00'
N.89°13'50"W. 829.32'
Point of Beginning


BLDG A
EXISTING RETAINING WALL
TYP. PARALLEL PARKING SPACE
17,685 sf
18,635 sf
27,823 sf
PARKING PLAN
1" = 40'-0"

Floor Plan

1067
9,318 SF



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

AN ORDINANCE AUTHORIZING A NEW CONDITIONAL USE PERMIT FOR PJP CONSTRUCTION AT 1067 N. WARSON ROAD WITHIN THE NORTH WARSON BUSINESS CENTER, ZONED LI-LIGHT INDUSTRIAL DISTRICT

WHEREAS, under Section 405.380(C), NAICS 236118, Residential Remodelers in the "LI" Light Industrial zoning district require the issuance of a conditional use permit as provided in Section 405.1070, Conditional Use Permits; and

WHEREAS, Mark Miller, of PJP Construction Group, Inc, submitted an application for a new conditional use permit for a 9,318 square foot warehouse and office space, at 1067 N. Warson Road, Building A, within the North Warson Business Center; and

WHEREAS, a public hearing was held by the Creve Coeur Planning and Zoning Commission on Monday, March 16, 2026, 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 request, subject to the conditions contained herein, at its meeting on March 16, 2026; 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, Missouri, as follows:

SECTION 1: A Conditional Use Permit is authorized to be issued pursuant to Section 3 hereof for the operation of PJP Construction at 1067 N. Warson Road, Creve Coeur, MO, 63141, within the North Warson Business Center, zoned LI-Light Industrial District, whose legal description is as follows:

A tract of land being part of Section 36, Township 46 North - Range 5 East, City of Creve Coeur, St. Louis County, Missouri and being more particularly described as follows: Beginning at the Northwest corner of property conveyed to Warson Village Apartments Associates, L.L.C. as described in the deed recorded in Book 10552, Page 1310 of the St. Louis County records; thence North 00 degrees 44 minutes 25 seconds East 904.30 feet to a point on the South line of the "Resubdivision of Sections 2, 3, and 4 of Lindbergh Warson Industrial Center Addition 1", a subdivision according to the plat thereof recorded in Plat Book 100, Page 52 of the St. Louis County records; thence Eastwardly along said South line South 89 degrees 16 minutes 51 seconds East 830.00 feet to a point on the West line of Warson Road, 80 foot wide; thence Southwardly along said West line South 00 degrees 47 minutes 00 seconds West 905.03 feet to a point on the North line of aforesaid Warson Village Apartments Associates, L.L.C. property; thence Westwardly along said North line North 89 degrees 13 minutes 50 seconds West 829.32 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 a 9,318 square foot tenant space for a residential remodeling contractor, NAICS 236118, located at 1067 North Warson Road.
2. The hours of operation shall be: 7:30 a.m. to 3:30 p.m. Monday through Friday.
3. Additional business hours may be permitted with the Zoning Administrator’s approval.
4. All signs and banners shall be in conformance with Article VII, Sign Regulations, of the Zoning Code.
5. The applicant shall obtain all required building permits and occupancy inspections with the City of Creve Coeur Building Division prior to occupancy.
6. Any future enlargement, extension, expansion or exterior 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 exterior 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.

ADOPTED THIS ____ DAY OF _____, 2026.

_____
MARK MANLIN
PRESIDENT OF CITY COUNCIL

APPROVED THIS ____ DAY OF _____, 2026.

_____
DR. ROBERT HOFFMAN
MAYOR

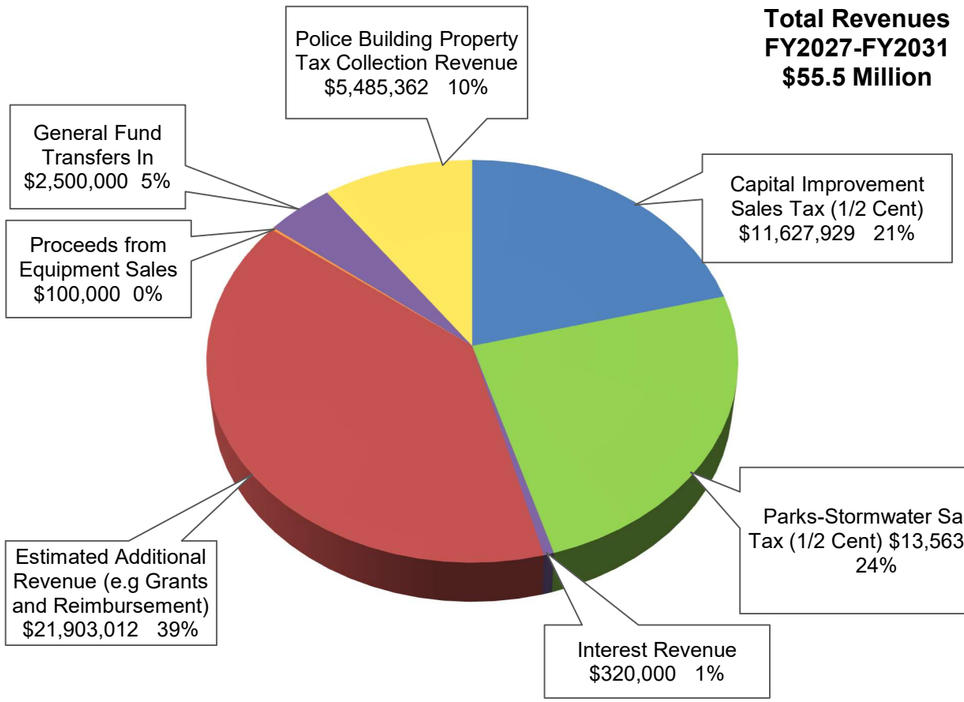
BILL NO. _____ **ORDINANCE NO. _____**

ATTEST:

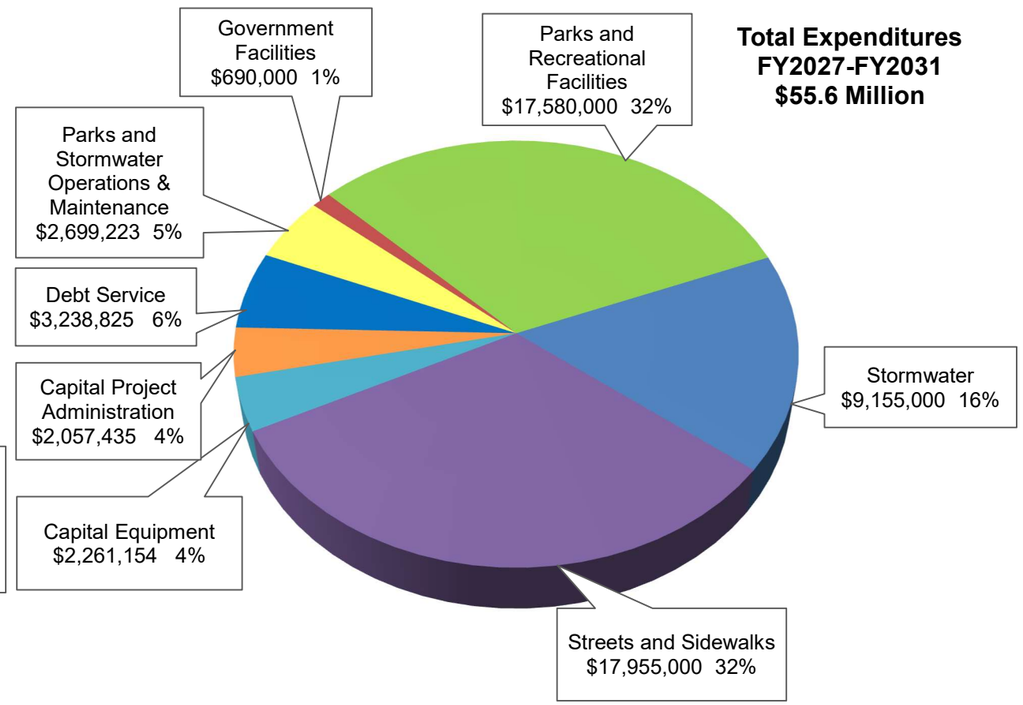
_____
KELLIE HENKE
CITY CLERK

FY2027 – FY2031 Capital Improvement Program

Draft



Total Revenues FY2027-FY2031 $55.5 Million



Total Expenditures FY2027-FY2031 $55.6 Million

CAPITAL FUND

9501 GOVERNMENT FACILITIES	FY2025 BUDGETED	FY2025 ACTUAL	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
02 Government Center Renovations	30,000	-	30,000	14,579	30,000	30,000	30,000		-
07 Demo of 1030 N Lindbergh Blvd Building (105E)	28,820	41,538							
08 Roofing for Public Works Garage			575,000	363,452					
09 EV Charging Stations at the Police Station and Government Center	100,000	-							
10 Public Works Garage Parking Lot Repairs	75,000	55,469							
11 Public Works Settlement Study (100E)	35,000	26,000							
12 Government Center Building					600,000				
Subtotal (Government Facilities)	**268,820**	**123,006**	**605,000**	**378,031**	**630,000**	**30,000**	**30,000**	**-**	**-**
% of Total Capital Fund Outlay	3%	2%	5%	3%	9%	1%	1%	0%	0%

9506 PARKS AND RECREATIONAL FACILITIES	FY2025 BUDGETED	FY2025 ACTUAL	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
14 Ice Arena Refrigerant Switchover (Municipal & ARPA Grant)	1,736,472	1,713,634	-		-	-	-	-	-
16 Dielmann Recreation Complex HVAC Replacement - Phase 2 (Dielemann East)	39,234	8,734	-		-	-	-	-	-
23 Dielmann Complex Concessions & Pro Shop Renovation (Municipal Park Grant)	-	-	75,000	75,000	650,000	-	-	-	-
26 Golf Course Maintenance Bridge	-	-	-		-	-	400,000	-	-
29 Roofing for Ice Arena (Insurance Claim)			425,000	425,000					
32 Golf Course Maintenance Building Replacement	15,704	15,800						100,000	-
33 Golf Course Irrigation System Replacement (Municipal Park Grant) (219E)			1,220,000	889,300	-	-			
34 DRC - East Parking Lot Mill & Resurface					100,000				
Subtotal (Parks and Recreational Facilities)	**1,791,410**	**1,738,168**	**1,720,000**	**1,389,300**	**750,000**	**-**	**400,000**	**100,000**	**-**
% of Total Capital Fund Outlay	17%	29%	15%	12%	11%	0%	9%	3%	0%

9510 STREETS AND SIDEWALKS	FY2025 BUDGETED	FY2025 ACTUAL	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
01 Street and Sidewalk Maintenance Program (600E)	3,028,125	2,790,765	1,538,368	1,400,000	1,530,000	1,560,000	1,590,000	1,620,000	1,500,000
02 Street Reconstruction/Rehabilitation (600E)	-	-	300,000	281,032		305,000	310,000	315,000	320,000
04 Fernview Sidewalk - Phase 1 Olive to Gallagher (TAP Grant) (19701E)	341,188	94,105	277,233	277,233	645,000	-	-	-	-
05 New Ballas Median Plantings	-	17,594	-		-	-	-	-	-
10 N Ballas Road Improvements - Phase 1 - Olive to Craig (STP Grant) (21701E)	337,475	308,834	-		-	-	-	-	-
11 425 N. New Ballas Sidewalk - (TAP Grant) (604E)	58,735	36,585	330,000	269,000	300,000	-	-	-	-
12 Lindbergh-Old Olive Intersection (State Cost-Share; STP Grant) (21702E)	2,045,000	31,242	2,227,189	2,202,085	-	-	-	-	-
13 Olive-Lindbergh Interchange & Olive Enhancements	50,000	-	50,000		-	-	-	-	-
14 Pavement Condition Ratings Update	-	-	-		60,000	-	-	-	-
15 Olive Median Enhancement Stock	20,000	-	20,000	81,038	-	20,000	-	20,000	-
16 Craig Road Improvements (STP Grant) (18702E)	1,377,011	181,461	1,600,000	2,000,000	-	-	-	-	-
17 N Ballas Road Improvements - Phase 2 S. New Ballas (STP Grant) (608E)	184,956	80,082	1,379,875	1,379,875	-	-	-	-	-
18 N Ballas Road Improvements - Phase 3 - Ladue to Magna C (STP Grant) (612E)			166,900	166,900	10,000	850,000	-	-	-
19 N Ballas Road Improvements - Phase 4 - Magna C to Olive (STP Grant)	-	-			150,000	25,000	750,000		-
20 Ladue Road Improvements - Phase 1 (STP Grant) (609E)	175,000	22,211	177,130	177,130	1,800,000	-	-	-	-
21 Olive-270 Overpass Cleaning & Painting	20,000	-	25,000		150,000	-	-	-	-
23 Fernview Sidewalk - Phase 2 Gallagher to LeHavre (TAP Grant eligible)			-		60,000		125,000	100,000	800,000
24 Mason Road Pedestrian Signal (610E)	25,000	34,123							
25 Powder Coat Signals on Ladue (MoDOT project)		20,000							
26 Old Olive Road Imp. - Phase 1 - Lindbergh to Olive (west) (STP Grant)		-				-	**125,000**	**25,000**	**1,000,000**
27 Olive Blvd at Olia Village - Median Irrigation and Plantings (2)				20,395	**150,000**				
28 Olive Median Project - Woodcrest to Mason			**92,000**	**77,198**					
29 Mary Meadows Resurfacing - South of Olive (NID)			**75,000**	**80,660**					

New or Substantially Modified Projects are in Bold

30 Ladue Road Bike Lane Study - East of I-270 to Eastern City Limits			**35,000**						
31 Feasibility Studies - Falaise Drive Sidewalk & Pathway Connections			**35,000**	**54,864**					
32 Old Olive Road Imp. Phase 2 - Lindbergh to Olive (east) (STP Grant)								**125,000**	**25,000**
33 Sidewalk Rehabilitation Program			**50,000**			**50,000**		-	-
34 City Place @ Olive Blvd. - Pedestrian Crossing			**100,000**	**60,000**					
35 West Ladue Sidewalk (TAP Grant)				**5,180**	**100,000**	**20,000**	**500,000**		
36 Falaise Drive Sidewalk Project					**-**	**125,000**	**25,000**	**750,000**	
37 Asset Management System					**20,000**				
Subtotal (Streets and Sidewalks)	**7,662,490**	**3,617,002**	**8,478,695**	**8,532,590**	**4,975,000**	**2,955,000**	**3,425,000**	**2,955,000**	**3,645,000**
% of Total Capital Fund Outlay	72%	60%	73%	76%	71%	82%	75%	80%	84%

9516 CAPITAL EQUIPMENT	**FY2025 BUDGETED**	**FY2025 ACTUAL**	**FY2026 BUDGETED**	**FY2026 PROJECTED**	**FY2027 PROJECTED**	**FY2028 PROJECTED**	**FY2029 PROJECTED**	**FY2030 PROJECTED**	**FY2031 PROJECTED**
01 Public Works Capital Equipment	452,666	151,968	698,000	671,521	419,000	404,374	476,805	404,057	496,918
02 Golf Course Capital Equipment	-	-	-		-	-	-	-	-
09 Capital Equipment Back Order	326,755	214,131	-						
Subtotal (Capital Equipment)	**779,421**	**366,099**	**698,000**	**671,521**	**419,000**	**404,374**	**476,805**	**404,057**	**496,918**
% of Total Capital Fund Outlay	7%	6%	6%	6%	6%	11%	10%	11%	11%

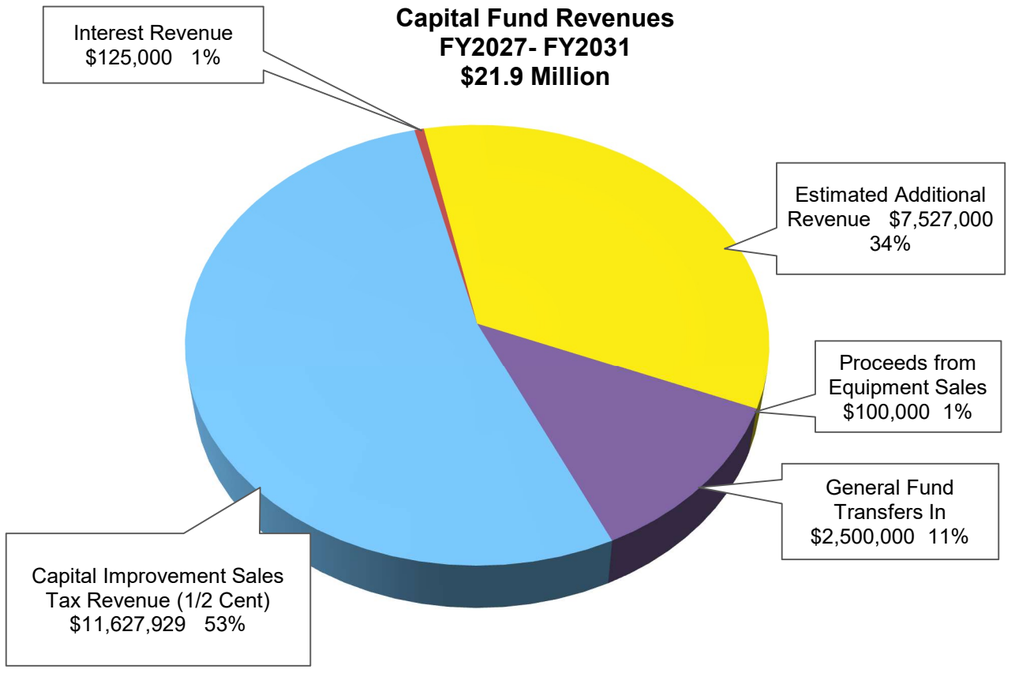
CAPITAL PROJECT ADMINISTRATION	**FY2025 BUDGETED**	**FY2025 ACTUAL**	**FY2026 BUDGETED**	**FY2026 PROJECTED**	**FY2027 PROJECTED**	**FY2028 PROJECTED**	**FY2029 PROJECTED**	**FY2030 PROJECTED**	**FY2031 PROJECTED**
01 Project Management	180,226	180,912	191,506	191,506	201,081	205,103	209,205	213,389	217,657
Subtotal (Administration)	**180,226**	**180,912**	**191,506**	**191,506**	**201,081**	**205,103**	**209,205**	**213,389**	**217,657**
% of Total Capital Fund Outlay	**2%**	**3%**	**2%**	**2%**	**3%**	**6%**	**5%**	**6%**	**5%**

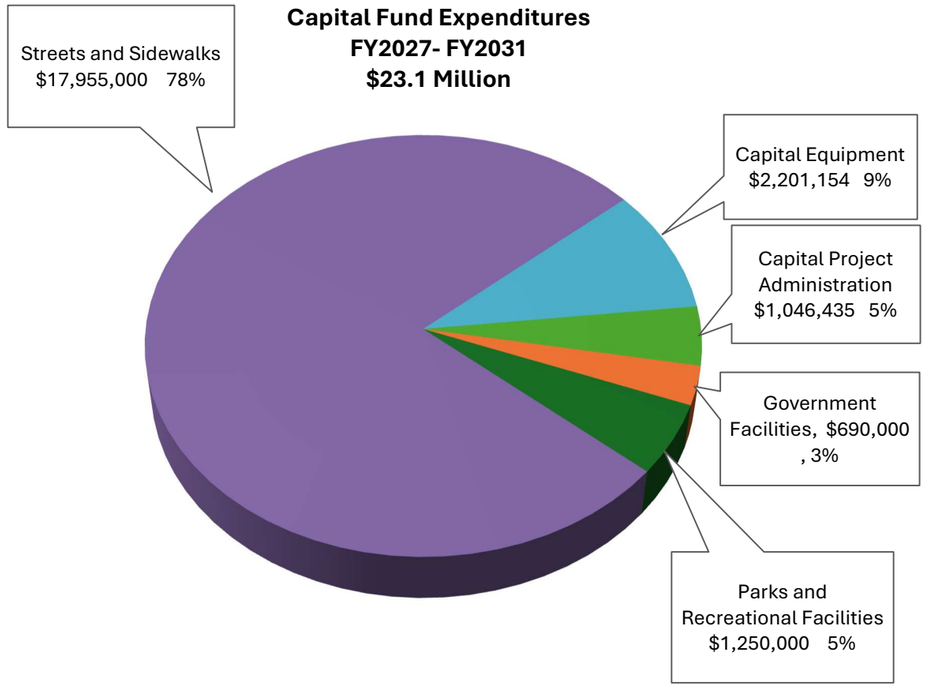
TOTAL CAPITAL FUND OUTLAY	**FY2025 BUDGETED**	**FY2025 ACTUAL**	**FY2026 BUDGETED**	**FY2026 PROJECTED**	**FY2027 PROJECTED**	**FY2028 PROJECTED**	**FY2029 PROJECTED**	**FY2030 PROJECTED**	**FY2031 PROJECTED**
	10,682,367	**6,025,187**	**11,693,201**	**11,162,948**	**6,975,081**	**3,594,477**	**4,541,010**	**3,672,446**	**4,359,575**

New or Substantially Modified Projects are in Bold

CAPITAL FUND REVENUES	FY2025 BUDGETED	FY2025 ACTUAL	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	6,364,692	6,364,692	5,464,210	4,955,340	1,457,375	931,140	928,021	281,939	216,048
Estimated Capital Improvement Sales Tax Revenue (Half-Cent Sales Tax)	2,320,587	2,320,473	2,311,500	2,290,991	2,302,446	2,313,958	2,325,528	2,337,156	2,348,841
Estimated Interest Revenue	193,643	71,453	25,000	82,000	25,000	25,000	25,000	25,000	25,000
Estimated Additional Revenue (Grants, Reimbursement, and Other)	3,721,360	2,194,653	5,052,100	3,871,992	3,601,400	732,400	1,024,400	724,400	1,444,400
Proceeds from Equipment Sales	20,000	38,125	20,000	20,000	20,000	20,000	20,000	20,000	20,000
General Fund Transfers In	500,000	500,000	1,400,000	1,400,000	500,000	500,000	500,000	500,000	500,000
Total Revenues & General Fund Transfers In - Capital Fund	**6,755,590**	**5,124,704**	**8,808,600**	**7,664,983**	**6,448,846**	**3,591,358**	**3,894,928**	**3,606,556**	**4,338,241**
Total Anticipated Year End Expenditures	**10,682,367**	**6,025,187**	**11,693,201**	**11,162,948**	**6,975,081**	**3,594,477**	**4,541,010**	**3,672,446**	**4,359,575**
Ending Fund Balance (Cash Basis) - Capital Fund	**2,437,915**	**5,464,210**	**2,579,609**	**1,457,375**	**931,140**	**928,021**	**281,939**	**216,048**	**194,715**

ESTIMATED ADDITIONAL REVENUE (FUNDING SOURCES)	FY2025 BUDGETED	FY2025 ACTUAL	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
New Ballas Improvements - Phase 1 (STP Grant) (21701E)	904,000	-	-		-	-	-	-	-
Lindbergh-Old Olive Intersection (State Cost-Share Program) (21702E)	875,000	(23,541)	350,000	350,000	-	-	-	-	-
Lindbergh-Old Olive Intersection (STP Grant) (21702E)	934,360	-	920,000	993,000	-	-	-	-	-
New Ballas Sidewalk - Phase 3 (TAP Grant) (604E)	8,000		273,000	200,000	228,000	-	-	-	-
Craig Road Improvements (STP Grant) (18702E)	960,000	80,000	960,000	960,000	-	-	-	-	-
Misc.	-		35,000		-	-	-	-	-
Olive Median Enhancement Stock (Insurance Proceeds)	20,000	-	20,000		-	20,000	-	20,000	-
Ice Arena Refrigerant Switchover & dehumidification (ARPA)		874,125							
New Ballas Improvements - Phase 2 (STP Grant) (608E)			1,060,000	40,000	1,020,000				
Fernview Sidewalk - Phase 1 (TAP Grant) (19701E)			184,000	184,000	516,000				
Missouri American Water Concrete Reimbursement									
Lindbergh-Old Olive Intersection (Governor's Cost Share) (21702E)			575,100	575,100					
Ladue Road Improvements (STP Grant) (609E)					1,300,000				
New Ballas Improvements - Phase 3 (STP Grant) (612E)					8,000	672,000	-		
Lawsuit settlement for Govt. Center, PW & DRC roof damages		**494,571**							
Municipal Park Grants Awarded (Irrigation System)		**535,000**	**525,000**	**525,000**	-	-			
Municipal Park Grants Projected (Consession Stand)					***525,000***				
TAP Grants Awarded (All projects)									
TAP Grants Projected (All projects)						**16,000**	**420,000**	**680,000**	**640,000**
STP Grants Awarded (All projects)					-				
STP Grants Projected (All projects)						**20,000**	**600,000**	**20,000**	**800,000**
Mary Meadows Resurfacing NID				**44,892**	**4,400**	**4,400**	**4,400**	**4,400**	**4,400**
Ameren Bizsaver Funds for Ammonia System		**71,015**							
Olive Blvd TDD Close Out Funds		**153,484**	**150,000**						
Bommarito Const. For Craig Road		**10,000**							
Subtotal	**3,721,360**	**2,194,653**	**5,052,100**	**3,871,992**	**3,601,400**	**732,400**	**1,024,400**	**724,400**	**1,444,400**


Capital Fund Revenues
FY2027- FY2031
$21.9 Million
Interest Revenue
$125,000 1%
Estimated Additional
Revenue $7,527,000
34%
Proceeds from
Equipment Sales
$100,000 1%
General Fund
Transfers In
$2,500,000 11%
Capital Improvement Sales
Tax Revenue (1/2 Cent)
$11,627,929 53%


Capital Fund Expenditures
FY2027- FY2031
$23.1 Million
Streets and Sidewalks
$17,955,000 78%
Capital Equipment
$2,201,154 9%
Capital Project
Administration
$1,046,435 5%
Government
Facilities, $690,000
, 3%
Parks and
Recreational Facilities
$1,250,000 5%

PARKS AND STORMWATER FUND

9506 PARKS AND RECREATIONAL FACILITIES	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 ACTUAL	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
03 Historic Building Rehabilitation and Preservation	21,611	55,000	23,515	25,000	-	**110,000**	25,000	25,000	25,000	25,000
10 Park Furniture Replacement (209E)	-	20,000	15,467	20,000	-		20,000		20,000	
11 Malcolm Terrace Park Trail Improvements	-	-	-	**25,000**	**18,130**	-	**25,000**	-	-	**30,000**
14 Millennium Park Improvements - Phase 1 (204E)	2,601,376	12,987	17,070	-	-	-	-	-	-	-
15 Millennium Park Improvements - Ph 2: Trails & Ridgemoor Forest Pedestrian Bridge	-	-	-	-	-	100,000	**350,000**	-	-	-
17 Venable Park Improvements - Phase 1 - Trail, Bridge & Tennis Courts (218E)	-	2,660,574	1,129,240	2,024,477	2,297,866		-	-	-	-
19 Playground Replacement (MTP 2027 & Conway 2030)	-			-	-		**30,000**	**525,000**	**30,000**	**525,000**
21 Millennium Park - Phase 3 - Park Entrance & Parking Lot Improvements (221)			28,830			-			70,000	400,000
22 Lake School Park Renovations Ph I: Playground & Parking Lot (217E)	-	19,810	2,581	208,810	198,355	**800,000**				
23 39N Greenway Connection to Centennial Trail	46,550		23,350	-	-				300,000	20,000
24 Venable Park Memorial (HDR Foundation Grant)	102,428	234,880	93,700	142,080	81,200			-	-	-
25 Malcolm Terrace Park Pavilion Replacement (222E)				80,000	99,175			-	-	-
26 Millennium Park - Parking Lot Solar Lighting (221E)		25,000	-							
27 Demolition of Bridge in Malcolm Terrace Park (50% of costs)				75,000	-	75,000				
28 Conway Park Sidewalk & Lot Resurfacing			7,695				**65,000**			
29 Conway Park Pavilion (222E)				70,000	103,200					
30 Maintenance of Racket Sport Courts (Conway and Venable)							**45,000**		**38,000**	
31 Lighting of Conway Pickelball Courts & Parking Lot									**10,000**	**75,000**
32 Park Restroom Roof Replacement								**50,000**		
33 599F Centennial Greenway Warson to Baur							**3,200,000**			
34 599I Centennial Greenway Research to Schuetz								**7,667,000**		
35 Lake School Park Renovation Ph 2: Tennis Courts & Paths (217E)							**150,000**	**1,500,000**		
Subtotal (Parks and Recreational Facilities)	**2,945,392**	**3,028,251**	**1,341,448**	**2,670,367**	**2,797,926**	**1,085,000**	**3,910,000**	**9,767,000**	**493,000**	**1,075,000**
% of Total Parks and Stormwater Fund Outlay	75%	57%	58%	53%	78%	22%	68%	87%	25%	41%

9509 STORMWATER	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 ACTUAL	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
01 Watershed Management Plan Update (400E)	204,405	-	-	-	-			75,000		
11 Conway Park Pocket Wetland & Golf Course Pond (408E)	8,910	450,000	37,258	503,253	5,352	550,000	500,000			
13 Stormwater Management Cost-Share Program	-	120,000	-	90,000	46,851	60,000	60,000	60,000	60,000	60,000
15 FY2025 Stormwater Projects (412 E)	**-**	**617,000**	**206,948**	**455,459**	**183,400**	**650,000**				
16 Beaver Drive Crossing (Deer Creek OMCI) (409E)		**174,000**	**111,148**	**726,897**	**30,000**	**1,000,000**				
17 Sona Lane (Deer Creek OMCI) (411E)		160,000	22,905	54,228	3,995	10,000				
20 Various Projects - University City (OMCI)					-		175,000			
22 Grant Funding Consultant Research for Stormwater Projects		25,000		25,000	-					
23 Video Inspection Ballas storm sewer (Olive to Conway) Video of Roadway Culverts		75,000	-	75,000	75,000					
26 Demolition of Bridge in Malcolm Terrace Park (50% of costs)				**75,000**	**17,123**	**75,000**				
27 Projects from Watershed Management Plan (WMP)					-			**200,000**	**1,200,000**	**1,300,000**
28 FY2026 Stormwater Projects (413E)			**18,407**	**160,000**	**198,492**	**1,200,000**				
29 FY2027 Stormwater Projects						**100,000**	**600,000**			
30 FY2028 Stormwater Projects							**300,000**	**900,000**		
31 Asset Management System (50% of costs)			-			**20,000**				
Subtotal (Stormwater)	**810,412**	**2,055,378**	**784,708**	**2,164,837**	**560,213**	**3,665,000**	**1,635,000**	**1,235,000**	**1,260,000**	**1,360,000**
% of Total Parks and Stormwater Fund Outlay	21%	39%	34%	43%	16%	74%	28%	11%	64%	51%

9516 CAPITAL EQUIPMENT	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 ACTUAL	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
01 Parks Capital Equipment	30,000	30,000	33,011	**30,000**	30,000	30,000		30,000		

	-	-	-							
Subtotal (Capital Equipment)	**30,000**	**30,000**	**33,011**	**30,000**	**30,000**	**30,000**	**-**	**30,000**	**-**	**-**
% of Total Parks and Stormwater Fund Outlay	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%

CAPITAL PROJECT ADMINISTRATION	**FY2024 ACTUAL**	**FY2025 BUDGETED**	**FY2025 ACTUAL**	**FY2026 BUDGETED**	**FY2026 PROJECTED**	**FY2027 PROJECTED**	**FY2028 PROJECTED**	**FY2029 PROJECTED**	**FY2030 PROJECTED**	**FY2031 PROJECTED**
01 Project Management	160,926	175,728	173,692	185,021	185,021	194,272	198,157	202,121	206,163	210,286
Subtotal (Administration)	**160,926**	**175,728**	**173,692**	**185,021**	**185,021**	**194,272**	**198,157**	**202,121**	**206,163**	**210,286**
% of Total Parks and Stormwater Fund Outlay	4%	3%	7%	4%	5%	4%	3%	2%	11%	8%

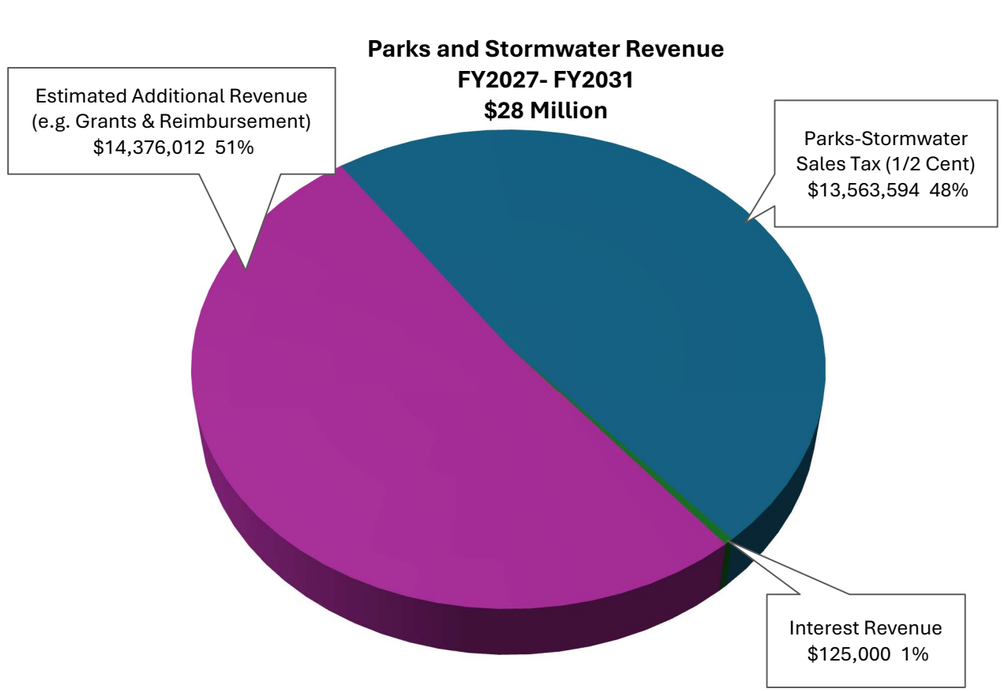
CAPITAL OUTLAY SUMMARY	**FY2024 ACTUAL**	**FY2025 BUDGETED**	**FY2025 ACTUAL**	**FY2026 BUDGETED**	**FY2026 PROJECTED**	**FY2027 PROJECTED**	**FY2028 PROJECTED**	**FY2029 PROJECTED**	**FY2030 PROJECTED**	**FY2031 PROJECTED**
Total Parks-Stormwater Tax Fund Outlay	3,946,730	5,289,357	2,332,859	5,050,225	3,573,160	4,974,272	5,743,157	11,234,121	1,959,163	2,645,286
% of Total Annual Expenses	87%	90%	80%	90%	87%	90%	91%	95%	78%	83%

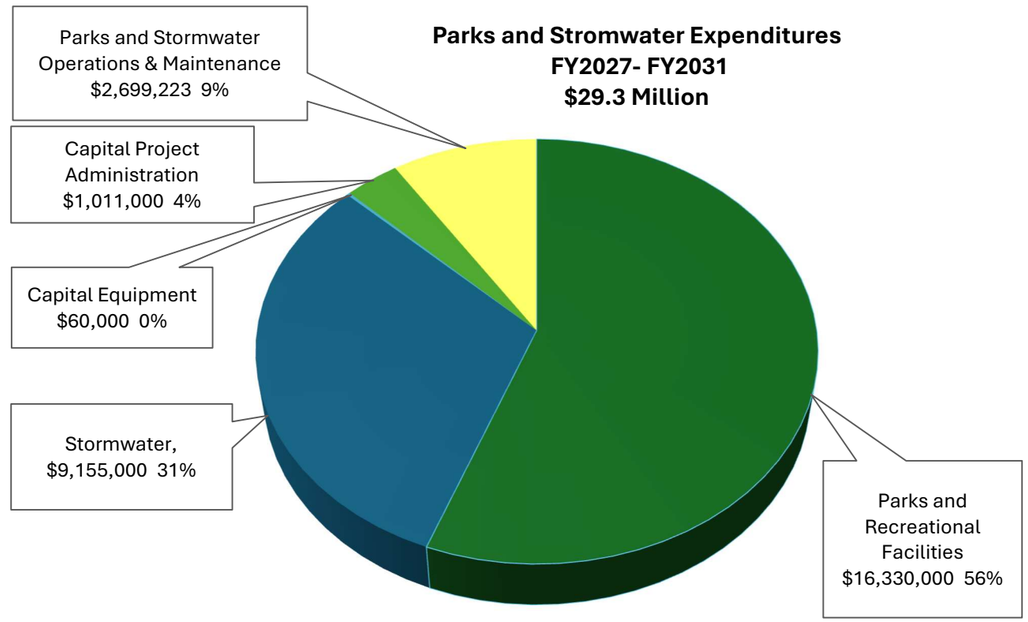
OPERATIONS AND MAINTENANCE	**FY2024 ACTUAL**	**FY2025 BUDGETED**	**FY2025 ACTUAL**	**FY2026 BUDGETED**	**FY2026 PROJECTED**	**FY2027 PROJECTED**	**FY2028 PROJECTED**	**FY2029 PROJECTED**	**FY2030 PROJECTED**	**FY2031 PROJECTED**
Transfer Out - General Fund (Parks and Stormwater Operations and Maintenance)	582,434	565,998	565,998	543,887	543,887	534,473	537,145	539,831	542,530	545,243
Subtotal	**582,434**	**565,998**	**565,998**	**543,887**	**543,887**	**534,473**	**537,145**	**539,831**	**542,530**	**545,243**
% of Total Annual Expenses	13%	10%	20%	10%	13%	10%	9%	5%	22%	17%

PARKS AND STORMWATER FUND REVENUES	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 ACTUAL	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	4,138,823	2,950,288	2,950,287	3,127,616	3,127,616	1,734,935	193,917	338,272	69,475	644,499
Estimated Parks-Stormwater Tax Revenue (Half-Cent Sales Tax)	2,746,471	2,858,291	2,727,817	2,719,433	2,672,365	2,685,727	2,699,155	2,712,651	2,726,214	2,739,846
Estimated Interest Revenue	107,205	227,624	53,187	25,000	52,000	25,000	25,000	25,000	25,000	25,000
Estimated Additional Revenue (Grants, Reimbursement, and Other)	486,952	(281,643)	295,183	971,478	-	1,257,000	3,700,503	8,767,503	325,503	325,503
Capital Fund Transfers In	-	-	-	-	-	-	-	-	-	-
General Fund Transfers In	-	-	-	-	-	-	-	-	-	-
Proceeds from Equipment Sales	-	-	-	-	-	-	-	-	-	-
Total Revenues & Transfers In - Parks and Stormwater Fund	**3,340,628**	**2,804,272**	**3,076,186**	**3,715,911**	**2,724,365**	**3,967,727**	**6,424,658**	**11,505,154**	**3,076,717**	**3,090,349**
Total Anticipated Year End Expenditures	**4,529,164**	**5,855,355**	**2,898,857**	**5,594,112**	**4,117,047**	**5,508,745**	**6,280,303**	**11,773,952**	**2,501,693**	**3,190,529**
Ending Fund Balance (Cash Basis) - Parks and Stormwater Fund	**2,950,287**	**(100,795)**	**3,127,616**	**1,249,416**	**1,734,935**	**193,917**	**338,272**	**69,475**	**644,499**	**544,318**

ESTIMATED ADDITIONAL REVENUE (FUNDING SOURCES)	FY2024 ACTUAL	FY2025 BUDGETED	FY2025 ACTUAL	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
ADA Improvements (Community Development Block Grant)	-	-	-	-	-	-	-	-	-	-
Stormwater Improvements (Deer Creek OMCI)	61,952	281,643	272,197	950,000	-		125,503	125,503	125,503	125,503
Venable Park Memorial (Private Donations)	25,000	-	1,508	-	-	-	-	-	-	-
Various Projects - (University City OMCI)	-	-	-				175,000	-	-	-
Miscellaneous Donations/Reimbursements			21,479							
MSD Proposition S Funds (Most stormwater projects eligible)						**200,000**	**200,000**	**200,000**	**200,000**	**200,000**
Alden Lane refund from MOAW				21,478						
Municipal Park Grant Awarded (All Projects)										
Municipal Park Grant Projected (All Projects)								**525,000**		
TIP Grant and GRG - 599F Centennial Greenway Warson to Baur							**3,200,000**			
TIP Grant and GRG - 599I Centennial Greenway Research to Schuetz								**7,667,000**		
Beaver Drive Crossing (Deer Creek OMCI) (409E)						**742,000**				
Pine Manor (Deer Creek OMCI)						**300,000**				
Deer Creek OMCI Project								**250,000**		
Missouri Department of Conservation Grant (Conway Park Wetland)						**15,000**				
Annual Total	**486,952**	**281,643**	**295,183**	**971,478**	**-**	**1,257,000**	**3,700,503**	**8,767,503**	**325,503**	**325,503**

New or Substantially Modified Projects are in Bold


Parks and Stormwater Revenue
FY2027- FY2031
$28 Million
Estimated Additional Revenue (e.g. Grants & Reimbursement) $14,376,012 51%
Parks-Stormwater Sales Tax (1/2 Cent) $13,563,594 48%
Interest Revenue $125,000 1%


Parks and Stromwater Expenditures
FY2027- FY2031
$29.3 Million
Parks and Stormwater Operations & Maintenance $2,699,223 9%
Capital Project Administration $1,011,000 4%
Capital Equipment $60,000 0%
Stormwater, $9,155,000 31%
Parks and Recreational Facilities $16,330,000 56%

BUILDING PROJECT BOND FUND (PROP P)

BUILDING PROJECT BOND FUND REVENUES	FY2025 BUDGETED	FY2025 ACTUAL	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
Beginning Fund Balance (estimated Cash Basis as of July 1)	1,209,147	1,209,147	-	1,028,639	0	0	0	0	0
Estimated Bond Proceeds	-	-	-	-	-	-	-	-	-
Estimated Interest Revenue	50,848	42,152	-	585	-	-	-	-	-
Reimbursement from Smoke Evacuation System Settlement	-	-	-	-	-	-	-	-	-
Transfers In	-	-	-	-	-	-	-	-	-
Total Revenues & Transfers In	**50,848**	**42,152**	**-**	**585**	**-**	**-**	**-**	**-**	**-**

9501 BUILDING DESIGN AND CONSTRUCTION	FY2025 BUDGETED	FY2025 ACTUAL	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
01 Police Building Professional Services	-	-	-	-	-	-	-	-	-
02 Police Building Site Work and Building Construction	-	-	-	-	-	-	-	-	-
03 Government Center Accessibility & Security Improvements	-	-	-	-	-	-	-	-	-
04 Government Center Electrical Switchgear Replacement	-	-	-	-	-	-	-	-	-
05 Government Center Renovations	-	-	-	-	-	-	-	-	-
06 Police Parking Lot Security Fence	210,000	222,660	-	-	-	-	-	-	-
Transfers Out	-	-	1,033,790	1,029,224	-	-	-	-	-
Total Anticipated Year End Expenditures & Transfers	**210,000**	**222,660**	**1,033,790**	**1,029,224**	**-**	**-**	**-**	**-**	**-**
Ending Fund Balance (Cash Basis) - Building Project Bond Fund	**1,049,995**	**1,028,639**	**(1,033,790)**	**0**	**0**	**0**	**0**	**0**	**0**

9514 DEBT SERVICE	FY2025 BUDGETED	FY2025 ACTUAL	FY2026 BUDGETED	FY2026 PROJECTED	FY2027 PROJECTED	FY2028 PROJECTED	FY2029 PROJECTED	FY2030 PROJECTED	FY2031 PROJECTED
DEBT SERVICE (PROP P) REVENUES									
Beginning Fund Balance (estimated Cash Basis as of July 1)	750,484	817,269	1,166,284	1,166,284	470,650	867,248	1,292,717	1,746,012	2,248,689
Estimated Property Tax Collection Revenue	964,600	1,025,301	1,003,100	1,003,100	1,033,193	1,064,189	1,096,114	1,128,998	1,162,868
Estimated Interest Revenue (includes Transfer In)	19,190	20,020	1,047,790	1,043,224	14,000	14,000	14,000	14,000	14,000
Total Anticipated Revenues	**983,790**	**1,045,320**	**2,050,890**	**2,046,324**	**1,047,193**	**1,078,189**	**1,110,114**	**1,142,998**	**1,176,868**
DEBT SERVICE (PROP P) EXPENSES									
Estimated Expenditures	320	318	320	320	320	320	320	320	320
Estimated Interest Expenses	205,988	205,988	191,288	146,638	135,275	122,400	106,500	90,000	73,050
Estimated Principal Expenses	490,000	490,000	2,595,000	2,595,000	515,000	530,000	550,000	550,000	565,000
Total Anticipated Expenditures	**696,308**	**696,306**	**2,786,608**	**2,741,958**	**650,595**	**652,720**	**656,820**	**640,320**	**638,370**
Ending Cash Balance - Debt Service	**1,037,966**	**1,166,284**	**430,566**	**470,650**	**867,248**	**1,292,717**	**1,746,012**	**2,248,689**	**2,787,187**

C

CAPITAL IMPROVEMENT PROGRAM

FISCAL YEARS 2027-2031

Draft – March 5, 2026

CAPITAL FUND

PARKS AND STORMWATER FUND

BUILDING PROJECT BOND FUND

Adopted by the City Council of the City of Creve Coeur through Resolution No. XXXX on April XX, 2026.

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EXECUTIVE SUMMARY

The Capital Improvement Program (CIP) is the City's long-range plan for improvements to infrastructure, parks, and other community facilities. The CIP is a tool to assess the long-term capital needs, values, and desires of the City. The CIP also establishes funding for high-priority projects in a timely and cost-effective manner. This plan is a living document and is subject to amendment by the City Council.

CIP Goals

The goals of the CIP are as follows:

- Provide a plan for the improvement or replacement of deteriorating infrastructure
- Improve operational or functional aspects of existing infrastructure
- Add new facilities and improve the community's infrastructure to enhance the quality of life in Creve Coeur
- Provide for the planned replacement of major equipment required for the City's operations

CIP Criteria

To be considered a capital improvement, projects or equipment must have a useful life of at least five years and a minimum cost of $20,000.

A special set of criteria has been identified to assist in assessing and prioritizing CIP projects. Proposed projects reflect the goals of the Comprehensive Plan through their demonstration of these criteria:

- *Availability of Outside Funding*: higher priority is given to projects that are eligible for and are likely to be considered for grant funding or shared-cost programs, which would reduce City costs.
- *Beautification:* aesthetic improvements to natural habitats or frequently traveled or visited areas within the City for public enjoyment, such as the use of public art on public lands.
- *Community Demand*: projects that have received a level of demonstrated resident support or demand, including support of City departments, boards, committees, and commissions.
- *Condition of Existing Facility*: improvements that replace or maintain the City's infrastructure, facilities, or equipment so that it remains in a serviceable, safe, and efficient condition.
- *Coordination (projects, regulations, City-adopted plans)*: projects that fit within planned coordination between multiple projects or agencies to reduce costs or minimize disruption to services, meet state or federal law requirements, or projects that are identified in other City-adopted planning level documents.
- *Economic Growth:* projects focused on maintaining housing values and attracting businesses, residents, or visitors to the City. Projects supporting private development must include return-on-investment ratios or a fully documented cost/benefit analysis.
- *Operating Efficiency*: equipment or facilities improvements to streamline work processes or benefit from technological advancements. Projects that reduce the cost of operations will receive priority, but those that will increase the cost of operations must identify trade-offs to support additional costs.
- *Protection & Conservation*: improvements to the City's park system or historical landmarks that allow help ensure the facilities will be enjoyed by future generations or projects that reduce the City's environmental impact.
- *Public Safety*: improvements that focus on preserving and protecting the public from harm and reducing the City's risk exposure.

Relationship between the CIP and the Creve Coeur 2030 Comprehensive Plan

According to the Creve Coeur 2030 Comprehensive Plan:

> *Within the Creve Coeur 2030 Comprehensive Plan Update, many projects are identified or implied, as specific projects or as conceptual ideas. These projects and others, resulting from recommendations of the Comprehensive Plan, should be developed and incorporated in the City's annual CIP review process. Further detail and refinement of identified and conceptual projects, facilities, or infrastructure improvement needs will be required as the implementation of the Comprehensive Plan occurs.*

Development and Adoption of the CIP

According to the City Charter, a draft of the five-year CIP shall be proposed by the City Administrator to the City Council no later than the second regular meeting in February of each year. Prior to the submittal of the draft CIP to the City Council, public input is obtained through the City newsletter, website, and the City's boards, committees, and commissions.

Before the City Council's adoption of the CIP, and as required by City Charter, the CIP is submitted to the Finance Committee for recommendations and comments. The Planning & Zoning Commission also reviews the plan emphasizing the location, extent, and character of the proposed projects before City Council review, approval, and adoption. A public hearing is held each spring (typically in April) by the City Council to review the final draft of the CIP before adoption.

The CIP includes a description of each proposed project and equipment with details regarding justification, cost estimate, operating and maintenance budget impact, and funding sources.

Funds in the CIP

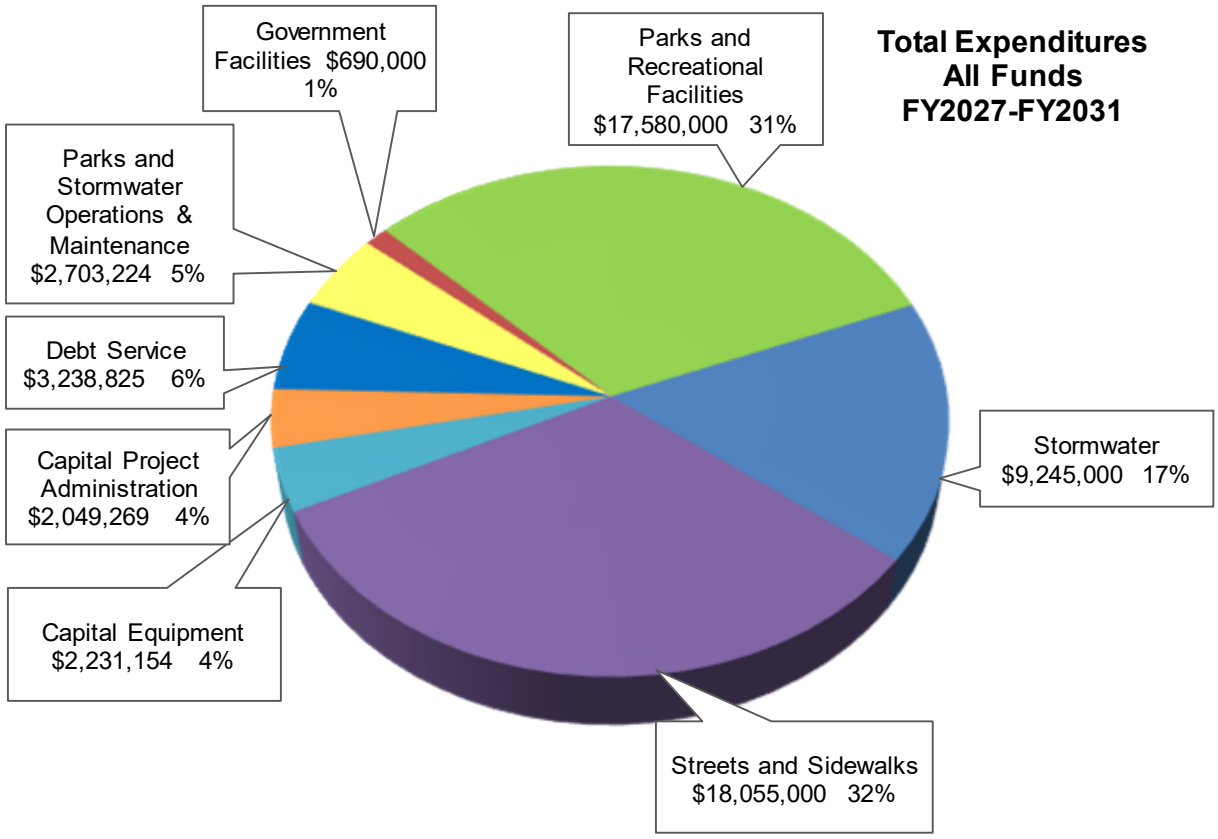
The following three funds contribute to the FY2027-FY2031 CIP:

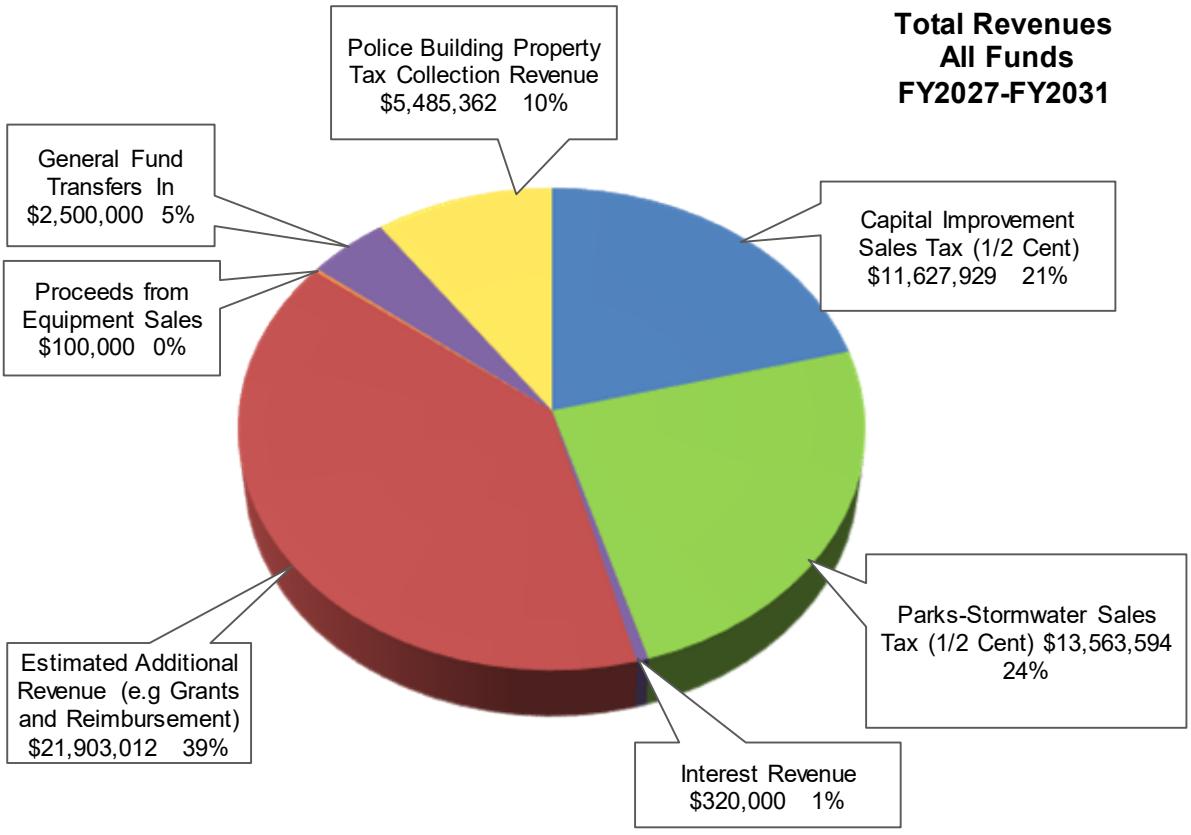
1. Capital Fund. This fund is financed by a half-cent capital improvement sales tax, which is supplemented by annual transfers from the General Fund and project-specific grants.
    - Total Capital Fund revenues: $21.9 million
    - Total Capital Fund expenditures: $23.2 million

    The expenditures exceed the revenues because the beginning fund balance in FY2027 is approximately $1.4 million.
2. Parks and Stormwater Fund. In November 2020, voters in Creve Coeur approved a half-cent sales tax that is dedicated to finance operations, maintenance, and capital improvements for the City's parks and stormwater infrastructure. This fund is supplemented by grants and other outside funding related to parks and stormwater.
    - Total Parks-Stormwater Tax Fund revenues: $28.0 million
    - Total Parks-Stormwater Tax Fund expenditures: $29.3 million

    The expenditures exceed the revenues because the beginning fund balance in FY2027 is approximately $1.7 million.
3. Building Project Bond Fund. In November 2016, voters in Creve Coeur approved a bond measure to build a new police station and to make security and accessibility improvements to the Creve Coeur Government Center. The police station was completed in 2020, and the majority of this fund's project-related expenses is complete. Most of the activity in the FY2027-FY2031 CIP is related to the fund's debt service.
    - Total Building Project Bond Fund revenues: $6.1 million
    - Total Building Project Bond Fund expenditures: $5.5 million

Combined, these three funds have a projected revenue of $55.5 million and projected expenditures of $55.7 million for the FY2027-FY2031 CIP. The charts below show the allocation of revenues and expenditures.





In the following sections of this report, each fund is briefly described, and the revenues and expenses are summarized. Project-specific summaries and financial projections are included for each line item that appears in the five-year CIP. Projects that are expected to be completed in FY2026 are not included in this report.

Appendix

This report is one of several documents that forms the CIP. Appendices to this report include:

- Appendix A: FY2027-FY2031 CIP Spreadsheets

The latest version of these documents can be found on the City's website at:

http://www.creve-coeur.org/95/Capital-Improvement-Program

Questions and Comments

If you have any questions or comments about the CIP, please contact Kris Simpson, City Administrator, at ksimpson@crevecoeurmo.gov or (314) 872-2515.

CAPITAL FUND

The City's Capital Fund is the primary mechanism for funding capital projects. The Capital Fund finances investments into the City's government facilities, parks and recreational facilities, stormwater infrastructure, streets and sidewalks, capital equipment, and project administration.

Capital Fund Revenues

The City's Capital Fund has three main funding sources: a half-cent capital improvement sales tax, grants and other outside funding, and transfers from the General Fund. All funding sources combined, including interest revenue and other proceeds, are projected to generate $21.9 million over the FY2027-FY2031 CIP.

Half-Cent Capital Improvement Sales Tax. Projected sales tax revenues are approximately $11.6 million for the FY2027-FY2031 CIP, which averages out to approximately $2.33 million per year in the plan.

Sales tax projections in the FY2027-FY2031 CIP include an estimated 0.5% increase each year.

Grants and Outside Funding. Awarded Federal grants for roadway projects and accessibility improvements will provide approximately $3.2 million during the FY2027-FY2031 CIP.

Projected Federal grants for roadway projects and accessibility improvements are estimated to provide approximately $3.2 million over the FY2027-FY2031 CIP. Staff will seek additional grant funding, but applications for such funding are either in the evaluation process or not yet available.

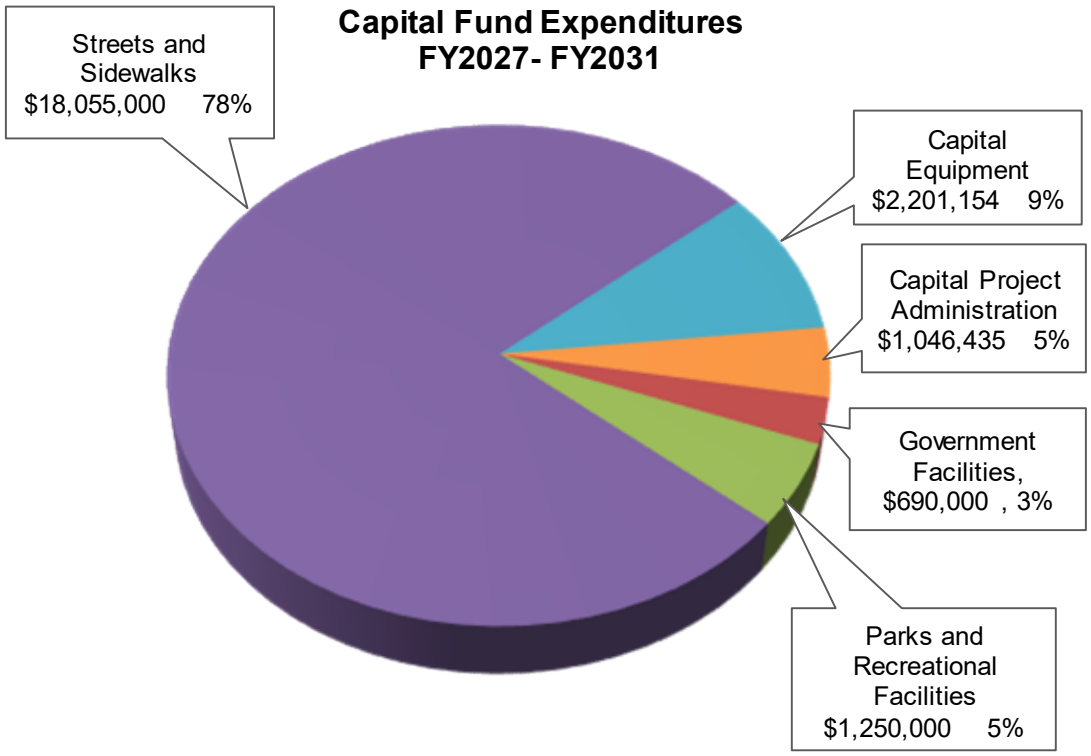
The full costs of projects are stated in the spreadsheets and detailed descriptions for each project. The spreadsheets list grants as being awarded or projected and have separate line items for each type of grant and indicate if funds are awarded or projected. The summary tables in individual project descriptions provide the same level of detail.

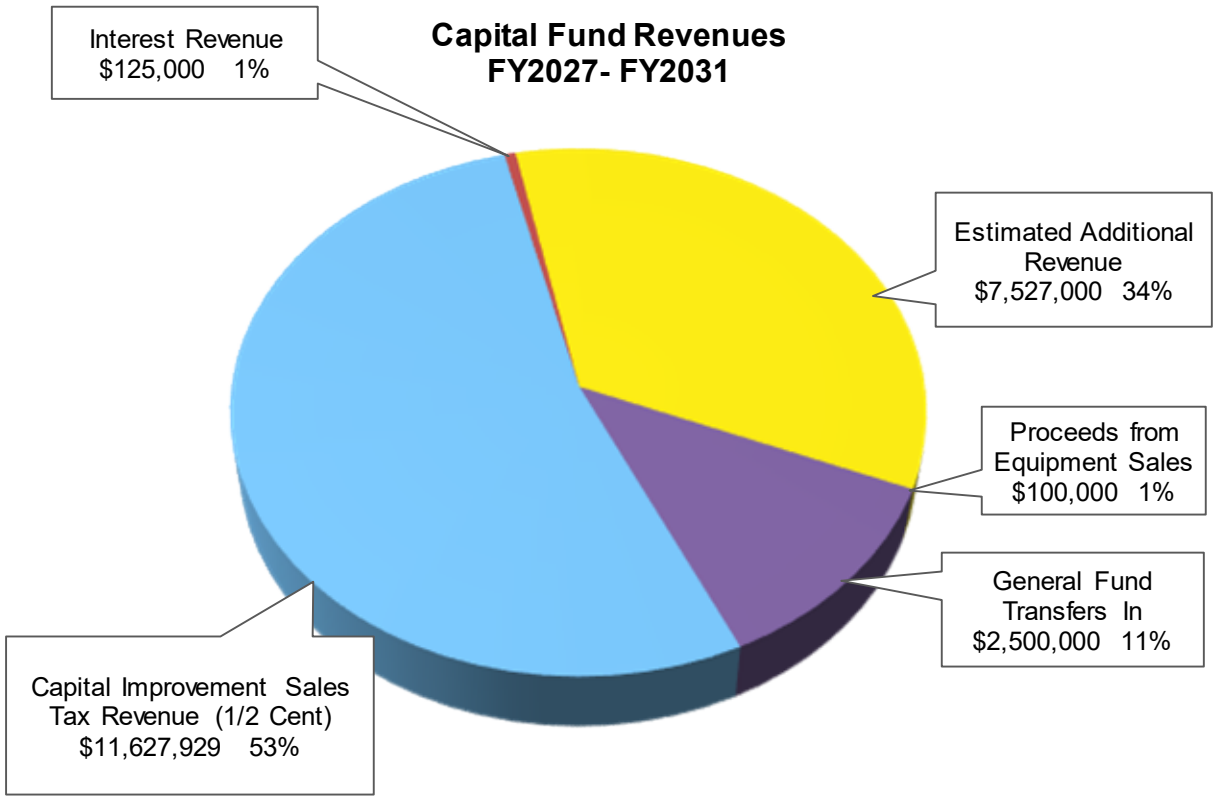
Transfers from the General Fund. The total transfer from the General Fund to the Capital Fund over the proposed FY2027-FY2031 CIP is $2.5 million.

A transfer from the General Fund to the Capital Fund is proposed for each fiscal year in the proposed CIP. Annual General Fund transfers to the Capital Fund are $500,000, based on the transportation-oriented revenue sources of the General Fund which include the county road and bridge tax revenues.

Capital Fund Expenditures

Capital expenditures from the Capital Fund are projected to be approximately $23.2 million over the proposed FY2027-FY2031 CIP, with a maximum annual expenditure of $7.0 million in FY2027. Details about proposed expenditures can be found in the project summary sheets that follow.


Capital Fund Expenditures
FY2027- FY2031
Streets and Sidewalks
$18,055,000 78%
Capital Equipment
$2,201,154 9%
Capital Project Administration
$1,046,435 5%
Government Facilities,
$690,000 , 3%
Parks and Recreational Facilities
$1,250,000 5%


Capital Fund Revenues
FY2027- FY2031
Interest Revenue
$125,000 1%
Estimated Additional Revenue
$7,527,000 34%
Proceeds from Equipment Sales
$100,000 1%
General Fund Transfers In
$2,500,000 11%
Capital Improvement Sales Tax Revenue (1/2 Cent)
$11,627,929 53%

GOVERNMENT CENTER RENOVATIONS

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
n/a	$30,000	$30,000	$30,000	$0	$0	$0

Project Description:

Proposed projects in FY2027 will focus repairs and renovations that will make the Government Center more inviting to residence and staff. Project will likely include restroom upgrades throughout the building and Council Chamber upgrades.

Existing Conditions:

The Creve Coeur Government Center restrooms and Council Chambers are dated and in poor condition. Renovations are needed to make the Government Center more accommodating, welcoming, and useful for both residents and staff.

Justification: *Operating Efficiency; Condition of Existing Facility*

The proposed projects for FY2027 will include painting, new counter tops, ceiling tiles, and upgraded restroom fixtures. Council Chambers will include painting, ceiling tiles, new carpeting, and improved audio visual technology.

Operating Budget Impact:

The proposed renovations will replace aging systems that need frequent and costly maintenance.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	$ 10,000
Land Acquisition	$ 0
Construction	$ 80,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027 – FY2031)	**$ 90,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 0
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 90,000
Total Funding	$
City's Contribution (FY2027 – FY2031)	**$ 90,000**

GOVERNMENT CENTER BUILDING

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$600,000	$0	$0	$0	$0	$0

Project Description:

Proposed project will include community outreach, plan development, and cost estimates for a new Creve Coeur Government Center.

Existing Conditions:

The Creve Coeur Government Center was originally built in 1951 as Weber Elementary School. Since that time, it has undergone several renovations to accommodate its current function as the Creve Coeur Government Center. The center has ongoing issues and functional limitations due to its age and original purpose. The existing building is past the end of its useful life.

Justification: *Operating Efficiency; Condition of Existing Facility*

The proposed project would hire an architectural / engineering firm to provide conceptual design and cost estimates for a new Government Center. Community outreach and support service would also be employed to assist in securing funding for the building project as well as ensuring all current and future government needs are met. A new government building will eliminate ongoing maintenance repairs associated with the roofing and HVAC system, plus provide improved functional used for the municipal court, city council, City staff, and City residents.

Operating Budget Impact:

The proposed renovations will replace aging building that needs frequent and costly maintenance.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	$ 600,000
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027 – FY2031)	**$ 600,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 0
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 600,000
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 600,000**

DRC CONCESSIONS & PRO SHOP RENOVATION (MUNICIPAL GRANT)

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$90,500	$650,000	$0	$0	$0	$0	$0

Project Description:

The project will completely renovate the existing concession stand (including cabinets, count tops, flooring, etc.) and eating area (including flooring, popcorn, ceiling, etc.). The Dielmann East meeting room will also be remodeled to make room for an expanded Pro Shop.

Existing Conditions:

The concession area is approaching the end of its useful life. The concession area is the only section of the recreation complex that has not been renovated. The current Pro Shop is located within the area.

Justification: *Public Safety; Coordination; Availability of Outside Funding*

The concession stand plumbing needs to be replaced to minimize health and safety risks. The flooring in the eating area has been reglued in areas to keep it from becoming a tripping hazard. The Pro Shop is not in a secured area, and the computer and other valuable items are in the open and easily accessible. The City received a $10,000 municipal park grant for the planning of this project. In October 2025, the City received a Municipal Park Grant that will fund $525,000 of the total $650,000 construction cost estimate.

Operating Budget Impact:

The Pro Shop will have a fully-functioning area that will be secure. The improved efficiency of the concession stand will allow to the staff to better serve the customers.

Comments:

None

DRC CONCESSIONS & PRO SHOP RENOVATION

Expenditure Type	Amount
Planning, Design, and Engineering	$ 75,000
Land Acquisition	$ 0
Construction	$ 650,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 725,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant **Projected Amount**	$ 535,000
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ 535,000**

Summary	Amount
Total Expenditures	$ 725,00
Total Funding **Projected**	$ 535,000
City's Contribution - Projected	**$ 190,000**

GOLF COURSE MAINTENANCE BRIDGE

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$0	$0	$400,000	$0	$0	$0

Project Description:

The existing maintenance bridge is located on the southeast corner of the Golf Course near the maintenance shed. The bridge was constructed from wood planks that are in poor condition. Over time, the bridge approach has sunk by approximately three feet. An additional cart path bridge crosses the same drainage ditch at the third hole, which is in poor condition and not rated for typical Golf Course equipment loads. This proposed project will include the construction of abutments and replacement of the golf cart bridge with a new prefabricated bridge rated to withstand the typical loadings of Golf Course equipment.

Existing Conditions:

Creve Coeur Golf Course staff is concerned that the existing maintenance bridge lacks the structural integrity to withstand repeated loadings from equipment and machinery. In 2015, the City of Creve Coeur hired Michael D. Vogt to create *The Golf Course Needs Assessment Report*. Page 5 of the report lists the maintenance service bridge as a safety issue. The report recommends that the bridge be repaired or replaced as soon as reasonably possible. On page 24, the report restates the conclusion that the bridge is sinking and should be completely replaced as soon as practical and notes a secondary safety issue that the bridge does not have guardrails.

Justification: *Condition of Existing Facility, Public Safety*

The existing maintenance bridge was identified as a safety issue in the 2015 report. Replacing the bridge would reduce risks to staff and the City. Alternative paths between the maintenance shed and the wooded area have been considered. Additionally, the upgrade of the cart path bridge will improve safety for golfers and eliminate one bridge crossing of the Deer Creek tributary.

Operating Budget Impact:

None

Comments

None

GOLF COURSE MAINTENANCE BRIDGE

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 400,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 400,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 0
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 400,000
Total Funding	$ 0
City's Contribution	**$ 400,000**

GOLF COURSE MAINTENANCE BUILDING REPLACEMENT

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$19,750	$0	$0	$0	$100,000	$0	$0

Project Description:

The project will develop a concept design for a replacement Golf Course maintenance building. The concept report/design was completed in the summer of 2025. The existing facility is more than 70 years old and has been expanded several times to accommodate the equipment needed to maintain the high-quality course that is currently enjoyed by residents and visitors. The City intends to apply for the Municipal Park Grant to partially fund the final design project costs. FY2030 programmed costs are to start the final design process for the project, with future years programming being for construction costs.

Existing Conditions:

The existing golf maintenance facility is showing its age with numerous leaks and structural issues. Due to the piece meal construction over the years, the current storage is inadequate for golf course irrigation parts, fertilizers, etc. There is not ample room available to properly store or work on capital equipment (such as mowers, aerators, tractors, etc.), and staff is in need of a facility where they can eat and clean up that is away from hazardous work areas.

Justification: *Condition of Ex. Facility; Availability of Outside Funding; Operating Efficiency*

The City will seek Municipal Park Grand Funding to supplement the cost associated with this stage of the design project. A new golf maintenance facility will provide a structure that is design to adequately and safely meet the operation needs to support golf course operations.

Operating Budget Impact:

The improvements brought by this project will replace old and failing structure that require significant maintenance. Additionally, an improved structure will provide protection to the capital equipment that is utilized by the golf course. These improvements should reduce operating costs.

Comments:

None

GOLF COURSE MAINTENANCE BUILDING REPLACEMENT CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 119,750
Land Acquisition	$ 0
Construction	$ TBD
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 119,750**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ TBD
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ TBD**

Summary	Amount
Total Expenditures	$ 119,750
Total Funding	$ TBD
City's Contribution	**$ 119,750**

DRC – EAST PARKING LOT MILL & RESURFACING

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$100,000	$0	$0	$0	$0	$0

Project Description:

This project will include milling and replacement of the existing asphalt surface for the east parking lot and the drive aisle along the north side of DRC and leading to Olde Cabin Road. Complete removal of four inches of asphalt, recompacting of existing stone base and a new asphalt base course and surface course will be installed. The project will widen the lot six (6) feet to the north from the entrance to the east edge of the parking lot.

Existing Conditions:

The existing lot is in poor condition and warrants full removal and replacement of the asphalt materials. The entrance to the parking lot is narrow and restricts traffic flow. Large community center events restrict parking availability in the lot.

Justification: *Condition of Ex. Facility; Availability of Outside Funding; Operating Efficiency*

The lot has received minimal rehabilitation efforts in recent history and needs a completely new asphalt surface. The expansion of the lot will reduce safety concerns for entry and exit out of the parking lot and provide additional parallel parking options.

Operating Budget Impact:

This project will have a nominal impact on the operating budget.

Comments:

None

DRC – EAST PARKING LOT MILL & RESURFACING

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 100,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 100,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 0
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 100,000
Total Funding	$ 0
City's Contribution	**$ 100,000**

STREET AND SIDEWALK MAINTENANCE PROGRAM

Estimated Annual Costs						
Prior Year	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$1,400,000	$1,530,000	$1,560,000	$1,590,000	$1,620,000	$1,500,000	$0

Project Description:

The project includes concrete pavement replacement, asphalt pavement resurfacing, asphalt pavement maintenance, micro surfacing, roadway striping, and sidewalk replacement for the annual maintenance of the City's roadway and sidewalk networks.

Existing Conditions:

While the majority of the City's pavement network is in good condition, annual and on-going evaluation of pavement and sidewalk conditions find aging and failing pavement and sidewalks that need to be addressed.

Justification:

Public Safety; Condition of Existing Facility; Coordination; Community Demand

The City's street and sidewalk network form the City's largest asset that serves all of the City's residents and visitors. Annual maintenance of streets and sidewalks is required to preserve functionality and limit future repair costs. The City uses a pavement management system to track pavement conditions, and the City aims to evaluate the condition of each street on a four-year rotation. The pavement condition data assists with the prioritization of pavement repairs and maintenance and helps the City preserve its existing infrastructure as efficiently as possible. Federal regulations require that sidewalks meet accessibility standards so that all users have an opportunity to travel safely. The City's sidewalk maintenance program follows the federal regulations and supports the City's Pedestrian Plan.

Operating Budget Impact:

Pavement and sidewalk maintenance programs will improve and preserve the infrastructure and will result in a reduction in the number of pothole repairs and other on-going maintenance needs.

Comments:

Approximately 10% of the annual street and sidewalk improvements is typically directed toward accessibility improvements to the City's sidewalk network in support of the accessibility transition plan. Larger projects, such as grant-funded improvements, are stand-alone projects that are described in separate project sheets.

STREET AND SIDEWALK MAINTENANCE PROGRAM

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 7,800,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027-FY20231)	**$ 7,800,000**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant	$ 0
State Cost-Share Program	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 7,800,000
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 7,800,000**

STREET RECONSTRUCTION / REHABILITATION

Estimated Annual Costs						
Prior Year	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$0	$305,000	$310,000	$315,000	$320,000	TBD

Project Description:

The City plans to fully or substantially replace sections of failed residential roadways through this project. The various needs of the pavement network are evaluated each year to determine which streets need to be reconstructed. The funding for FY2027 will be redirected to the Ladue Road Improvement STP Project. Later projects will be determined by future reviews of pavement conditions.

Existing Conditions:

Residential streets that are considered for reconstruction have reached the end of their useful lives and are generally in too poor of condition to gain long-term benefits from the City's typical pavement maintenance programs. Most of the streets that have been included in this program were older concrete streets that were overlaid with asphalt decades ago.

Justification: *Public Safety; Condition of Existing Facility; Community Demand*

All of the City's streets will eventually reach the end of their useful lives, fail at a structural level, and require reconstruction. This program provides the City with a tool to address some of its residential streets that are in poor or failing condition that typical maintenance programs can no longer improve.

Operating Budget Impact:

Streets with failing pavement typically require frequent maintenance in the form of pothole patching and emergency pavement repairs, which City staff often performs to address the issues as quickly as possible. Allocating funds for reconstruction also allows for more of the maintenance budget to be used for maintaining and preserving streets that are in better condition, which means more streets and sidewalks will be addressed, reducing the number of calls for City staff to make repairs.

Comments:

The City has invested more than $2 million into street reconstruction projects during the past ten years.

STREET RECONSTRUCTION / REHABILITATION

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 1,250,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027-FY2031)	**$ 1,250,000**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant	$ 0
State Cost-Share Program	$ 0
Outside Funding Source ()	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 1,250,000
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 1,250,000**

FERNVIEW SIDEWALK PROJECT

PHASE 1 – OLIVE TO GALLAGHER (TAP GRANT)

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$371,338	$645,000	$0	$0	$0	$0	$0

Project Description:

The City developed a concept plan to add a sidewalk along Fernview Drive (between Olive Boulevard and Gallagher Road) and along the side streets to connect with the existing sidewalk networks on each side of Fernview Drive. The result of this project would be a unified system of subdivision sidewalks that are currently not connected. Funding in FY2026 and FY2027 represents the City's matching funding for design, easement acquisition, and construction for a federal Transportation Alternatives Program (TAP) grant. The TAP grant application was approved and will cover 80% of the right-of-way and construction cost in FY2026 & FY2027.

Existing Conditions:

Fernview Drive is a collector roadway that serves several of the residential subdivisions in Ward 4. Sidewalks were constructed throughout most of the subdivisions to the east and west of Fernview, but not along or adjacent to Fernview itself. The result is a series of sidewalks without connections to each other or to Olive Boulevard.

Justification: *Community Demand; Public Safety; Availability of Outside Funding*

Increasing the walkability of Creve Coeur is a common request from residents and a goal outlined in the City's Strategic Plan. Creating a sidewalk along Fernview that connects to the adjacent existing sidewalks will make progress toward this goal. Expanding the City's sidewalk system is supported by the *Creve Coeur 2030 Comprehensive Plan*, *Creve Coeur Pedestrian Plan*, *FY2026-FY2028 Creve Coeur Strategic Plan, Creve Coeur Triennial Surveys* (2005, 2008, 2011, 2014, 2018, 2021, 2024), and *City of Creve Coeur Climate Action Plan Phase III: 2025-2050.*

Operating Budget Impact:

None

Comments:

The City's anticipated portion of a grant-funded project are included in FY2026 (right of way) and FY2027 (construction).

FERNVIEW SIDEWALK PROJECT

PHASE 1 – OLIVE TO GALLAGHER (TAP GRANT) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 198,780
Land Acquisition	$ 230,000
Construction (TAP Grant)	$ 645,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 1,073,780**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant	$ 700,000
State Cost-Share Program	$ 0
Outside Funding Source:()	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 1,073,780
Total Funding	$ (700,000)
City's Contribution	**$ 373,780**

425 N. NEW BALLAS SIDEWALK EXTENSION (FEDERAL TAP GRANT)

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$305,585	$300,000	$0	$0	$0	$0	$0

Project Description:

This project involves relocating a retaining wall and underground utilities to accommodate a new sidewalk along the west side of North New Ballas Road between Magna Carta Drive and Rocky Drive. Constructing this sidewalk will connect two sections of sidewalk to create a continuous pedestrian path along the west side of New Ballas from Conway Road to Old Ballas Road. The City was awarded a federal grant for this project through the Transportation Alternatives Program (TAP), but a water main relocation will be required which caused the project to exceed the City's budget. In FY2024, the City reapplied and was approved for a TAP grant for this project, with funding to cover 80% of the right-of-way and construction cost in FY2026 & FY2027. MOAW completed the water main relocation work in the spring of 2025.

Existing Conditions:

No sidewalk currently exists at this site, but pedestrians commonly use the small grass strip. The property's retaining wall has been a barrier to constructing a sidewalk here.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding; Resident Request*

Completion of this sidewalk will provide a more suitable pedestrian route for those wishing to walk north along the west side of New Ballas Road.

Operating Budget Impact:

No significant maintenance is anticipated in the near future. The new retaining wall will be located outside of the right of way and will be maintained by the property owner.

Comments:

This project will complete the sidewalk improvements envisioned in a sidewalk concept study from 2008. The conceptual plans from that study provided the basis of the design for a portion of the Ladue Road Sidewalk Project in 2013 and for the New Ballas sidewalk improvements between Ladue Road and De Smet Jesuit High School in 2019.

Funding shown for "prior years" includes a preliminary design and preparation of easement documents that were completed to coordinate with the property owners and to prepare for the grant application.

425 N. NEW BALLAS SIDEWALK EXTENSION (FEDERAL TAP GRANT)

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 53,585
Land Acquisition	$ 16,000
Construction	$ 536,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 605,585**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant	$ 448,000
State Cost-Share Program	$ 0
Outside Funding Source	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 605,585
Total Funding	$ 448,000
City's Contribution	**$ 157,585**

PAVEMENT CONDITION RATINGS UPDATE

Estimated Annual Costs						
Prior Year	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$60,000	$0	$0	0	$0	$0

Project Description:

The project involves engineering consulting services to provide an independent assessment of the City's pavement conditions and ride quality. Pavement conditions guide the recommendations of City staff for the annual Pavement Improvement Program.

Existing Conditions:

Pavement conditions were independently evaluated in FY2022. Since then, City staff have updated the condition ratings for approximately one quarter of the City's streets each year. The City does not have the equipment to efficiently or effectively measure ride quality.

Justification: *Condition of Existing Facility; Operating Efficiency; Beautification*

Pavement condition ratings need to be up-to-date to be reliable tools for planning pavement repairs and evaluating the performance of the Pavement Improvement Program.

Operating Budget Impact:

None

Comments:

None

PAVEMENT CONDITION RATINGS UPDATE

Expenditure Type	Amount
Planning, Design, and Engineering	$ 60,000
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other (Construction Inspections)	$ 0
Total Expenditures (FY2027)	**$ 60,000**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant	$ 0
State Cost-Share Program	$ 0
Outside Funding Source:(Insurance)	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 60,000
Total Funding	$ 0
City's Contribution	**$ 60,000**

OLIVE MEDIAN ENHANCEMENT STOCK

Estimated Annual Costs						
Prior Year	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$81,038	$0	$20,000	$0	$20,000	$0	$0

Project Description:

The median on Olive Boulevard has concrete, decorative planters. If the planters are hit during a traffic accident, often the entire median planter needs to be replaced. The construction and delivery for concrete planters takes months. Rather than wait months for replacement planters, the City maintains a supply. Additionally, the City pays a lower cost per unit by buying several planters at one time. The cost of the planters is reimbursed later though insurance claims.

Existing Conditions:

Olive Boulevard is one of the City's busiest streets, and median enhancements with well-maintained vegetation can have a traffic calming effect while promoting the City as a place that takes pride in making public-facing spaces aesthetically pleasing.

Justification: *Condition of Existing Facility; Operating Efficiency; Beautification*

In most years, the concrete decorative planters have needed to be replaced several times. By buying ahead and in bulk, the City pays less per unit and has planters ready to be installed when needed.

Operating Budget Impact:

The cost per unit is lower when the City buys median enhancements in bulk.

Comments:

None

OLIVE MEDIAN ENHANCEMENT STOCK

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 40,000
Equipment	$ 0
Other (Construction Inspections)	$ 0
	$ 40,000

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant	$ 0
State Cost-Share Program	$ 0
Outside Funding Source:(Insurance)	$ 40,000
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 40,000
Total Funding	$ (40,000)
City's Contribution (FY2027 – FY2031)	**$ 0**

NEW BALLAS IMPROVEMENTS

PHASE 3 - LADUE TO MAGNA CARTA (DESIGN AND STP GRANT)

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$166,900	$10,000	$850,000	$0	$0	$0	$0

Project Description:

The project includes pavement resurfacing, concrete curb replacement, illuminated street name signs, traffic signal improvements, and accessibility improvements along New Ballas Road from Ladue Road to Magna Carta Drive. The City has been awarded a federal Surface Transportation Program (STP) grant for this project. The grant will reimburse the City for 80% of the right-of-way and construction costs in FY2027 & FY2028.

Existing Conditions:

The asphalt pavement along New Ballas Road is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. Much of the existing sidewalk falls short of the current accessibility standards. North New Ballas Road was found to have an average pavement condition index (PCI) of 53 in 2022, indicating the pavement was generally in "fair" condition at that time. New Ballas Road was last resurfaced in 2008, meaning that it will be more than 20 years old and will need to be resurfaced when project moves to construction.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*

New Ballas Road is the City's largest street and one of two City-maintained streets classified as a minor arterial. Preservation of this street's pavement is a high priority, both for the traveling public and to control future costs. The deteriorating sidewalks, curbs, and entrances require a significant investment to correct, and grant assistance for the work will make affording these improvements much more manageable.

Operating Budget Impact:

This project will eliminate pavement patching needs and sidewalk issues that require staff attention.

Comments:

This project is the third of what are expected to be four phases of work along New Ballas Road.

NEW BALLAS IMPROVEMENTS

PHASE 3 - LADUE TO MAGNA CARTA (DESIGN AND STP GRANT) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 166,900
Land Acquisition	$ 10,000
Construction	$ 850,000
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 1,026,900**

Funding Type	Amount
Federal Surface Transportation Program Grant **Projected Award Amount**	$ 680,000
Federal Transportation Alternative Program Grant	$ 0
State Cost-Share Program	$ 0
Outside Funding Source ()	$ 0
Total Funding Projected	**$ 680,000**

Summary	Amount
Total Expenditures	$ 1,026,900
Total Funding	$ (680,000)
City's Contribution - Projected	**$ 346,900**

NEW BALLAS IMPROVEMENTS

PHASE 4 - MAGNA CARTA TO OLIVE (DESIGN AND STP GRANT)

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$150,000	$25,000	$750,000	$0	$0	$0

Project Description:

The project includes pavement resurfacing, concrete curb and sidewalk replacement, and accessibility improvements along New Ballas Road from Magna Carta Drive to Olive Boulevard. Staff applied for federal grant assistance for this project in February of 2026 with a requested amount of $620,000. If the grant is awarded in the fall of 2026, it is anticipated that then the City will commence with design phase in FY2027 in the estimated amount of $150,000. FY2028 includes right of way acquisition and FY2029 includes construction costs, of which 80% will be covered with STP funding if the grant is awarded. It is anticipated that the City will not move forward with design services until the grant has been awarded.

Existing Conditions:

The asphalt pavement is generally in good condition, but many of the concrete sidewalks, curbs, and entrances are in poor condition. The City has improved the accessibility features at the signalized intersections, but more improvements are needed. This portion of North New Ballas Road was found to have an average pavement condition index (PCI) of 53 in 2022, which indicates that the pavement is generally in "fair" condition and that is currently an appropriate candidate for pavement preservation. The pavement will be more than 20 years old at the time of the anticipated construction for this project. While the pavement is currently in good condition, the age of the pavement and its heavy use are expected to continue to contribute to the pavement's rapid deterioration during the next 5-7 years.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*

New Ballas Road is the City's largest street and one of two City-maintained streets classified as a minor arterial. Preservation of this street's pavement is a high priority, both for the traveling public and to control future costs. The deteriorating sidewalks, curbs, and entrances require a significant investment to correct, and grant assistance for the work will make affording these improvements much more manageable.

Operating Budget Impact:

This project will eliminate pavement patching needs and sidewalk issues that require staff attention.

Comments:

This project is the last of what is expected to be four phases of work along New Ballas Road.

NEW BALLAS IMPROVEMENTS

PHASE 4 - MAGNA CARTA TO OLIVE (DESIGN AND STP GRANT) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 150,000
Land Acquisition	$ 25,000
Construction	$ 750,000
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 925,000**

Funding Type	Amount
Federal Surface Transportation Program Grant **Projected Award Amount**	$ 620,000
Federal Transportation Alternative Program Grant	$ 0
State Cost-Share Program	$ 0
Outside Funding Source ()	$ 0
Total Funding - Projected	**$ 620,000**

Summary	Amount
Total Expenditures	$ 925,000
Total Funding - **Projected**	$ (620,000)
City's Contribution - Projected	**$ 305,000**

LADUE ROAD IMPROVEMENTS PHASE 1 (DESIGN & STP GRANT)

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$199,341	$1,800,000	$0	$0	$0	$0	$0

Project Description:

This project will include pavement resurfacing and sidewalk accessibility improvements along Ladue Road, from Emerson Road to Lindbergh Boulevard. This area is the entire City-owned section of Ladue Road. The City was awarded a federal grant, STP funds, in August of 2024 in the amount of $1,300,000. FY2026 includes right of way acquisition and FY2027 includes construction costs which 71% of these costs would be covered with STP funding. Prior years includes design work which is 100% funded by the City.

Existing Conditions:

Ladue Road's pavement is seventeen years old and is beginning to show its age. Multiple utility projects and failing repairs from the previous paving project have given Ladue Road an uneven ride.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*

Ladue Road serves approximately 10,000 vehicles per day and is one of the City's most-traveled streets. Preservation of the Ladue Road pavement should be a high priority for the City. According to the proposed plan, construction of this project would take place when the pavement is 16-17 years old. At that age, Ladue Road will likely need pavement resurfacing.

Operating Budget Impact:

A newer road surface will require few (if any) repairs by the City's staff.

Comments:

None

LADUE ROAD IMPROVEMENTS PHASE 1

PHASE 1 (DESIGN & STP GRANT) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 174,341
Land Acquisition	$ 25,000
Construction	$ 1,800,000
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 1,999,341**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 1,300,000
Federal Transportation Alternative Program Grant	$ 0
State Cost-Share Program	$ 0
Outside Funding Source:()	$ 0
Total Funding	**$ 1,300,000**

Summary	Amount
Total Expenditures	$ 1,999,341
Total Funding	$ (1,300,000)
City's Contribution	**$ 699,341**

OLIVE-270 OVERPASS CLEANING & PAINTING

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$25,000	$150,000	$0	$0	$0	$0	$0

Project Description:

This project will involve nighttime cleaning and/or repainting of the exterior (i.e., facing Interstate 270) faces of the Olive Boulevard bridge over Interstate 270. Although the bridge is owned by the State of Missouri, the City of Creve Coeur is responsible for the maintenance of the decorative elements that the City added to the bridge. Among those elements are the decorative bridge faces, which have begun to show some wear. Access to these bridge faces will need to be from Interstate 270, so a significant portion of this project will require traffic control to close several lanes of the highway during each night of work. Construction work can't begin until MoDOT completes the current I-270 project.

Existing Conditions:

What appear to be water stains or peeling paint are evident in several locations along both faces of the Olive overpass. The white stains detract from the tan and beige tones of the bridge face.

Justification: *Beautification; Condition of Existing Facility*

The decorative elements of the Olive overpass promote awareness to drivers that they are in Creve Coeur. The decorative elements also promote the City as a beautiful, well-maintained place to work, shop, and live. Stains or peeling paint detract from the positive image of the City as a desirable destination.

Operating Budget Impact:

None

Comments:

None

OLIVE 270 OVERPASS CLEANING & PAINTING

Expenditure Type	Amount
Planning, Design, and Engineering	$ 25,000
Land Acquisition	$ 0
Construction	$ 150,000
Equipment	$ 0
Other ( )	$ 0
Total Expenditures	**$ 175,000**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant	$ 0
State Cost-Share Program	$ 0
Outside Funding Source:()	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 175,000
Total Funding	$ 0
City's Contribution	**$ 175,000**

FERNVIEW SIDEWALK

PHASE 2 GALLAGHER TO LEHAVRE (DESIGN & TAP GRANT)

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$60,000	$0	$125,000	$100,000	$800,000	$0

Project Description:

The City developed a concept plan to add a sidewalk along Fernview Drive (between Olive Boulevard and Gallagher Road) and along the side streets to connect with the existing sidewalk networks on each side of Fernview. This project would be a continuation of this sidewalk network along Fernview / Bellerive Estates from Gallagher to LeHavre. The result of this project would be a unified collection of subdivision sidewalks that are currently not connected. Staff plans to have conceptual plans developed prior to applying for federal grant assistance for this project. The anticipated requested amount of TAP funds is $720,000. If funding is awarded it is anticipated that then the City would commence with design phase in FY2029 in the estimated amount of $125,000. FY2030 includes right of way acquisition and FY2031 includes construction costs which 80% of these costs would be covered with TAP funding if the grant is awarded. It is anticipated that the City will not move forward with design services until the grant has been awarded.

Existing Conditions:

Fernview Drive / Bellerive Estates Drive is a collector roadway that serves several residential subdivisions in Ward 4. Sidewalks were constructed throughout most of the subdivisions bordering Fernview and Bellerive Estates but not along or adjacent to Fernview or Bellerive Estates. The result is a series of sidewalks without connections to each other or to Olive Boulevard.

Justification: *Community Demand; Public Safety; Availability of Outside Funding*

Increasing the walkability of Creve Coeur is a common request from residents and a goal outlined in the City's Strategic Plan. Creating a sidewalk along Fernview that connects to the adjacent existing sidewalks will make progress toward this goal.

Operating Budget Impact:

None

Comments:

The actual cost and schedule for the project will be incorporated into future capital improvement program plans if the City successfully obtains a federal grant for the project.

FERNVIEW SIDEWALK

PHASE 2 GALLAGHER TO LEHAVRE (DESIGN & TAP GRANT) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 185,000
Land Acquisition	$ 100,000
Construction	$ 800,000
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 1,085,000**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant – **Projected Grant Amount**	$ 720,000
State Cost-Share Program	$ 0
Outside Funding Source:	$ 0
Total Funding Projected	**$ 720,000**

Summary	Amount
Total Expenditures	$ 1,085,000
Total Funding **- Projected**	$ 720,000
City's Contribution - Projected	**$ 365,000**

OLD OLIVE ROAD IMPROVEMENTS

PHASE 1 LINDBERGH TO OLIVE (WEST) - STP

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$0	$0	$125,000	$25,000	$1,000,000	TBD

Project Description:

The new traffic signal installation at Old Olive Road and Lindbergh Boulevard is anticipated to be operational by summer of 2026. After the City receives all state and federal reimbursements for this project, the City will take over ownership and maintenance of Old Olive Road from Olive Boulevard on both the east and west sides from MoDOT (excluding the Lindbergh Blvd. right of way).

The roadway pavement, sidewalks and associated items are in need or rehabilitation. Staff plans to apply for federal grant assistance for this project in February of 2028 with a requested amount of $820,000. If the grant is awarded in the fall of 2028, it is anticipated that then the City will commence with design phase in FY2029 in the estimated amount of $125,000. FY2030 includes right of way acquisition and FY2031 will include construction costs which 80% of these costs would be covered with STP funding if the grant is awarded. It is anticipated that the City will not move forward with design services until the grant has been awarded. Since construction is not anticipated to occur within the 5-year CIP, the projected grant amount is not show in the spreadsheets or in the summary table on the following page.

The first phase of the project is anticipated to be from Lindbergh Blvd. heading west to the intersection with Olive Blvd.

Existing Conditions:

The pavement is showing its age. Utility projects and other factors have given Old Olive Road an uneven ride and overall poor pavement condition.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*

Preservation of the Old Olive Road pavement should be a high priority for the City.

Operating Budget Impact:

A newer road surface will require few (if any) repairs by the City's staff.

Comments:

None

OLD OLIVE ROAD IMPROVEMENTS

PHASE 1 LINDBERGH TO OLIVE (WEST) - STP CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 125,000
Land Acquisition	$ 25,000
Construction	$ 1,000,000
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 1,150,000**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant – **Projected Grant Amount**	$ 820,000
State Cost-Share Program	$ 0
Outside Funding Source:	$ 0
Total Funding Projected	**$ 820,000**

Summary	Amount
Total Expenditures	$ 1,150,000
Total Funding **- Projected**	$ 820,000
City's Contribution	**$ 330,000**

OLIVE BLVD. AT OLIA VILLAGE

MEDIAN IRRIGATION AND PLANTINGS (2 MEDIANS)

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$20,395	$150,000	$0	$0	$0	$0	$0

Project Description:

The project includes the removal of existing trees and landscape within two islands on Olive Blvd. Work includes the construction of a new irrigation system to both islands to facilitate growth and the long-term health of plantings within the islands. Work also includes development of a planting plan for both islands.

Existing Conditions:

The medians on Olive Blvd. located on each side of the new main entrance to Olia Village (Pavillion Drive extended) feature trees and grass. Neither island currently has an irrigation system.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*

Improvements of these medians will provide a welcoming entrance to the Olia Development from Olive Boulevard.

Operating Budget Impact:

The project will have a nominal impact on operational costs for the water usage during summer months, along with increased maintenance responsibility of the Public Works Department.

Comments:

None.

OLIVE BLVD. AT OLIA VILLAGE

MEDIAN IRRIGATION AND PLANTINGS (2 MEDIANS) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 20,395
Land Acquisition	$
Construction	$ 150,000
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 170,395**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Gran	$ 0
State Cost-Share Program	$ 0
Outside Funding Source:	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 170,395
Total Funding	$ 0
City's Contribution	**$ 170,395**

OLD OLIVE ROAD IMPROVEMENTS

PHASE 2 LINDBERGH TO OLIVE (EAST) - STP

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$0	$0	$0	$125,000	$25,000	TBD

Project Description:

The new traffic signal installation at Old Olive Road and Lindbergh Boulevard is anticipated to be operational by late fall of 2025. After the City receives all state and federal reimbursements for this project, the City will take over ownership and maintenance of Old Olive Road from Olive Boulevard on both the east and west sides from MoDOT (excluding the Lindbergh Blvd. right of way).

The roadway pavement, sidewalks and associated items are in need or rehabilitation. Staff plans to apply for federal grant assistance for this project in February of 2029 with a requested amount of $900,000. If the grant is awarded in the fall of 2029, it is anticipated that then the City will commence with design phase in FY2030 in the estimated amount of $125,000. FY2031 includes right of way acquisition and FY2032 will include construction costs which 80% of these costs would be covered with STP funding if the grant is awarded. It is anticipated that the City will not move forward with design services until the grant has been awarded. Since construction is not anticipated to occur within the 5-year CIP, the projected grant amount is not show in the spreadsheets or in the summary table on the following page.

The second phase of the project is anticipated to be from Lindbergh Blvd. heading east to the intersection with Olive Blvd.

Existing Conditions:

The pavement is showing its age. Utility projects and other factors have given Old Olive Road an uneven ride and overall poor pavement condition.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*

Preservation of the Old Olive Road pavement should be a high priority for the City.

Operating Budget Impact:

A newer road surface will require few (if any) repairs by the City's staff.

Comments:

None

OLD OLIVE ROAD IMPROVEMENTS

PHASE 2 LINDBERGH TO OLIVE (EAST) - STP CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 125,000
Land Acquisition	$ 25,000
Construction	$ TBD
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 150,000**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant – **Projected Grant Amount**	$ 0
State Cost-Share Program	$ 0
Outside Funding Source:	$ 0
Total Funding Projected	**$ 0**

Summary	Amount
Total Expenditures	$ 150,000
Total Funding **- Projected**	$ 0
City's Contribution	**$ 150,000**

SIDEWALK REHABILITATION PROGRAM

MULTIPLE LOCATIONS

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$0	$50,000	$0	$0	$0	$0

Project Description:

This project includes removal and replacement of sidewalks throughout the City that are in poor condition and/or that have trip hazards. It is anticipated to be a spot replacement program and will be done at various locations as identified by Public Works and Engineering Staff.

Existing Conditions:

Currently certain sections of City owned and maintained sidewalks are in poor condition and some sections contain trip hazards.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*

Maintenance of City owned sidewalks is a priority and this program is anticipated to address and improve the condition and walkability of the sidewalks within the City.

Operating Budget Impact:

The project is likely to result in a nominal decrease in the City operational budget.

Comments:

None

SIDEWALK REHABILITATION PROGRAM

MULTIPLE LOCATIONS CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 50,000
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 50,000**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Gran	$ 0
State Cost-Share Program	$ 0
Outside Funding Source:	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 50,000
Total Funding	$ 0
City's Contribution	**$ 50,000**

WEST LADUE ROAD SIDEWALK

LADUE PINES TO PINEHURST ESTATES (DESIGN & TAP GRANT)

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$100,000	$20,0000	$500,000	$0	$0	$0

Project Description:

Ladue Road is a MoDOT-maintained road from Emerson Road west to Mason Road; however, the sidewalks from the Countryside Montessori School at 12218 Ladue Road to Ladue Pine Woods Drive and from Laduemont Drive to Pinehurst Estates Drive are outside of MoDOT right-of-way and maintained by the City. In the fall of 2025, MoDOT replaced their sidewalks on Ladue Road with concrete. The existing sidewalk in the City-maintained asphalt sidewalk sections of Ladue are in poor condition. This project would remove the existing asphalt sidewalk and replace it concrete to create a consistent sidewalk network on West Ladue Road. Staff applied for federal grant assistance for this project in February of 2026 with a requested amount of $416,000. If the grant is awarded in the fall of 2026, it is anticipated that then the City would commence with design phase in FY2027 in the estimated amount of $100,000. FY2028 includes right of way acquisition and FY2030 includes construction costs - 80% of these costs would be covered with STP funding if the grant is awarded. It is anticipated that the City will not move forward with design services until the grant has been awarded.

Existing Conditions:

After MoDOT's project replaced sidewalk sections in their right-of-way, pedestrians on Ladue Road have to alternate between walking on new concrete sidewalk and then on deteriorated asphalt sidewalk. The West Ladue Road Sidewalk project will create a continuous network of ADA-compliant concrete sidewalk.

Justification: *Community Demand; Public Safety; Availability of Outside Funding*

Increasing the walkability of Creve Coeur is a common request from residents and a goal outlined in the City's Strategic Plan. Replacing non-compliant sidewalk that is in poor condition will make progress toward this goal.

Operating Budget Impact:

None

Comments:

The actual cost and schedule for the project will be incorporated into future CIPs if the City successfully obtains a federal grant for the project.

WEST LADUE ROAD SIDEWALK

LADUE PINES TO PINEHURST ESTATES (DESIGN & TAP GRANT) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 100,000
Land Acquisition	$ 20,000
Construction	$ 500,000
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 620,000**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant – **Projected Grant Amount**	$ 416,000
State Cost-Share Program	$ 0
Outside Funding Source:	$ 0
Total Funding Projected	**$ 416,000**

Summary	Amount
Total Expenditures	$ 620,000
Total Funding **- Projected**	$ (416,000)
City's Contribution - Projected	**$ 204,000**

FALAISE DRIVE SIDEWALK PROJECT

CROSS CREEK TO HIBLER ROAD (DESIGN & TAP GRANT)

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$	$125,000	$25,000	$750,000	$0	$0

Project Description:

The City hired Lochmuller Group to develop a concept plan to add a sidewalk along Falaise Drive from Hibler Road to Wild Turkey Court. The result of this project would be a continuous sidewalk on Cross Creek Drive/Falaise Drive from Olive Boulevard to Hibler Road. Staff plans to have conceptual plans developed prior to applying for federal grant assistance for this project. The anticipated requested amount of TAP funds is $620,000. If funding is awarded it is anticipated that then the City will commence with design phase in FY2028 in the estimated amount of $125,000. FY2029 includes right of way acquisition and FY2030 includes construction costs which 80% of these costs would be covered with TAP funding if the grant is awarded. It is anticipated that the City would not move forward with design services until the grant has been awarded.

Existing Conditions:

Currently sidewalk exists on Cross Creek Drive from Wild Turkey Court, north to Olive Boulevard. There are connections to this sidewalk section on some intersecting streets to the east and west of Falaise Drive. In addition, there is sidewalk along the south side of Hibler Road from Falaise Drive to Mason Road.

Justification: *Public Safety; Condition of Existing Facility; Availability of Outside Funding*

Increasing the walkability of Creve Coeur is a common request from residents and a goal outlined in the City's Strategic Plan. Creating a sidewalk along Falaise Drive that connects to the adjacent existing sidewalks will make progress toward this goal.

Operating Budget Impact:

None

Comments:

The actual cost and schedule for the project will be incorporated into future capital improvement program plans if the City successfully obtains a federal grant for the project.

FALAISE DRIVE SIDEWALK PROJECT

CROSS CREEK TO HIBLER ROAD (DESIGN & TAP GRANT) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 125,000
Land Acquisition	$ 25,000
Construction	$ 750,000
Equipment	$ 0
Other ()	$ 0
Total Expenditures	**$ 900,000**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant – **Projected Grant Amount**	$ 620,000
State Cost-Share Program	$ 0
Outside Funding Source:	$ 0
Total Funding	**$ 620,000**

Summary	Amount
Total Expenditures	$ 900,000
Total Funding	$ (620,000)
City's Contribution	**$ 280,000**

ASSET MANAGEMENT SYSTEM

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$20,000	$0	$0	$0	$0	$0

Project Description:

City staff is proposing the development of a map-based asset management system. Asset management practices enable the City to more proactively maintain, repair, and replace assets. Proactive planning reduces long-term costs, increases public safety, and minimizes unexpected interruptions to public systems. Map-based asset management will help the City collect, maintain, search, and use data about assets and activities. Information collected and stored in the asset management tool can help the City staff, committee, and City Council make data-based decisions. On the job site, City crews will be able to input data about projects and maintenance activities such as location of the work, extent of the work, materials used, labor hours, and equipment. In the office, any City staff member will be able to click on a location on a map to see information about a City asset, project, or maintenance activity. The system can be designed to track reports, inventory, maintenance activities, repairs, and replacements for: roadways, sidewalks, street lights, stormwater issues, and stormwater management installations.

Costs will be equally shared with 9509 Stormwater.

Justification: *Condition of Existing Facility*, *Operating Efficiency*

An asset management system will help staff maintain the City's infrastructure, facilities, and equipment so that it remains in a serviceable, safe, and efficient condition. Asset management will also help streamline work processes.

Operating Budget Impact:

None

Comments:

None

ASSET MANAGEMENT SYSTEM CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other	$ 20,000
Total Expenditures	**$ 20,000**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant – **Projected Grant Amount**	$ 0
State Cost-Share Program	$ 0
Outside Funding Source:	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 20,000
Total Funding	$ 0
City's Contribution	**$ 20,000**

PUBLIC WORKS CAPITAL EQUIPMENT

Estimated Annual Costs						
Prior Year	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$671,521	$419,000	$404,374	$476,805	$404,057	$496,918	TBD

Project Description:

This project is dedicated to replacing older equipment used by the Department of Public Works. Equipment replacement is based on a scheduled rotation that helps limit the financial impact on any one year. The focus will be on replacing equipment that will be about ten years old.

Existing Conditions:

Some Public Works equipment has reached the end of useful and dependable life. Significant maintenance costs can be expected if this equipment is kept in service.

Justification: *Public Safety; Operating Efficiency; Condition of Existing Facility*

Replacement of the equipment noted above is necessary to provide services to the residents and repair the City's infrastructure. Without replacement, it will not only have an effect on public safety, it will also affect the City's operating efficiency due to down time for equipment repairs.

Operating Budget Impact:

Replacement of older equipment helps reduce the overall annual maintenance costs of the Public Works fleet. Using older equipment can result in significant increases in repair bills and increased equipment downtime, which reduce staff's ability to operate efficiently to provide services to the residents.

Comments:

Capital equipment includes equipment costing more than $20,000 and having a useful life of at least five years. Public Works staff plans to sell the replaced equipment at auction after the new replacement vehicle arrives. The amount of revenue from the auctioned equipment helps to offset the cost of new equipment.

PUBLIC WORKS CAPITAL EQUIPMENT CONTINUED

FY2027 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Dump Truck with Plow	$ 186,000.00	2012 Two-ton Dump Truck
One-ton Dump Truck	$ 105,000.00	2015 One-ton Dump Truck
Skid Steer	$ 70,000.00	2012 Skid Steer
Mini Skid Steer	$ 58,000.00	New To Fleet
	$ 419,000.00	

FY2028 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Chipper Truck	$ 158,558.00	2015 Two-ton Dump Truck
Pickup Truck (PW Engineering)	$ 56,287.00	2010 - Project Manager Truck
3/4-ton Pickup Truck (Service Body)	$ 76,090.00	2014 3/4-ton Pickup (Sign Truck)
Leaf Vacuum (20 CY; Diesel Powered)	$ 113,439.00	2016 Leaf Vacuum (Diesel Powered)
	$ 404,374.00	

FY2029 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Dump Truck with Plow	$ 189,272.00	2016 Two-ton Dump Truck
One-ton Dump Truck	$ 86,595.00	2016 One-ton Dump Truck
Back Hoe	$ 150,000.00	2008 John Deere 410J
4 - Mobile Column Lifts for Large Trucks	$ 50,938.00	New to Fleet Maintenance
	$ 476,805.00	

FY2030 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Dump Truck with Plow	$ 193,057.00	2016 Two-ton Dump Truck
3/4 Pick-up	$ 55,000.00	2016 3/4 ton Pickup Truck
Skid steer with attachments	$ 90,000.00	2015 Bobcat Skid steer
3/4 ton Pickup w/plow	$ 66,000.00	2018 3/4 ton Foreman Truck
	$ 404,057.00	

FY2031 FLEET REPLACEMENT PROJECTIONS

Equipment to be Purchased	Estimated Cost	Equipment for Trade/Auction
Two-ton Dump Truck with Plow	$ 196,918.00	2017 Two-ton Dump Truck
Front Loader	$ 300,000.00	2012 John Deere 544K
	$ -	
	$ -	
	$ 496,918.00	

PUBLIC WORKS CAPITAL EQUIPMENT

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 2,201,154
Other	$ 0
Total Expenditures (FY2027–FY2031)	**$ 2,201,154**

Funding Type	Amount
Outside Funding Source ()	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 2,201,154
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 2,201,154**

PROJECT MANAGEMENT

Estimated Annual Costs						
Prior Year	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$191,506	$201,081	$201,103	$209,205	$213,389	$217,657	TBD

Project Description:

This line item includes the costs associated with the full-time salary and benefits for three Public Works staff members to help oversee the design and construction of projects outlined in the Capital Improvement Program. One Public Works staff member will be 100% funded through the Capital Fund, one Public Works staff member will be 100% funded through the Parks and Stormwater Fund, and one Public Works staff member will be 50% funded through the Capital Fund and 50% funded through the Parks and Stormwater Fund.

Existing Conditions:

Engineering staff assists the Director of Public Works with monitoring construction activity, preparing contract documents, performing design surveys, and the overall management of the Capital Improvement Program.

Justification: *Operating Efficiency*

The responsible and effective administration of the City's capital improvement projects, and grant-related projects in particular requires expertise and significant staff time. Projects often have similar schedules, and multiple projects can require immediate attention at the same time.

Operating Budget Impact:

Annual costs for this position include salary and benefits plus ongoing employee training, city equipment, cell phone, and general supplies, which are anticipated to be approximately $1,000 per year.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	$ 1,046,435
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027-FY2031)	**$ 1,046,435**

Funding Type	Amount
Outside Funding Source	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 1,046,435
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 1,046,435**

PARKS AND STORMWATER FUND

In November 2020, Creve Coeur voters approved a half-cent sales tax, the revenue from which is dedicated to the operations, maintenance, and improvements needed for the City's parks, recreation, and stormwater infrastructure. Most of the City's projected investments into parks and stormwater infrastructure are proposed to be financed through this fund.

Parks and Stormwater Fund Revenues

The City's Parks and Stormwater Fund has two main funding sources: a half-cent parks and stormwater sales tax and reimbursement from grants and other outside funding. All the funding sources, including interest revenue, are projected to generate approximately $28 million over the FY2027-FY2031 CIP.

Half-Cent Parks and Stormwater Sales Tax. The projected sales tax revenues are approximately $13.6 million for the FY2027-FY2031 CIP, which averages out to approximately $2.7 million per year in the plan.

Grants and Outside Funding. The primary outside funding sources for parks and stormwater improvements are: the Municipal Park Grant, Metropolitan St. Louis Sewer District (MSD) Operation, Maintenance, and Construction Improvement funds (OMCI) reimbursement program, and MSD Municipal Grants, and Transportation Improvement Program (TIP) Grants.

- *Municipal Park Grant*. The City can seek Municipal Park Grant to supplement up to $525,000 for parks improvements approximately yearly. This funding source will be shared with the Capital Fund.
- *MSD OMCI Reimbursement*. The Metropolitan St. Louis Sewer District (MSD) offers a reimbursement program for stormwater-related operations, maintenance, and construction improvements expenses in the Deer Creek watershed, which is generally the area in Creve Coeur east of Interstate 270 and south of Olive Boulevard. In addition, a relatively small geographic area north of Olive Boulevard and east of North Lindbergh Boulevard is within the University City MSD OMCI District. The City plans to seek approximately $1.3 million in reimbursement from this program over the five-year CIP.
- *MSD Municipal Grants.* MSD proposed a new tax in 2024 to address regional and local storm water improvement projects. In April 2024 the voters passed this new tax, which went into effect January 2025. With this tax, MSD will allocate $200,000 per year to the City of Creve Coeur to address storm water improvement projects anywhere within City limits.
- *Transportation Improvement Grants (TIP).* The City is partnering with the Great Rivers Greenway (GRG) for the installation of greenways in the northeastern section of the City. The greenways will connect City residents to the larger network of greenway trails that span the region. Costs for the project will be covered by a combination of grants and GRG funding.

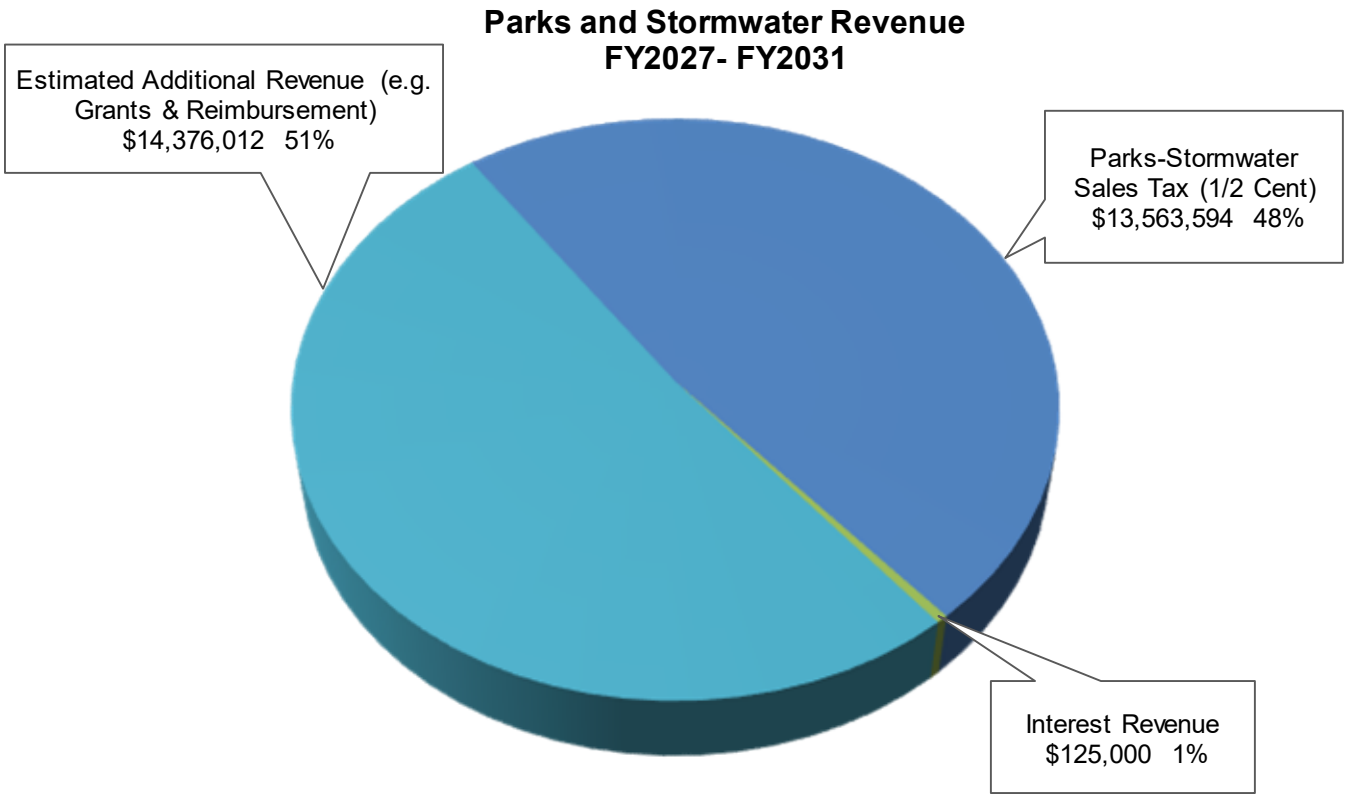
Parks and Stormwater Fund Expenditures

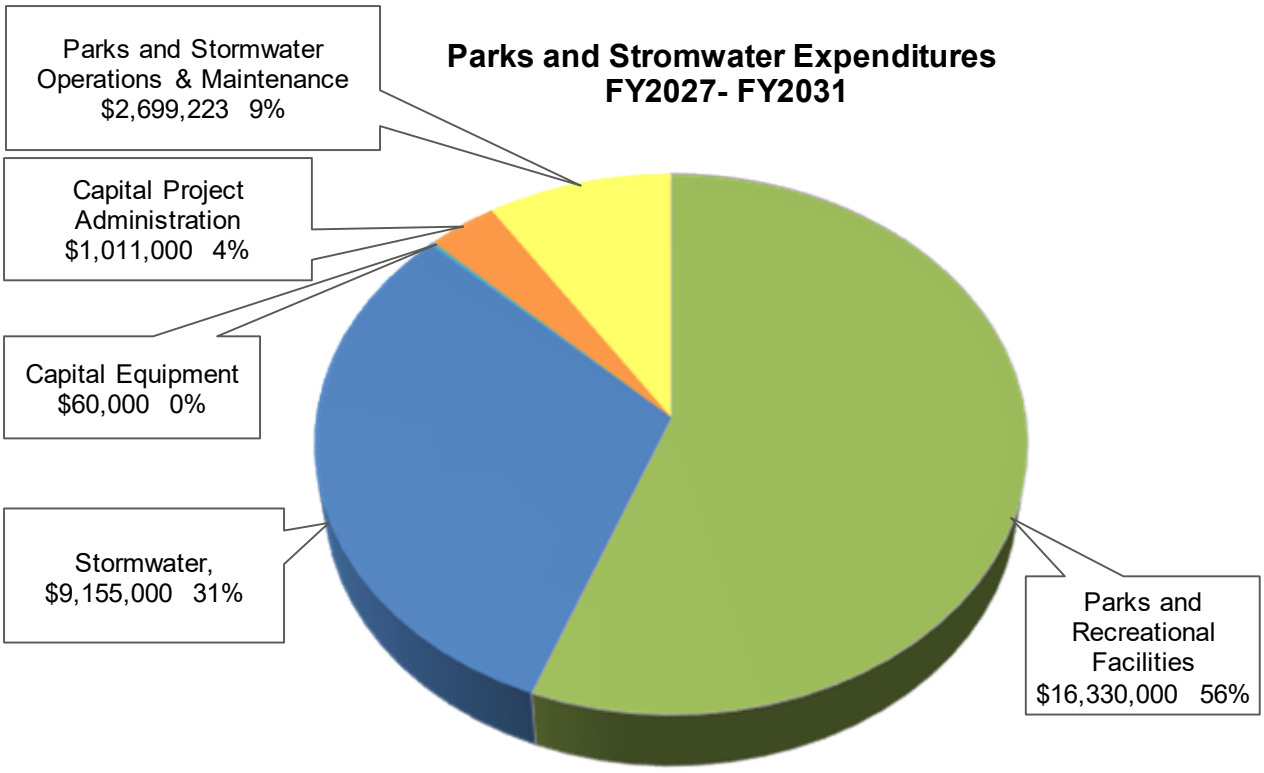
This sales tax revenue does not have a designated division of how it will be spent. The City Council can decide to set the allocation amounts or to evaluate the division of funds through each CIP process. The proposed five-year CIP includes the following allocation of the sales tax revenue:

- Parks Projects 56%
- Stormwater Projects 31%
- Capital Project Administration 4%
- Parks and Stormwater Operations & Maintenance 9%

At this time, the proposed CIP does not include investment into the Dielmann Recreation Complex or the Creve Coeur Golf Course though the Parks-Stormwater Tax Fund. Projects for the Dielmann Recreation Complex and Creve Coeur Golf Course are line items under the Capital Fund.

The summaries of the projected revenues and expenditures for the Parks and Stormwater Fund. Details about the projects and proposed expenses can be found in the following project summary sheets.




Parks and Stormwater Expenditures
FY2027- FY2031
Parks and Stormwater Operations & Maintenance $2,699,223 9%
Capital Project Administration $1,011,000 4%
Capital Equipment $60,000 0%
Stormwater, $9,155,000 31%
Parks and Recreational Facilities $16,330,000 56%

HISTORIC BUILDING REHABILITATION AND PRESERVATION

Estimated Annual Costs						
Prior Year	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$110,000	$25,000	$25,000	$25,000	$25,000	TBD

Project Description:

This project sets aside annual funding for repairs and improvements to the Tappmeyer House at Millennium Park. In FY2027, the focus will be on repairing the existing gutters to eliminate water leaks and repainting the Tappmeyer House and addressing lead paint issues.

Existing Conditions:

The interior and exterior of the Tappmeyer House have issues that need attention in the coming years including: repairs to the interior wall from water damage, repair and reconditioning of a few interior window sills, clearing clogged downspouts, repairing holes in the gutters, and sealing chipping exterior paint.

Justification: *Condition of Existing Facility; Protection and Conservation*

Like any of the City's buildings and facilities, the Tappmeyer House needs regular routine maintenance and improvements to remain structurally sound and attractive.

Operating Budget Impact:

Improvements to the City's historic building will help reduce the maintenance needs and costs for the up keep for the building.

Comments:

None

HISTORIC BUILDING REHABILITATION AND PRESERVATION CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 210,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027-FY2030)	**$ 210,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 0
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 210,000
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 210,000**

PARK FURNITURE REPLACEMENT

Estimated Annual Costs						
Prior Year	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$0	$20,000	$0	$20,000	$0	$0

Project Description:

This project involves the regular replacement of park furniture that is at the end of its useful life including: benches, trash receptacles, and picnic tables. **Note:** In FY2026 this budgeted cost was absorbed into the Venable Park Improvements project to purchase new benches and picnic tables.

Existing Conditions:

City parks offer dozens of benches, trash receptacles, and picnic tables. Park furniture is exposed to the elements year-round. Over time, paint fades, materials degrade, and the furniture becomes unsightly and perhaps even unsafe. In some cases, the style of older furniture is inconsistent with the look and feel of City parks.

Justification: *Condition of Existing Facility; Operating Efficiency; Beautification*

During the aging process and through normal wear-and-tear, sharp edges and other hazards can develop on park furniture. Replacing park furniture that is past its useful life keeps the City's parks safer and makes the public spaces more inviting, enjoyable, and beautiful.

Operating Budget Impact:

Replacing park furniture decreases the amount of time and effort Parks staff needs to expend on repairs. New furniture is expected to be virtually maintenance free for the next five to ten years.

Comments:

None

PARK FURNITURE REPLACEMENT

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 40,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027-FY2031)	**$ 40,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 0
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 40,000
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 40,000**

MALCOLM TERRACE PARK TRAIL IMPROVEMENTS

Estimated Annual Costs						
Prior Year	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$18,130	$0	$25,000	$0	$0	$30,000	$0

Project Description:

In FY2022, the wooded trails in Malcolm Terrace Park were re-established as rock trails. Additionally, the FY2022 project installed trail markers, protective railings along areas bordering Deer Creek, and trail maps at each of the trail system entrances. This project will maintain and repair the rock trail and drainage repairs along these paths.

Existing Conditions:

More than a mile of nature trails weave through the woods of Malcolm Terrace Park. These trails are currently in fair condition.

Summary of the City Park Trail System:

- Malcolm Terrace Park 1.5 miles of unique nature trails
- Millennium Park 0.6 miles of paved walking trail
- Venable Park 0.4 miles of paved walking trail (plus 0.1 miles new in 2025)
- Conway Park 1.0 miles of paved walking trail

Justification: *Community Demand; Operating Efficiency*

One of the goals in the City's *Strategic Plan* is to establish more options for pedestrians. The *Parks and Recreation Master Plan* also called for the expansion of the parks trail network. Planned maintenance for the trails will help keep the trails in good condition and in service. Within the *FY2026-2028 Creve Coeur Strategic Plan,* Strategy 2.5 calls for adding and improving trails within the parks.

Operating Budget Impact:

Clearing the brush and other growth along the paths has been added to the City's annual parks mowing services contract.

Comments:

None

MALCOLM TERRACE PARK TRAIL IMPROVEMENTS CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 55,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027 – FY2031)	**$ 55,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 0
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 55,000
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 55,000**

MILLENNIUM PARK IMPROVEMENTS

PHASE 2: TRAILS AND RIDGEMOOR FOREST PEDESTRIAN BRIDGE

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$100,000	$350,000	$0	$0	$0	$0

Project Description:

This project involves asphalt overlay of sections of the existing walking trail at Millennium Park, as well as, the construction of a bridge at the north end of Deland Drive. The bridge would create a new connection between Millennium Park and the Ridgemoor Forest subdivision.

Existing Conditions:

The existing trail is popular walking destination for residents. The sections of the path were not repaved under past City projects are in poor condition.

Justification: *Community Demand; Condition of Existing Facility; Coordination*

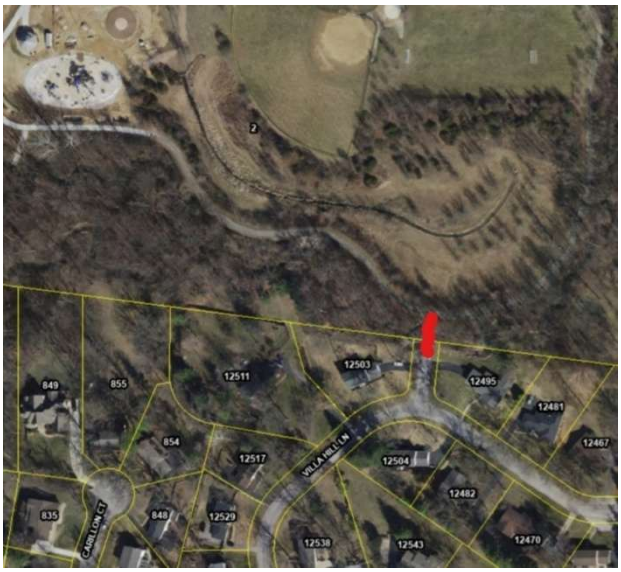
The proposed project will connect neighborhoods more directly with the park. Pedestrian connectivity is supported by planning level documents. The City's *2030 Comprehensive Plan* recommends the development of pedestrian walks to connect key streets, parks, and amenities. The *FY2026-2028 Creve Coeur Strategic Plan* Strategy 2.2 supports enhancing the City's sidewalk and trail network. Additionally, Strategy 2.5 calls for adding and improving trails within the parks.

Operating Budget Impact:

Maintenance of these bridges and trails is expected to be minimal.

Comments:

The proposed new bridge is shown in heavy red line in the map to right, which is at the dead-end of Deland Drive. This new bridge will connect multiple subdivision to the south and east of the park.



MILLENNIUM PARK IMPROVEMENTS

PHASE 2: TRAILS AND RIDGEMOOR FOREST CONNECTION CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 100,000
Land Acquisition	$ 0
Construction	$ 350,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 450,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant Projected	$ 0
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding Projected	$ 0

Summary	Amount
Total Expenditures	$ 450,000
Total Funding Projected	$ 0
City's Contribution (FY2027 – FY2031)	$ 450,000

PLAYGROUND REPLACEMENT

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$0	$30,000	$525,000	$30,000	$525,000	TBD

Project Description:

This project involves the replacement of the playground equipment and safety surface at Malcolm Terrace in FY2029 and Conway Park in FY2031.

Existing Conditions:

New playground equipment and rubberized surfaces beneath the City's playgrounds provide the required protection for children and other users against injury from a fall from the playground or swing set. Over time, safety surfaces lose flexibility and playground equipment reaches the end of its useful life cycle. Generally, playground equipment should be replaced within 20 to 25 years. The playground and safety surface at Conway Park was installed in 2011 and will be 20 years old in FY2031. The playground equipment at Malcom Terrace Park was installed in 2002 and will be 26 years old in FY2029. The equipment is seeing wear and damage from years of use. Broken parts are not easily replaceable and if significate would cause the playground to be shutdown. Staff will continue to evaluate the play equipment and surfaces at Millennium Park and Venable Park and recommend repairs or replacement accordingly.

Justification: *Availability of Outside Funding, Condition of Existing Facility; Coordination; Operating Efficiency, Public Safety*

The playground equipment and safety surfaces at the Conway Park and Malcolm Terrace Park playgrounds are nearing the end of useful life. Both playgrounds will require increased operational cost to reduce risks by maintaining safety performance. The City will seek Municipal Park Grand Funding to supplement the cost associated with this project. Keeping the playground equipment and safety surface of the City's playgrounds in good condition is required for the continuing use of the playgrounds and the safety of the playgrounds' users.

Operating Budget Impact:

Installation of new playground equipment and safety surface at Conway Park and Malcolm Terrace Park will reduce annual cost incurred by the Public Works staff to replace broken equipment or in the case of Malcolm Terrace eliminate the need to remove and reinstall mulch.

PLAYGROUND REPLACEMENT

Expenditure Type	Amount
Planning, Design, and Engineering	$ 60,000
Land Acquisition	$ 0
Construction	$ 1,050,000
Equipment	$
Other	$ 0
Total Expenditures (FY2027 – FY2031)	**$ 1,110,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 525,000
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ 525,000**

Summary	Amount
Total Expenditures	$ 1,110,000
Total Funding	$ 525,000
City's Contribution (FY2027 – FY2031)	**$ 585,000**

MILLENNIUM PARK IMPROVEMENTS

PHASE 3: PARK ENTRANCE & PARKING LOT IMPROVEMENTS

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$0	$0	$0	$70,000	$400,000	$0

Project Description:

The Millennium Park Master Plan envisions reconfiguration and improvements to the park entrance and parking lot. This project includes the design and construction of parking lot improvements, reconfiguration, and improvement of the park entrance plaza.

Existing Conditions:

Access from the parking lot to the park and pedestrian connections from Barnes Jewish West County Hospital is limited. The entrance plaza is dated in appearance, offers little room for social gatherings, and vegetation limits view into the park.

Justification: *Beautification, Community Demand, Condition of Existing Facility*

This project will coordinate with the recommendations of the Park Master Plan and the preliminary designs for Millennium Park. Improvements to the park entrance will boost safety to park guest and provide increased accessibility. The park entrance is one of the first things that most park visitors see, and an elegant park entrance will help make a great first impression.

Operating Budget Impact:

The main impact to the operating budget will involve additional electrical cost for lighting and staff effort to maintain the lights.

Comments:

None.

MILLENNIUM PARK IMPROVEMENTS

PHASE 3: PARK ENTRANCE & PARKING LOT IMPROVEMENTS CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 70,000
Land Acquisition	$ 0
Construction	$ 400,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027-FY2031)	**$ 470,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 0
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 470,000
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 470,000**

LAKE SCHOOL PARK RENOVATIONS PH1: PLAYGROUND & PARKING

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$198,355	$800,000	$0	$0	$0	$0	$0

Project Description:

This project involves the design and construction of numerous renovations at Lake School Park. The project plan is to replace the existing tennis courts with post-tensioned concrete courts, construct a playground area, make the restrooms year-round facilities (completed in FY2026), and improve the parking lot and walking trails.

Phases of the project include:

- FY2027 construction of a new playground area including a seating area incorporated into a new retaining wall and parking lot improvements.
- FY2028 will focus on design services for the remainder of the park renovations (Phase 2).
- FY2029 includes construction costs for the tennis complex and required stormwater management (Phase 2).

In FY2029 the Fountain Park sale proceeds of $750,000 are programmed to fund some of the construction costs of the project.

Existing Conditions:

The current tennis courts are nearly 20 years old and are nearing the end of life cycle.

Justification: *Condition of Existing Facilities; Community Demand*

One of the primary user requests in the Parks and Recreation Master Plan was to offer year-round restroom facilities in the parks and update the tennis facilities. Existing courts will be good candidates for replacement in 3 to 5 years. Replacing the courts will reduce the maintenance associated with older facilities to keep them open for public use. Within the *FY2026-2028 Creve Coeur Strategic Plan*, Strategy 2.5 supports completing the Lake School Park Master Plan and beginning renovations.

Operating Budget Impact:

The City will see a reduction in staff maintenance labor hours required to address cracking and tennis court related issues.

LAKE SCHOOL PARK RENOVATIONS

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 800,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027-FY2031)	**$ 800,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 0
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 800,000
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 800,000**

39N GREENWAY CONNECTION TO CENTENNIAL TRAIL

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$69,900	$0	$0	$0	$300,000	$20,000	TBD

Project Description:

The Great Rivers Greenway (GRG) is a public agency connecting the St. Louis region with greenways. The concept calls for a 600-mile network of greenways connecting St. Louis City, St. Louis County, and St. Charles County. The next phase of this trail network is the Centennial Trail plan, which will connect Forest Park and Creve Coeur Lake Park, coming from Warson Park in Olivette to the east, working its way through the light industrial / 39 North district before moving into unincorporated St Louis County. The money budgeted currently is for the first two or three segments of the 39 North Connector pathway.

The 39 North Connector segments of this project start at Stacy Park on the east side, head north along Warson Road, then west along Olive Blvd, then north along Corporate Square and a connection to the main Centennial Greenway path near Gateway and Research Boulevards. The 39N Connector path is divided into five segments. This project is anticipated to fund the first few segments of the 39N Connector. GRG has indicated that they will participate in a portion of the funding for the 39N Connector path. In addition, the City would likely pursue grant opportunities for construction of the path.

Existing Conditions:

GRG moved forward with preliminary design identified in the 39 North Greenway Plan in 2023. GRG was awarded a Congestion Mitigation and Air Quality (CMAQ) grant in August of 2024 for a section of the Centennial Greenway from Warson Road to Baur Blvd. (along Gateway and Research) which is programmed to be constructed in 2028. In February of 2025, the City also received a Carbon Reduction Program (CRP) grant for the section of the Centennial Greenway from Baur Blvd. to Lindbergh Blvd.

Justification: *Community Demand; Coordination; Economic Growth; Protection & Conservation*

GRG has indicated (subject to approval of their board) to fund a significant portion of the cost in planning, design and construction of the 39N Connector path. The project will further support one of the goals set in the City's Strategic Plan to establish more options for pedestrians and provide expansion of the parks trail network. A robust trail network will attract more business to the community and make Creve Coeur a desirable place to live.

Operating Budget Impact:

The trail will be maintained by Public Works staff.

Comments:

None

39N GREENWAY CONNECTION TO CENTENNIAL TRAIL CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 369,900
Easement Acquisition	$ 20,000
Construction	$ TBD
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027 – FY2031)	**$ 389,900**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant	$ TBD
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ TBD**

Summary	Amount
Total Expenditures	$ 389,900
Total Funding	$ TBD
City's Contribution (FY2027 – FY2031)	**$ 389,900**

DEMOLITION OF BRIDGE IN MALCOLM TERRACE PARK (50% OF COSTS SHARED WITH STORMWATER)

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$75,000	$0	$0	$0	$0	$0

Project Description:

This project will remove the failing bridge in Malcolm Terrace Park located south of Townsend Street. The bridge is currently closed to vehicle, bicycle, and pedestrian traffic.

Before the bridge was closed, the City's Department of Public Works used the bridge to bring equipment into the park for maintenance activities, and pedestrians used the bridge to access the park's trails. Both City staff and the public have alternate routes to enter the park. The main access point is currently the low-water bridge at the end of Elzey Street.

In 2017, the bridge was inspected for the possibility of a rehabilitation project. The project was put on hold due to costs relative to the available budget. In 2024, Engineers with Intuition & Logic along with Structures, Inc. re-inspected the bridge and completed an addendum to a 2017 engineering report. The bridge shows signs of heavy moisture seepage at all beam joints, cracks along joint grout keyways, and one of the bridge's piers is cracked. Additionally, significant erosion at the abutments caused pavement settlement.

When considering replacement verses structural rehabilitation, the Missouri Department of Transportation's Engineering Policy Guide for decision-making suggests comparing estimates for both options. If the cost for rehabilitation is at least 68% of the cost of replacement, then it is generally assumed that replacement will provide a better value than rehabilitation. Estimates for removing and replacing the bridge exceeded the City's budget for stormwater projects in FY2025, and it was determined that the best value to residents is removing the bridge without replacement. With this project, the bridge will be removed and nearby creek banks will be stabilized.

Justification: *Condition of existing facility; Protection & Conservation, Public Safety*

The project will be funded by the City's Parks & Stormwater sales tax, with 50% funded by Parks and 50% funded as a stormwater project.

Operating Budget Impact: None





Bridge location is red highlight above, crossing Deer Creek

DEMOLITION OF BRIDGE IN MALCOLM TERRACE PARK (50% OF COSTS SHARED WITH STORMWATER) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 30,000
Land Acquisition	$ 0
Construction	$ 45,000
Equipment	$ 0
Other	$ 0
Total Expenditures (9506 Parks and Recreational Facilities)	**$ 75,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 0
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding (FY2027 – FY2031)	**$ 0**

Summary	Amount
Total Expenditures	$ 75,000
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 75,000**

CONWAY PARK SIDEWALK & LOT RESURFACING

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$0	$65,000	$0	$0	$0	$0

Project Description:

This project involves pavement repairs, crack sealing, asphalt resurfacing, restriping lines and arrows for the parking lot and repair of the associated sidewalk and Americans with Disabilities Act (ADA) accessible ramps at Conway Park.

Existing Conditions:

Most of the asphalt pavement in the parking lot at Conway Park is in fair condition. Over time, all paved surfaces begin to crack and the parking lot lines fade. Regular pavement maintenance such as resurfacing extends the life of the parking lot without requiring total reconstruction. Additionally, the associated curbing and sidewalks have begun to crack and are in need of repair.

Justification: *Condition of Existing Facility; Operating Efficiency; Beautification*

Repairs, pavement resurfacing of the asphalt pavement provide good preventive maintenance for asphalt pavement, and such preventive maintenance will delay more intense and costly repairs. Newly painted lines will clearly mark the parking spaces. In addition, the parking lot is one of the first things that most park visitors see. Sealing, repainting, and improving accesses help park visitors feel welcome and have a positive first impression.

Operating Budget Impact:

Sealing pavement and replacing cracked concrete curbs and sidewalks help prevent the need for maintenance activities such as filling pot holes. Improvements also help ensure that sidewalks remain compliant with the ADA requirements.

Comments:

None

CONWAY PARK SIDEWALK & LOT RESURFACING CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 65,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 65,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 0
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding (FY2027 – FY2031)	**$ 0**

Summary	Amount
Total Expenditures	$ 65,000
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 65,000**

MAINTENANCE OF RACKET SPORT COURTS

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$0	$45,000	$0	$38,000	$0	$0

Project Description:

The play surface at Conway Park will be repaired and resurfaced to eliminate cracks in the play surface and the remaining tennis court will be repurposed to two (2) full time pickleball courts, providing a total of four (4) pickleball courts in FY2028. Additionally, the tennis courts at Venable will be due for a resurfacing in FY2030 to maintain its condition and appearance.

Existing Conditions:

In FY2022 the tennis courts at Venable Park were resurfaced and two (2) dedicated pickleball courts were installed. The existing conditions of these courts are in good condition but showing some signs of deterioration due to use and environmental conditions. Likewise, the tennis courts at Venable were installed in FY2025 and in excellent conditions, it is recommended that the courts should be resurfaced every five (5) to six (6) years.

Justification: *Condition of Existing Facility; Operating Efficiency; Beautification*

Repairs and resurfacing of the courts provide preventive maintenance. Regular proactive maintenance will delay more intense and costly repairs. Newly painted lines will clearly mark playing areas and help park visitors feel welcome and have a positive first impression. Additionally, the four (4) dedicated pickleball courts will offer visitors a destination for this activity and a better opportunity to play without significant wait times.

Operating Budget Impact:

Sealing cracks and resurfacing courts will help to extend the life of the playing surfaces and push replacement of the courts to the future, allowing time to collect funds for replacement.

Comments:

None.

MAINTENANCE OF RACKET SPORT COURTS

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 83,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 83,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 0
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding (FY2027 – FY2031)	**$ 0**

Summary	Amount
Total Expenditures	$ 83,000
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 83,000**

LIGHTING CONWAY PICKLEBALL COURTS & PARKING LOT

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$0	$0	$0	$10,000	$75,000	$0

Project Description:

This project involves the installation of lighting for the pickleball court and parking lot at Conway Park.

Existing Conditions:

Currently the existing courts are not lit and do not offer an opportunity for pickleball play past daylight hours. Additionally, the parking lot is not lit since there are not activities that are held once night falls.

Justification: *Public Safety; Citizen Demand*

Providing lighting for pickleball courts will offer residents more opportunities to engage in the activity into times that are more advantageous for them. Having activities in the park after dark will require parking lot lighting to provide visibility of park users, reduce traffic accidents, and improve visitor safety.

Operating Budget Impact:

The City will see minor staff maintenance hours to maintain lighting and increase electrical usage at the park.

Comments:

None

LIGHTING CONWAY PICKLEBALL COURTS & PARKING LOT CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 10,000
Land Acquisition	$ 0
Construction	$ 75,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 85,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 0
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding (FY2027 – FY2031)	**$ 0**

Summary	Amount
Total Expenditures	$ 85,000
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 85,000**

PARK RESTROOM ROOF REPLACEMENT

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$0	$0	$50,000	$0	$0	$0

Project Description:

At both Conway and Malcolm Terrace park restrooms, the existing asphalt roofs will be removed and replaced with new metal roofs. The restrooms will also receive vinyl facia, sofit, and trim upgrades.

Existing Conditions:

The existing restroom roofs at Conway and Malcolm Terrace Park are in fair conditions but nearing the end of useful life. In FY2022, the restrooms were upgraded, but due to budget constraints the roof and siding improvements were not included as they were not in immediate need of replacement.

Justification: *Beatification; Protection & Conservation*

Replacement of the existing roofs at Conway and Malcolm Terrace will protect the investment made to modernize and upgrade the restrooms to year-round facilities. The metal roof, vinyl facia, and trim upgrades will improve the look of the structures and match the look of the restrooms at Venable and Lake School Parks.

Operating Budget Impact:

The City will see reduced staff maintenance hours associated with painting and possible water damage due to leaking roofs.

Comments:

None

PARK RESTROOM ROOF REPLACEMENT

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 50,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 50,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 0
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding (FY2027 – FY2031)	**$ 0**

Summary	Amount
Total Expenditures	$ 50,000
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 50,000**

CENTENIAL GREENWAY: WARSON TO BAUR

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$0	$0	$3,200,000	$0	$0	$0

Project Description:

The Great Rivers Greenway (GRG) is a public agency connecting the St. Louis region with bike and walking trails. The concept calls for a 600-mile network of greenways connecting St. Louis City, St. Louis County, and St. Charles County. The next phase of this trail network is the Centennial Trail plan, which will connect Forest Park and Creve Coeur Lake Park, coming from Warson Park in Olivette to the east, working its way through the light industrial, 39 North district before moving into unincorporated St Louis County.

This phase of the Centennial Trail segment starts at Warson Road and Gateway Boulevard, proceeds west on Gateway Boulevard, north along Warson Road, then north along Research Boulevard to Baur Boulevard. The greenway will be fully funded by grants and GRG funds.

Existing Conditions:

GRG moved forward with preliminary design identified in the Centennial Trail in 2023. GRG was awarded a CMAQ grant in August of 2024 for a section of the Centennial Greenway from Warson Road to Baur Blvd. (along Gateway and Research) which is programmed to be constructed in 2028.

Justification: *Availability of Outside Funding, Community Demand; Coordination; Economic Growth; Protection & Conservation*

GRG will fund a significant portion of the cost in planning, design, and construction of the Centennial Trail. The project will further support one of the goals set in the City's Strategic Plan to establish more options for pedestrians and provide expansion of the parks trail network. A robust trail network will attract more business to the community and make Creve Coeur a desirable place to work and live.

Operating Budget Impact:

City staff will maintain the greenway.

Comments:

None

CENTENIAL GREENWAY: WARSON TO BAUR CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 3,200,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027 – FY2031)	**$ 3,200,000**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Improvement Program Grant	$ 3,200,000
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ 3,200,000**

Summary	Amount
Total Expenditures	$ 3,200,000
Total Funding	$ 3,200,000
City's Contribution (FY2027 – FY2031)	**$ 0**

CENTENNIAL GREENWAY: RESEARCH TO SCHUETZ

Estimated Annual Costs						
Prior Years	**FY2026**	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**Future**
$0	$0	$0	$0	$7,667,000	$0	$0

Project Description:

The Great Rivers Greenway (GRG) is a public agency connecting the St. Louis region. The concept calls for a 600-mile network of greenways connecting St. Louis City, St. Louis County, and St. Charles County. The next phase of this trail network is the Centennial Trail plan, which will connect Forest Park and Creve Coeur Lake Park, coming from Warson Park in Olivette to the east, working its way through the light industrial, 39 North district before moving into unincorporated St Louis County.

This phase of the Centennial Trail segment starts at Research Boulevard and Baur Boulevard and proceeds west on Baur Boulevard, crossing North Lindbergh Boulevard with a bridge, and then connecting into Schuetz Road. The greenway will be fully funded by grants and GRG funds.

Existing Conditions:

GRG moved forward with preliminary design identified in the Centennial Trail in 2023. The project was awarded a Transportation Improvement Program (TIP), and this segment of the greenway is programmed to be constructed in 2029.

Justification: *Community Demand; Coordination; Economic Growth; Protection & Conservation*

GRG will fund a significant portion of the cost in planning, design and construction of the Centennial Trail. The project will further support one of the goals set in the City's Strategic Plan to establish more options for pedestrians and provide expansion of the parks trail network. A robust trail network will attract more business to the community and make Creve Coeur a desirable place to live.

Operating Budget Impact:

City staff will maintain the greenway.

Comments:

None

CENTENNIAL GREENWAY: RESEARCH TO SCHUETZ CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 7,667,000
Equipment	$ 0
Other	$ TBD
Total Expenditures (FY2027 – FY2031)	**$ 7,667,000**

Funding Type	Amount
Federal Surface Transportation Program Grant	$ 0
Federal Transportation Alternative Program Grant	$ 7,667,000
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ 7,667,000**

Summary	Amount
Total Expenditures	$ 7,667,000
Total Funding	$ 7,667,000
City's Contribution (FY2027 – FY2031)	**$ 0**

LAKE SCHOOL PARK RENOVATIONS PH 2: TENNIS COURTS & PATHS

Prior Years	FY2027	FY2028	FY2029	FY2030	FY2031	Future
$0	$0	$150,000	$1,500,000	$0	$0	$0

Project Description:

This project involves the design and construction of numerous renovations at Lake School Park. The project plan is to replace the existing tennis courts with post-tensioned concrete courts, construct a playground area, make the restrooms year-round facilities (completed in FY2026), and improve the parking lot and walking trails.

Phases of the project include:

- FY2027 construction of a new playground area including a seating area incorporated into a new retaining wall and parking lot improvements (Contained in Phase 1).
- FY2028 will focus on design services for the remainder of the park renovations.
- FY2029 includes construction costs for the tennis complex and required stormwater management.

In FY2029 the Fountain Park sale proceeds of $750,000 are programmed to fund some of the construction costs of the project.

Existing Conditions:

The current tennis courts are nearly 20 years old and are nearing the end of their life expectancy.

Justification: *Condition of Existing Facilities; Community Demand*

One of the primary user requests in the Parks and Recreation Master Plan was to offer year-round restroom facilities in the parks and update the tennis facilities. Existing courts will be good candidates for replacement in 3 to 5 years. Replacing the courts will reduce the maintenance associated with older facilities to keep them open for public use. Within the *FY2026-2028 Creve Coeur Strategic Plan*, Strategy 2.5 supports completing the Lake School Park Master Plan and beginning renovations.

Operating Budget Impact:

The City will see a reduction in staff maintenance labor hours required to address cracking and tennis court related issues.

Comments:

None

LAKE SCHOOL PARK RENOVATIONS

Expenditure Type	Amount
Planning, Design, and Engineering	$ 150,000
Land Acquisition	$ 0
Construction	$ 1,500,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027 – FY2031)	**$ 1,650,000**

Funding Type	Amount
Community Development Block Grant (CDBG)	$ 0
Municipal Park Grant	$ 0
Outside Funding Source	$ 0
American Rescue Plan Act (ARPA)	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 1,650,000
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 1,650,000**

WATERSHED MANAGEMENT PLAN UPDATE

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$448,026	$0	$0	$75,000	$0	$0	$0

Project Description:

This study will update the Watershed Management Plan (WMP) which was adopted in April 2024. The update to the WMP is anticipated to include the following:

- A desktop review of the projects in the adopted WMP which have not been designed.
- A review of possible new projects that have been brought to the attention of staff by residents or City Staff.
- A desktop review of prioritization ranking of possible projects.
- Open house events to give residents the opportunity to report potential new projects.
- Identification of possible grant opportunities.
- Other scopes of work identified by Staff and/or the consultant hired for the update.

From the updated WMP will come a prioritized, coordinated list of potential stormwater projects. Inclusion in the WMP is not a guarantee or promise that a possible project will be funded, designed, or constructed. The WMP is a planning tool that identifies potential projects that the City could fund. The Capital Improvement Program determines what projects the City will fund.

Existing Conditions:

A comprehensive City-wide watershed study was completed and adopted in April 2024.

Justification: *Community Demand; Condition of Existing Facility; Coordination; Operating Efficiency; Protection & Conservation*

With the residents' approval of the Parks and Stormwater Sales Tax, the City is able to have a planned, proactive stormwater program that will be guided, in part, by the comprehensive Watershed Management Plan. An update to the adopted Watershed Management Plan will help the City qualify for grants and other funding opportunities.

Operating Budget Impact:

None

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	$ 75,000
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027 – FY2031)	**$ 75,000**

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ 0
DNR Section 319 Grant	$ 0
Outside Funding	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 75,000
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 75,000**

CONWAY PARK POCKET WETLAND & GOLF COURSE POND

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$49,420	$550,000	$500,000	$0	$0	$0	$0

Project Description:

Over time, the lakes at Conway Park and the Golf Course have received a large volume of sediment. As a result, the ponds have become shallower. At Conway Park, the depth of the pond is no longer deep enough for a fountain to be able to property function. At the Golf Course, sediment buildup contributes to foul smells that distract golfers.

With this project, Conway Park pond is planned to be converted to a pocket wetland in FY2027, and the Golf Course ponds will be dredged in FY2028. Both project locations are anticipated to include the installation of a forebay to settle out suspended solids, which will extend the amount of time before the ponds will likely need to be dredged again.

Existing Conditions:

Golfers have reported that the ponds at the Golf Course have a strong, unpleasant odor. Dredging the lakes will remove the organic material that is causing the odors.

Justification: *Community Demand; Condition of Existing Facility, Protection & Conservation, Beautification*

A pocket wetland at Conway Park will create a vibrant and colorful wetland with an abundance of wildlife diversity. After the pond is dredged at the Golf Course, fountains and aeration systems can be installed, which will help improve water quality and prevent odors.

Operating Budget Impact:

For the forebay to be effective, deposited sediment will need to be regularly removed. Regular maintenance of the forebays will help prolong the amount of time until the ponds will need to be dredged again. Delaying the cost of another full dredging/rework effort will be cost-effective in the long-term.

Comments:

None

CONWAY PARK POCKET WETLAND & GOLF COURSE POND

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 101,520
Land Acquisition	$ 0
Construction	$ 1,000,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027 – FY2031)	**$ 1,101,520**

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ 0
DNR Section 319 Grant	$ 0
Outside Funding	$ 15,000
Total Funding	**$ 15,000**

Summary	Amount
Total Expenditures	$ 1,101,520
Total Funding	$ 15,000
City's Contribution (FY2027 – FY2031)	$ **1,086,520**

STORMWATER MANAGEMENT COST-SHARE PROGRAM (GRANT PROGRAM)

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$38,469	$60,000	$60,000	$60,000	$60,000	$60,000	TBD

Project Description:

The Stormwater Management Cost-Share Program will help individual homeowners and homeowner associations address stormwater issues that are unlikely to benefit from a City-funded project or funding from existing programs such as the Deer Creek Watershed Rainscaping Program.

Existing Conditions:

Individual homeowners and homeowner associations have asked the City for assistance in solving stormwater issues. Homeowner associations report delaying maintenance because of high costs. Properly maintaining detention basins helps ensure that the basins are performing as designed. Some basins receive and manage flows from other neighborhoods and nearby roadways. These basins, in particular, serve the greater public good by reducing flood risks and helping protect streambanks from erosion.

The City's Watershed Management Plan identified more than one hundred possible public projects. Another fifty reported issues were classified as private homeowner issues. Private issues include yard flooding and erosion. While private issues will not be solved with a publicly-funded solution, the Stormwater Management Cost-Share Program will help these homeowners control stormwater.

Justification: *Community Demand; Public Safety; and Protection & Conservation*

Homeowners and homeowner associations have asked the City for assistance in addressing stormwater issues. Managing stormwater benefits the City by: protecting public safety and economic investments by reducing flood risks for roadways and homes; decreasing stream bank erosion rates; improving water quality.

Operating Budget Impact:

The City has no anticipated ongoing operating budget expenses with this cost-share program.

Comments:

None

STORMWATER MANAGEMENT COST-SHARE PROGRAM (GRANT PROGRAM) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other (five-year program cost)	$ 300,000
Total Expenditures (FY2027 – FY2031)	**$ 300,000**

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ 0
DNR Section 319 Grant	$ 0
Outside Funding	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 300,000
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 300,000**

FY2025 STORMWATER PROJECTS

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$390,348	$650,000	$0	$0	$0	$0	$0

Project Description:

Woodbridge Manor (DC-S-03), Mason Forest Drive (CC-S-07), Fernpark Drive (CC-S-03), and Bellington Lane (CC-S-09) were identified as possible public projects under the City's 2024 Watershed Management Plan. With the Prioritization Ranking System, the Watershed Management Plan ranked each possible project by assigning a score based on the severity of the issues, benefits, and estimated costs. These projects were among the plan's highest scoring possible projects.

The projects at Mason Forest Drive, Fernpark Drive, and Bellington Lane were constructed in FY2026. Engineering design reveled that the scope of the Woodbridge Manor project is broader than the WMP anticipated, which required additional investigation, design, and MSD required modeling. Woodbrige Manor is in MSD review, and it is anticipated to be constructed in FY2027.

Existing Conditions:

The project seeks to address roadway, structural, and yard flooding.

Justification: *Community Demand; Public Safety*

The Stormwater Committee supports the use of public funds for projects that address the structural and roadway flooding. Roadway flooding is a public safety risk. Structural flooding is a health and safety risk. Reducing risks also helps protect public and private investments in the City.

Operating Budget Impact:

This project has no anticipated impact on the City's Operating Budget. Homeowners have the responsibility to maintain the swales installed at Mason Forest Drive, Fernpark Drive, and Bellington Lane. The City intends to have the system at Woodbridge dedicated to MSD.

Comments:

None

FY2025 STORMWATER PROJECTS

Expenditure Type	Amount
Planning, Design, and Engineering	$ 206,948
Land Acquisition	$ 0
Construction	$ 833,400
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027 – FY2031)	**$ 1,040,348**

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ 0
MSD Municipal Grant	$ 200,000
Outside Funding	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 1,040348
Total Funding	$ 200,000
City's Contribution (FY2027 – FY2031)	**$ 840,348**

BEAVER DRIVE CROSSING

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$191,000	$1,000,000	$0	$0	$0	$0	$0

Project Description:

This project will replace the failing existing rusting corrugated metal roadway culvert; protect the creek by replacing rusted gabion rock baskets with a retaining wall; and address structural flooding, yard ponding, and erosion issues at nearby homes. The project may require the relocation of an existing Missouri American Water line.

Existing Conditions:

The existing corrugated metal pipe is rusted and failing. The roadway above the culvert is cracking and the depth of cover over the pipe is less than recommended. Downstream of the culvert, gabion rock baskets are also failing. Homes near the culvert are experiencing structural flooding and erosion.

The roadway culvert is under the only roadway access to the four homes on Beaver Drive. Failure of the roadway would prevent any roadway access to the homes east of the culvert.

Justification: *Public Safety; Condition of Existing Facility; Community Demand; Protection & Conservation*

This project will reduce the risk of a roadway collapse by replacing a failing roadway culvert. Given the deteriorated condition of the culvert and the poor condition of the cover above the pipe, this project will reduce public safety risks.

The Stormwater Committee is in favor of projects that address structural and roadway flooding.

Replacing the failing gabion rock baskets will help stabilize the creek banks, which helps protect an environmental asset.

Operating Budget Impact:

Roadway culverts should be regularly inspected.

Comments:

None

BEAVER DRIVE CROSSING

Expenditure Type	Amount
Planning, Design, and Engineering	$ 191,000
Land Acquisition	$ 0
Construction	$ 1,000,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027 – FY2031)	**$ 1,191,000**

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ 742,000
MSD Municipal Grant	$ 0
Outside Funding	$ 0
Total Funding	**$ 742,000**

Summary	Amount
Total Expenditures	$ 1,191,000
Total Funding	$ 742,000
City's Contribution (FY2027 – FY2031)	**$ 449,000**

SONA LANE

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$26,900	$10,000	$0	$0	$0	$0	$0

Project Description:

This project will address structural flooding and yard erosion for the homes on the west side of Sona Lane. The project might include berms, swales, inlets, and pipes between the homes on Sona Lane. The City has reached out to residents and held a neighborhood meeting to assess interest in signing the easements needed to move the project forward. In FY2027, City staff plans to reach out again to gage if interest has changed in the project. The budget for FY2027 represents possible additional funds for engineering design.

Existing Conditions:

Homes along the west side of Sona Lane receive large volumes of flow from the east side of Deaver Lane. Flows are eroding yards and flooding homes.

Justification: *Community Demand; Public Safety*

Structural and roadway flooding are public safety and public health risks. Addressing these types of issues helps protect the public and reduces the City's risk exposure.

Operating Budget Impact:

This project has no anticipated impact on the City's Operating Budget. After construction, it is likely that the stormwater conveyance system will be dedicated to MSD.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	$ 32,690
Land Acquisition	$ 0
Construction	$ TBD
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027 – FY2031)	**$ 32,690**

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ TBD
DNR Section 319 Grant	$ 0
Outside Funding	$ 0
Total Funding	**$ TBD**

Summary	Amount
Total Expenditures	$ 32,690
Total Funding	$ TBD
City's Contribution (FY2027 – FY2031)	**$ 32,690**

VARIOUS PROJECTS – UNIVERSITY CITY OMCI

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$0	$175,000	$0	$0	$0	$0

Project Description:

This project will be used for design and construction costs for a stormwater project in the University City MSD OMCI District, a relatively small geographic area north of Olive Boulevard and east of North Lindbergh Boulevard. The project will be located within the City of Creve Coeur limits. The University City OMCI district serves the Upper River Des Peres Watershed. The watershed generally encompasses University City but also includes other municipalities such as Creve Coeur. Staff will recommend a project to the Stormwater Committee for review/approval, and then the selected project would be reviewed/approved by the City Council in FY2028.

Existing Conditions:

The Watershed Management Plan did not identify any projects within the University City OMCI District. City staff is investigating options for stormwater projects in the area including improvements to roadway curb and gutters or, perhaps, stormwater best management practices to capture flows from parking lots.

Justification: *Availability of Outside Funding; Community Demand; Condition of Existing Facilities; Protection & Conservation*

This project will be completely funded with MSD OMCI funds.

Residents and the Stormwater Committee have been supportive of the City undertaking stormwater projects to reduce flooding risks, improve public health and safety, and protect the City's waterways.

This project may replace or maintain City infrastructure such as roadway curb and gutters. Stormwater projects may reduce the City's environmental impact by helping to improve water quality and protect streambanks from erosion.

Operating Budget Impact:

The project may impact the City's Operating Budget if City assets are installed that will require inspections and maintenance.

Comments:

None

VARIOUS PROJECTS – UNIVERSITY CITY OMCI

Expenditure Type	Amount
Planning, Design, and Engineering	$ 50,000
Land Acquisition	$ 0
Construction	$ 125,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027 – FY2031)	**$ 175,000**

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ 175,000
DNR Section 319 Grant	$ 0
Outside Funding	$ 0
Total Funding	**$ 175,000**

Summary	Amount
Total Expenditures	$ 175,000
Total Funding	$ 175,000
City's Contribution (FY2027 – FY2031)	**$ 0**

DEMOLITION OF BRIDGE IN MALCOLM TERRACE PARK (50% OF COSTS SHARED WITH PARKS)

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$17,123	$75,000	$0	$0	$0	$0	$0

Project Description:

This project will remove the failing bridge in Malcolm Terrace Park and located off Townsend Street. The City of Creve Coeur's Department of Public Works uses the bridge to bring equipment into the park for maintenance activities, and pedestrians use the bridge to access the park's trails. Both City staff and the public have alternate routes to enter the park, with the main one being a low water bridge at the end of Elzey Street.

In 2017, the bridge was inspected for the possibility of a rehabilitation project. The project was put on hold due to costs relative to the available budget. Since 2017, the bridge's condition has visibly deteriorated and is now closed to both vehicle and pedestrian traffic.

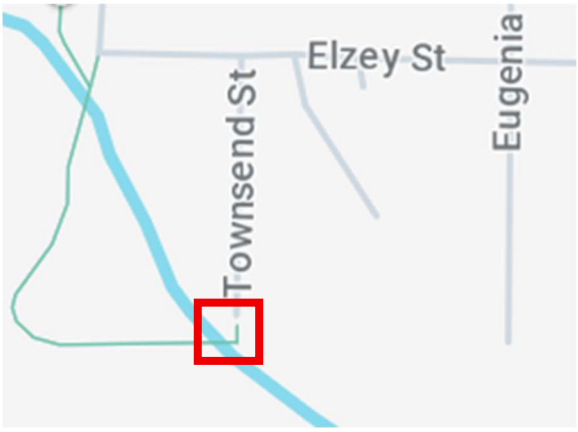
In 2024, Engineers with Intuition & Logic along with Structures, Inc. re-inspected the bridge and completed an addendum to the 2017 report. The bridge shows signs of heavy moisture seepage at all beam joints, cracks along joint grout keyways, and one of the bridge's piers is cracked. Significant erosion at the abutments caused pavement settlement.

The Missouri Department of Transportation's Engineering Policy Guide for decision-making when considering replacement verses structural rehabilitation suggests comparing estimates for both options. If the cost for rehabilitation is at least 68% of the cost of replacement, then it is generally assumed that replacement will provide a better value than rehabilitation. Estimates for removing and replacing the bridge exceeded the City's budget for stormwater projects in FY2025, and it was determined that the best value to residents was removing the bridge without replacement. With this project, the bridge will be removed and nearby creek banks will be stabilized.

Justification: *Condition of existing facility; Protection & Conservation, Public Safety*

The project will be funded by the City's Parks & Stormwater sales tax, with 50% funded by Parks and 50% funded as a stormwater project.

Operating Budget Impact: None





DEMOLITION OF BRIDGE IN MALCOLM TERRACE PARK (50% OF COSTS SHARED WITH PARKS) CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 37,200
Land Acquisition	$ 0
Construction	$ 150,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027 – FY2031)	**$ 187,200**

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ 0
DNR Section 319 Grant	$ 0
Outside Funding	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 187,200
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 187,200**

PROJECTS FROM THE WATERSHED MANAGEMENT PLAN

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$0	$0	$1,100,000	$1,200,000	$1,300,000	$0

Project Description:

The City's 2024 Watershed Management Plan (WMP) identified more than one hundred possible public stormwater projects. Possible projects are scored based on the risks addressed, benefits, and estimated costs (benefit/cost). Higher scores generally indicate that the project addresses more risks and offers more benefits for each estimated dollar of costs.

The City's Stormwater Committee gave City staff the direction to focus to projects that address structural and roadway flooding, as these are the risks with the greatest potential negative impact to public health, public safety, personal property, and public infrastructure.

City staff and the Stormwater Committee will evaluate projects for FY2029 through FY2031 with the benefit of the information in the refreshed Watershed Management Plan.

Justification: *Availability of Outside Funding, Community Demand, Condition of Existing Facilities; Protection & Conservation, Public Safety*

This project will be funded by the City's Parks & Stormwater sales tax. Some projects may qualify for Metropolitan St. Louis Sewer District (MSD) OMCI or MSD Municipal Grant Funding. At this time, the future of Missouri Department of Natural Resources Section 319 grants is uncertain but remains a possibility for funding.

Operating Budget Impact:

The project will likely not impact the City's Operating Budget if the assets are on private property or if the assets are dedicated to MSD.

Comments:

None

PROJECTS FROM THE WATERSHED MANAGEMENT PLAN CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 500,000
Land Acquisition	$ 0
Construction	$ 3,100,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027 – FY2031)	**$ 3,600,000**

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ 0
DNR Section 319 Grant	$ 0
MSD Municipal Grant	$ 600,000
Total Funding	**$ 600,000**

Summary	Amount
Total Expenditures	$ 3,600,000
Total Funding	$ 600,000
City's Contribution (FY2027 – FY2031)	**$ 3,000,000**

FY2026 STORMWATER PROJECTS

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$198,492	$1,200,000	$0	$0	$0	$0	$0

Project Description:

The Stormwater Committee's planning-level direction is to program projects that score a one or greater in the City's 2024 Watershed Management Plan (WMP) with a focus on projects that address structural and roadway issues.

The following projects are planned to go into the construction phase in FY2027.

- **North Spoede Road & Mission Hills Court (DC-S-22)**
  - Stormwater issues include roadway flooding near the intersection of North Spoede Road & Mission Hills Court.
- **Pine Manor Drive (DC-S-09)**
  - Stormwater issues include roadway, structural, and yard flooding.
- **18 Sackston Woods Lane (DC-S-02)**
  - Stormwater issues include yard flooding.
- **Alden Lane (DC-S-18)**
  - Stormwater issues include roadway flooding, failing streambank protections, yard flooding, and roadway sinkholes.

Justification: *Availability of Outside Funding, Community Demand, Condition of Existing Facility, Protection & Conservation, Public Safety*

Constructing the projects listed above will address public safety risks associated with roadway, structural, and yard flooding. The Alden Lane project will replace streambank protections that are in poor condition and also address issues impacting the public roadway. Outside funding may be available for the Pine Manor project.

Operating Budget Impact:

The roadway stormwater system improvement on North Spoede Road and Mission Hills Court will likely be dedicated to MSD. The City is planning to discuss possible funding assistance with the Pine Manor Drive Project. The homeowner at 18 Sackston Woods Lane will have maintenance responsibilities. The improvements to Alden Lane are anticipated to have little if any impact on the operating budget.

Comments:

None

FY2026 STORMWATER PROJECTS

Expenditure Type	Amount
Planning, Design, and Engineering	$ 198,492
Land Acquisition	$ 0
Construction	$ 1,200,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027 – FY2031)	**$ 1,398,492**

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ 0
DNR Section 319 Grant	$ 0
Outside Funding	$ TBD
Total Funding	**$ TBD**

Summary	Amount
Total Expenditures	$ 1,398,492
Total Funding	$ TBD
City's Contribution (FY2027 – FY2031)	**$ 1,398,492**

FY2027 STORMWATER PROJECTS

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$100,000	$600,000	$0	$0	$0	$0

Project Description:

The following projects are planned to enter into engineering design in FY2027 with the intent being constructed in FY2028.

- **Oak Hollow Drive (CC-C-23)** has the objective to address creekbank erosion that is threatening three habitable structures.
- **Villa Hill Lane (CC-C-16)** plans to address streambank erosion that is threatening a home and a retaining wall.

Both projects will likely install grade controls and bank bio-stabilization, which will enhance water quality and preserve natural resources.

Justification: *Availability of Outside Funding, Community Demand, Protection & Conservation, Public Safety*

Residents, the Stormwater Committee, and City Council have requested that the City address stormwater issues. The FY2027 Stormwater Projects protect public safety and economic investments. The projects also protect the City's natural water and waterway resources. MSD Municipal Grant Funding is available for these projects.

Operating Budget Impact:

Projects will impact the City's Operating Budget if the installed assets are City-owned rather than privately-owned. It is unlikely that these projects will impact the City's operating budget.

Comments:

None

FY2027 STORMWATER PROJECTS

Expenditure Type	Amount
Planning, Design, and Engineering	$ 100,000
Land Acquisition	$ 0
Construction	$ 600,000
Equipment	$ 0
Other	$ 0
Total Expenditures	**$ 700,000**

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ 0
DNR Section 319 Grant	$ 0
MSD Municipal Grant	$ 200,000
Total Funding	**$ 200,000**

Summary	Amount
Total Expenditures	$ 700,000
Total Funding	$ 200,000
City's Contribution (FY2027 – FY2031)	**$ 500,000**

FY2028 STORMWATER PROJECTS

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$0	$0	$300,000	$900,000	$0	$0

Project Description:

The following projects are planned to enter engineering design in FY2028 with the goal of construction in FY2029.

- **Ferngate Lane (CC-C-07)** this project intends to address stream erosion that is impacting two habitable structures.
- **740 North Mason Road (CC-S-05)** seeks to address yard flooding impacting twelve homes and yard erosion.
- **East Rue De La Banque Street (DC-C-03)** intends to address streambank erosion that is threatening a habitable structure.
- **Sunswept Drive (DC-C-24)** plans to address streambank erosion issues that are threatening habitable structures and a roadway.

Justification: *Availability of Outside Funding, Community Demand, Condition of Existing Facility, Protection & Conservation, Public Safety*

This project will be funded by the City's Parks & Stormwater sales tax. Projects may qualify for Metropolitan St. Louis Sewer District (MSD) OMCI and Proposition S funding.

Residents and the Stormwater Committee have been supportive of the City's approach to programming projects identified in the 2024 Watershed Management Plan.

Operating Budget Impact:

Projects will impact the City's Operating Budget if the installed assets are City-owned rather than privately-owned.

Comments:

None

FY2028 STORMWATER PROJECTS

CONTINUED

Expenditure Type	Amount
Planning, Design, and Engineering	$ 300,000
Land Acquisition	$ 0
Construction	$ 900,000
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027 – FY2031)	**$ 1,200,000**

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ TBD
DNR Section 319 Grant	$ 0
Outside Funding	$ 0
Total Funding	**$ TBD**

Summary	Amount
Total Expenditures	$ 1,200,000
Total Funding	$ TBD
City's Contribution (FY2027 – FY2031)	**$ 1,200,000**

ASSET MANAGEMENT SYSTEM

Estimated Annual Costs						
Prior Years	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$20,000	$0	$0	$0	$0	$0

Project Description:

City staff is proposing the development of a map-based asset management system. Asset management practices enable the City to more proactively maintain, repair, and replace assets. Proactive planning reduces long-term costs, increases public safety, and minimizes unexpected interruptions to public systems. Map-based asset management will help the City collect, maintain, search, and use data about assets and activities. Information collected and stored in the asset management tool can help the City staff, committee, and City Council make data-based decisions. On the job site, City crews will be able to input data about projects and maintenance activities such as location of the work, extent of the work, materials used, labor hours, and equipment. In the office, any City staff member will be able to click on a location on a map to see information about a City asset, project, or maintenance activity. The system can be designed to track reports, inventory, maintenance activities, repairs, and replacements for: roadways, sidewalks, street lights, stormwater issues, and stormwater management installations.

Costs will be equally shared with 9510 Streets and Sidewalks.

Justification: *Condition of Existing Facility*, *Operating Efficiency*

An asset management system will help staff maintain the City's infrastructure, facilities, and equipment so that it remains in a serviceable, safe, and efficient condition. Asset management will also help streamline work processes.

Operating Budget Impact:

None

Comments:

None

ASSET MANAGEMENT SYSTEM

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other	$ 20,000
Total Expenditures (FY2027 – FY2031)	**$ 20,000**

Funding Type	Amount
MSD Operation Maintenance Construction Improvement (OMCI) District	$ 0
DNR Section 319 Grant	$ 0
Outside Funding	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 20,000
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 20,000**

PARKS CAPITAL EQUIPMENT

Estimated Annual Costs						
Prior Year	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$0	$30,000	$0	$30,000	$0	$0	$0

Project Description:

The Department of Public Works proposes to purchase a Dingo Mini Skid Steer with attachments to maintain the park nature trails and surrounding grounds. This FY2027 programmed cost will be shared at a 50% level with the Capital Fund. The total estimated purchase price of the mini-excavator is $60,000.

Existing Conditions:

The Dingo Mini Skid Steer will be a new addition to the department and will greatly assist in nature trail, park ground, and golf course maintenance.

Justification: *Condition of Existing Equipment; Operating Efficiency*

The City prides itself on the appearance of its parks, and green spaces of the parks are significant passive amenities. The Dingo Mini Skid Steer will also be used by staff members at the golf course.

Operating Budget Impact:

The equipment will not have an impact on the operating budget.

Comments:

None

PARKS CAPITAL EQUIPMENT

Expenditure Type	Amount
Planning, Design, and Engineering	$ 0
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 60,000
Other	$ 0
Total Expenditures (FY2027 – FY2031)	**$ 60,000**

Funding Type	Amount
Outside Funding	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 60,000
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	**$ 60,000**

PROJECT MANAGEMENT

Estimated Annual Costs						
Prior Year	**FY2027**	**FY2028**	**FY2029**	**FY2030**	**FY2031**	**Future**
$185,021	$194,272	$198,157	$202,121	$206,163	$210,286	TBD

Project Description:

This line item includes the costs associated with the full-time salary and benefits for three Public Works staff members to help oversee the design and construction of projects outlined in the Capital Improvement Program. One Public Works staff member will be 100% funded through the Capital Fund, one Public Works staff member will be 100% funded through the Parks and Stormwater Fund, and one Public Works staff member will be 50% funded through the Capital Fund and 50% funded through the Parks and Stormwater Fund.

Existing Conditions:

The City's Department of Public Works manages the implementation of most of the Capital Improvement Program, and the Public Works staff needs the capacity to responsibly manage the additional projects and programs made possible by the parks and stormwater sales tax.

Justification: *Operating Efficiency*

The responsible and effective administration of the City's capital improvement projects requires significant staff time. Projects often have similar schedules, and multiple projects often require immediate attention at the same time. The project management and engineering staff provided for in this item will be critical for the parks and stormwater projects to be able to be completed successfully and on time.

Operating Budget Impact:

Annual costs for each position include salary and benefits plus ongoing employee training, city equipment, cell phone, and general supplies, which are anticipated to be approximately $1,000 per employee per year.

Comments:

None

Expenditure Type	Amount
Planning, Design, and Engineering	$ 1,011,000
Land Acquisition	$ 0
Construction	$ 0
Equipment	$ 0
Other	$ 0
Total Expenditures (FY2027 – FY2031)	**$ 1,011,000**

Funding Type	Amount
Outside Funding	$ 0
Total Funding	**$ 0**

Summary	Amount
Total Expenditures	$ 1,011,000
Total Funding	$ 0
City's Contribution (FY2027 – FY2031)	$ 1,011,000

BUILDING PROJECT BOND FUND

In November 2016, Creve Coeur voters approved a ballot measure that authorized the issuance of general obligation bonds of $10.69 million for the purpose of constructing, furnishing, and equipping a new police station on the existing Government Center property and making safety, security, and accessibility renovations to the existing Government Center.

Building Project Bond Fund Expenses

The expenses for the police building project began in FY2018 and continued through FY2020. This project was completed slightly below budget.

Now that the police building project is complete, the remaining balance of this fund will be allocated to safety, security, and accessibility improvements to the Creve Coeur Government Center and the Police Station.

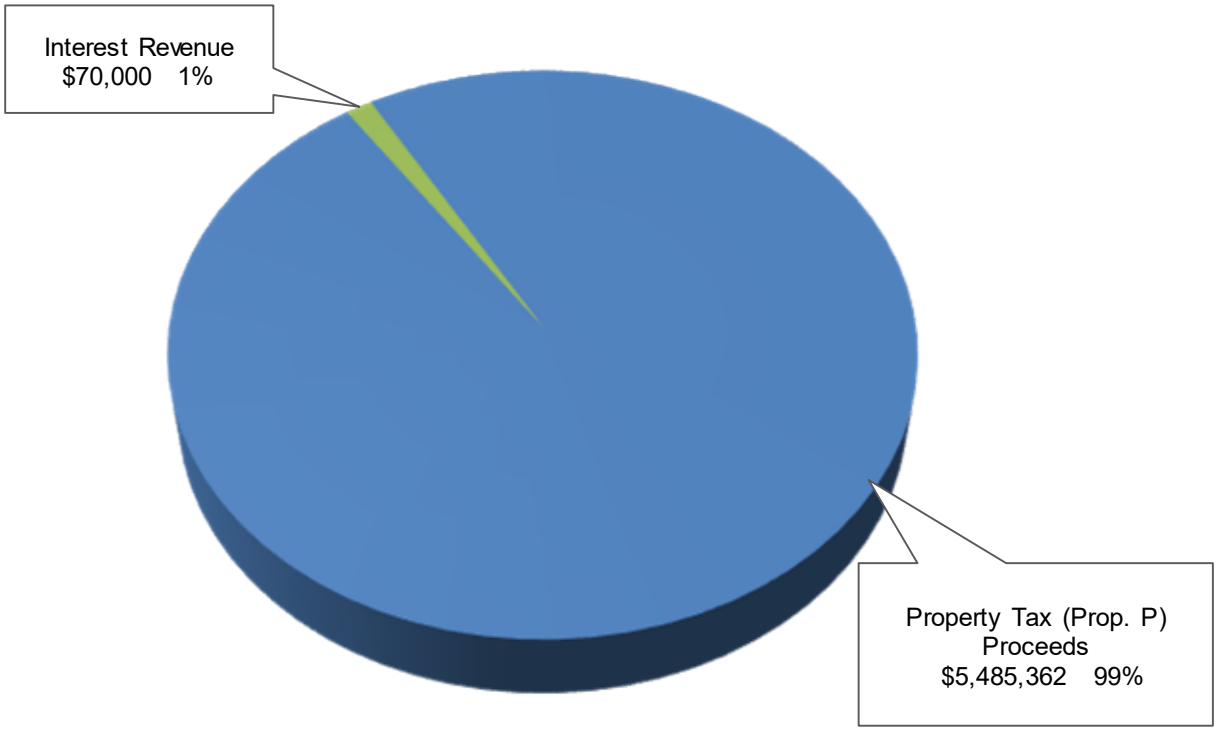
Debt Service

Most of the remaining revenues and expenses for the Building Project Bond Fund involve the debt service for the bonds. The debt service for the Building Project Bond Fund will be paid through a 20-year real estate and personal property tax levy, which is anticipated to sunset in 2037.

The property tax that funds the debt service was reduced by approximately 25% in FY2022 and is proposed to remain at this level through the five-year capital plan.

Summaries of the projected revenues and expenses for the Building Project Bond Fund are included on the next page, and details about the two projects that are proposed to be financed through this fund can be found in the project summary sheets that follow.

Building Project Bond Fund Revenues
FY2027-FY2031



Building Project Bond Fund Expenses
FY2027-FY2031

