

MINUTES

CITY PLAN COMMISSION/ARCHITECTURAL REVIEW BOARD

AUGUST 15, 2016

*(Note: These minutes do NOT include the Centene project;
a transcription of the deliberations
regarding Centene was prepared by a Court Reporter and are in a separate document)*

The City Plan Commission/Architectural Review Board of the City of Clayton, Missouri, met upon the above date at 5:30 p.m. Upon roll call, the following responded:

Present:

Chairman Steve Lichtenfeld
Joanne M. Boulton, Aldermanic Representative
Craig Owens, City Manager
Ron Reim
Josh Corson
William Liebermann
Scott Wilson

Absent:

None

Also in Attendance:

Susan M. Istenes, AICP, Director of Planning & Development Services
Louis Clayton, AICP, Planner

Note: This meeting took place at the Clayton High School Auditorium.

Chairman Steve Lichtenfeld asked that all cell phones be turned off, that conversations take place outside the meeting room and that those who wish to speak approach the microphone stand in front of the stage. He announced that a court reporter is in attendance at this meeting. He indicated that the first item on the agenda, 111 Crandon, will not be heard this evening; it will be placed on the September 6th agenda.

MINUTES

The transcription of the August 1, 2016 meeting was presented for approval. The transcription was approved after having been previously forwarded to each member.

ARCHITECTURAL REVIEW – SIGNAGE – 7921 CLAYTON ROAD (GROUND SIGN)

Karen Gelb was in attendance at the meeting.

Susan Istenes explained that this is a request for the installation of a ground sign to be located in the front landscaped area adjacent to Clayton Road, oriented perpendicular to the street. The sign consists of four aluminum panels totaling 9.5-square-feet that will hang from a 5-foot wood frame faced with PVC. The size and location of the proposed ground sign meets the requirements of the Sign Ordinance. More recently, the Architectural Review Board has expressed a preference for monument signs constructed with masonry instead of PVC post and panel signs; however, the sign as proposed is in compliance with the Sign Regulations and staff recommends approval as submitted.

There were no questions or comments from the members or the audience.

Hearing none, Ron Reim made a motion to approve as submitted. The motion was seconded by Joanne Boulton and unanimously approved by the Board.

ARCHITECTURAL REVIEW - SIGNAGE (MODIFICATION TO SIGN REGULATIONS)– 16
NORTH CENTRAL AVENUE (WICKED GREENZ-RESTAURANT)

Joe Phillips, sign contractor, was in attendance at the meeting.

Susan Istenes explained that this is a request for the installation of a 31.88-square-foot sign onto an existing canopy that projects +/- 3 feet from the front building wall. The internally illuminated sign is constructed of an aluminum cabinet, acrylic push thru letters with applied white and green vinyl, and will be internally illuminated. The Sign Regulations allow individual ground floor tenant spaces with display windows and separate street entrances one wall sign 15 square feet or 5 percent of the front wall area up to a maximum area of 50 square feet. In this case, the ground floor tenant is permitted a 33 square foot wall sign. The regulations also state that wall signs “shall be attached to front walls at or near the first (1st) floor ceiling level.” A wall sign is defined as “A sign attached or erected against the wall of a building with the face in a parallel plane to the plane of the building wall.” Because the proposed sign is installed onto a canopy that projects beyond the front wall, the sign is not considered a wall sign, and therefore a sign modification is requested. According to the Sign Regulations, modifications should only be granted due to unusual conditions of the building or site. Staff recognizes that the placement of the existing canopy, ground floor windows, and second story windows, leave a small amount of wall area available for a wall sign that would be in conformance with the placement requirements of the Sign Regulations. Most signs along North Central Avenue are either applied to fabric awnings facing the street or feature individual channel letters attached to the wall of the building. Staff is of the opinion that the proposed placement and design of the sign is not appropriate in consideration of the characteristics of the subject building and adjacent buildings. Although cabinet signs are not prohibited, staff would prefer that the sign contain individual letters for an improved appearance as is more typical with storefront signage

and consistent with previous Architectural Review Board approvals. Susan stated that staff recommends denial of the sign as currently proposed.

Mr. Phillips stated that a wall sign would be difficult to see with the canopy projection and the sign they are proposing would result in fewer holes in the masonry and would look better visually.

Chairman Lichtenfeld asked if the graphics on the sign is a depiction of their logo.

Mr. Phillips indicated that this is their first restaurant; more will come.

Josh Corson asked if the sign is back lit.

Mr. Phillips stated that the letters are internally illuminated; only the letters will illuminate at night.

Ron Reim asked how far the canopy projects from the building.

Mr. Phillips replied “3-feet”.

Chairman Lichtenfeld stated that he realizes the size is within the limits of the code, but there are no other signs on the edge of a canopy and is concern that this would start a precedent.

Mr. Phillips indicated that he knows this is a little different, a little new; however, he hopes they don't object, as they tried to design something tasteful.

Chairman Lichtenfeld asked if they considered making the letters “Wicked Greenz” smaller.

Mr. Phillips stated that the rendering is a bit misleading.

Scott Wilson commented that it seems that staff would prefer a sign more consistent with the area, but it seems to fit, although an awkward placement. He asked if the applicant would consider eliminating the curve and flags and making the entire sign 15” high.

Mr. Phillips stated that he didn't know; although the owner was here this evening.

Matt Ross, co-owner, stated that they could do that; the sign could simply read “Wicked Greenz”. He stated he would discuss it with his partners.

Chairman Lichtenfeld asked the applicant if they would like to redesign the sign and come back.

After a brief discussion, it was decided that the applicant come back to staff with a redesign and staff could determine its compliance with what was discussed.

Scott Wilson made a motion to approve a revised sign to read only “Wicked Greenz” and to fit the face of the canopy. The motion was seconded by William Lieberman and unanimously approved by the Board.

ARCHITECTURAL REVIEW – FRONT YARD FENCE – 72 CRESTWOOD DRIVE

Adam Schneider, owner, was in attendance at the meeting.

Susan Istenes explained that this is a request for the installation of a 6-foot tall cedar (or cedar composite) fence that will include brick pilasters with limestone caps every 22 feet. The fence as proposed will be placed within the required front yard setback along Clayton Road. The plans show the fence located 20 feet from the Clayton Road sidewalk. The applicant proposes to plant Ornamental Feather Reed Grass, Oak leaf Hydrangea and Gold-tip Junipers between the fence and the sidewalk. The applicant has submitted approval from the subdivision trustees and the adjacent property owners. Susan stated that Section 405.1900 of the Zoning Regulations permits 4 foot decorative fences located in the front yard in single-family zoning districts if approved by the Architectural Review Board. Historically, the Architectural Review Board has considered requests for front yard fences that are not in conformance with the zoning requirements. For example, on corner lots, 6-foot fences have been approved on “secondary” front yards (what functionally would be a property’s side yard) provided the fence is ornamental or decorative (not a solid wood, chain or vinyl fence) and is placed on the property in a manner which provides a sufficient area for landscaping to break up the monotonous appearance of the fence. The proposed design and materials of the fence is not consistent with the requirement in the zoning regulations for a 4-foot “ornamental or decorative” fence; however, an ornamental or decorative fence would not likely provide the opacity needed to provide adequate screening of Clayton Road. Staff is of the opinion that the fence is designed with high quality materials, is appropriately set back from the adjacent sidewalk, and provides sufficient landscaping and recommends approval as submitted.

Mr. Schneider introduced himself.

Chairman Lichtenfeld complimented Mr. Schneider on such a thorough submittal. He asked if the fence will enclose the entire back and side yard.

Mr. Schneider replied “yes”.

Chairman Lichtenfeld asked if the brick pilasters are only located along the two street frontages.

Mr. Schneider replied “yes”.

Hearing no further questions or comments, Josh Corson made a motion to approve the fence as submitted. The motion was seconded by William Lieberman and unanimously approved by the Board.

Chairman Lichtenfeld re-announced that the proposed new home at 111 Crandon Drive will be taken up at the next meeting. He then apologized to everyone in the audience for not being able to accommodate everyone at the August 1st meeting, which was held at City Hall. He announced that the next order of business is the proposed Centene project.

The court reporter now began transcribing (6:10 p.m.). Note that Josh Corson recused himself and did not participate in any vote or discussion with regards to the Centene proposal.

Recording Secretary

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COVER SHEET INFORMATION

Date: August 15, 2016

IN RE: THE MATTER OF CITY PLAN COMMISSION/
ARCHITECTURAL REVIEW BOARD MEETING
CITY OF CLAYTON, MISSOURI

1 IN THE CITY OF CLAYTON

2 STATE OF MISSOURI

3
4 IN RE: THE MATTER OF CITY PLAN COMMISSION/
5 ARCHITECTURAL REVIEW BOARD MEETING
6 August 15, 2016

7
8 BE IT REMEMBERED that the above-entitled
9 matter came on for a hearing at Clayton High School, 1
10 Mark Twain Circle, in the City of Clayton, State of
11 Missouri, on the 15th day of August, A.D., 2016,
12 commencing at the hour of 5:30 in the evening of that
13 day, said hearing having been called by the City of
14 Clayton City Plan Commission/Architectural Review
15 Board, pursuant to the issuance of due notice to all
16 parties in interest, and the following is a transcript
17 of a portion of the proceedings held during the course
18 of that hearing.

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2 APPEARANCES:

3 Steve Lichtenfeld - Chairman

4 Ron Reim - Member

5 William Liebermann - Member

6 Scott Wilson - Member

7 Josh Corson - Member

8 Joanne Boulton - Alderman Representative

9 Louis Clayton - City Planner

10 Susan Istenes - Planning Director

11 Kevin O'Keefe - City Attorney

12 Craig Owens - City Manager

13 Kathy Scott - Planning Technician

14

15 For the Property at 7454, 7510, 7518, 7520, 7528, 7600,

16 7606, 7620, 7630, 7632, 7634, 7636 and 7642 Forsyth

17 Boulevard; 12, 14, 20 and portion of 106 South Hanley

18 Road, 10 South Lyle Avenue; 101, 105 and 146 Carondelet

19 Plaza; 7711, 7733 Carondelet Avenue and adjacent

20 proposed vacated rights-of-way - Rezoning

21

22 Bill Reichmuth- Vice President, Facilities and Real

23 Estate, Centene Corporation

24 Robert Clark - CEO, Clayco

25 Fred Berger - Attorney, RiezmanBerger

1 (The court reporter was instructed to only
2 transcribe the portion that included the public hearing
3 regarding the Centene Corporation.)

4 MS. ISTENES: Which brings you to the
5 public hearing of the Centene rezoning and Mr.
6 Chairman, you indicated you had some preliminary
7 remarks you wanted to make. Are you ready to do that?

8 THE CHAIRMAN: Yes, thank you. First of
9 all, we'd like to apologize to everyone who was not
10 able to be accommodated two weeks ago on August 1st,
11 when we met in the Council Chambers.

12 We have moved here to the high school
13 auditorium. We thank the school district for
14 accommodating us and we plan to be here, as we continue
15 this discussion in three weeks for the next session on
16 Tuesday, September 6.

17 Tonight, we will be hearing a presentation
18 from Centene, again on their proposed campus expansion
19 plans. The Planning Commission and Architectural
20 Review Board will be hearing the request for zoning
21 changes and the formation of a Special Development
22 District.

23 In addition to tonight, there will be more
24 opportunities for ongoing public input and conversation
25 before the final proposal is brought before the Board

1 of Aldermen in the fall. We'd also like to thank
2 everyone who has commented, either by phone or by email
3 on the benefits and other comments about the project.
4 So we appreciate hearing from so many people and assume
5 that we will continue to do so.

6 The City Planning does have a sign-up
7 sheet at the front table. If you want to speak on the
8 Centene Campus project, we hope that you signed up as
9 you came in. If you have not done that and wish to
10 speak, we would appreciate it if you would go out and
11 sign up at this time.

12 VOICE: Do you have to sign up to ask
13 questions?

14 THE CHAIRMAN: Yes. Questions or
15 comments. So please sign up outside.

16 VOICE: This is a presentation. Why do
17 you have to sign up to ask question? You just opened
18 up to ask questions of people about signs and such.
19 Why do you have to sign up to ask a question? We may
20 not know our question --

21 THE CHAIRMAN: Let me explain. What we
22 will be doing is we will be continuing the public
23 hearing. It will be transcribed by a court reporter.
24 It's somewhat different from the three issues that we
25 just completed. So we have to have a full sign-in

1 sheet of everyone who will be speaking. So for that
2 reason, it is a public hearing or it will be a public
3 hearing. We kindly request everyone will sign in.
4 Then we will have the proper --

5 VOICE: Perhaps you could put the sign-up
6 sheet by the microphone and people could sign in, if
7 they have a question?

8 THE CHAIRMAN: Thank you. Thank you for
9 your comments. We have tried that before but to make
10 it efficient and move quickly, if we have everyone sign
11 in ahead of time, it will move much quicker. Thank
12 you.

13 MS. ISTENES: The sign-in sheet is located
14 by this microphone right here, so if you haven't signed
15 it and plan to speak, if you would just go ahead and do
16 that now. What we will be doing is calling out names
17 from the sign-up sheet and just getting people ready to
18 go, so that you have more time to speak.

19 VOICE: We were told to go to the back and
20 sign up and the back told us it was in the front and so
21 the right hand and left hand are saying something --

22 MS. ISTENES: Ma'am, I just said it is
23 right there for you. So I apologize for the
24 misunderstanding. They had brought it down for us, so
25 we could read it into the record. My apologies.

1 THE CHAIRMAN: One more item. As you all
2 know when we began this process, the City of Clayton is
3 committed to a careful and transparent review of the
4 entire project.

5 The documents, studies, the meeting
6 transcripts and the videos are available on the Centene
7 project public resource center at the City of Clayton
8 website. If you need further instructions, you can
9 find it on the City of Clayton website.

10 This is a very important and very complex
11 project and we appreciate the turnout and the comments
12 that we'll be hearing as well as we have thanked
13 everyone for their comments, via phone or email. So
14 with that, we will continue the public hearing that
15 began two weeks ago, on August 1st.

16 MR. CORSON: Mr. Chairman, I am going to
17 recuse myself.

18 THE CHAIRMAN: Thank you. Kathy, did you
19 get that?

20 MS. SCOTT: Yes, I did.

21 MS. ISTENES: This request was originally
22 presented to the Planning Commission on August 1, 2016
23 and the public hearing is continued to this evening.
24 On August 1st, prior to the meeting, the applicant
25 submitted a revised application and plans in response

1 to staff's comments in the August 1st staff report. In
2 addition to addressing a number of staff's concerns,
3 revised applications and plans, including -- included
4 the following changes: 7620 Forsyth Boulevard and 146
5 Carondelet Avenue have been added to the proposed
6 rezoning Special Development District and incorporated
7 into Subdistricts 1 and 3 respectively.

8 And to the proposed development standards,
9 height floor area ratios and parking have been advised
10 and are now more general in nature than previously
11 proposed.

12 The revised application and plans do not
13 incorporate changes based on specific recommendations
14 made at the August 1st public meeting.

15 I am going to summarize, again, the
16 criteria for approval and the analysis of that criteria
17 is contained on page -- starting on page four of your
18 staff report.

19 Section 405.12N lists eight criteria for
20 approval of a Special Development Plan. One of those
21 is planning goals and objectives. Second is
22 compatibility, traffic and circulation, parking,
23 pedestrian circulation, landscaping, utilities, zoning
24 waivers and public benefits. The proposed project
25 appears to be generally well designed and will be a

1 significant positive addition to the area and downtown
2 as a whole. Staff has summarized the following
3 critical issues and deficiencies in the required
4 information provided by the applicant to date.

5 First, with respect to ground floor uses,
6 a significant amount of ground floor space will be used
7 for parking, which is incompatible with the vision of
8 the Downtown Master Plan to expand retail
9 opportunities, create a human scale public realm and
10 pedestrian friendly streets.

11 Second, the floor area ratio of
12 Subdistrict 2 falls below the minimum required floor
13 area ratio, which is meant to ensure a minimum level of
14 density throughout the area adjacent to the Forsyth
15 MetroLink station.

16 With respect to landscaping, the
17 submittals do not provide adequate information about
18 the location and purpose of the landscape buffer areas.

19 With respect to parking, an oversupply of
20 parking may have a detrimental effect on the future
21 success of the area as a dense, walkable transit
22 oriented, mixed use district and envisioned in the
23 Downtown Master Plan. At this time, the parking study
24 is being updated, based on the revised submittal
25 received August 1st, however, it is not complete.

1 With respect to traffic, the traffic study
2 recommends several improvements to provide adequate
3 capacity to handle the additional trips generated by
4 the development.

5 At this time, the traffic study is being
6 updated based on revised submittal received August 1st,
7 however, it is not complete.

8 And six, pedestrian circulation. The
9 proposed vehicular drop offs and elevated walkways do
10 not contribute to the Downtown Master Plan vision of
11 increasing pedestrian traffic and creating more street
12 level activity.

13 Staff's recommendation is that the Plan
14 Commission continue consideration of this request in
15 order for the applicant to submit the required
16 information for continued staff review and for the
17 applicant to address the identified critical issues.

18 And there is a list starting on page 12
19 through 13, where we've identified that the applicant
20 should provide more information and/or plan revisions.
21 And that begins on page 12 and 13 of your staff report.

22 THE CHAIRMAN: Thank you. Thank you. We
23 will start with the applicant and then we will go into
24 comments from the audience. We would like to request
25 some rules, as we did last time. We would like to keep

1 each public comment to three minutes. We do have a
2 clock at the back of the auditorium, to watch and also
3 to refrain from repeating anything that's already been
4 said.

5 With that, we will also probably take a
6 five to ten minute break at some point, as we see how
7 long we are going and we will attempt to conclude
8 tonight's portion of the public hearing by 9:00 p.m.
9 So with that, is the applicant here?

10 Mr. REICHMUTH: Good evening. My name is
11 Bill Reichmuth, Vice President of Facilities and Real
12 Estate for the Centene Corporation. Thank you for
13 joining us tonight, to learn more about Centene's
14 proposed design and architectural features of our
15 Clayton Campus expansion.

16 As you may know, Centene is a diversified,
17 multi-national healthcare enterprise with its global
18 headquarters based right here in Clayton.

19 Centene is the second largest corporation
20 in the State of Missouri, based on revenues. Last
21 year, we were named the fourth fastest growing
22 corporation in America by Fortune magazine.

23 As Centene continues to grow worldwide,
24 we're committed to the City of Clayton and we want to
25 continue to be an anchor in this region. This

1 development will serve Clayton and the St. Louis region
2 well, in terms of its economic development. As Bob
3 Clark will describe to you in just a few moments, the
4 expanded Centene campus is designed to create public
5 open spaces and a pedestrian experience that encourages
6 a healthy environment.

7 The buildings that we will build will be
8 world class LEED gold certified buildings. Our
9 proposed plan would potentially bring 2,000 jobs to
10 Clayton, 1,000 of which are new jobs to Missouri.

11 We are dedicated to strengthening the
12 community and we look forward to working in partnership
13 with the state and local officials to obtain the
14 necessary governmental approvals, in order to make this
15 project a reality.

16 Centene is committed to a transparent and
17 thorough process and we truly do appreciate your
18 comments and your attendance this evening.

19 At this point, I would like to turn it
20 over to Bob Clark, the CEO of Clayco Corporation. Bob?

21 MR. CLARK: Hi. Good evening, everybody.
22 Thanks, Bill for your introduction. Many of you know
23 me. I'm Bob Clark. I'd like to start out by saying,
24 apologize for the fact that not everybody got an
25 opportunity to come into the meeting last time, on

1 August 1st, I guess and we appreciate the opportunity
2 to be able to present it again. The intention tonight
3 is to basically repeat the identical presentation for
4 those of you that didn't get to see it, in an effort to
5 be completely open and transparent, which we feel like
6 we have been the entire time.

7 I'd also like to start out by introducing
8 our team. We have HOK, world class architect on the
9 team. Lance Cage and Eli Hoisington are here tonight,
10 along with some of the other amazing team members that
11 we have.

12 And we also have Cushman Wakefield on the
13 team. Many of you know that Cushman Wakefield is a
14 global real estate expert firm that has development and
15 brokerage and other types of real estate services.

16 Lauren Talley is here tonight and Chris
17 Rubuchon and I assure you that I haven't worked with a
18 better team on a project in the country than them.

19 You must also know Clayco a little bit
20 because we have had enormous experience in the St.
21 Louis area. I founded the company back in 1984 and
22 I've had a lot of experience in Clayton.

23 Some of the more than a million square
24 feet of office space that's been developed in Clayton
25 in the last 18 years was developed and built by our

1 firm. We did Shaw Park Plaza. We were heavily
2 involved in the Plaza. Some of you probably live
3 there. It is an outstanding, extraordinary project and
4 we did Centene's headquarters in 2009 and '10.

5 So we've had lots of experience with this
6 kind of product type and our company works across North
7 America and we currently have projects in about 27
8 cities across the country.

9 So one of the great opportunities that
10 I've had over the years is to work with Michael
11 Neidorff, who is a Clayton citizen. Many of you know
12 him. If you don't know him, you know his work in the
13 community has been incredible.

14 I personally find it a great honor to work
15 for Mr. Neidorff, to have grown with his business and
16 to have seen his accomplishments, not just in business
17 and how he treats his employees but in my opinion, the
18 graciousness and way that he has been involved in the
19 community, the way that our corporate citizens have a
20 tradition of doing, in representing the arts and
21 virtually every charity that asks Michael for their
22 support gets it.

23 And so I am honored to be his partner in
24 this project and represent them in this development.
25 We promised a transparent process and for those of you

1 who think the project is moving too quickly, we're
2 representing a very fast growing company, who is
3 intending to bring over 2,000 jobs to the St. Louis
4 community and in Clayton.

5 I can't think of a more powerful
6 opportunity, in terms of the strategic initiatives in
7 both the St. Louis community and the region and the
8 state are trying to achieve but for Clayton, it's
9 really a dream that the community has had since the
10 1950s, going back and reading every Master Plan that's
11 ever been produced and their strategic plans.

12 Clayton has an excellent website. I
13 really highly recommend that everybody that's in the
14 room and concerned about their neighborhood and their
15 community goes on the website, take the time to read
16 the strategic initiatives and the strategic plan.

17 Take the time to read the Master Plans
18 that have been produced, multiple times over multiple
19 years. Take a look of the pictures of all of the
20 people that were represented in those meetings.

21 The Master Plan wasn't done in a vacuum.
22 It was an open transparent process, where the community
23 was invited to participate and you can see in the
24 photographs, they had heavy participation. And I think
25 that's important because what I intend to go through

1 tonight is the Master Plan that we relied on when we
2 developed our plans for this project. The process
3 started, really, over a year ago and Michael Neidorff
4 personally met with some of the neighbors of the
5 project, all the way in November of 2015.

6 He wrote some very preliminary plans of a
7 significant development that he was planning to
8 undertake, to expand Centene's presence in the Clayton
9 area.

10 We have had multiple meetings since then
11 and leading up to this process, we had -- I'm going to
12 go through and I'm not going to reiterate every meeting
13 that we'd had but we've had enormous number of meetings
14 with the public, with the community, with the neighbors
15 and we've tried to interact as best we can.

16 We've heard that we think -- neighbors
17 think the project is too big. We've heard that the
18 neighbors think the project is too dense. We've heard
19 that there's -- too much traffic is going to be created
20 by the project and we've heard that there's too much
21 parking.

22 We intend to address all of those issues
23 tonight and in the future meetings as we go through and
24 we intend to answer the questions that we think a very
25 thoughtful staff has asked and deserves good answers

1 to. So with that, I am going to try to walk through
2 and go through the project and I think there will be an
3 opportunity to answer additional questions that you may
4 all have. Can everybody hear okay?

5 VOICE: Yeah.

6 MR. CLARK: Okay. So the plan -- this is
7 not moving. Can you make it move, Lance? Maybe I can
8 make it -- okay.

9 So starting with the website, when you go
10 to the Clayton Vision, that was just produced in 2013,
11 there are guiding principles in there and there are
12 goals.

13 The goal of maintaining and growing a
14 strong, diversified economic base that enriches the
15 city's quality of life, preserves the integrity of our
16 residential neighborhoods and is consistent with the
17 comprehensive plan.

18 And again, I encourage everybody to go and
19 read the comprehensive plan and the strategic plan.
20 Downtown Clayton is a premier economic center,
21 welcoming and fostering entrepreneurs and new
22 companies, attracting diverse talent, while maintaining
23 and promoting established businesses and investment.
24 Clayton's economy and sense and place is anchored by a
25 vibrant downtown, that is a characterized by a blend of

1 corporate headquarters, local businesses, restaurants,
2 residences, retail uses and regional government. So in
3 addition to single-family home residences that make up
4 the vast majority of the community of Clayton, there
5 are some residential projects that were built in the
6 CBD, in accordance with some of the Master Plan's goals
7 and objectives.

8 That's why we believe that our project
9 meets the Master Plan goals exactly. And here you see
10 the CBD, which is very well defined in all of the
11 Master Plans and in all of the zoning documents for the
12 whole community.

13 There is about ten million square feet of
14 office space in Clayton right now and in the last
15 twenty years, there's been about 1.2 to 1.3 million
16 square feet of additional office space added. We
17 intend, over an eight year period, to add approximately
18 that same amount.

19 We have done a rendering of the city, the
20 CBD, which is full of significant buildings and we have
21 superimposed our buildings on the right-hand side. I
22 don't know if you can see those but right here, where
23 our project would be, on the east side, in the
24 Carondelet Plaza District and what's down on Forsyth,
25 TOD district.

1 So the Special Development District, which
2 we are seeking the approval of, we are going to go
3 through a good bit of detail.

4 We first disclosed in a public forum, as a
5 courtesy to this Planning Commission and to the ARB on
6 June 6. We held a very well advertised public town
7 hall presentation. We invited all of the neighborhood
8 associations.

9 It was heavily on the websites and there
10 were lots of invitations, public invitations to this
11 town hall and it was a very well attended meeting with
12 lots of thoughtful questions.

13 We did a presentation, basically of this
14 same project. We've had over a dozen meetings with the
15 Crescent. We have tried to work very closely with
16 them. We understand that they think the project is too
17 big and too close to their project but we honestly
18 believe that the project meets the Master Plan exactly,
19 that was in place when the Crescent was built.

20 We have had meetings with the Maryland
21 Avenue Old Town residents. We walked the streets with
22 those, some of those neighbors and folks. We made
23 ourselves completely available. They all have my cell
24 phone number. We have met the people at the
25 Ritz-Carlton multiple occasions. We have met the

1 residents of the Plaza. We had a public meeting with
2 their residents at the Plaza and then we have had
3 weekly meetings with the City of Clayton, that started
4 all the way back in May.

5 This is an extraordinary effort, where we
6 have met all of the Public Works Department and staff
7 members in a very thoughtful, thinking process, to make
8 sure that we were walking in the right path, all along
9 the process.

10 We have had over 340 review comments from
11 the staff. We have responded to those and more, since
12 the meeting on August 1st and we had a meeting with all
13 of the utility providers, multiple meetings I should
14 say and we have also had two meetings with the Citizens
15 for Modern Transit and Metro.

16 So in our earlier presentations on June 6
17 and the meeting that we had in the town hall, we were
18 unable to present the latest form, which has been added
19 to -- by adding, you can see here when you go back and
20 forth.

21 Before, we did not have the Wellbridge
22 property under contract. We now have the project under
23 contract, the current Wellbridge site, in other words,
24 so this property right here, which is where Wellbridge
25 is. So all of our presentations, up until the last

1 presentation that we did, had not included it but all
2 of our meetings with the neighbors, particularly when
3 we were meeting with the Crescent, showed versions that
4 did include this parking garage and retail space, this
5 building where Wellbridge is and so our proposal now
6 currently includes that property.

7 The Special Development District actually
8 calls for and is hopeful for a cohesive development and
9 the purpose of the Special Development District is to
10 take multiple parcels of property and put them together
11 in a cohesive plan, so that everybody can know what
12 will eventually be built within the boundary of the
13 SDD.

14 This is -- let me back up here. This is
15 Forsyth going here. This is Carondelet here and this
16 is Hanley. This is the existing Centene tower. This
17 is what we are calling phase 1 right here, tract 1.
18 This is tract 2. This is tract 3 and this is tract 4
19 back here, which is where the old, not old, the
20 original Centene headquarters at 7711 Carondelet.

21 This is a plan of that same view. This is
22 Hanley. This is Carondelet, with the circle here.
23 Carondelet then comes out here and then Forsyth comes
24 in here and this is the Forest Park Expressway. So
25 this is our current facility. We are about 500,000

1 square foot office building and a 1,600 car parking
2 garage and the original headquarter building is located
3 here at 7711 Carondelet and then there is the Hanley
4 tower here, in this location.

5 This is where Wellbridge currently is.
6 This is east, where Lyle currently is. This is a
7 residential development, part of our subdistrict 2 and
8 then this is tract 3, where we are proposing a thousand
9 seat corporate and civic auditorium.

10 The parking structure that would be below.
11 Office building here with a basically luxury hotel at
12 the top of it, that would have 120 room facility there.
13 So I think this is really -- and I want to try to take
14 a minute, to make sure that everybody understands that
15 this is the current zoning.

16 So this is the zoning map that is on
17 Clayton's website. It's a readily available document.
18 That was one of the very first things that we went and
19 looked at, when we decided to start building Centene's
20 original building, back in 2009 and '10.

21 Mr. Neidorff knew that the company was
22 growing rapidly and that they would have future
23 requirements. The company has grown faster than I
24 thought it was going to. So this is the zoning plan
25 that we used when we studied the development. So

1 there's these subdistricts 1, 2, 3, 4 and 5 and what's
2 really important to understand about this is that
3 subdistrict 3 used to be bigger and basically, this was
4 the Clayton Plaza Overlay.

5 And I was very familiar with this
6 document, because this was the document that I used --
7 and I'm sorry, I'm bouncing back and forth a bit, these
8 little buttons here.

9 But this is the document that I relied on
10 when we developed the Plaza in Clayton. So the Plaza
11 in Clayton is located here. The Ritz is located here.
12 The Crescent is located here.

13 Back in -- previous to 2009 and '10, this
14 overlay district was very clear in all of the Master
15 Plans. This called for high density commercial use,
16 mixed use development in unlimited height.

17 All of this area was designated to be a
18 dense commercial, residential, mixed use area. This
19 document was readily available when all of the other
20 development was done in the area.

21 And when we developed the Plaza, we also
22 did a plan where the Crescent is, that showed a high
23 rise building there. We became aware that there were
24 architects and urban planners and master planning folks
25 that were talking to the city, that asked for a

1 transitional area on Forsyth but when we developed the
2 Plaza, that district had not been created yet. Then
3 something interesting happened. In a very public
4 planning process, the community had multiple meetings
5 with community neighbors, members and that sort of
6 thing.

7 And they did a zone 5, which became the
8 Clayton Forsyth TOD Overlay District and this was in
9 response to Metro being there and for specific reasons,
10 they did an overlay, which kept this district in place,
11 with the exception of where they defined the new area,
12 specifically called Forsyth TOD Overlay District.

13 I really encourage everybody to go on the
14 website again and read these documents in full detail
15 and see what they say but what they did do in this
16 yellow area here is the neighborhoods, I'm assuming the
17 community directly to the north really worked hard to
18 ensure that this no longer had the capacity, which was
19 previously called unlimited height area.

20 And so they specifically excluded, you
21 know, high, tall buildings from only this area here,
22 encouraging high density buildings on the south side of
23 Forsyth and basically when we did our plan, we relied
24 on all of this information to decide where we would put
25 our office buildings. And so those buildings are

1 located here and here, directly in the Master Plan's
2 path, in accordance with the Forsyth District and the
3 previous overlay.

4 So here's a better view, which shows
5 exactly what the Carondelet Plaza Overlay District was,
6 which called for unlimited height buildings to be
7 developed in PUDs and SDDs.

8 And it also shows the carve out area here,
9 where it specifically says that there would be a height
10 restriction in those areas, because the idea is to
11 create a transition to the neighborhoods to the farther
12 north, Maryland Avenue and those streets.

13 So that was the logic that we used in our
14 planning. I think it's just important for everybody to
15 understand. Also, as you read -- and I'm not going to
16 read all of this to you, because I know all of you can
17 access all of these documents.

18 But again, there were very specific things
19 that we relied on in our planning, that we believe that
20 we exactly -- with the Master Plan and also, I think
21 it's important to note that in the Master Plan, the
22 Centene project is used multiple times as an example of
23 what should be built in this area. So again,
24 addressing integration with the city's Master Plan, the
25 North Central corridor, again the Forsyth Village

1 District is very specifically spelled out, the type of
2 development that -- the objective and goals, the
3 portion of economic sustainability specifies and shows
4 a photograph of the Carondelet Street, where we built
5 the Plaza.

6 And in fact, they used the photograph of
7 the Centene project in the Downtown Master Plan as an
8 example of the type of work that they want built in the
9 central business district.

10 And so while we want to be sensitive that
11 there are neighbors and that there are people that are
12 living close by, we also feel very strongly that the
13 neighbors chose to build in the CBD and that's why we
14 have had over a dozen meetings with the folks directly
15 to the east of the Hanley tower.

16 So to the staff's point that the SDD
17 requires the public benefit, that's the attention for
18 tonight, is for us to go through the detail of how we
19 think we address each and every request and each and
20 every definition of what a public benefit is, in
21 context of the Special Development District guidelines.

22 So proposed landscaping and green space
23 provisions, we think we have created a very powerful
24 pedestrian way. I'm going to show a little bit more
25 detail on that. We think we have got an incredibly

1 walkable community with this development. You can see
2 that MetroLink is here. We feel very, very strongly
3 that over time, as Metro develops and more transit
4 oriented housing is developed along the various Metro
5 stops, that this will be a giant asset to us.

6 We currently don't have the traffic, we
7 feel like, off of MetroLink to support the growth that
8 we have, which is why we have to build the parking that
9 we have to build but we are still being very sensitive
10 about the pedestrian walkways.

11 And you can see from this particular
12 diagram here, that it's less than a ten minute walk
13 from the MetroLink to City Hall and we've also created
14 a very strong and powerful walkway around Carondelet.

15 So starting on Forsyth, again, this is
16 just a ten minute walk from Metro to City Hall. This
17 is the walk along Forsyth and in all of the Master
18 Plans again, it does call for a very vibrant street.

19 And in the Master Plan, we'll get a little
20 bit further into traffic and how people access but in
21 addition to MetroLink, this is a very strong traffic
22 way but it also becomes a very powerful pedestrian way.

23 And so we've actually done some diagrams
24 and renderings of areas along the way and we have a
25 couple of the charts, to go into a little bit more

1 detail, in response to staff's questions. Here is the
2 access, both across Forest Park Parkway, there is a
3 bridge across here, that connects very nicely in front
4 of the Ritz to the bike lane and to this pedestrian way
5 along here.

6 And we again, created walkways from
7 MetroLink that's a very walkable and beautiful plaza
8 area through here and during the daytime, we intend to
9 have access between the corporate and civic auditorium
10 directly to the hotel.

11 So a person could fly into Lambert, could
12 take MetroLink directly to this Clayton stop and have a
13 very quick walk to what will be some public spaces and
14 a terrific luxury hotel, which I know many of the
15 community are excited about, that we have heard from.

16 So this is the same experiential kind of
17 renderings that we have created and again, all of this
18 is available on the website of Clayton, so if you can't
19 see it well right now, you can go on the website and
20 you can take a look at each of these various
21 renderings.

22 We have created a little more detail. The
23 chairman asked specific questions in our last meeting
24 about how this special places and landscaping connects
25 and so we did what I think is a more powerful view of

1 our model, where again here with the MetroLink, which
2 we feel very excited that we are connected to and then
3 we will have this very excellent streetscape,
4 landscaped per the city Master Plan.

5 And then we have special spaces and these
6 -- characteristics of these special spaces and this is
7 taken basically from criteria for urban spaces.

8 Many of you may have been in New York and
9 seen some of these kind of special places that are
10 interacting with other downtown areas, in Indianapolis
11 and Cleveland and other like communities to St. Louis
12 and Clayton.

13 So they promote human contact and safe,
14 welcoming and accommodating for all users. Has design
15 and architectural features that are initially
16 interesting, promotes community involvement, reflects
17 the local culture or history, relates well for the
18 bordering uses, it is well maintained and has a unique
19 or special character.

20 And so what we tried to do was actually
21 weave those into each of these areas and so at
22 Carondelet and Hanley, we've got what we think is one
23 of these areas and if you go on the website and look at
24 this, you can see exactly how we designed these special
25 spaces and how not every single one of our spaces has

1 all eight attributes but all of the spaces that we have
2 created have many of these attributes. Again, this is
3 the space which is at Forsyth, which is right here and
4 Hanley, where we have carved out an area, because this
5 is a very busy intersection, as many of you know and
6 this is an area of refuge and relief and again, we
7 believe we have created a very special space.

8 Here, this space is directly to the east
9 of the current Crescent, where we are building a luxury
10 residential project right here and in front of this
11 area, we have a very gracious and nice plaza area,
12 which is very deep and as deep as the Crescent building
13 is in depth and also meets all eight of the criteria
14 for a special space.

15 And then again, at Carondelet and Forsyth,
16 where we enter across from the civic building. We have
17 created a space that's on the west side of the
18 Carondelet entry, that has all eight of the
19 designations and is a terrific place for public art.

20 And then the dropoff area, in fact, is a
21 place where we think has a plaza big enough where one
22 could envision a tent and some kind of special event
23 happen in the evening, a pre-party area or something
24 along those lines and again, has all eight attributes
25 of a special place. And so I think that this was a

1 specific request of the chairman, to address some of
2 these. Landscape was also a question in the staff
3 review.

4 This project is a long-term project.
5 Tract 4, we don't envision this project would begin
6 until at least 2021 and not be complete until eight to
7 nine years from now.

8 This would involve relocating people out
9 of the current building that's at 7711. We would have
10 to take all of those buildings down and then replace
11 them with the tract 4 project.

12 This is what is currently the grassy knoll
13 we call it, kind of fondly, the grassy knoll at
14 Carondelet and Hanley. We know that that gets quite a
15 bit of traffic and it gets some public family use and
16 that sort of thing.

17 You see kids and people walking their dog
18 there and all, that sort of thing but someday, we
19 envision that this could be a very powerful, powerful
20 place that connects us to the project in the east.

21 So another public benefit that we believe
22 this has it really completes the entire east
23 infrastructure project, from Hanley all the way to the
24 Metro. Right now, some of the sidewalks are a bit
25 dilapidated and not maintained very well and you know,

1 we have some buildings there that had reached their
2 useful life and we're taking those buildings down now
3 and we believe this is an excellent opportunity to
4 extend what we think is a terrific streetscape that the
5 city planners had adopted along with all new lighting.

6 And there's really a substantial area of
7 new curbs, landscaping, sidewalks, lighting, utilities,
8 electric and other infrastructure that this project
9 would replace.

10 It's also -- and I talked about earlier,
11 Mr. Neidorff has been a great patron of the arts in the
12 culture community, in the St. Louis region and we find
13 some terrific areas for public art in this project.

14 This is the new city standard lighting,
15 which we would be making a very substantial
16 contribution and investment in.

17 And then I think also really interesting,
18 we had some statistics and numbers on the street
19 activity that the project generates. Over 5,000 people
20 in these new building communities, with 120 residents
21 along Carondelet, we think both day and night, live,
22 work and play kind of environment.

23 We really have active street frontage and
24 when you really look at -- and this was again, a
25 question that was posed in the meeting a couple of

1 weeks ago, about street activity and what the
2 statistics are. When we look at -- from a specific
3 architectural performance kind of a view and we look at
4 what we call active street frontage.

5 We have 81 percent of our new area is what
6 is called and assigned as active street frontage. We
7 think that that's important.

8 So the city's fathers and the strong women
9 behind them and in front of them, did the planning back
10 in the '40s and '50s and '60s and really did develop an
11 intricate and very efficient methodology for accessing
12 the CBD.

13 And we have here, you know, really a
14 pretty good diagram, showing that back in the, you
15 know, back in the '50s and the '60s, the plan to make
16 Forest Park Parkway a major southern border to the CBD,
17 with terrific access points along the way, particularly
18 creating a pretty powerful connection to Forsyth
19 Boulevard, making Forsyth Boulevard an important
20 causeway to get cars and traffic and people into
21 Clayton and then creating multiple pathways to get back
22 out the Forest Park Parkway and then back out onto 170.

23 So this is the vehicular traffic network
24 that has been created and we're going to talk a little
25 bit more about the traffic and the parking but we're

1 envisioning improving these major intersections by
2 synchronizing the lights. And then the traffic study,
3 I think it is important to stop and talk a little bit
4 about the traffic situation here.

5 You know, this is one of the most
6 important issues to us and I think it's one of the most
7 important issues that will be addressed throughout this
8 whole entire process.

9 So there are multiple traffic engineers.
10 This project made it the most traffic engineer
11 consultants involved of any project in the St. Louis
12 history and we welcome that.

13 We have one. The City of Clayton has a
14 traffic engineer. We know that at least two other
15 residential groups in the area had some kind of traffic
16 consultants involved.

17 I think the majority of the traffic
18 information that we've seen, particularly that embarked
19 on by the city, who has a lot of experience with these
20 types of issues, I think most of these agree that
21 there's 120,000 or so trips a day into the CBD, in and
22 out.

23 So it's 120,000 trips and what's really
24 important to know is that between 7:30 in the morning
25 and 8:30 in the morning and at 4:30 in the evening and

1 5:30. So those are called peak times. During those
2 peak times, currently there's 13,000 peak trips. So
3 pick an afternoon from 4:30 to 5:30, there's 13,000
4 peak trips out.

5 That's not in July, in the summer or taken
6 at a time between all the Christmas holidays are.
7 That's data collection points over multiple timeframes,
8 over multiple years and that's taking the worst case,
9 not the best case.

10 So during the peak time, there's 13,000
11 and we believe that our project, through the first
12 three phases, through 2022 or so, would have about
13 1,600 new additions to the 13,000 for a total of about
14 12 percent.

15 So it's not a giant number but it's a
16 significant enough number that it's going to require
17 some additional work and some improvements to signals
18 and that sort of thing.

19 I think we're prepared to say that we want
20 the traffic to be status quo to the current condition
21 or better, if not for all of the neighbors -- many of
22 our, many of our employees and Centene's employees live
23 in Clayton. We care about that and we also care about
24 the quality of life for the employees that we're
25 bringing to Clayton, to work in Clayton. And so we're

1 not going to create a situation that's untenable for
2 them. So we think that at the end of the day, all of
3 the planning and all of the thoughtful engineering is
4 going to require at least these six major improvements
5 to help with the situation.

6 We think a creation of a three-lane second
7 access point to subdistrict 3 is asked for in the
8 engineering, re-striping Forsyth Boulevard to
9 accommodate two eastbound lanes.

10 I'm going to maybe not read every detail
11 of this to you. Widening Forest Park Parkway offramp
12 to Bland Avenue. Creating a new dedicated right turn
13 lane from southbound Hanley to Carondelet Avenue.

14 Adding signalization at key points. And
15 then another really critical item would be to do some
16 synchronization of traffic signals around those new
17 developments, to improve the overall traffic patterns.

18 So at least these six improvements will
19 have to be made, to keep status quo. In other words,
20 we honestly believe and we think that all of the
21 engineering supports this, that our project is only
22 going to add between twelve and eighteen percent new
23 peak trips and that those can be dealt with in a really
24 professional and certified way. We're also ready to
25 stipulate that as these other respective traffic

1 consultants have ideas and questions and concerns that
2 our project directly causes, we don't want to fix every
3 single other problem that exists at the expense of our
4 project.

5 But if our project is shown to be
6 impacting traffic in a negative way, we're stipulating
7 to the commission, to the ARB, that we'll take those on
8 ourselves to fix. We're assuming that our engineers
9 and your engineers can come up with excellent
10 solutions.

11 Some of these improvements would be new
12 signals. Some of them would be, as I said before, we
13 would be working on the Bland intersection, where
14 Forest Park comes off and adding a new lane there.

15 And we've done, I think, a really good job
16 of getting the vast majority of our ingress and egress,
17 all of our parking structures on the main roads, on
18 Forsyth and very little of this ingress and egress from
19 the parking garages would be entering in and off of
20 service roads or Carondelet.

21 So the parking study summary, while
22 there's been some questions and that sort of thing
23 about how much parking we are developing in the
24 project, we think it's terribly consistent with the
25 current zoning requirement for a project of this

1 significance and size. And we know the numbers have
2 moved around slightly but I think the traffic studies
3 and the parking studies would indicate that the various
4 changes that we have made haven't had a tremendous
5 impact on the traffic study's final result and
6 conclusions.

7 And we've had a new addendum to the
8 traffic study and the parking studies, that addresses
9 from July 17th to be produced to the middle of August
10 and again, I would encourage people to go on the
11 website and go through and look at what the parking
12 study shows.

13 The parking, basically though, is what we
14 need to support our business and while we think over
15 time, traffic management planning and Metro become more
16 popular as more transient -- transit oriented housing
17 is built along the various stations and that sort of
18 thing but the company currently is adding about 40 new
19 jobs a month and doesn't have the capacity to use some
20 of these other methodologies, carpooling and that sort
21 of thing.

22 We can't rely on that when we develop our
23 first end strategy, for how much parking we believe our
24 project needs. The data that we have from our current
25 project, we think is very reliable. We do think over

1 time, that this will get better and that we will be
2 able to successfully implement traffic management
3 strategies.

4 We think that by the time we get to tract
5 four, we are very hopeful that we will be able to build
6 significantly less parking to support the project.
7 More people will be riding their bikes to work, more
8 people will be living in Clayton, work in our complex
9 and more people will be using the Metro.

10 We've done a pretty detailed parking study
11 and we feel like our parking requirements to support
12 our project, again, in line with the current project
13 that we have. So it's not like an experiment. It's a
14 real case study on the existing campus.

15 We would be building some parking in the
16 podium that are going to be under our office building.
17 We would building a parking garage, eventually, where
18 the Wellbridge building is.

19 We can't start that parking garage for
20 approximately two, two and a half years, until we build
21 the first phase parking garage and then relocate
22 Wellbridge out of the current facility and into the new
23 facility and then we would demo, demo this, the old
24 building and then we would build the new facility here.
25 So once we are totally complete with phase 1 and phase

1 2, all parking would be contained for this project here
2 and all of the parking for this project here would
3 either be in this parking garage or this parking garage
4 that would be underneath, over here. We've got quite a
5 bit of detail for the Planning Commission to review
6 there.

7 We also addressed what we think are how
8 people will move about and how people will use the
9 walkways and that sort of thing, through the garages
10 and we are proposing a connector, which would be over
11 Hanley, between the first tower and the new Hanley
12 tower, for security reasons and that sort of thing.

13 We have done this pedestrian circulation
14 plan, in response to your question, Mr. Chairman, about
15 how people would get to the street, where they would
16 actually go and where the retail would be.

17 I'm kind of lost now. I had passed over
18 this. This is where storm water currently goes and
19 where it would go in the future.

20 It's a requirement of the SDD to show that
21 also a high level utility plan, which shows where all
22 of the new utilities would be, going in. To give you
23 an idea of the magnitude of all of the utilities and
24 that sort of thing, you know, virtually all of this
25 utility that's in place along this service road and

1 along Forsyth and along Carondelet has got, you know,
2 most of its lifespan and much of it will be replaced,
3 completely replaced, electric, utility for the cable
4 and for fiber.

5 And then so this is a summary of the SDD.
6 Again, I'm not going to spend a huge amount of time on
7 this, because we will be going through heavy detail on
8 each of the subdistricts that make up the SDD but
9 again, this is Hanley. This is Forsyth. This is what
10 we call tract 1, tract 2, tract 3 --

11 VOICE: Could you move that more slowly?

12 MR. CLARK: I will, I can, I will try. I
13 don't know how steady my hand is. This is tract 1.
14 This is tract 2. This is tract 3 and this is tract 4
15 back here and this is the current Centene building.

16 So this is subdistrict 1. We have now
17 included the new facility where Wellbridge is currently
18 located and this is a more detailed look at tract 2.
19 Tract 3 and tract 4, the address would be 7711
20 Carondelet.

21 So this is a little bit more detail from
22 the planning view. So again, this is subdistrict one,
23 subdistrict two, subdistrict three and subdistrict
24 four. I think another important point to make on the
25 FAR of the entire SDD is 4.3, which is very in line

1 with what one would expect in this kind of development
2 and for the density required in the Master Plan.

3 VOICE: What does FAR stand for?

4 MR. CLARK: Floor area ratio. So the
5 project schedule, our plan is to build this parking
6 garage and retail space and Wellbridge's space. And
7 the retail all in one phase along with the podium,
8 retail and parking and an office structure on Hanley,
9 at one time.

10 So for a temporary period, many of the
11 people who park in this garage here could move over and
12 walk to this building here.

13 Once we have relocated Wellbridge into
14 this facility, we would tear down the existing
15 building, which is older than its probably intended
16 lifespan and build a brand new structure here, at which
17 time the parking for this facility would service this
18 building and we would have filled this building and so
19 this parking will accommodate the tenants of this
20 building and some of the requirement for this corporate
21 and civic auditorium.

22 And so to address some of the issues in
23 many of the meetings that we've had with the Crescent
24 and the Plaza, we have talked about keeping
25 construction traffic for the most part, off of

1 Carondelet and so we would be entering and exiting the
2 job site off of Hanley.

3 VOICE: You are going to totally destroy
4 the road.

5 MR. CLARK: Well, we have done a lot of
6 construction in the area and we haven't destroyed any
7 of the roads.

8 VOICE: You just rebuilt it.

9 MR. CLARK: And so here's what we call the
10 east garage construction methodology and here is the
11 tract 3 site and we really show this as a courtesy,
12 because although it's not really required, we really
13 want people to understand and be able to ask questions
14 about how this is going to work.

15 We know that it seems like a very scary
16 proposition but we build large, significant projects,
17 even hospitals, on hospital campuses and take into
18 account people that are in the hospital and getting
19 care in the hospital, that sort of thing.

20 So we are very confident that we can build
21 this project in a very precise way, in accordance with
22 the current ordinances, in a way that won't disrupt,
23 won't be catastrophic to the current citizens. We
24 built the Centene Plaza over a two year period and I
25 don't remember, you know, having any disruption at all

1 including -- or tearing up roads that we didn't repair.
2 So Centene Campus Special Development District, you
3 know, we went through these seven questions, we think,
4 in very specific detail.

5 And I think we are also doing some written
6 answers. And so that is our presentation on the SDD.
7 Do you want me to go through the subdistricts first or
8 should we pause and deal with the SDD issues?

9 THE CHAIRMAN: Well, we really intended to
10 deal with the SDD issues tonight.

11 MR. CLARK: Okay.

12 THE CHAIRMAN: That is our main purpose as
13 put on the agenda and I think we should continue with
14 that. That was a complex and complete overview. We
15 certainly appreciate that.

16 I am sure that since we are in a public
17 hearing, we'll have many comments but I'd like to make
18 comments to everyone, before we proceed. In the public
19 hearing, here at the Planning Commission, we are only
20 looking at the planning and design aspects of this
21 project.

22 We will not be discussing, in any way, any
23 financing or incentive issues. Those will be handled
24 by the Board of Alderman in the future, once the
25 Planning Commission has made a recommendation to the

1 board. Secondly, we have received several additional
2 pieces of information recently. Traffic impact
3 studies, et cetera, that the professional staff --
4 neither the professional staff nor the members of the
5 board have had a chance to fully digest, so those will
6 have to wait until the next meeting on September 6th.

7 And with that, we will continue. Thank
8 you for letting me come in there. Comments? Okay.
9 Well, we will -- since it is a public hearing, we'll go
10 right to the public and I believe staff has the sign up
11 sheet.

12 MS. ISTENES: Yes, Mr. Chairman. I have
13 the sign up sheet. What I'll do is I'll call the first
14 name and then ask -- and the second name and ask that
15 individual to be ready to speak at this microphone
16 right here.

17 Do we have another other there? I can't
18 see very well. Okay. So this is the only microphone
19 that we have for public speakers and the first person
20 on the list is Kevin Cushing. And Kevin, you had a --

21 MR. CUSHING: I have a PowerPoint and we
22 have talked with the board ahead of time. We are going
23 to be over the time limit, to try to respond to some of
24 the things that Mr. Clark presented tonight.

25 MS. ISTENES: Okay. For the benefit of

1 the audience, Kevin has a PowerPoint. He had spoken
2 with the Chairman ahead of time, to speak on behalf of
3 several members of the audience, in terms of questions,
4 so that's going to be about 10 minutes, Kevin, 10 to 15
5 minutes?

6 MR. CUSHING: I'll try to. We just have
7 to set it up very quickly.

8 THE CHAIRMAN: While they are setting up,
9 we can take the next person.

10 MS. ISTENES: Neil Gibson. Neil, come on
11 up to the microphone.

12 MR. GHOLSON: So while he is setting that
13 up, you want me to make my comments?

14 MS. ISTENES: Please.

15 MR. GHOLSON: Okay. First of all, thank
16 you very much. It's nice of you to do this, take the
17 time and the transparency. My name is Neil Gholson. I
18 live on Clayton Lane Court in Clayton.

19 In full disclosure, I'm a stockholder of
20 Centene and I had an office in Clayton until two weeks
21 ago, I closed it.

22 Here's my point. We need to have a
23 backpage discussion on these traffic studies. And I
24 would suggest that anybody that thinks that this -- all
25 due respect, 1,200 trips can be incremental, between

1 4:30 and 5:30, why don't you go, say down Maryland
2 Avenue, from Brentwood and try to get on the Interbelt?
3 Try that or go from -- down Brentwood, from Maryland,
4 and drive to Highway 40 or go down Hanley Road, try.

5 I mean, this is outrageous and we're not
6 going to talk about the tax credits, correct, tonight?
7 Okay. So I would just say this is too much.

8 And I don't know why we are pushing this
9 so fast. I'm a Centene shareholder, okay? And I
10 appreciate growth but this is going to impact our city
11 for a lot of years. Let's slow this down and is there
12 any possibility we could have a city election on this
13 issue? Thank you.

14 MS. ISTENES: Ready?

15 MR. CUSHING: Yes.

16 MS. ISTENES: Okay. Next would be Kevin
17 Cushing.

18 MR. CUSHING: Thank you. For everybody,
19 my name is Kevin Cushing. I'm an attorney with the law
20 firm of Carmody McDonald. I'm here on behalf of the
21 residents of the Crescent.

22 You have heard a lot during Mr. Clark's
23 presentation about the Crescent and we're here and I'm
24 here, not as a typical -- you would think of an
25 attorney trying to stop the project at all costs. What

1 we're here is asking for conscientious planning by the
2 city. The residents of the Crescent are not opposed to
3 development that complies with the Master Plan and
4 recognizes the current zoning constraints and tries to
5 work in harmony with the surrounding uses.

6 I think that's what the city's Master Plan
7 calls for and I think that's what their ordinances call
8 for.

9 Unfortunately, this project accomplishes
10 none of those goals, because you have to hear the whole
11 story to see what this project is and why it doesn't
12 accomplish the goals of the city's Master Plan or
13 comply with the current zoning.

14 This is the project that is proposed, that
15 we're talking about today. The tower sits on top of a
16 parking structure.

17 VOICE: Could you please speak into the
18 microphone?

19 MR. CUSHING: Sure. It's hard to get the
20 angle.

21 VOICE: I know.

22 MR. CUSHING: And I apologize. Can you
23 hear me okay now?

24 VOICE: Yes.

25 VOICE: Uh-oh.

1 MR. CUSHING: Okay. I can't do the
2 pointer, so I apologize. This tower sits on top of a
3 parking structure. Next to it is another parking
4 structure. Next to it is another parking structure.

5 The city's Master Plan clearly says
6 parking structures should not front on the main
7 streets, including Forsyth and Hanley. That's issue
8 number one with the Master Plan.

9 This is -- I'm going to read from the
10 Master Plan, some of which you already saw but what the
11 Master Plan wants in this area, which is called Forsyth
12 Village, which is the area bounded roughly by Hanley,
13 Forest Park Parkway and Forsyth, to the east boundaries
14 of the city, what that Master Plan wants is significant
15 new urban residential development, oriented around
16 MetroLink station. You didn't see that in that plan.

17 This is the Master Plan. This is page
18 one. I'm not going to point out the detail but I will
19 tell the commission to take a look at this plan because
20 in the area that we're talking about, that Mr. Clark
21 illustrated as part of this plan, you're not going to
22 see proposed high rises.

23 What you see is mid-level buildings, the
24 size of the Crescent. This is again from the city's
25 Master Plan. Its vision, that this mixed use

1 gateway -- mixed use, not office, building on recently
2 completed retail and office project in Carondelet Plaza
3 could draw customers from outside the metropolitan area
4 while serving daily needs of the rising number of
5 downtown Clayton residents.

6 What they are envisioning is this area
7 would be a service area that would allow, excuse me,
8 that would allow more retail and more residential in
9 the area.

10 Okay. I'll try this. Okay. What I have
11 here is a view from the city's Master Plan of this
12 area, that is what they view to be a pedestrian
13 friendly street.

14 You can see the low rise buildings. You
15 can find this picture in the Master Plan. Same thing
16 that Mr. Clark talked about. What you have next to it,
17 the shiny steel building, that's the parking structure,
18 looking from the east end of the city.

19 That will be what you see when you drive
20 into the city. That will be over 1,200 feet long,
21 separated only by a short roadway, to get access to the
22 Crescent and the other buildings.

23 Not the pedestrian friendly building, the
24 street -- street friendly landscape the city hoped for.
25 That just shows you the sources. This is the tower --

1 and by the way, I am using the plan from Centene. We
2 didn't doctor these. We are taking the measurements
3 from the plans and so I want you to understand that
4 this is not a presentation that I prepared with
5 drawings on behalf of the clients.

6 These are the drawings Centene submitted
7 to the city. Centene tower is there to the left. The
8 Hanley tower is what we call the new building that they
9 want to build, next to a 100 foot tall residential
10 building.

11 These are the heights above ground:
12 Crescent, 103 feet. Centene as it exists today, 278
13 feet. Hanley feet, 430 feet, 30 stories tall. What
14 does Centene intend to occupy in that, 430 stories --
15 430 foot tall building?

16 Ten stories. The rest of it is for spec
17 office space for other tenants. They don't need that
18 height. They don't need that mass. They don't need
19 that density to bring the 1,000 jobs to Clayton. They
20 don't need it. They want it but they don't need it.

21 This is again, the city's Master Plan.
22 I'm showing over and over again, how this project does
23 not comply with the Master Plan, taking the words from
24 the plan itself. They want to provide density, bonuses
25 and reduce parking requirements to facilitate transit

1 oriented development. This project, I am going to show
2 you later, by the city commission, I think paid for by
3 Centene, shows that this site has 1,400 more parking
4 spaces than required.

5 Again, that's not our number. That's the
6 city's traffic study, parking study. This is right
7 from the city's Master Plan. Prohibit, not discourage,
8 not, you know, talk negative. Prohibit parking garages
9 from fronting on key streets. That's all we have got
10 here.

11 This is their levels. This is what
12 they're building. This is their proposed plan. Under
13 the tower, five stories of parking. Next to the tower,
14 another five stories above grade. Next to that, seven
15 stories above grade.

16 That's the wall that is going to meeting
17 every resident when they drive in from the east, into
18 the city. Centene needs this parking because of the
19 mass of the tower.

20 The tower itself and that's this shows,
21 does not hold the parking necessary for the occupants.
22 In fact, the garage built on the Wellbridge property is
23 not enough to hold all of the resident -- all of the
24 business people in the Hanley tower. They need the
25 third garage just for that massive tower that they are

1 building. This shows the distance. We took this from
2 Google today, 1,250 feet from Carondelet to Hanley will
3 be nothing but parking garages. The only interruption
4 will be Lyle. There's no green space. There's no
5 other interruption, constant parking garages.

6 This is what they look like. This is what
7 Centene is bringing in percentages to you: 1,400,000
8 square feet of parking in phase 1, 600,000 square feet
9 of office, 180,000 in district 2 of residential. This
10 is the first time we have heard it is going to high end
11 and there have been no details on that whatsoever and
12 6,000 square feet of retail.

13 Now, the numbers that you saw before were
14 different and I will tell you that Centene's numbers
15 are different, depending on what document they are
16 filing with the city and I will show you the city --
17 the document that I got this from.

18 This is the total. This is when
19 everything is built. There is going to be 2.4 million
20 square feet of parking, 1.4 million square feet of
21 office, 180,000 square feet of residential and 12,000
22 square feet of retail.

23 That's not mixed use. I had to quote the
24 Chairman, because it was a good quote and it says
25 exactly what we think. Forsyth is supposed to be much

1 more lively, instead of parking garages. This is what
2 the city Master Plan said. They looked for green space
3 in the district. There is no green space along
4 Forsyth, except for the very far eastern edge, where it
5 meets Carondelet.

6 This is what they call green space. These
7 trees that are on the sidewalk, they are there now.
8 You can look at it. You can go to Google Earth today
9 and you will see those same trees. That little patch
10 of grass -- I'm sorry.

11 We'll go back. This little green grass
12 right here, that's on Google Earth too. So the green
13 space that they are planning, that we're getting is
14 this.

15 Because these trees that are in the
16 sidewalk, they are giving you this, calling it green
17 space and making this whole area green. That's what
18 they circled up here, when they told you that you are
19 getting space. You are not.

20 This is again from the city's Master Plan.
21 Ladies and gentlemen, we didn't make this up when we
22 prepared it. This is again from the city's Master
23 Plan. A key first step towards greater economic
24 sustainability is introducing more housing choices in
25 downtown Clayton.

1 Residential and mixed use projects should
2 be the initial priorities. It's not in this project.
3 They propose less than one percent of their property to
4 be retail, less than four percent to be housing.

5 Staff comments to their submission. A
6 significant amount of ground floor will be used for
7 parking, which is incompatible with the Downtown Master
8 Plan. We're here to hold them to the Master Plan.

9 I told you that I would show you where I
10 got their numbers. Here is where I got the 6,000
11 square feet of retail. You'll see over here, there's
12 more retail, 40,000 in District 2. We didn't count
13 that as retail, because that's the Wellbridge
14 relocation. The City of Clayton doesn't count it as
15 retail either.

16 Here in Phase 3 is 80,000 square feet of
17 retail, which is their auditorium. The City of Clayton
18 doesn't count that as retail either, so neither did we.
19 And just so you can see the source, here is the City of
20 Clayton ordinance that describes what is retail.

21 Not only is their plan not in compliance
22 with the Master Plan, it's not in compliance with
23 existing zoning. If it were, they wouldn't need to be
24 here, asking for a Special Development District. You
25 heard about unlimited height. What you didn't hear

1 about was the floor area ratio. The Centene's -- first
2 and foremost, for height, the Centene tower, even if it
3 was located where it is currently zoned could only be
4 seven stories tall. It is thirty stories tall.

5 The C2 zoning -- and here is all of the
6 zoning references, so you can go check them. C2 zoning
7 maximum height, all of the property for the tower is C2
8 zoning, is seven stories.

9 Maximum floor area, 1.5. What does that
10 mean? That means if the floor area of the ground is
11 say, forty thousand square feet, the maximum size of
12 the building would be one and a half times, that would
13 be sixty thousand square feet.

14 Clayton Plaza Overlay is another zoning
15 area that Mr. Clark talked about. That has a maximum
16 floor area of three. As he said, it has unlimited
17 building height but how tall you can build the building
18 is limited by how big you can build it.

19 Then the Transit Oriented Development
20 Overlay has a maximum height of seven stories and a
21 maximum floor area ratio of 1.5.

22 Keep in mind that when they do the Special
23 Development District, they know all of these
24 requirements. They are picking and choosing the level
25 of the Transit Oriented Development District to say

1 they only want that parking structure to be five
2 stories but they are ignoring them all in every other
3 aspect of their plan and I will show you why.

4 Here is the first one. The floor area
5 ratio for their tower is eleven. They are limited to a
6 three. Per the zoning ordinances that are in place,
7 Centene building, this tower, this mass that they are
8 trying to sell the city, the largest that it can be is
9 172,000 feet. It's 600,000 square feet. This is not
10 the story that you are being told.

11 This is something that you are being told
12 that it's a Special Development District with great
13 benefits to the city and these residents of the
14 Crescent knew this could happen when they moved in.

15 No, they didn't. There wasn't a Special
16 Development District in this area when they moved in
17 and there's not one now. You're limited to what it
18 says. The city ordinances require all buildings
19 fronting on Hanley or Forsyth must contain first floor
20 retail.

21 These buildings do not. They are parking
22 garages. Centene's proposal has parking on the first
23 floor for all of the buildings. Now, why does Centene
24 need all of the parking? There is not a problem with
25 it. They submitted to the city that rather than them

1 parking at 2.5 to one thousand square feet, they were
2 going to need six spots for every thousand square feet
3 because their people occupy less space. Not a problem
4 with that as long as it complies with the city but what
5 happens is, they need more parking for that.

6 So in exchange for that, you would think
7 that they would ask for a smaller building, to
8 accommodate their people but not the additional square
9 footage that they need -- that they don't need to
10 accommodate their needs.

11 This is what the Transportation Overlay
12 District says, the first part. This is what is
13 supposed to be being accomplished along Forsyth, the
14 entire width of Forsyth, from Hanley to the eastern
15 edge.

16 It presents a unique opportunity for the
17 city to leverage the benefits of its proximity to
18 MetroLink with future mid to high density residential
19 and mixed use development. The city is getting parking
20 garages.

21 The Transportation Overlay District says
22 that in order to implement it, it needs a Special
23 Development District or a Planned Unit Development for
24 the purpose of implementing the TOD. This Special
25 Development District does not implement the purpose of

1 the TOD. It destroys it. I brought this picture taken
2 from an office. I promise you it wasn't staged. This
3 is the alley behind the Crescent. At the top -- this
4 is going east. This area here is going south.

5 Centene has proposed that its new
6 building, its new tower, the 600,000 square feet would
7 be serviced by this 24 foot wide alley and this 24 foot
8 wide alley and why it has this building where it is, is
9 because it wants to back its trucks down this alley
10 into the building.

11 Now, city ordinances require commercial
12 streets to be 64 feet wide. What is Centene doing to
13 ensure that the street canopy is 64 feet wide? Its
14 application to the city asks that it be able to build
15 to the property line, ensuring that that alley cannot
16 be widened and that this alley and this alley will
17 always remain 24 feet wide.

18 You didn't hear about that in the traffic
19 study. How are the vehicles supposed to be able to get
20 there? And somebody might say, well, they are not
21 going to use the alley.

22 Well, the city's new traffic consultant,
23 one of the small issues that are still out there,
24 pending, presented a report on Friday, to the city,
25 that said city, we can't have all of this access to

1 Forsyth, so we need access from this alley into the
2 garage. So that means that all of these people from
3 Centene that park in the garage are not going to be in
4 the alley. That's not a small detail to work out.

5 That's a large problem with this project
6 that hasn't been identified, hasn't been discussed and
7 that's the reason why we're here, saying this is the
8 third iteration of this plan.

9 The first iteration had no building on
10 Wellbridge. The second iteration had all of these
11 accesses to Forsyth. The third iteration is going to
12 say no access to Forsyth from the garage.

13 We're saying: Let's stop the iterations.
14 Let's get the plan downsized, to meet the traffic needs
15 of the residents, meet the needs of the city and let's
16 have a final plan for final comment, before moving this
17 thing forward for a vote. That's our plan.

18 MS. ISTENES: Mr. Chairman, your next
19 speaker will be Dale Whitten followed by Brian Kinman.

20 MR. WHITTEN: Good evening. This worked
21 out extremely well. I happen to be Dale Whitten. My
22 wife, Linda and I have been in the Crescent for eight
23 plus years and we are very concerned about the proposed
24 plan and how it will impact the overall traffic flow in
25 Clayton in general, as well as the traffic flow or lack

1 thereof in our immediate backyard. Some of you know,
2 because you just had a presentation and others may not
3 have been aware that we have a residential garage in
4 the Clayton building and our access and egress is into
5 that 24 foot wide corridor that you saw in the last
6 graphic that was presented.

7 In addition to the people from the
8 Crescent, this is used, as you saw there, it's a pretty
9 busy place. It's two way traffic. We have all of the
10 Wellbridge clients that are coming in, to park in their
11 garage currently.

12 We have vehicles that service both the
13 Wellbridge and the Crescent and then we have the
14 Clayton area workers, who use this alleyway to bypass
15 the traffic signal at Hanley and Forsyth.

16 And then in addition to that, we have
17 pedestrians and there is no pedestrian walkway
18 currently designated and I have not heard about any
19 being planned.

20 As we understand the proposed plan, the
21 South Lyle Avenue, which is that little street that is
22 going to be relocated, will have to handle then all of
23 the traffic that I just mentioned, plus the vehicular
24 traffic that is required to service the 30 story Hanley
25 tower and the 120 proposed upscale residential units

1 that will be added to this already congested alleyway.
2 To us, it seems very unworkable. Currently, residents
3 of the Crescent average between 200 and 300 trips per
4 day, in and out of our residential garage.

5 The proposed plan will require that most
6 of these vehicles exit via that very short, newly
7 relocated Lyle intersection. And let me ask. How
8 would you feel if the driveway to your home were
9 suddenly to be placed on an overcrowded, busy street,
10 which made it nearly impossible to arrive or depart
11 from your home?

12 This is but one example, however, it is a
13 great concern regarding the proposed traffic that will
14 be on, as we heard earlier, the Hanley corridor at
15 Wydown, Forsyth and Maryland. It is going to be
16 impacted significantly by this project.

17 It may sound parochial but as citizens who
18 have and want to continue calling Clayton home,
19 something must be done to modify and downsize this
20 project, so that we have a workable and practical --

21 MS. ISTENES: Your next speaker is Brian
22 Kinman, followed Ed Rader.

23 MR. KINMAN: Good evening. Thank you very
24 much for the opportunity. My name is Brian Kinman. I
25 live at the Crescent, another one and my point for

1 being here this evening is I wanted to tell a little
2 tale. In the spring of 2011, my wife and I moved back
3 from New York. We moved specifically to St. Louis,
4 because we wanted to retire here and we looked all over
5 the city and picked Clayton.

6 We identified the Crescent as an
7 opportunity and noticed all kinds of open land around
8 it. So before we made a huge investment in the
9 Crescent, we decided we better check it out and we were
10 pointed to the Downtown Master Plan.

11 So I have something in common with Mr.
12 Clark. I, too, have read it. There is quite a bit in
13 it. I think Mr. Cushing has done a very, very good job
14 of outlining it.

15 But at the end of the day, I have -- you
16 know, one of the pages that keeps being shown by Mr.
17 Clark on the screen, where he circles all kinds of
18 individual sentences, there's several other sentences
19 that are included in there that do cover some of the
20 points that Mr. Cushing made earlier, so I won't go
21 back over them.

22 I think the key point is that citizens, as
23 Mr. Cushing pointed out and we are among them, did
24 actually rely on that plan before making this
25 significant investment. We didn't do it blindly and

1 the plan, I have to compliment the City of Clayton, is
2 an excellent plan and it was put together in 2010,
3 subsequent to some of those zoning points that were
4 made earlier, I want to add and directed the city
5 towards a new kind of development and environment and
6 many of the citizens, I suspect that are sitting here,
7 were part of developing that plan.

8 Mr. Cushing outlined all of the -- almost
9 all of the differences. I will only pick up on one
10 more. Under the policy page on 121, the action plan
11 under zoning and approval for the Forsyth Village
12 section says: Rezone the Forsyth Village for downtown
13 uses south, south of Forsyth Boulevard and be a
14 combination of low rise and mid rise transition uses in
15 the blocks adjacent to the residential development to
16 the east of that is what I am going to be talking and
17 to the north of that, that is what it would be talking
18 about.

19 Again, I want to highlight -- we came from
20 New York and even in New York, a 35 story tower would
21 not be considered mid rise or low rise and so -- this
22 is a great Master Plan.

23 We encourage our committee and staff and I
24 heard the staff refer to it quite a bit. To continue
25 to read it in its entirety and not just accept the out

1 of context references that have been made earlier in
2 the evening and the last time that we had such a policy
3 but thank you for taking the time. I appreciate it.

4 MS. ISTENES: You next speaker is Ed Rader
5 followed by Bettina Brawn.

6 MR. RADER: I'm Ed Rader and I don't live
7 at the Crescent. I live on Davis Drive. And listening
8 to the presentation about traffic, it was totally
9 concentrated on the east-west traffic along Forsyth to
10 the Inter-belt there but Hanley Road is absolutely a
11 terrible situation and it isn't just between 4:30 and
12 5:30.

13 Hanley Road south of Clayton Road, heading
14 toward the entry and exit way from Highway 40 is
15 unbearable until almost 6:30 at night. The cars that
16 are going south towards the highway are frequently
17 making U turns and heading north, so they can get off
18 there, so they can get to decent traffic.

19 Now, I am very concerned that the Centene
20 traffic study is open to severe conflict of interest,
21 because the people who are paying for the study are the
22 ones who the mostly likely will benefit from it.

23 I also think that Clayton will do their
24 own study but they also are obligated to get an
25 independent investigation, so that we can be sure that

1 the entire area of Clayton that will be disrupted by
2 this project, we need to know how severe that
3 disruption is going to be. It's going to involve
4 people both north and south of Clayton Road that live
5 here. Thank you.

6 MS. ISTENES: The next speaker is Bettina
7 Brawn.

8 MS. BRAWN: Everything has been said, that
9 I was going to say, so --

10 MS. ISTENES: Okay, thank you. Ed
11 Finkelstein, followed by Joan Falk.

12 MR. FINKELSTEIN: My name is Ed
13 Finkelstein. I live at 7600 Carrswold Drive. I feel
14 like I am going to be the Lone Ranger here, because I
15 am in support of this overall project.

16 I think there have been some interesting
17 point made with regard to the City Planning Commission
18 and with regard to staff concerns and I am confident
19 that the staff will take time to look at those concerns
20 and deal with it.

21 But I want to make a couple of points. I
22 talked last time and I hadn't planned on coming in here
23 again but when I got this mailer, it really infuriated
24 me. Because what this mailer is doing is doing what a
25 lot of politicians are doing right now and it's using

1 fear, in an effort to generate concern. When they talk
2 about 20,000 new cars on the road, there's 2,000 new
3 jobs. I guess we will have to have 10 cars per person,
4 to manage to get 20,000 new cars on the road.

5 They talk about not handling tens of
6 thousands of truck trips into the community. That is
7 going to be a concern. There will be trucks going
8 through but this has been going on for years, as
9 Clayton has expanded.

10 And they talk about a strained police and
11 fire department. The new revenue that is going to be
12 generated will, in fact, probably expand, will allow us
13 to expand the police and fire department, which will be
14 better for residents in the entire community, because
15 we will have more services.

16 And I could go on and on and on but the
17 reality is I live in the shadow of the Ritz-Carlton
18 tower. It's about 300 yards away. I haven't had
19 anybody throw anything out of the building into my
20 house or into our streets, so I am not concerned about
21 the tower.

22 The reality is, this is an urban
23 community. We have to expect these kinds of things and
24 I would suggest the people that are concerned about
25 traffic and high rise buildings, if they move west of

1 Chesterfield, they will find plenty of places where
2 there's not high rise buildings. This is an urban
3 community. You have got to expect some of these
4 things. Thank you very much.

5 MS. ISTENES: The next speaker is Joan
6 Falk, followed by Andrew Bell. Is Joan here? Okay.
7 Joan is not here, so we will go to Andrew Bell,
8 followed by Barbara Abbott.

9 MR. BELL: Hello. My name is Andrew Bell
10 and I live at 155 Carondelet Plaza and as I understand
11 the 2010 Master Plan, this development does not comply
12 with many -- in many ways with the vision of the plan.

13 The Master Plan shows an area of this
14 proposed development to be a dense, walkable, mixed use
15 district, including significant new urban residential
16 development.

17 What is being proposed is mostly very
18 large garages. As part of the Master Plan, garages,
19 again, are not to front on key street and Forsyth is a
20 key street.

21 As the plan is designed now, from Hanley
22 going east to Carondelet, there is a twelve hundred and
23 fifty foot long, eight-story garage on Forsyth. The
24 depiction on the cover of the Master Plan shows much
25 lower buildings than in this development.

1 The C2 zoning allows for 90 feet maximum
2 building height. The city is not required to approve a
3 30 story building, which is 45 feet from residential
4 property. Would anyone here want a 30 story office
5 building at the end of their driveway? That's what is
6 being proposed here.

7 The Master Plan calls for a park on the
8 corner of Forsyth and Lyle. Now, the plan is for an
9 eight story garage building. The Hanley tower building
10 is too big for the site, offers very little landscape
11 buffer to the area surrounding and has an enormous
12 above ground garage.

13 The proposed building should be reduced in
14 size and relocated all the way to Forsyth. The garage
15 podium needs to be deleted totally from the plan and
16 the garage built underground.

17 The city should require development impact
18 fees be paid by Centene to cover what will undoubtedly
19 be added cost to the city, such as added police, street
20 maintenance and fire equipment.

21 Will we need new and larger fire
22 equipment? If we do, who will pay for it? My request
23 is that the board is not to accept this plan as
24 presented, which is within your authority and to
25 require a revised, less dense plan, that will have less

1 negative impact on all of the residents of Clayton.
2 Thank you.

3 MS. ISTENES: Okay. The Chairman has
4 indicated that he would like to take a ten minute
5 break; is that correct?

6 THE CHAIRMAN: Yes.

7 MS. ISTENES: We will pick it up with
8 Barbara Abbott in 10 minutes.

9 (Thereupon, a brief recess was taken.)

10 THE CHAIRMAN: We would like to continue.
11 If everyone could take their seat. Okay. Thank you.

12 MS. ISTENES: Mr. Chairman, you next
13 speaker is Barbara Abbott, followed by Diane Kopp.

14 MS. ABBOTT: Thank you, Mr. Chairman and
15 members of the Planning Commission and ARB. My name is
16 Barbara Abbott. I am a resident at the Crescent. You
17 heard from me the previous two times there have been
18 public hearings.

19 I am not going to repeat everything that
20 you heard this evening, as you have heard me say in the
21 past. What I do want to say that this feels like it is
22 always a moving target and I know that sounds kind of
23 naive, because I know that any project, particularly
24 one of this magnitude is going to require lots and lots
25 of changes and integrations.

1 As Mr. Clark commented earlier, we had
2 numerous opportunities to meet with him and with the
3 development team over the last several months and we
4 definitely appreciate that.

5 In fact, just yesterday, we were in a
6 meeting with him and Mr. Clark commented to the two of
7 us that were there, that he assumed the Crescent would
8 probably never support the Centene development.

9 We tried to assure Bob. In fact, we have
10 assured him a number of times that we are not opposed
11 to a development by Centene. In fact, we want to see
12 development in the City of Clayton.

13 As you have heard all of the other people
14 speak tonight, we want it to be a development that is
15 right for the city, right for all of the community and
16 that it is respectful of all of the surrounding areas.

17 What I really would like to do is to
18 formally encourage you not to rush to a vote on this
19 proposal. It's our understanding that there is some
20 consideration for perhaps voting on this rezoning
21 request on September 7th -- on September 6th.

22 We would really encourage you not to even
23 consider going to a vote on this proposal until many of
24 the significant issues that are outstanding right now
25 are addressed and many of the questions get answered.

1 A couple of things that I had not intended
2 to say but I want to add them because of something that
3 previous speakers indicate -- mentioned. Mr.
4 Finkelstein, as he was leaving, said to me, tell me you
5 weren't a part of that postcard, Barbara Abbott and I
6 said, absolutely not.

7 And I want to assure you. We have assured
8 Mr. Clark. We have assured everyone else who has ever
9 asked us if the Crescent was behind that postcard. We
10 are not. We do not know who has produced that postcard
11 and the one before it and I wanted to be sure that
12 everyone here was aware of that.

13 The other thing that I would like to
14 respond to was Mr. Rader's comment about a question or
15 a suggestion that there should be other traffic
16 engineers.

17 The Crescent has, for quite some time, had
18 a traffic engineering consultant working with us, Mr.
19 Chateau of Lochmueller Group. He has presented
20 documents to the city -- to us, that we have passed on
21 to the city. We have shared those with the developer.
22 We will continue to do that.

23 We retained the traffic consultant because
24 we wanted to be sure that we understood all of the
25 information that is developed and feel that we believe

1 what we are seeing is the actual information. Thank
2 you.

3 MS. ISTENES: Diane Kopp followed by Jeff
4 Leonard.

5 MS. KOPP: Good evening, Board of Aldermen
6 and the staff for Clayton and hello, residents of
7 Clayton. My name is Diane Kopp as mentioned and I'm a
8 resident of Clayton and come from a family of three
9 generations of Clayton residents.

10 I'm here with a different perspective.
11 I'm a psychoanalyst and a psychotherapist. As a human
12 being, I'm very interested and my life endeavor has
13 been to help people with stress, both internal stress
14 and I'm here tonight to address external stress.

15 First of all, when I drive west on
16 Maryland Avenue, as has been mentioned, it is a
17 stressful situation. When I am on Hanley Road, going
18 north or south, is a stressful situation.

19 The only reason and I really mean this
20 literally, that I'm alive tonight, I was going south on
21 Hanley Road in the middle of the afternoon for an
22 appointment in the Crescent building, actually and a
23 young man was going three times the speed limit, going
24 north on Hanley Road. And maybe -- and there was a
25 long line of traffic and maybe he was trying to beat

1 something. I don't know but he whipped around, going
2 west on Forsyth and the only reason I am alive -- I was
3 in a Volvo and I have a sensor in the car and by two
4 inches, he missed me and my sensor put the brakes on my
5 car.

6 It was the first time in my life I thought
7 I was going to die. And I think the traffic in Clayton
8 is very, very stressful as it is, with no addition
9 whatsoever.

10 And people say that they are only going to
11 be so many traffic added to whatever the existing
12 traffic, we are not counting, not only the residents
13 that live in the buildings, not only the people who are
14 employed in the building but we also are adding
15 carpenters and painters and air conditioner people and
16 heating people.

17 All of the family members who visit the
18 residents and all of the friends who visit the
19 residents. So there's about 12,000 people that are
20 going to be going in and out and all over the place and
21 all -- some of them looking for parking places.

22 As it is, we live on Meramec Avenue. If I
23 want to take my car, because I have a meeting somewhere
24 else, I can circle around for 20 minutes, trying to
25 find a parking place, as it is, as it is. So I wanted

1 to add that. I think what's important, to me at least
2 and I hope to many of you is the human factors. The
3 quality of life for all of us and much of our society
4 is very involved in ego and in money and one of the
5 reasons that we moved to Clayton was because we liked
6 the village like atmosphere.

7 I am certainly in favor of some
8 development but well planned, well conceived
9 development, that does not add external stress to the
10 people that I see, that are already juggling work life
11 and family life, who have self-esteem issues and who
12 are excessively perfectionistic or excessively guilty.
13 To drive in our village, in our city is very difficult.

14 So I really believe we all need to work on
15 our community and making it as stress free as possible
16 and that this plan needs to be reviewed very carefully
17 and needs to be in accordance with the Master Plan and
18 not exceeded and not give anybody special privileges to
19 exceed what is already in place. Thank you.

20 MS. ISTENES: The next speaker is Jeff
21 Leonard and he will be followed by Richard Roger or
22 Royers.

23 MR. LEONARD: Thank you and thank you for
24 the chance to speak. These have really been excellent
25 presentations with wonderful arguments on both sides of

1 this, both sides of this and frankly, the comments that
2 I'm going to provide, as brief as they are, really fall
3 in-between both sides of this, because I can see it
4 from both angles and so is this kind of a nuanced
5 response, that I hope resonates with some people.

6 I want to make a comment to start with
7 that in general, I am in support of this project. And
8 the reason that I am is because I think we have got to
9 think bigger than ourselves. I think we have got to
10 think bigger than Clayton.

11 The St. Louis region needs growth. The
12 St. Louis region needs jobs. And when we talk about
13 12,000 people coming in, painters, carpenters and
14 bricklayers, those are jobs and we need those and for
15 better or for worse, Clayton has become the nexus of
16 development in our region.

17 And I think we have got to step up to
18 that. We can try to hold it back and say we like our
19 village the way that it always used to be but it's
20 changing and I think it's changing for the better.

21 And I moved here four years ago from Ohio
22 and I chose this region because it seemed like a growth
23 area to me. It seemed like a walkable area. It seemed
24 like an area that was vibrant and as I have come to
25 know St. Louis better, I believe that it's true. So I

1 think we need to rally around this and find the right
2 way to do it.

3 And that's where I am going to flip over
4 to the other side, which is I don't live in the
5 Crescent and I am listening to the arguments against
6 this.

7 I want to take up -- I don't know all of
8 the individuals but I want to take up the woman who
9 came up here before and said she's not against this.
10 She is for it in the right away.

11 And I would like to believe that, even
12 though I sense this tremendous resistance to the
13 project and I think though the arguments are mainly
14 that it isn't very pedestrian oriented, that it seems
15 to have overrun on some parking. It doesn't really
16 seem to galvanize the MetroLink. I think these are
17 really valid arguments.

18 So I think Centene is a great -- has been
19 a great community partner and I think that they are a
20 source of jobs for our region and I think that's
21 wonderful and I think that we should support them in
22 that but I also think we have a responsibility to do it
23 in the right way. So that's kind of in both camps, so
24 I very much appreciate staff and their arguments that
25 they have made, about where this development is

1 deficient and I encourage you guys to hold your ground,
2 to make sure that those really do come true. Because I
3 think Centene has shown themselves as a party that is
4 willing to work with this community and I think we
5 should take them up on it. Thank you.

6 MS. ISTENES: Richard Royers?

7 MR. ROGERS: Rogers.

8 MS. ISTENES: Rogers, thank you. You will
9 be followed by Robert Levin.

10 MR. ROGERS: The question that I wanted to
11 address had to do with financing, so I won't address
12 that until the meeting when I can. The one comment
13 that I -- I came to this meeting with an open mind. I
14 think the development for the City of Clayton is a very
15 positive thing.

16 I think the development by Centene should
17 be encouraged. The sense that I get, after listening
18 to all of the presentations is that the overwhelming
19 garage space is used to accommodate the additional
20 floors of this high rise.

21 And my guess is the reason we have the
22 additional floors of the high rise is to help Centene
23 pay for the building. I don't know whether they need
24 that help or not but that's the sense that I get. I
25 like making people that as I have already said, talk.

1 I think we should encourage the development but I think
2 we need to do it in a responsible way and I don't think
3 we are there yet. Thank you.

4 MS. ISTENES: Robert Levin. I need your
5 address, Mr. Levin, please.

6 MR. LEVIN: My name is Robert Levin,
7 that's close and we are residents at the Crescent, 155
8 Carondelet Plaza. We are not against Centene expanding
9 their presence in Clayton.

10 We feel the additional office building and
11 condo -- apartment buildings are very desirable.
12 However, we are concerned with the scope of the
13 project.

14 The traffic build up and delays on Hanley,
15 I won't go into. A lot has been said about that and I
16 concur. With the contemplated new Centene buildings on
17 both side of the Crescent condominiums, our resident's
18 autos will be backed up in our garage, waiting for
19 Centene's big trucks in our alley to back into their
20 loading docks, at both ends of that alley, with beeping
21 noises and their truck motors emitting noxious fumes
22 and motor noises.

23 Can you imagine the possible loss of life
24 due to an ambulance, fire truck or police car being
25 delayed? These trucks must not utilize our alley, the

1 single exit and entry driveway, in and out of our
2 garage. Centene buildings' loading docks should be
3 accessed from different streets and should be located
4 in underground floors that will include large
5 turnaround areas for their trucks.

6 We purchased our Crescent condo in
7 reliance upon the presence of the Clayton zoning,
8 limiting buildings on Forsyth north of the Crescent, to
9 four stories. The Centene Campus is projected to
10 seriously impinge upon our Clayton zoning protection of
11 our investment.

12 When we look at the views as set forth in
13 the renderings that we have seen, most of them, other
14 than just looking straight down, are from an airplane
15 view and the airplane is coming in at such an angle
16 that you really don't see how close these buildings
17 would be to our building and to each other.

18 And I think it's a little bit misleading
19 and it's hard to recognize how close they really are
20 and how close up they will feel when you are standing
21 close to them or in a building right next to them.

22 If either the US laws providing for
23 Medicaid were to change or the Centene Corporation were
24 to be purchased by another corporation and moved away
25 from Clayton, Clayton would be left with many buildings

1 full of derelict, unsavory vagrants roaming the streets
2 and the continuing and increasing cost of police and
3 fire protection, without the normal income generated by
4 a vibrant city. This is too big a risk for Clayton.

5 As I said, we do need additional business
6 and residential buildings but we need to substantially
7 limit the scope of the project and have its design fine
8 tuned for our mutual benefit. Thank you.

9 MS. ISTENES: The last speaker is Ron
10 Mano. Mano? Larry Poger? And I need your address,
11 please.

12 MR. POGER: 7635 Carrswold.

13 MS. ISTENES: Thank you.

14 MR. POGER: He just alluded to the
15 possibility of the change in our healthcare laws. It
16 is conceivably possible that at some point, that we
17 could have a single payer system, as unlikely as it
18 appears at this point.

19 Nevertheless, if that did occur, companies
20 like Centene would no longer exist and if what --
21 they're in the midst of this building project, this
22 kind of thing took place, we'd have a lot of -- we'd
23 have a very major problem. Half built buildings with a
24 lot of emptiness. I don't want to repeat what's been
25 said but the fact is -- problem, is a major issue.

1 I heard from one of my friends that two
2 recent graduates from Clayton High School, who have
3 homes in Clayton are thinking about moving out of
4 Clayton for a multitude of reasons, one of which is too
5 much cement. I want to repeat, too damn much cement.

6 I'm in favor of progress. I'm in favor of
7 building but I'm also in favor of homes and I'd like to
8 see a little -- a few more parks in Clayton. I'd like
9 to see some land with some more trees, with some swings
10 for kids. I'd like to see some more greenery on the
11 ground.

12 We heard a gentleman talk, who moved here
13 from New York. You notice he didn't stay in New York.
14 He moved to St. Louis. I have a definite feeling that
15 people like Clayton the way that it is. They really
16 don't want this whole -- we don't want to become a
17 miniature New York.

18 It's nice to have the tranquility that we
19 have, the ability to walk on the streets and feel
20 comfortable. Clayton is a wonderful place to live.

21 I guess the last thought that basically
22 goes through my mind is that if there is too much going
23 on, we very well may see the values of properties
24 diminish and lastly, which has been said before. I
25 hope these forums will continue and I hope we will be

1 able to vote. I think the people of Clayton should be
2 able to vote continuously on what's taking place, step
3 by step. Thanks.

4 MS. ISTENES: The next speaker is Joseph
5 Bauer, followed by Ben Uchitelle. I need your address,
6 please, Mr. Bauer.

7 MR. BAUER: I am at 155 Carondelet Plaza
8 also, the Crescent and listening tonight, I have some
9 concerns about what I think is basic math. When Mr.
10 Clark was talking about traffic and obviously, this is
11 a huge concern for Clayton, not just the Crescent but
12 all of Clayton.

13 When he was talking about the traffic, he
14 was talking about a thousand new jobs coming to Clayton
15 from other areas and a thousand of the, I guess total
16 two thousand jobs on a building that is thirty stories
17 tall, not to mention the other two buildings down by
18 the MetroLink and he indicated that their traffic study
19 showed sixteen hundred trips a day, which I presume is
20 sixteen hundred cars coming and going from Clayton a
21 day.

22 If they fill this building and they are
23 building almost 6,000 parking spaces, I don't think
24 they are going to be talking about 2,000 cars a day. I
25 think they are going to be talking about 6,000 and

1 that's three times the amount or more than three times
2 the amount that he talked about and I think that's a
3 concern we need to keep in mind and again, I'm not an
4 expert on traffic studies but it just seems to me that
5 this is an area of math that doesn't work in my mind.

6 And I think you need to keep that in mind
7 and have a good handle on what traffic is really likely
8 to be. When Bob says, you know, we're counting on more
9 use of MetroLink and a lot more bicycle users, I don't
10 think that that's going to happen.

11 I think people come to Clayton and these
12 kinds of jobs are going to be in cars and there's a lot
13 of cars in and out and there's going to be -- if you
14 take his twelve percent, multiple that by three, then
15 you have thirty-six percent more traffic coming in and
16 out of Clayton every day. And I think you ought to
17 take that into account. Thank you.

18 MS. ISTENES: The next speaker is Ben
19 Uchitelle, followed by Jeanine -- it begins with a "K."
20 Ben, I will need your address, please.

21 MR. UCHITELLE: 41 Crestwood Drive, in
22 Clayton. Thank you very much. I was here in the last
23 meeting and I want to just say a few, few remarks.
24 First and foremost, I want to thank the Planning
25 Commission for the job that it is doing. It has a

1 tremendous responsibility, because it not only
2 represents everyone in Clayton but in a real sense, it
3 is doing a job on behalf of the region, because of the
4 importance, the growing importance of Clayton. So I
5 know you are taking your responsibilities very
6 seriously and I thank you for that.

7 So I just want to offer some words of
8 support for this project and I won't try to go into all
9 of the details, because they certainly have been
10 thoroughly considered. They should be considered.
11 There should be responses to some of the points that
12 have been raised.

13 But overall, this is quite a
14 transformative, bold and creative project. It does
15 utilize MetroLink long range and into the future.

16 It provides a new theater and a new
17 quality hotel and very importantly, it brings in a
18 couple thousand high paying, good jobs to our city and
19 to our region. And it's being undertaken by a premier
20 citizen of Clayton, Centene and by a terrific
21 developer, Clayco, an international developer.

22 A couple of observations. When I was the
23 mayor way back when, Enterprise Rent-A-Car was trying
24 to decide whether it was going to move to Maryville
25 College and Maryville was wooing them and along came

1 the closing of the St. Louis County Hospital and there
2 was an effort being made. Well, let's make that an
3 apartment or let's develop it into a shopping area and
4 the like.

5 Enterprise offered to come in and to buy
6 it. There was much opposition to that, because oh my
7 goodness gracious, think of all of the cars that will
8 come in, in the morning and in the afternoon, crowing
9 Brentwood and other streets.

10 We just can't have it push up against
11 Davis Place. Well, Enterprise did come in. It's been
12 a great citizen. I think we would all agree that it's
13 been a plus.

14 Likewise when I was mayor and this was at
15 Donnybrook, the county was deciding on a new jail, the
16 Justice Center and Clayton always had the jail but this
17 was going to be a big, new Justice Center and the
18 furious opposition there was to that was really
19 something else. It filled this same auditorium because
20 it would bring danger and fear.

21 Well, in fact -- and then Maryland Heights
22 offered to bring the Justice Center out there and that
23 would have been a change and taken away from Clayton as
24 the County Seat. Well, to make a long story short,
25 after much controversy and much change and much

1 recognition of the concerns of the citizens, the
2 Justice Center was built. I think it has been a plus
3 all around. I certainly is safe. And so I will just
4 acknowledge this. The point is: Think long and hard,
5 think creatively. This is an opportunity for the
6 future. Thank you very much.

7 MS. ISTENES: Jeanine, with a "K." I need
8 your address, please.

9 MS. KALRUFFY: 168 North Central Avenue.
10 First of all, thank you to everyone for the
11 presentations. Unfortunately, I arrived too late for
12 the August 1st meeting but this was very informative.

13 I know it has been a lot for everybody and
14 I think we all appreciate -- you know, we're here to
15 gather information, right? Because I think that this
16 is critical for the city. I think that it does need to
17 be done in a careful way, consistent with the Master
18 Plan.

19 I do have a couple of questions. My
20 husband and I moved here about 17 years ago, lived on
21 the east side, in Belleville. We wanted to alleviate
22 some of the traffic. He works out west. I work
23 downtown and I can tell you the traffic is not good
24 today. We bought in Clayton, because we wanted to
25 reduce our commute to go downtown. And going down

1 Hanley is a mess in the morning. Now, I am going
2 opposite but a couple of things on the traffic. Are we
3 -- do the traffic engineers consider the increased
4 pedestrian traffic that's going to be going down
5 Forsyth, maybe having to cross Clayton?

6 Today, we don't have a lot of pedestrian
7 traffic at those major intersections, so has that been
8 contemplated? The other thing is having construction.
9 The trucks go down Hanley during the construction
10 period.

11 If the construction period is going to
12 last for four or five years, you know, how is that
13 being considered in the traffic engineers. And then
14 also in the last several years, we've had a lot of
15 issues with Hanley being closed down or sections of it
16 being closed down.

17 They were repairing sewer lines or all
18 sorts of utilities under there. What's the Plan B
19 when, you know, some of the lanes on Hanley might be
20 disrupted because of the utility?

21 And then when they synchronize the lights
22 and whatnot, I can tell you that it takes me longer to
23 get from Maryland and I guess it would be Hanley and
24 Clayton, you know, down two-thirds -- the gentleman
25 that lived on Davis, I would love to be there and get

1 there in 10 minutes but sometimes, with the lights they
2 way they cycle, you go from one intersection to the
3 other. So the traffic is going to be a problem for us
4 and that's one of the reasons that we came to Clayton,
5 is to have a really, really easy commute to downtown or
6 to west county. Thank you.

7 MS. ISTENES: The last speaker on your
8 list is Steven Brody. I need your address, please.

9 MR. BRODY: 7400 Northmoor. Thank you for
10 the opportunity to address the community and the
11 members of the Planning committee. I live on 7400
12 Northmoor, we are the east side of the city entrance
13 there and we are facing the tower proposed in the third
14 phase and we believe that that tower is too great a
15 scale, inconsistent with the plan, long-term planning
16 vision of the city.

17 Thirty-four stories is taller than
18 anything that is currently on that edge. It would
19 essentially obliterate the sky as we look out our front
20 doors of that neighborhood.

21 The second thing is my wife and I take the
22 Metro every day to work, courtesy of Wash U getting us
23 free Metro passes, which is a suggestion for Centene.
24 We walk down Bland, which becomes a major way to egress
25 off of Forest Park Parkway and will continue to be

1 quite dangerous. I think some very careful planning
2 needs to be done, if that is to be widened another
3 additional lane through our currently existing
4 neighborhood there.

5 So I would ask you to look carefully at
6 that, to encourage Centene to involve the people who
7 are working in that area or have companies in that
8 area, to provide Metro passes to their employees and to
9 make the scale of that east tower a human scale and not
10 34 stories. Thank you.

11 THE CHAIRMAN: Thank you, everyone who has
12 made comments. We do have a little more time, if there
13 is anyone else that would like to make a comment now,
14 we are certainly open to it and would ask that you give
15 your full name and address as you come up to the
16 microphone.

17 MS. SHIN: My name is Ann Shin and I live
18 at 7010 Lindell in University City and people have been
19 mostly talking about, you know, Hanley which is, you
20 know, terrible but people coming out of Clayton going
21 east on Forsyth, Forsyth is just terrible and that's
22 another area. Sometimes I can't even get out.

23 We live on little Lindell, which is just
24 north of Forsyth, close to Big Bend. There is so much
25 traffic coming, that goes west on Delmar and from --

1 the southbound traffic on Big Bend is so crowded that
2 sometimes, I can't get out and then I have to go to
3 Asbury and take a left to go -- if I need to go east,
4 as I can't get out on Big Bend.

5 It's going to affect, it's really going to
6 affect University City, too a lot and you know, as --
7 in the whole, as you said, this whole region but as I
8 look -- I agree that development is necessary but maybe
9 not on such a huge scale. Thank you.

10 MR. PILAR: My name is Alberto Pilar. My
11 address is 7464 Cromwell Drive. I think -- I moved
12 here four or five years ago and have been really
13 impressed with this city. I consider it a well run
14 city, as far as I have observed.

15 I have two children here, so I enjoy the
16 school district and everything that the city has to
17 offer. The comments I have heard today are wide and
18 varied but one thing that really resonated with me.

19 I'm an investment banker. I moved here to
20 help run an investment banking firm. We brought some
21 new jobs here and it has been successful so far, so I
22 appreciate that, the support in the community.

23 But I -- for all but two years in a twenty
24 year career, I've been a capitalist, pure capitalist
25 and I started my work in public markets and I would

1 recommend the board think very long and hard about the
2 vagaries of the public market because things change and
3 you have got to be careful and think hard about what
4 you might be left with if, in fact, fundamentally the
5 business model that Centene operates under right now
6 changes.

7 Or if, you know, the trends, emanating
8 trends result in some kind of acquisition and, you
9 know, pressure to reallocate the employees, the
10 headquarters or what have you.

11 So as I think about being left here,
12 potentially with, I think it was 1,200 feet of parking
13 garages, I have seen it happen in other cities. I am
14 not opposed to development.

15 Like I said, I am a capitalist but I know
16 that the public markets are fickle and business models
17 change and large companies disappear over time and so I
18 suggest you think that through very hard.

19 THE CHAIRMAN: We have time for two more
20 speakers.

21 MR. SPEILBURG: My name is Adam Speilburg.
22 I live at 7416 Bland, which is kind of facing Forest
23 Park Parkway, so I am kind of behind -- you have got
24 the Crescent being affected. Our view will be affected
25 but really, when I bought my house, it was much later

1 than most of the people in the Crescent and there's a
2 big, giant field, so you know, when I bought my house,
3 I was made aware by the realtor that yeah, they are
4 probably going to put a tower there at some point, you
5 know, so I expected some kind of construction.

6 The one thing that I didn't expect is
7 somebody else said how bad the traffic going east is.
8 Sometimes, I am stuck for three or four minutes,
9 waiting on Forsyth, just trying to turn into -- which
10 is like where I am at.

11 Or sometimes, if the traffic is really bad
12 or, you know, I am coming in when Wash U is letting out
13 and it's like around 5:15 or somewhere after, you know,
14 4:30, then I will try to take any turn that I can,
15 coming down Forsyth.

16 And it's like all of these garages are all
17 letting out on Forsyth, except for like one and you
18 know, even the one that is really close to Hanley, so
19 people might still go down it.

20 That's a lot of cars going to Forsyth and
21 I already have trouble with the amount of traffic
22 coming down Forsyth and when I stop, I block traffic
23 going the other way, because there is only two lanes
24 there and so it's like -- I don't know if anyone takes
25 that, that there is actually traffic going all the way

1 to Wash U sometimes and then traffic backing up into
2 Clayton and so it's like, I don't know if you are going
3 to introduce a new light there. I mean, I just don't
4 really see that amount of traffic effectively going
5 down Forsyth.

6 And with, you know, the amount of cars and
7 stuff, I mean, I just don't see why you don't make
8 another entrance to Forest Park Parkway or I don't
9 know, maybe force Centene to put a garage, you know,
10 somewhere on the Metro lot.

11 Because I mean, the MetroLink is a great
12 resource that we've got and then -- I don't remember
13 the last concern but -- oh yeah. The whole thing that
14 Centene's work, everybody has heard this a couple of
15 times but Centene's work is kind of really, really in
16 one field.

17 And it's a field that is like highly
18 legislative and you know, it could even be this next
19 election cycle, you know, that our whole system is
20 different, you know.

21 So we might decide on this and then, you
22 know, two weeks later, a month later, we have a whole
23 set of different laws that Centene has to follow. So
24 that was my third concern. Thank you. Thank you,
25 everybody.

1 MS. VISCAR: I am Leslie Viscar at 6317
2 Southwood. I am on the east end of Clayton, in the
3 DeMun neighborhood but I commute every day to
4 Wellbridge and I just want to expand upon the previous
5 speaker's comments as well as Ann's comments about
6 Forsyth, between Forest Park Parkway and Big Bend.

7 It is a two lane road, one lane each way.
8 There is parked cars on each side, because of the fact
9 that there are multi-family units there and many of us,
10 certainly in DeMun, typically multi-family units in our
11 area only have one off street parking space. Many
12 units have more than one car.

13 So it is hard to imagine that we would be
14 able to turn Forsyth between Big Bend and Forest Park
15 Parkway into two lanes on each way. So if it stays the
16 current way that it is and we're adding all this new
17 traffic coming out -- and I'll be honest.

18 I avoid Hanley like the plague, even if I
19 am in downtown Clayton and need to get to Highway 40.
20 I will take Forsyth to Big Bend and it's a lot faster
21 and easier to get onto Highway 40 off of Big Bend than
22 it is Hanley.

23 That is probably not going to be the case,
24 once this happens. So I just want to make sure that as
25 part of our traffic studies with this project, that we

1 are factoring in that traffic on Forsyth, between Big
2 Bend and Forest Park Parkway because just even driving
3 here tonight, the traffic that was backed up, heading
4 east on Forsyth was backed all the way to the BP
5 station. I have seen it backed up as far as
6 Carondelet. So I just want to make sure that that gets
7 factored into the review.

8 THE CHAIRMAN: Thank you, everyone. We
9 are finished with the citizen comments for tonight but
10 that does not end the meeting. As we indicated before,
11 we are still in the open public hearing.

12 It will be continued to September 6th, a
13 Tuesday but since we have heard quite a bit, I think
14 the Planning Commission will make some comments now.
15 Actually, I will start it off.

16 We are very lucky here in Clayton, to have
17 grown over the past decades into a consistent urban
18 environment. We see it going forward in the future.
19 We have many things in place.

20 Our Master Plan, the Transit Oriented
21 District, our zoning, the Forsyth Village District and
22 we want to continue growth, not just in Clayton but for
23 the -- in the entire region, as we have heard tonight.
24 We are also very lucky to have some excellent corporate
25 citizens. Centene is one of them. They have filled a

1 very successful, elegant building at the southwest
2 corner of Hanley and Forsyth. And we have the
3 potential for an exciting complex for their expansion
4 but we are going to take time and we are going to vet
5 it properly, so that we are sure that it becomes a
6 win-win situation and that we have the required balance
7 between the commercial and the residential and that
8 we're implementing all of the regulations that we have.

9 We're hearing a lot about traffic studies
10 tonight. We will be looking at more of the traffic
11 studies and will expect to be hearing from some of the
12 experts at our next meeting.

13 But what I think we need to encourage all
14 of the traffic experts is to look more globally,
15 because the effect is not just within Clayton. It is
16 regional, as we have become a regional entity of the
17 St. Louis area, traffic is also a regional concern. So
18 I think we need to have that made very clear to them.

19 A few other comments, the pedestrian
20 orientation that is being called for in our Master Plan
21 and specifically in the Forsyth Village District seems
22 to be lacking. I think the project has gone pretty far
23 in giving some green spaces to the project. However, I
24 still see them as being not very well connected. In
25 fact, they are disconnected from one another.

1 A few other cities have been mentioned.
2 The Monon Trail in Indianapolis comes to mind. The
3 Bloomingdale 606 in Chicago and of course, the High
4 Line in New York, which seems to be the major
5 pedestrian route that has encompassed retail,
6 commercial, office and residential in a very
7 progressive, winding, connective way of moving
8 pedestrians.

9 I'm not saying that we can have that here
10 but I am saying that I think we need to see more
11 concern about moving pedestrians continuously and not
12 just in various spots.

13 Then there's the issue of potential public
14 and private circulation. We see public circulation
15 shown on the drawings as being on Forsyth and on
16 Carondelet.

17 And Centene's circulation being somehow in
18 the middle, possibly, we have heard, on raised walkways
19 connecting the garages, crossing Hanley Road, going
20 underground, crossing Carondelet where it meets
21 Forsyth.

22 It seems like if we have a large number of
23 people using that internal corridor system, we're
24 missing the boat on having them patronize and see any
25 of the retail that we would hope would be developed on

1 Forsyth. These are simply comments. Hopefully, they
2 will be heard. We don't need to have any applause.

3 The retail aspect, I think it was well
4 pointed out that neither Wellbridge nor an auditorium
5 count as retail. We know what retail is and Centene
6 has done a very fine job in bringing new and expanded
7 retail into their garage just west of the Centene
8 Plaza.

9 We would like to see it occur on the east
10 side of Hanley, all the way down to the MetroLink
11 station, into the City of University City, which
12 actually owns the small amount of property at the east
13 end of the Centene property.

14 That brings me to garages. We have
15 roughly seen about a quarter of a mile of garages lined
16 up. They have minimal residential, in fact, virtually
17 none on the Forsyth side, where we are calling for
18 residential in our Master Plan and in the Forsyth
19 Village District and that could become a sheer wall.

20 I'm not sure that there will be the volume
21 of pedestrian traffic there to support retail but by my
22 calculation, I think there's only between 6,000 and
23 12,000 square feet of actual retail being proposed,
24 when we remove the auditorium and any other area.
25 Going along with what we have been seeing and hearing,

1 we do have some congestion problems, both on the public
2 streets and with the loading and service areas. Many
3 other cities have found that the loading, loading docks
4 and service areas for office buildings can be handled
5 very well below grade.

6 In fact, if we look at the current Centene
7 Plaza, their loading is below grade also and it comes
8 directly off of a street on Carondelet as well as down
9 a public alley off of Bemiston Avenue.

10 So I would hope that we would be able to
11 see some improvement on that and not be overburdening
12 existing alleys that have 90 degree turns in them.
13 That would be very, very difficult for service trucks.

14 Then a comment about density. I believe
15 we saw that total density is about 4.3. However, one
16 of the areas, Subdistrict 2 appears to be about 1.4,
17 1.6, I'm not exactly sure -- 1.9, thank you, which is
18 lower than the recommended and that's probably because
19 it is uninhabited buildings.

20 The parking lots appear to -- the parking
21 garages appear to be over 50 percent of the built
22 environment. We have about 4.5 million square feet of
23 buildings but we have about 2.5 million square feet of
24 garages. So as we look at our Forsyth Village
25 District, our Master Plan, the TOD District, I think we

1 need to come to grips, both on the Planning Commission
2 side, our professional staff as well as the applicant,
3 to make his work better and balance the needs of both
4 business and the residential community, so that we will
5 have a win-win solution for the long run. I have
6 talked enough. I will pass it on someone else.

7 MR. REIM: So Mr. Chairman, I would agree
8 with many of your comments, so thank you for saying
9 them so eloquently. At the last meeting, we talked
10 about some things that I am concerned about and that's
11 the entry to the City of Clayton from underneath the
12 overpass, coming into Clayton from the east and what
13 the appearance of Clayton will be.

14 I think that speaks to the subject that
15 you mentioned as the amount of retail space and the
16 vitality of the street along that, what could be
17 potentially a long, single wall of parking garages.

18 And I would encourage the design team to
19 really take a look at the street activity of that, what
20 I will call the south wall of Forsyth along there, as
21 well as the nature of the parking garage from an
22 architectural perspective.

23 And I'm just wondering out loud if there
24 isn't a way to change the design of those garages, to
25 potentially get parking concealed and residential

1 development exposed on both of the additional face,
2 because the Master Plan really does envision that those
3 would be residential buildings facing Forsyth, not
4 parking garages, potentially not even office buildings.
5 Working to try to get to at least a feel of more mixed
6 use and just -- not an office park.

7 I think there are many good elements to
8 the design. I agree with the Chairman's comments,
9 about trying to rework the access into service areas,
10 to facilitate traffic flow around there, to reduce the
11 conflict between the Crescent's residential parking
12 garage and the new buildings and I think that is
13 accomplishable.

14 We may look at potentially shifting the
15 office tower more to the north, if that is something
16 that is necessary and I think that the ARB/Planning and
17 Zoning Commission would consider that, if we could make
18 an easier flow of traffic around, for service vehicles
19 and access to those buildings around back.

20 I think that there's been good effort put
21 into making the green spaces around Carondelet Plaza
22 work but I think that there's still considerable amount
23 of design and effort that probably needs to occur along
24 Forsyth, if it's going to be the street that we
25 envision and having participated in the Master Plan all

1 along, I thought that that street should always have a
2 vitality to it, that is not quite there yet, with this
3 design. I think that there is a lot of potential in
4 this project for all of those things to still occur, if
5 the design team will move some of the pieces around and
6 shift it.

7 There's been a lot of discussion about
8 scale tonight. I am not quite as opposed to the scale
9 of some of these buildings. I think in an urban
10 environment for the region, we have to probably expect
11 that these will be big buildings and there will be a
12 large scale project in each of these subdistricts.

13 I do think that there is probably a way to
14 reduce the overall height by pushing some of the
15 parking down below the grade. An awful lot of it is
16 above grade.

17 I realize there are some economic factors
18 for the development there. I would encourage you to
19 take a look at alternative ways to approach that.

20 Overall, I think that the intersection of
21 Hanley and Forsyth will be a very challenging one to
22 design. There are existing traffic issues there now.
23 There will be new, increased traffic patterns that flow
24 there. To really make it work, I'm not sure what the
25 solution is but I think it has the ability to be one of

1 the most dynamic and active intersections in the
2 metropolitan area. I remember the most interesting and
3 enjoyable intersections where I went to college in
4 Muncie, Indiana was an intersection where main streets
5 of the campus and town came together.

6 It had the highest number of pedestrians
7 crossing at the same time. It was vital, it was
8 vibrant, it was well designed, it was complicated and
9 there were probably delays for certain cars sometimes,
10 but it was actually the most active place on my campus,
11 where I went to architectural school.

12 And I think that we will probably need to
13 work at finding a solution for that intersection, that
14 approximates something akin to that. I have spoken
15 enough. I will pass the mic to someone else.

16 MS. BOULTON: I am going to thank everyone
17 for coming tonight and thank the developer. I am not
18 going to repeat what my two colleagues have already
19 said. I agree with pretty much everything that they
20 have said.

21 I would just like to speak a little bit
22 more about pedestrian, the whole pedestrian experience.
23 Having lived in that area for about 22 months, I'm
24 pretty familiar with the pedestrian experience there,
25 which is important. I don't feel like this project

1 brings enough, just green things, just growth. I got
2 onto the HOK website today, just looked around to see
3 what you guys have done in landscape design, which was
4 very, very impressive.

5 I would say look at the US Coastguard
6 building that you guys built in DC. That has an
7 incredible amount of greenery and green roofs and trees
8 and it was amazing and I would just like to see more of
9 that, with -- on Carondelet and on Forsyth, to try to
10 enhance that pedestrian experience.

11 Let's see. I would like to see in
12 Subdistrict 1, that particular building, that high
13 rise, I would like to see that pulled -- pushed
14 completely off the balconies of the Crescent. I think
15 that's only neighborly, for them to have the full use
16 of their western balconies.

17 I would like to learn more about the
18 performing arts center and the public benefit and how
19 that is going to be run and is that a professional -- I
20 think if that is going to be counted as a public
21 benefit, I would like to know more about that.

22 And then I'd like to just know more about
23 that traffic behavior. Under stress, what happens
24 when, you know -- we were going to have gridlock when
25 Highway 40 was rerouted. We were going to have

1 gridlock when Forest Park was rerouted. We never had
2 gridlock and I want to understand better why we never
3 had gridlock and what happens, what behaviors changed,
4 so that can be presented and those are my comments.

5 MR. SIMON: Me too. You kind of said it
6 all. I'm very much pro development for my City of
7 Clayton, for our region, for our state. I want us to
8 be competitive on a regional and national basis.

9 I think it's imperative that we encourage
10 development. I appreciate and understand all of the
11 comments that I've heard this evening and I think it
12 will be weighed carefully here.

13 But we should do everything that we can,
14 as a community, to compromise with the developers, with
15 Centene and with our own citizens, to help make this a
16 premier development in our community. So any question
17 on where I stand? Probably not. Thank you.

18 MR. LIEBERMAN: I really appreciate all of
19 the comments from the Centene team, the residents and I
20 want to echo some of the sentiments from this group.
21 There is a private and public, I guess, thoroughfare
22 pedestrian experience.

23 I would love to see those combined and I
24 would like to see more pedestrian/transit oriented
25 interface along Forsyth, which might include

1 commercial, service, restaurant, retail. I think it's
2 a great opportunity that we have but I want to back up.
3 I'm a big fan of the architecture. I'm a big fan of
4 the current Centene headquarters and I appreciate all
5 of the consideration that everyone has made.

6 MR. OWENS: The only comment that I will
7 make is just to really consider the staff comments. I
8 thought that they were on point, big surprise.

9 I thought that they were on point and I
10 hope that those are addressed, because they will
11 address a lot of the concerns that we heard from
12 residents.

13 MR. CHAIRMAN: Okay. Well, again, we
14 would like to thank everyone who has come out for this
15 extended meeting, for all of the comments, especially
16 to the developer, Clayco, HOK and certainly Centene as
17 well as the extensive work that our professional staff
18 has done, in giving us the background and requirements
19 and recommendations and also to my Planning Commission
20 comembers.

21 We will be continuing this, as we said
22 before. This is not the closing of the public hearing
23 but it will continue on September 6th at 5:30 in this
24 location and with that, thank you all and thanks for
25 coming.

