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CENTENE CLAYTON CAMPUS, Special Development District

August 1st+15th Planning Commission and ARB Meeting

Integration with the City of Clayton Vision 2013: Supporting a vision to develop vibrant business areas

City of Clayton

Vision 2013



www.ci.clayton.mo.us

Vision 2013

GUIDING PRINCIPLE: II

Clayton strives to be a regional business leader by supporting and developing vibrant business areas, which can be enjoyed by our residents, workers, students and visitors. The combination of corporate headquarters and smaller businesses will provide a strong economic engine to support the high quality services and daily life that our residents and business community have come to expect. At the same time, the City values the quality and history of its neighborhoods and will support and dialogue with all residents about their needs.

GOAL

Maintain and grow a strong, diversified economic base that enriches the City's quality of life, preserves the integrity of our residential neighborhoods, and is consistent with the Comprehensive Plan.



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OP

Integration with the City of Clayton Strategic Plan:

Clayton, Missouri Strategic Plan

In March 2012, the City of Clayton embarked on a strategic planning process, known as C The Future. This process was initiated by the Mayor and Board of Aldermen, but was designed to be a community-based strategic plan.

A strategic planning process involves preparing an environmental scan that identifies the factors affecting the community, articulating a clear vision, establishing key performance areas, identifying priority strategies and initiatives, and creating action plans. The Clayton Strategic Plan is intended to represent the community's vision for Clayton, and outlines what the community hopes to accomplish during the next three to five years.

The process of developing a strategic plan explores three specific questions:

1. What do we know to be true? Where are we?
2. What do we hope will be true in the future? Where do we want to go?
3. What must we do in order to make it so? How do we get there?

In this way, Clayton's Strategic Plan is a road map to move the community towards its intended vision.

Methodology and Process

Clayton retained the services of The Novak Consulting Group to design and facilitate a strategic planning process. To guide and direct the process, a Steering Committee was formed, chaired by Mayor Linda Goldstein and comprised of community representatives.



C The Future utilized a facilitation technique known as a Search Conference. This process is designed to "bring people together to achieve breakthrough innovation, empowerment, shared vision and collaborative action" (from Discovering Common Ground, Marvin R. Weisbord, 1992).

The Steering Committee invited members of the Clayton community to participate in the Search Conference, which included two key events: a Vision Conference and an Action Conference. Involvement in these events required a significant commitment of time from participants, and the process was enriched by the broad cross-section of the community that engaged.

The Steering Committee decided on an solicitation and invitation process to solicit participation by stakeholders. Ultimately, they selected a group of approximately 50 stakeholders to participate. In addition to this group of stakeholders, input was sought from the entire Clayton community on the elements of the strategic plan.

Clayton, Missouri Strategic Plan (continued)



The process resulted in the final elements of the Strategic Plan: vision, key performance areas, strategic initiatives, and action plans.

Strategic Initiatives have also been identified for each key performance area. Draft action plans have been developed for each initiative and are detailed in the next section.

C The Future - Strategic Plan Elements

Vision

Clayton is recognized regionally and nationally as a premier city of its size and character. The community is a safe, vibrant destination defined by its unique combination of leading business and educational institutions, the seat of county government and picturesque neighborhoods, all of which combine to provide an exceptional quality of life.

Key Performance Areas and Strategic Initiatives

Four key performance areas have been identified for the Clayton community. These are the critical areas that must be successful in order to achieve the vision.

(over, please)

- Evaluate the resource contributions of residents, institutions and the business community in the context of their consumption of city services.
- Evaluate the development review process to make it more user friendly for applicants.

Liveable Community

Clayton is a sustainable, welcoming community comprised of desirable neighborhoods, attractive green space, diverse artistic, cultural and recreational opportunities and a multi-modal transportation system, all of which foster a safe, healthy and enriched quality of life.

Strategic Initiatives:

- Support public and private art throughout the City
- Maintain and expand public and private green space.
- Increase evening music and performing art activities.
- Expand complete streets integrating biking/walking programs.
- Promote environmental sustainability building practices.
- Make parks Wi-Fi accessible
- Create themed special events and festivals.

Strategic Relationships

Clayton ensures its long-term viability as a thriving community and premier destination by developing and leveraging strategic relationships. Clayton leads and fosters collaboration among public, private

and non-profit entities for the greater good of the community and the region.

Strategic Initiatives:

- Convene stakeholders to explore and identify opportunities for collaboration and coordination.
- Cultivate strong support for the School district of Clayton's long-term strategic plan.

Economic Development and Vibrant Downtown

Clayton is a premier economic center, welcoming and fostering entrepreneurs and new companies, attracting diverse talent while maintaining and promoting established businesses and investment. Clayton's economy and sense of place is anchored by a vibrant downtown that is characterized by a blend of corporate headquarters, local businesses, restaurants, residences, retail uses and regional government.

Strategic Initiatives:

- Increase density in downtown Clayton and other appropriate areas.
- Implement the Downtown Master Plan.
- Develop an economic incentive program that attracts start-ups and entrepreneurs.



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Downtown

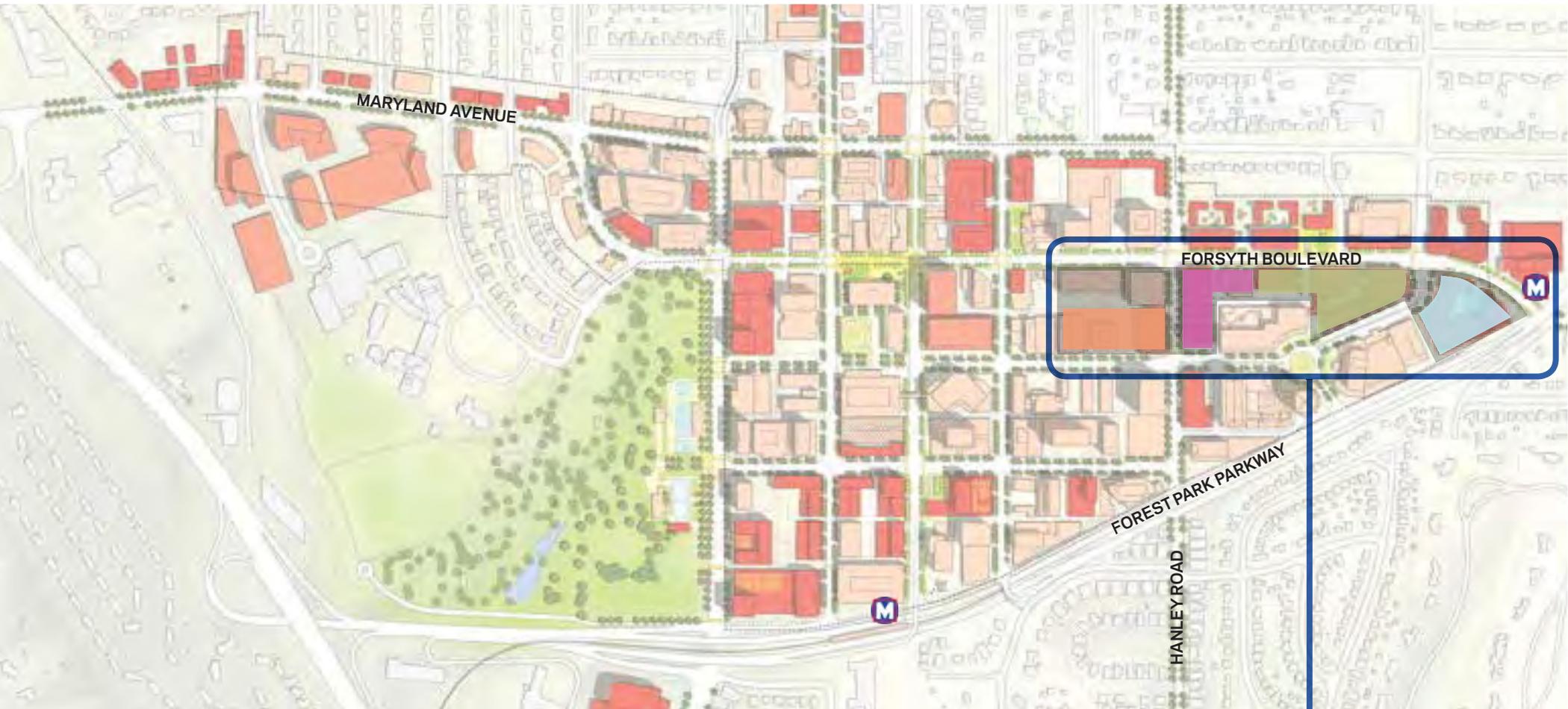
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Strategic Initiatives:

- Increase density in downtown Clayton and other appropriate areas.
- Implement the Downtown Master Plan.
- Develop an economic incentive program that attracts start-ups and entrepreneurs.

Integration with the City of Clayton 2010 Master Plan:

Developing east-west along Forsyth, and focusing streetscape improvements connecting our project to the east



Centene's proposed development supports the long-term vision of a strong, east-west enhancement of Forsyth Boulevard

Integration with the City of Clayton 2010 Master Plan: Extending a vibrant Central Business District to the East in line with the Master Plan



Centene Campus SDD (Special Development District)

Our process

Centene and the development team have been working with the community in a wide variety of public and independent meetings throughout the course of the last few months in an effort to garner comments, integrate thoughtfully with the City's long term masterplan vision, and have respectful discourse with the immediate neighbors around the proposed development. The goal of looking to provide a solution that is balanced across all constituent needs drove the following meetings:

1. An initial disclosure of the project in a public forum on June 6th
2. A public 'town hall' presentation and discussion on July 17th
3. More than 12 meetings with the residents of the Crescent
4. Meeting(s) with surrounding neighbors
 - a. Maryland Avenue / Old Town residents
 - b. Ritz-Carlton
 - c. Residents of the Plaza
5. Weekly meetings with the City of Clayton staff beginning on May 11th, 2016.
6. The team has responded to over 340 review comments

City of Clayton staff review:	232 comments
Landscape review:	41 comments
Site/ ARB:	47 comments
SWPPP:	21 comments
<hr/> Total Responses:	341 responses

7. Meetings with various utility providers
8. Citizens for Modern Transit & Metrolink

Centene Campus SDD (Special Development District)
Project vision



Centene Campus SDD (Special Development District)
Project vision



CENTENE

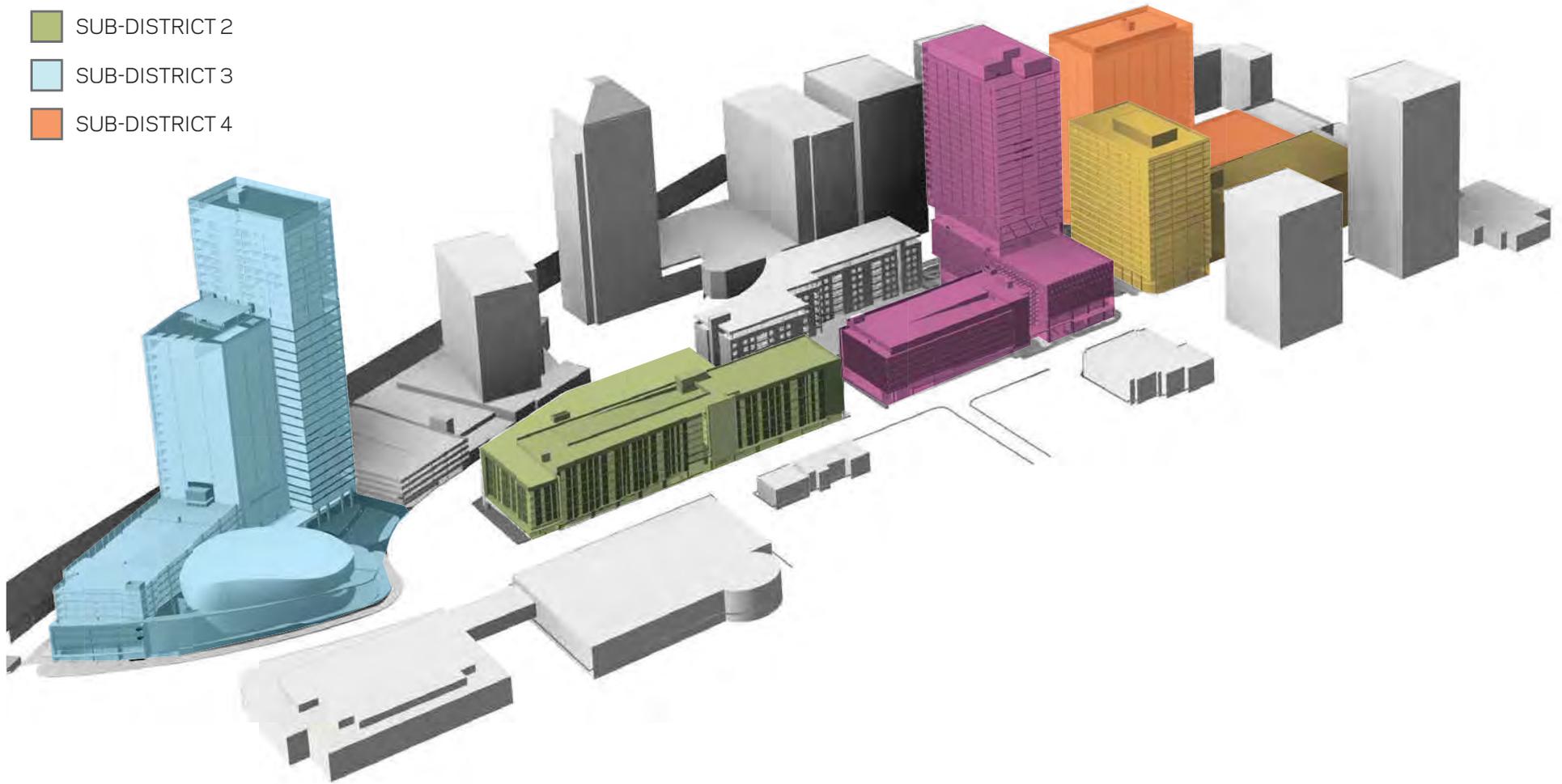
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SDD Summary

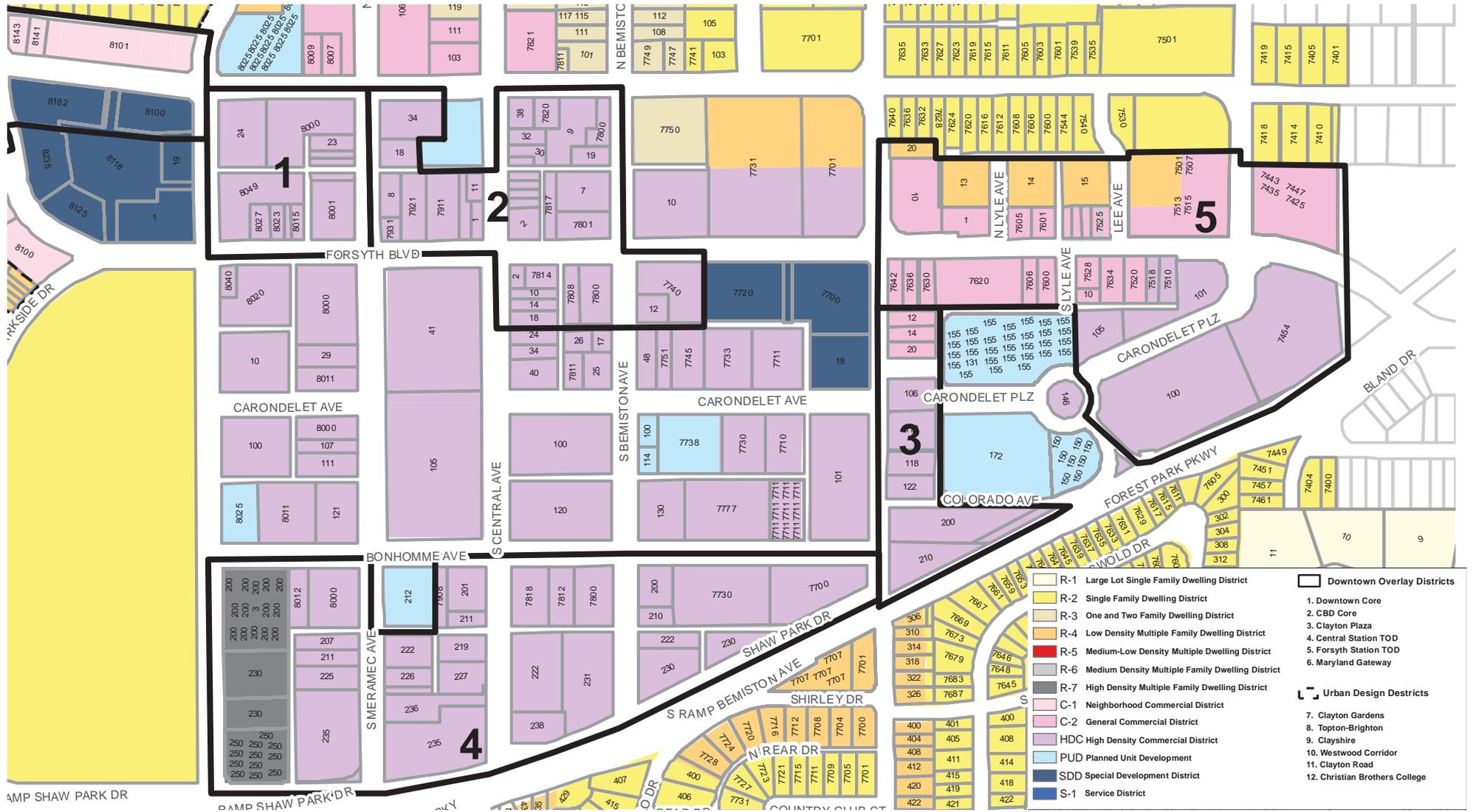
-  SUB-DISTRICT A
-  SUB-DISTRICT 1
-  SUB-DISTRICT 2
-  SUB-DISTRICT 3
-  SUB-DISTRICT 4



Illustrative Master Plan



Clayton Zoning Map



- | | |
|---|---|
| <ul style="list-style-type: none"> R-1 Large Lot Single Family Dwelling District R-2 Single Family Dwelling District R-3 One and Two Family Dwelling District R-4 Low Density Multiple Family Dwelling District R-5 Medium-Low Density Multiple Dwelling District R-6 Medium Density Multiple Family Dwelling District R-7 High Density Multiple Family Dwelling District C-1 Neighborhood Commercial District C-2 General Commercial District HDC High Density Commercial District PUD Planned Unit Development SDD Special Development District S-1 Service District | <ul style="list-style-type: none"> Downtown Overlay Districts 1. Downtown Core 2. CBD Core 3. Clayton Plaza 4. Central Station TOD 5. Forsyth Station TOD 6. Maryland Gateway Urban Design Districts 7. Clayton Gardens 8. Topton-Brighton 9. Clayshire 10. Westwood Corridor 11. Clayton Road 12. Christian Brothers College |
|---|---|

Clayton Zoning - 2009: Clayton Forsyth TOD Overlay



Key attributes:

- Density around Metrolink location(s)
- Mixed Use Development desired
- Height unlimited south of Forsyth and East of Lyle.
- Height in areas west of Lyle to Hanley should step back from Forsyth.
- Density throughout encouraged

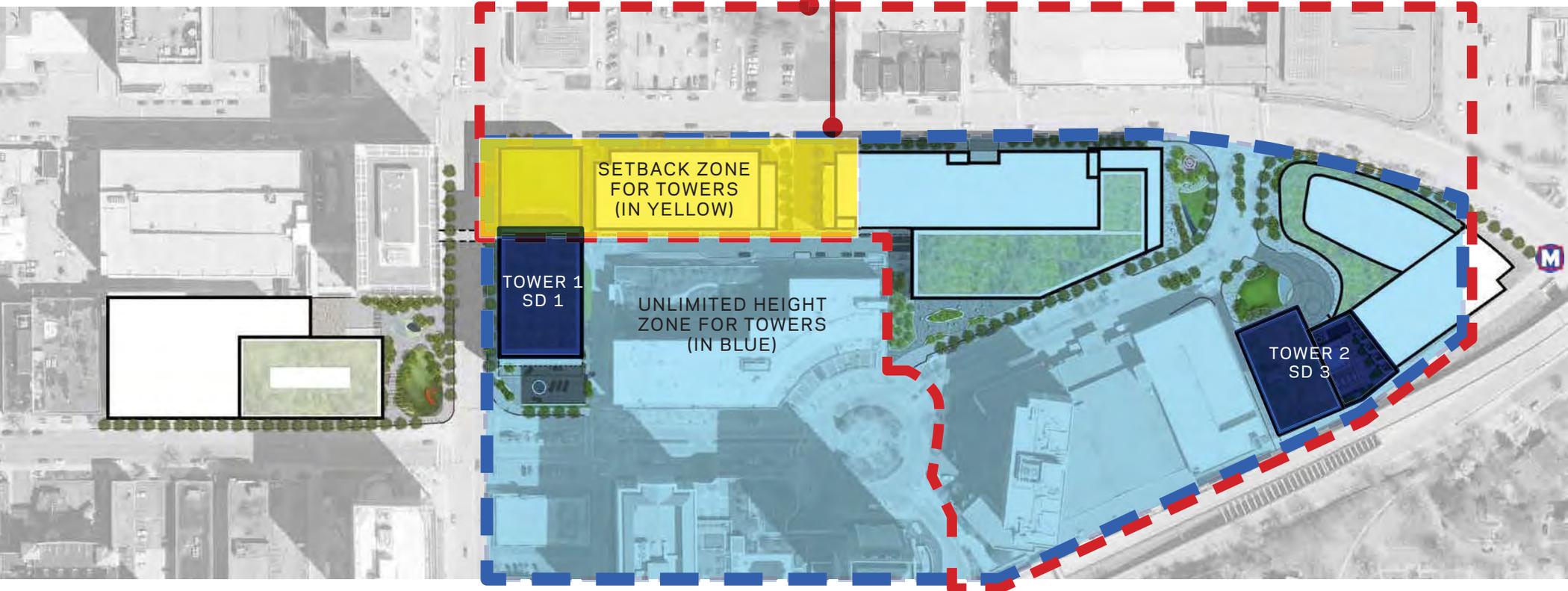
Hanley Tower located primarily outside of TOD overlay to follow intent of Forsyth TOD overlay District.

Tract 3 Tower located near Metrolink and to south of site to follow intent of Forsyth TOD overlay District.

Illustrative Master Plan

Red dashed line: Forsyth TOD Overlay District

Blue dashed line: Clayton Plaza Overlay District



Integration with the City of Clayton Master Plan: Respecting and following the city's vision of its Civic Realm

Civic Realm

The civic realm and public spaces represent the long-term structure of the city and its enduring identity. Parks complement the dense use of urban land by opening up views and providing shared spaces. Monumental civic buildings punctuate the urban form, while parking structures and transit systems represent major infrastructure that enhances the operation of the city. Together these facets of the urban environment complement private investment that occurs on the intervening blocks. The civic realm is both necessary infrastructure and an amenity that adds value to real estate, while in the long run making the city more desirable for residents, workers, and visitors.

Centene's proposed development supports the long-term vision of a vibrant civic realm that will provide a more desirable city for residents, workers, and visitors.

The framework for the civic realm identifies open space and landscape initiatives that complement the planning framework:

- Enhance the public space along Forsyth Boulevard adjacent to the county police building to anchor the restaurant core and provide a more formal center to Downtown. Enliven the space by installing a kiosk and wayfinding signage and also by hosting special events such as farmers markets that draw people downtown during non-business hours.
- Make key streets such as Forsyth Boulevard and Central Avenue (shown in yellow) Pedestrian Priority Zones with additional street trees, wider sidewalks, and small welcoming public spaces.
- Improve the pedestrian environment along Brentwood Boulevard.

Integration with the City of Clayton Master Plan: Acting on Masterplan's Key Action Items



North Central Key Action Items

Please reference the Downtown Clayton Action Plan for further detail.

ECONOMIC DEVELOPMENT (p. 114)

- Focus on retail and restaurants, recruiting more unique retailers

Retail provided in various locations and at each subdistrict

- Provide nearby amenities to help indirectly encourage the development of office space

Amenities in public spaces, retail, and civic spaces interior to projects are included

POLICY (p. 120)

- Setback large scale development within Pedestrian Priority Zones

Desired monumental buildings are setback from Forsyth (key zone) and Carondelet

INFRASTRUCTURE (p. 126)

- Modify street sections and consider regulatory adjustments for outdoor dining as necessary

Street sections are sized for outdoor dining near smaller retail, and anchor parks are located near key anchor retail spaces

- Consider new approaches to managing deliveries and loading that are realistic and feasible
- Make plaza at Forsyth Boulevard and Central Avenue a new key civic space and work with existing art organizations to create a landmark sculptural element in the space

- Create curbside parking along Forsyth Boulevard at off-peak hours

New curbside parking will be provided where possible

- Discourage surface parking lots except behind buildings

No surface parking lots proposed

- Consider a rubber-wheeled trolley circulator route that includes Forsyth Boulevard
- Add bike sharrows to Forsyth Boulevard

Integration with the City of Clayton Master Plan: Expanding the Forsyth Village District Plan

Forsyth Village District

Financial institutions have a major presence in Forsyth Village, along Hanley Road. The village also includes a new restaurant, retail, and hotel cluster at Carondelet Plaza. The Forsyth MetroLink Station is a major asset for the area and is the eastern gateway to Downtown, providing a public transit connection to St. Louis and much of the metro area.

The presence of Forsyth Station in this district opens up the opportunity for increased development centering around the MetroLink stop. Moreover, Forsyth Village has significant development opportunities to the several vacant lots and empty/underutilized building, most notable along Forsyth Boulevard. Further **mixed-use gateway development** building on the recently-completed **retail and office project at Carondelet Plaza** could draw customers from elsewhere in the Metro area while serving daily needs of the rising number of Downtown Clayton residents. Given such proximity to Forsyth Station, key streets such as Forsyth Boulevard and Carondelet Plaza should be made as pedestrian-friendly as possible and new development should be pedestrian-oriented. Specifically, creating a small-scale public space along the north side of Forsyth Boulevard would give visitors and nearby employees a comfortable, easily accessible place to rest and enjoy the outdoors. Finally, clustering growth around the transit stop would allow for a natural step-down in height as development further from the station transitions to uses compatible with the existing single-family residential neighborhood and the historic Hanley House to the north.

Dense development begins in the east, closest to Forsyth Station, and continues westward along Forsyth Boulevard. The height along Forsyth Boulevard transitions downwards toward the neighborhood to the north, and is also punctuated by a small civic space. Both Forsyth Boulevard and Carondelet Plaza are treated as key pedestrian areas with comfortable sidewalks and **buildings reinforcing the street edge**. Parking requirements throughout the district should be modified to reflect the prevalence of public transit, rather than car travel, and remaining garages should not have frontage on key streets.

Subdistrict 3, adjacent to Metrolink, is conceived of as a gateway project with up to five separate uses in one structure

Development density is met and is designed to peak at the station and Hanley

Strong street edges are maintained throughout the development balanced by multiple key public open spaces

Integration with the City of Clayton Master Plan: Live, Work, Play - Providing all elements in the Centene Campus



Economic Sustainability

A city embodies economic sustainability by being a place with stable levels of economic growth and employment as well as with a diversified economic base to protect against sudden changes within individual sectors. Clayton, the seat of St. Louis County since 1877, has long been a center for the traditionally stable government sector. In addition, Downtown has a strong office sector that includes headquarters for a number of corporations as well as a number of legal and financial services firms. These varied places of employment all contribute towards Clayton's economic sustainability, which can be even further improved by broadening the use of Downtown.

Growing Downtown Clayton as a destination—a place to live, work, learn, and play—naturally broadens the economic base. At present, there are few residential options downtown and a limited supply of apartments. A key first step towards greater economic sustainability is introducing more housing choices to Downtown Clayton. Not only will this help to build the tax base, but it will also increase demand for small-scale retail and basic services such as grocery stores, markets, doctors, dentists and drugstores. These additional uses can supplement the existing office- and restaurant-dominated downtown. Furthermore, quality schools, healthcare services, renewable resources, benefits, and amenities attract families, businesses, and institutions that provide employment and also add to the economic foundation and tax base. The community thrives with a strong economic base that is market driven and serves future generations.

The Centene Campus plan factors design elements of live, work, and play, including proposed new residential development

Integration with the City of Clayton Master Plan: Centene Plaza - Building on Success

Downtown Clayton

The Downtown Clayton Master Plan sets forth a flexible framework for development, integrating and anticipating the actions of the public sector and the private sector. Ten principles form the foundation for the recommendations in the plan. Within this framework, a great variety of decisions can be made over time to create a richly textured Downtown, while still ensuring a shared vision of the overall outcome.

1. CREATE a framework for future development downtown
2. REINFORCE the role of Downtown Clayton within the St. Louis region
3. LEVERAGE prior successes to move to the next level
4. IDENTIFY a fully functional mixed use, sustainable, urban environment and development program
5. DESIGN a distinctive civic realm that establish the city's identity, links districts, and is integral to surrounding development
6. LEVERAGE the MetroLink stations for transit oriented development and access
7. ESTABLISH a network of pedestrian friendly streets
8. CELEBRATE adjacent neighborhoods and their connections to downtown
9. POSITION each district according to its unique assets to promote diverse mixed-use environments
10. DEVELOP a comprehensive signage and wayfinding system and shared parking in strategic locations



THE CENTENE HEADQUARTERS (TOP) ARE EMBLEMATIC OF DOWNTOWN CLAYTON'S STRENGTH AS A REGIONAL CLASS A OFFICE LOCATION.

THERE IS OPPORTUNITY TO ENHANCE THE DOWNTOWN PUBLIC REALM (BOTTOM) THROUGH EXPANDED RETAIL AND RESTAURANT DESTINATIONS TO SERVE THE GROWING OFFICE MARKET AND FUTURE RESIDENTS.



Centene Campus SDD (Special Development District) Goals

Requirements from City SDD Application on public benefits

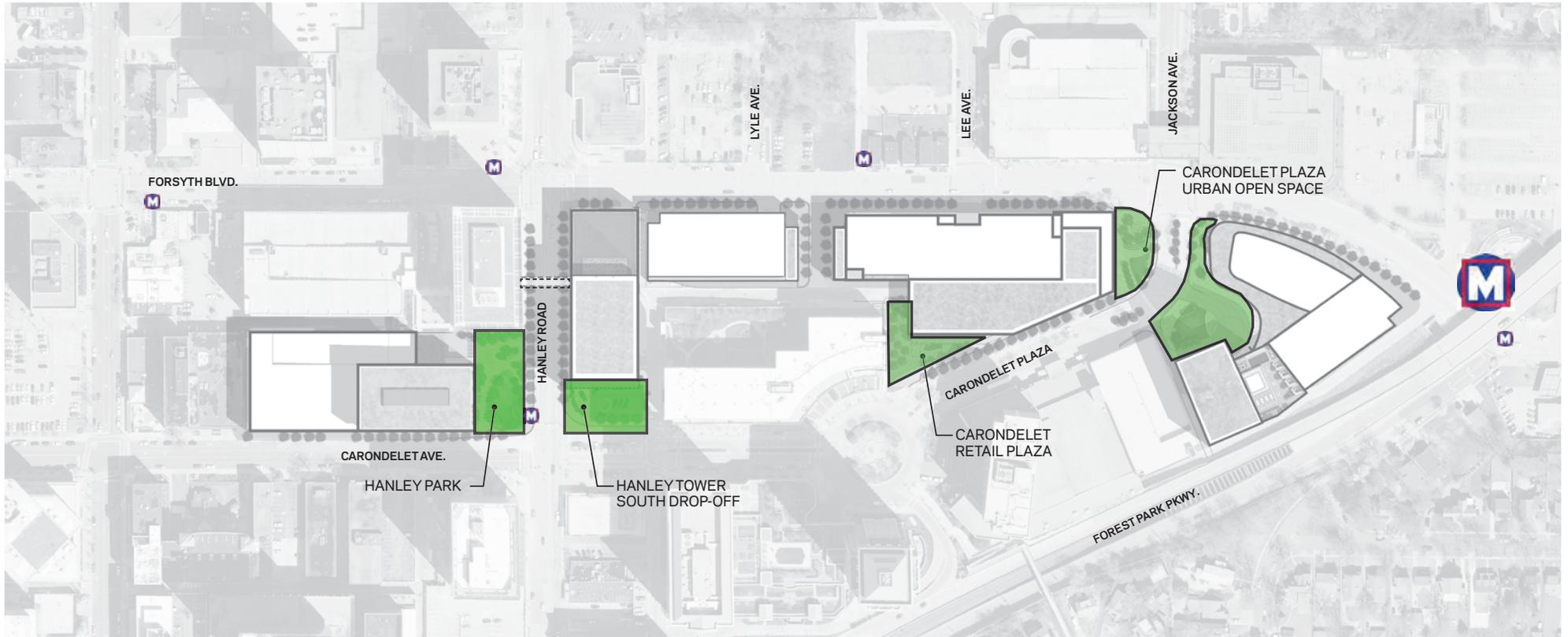
The public benefits to the City that are intended to be derived from the approval of planned unit developments, include, but are not limited to:

1. Extraordinary landscaping and green space provisions;
2. Garage entryways by virtue of their location, materials and design blend with the architecture of the surrounding neighborhood;
3. Architectural distinction and significance that would make the development noteworthy;
4. Extensive use of high quality building materials that would add significant value to the property and benefit the adjacent properties;
5. Provision of new public infrastructure including, but not limited to streets, curbs, sidewalks, sanitary sewers, stormwater sewers, lighting and public parking;
6. Provisions for reduced sale or rental for a percentage of the units to encourage the goal of affordable housing.

For projects proposed within the Central Business District, the public benefits specific to the Central Business District that are intended to be derived from the approval of planned unit developments, include, but are not limited to the following accessory complimentary features:

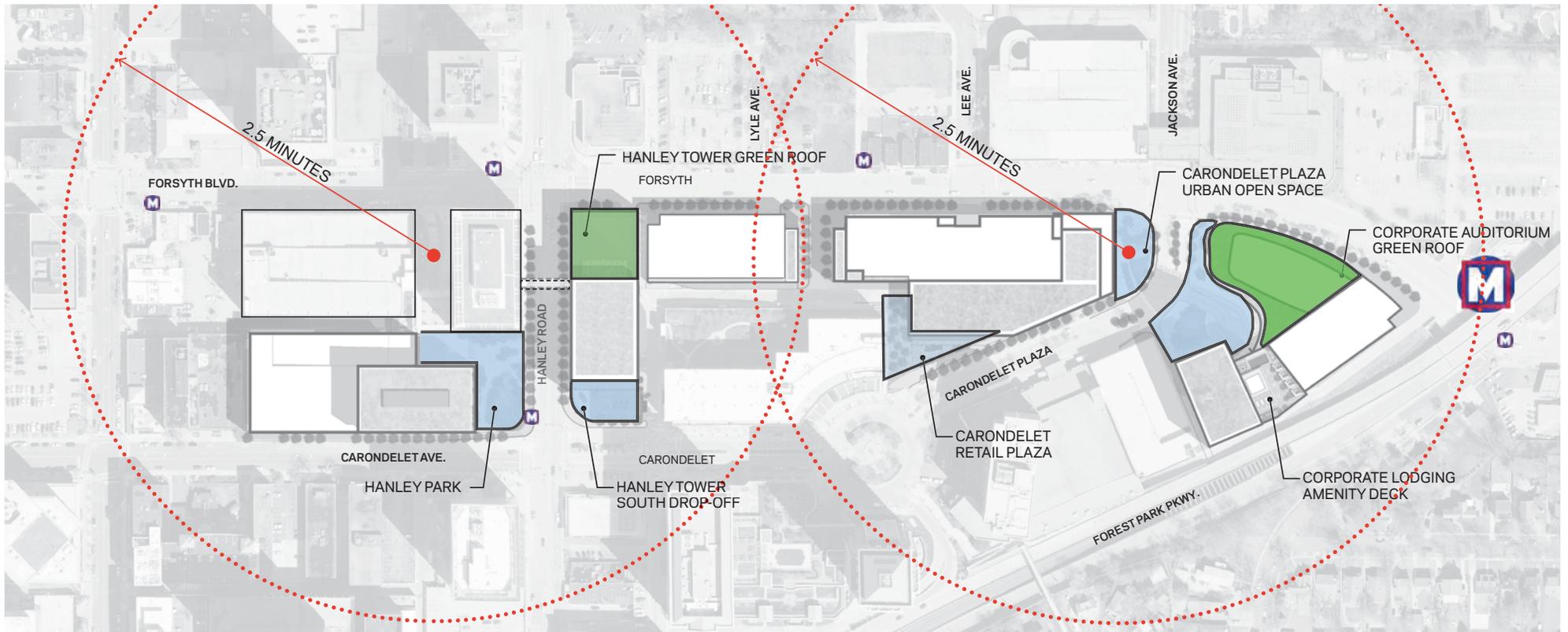
1. Inclusion of below grade public parking facility located underneath the proposed development;
2. Inclusion of public parking spaces in excess of what is required by Chapter 22, Article 31 of the Municipal Code;
3. Inclusion of street level landscape garden, plaza or park available for public use;
4. Inclusion of special access features or provisions to existing or planned public transit facilities;
5. Inclusion of a mixed use development plan where no single use exceeds 80% of the total floor area;
6. Public art;
7. Architectural distinction and significance that would make the building(s) noteworthy; and
8. Extensive use of high quality building materials that would add to the assessed valuation of the structure.

Proposed Landscape / Green space provisions

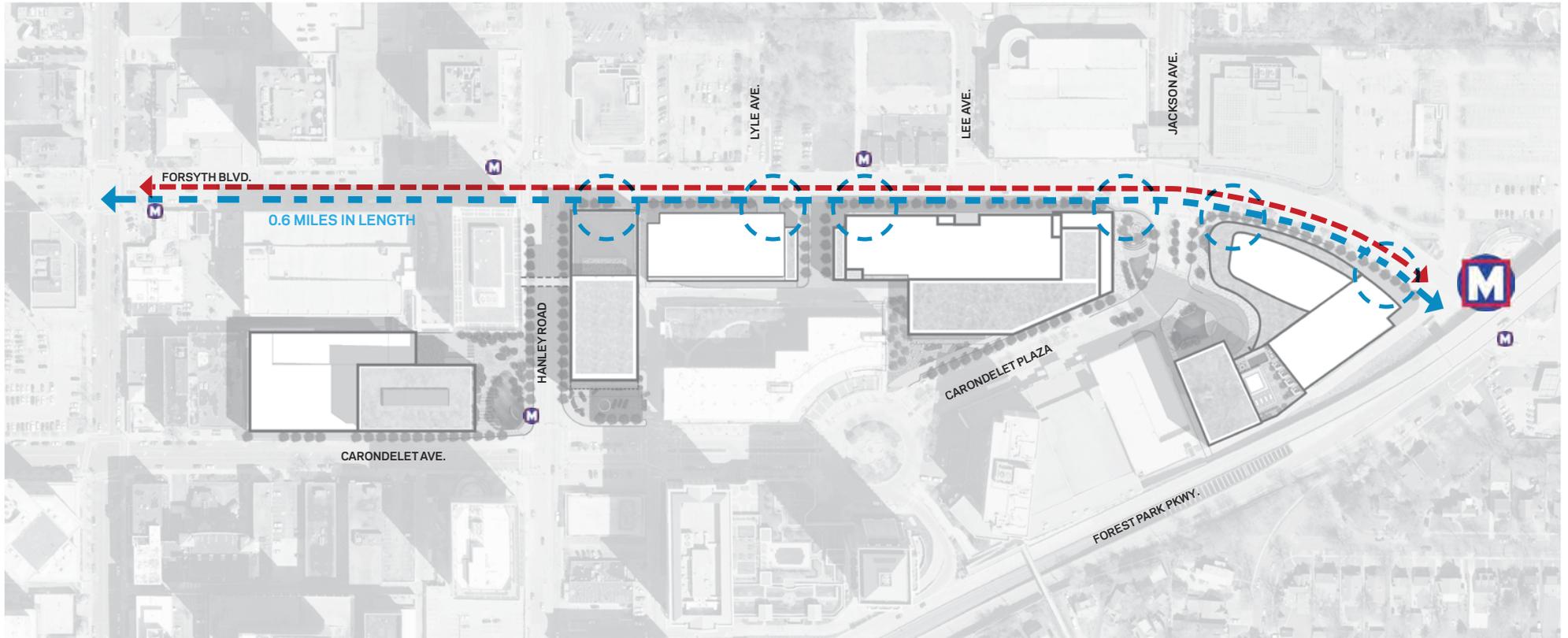


■ OPEN SPACES

Walkability



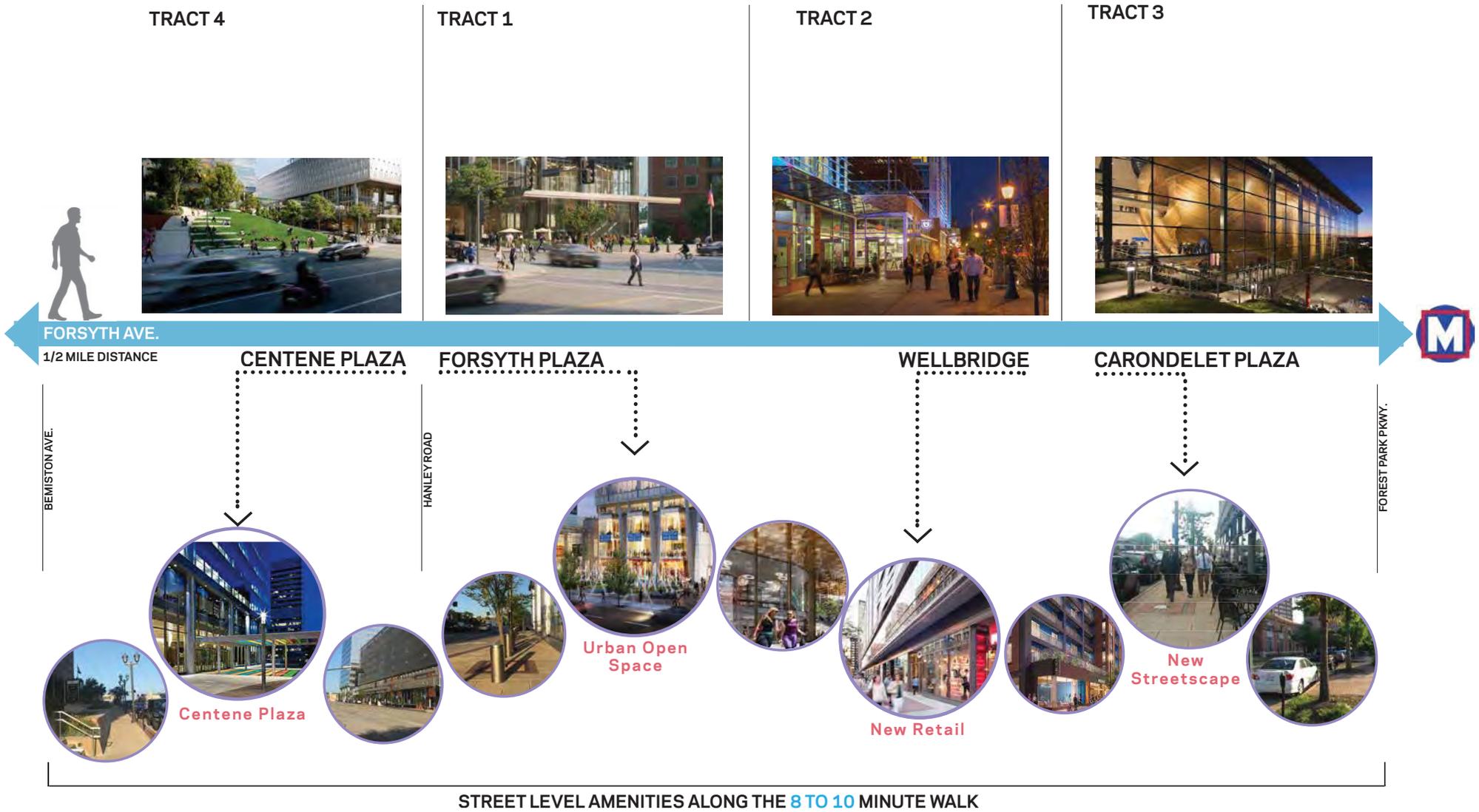
Pedestrian Experience Walking Along Forsyth



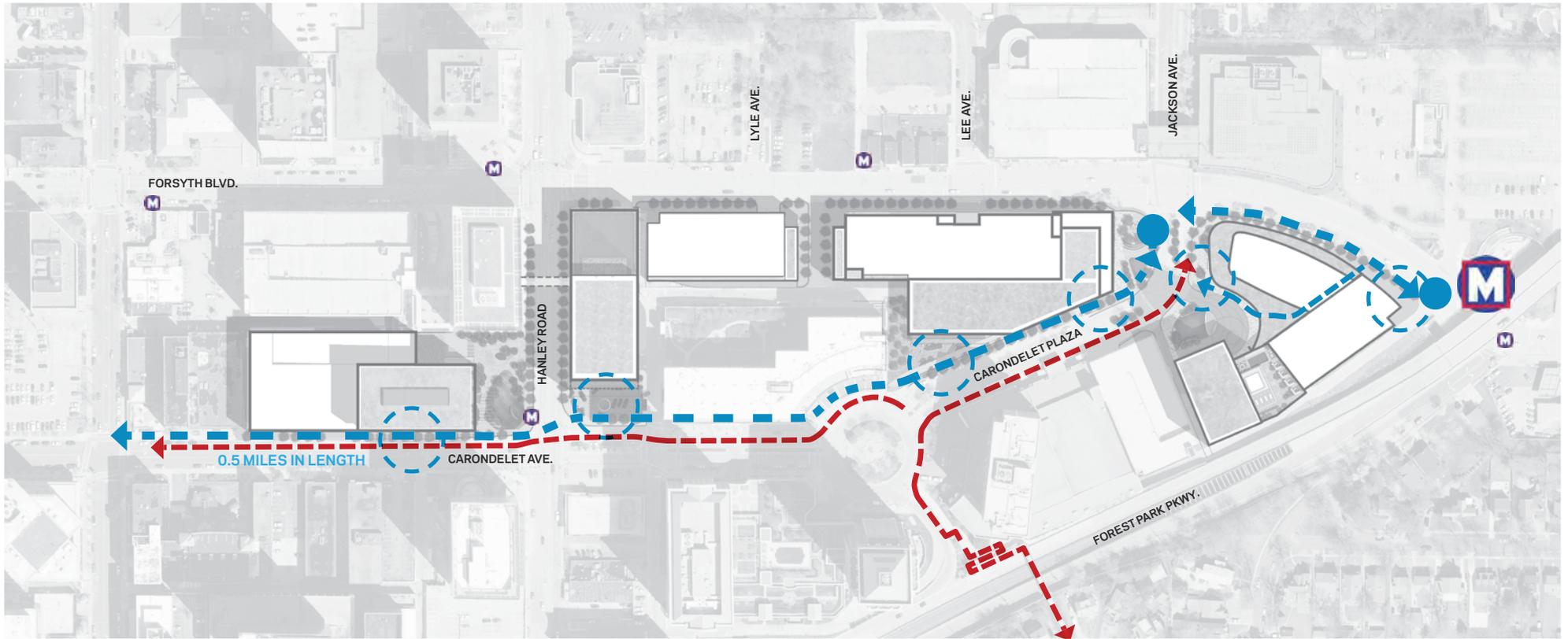
- PEDESTRIAN ROUTE
- BIKE LANES



Pedestrian Experience Walking Along Forsyth

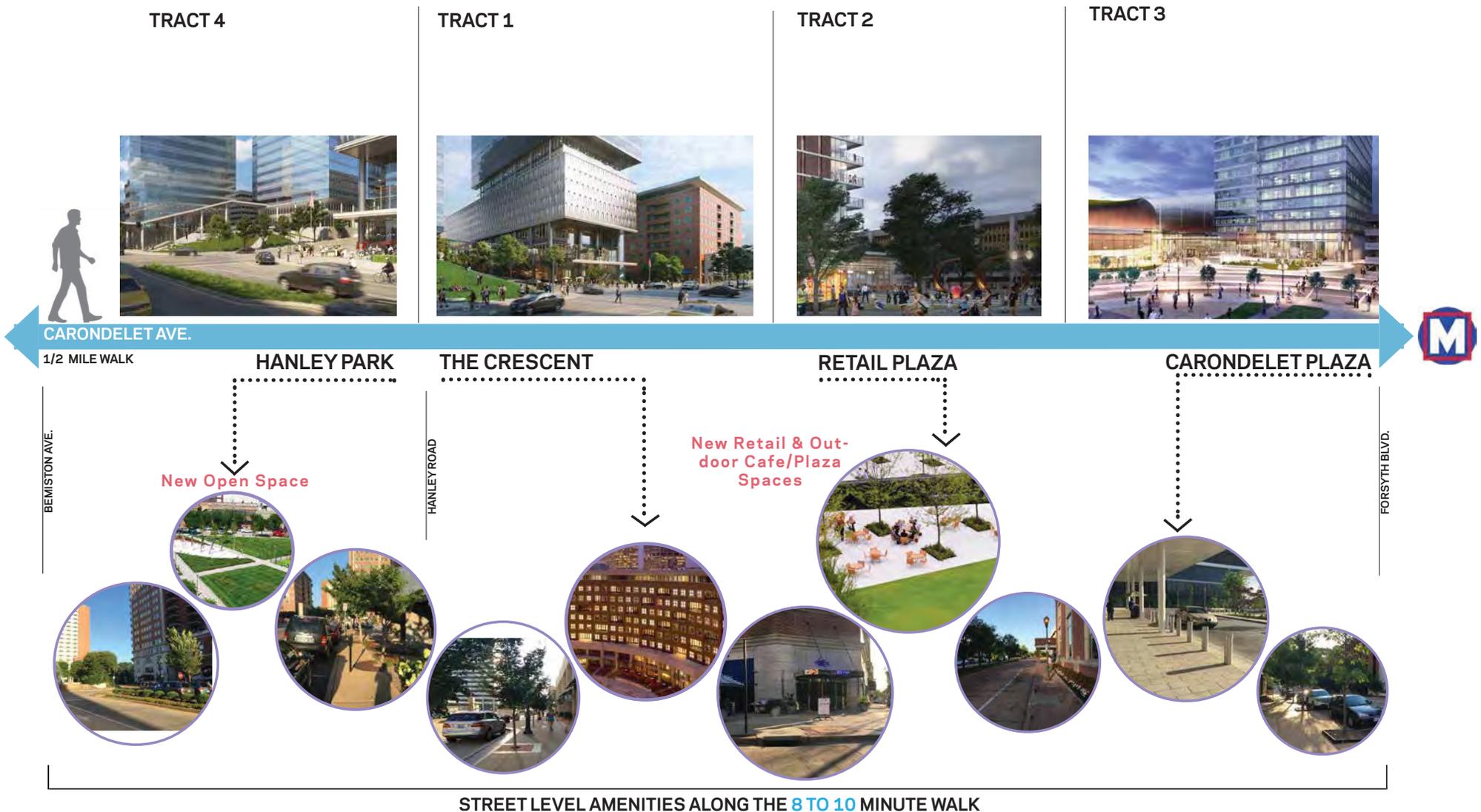


Pedestrian Experience Walking Along Carondelet Plaza

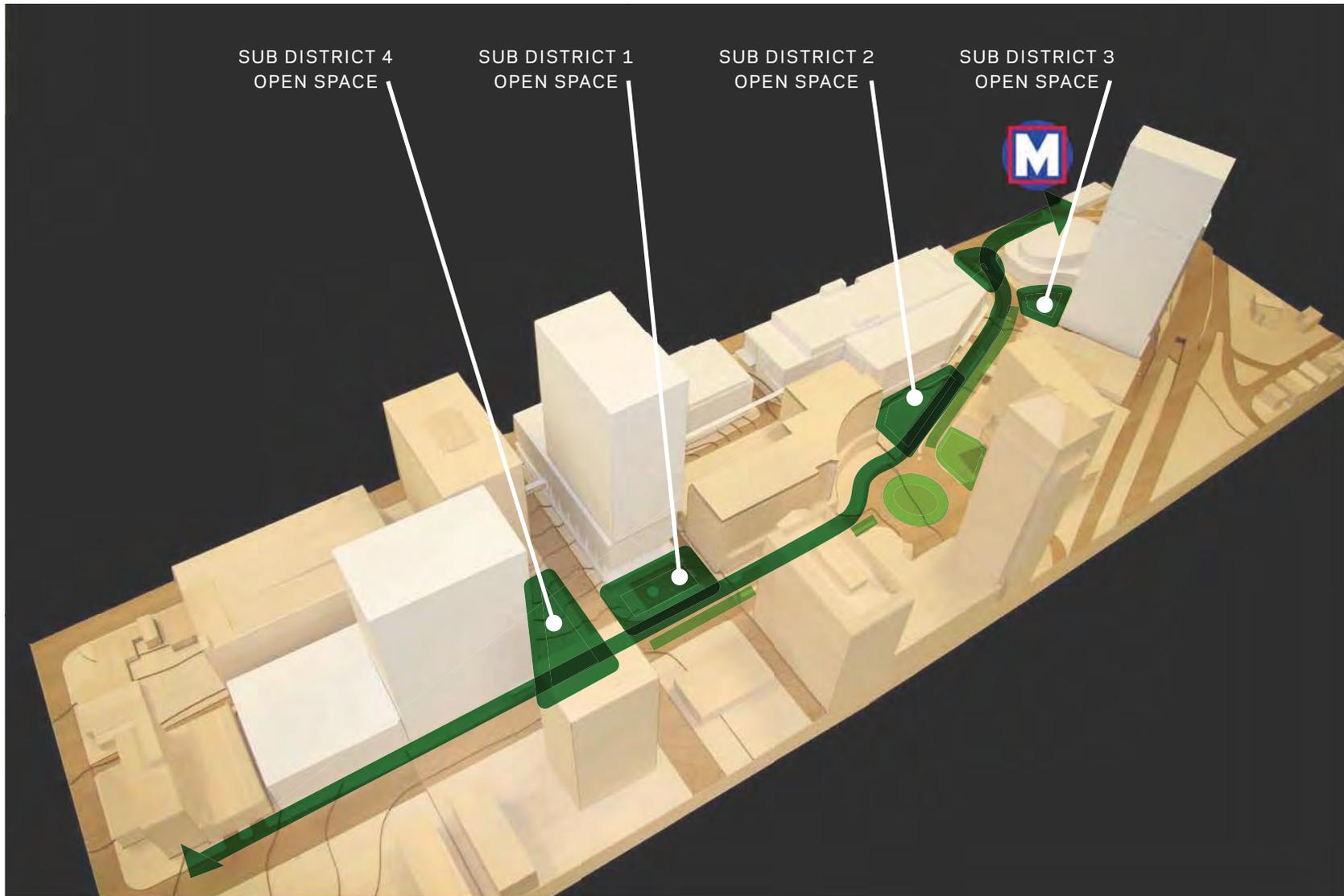


- PEDESTRIAN ROUTE
- BIKE LANES

Pedestrian Experience Walking Along Carondelet Plaza



Green Spaces + Connections:



Great Urban Spaces - Criteria for Design by PPS

Project for Public Spaces (PPS) is the central hub of the global Placemaking movement, connecting people to ideas, expertise, and partners who share a passion for creating vital places.

Great Public Spaces — Characteristics and Guidelines for Designation

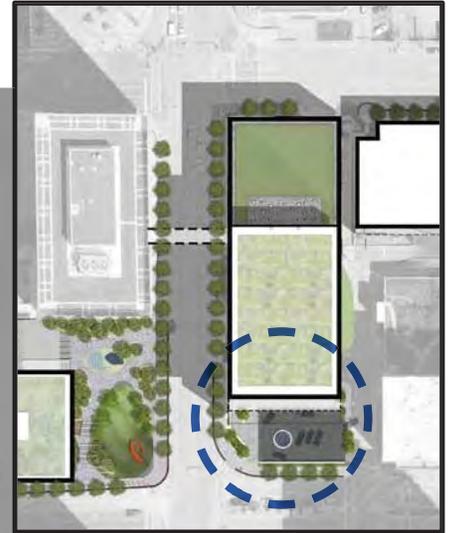
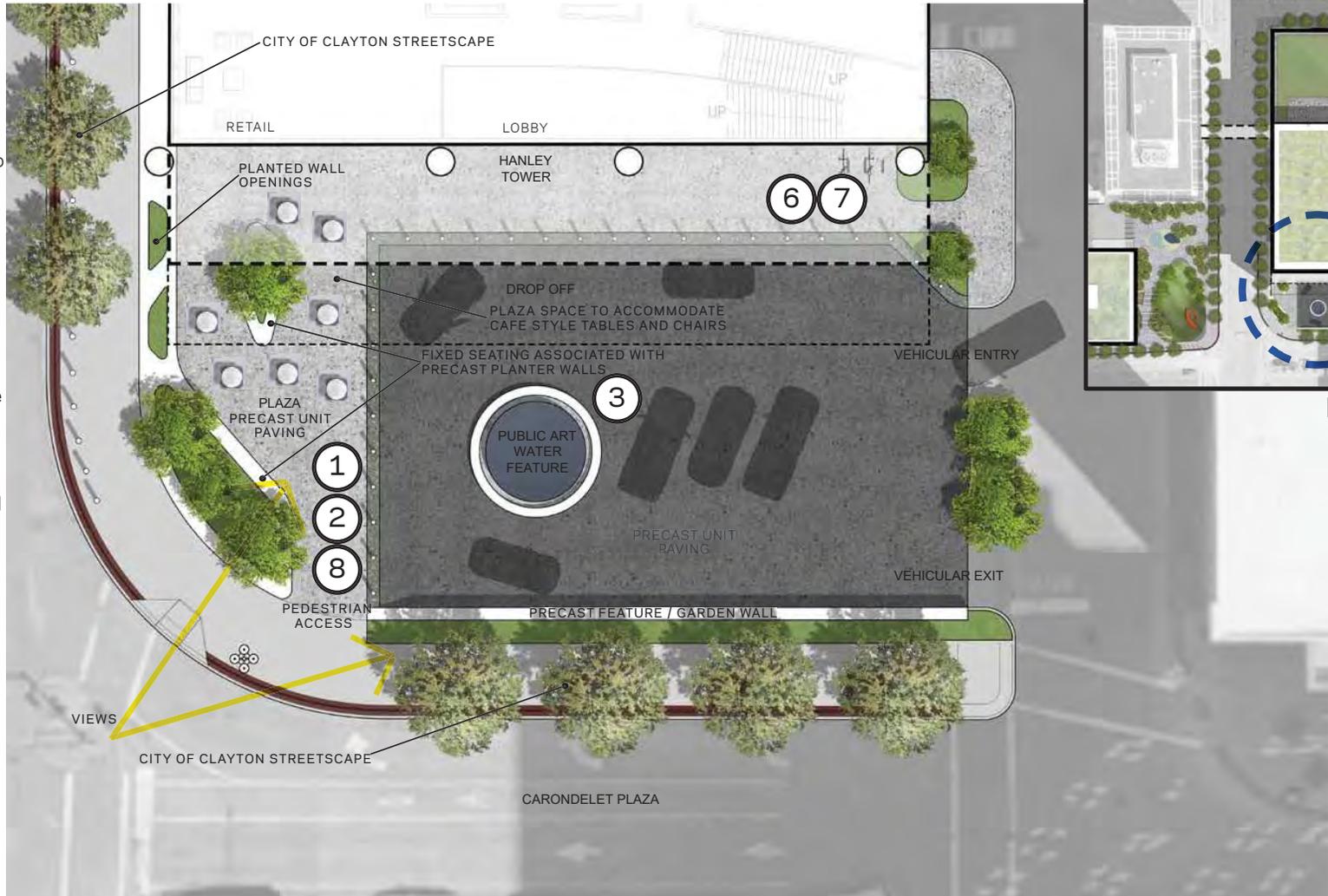
A public space may be a gathering spot or part of a neighborhood, downtown, special district, waterfront, or other area within the public realm that helps promote social interaction and a sense of community. Examples include spaces such as plazas, town squares, parks, marketplaces, public commons and malls, public greens, piers, special areas within convention centers or grounds, sites within public buildings, lobbies, concourses, or public spaces within private buildings. As with all categories of Great Places, it is important to identify what sets a space apart from others spaces to qualify it for a Great Spaces designation. Public Spaces must be at least 10 years old.

Characteristics of a Great Public Space include:

- ① Promotes human contact and social activities.
- ② Is safe, welcoming, and accommodating for all users.
- ③ Has design and architectural features that are visually interesting.
- ④ Promotes community involvement.
- ⑤ Reflects the local culture or history.
- ⑥ Relates well to bordering uses.
- ⑦ Is well maintained.
- ⑧ Has a unique or special character.

Subdistrict 1 Vision: Carondelet Open Space + Plaza Design

The intent of this open space is twofold: First, the arrival/dropoff facilitates a need that Centene has for a vehicular campus arrival. Second, the plaza associated with the retail is anticipated to activate the street edge at Carondelet and Hanley. The water feature in the dropoff will be constructed of a brightly lit acrylic and is intended to act as a public art feature as well as provide ambient sound to reduce traffic volumes for patrons using the plaza. The open space will be able to accommodate multiple uses such as outdoor dining, small performances associated with the retail tenant, will accommodate multiple users and is accessible to the public coming to this Subdistrict. The site design will be built from high quality materials such as precast pavers and walls, will be shaded by trees and will provide multiple seating opportunities. The perimeter walls are will allow views into the space while allowing pedestrians to enter the space yet create an urban edge at the street.

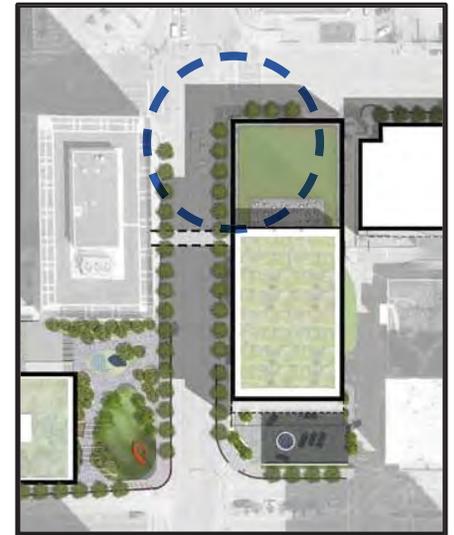
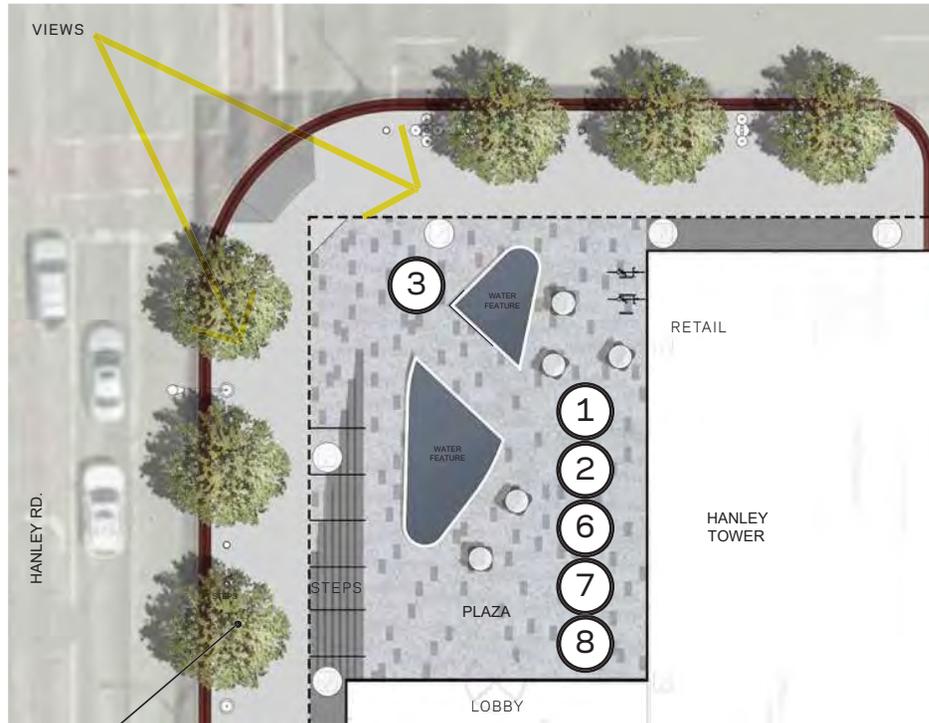


Keyplan

Subdistrict 1 Vision: Forsyth and Hanley Open Space + Plaza Design

The intent of this open space is to relax the urban edge by pulling the lobby entry at Forsyth and Hanley back from the street and create an urban open space. The space will include high quality materials such as precast pavers and a water feature. The plaza includes bike racks (as does the plaza at Carondelet) and will be shaded by the building above. The plaza will provide multiple seating opportunities at the fountain edge as well as it is anticipated that the retail patron will provide moveable cafe style tables and chairs. The open perimeter will allow views into the space while allowing pedestrians to easily access the plaza at grade on Forsyth and from a small set of granite stairs at Hanley.

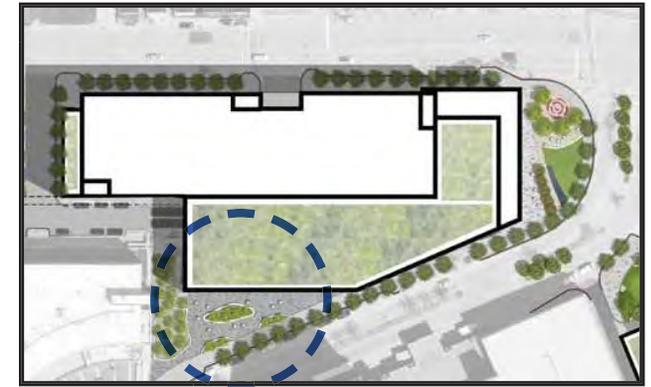
The water feature will be designed to reflect and animate the building ceiling above and can alternate color at night for special events. As well, the fountain will create ambient sound to suppress traffic noise from Hanley and Forsyth.



Keyplan

1 ILLUSTRATIVE PLAN - FORSYTH PLAZA
1" = 8'-0"

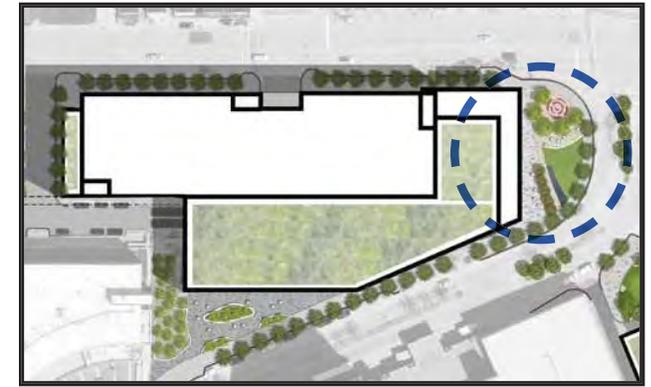
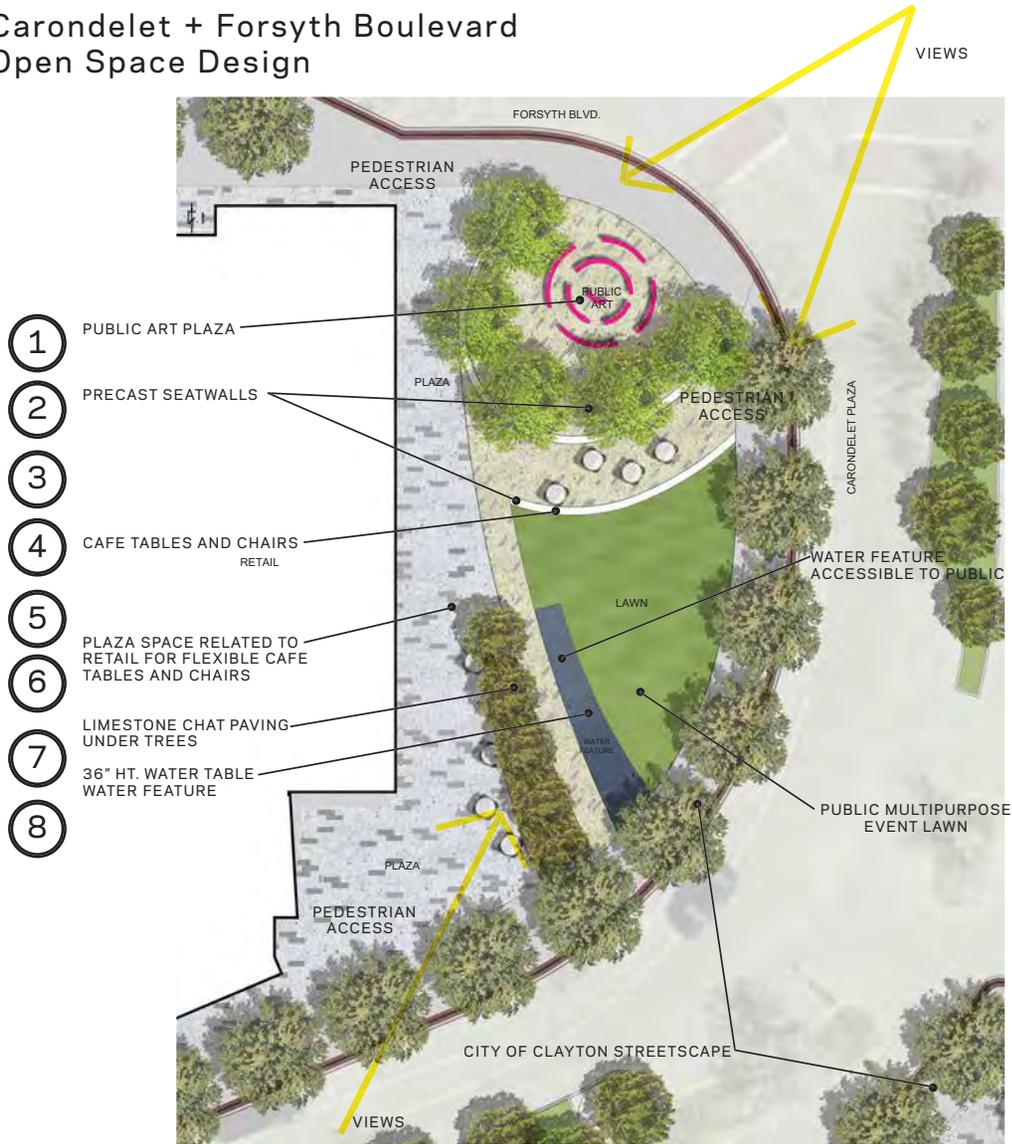
Subdistrict 2 Vision: Carondelet Open Space Design



Keyplan

The intent of this open space is to provide a comfortable public plaza exterior to the planned residential units on Carondelet. While the design of the residential building is still underway, the intent is to design this space to compliment the residential units at the ground floor and to be a complimentary landscape to the building. If a more landscaped private buffer is required from the street, one will be provided as the design development continues. The space should combine ample landscape area for shade and seasonal interest as well as buffer the residential units from the public realm. The bio-retention areas are designed to adequately accommodate storm water runoff and polishing as required by MSD. The bio-retention cells will be planted with large canopy trees to buffer the east elevation of The Crescent as well.

Subdistrict 2 Vision: Carondelet + Forsyth Boulevard Open Space Design

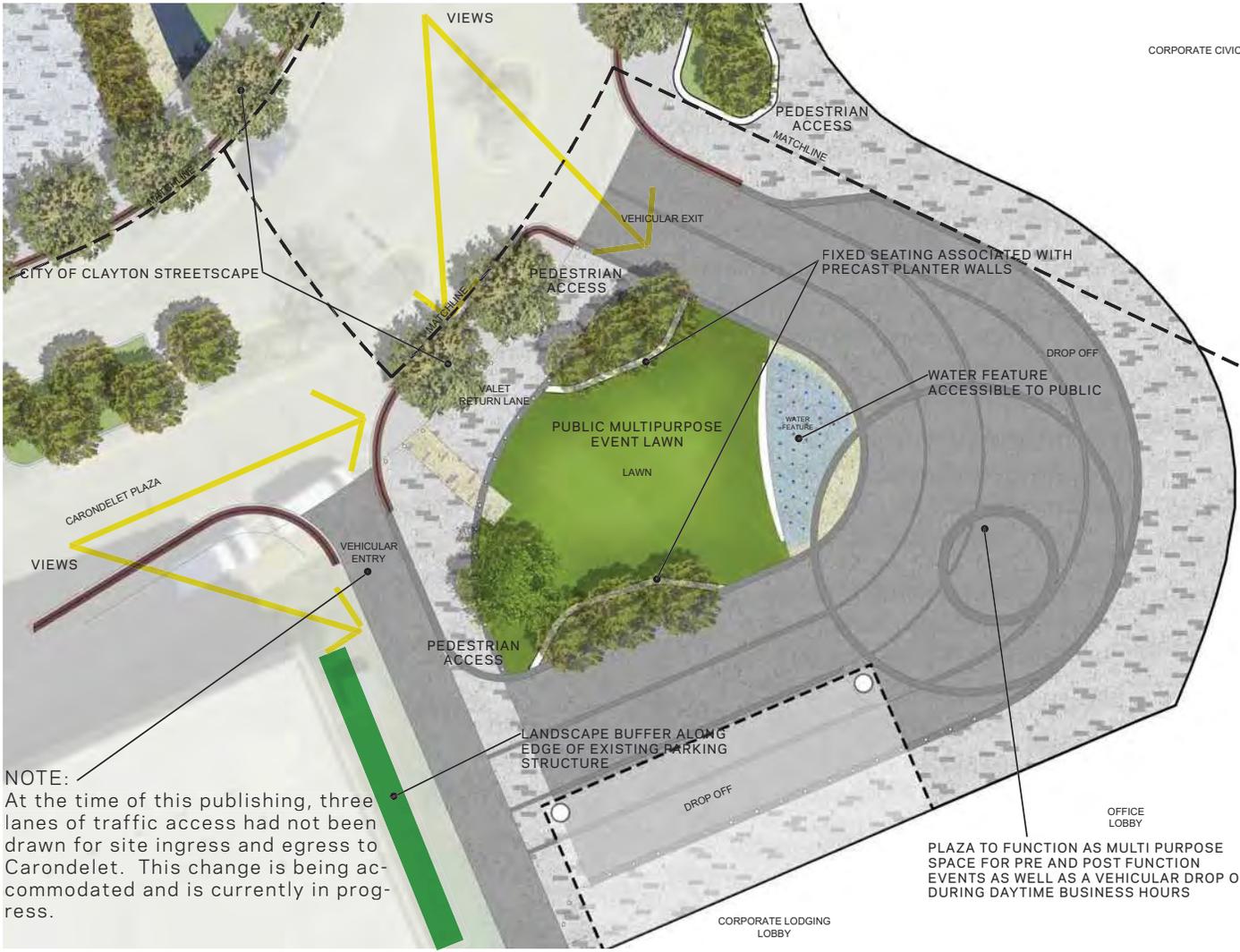


Keyplan

The open space in Subdistrict 2 is named Carondelet Plaza East. The space is intended to be a gateway element in conjunction with the Corporate Civic Auditorium as one enters the City of Clayton from the east along Forsyth. A public art element is purposely positioned at the corner of Carondelet and Forsyth to further enhance the gateway experience. The plaza space is intended to be used by the public as an open space for gathering and other activities. The hardscape is also intended to serve outdoor dining and other retail pedestrian traffic. The proposed water feature is accessible to the public and will serve as a focal point of the outdoor seating plaza and is intended to reflect the sky and trees surrounding it. A simple multipurpose lawn will serve as a platform for seating or performances.

Subdistrict 3 Vision: Entry Plaza + Open Space Design

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NOTE:
At the time of this publishing, three lanes of traffic access had not been drawn for site ingress and egress to Carondelet. This change is being accommodated and is currently in progress.



Keyplan

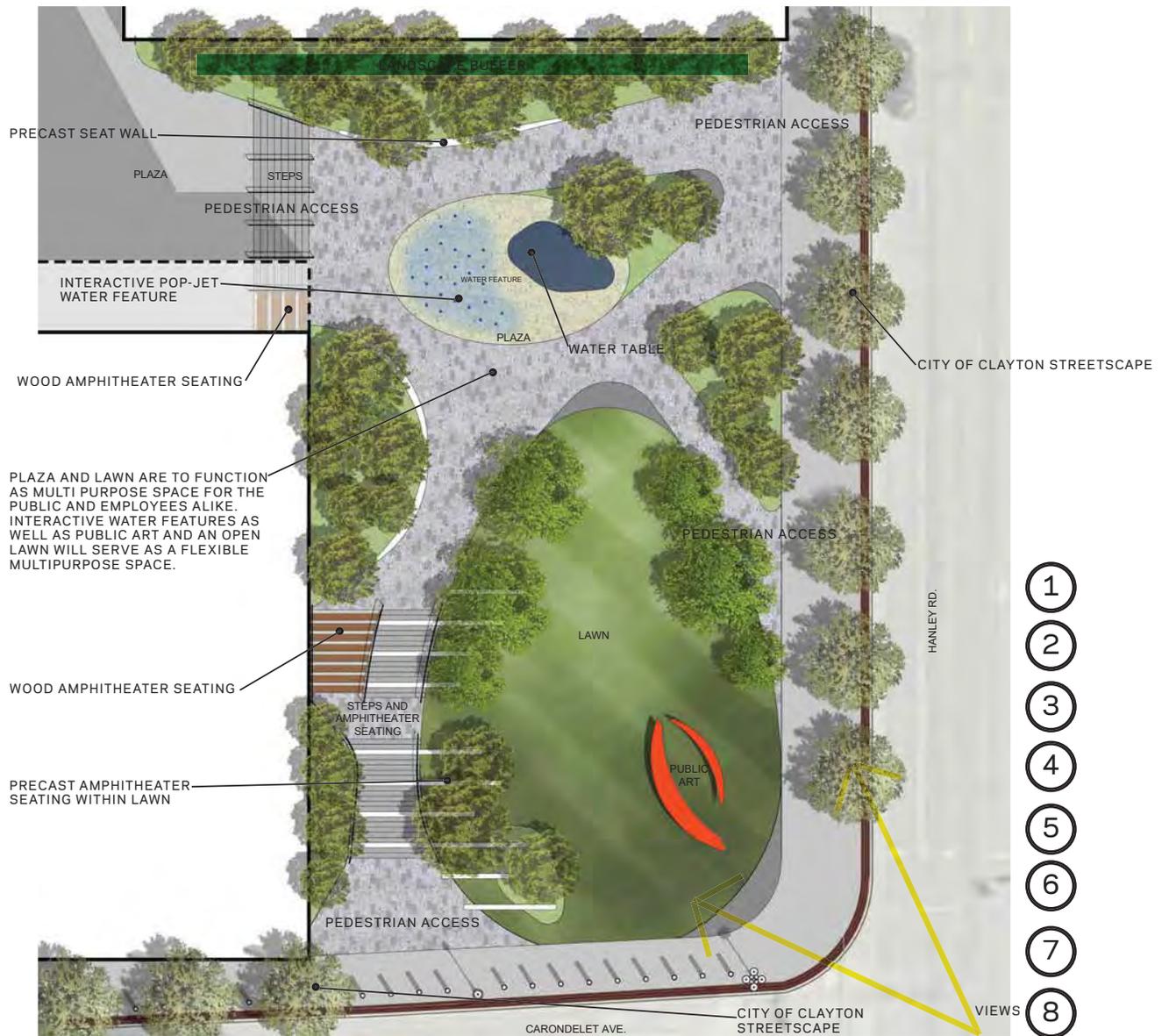
The open space in this Subdistrict 3 will serve as a dropoff for the intended Hotel, Office, and Corporate Civic Auditorium. The space is intended to also be used by the public as an open space for gathering and other activities. The hardscape is intended to serve as a multipurpose plaza for pre and post function events as well as a vehicular drop off during daytime business hours. It is intended that the plaza space can be cordoned off for events related to the Civic Auditorium while still allowing for traffic to pass through to serve events. The proposed water feature is accessible to the public and will serve as a focal point in the space. Ample landscape is proposed to provide shade for pedestrians at the edges of the multipurpose lawn. The space is intended to be a significant civic space for the City and serve as a venue for City sponsored events.

Subdistrict 4 Vision: Carondelet + Hanley Open Space Design

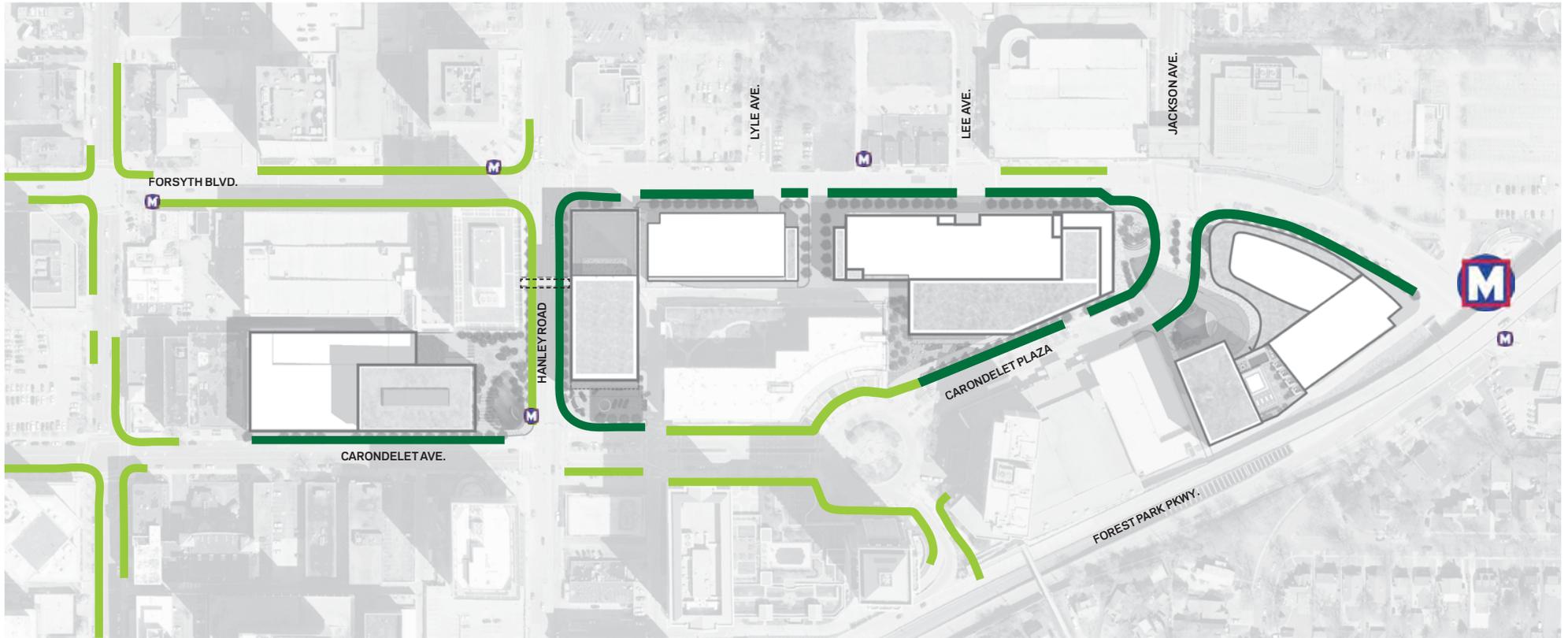
The open space in this Subdistrict will serve as a major civic open space for the City of Clayton. The space is intended to be used by the public as an open gathering space for casual interaction, concerts, fairs and markets. The upper plaza space contains interactive water features, fixed seating and shade at the edges. The water features and seating will attract families and provide quality open space for workers during lunch hours. Like other urban civic spaces, Hanley Park should provide opportunity for social interaction, provide comfort and a safe environment to gather. Ample landscape is proposed to provide shade for pedestrians at the edges of the multipurpose lawn and focus views to an interactive art piece. Topography provides opportunity to provide seating integrated with the lawn. The plaza is accessible to all pedestrian use and is intended to contain qualities of a great urban space.



Keyplan

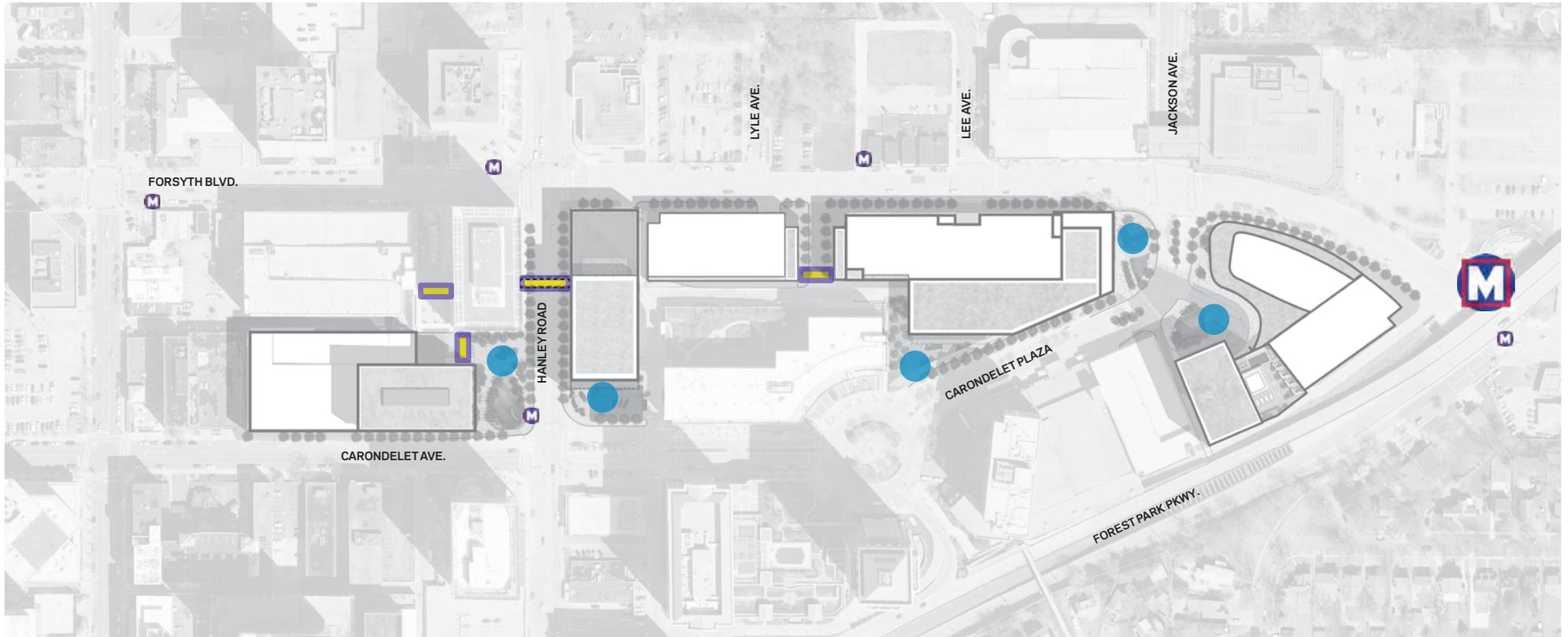


Streetscape - Extensions and Improvements



-  EXISTING CITY OF CLAYTON STANDARD STREETSCAPE
-  CENTENE SDD PROVIDING IMPROVEMENTS TO CITY OF CLAYTON STANDARD STREETSCAPE

Public Art Opportunities

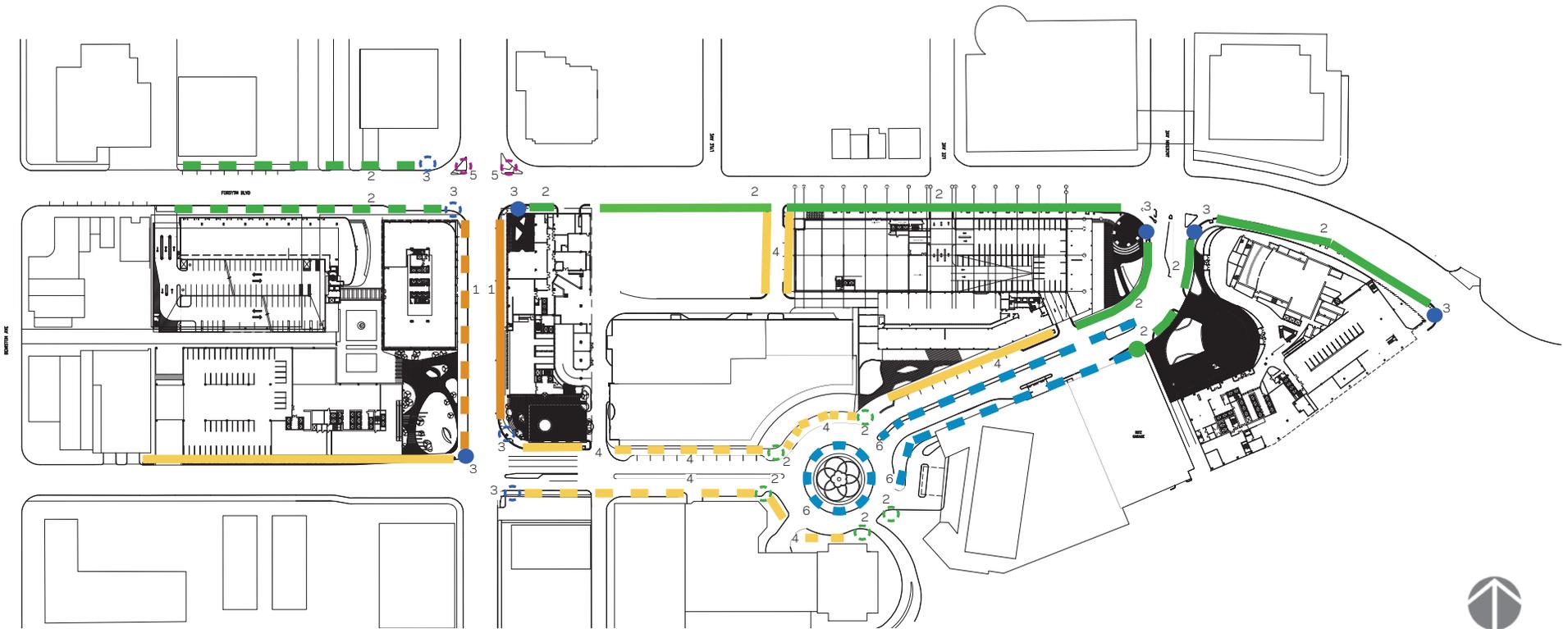


 PUBLIC ART INSTALLATION

 CENTENE SITE ART



Site Lighting - New City Standard Lights



CLAYTON TALL ROADWAY WITH CLAYTON SINGLE



EXISTING: 1

PROPOSED: 1

CLAYTON TWIN



EXISTING: 2

PROPOSED: 2

CLAYTON QUAD



EXISTING: 3

PROPOSED: 3

CLAYTON SINGLE



EXISTING: 4

PROPOSED: 4

COBRA



EXISTING: 5

CARONDELET RITZ



EXISTING: 6

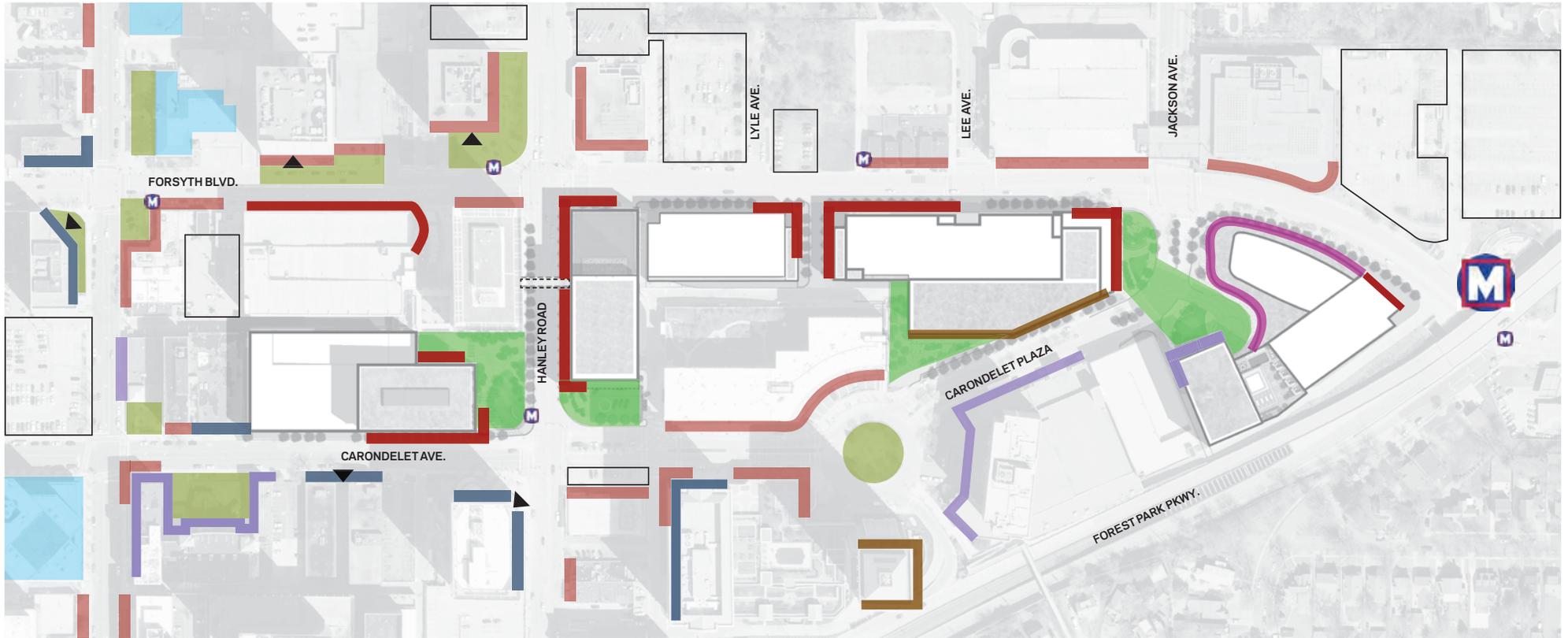
CITY OF CLAYTON LIGHTING STANDARDS HAVE BEEN IMPLEMENTED IN THIS DESIGN.

LIGHT LEVELS PER CITY OF CLAYTON LIGHTING STANDARDS

DUE TO THE LIGHT FIXTURE UPLIGHT COMPONENT THESE FIXTURES WILL CHALLENGE LEED REQUIREMENTS



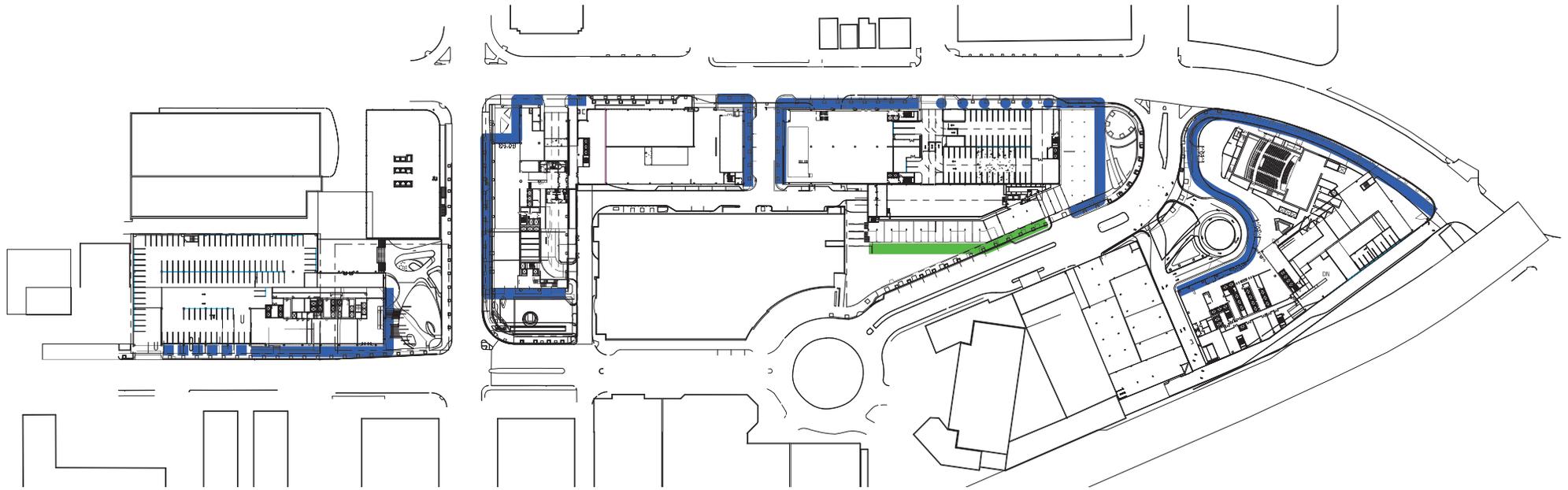
Street Activity



- | | | | | |
|--|--|--|--|---|
| ■ EXISTING RETAIL | ■ OFFICE | ■ HOTEL | STUDY AREA | ▲ OFFICE LOBBY |
| ■ PROPOSED RETAIL | ■ EXISTING OPEN SPACE | ■ GOVERNMENT | SURFACE PARKING | |
| ■ EVENT USE | ■ PROPOSED OPEN SPACE | ■ RESIDENTIAL | | |

Active Street Frontage:

Active Street Frontage



ACTIVE STREET FRONTAGE - DAY ONE

Retail+Auditorium	1,737 LF	50%
Lobby	638 LF	18%
Hotel	80 LF	3%
Residential	228 LF	7%
Day One Total	2,683 LF	78%

Parking + Other	787 LF	22%
Total	3,470 LF	100%

ACTIVE STREET FRONTAGE - FULL POTENTIAL

Retail+Auditorium	1,882 LF	53%
Lobby	638 LF	18%
Hotel	80 LF	3%
Residential	228 LF	7%
Day One Total	2,828 LF	81%

Parking + Other	642 LF	19%
Total	3,470 LF	100%

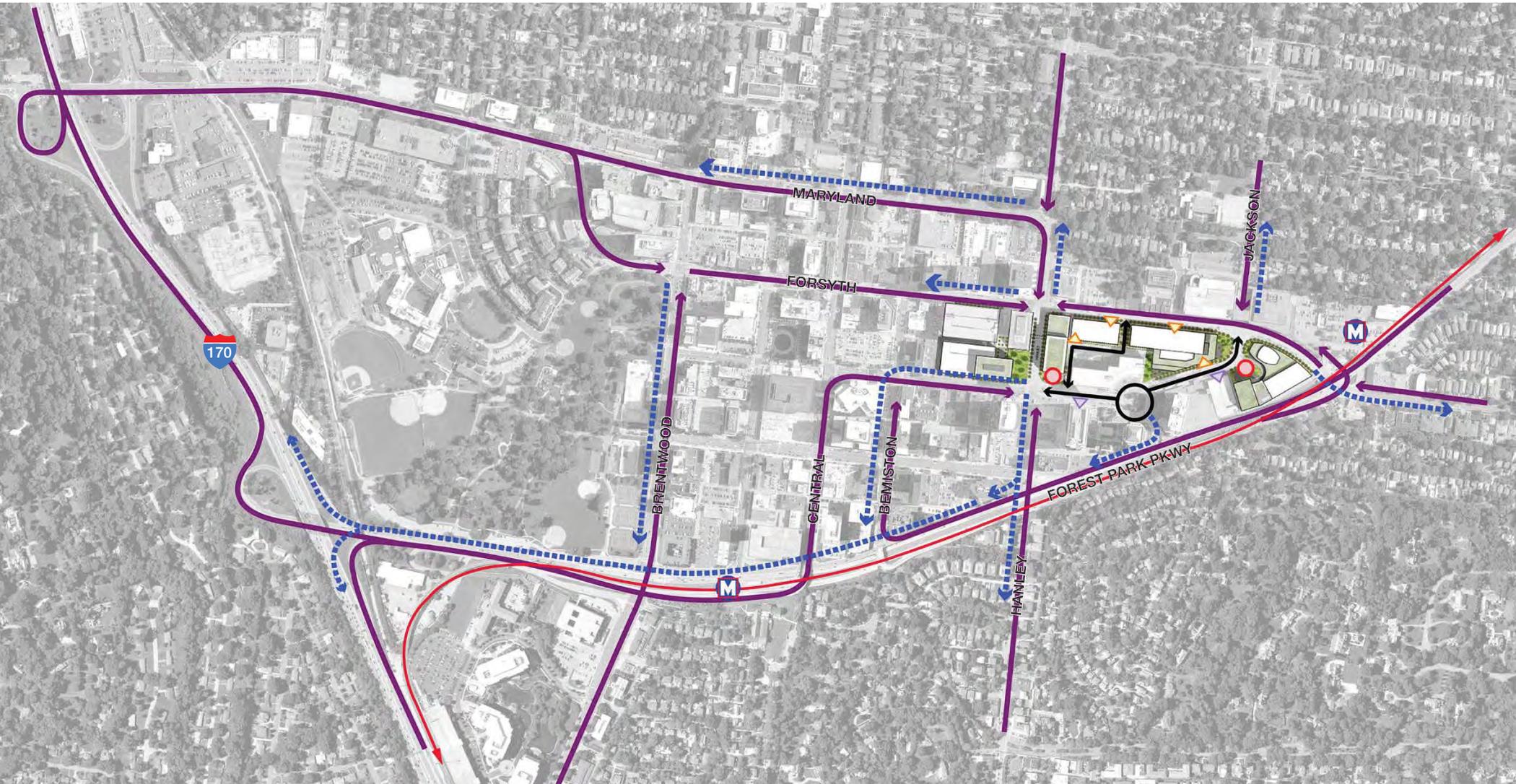
DAY ONE ACTIVE FRONTAGE
 POTENTIAL ACTIVE FRONTAGE
 RESIDENTIAL FRONTAGE



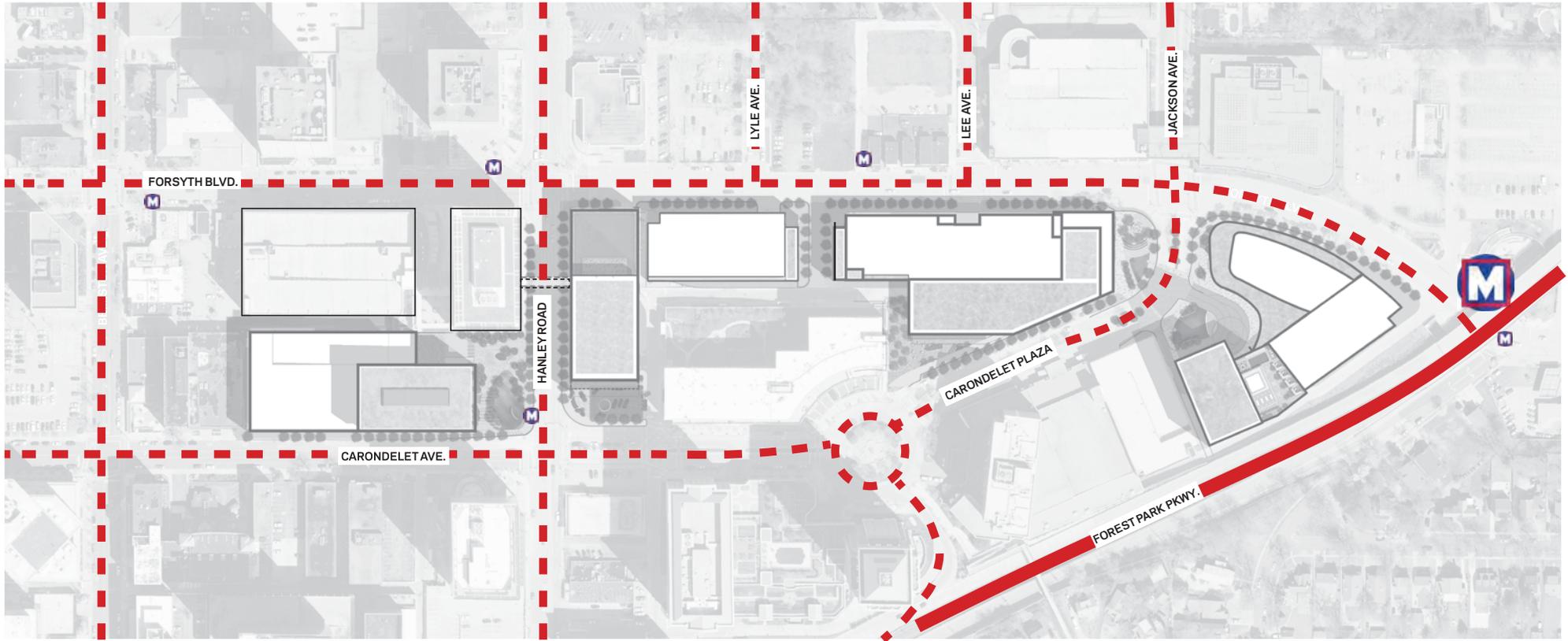
Traffic and Parking Discussion



Site Access



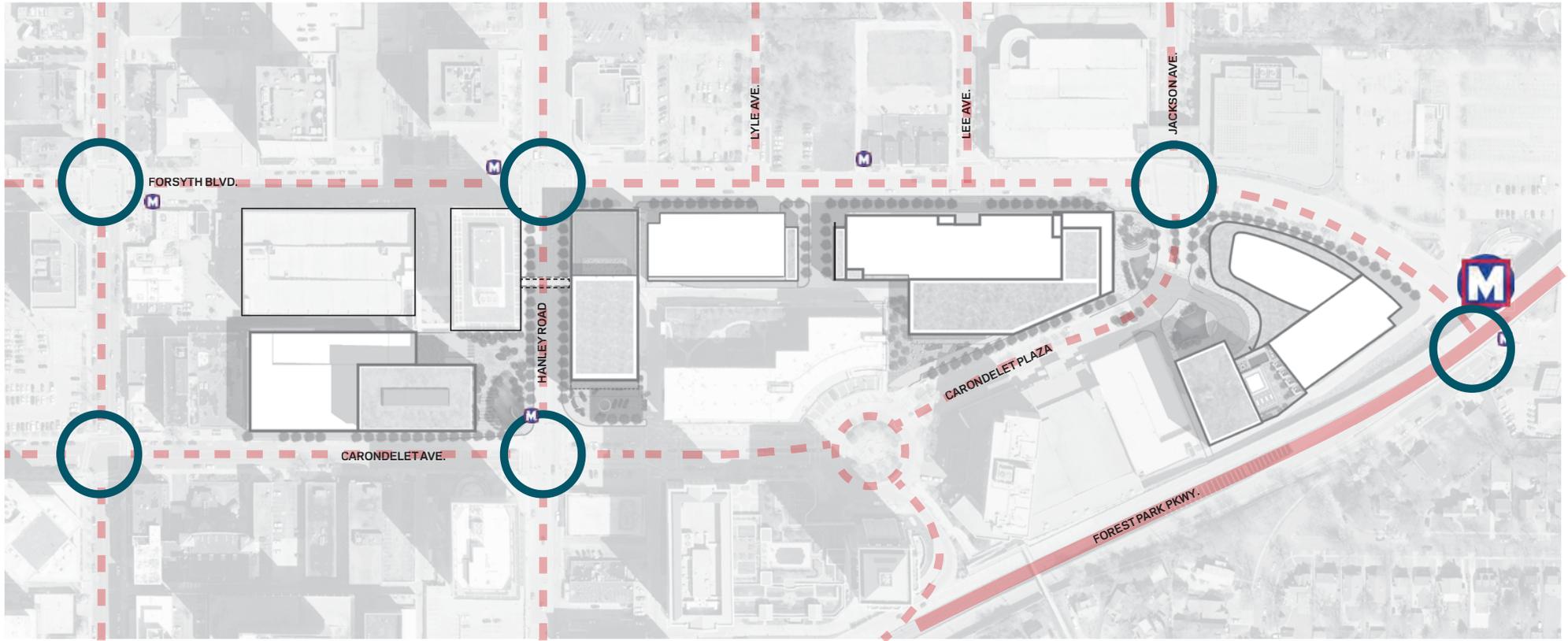
Local Area Vehicular Network



- PRIMARY COMMERCIAL/RESIDENTIAL
- FOREST PARK PKWY



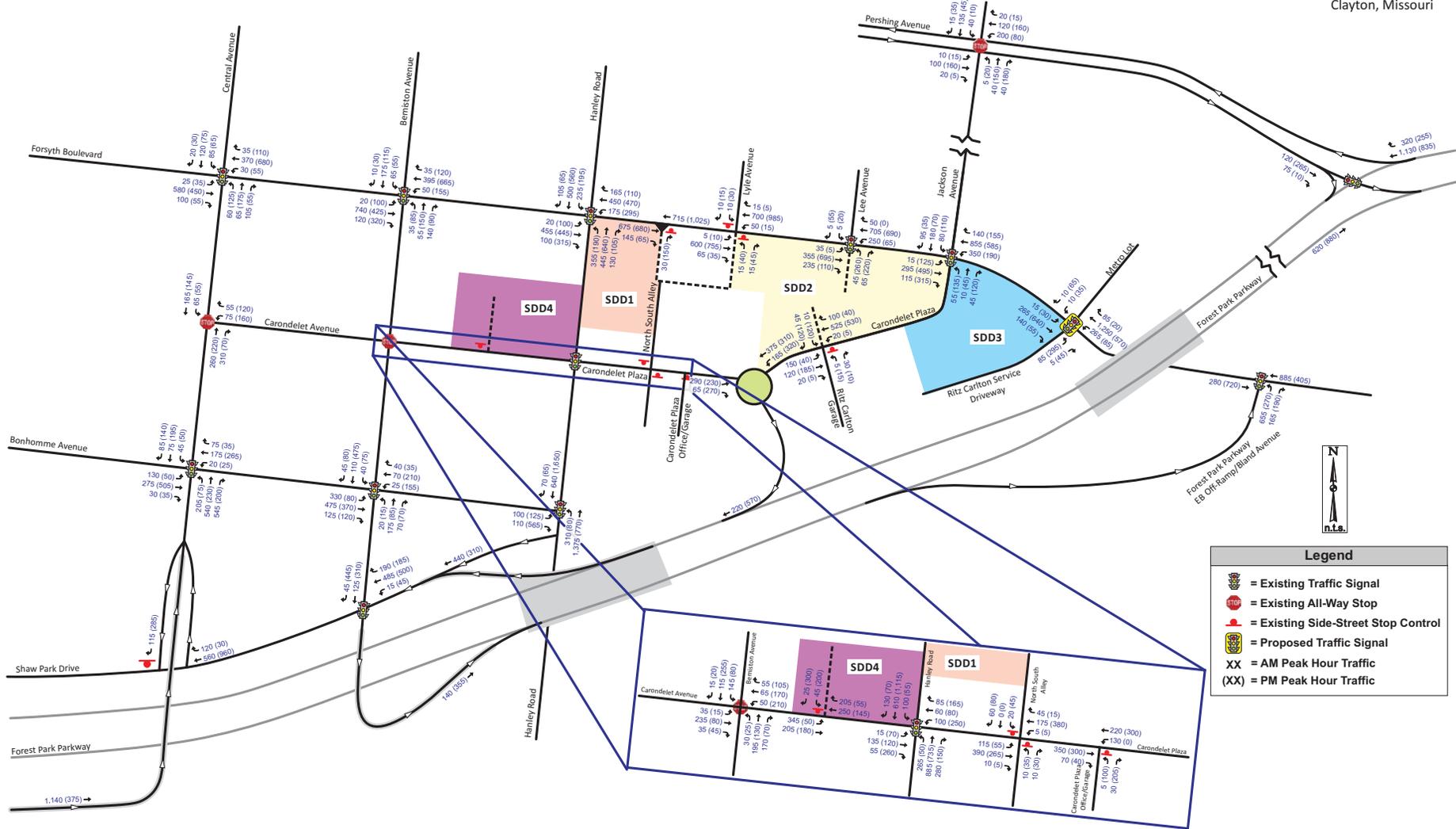
Major Intersections



 MAJOR INTERSECTIONS

Vehicular Circulation - Detailed Traffic Study

Proposed Centene Campus Development
Clayton, Missouri



Legend

- = Existing Traffic Signal
- = Existing All-Way Stop
- = Existing Side-Street Stop Control
- = Proposed Traffic Signal
- XX** = AM Peak Hour Traffic
- (XX)** = PM Peak Hour Traffic

Exhibit 2: Forecasted Build Traffic Volumes

Job# 031-16-21
07/25/16



Centene Campus Special Development District

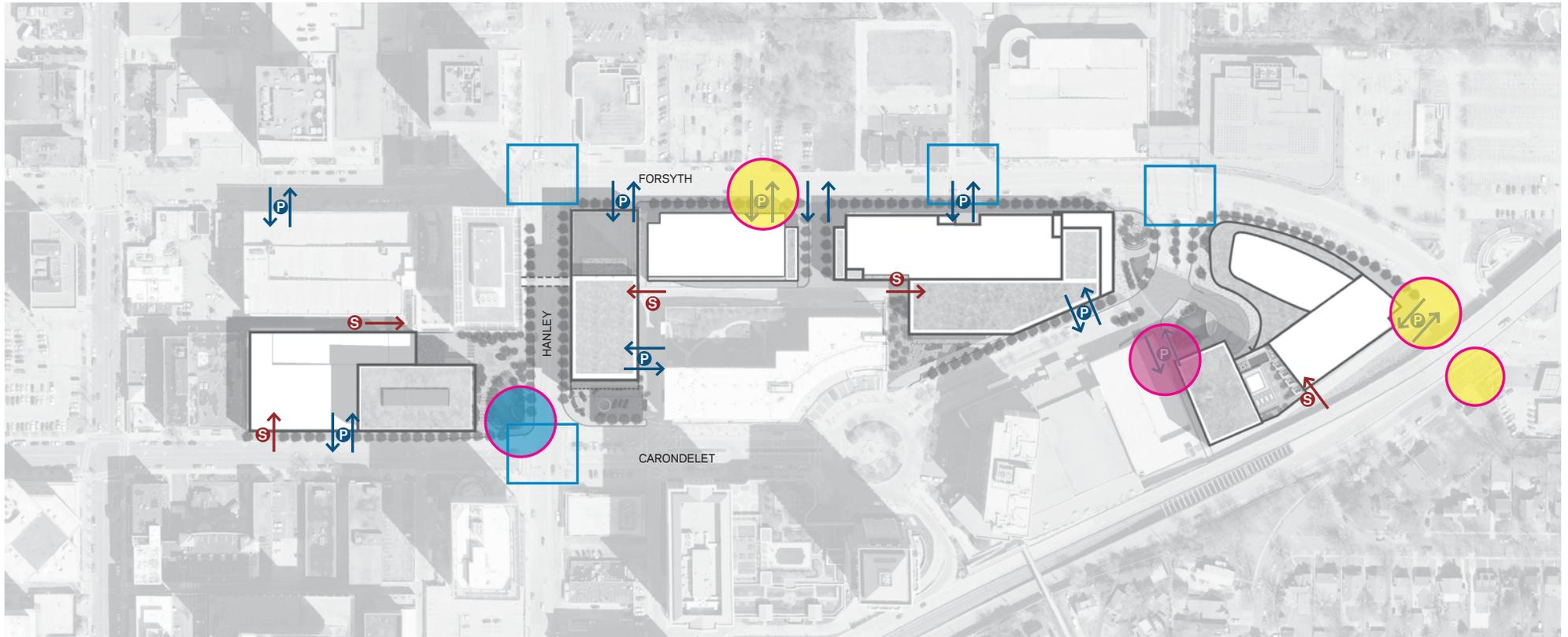
Traffic Study Summary and proposed Improvements included as part of the Campus Masterplan

A detailed traffic study has been completed for the City of Clayton, and comments provided to the development team in regard to the traffic in and out of the proposed SDD. In general, the report indicates that the forecasted new traffic will have limited affect on the level of service, delays, and queues during peak hours. The report continues by recommending several build improvements to mitigate what areas of concern were found.

The SDD planning work addresses the following requests noted in the traffic report provided by CBB for the City of Clayton:

- 1. Creation of a 3-lane, second access point to the Subdistrict 3 (SD3) garage via Carondelet Plaza.**
- 2. Re-stripe Forsyth Boulevard to accommodate two eastbound lanes from the SD3 garage + Metro Lot to the east of Forest Park Parkway Off-Ramp/Bland Avenue.**
- 3. Widen the Forest Park Parkway Off-Ramp/Bland Avenue to provide dual northbound left-turn lanes and a separate north bound right-turn lane at Forsyth Boulevard.**
- 4. Create a new dedicated right turn lane from southbound Hanley to Carondelet Avenue.**
- 5. Added signalization at key points**
- 6. Synchronization of traffic signals around the proposed development to improve the overall traffic pattern**

Vehicular Circulation + Improvements



- NEW TRAFFIC SIGNAL, STRIPING, AND OFF-RAMP IMPROVEMENTS AS RECOMMENDED BY CBB
- THREE-LANE, SECONDARY EXIT FROM SUBDISTRICT 3 TO CARONDELET PLAZA AS RECOMMENDED BY CBB
- DEDICATED RIGHT TURN LANE FROM SOUTHBOUND HANLEY TO CARONDELET AVENUE
- EXISTING TRAFFIC SIGNAL
- P VEHICULAR ENTRY S SERVICE ENTRY

Centene Campus Special Development District

Parking Study Summary

A detailed traffic study has been completed for the City of Clayton, and comments provided to the development team in regard to the parking that is needed to support the overall Special Development District planned area of development.

The traffic report makes the following recommendations:

1. **5,764 parking spaces are required by the City of Clayton zoning code**
2. 5,329 parking spaces required by the ITE Estimate Methodology at 85% percentile demand
3. 4,733 parking spaces required by the ULI Estimate Methodology at 85% percentile demand
4. ***It is noted that it is generally appropriate to provide 5% - 10% more parking supply than peak parking demand***
5. Summary: CBB estimated that the Centene Campus SDD should provide a minimum of between 4,983 and 5,609 spaces to accommodate the entire development.

It is the intent of the development team to fully comply with the City of Clayton zoning code minimum requirements for parking throughout the district with the recommended 5% - 10% additional supply.

The addition of the new parcel of land allows for a more balanced distribution of parking across the district to work with easing key traffic intersection points.

The current masterplanned SDD provides a total of 6,146 spaces against a projected need of 6,196 (5,764 + 7.5% additional).

Centene Campus SDD (Special Development District)

Parking Provided

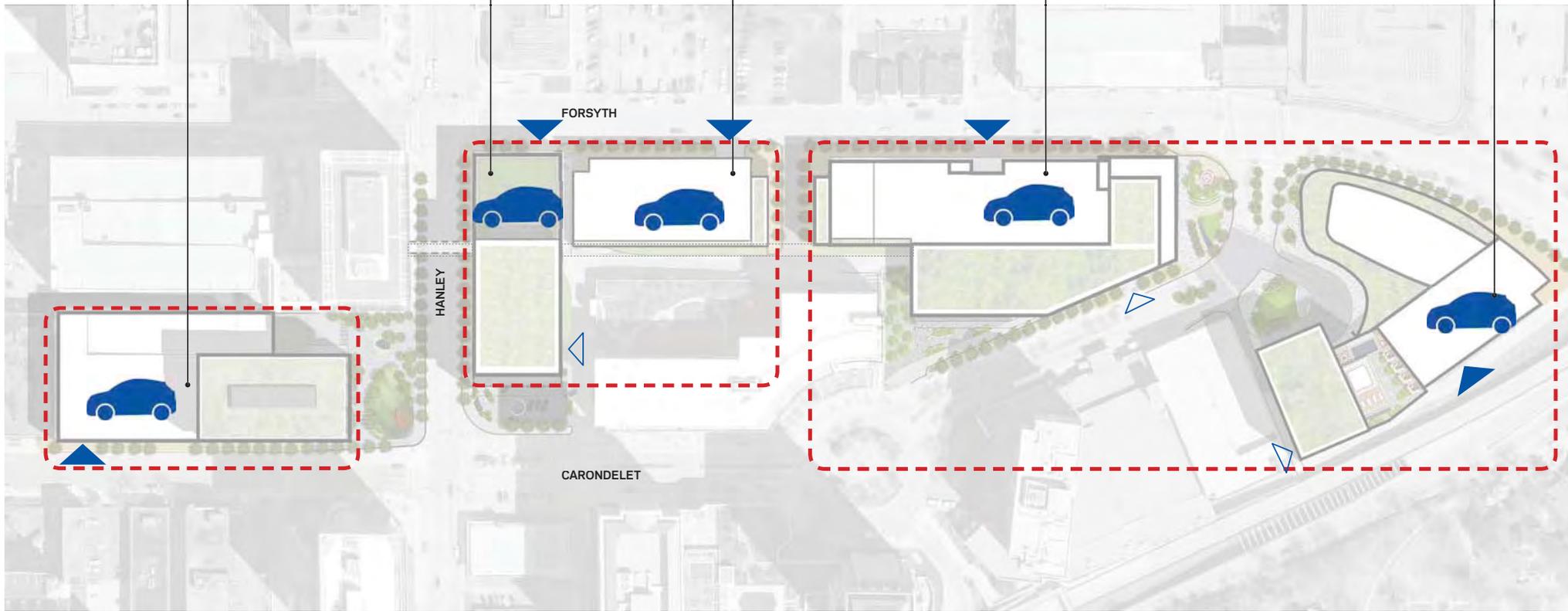
TRACT 2W GARAGE
SERVES: T4 CENTENE EMPLOYEES
+ T4 TENANT SPACES

TRACT 1 GARAGE
SERVES: T1 TENANT SPACES

TRACT 2W GARAGE
SERVES: T1 CENTENE EMPLOYEES
+ 57 T1 TENANT SPACES
+ T1 RETAIL SPACES

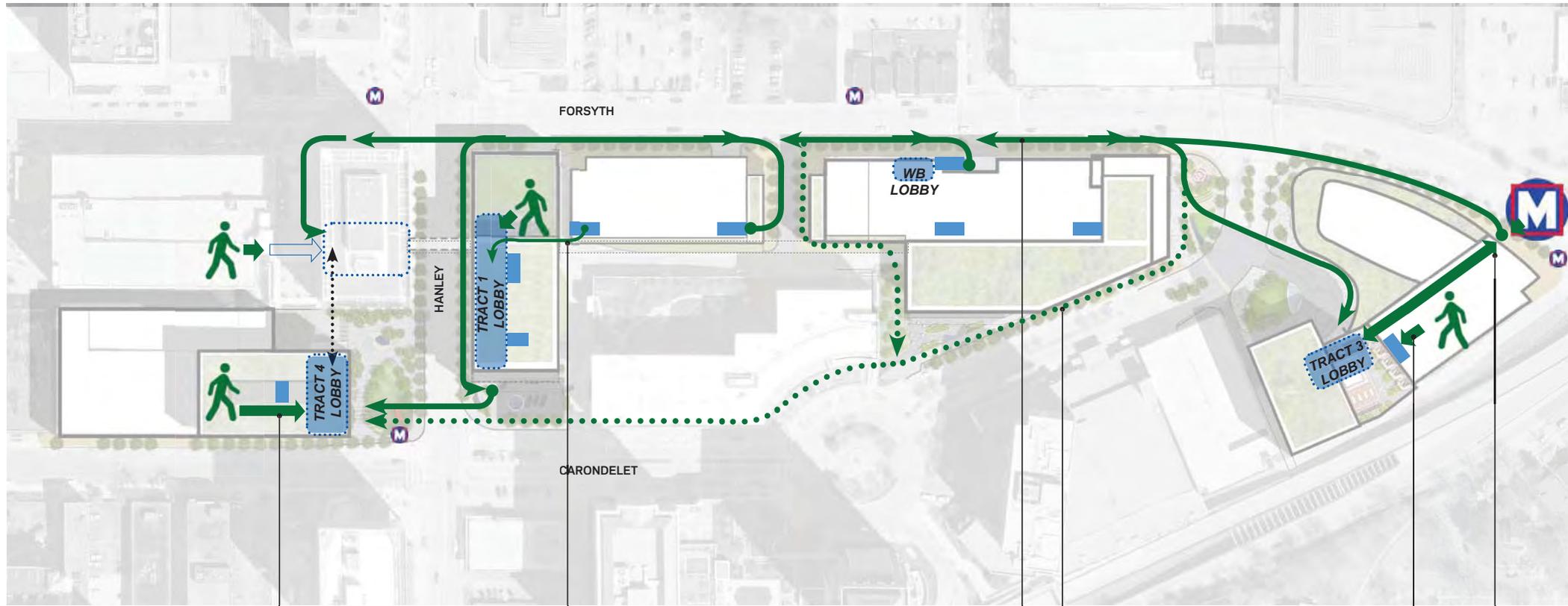
TRACT 2E GARAGE
SERVES: T3 CENTENE EMPLOYEES
+ 205 T3 TENANT SPACES
+ 62 T1 CENTENE EMPLOYEES

TRACT 3 GARAGE
SERVES: 328 T3 TENANT SPACES
120 HOTEL SPACES
250 AUDITORIUM SPACES
250 BALLROOM SPACES



Campus Masterplan

Pedestrian circulation for tenants & visitors



DIRECT CONNECTION AT TRACT 4
LINKS TRACT 4 OFFICE + T4 GARAGE

DIRECT CONNECTION AT TRACT 1
LINKS HANLEY TOWER + T2W GARAGE

PEDESTRIAN SIDEWALK ON FORSYTH
PRIMARY LINKAGE FOR ALL TRACTS

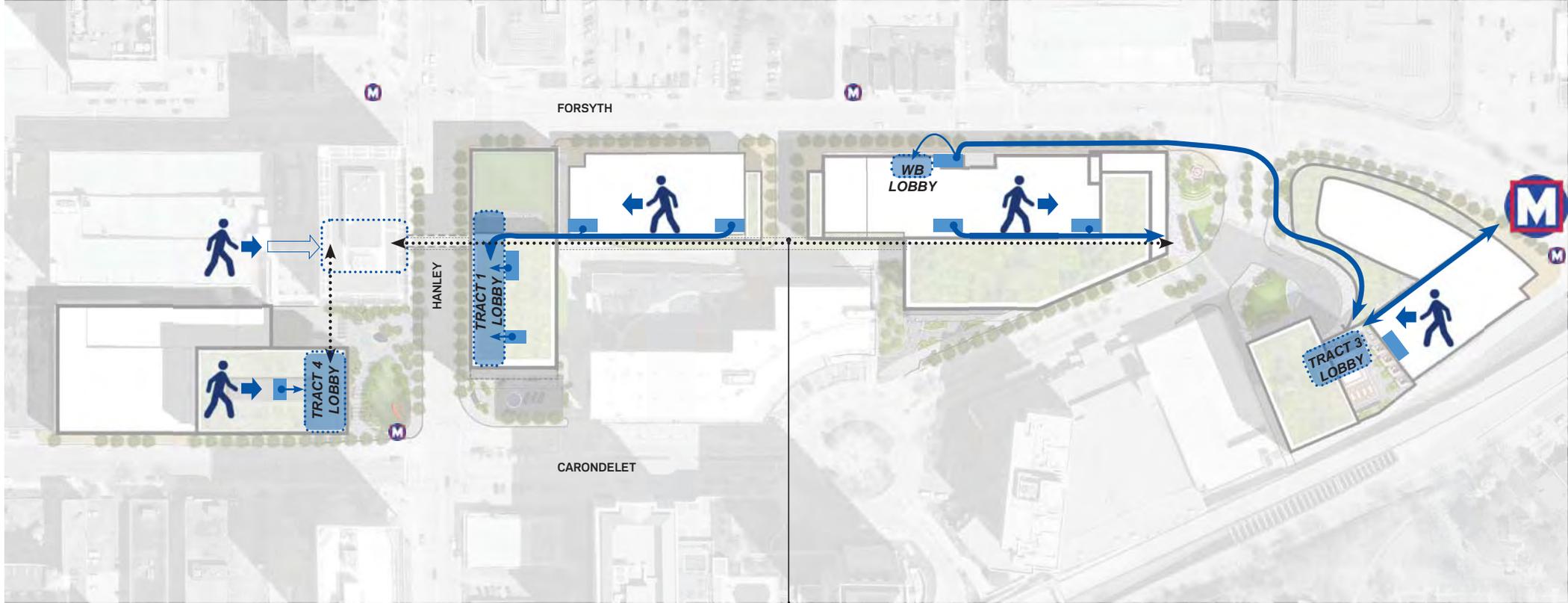
PEDESTRIAN SIDEWALK ON CARONDELET
SECONDARY LINKAGE FOR ALL TRACTS AND DISTRICT

DIRECT CONNECTION AT TRACT 3
LINKS TRACT 3 OFFICE + T3 GARAGE

THROUGH-BLOCK CONNECTOR TO METRO
LINKS METRO TO T3 MAIN LOBBY

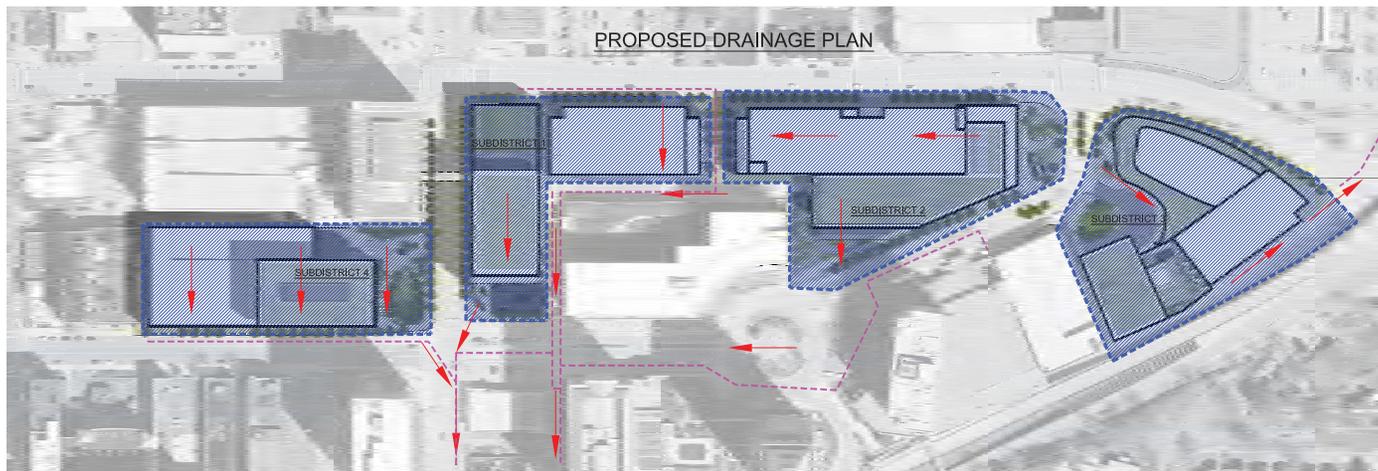
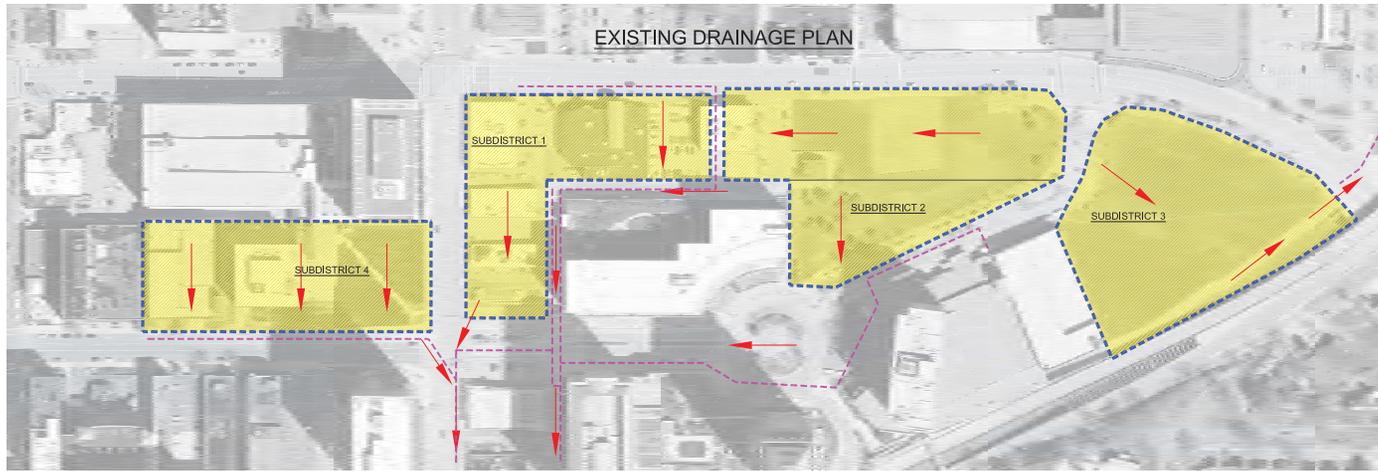
Campus Masterplan

Pedestrian circulation for Centene employees



CENTENE ELEVATED CONNECTOR
LINKS CENTENE PLAZA, T1, + T2 GARAGES

Stormwater Plan



TRACT 1 - DRAINING TO PUBLIC STORM SEWERS WITHIN HANLEY

DIFFERENTIAL = -0.92 c.f.s. (DECREASE)

REDEVELOPMENT - WATER QUALITY & RUNOFF REDUCTION TO MAXIMUM EXTENT PRACTICABLE.

POTENTIAL WATER QUALITY OPTIONS:

- GREEN ROOF
- BIO-RETENTION
- CISTERNS
- HYDRODYNAMIC SEPARATOR

PROVIDE BELOW GRADE VAULT TO ATTENUATE STORMWATER DETENTION AND CHANNEL PROTECTION REQUIREMENTS AS REQUIRED.

TRACT 2 - DRAINING TO PUBLIC STORM SEWERS WITHIN ALLEY & CARONDOLET

DIFFERENTIAL = 1.65 c.f.s. (INCREASE)

REDEVELOPMENT - WATER QUALITY & RUNOFF REDUCTION TO MAXIMUM EXTENT PRACTICABLE, DETENTION & CHANNEL PROTECTION.

POTENTIAL WATER QUALITY OPTIONS:

- GREEN ROOF
- BIO-RETENTION
- CISTERNS
- HYDRODYNAMIC SEPARATOR

PROVIDE BELOW GRADE VAULT TO ATTENUATE STORMWATER DETENTION AND CHANNEL PROTECTION REQUIREMENTS AS REQUIRED.

TRACT 3 - DRAINING TO PUBLIC COMBINED SEWERS WITHIN FORSYTH

DIFFERENTIAL = 4.66 c.f.s. (INCREASE)

REDEVELOPMENT - DETENTION & CHANNEL PROTECTION.

*NO WATER QUALITY REQUIRED FOR AREAS DRAINING TO COMBINED SEWERS

PROVIDE BELOW GRADE VAULT TO ATTENUATE STORMWATER DETENTION AND CHANNEL PROTECTION REQUIREMENTS.

TRACT 4 - DRAINING TO PUBLIC STORM SEWERS WITHIN CARONDELET

DIFFERENTIAL = -2.00 c.f.s. (DECREASE)

REDEVELOPMENT - WATER QUALITY & RUNOFF REDUCTION TO MAXIMUM EXTENT PRACTICABLE.

POTENTIAL WATER QUALITY OPTIONS:

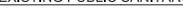
- GREEN ROOF
- BIO-RETENTION
- CISTERNS
- HYDRODYNAMIC SEPARATOR

PROVIDE BELOW GRADE VAULT TO ATTENUATE STORMWATER DETENTION AND CHANNEL PROTECTION REQUIREMENTS AS REQUIRED.

Utility + Infrastructure Plan

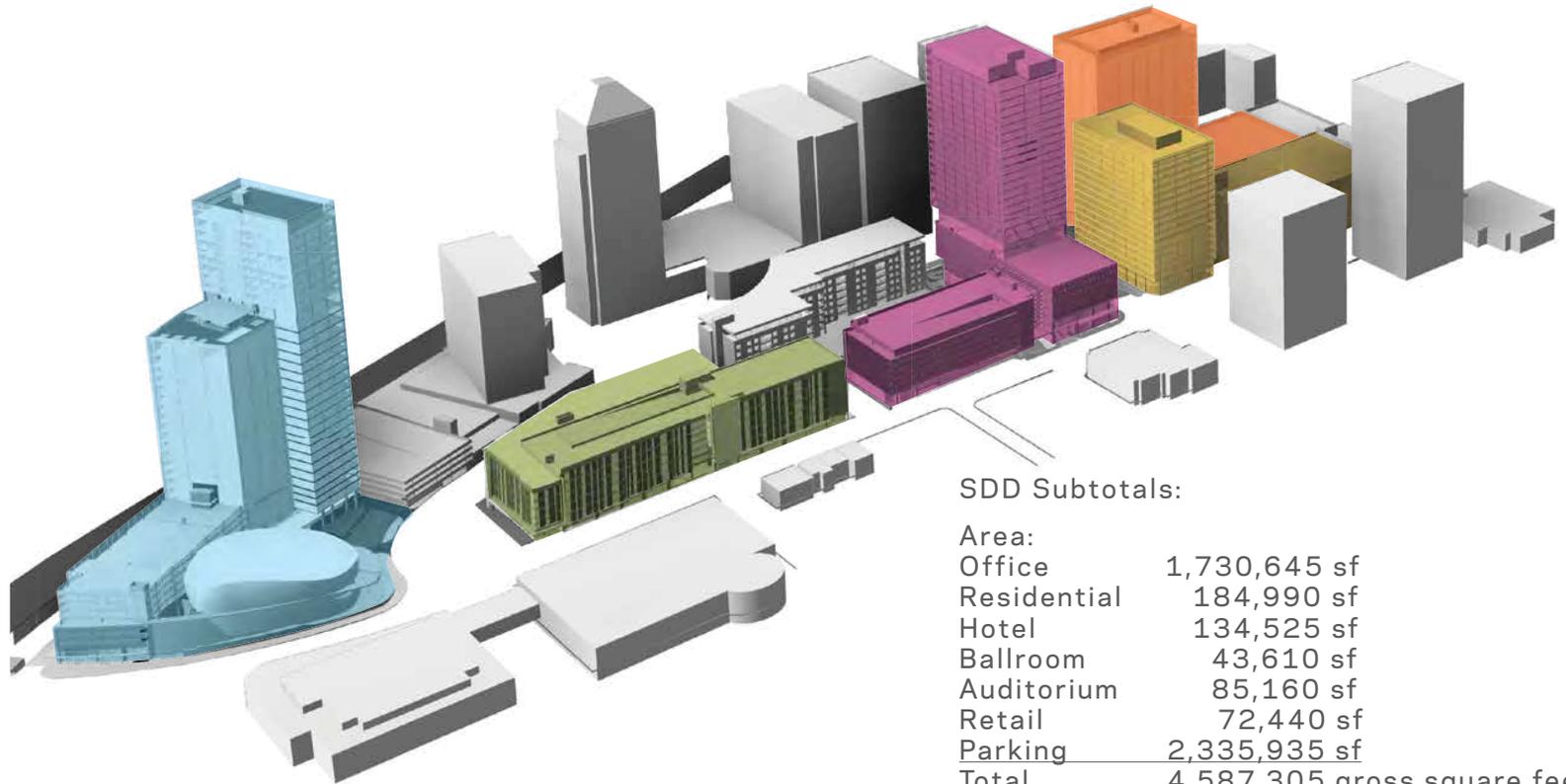


PLAN LEGEND

	SUBDISTRICT BOUNDARY
	EXISTING PUBLIC STORM
	EXISTING PUBLIC SANITARY
	EXISTING PUBLIC ELECTRIC
	EXISTING PUBLIC WATER
	EXISTING PUBLIC GAS

SDD Summary

- SUB-DISTRICT A
- SUB-DISTRICT 1
- SUB-DISTRICT 2
- SUB-DISTRICT 3
- SUB-DISTRICT 4



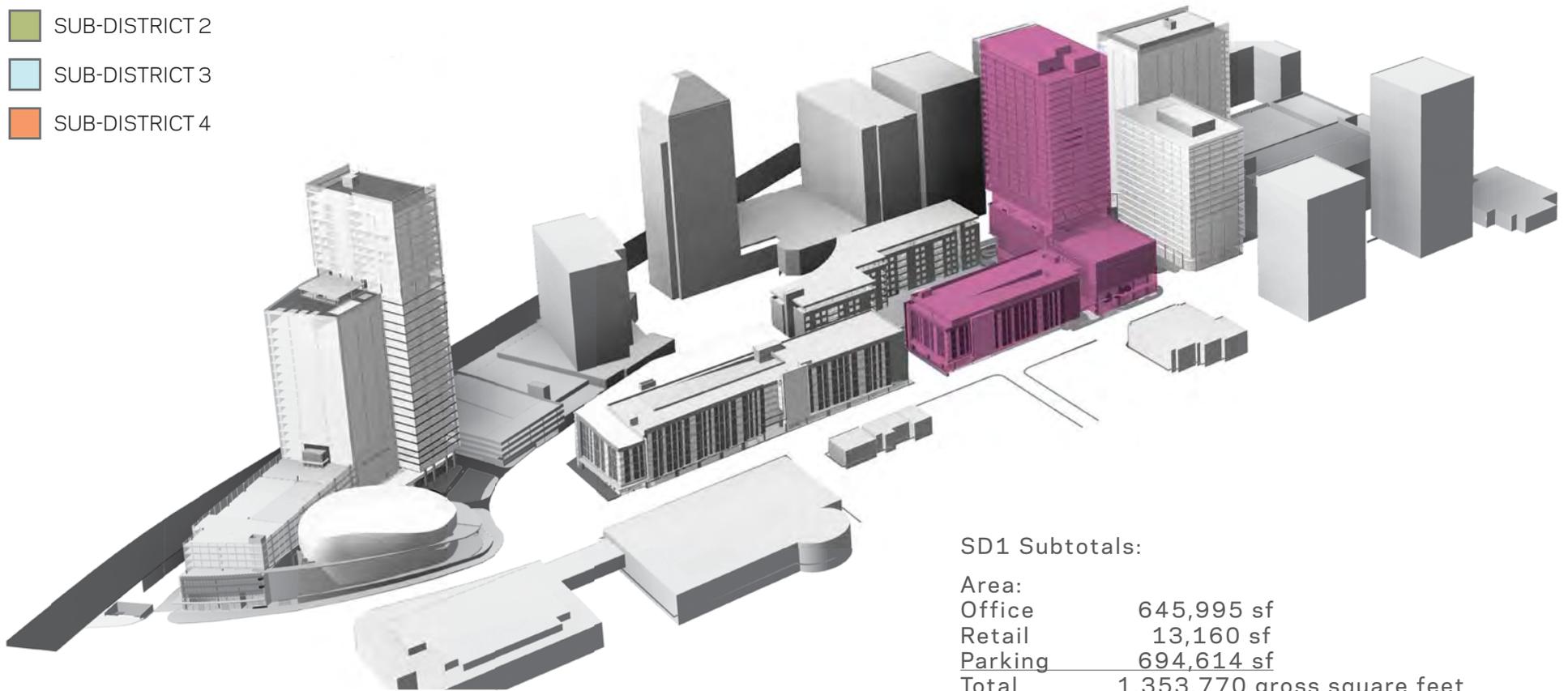
SDD Subtotals:

Area:	
Office	1,730,645 sf
Residential	184,990 sf
Hotel	134,525 sf
Ballroom	43,610 sf
Auditorium	85,160 sf
Retail	72,440 sf
Parking	2,335,935 sf
Total	4,587,305 gross square feet
Parking:	6,146 spaces

A	B	C	D	E	F	G	H	I	J	
ID#	LEVEL	USE	BUILDING AREA						CARS-BIKES-DOCKS	
			OFFICE	RETAIL	RESIDENTIAL	MECH	PARKING	SUBTOTAL	Provided	
			Gross area from exterior face	Provided by level						
42	-	TOTAL ABOVE GRADE	1,419,615 gsf	128,260 gsf	302,390 gsf	246,385 gsf	1,772,571 gsf	3,869,221 gsf	4,430 Cars	
43	-	TOTAL BELOW GRADE	13,805 gsf	21,740 gsf	51,870 gsf	68,565 gsf	632,959 gsf	788,939 gsf	1,716 Cars	
44	-	SUBTOTAL BY USE	1,433,420 gsf	150,000 gsf	354,260 gsf	314,950 gsf	2,405,530 gsf	4,658,160 gsf	6,146 Cars	
45	-	SUBTOTAL # UNITS	650 Training Seats	1,000 Aud. Seats	239 Resi + Lodging	-	-	-	-	
46	-	SUBTOTAL REQ'D CAR PARKING	4,778 Cars	434 Cars	372 Cars	-	-	-	6,146 Cars	
47	-	SUBTOTAL REQ'D BIKE PARKING	74 Bikes	48 Bikes	7 Bikes	-	-	-	129 Bikes	
48	-	SUBTOTAL REQ'D LOADING DOCK SPACES	15 Docks	4 Docks	3 Docks	-	-	-	22 Docks	
49	-	SUBTOTAL GROSS FLOOR AREA	1,937,680 gsf							

SDD, Subdistrict 1

- SUB-DISTRICT A
- SUB-DISTRICT 1
- SUB-DISTRICT 2
- SUB-DISTRICT 3
- SUB-DISTRICT 4

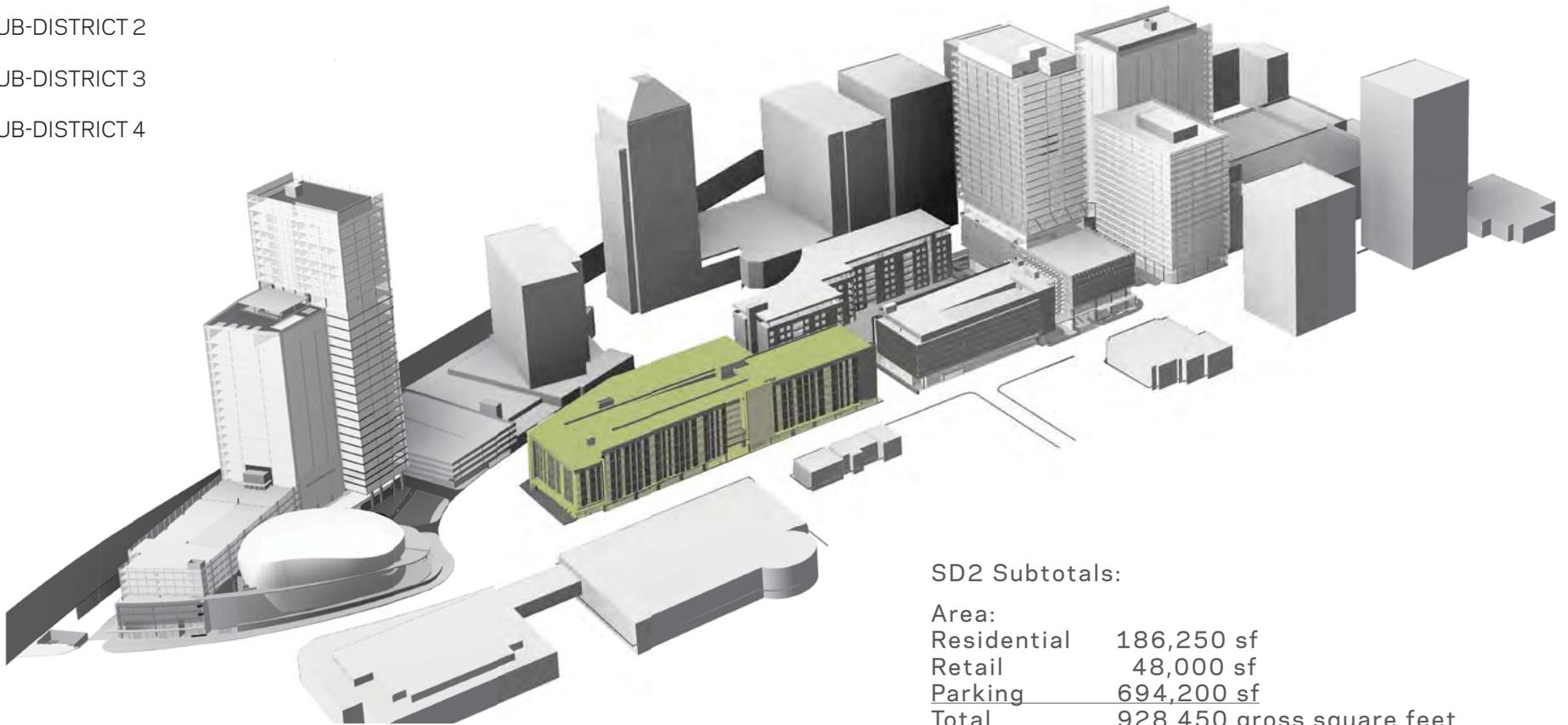


SD1 Subtotals:

Area:	
Office	645,995 sf
Retail	13,160 sf
Parking	694,614 sf
Total	1,353,770 gross square feet
Height:	28/30 stories
Parking:	1,876 spaces

SDD, Subdistrict 2

-  SUB-DISTRICT A
-  SUB-DISTRICT 1
-  SUB-DISTRICT 2
-  SUB-DISTRICT 3
-  SUB-DISTRICT 4

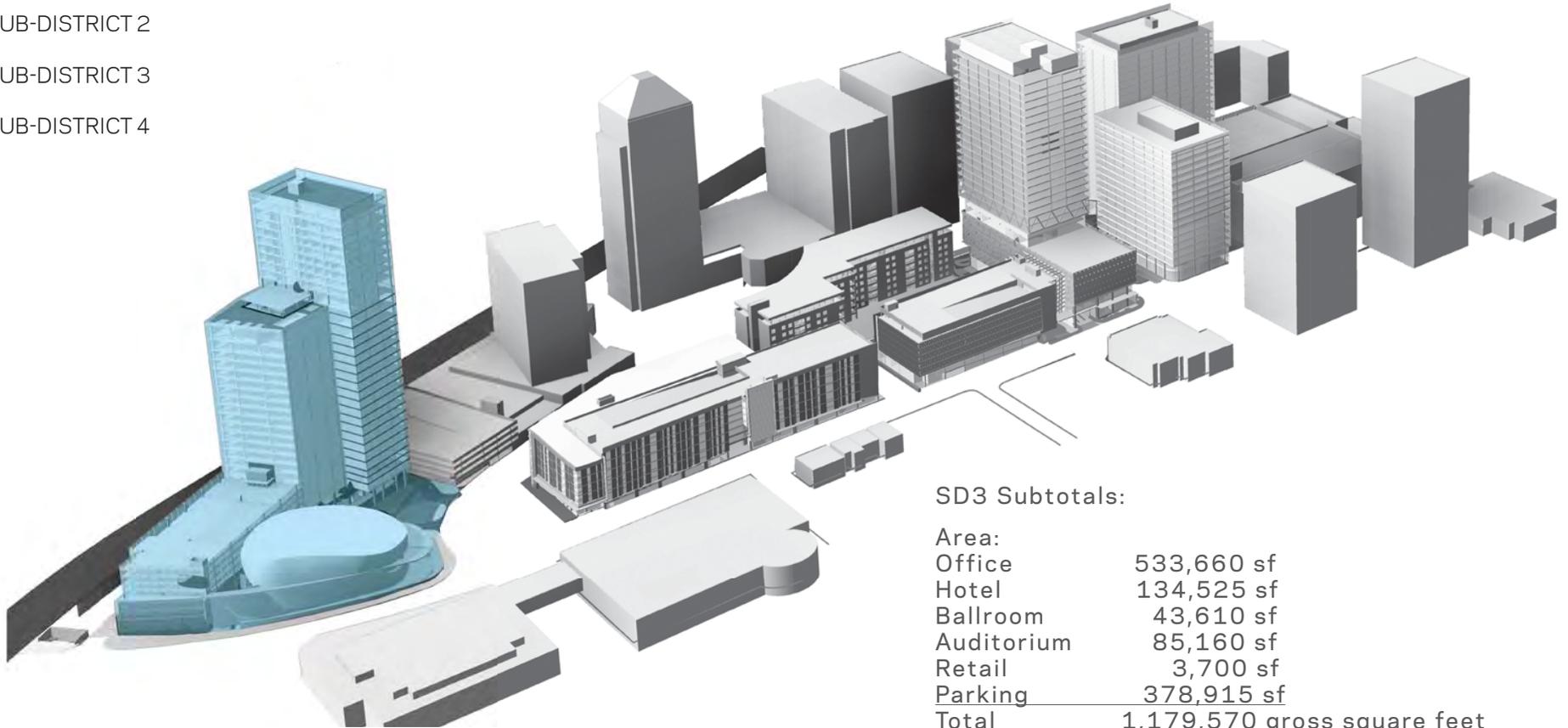


SD2 Subtotals:

Area:	
Residential	186,250 sf
Retail	48,000 sf
Parking	694,200 sf
Total	928,450 gross square feet
Height:	8 stories
Parking:	1,754 spaces

SDD, Subdistrict 3

-  SUB-DISTRICT A
-  SUB-DISTRICT 1
-  SUB-DISTRICT 2
-  SUB-DISTRICT 3
-  SUB-DISTRICT 4

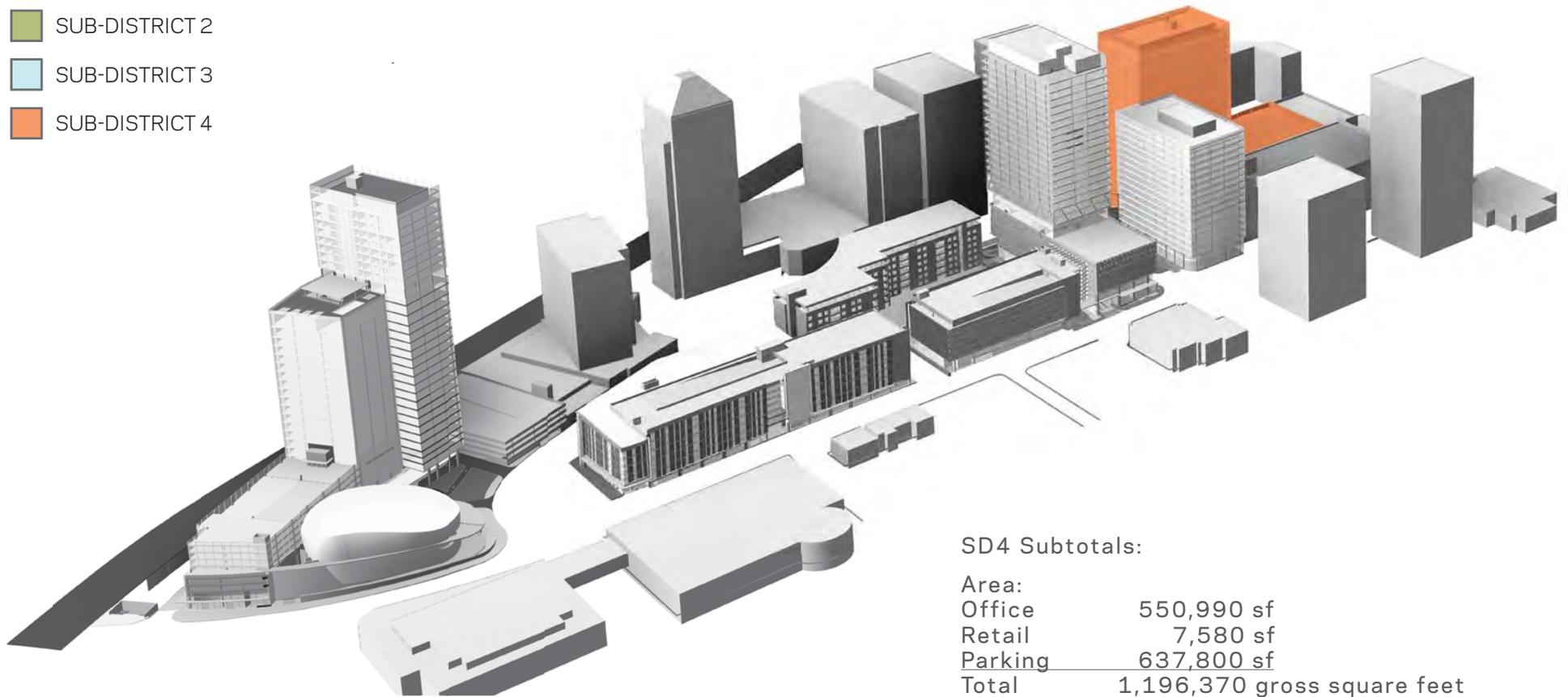


SD3 Subtotals:

Area:	
Office	533,660 sf
Hotel	134,525 sf
Ballroom	43,610 sf
Auditorium	85,160 sf
Retail	3,700 sf
Parking	378,915 sf
Total	1,179,570 gross square feet
Height:	34 stories
Parking:	857 spaces

SDD, Subdistrict 4

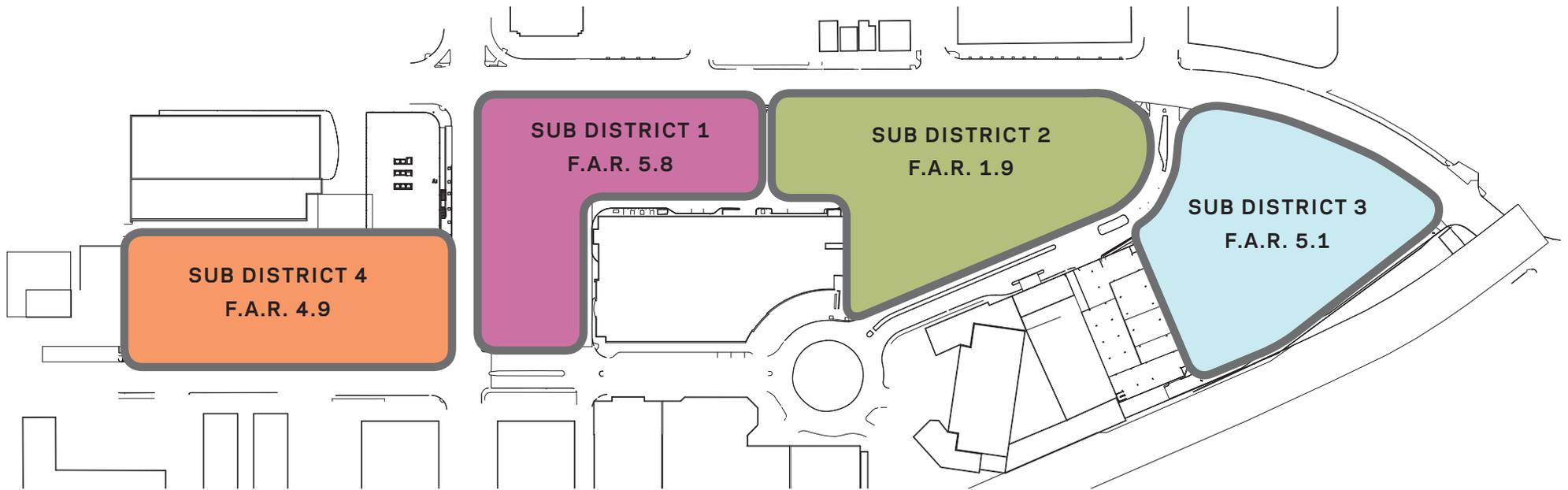
- SUB-DISTRICT A
- SUB-DISTRICT 1
- SUB-DISTRICT 2
- SUB-DISTRICT 3
- SUB-DISTRICT 4



SD4 Subtotals:

Area:	
Office	550,990 sf
Retail	7,580 sf
Parking	637,800 sf
Total	1,196,370 gross square feet
Height:	19 stories
Parking:	1,659 spaces

Floor Area Ratio:



F.A.R. - Sub Districts

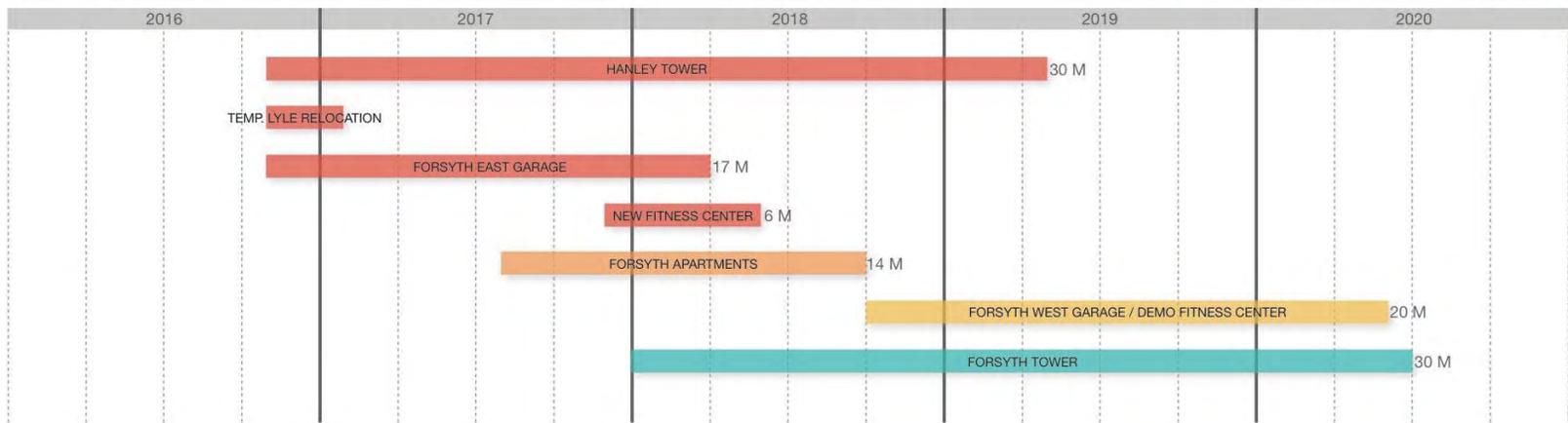
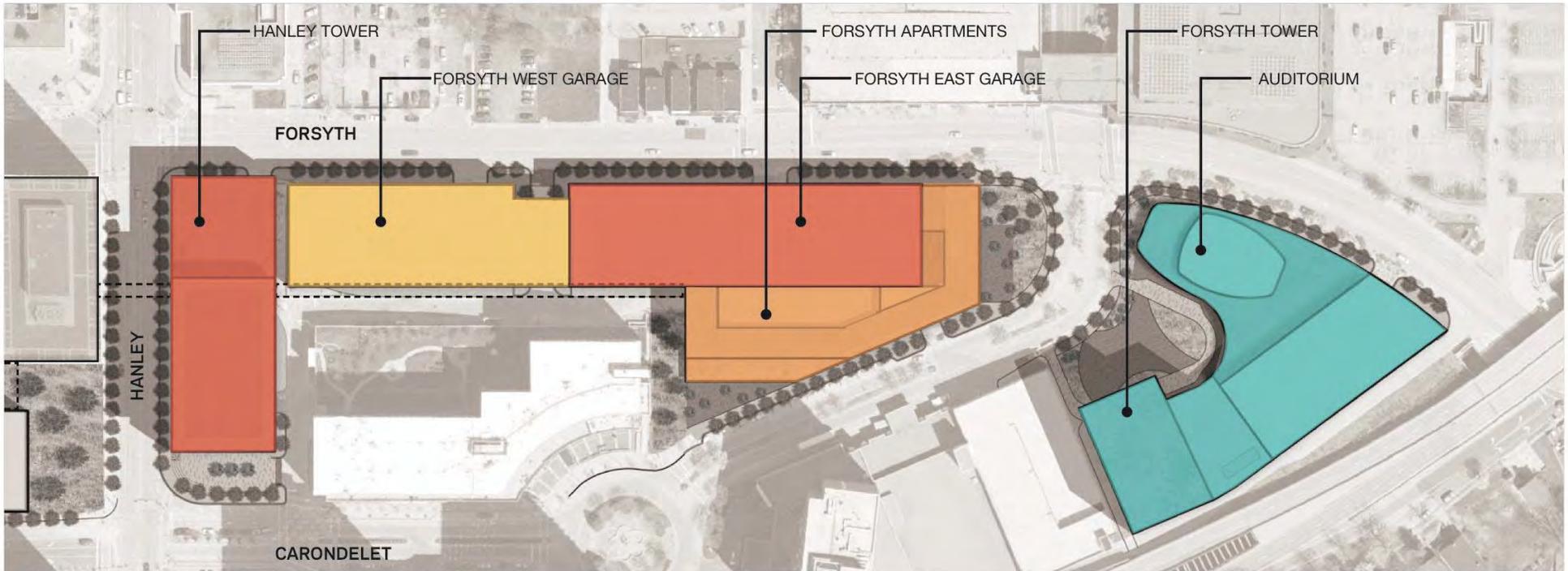
Sub District 1	5.8
Sub District 2	1.9
Sub District 3	5.1
Sub District 4	4.9
F.A.R. Average	4.3

Clayton's F.A.R. requirements range from 1.5 maximum to unlimited for sites within the 4 sub districts

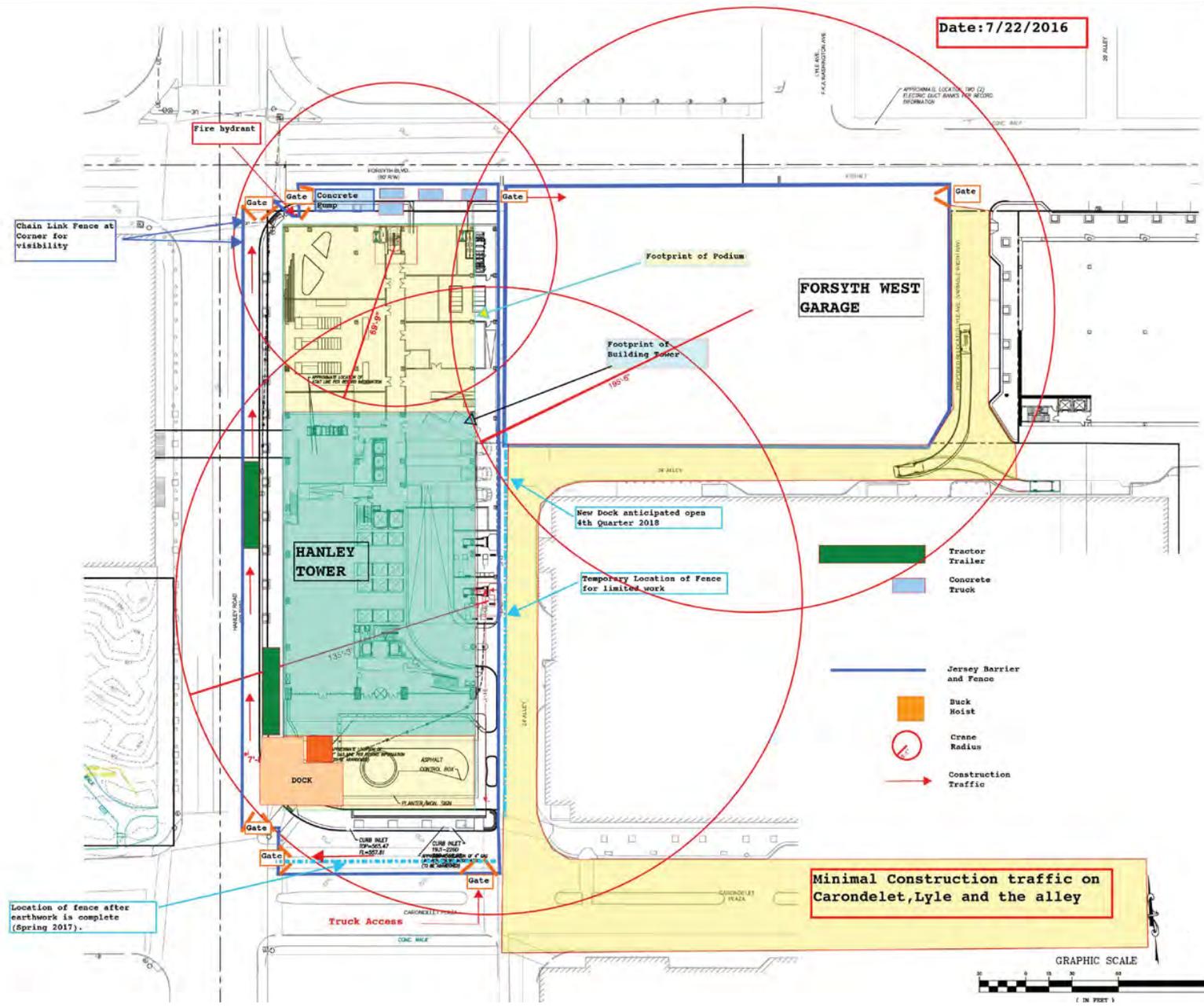
-  SUB-DISTRICT A
-  SUB-DISTRICT 1
-  SUB-DISTRICT 2
-  SUB-DISTRICT 3
-  SUB-DISTRICT 4

PROJECT SCHEDULE

JULY 22, 2016



Date: 7/22/2016



Chain Link Fence at Corner for visibility

Fire hydrant

Gate

Gate

Concrete Pump

Gate

Gate

Footprint of Podium

FORSYTH WEST GARAGE

Footprint of Building Tower

HANLEY TOWER

New Dock anticipated open 4th Quarter 2018

Temporary Location of Fence for limited work

Tractor Trailer

Concrete Truck

Jersey Barrier and Fence

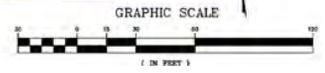
Buck Hoist

Crane Radius

Construction Traffic

Location of fence after earthwork is complete (Spring 2017)

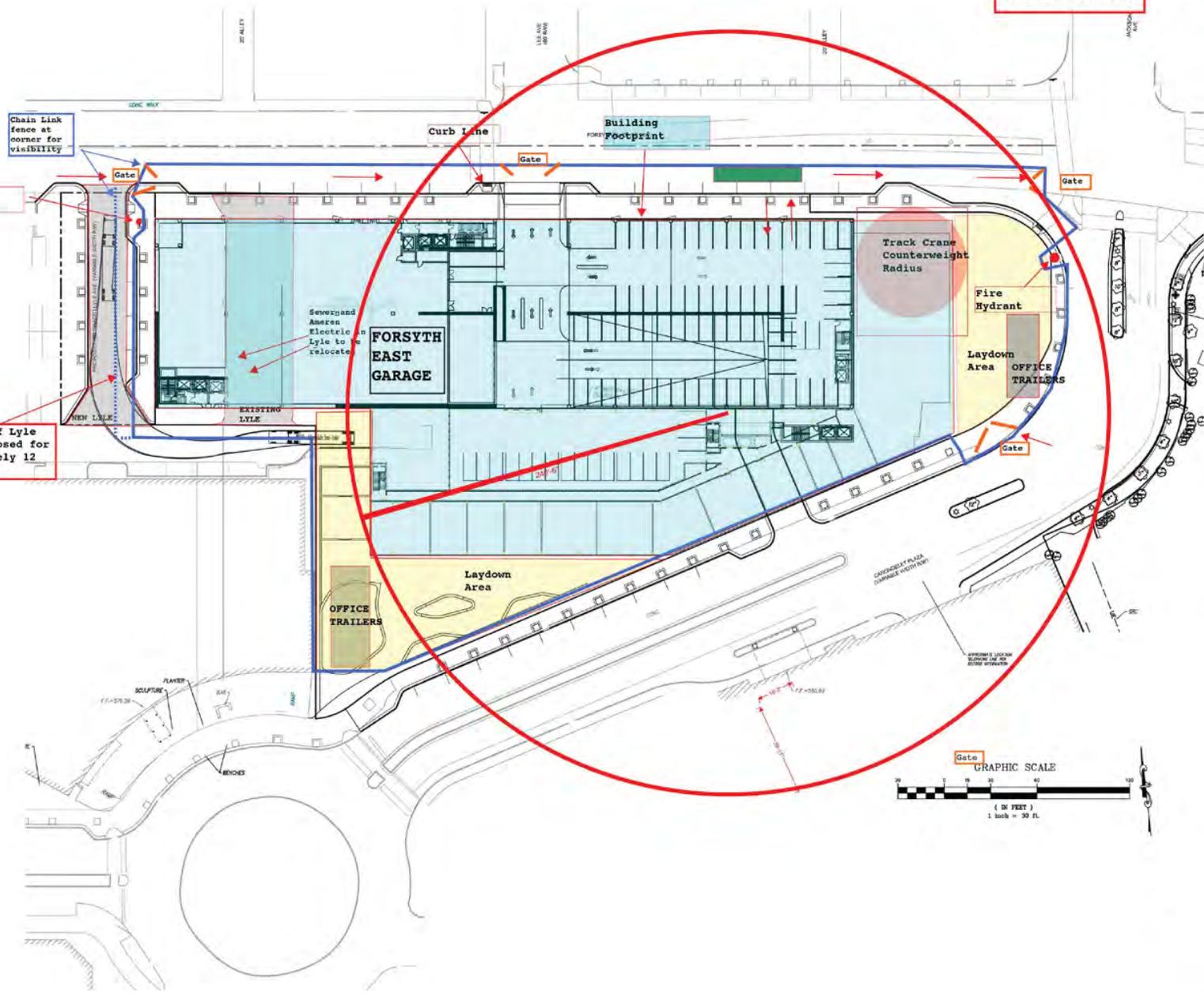
Minimal Construction traffic on Carondelet, Lyle and the alley



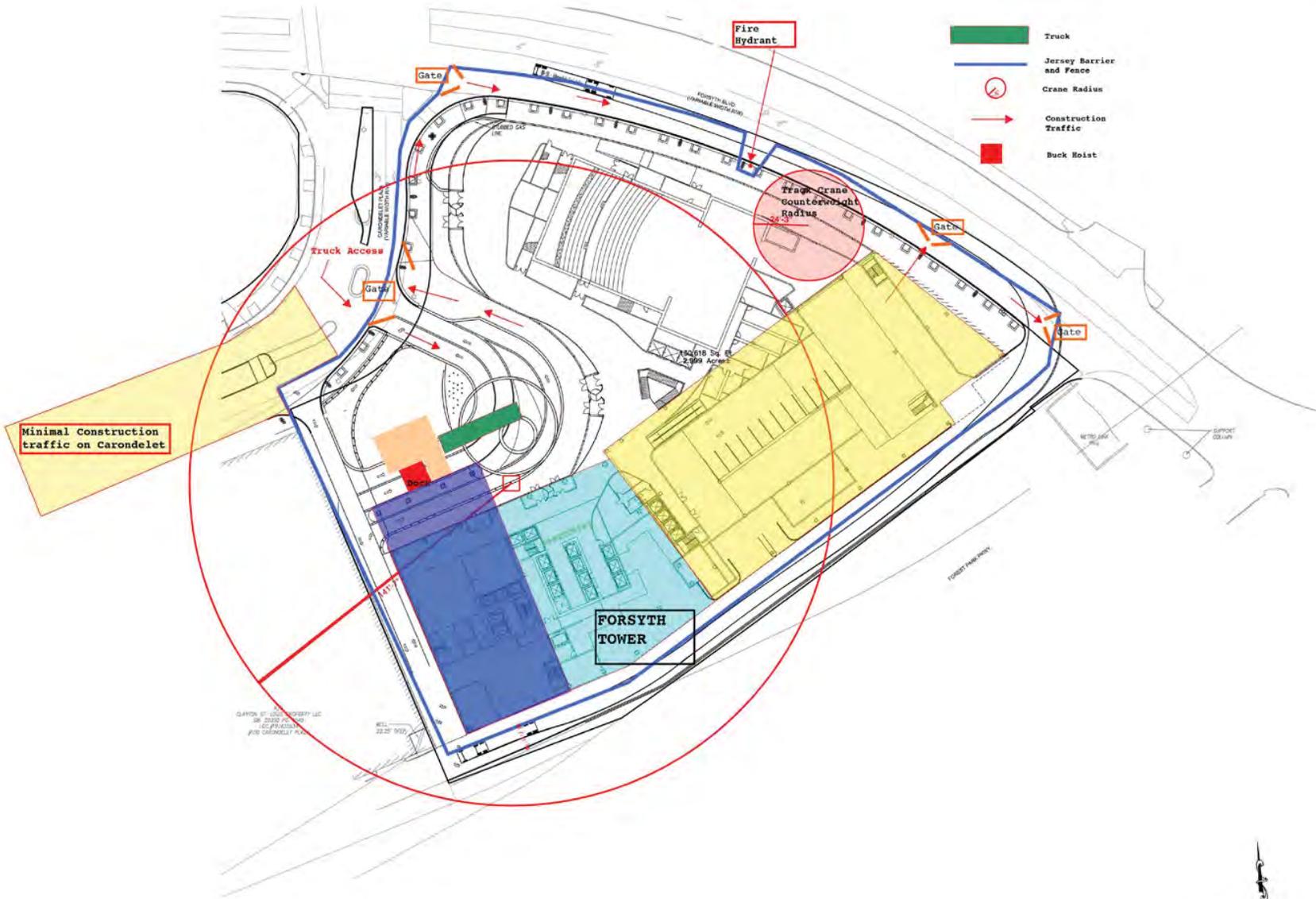
Date: 7/25/2016

- Crane Radius
- Tractor Trailer
- Jersey Barrier and Fence
- Construction Traffic

One Lane of Lyle will be closed for approximately 12 weeks



Date: 7/25/2016



GRAPHIC SCALE

CENTENE Corporation | CLAYCO | CUSHMAN & WAKEFIELD | IRL

Centene Campus Special Development District

Questions from city and staff

- 1. Ground Floor Uses:** A significant amount of ground floor space will be used for parking which is incompatible with the vision of the Downtown Master Plan to expand retail opportunities, create a human scale public realm and pedestrian friendly streets.
- 2. Floor Area Ratio (FAR):** Subdistrict 2 falls below the minimum required FAR which is meant to ensure a minimum level of density throughout the area adjacent to the Forsyth Metrolink station.
- 3. Height & Massing:** The submitted shadow study and context elevations do not provide sufficient information to evaluate compatibility with nearby residential areas.
- 4. Landscaping:** The submittals do not provide adequate information about trees, landscaping, and open spaces to verify the adequacy of buffers and open spaces.
- 5. Parking:** The proposed parking supply exceeds the Zoning Code requirements and recommendations of the parking study which may have a detrimental effect on the future success of the area as a dense, walkable, transit-oriented mixed-use district as envisioned in the Downtown Master Plan.
- 6. Traffic:** The traffic study recommends several improvements to provide adequate capacity to handle the additional trips generated by the development.
- 7. Pedestrian Circulation:** A pedestrian circulation plan has not been submitted. The proposed vehicular drop offs and elevated/below grade walkways do not contribute to the Downtown Master Plan vision of increasing pedestrian traffic and creating more street-level activity.

DISCUSSION and Q + A

CENTENE

Corporation

CLAYCO

CUSHMAN &
WAKEFIELD



CENTENE CLAYTON CAMPUS, Special Development District

August 1st Planning Commission and ARB Meeting