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CUSHMAN &
WAKEFIELD



CENTENE CLAYTON CAMPUS, Special Development District
August 1st 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
Clayton, Missouri Strategic Plan
(continued)

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 Galdjian 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 K. 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 application 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.



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

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.

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.

Exceptional City Services

Clayton residents, visitors and businesses are proud of the City government and the exceptional level of City services provided by dedicated employees. City services are provided in a financially sustainable manner with high service levels delivered with a commitment to efficiency.

Strategic Initiatives:

- Develop a system of reporting the performance of government to the community.
- Continue to implement the newly established plan to eliminate the structural deficits in the City's operating budget through a combination of expenditure reduction and revenue enhancements.
- Benchmark against industry standards to drive internal performance.

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.

(over, please)



210 Observatory Ave | Cincinnati, Ohio 45221 | 513-221-6888 | thenovakconsultinggroup.com

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.

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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

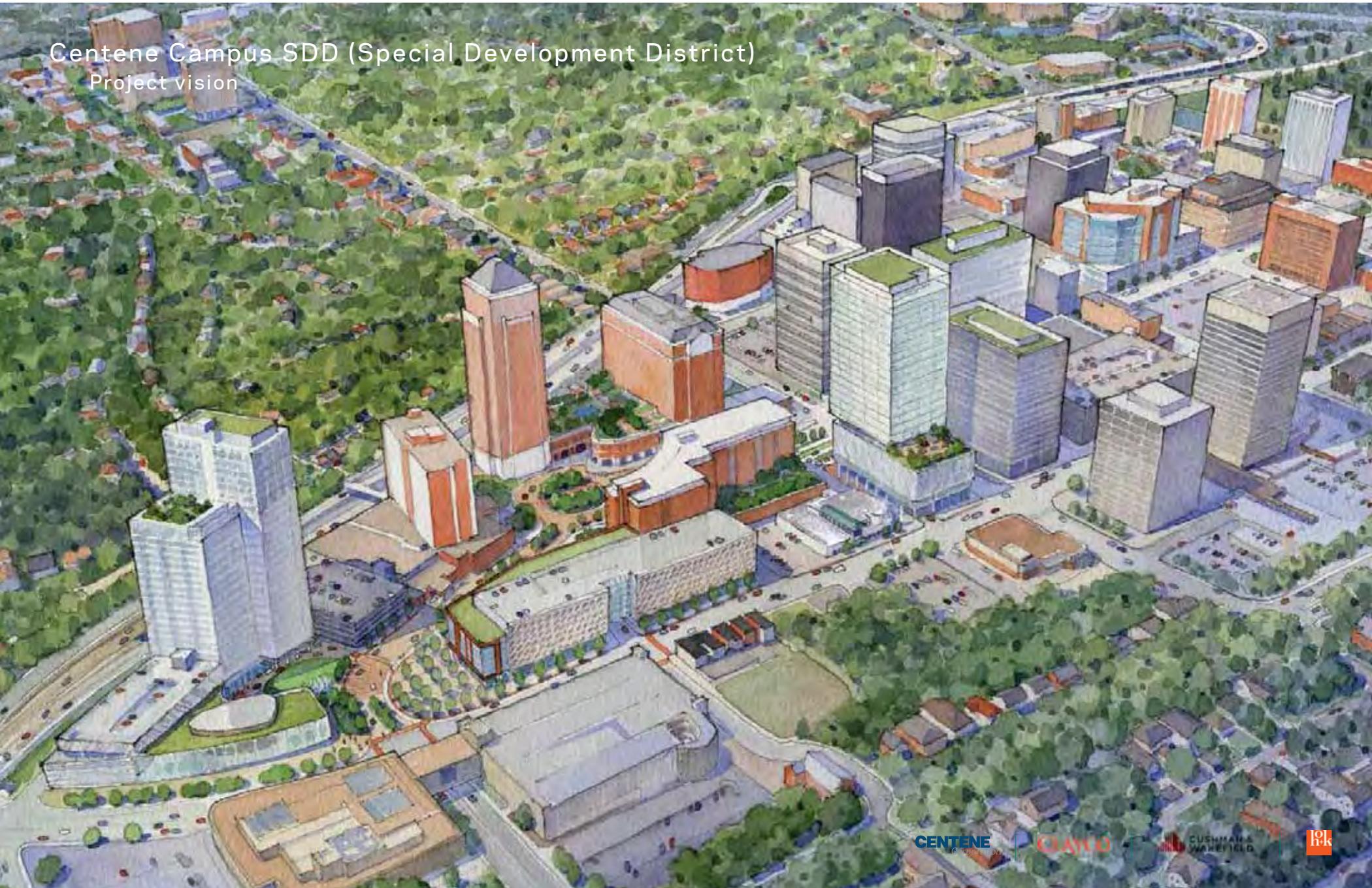
Centene and the development team have been working with the community in a wide variety of public and independent meetings throughout the course of the last few months in an effort to garner comments, integrate thoughtfully with the City's long term masterplan vision, and have respectful discourse with 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

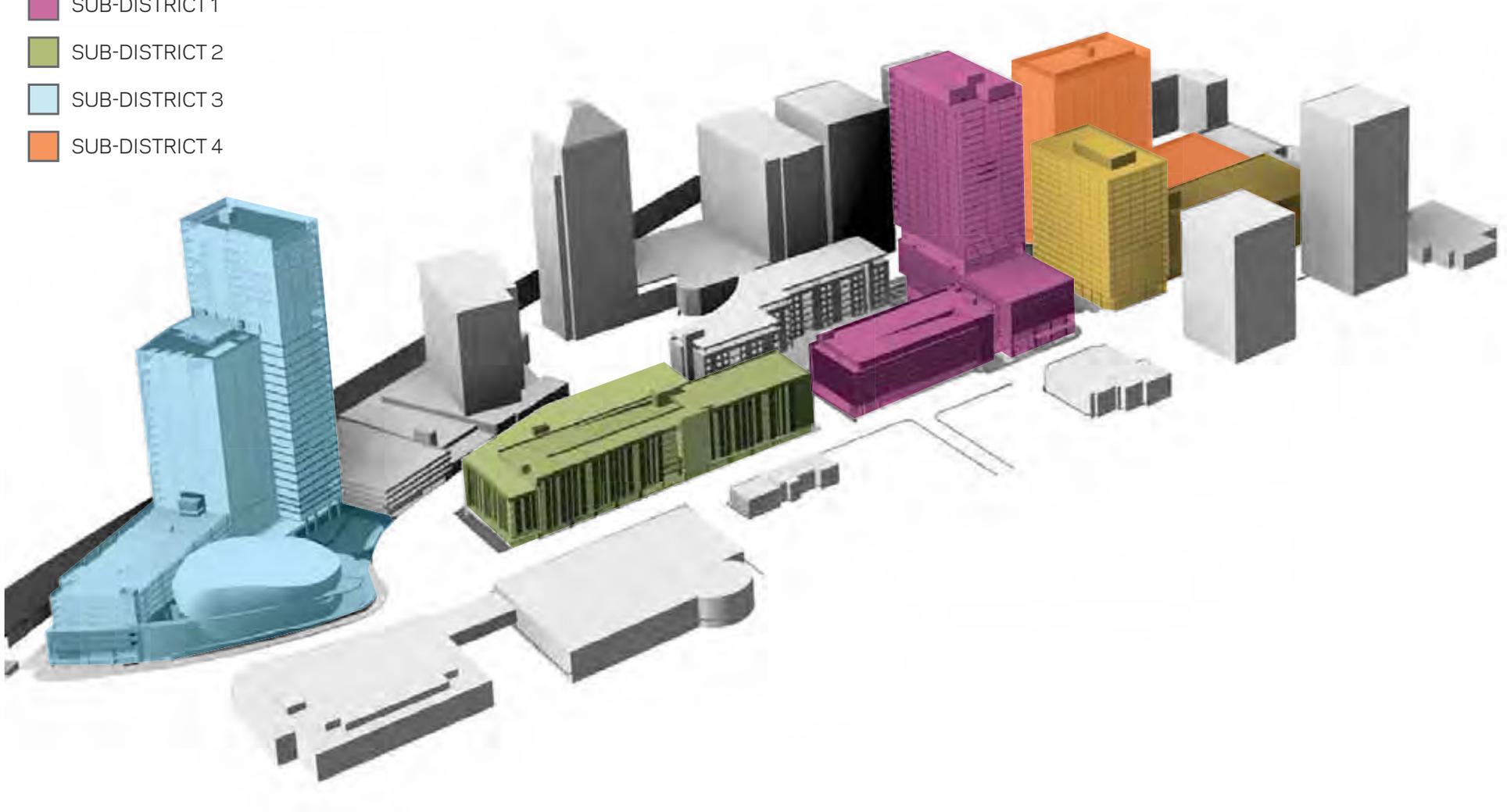


Centene Campus SDD (Special Development District)
Project vision



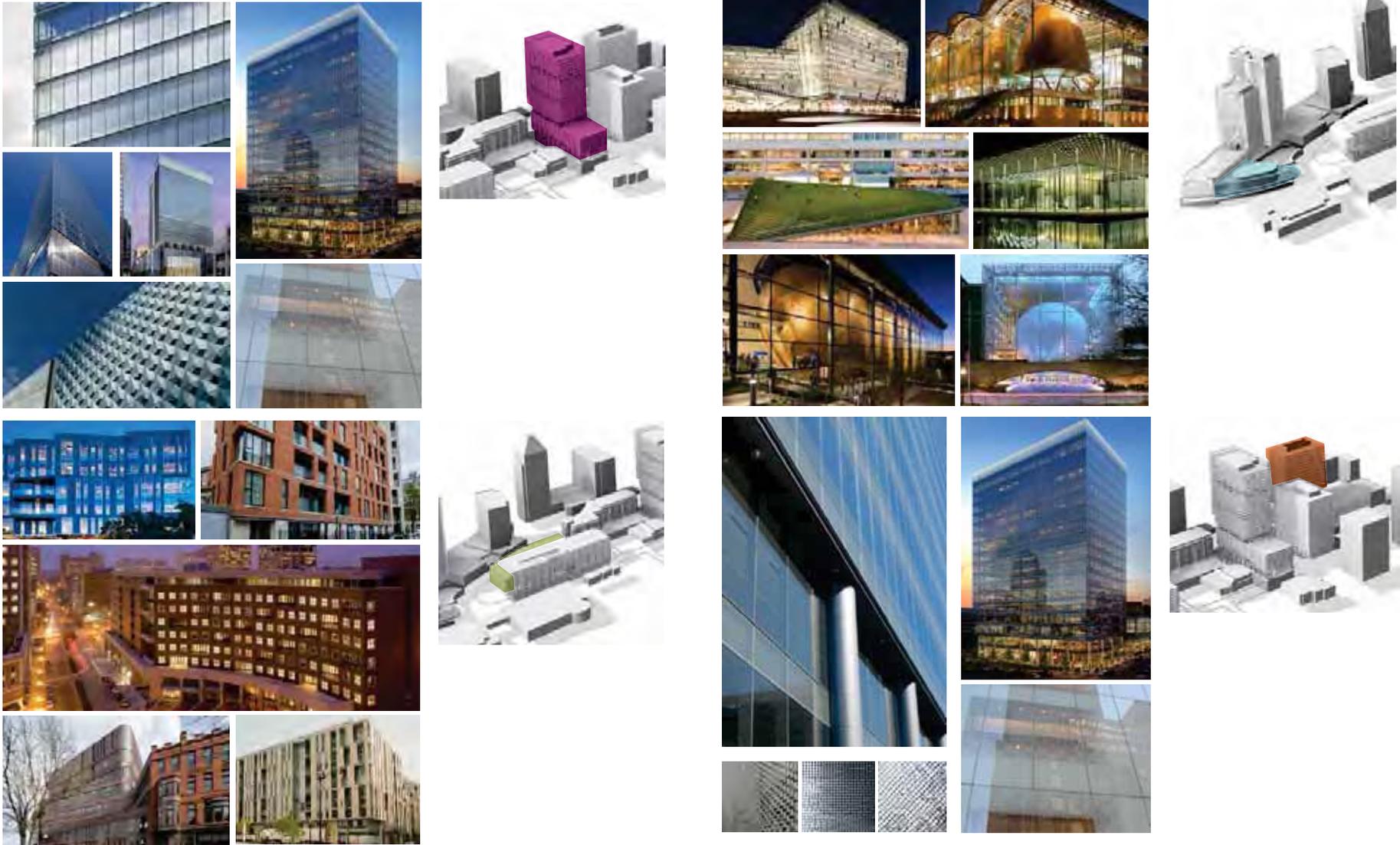
SDD Summary

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



Centene Campus SDD (Special Development District)

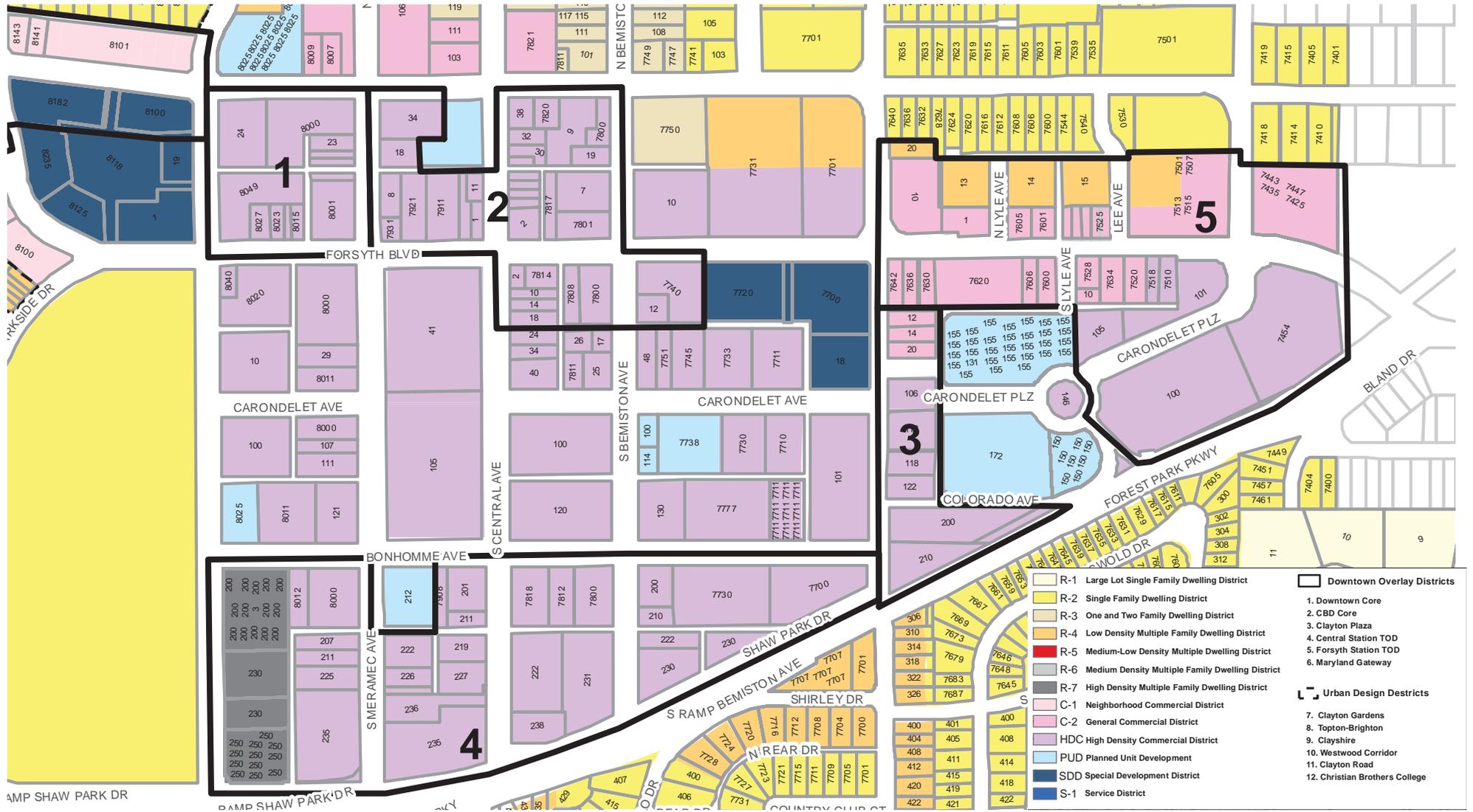
Project vision



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

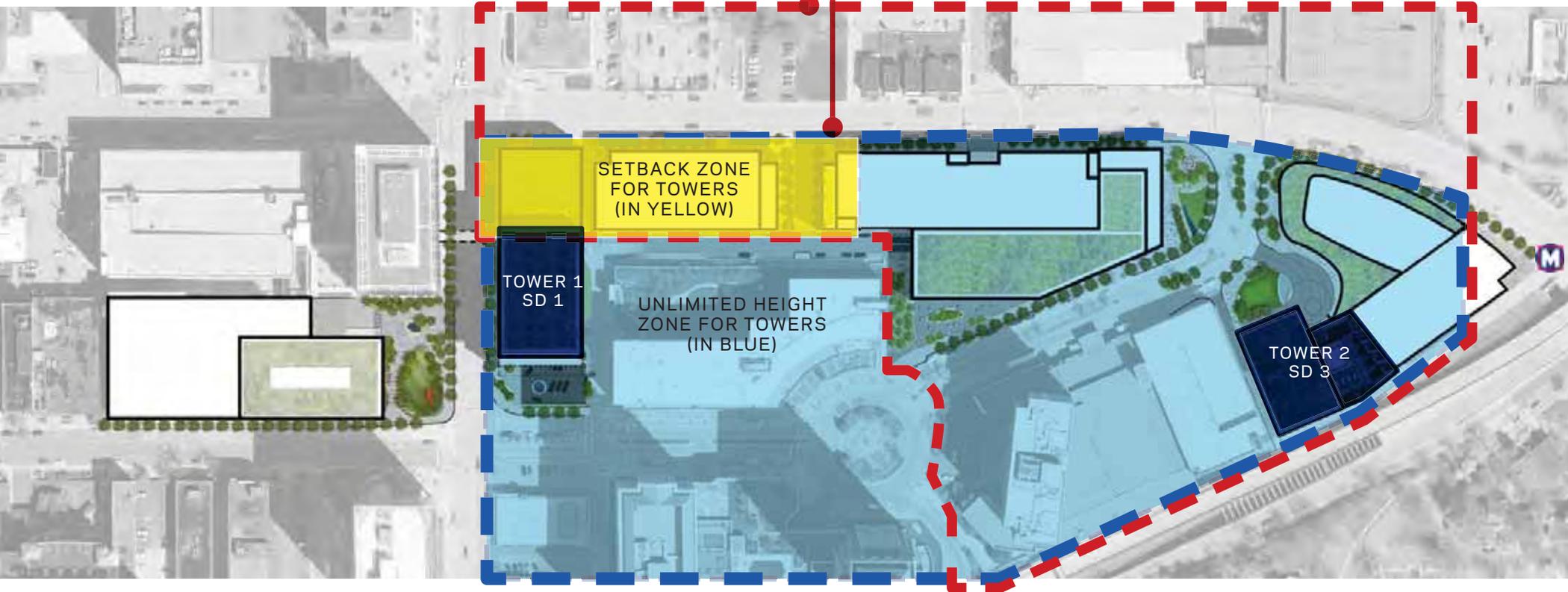
Hanley Tower located primarily outside of TOD overlay to follow intent of Forsyth TOD overlay District.

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.

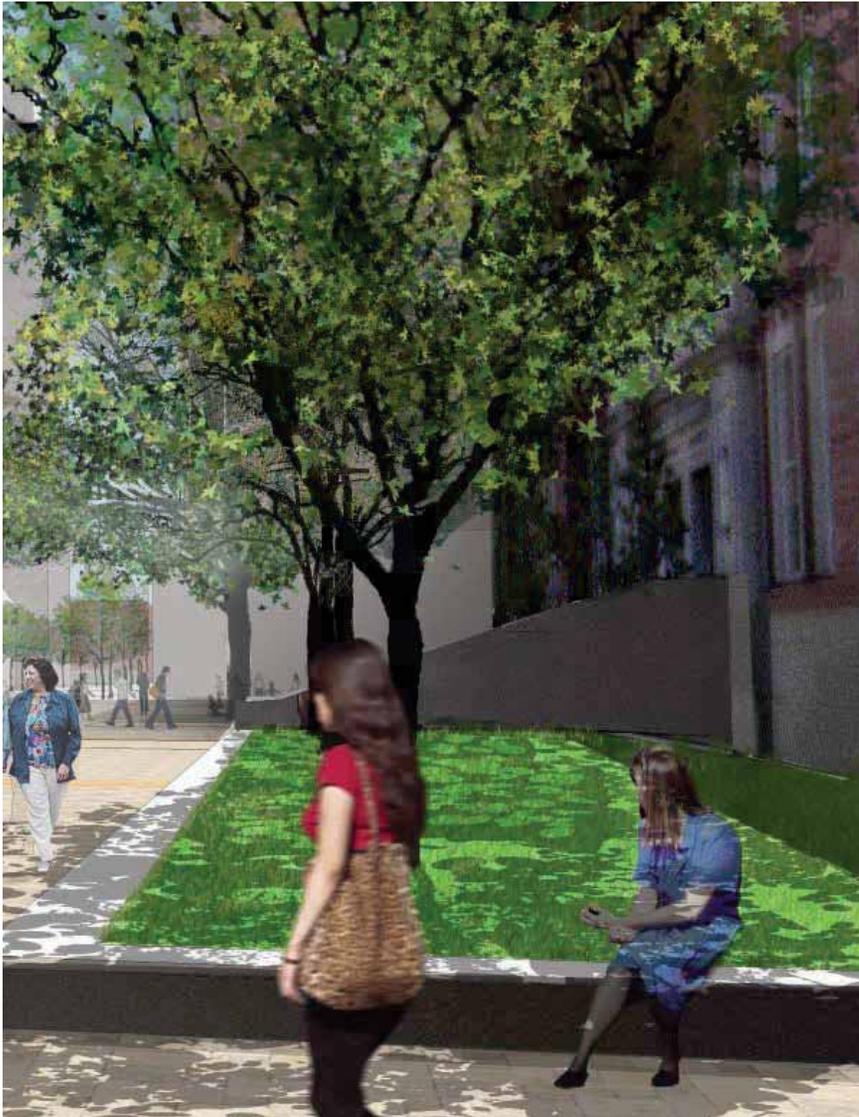
Together these facets of the urban environment complement private investment that occurs on the intervening blocks. The civic realm is both necessary infrastructure and an amenity that adds value to real estate, while in the long run making the city more desirable for residents, workers, and visitors.

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:

New office workers + New residents = Enhanced vitality for economic development

Retail Market Factors

Assuming reasonable sales productivity, spending power, capture rates and proximate retail/food & beverage offerings:

- Each new resident supports 4-7 sf of retail space
- Each new office worker supports 2-5 sf of retail space
- Each visitor supports 0.5 to 1.5 sf of retail space

ECONOMIC DEVELOPMENT INITIATIVES

Underlying any good plan is a comprehensive approach to economic development. The following economic development initiatives which should be considered on a case-by-case basis, address strategies for building the base of retail and housing, and sustaining the base of office and government uses in downtown

The implementation examples described in this section are all from projects, cities and programs that have worked in other locations. It is recommended that the legal implications of these proven programs under Missouri Law be investigated by City of Clayton staff to determine the specific approaches, techniques, requirements and development structures under which they might be implemented in Clayton.

Retail

The caliber and character of downtown retail is often used as a measure of downtown vitality. A stable and dynamic retail and restaurant mix downtown offers a satisfying experience to the local residents and downtown employees, enhancing their quality of life. Such a mix can also be the basis for a memorable experience to the visitor and, as such, is an important economic development asset. To leverage downtown for economic development purposes requires that lifestyle amenities like a strong mix of unique retail and restaurant establishments is sustained downtown. The lack of concentrated retail or critical mass of shops coupled with the perception that Clayton is solely a place for dining is threatening downtown's function as a shopping destination and service center. With the many dining options in the area, a number of restaurant patrons already make their way downtown on a regular basis. Bringing in more specialty retail can build upon this base of locals and visitors, giving yet another reason to come downtown or encouraging them to stay downtown longer to take advantage of unique retail choices. Downtown Clayton has the potential to regain the recognition it enjoyed during the 1980s, albeit with a different tenant mix, if the retail strategy is carefully executed.

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

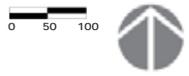
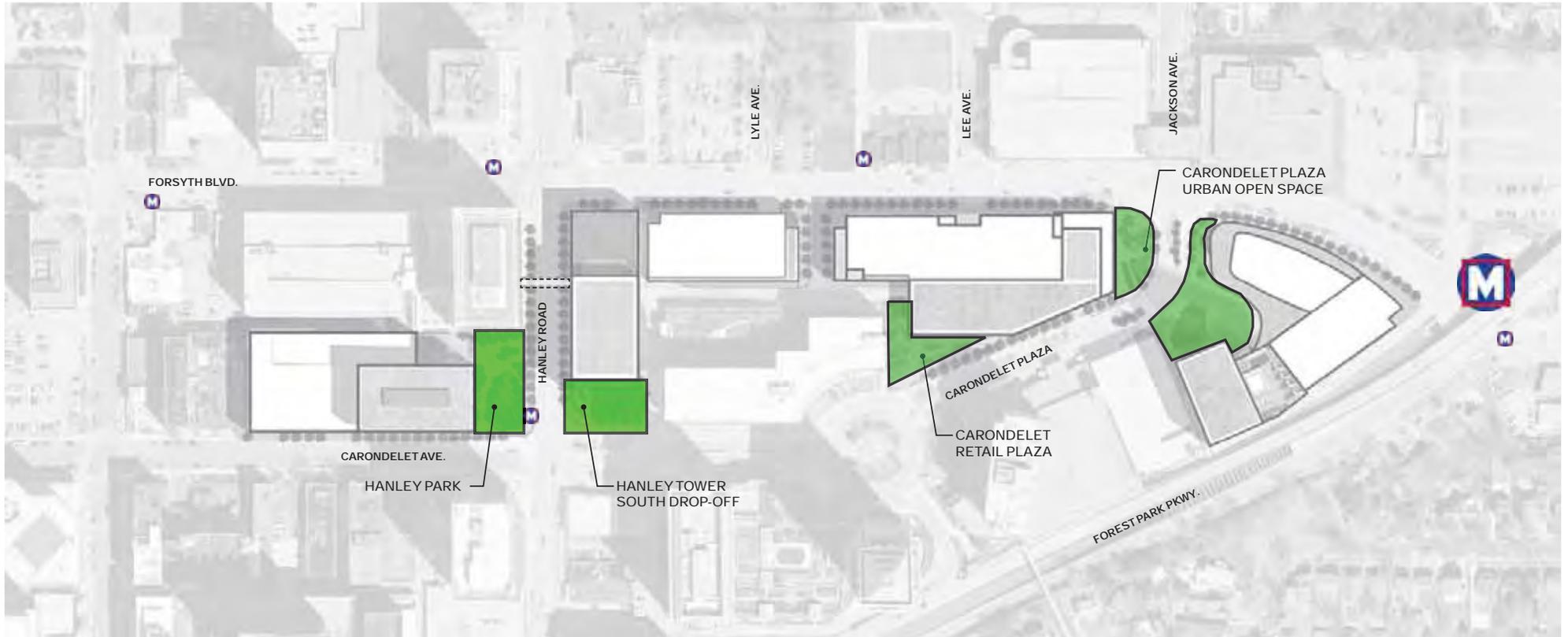
The public benefits to the City that are intended to be derived from the approval of planned unit developments, include, but are not limited to:

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.

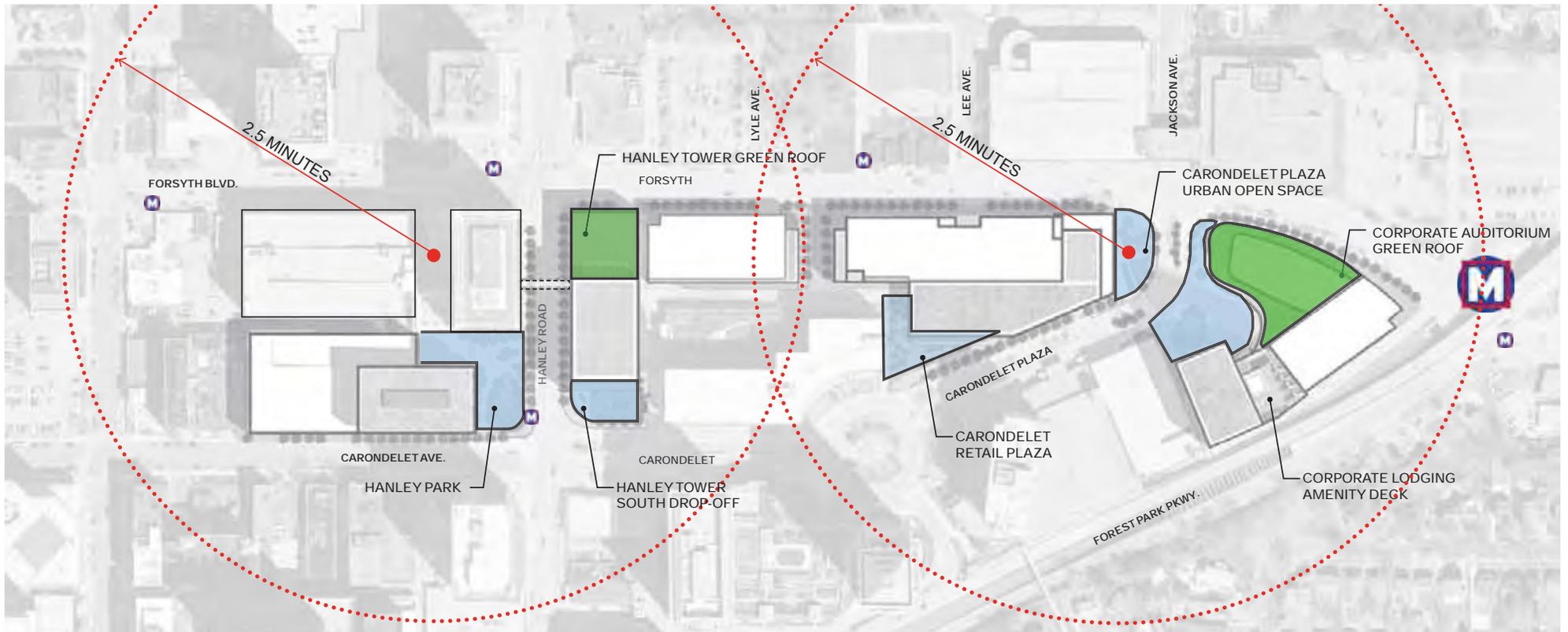
Proposed Landscape / Green space provisions



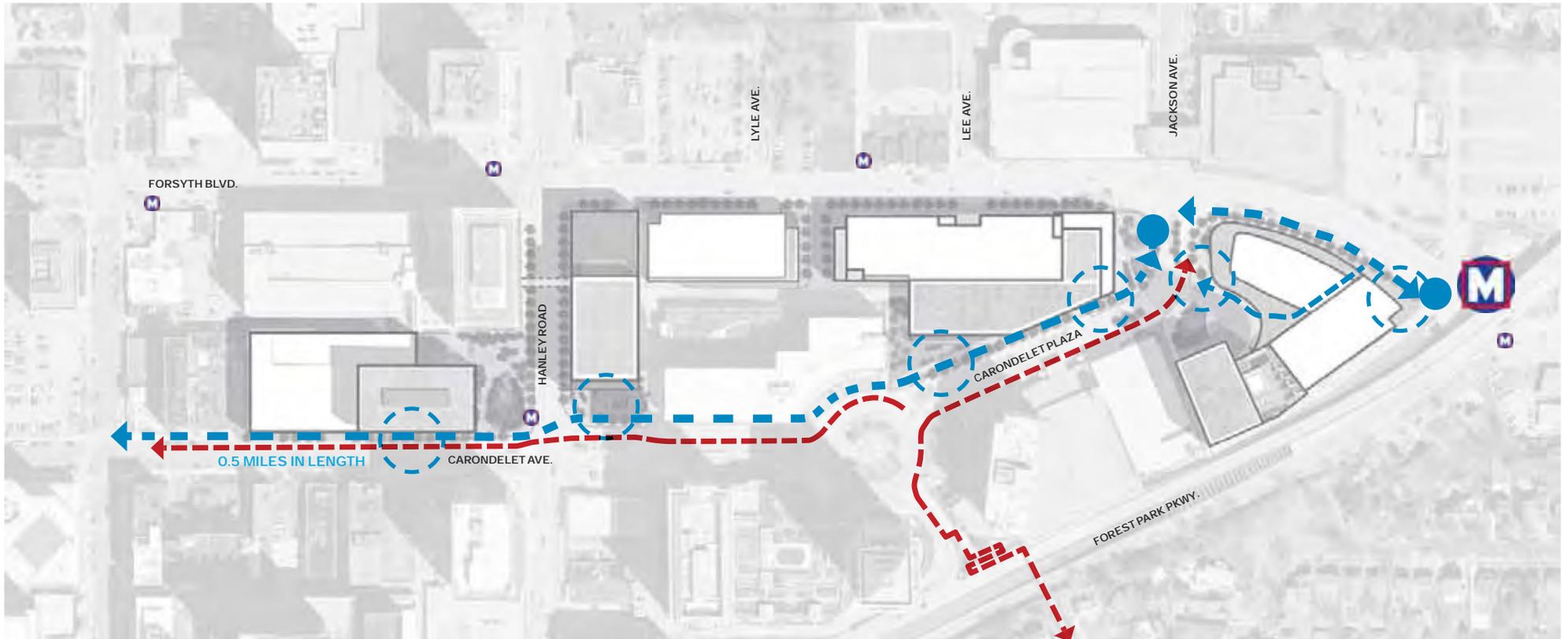
■ OPEN SPACES



Walkability



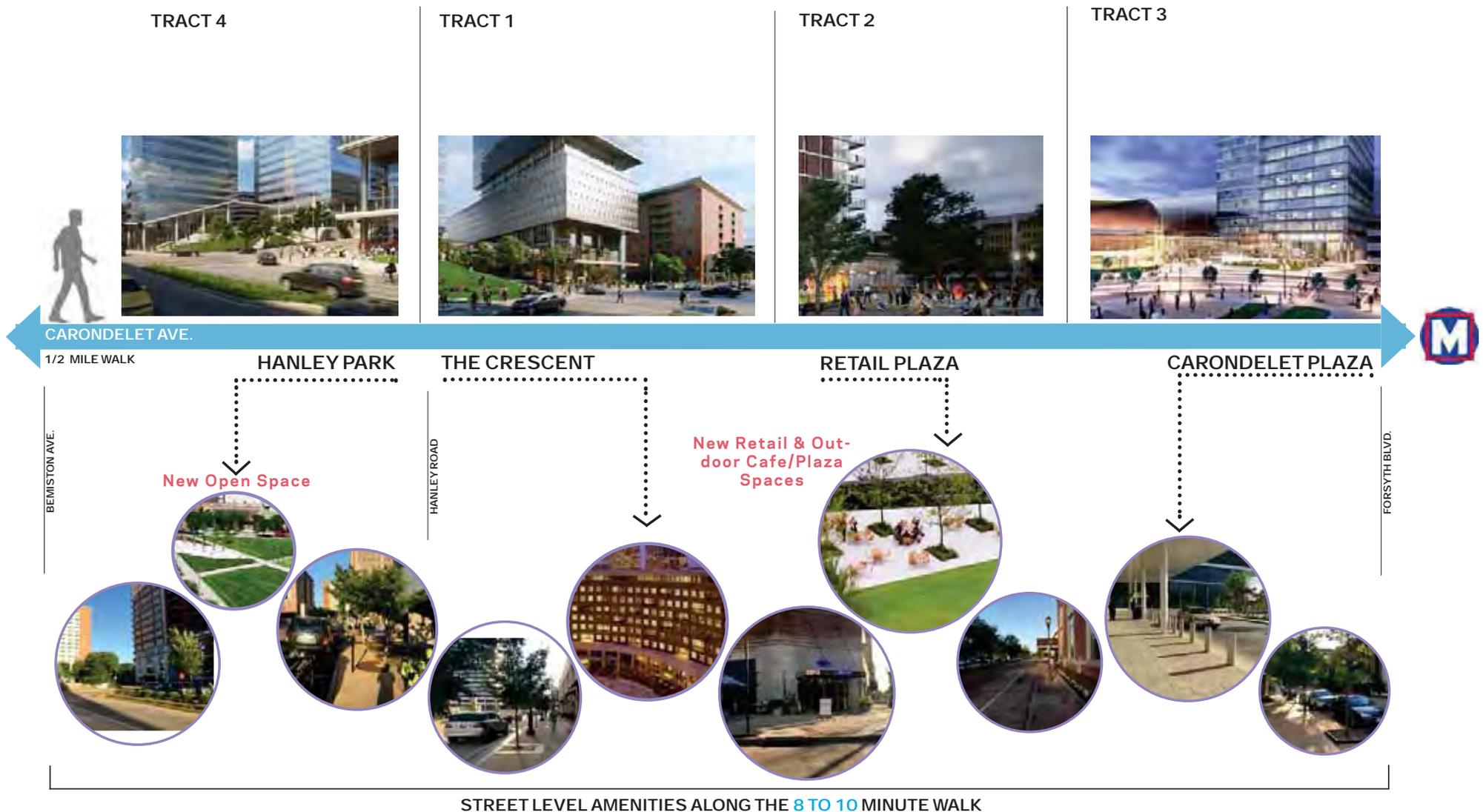
Pedestrian Experience Walking Along Carondelet Plaza



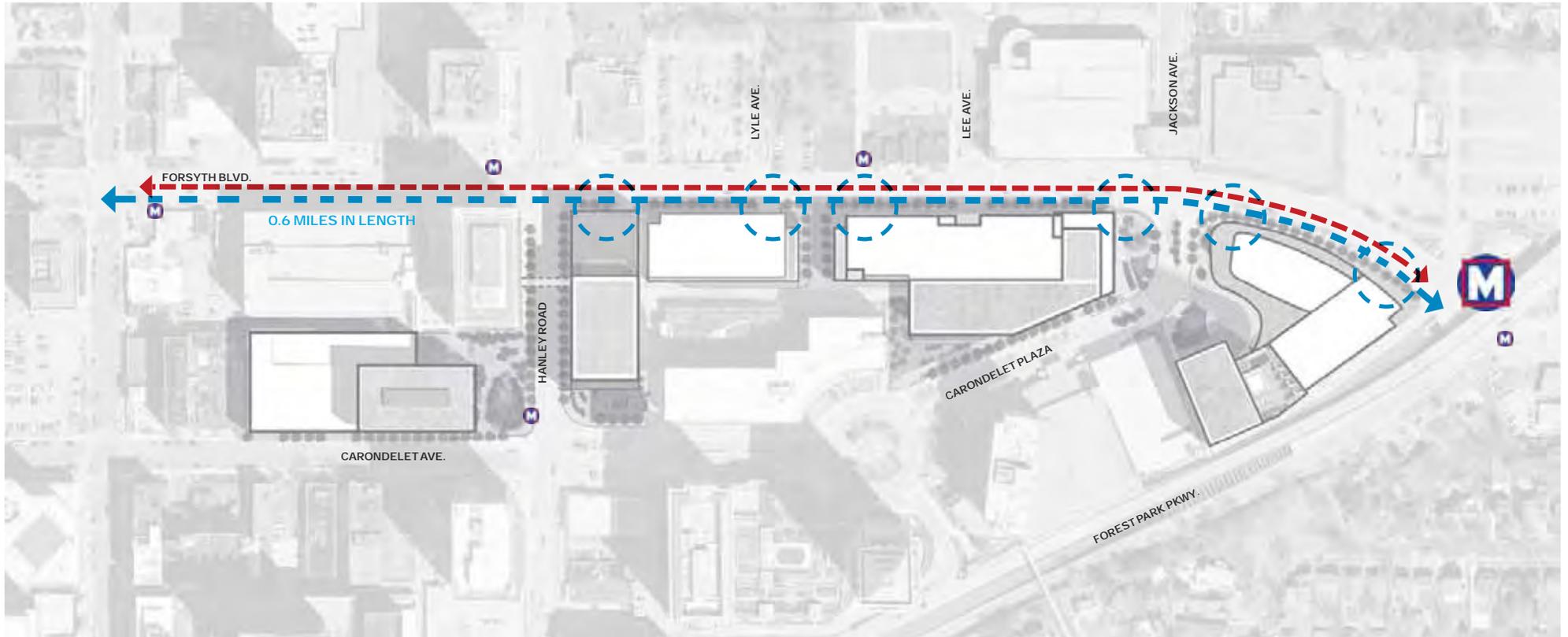
0.5 MILES IN LENGTH

- PEDESTRIAN ROUTE
- BIKE LANES

Pedestrian Experience Walking Along Carondelet Plaza

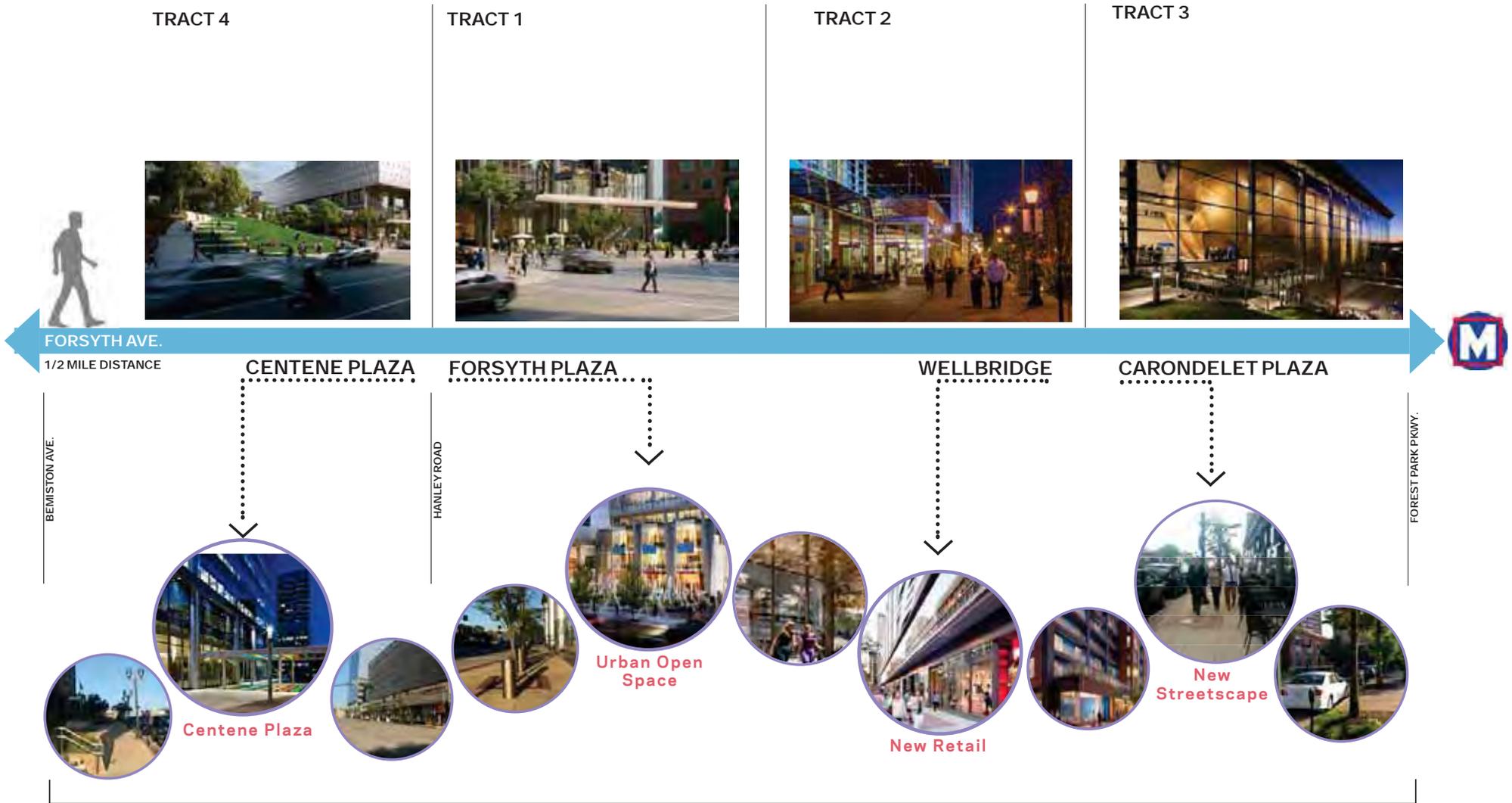


Pedestrian Experience Walking Along Forsyth



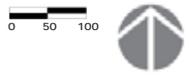
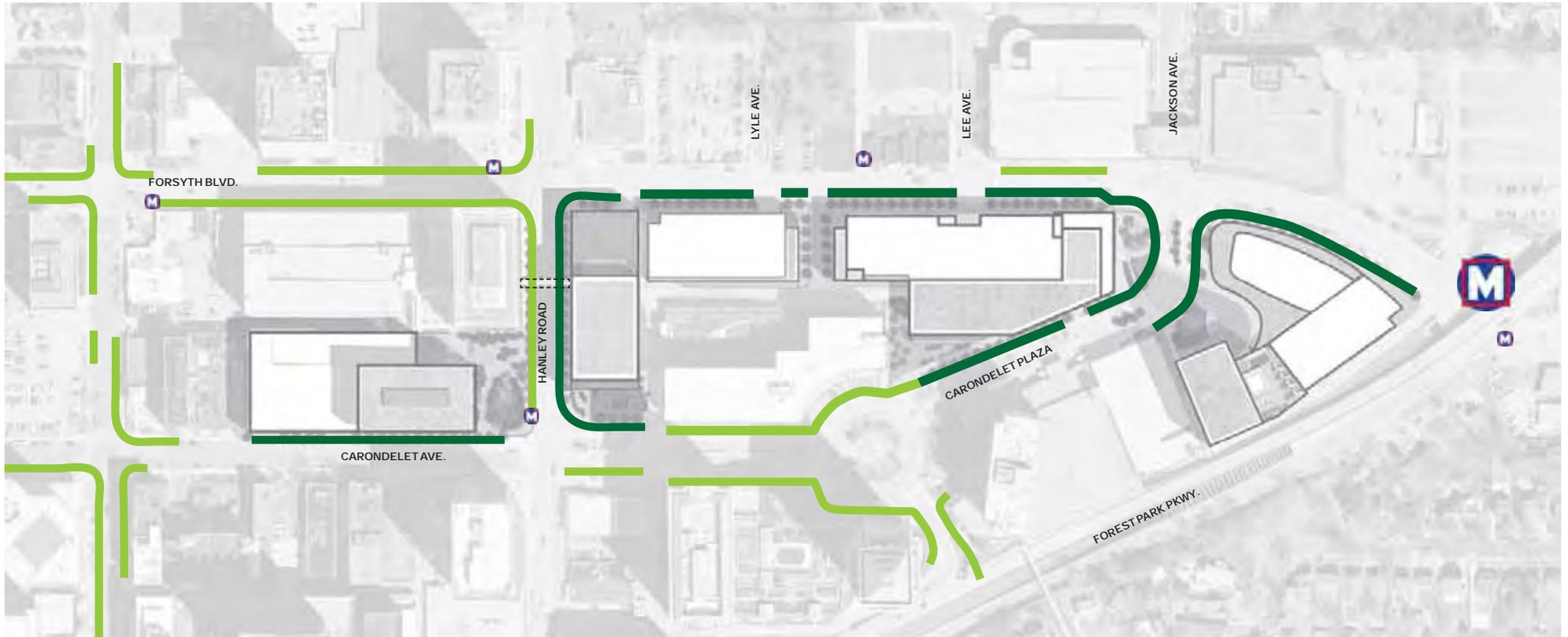
- PEDESTRIAN ROUTE
- BIKE LANES

Pedestrian Experience Walking Along Forsyth



STREET LEVEL AMENITIES ALONG THE 8 TO 10 MINUTE WALK

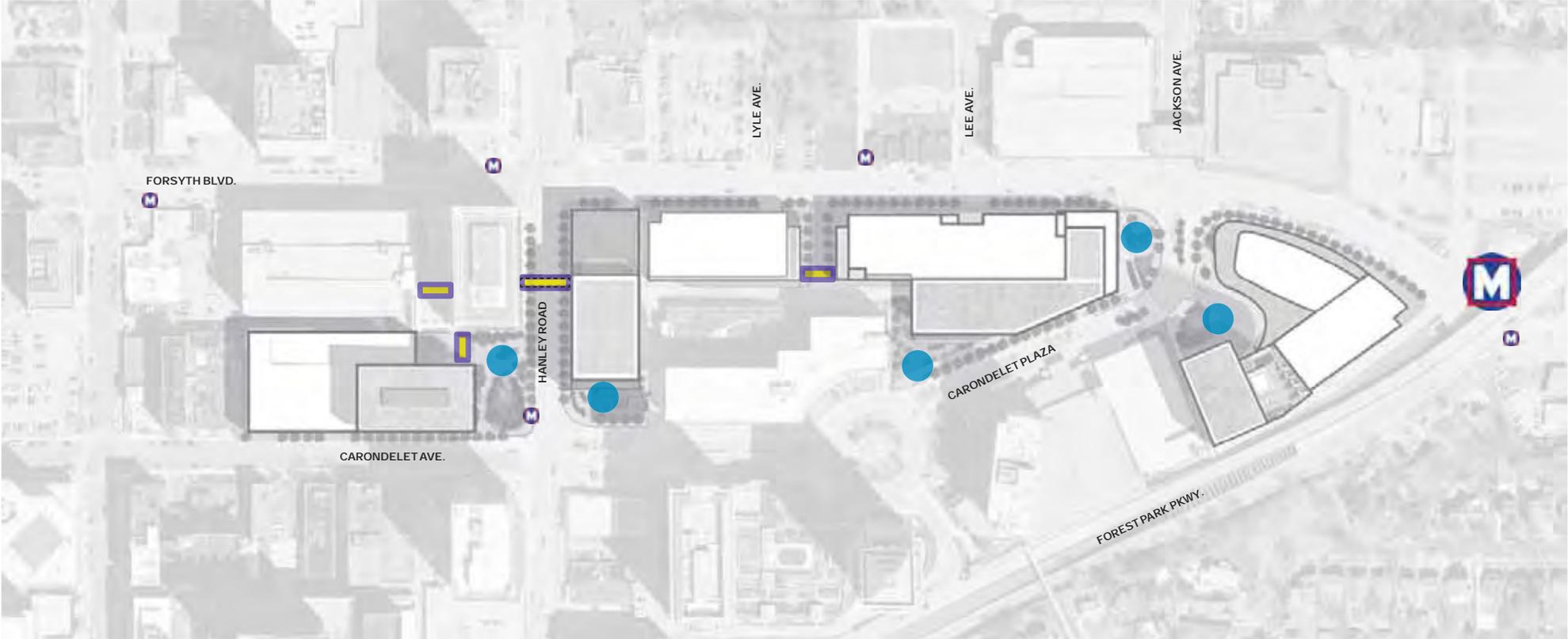
Streetscape - Extensions and Improvements



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



Public Art Opportunities



0 50 100



 PUBLIC ART INSTALLATION

 CENTENE SITE ART

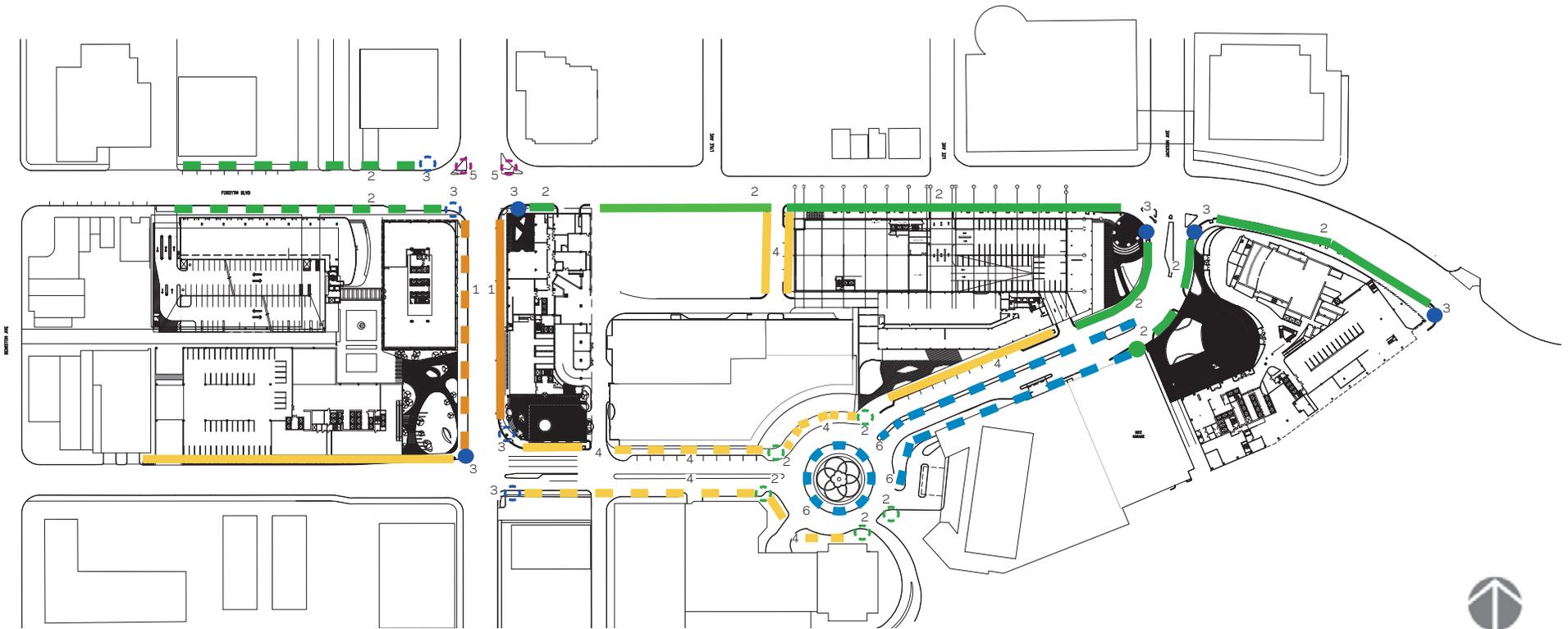
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Site Lighting - New City Standard Lights



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

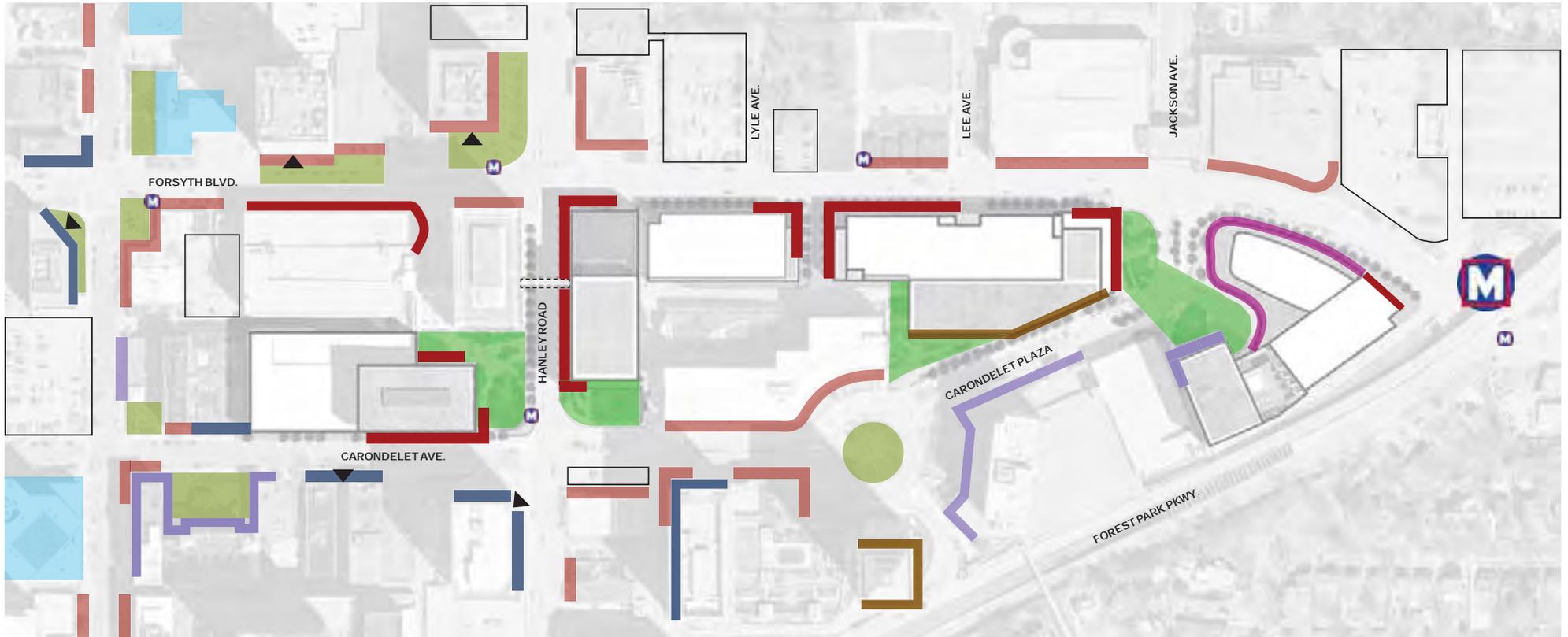
CITY OF CLAYTON LIGHTING STANDARDS HAVE BEEN IMPLEMENTED IN THIS DESIGN.

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 | | |



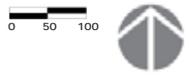
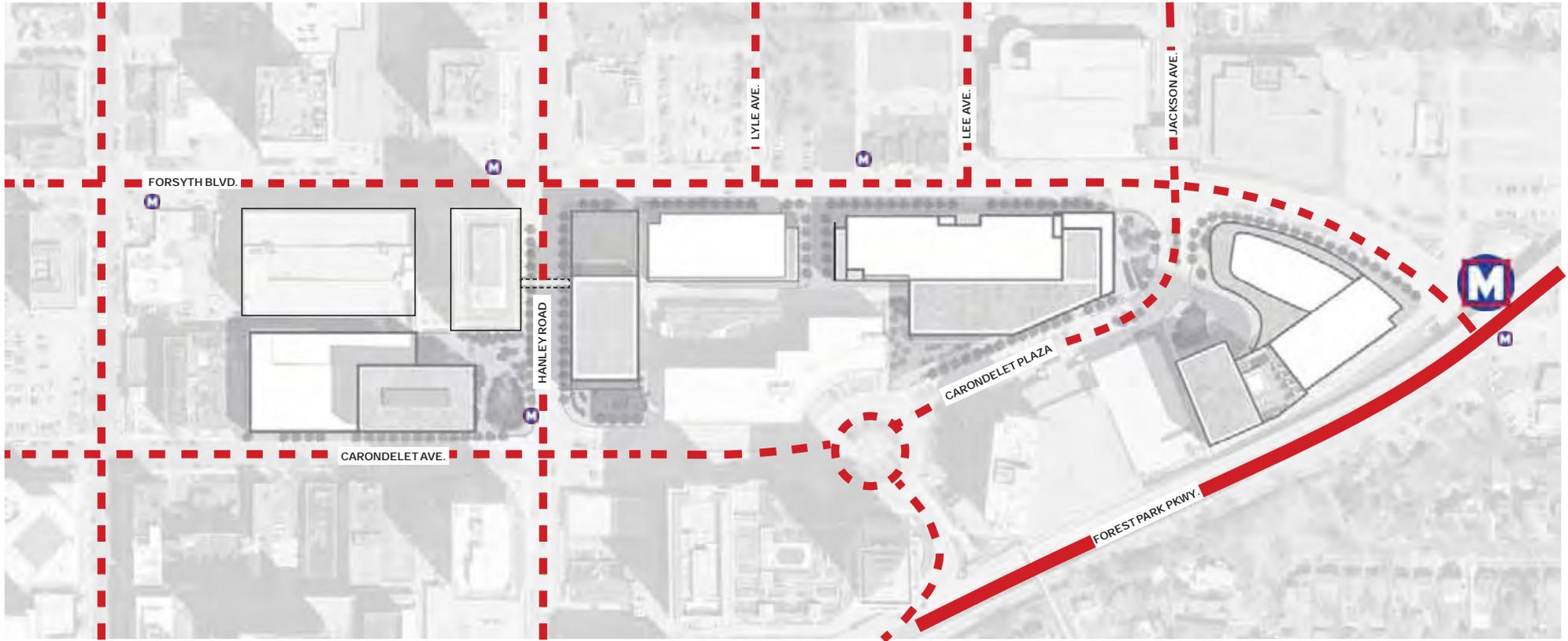
Traffic and Parking Discussion



Site Access



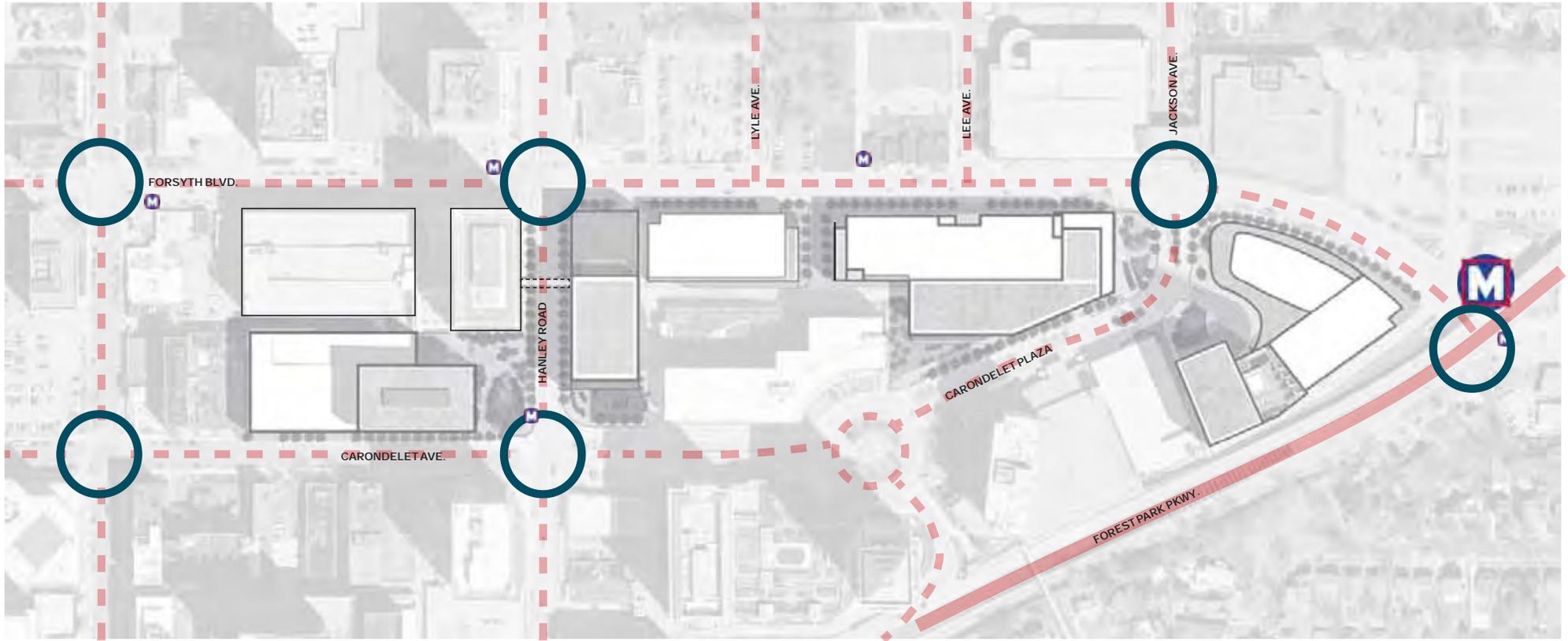
Local Area Vehicular Network



- PRIMARY COMMERCIAL/RESIDENTIAL
- FOREST PARK PKWY



Major Intersections



 MAJOR INTERSECTIONS

Vehicular Circulation - Detailed Traffic Study

Proposed Centene Campus Development
Clayton, Missouri

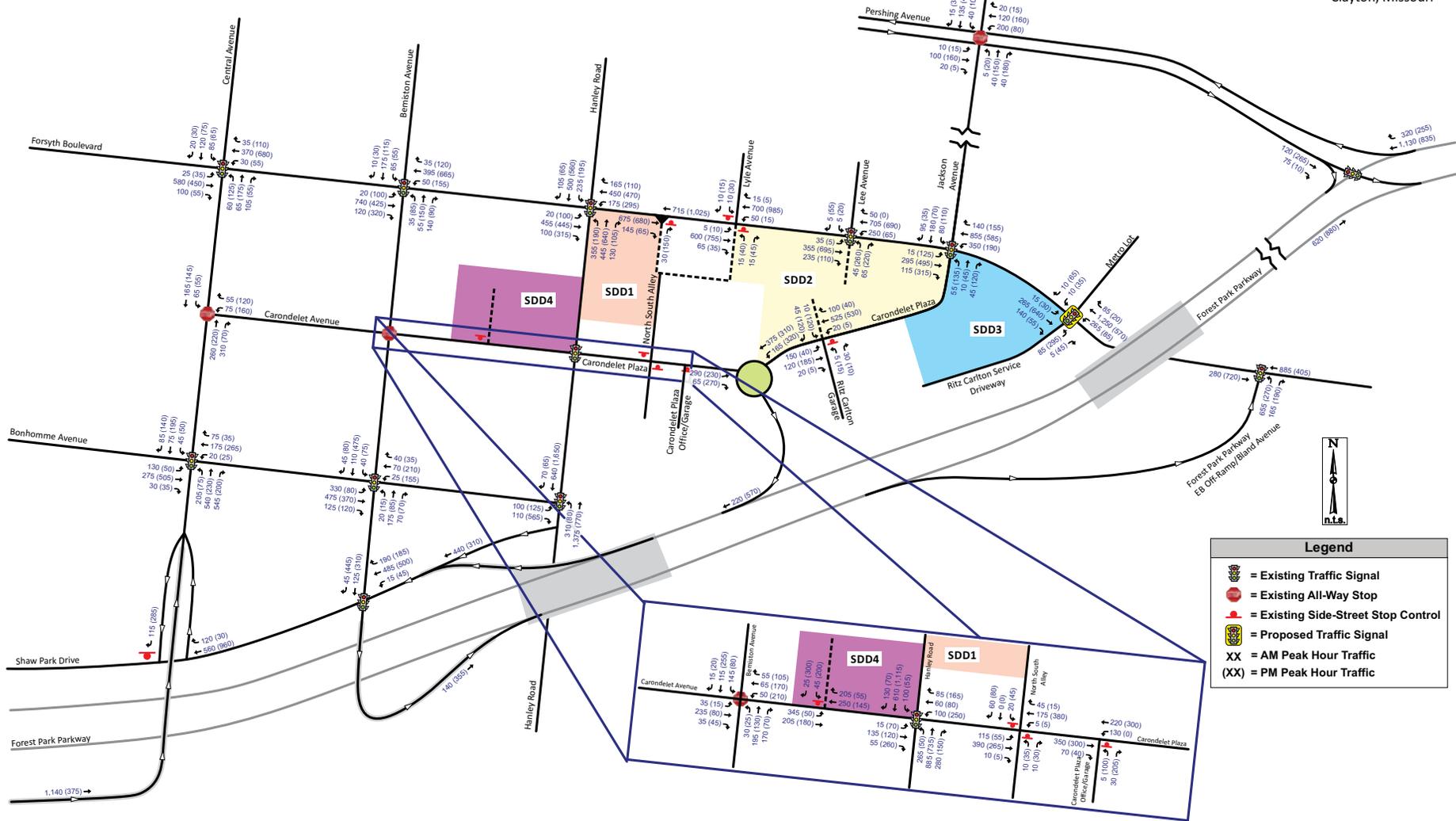


Exhibit 2: Forecasted Build Traffic Volumes

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



Centene Campus Special Development District

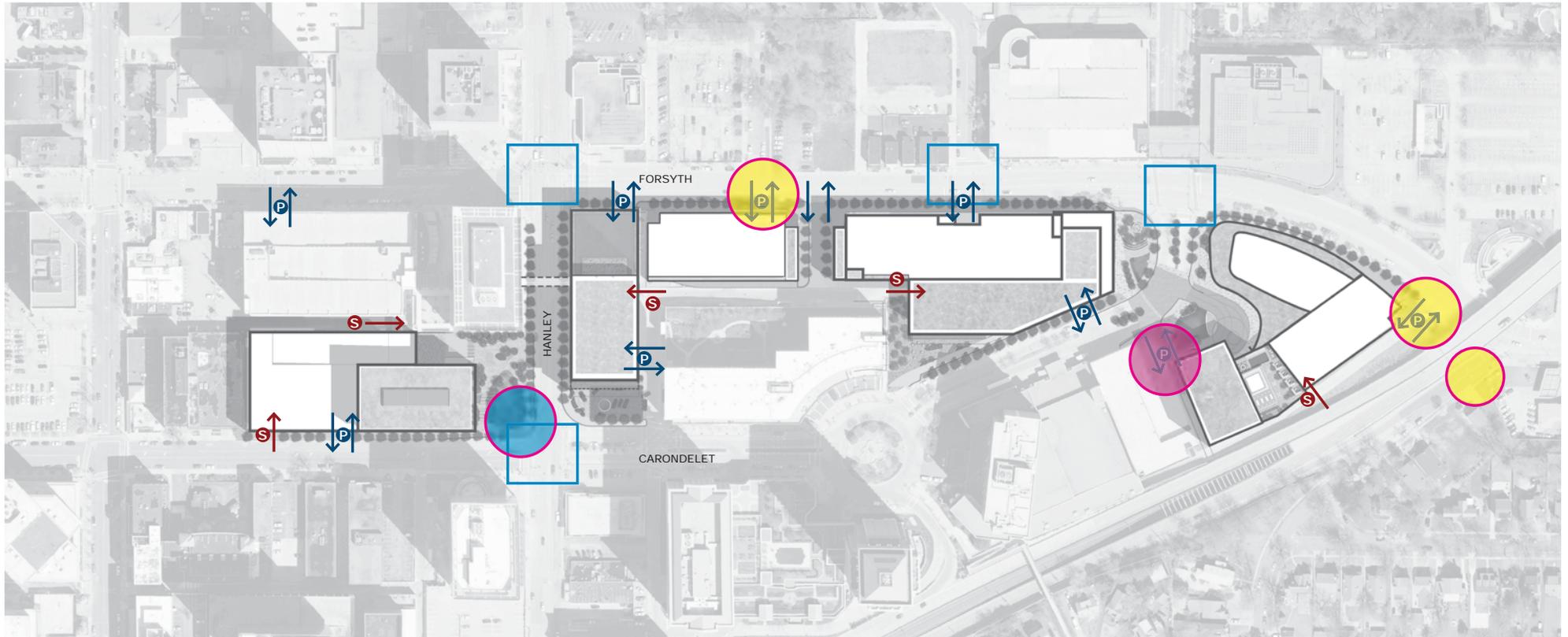
Traffic Study Summary and proposed Improvements included as part of the Campus Masterplan

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.

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.

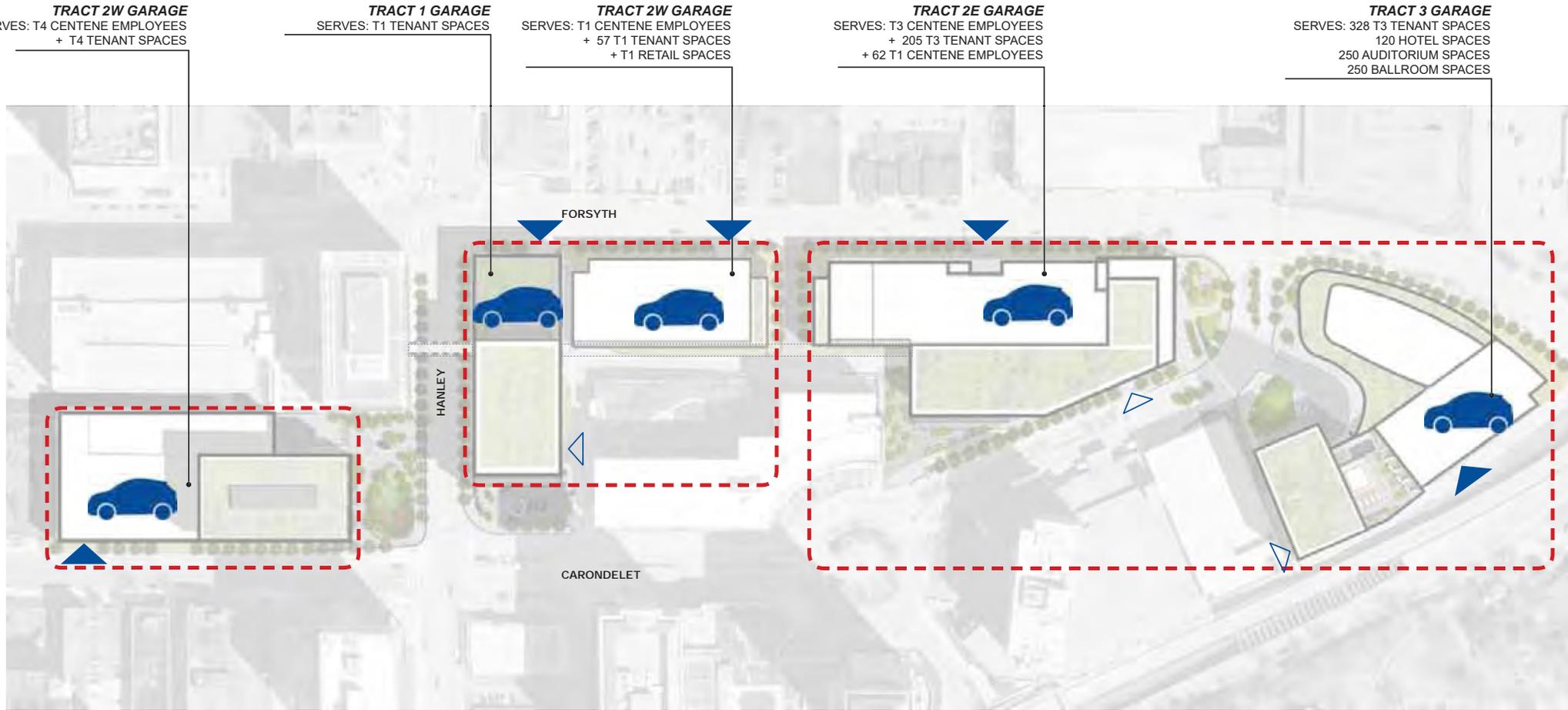
It is the intent of the development team to fully comply with the City of Clayton zoning code minimum requirements for parking throughout the district with the recommended 5% - 10% additional supply.

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).

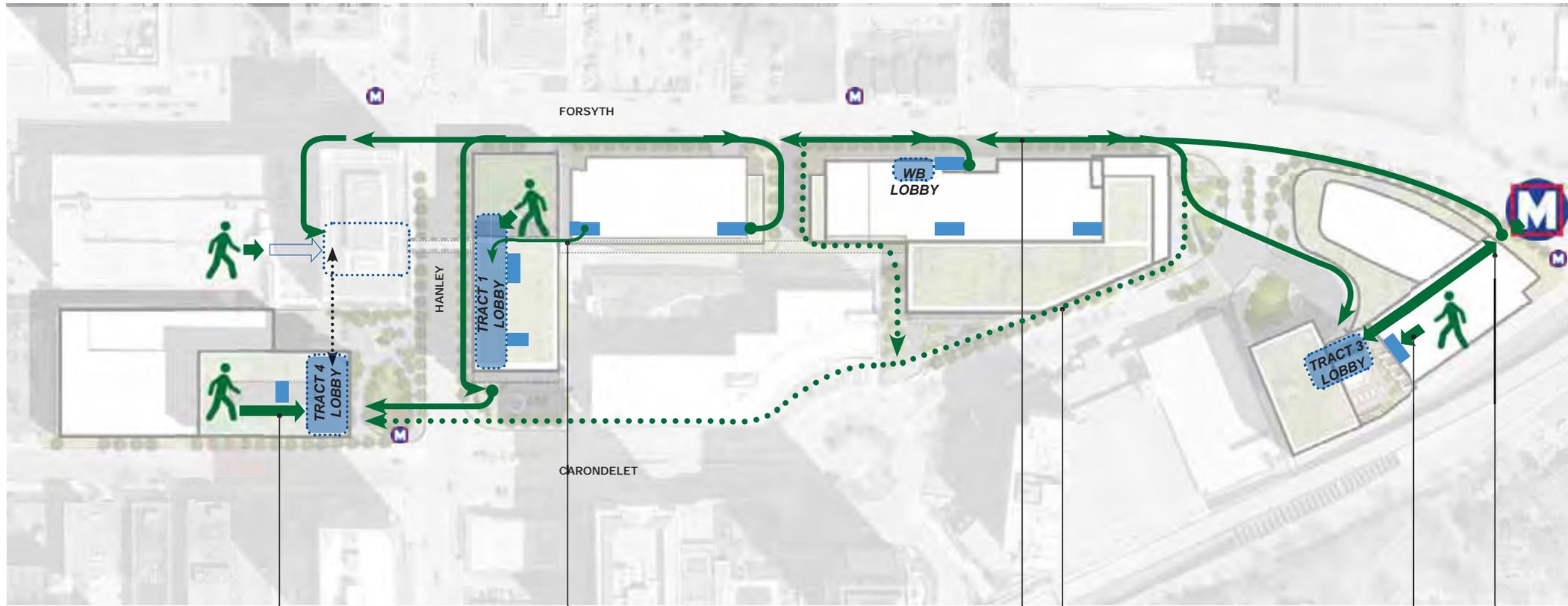
Centene Campus SDD (Special Development District)

Parking Provided



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

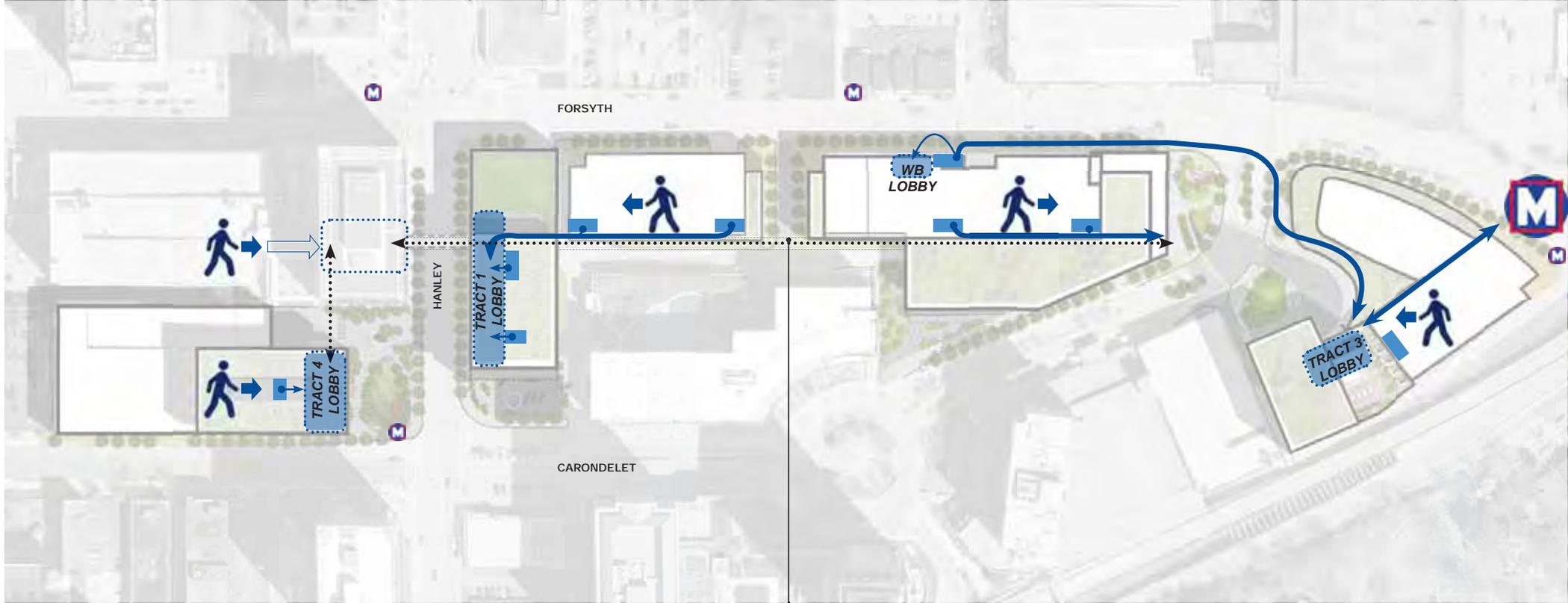
PEDESTRIAN SIDEWALK ON CARONDELET
SECONDARY LINKAGE FOR ALL TRACTS AND DISTRICT

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

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

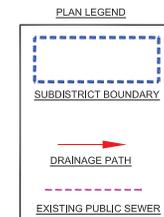
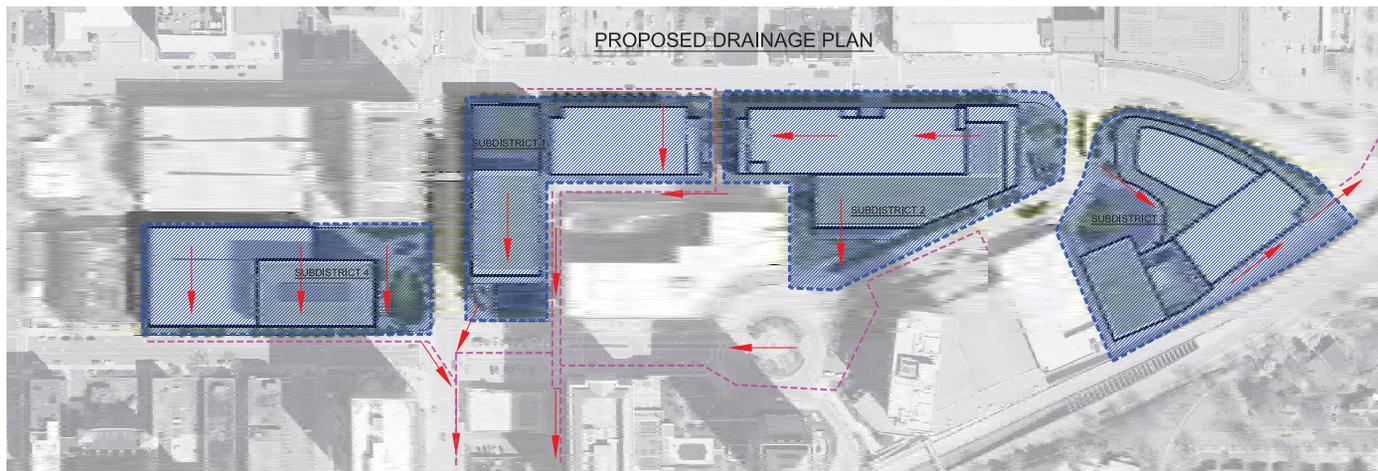
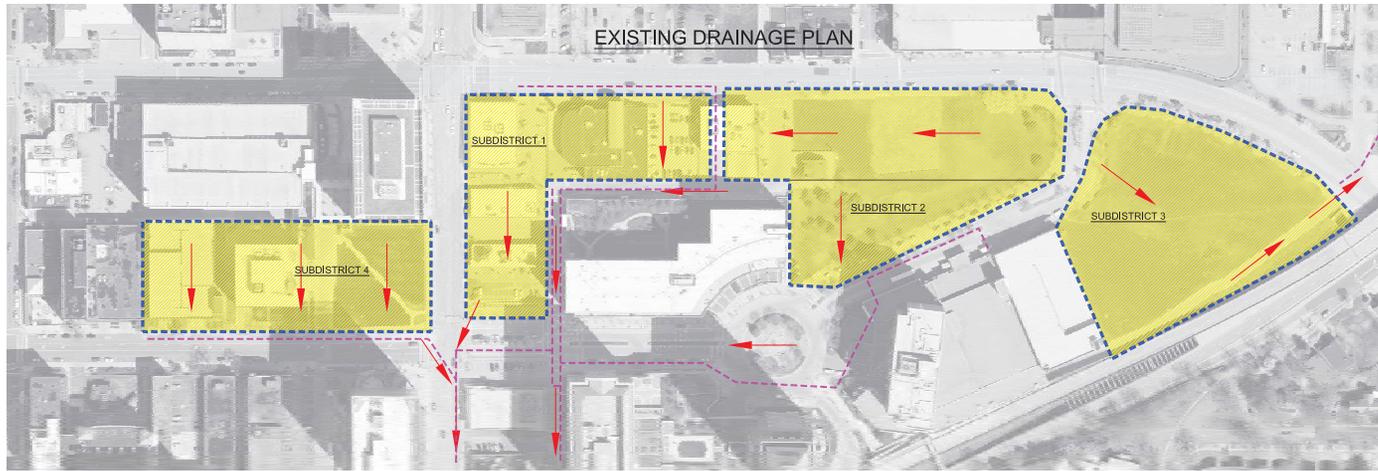
Campus Masterplan

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)

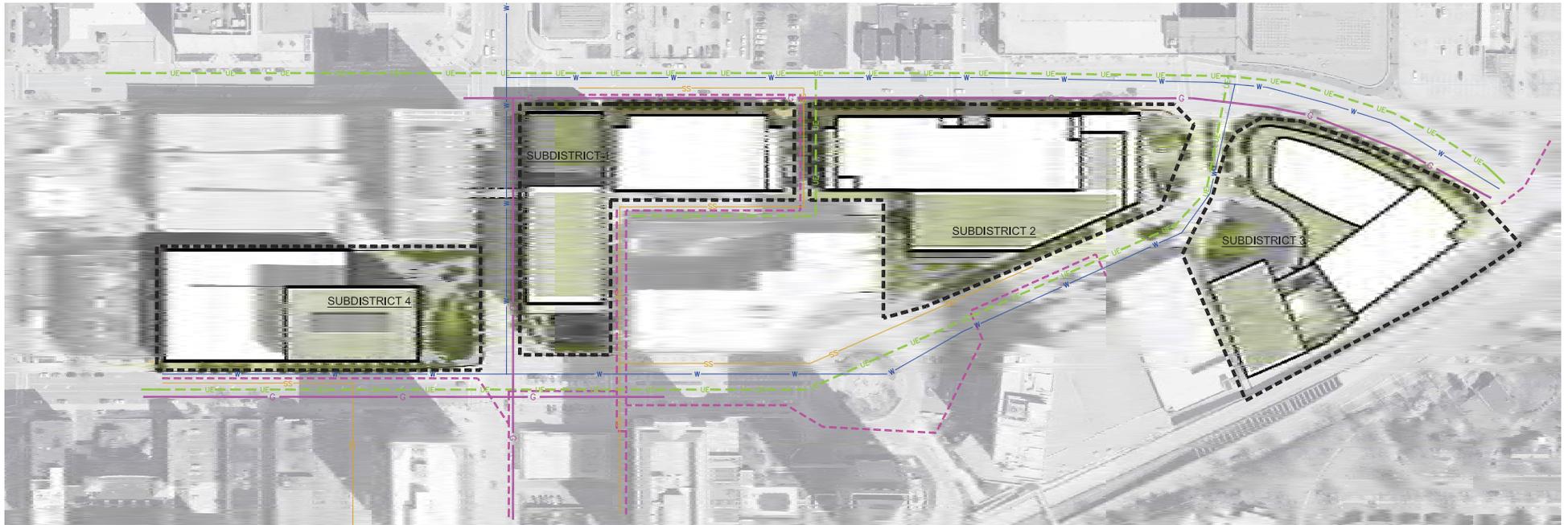
REDEVELOPMENT - WATER QUALITY & RUNOFF REDUCTION TO MAXIMUM EXTENT PRACTICABLE.

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

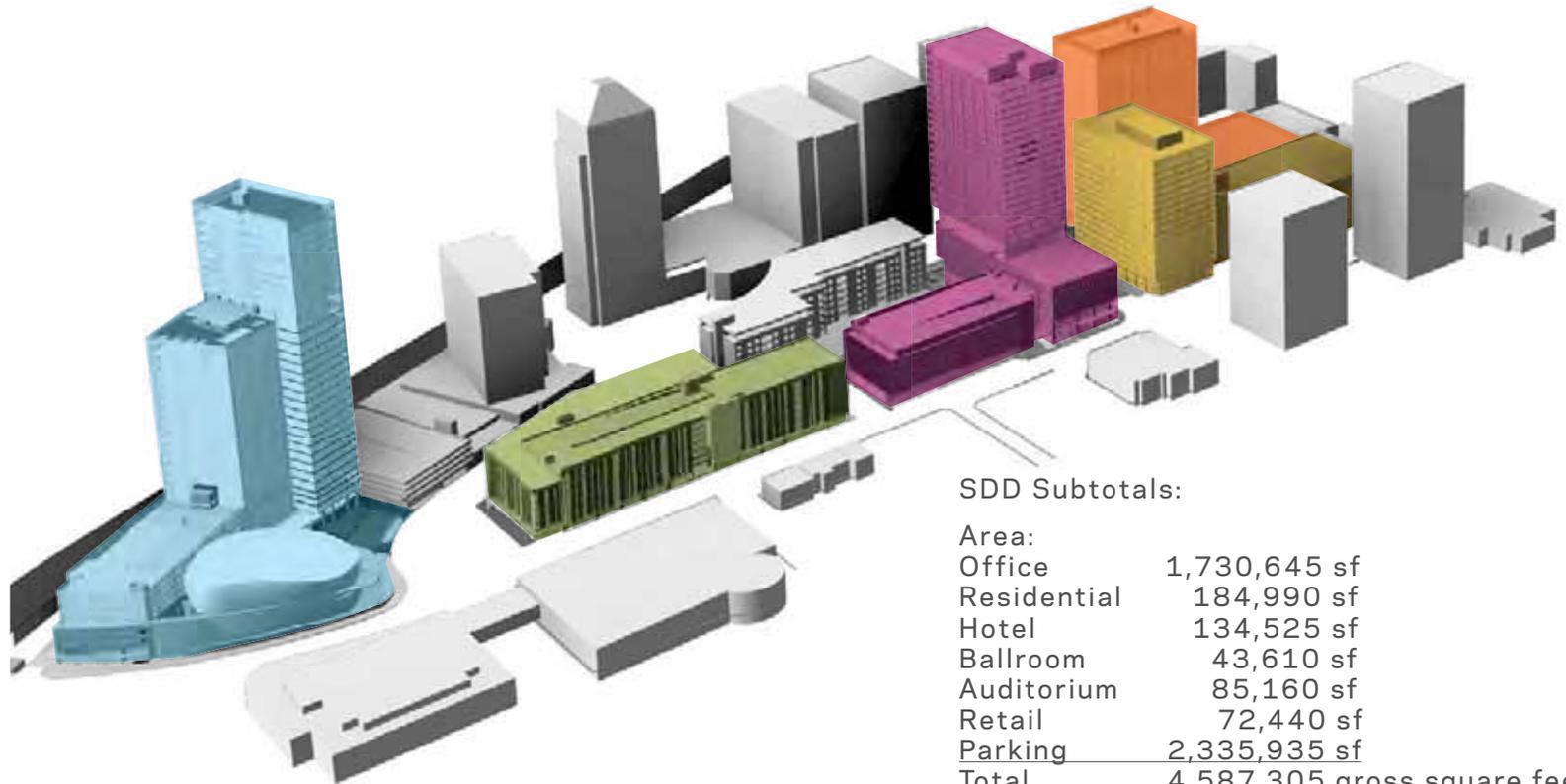


PLAN LEGEND

| | |
|--|--------------------------|
| | 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

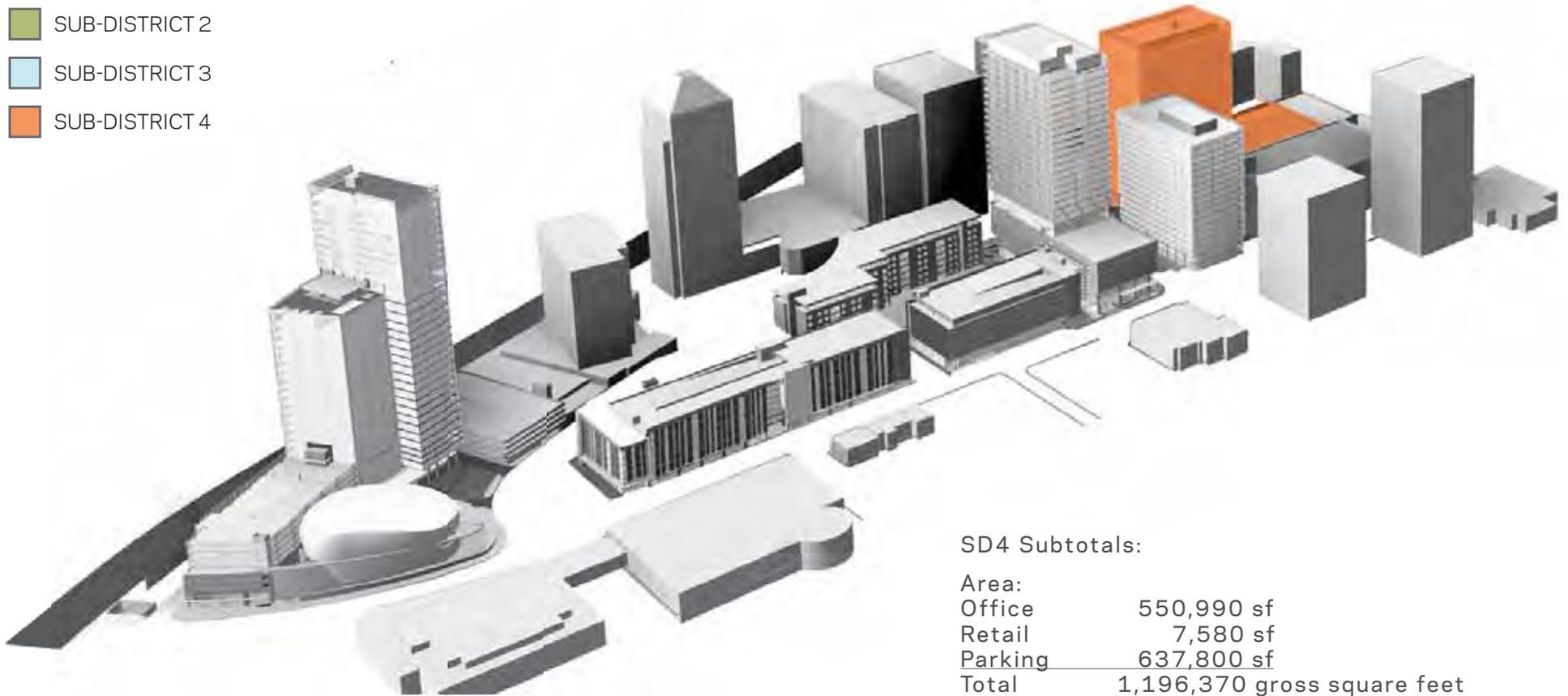


SD3 Subtotals:

| | |
|------------|-----------------------------|
| 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

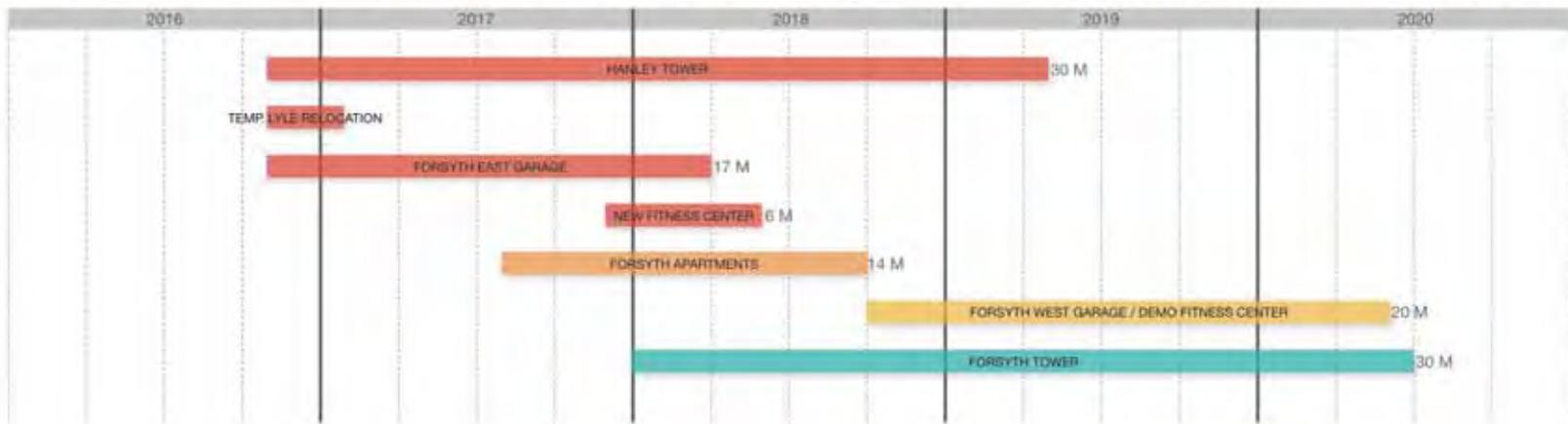
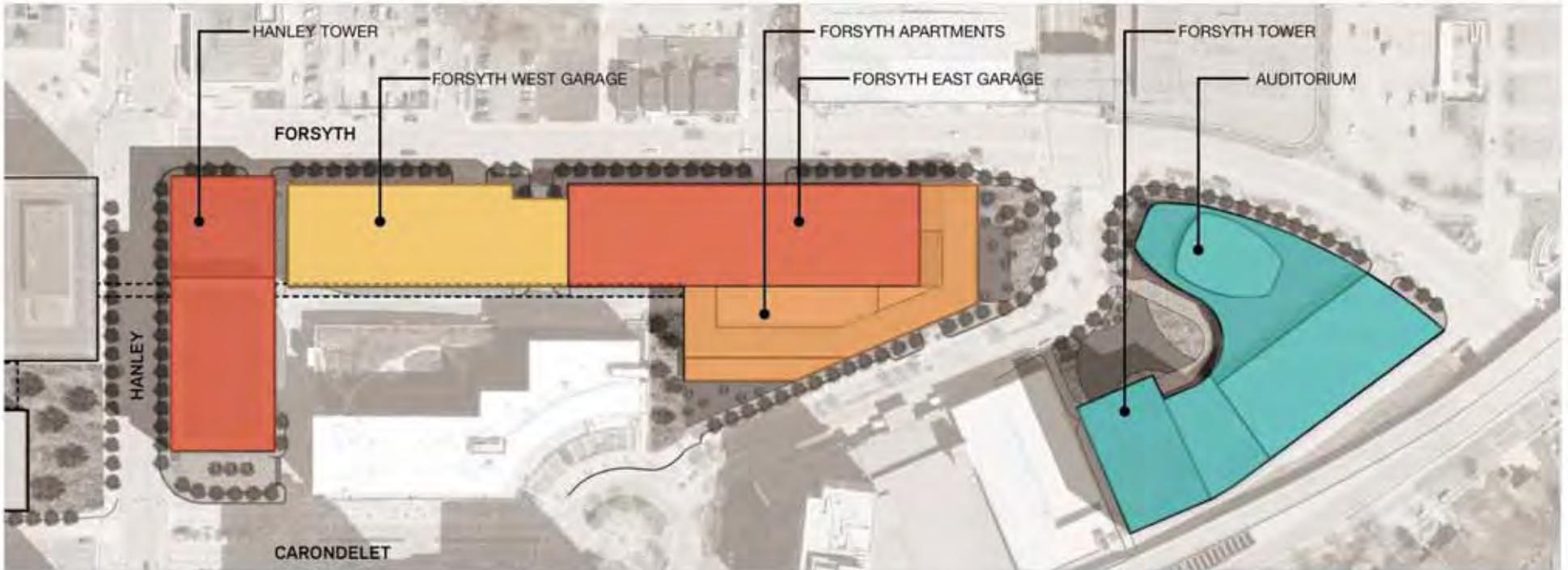


SD4 Subtotals:

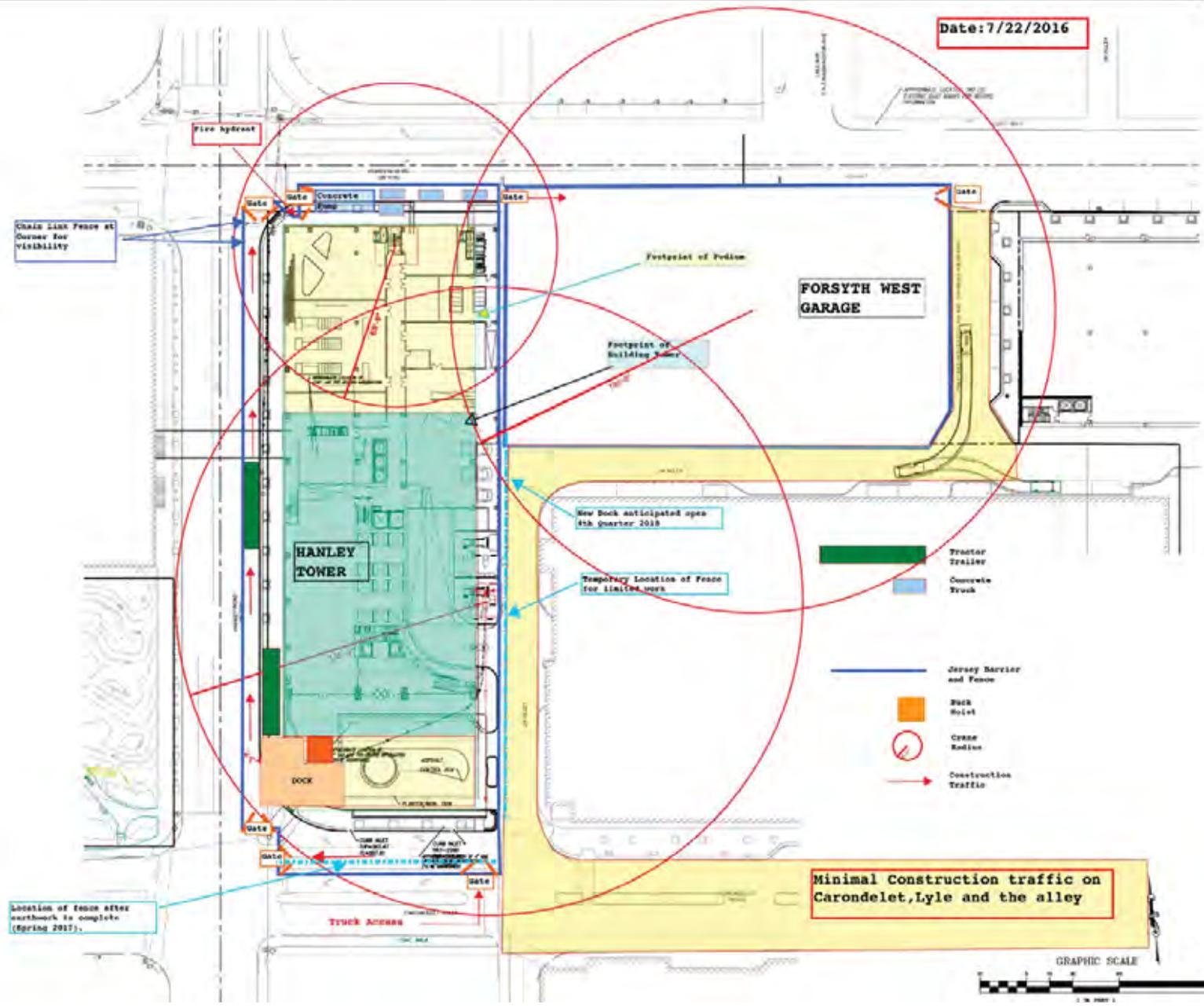
| | |
|----------|-----------------------------|
| Area: | |
| Office | 550,990 sf |
| Retail | 7,580 sf |
| Parking | 637,800 sf |
| Total | 1,196,370 gross square feet |
| Height: | 19 stories |
| Parking: | 1,659 spaces |

PROJECT SCHEDULE

JULY 22, 2016



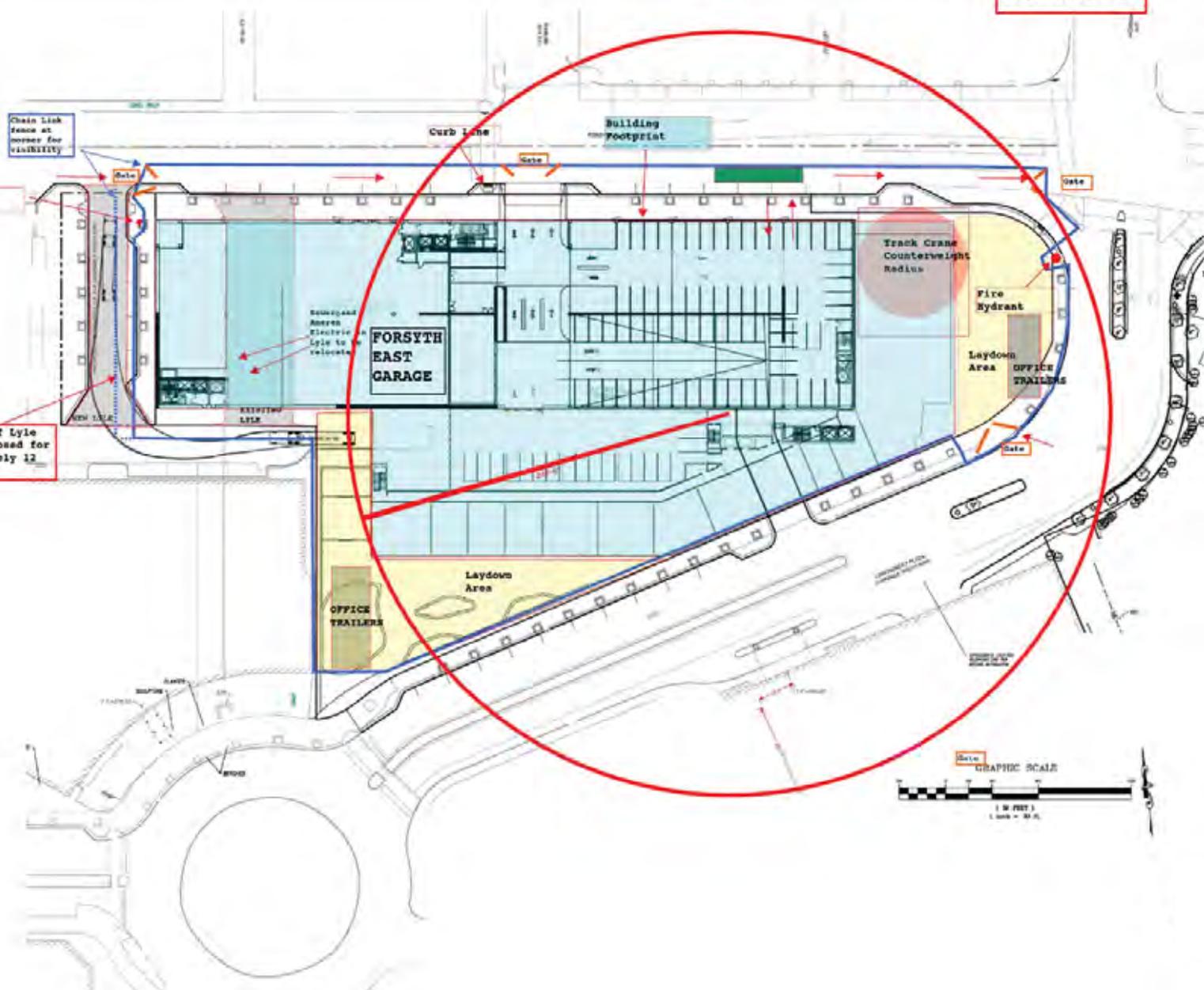
Date: 7/22/2016



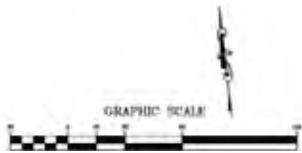
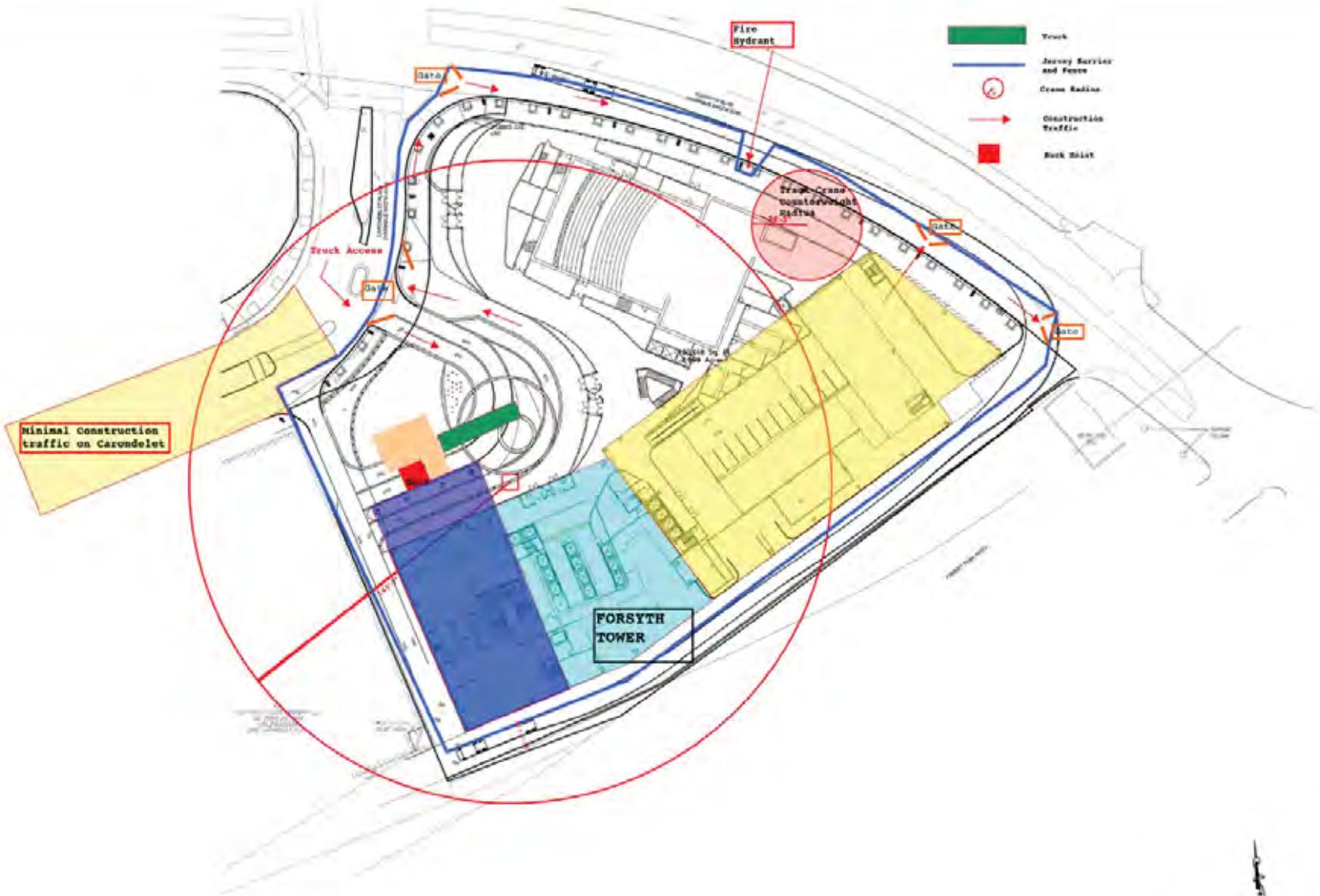
Date: 7/25/2016

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

One Lane of Lyle will be closed for approximately 12 weeks



Date: 7/25/2016



CENTENE Corporation

CLAYCO

CUSIMAN & WAKEFIELD

URS

DISCUSSION and Q + A

CENTENE

Corporation

CLAYCO

CUSHMAN &
WAKEFIELD



CENTENE CLAYTON CAMPUS, Special Development District

August 1st Planning Commission and ARB Meeting

CENTENE

Corporation

CLAYCO

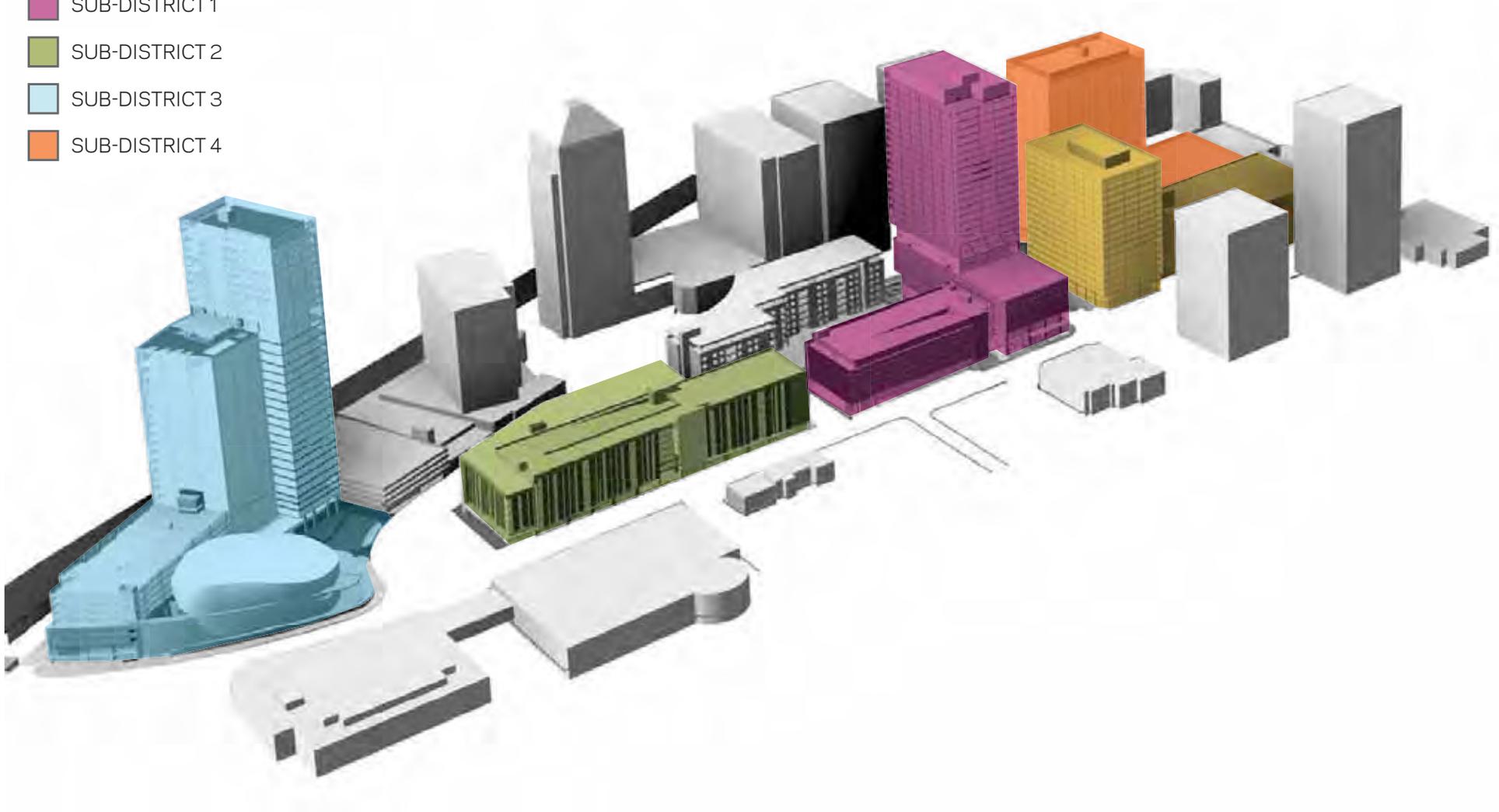
CUSHMAN &
WAKEFIELD



CENTENE CLAYTON CAMPUS, subdistrict 1

SDD Summary

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



Subdistrict 1

- PLANNING AREA A
- SUB-DISTRICT 1
- PLANNING AREA B
- PLANNING AREA C
- PLANNING AREA D

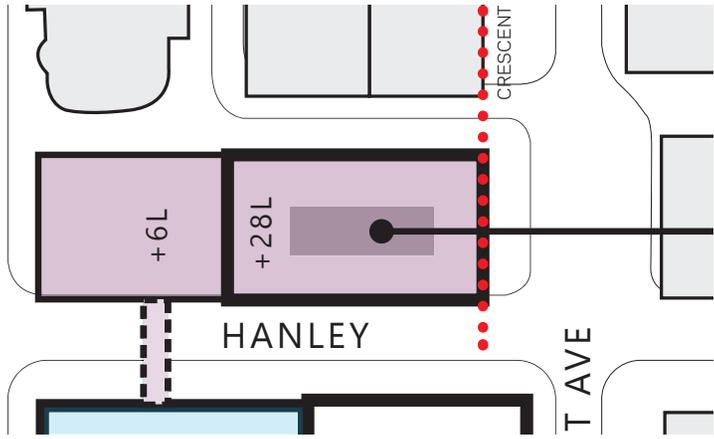


High Rise Office Tower With Parking

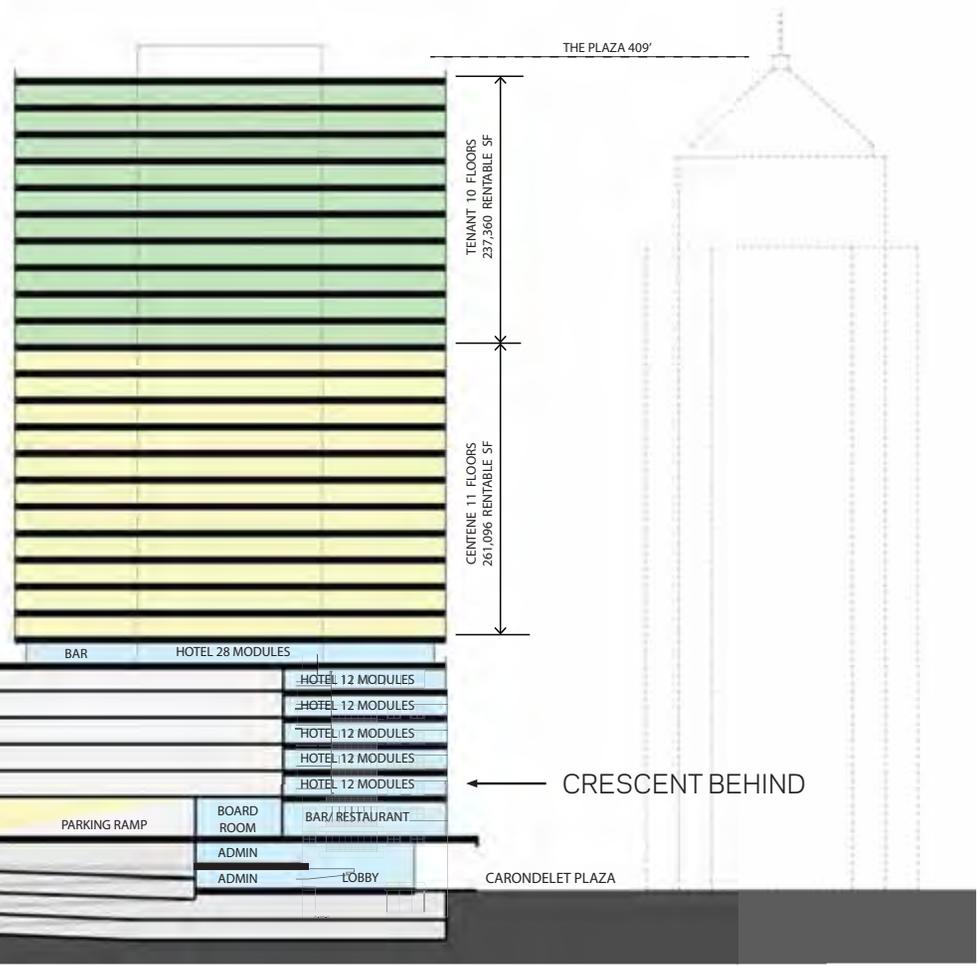


VIEW FROM CARONDELET LOOKING EAST

Original Scheme / Full Building Overlap

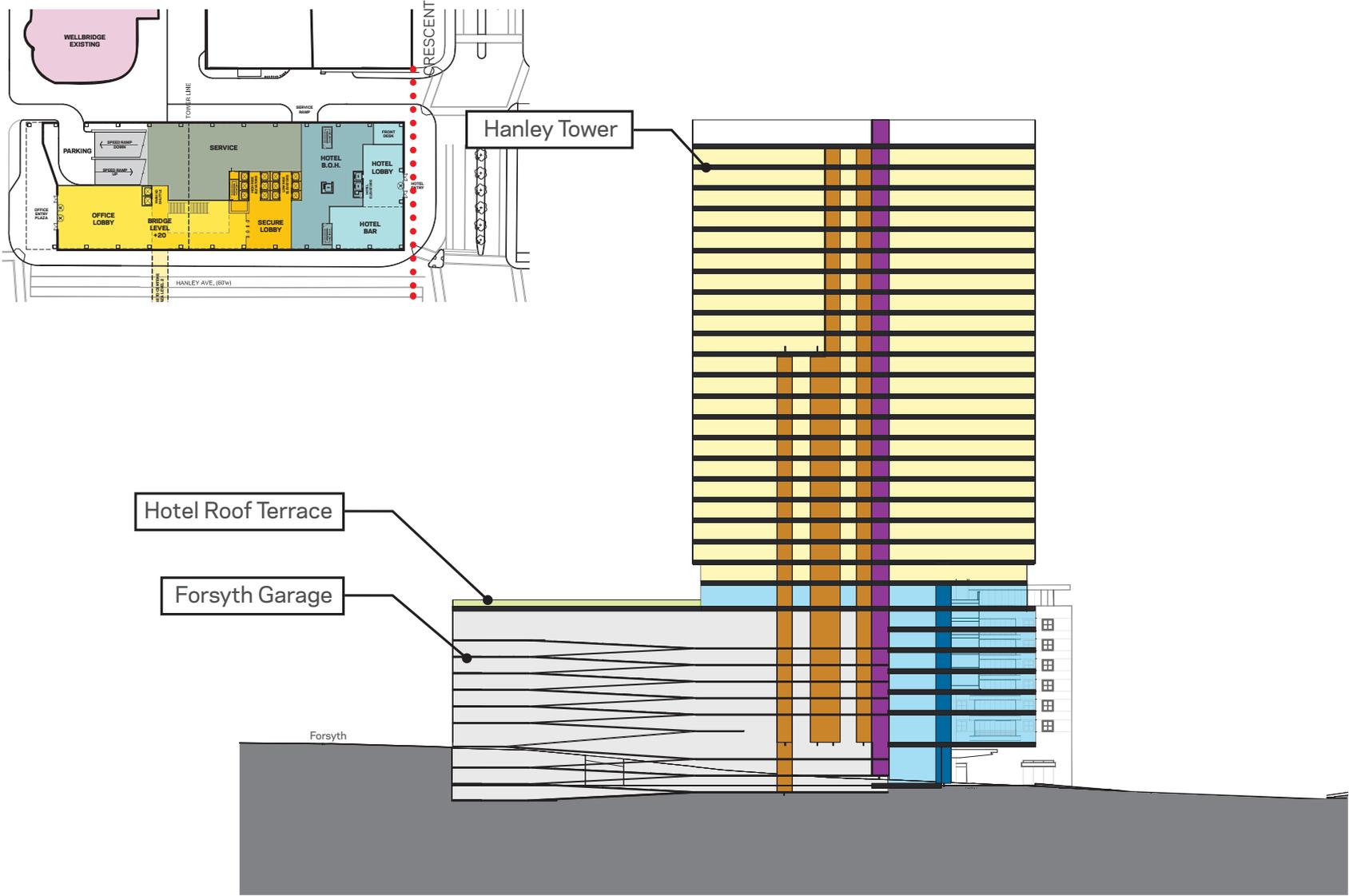


ORIGINAL MODEL SHOWING FULL OVERLAP



January 7th Design

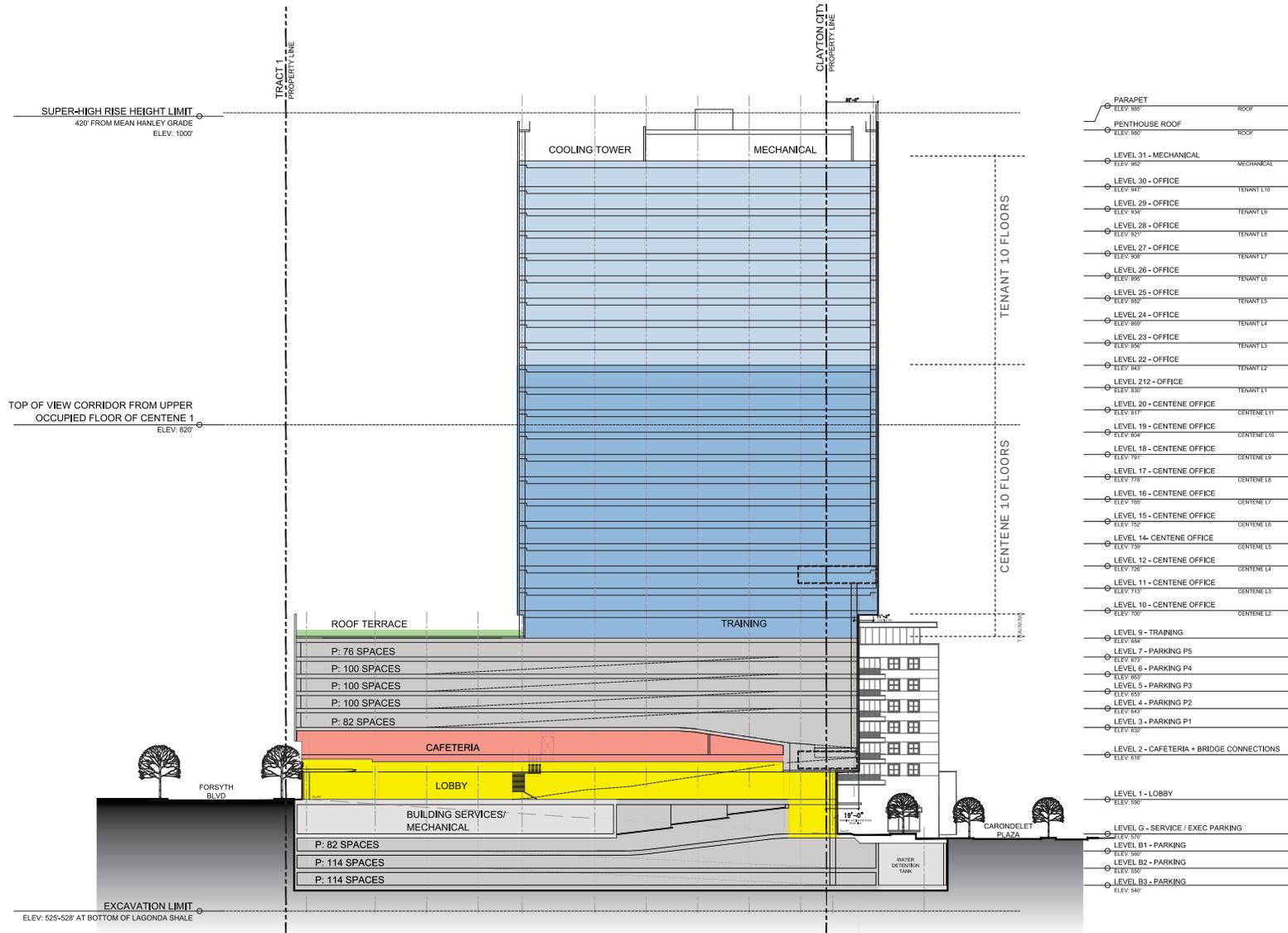
Full Balcony Overlap



TRACT 1 N-S SECTION

April 27th Design

Half Balcony Overlap



June 6th Design

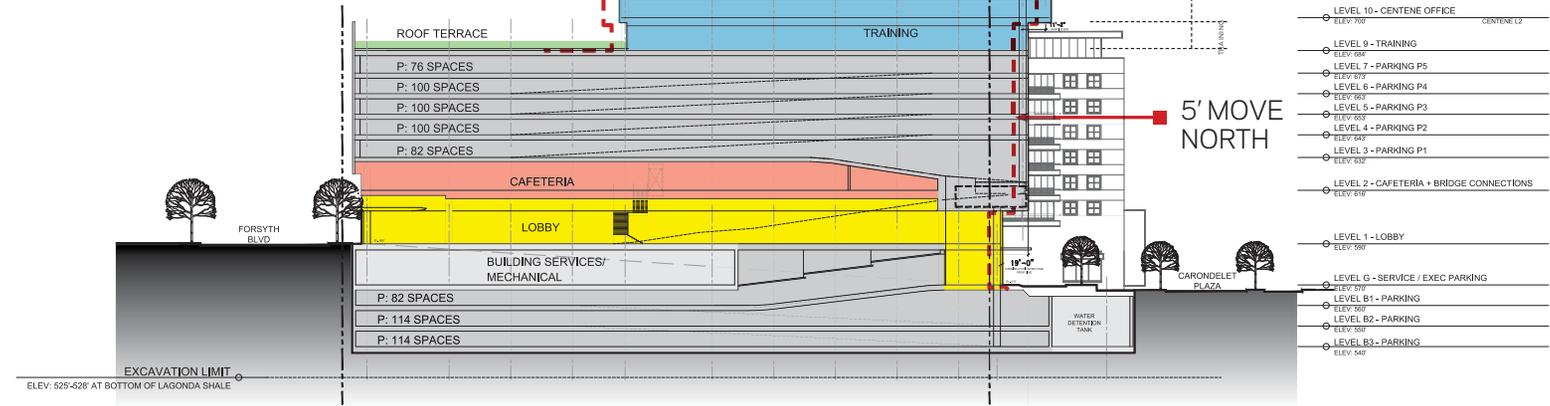
8'-6" Balcony Overlap



PREVIOUS RENDER SHOWING DOTTED LINE OF 5' MOVE NORTH

TC

-



TRACT 1 N-S SECTION

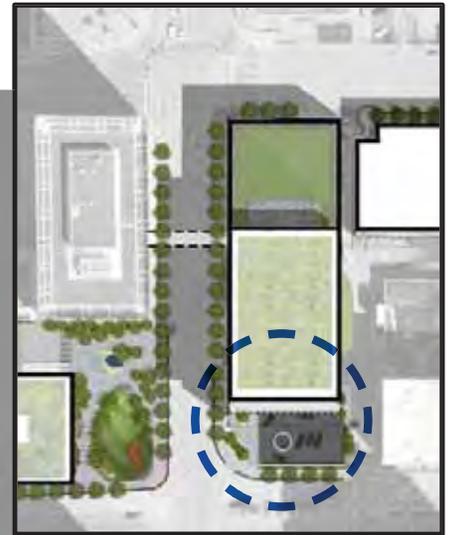
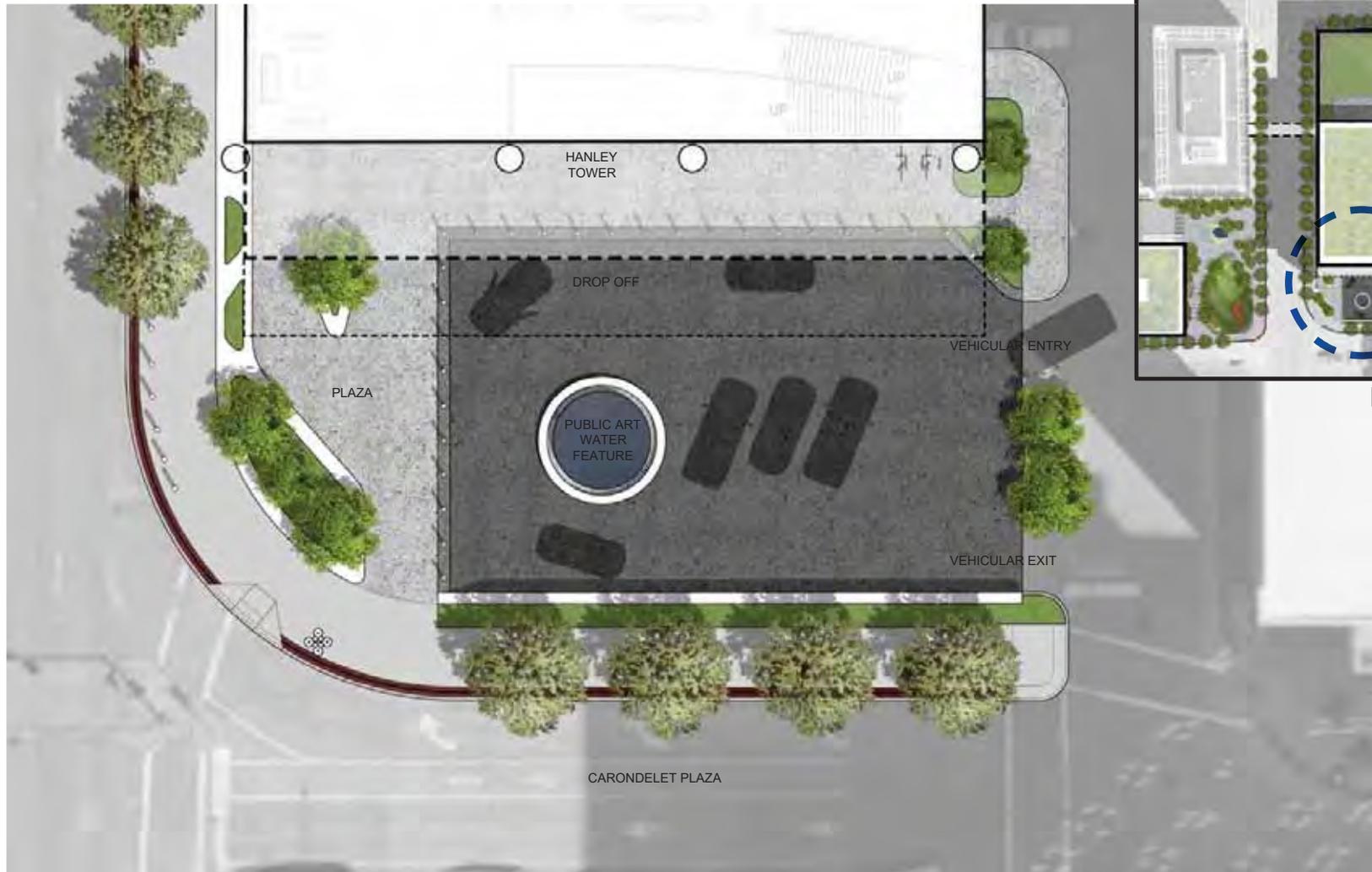
June 17th Design



Subdistrict 1 Vision:
Project Rendering from the southwest

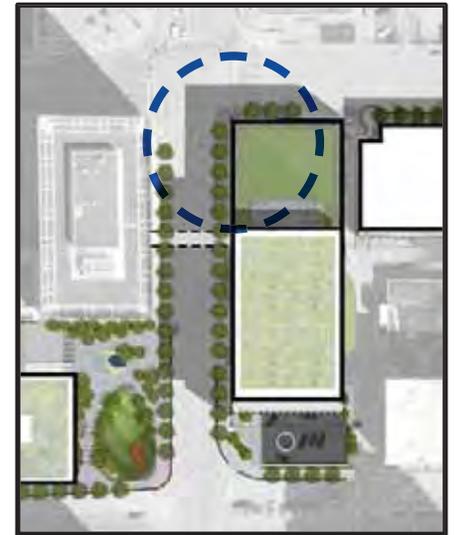
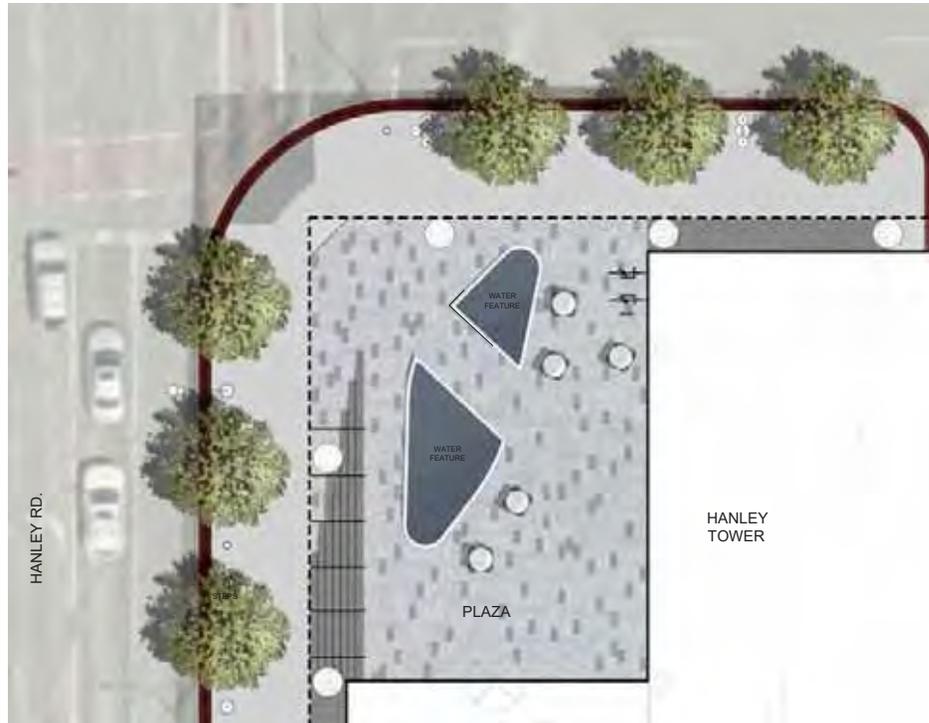


Subdistrict 1 Vision: Carondelet Open Space + Plaza Design



Keyplan

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



Keyplan

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

Subdistrict 1 Vision: Plaza Design Materials



1 GRANITE STEPS



2 GRANITE COBBLES



3 GRANITE PAVERS



4 GRANITE PAVERS



5 CONCRETE PAVERS



6 CONCRETE PAVERS



7 CONCRETE HEXAGONAL PAVERS



8 CONCRETE PLANK PAVERS



9 WAUSAU PAVER COLOR: XP10



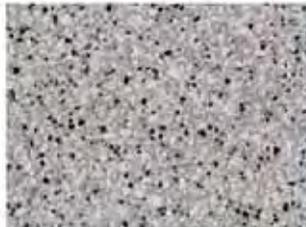
10 WAUSAU PAVER COLOR: XP20



11 WAUSAU PAVER COLOR: UG10



12 WAUSAU PAVER COLOR: XP50



13 WAUSAU PAVER COLOR: XP40



14 WAUSAU PAVER COLOR: XP60



15 WAUSAU PAVER COLOR: XP110



16 WAUSAU PAVER COLOR: XP120

Subdistrict 1 Vision: Open Space Design Materials



1 BOLLARDS



2 WATER FEATURE CONCEPT



3 PLANTER WALL EXAMPLE



4 OUTDOOR PLAZA



5 GREEN ROOF PLAZA



6 GREEN ROOF PLANTING



7 GREEN ROOF PLANTING

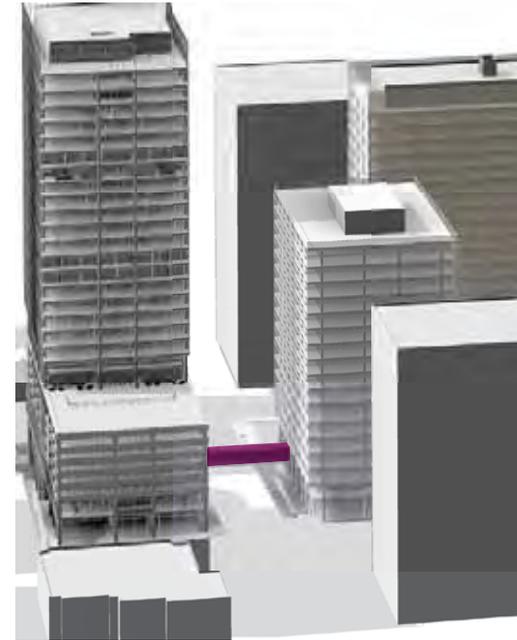


8 DECKING PEDESTAL EXAMPLE

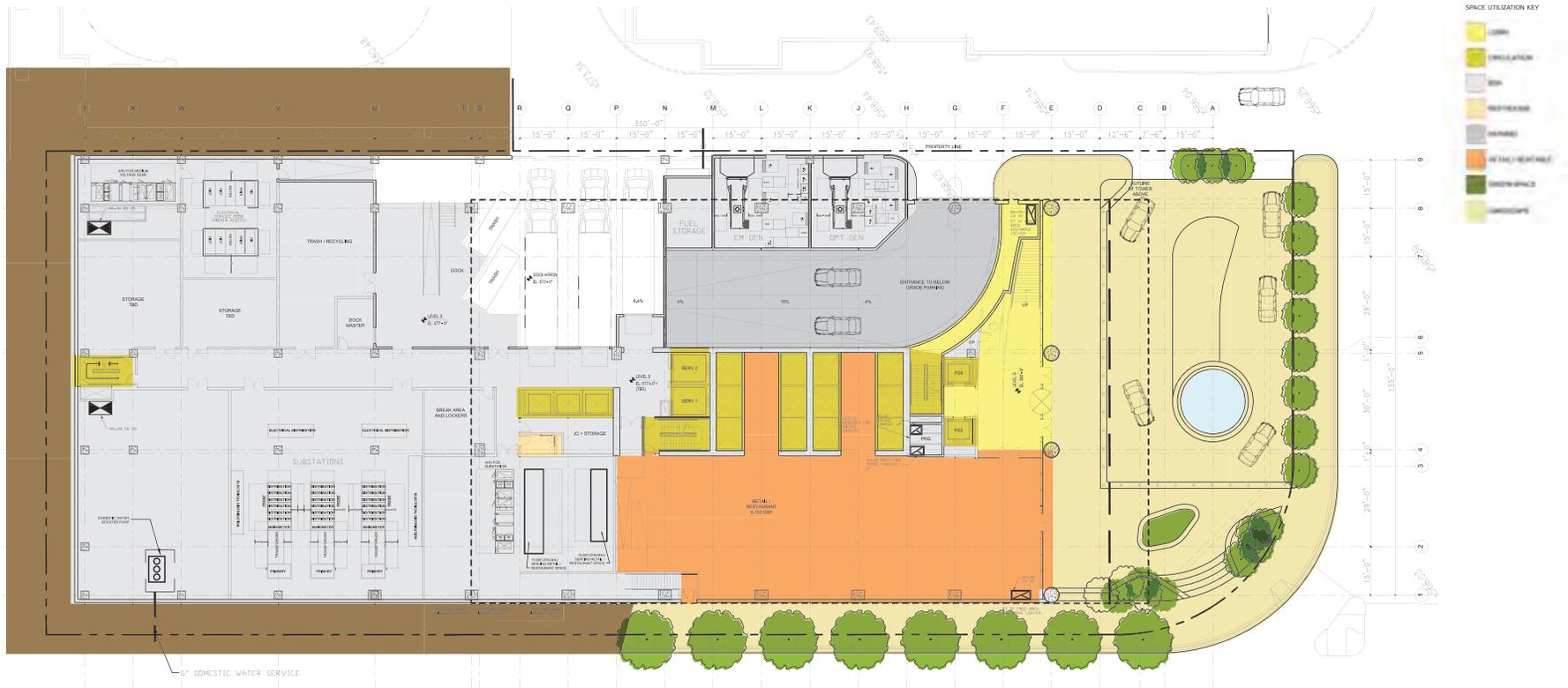


9 FIRE PIT

Subdistrict 1 Vision: Pedestrian Bridge Design Approach

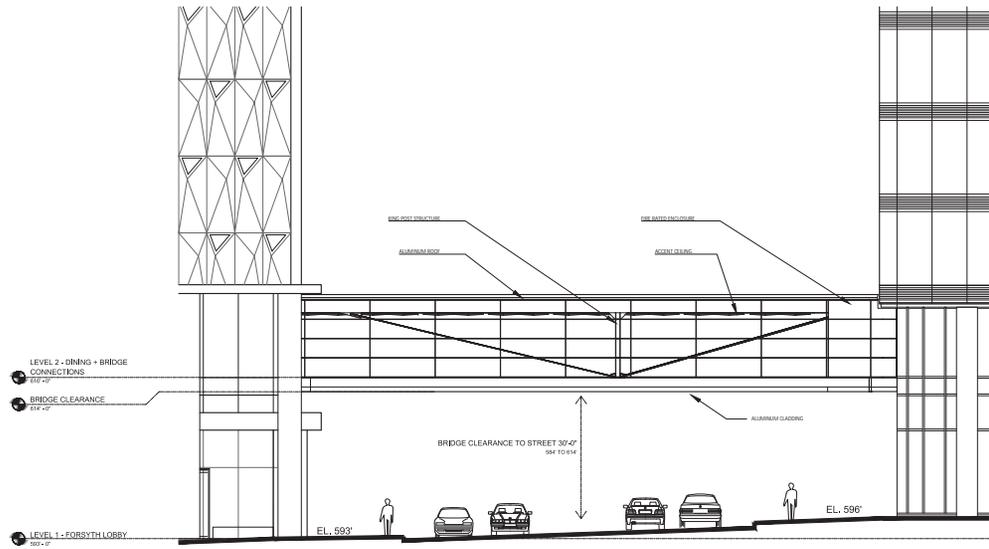


Subdistrict 1: Carondelet Level Plan

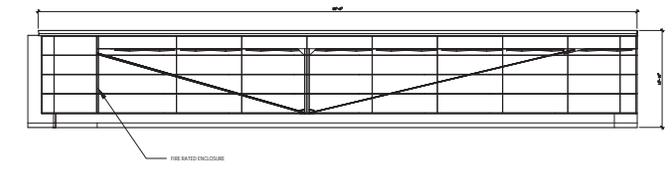


1 FLOOR PLANS - LEVEL G - CARONDELET LOBBY
SCALE 1/16" = 1'-0"

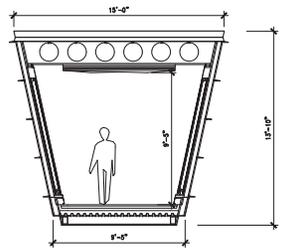
Subdistrict 1: Pedestrian Bridge



5 NORTH BRIDGE ELEVATION
SCALE 1/8" = 1'-0"



4 SOUTH BRIDGE ELEVATION
SCALE 1/8" = 1'-0"



3 BRIDGE SECTION
SCALE 1/4" = 1'-0"



2 3D VIEW LOOKING NORTH
SCALE NA



1 3D INTERIOR VIEW
SCALE NA



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CUSHMAN &
WAKEFIELD



CENTENE CLAYTON CAMPUS, subdistrict 2

CENTENE
Corporation

CLAYCO

CUSHMAN &
WAKEFIELD



Subdistrict 2

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

Parking Garage With Retail At Base And Adjacent Residential

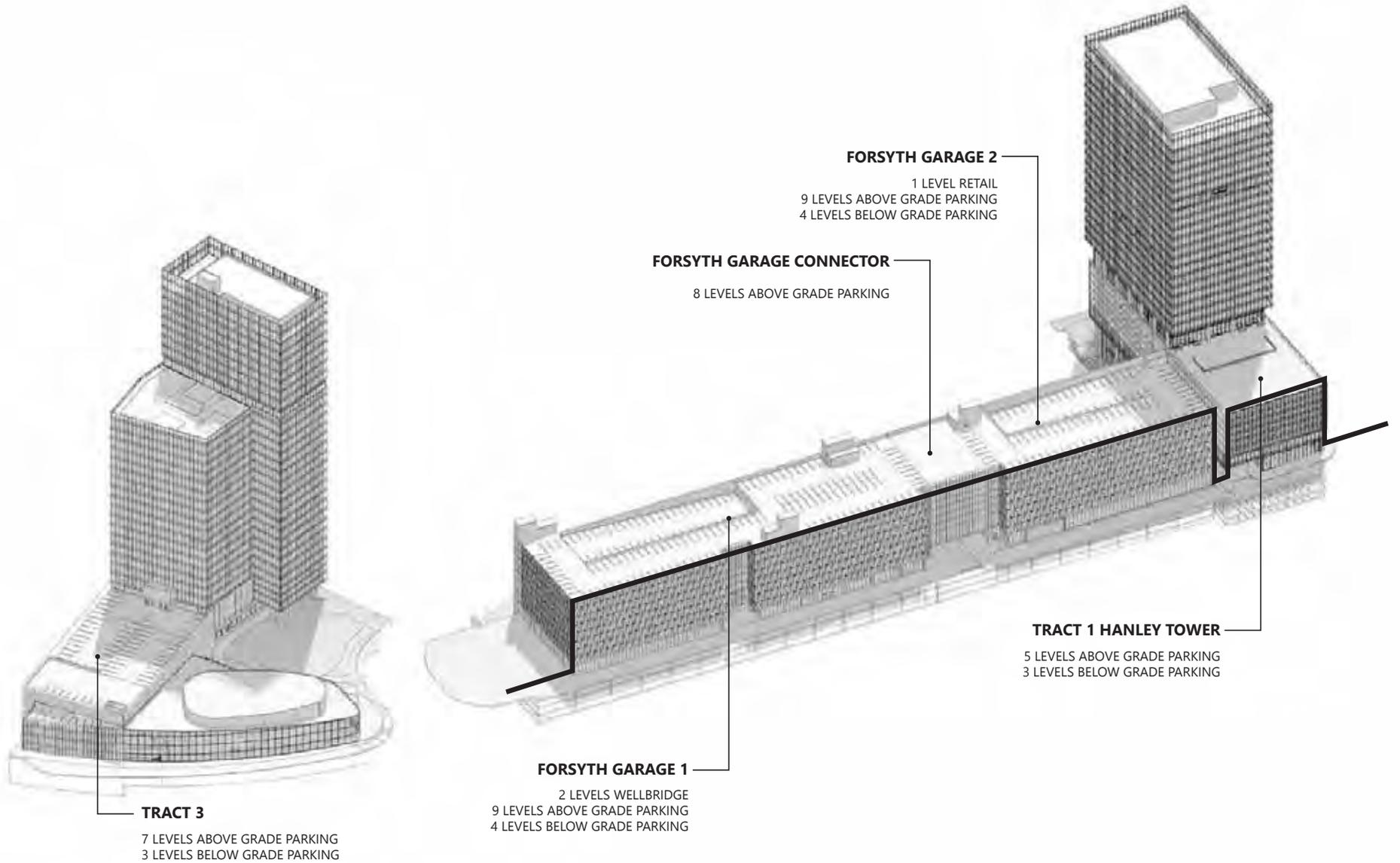


VIEW FROM FORSYTH LOOKING EAST

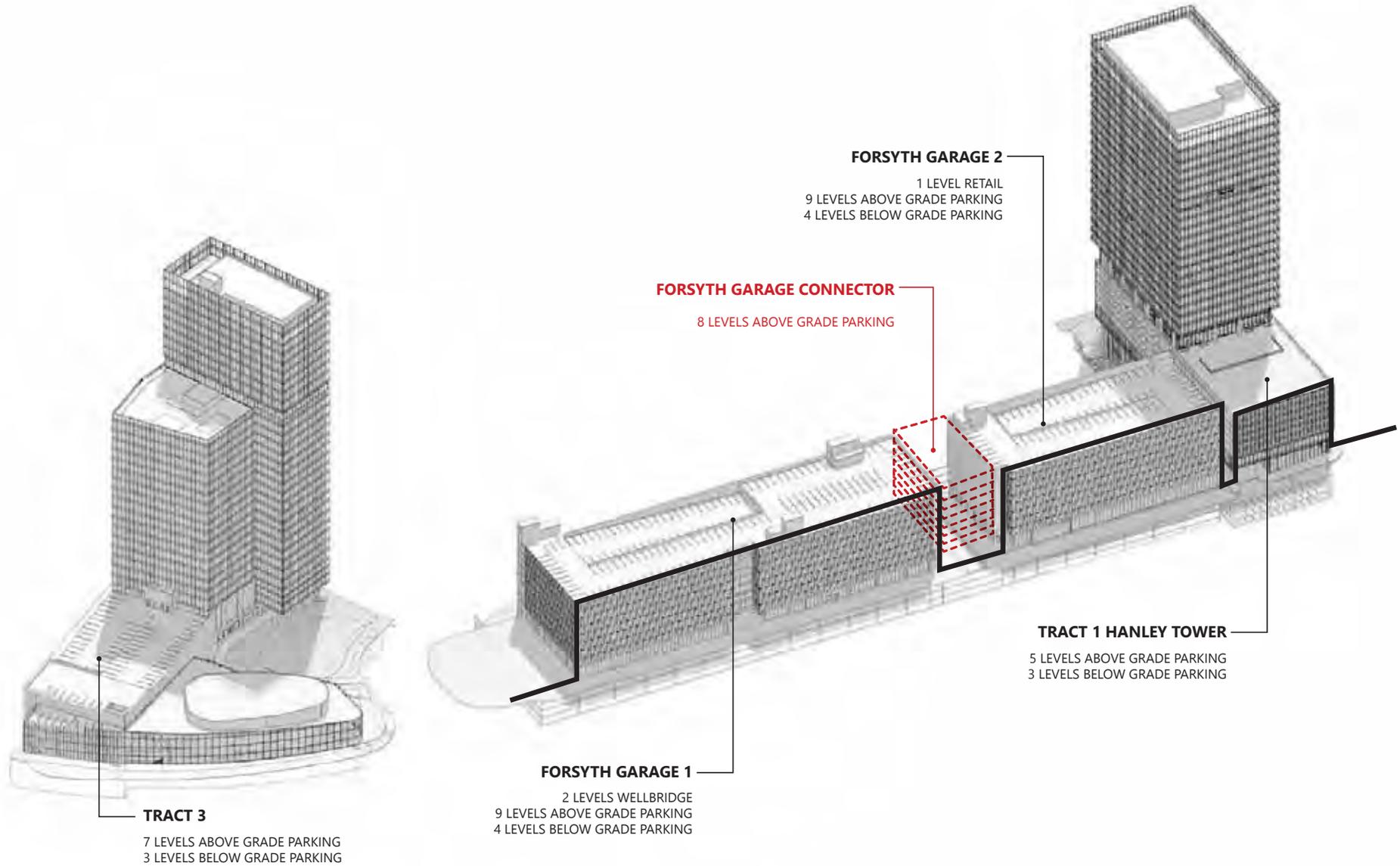
Subdistrict 2 Vision:
Project Rendering



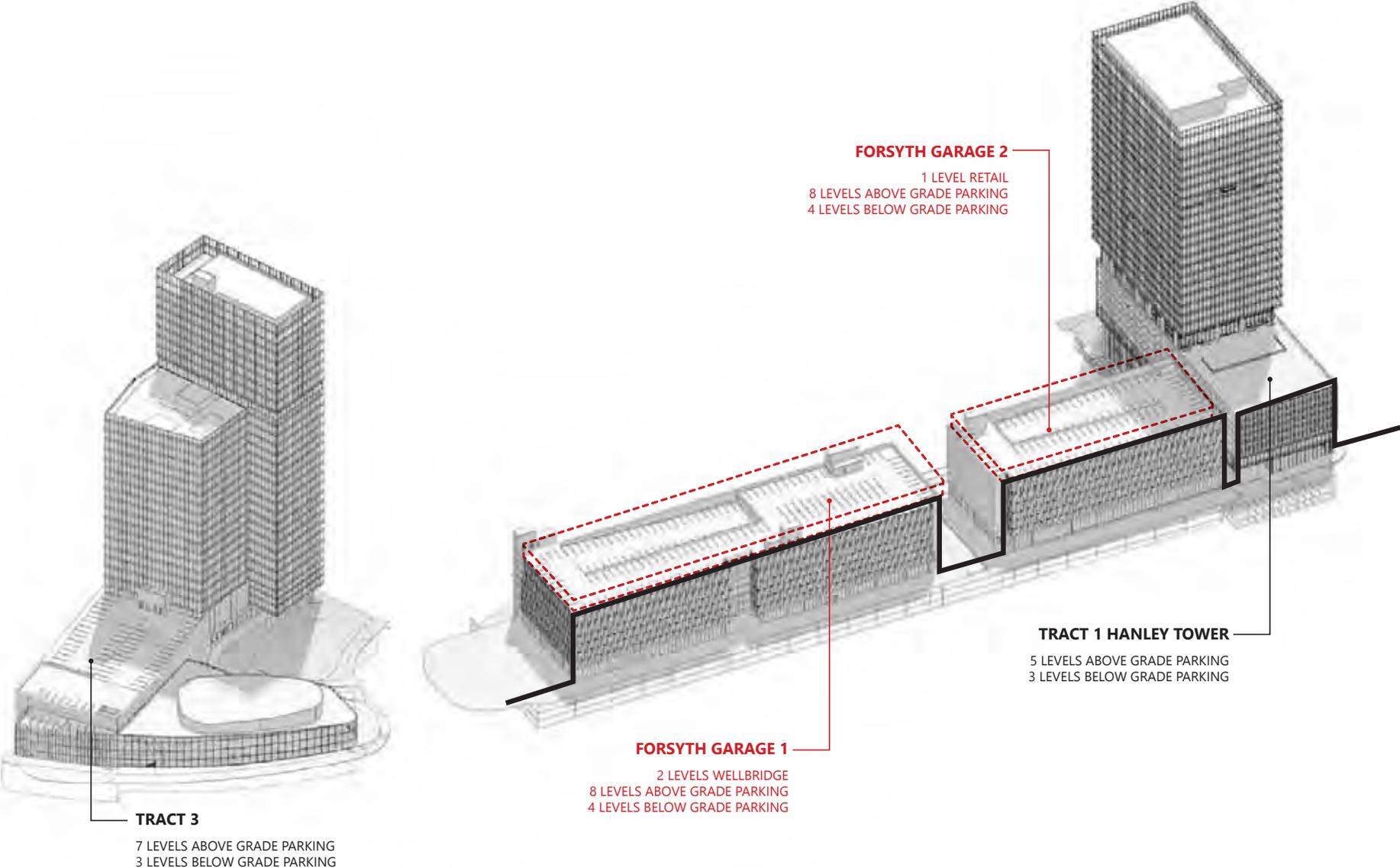
District Parking Update



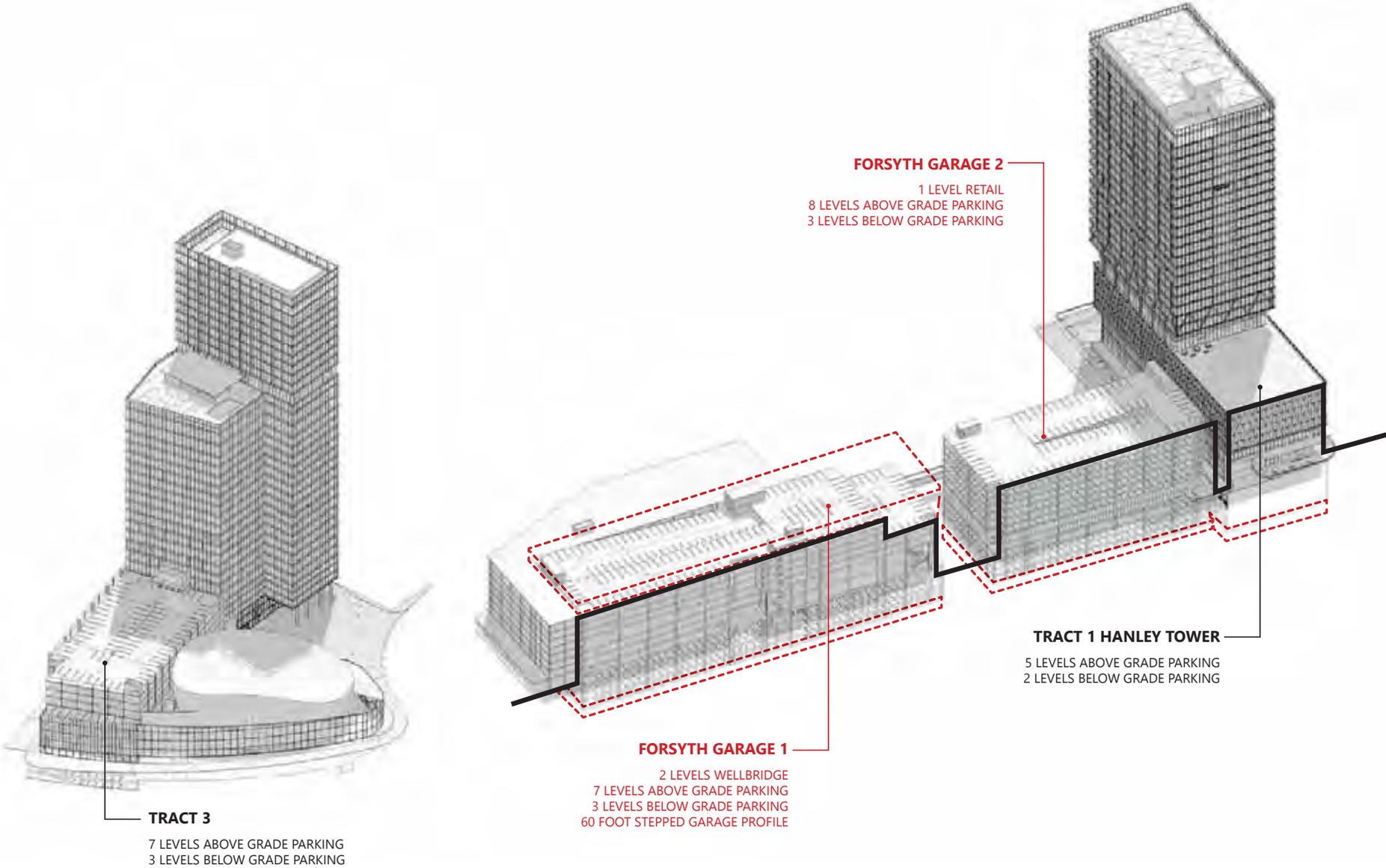
District Parking Update



District Parking Update



District Parking Update - Current Design



Illustrative Site Plan

Campus Planning

CURRENT DESIGN + PLANNING

LYLE AVENUE INGRESS AND EGRESS IMPROVEMENTS MADE

GARAGE HEIGHT STEPS DOWN FOR 60' EAST OF LYLE



Illustrative Site Plan

Centene Clayton Campus



Site Plan

Detail around Crescent



Site Plan

Detail around Crescent



INGRESS / EGRESS
TO FORSYTH WITH
DEDICATED TURN LANES

FORSYTH

5/65' - 0°

SERVICE AREA

NEW ALLEY PARKING (4)

SERVICE FOR RESIDENTIAL

UNLOADING ZONE FOR CRESCENT

NEW ALLEY PARKING (5)

NEW LYLE PARKING (4)

STAIR ROTATED TO FACE EAST
AND RELOCATED

ACCESS STAIR TO DEDICATED
PARKING SPACES IN B1 LEVEL

CONNECTING EXTERIOR STAIR
FROM ALLEY ZONE DOWN TO
CARONDELET

Site Plan

Detail around Crescent

LOADING DOCK
LOCATED OFF STREET



Subdistrict 2 Vision:
Project Rendering from the southeast



Garage stepped height reduction + Neighborhood Concept

Aerial view, looking North

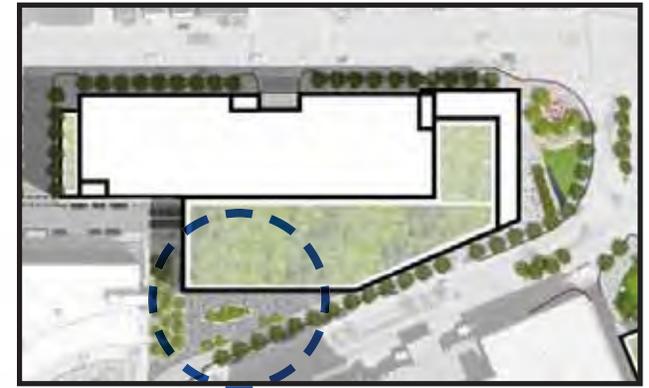
GARAGE HEIGHT STEPS
DOWN FOR 60' EAST OF LYLE

RESIDENTIAL SCALE AND ARCHITECTURAL
CHARACTER REFLECTED IN ALLEY FACADES

EXTERIOR STAIR CONNECTION
FROM ALLEY TO CARONDELET

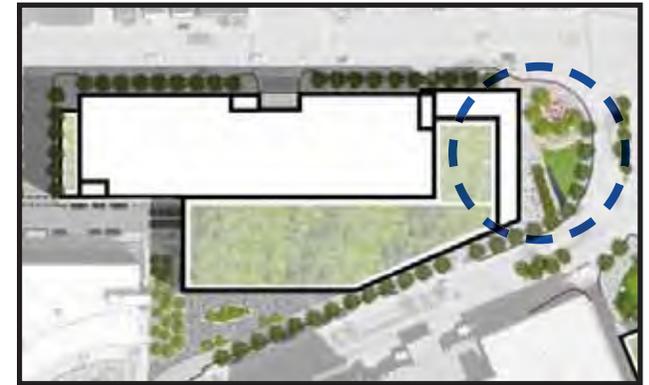


Subdistrict 2 Vision: Carondelet Open Space Design



Keyplan

Subdistrict 2 Vision: Carondelet + Forsyth Boulevard Open Space Design



Keyplan

Subdistrict 2 Vision: Plaza Design Materials



1 GRANITE STEPS



2 GRANITE COBBLES



3 GRANITE PAVERS



4 GRANITE PAVERS



5 CONCRETE PAVERS



6 CONCRETE PAVERS



7 CONCRETE HEXAGONAL PAVERS



8 CONCRETE PLANK PAVERS



9 WAUSAU PAVER COLOR: XP10



10 WAUSAU PAVER COLOR: XP20



11 WAUSAU PAVER COLOR: UG10



12 WAUSAU PAVER COLOR: XP50



13 WAUSAU PAVER COLOR: XP40



14 WAUSAU PAVER COLOR: XP60



15 WAUSAU PAVER COLOR: XP110



16 WAUSAU PAVER COLOR: XP120

Subdistrict 2 Vision: Open Space Design Materials



1 TERRACED BIORETENTION GARDEN



2 OPEN LAWN WITH PLAZA



3 PRE-CAST CONCRETE PLANTER WALL



4 RAIN GARDEN



5 PEDESTRIAN PLAZA PAVING



6 TREE GROVE WITH WATER FEATURE



7 PUBLIC ART OPPORTUNITY



8 OUTDOOR SPACE



9 AMPHITHEATER SEATING

Subdistrict 2 Vision: Residential Development Design + Materials



Subdistrict 2 Vision: Structured Parking Design + Materials



Subdistrict 2: Forsyth Level Plan



1 FLOOR PLAN - LEVEL 01 - FORSYTH
1" = 30'-0"

Subdistrict 2: Carondelet Level Plan



1 FLOOR PLAN - LEVEL G - CARONDELET PARKING
1" = 30'-0"

CENTENE

Corporation

CLAYCO

CUSHMAN &
WAKEFIELD

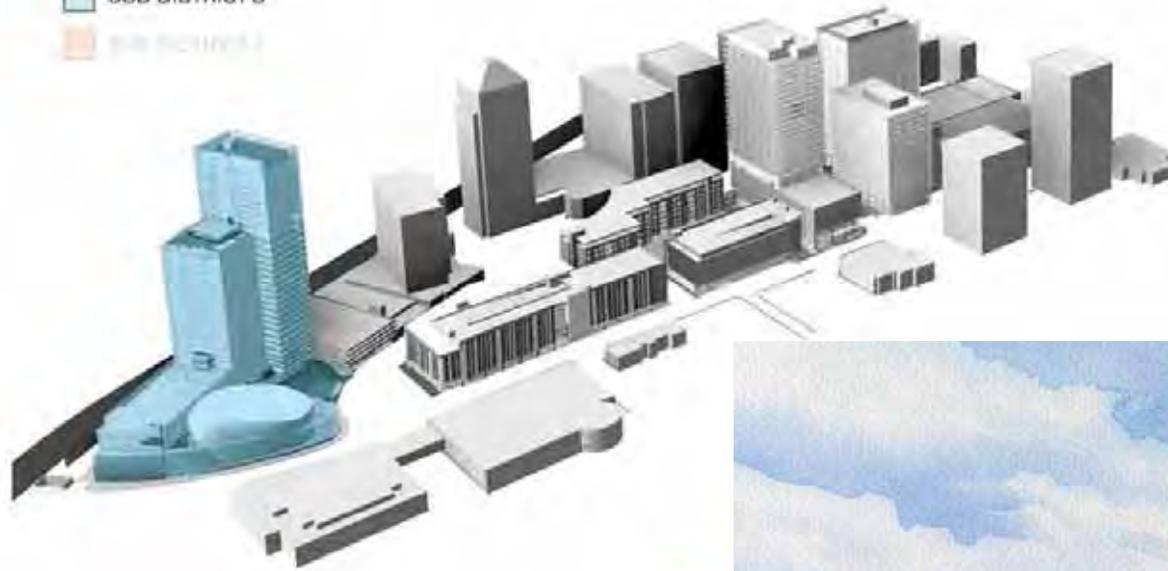


CENTENE CLAYTON CAMPUS, subdistrict 3

Subdistrict 3

- Sub-District 1
- Sub-District 2
- Sub-District 3
- Sub-District 4

High Rise Office Tower And Parking, Corporate Training Facility, Corporate Lodging Facility, and Corporate Civic Auditorium



VIEW FROM CARONDELET PLAZA LOOKING EAST

Subdistrict 3:
Current Conditions



VIEW FROM SOUTHWEST CORNER LOOKING NORTHEAST



AERIAL VIEW FROM WEST LOOKING EAST

Subdistrict 3 Vision:
Project Rendering from the southwest



CENTENE
Corporation

CLAYCO

CUSHMAN & WAKEFIELD

OPR

Subdistrict 3 Vision:
Project Rendering from the southwest



Subdistrict 3 Vision:
Project Rendering from the southwest



Subdistrict 3 Vision:
Project Rendering from the east



Subdistrict 3 Vision: Carondelet + Forsyth Boulevard Open Space Design



Keyplan

Subdistrict 3 Vision: Entry Plaza + Open Space Design



Keyplan

Subdistrict 3 Vision: Plaza Design Materials



1 GRANITE STEPS



2 GRANITE COBBLES



3 GRANITE PAVERS



4 GRANITE PAVERS



5 CONCRETE PAVERS



6 CONCRETE PAVERS



7 CONCRETE HEXAGONAL PAVERS



8 CONCRETE PLANK PAVERS



9 WAUSAU PAVER COLOR: XP10



10 WAUSAU PAVER COLOR: XP20



11 WAUSAU PAVER COLOR: UG10



12 WAUSAU PAVER COLOR: XP50



13 WAUSAU PAVER COLOR: XP40



14 WAUSAU PAVER COLOR: XP60



15 WAUSAU PAVER COLOR: XP110



16 WAUSAU PAVER COLOR: XP120

Subdistrict 3 Vision: Open Space Design Materials



1 VEHICULAR PLAZA PAVING EXAMPLE



2 ZERO CURB DROP-OFF EXAMPLE



3 POP-JET WATER FEATURE EXAMPLE



4 ACTIVITY ON LAWN



5 PRE-CAST CONCRETE PLANTER WALL



6 AMENITY DECK EXAMPLE



7 AMENITY DECK EXAMPLE



8 AMENITY DECK EXAMPLE

CENTENE

Corporation

CLAYCO

CUSHMAN &
WAKEFIELD



CENTENE CLAYTON CAMPUS, subdistrict 4

Subdistrict 4



VIEW FROM CARONDELET PLAZA LOOKING WEST

Subdistricts 1 + 4 Vision:
Project Rendering from the southeast



Subdistricts 1 + 4 Vision:
Project Rendering from the southeast



Subdistrict 4 Vision: Carondelet + Hanley Open Space Design



Keyplan



Subdistrict 4 Vision: Plaza Design Materials



1 GRANITE STEPS



2 GRANITE COBBLES



3 GRANITE PAVERS



4 GRANITE PAVERS



5 CONCRETE PAVERS



6 CONCRETE PAVERS



7 CONCRETE HEXAGONAL PAVERS



8 CONCRETE PLANK PAVERS



9 WAUSAU PAVER COLOR: XP10



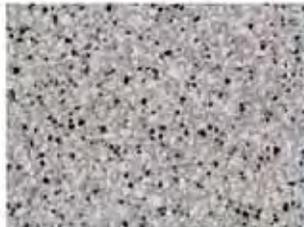
10 WAUSAU PAVER COLOR: XP20



11 WAUSAU PAVER COLOR: UG10



12 WAUSAU PAVER COLOR: XP50



13 WAUSAU PAVER COLOR: XP40



14 WAUSAU PAVER COLOR: XP60



15 WAUSAU PAVER COLOR: XP110



16 WAUSAU PAVER COLOR: XP120

Subdistrict 4 Vision: Open Space Design Materials



1 PLAZA SEATING EXAMPLE



2 TERRACED PARK EXAMPLE



3 PLAZA EXAMPLE



4 POP-JET WATER FEATURE EXAMPLE



5 TERRACED SEATWALLS WITH STAIRS

DISCUSSION and Q + A

