



To: The New Town General Assembly

From: Brad Goss

Date: November 21, 2016

Re: Proposed Expansion and Development of The New Town at St. Charles

The purpose of this package is to highlight and address questions regarding the plans and proposals for expanding and redeveloping The New Town at St. Charles proposed by NT Home Builders, LLC.

Background:

The New Town at St. Charles was conceived in 2002 when Greg Whittaker, through Whittaker Builders, Inc., engaged the firm of Duany Plater-Zyberk & Company (“DPZ”) to undertake the planning of a master planned community based upon New Urbanist principles on a land assemblage consisting of approximately 640 acres located on the outskirts of the City of St. Charles, Missouri. DPZ was and is an internationally known planning and design firm that has designed numerous communities across the world, with one of their most notable being Seaside in Florida.

To develop the New Town Regulating Plan, DPZ engaged in a charrette planning process involving community members, governmental officials, and members of Whittaker and its professional trade partners. The challenge was to take an extremely flat, featureless parcel of property that had been used solely for agricultural purposes and turn it into a mixed use community providing residential, working and recreational opportunities while creating a sense of place and significance. The design of New Town integrated work and living components through the application of a form based zoning code known as “The New Town Code”. The design principles of the development place primacy in people over machines by creating safe, pedestrian-friendly streets that encourage people to walk in and interact with their built and natural surroundings.

As part of the development process, the property was annexed into the City of St. Charles, Missouri and following public hearings and meetings of the City Council and Planning Commission, the property was zoned PD-MU, and The New Town Code, including its Regulating Plan that designated various parts of the community as different classifications of Transect Zones (“T-Zones”), was adopted by the City as the governing zoning and subdivision plan for The New Town at St. Charles.

Integral to the process of home construction was the creation of the post of Town Architect and the requirement in The New Town Code that all plans be approved by the Town Architect prior to construction of any buildings in the community. This process will continue in the additional

phases being added to New Town and in the buildings and design planned for the reformulation of the center of New Town.

Over the last decade, Greg Whittaker has engaged DPZ in seven different planning studies relating to New Town, addressing design challenges and assessing possible changes to the plan for their impact on the vision for New Town and assuring continuity in the development. Given the significance of the adding the Merz property to New Town and the proposed changes to an area that had been thought would function as a town center, Greg Whittaker, through NT Home Builders, engaged DPZ to develop a plan for the Merz tract and the former town center area, keeping in mind the changes to New Town, most notably the recent changes with the withdrawal of the property for the Orchard Farm school and Charlestowne Crossing.

DPZ Analysis:

Attached as Exhibit 1 is the analysis by Marina Khoury of DPZ, the principal planner from DPZ who has been associated with the project from its inception. The summary of her comments are that the proposed plan changes are consistent with the development of New Town as a new urbanist community because the original neighborhood center has developed with greater intensity than planned and evolved into a town center, particularly since the center of New Town has shifted with the loss of the Charlestowne Crossing property and addition of the Merz property. The redesign of the area to T4 from T6 zoning is consistent with the development of New Town and will allow the community to viably finish out as opposed to sitting fallow and incomplete.

Site Plan:

The site plan for New Town with the addition of the Merz property and redesign of the area now adjacent to Charlestowne Crossing is attached as Exhibit 2. The features of the plan that stand out are the following:

1. Integration of the properties into New Town by the strong vertical spine of green space running along the pipeline corridor from the Merz tract in the south up toward the Shire Lane pool area in the north and continuation of Granger Blvd. as a large avenue containing 110 feet of right of way with an 18 foot drive lane running from the south to the northeast up to Island Harbor Drive. The effect will be to create two large linear green corridors as design features of the community.
2. Continuation of water as a dominant thematic element of the community as the design of the Merz tract converts 21% of the property into lake areas with an intention to interconnect the lakes within the phase and also to connect to the lakes in Phase 10. New Town Phases 1, 2, 3, 4, and 10 consist of 451 acres and contain 68 acres of water, which equals 15.1% of these tracts in total. The Merz Tract consists of 160 acres and contains 33 acres of water, which equals 20.7% of this tract. In other words, there is more water in Merz than in other areas of New Town.
3. Addition of another significant civic amenity in the development of another pool / recreation area equivalent in scope to the Shire Lane pool in the center of the Merz tract. This area, along with the other civic areas in the Merz tract, will be designed by Bruce Corbin from Canada, the designer of the other significant civic areas in New Town, including the theater park, bocce ball park, triangle park w/ play stage, coy fish pond playground area, and three different playgrounds. The expectation is for a

similar level of design and finish. The intent is to provide civic spaces for all ages in New Town.

4. The principles of walkability are preserved and continued as the neighborhood centers continue to be designed around the five minute walk. Each neighborhood has a logical center, as the center of Phase 10 is the beach, the center of Phases 1 and part of 3 remains the amphitheater and business district, the center of the Merz tract is the new recreation area and the center of Phase 3 is the island green. Further the large green corridor connecting the Merz residential areas to Phase One will serve as a pedestrian corridor to the existing Town Center business district.
5. The principle of pedestrian connection to the outside neighborhoods is reinforced with this plan. The developer desires to work with Great Rivers Greenway to connect to their path system from the Merz tract, as the developer has done off of New Town Blvd.
6. The plan balances the commercial needs of New Town to the realities of the current commercial development climate while preserving the area around the Amphitheater for future commercial development as the population grows in New Town and increases demand for commercial space.
7. The storm water system remains self-contained and will function at the same level as the current storm water system in New Town, as the lakes and system will be designed by Gene Rovak of Horner & Shifrin, the same engineers who designed the original storm water system in New Town. The plan is to connect the lakes in the Merz property to those in Phase 10 in order to allow aquatic activity connections for those in Phase 10 and the Merz tract. The design of these connections is a challenge because of the pipelines and some structural issues.

Development Challenges:

1. The Merz property is currently in a “Sequestered Zone” with respect to flood plain because FEMA did not issue a flood plain map for this area because it lacked information on the Boschertown levee. The 2012 FIRM issued by FEMA for this area assumed the Boschertown levee did not exist, an assumption that is not consistent with reality because the levee is clearly in existence. The City is completing a study of the area that accounts for the levee and it is anticipated that FEMA will issue a map in 2020. Accordingly, to be very conservative, the developer is using the 2012 FIRM map to set the grades in the Merz tract, which will necessitate additional grading and raising of the site but should also assure that the property is outside of the 100 year flood plain when the map is finally adopted.
2. The development of the Merz tract will use gravity sewers. The City has requested that an additional 9 acre tract in New Town next to the Merz tract also be placed on gravity sewers, which the developer has agreed to do. Only the older infill area will be built out with the existing vacuum system. However, the City has requested, and the Developer has agreed, to install some additional vacuum mains and to replace 18 existing, installed Roovac canisters that have not yet been hooked up so the system, with Airvac canisters because the Airvac canisters have not caused problems for the City while some of the Roovac canisters have presented problems.

Summary:

Attached as Exhibit 3 is a series of slides illustrating the principles set out above and further details of the Plan.

Exhibit 1



MEMORANDUM

To: Greg Whittaker and the residents of New Town St Charles (NTSC)

From: Marina Khoury, Partner

Subject: **The necessary evolution of New Town St Charles**

Date: October 25, 2016

DPZ just conducted its 8th workshop with Greg Whittaker for NTSC since the original charrette in 2002. The purpose of these workshops have always been to further develop and refine each phase of the project as they were rolled-out and to have the opportunity to adjust to new market realities, site conditions and consumer preferences. This ability to adjust at critical times, while keeping true to the integrity of the design and the guiding principles of new urbanism, is one of the main reasons why DPZ is so proud of what Greg and his team have done to, and for the community and why it is the success it is today. NTSC should be proud to have been praised and studied at a national and international scale precisely because it has remained true to its design intent. As a result, DPZ remains fully committed to staying involved with NTSC for the long-term as it evolves and matures.

As the Partner-in-charge of New Town St Charles, since its inception in 2002, I feel compelled to write a letter of support for the requested change of zoning shown in the attachment, from T6 to T4. There are many reasons why this change is necessary and I have listed the most important ones below.

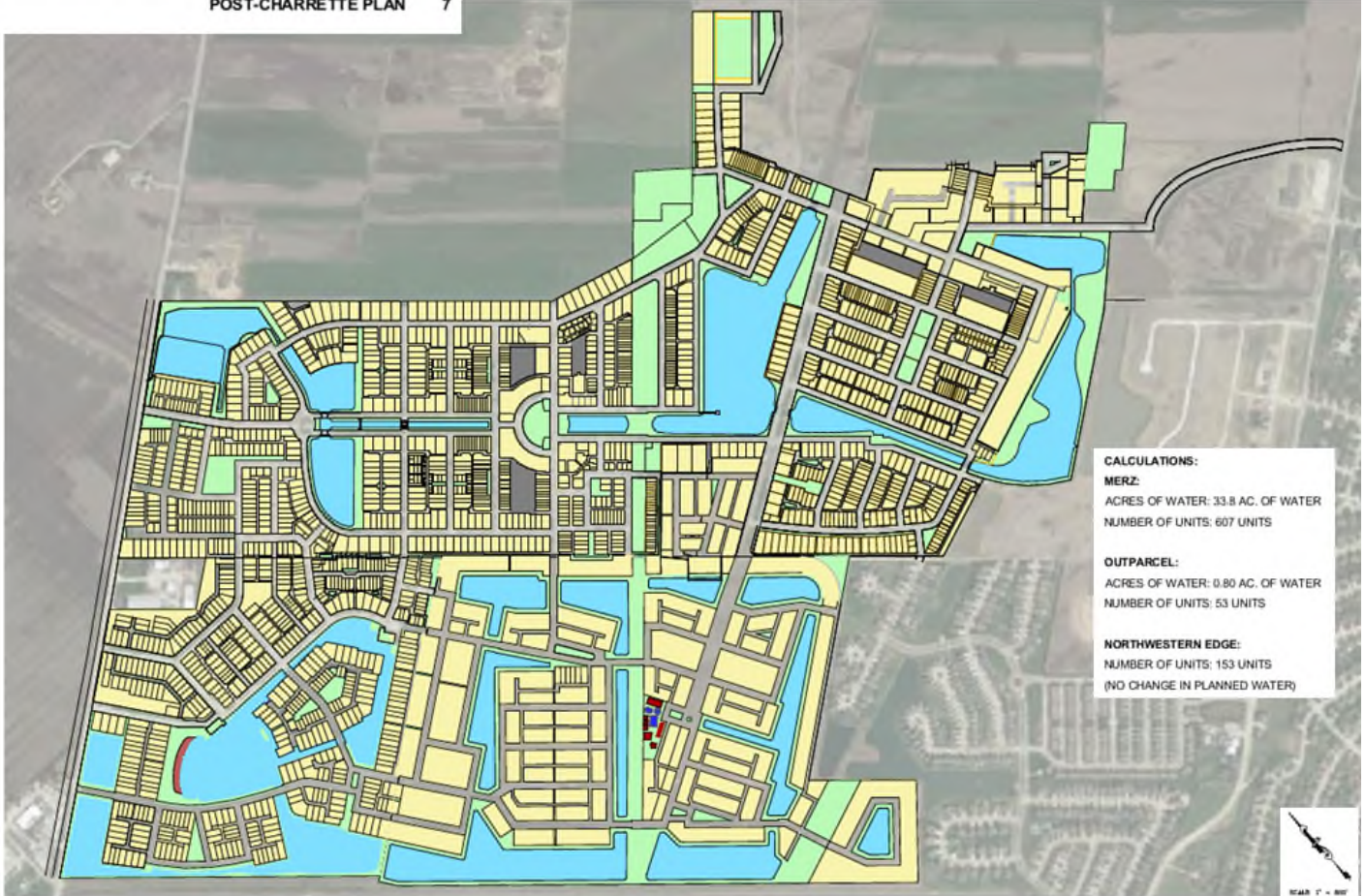
- Originally this site was targeted as a potential town center. Today that is no longer realistic or feasible. A significant part of NTSC, immediately north of the site has been sold to another developer and its future development is unknown, thereby further compromising the potential town center's location at the edge of NTSC.
- The current neighborhood center is the figural heart of the community and is the logical location for the evolution of that center to a town center as the amphitheater is surrounded by commercial and mixed use buildings. Greg's purchase of the Merz property now puts the current center at a more central location for the entire community. Additionally, the existing commercial uses in the neighborhood center will need the influx of new retail, civic and office uses to maintain and enhance the synergy it currently has.
- The types of T4 lots that have been laid out have a proven track record of successful sales in NTSC and will contribute to the already great variety of existing housing types. They are very much in keeping with the character of the immediate context.
- The development of those lots as single-family housing is infinitely better than letting the land sit fallow. Each additional household contributes a little more to the vitality of NTSC.

I am available via email or phone for any additional questions.
Regards,

Exhibit 2

NEW TOWN ST. CHARLES

POST-CHARRETTE PLAN 7



CALCULATIONS:
MERZ:
ACRES OF WATER: 33.8 AC. OF WATER
NUMBER OF UNITS: 607 UNITS
OUTPARCEL:
ACRES OF WATER: 0.80 AC. OF WATER
NUMBER OF UNITS: 53 UNITS
NORTHWESTERN EDGE:
NUMBER OF UNITS: 153 UNITS
(NO CHANGE IN PLANNED WATER)

Exhibit 3

New Town -- Merz Tract



DPZ Letter



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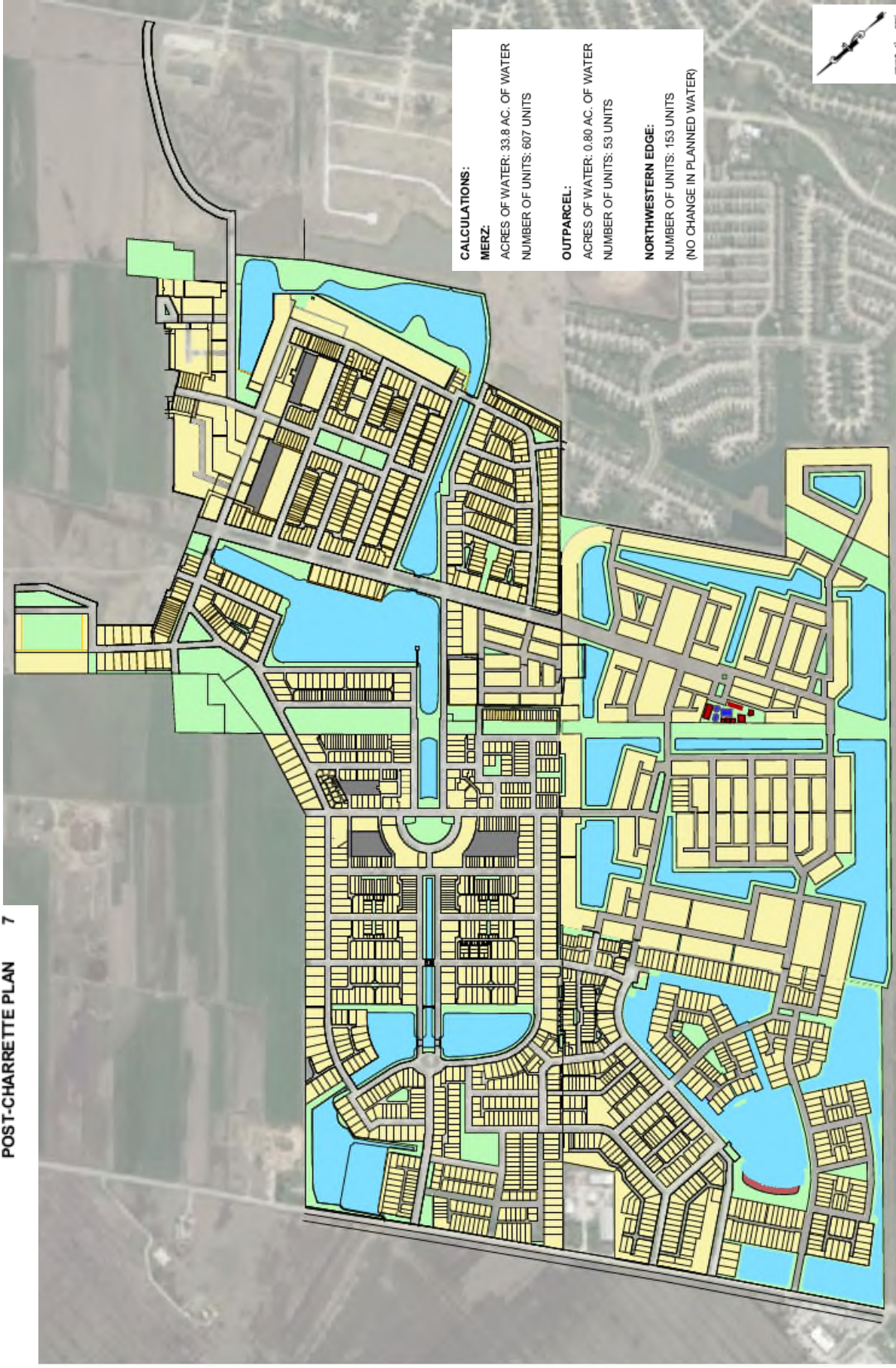
I am available via email or phone for any additional questions.

Regards,

NEW TOWN ST. CHARLES

POST-CHARRETTE PLAN

7



CALCULATIONS:

MERZ:

ACRES OF WATER: 33.8 AC. OF WATER
NUMBER OF UNITS: 607 UNITS

OUTPARCEL:

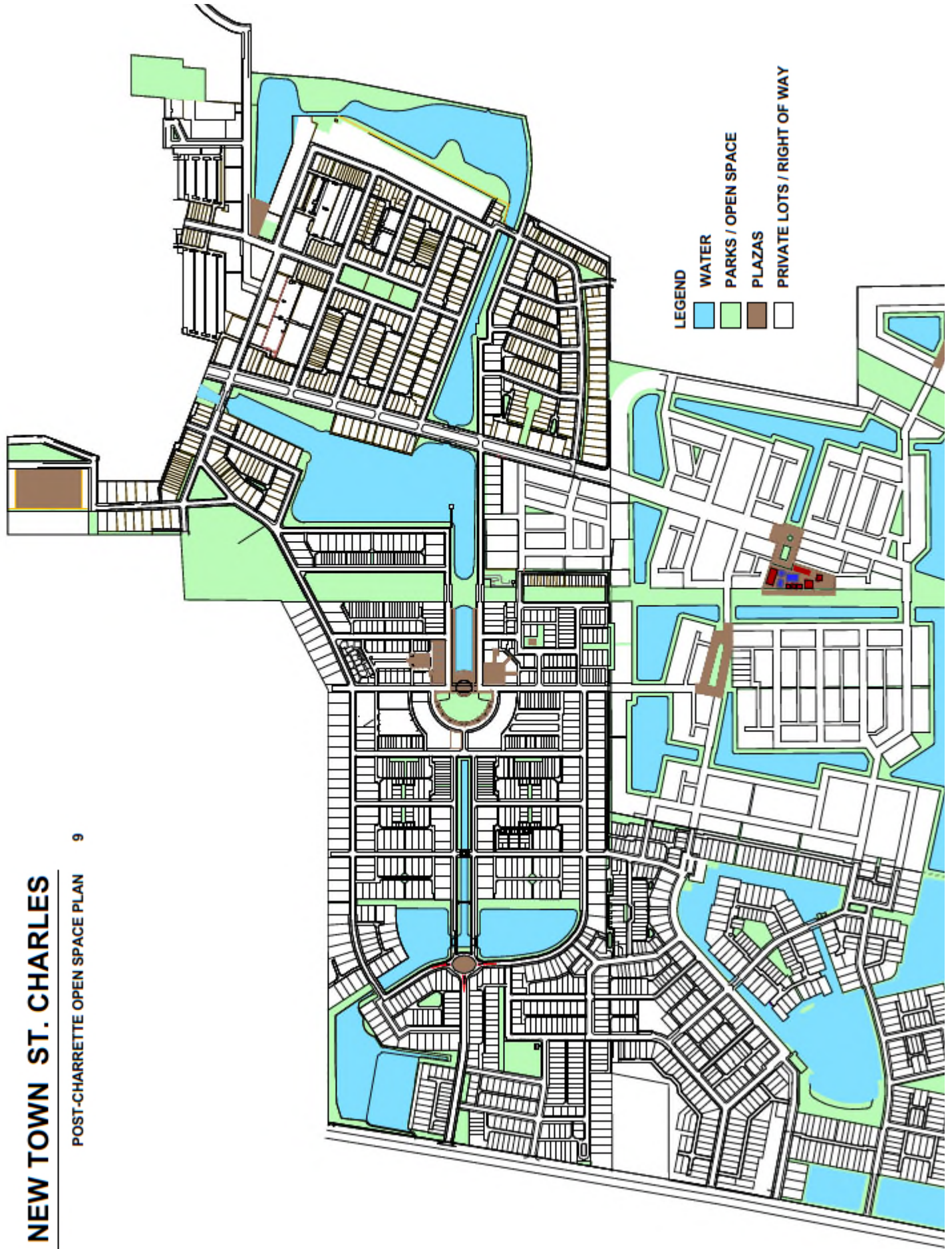
ACRES OF WATER: 0.80 AC. OF WATER
NUMBER OF UNITS: 53 UNITS

NORTHWESTERN EDGE:

NUMBER OF UNITS: 153 UNITS
(NO CHANGE IN PLANNED WATER)

NEW TOWN ST. CHARLES

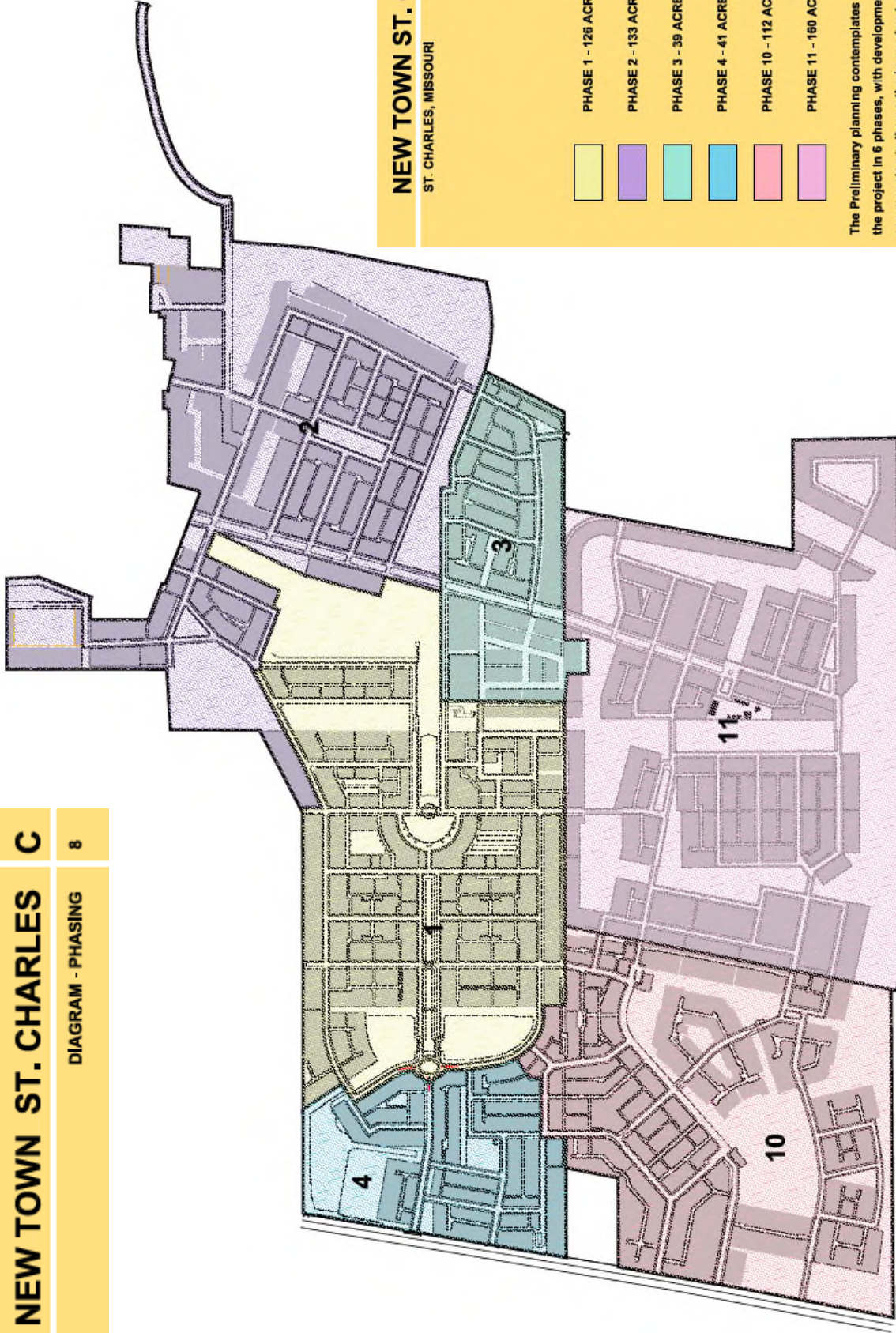
POST-CHARRETTE OPEN SPACE PLAN 9



NEW TOWN ST. CHARLES C

DIAGRAM - PHASING

8



NEW TOWN ST. CHARLES

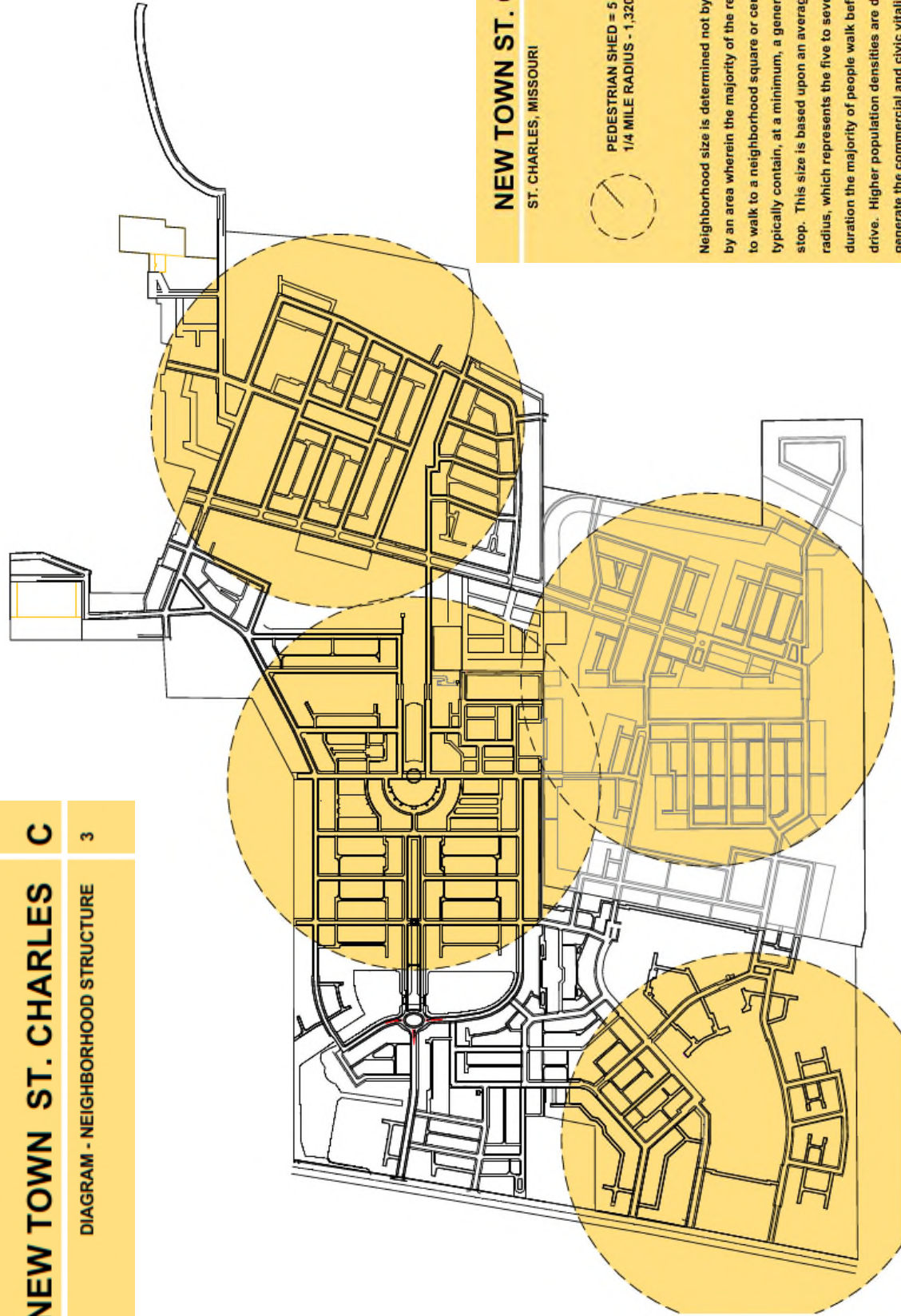
ST. CHARLES, MISSOURI

- PHASE 1 - 128 ACRES
- PHASE 2 - 133 ACRES
- PHASE 3 - 39 ACRES
- PHASE 4 - 41 ACRES
- PHASE 10 - 112 ACRES
- PHASE 11 - 160 ACRES

The Preliminary planning contemplates developing the project in 6 phases, with development commencing in the northerly quadrant along Airport Road. The large scope of the project necessitates phased development and estimates of completion range from 12 to 15 years. Phasing plans are preliminary and the sequence and boundaries of subsequent phases could change to meet market demand. Completion of buildout in any given phase shall not be a requirement, for the commencement of another phase.

NEW TOWN ST. CHARLES C

DIAGRAM - NEIGHBORHOOD STRUCTURE 3



NEW TOWN ST. CHARLES

ST. CHARLES, MISSOURI



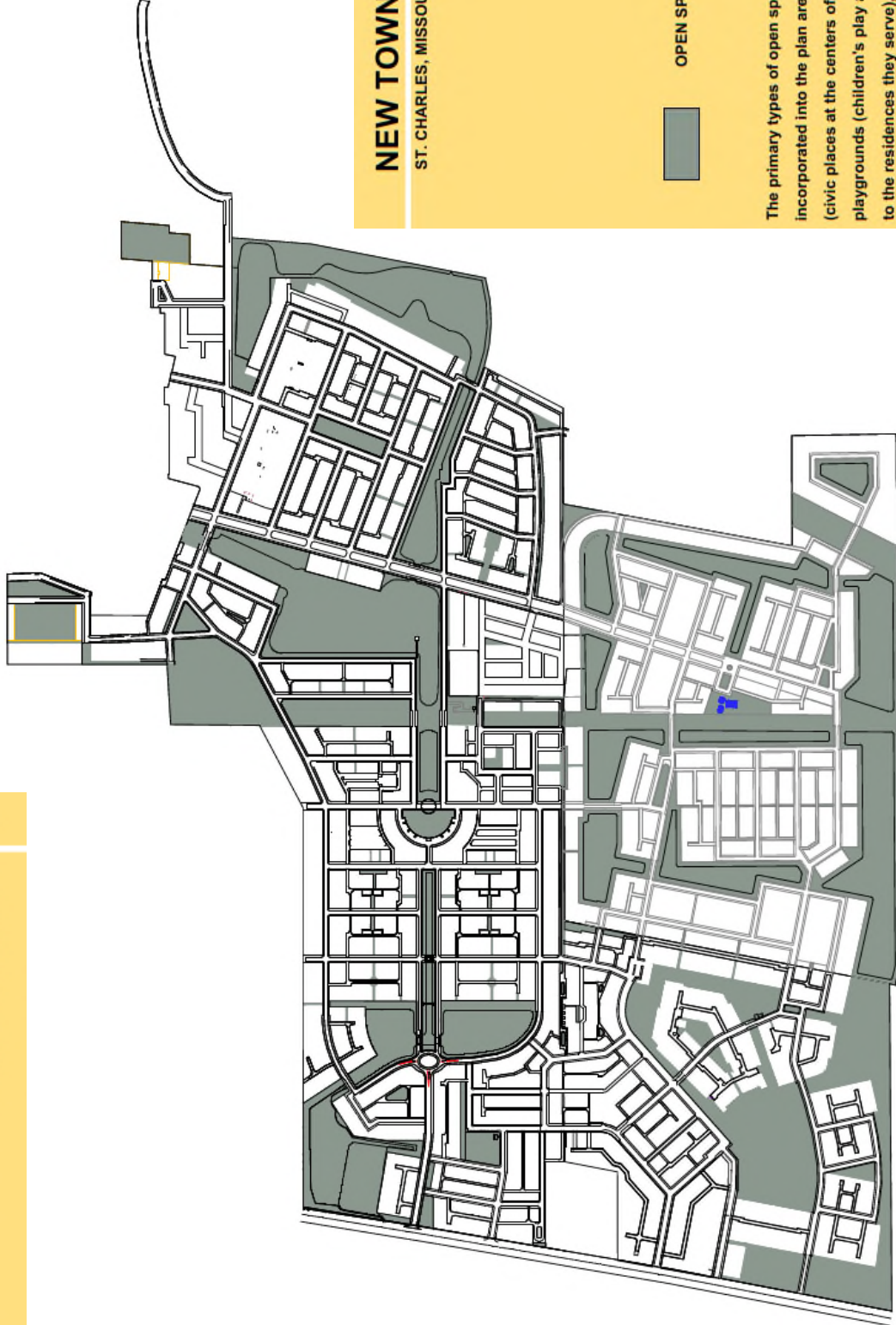
PEDESTRIAN SHED = 5 MIN. WALK
1/4 MILE RADIUS - 1,320 FEET

Neighborhood size is determined not by population, but by an area wherein the majority of the residents are likely to walk to a neighborhood square or center, which would typically contain, at a minimum, a general store and a bus stop. This size is based upon an average 1,320 feet radius, which represents the five to seven minute duration the majority of people walk before choosing to drive. Higher population densities are desirable to generate the commercial and civic vitality of the central square. In most conventional developments, the relatively expensive single-family house is the only available housing type, and high-density results only as a consequence of localized market conditions. At New Town St. Charles, some of the housing stock will consist of a wider variety of housing types, resulting in a more natural and sustainable form of high density.



NEW TOWN ST. CHARLES C

DIAGRAM - OPEN SPACE 6



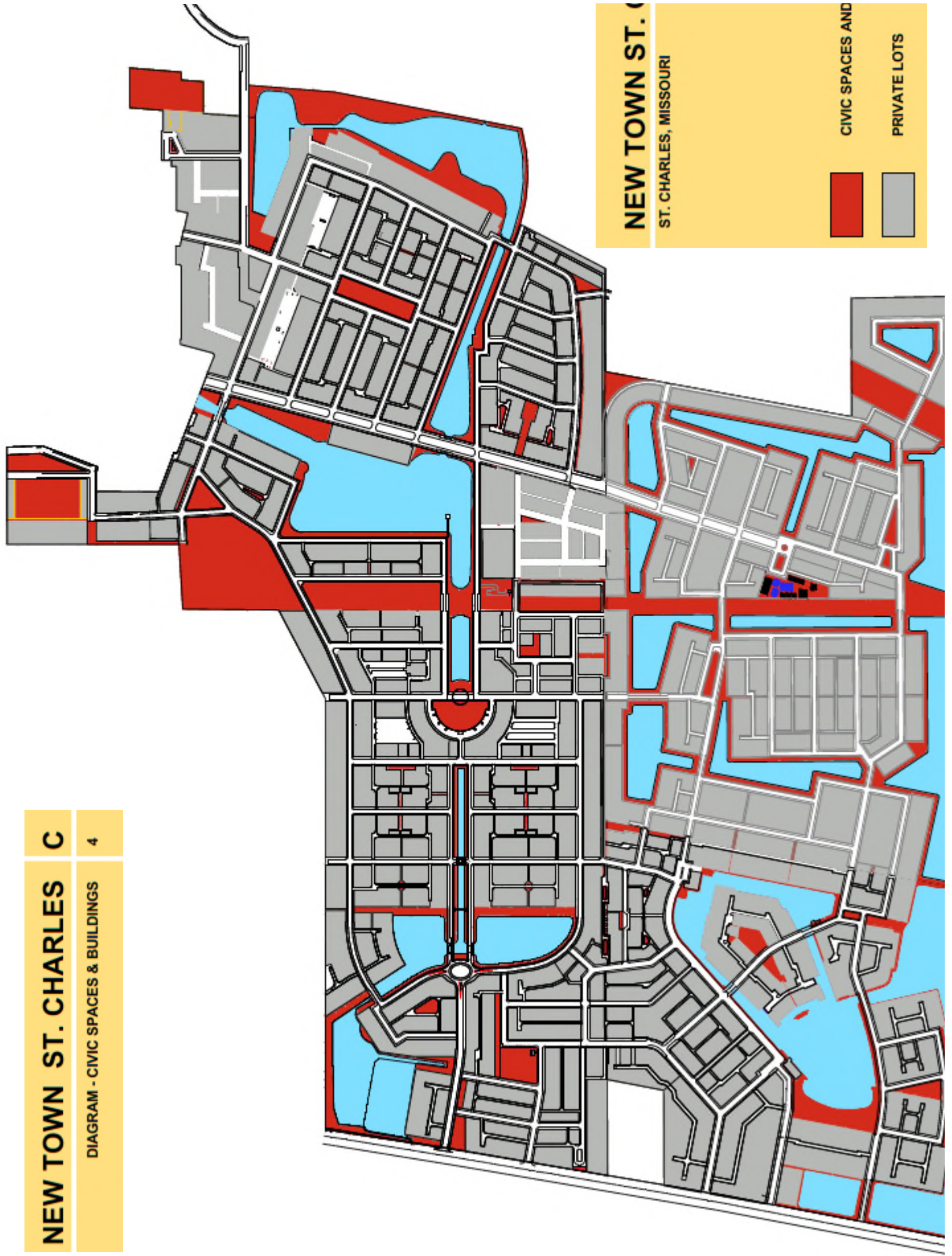
NEW TOWN ST. CHARLES ST. CHARLES, MISSOURI

The primary types of open spaces which are incorporated into the plan are: neighborhood squares (civic places at the centers of neighborhoods), playgrounds (children's play areas located very near to the residences they serve), greens (which are scattered throughout the neighborhoods and parks and greenways (natural areas such as wetlands or animal habitats which are within neighborhoods). In this project, since the lakes and canals are not residual open space, but rather an integral and useable part of the open space network, they are included in this diagram.



NEW TOWN ST. CHARLES C

DIAGRAM - CIVIC SPACES & BUILDINGS 4



NEW TOWN ST. CHARLES C

UNIT COUNT

2

UNIT COUNTS	Building Types	Min # of Units	Units	Max # of Units
	Flex Units / Live Work	No Min	100	No Limit
	Mixed-Use	50	100	No Limit
	Multi-Family Apartments	300	400	500
	Multi-Family Condos	300	400	650
	Row-Houses	500	800	1,000
	Single-Family Cottages	300	500	600
	Single-Family Homes	1,050	1,200	no limit
	Total	2,500	3,500	



UNIT COUNTS - MERZ ADDITION

Building Types	Max # of Units
Flex Units / Live Work	No Limit
Mixed-Use	No Limit
Multi-Family Apartments	100
Multi-Family Condos	50
Row-Houses	100
Single-Family Cottages	200
Single-Family Homes	no limit

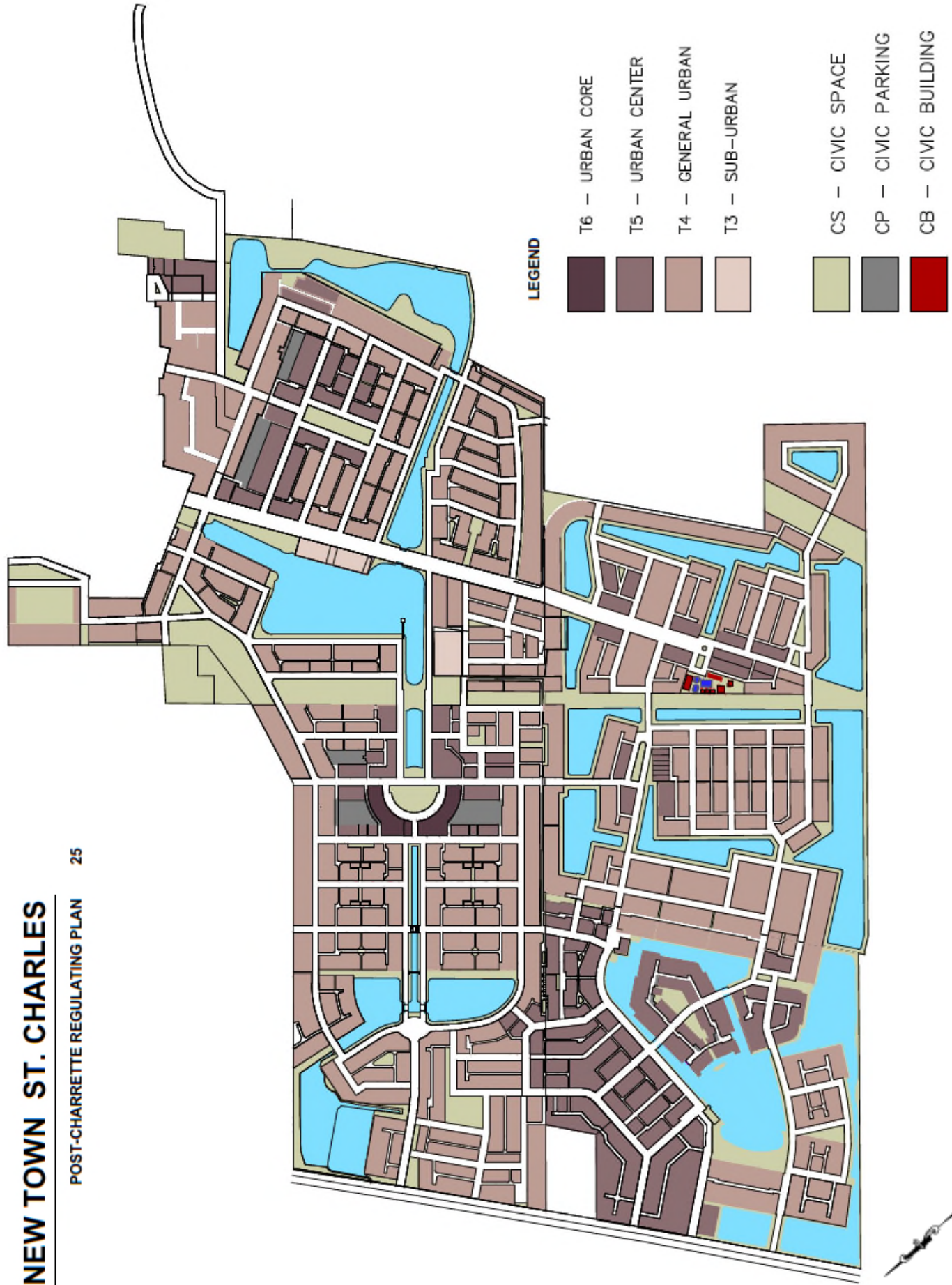
NEW TOWN MERZ STREET TREES PLAN



PKKETT RAY & SILVER INC. CIVIL ENGINEERS, LAND SURVEYORS AND NATURAL RESOURCES SERVICES 1000 W. 10TH ST. SUITE 100 DENVER, CO 80202 PHONE: 303.733.1111 FAX: 303.733.1112 WWW.PRSURV.COM	PRELIMINARY DEVELOPMENT PLAN MERZ TRACT Requested For:	ST. CHARLES AT THE NEW TOWN MERZ TRACT
	ST. HOWE BROTHERS, LLC 1000 W. 10TH ST. SUITE 100 DENVER, CO 80202 PHONE: 303.733.1111 FAX: 303.733.1112 WWW.PRSURV.COM	

NEW TOWN ST. CHARLES

POST-CHARRETTE REGULATING PLAN 25



SCALE: 1" = 600'

MERZ ADDITION

POST-CHARRETTE THROUGHFARE ASSIGNMENTS 29



LEGEND

- 1 AV-110-18-18
- 2 US-60-34
- 3 ST-58-34
- 3A ST-58-34-SE
- 4 ST-54-30
- 5 ST-50-26
- 6 ST-50-25
- 7 ST-44-20
- 8 DR-52-32-SE
- 9 DR-45-25
- 10 DR-45-25-SE
- 11 SQ-52-32
- 12 SQ-45-25
- 13 AL-24-20
- 14 AL-18-16
- 15
- 16 AL-24-12
- 17 AL-14-12
- 18 PT-V-6
- 19 PT-V-4



NORTHWESTERN EDGE REMEDIATION

POST-CHARRETTE THOROUGHFARE ASSIGNMENTS 31



LEGEND

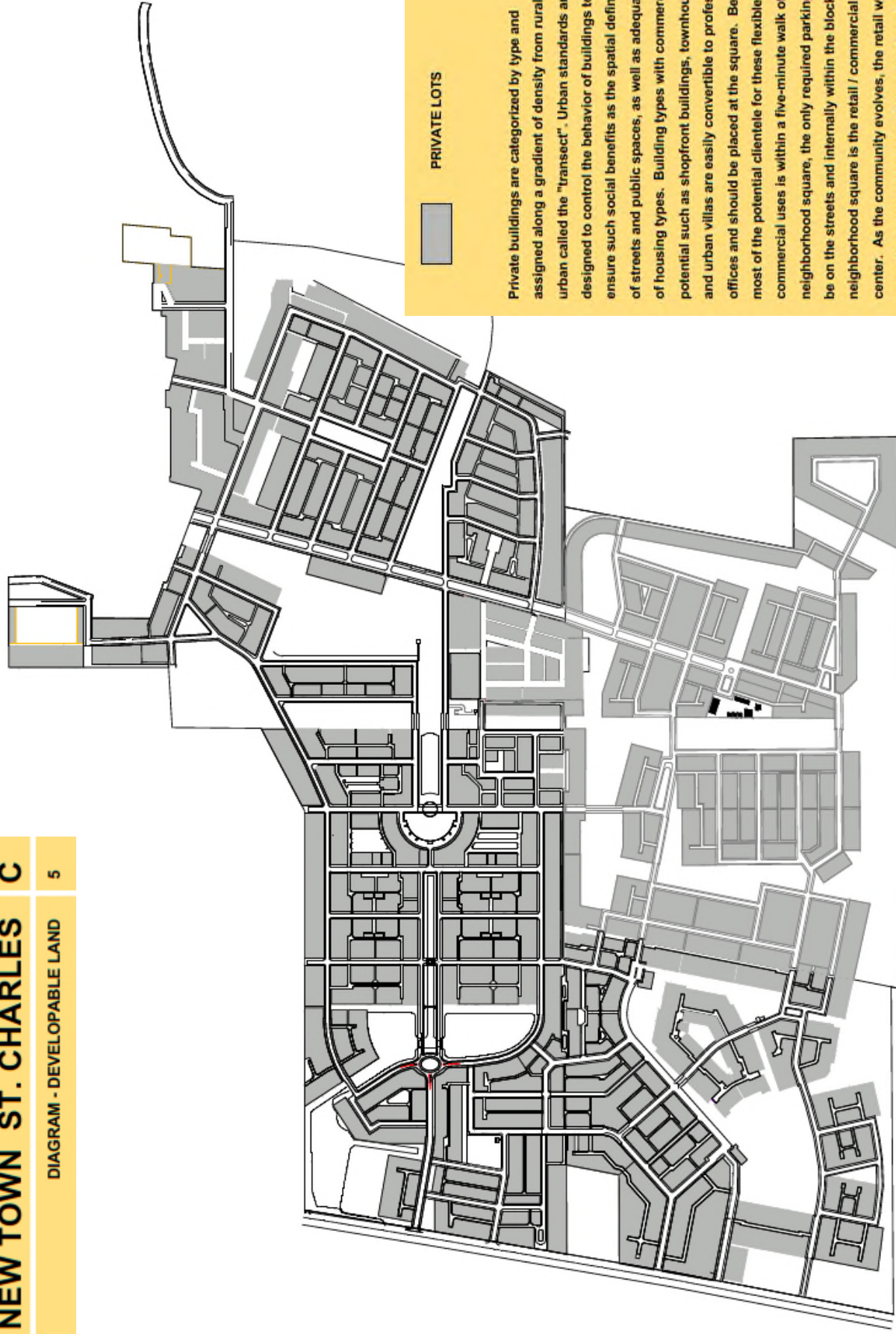
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- 6 ST-50-25
- 7 ST-44-20
- 8 DR-52-32-SE
- 9 DR-45-26
- 10 DR-45-25-SE
- 11 SQ-52-32
- 13 AL-24-20
- 14 AL-20-12
- 15 AL-18-16
- 16 AL-24-12
- 17 AL-14-12
- 18 PT-V-6
- 19 PT-V-4

SCALE: 1" = 100'

NEW TOWN ST. CHARLES C

DIAGRAM - DEVELOPABLE LAND

5



PRIVATE LOTS



Private buildings are categorized by type and assigned along a gradient of density from rural to urban called the "transect". Urban standards are designed to control the behavior of buildings to ensure such social benefits as the spatial definition of streets and public spaces, as well as adequate mix of housing types. Building types with commercial potential such as shopfront buildings, townhouses and urban villas are easily convertible to professional offices and should be placed at the square. Because most of the potential clientele for these flexible commercial uses is within a five-minute walk of the neighborhood square, the only required parking shall be on the streets and internally within the block. The neighborhood square is the retail / commercial center. As the community evolves, the retail will serve the surrounding area. Shops are therefore permitted to have front parking because some of the clientele is expected to drive, but they are also connected to the adjacent neighborhoods by pedestrian streets.

NEW TOWN ST. CHARLES C

DIAGRAM - VEHICULAR NETWORK

7



VEHICULAR NETWORK - STREETS

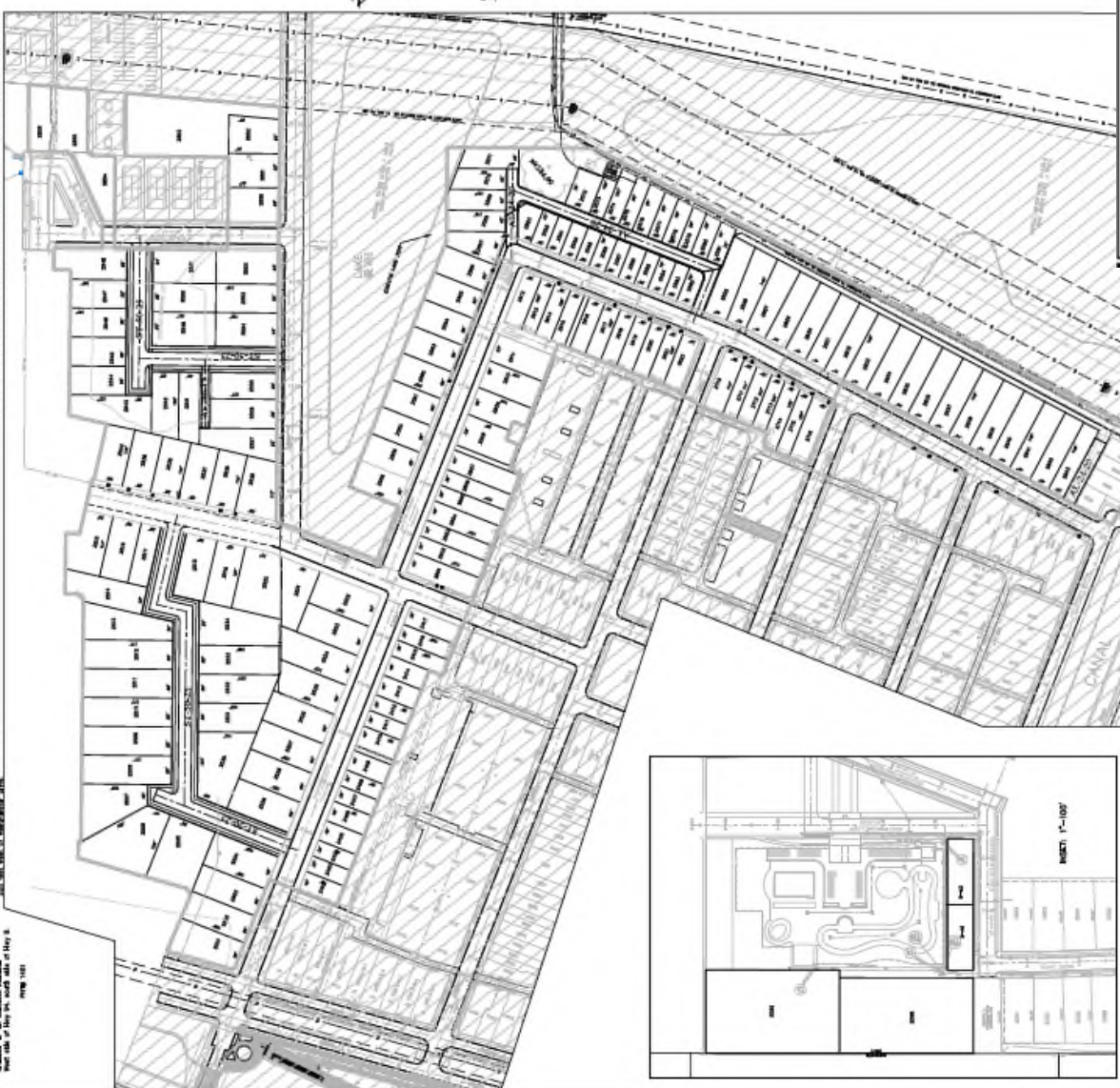
New Town St. Charles has a great variety of streets. Some streets support the free flow of traffic. Others allow the requirements of the pedestrian to dominate. The majority of streets evenly balance the car and the pedestrian. These variations are manifested in lane width, centerline radius, curb radius, intersection spacing, and the provision of on-street parking. The streets also incorporate characteristics supporting the relative urbanity of the location which they traverse, with a range of urban-to-rural detailing according to the standards of the transect. For example, a small artery is detailed as a street at the center of a neighborhood with sidewalks, raised curbs, and aligned street trees. At the periphery, however, it is detailed as a road without curbs or sidewalks and irregular planting. Alleys and lanes also respond to differences in location. The New Town St. Charles street design considers traffic capacity as one criterion among many. Pedestrian crossing time and the psychology of place-making play equally important roles.

NEW TOWN INFILL
 TRACTS OF LAND BEING PART OF U.S. SURVEYS 189 THROUGH 206 OF
 THE ST. CHARLES COMMON FIELDS, TOWNSHIP 47 NORTH, RANGE 5 EAST
 ST. CHARLES COUNTY, MISSOURI
AMENDMENT TO PRELIMINARY DEVELOPMENT PLAN

SITE BENCHMARKS:
 The site is located on the east side of the
 Charles River, a tributary of the Mississippi River,
 about 1.5 miles north of the city of St. Charles,
 Missouri. The site is bounded by the Charles
 River to the east, by the Charles River to the
 south, and by the Charles River to the west.
 The site is bounded by the Charles River to the
 east, by the Charles River to the south, and
 by the Charles River to the west.



GENERAL NOTES:
 1. This plan is based on the 189 through 206 U.S. Survey maps of the St. Charles Common Fields, Township 47 North, Range 5 East, St. Charles County, Missouri, as shown on the attached map.
 2. The site is bounded by the Charles River to the east, by the Charles River to the south, and by the Charles River to the west.
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New Town -- Merz Tract

