March 30, 2016

Mrs. Lee Ann Difani
Cora Bopp Family Limited Partnership
12715 Irene Marie Way
Creve Coeur, MO 63141

RE: Traffic Impact Study Addendum
Proposed Grocery Store plus three outlots
Bryan Road and Feise Road
Dardenne Prairie, Missouri
CBB Job #29-15-2

Dear Mrs. Difani:

As requested, CBB has completed a traffic impact study pertaining to the proposed 16+/- acre development, known as Cora Marie's Marketplace, in the northwest quadrant of the intersection of Bryan Road and Feise Road in Dardenne Prairie, Missouri. The conceptual plan depicts a grocery store with fueling station and three additional outlots. The location of the site in relation to the surrounding road system is depicted in **Figure 1**.

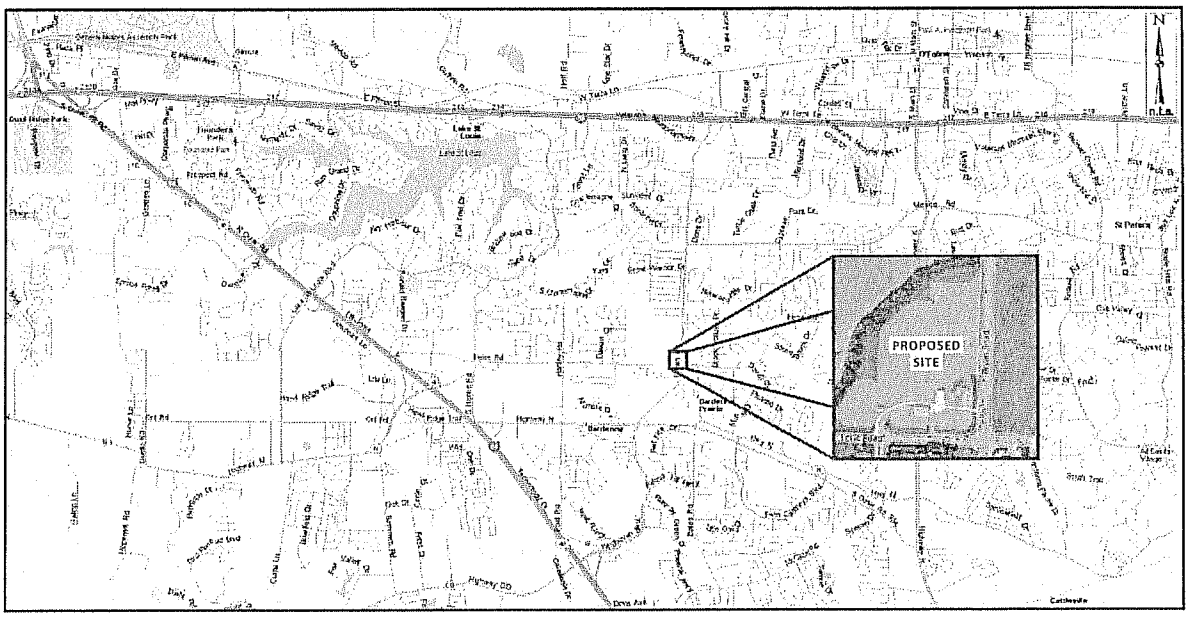

Figure 1: Project Location Map

As you are aware, CBB previously prepared a Traffic Study for a proposed grocery store and fueling center in February 2016. Based on recent comments from the City, they have requested that the Traffic Study be updated to addresses the entire 16+/- acre parcel.

Based on the site plan provided by Volz Inc., the proposed Cora Marie's Marketplace area plan consists of a grocery store (Lot A), a fueling center (Lot B), a fast-food restaurant (Lot C), a retail building (Lot D) and an office building (Lot E). As discussed in the February 2016 Traffic Study, access to the overall site is proposed via four curb cuts; a full access drive and a right-in/right-out (RIRO) drive onto Bryan Road, as well as a full access drive and a right-in/right-out/left-in drive onto Feise Road. A schematic of the site plan provided at the commencement of the study is shown in **Figure 2**.

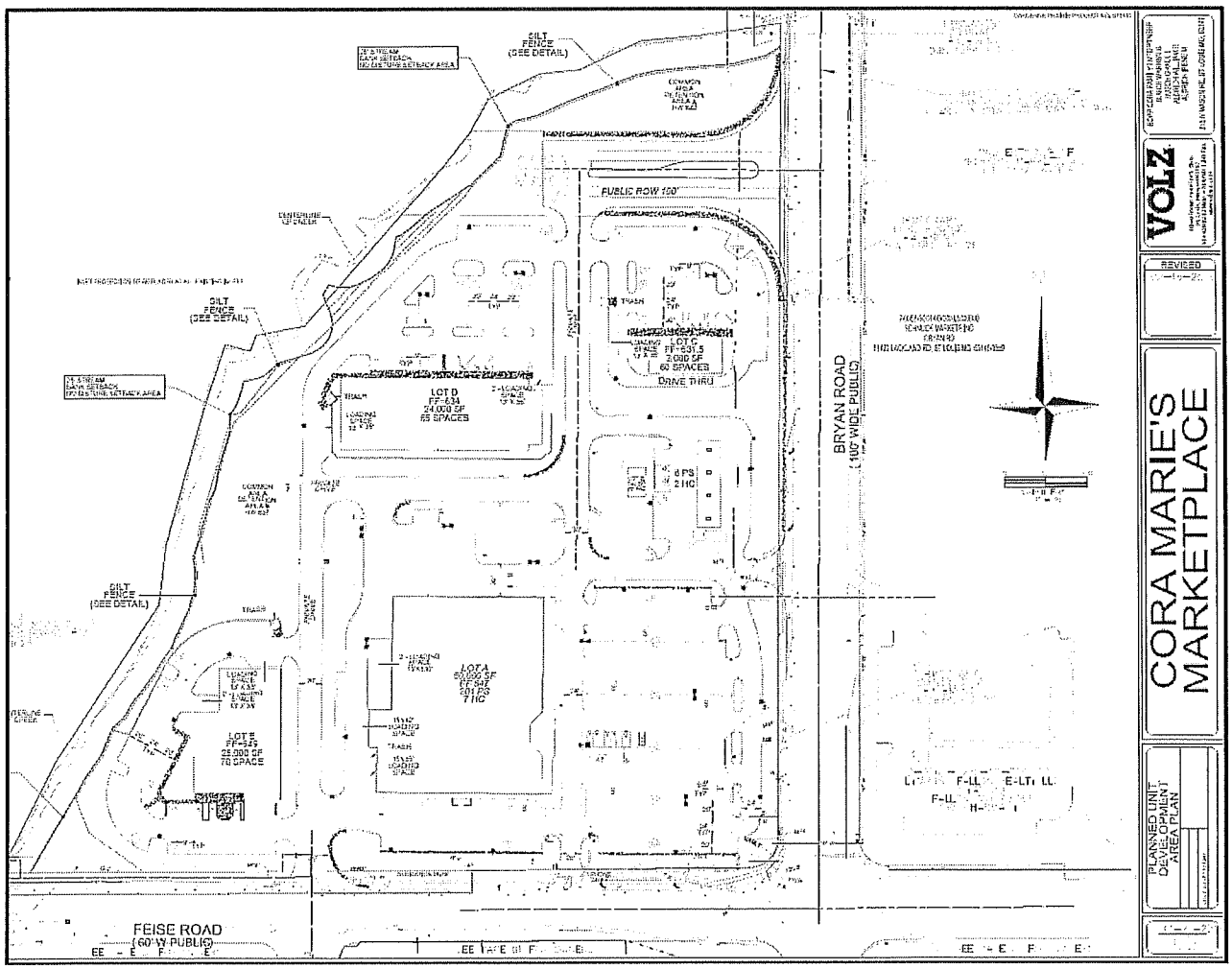

Figure 2: Preliminary Site Plan (provided by others)

Existing Traffic Volumes: As detailed in the February 2016 Traffic Study, manual traffic counts were conducted at the intersection of Bryan Road and Feise Road in March 2015. For reference purposes, the existing AM and PM peak hour traffic volumes are summarized in **Exhibit 1**.

Proposed Land Use – three additional outlots: Based on the site plan provided by Volz Inc., the proposed Cora Marie's Marketplace area plan consists of a grocery store (Lot A), a fueling center (Lot B), a fast-food restaurant (Lot C), a retail building (Lot D) and an office building (Lot E). The February 2016 Traffic Study included the grocery store and fueling center. This addendum address the additional three outlots which are currently assumed to consist of a 4,000 square foot fast-food restaurant, a 24,000 square foot retail building and a 26,000 square foot office building.

Forecasts were prepared to estimate the amount of traffic that the proposed additional three outlots would generate during the weekday AM and PM peak periods. These forecasts were based upon information provided in the latest edition of the *Trip Generation Manual*, published by the Institute of Transportation Engineers (ITE). This manual, which is a standard resource for transportation engineers, is based on a compilation of nationwide studies documenting the characteristics of various land uses. Estimates for the proposed development were based upon the following land uses:

- Land Use: 710 – General Office
- Land Use: 820 – Shopping Center
- Land Use: 934 – Fast-food Restaurant with Drive-Through

Not all of these trips would represent *new* traffic on the adjacent roadways. Nationwide studies have found that a large percentage of convenience-oriented trips, such as fast-food restaurants and retail shops, would already be present on the adjacent roads and would be attracted to the development on their way to or from home, work or another destination (i.e., pass-by trips). The statistical information provided in the *Trip Generation Handbook, A Recommended Practice*, published by ITE, supports a pass-by percentage of 49% during the AM peak hour and 50% during the PM peak hour for fast-food restaurants and 34% during the PM peak hour for retail shops. The trip generation estimates for the proposed additional three outlots are summarized in **Table 1**.

As shown in the table, the additional three outlots would generate approximately 155 new trips during the AM peak hour and 220 new trips during the PM peak hour. The outlots would be expected to attract approximately 70 trips during the AM peak hour and 80 trips during the PM peak hour from traffic already utilizing the surrounding roadway system.

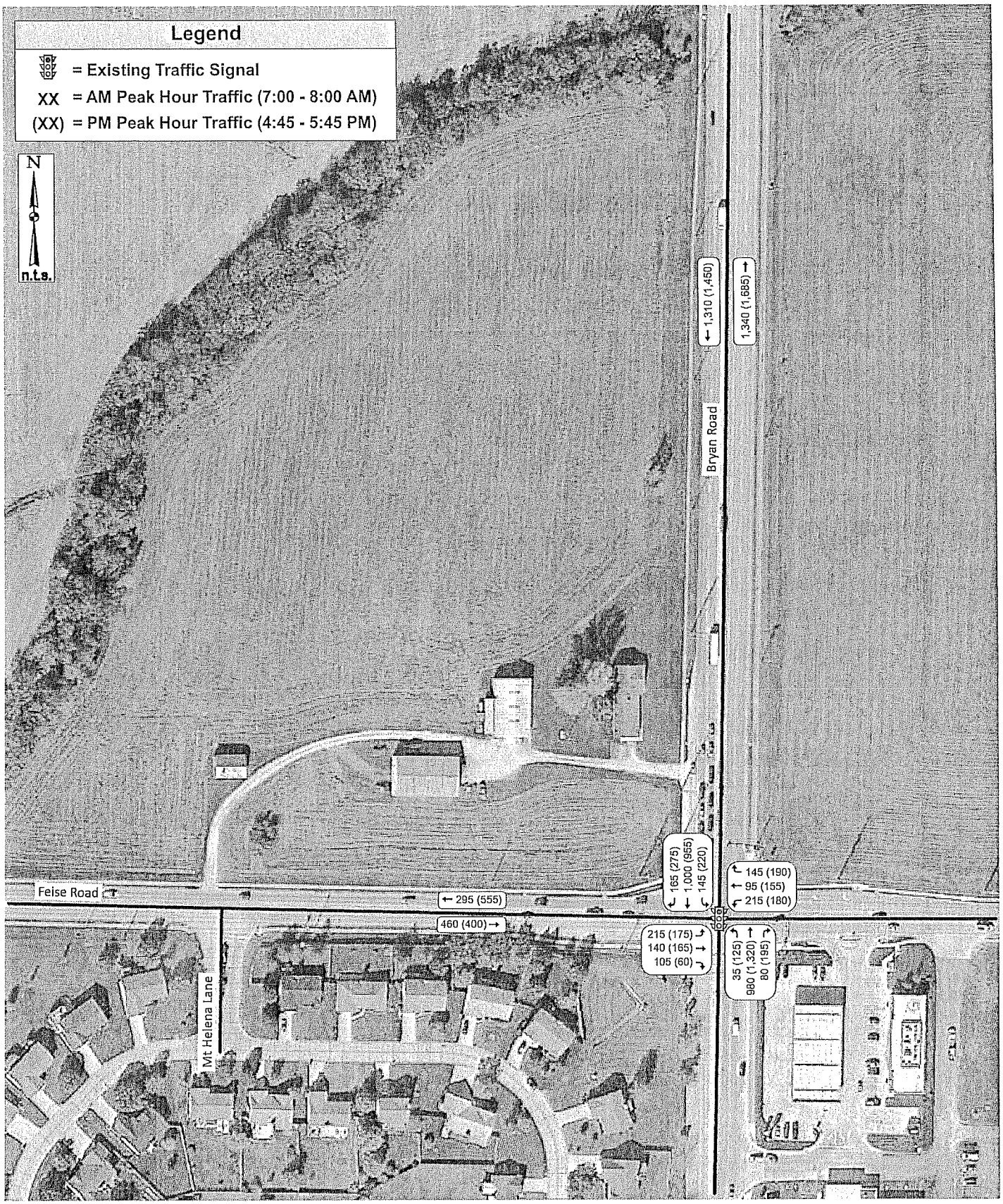

Exhibit 1: Existing Traffic Volumes

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Table 1: Trip Generation Estimate

Land Use	*Size*	*Weekday AM Peak Hour*			*Weekday PM Peak Hour*		
		In	*Out*	*Total*	*In*	*Out*	*Total*
Office	26,000 ft²	55	10	65	20	90	110
Shopping Center	24,000 ft²	15	10	25	45	45	90
Fast-Food	4,000 ft²	70	65	135	50	50	100
	Subtotal	*140*	*85*	*225*	*115*	*185*	*300*
	Pass-by Trips [1]	**35**	**35**	**70**	**40**	**40**	**80**
	New Trips	**105**	**50**	**155**	**75**	**145**	**220**

[1] Pass by Trips: Fast-Food = 49% AM & 50% PM; Retail = 34% PM

The site-generated trips for the three additional outlots were assigned into and out of the site based upon the estimated directional distribution detailed in the February 2016 Traffic Study. The site-generated trips for the three additional outlots during the weekday AM and PM peak hours are shown in **Exhibit 2A.**

The assigned traffic volumes resulting from the trip distribution for the proposed three outlots (Exhibit 2A) and the grocery store and fueling center (Exhibit 2 in the February 2016 Traffic Study) were then added to the existing traffic volumes to determine the total volumes in the forecasted scenario. The updated forecasted, or existing plus grocery/fuel site trips plus three outlot site trips, traffic volumes for the AM and PM peak hours are shown in **Exhibit 3A.**

Internal Site Access Review*:* It is acknowledged that the access for Lots C, D and E is uncertain at this time and the layout and access could change depending on the specific user of the site. Nonetheless, it is important to acknowledge some concerns with regards to the internal access as conceptually shown.

First, the access drive for Lot C and Lot D is very close to Cora Marie Drive. As shown, there is barely room for one car to be queued northbound on the access street at Cora Marie Drive before the drive to Lot C would be blocked. If the drive to Lot C is blocked then inbound motorists may stop right in the intersection waiting to turn into Lot C which could cause congestion on Cora Marie Drive. This northbound approach of the street at Cora Marie Drive should be configured with separate left- and right-turn lanes to minimize the northbound queues. Furthermore, the access drive to Lots C and D should be shifted to the south to allow a minimum of 75 to 100 feet of storage for northbound vehicles.

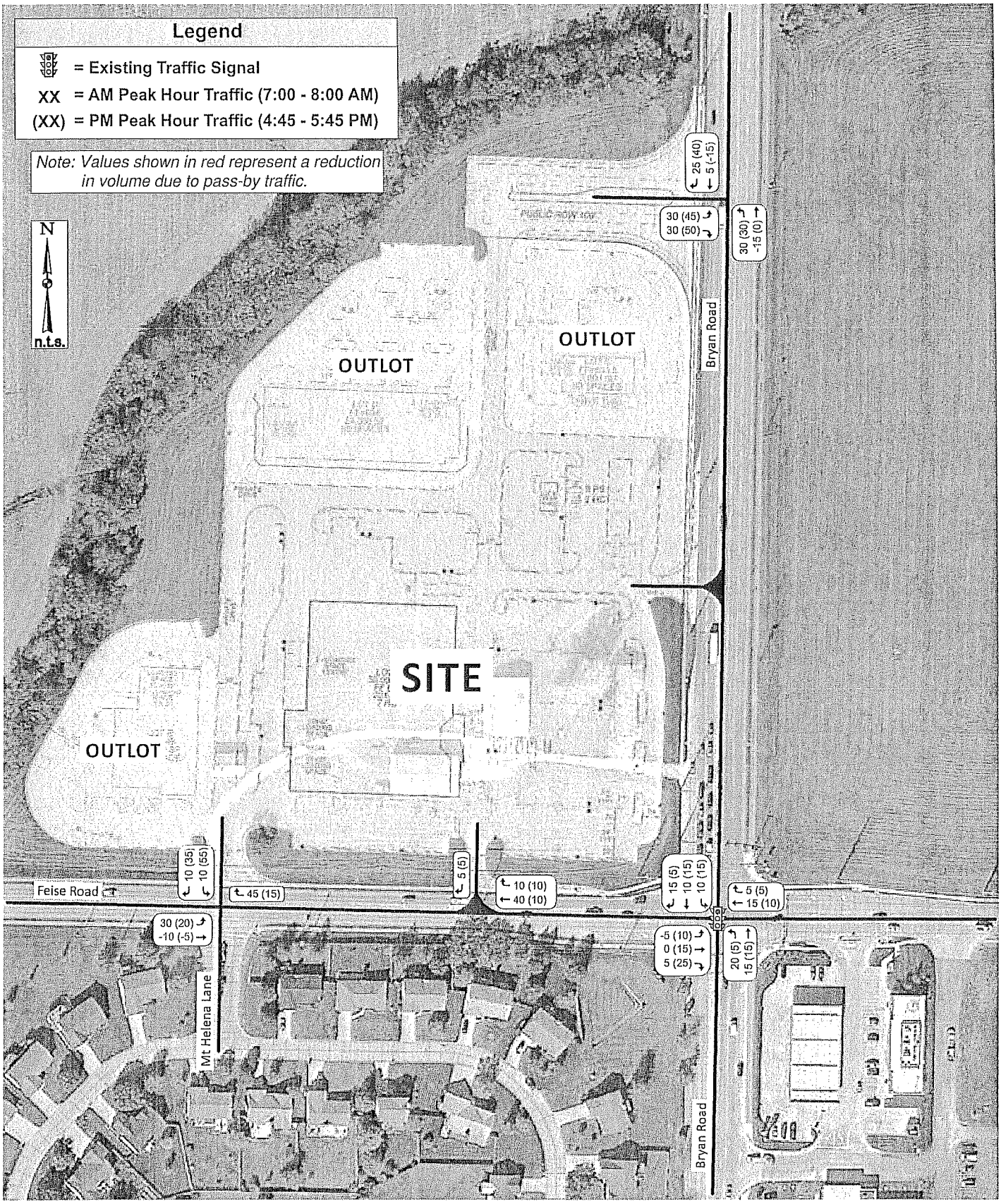

Exhibit 2A: Site-Generated Traffic Volumes (3 Outlots)

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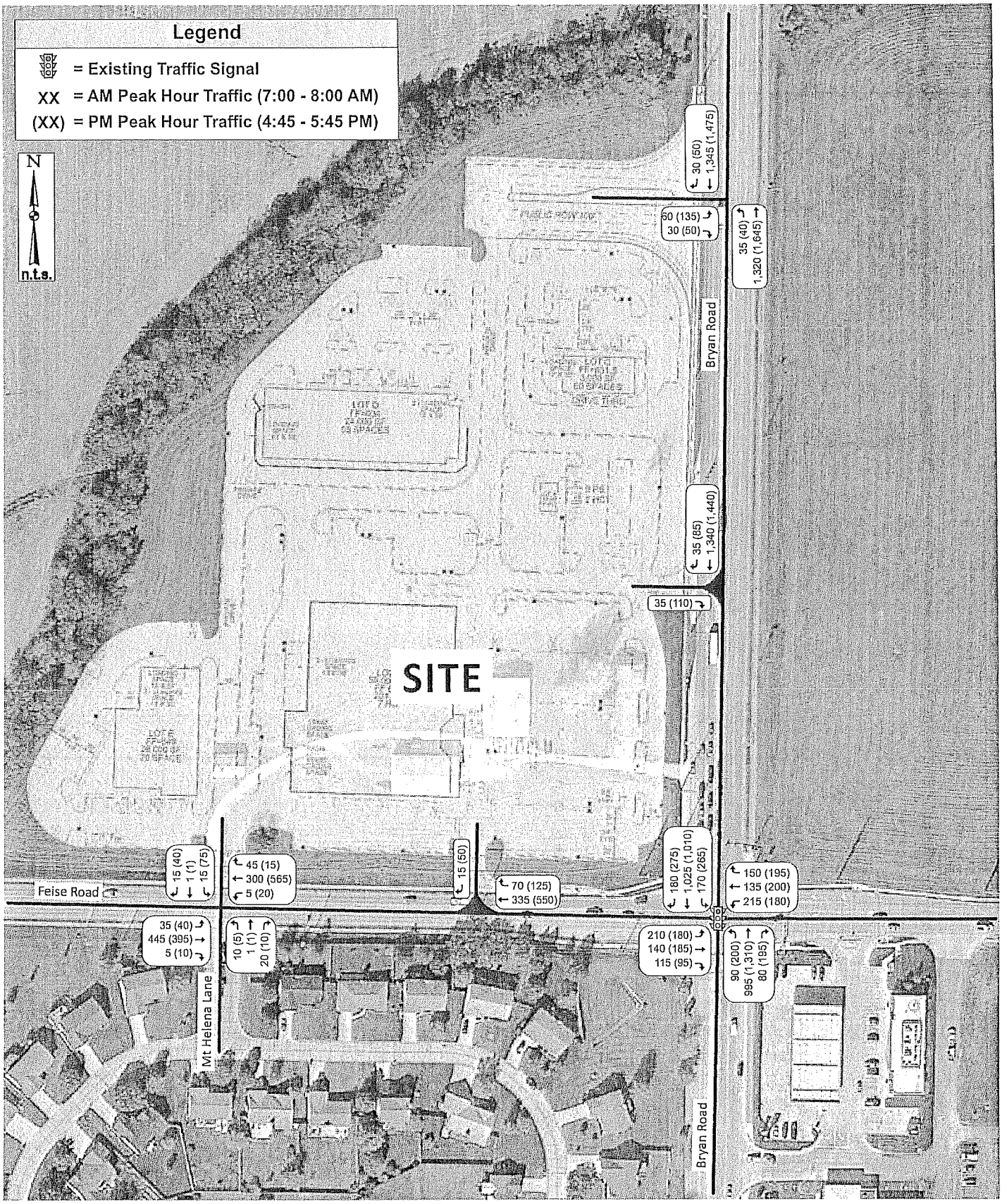

Exhibit 3A: Forecasted Traffic Volumes (Entire 15.8 Acre Site)

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Second, the access drive for Lot E is very close to Feise Road. As shown, there is barely room for one car to be queued southbound on the access street at Feise Road before the drive to Lot E would be blocked. If the drive to Lot E is blocked then inbound motorists may stop right in the intersection waiting to turn into Lot E which could cause congestion on Feise Road. This southbound approach of the street at Feise Road should be configured with separate left- and right-turn lanes (two exit lanes are currently shown on Walmart's plan). Furthermore, the access drive to Lot E should be shifted to the north to allow a minimum of 75 to 100 feet of storage for southbound vehicles.

Planned Improvements: As detailed in the February 2016 Traffic Study, in conjunction with the proposed grocery store and fueling center, separate right-turns lanes would be provided at the two proposed site drives on Bryan Road, as well as the east site drive on Feise Road.

Signal Warrants – Bryan Road and Main Site Access: The need for a traffic signal at Bryan Road and main site access was previously evaluated in the February 2016 Traffic Study using criteria outlined in the *Manual on Uniform Traffic Control Devices* (MUTCD), published by the Federal Highway Administration, United States Department of Transportation. Part Four of the MUTCD provides nine different warrants for signalization that are based on hourly traffic volumes, traffic operations, pedestrian volumes and crash experience. Warrant 1B (Interruption of Continuous Traffic) is most applicable in this case.

Warrant 1B (Interruption of Continuous Traffic) requires approach volumes of at least 900 vph on major streets with two lanes per direction and a minimum of 100 vph on the minor street assuming a two-lane approach or 75 vph assuming a single lane approach. Since Bryan Road has posted speed limit of 40 mph which would likely result in an 85th percentile speed near 45 mph, the reduced 70% warrants can be used. As such, a minimum of 630 vph on Bryan Road would be required for eight hours with a minimum of 53 vph on the side street during the same eight hours.

The February 2016 Traffic Study found that the forecasted traffic volumes at Bryan Road and main site access were just shy of meeting the warrants for a traffic signal though a traffic signal was still recommended in conjunction with the proposed grocery store and fueling center. The signal warrants were re-analyzed considering the updated forecasted traffic volumes that include the additional three outlots.

Based on the 14-hour traffic counts previously collected on Bryan Road, the traffic volumes on Bryan Road more than exceed 630 vph for all 14 hours counted. As noted above, a minimum of 53 left-turns for the 8th highest hour is needed to meet Warrant 1B. Since forecasted traffic volumes are not available for eight hours on the proposed site drive, it was necessary to estimate the 8th highest hour of site traffic. One alternative is to estimate the 8th highest hour utilizing the Hourly Variation in Shopping Center Traffic published by ITE as it relates to the forecasted PM peak hour. Using this estimation, the 8th highest hour would have a volume of approximately 92 vph which exceeds the minimum of 53 vph required. Another alternative

commonly used to estimate the 8th highest hour is to use 55% of the PM peak hour as the 8th highest hour. Using this estimation, the 8th highest hour would have a volume of approximately 74 vph which would also exceed the minimum of 53 vph required.

Thus, there would be further justification to install a traffic signal at the main entrance on Bryan Road in conjunction with the proposed grocery store as it would facilitate the development of the additional three outltos. It is recommended that the traffic signal design and construction accommodate the ultimate build-out of the intersection so as to avoid having to relocate the signal equipment in the future. In addition, the traffic signal should be coordinated with the adjacent signals along Bryan Road.

Operating Conditions: The study intersections were re-evaluated using the methodologies described in the February 2016 Traffic Study. **Table 2** summarizes the results of this analysis, which reflects the existing and updated forecasted operating conditions and average delay for the study intersections during the weekday AM and PM peak hours. It is important to note that the forecasted analyses do reflect the proposed right-turn lanes on Bryan Road at the two site drive, as well as the recommended westbound right-turn lane on Feise Road at the east site drive. The forecasted analyses also reflect the installation of a traffic signal at the main access on Bryan Road.

Also shown in the table is the average (50th percentile) and 95th percentile queues estimated from Synchro for the eastbound approach of Feise Road at Bryan Road and the southbound approach of Bryan Road at Feise Road in order to assess the potential for the queues to block the site drives.

As shown in the table, the signalized intersection of Bryan Road and Feise Road currently operates at overall LOS C during the AM peak hour and is expected to continue to operate at overall LOS C following the build-out of the 16 +/- acre area plan with minor increases in delay. Similarly, the signalized intersection of Bryan Road and Feise Road currently operates at overall LOS E during the PM peak hour and is expected to continue to operate at overall LOS E following the build-out of the 16 +/- acre area plan with minor increases in delay.

Although the proposed developments will have fairly minor impacts at the Bryan Road and Feise Road intersection, it is acknowledged that the intersection currently operates at less than desirable levels of service (i.e. LOS D or better is considered acceptable). Further review of the operations found that the intersection would benefit from a longer cycle length. As discussed in the February 2016 Traffic Study, the intersection is part of a coordinated traffic signal system along Bryan Road which operates on a 100 second cycle during the AM and PM peak hour. However, the natural cycle length for the intersection of Bryan Road and Feise Road is approximately 135 to 145 seconds during the PM peak hour. If the cycle length was increased to approximately 140 seconds during the PM peak hour, the overall operations would improve from LOS E with approximately 67 seconds of delay per vehicle on average to LOS D with approximately 43 seconds of delay per vehicle on average for the forecasted conditions.

Table 2: Operating Conditions Summary – Revised to include the Three Outlots

Intersection / Approach	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Existing Conditions	Forecasted Conditions	Existing Conditions	Forecasted Conditions
Bryan Road and Feise Road (Signalized)				
Eastbound Feise Road Approach	C (30.1)	D (35.9)	C (32.3)	C (31.3)
EB Average Queue EB 95th Queue	125' Left 180' Left	125' Left 180' Left	115' Thru 165' Thru	125' Thru 185' Thru
Westbound Feise Road Approach	C (31.3)	D (39.3)	C (30.2)	C (33.3)
Northbound Bryan Road Approach	C (28.4)	C (27.0)	F (106.2)	F (119.2)
Southbound Bryan Road Approach	C (22.2)	C (26.3)	C (27.7)	C (29.5)
SB Average Queue SB 95th Queue	305' Thru 405' Thru	315' Thru 425' Thru	305' Thru 395' Thru	190' Thru 330' Thru
Overall	*C (26.6)*	*C (29.7)*	*E (61.4)*	*E (66.8)*
Bryan Road and Site Drive (RIRO Only)				
Eastbound Site Drive Right-Turn		C (16.0)		C (21.5)
Bryan Road and North Site Drive (Proposed Signal)				
Eastbound Site Drive Approach		C (32.8)		D (41.6)
Northbound Bryan Road Approach		A (2.1)		A (4.9)
Southbound Bryan Road Approach		A (8.2)		B (12.5)
Overall		*A (6.1)*		*B (10.3)*
Feise Road and Site Drive (3/4 access - Side-Street STOP)				
Eastbound Feise Road Left-Turn		A (8.3)		A (9.5)
Westbound Feise Road Approach		*Free Flow*		*Free Flow*
Southbound Site Drive Right-Turn		B (10.2)		B (12.6)
Feise Road and Site Drive/Mt. Helena Lane (Side-Street STOP)				
Eastbound Feise Road Left-Turn		A (8.1)		A (9.1)
Westbound Feise Road Left-Turn		A (8.4)		A (8.3)
Northbound Mt. Helena Lane Approach		B (12.5)		B (13.4)
Southbound Site Drive Approach		B (12.2)		C (16.6)

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

Given the fairly recent opening of the Page Avenue extension and the changes in the traffic patterns in the area, it is likely that the signal system along Bryan Road would benefit from a retiming project. It should also be noted, that the HR Green traffic study for the overall Bopp property recommends dual left-turn lanes on all approaches at the Bryan Road and Feise Road

intersection as an ultimate condition. As such, additional right-of-way may be necessary along Bryan Road and Feise Road to accommodate the ultimate design.

The 95th percentile queue for the southbound approach of Bryan Road at the traffic signal is currently estimated between 395 and 405 feet with average queues of 305 feet. With the addition of the proposed development, the forecasted queues would increase slightly with the 95th percentile queue estimated between 330 and 425 feet and the average queue between 190 and 315 feet. The RIRO drive is approximately 360 feet from the southbound Bryan Road stop bar, as such, the RIRO drive could occasionally be blocked by southbound queues on Bryan Road; however, since left-turns are not allowed at the intersection, the queues would not be a significant cause for concern. The southbound queues would not impact the main full access approximately 900 feet north of the signal.

The 95th percentile queue for the eastbound approach of Feise Road at the traffic signal is currently estimated between 165 and 180 feet with average queues between 115 and 125 feet. With the addition of the proposed development, the forecasted queues would increase slightly with the 95th percentile queue estimated between 180 and 185 feet and an average queue of 125. The east site drive is approximately 235 feet from the eastbound Feise Road stop bar, as such, the drive is not expected to be blocked by eastbound queues on Feise Road; however, since exiting left-turns are not allowed at the intersection and a separate left-turn is provided on Feise Road, the queues would not be a significant cause for concern. The eastbound queues would not impact the main full access approximately 600 feet west of the signal.

It is important to note that the 2013 HR Green traffic study for the overall Bopp property found that the eastbound queues on Feise Road at the signal would consistently extend past the first site drive and recommended that the east site drive be restricted to RIRO. Therefore, the east site drive may be further restricted from the currently proposed right-in/right-out/left-in to RIRO only as the traffic volumes in the area increase.

As shown in the table, all of the site driveways are forecasted to operate at overall acceptable levels of service during the peak hours with the proposed new traffic signal at the main entrance on Bryan Road forecasted to operate at overall LOS B or better during the peak hours.

SUMMARY

CBB completed the preceding addendum to the February 2016 Traffic Study to address the cumulative traffic impacts associated with the proposed development of a grocery store with fueling station and the three future outlots located in the northwest quadrant of the intersection of Bryan Road and Feise Road in Dardenne Prairie, Missouri.

Consistent with the overall Bopp property traffic study, access to the development tract is proposed via four curb cuts; a full access drive and a RIRO drive onto Bryan Road, as well as a full access drive and a right-in/right-out/left-in drive onto Feise Road.

In conjunction with the proposed development, separate right-turns lanes would be provided at the two proposed site drives on Bryan Road, as well as the proposed east site drive on Feise Road. In addition, a new traffic signal would be constructed the main entrance on Bryan Road which is also consistent with the 2013 HR Green traffic study.

The intersection of Bryan Road and Feise Road currently operates at overall LOS C during the AM peak hour and is expected to continue to operate at overall LOS C following the build-out of the 16 +/- acre area plan with minor increases in delay. Similarly, the signalized intersection of Bryan Road and Feise Road currently operates at overall LOS E during the PM peak hour and is expected to continue to operate at overall LOS E following the build-out of the 16 +/- acre area plan with minor increases in delay.

Although the proposed developments will have minimal impacts at the Bryan Road and Feise Road intersection, it is acknowledged that the intersection currently operates at less than desirable levels of service during the PM peak hour. Further review of the operations found that the intersection would benefit significantly from a longer cycle length. Given the fairly recent opening of the Page Avenue extension and the changes in the traffic patterns in the area, it is likely that the signal system along Bryan Road would benefit from a retiming project.

All of the unsignalized site driveways are forecasted to operate at overall acceptable levels of service during the peak hours with the proposed new traffic signal at the main entrance on Bryan Road forecasted to operate at overall LOS B or better during the peak hours.

Ultimately, the 2013 HR Green traffic study for the overall Bopp property recommends a traffic signal at this main access on Bryan Road with dual northbound left-turns into the site and dual eastbound left-turns exiting the site. However, the proposed configuration of a single northbound left-turn on Bryan Road into the site, a separate southbound right-turn on Bryan Road and a separate left-turn with a shared through and right-turn lane exiting the development site is appropriate for the build-out of the 16 +/- acre area plan. However, it is recommended that the traffic signal design and construction accommodate the ultimate build-out of the intersection so as to avoid having to modify or relocate the signal equipment in the

future. In addition, the traffic signal should be coordinated with the adjacent signals along Bryan Road.

We trust that this traffic study addendum adequately describes the forecasted traffic conditions that should be expected in the vicinity of the proposed Cora Marie's Marketplace in Dardenne Prairie, Missouri. If additional information is desired, please feel free to contact me at 314-878-6644, extension 41 or swhite@cbbtraffic.com.

Sincerely,

Shawn Derai White, P.E., PTOE
Associate - Senior Traffic Engineer

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CERTIFIED-FILED FOR RECORD
Barbara J. Hall
Recorder of Deeds
St. Charles County, MO
BY: Paula Goodrich

Feise Road, St. Charles County, Parcel Number 21
Federal Project Number STP-5575(620)

ATC 25920

GENERAL WARRANTY DEED

This Indenture, made this 21st day of July, 2003, is by and between Pinnacle Pointe Homeowners Association, Grantor, party of the first part (hereafter: party of the first part, Grantor, or Owner), and ST. CHARLES COUNTY, MISSOURI, Grantee, party of the second part (hereafter: party of the second part, Grantee, or County), whose address is: 201 N. Second St., Rm. 429, St. Charles, Mo., 63301.

WITNESSETH: that party of the first part, in consideration of the sum of Six Hundred One and 80/100 Dollars ($601.80) and other valuable consideration, to it paid by the party of the second part, the receipt and sufficiency of which are hereby acknowledged, does by these presents, GRANT, BARGAIN AND SELL, CONVEY AND CONFIRM unto the party of the second part, its successors and assigns, the following-described parcel or parcels of land lying, being, and situate in the County of St. Charles, State of Missouri, to-wit:

A. All right title and interest within the following described tract of land located in St. Charles County, Missouri:

A tract of land being part of Section 1, Township 46 North, Range 2 East, St. Charles County, Missouri, said tract being more particularly described as follows:

BEGINNING at the northeast corner of the common ground and utility easement "B" as shown on "PINNACLE POINTE PLAT ONE", a subdivision on file in Plat Book 31, Pages 382 and 383 of the St. Charles County, Missouri Recorder of Deeds Office; thence South 00°19'45" West along the east line of said common ground, being also the west right-of-way line of Bryan Road, 21.17 feet; thence North 44°46'42" West, 29.89 feet; thence South 89°53'09" East along the north line of said common ground, being also the south right-of-way line of Feise Road, 21.17 feet to the POINT OF BEGINNING, said tract containing 224 square feet more or less.

B. Also a temporary construction easement in Owner's property containing approximately 749 square feet, more fully described as follows:

COMMENCING at the northeast corner of the aforementioned tract of land; thence South 00°19'45" West along the west right-of-way line of Bryan Road, 21.17 feet to the POINT OF BEGINNING of the easement herein described; thence continuing South 00°19'45" West along said right-of-way line, 28.83 feet; thence North 89°53'09" West, 5.00 feet; thence North 00°19'45" East, 26.77 feet; thence North 44°46'42" West, 25.73 feet; thence North 89°53'19" West, 93.15 feet; thence North 00°06'51" East along the west line of said common ground, 5.00 feet; thence South 89°53'09" East along the south right-of-way line of Feise Road, 95.23; thence South 44°46'42" East, 29.89 feet to the POINT OF BEGINNING.

Said described tract is to provide for the construction of improvements to Feise Road under County's Road Improvement Project, and for associated grading and improvement of a slope and the County seeks only a temporary easement for these purposes. Upon completion of the contemplated improvement to Feise Road, associated grading and improvement of the slope, and restoration of the lands surface as specified by the County, the Owner shall have full, free and uninterrupted use and possession of said tract;

SUBJECT TO: (a) easements, restrictions, reservations, and other agreements and matters of record, if any; (b) taxes and assessments, general and special, not now due and payable; and (c) rights of the public in and to the parts thereof in streets, roads, or alleys; and any special conditions provided herein: NONE

TO HAVE AND TO HOLD, The described premises, with all and singular the rights, privileges, appurtenances, and immunities thereto belonging or in any way appertaining, unto the party of the second part and unto its successors and assigns forever, the party of the first part hereby covenanting:

1. That it is lawfully seized of an indefeasible estate in fee in the premises herein conveyed;

2. That it has good right to convey the same;

3. That the premises are free and clear from any encumbrance done or suffered by it or those under whom it claims except as set forth herein; and

4. That party of the first part will warrant and defend the title of the premises unto the part of the second part and unto its successors and assigns forever, against the lawful claims and demands of all persons, except as set forth herein.

Special Provision: 1) Any area that is disturbed as the result of construction of the Feise Road Project, will be sodden at the completion of the project.

IN WITNESS WHEREOF, the party of the first part has caused these presents to be signed as of the day and year first above written.

By: Ruth Ann Nyemetz - TRUSTEE
Pinnacle Pointe Homeowners Association

Randall Earp - TRUSTEE
Pinnacle Pointe Homeowners Association

CORPORATE SEAL

ACKNOWLEDGEMENT BY CORPORATION

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

On this 21st day of July, 2003 before me appeared Ruth Ann Nyemetz and Randy Earp, personally known to me, who being by me duly sworn, did say that they are the Trustees of Pinnacle Pointe Homeowners Association and that said instrument was signed and sealed on behalf of said corporation by authority of its board of directors, and that he/she acknowledged said instrument to be the free act and deed of said Pinnacle Pointe Homeowners Association and that it was executed for the consideration stated therein and no other.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal in the county and state aforesaid the day and year written above.

Notary Public Kevin C. Cleary

My Commission Expires: 11-18-03

KEVIN C. CLEARY
Notary Public – Notary Seal
State of Missouri
County of St. Charles
My Commission Expires Nov 18, 2003

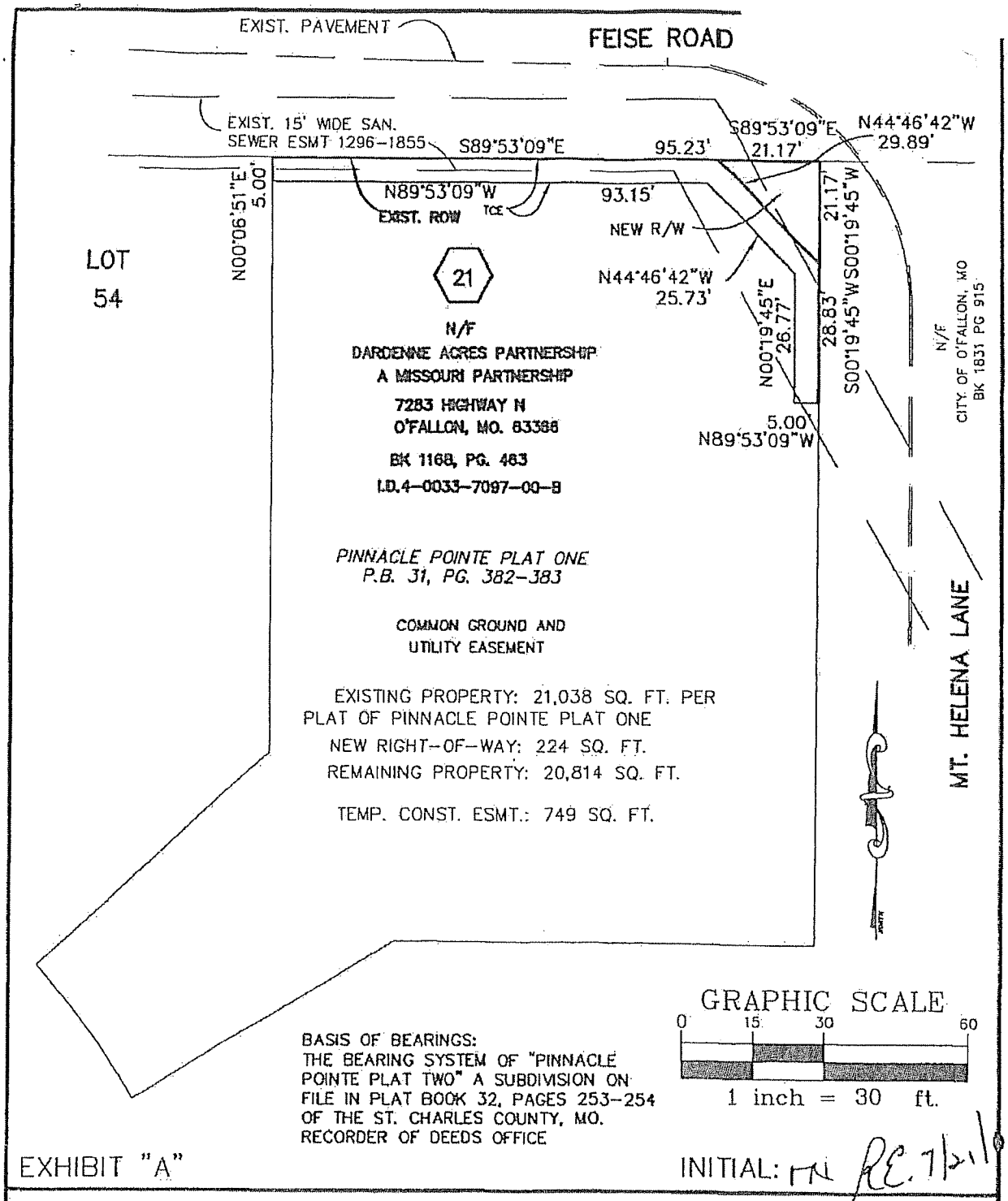

EXHIBIT "A"

INITIAL: PN RE. 7/21/03

PART OF SECTION 1, T. 46 N., R. 2 E., ST. CHARLES COUNTY, MO.

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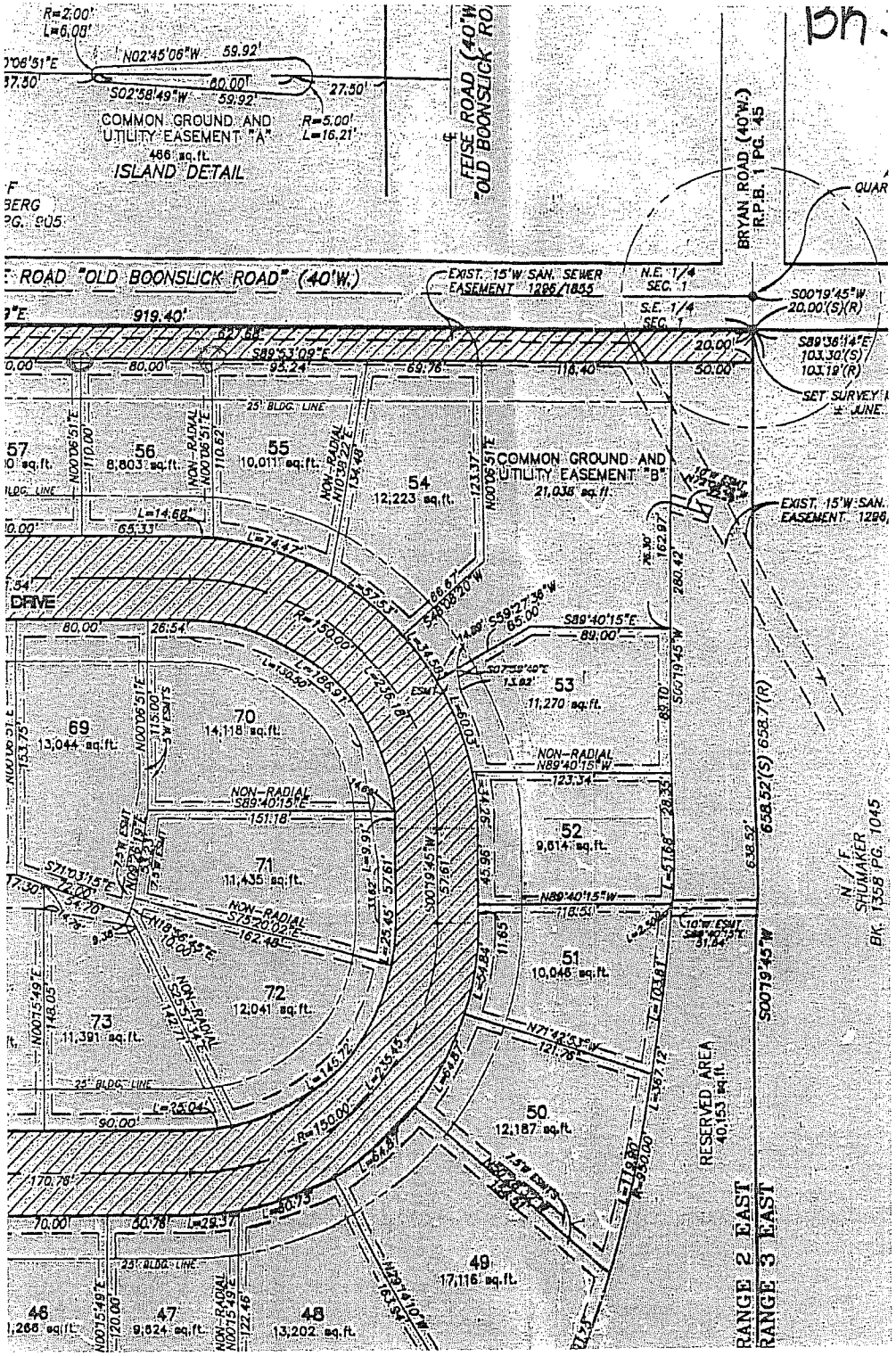
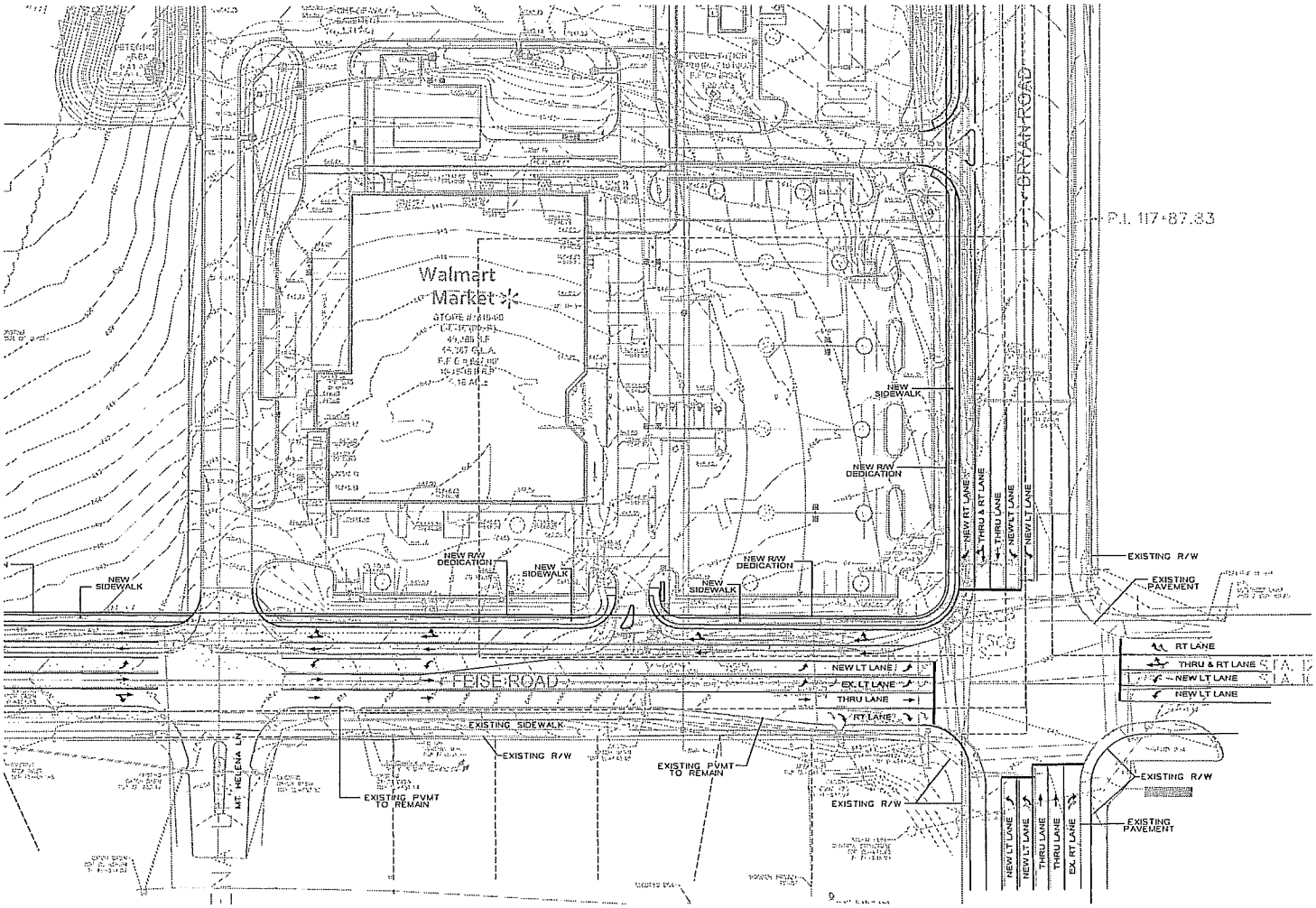
REV. 02-19-02


COMMON GROUND AND UTILITY EASEMENT "A"
486 sq.ft.
ISLAND DETAIL
FEISE ROAD (40'W.) "OLD BOONSLICK RO
BRYAN ROAD (40'W.) R.P.B. 1 PG. 45
ROAD "OLD BOONSLICK ROAD" (40'W.)
EXIST. 15'W SAN. SEWER EASEMENT 1286/1855
N.E. 1/4 SEC. 1
S.E. 1/4 SEC. 1
COMMON GROUND AND UTILITY EASEMENT "B"
21,038 sq.ft.
RESERVED AREA
40,153 sq.ft.
N/F SHUMAKER BK. 1358 PG. 1045
RANGE 2 EAST
RANGE 3 EAST


Walmart
Market
BRYAN ROAD
P.I. 117+87.83
NEW SIDEWALK
NEW R/W DEDICATION
NEW RT LANE
THRU & RT LANE
THRU LANE
NEW LT LANE
EXISTING R/W
EXISTING PAVEMENT
RT LANE
THRU & RT LANE
NEW LT LANE
EX. LT LANE
THRU LANE
RT LANE
FEISE ROAD
EXISTING SIDEWALK
EXISTING R/W
EXISTING PVMT TO REMAIN
MT. HELENA LN
EX. RT LANE

RBA FORM (OFFICE USE)
MEETING DATE: **December 16, 2015**
Regular ( ) Work Session (X)
ATTACHMENT: YES (X) NO ( )
Contract ( ) Ordinance ( ) Other (X)

Request for Board Action
By: Mayor ZUCKER

- **Description:**
  Shall Dardenne Prairie host the Salvation Army Tree of Lights Ceremony in 2016?

- **Recommendation: Staff – Approve ( ) Disapprove ( )**

- Summary/Explanation: For several years the City of Dardenne Prairie has hosted Western St. Charles County kick-off for the Salvation Army's Tree of Lights fundraising campaign, usually on the Saturday prior to Thanksgiving.
- The SA wants to know if we will be doing so again in 2016 (See Attachment)
- My impression is that the ceremony is attended by the children who play in the band and who sing in the school choirs and their parents. Beyond those folks it is unclear who among the general public comes to see the event.
- At the workshop meeting I will provide budget reports for the past 2 years to give you an idea of the cost and the degree of support from sponsors.
- We budgeted for this event in our 2016 budget.
- It is unclear to me what contribution to the SA this event provides.
- Providing a venue for elementary school kids to perform Christmas songs is a positive contribution to the community.
- I request the BOA indicate its support for another TOL ceremony in 2016 so I can inform the Salvation Army by April 25 at its TOL organizational meeting.

- Budget Impact: TBD.

David Zucker

From: Vicki_White@usc.salvationarmy.org
Sent: Wednesday, April 06, 2016 10:14 AM
To: David Zucker
Subject: The Salvation Army--St. Charles County 2016 Tree of Lights Committee

Importance: High

Mayor Zucker,

Below is information about our first 2016 Tree of Lights Committee meeting. We would like to have a Dardenne Prairie City representative on the Committee, be that you or someone you appoint.

Are you planning on holding the Dardenne Prairie Tree Lighting in 2016? If so, The Salvation Army would honored to be a part of it once again. Thank you.--Vicki

2016 Salvation Army Tree of Lights Committee Meeting

April 25, 2016
Noon-1:00 PM
St. Charles County Library
Middendorf-Kredell Branch
Room B
2750 Hwy K
O'Fallon, MO 63368
636-978-7926

Hope to see you there. Please RSVP so I know how many to expect.--Vicki

Vicki White, CFRE
The Salvation Army
St. Charles County
Regional Development Manager
(314) 606-7847 Cell
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