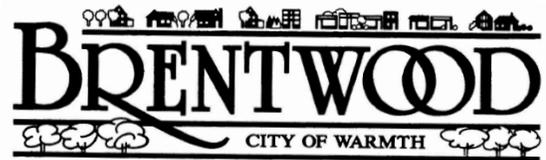


**CHAPTER 353 DEVELOPMENT PLAN
MANCHESTER ROAD FLOOD MITIGATION AREA
BRENTWOOD REDEVELOPMENT CORPORATION**



CITY OF BRENTWOOD, MISSOURI



May 4, 2018

PGAV PLANNERS LLC

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SECTION 1 INTRODUCTION

PURPOSE OF THE PLAN

This document constitutes the Development Plan for an area of approximately 91.3 acres, consisting of 91 parcels (“the Area”) along both sides of Manchester Road, between Hanley Road on the east, and parcels fronting the eastern side of Brazeau Avenue and the western side of Mary Avenue on the west. On the south, the boundary generally extends to the southern City limits and the Union Pacific Railroad. The northern boundary generally follows the rear lot lines of the commercial properties that front the north side of Manchester Road. A map entitled **Plate 1, Redevelopment Area Boundary** and a legal description of the Area are attached in the **Appendix. Plate 2, entitled Parcel Locator**, also located in the **Appendix** numbers each parcel for purposes of identifying the parcel in the list of parcels shown in **Table 1, entitled Manchester Corridor Flood Mitigation Area Parcel Data**, which follows the map in the **Appendix**. This table shows the parcel number corresponding to the map, the St. Louis County Parcel Identification Number, the property owner name and address and the most recent (2017) equalized assessed valuation for the parcel.

The Brentwood Redevelopment Corporation has been established in accordance with the requirements of Urban Redevelopment Corporations Law, Sections 353.010 – 353.190 (Chapter “353”) of the Revised Statutes of Missouri, as amended (“RSMo”) and City Ordinance 4302 to act as the “Developer”. The Developer, an entity of the City will act as a “master developer” initially for purposes of land acquisition necessary to carry out the Redevelopment Project as described herein. It is intended that this entity will transfer development rights and property tax abatement to subsequent developers established in accordance with the requirements of Chapter 353 and Ordinance 4302 according to the redevelopment project as described in **Section 3** of this report and tax abatement as set forth in **Section 4** of this report.

The Area contains a variety of retail, industrial, office and service commercial, and a few single-family and multi-family residential uses. However, light industrial and commercial use constitute more than 90 percent of Area uses. The majority of the 91 buildings in the Area, 92%, are thirty-five years old or older, with an average age of 58 years. Over the years, including twice in recent years, the Area has experienced flooding after major precipitation events. In fact, since 1957, the Area flooded 26 times. This history contributed to the Area’s current deteriorated condition.

The City of Brentwood retained PGAV PLANNERS LLC (PGAV) to conduct a qualifications analysis of the Area to determine if it qualifies as a “Blighted Area” pursuant to Chapter 353. A report resulting from on-site investigation of the Area conducted by PGAV on February 14 and 16, 2017, and a similar investigation on March 13, 2018, concluded that the Area meets the qualifications for a Blighted Area. This document has been reviewed and approved by the Brentwood Redevelopment Corporation and is the basis for the Redevelopment Corporation’s (acting as the “Developer”) submission of this Development

Plan. This Development Plan is in conformance with the Manchester Road component of the City's Comprehensive Plan. The central and east components of the Comprehensive Plan document provide an "Area Improvement Plan" that is consistent with the Development Plan concepts discussed herein.

This Development Plan has a numbers of goals and objectives that are intended to act in concert with three significant projects that the City is undertaking in conjunction with the Missouri Department of Transportation (MODOT) and Great Rivers Greenway for the Manchester Corridor.

- The City's principal project is an approximately \$50 million investment over several years that will provide major mitigation of the frequent flooding of the eastern portion of the Manchester Corridor that extends west from Hanley Road. The Developer will assist the City with property acquisition for parcels needed for the flood control project.
- MODOT is in the final design stages of major improvements along the entire Manchester Road corridor, which are intended to improve property access, provide curbing and sidewalk improvements, and in conjunction with the City and this Development Plan, provide streetscape improvements and implement building and site design standards.
- In cooperation with Great Rivers Greenway, the City will assist in the implementation of extensions to the existing regional trail system through the Area.
- The City will use the Developer as a vehicle to solicit proposals from other developers to redevelop the properties in the Area in accordance with the vision outlined in the City's Comprehensive Plan.

PROVISIONS OF CHAPTER 353

The Missouri General Assembly adopted the Urban Redevelopment Corporations Law, Chapter 353, in 1943. The law is often referred to simply as "Chapter 353". Chapter 353 allows cities and counties to:

1. Identify and designate redevelopment areas that qualify as "Blighted Areas";
2. Adopt a development plan that designates an area in need of redevelopment and states the objectives to be attained and the redevelopment project to be undertaken;
3. Approve a redevelopment project for implementation of such development plan; and
4. Utilize the tools set forth in Chapter 353, including tax abatement, to assist in reducing or eliminating those factors and conditions that cause the area to qualify as a "Blighted Area" through the completion of a redevelopment project.

This Development Plan describes the Redevelopment Project for the Area and provides information as required by Chapter 353.

SECTION 2 REDEVELOPMENT AREA

As noted in Section 1, the Area consists of approximately 91.3 acres and 91 parcels (“the Area”) along both sides of Manchester Road between Hanley Road on the east and parcels fronting the eastern side of Brazeau Avenue and the western side of Mary Avenue on the west. The southern boundary generally extends to the southern City limits and the Union Pacific Railroad. The northern boundary generally follows the rear lot lines of the commercial properties that front the north side of Manchester Road. A map entitled **Plate 1, Redevelopment Area Boundary**, and a legal description of the Area are attached in the **Appendix. Plate 2, entitled Parcel Locator**, located in the **Appendix**, numbers each parcel for purposes of identifying the parcel in the list of parcels shown in **Table 1, entitled Manchester Corridor Flood Mitigation Area Parcel Data**, which follows the map in the **Appendix**. The current land use of the Area and adjacent properties are shown on **Plate 3– Existing Land Use**, also located in the **Appendix**.

The Qualifications Analysis report that is the basis for the Area’s designation as a Chapter 353 Area contains clear evidence that the Area meets the “blighted area” requirements for designation as a Chapter 353 Area by indicating the preponderance of blighting factors within the Area and identifying that every parcel has at least one qualifying factor. As summarized in the report, the blighting factors based on the 91 parcels within the Area are as follows:

- 76% of the parcels contain buildings that are 35 years old or older, and, as noted earlier in this report, 92% of the buildings are 35 years old or older with the average building age being 58 years;
- 58% of the parcels demonstrate either obsolete platting or buildings that are obsolete in the current commercial or light industrial building real estate market;
- 51% of the parcels demonstrate inadequate or outmoded design based on parcel size, shape, building design, and/or extended vacancy;
- 44% of the buildings and/or site improvements show evidence of physical deterioration ranging from minor to extensive conditions;
- Because of the repeated exposure to flooding and certain health hazards related thereto, 87% of the parcels demonstrate this factor, and are therefore a social liability; and
- 55% of the parcels represent an economic liability due to a decline in equalized assessed value and/or vacancy.

The data shows how the area meets the Chapter 353 criteria for qualifying as a blighted area. However, as noted in the “Introduction” section of this report, Section 353.020(1) of Chapter 353 does not require all buildings and improvements to be blighted if their inclusion in an area is required for effective clearance, replanning, reconstruction, or rehabilitation of the area. Therefore, the data as presented in this report supports a finding that the Area, on the whole, is a “blighted area,” as is defined in the Chapter 353. The Area meets the requirements for a blighted area, exhibiting factors including, but not limited to:

- Age;
- Obsolescence;
- Inadequate and Outmoded Design;
- Physical Deterioration; and,
- Other economic and environmental conditions that represent social and economic liabilities to the City, the taxing districts, and the various property owners.

The report containing the analysis of these conditions entitled *Analysis for Designation of the Manchester Road Flood Mitigation Area as a Blighted Area Under the Provisions of Chapter 353*, dated April 5, 2018, conducted by PGAV is cited herein by reference. Copies have been provided to City officials and the Developer and are provided for review on the City's website.

SECTION 3 REDEVELOPMENT PROJECT

PROJECT DESCRIPTION

The Developer's initial efforts will support the land acquisition associated with the properties needed for implementing the flood control mitigation project. As noted in Section 1, this Development Plan has a number of goals and objectives that are intended to act in concert with three significant projects that the City is undertaking in conjunction with MODOT and Great Rivers Greenway for the Manchester Corridor.

- The City's principal project is a \$50 million investment over several years that will provide major mitigation of the frequent flooding of the eastern portion of the Manchester Corridor that extends west from Hanley Road. The Developer will assist the City with property acquisition for parcels needed for the flood control project. Preliminary engineering design for this project has been completed and the City has requested proposals for final design services. The City has initiated land acquisition activities and intends to have properties held by the City or the Developer until construction is ready to begin (presently estimated to occur in 2020).
- MODOT is in the final design stages of major improvements along the entire Manchester corridor, which are intended to improve property access, provide curbing and sidewalk improvements, construct a new bridge at the Manchester/Hanley intersection and, in conjunction with the City and this Development Plan, provide streetscape improvements and implement building and site design standards. MODOT is intending to begin construction of the project in 2020.
- In cooperation with Great Rivers Greenway, the City will assist in the implementation of extensions to the existing regional trail system through the Area.
- The Developer acts as a vehicle to solicit proposals from other developers to redevelop the properties in the Area in accordance with the vision outlined in the *Brentwood 20/20 Comprehensive Plan* dated April 2018 and as generally identified in this Development Plan. The applicable sections of the Brentwood 20/20 Comprehensive Plan are provided at the end of the **Appendix**.

Plates 4A and 4B, entitled **Redevelopment Projects**, in the **Appendix**, depict the focus of the portions of the Area that the Developer will assist the City in implementing. These might also be described as sub-projects within the scope of the overarching Redevelopment Project that is the combination of these components. Plate 4 depicts the following:

- The general location of the properties of interest for land acquisition in the flood mitigation project. This includes parcels that will be acquired by the City or by the Developer with City funds for construction of the drainage channel and water storage/detention areas, along with parcels that may be needed for temporary construction and future maintenance easements. The parcels involved will be

subject to change pending completion of the final design. While these parcels may be acquired by the Developer, they will ultimately be held by the City, subject to certain maintenance agreements with the Metropolitan Saint Louis Sewer District.

- The general location of parcels associated with the MODOT improvements to Manchester Road are shown for reference, even though it is not anticipated that the Developer will have a role in acquisition of property or construction easements associated with this project. However, the Developer may have a role in implementing redevelopment projects along this corridor through solicitation of proposals from other developers, and review and analysis of those proposals as a precedent to Board of Aldermen approval of any such project.
- The general location of trail improvements to be carried out by Great Rivers Greenway and certain associated park improvements to be carried out by the City. In some instances, these improvements will have overlap or adjacency with the properties related to the flood mitigation project wherein the Developer may act as the property acquisition agent.
- The “development/redevelopment opportunity areas” as identified in the City’s Comprehensive Plan or as may be identified through subsequent City planning efforts. These are areas that represent opportunities for parcel consolidation and redevelopment and where interest in such redevelopment is anticipated to increase as a result of the elimination of the recurrent flooding threats. The Developer may have two principal roles in this component of the Redevelopment Project. The primary role will be to solicit and coordinate proposals from other developers, who would carry out the individual building construction. This would include the review and potential recommendation of requests for approval of real property tax abatement, and may also include review of third party developer proposals. A secondary role may involve the acquisition of property to enable any such redevelopment project. Since these will be projects initiated by private development entities, the projects will be subject to development proposals and plans submitted to the Developer in compliance with the requirements of Ordinance 4302, or any successor ordinance.

PROJECT CONSTRUCTION AND COST

A preliminary project cost budget has been prepared by the City’s engineering (ch2m) and project management (Navigate Building Solutions) consultants, and is provided on two tables in the following text discussion. This budget relates only to the City’s implementation costs for the flood mitigation, Great Rivers Greenway, and Manchester Road components of the overall Redevelopment Project. It should be noted that *this budget will change as final designs for these projects are completed*. In addition, other sources of funding may be identified as the project progresses, which may further alter the budget. Furthermore, final design for these projects must be completed before most private developer projects can be initiated within portions of “opportunity areas” as identified by the Comprehensive Plan; since design elements of these redevelopment projects may affect properties available for redevelopment. When those design elements are

completed (anticipated in late 2018 or early 2019), the Developer may be asked by the City to solicit development proposals from private developers and/or existing property owners.

The tables present the cost in two phases. The table below represents the Phase I project components that are part of the City’s costs already identified and approved under the Certificates of Participation (COP) funding vehicle. The largest cost is the first phase of the Deer Creek Flood Mitigation effort. The preliminary engineering design for these improvements are complete with final engineering design to begin in June of 2018 and construction to begin in 2019. This work provides flood mitigation for the critical area of concern along Manchester Road and addresses the majority of flooding in the project area. The secondary benefit of this effort is the potential redevelopment of properties now impacted by frequent flooding. The reuse/redevelopment potential of this corridor represents a substantial economic development benefit to the City along a major commercial corridor that now has little reuse potential. The Manchester Road Improvements costs that are part of Phase I are related to streetscape enhancements and related property and street access components that are desired by the City and that are additive to the improvements to be constructed by MODOT. These are activities that must be completed prior to MODOT’s expected 2020 beginning of construction for their improvements.

**Manchester Road Flood Mitigation Development Plan
 Manchester Renewal - COP Program Budget¹**

Deer Creek Flood Mitigation - Phase 1	\$31,725,000
(Property Acquisitions, Design, Engineering, Construction, Legal Fees, Project Management Fees, Permit Fees, Geotechnical, Surveys)	
GRG Connector	\$0
Manchester Road Improvements W/ Cost Share Reduction	\$7,500,000
(Property Acquisitions, Design, Engineering, Construction (except burying of conduits, Hanley Road, and High School Drive Monuments), Legal Fees, Project Management Fees, Permit Fees, Geotechnical, Surveys)	
Grand Total	\$39,225,000

¹ Budget provided by Navigate Building Solutions

The second table on the next page represents future project elements (Phase II) for which preliminary design and costs have been determined. However, these project elements have do not have all funding sources identified and their construction will be dependent on identifying those sources. Again the largest project cost is for the second phase of the Deer Creek Flood Mitigation project. While the majority of flooding will be mitigated with Phase I improvements, Phase 2 provides flood mitigation for areas within the City of Brentwood east of Mercantile Drive, South of Manchester Road, and along Deer Creek and Black Creek. The water surface elevation of Black Creek at the Manchester Road crossing for the 100-year storm event decreases by 0.93 feet following completion of Phase 2. Its principal benefit to Brentwood will be

creating flood-free properties within the City that will be prime for redevelopment and provide the economic development benefits. In Phase II the second largest cost are those associated with the Great River Greenway (GRG) Connector trail project. These are costs not being funded by GRG and relate to enhancements that are desired by the City. The Manchester Road Improvement cost in Phase II are further enhancements to the MODOT project that are desired by the City.

**Manchester Road Flood Mitigation Development Plan
 Manchester Renewal - Additional Funding Program Budget¹**

Deer Creek Flood Mitigation - Phase 2	\$22,700,000
(Property Acquisitions, Design, Engineering, Construction, Legal Fees, Project Management Fees, Permit Fees, Geotechnical, Surveys)	
GRG Connector	\$10,600,000
(Property Acquisitions, Design, Engineering, Construction, Legal Fees, Project Management Fees, Permit Fees, Geotechnical, Surveys)	
Manchester Road Improvements W/ Cost Share Reduction	\$4,000,000
(Burying Of Conduits, Hanley Road and High School Drive Monuments)	
Grand Total	\$37,300,000

¹ Budget provided by Navigate Building Solutions

As noted at the outset of this section, the costs shown in both of these tables are based on extensive preliminary engineering and design. However, once final design efforts are completed, these costs will change. Also, project bidding will ultimately determine final costs. To the extent that engineering, design, land acquisition, and bidding processes yield cost savings for Phase I projects, elements of Phase II costs may be funded by the COPs and other funding sources identified in Phase I.

ACTIONS REQUIRED

Because the Developer is a City-created Chapter 353 Urban Redevelopment Corporation, its activities will be funded using City revenue sources. Initiation of the implementation of redevelopment project components will require allocation of City revenues for specific purposes, such as, the initial land acquisition activities, and will also be dependent upon the issuance of bonds or certificates of participation.

The Area is currently zoned largely in the City’s (GC) Commercial, along the north side of Manchester Road and east side of Mary Avenue. The portion of the Area south of Manchester Road, to the southern City limits, is zoned in the City (LID) light industrial zoning district. A small area north of Manchester Road at the Hanley Road intersection is zoned (PD) Planned Development. For implementation of the major Redevelopment Projects outlined above zoning changes are not anticipated to be necessary. However, as private redevelopment projects are proposed, zoning changes are likely to be required.

FINANCING

The Redevelopment Projects, as outlined in the preceding tables, are anticipated to be funded by a combination of sources, including; general obligation funds of the City via bond issues or certificates of participation, possible State and Federal grants, and contributions from MODOT, Great Rivers Greenway, and the Metropolitan St. Louis Sewer District. Based on current estimates, combined project costs are anticipated to total approximately \$80,400,000. Sources of financing for independent private redevelopment projects will likely include equity, construction debt, and long-term private financing provided by individual developers.

DEVELOPER

As previously noted, the Developer is a City-created entity incorporated in 2001, as the Brentwood Redevelopment Corporation by the City pursuant to Chapter 353. Its role is as a reviewing entity for development proposals submitted to the City for projects requesting assistance under the provisions of the Chapter 353 statute as well as property acquisition for redevelopment projects in the Area. It reviews and provides recommendations submitted to the Board of Aldermen for its review and further action. Alternatively, it may assume the role of “master” developer to assemble land that is necessary to implement projects that are larger in scope, and where one or more private development entities are expected to submit proposals in a larger redevelopment area, as is the case with the Development Plan, as proposed herein.

SECTION 4 TAX ABATEMENT

The Developer will not be engaged in development or redevelopment activities that can utilize property tax abatement, since these activities will involve publicly-owned properties and/or public works. Therefore, no tax abatement pursuant to the provisions of Chapter 353, Section 353.110 RSMo or Section 14 of City Ordinance No. 4302 (or any successor ordinance) is requested by the Developer or any other entity as a result of subsequent approval of this Development Plan by the Brentwood Board of Aldermen (if such approval occurs). Thus, no tax impact statement as required by Chapter 353, Section 353.110.3 RSMo or Section 11(b) of Ordinance No. 4302 (or any successor ordinance) is provided with this Development Plan.

Property tax abatement may be granted pursuant to a redevelopment agreement among the City and any private development entity. Granting tax abatement will be contingent upon submission of a development proposal and development plan by such entity subject to the statutory and ordinance provisions cited above. Any request for tax abatement will be submitted to the Developer for review and compliance with Ordinance 4302 and forwarded to the Board of Aldermen for their review and consideration and approval or denial.

SECTION 5 EMINENT DOMAIN AND RELOCATION

EMINENT DOMAIN

In order to carry out the Redevelopment Project, consisting of the component parts as provided for in this Development Plan, the Developer may request that the City initiate eminent domain proceedings on its behalf to acquire any property that it is unable to acquire via good faith negotiations. Any eminent domain proceeding will follow established legal standards and those set forth in Chapter 523 RSMo and City policy and procedure as set forth in Ordinance 3459. The Developer and the City may acquire the services of professional real estate brokerage persons or entities and/or special legal counsel to conduct these processes under their supervision.

RELOCATION

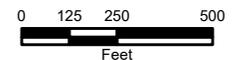
In conducting property acquisitions, the Developer (and the City) will be subject to the provisions of Chapter 523, Sections 523.200 through 523.215 RSMo, which establishes the minimum requirements for relocation assistance of displaced residents and businesses and the City's Ordinance 3459 that establishes relocation assistance requirements pursuant to Section 523.200-523.215 RSMo. If properties are acquired for a Redevelopment Project component, which involves Federal funding sources, then the acquisition and relocation will comply with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR, Part 24). The Developer and the City may acquire the services of professionals experienced in assisting the Developer, the City, and affected residents or businesses with relocation processes and needs.

APPENDIX



Plate 1 - Redevelopment Area Boundary

Manchester Road Flood Mitigation Development Plan
 Brentwood Redevelopment Corporation

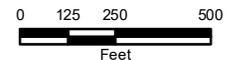


April 2018



Plate 2 - Parcel Locator

Manchester Road Flood Mitigation Development Plan
 Brentwood Redevelopment Corporation



April 2018

TABLE 1 - MANCHESTER CORRIDOR FLOOD MITIGATION AREA PARCEL DATA

Parcel Locator	County PIN	Property Address	Owner Name	Owner Address	Owner City	Owner State	Owner Zip Code	2017 EAV
1	21K240207	8627 MANCHESTER RD	BRENTWOOD CITYOF	8627 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ -
2	21K240208	8623 MANCHESTER RD	BRENTWOOD CITYOF	8623 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ -
3	21K240209	8615 MANCHESTER RD	8615 MANCHESTER LLC	8615 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ 85,050
4	21K240210	8611 MANCHESTER RD	KNIGHT NORMAN J	8623 FERNWOOD DR	COLUMBIA	IL	62236	\$ 48,480
5	21K240211	8603 MANCHESTER RD	MANCHESTER ROAD PROPERTY LLC	P O BOX 510032	SAINT LOUIS	MO	63151	\$ 112,120
6	21K240212	2652 RUTH AVE	RUSSO DEVELOPMENT LLC	P O BOX 510032	SAINT LOUIS	MO	63151	\$ 15,970
7	21K240213	2654 RUTH AVE	RUSSO DEVELOPMENT LLC	P O BOX 510032	SAINT LOUIS	MO	63151	\$ 190
8	21K240214	8515 MANCHESTER RD	BOTONIS PROPERTIES INC	3228 RIDGETOP VIEW DR	SAINT LOUIS	MO	63129	\$ 92,350
9	21K240215	8513 MANCHESTER RD	RUSSOS DEVELOPMENT LLC	P O BOX 510032	SAINT LOUIS	MO	63151	\$ 78,780
10	21K240216	8503 MANCHESTER RD	MONTILEONE PROPERTIES LLC	5228 SOUTH AVIEMORE DR	SPRINGFIELD	MO	65809	\$ 54,370
11	21K240217	8419 MANCHESTER RD	TESON LAND L L C	1620 TESON RD	HAZELWOOD	MO	63042	\$ 85,020
12	21K240218	8401 MANCHESTER RD	G&M GLASS & MIRROR L L C	8401 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ 119,230
13	21K240219	2661 SALEM RD	GEORGE MARTIN P	1901 W ADAMS AVE	SAINT LOUIS	MO	63122	\$ 100
14	21K240220	8307 MANCHESTER RD	8309 MANCHESTER L L C	1901 W ADAMS AVE	SAINT LOUIS	MO	63122	\$ 91,270
15	21K240221	8225 MANCHESTER RD	8225 MANCHESTER L L C	10256 MANCHESTER RD	SAINT LOUIS	MO	63122	\$ 53,760
16	21K240222	8209 MANCHESTER RD	RPM HOLDINGS LLC	12549 DAVANA DR	SAINT LOUIS	MO	63128	\$ 157,820
17	21K240223	8199 MANCHESTER RD	MACS CONVENIENCE STORES LLC	P O BOX 347	COLUMBUS	IN	47202	\$ 77,850
18	21K240224	8147 MANCHESTER RD	LAPLANTE HOLDINGS LLC	9517 SUNNY CREEK LN	SAINT LOUIS	MO	63127	\$ 66,520
19	21K240225	8143 MANCHESTER RD	LAND LOVERS LLC	2203 DEVONSBROOK DR	CHESTERFIELD	MO	63005	\$ 14,160
20	21K240226	2653 MELVIN AVE	K & G RENTAL PROPERTIES LLC	2043 HIAWATHA AVE	SAINT LOUIS	MO	63143	\$ 26,790
21	21K240227	8141 MANCHESTER RD	T & C REAL ESTATE LLC	8141 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ 35,580
22	21K240228	8135 MANCHESTER RD	BONHOMME INVESTMENT PARTNERS LLC	95 ARCO DR	SAINT CHARLES	MO	63303	\$ 33,800
23	21K240229	2652 MELVIN AVE	HANSEN & COLLINS INVESTMENTS LLC	2652 MELVIN AVE	SAINT LOUIS	MO	63144	\$ 38,020
24	21K240230	8131 MANCHESTER RD	B E JAM LLC	8131 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ 128,190
25	21K240231	8121 MANCHESTER RD	COMMERCIAL TRANSMISSION COMPANY	8111 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ 60,230
26	21K240232	8115 MANCHESTER RD	COMMERCIAL TRANSMISSION COMPANY	8111 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ 22,300
27	21K240233	8111 MANCHESTER RD	COMMERCIAL TRANSMISSION &ENGINE CO	8111 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ 56,000
28	21K240234	8109 MANCHESTER RD	COMMERCIAL TRANSMISSION COMPANY	8111 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ 66,210
29	21K240235	8077 MANCHESTER RD	BESTAR LLC	P O BOX 410842	SAINT LOUIS	MO	63141	\$ 340,800
30	21K240236	8075 MANCHESTER RD	SIMMONS FIRST NATIONAL BANK	P O BOX 7009	PINE BLUFF	AR	71611	\$ 110,400
31	21K240237	8071 MANCHESTER RD	TRUMAN BANK	8151 CLAYTON RD	SAINT LOUIS	MO	63117	\$ 255,940
32	21K240238	2948 S BRENTWOOD BLVD	DREWCO PROPERTY L L C	18107 LINDEN GROVE LN	GLENCOE	MO	63038	\$ 61,600
33	21K240239	2950 S BRENTWOOD BLVD	DREWCO PROPERTY L L C	18107 LINDEN GROVE LN	GLENCOE	MO	63038	\$ 53,190
34	21K240240	8734 SUBURBAN TRACKS ST	SUBURBAN TRACKS ASSOCIATES L L C	PO BOX 19706	SAINT LOUIS	MO	63144	\$ 226,490
35	21K240241	8722 SUBURBAN TRACKS ST	MTTA DEVELOPMENT INC	230 E JACKSON RD	SAINT LOUIS	MO	63119	\$ 41,470
36	21K240242	2916 BRAZEAU AVE	METROPOLITAN ST LOUIS SEWER DISTRICT THE	2350 MARKET ST	SAINT LOUIS	MO	63103	\$ -
37	21K240243	2914 BRAZEAU AVE	METROPOLITAN ST LOUIS SEWER DISTRICT THE	2350 MARKET ST	SAINT LOUIS	MO	63103	\$ -
38	21K240244	2908 BRAZEAU AVE	METROPOLITAN ST LOUIS SEWER DISTRICT THE	2350 MARKET ST	SAINT LOUIS	MO	63103	\$ -
39	21K240245	2904 BRAZEAU AVE	METROPOLITAN ST LOUIS SEWER DISTRICT	2350 MARKET ST	SAINT LOUIS	MO	63103	\$ -
40	21K240246	8704 E PENDLETON AVE	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	SAINT LOUIS	MO	63144	\$ -
41	21K240247	8702 E PENDLETON AVE	BRENTWOOD CITYOF	2346 BRENTWOOD BLVD	SAINT LOUIS	MO	63144	\$ -
42	21K240248	8723 E PENDLETON AVE	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	SAINT LOUIS	MO	63144	\$ -
43	21K240249	8736 BRENTSHIRE WALK	EXECUTIVE ASSOCIATES LIMITED	1423 S BIG BEND BLVD	SAINT LOUIS	MO	63117	\$ 228,000
44	21K240250	2805 MARY AVE	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	SAINT LOUIS	MO	63144	\$ -
45	21K240251	2761 MARY AVE	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	SAINT LOUIS	MO	63144	\$ -
46	21K240252	8702 MANCHESTER RD	MORICE ENTERPRISES L L C	8706 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ 640,610
47	21K240253	8700 MANCHESTER RD	HOLTMAYER COLLEEN WEST ETAL	7130 CORNELL AVE	SAINT LOUIS	MO	63144	\$ 1,030
48	21K240254	2702 MARY AVE	MARY AVENUE & COMPANY LLC	12570 HIBLER WOODS DR	SAINT LOUIS	MO	63141	\$ 99,520
49	21K240255	8614 MANCHESTER RD	AJBOLA IDOWU	9944 W FLORISSANT AVE	SAINT LOUIS	MO	63136	\$ 95,780
50	21K240256	8606 MANCHESTER RD	PIZZAZZ COMMERCIAL L L C	PO BOX 481	GROVER	MO	63040	\$ 35,780
51	21K240257	8600 MANCHESTER RD	T & C PROPERTIES LLC	8600 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ 62,270

Parcel Locator	County PIN	Property Address	Owner Name	Owner Address	Owner City	Owner State	Owner Zip Code	2017 EAV
52	21K240258	2735 BOMPART AVE	N B WEST REAL ESTATE INC	2780 MARY AVE	SAINT LOUIS	MO	63144	\$ 162,560
53	21K240259	2780 MARY AVE	N B WEST REAL ESTATE INC	2780 MARY AVE	SAINT LOUIS	MO	63144	\$ 117,470
54	21K240260	2802 MARY AVE	WEST N B REAL ESTATE INC	2780 MARY AVE	SAINT LOUIS	MO	63144	\$ 39,740
55	21K240261	2810 MARY AVE	WEST N B REAL ESTATE INC	2780 MARY AVE	SAINT LOUIS	MO	63144	\$ 25,310
56	21K240262	2814 MARY AVE	N B WEST REAL ESTATE INC	2780 MARY AVE	SAINT LOUIS	MO	63144	\$ 70,140
57	21K240263	2924 MARY AVE	METROPOLITAN ST LOUIS SEWER DISTRICT THE	2350 MARKET ST	SAINT LOUIS	MO	63103	\$ -
58	21K240264	2940 MARY AVE	N B WEST REAL ESTATE INCA CORP	2780 MARY AVE	SAINT LOUIS	MO	63144	\$ 71,040
59	21K240265	2745 BOMPART AVE	N B WEST REAL ESTATE INC	2780 MARY AVE	SAINT LOUIS	MO	63144	\$ 14,460
60	<i>This parcel is longer within the Area and this number has been removed from the map Plate 2 - Parcel Locator</i>							
61	21K240267	8500 MANCHESTER RD	8500 MANCHESTER LLC TRUSTEE ETAL	3477 WHITSETTS FORK RD	GLENCOE	MO	63038	\$ 340,770
62	21K240268	8524 MANCHESTER RD	SOVRAN ACQUISITION LIMITED PARTNERSHIP	6467 MAIN ST	WILLIAMSVILLE	NY	14221	\$ 880,930
63	21K240269	8416 MANCHESTER RD	K HALL STUDIO LLC	715 HANLEY INDUSTRIAL CT	SAINT LOUIS	MO	63144	\$ 51,960
64	21K240270	8410 MANCHESTER RD	G W H L L C	8412 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ 170,140
65	21K240271	2740 BOMPART AVE	TMD PROPERTY I L L C	3555 SUNSET OFFICE DR SUITE 100	SAINT LOUIS	MO	63127	\$ 4,290
66	21K240272	8330 MANCHESTER RD	BRENTWOOD CITY OF	2348 BRENTWOOD BLVD	SAINT LOUIS	MO	63144	\$ -
67	21K240273	8318 MANCHESTER RD	BRENTWOOD CITY OF	8318 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ -
68	21K240274	8300 MANCHESTER RD	SURCO PROPERTIES LLC	8304 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ 67,200
69	21K240275	8302 MANCHESTER RD	SURCO PROPERTIES L L C	8304 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ 73,600
70	21K240276	8304 MANCHESTER RD	SURCO PROPERTIES L L C	8304 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ 192,000
71	21K240277	8314 MANCHESTER RD	WEBSTER GROVES CITY OF	8314 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ -
72	21K240278	8224 MANCHESTER RD	SCHARF DENNIS G TRUSTEE	8224 MANCHESTER	SAINT LOUIS	MO	63144	\$ 139,170
73	21K240279	8212 MANCHESTER RD	BRENTCHESTER LLC	101 SOUTH HANLEY RD SUITE 550	SAINT LOUIS	MO	63105	\$ 25,600
74	21K240280	8154 MANCHESTER RD	FELICE PROPERTIES LLC	808 WEST CARLSBAD DR	SAN TAN VALLEY	AZ	85140	\$ 138,690
75	21K240281	8229 BRENTWOOD INDUSTRIAL DR	BRENTWOOD INDUSTRIAL HOLDINGS L L C	2833 BRECKENRIDGE INDUSTRIAL CT	SAINT LOUIS	MO	63144	\$ 536,680
76	21K240282	2709 MERCANTILE DR	DON GANIM INVESTMENTS LLC	1986 INNERBELT BUSINESS CENTER DR	SAINT LOUIS	MO	63114	\$ 279,750
77	21K240283	8228 BRENTWOOD INDUSTRIAL DR	BRENTWOOD INDUSTRIAL HOLDINGS L L C	10829 OLIVE BLVD SUITE 200	SAINT LOUIS	MO	63141	\$ 385,380
78	21K240284	8130 BRENTWOOD INDUSTRIAL DR	8130 BRENTWOOD INDUSTRIAL LLC	2833 BRECKENRIDGE INDUSTRIAL DR	SAINT LOUIS	MO	63144	\$ 448,000
79	21K240285	8106 MANCHESTER RD	FELICE PROPERTIES LLC	1401 S BRENTWOOD BLVD # 520	SAINT LOUIS	MO	63144	\$ 207,580
80	21K240286	2714 MERCANTILE DR	FWD PROPERTIES LLC	2714 MERCANTILE DRIVE	BRENTWOOD	MO	63144	\$ 228,730
81	21K240287	8125 BRENTWOOD INDUSTRIAL DR	WEST HILL PROPERTIES LLC	300 SOUTH PORTLAND AVE	OKLAHOMA CITY	OK	73108	\$ 279,460
82	21K240288	8100 MANCHESTER RD	FELICE PROPERTIES LLC	1401 S BRENTWOOD BLVD # 520	SAINT LOUIS	MO	63144	\$ 208,830
83	21K240289	2717 BRECKENRIDGE INDUSTRIAL CT	ZEUSCHEL FAMILY LIMITED PARTNERSHIP	2717 BRECKENRIDGE INDUS CT	SAINT LOUIS	MO	63144	\$ 116,900
84	21K240290	8128 BRENTWOOD INDUSTRIAL DR	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	SAINT LOUIS	MO	63144	\$ -
85	21K240291	8040 MANCHESTER RD	TEKWANI SHAM & NEETA H/W	1240 TAMMANY LN	SAINT LOUIS	MO	63131	\$ 162,500
86	21K240292	2710 BRECKENRIDGE INDUSTRIAL CT	FORDYCE PROPERTIES L L C	16 SUNNEN DR SUITE 164	SAINT LOUIS	MO	63143	\$ 93,380
87	21K240293	2714 BRECKENRIDGE INDUSTRIAL CT	AA MCGEE REAL ESTATE HOLDINGS LLC	2 ENCLAVE CT	SAINT CHARLES	MO	63304	\$ 357,210
88	21K240294	8030 MANCHESTER RD	WEIS INVESTMENT LLC	8030 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ 348,320
89	21K240295	8002 MANCHESTER RD	FREDERIC GENE TRUSTEE ETAL	8000 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ 68,670
90	21K240296	8000 MANCHESTER RD	FREDERIC CO INC	8000 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ 132,960
91	21K240297	2709 S HANLEY RD	FREDERIC GENE TRUSTEE ETAL	8000 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ 23,970
92	21K240298	7957 LORINE AVE	FREDERIC GENE ROBERT JR TRUSTEE	8000 MANCHESTER RD	SAINT LOUIS	MO	63144	\$ 2,020
TOTAL								\$ 10,338,450

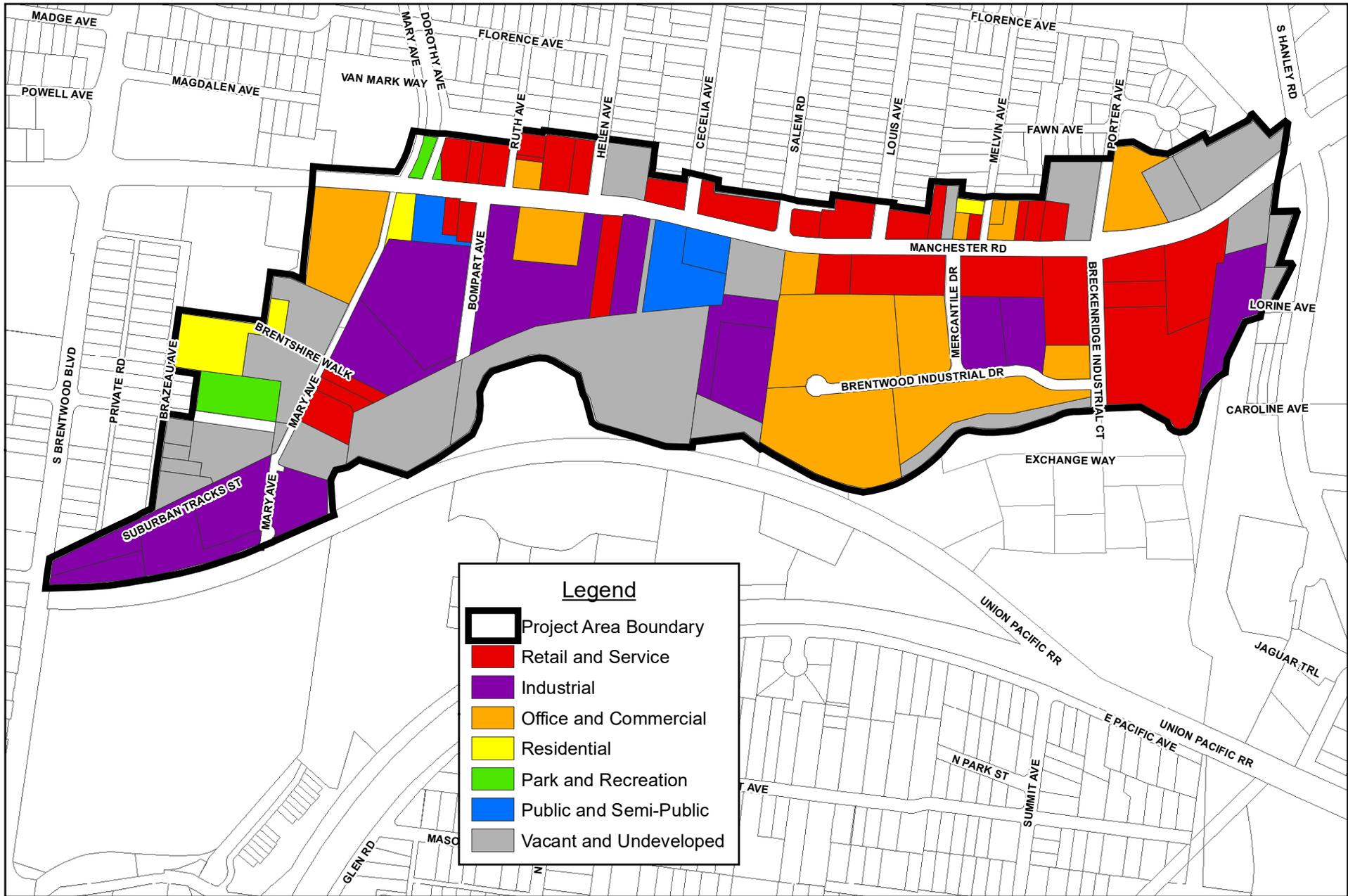
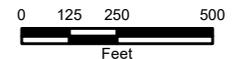


Plate 3 - Existing Land Use

Manchester Road Flood Mitigation Development Plan
 Brentwood Redevelopment Corporation



April 2018

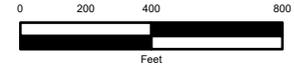
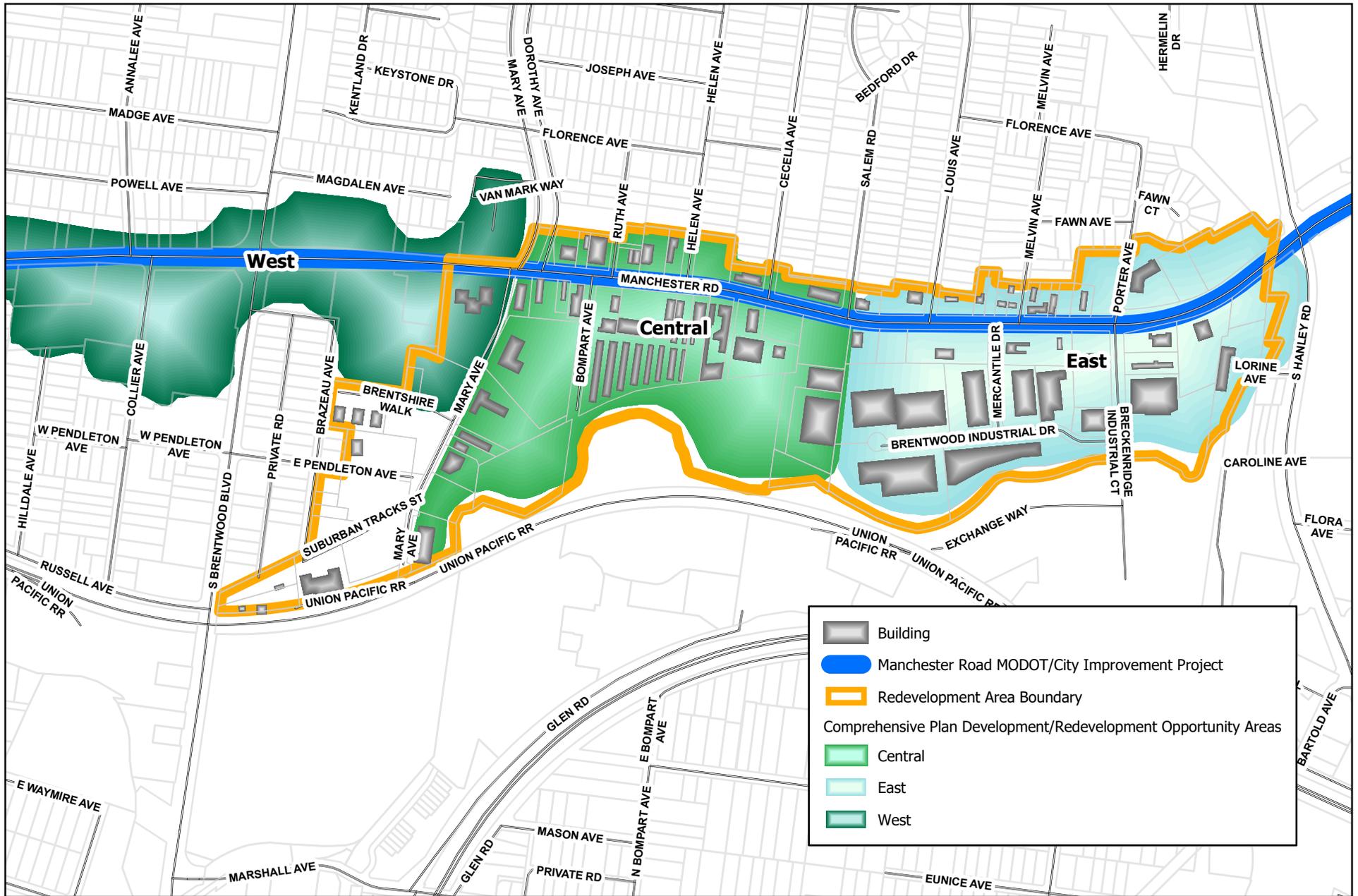
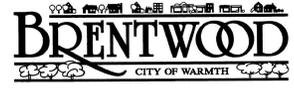


Plate 4A - Redevelopment Projects

Manchester Road Flood Mitigation Development Plan
 Brentwood Redevelopment Corporation



April 2018

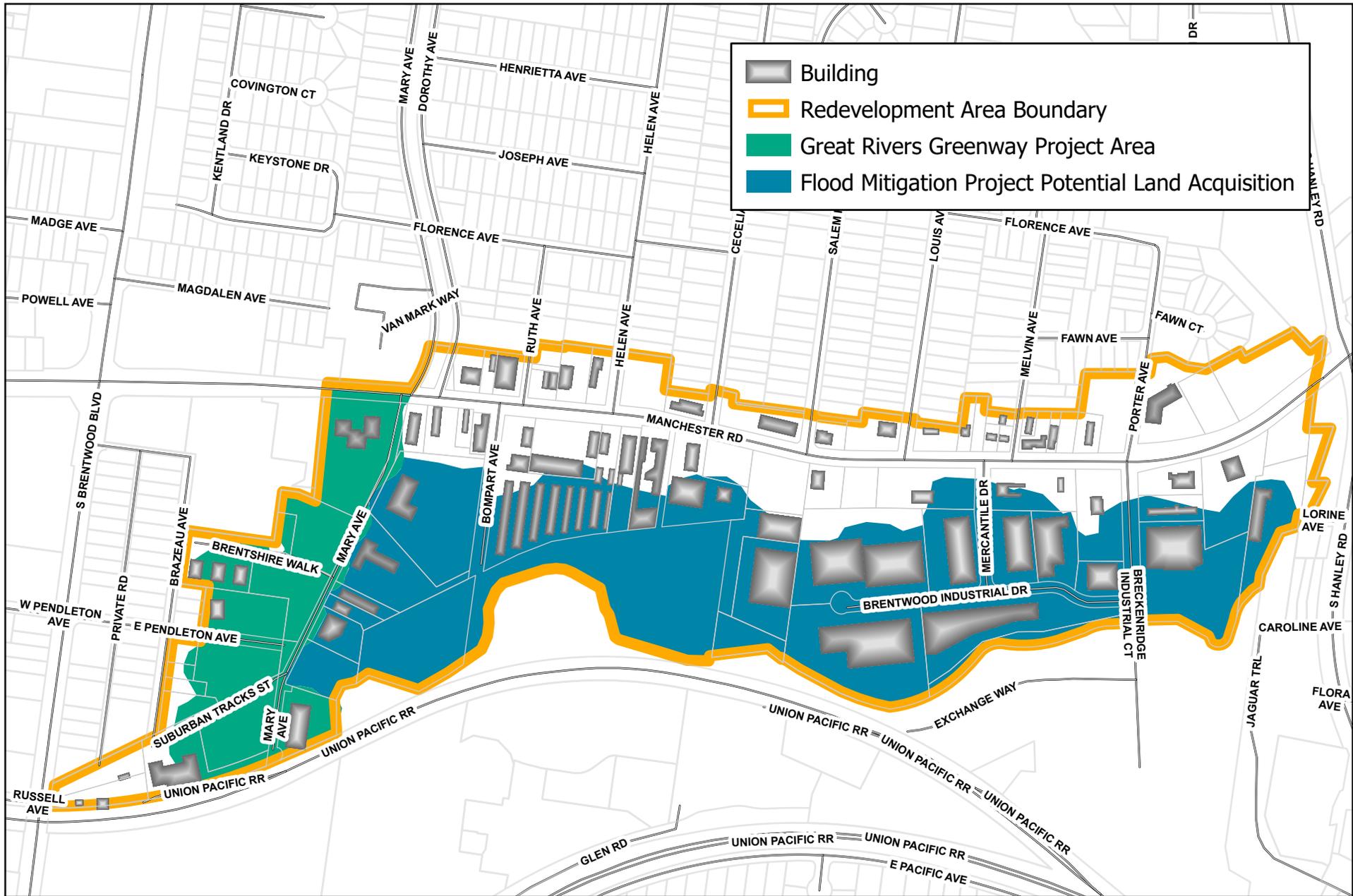
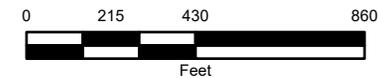


Plate 4B - Redevelopment Projects

Manchester Road Flood Mitigation Development Plan
 Brentwood Redevelopment Corporation



April 2018

BRENTWOOD 20/20

COMPREHENSIVE PLAN

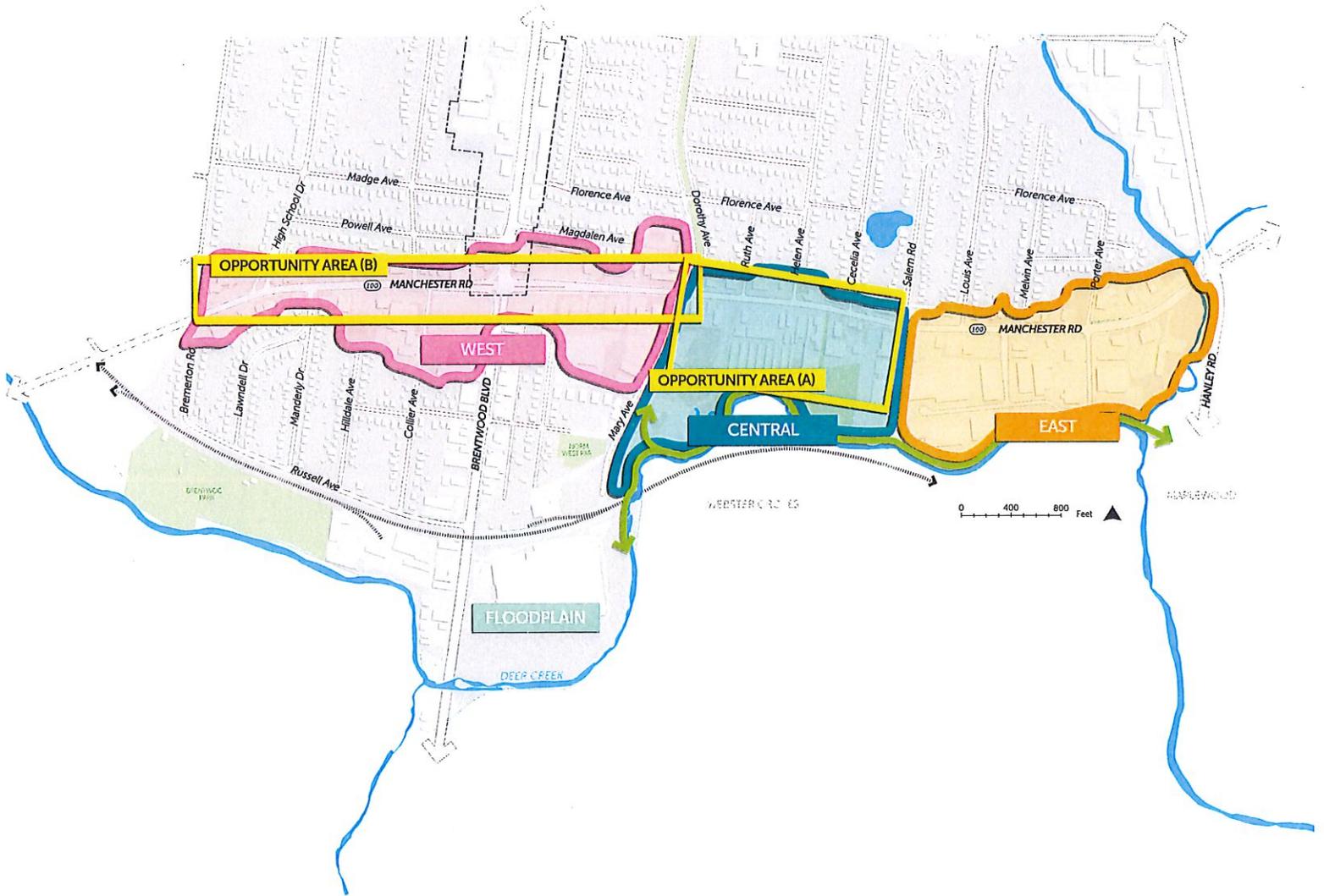
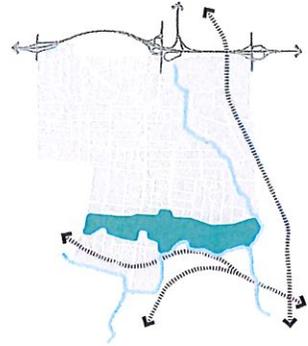


APRIL 2018 | PREPARED BY: HOUSEAL LAVIGNE ASSOCIATES

BRENTWOOD 20/20
VISION FOR THE FUTURE

MANCHESTER ROAD

The Manchester Road is a key east/west roadway through the City, as well as one of the Brentwood's major business districts. Throughout the Manchester Road Corridor, different "character areas" are influenced by traffic volumes and existing land uses. This subarea is challenged by repetitive flooding from significant storm; heavy rainfall in a short amount of time, City officials have embarked on a flood mitigation plan for the area which includes stormwater detention and retention, creation of open space and other recreational amenities. The Missouri Department of Transportation has funded a resurfacing of Manchester Road and construction of curbs and sidewalks to begin in 2020. These efforts will address development concerns and will position the Manchester Road Corridor for redevelopment opportunities. Specific recommendations for site and right-of-way improvements are provided to enhance the area's image and identity.



Manchester Road

CHARACTER AREAS

The Manchester Road Corridor extends from Bremerton Road to the west to Hanley Road to the east. Due to flooding issues, access to Rogers Parkway, varying land uses, potential access to High School Drive, and access to the Great Rivers Greenway regional trails system, the character and development pattern along Manchester Road varies significantly. To reflect its diverse uses, the Manchester Road sub-area is divided into three character areas: West, Central, and East.

WEST

The West character area aids in uniting Rogers Parkway with the future pedestrian-friendly streetscape improvements of High School Drive north of Manchester Road. The West character area will be comprised of a mix of commercial uses, such as retail and a variety of business support services.

Built Form: Buildings at or near the sidewalk and front property line. If setback exists, a minimum of 5 feet in front of the building should be dedicated to landscaping.

Parking: Parking should be provided in the rear of buildings if possible, otherwise parking may be provided to the side or in front of buildings. If parking is provided in the front of buildings, then there should be sufficient perimeter landscaping to separate the parking area from the sidewalk. In addition, the City should promote shared use parking agreements between businesses and maintain cross-access between adjacent lots to maximize the use of lot space.

Sidewalks: Sidewalks widths should be consistent along the north side of Manchester Road and should accommodate street trees within tree grates to provide connectivity between High School Drive and Rogers Parkway. Sidewalks along south side of Manchester Road should include a landscaped parkway to distinguish the sidewalk from the roadway.

Height: 1-2 stories.

Uses: Mix of uses throughout, including retail, service, and mixed-use buildings with commercial on the ground floor and office above.

CENTRAL

As noted, Brentwood is conducting a concurrent study to assess strategies to prevent flooding along a section of Manchester Road. The Central character area will address how the future mitigation strategies open the doors for exciting development opportunities, specifically along Manchester Road. The Central character area should contain a mix of commercial and office uses, such as restaurants and retail, as well as parks, plazas, and hospitality services.

Built Form: Mixed-use developments north of Manchester Road should have a minimum setback similar to Brentwood Place Apartments, which should be landscaped with native, perennial, deep-rooted plants to beautify the area and minimize flooding. Due to the variable nature of the Manchester Road right-of-way, commercial buildings on the south side of the road should be built at or near the sidewalk and front property line or have a minimum setback of 15 feet to accommodate landscaping and sidewalks.

Parking: Parking should be provided in the rear of buildings if possible, otherwise it should be located to the side. Parking should not be allowed in the front buildings along the mixed-use development facing Manchester Road. In addition, the City should promote shared use parking agreements between businesses and maintain cross-access between adjacent lots to maximize the use of lot space.

Sidewalks: Connected sidewalks with adequate widths should exist on both sides of Manchester Road.

Height: 1-2 stories.

Uses: Mix of uses throughout, including parks, retail, service, office, and residential. Mixed-use buildings should have commercial on the ground floors and office and/or multi-family residential above.

EAST

This character area is comprised of traditional commercial uses that support residents and businesses throughout the Corridor. The East character area should provide residents and visitors with a variety of restaurants, maintenance shops, and miscellaneous support services to meet daily needs.

Built Form: Buildings at or near the sidewalk and front property line. If setback, then there should be a minimum of 15 feet of landscaping to distinguish between the sidewalk and parking area or building.

Parking: Parking should be provided in the rear of buildings if possible, otherwise it should be provided at the side. If parking is provided in the front of buildings, then there should be a minimum of 15 feet of perimeter landscaping to separate the parking area from the sidewalk. In addition, the City should promote shared use parking agreements between businesses and maintain cross-access between adjacent lots to maximize the use of lot space.

Sidewalks: Connected sidewalks with adequate widths should exist on both sides of Manchester Road.

Height: 1-3 stories.

Uses: Mix of uses throughout, including commercial, service, senior housing, assisted living, and support uses. Mixed-use buildings should have commercial on the ground floors and office above. Multi-story developments can benefit from scenic views and recreational amenities along Deer Creek. However, access and viewsheds from Manchester Road for the benefit of the general public should be encouraged.

Manchester Road

AREA IMPROVEMENT PLAN

The Manchester Road Corridor includes several sites that represent opportunities for improved development that could serve as catalysts for future improvement along the Corridor. These sites have been identified based on numerous factors, including their location, structural vacancy, surrounding development, and proximity to the floodplain. This figure presents potential development scenarios that would be appropriate considering the character area of each site.

OPPORTUNITY AREA A: WEST

The West character area north and south of Manchester Road should be enhanced with various streetscape and traffic calming improvements to create a more walkable, pedestrian-friendly area.

North of Manchester Road

1. Improve the crosswalks where Manchester Road intersects with Brentwood Boulevard, High School Drive, and Dorothy/Mary Avenues with enhanced striping, textures, and other pedestrian-friendly elements. A tunnel underneath Manchester Road at Mary/Dorothy Avenues should be encouraged to provide a safe crossing. On-going coordination with Great RiversGreenway to connect Brentwood(Rogers Parkway) to the regional trail system is recommended
2. Where buildings exist up to the front property line, the sidewalk should be widened into the shoulder of the road to incorporate street trees. In addition, curbs should be constructed to separate the sidewalks from the roadway.
3. Where buildings are setback from the front property line, sidewalks should be widened to accommodate landscaping to separate the sidewalk from the building

or adjacent parking. This landscaped area can also be used for outdoor seating for restaurants.

4. The existing structures on the opportunity sites should be redeveloped as per the character area descriptions.
5. Curb cuts should be consolidated to minimize traffic conflicts. The City should work with existing property owners and the development community to encourage the use of shared parking agreements.

South of Manchester Road

1. Pedestrian-friendly intersection improvements, such as enhanced crosswalks and signage, should be implemented where Manchester Road intersects with Brentwood Boulevard and Dorothy/Mary Avenues. Additionally, landscaping should be installed south of Manchester Road for one block from the intersection of Brentwood Boulevard and Manchester Road to create a cohesive theme throughout the Manchester Road Corridor.
2. The City should install a continuous curb along the roadway to separate the sidewalk from the road.
3. Where the buildings are setback from the front property line, adequate space should be used for landscaping to separate the sidewalk from the building or adjacent parking.
4. The existing structures on the opportunity sites should be redeveloped as per the character area descriptions.
5. Curb cuts should be consolidated to minimize traffic conflicts. The City should work with existing property owners and the development community to encourage the use of shared parking agreements.



DEVELOPMENT & REDEVELOPMENT SITES

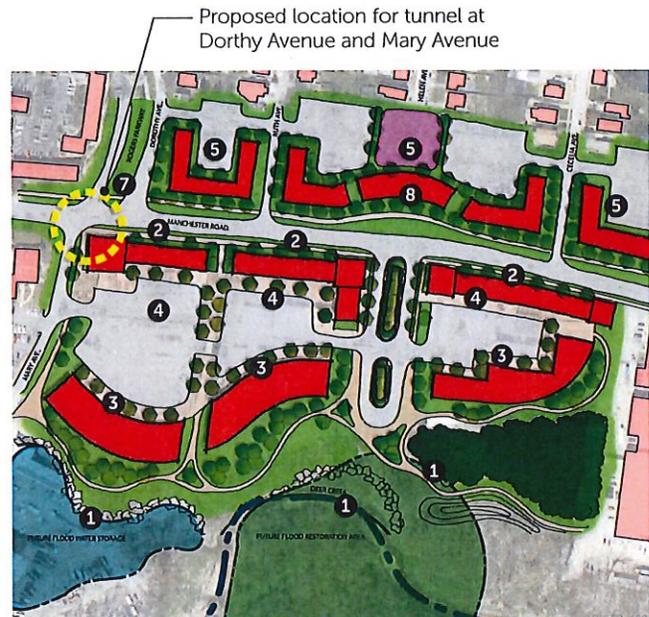
These buildings illustrate the built form and development potential of opportunity sites along the Corridor. Development should be consistent with other Plan recommendations as well as the site design and land use recommendations for the appropriate character areas identified in this Area Improvement Plan.

OPPORTUNITY AREA B: CENTRAL

The Central character area includes the properties north and south of Manchester Road between Mary Avenue/Dorothy Avenue and Salem Road. This area will be developed in a way that responds to the City's flood mitigation assessment to simultaneously bring investment in the area while implementing green infrastructure best management practices (BMPs) to further reduce the risk of potential future flooding.

1. Based on the flood protection study currently underway, it is assumed that the area south of Manchester Road will be protected from Deer Creek flooding by incorporating series of flood mitigation strategies, such as creek improvements, an added levee, water storage areas, and flood restoration areas. These measures create opportunities to develop the parcels in the Central character area north and south of Manchester Road.
2. The City should promote retail commercial on the south side of Manchester Road. Development should occur closer to the road with parking located in the rear to maintain high visibility along the Corridor.
3. The City should encourage the sustainable development of mixed-use commercial/office as well as hospitality uses facing the flood restoration property. The flood restoration will provide nature trails connectivity with future Deer Creek Greenway. Development should incorporate BMPs, such as deep-rooted native plants, bioswales, permeable pavers, and/or pervious asphalt whenever possible. In addition, the City should encourage the development of LEED-certified buildings to help market Brentwood and attract investors.
4. Shared use parking agreements should be established between retail and commercial/office businesses to maximize the use of lot space.
5. The development on the south side of Manchester Road should become a catalyst site to attract investors to buy and develop property on the north side of Manchester Road with high-density residential units. This development is compatible and in continuation with the existing high-density housing west of Rogers Parkway.

6. The City should ensure that residential and commercial developments within the Central character area follow site design guidelines within a Master Plan to reflect the cohesive, sustainable theme of the Manchester Road Corridor.
7. Traffic control features, such as crosswalks, traffic signals, and signage should be implemented where Manchester Road intersects with Dorothy Avenue/Mary Avenue and Salem Road to ensure pedestrian safety and comfort as the area develops. As noted, a tunnel underneath Manchester Road at Dorothy/Mary avenues is planned.
8. The residential area should contain high-quality, native landscaping to beautify the area and further distinguish itself from the roadway.



Manchester Road

URBAN DESIGN

The Urban Design Plan outlines the actions and improvements needed to enhance the appearance, function, and vitality of the Manchester Road Corridor, capitalizing on its variety of uses as well as expanding and enhancing its connectivity with existing and future trails and greenways. The improvements and recommendations in this plan impact both the public and private realm. They contain a combination of less costly, short-term improvements as well as more costly, long-term improvements that will require more detailed study, planning, and funding.



URBAN DESIGN IMPROVEMENTS

CROSSWALK IMPROVEMENTS

The City should ensure that crosswalks are safe and accessible to all pedestrians. Crosswalk improvements, such as enhanced striping or varying textures, should be implemented where Manchester Road intersects with Brentwood Boulevard, Dorothy Avenue/Mary Avenue, and High School Drive. The intersection of Manchester Road and Dorothy Avenue/Mary Avenue should be pedestrian-friendly to emphasize its connectivity with Rogers Parkway and the future Deer Creek Greenway. An underground tunnel is planned for a pedestrian/bike connection at this location.

LANDMARKS

Existing landmarks include the Saint Mary Magdalen Catholic Church and Rogers Parkway, which should be enhanced and well-maintained to increase their visibility along the Corridor. The City should work with property owners to improve and maintain the façade of the Saint Mary Magdalen Catholic Church and should ensure that access to Rogers Parkway is landscaped and attractive.

CURB CUT CONSOLIDATION

Curb cuts should be consolidated to create more of a continuous curb separating the sidewalk from the roadway and minimizing traffic conflicts. Curb cuts should exist for parking that is shared between two or more businesses.

RELOCATE OVERHEAD UTILITIES

The City should consider burying the overhead utilities along Manchester Road to enhance the Corridor and minimize the risk of damages due to natural disasters.

OPEN SPACE & TRAIL CONNECTIVITY

As the city continues to remediate flooding along Manchester Road, incorporate open space and trail improvements into planning efforts

FLOOD RESTORATION STUDY AREA

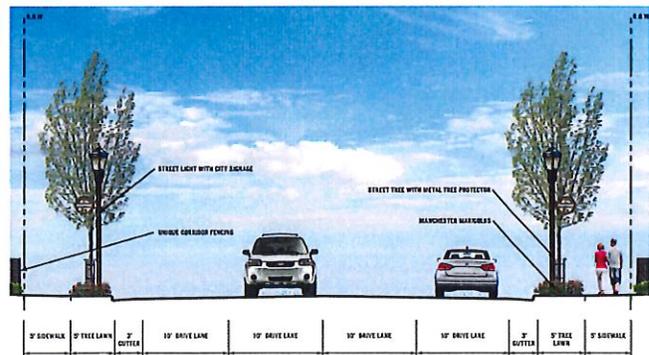
This location represents the concurrent study area where the City is assessing strategies to prevent flooding along a section of Manchester Road.

STREETSCAPE IMPROVEMENTS

Streetscape improvements should be used to visually unite the Corridor and help establish a sense of place and identity. Ornamental lighting, planters, and site furnishings can play a key role in creating a walkable area by separating the roadway from sidewalks and providing pedestrian amenities, such as benches and recycling/waste receptacles. The City should develop and implement a streetscaping treatment along Manchester Road comprised of evenly spaced planters, pedestrian-scaled lighting, informational kiosks, banners, wayfinding signage for landmarks, and other improvements that can help beautify and distinguish the area. This streetscaping treatment should be implemented between Hanley Road to Bremerton Road to accentuate the city of Brentwood Municipal Limits.

WAYFINDING SIGNAGE

Wayfinding signage should direct motorists and pedestrians to key destinations along the Corridor and within the community. As a crucial element of branding, placemaking, and navigation, wayfinding signage should be simple, easy to understand, attractive, and contribute to enhancing the appearance of the Manchester Road Corridor. Kiosks with maps and directories should be placed at key activity nodes within the Corridor, and should be visible to both drivers and pedestrians.



Source: City of Brentwood, Manchester Road Corridor

SCREENING & BUFFERING

Utilities and mechanical infrastructure detract from the appearance of Manchester Road. Transformers and telecom structures should also be screened using landscaping and attractive fencing. In addition, the City should work with property owners and the developers to screen on-site utilities and dumpsters from the public view.