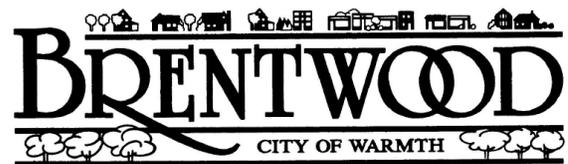


MANCHESTER ROAD CORRIDOR REDEVELOPMENT AREA

2023 CHAPTER 353 QUALIFICATIONS ANALYSIS



CITY OF BRENTWOOD, MISSOURI

JUNE 12, 2023

TABLE OF CONTENTS

SECTION 1 – INTRODUCTION	1
PURPOSE OF THIS REPORT	1
AREA DESCRIPTION AND BACKGROUND	3
SECTION 2 – BLIGHTED AREA DESIGNATION ANALYSIS	5
PHYSICAL DETERIORATION.....	5
INSANITARY OR UNSAFE CONDITIONS.....	8
ECONOMIC LIABILITY	9
SECTION 3- SUMMARY	14
APPENDIX A – MAP EXHIBITS AND LEGAL DESCRIPTION	15
EXHIBIT 1 – REDEVELOPMENT AREA BOUNDARY	16
LEGAL DESCRIPTION	17
EXHIBIT 2 – PARCEL LOCATOR.....	23
EXHIBIT 3 – EXISTING LAND USE	24
EXHIBIT 4 – ZONING.....	25
APPENDIX B – PHOTO APPENDIX.....	26

SECTION 1 – INTRODUCTION

PURPOSE OF THIS REPORT

The City of Brentwood, Missouri (the “City”) is seeking to encourage the physical and economic revitalization of an area in the corporate limits of the City located along Manchester Road, generally between Hanley Road and Brentwood Boulevard, hereinafter referred to as the “Area”. The Area is depicted and described in **Exhibit 1 – Study Area Boundary** and **Exhibit 2 – Parcel Locator** located in **Appendix A** and **Table 1 – Parcel Data** located in **Section 2** of this report. The Area is also referred to as the “Brentwood Bound area” based on the City’s ongoing public works project designed to mitigate the recurrent flooding of Deer Creek that borders the City’s eastern and southern boundaries.

This report represents an update to the prior PGAV report on a redevelopment area with similar boundaries dated April 15, 2018 (the “2018 Blight Study”) and:

1. Reflects current conditions based on data acquisition and field investigations through June 4, 2023, and
2. Documents the conditions that were found to be present in the Area. Additionally, the analysis reflects the current definition of “blighted area” in The Urban Redevelopment Corporations Law, Chapter 353, RSMo. (hereinafter referred to as “Chapter 353”).

In 2021, the definition of “blighted area” in Section 353.020(2) of Chapter 353 was amended to cross-reference the definition of “blighted area” in Section 99.805(1), RSMo., which provides:

***"Blighted area"**, an area which, by reason of the predominance of insanitary or unsafe conditions, deterioration of site improvements, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, retards the provision of housing accommodations or constitutes an economic or social liability or a menace to the public health, safety, or welfare in its present condition and use.*

Construction related to the Brentwood Bound project began in 2020, including the flood mitigation, Great Rivers Greenway trail development, and MoDOT’s improvements to Manchester Road. These improvements are scheduled to be completed by the end of 2023. While these public improvements will mitigate one of the primary blighting factors described in the 2018 Blight Study (the recurrent flooding), other “blighted area” conditions will remain unless they are separately addressed.

The properties west of Mary Avenue that were part of the 2018 Blight Study area (that consisted of 91 properties) are not included within the Area that is the subject of this report (that comprises 75 properties).

Note that for purposes of correlation with the 2018 property data, the assigned parcel numbers relating to **Exhibit 2, Table 1** shows the assigned 2018 parcel numbers. Since this numbering assignment has been consistent throughout the Manchester Road planning process and relates to other maps and documents, this original numbering system was retained. Therefore, while there are 75 parcels within the Area, the numbering reflects that which was assigned to the parcel originally.

A finding that an area is a “blighted area” as defined by Chapter 353 is required for the establishment of an “area” pursuant to Chapter 353. However, Chapter 353 also defines “area” in a larger context. This recognizes that a Chapter 353 “area” may include properties that are not blighted but are required to implement the overall redevelopment plan. Chapter 353 defines “area” as follows:

“Area”, that portion of the city which the legislative authority of such city has found or shall find to be blighted so that the clearance, replanning, rehabilitation, or reconstruction thereof is necessary to effectuate the purposes of this law. Any such area may include buildings or improvements not in themselves blighted, and any real property, whether improved or unimproved, the inclusion of which is deemed necessary for the effective clearance, replanning, reconstruction, or rehabilitation of the area of which such buildings, improvements or real property form a part. (Section 353.020(1) of Chapter 353)

Among other things, Chapter 353 allows cities to:

- Identify and designate areas for redevelopment that qualify as “blighted areas”.
- 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.
- Approve a redevelopment project for implementation of such development plan.
- Utilize the tools set forth in Chapter 353 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.

As set forth in Chapter 353, certain of the above-listed actions may be delegated by the City to an “urban redevelopment corporation”, as defined in Chapter 353.

AREA DESCRIPTION AND BACKGROUND

The Area comprises 75 parcels consisting of approximately 77.2 acres. The Area contains a variety of existing retail, industrial, commercial, and residential uses. Since 1957, the Area has flooded at least 27 times, with increasing severity in recent years. This has contributed to deteriorated conditions in both building and site improvements in the Area. Most recently on July 26, 2022, a historic rain event in the St. Louis metropolitan area flooded many parts of the region including the Area.

In 2018, a larger area containing 91 parcels and approximately 91 acres was reviewed as part of the 2018 Blight Study and ultimately declared blighted by the City under the provisions of Chapter 353. The Area studied for this report is fully within the larger one studied in the 2018 Blight Study.

The City, via the Brentwood Redevelopment Corporation (BRC), began implementation of a development plan named “Brentwood Bound” to construct several principal public improvements. These include:

- Implementation/construction of the \$95 million flood mitigation design for Deer Creek including expansion of what is now Brentwood City Park.
- Collaboration with the Metropolitan St. Louis Sewer District (MSD) to incorporate certain MSD improvements within the project.
- Collaboration with MoDOT regarding improvements to Manchester Road to include streetscape improvements along the Manchester Road corridor between Brentwood Boulevard and Hanley Road.
- Collaboration with Great Rivers Greenway to implement new trail segments connecting to both the City and regional trail network.

Together, these projects represent a public investment of approximately \$120 million in the Area. The Brentwood Bound plan envisioned that once these public improvements were completed, the BRC could transfer its role as “master developer” to a private developer to carry out the redevelopment of the remaining developable properties in the Area not required for the public improvements. The City has now acquired all the properties necessary for the public improvements and is ready for redevelopment of the other property in the Area to begin.

As part of the planning process, the City appointed a committee to oversee the preparation of a Conceptual Development Plan for the properties in the corridor that were not part of the public improvements area. In conjunction with the creation of the Conceptual Development

Plan, the City's Planning and Zoning Commission developed and approved a supplement to the City's Comprehensive Plan to promote the implementation of the Conceptual Development Plan by, among other things, creating a new zoning district for the Manchester Corridor.

Data regarding property address, ownership, and equalized assess valuation, is provided in **Table 1** in **Section 2** of this report and is keyed by a locator number in the table to **Exhibit 2 – Property Locator** located in **Appendix A**. *Note that these locator numbers are not sequential.* They are tied to the locator numbers assigned to the parcels in the 2018 qualifications analysis document; therefore, 2018 parcels that are not within the reduced Area addressed in this report and the locator numbers assigned to them do not appear in the table. These parcel numbers are tied to those that have been used in other elements of the flood mitigation project. All property information was derived from the 2023 St. Louis County Assessor data.

The City solicited proposals for redevelopment of the Area. A redevelopment proposal and development plan have been presented to the City for the Area and are currently under review by City staff, officials, and consultants. This plan would implement the essence of the Conceptual Development Plan and the Comprehensive Plan Supplement.

The Area, as now configured, will continue to be subject to flooding until the flood mitigation construction is complete. After that project is complete, the southern edges of the property on the south side of Manchester Road are expected to be out of the 100-year floodplain, but any new construction will continue to need areas of fill to bring floor levels above the 500-year flood elevation. It is desirable and within the scope of the Concept Development Plan, to integrate new development with the park, greenway, and trails that are presently being constructed on some of the properties along the southern edge of the Area.

The Area consists of a disparate array of buildings with varying occupancy and land uses predominated by industrial, office/warehouse, and warehouse uses. A few office and retail uses are also located in the Area. Current zoning for the Area makes most of the current development non-conforming uses. Also, it is important to note that, with the exception of one parcel, none of the current development within the Area is compliant with MSD or City stormwater standards for new development. Because these parcels all drain south toward Deer Creek, redevelopment will enhance the benefits of the flood mitigation improvements. All new developments must comply with current MSD and City stormwater flow and detention standards for new development.

The existing land uses for the Area are depicted in **Exhibit 3 – Existing Land Use**. Existing zoning for the Area is identified in **Exhibit 4 – Current Zoning** located in **Appendix A**.

SECTION 2 – BLIGHTED AREA DESIGNATION ANALYSIS

As noted in Section 1 of this report, the Area is included in a larger area that was previously found to be a “blighted area” under the prior provisions of Section 353.020 (2) of Chapter 353 (i.e., before such section was amended in 2021). The solicitation of development proposals for the Area began in September 2020 and the combination of real estate market uncertainty resulting from the COVID pandemic, availability of construction materials and escalating prices, impeded developer interest until the beginning of 2022. The City has a pending developer proposal and wishes to provide for partial real property tax abatement under Chapter 353 and to ensure that land acquisition to implement the development plan can be conducted. Therefore, it is necessary to determine whether the Area as defined herein qualifies under the new statutory definition of “blighted area”.

This report is based upon multiple on-site investigations of the Area conducted by PGAV Planners, LLC (“PGAV”) on February 14 and 16, 2017, on March 13, 2018, on July 1 and July 26, 2022, and again on June 4, 2023. Each of these site reviews revealed that the existing exterior conditions of buildings and site improvements have not improved over time. Rather, some buildings and site improvements have become vacant and show signs of further deterioration.

City staff also provided information used in this analysis along with information from the City’s engineering consultants, Jacobs Engineering. PGAV relied upon its experience, knowledge of the real estate market, and professional expertise in the preparation of the analysis. Photographs illustrating representative blighting conditions taken during the site visit on June 4, are displayed in **Appendix B**. However, this report will not reflect changes in conditions or events that have occurred after the most recent field investigation of the Area or publication of this report.

PHYSICAL DETERIORATION

In general, deterioration refers to the physical deterioration of the improvements of the Area both in terms of buildings and other above-ground structures, below-grade supporting structures such as water, sewer, and electric utilities, and surface site improvements such as parking areas, access and circulation roadways and drives, and lighting fixtures, signage, etc.

Deterioration may be evident in otherwise sound buildings containing minor defects, such as a lack of painting, loose, missing, or deteriorating roofing materials, deteriorating floor or ceiling plates or holes and cracks over limited areas. Deterioration that is not easily curable

during normal maintenance includes defects in the primary and secondary building components. Primary building components include the foundation, exterior walls, floors, roofs, wiring, plumbing, etc. Secondary building components include the doors, windows, frames, fire escapes, gutters, downspouts, siding, and fascia materials, driveways, parking areas, garages, etc.

Based on the June 4, 2023 field review, of the 75 parcels comprising Area, 26 (35%) are vacant and are part of the flood mitigation improvements. Forty-eight (64%) of the parcels within the Area have buildings or site improvements that exhibit signs of physical deterioration. One parcel has no site improvements and was not part of the flood mitigation efforts. These range in severity, but typically represent the need for paint, window repair, damaged trash holding facilities, deteriorating signage, rotting or missing facias or soffits, damaged or deteriorated loading areas or doors, and cracking and/or pot-holed parking lots. Several buildings are completely or partially vacant, some for five years or more. Many of the buildings are old. Of the 48 buildings in the Area, 29 were built prior to 1970 and thus are 52 years old or older. Twenty buildings were built before 1960 and only 3 buildings are less than 35 years old.

As detailed in the photographs in **Appendix B**, during field investigations, PGAV observed instances of physical deterioration of site improvements such as buildings, fences, signs, lighting, infrastructure, and paved surfaces (e.g., roadways and parking areas) in the Area:

- The age of the structures built before virtually assures the presence of lead-based paint and asbestos in the building materials. Environmental inspections and reports for properties that the City acquired and removed confirmed the existence of these conditions. In some instances, the hazardous materials in existing buildings may be encapsulated. However, any renovations to these structures are likely to require mitigation of such conditions. Demolition of such structures will require controlled removal and disposal of the building materials.
- Some buildings that were originally single-family housing units have been converted to commercial uses and only one single-family house remains.
- In some instances, exterior improvements such as fences, signage, stairs, and retaining walls are deteriorated and require repair or replacement.
- Nearly all paved surfaces on private property (either parking areas or sidewalks) exhibit evidence of widespread cracking or potholes that need resealing, repair, or replacement.

Deterioration of site improvements is a function of many factors that are typically the result of deferred maintenance that occurs over time. If ongoing maintenance is not carried out, the conditions become much more extensive and expensive to fix. Physical deterioration is accelerated over time by other contributing factors all of which are present within the Area. These are discussed in the following pages.

The Area contains a total of 75 properties, 48 of which contain buildings; and 29 of those buildings are 52 years old or older according to St. Louis County Assessor records. In fact, the oldest building dates from 1917 and the newest building was built in 2021/2022 by Navigate Buildings Solutions. It replaced the oldest building in the Area, which County records indicated was built in 1910. It should be noted that this is the only new building that has been constructed in the Area since 1999, which was a structure built for use by the Brentwood Public Works Department. Therefore, the newest building (other than the Navigate building) is 23 years old. Of the 5 buildings that are less than 35 years old, the oldest dates from 1987 and the newest (exclusive of the Navigate building) was built in 1999.

Physical deterioration is often a function of building age, and the Area is predominated by old buildings. The visible exterior style and condition of many of the buildings demonstrate their age. A selected number of building photos representing the Area are provided in **Appendix B** and show varying levels of deterioration of site improvements including:

- Deterioration of exterior materials (siding, soffit, windows, doors, gutters, downspouts, painted surfaces, etc.).
- Cracking of walls, deterioration and/or dilapidation of outbuildings or other accessory structures.
- Deterioration of site improvements such as driveways and parking areas.

It should also be noted that the same buildings and site improvements demonstrating physical deterioration in the 2018 field investigation show similar or worse conditions today.

With only one new building being constructed since 1999, the Area shows a sign of disinvestment and economic liability for the City and all the taxing districts that rely on property tax revenues for operations. Later in this report, an analysis of the property tax revenues generated in the Area will demonstrate how physical depreciation of property improvements related to building age and obsolescence have impacted Area growth and development.

In general, the age of the buildings in the Area impedes its redevelopment and advances physical deterioration, particularly when the structures have little attractiveness for uses other than their current ones. Building codes and safety and environmental regulations have

also significantly changed over the past decades. Other factors such as energy efficiency (older lighting systems, heating and cooling units, and building insulation) resulting from their age contribute to their declining usability and increase redevelopment costs. The age of the buildings also means that many of their uses (or former uses, in the case of vacancies) are nonconforming according to the City's current zoning and building codes. The age of the buildings makes many of them economically and functionally obsolete. Also, in most instances, rehabilitation of the structures would cost more than construction of a new building of comparable size.

INSANITARY OR UNSAFE CONDITIONS

Five properties show physical evidence of insanitary or unsafe conditions. This primarily represents trash enclosures that are no longer contained with trash stacked outside the enclosure. In two instances, earlier Google Earth photography indicates this condition existed prior to the PGAV field investigations of July 1, 2022. Two large parcels on the north side of Manchester Road abutting the west side of Hanley Road are completely overgrown and their paved areas are heavily damaged. While this condition has existed for years, the July 2022 field investigation found that that the property was fenced and gated. While the fencing didn't prevent access by individuals on foot, it did prevent vehicular access. During the June 4, 2022 field visit, the gate was missing and the properties are now completely accessible by both people and vehicles. These parcels are adjacent to Deer Creek and therefore are likely to be breeding vermin. These are relatively large parcels that do not appear to have had any mowing, clearing or other clean up attention in a long time. One of these parcels also had a large, paved area that is so deteriorated that the weeds are now growing out of the cracks. The June 4, 2023, field investigation indicated that a part of the Area might have been an encampment.

As noted previously, 29 of the buildings are 52 years old or older. This virtually assures that asbestos and or lead-based paint are present either in the form of paint, floor covering mastic, or window seals. Prior to 1970 when the U.S. Environmental Protection Act outlawed the use of these materials, their use in construction was common. While it can't be known the extent to which these materials exist without more detailed inspection, PGAV experience with buildings of similar age and hundreds of such inspections leads us to make this finding. Where buildings have been upgraded or maintained over the years, these materials are likely to have been encapsulated and present no immediate hazard. However, where they have not, they represent a health hazard and unsafe conditions. This also means that redevelopment of such properties will incur additional costs to remove these materials in the demolition process.

PGAV received data for 27 properties within the Area for which Phase 1 environmental assessments were conducted. These assessments were conducted by independent, third-party

environmental engineering entities. These studies were conducted to determine what conditions might exist that could impact the flood mitigation construction and what might be required in cases where buildings were to be removed.

The Area was home to everything from gasoline stations and automotive service and repair facilities to industrial operations of diverse types. These studies confirmed PGAV's belief that the presence of hazardous chemicals and materials is likely to exist in many of these properties. This represents unsafe and potentially hazardous conditions that will need to be addressed when redeveloping the Area. Because not all properties within the Area were included in the Phase 1 environmental assessments, more investigations and testing will be required.

As noted earlier in this report, on July 26, 2022, an historic rain event occurred over several hours in the St. Louis region. Anywhere from 6 to 10 inches of rain fell in an area along the central part of the region from St. Charles County in Missouri to the Illinois counties to the east over a period of approximately 6 hours. The St. Louis County portion of the region recorded 9 inches of rain during this period.

The flood mitigation project, although incomplete at the time, was effective in significantly reducing the flooding. This was a testament to the effectiveness of the flood mitigation improvements that had been completed at that time, particularly given the magnitude of the storm event which exceeded 500-year standards. However, buildings and property within the 500-year flood elevation on the south side of Manchester Road did experience flooding. It should also be noted that the flood mitigation improvements being constructed by the City are not intended to provide 500-year event flood protection. New City standards will require all new development in the Area to establish building footprints and required parking areas to be built to elevations one foot above the 500-year flood elevation established by controlling Federal and State agencies once the flood mitigation project is complete. Unless redevelopment of the area occurs to this standard, existing properties may experience flooding in extraordinary storm events like that of July 26, 2022. Accordingly, until redevelopment occurs, some properties may experience flooding during 500-year flooding events.

As discussed in Section 1 of this report, with only two exceptions, none of the presently developed properties within the Area are presently compliant with current MSD or City stormwater regulations. The exceptions are the Navigate Building which was constructed in 2022 and the City's public works building which was constructed in the mid-1990s. All of the other buildings and associated site improvements were constructed prior to either the previous MSD regulations or the current ones which went into effect in 2013. All these properties are "grandfathered" relative to compliance with MSD and City stormwater regulations and will continue to contribute to excess stormwater runoff to Deer Creek. Redevelopment of these properties with modern compliant buildings meeting current stormwater flow and detention standards will correct this condition and reduce potential flooding hazards.

ECONOMIC LIABILITY

The Area has become an economic liability due to the predominance of insanitary or unsafe conditions and the deterioration of site improvements. As further detailed in Section 2 of this report, PGAV observed that the Area shows a predominance of insanitary or unsafe conditions. This evidence supporting this observation includes:

- Accumulation of trash stacked outside designated trash enclosures.
- Certain parcels adjacent to Deer Creek are completely overgrown and inaccessible to people and vehicles and are likely to be a breeding ground for vermin.
- As of the June 4, 2023, field investigation, an encampment likely used by transients for unlawful purposes.
- Since twenty-nine buildings are fifty-two (52) years old or older, it is likely that asbestos and/or lead-based paint is present in the form of paint, floor covering mastic or window seals.
- An examination of Phase 1 environmental assessments on certain buildings shows uses such as gasoline stations, automotive service facilities and other industrial operations. PGAV believes it is likely that hazardous chemicals and materials exist in many of these types of properties.

In addition, PGAV determined that forty-eight (48) of the parcels within the Area have buildings and/or site improvements that showed signs of physical deterioration, including the following:

- Damage to the exterior elements of certain buildings (foundations, roofs, siding, soffits, windows, doors, gutters, downspouts, painted surfaces, flooring, ceiling plates, etc.).
- Structural damage to outbuildings or other exterior site improvements, such as loading areas, fences, signage, stairs and retaining walls; and
- Widespread cracking and potholes in the paved surfaces, including parking areas and sidewalks.

The above-described conditions will require significant private investment to remediate. If such conditions are not remediated, PGAV anticipates that property values will be lower than

similarly situated properties that do not suffer from the same insanitary, unsafe and deteriorated conditions. Lower property values will result in less property tax revenues to fund necessary governmental services. At the same time, many of the conditions noted above have resulted in the direct consumption of governmental services (such as responding to specific instances of illegal dumping, unsafe buildings, or encampments in the Area). Unless remediated, the above-described conditions are expected to cause a continued demand for specific governmental services. The lower tax revenues combined with increased demand for specific governmental services creates an economic liability.

As noted in **Table 1 – Manchester Road Corridor Redevelopment Area Parcel Data**, provided on the next two pages, the City and the Missouri Department of Transportation (MoDOT) own 26 parcels within the Area. Note that the properties presently owned by MoDOT will be transferred to City ownership upon completion of the Manchester Road improvements. The total acreage of all Area parcels excluding rights-of-way is approximately 67 acres. The Brentwood/MoDOT parcels represent approximately 50% of the total land area exclusive of rights-of-way and property owned by the Metropolitan Sewer District. Some of these parcels that were acquired in connection with the flood mitigation project, but, upon completion of the flood mitigation, will have partial or total availability for private redevelopment. These parcels, while owned by the City, generate no property tax revenues, but require government funding for upkeep and public safety services. Given the location of these properties near Deer Creek (and away from the Manchester Road frontage), the private redevelopment of these properties and remediation of any blighting factors on those properties is expected to be contingent on a unified redevelopment plan with adjacent properties that do have Manchester Road frontage.

Accordingly, until the blighting factors described in this study are remediated through private redevelopment, the Area will constitute an economic liability because:

- (1) The Area will continue to require government services, some of which are directly related to the conditions described in this study, and
- (2) in contrast to the demand for governmental services, and
 - (a) the privately-owned properties in the Area that are in poor condition will generate less tax revenues than similarly situated properties in better condition, and
 - (b) the parcels owned by the City that could otherwise be redeveloped by private entities will generate no tax revenues.

This imbalance between tax generation and demand for governmental services creates an economic liability in its present condition and use.

TABLE 1
MANCHESTER ROAD CORRIDOR REDEVELOPMENT AREA PARCEL DATA

Parcel Locator Number	County PIN	Property Address	Owner Name	Owner Address	Year Built	2023 EAV
1	21K240207	8627 MANCHESTER RD	BRENTWOOD CITY OF	8627 MANCHESTER RD	63144	\$0
2	21K240784	8623 MANCHESTER RD	BRENTWOOD CITY OF	8623 MANCHESTER RD	63144	\$0
3	21K240793	8615 MANCHESTER RD	MISSOURI HIGHWAYS & TRANSPORTATION	1590 WOODLAKE DR	63017	\$0
4	21K240182	8611 MANCHESTER RD	KNIGHT REVOCABLE LIVING TRUST	1 MERAMEC BLUFFS DR # 3002	63021	\$52,320
5	21K240160	8603 MANCHESTER RD	MANCHESTER ROAD PROPERTY LLC	P O BOX 510032	63151	\$189,600
6	21K240243	2652 RUTH AVE	RUSSO DEVELOPMENT LLC	P O BOX 510032	63151	\$12,960
7	21K240803	2654 RUTH AVE	RUSSO DEVELOPMENT LLC	P O BOX 510032	63151	\$460
8	21K240142	8515 MANCHESTER RD	BARTENURA HOLDINGS LLC	1380 FERGUSON AVE	63133	\$199,260
9	21K240171	8513 MANCHESTER RD	RUSSOS DEVELOPMENT LLC	P O BOX 510032	63151	\$116,200
10	21K240151	8503 MANCHESTER RD	MONTLEONE PROPERTIES LLC	5228 S AVEMORE DR	65809	\$127,400
11	21K331415	8419 MANCHESTER RD	NAVIGATE REALTY LLC	8419 MANCHESTER RD	63144	\$513,410
12	21K330241	8401 MANCHESTER RD	G & M REAL ESTATE HOLDINGS LLC	8401 MANCHESTER RD	63144	\$144,220
13	21K331471	2661 SALEM RD	8307 MANCHESTER LLC	1901 W ADAMS	63122	\$100
14	21K331460	8307 MANCHESTER RD	8307 MANCHESTER LLC	1901 W ADAMS RD	63122	\$177,220
15	21K331204	8225 MANCHESTER RD	8225 MANCHESTER LLC	10260 MANCHESTER RD	63122	\$94,400
16	21K330151	8209 MANCHESTER RD	RPM HOLDINGS LLC	2305 ALPINE LAKE DR	63390	\$173,660
17	21K330122	8199 MANCHESTER RD	MACS CONVENIENCE STORES LLC	P O BOX 347	47202	\$109,440
18	21K330162	8147 MANCHESTER RD	LAPLANTE HOLDINGS LLC	9517 SUNNY CREEK LN	63127	\$81,090
19	21K340206	8143 MANCHESTER RD	LAND LOVERS LLC	2203 DEVONSBROOK DR	63005	\$24,620
20	21K340215	2653 MELVIN AVE	K&G RENTAL PROPERTIES	2043 HIAWATHA AVE	63143	\$34,100
21	21K340141	8141 MANCHESTER RD	T & C REAL ESTATE LLC	8141 MANCHESTER RD	63144	\$44,100
22	21K340132	8135 MANCHESTER RD	RENOVATION REAL ESTATE LLC	7915 BIG BEND BLVD	63119	\$53,860
23	21K341407	2652 MELVIN AVE	SPACES BY SUSAN L WARD LLC	225 S MERAMEC AVE SUITE 411	63105	\$55,680
24	21K341393	8131 MANCHESTER RD	B E JAM LLC	8131 MANCHESTER RD	63144	\$158,790
25	21K340150	8121 MANCHESTER RD	COMMERCIAL TRANSMISSION COMPANY	8111 MANCHESTER RD	63144	\$73,890
26	21K340172	8115 MANCHESTER RD	COMMERCIAL TRANSMISSION COMPANY	8111 MANCHESTER RD	63144	\$25,180
27	21K340183	8111 MANCHESTER RD	COMMERCIAL TRANSMISSION & ENGINE CO	8111 MANCHESTER RD	63144	\$61,250
28	21K341272	8109 MANCHESTER RD	COMMERCIAL TRANSMISSION COMPANY	8111 MANCHESTER RD	63144	\$0
29	21K341382	8077 MANCHESTER RD	BESTAR LLC	P O BOX 410842	63141	\$424,540
30	21K341351	8075 MANCHESTER RD	TAYLOR RIVER CAPITAL LLC	8071 MANCHESTER RD	63144	\$104,900
31	21K341360	8071 MANCHESTER RD	TAYLOR RIVER CAPITAL LLC	8071 MANCHESTER RD	63144	\$204,740
48	21K240775	2702 MARY AVE	MISSOURI HIGHWAYS & TRANSPORTATION	105 W CAPITOL AVE	65102	\$0
49	21K240876	8614 MANCHESTER RD	STATE OF MISSOURI	1590 WOODLAKE DR	63017	\$0
50	21K240106	8606 MANCHESTER RD	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	63144	\$0
51	21K240885	8600 MANCHESTER RD	T & C PROPERTIES LLC	8600 MANCHESTER RD	63144	\$74,180
52	21K240940	2735 BOMPART AVE	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	63144	\$0
53	21K220306	2780 MARY AVE	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	63144	\$0
Total Parcels 1-53						\$3,331,570

TABLE 1
MANCHESTER ROAD CORRIDOR REDEVELOPMENT AREA PARCEL DATA

Parcel Locator Number	County PIN	Property Address	Owner Name	Owner Address	Year Built	2023 EAV
54	21K220122	2802 MARY AVE	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	MO 63144	\$0
55	21K220104	2810 MARY AVE	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	MO 63144	\$0
56	21K220371	2814 MARY AVE	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	MO 63144	\$0
57	21K220382	2924 MARY AVE	METROPOLITAN ST LOUIS SEWER DISTRICT THE	2350 MARKET ST	MO 63103	\$0
58	21K220214	2940 MARY AVE	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	MO 63144	\$0
59	21K220241	2745 BOMPART AVE	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	MO 63144	\$0
61	21K240812	8500 MANCHESTER RD	8500 MANCHESTER LLC	3477 WHITSETS FORK RD	MO 63038	\$479,420
62	21K240830	8524 MANCHESTER RD	SOVRAN ACQUISITION LIMITED PARTNERSHIP	6467 MAIN ST	NY 14221	\$1,306,880
63	21K240867	8416 MANCHESTER RD	K HALL STUDIO LLC	715 HANLEY INDUSTRIAL CT	MO 63144	\$198,400
64	21K331273	8410 MANCHESTER RD	G W H L L C	8412 MANCHESTER RD	MO 63144	\$164,940
65	21K220250	2740 BOMPART AVE	BRENTWOOD CITY OF	7700 FORSYTH BLVD SUITE 1800	MO 63105	\$0
66	21K331284	8330 MANCHESTER RD	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	MO 63144	\$0
67	21K331295	8318 MANCHESTER RD	BRENTWOOD CITY OF	8318 MANCHESTER RD	MO 63144	\$0
68	21K331372	8300 MANCHESTER RD	SURCO PROPERTIES LLC	9758 REAVIS PARK DR	MO 63123	\$112,290
69	21K331383	8302 MANCHESTER RD	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	MO 63144	\$0
70	21K310304	8304 MANCHESTER RD	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	MO 63144	\$0
71	21K310322	8314 MANCHESTER RD	WEBSTER GROVES CITY OF	8314 MANCHESTER RD	MO 63144	\$0
72	21K330085	8224 MANCHESTER RD	SCHARF DENNIS G TRUSTEE	8224 MANCHESTER	MO 63144	\$168,580
73	21K331251	8212 MANCHESTER RD	BRENTCHESER LLC	101 S HANLEY RD SUITE 550	MO 63105	\$23,320
74	21K331493	8154 MANCHESTER RD	FELICE PROPERTIES LLC	808 W CARLSBAD DR	AZ 85140	\$208,700
75	21K331406	8229 BRENTWOOD INDUSTRIAL DR	BRENTWOOD INDUSTRIAL HOLDINGS L L C	2833 BRECKENRIDGE INDUSTRIAL CT	MO 63144	\$1,631,900
76	21K331174	2709 MERCANTILE DR	JK LITTLE ROCK II LLC	601 OAK VALLEY DR	MO 63131	\$654,340
77	21K310164	8228 BRENTWOOD INDUSTRIAL DR	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	MO 63144	\$0
78	21K320781	8130 BRENTWOOD INDUSTRIAL DR	BRENTWOOD MISSOURI CITY OF	2348 S BRENTWOOD BLVD	MO 63144	\$0
79	21K341443	8106 MANCHESTER RD	FELICE PROPERTIES LLC	231 S BEMISTON AVE SUITE 1220	MO 63105	\$240,220
80	21K340013	2714 MERCANTILE DR	FWD PROPERTIES	2714 MERCANTILE DRIVE	MO 63144	\$339,710
81	21K340022	8125 BRENTWOOD INDUSTRIAL DR	WEST HILL PROPERTIES LLC	300 S PORTLAND AVE	OKLAHOMA CITY OK 73108	\$0
82	21K341434	8100 MANCHESTER RD	FELICE PROPERTIES LLC	231 S BEMISTON AVE SUITE 1220	MO 63105	\$273,030
83	21K320273	2717 BRECKENRIDGE INDUSTRIAL CT	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	MO 63144	\$0
84	21K320790	8128 BRENTWOOD INDUSTRIAL DR	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	MO 63144	\$0
85	21K340820	8040 MANCHESTER RD	8044 MANCHESTER L L C	1240 TAMMANY LN	MO 63131	\$220,610
86	21K340811	2710 BRECKENRIDGE INDUSTRIAL CT	BIC WASH LLC	2720 POINT LANISING CT	MO 63021	\$133,790
87	21K320262	2714 BRECKENRIDGE INDUSTRIAL CT	BRENTWOOD CITY OF	7700 FORSYTH BLVD SUITE 1800	MO 63105	\$0
88	21K340792	8030 MANCHESTER RD	WEIS INVESTMENT LLC	8030 MANCHESTER RD	MO 63144	\$362,940
89	21K341425	8002 MANCHESTER RD	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	MO 63144	\$0
90	21K340857	8000 MANCHESTER RD	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	MO 63144	\$0
91	21K340123	2709 S HANLEY RD	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	MO 63144	\$0
92	21K340084	7957 LORINE AVE	BRENTWOOD CITY OF	2348 S BRENTWOOD BLVD	MO 63144	\$0
Total - Parcels: 54 - 92						\$6,519,090
Total - Area Parcels:						\$9,850,660

SECTION 3 – SUMMARY

The discussion of the preceding sections of this report plus a review of **Exhibits 5 and 6** provides evidence that the Area meets the “blighted area” requirements for designation as a Chapter 353 Area by indicating the existence of blighting factors within the Area.

- Of 48 properties that have buildings and/or site improvements and are not related to the flood mitigation improvements, virtually all of them have buildings and/or site improvements that exhibit physical deterioration.
- The age of the Area buildings (29 out of 48) are 52 years old or older and thus are likely to continue to deteriorate and are also likely to contain lead paint or asbestos in the building materials which is an unsafe condition.
- The extraordinary flooding events of July 26, 2022, again had a major impact on the Area. Until the flood mitigation construction is complete and unless redevelopment occurs based on the City’s new building standards, some properties above the 100-year flood zone area will remain subject to flooding in extraordinary storm events even after current flood mitigation improvements are complete.
- The Area constitutes an economic liability because, absent private redevelopment to mitigate insanitary or unsafe conditions and physical deterioration of site improvements:
 - (1) The Area will continue to require government services, some of which are directly related to the conditions described in this study, and
 - (2) By comparison to the demand for governmental services,
 - (a) The privately-owned properties in the Area that are in poor condition will generate less tax revenues than similarly situated properties in better condition, and
 - (b) The parcels owned by the City that could otherwise be redeveloped by private entities will generate no tax revenues.

This economic imbalance between tax generation and demand for governmental services creates an economic liability in its present condition and use.

This data clearly supports a finding that the Area, on the whole, is a “blighted area,” as is defined in Chapter 353 and the Area meets the requirements for a blighted area.

APPENDIX A

MAP EXHIBITS AND LEGAL DESCRIPTION

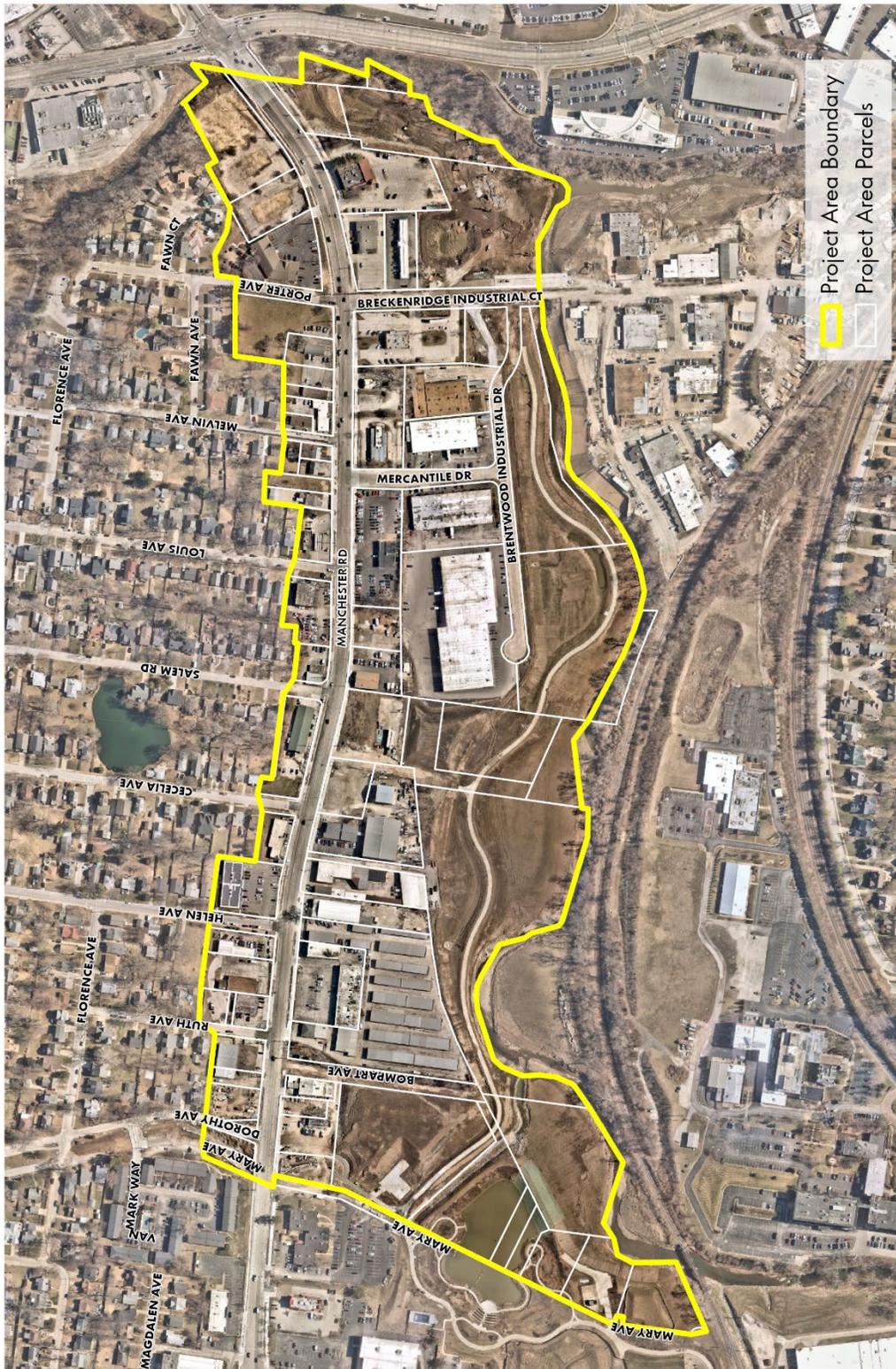


EXHIBIT 1 - REDEVELOPMENT AREA BOUNDARY

Manchester Road Corridor Redevelopment Area
2023 Chapter 353 Blighting Analysis
City of Brentwood, Missouri



June 2023



313 Wood Street
O'Fallon, MO 63366
Ph: 314-432-5400
Fx: 636-294-5851

CIVIL ENGINEERING LAND SURVEYING LAND PLANNING

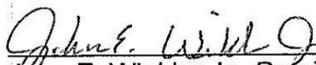
www.metronsurveying.com

info@metronsurveying.com

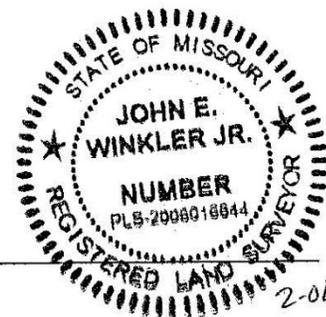
DESCRIPTION: REDEVELOPMENT AREA PROPERTIES – BRENTWOOD

A TRACT OF LAND BEING PART OF LOTS A, B AND C, 2, 3 & 4 OF BOMPART ESTATES, A SUBDIVISION DESCRIBED IN PLAT BOOK 1, PAGE 157 OF THE ST. LOUIS COUNTY, MISSOURI RECORDS AND BEING IN U.S. SURVEY 1930, TOWNSHIP 45 NORTH, RANGE 6 EAST, IN ST. LOUIS COUNTY, MISSOURI AND DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF MISSOURI PACIFIC RAILROAD (CREVE COEUR BRANCH) AND THE SOUTHWEST CORNER OF PART OF LOT 3, PART B OF BOMPART ESTATE SUBDIVISION RECORDED IN PLAT BOOK 286, PAGE 58 OF THE ST. LOUIS COUNTY, MISSOURI RECORDS; THENCE NORTH 08 DEGREES 00 MINUTES 00 SECONDS EAST (ADOPTED BEARING) A DISTANCE OF 35.95 FEET TO THE POINT OF BEGINNING AND CENTERLINE RIVER DES PERES – DEER CREEK BRANCH. THENCE ALONG SAID CENTERLINE THE FOLLOWING COURSES; NORTH 89 DEGREES 26 MINUTES 10 SECONDS WEST, 115.03 FEET; NORTH 77 DEGREES 46 MINUTES 35 SECONDS WEST, 140.03 FEET; NORTH 67 DEGREES 07 MINUTES 01 SECONDS WEST, 91.93 FEET; NORTH 25 DEGREES 20 MINUTES 37 SECONDS WEST, 172.13 FEET; NORTH 41 DEGREES 39 MINUTES 54 SECONDS WEST, 80.23 FEET; NORTH 68 DEGREES 27 MINUTES 02 SECONDS WEST, 60.80 FEET; NORTH 88 DEGREES 39 MINUTES 24 SECONDS WEST, 105.06 FEET; SOUTH 65 DEGREES 50 MINUTES 28 SECONDS WEST, 130.40 FEET; SOUTH 07 DEGREES 51 MINUTES 52 SECONDS WEST, 145.64 FEET; SOUTH 47 DEGREES 07 MINUTES 59 SECONDS WEST, 122.91 FEET; SOUTH 41 DEGREES 05 MINUTES 19 SECONDS WEST, 51.29 FEET; SOUTH 54 DEGREES 22 MINUTES 58 SECONDS WEST, 64.69 FEET; SOUTH 63 DEGREES 33 MINUTES 45 SECONDS WEST, 103.89 FEET; SOUTH 89 DEGREES 27 MINUTES 39 SECONDS WEST, 253.56 FEET TO AN ANGLE POINT ON THE EAST LINE OF LOT 6 OF WEST INDUSTRIAL PARK, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 120 PAGE 76 OF THE ST. LOUIS COUNTY, MISSOURI RECORDS; THENCE ALONG THE EAST LINE OF LOTS 6, 7, 8, & 9 THE FOLLOWING COURSES: SOUTH 77 DEGREES 22 MINUTES 00 SECONDS WEST, 49.60 FEET; SOUTH 26 DEGREES 17 MINUTES 00 SECONDS WEST, 50.54 FEET; SOUTH 00 DEGREES 13 MINUTES 00 SECONDS EAST, 125.27 FEET TO THE EAST CORNER OF LOT 10 OF SAID WEST INDUSTRIAL PARK AND RIGHT-OF-WAY OF MISSOURI PACIFIC (108 FEET WIDE) RAILROAD. THENCE ALONG THE SOUTH LINE OF SAID LOT 10 AND NORTH RIGHT-OF-WAY OF SAID RAILROAD TO THE PROLONGATION OF THE WEST LINE OF MARY (30 FEET WIDE) AVENUE, SOUTH 63 DEGREES 47 MINUTES 00 SECONDS WEST, 229.13 FEET TO THE SOUTHWEST CORNER OF LOT 10 OF SAID WEST INDUSTRIAL PARK AND EASTERN RIGHT-OF-WAY OF MARY (WIDTH VARIES) AVENUE; THENCE ALONG SAID EASTERN RIGHT-OF-WAY OF SAID MARY AVENUE AND THE WESTERN LINE OF SAID LOT 10 ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 30.00 FEET, A DISTANCE OF 76.46 FEET TO A


John E. Winkler Jr., President
PLS - 2006016644

Dated



2-01-2023



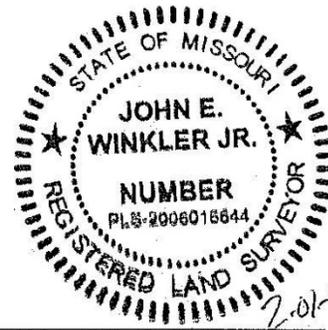
313 Wood Street
O'Fallon, MO 63366
Ph: 314-432-5400
Fx: 636-294-5851

CIVIL ENGINEERING LAND SURVEYING LAND PLANNING

www.metronsurveying.com

info@metronsurveying.com

POINT; THENCE CONTINUING ALONG THE EASTERN LINE OF MARY AVENUE AND EASTERN LINE OF LOTS 10, 9, 8 AND 7 OF SAID WEST INDUSTRIAL PARK, NORTH 07 DEGREES 45 MINUTES 00 SECONDS EAST, 241.47 FEET TO A POINT; THENCE CONTINUING ALONG SAID EASTERN LINE OF MARY AVENUE AND WESTERN LINE OF LOTS 7, 6, 5, 4, 3, AND 2 OF SAID WEST INDUSTRIAL PARK AND WESTERN LINE OF ADJUSTED TRACT A OF BOUNDARY ADJUSTMENT PLAT, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 354 PAGE 687 OF THE ST. LOUIS COUNTY, MISSOURI RECORDS, NORTH 26 DEGREES 27 MINUTES 00 SECONDS EAST, 884.10 FEET TO A POINT; THENCE CONTINUING ALONG THE EASTERN LINE OF SAID MARY AVENUE, NORTH 12 DEGREES 19 MINUTES 00 SECONDS EAST, 215.10 FEET TO THE SOUTH RIGHT-OF-WAY OF MANCHESTER (WIDTH VARIES) ROAD; THENCE ALONG THE SOUTH RIGHT-OF-WAY LINE, NORTH 85 DEGREES 50 MINUTES 00 SECONDS EAST, 44.92 FEET TO A POINT AT THE EASTERN PROLONGATION OF MARY AVENUE (30 FEET WIDE); THENCE LEAVING SAID SOUTHERN LINE OF MANCHESTER ROAD ALONG THE EASTERN PROLONGATION OF MARY AVENUE AVENUE, NORTH 24 DEGREES 08 MINUTES 00 SECONDS EAST, 194.78 FEET TO A CURVE TO THE LEFT; THENCE ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 317.90 FEET; A DISTANCE OF 32.56 FEET TO A POINT; THENCE LEAVING THE WEST LINE OF SAID MARY AVENUE, SOUTH 84 DEGREES 07 MINUTES 18 SECONDS EAST, 352.55 FEET TO THE EAST LINE OF RUTH (30 FEET WIDE) AVENUE; THENCE ALONG THE EAST LINE OF RUTH AVENUE, NORTH 05 DEGREES 58 MINUTES 53 SECONDS EAST, 51.21 FEET; THENCE LEAVING SAID EAST LINE, SOUTH 86 DEGREES 26 MINUTES 07 SECONDS EAST, 100.00 FEET TO A POINT; THENCE NORTH 05 DEGREES 58 MINUTES 53 SECONDS EAST, 7.71 FEET TO A POINT; THENCE SOUTH 86 DEGREES 26 MINUTES 07 SECONDS EAST, 232.04 FEET TO THE EAST LINE OF HELEN (50 FEET WIDE) AVENUE; THENCE ALONG THE SAID EAST LINE, SOUTH 05 DEGREES 58 MINUTES 53 SECONDS WEST, 12.54 FEET TO THE NORTH LINE OF LOT 5 IN BLOCK 4 OF OF RUTH SUBDIVISION, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 83 PAGE 6 OF THE ST. LOUIS COUNTY, MISSOURI RECORDS; THENCE ALONG SAID NORTH LINE OF LOT 5, SOUTH 86 DEGREES 26 MINUTES 07 SECONDS EAST, 162.11 FEET TO THE NORTHEAST CORNER OF SAID LOT 5; THENCE ALONG THE EAST LINE OF LOTS 5 AND 1 OF SAID RUTH SUBDIVISION, SOUTH 05 DEGREES 58 MINUTES 53 SECONDS WEST, 118.12 FEET TO THE NORTHWEST CORNER OF LOT 1 IN BLOCK 4 OF SAID RUTH SUBDIVISION; THENCE ALONG THE NORTH LINE OF SAID LOT 1, SOUTH 84 DEGREES 07 MINUTES 18 SECONDS EAST, 150.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 1 AND WEST LINE OF CECILIA (50 FEET WIDE)



John E. Winkler Jr.
John E. Winkler Jr., President
PLS - 2006016644

Dated 2-01-2023



313 Wood Street
O'Fallon, MO 63366
Ph: 314-432-5400
Fx: 636-294-5851

CIVIL ENGINEERING LAND SURVEYING LAND PLANNING

www.metronsurveying.com

info@metronsurveying.com

AVENUE; THENCE ALONG SAID WEST LINE, NORTH 05 DEGREES 58 MINUTES 53 SECONDS EAST, 19.80 FEET; THENCE LEAVING SAID WEST LINE, SOUTH 81 DEGREES 08 MINUTES 41 SECONDS EAST, 100.13 FEET TO THE WEST LINE OF COLONIAL VILLAGE, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 33 PAGE 23 OF THE ST. LOUIS COUNTY, MISSOURI RECORDS; THENCE ALONG THE WEST LINE OF SAID COLONIAL VILLAGE, SOUTH 05 DEGREES 58 MINUTES 53 SECONDS WEST, 31.78 FEET TO THE NORTH LINE OF A 15 FOOT WIDE ALLEY; THENCE ALONG SAID NORTH LINE, SOUTH 84 DEGREES 07 MINUTES 18 SECONDS EAST, 460.25 FEET; THENCE LEAVING SAID NORTH LINE, NORTH 05 DEGREES 58 MINUTES 53 SECONDS EAST, 40.03 FEET TO A POINT; THENCE SOUTH 84 DEGREES 07 MINUTES 18 SECONDS EAST, 201.76 TO THE EAST LINE OF LOUIS (50 FEET WIDE) AVENUE; THENCE ALONG THE EAST LINE OF SAID LOUIS AVENUE, SOUTH 05 DEGREES 58 MINUTES 53 SECONDS WEST, 25.60 FEET TO THE NORTHWEST CORNER OF LOT 1 IN BLOCK 1 OF SAID BOMPART – TERRACE; THENCE ALONG THE NORTH LINE OF LOT 1, SOUTH 84 DEGREES 07 MINUTES 18 SECONDS EAST, 150.00 FEET TO THE WEST LINE OF LOT 1 IN BRAZEUS SUBDIVISION, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 7 PAGE 7 OF THE ST. LOUIS COUNTY, MISSOURI RECORDS; THENCE ALONG SAID WEST LINE, NORTH 05 DEGREES 58 MINUTES 53 SECONDS EAST, 110.71 FEET TO A POINT; THENCE SOUTH 89 DEGREES 34 MINUTES 00 SECONDS EAST, 97.66 FEET TO A POINT; THENCE SOUTH 05 DEGREES 58 MINUTES 53 SECONDS WEST, 46.60 FEET TO A POINT; THENCE SOUTH 84 DEGREES 01 MINUTES 07 SECONDS EAST, 96.94 FEET TO THE WEST LINE OF MELVIN (30 FEET WIDE) AVENUE; THENCE NORTH 76 DEGREES 03 MINUTES 34 SECONDS EAST, 31.91 FEET TO THE EAST LINE OF SAID MELVIN AVENUE; THENCE LEAVING SAID EAST LINE, SOUTH 89 DEGREES 34 MINUTES 00 SECONDS EAST, 195.26 FEET TO THE EAST LINE OF SAID BRAZEUS SUBDIVISION; THENCE ALONG THE EAST LINE, NORTH 05 DEGREES 58 MINUTES 53 SECONDS EAST, 147.63 FEET TO A POINT; THENCE LEAVING THE EAST LINE, NORTH 89 DEGREES 34 MINUTES 00 SECONDS EAST, 229.21 FEET TO THE EAST LINE OF PORTER (40 FEET WIDE) AVENUE; THENCE ALONG SAID EAST LINE, NORTH 05 DEGREES 58 MINUTES 53 SECONDS EAST, 30.17 FEET TO A POINT; THENCE LEAVING SAID EAST LINE, ALONG THE NORTH LINE OF LOT 4 OF BRAZEAUX PLAZA PLAT TWO, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 354 PAGE 383 OF THE ST. LOUIS COUNTY, MISSOURI RECORDS THE FOLLOWING COURSES; NORTH 81 DEGREES 49 MINUTES 23 SECONDS EAST, 61.50 FEET; SOUTH 65 DEGREES 31 MINUTES 47 SECONDS EAST, 78.50 FEET AND SOUTH 84 DEGREES 01 MINUTES 07 SECONDS EAST, 68.69 FEET TO A POINT ON THE NORTH LINE OF LOT 2 OF BRAZEAUX PLAZA, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 354 PAGE 105 OF THE ST. LOUIS COUNTY, MISSOURI RECORDS; THENCE ALONG SAID NORTH LINE OF LOT 2 AND LOT 3 THE FOLLOWING COURSES;



John E. Winkler Jr.
John E. Winkler Jr., President
PLS - 2006016644

Dated

2-01-2023



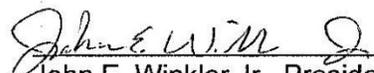
313 Wood Street
O'Fallon, MO 63366
Ph: 314-432-5400
Fx: 636-294-5851

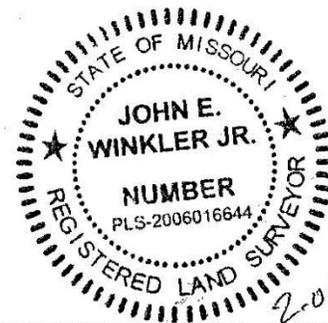
CIVIL ENGINEERING LAND SURVEYING LAND PLANNING

www.metronsurveying.com

info@metronsurveying.com

NORTH 59 DEGREES 10 MINUTES 03 SECONDS EAST, 144.42 FEET; SOUTH 30 DEGREES 49 MINUTES 57 SECONDS EAST, 30.00 FEET; NORTH 59 DEGREES 10 MINUTES 03 SECONDS EAST, 189.24 FEET; NORTH 21 DEGREES 32 MINUTES 24 SECONDS EAST, 10.02 FEET; SOUTH 45 DEGREES 14 MINUTES 07 SECONDS EAST, 95.26 FEET AND NORTH 48 DEGREES 36 MINUTES 53 SECONDS EAST, 67.32 FEET TO THE EAST LINE OF SAID LOT 3; THENCE ALONG THE EAST LINE OF SAID LOT 3, SOUTH 05 DEGREES 32 MINUTES 53 SECONDS WEST, 85.40 FEET TO THE NORTH RIGHT-OF-WAY LINE OF SAID MANCHESTER (WIDTH VARIES) ROAD; THENCE LEAVING SAID NORTH RIGHT-OF-WAY TO THE SOUTH RIGHT-OF-WAY OF SAID MANCHESTER ROAD, SOUTH 06 DEGREES 51 MINUTES 37 SECONDS WEST, 118.47 FEET; THENCE LEAVING SAID SOUTH RIGHT-OF-WAY, SOUTH 04 DEGREES 46 MINUTES 00 SECONDS WEST, 95.67 FEET TO A POINT; THENCE NORTH 88 DEGREES 01 MINUTES 00 SECONDS EAST, 80.00 FEET TO A POINT ON THE EAST LINE OF U.S. SURVEY 1930; THENCE ALONG SAID EAST LINE, SOUTH 15 DEGREES 44 MINUTES 19 SECONDS WEST, 211.81 FEET TO THE NORTHWEST CORNER OF LOT 12 IN JOHNSON'S - SUBDIVISION, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 8 PAGE 54 OF THE ST. LOUIS COUNTY, MISSOURI RECORDS; THENCE ALONG THE NORTH LINE OF SAID LOT 12, SOUTH 88 DEGREES 50 MINUTES 28 SECONDS EAST, 85.20 FEET TO A POINT; THENCE LEAVING SAID NORTH LINE, SOUTH 23 DEGREES 02 MINUTES 16 SECONDS WEST, 134.78 FEET TO A POINT; THENCE SOUTH 87 DEGREES 54 MINUTES 00 SECONDS WEST, 43.02 FEET TO A POINT; THENCE SOUTH 04 DEGREES 56 MINUTES 00 SECONDS WEST, 54.52 FEET TO A POINT; THENCE SOUTH 66 DEGREES 53 MINUTES 00 SECONDS WEST, 125.33 FEET TO A POINT; THENCE SOUTH 04 DEGREES 48 MINUTES 00 SECONDS WEST, 150.00 FEET TO A POINT IN THE CENTERLINE OF SAID RIVER DES PERES; THENCE ALONG SAID CENTERLINE THE FOLLOWING COURSES; SOUTH 29 DEGREES 28 MINUTES 00 SECONDS WEST, 97.13 FEET; SOUTH 21 DEGREES 45 MINUTES 33 SECONDS WEST, 85.04 FEET; SOUTH 19 DEGREES 06 MINUTES 50 SECONDS WEST, 73.56 FEET; SOUTH 51 DEGREES 55 MINUTES 41 SECONDS WEST, 36.52 FEET; NORTH 74 DEGREES 06 MINUTES 42 SECONDS WEST, 31.78 FEET; NORTH 39 DEGREES 32 MINUTES 22 SECONDS WEST, 32.11 FEET; NORTH 57 DEGREES 25 MINUTES 01 SECONDS WEST, 108.05 FEET AND SOUTH 88 DEGREES 41 MINUTES 56 SECONDS WEST, 149.14 FEET TO A POINT; THENCE SOUTH 83 DEGREES 55 MINUTES 06 SECONDS WEST, 60.18 FEET TO THE SOUTHEAST CORNER OF LOT 11 OF BRENTWOOD INDUSTRIAL PARK, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 113 PAGE 62 OF THE ST. LOUIS COUNTY, MISSOURI RECORDS; THENCE ALONG THE SOUTH LINE OF SAID LOT 11 THE FOLLOWING COURSES;


John E. Winkler Jr., President
PLS - 2006016644



Dated

2-01-2023



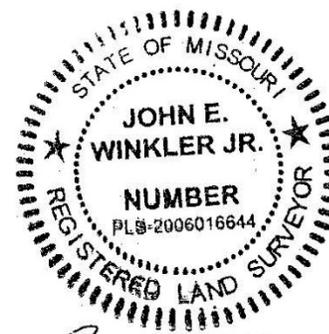
313 Wood Street
O'Fallon, MO 63366
Ph: 314-432-5400
Fx: 636-294-5851

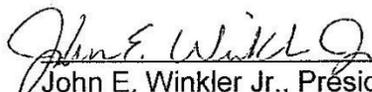
CIVIL ENGINEERING LAND SURVEYING LAND PLANNING

www.metronsurveying.com

info@metronsurveying.com

SOUTH 74 DEGREES 30 MINUTES 10 SECONDS WEST, 114.12 FEET; SOUTH 51 DEGREES 48 MINUTES 00 SECONDS WEST, 222.20 FEET; NORTH 67 DEGREES 59 MINUTES 50 SECONDS WEST, 241.80 FEET; SOUTH 40 DEGREES 18 MINUTES 10 SECONDS WEST, 65.50 FEET AND SOUTH 54 DEGREES 40 MINUTES 10 SECONDS WEST, 236.20 FEET TO THE SOUTHEAST CORNER OF LOT 10 OF SAID BRENTWOOD INDUSTRIAL PARK; THENCE ALONG THE SOUTH LINES OF LOT 10 AND 9; SOUTH 80 DEGREES 32 MINUTES 10 SECONDS WEST, 182.17 FEET AND NORTH 67 DEGREES 02 MINUTES 53 SECONDS WEST, 62.17 FEET TO THE SOUTHWEST CORNER OF SAID LOT 9 AND A CURVE TO THE LEFT; THENCE ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 10,863.54 FEET, A DISTANCE OF 289.01 FEET TO A POINT OF THE EAST LINE OF PART OF LOT A OF BOMPART ESTATES SUBDIVISION, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 286 PAGE 58 OF THE ST. LOUIS COUNTY, MISSOURI RECORDS; THENCE ALONG THE SOUTH LINE OF LOT 2 OF SAID PART OF LOT A OF BOMPART ESTATES SUBDIVISION THE FOLLOWING COURSES; NORTH 64 DEGREES 48 MINUTES 00 SECONDS WEST, 19.27 FEET; NORTH 50 DEGREES 36 MINUTES 05 SECONDS WEST, 85.62 FEET AND SOUTH 83 DEGREES 24 MINUTES 04 SECONDS WEST, 166.87 FEET TO THE WEST LINE OF LOT A OF BOMPART ESTATES, A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 1 PAGE 157 OF THE ST. LOUIS COUNTY, MISSOURI RECORDS; THENCE ALONG SAID WEST LINE OF LOT A, SOUTH 08 DEGREES 00 MINUTES 00 SECONDS WEST, 7.95 FEET BACK TO THE POINT OF BEGINNING AND CONTAINING 77.215 ACRES (3,363,488 SQUARE FEET), MORE OR LESS.




John E. Winkler Jr., President
PLS - 2006016644

Dated 2-01-2023

353 REDEVELOPMENT PROPERTIES

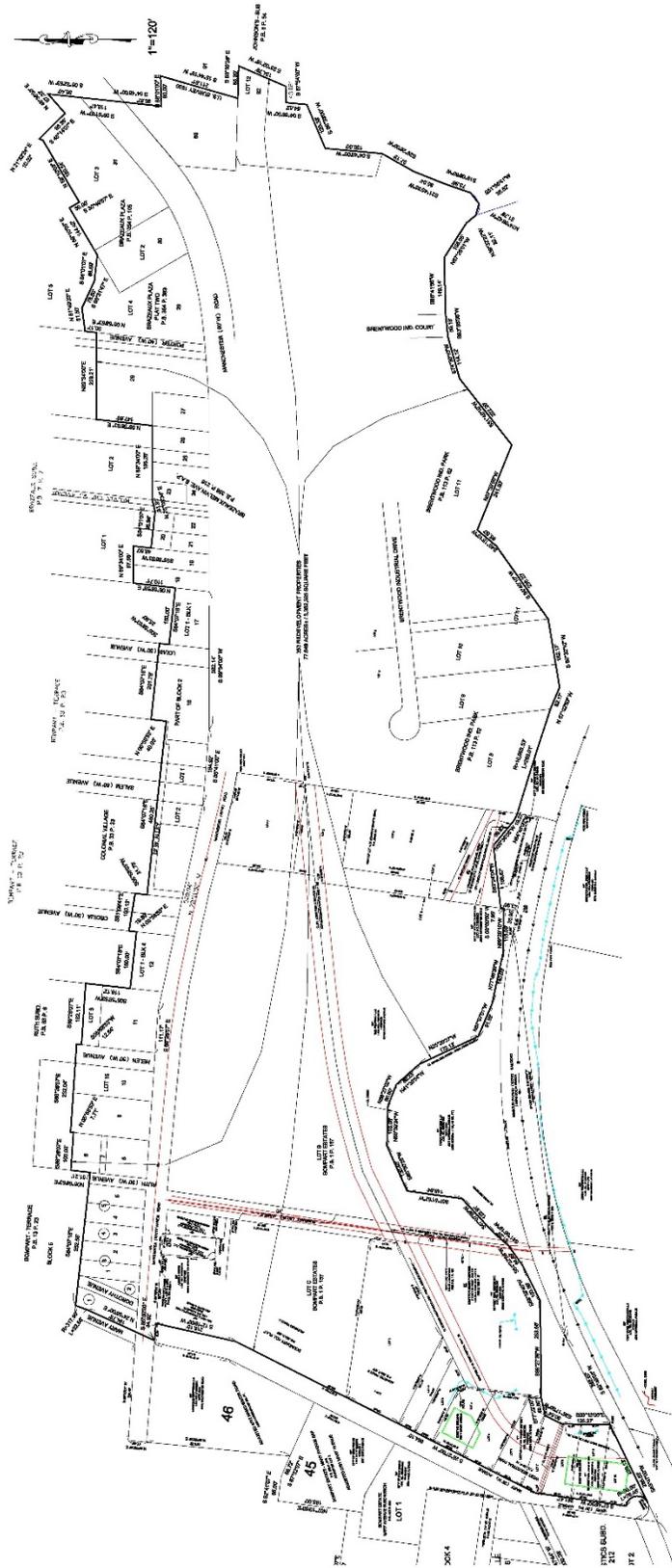




EXHIBIT 2 - PARCEL LOCATOR

Manchester Road Corridor Redevelopment Area
2023 Chapter 353 Blighting Analysis
City of Brentwood, Missouri



June 2023

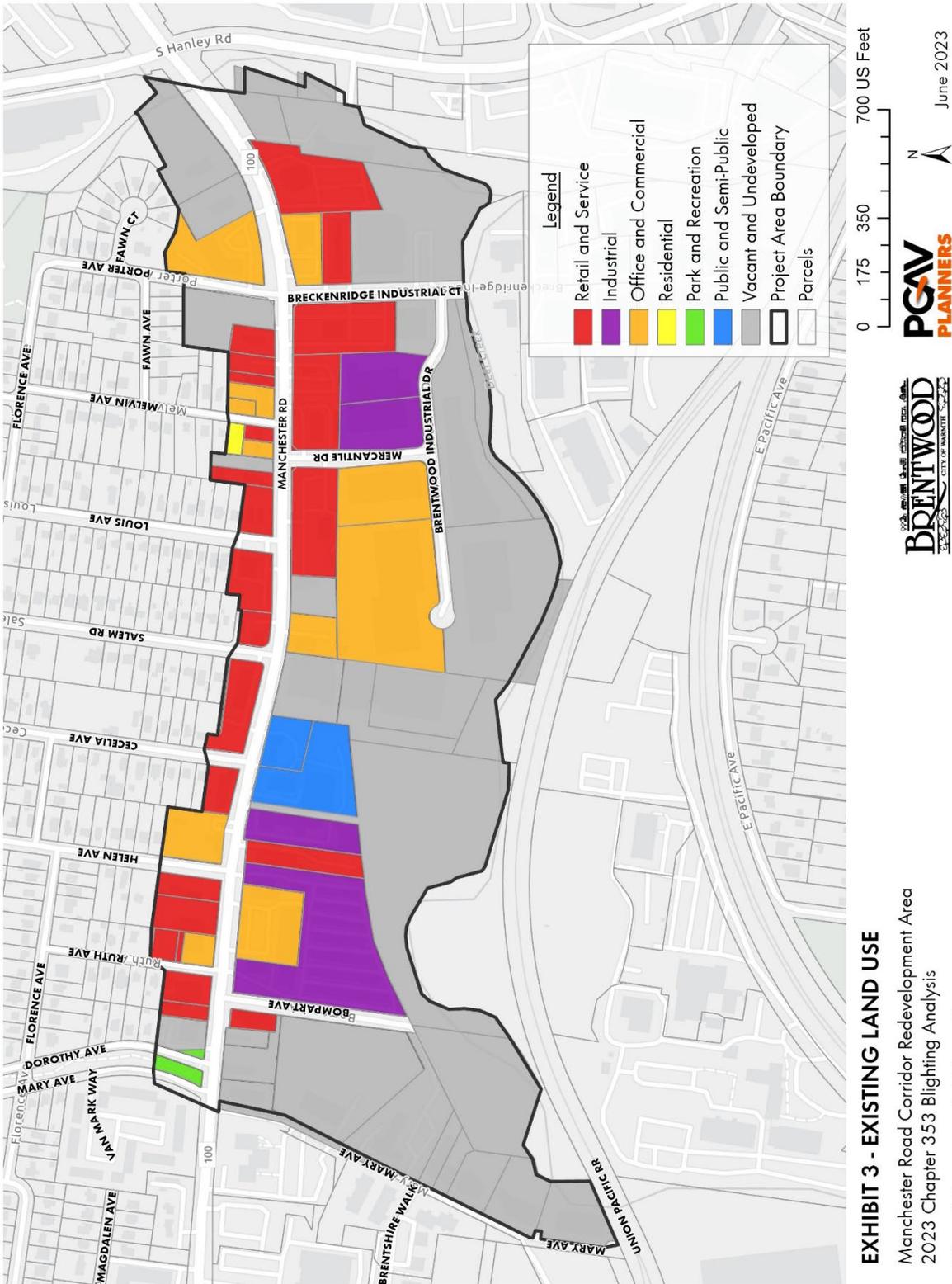


EXHIBIT 3 - EXISTING LAND USE

Manchester Road Corridor Redevelopment Area
 2023 Chapter 353 Blighting Analysis
 City of Brentwood, Missouri

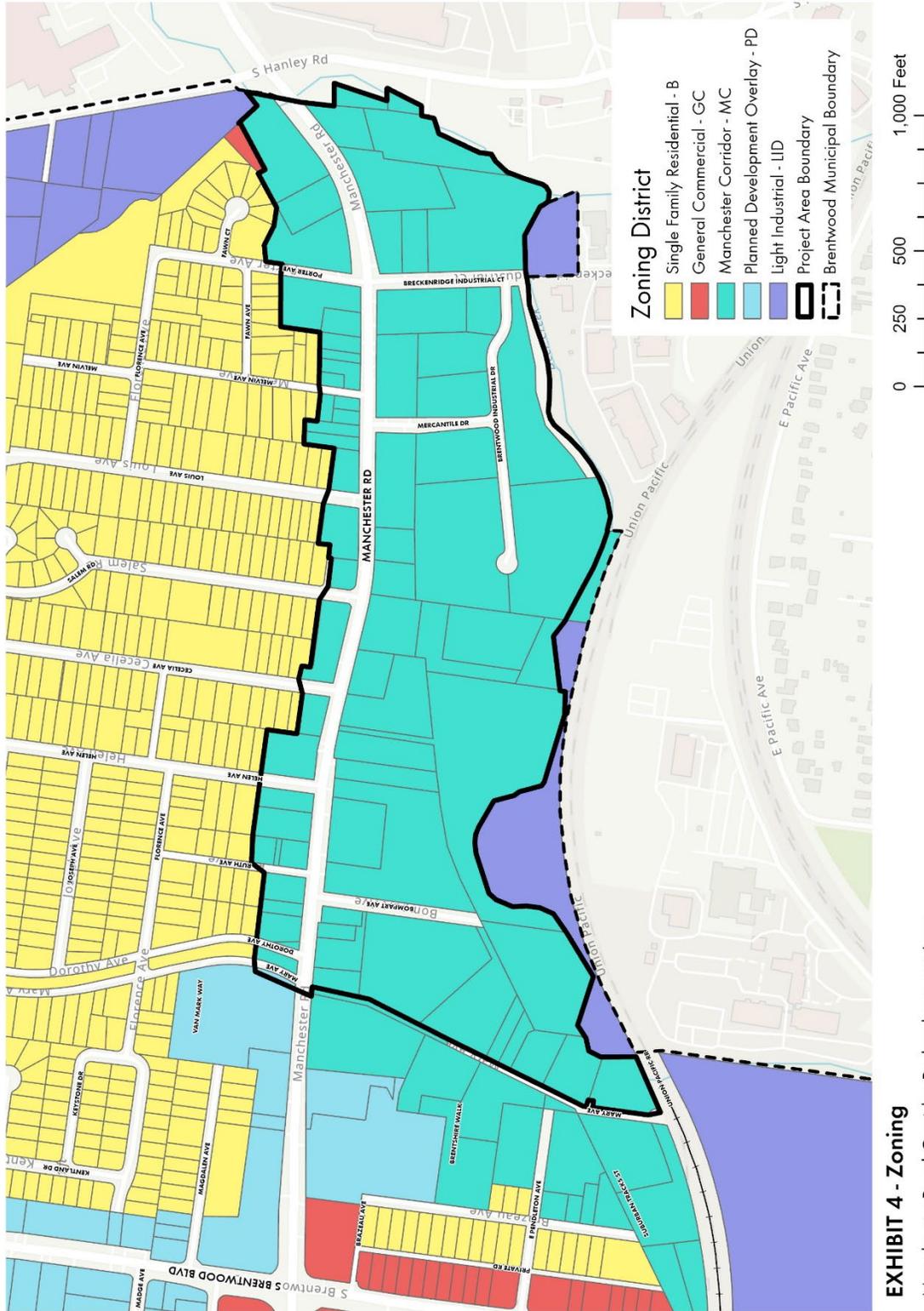


EXHIBIT 4 - Zoning

Manchester Road Corridor Redevelopment Area
 2023 Chapter 353 Blighting Analysis
 City of Brentwood, Missouri




 June 2023

APPENDIX A
PHOTO APPENDIX

The photos contained in the follow pages are a sampling of 60 photos taken throughout the Area on July 1, 2022, and 65 photos taken on June 6, 2023, depicting the conditions within the Area. These represent both physical deterioration and insanitary and/or unhealthy conditions found on the various parcels. The predominant building and site conditions are deteriorated parking areas, buildings and other related site improvements that show peeling paint, deteriorating window or door frames, damaged signage, missing and/or rotting soffit and facias. Site conditions represent insanitary or unhealthy conditions resulting from piles of trash or overgrowth that breeds vermin.

The photos in this Appendix represent a sample of the conditions that are prevalent in the Area. While the 2023 photos predominate, some of the 2022 photos are included because conditions have not changed, and no substantial building or site improvements have been made. Building and/or tenant vacancies have increased.



The building at the upper right appears to be vacant. The heavily tinted windows are a detriment to its appearance and impede the ability of police to recognize illicit activity within the building. Like other buildings in the Area, it suffers from physical deterioration from deferred maintenance of both building elements and parking areas.



The same is true of the building at center right, however its parking areas are in worse condition as can be seen in the large pothole at the lower left and the extensive alligator cracking of the parking lot.



The trash enclosures (left and right) are among several in the area that are essentially falling apart and the area around the trash container is



scattered with trash. This represents an unhealthy condition that breeds vermin. The trash in the left photo has been there since 2018.



The trash alongside the building at the upper left is still there today. The building above previously housed a lawn care equipment dealer that was vacant prior to the 2018 site investigations and is still vacant today.

These photos along the right represent typical parking area conditions as well as building conditions. Close inspection reveals deteriorating painted surfaces on all the buildings on this page.





These photos below (right) represent properties that present a reasonable appearance but each of which have physical deterioration that, if not addressed, will get worse. This includes deterioration of painted surfaces (walls, soffits, fascia boards, etc.).



They each have deteriorating parking areas, like nearly every other property in the area.

The buildings in the top and middle photos also have deteriorating window frames.

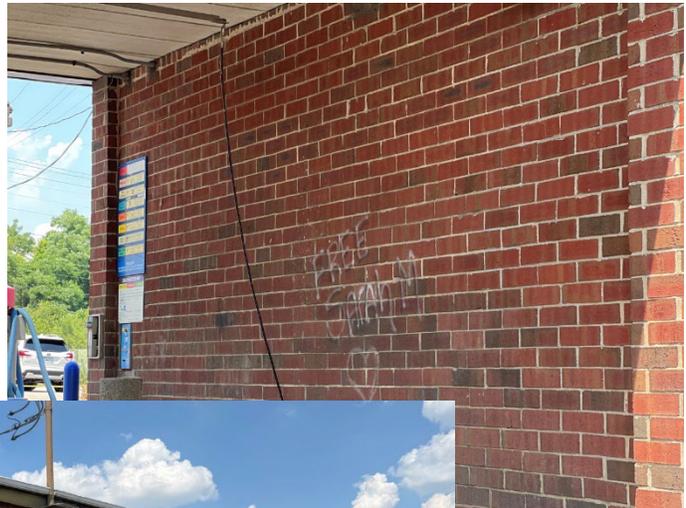


These photos represent properties at the eastern end of the Area (bottom) and near the middle (top and middle). The top two photos are on the south side of Manchester Road and upon close inspection will that demonstrate the a “water line” that show the teltale evidence of prior flooding. The bottom two photos show the evidence ot lingering trash collection and aligator cracking parking lot conditions (as shown in photots from properties in the western end of the area) that are prevalent throughout the area.



This Popeye's restaurant building, while one of the newer buildings in the area, shows evidence of physical deterioration. The awning-style overhangs need paint. The drive-up window clearly once had a canopy that was removed from the building either by accident or intentionally.

The car wash in the two lower photos has been treated to graffiti and shows the need for paint on various trim elements.



The Sonic Drive-In (photos to the right) represents one of the many vacant buildings in the area.



The trailers (photos to the upper left, left, and right) are examples of equipment on various sites that have not been moved in years. It is not known if these are being used for storage.



This property is located on the northwest side of Manchester Road at its intersection with Hanley Road. During previous site visits (2018 and 2022) this entry was secure, albeit not thoroughly. The most recent site visit shows this entry to be completely open.

As the photos show, this property is vacant and in deteriorated condition. Site paving is badly deteriorated, it is overgrown, and the remaining perimeter fencing is in bad condition as well.

The site photo below at the bottom left is a densely overgrown area which indicated the likely existence of a campsite.



This top photo show that even some of the newest buildings in the area are beginning to show signs of minor deterioration and need paint or other tupes of repairs,.



Here is yet another trash inclosure that is falling apart.



This is at the entrance to another building,



Virtually all the wood faced fencing throughout the Area is deteriorated with missing boards, sections, or is otherwise damaged.

