



Appendix A – Brentwood Public Engagement Overview

Public Meetings:

- Introductory Letter
- Open House #1
- Visioning Workshop
- Planning Workshop
- Focus Groups
- Open House #2

Community Surveys:

- Resident Survey
- Business Survey

Interviews:

- Stakeholder Interviews
- St. Louis County Highway Department Interview

Beginning in November 2004, Vector Communications commenced its role as the public engagement consultant for the Brentwood Comprehensive Plan. The following is a summary of the activities executed by Vector throughout the 12-month planning process.

November 2004

Comprehensive Plan Steering Committee Letter to the Community

To announce the planning effort to the community, Vector, with assistance from the Brentwood Comprehensive Plan steering committee, composed a letter to the community. Printed in the Brentwood Bulletin, December 2004. The letter also notified the community about the community survey that would be mailed to all households in January 2005.

January to February 2005

Community Survey

In January, the community survey was mailed to all Brentwood households (approx. 3,900) and 13% (slightly over 500) of the households responded via a postage-paid return envelope. In order to ensure a demographically representative sample, additional surveys were distributed at two apartment complexes. Respondents were notified about the survey through the Brentwood Bulletin and residents had approximately three weeks to complete the survey.

February 2005

Orientation Open House

To introduce the project consultants to Brentwood and to inform the residents about the comprehensive planning process and its timeline, the steering committee hosted an orientation public open house. Over 75 residents attended the public open house to learn about the process. Additionally, residents who had not completed a community survey were invited to submit one at the meeting's conclusion.

The open house was advertised in the Brentwood Bulletin, the Pulse and the St. Louis Post-Dispatch, as well on the Brentwood website.

March 2005

Visioning Workshop

The first formal community input session was held in late March and slightly over 70 residents participated in the visual preference survey and facilitated small group sessions. From the visual preference survey, the consultants were able to determine the commercial, residential, transportation and community character images that were most and least preferred by the residents. Following the visual preference survey, residents were divided into small groups and they described Brentwood's future and began to create goal statements for the community.

The open house was advertised in the Brentwood Bulletin, the Pulse and the St. Louis Post-Dispatch, as well on the Brentwood website. Additionally, residents who attended the orientation open house received reminder post cards at their homes.

May 2005

Community Planning Workshop

Continuing its commitment to public engagement, the City and its steering committee hosted the third public open house at the Brentwood High School. With over 90 residents in attendance, the purpose of the meeting was to continue to refine the visual image preferences, prioritize the goal statements and begin to generate strategies to achieve the goals.

Like the previous open houses, this open house was advertised in the Brentwood Bulletin, the Pulse and the St. Louis Post-Dispatch. In addition to print media, ALL Brentwood residents and business owners were notified via a mailed post card.

June 2005

Business Focus Group

Over sixty business owners were invited via telephone to participate in a business focus group and while seven committed to participate, only two actually joined the consultants to discuss their specific issues. The business owners concerns were used to develop the business survey.

August 2005

Business Survey

Mailed with a postage paid return envelope, over 1,000 surveys were sent to Brentwood businesses. Eighty-two surveys were returned, with most representing businesses along the Manchester and Brentwood corridors, as well as businesses in the Hanley Industrial Court.

November 2005

Resident Focus Group

Over sixty residents were invited to participate in a focus group to discuss the draft comprehensive plan preliminary strategies. These residents were invited either because they volunteered to participate or they were recommended by the steering committee. Eight residents met and they provided additional details about the community character, commercial and residential strategies of the plan.

November 2005

Draft Plan Open House

Following the resident focus group, the draft plan was unveiled at an open house a week later. Slightly more than 50 residents attended the open house and through a comment form, the residents rated each strategy on a favorability scale. Residents who attended previous open houses received a reminder postcard as notification.

Brentwood Plans for the Future

From Brentwood's Comprehensive Plan Steering Committee...*

Greetings,

As a group of twelve residents, who were selected by the Board of Aldermen, we have been working with city staff to design a process and select a consultant for updating Brentwood's Comprehensive Plan.

As you may know, the Board of Aldermen adopted Brentwood's Comprehensive Plan in 1991 as a guide for planning and development decisions. With new opportunities and challenges facing the City and its residents, the time has come to update the guidelines for public services, public and private investments, and land use decisions for the next 10-20 years. Comprehensive planning is one of the ways that we celebrate our past and look into the future to determine what we want to be as a community.

By sharing your ideas and desires, you play a vital role in shaping our city's future. You are why Brentwood exists today; and your ideas about Brentwood are critical to the plan's relevance. Throughout 2005, you will have many opportunities to share your thoughts about Brentwood and the surrounding area. The planning process will include stakeholder interviews, focus groups, a community-visioning workshop, a community survey and public open houses.

***Comprehensive Plan
Steering Committee Members**

Don Beimdiek
Fred Epstein
Len Eschbach
John Geppert
Kevin Keough
Mark Kurtz
Betty Morgan
Art Oppenheim
David Plufka
Bonnie Rasmussen
Maureen Saunders

Our comprehensive planning process is assisted by Woolpert LLP, providing urban planning and land use expertise; Economics Research Associates, providing economic, population and market analysis expertise; and Vector Communications, responsible for public engagement and communications.

We urge you to join us on this important and exciting journey. Your first act of participation begins with the survey. Please look for it in the January Brentwood Bulletin. All households and businesses will receive a copy and we are hoping for a high return rate.

In advance, thanks for your interest in Brentwood.



FOCUS ON BRENTWOOD

-
- WHAT: Brentwood Comprehensive
Plan Open House
- WHO: **All Brentwood Residents**
- WHEN: Wednesday, February 16, 2005
5:00 – 8:00 p.m.
Arrive at anytime
- WHERE: Brentwood Community Center
2505 S. Brentwood Blvd.

*More information, Jessica Perkins
at 314-621-5566*

You Are Invited to the Comprehensive Plan Open House

All Brentwood residents are invited to the upcoming Community Open House on Wednesday, February 16th. The public event, which will be held at the Brentwood Community Center (2505 Brentwood Blvd.) from 5 to 8 pm, is an opportunity for the community to meet the technical consultants, learn about the comprehensive plan process, and comment on issues impacting Brentwood. As an open house format, residents can arrive anytime during the hours specified. Should you have any questions, please call Jessica Perkins at 314-621-5566.



Memo

To: File

From: Woolpert, Inc.

Date: February 16, 2005

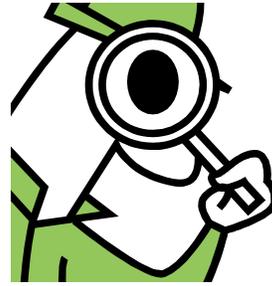
Subject: Brentwood Comprehensive Plan
Open House Public Comments

1. Is the market for multiple family housing in the area saturated?
2. How many TIF's can the economy and population support?
3. Is the retail market saturated?
4. I am concerned about density changes in residential areas.
5. Tear downs and converting large lot Single Family residential and subdividing to small lot residential is a concern.
6. I am concerned about the changing character of neighborhoods all over. I want neighborhood preservation.
7. There should be adequate compensation if land is bought for redevelopment.
8. Manchester Road, east of Brentwood Boulevard is an eye-sore. Development "look" is not updated as it relates to the recent development in the area.
9. For multi-family, I would prefer condominiums (townhouses or stacked) over rental units.
10. Community should offer alternative housing types for ownership – especially townhouses and villas.
11. No more retail! Enough already! Preserve our friendly single-family atmosphere!

12. No rezoning of neighborhoods. We like our grass and land!
13. St. Louis County wants to widen Brentwood Boulevard.
14. Pressure to redevelop land along Brentwood Boulevard will continue to increase.
15. What are proposed changes to Strassner Road?
16. Why do we have to use TIF to promote development?
17. I do not want to see McKnight Road widened.
18. Municipalities should maintain shared control of McKnight Road.
19. Use the transportation plan to preserve neighborhood character.
20. There's a concern about cut-through traffic in through residential neighborhoods.
21. There are insufficient north-south arterials.
22. Some people say that there is little cut-through traffic.
23. Residential homes (1-2 bedrooms) are not a bad thing.
24. Homes can have extra bedrooms added-on instead of tearing down.
25. Tear-down and consolidating lots for large homes changes the character and can impact adjacent properties.
26. How will planned redesign of 64/170 Interchange affect communities/municipalities?
27. I am concerned about striking a balance between Architectural Review Board power/control and "green space" laws.
28. The survey response rate was hurt by putting it in the Bulletin. Next time put the survey in its own envelope.
29. Need to maintain local control of emergency/municipal services.

30. Please check accuracy of streets and overlays (registration) on the report mapping.
31. Parking and the ability for emergency vehicles to get through residential streets needs to be considered.
32. What is required (in-fill, grading, etc) to build in the floodplain?

FOCUS ON BRENTWOOD



-
- WHAT: Brentwood Community
Visioning Session –
Share Your Dreams for
Brentwood’s Future
- WHO: **All Brentwood Residents**
- WHEN: Tuesday, March 22, 2005
6:00 – 8:00 p.m.
- WHERE: Brentwood Community Center
2505 S. Brentwood Blvd.

Introduction

On March 22nd, the City of Brentwood hosted its second public meeting to solicit feedback for the Comprehensive Plan. More than seventy residents attended the meeting that was dedicated to creating Brentwood's vision for the future. Participating in two exercises, attendees were asked to review and rate sixty photographs for a visual preference survey; then, residents were divided into smaller groups for facilitated conversations. The topics for conversation were community character, residential development, commercial development, infrastructure (city services) and transportation. This document serves as a summary of the meeting.

Visual Preference Survey Results

Using a rating system of one to ten, with one being "dislike" and ten being "like", residents rated sixty images representing the following six categories: open space, neighborhood character and streetscape design, single-family dwellings, multi-family dwellings, commercial office and commercial retail. The following twenty-four images represent the top two and top bottom photos in each category.

Open Space

Most Liked Images



Least Liked Images



Neighborhood Character & Streetscape Design

Most Liked Images

8.52



8.44



Least Liked Images

4.23



3.46



Single-Family Dwellings

Most Liked Images

7.88



7.76



Least Liked Images



Multi-Family Dwellings

Most Liked Images



Least Liked Images



Commercial Office

Most Liked Images



Least Liked Images



Commercial Retail

Most Liked Images



Least Liked Images



Facilitated Discussions

Residents were asked to describe Brentwood as it is today and as they desire it to be ten to fifteen years from today. With those descriptors, they were then asked to create goal statements for the City. As stated earlier, comments from residents were focused on five areas: community character, residential development, commercial development, infrastructure (city services) and transportation.

Community Character

Today, Brentwood is described as a family-oriented city having a “small town” feel. Living in a community of charming houses and excellent schools, residents described themselves as being neighborly, friendly and pleasant.

In the future, Brentwood will retain its positive qualities, and the City will become more pedestrian and cyclist-friendly with connected greenways and sidewalks. Neighborhoods will look more unified in character and more families with children will move into the community because Brentwood will offer a greater variety of single-family homes.

Brentwood’s goals for community character are:

- Brentwood supports all income levels and age groups through its housing and community services.
- Brentwood is defined as a “small town” with homogeneous neighborhoods and housing stock diversity.
- Brentwood has parkways and landscaped medians to create an inviting community.
- Brentwood encourages and maintains greenspace development.
- Brentwood has pedestrian-friendly shopping and dining.
- Brentwood’s signage, throughout the community, is updated and more attractive.
- Manchester Road is visually appealing.
- Brentwood is defined by a high quality school system.
- Governance is consistent and proactive.

Infrastructure

From a favorable aspect, today’s Brentwood has excellent city services (trash, leaf and snow removal) and emergency services. Residents enjoy having a library and community center, as well as having access to the recreational facilities in Richmond Heights. While its parks are great, they are too far away from residential areas.

Unfavorably, the City suffers from an inadequate storm water and sewer system that leads to basement and roadway flooding. Roadways are congested and visually unattractive due to excessive signage and above ground utility poles and lines.

In the future, the City will retain its excellent services with an updated city hall and community center. Roadways, especially Hanley, Brentwood, Eager and Manchester, will be smooth flowing and pedestrian friendly. The combined sewer and storm water system will be separated.

Brentwood's goals for infrastructure are:

- Brentwood is warm, beautiful and approachable.
- Brentwood is fully handicap-accessible.
- Brentwood is a walkable and bikeable community
- Brentwood is a dog-friendly (dog park) and dog-responsible community.
- Brentwood has a strong tax base.
- Brentwood's sales tax is equally allocated to storm water and park maintenance.
- Brentwood services are aligned with fiscal responsibility.
- Manchester Road is revitalized with an enhanced streetscape design.
- Manchester Road has integrated and ample pocket parking.
- Major arteries have greater setbacks.
- Brentwood is visually improved with underground utilities.
- Public works blends with the community with a visually appealing facility.
- The City is current with technology (WiFi) and community trends.

Residential Development

Mostly charming and architecturally unique single-family dwellings populate Brentwood. While residents welcome diverse housing stock, they are most concerned with the character and affordability of new infill housing and the quantity of newly built multi-family dwellings, such as apartments and condominiums.

Residents look forward to providing more housing alternatives for seniors and growing families with single and multi-family residences that are architecturally compatible. Having diverse housing will maintain Brentwood's marketability and attractiveness.

Brentwood's residential goals are:

- Brentwood attracts "Baby Boomers" and families.
- The ratio of multi-family to single-family dwellings is maintained.
- Brentwood minimizes the number of rental single-family and multi-family dwellings.
- Single-family residences are no longer converted to rental property.
- Infill housing is scaled to the community.
- Garage presence of infill rebuilds is minimized.
- Infill residences are subject to architectural review.
- Residential eminent domain is not used for commercial development.
- Brentwood is free of all sweet gum trees.

Commercial Development & Character

While a few residents mentioned favorable comments about commercial development in Brentwood, most of the comments were unfavorable. Today, commercial development is described as being industrial, overbuilt, inconsistent, unplanned and character-less. As in most communities, the preponderance of chain stores is easing family businesses out of the market.

For the future, residents would like to see smaller-scale, locally owned businesses located within a town center. Surrounding the center should be ample, unobtrusive parking with an aesthetically appealing streetscape design.

Commercially, the goals for Brentwood are:

- Brentwood has European-style pedestrian zones where cars share the road with pedestrians and cyclists in plazas or small, narrow drives.
- Gateways and buffers (entrance markers, landscaping, berms, and fences) exist between commercial and residential development to distinguish land use.
- The City has more locally owned businesses, especially on Brentwood Blvd., using existing vacant shops (reduce vacancies).
- Brentwood attracts and supports businesses that “serve the community and are self-sustainable.”
- Commercial areas do not replace residential areas.
- Commercial development supports residential development in convenience, taxes and aesthetics.
- Brentwood makes the most of what it has, rather than replaces it.
- Brentwood is a “government friendly” city to businesses and residents.
- Social gathering places are developed through cohesive landscape.
- Cultural venues are incorporated in new development projects.
- Brentwood is a “walking city” with rails, benches and trash receptacles.

Transportation

Today, Brentwood’s roadways are described as being obsolete, decrepit, dangerous and congested. With the expanding commercial market, residents feel that most travelers are non-residents who on occasion disobey traffic laws by “cutting through” neighborhoods.

In the future, residents want the City to take advantage of the new MetroLink extension by linking pathways, parking facilities and sidewalks to the new facility. Residents want to see an easing of regional vehicular traffic and more pedestrian friendly streets. With respect to Manchester Road, residents a more appealing corridor with easier and safer access to businesses.

Transportation goals are:

- MetroLink is completed with ample parking.
- Public transportation is accessible and used more often.
- Brentwood has a “boulevard on the boulevard” to ease traffic.
- Brentwood’s streets are safe and free flowing for all modes of transportation.
- The roads are safe for children to walk to school
- Signalization of traffic lights is improved and synchronized.
- Brentwood has efficient roadways that minimize “cut through” traffic.
- Manchester Road is rebuilt with buried utilities and sidewalks.
- Brentwood has improved intra-city circulation.

- Brentwood is a destination, not pass-through.
- An east-west connection exists to link Brentwood.
- Transportation arteries serve Brentwood, not the region.
- Brentwood has a shuttle.
- Brentwood has ample, unobtrusive parking.

Conclusion

Similar to the results of the community survey, Brentwood's residents value and want to retain the "small town" feeling that attracted them to the municipality. While the school district and city services are considered above average, community character is being negatively influenced by:

- Recent commercial and retail development that, at times, overloads the major roadways;
- Residential development, single and multi-family, that is architecturally incompatible with existing residences;
- Vehicular-dependent streets which are unsafe for walking and/or biking;
- Visually unappealing streets lacking consistent signage and streetscape design; and
- Obsolete storm water and sewer systems that lead to flooding.

Clearly, if all or most of these areas are addressed in the Comprehensive Plan, the City of Brentwood will enhance its "small town" image, satisfy its current residents, and attract more residents to the community.



FOCUS ON BRENTWOOD

WHAT: Brentwood Community Plan
– Planning Workshop

WHO: **All Brentwood Residents**

WHEN: Wednesday, May 18, 2005
6:30 – 8:30 p.m.

WHERE: Brentwood High School –
Cafeteria (9127 White Ave)

Introduction

Continuing its commitment to public engagement, Brentwood held its third public planning event to solicit feedback for the City's Community Plan. Over 90 residents attended the Community Planning Workshop on May 18th at the Brentwood High School. Scott Schanuel, the project manager from Woolpert, Inc., and Jessica Perkins from Vector Communications began the evening by summarizing the results of the existing conditions analysis, the community survey and the visioning workshop. Following the presentations, the residents were divided into smaller groups where they:

- Discussed the characteristics of the most preferred and least preferred images from the visual preference survey;
- Ranked community character, transportation, infrastructure, commercial and residential goals; and
- Suggested strategies to attain each of the most desired goals.

From the visual preference survey results, residents continued to validate the community survey results by stating that they preferred a community with greenspace, trees and sidewalks. With respect to travel throughout Brentwood, residents want pedestrian-friendly walkways and streets with controlled traffic flow and slower traffic speeds. Commercially, residents desire mixed-use properties that promote and invite pedestrian travel and socializing. Residentially, residents desire architecturally and cost diverse homes that are scaled to the neighborhood.

The most desired goals, as expressed by residents through ranking, are:

Community Character

- Improve the aesthetics of commercial and industrial properties along arterials.
- Enhance the "sense of place" in Brentwood.
- Incorporate landscape/hardscape treatments in public and private improvement projects.

Transportation & Infrastructure

- Enhance safe pedestrian and bicycle connectivity throughout the city.
- Promote measures and projects to reduce traffic congestion and physically improve arterial roads.
- Improve storm water management system.

Commercial

- Minimize the impacts of commercial development on residential neighborhoods.
- Ensure high quality design of proper character and scale in commercial districts.
- Provide walkable, pedestrian-oriented development and interconnections.

Residential

- Encourage preservation of existing residential neighborhoods.
- Promote owner occupancy.
- Promote compatibility between existing homes and new home construction.

For each of the most desired goals, residents assisted the consultants by suggesting potential strategies. Those strategies, as well as the full ranking of goals can be found in the remainder of this summary. The strategies found in this document represent a "wish list" of alternatives and as such, the consultants will evaluate all strategies based on financial, operational and regulatory feasibility.

Visual Preference Characteristics

<p><i>Most Liked</i></p> 	<ul style="list-style-type: none"> ● Greenspace (4) ● Mature trees (3) ● Quiet looking (2) ● No signs ● Character ● Sidewalks ● No utility poles (2) ● Park-like ● Peaceful (2) ● Walkway ● Sidewalks aren't close to streets ● Inviting ● Manicured ● Uncluttered ● Pedestrian/cyclist friendly (2) 	
		
<p><i>Least Liked</i></p> 	<ul style="list-style-type: none"> ● Exposed utility lines (3) ● Ugly signage (2) ● Cluttered looking (3) ● Lacks character ● Signage connotes vacancy ● Transitional ● Haphazard 	<ul style="list-style-type: none"> ● Barren ● Congested (2) ● Too commercial ● No sidewalks (2) ● Pedestrian-unfriendly
	<ul style="list-style-type: none"> ● Multi-family, looks too dense (3) ● Uninviting ● Looks congested ● Unsafe (3) ● Non-traditional, institutional architecture 	<ul style="list-style-type: none"> ● Cramped ● Uninviting ● Sterile

Goal Ranking (*Shading denotes most popular*)

Goal	1	2	3	4	Total
Improve the aesthetics of commercial and industrial properties along arterials.	14	14	19	6	53
Enhance the "sense of place" in Brentwood.	9	13	12	7	41
Incorporate landscape/hardscape treatments in public and private improvement projects.	8	15	9	8	40
Provide for a hierarchy of landscape/streetscape treatments along public roads in Brentwood.	8	6	6	11	31
Provide a quality park system with links to the regional greenway.	6	3	7	4	20

Location and Strategy (*Number denotes the number of small groups where location and/ or strategy was mentioned*)

Goal	Location	Strategy
Improve the aesthetics of commercial and industrial properties along arterials.	Along Brentwood and Manchester (4)	<ul style="list-style-type: none"> ● Move (or bury) utility poles to the rear of properties (4) ● Improve signage (4) ● Facelift buildings along Manchester (3) ● Facelift buildings along Brentwood ● Add trees and sidewalks along Manchester ● Require uniform set backs ● Develop architectural codes ● Add sidewalks (Manchester) ● Add limited curb cuts
Enhance the "sense of place" in Brentwood.	<p>Locations for town center:</p> <ul style="list-style-type: none"> ● At the community center location ● At Brentwood and Manchester Rd intersection (2) ● Hanley Industrial Court <p>West of Brentwood and Manchester intersection</p>	<ul style="list-style-type: none"> ● Use of consistent signage at town center ● Use of banners along Brentwood & Manchester (2) ● Create small seating areas with benches, landscaping, etc. ● Use public art and landscaping to define a sense of place ● Use stone pillars at key entry points to reinforce the "look" ● Join both sides of Brentwood slowing traffic, adding crosswalks ● Add grassy median along Brentwood ● Add left turn lanes (non-continuous) along Brentwood

Goal	Location	Strategy
<p>Incorporate landscape/hardscape treatments in public and private improvement projects.</p>	<ul style="list-style-type: none"> • Along Brentwood and Manchester (4) 	<ul style="list-style-type: none"> • Use zoning ordinances to enforce landscape/hardscape treatments • Substitute greenspace for asphalt (minimally used parking lots along Manchester) • Increase trees (large) at Schnucks • Add water feature with benches in key areas, ex. Kirkwood at train station
<p>Provide for a hierarchy of landscape/streetscape treatments along public roads in Brentwood.</p>	<ul style="list-style-type: none"> • Along Brentwood and Manchester 	<ul style="list-style-type: none"> • Establish design guidelines for new development and gradually implement

Visual Preference Characteristics

Most Liked



- Controlled traffic flow
- Slower travel speed
- Delineates pedestrian crossing
- Greenspace
- Trees
- Grassy median (2)
- Defined area to walk
- Attractive lighting
- Pedestrian friendly (2)
- Aesthetically pleasing
- Human scale
- Less pavement
- Looks residential
- Decorative

Least Liked



- Promotes high speed traffic
- Visible power lines (3)
- Lacks sense of community
- Auto-oriented (2)
- Pedestrian unfriendly (2)
- Lacks sidewalks (2)
- Ugly signage (2)
- Minimal landscaping
- Resembles a highway (2)
- Too much asphalt (2)
- Looks like business district, not a community (2)
- Limited visibility
- Lacks trees
- Unsafe
- Boring
- Big box retail

Goal Ranking (*Shading denotes most popular*)

Goal	1	2	3	4	Total
Enhance safe pedestrian and bicycle connectivity throughout the city.	12	10	11	10	43
Promote measures and projects to reduce traffic congestion and physically improve arterial roads.	10	5	9	14	38
Improve storm water management system.	9	9	2	6	26
Improve community facilities for postal services, recreation/community services, public works and fire protection.	8	4	3	8	23
Provide multi-modal transportation alternatives.	1	3	13	3	20
Ensure infrastructure meets the needs of the residential, commercial, and public service communities.	2	4	4	4	14
Ensure infrastructure operates efficiently and is cost-effective to the users.		5	3	3	11

Location and Strategy (*Number denotes the number of small groups were location and/or strategy was mentioned*)

Goal	Location	Strategy
Enhance safe pedestrian and bicycle connectivity throughout the city.	<ul style="list-style-type: none"> • Intersection of Manchester Road and High School Drive. • Along Brentwood Boulevard north of Strassner. • Increase pedestrian connectivity to the MetroLink Stations. • Intersection of Brentwood Blvd. and Litzsinger Avenue. • Intersection of Brentwood Blvd. and Strassner. • Intersection of McKnight Road and Pine. 	<ul style="list-style-type: none"> • Construct more sidewalks throughout the city. • Make sidewalks wider to accommodate pedestrians and bikes. • Develop pedestrian cross-walks in the middle of long blocks. • Create bike lanes throughout city. • Improve pedestrian connections across Manchester Road at several locations. • Add a stoplight at the High School Drive/Manchester Road intersection. • Construct sidewalks along Manchester Road. • Construct walking/bike paths in the southwest quadrant of the city.
Promote measures and projects to reduce traffic congestion and physically improve arterial roads.	<ul style="list-style-type: none"> • Along Manchester Road. • Along Brentwood Boulevard. • Along Hanley Road. • Along Eager Road. • Along McKnight Road. • Along Rosalie and Eulalie. • Improve “backdoor” access to Promenade/Dierberg’s. • McKnight Road/I-64/40 	<ul style="list-style-type: none"> • Improve signalization at the intersection of Eager Road and Brentwood Blvd. • Improve signalization at the intersection of Hanley Road and Litzsinger Avenue. • Trade signal timing for stubbing of local streets that intersect with Brentwood Blvd. • Reduce curb cuts on Brentwood Blvd.

	interchange. <ul style="list-style-type: none"> • Hanley Road/I-64/40 interchange. • Intersection of Hanley Road and Manchester Road. • Intersection of Brentwood Blvd. and Manchester Road. • High School Drive between Brentwood Forest and Litzsinger Avenue. 	and Manchester Road. <ul style="list-style-type: none"> • Coordinate road development with state, county and other neighboring communities. • Encourage use of light-rail system. • Provide shuttle system that provides service to MetroLink stops. • Improve signalization throughout the city. • Construct a boulevard along Brentwood Blvd. • Improve turning movements at intersections throughout the city. • Do not develop anymore high density (regional) commercial.
Improve storm water management system.	<ul style="list-style-type: none"> • Intersection of Manchester Road and Helen. • Hanley Industrial Court. • Brentwood Forest. • Parkside/Tilles, east of McKnight. • Intersection of Florence and Helen. • Brentwood Park & Norm West Park. 	No strategies provided.

Visual Preference Characteristics

<p><i>Most Liked</i></p> 	<ul style="list-style-type: none"> ● Mixed use ● Pedestrian-friendly (4) ● New ● Scaled for humans ● Clean ● Inviting ● Personal, public spaces ● Social ● Character ● Sense of community ● Detailed, balcony style ● Minimal signage
	<ul style="list-style-type: none"> ● History and tradition (4) ● Local culture with unique destination (3) ● Small scale destination ● Residential character design ● Public outdoor space ● Small local owned ● Trees ● Neat ● Good street ● Notable ● Walkable/bikeable ● Brick ● Gathering place for all (2)
<p><i>Least Liked</i></p> 	<ul style="list-style-type: none"> ● Big box ● Parking areas ● Non community-oriented (3) ● Lacks character and uniqueness (2) ● Lacks greenspace (2) ● Too far to walk ● Asphalt (2) ● Impersonal ● Auto-oriented ● Barn look ● Congested ● Cold and sterile ● Non-social (2) ● Polluted
	

Goal Ranking (*Shading denotes most popular*)

Goal	1	2	3	4	Total
Minimize the impacts of commercial development on residential neighborhoods.	16	14	7	15	52
Ensure high-quality design of proper character and scale in commercial districts.	6	15	14	8	43
Provide walkable, pedestrian-oriented development and interconnections.	5	15	11	10	41
Design places and activities for community interaction	2	10	1	4	17
Provide adequate transition from commercial districts to residential neighborhoods.	1	2	7	5	15
Establish a hierarchy of commercial districts.			4		4
Develop innovative destinations through tenant mix and design.		1		3	4
Provide opportunities for industrial businesses	1				1

Location and Strategy (*Number denotes the number of small groups were location and/ or strategy was mentioned*)

Goal	Location	Strategy
Minimize the impacts of commercial development on residential neighborhoods.	<ul style="list-style-type: none"> • Along Brentwood and Manchester • West side of Brentwood Blvd. • North side of Manchester Road east of Dorothy • SW quadrant of Brentwood & Manchester intersection 	<ul style="list-style-type: none"> • No eminent domain for “private” commercial or residential use (2) • No rezoning to PUD or Commercial • Calm traffic/mitigate on arterials and reduce cut-through traffic (2) • Retain residences/residents; do not encroach on homes (2) • Synchronize traffic signals/install weight sensitivity mechanism to improve traffic flow • Noise abate the traffic • Regulate lighting intensity/overflow and garbage pick-up times • Unify adjacent small businesses into a consolidated parcel or coordinated cluster, build two-story, and seek alternatives to surface parking • Stay within the existing commercial land use (2) • Widen and develop one side of Brentwood or Manchester, realign the street, and add buffer to narrower side of road (2) • Use mixed-use developments as buffer between commercial & residential uses • Construct/require good landscape and/or hard buffers between commercial and residential

Goal	Location	Strategy
<p>Ensure high-quality design of proper character and scale in commercial districts.</p>	<ul style="list-style-type: none"> ● Eager & Hanley Retail Center (2) ● MetroLink Stations 	<ul style="list-style-type: none"> ● Require pedestrian connections/sidewalks within new/existing developments (2) ● Provide sidewalks connecting all major public and private uses ● Developments should include connections, greenspace, and walkways ● Ensure pedestrian connections to MetroLink stations through commercial/industrial properties ● Add bike racks at retail centers ● Manchester Road is walkable from entire city without crossing Brentwood Blvd.; re-develop Manchester as a linear “promenade”/Main Street (ref. Maplewood) ● Redevelop Manchester Road for safe pedestrian use ● Provide longer signal times at crosswalks on Brentwood Blvd. ● Construct pedestrian bridges across Brentwood Blvd. ● Design-standards for buildings that require a pedestrian-friendly “face” ● New post office should be walkable; discussed location in Hanley Industrial ● Redevelop Manchester Road commercial uses by consolidating/ partnering adjacent land owners to build larger, contemporary facilities
<p>Provide walkable, pedestrian-oriented development and interconnections.</p>	<ul style="list-style-type: none"> ● Along Brentwood and Manchester (2) ● On Brentwood Blvd.: <ul style="list-style-type: none"> ○ South of Manchester, east side of road ○ Between Strassner and Garden, east side of road 	<ul style="list-style-type: none"> ● Assist existing merchants to maintain properties and remain commercially viable (2) ● The “original” Brentwood Square landscape plan was the character the community was looking for ● Manchester Road development should not be large-scale, similar to existing scale ● Regulate common set-backs and building materials ● Create a Main Street ● Legislate through ordinances ● Enforce through Architectural Review Board and Planning & Zoning Commission ● Replace converted houses with contemporary commercial facilities ● Create a bank loan program to assist existing merchants to improve their properties

Visual Preference Characteristics

Single Family

Most Liked



- Wide lots
- Yard space
- Hidden garage
- Character (3)
- Architectural diversity
- Adequate set back
- Old style charm
- Unique
- Compatible additions
- Construction materials
- Traditional
- Newer construction with character
- Expanded existing home

Least Liked



- Lacks sidewalk (2)
- Lacks character (3)
- Lacks landscaping and greenspace (3)
- Lacks mature trees
- Visible garage (2)
- Varying house sizes
- Function over form
- Too suburban looking
- Lots too big
- No enough land

Multi Family

Most Liked



- Landscaping
- Architecturally appealing
- Well planned
- Good character
- Greenspace (3)
- Neatly manicured
- Balanced
- Communal
- Open
- Identifies a place
- Pedestrian friendly



Least Liked



- Too dense (3)
- Lacks landscaping (3)
- Too much concrete
- Too urban
- Too auto-oriented



Goal Ranking (*Shading denotes most popular*)

Goal	1	2	3	4	Total
Encourage preservation of existing residential neighborhoods.	11	12	15	9	47
Promote owner occupancy.	10	13	10	11	44
Promote compatibility between existing homes and new home construction.	6	16	9	11	42
Preserve and expand existing moderately priced/moderately sized single-family homes.	6	7	3	11	27
Provide a mix of housing types to retain Brentwood residents and attract families, professionals and seniors.	5	4	5	5	19
Focus higher density residential development in mixed-use areas	3	4		1	7

Location and Strategy (*Number denotes the number of small groups where location and/ or strategy was mentioned*)

Goal	Location	Strategy
Encourage preservation of existing residential neighborhoods.	<ul style="list-style-type: none"> Enforce city-wide. According to residents, neighborhoods threatened by future buyouts could include: Litzsinger just east and west of Brentwood Blvd.; southeast corner of Brentwood Blvd. and Manchester Rd.; residences north of Manchester Rd. along Ruth, Helen, Cecelia, and Salem; Pine and Lawn west of Brentwood Blvd.; and area bounded by High School Drive, Brentwood Blvd., White, and Harrison. 	<ul style="list-style-type: none"> Do not use eminent domain in residential areas (Brentwood housing is not blighted). Require developers to leave mature trees. Revisit 1991 Plan recommendation calling for increased depth of commercial lots along Brentwood Blvd. Review Chicago’s “Bungalow Program.” Provide economic incentives such as low interest bank loans.
Promote owner occupancy.	<ul style="list-style-type: none"> Enforce city-wide. Some higher concentrations of renter-occupied housing units are located in Brentwood Forest; southwest of Manchester Ave. and Brentwood Boulevard; along Litzsinger west of Brentwood Blvd.; along Pine Ave. and Lawn Ave; and along Rosalie, Eulalie and Joseph east of Dorothy Ave. 	<ul style="list-style-type: none"> Require annual inspections of renter occupied buildings. More strict maintenance codes. Enforce occupancy permits. Smaller homes more likely to be rented – allow small homes to be redeveloped.

Goal	Location	Strategy
<p>Promote compatibility between existing homes and new home construction.</p>	<ul style="list-style-type: none"> • Enforce city-wide 	<ul style="list-style-type: none"> • Allow taller buildings through future zoning changes. • Leave residential redevelopment to private developers. • Require compatibility through zoning and Architectural Review Board (ARB). • Specify when a house is being remodeled/expanded, how much of the existing structure must remain.

Introduction

On Tuesday, November 1st, eight Brentwood residents participated in a focus group to discuss the residential, commercial and community character strategies as a precursor to the upcoming final open house. Invited on the basis of steering committee recommendations and self-selection, six of the eight had previously attended one or all of the previous public events. The remaining residents were new to the process.

Note: Infrastructure and transportation strategies were not included because these strategies require the involvement of external parties, such as Metropolitan Sewer District, MoDOT and St. Louis County.

Strategy Comments

In each section, the numbered item is the strategy and the bulleted item is the comment made by the focus group.

Residential

1. Minimize conversion of neighborhood residential land use to non-residential use.
 - Use creative strategies and review successful practices in Boulder, CO; Sherman, IN; and Chicago, IL (Bungalow Project).
2. Strengthen neighborhoods by implementing neighborhood identity programs.
 - Neighborhood identity programs tend to fracture municipalities because residents associate themselves with the neighborhood and not the municipality.
3. Create Neighborhood Associations.
 - Neighborhood associations are segmented and tend to fracture municipalities because residents associate themselves with the neighborhood and not the municipality.
 - The City does not have a favorable reputation of working with neighborhood associations.
 - Associations would be extremely helpful in addressing neighborhood planning issues.
4. Implement a residential marketing program to attract families to Brentwood.
 - There should be a commercial marketing program, as well.
5. Develop funding assistance for renters to become homeowners and for new homebuyers.
 - Pool of affordable housing is gradually declining, so providing financial assistance will not yield new homeowners.
 - Brentwood needs to limit the number of speculators purchasing “starter” homes.
6. Strongly enforce the City’s Property Maintenance Code and Residential Occupancy Permit Program.
 - This strategy is critical to protecting homes, but it must be conducted uniformly. All homes are not inspected equally.
7. Encourage new multiple-family projects that incorporate a varied housing mix.
 - Residents do not want multi-family projects and the economic analysis indicated that the area has more than enough dwellings to satisfy demand.
 - Rental properties do not stabilize the school district.
8. Develop design guidelines for the construction of new infill housing.
 - Of course this is needed, but current infill housing is not affordable.
 - Brentwood should find developers who are interested in constructing infill housing that is compatible with Brentwood’s character and income levels.
9. Develop design guidelines for the expansion of existing homes.
 - Brentwood should ensure that the guidelines do not discourage homeowners from improving properties.
 - The 8600 block of Rosalie has a house that demonstrates how renovation should be completed.

10. Provide funding program(s) for renovation and expansion of existing homes.
 - Review how the Chicago Bungalow Project provides financial assistance.
11. Establish a Local Historic Building/District preservation program.
 - No comments made by focus group.
12. Explore the potential for designation of Historic Structure/District(s).
 - The City does not deem this as being important.
13. Encourage owner-occupied multiple family projects over rental projects.
 - Prefer owner occupied, but not multiple family projects.
14. Expand senior housing opportunities.
 - Webster Pacific Place is an example of an ideal senior assisted living center.
15. Mix multi-family residential in shop/work/play environments.
 - The public has not embraced multi-family or shop/work/play concepts.

Commercial

1. Provide adequate transitions/buffers from non-residential districts to single-family and multi-family neighborhoods.
 - No comment made by focus group.
2. Develop design guidelines for each commercial mixed-use district.
 - If the public doesn't want mixed-use, then why are design guidelines being developed.
3. Update Brentwood's Zoning Code.
 - Concerned that the zoning code will not be used in conjunction with the comprehensive plan.
4. Consolidate existing commercial properties along Brentwood Boulevard and Manchester Road for redevelopment.
 - No comment made by focus group.
5. Focus larger projects at key intersections along the corridors.
 - Valid strategy, but this lends to traffic congestion. How will Brentwood handle traffic concerns?
6. Build financial support mechanisms for commercial mixed-use districts.
 - Financial support of commercial projects is okay, but not in mixed-use districts.
7. Exercise the municipal power of eminent domain judiciously.
 - Residents are opposed to the use of eminent domain, so why is this stated.
8. Require greenspace and walkways connecting commercial districts and social spaces.
 - No comment made by focus group.
9. Require new commercial developments to provide amenities for community interaction.
 - Good idea, but will this deter developers from viewing Brentwood as developer-friendly?

Community Character

1. Establish a City Center.
 - Don't build a city center just to say that Brentwood has one.
 - The center should have an old town perspective, possibly with a big clock.
 - If built, the center should not displace residents.
2. Establish a community signage program.
 - A signage program should be done tastefully and maintenance should be included in the budget so that worn signs can be easily replaced.
3. Provide public art.
 - Public art should be tasteful and indicative of Brentwood's character.
 - Art should be integrated with water (fountains) and should build upon the trash can program.
4. Prohibit billboards.
 - No comment made by focus group.
5. Encourage reuse of existing commercial and industrial structures.
 - An example of how this strategy has been implemented is in Maplewood.

6. Minimize development impact on natural resources.
 - No comment made by focus group.
7. Strengthen the role of the Architectural Review Board.
 - While needed, this is controversial because of the ARB's composition.
 - Residential representation is needed and residents should assist with developing the design criteria.
8. Encourage development of green buildings.
 - No comment made by focus group.
9. Expand the City park system.
 - Any expansion should not displace residents.
 - Funds for expansion should not come at the expense of storm water improvements.
 - Explore the use of private and federal funds for expansion.
10. Incorporate school grounds and facilities into the neighborhood park system.
 - Has this strategy been discussed with the school board?
 - The number of playing fields is limited in Brentwood; we should concentrate on providing more playing fields for the school district.
11. Connect the City's pedestrian and bicycle circulation system to the regional greenway system.
 - No comment made by focus group.
12. Incorporate public amenities in public and private construction projects.
 - Design guidelines need to reflect character of Brentwood, not developers' ideas.
13. Incorporate trees and other plant material and sidewalks to enhance the streetscape.
 - Ensure that both commercial and residential areas are included in the streetscape improvements.
14. Bury utility lines or move to the rear of properties.
 - As Brentwood evaluates this strategy, they should measure the cost of power outages against the cost to bury the lines.
 - Utility lines should be buried with new development and should be included (to some degree) in developer's cost.
15. Prepare a tree preservation ordinance.
 - What is the history of tree preservation in Brentwood?
16. Prepare design guidelines for landscaping/streetscaping for arterial and collector street corridors.
 - No comment made by focus group.
17. Encourage commercial façade renovations along corridors.
 - Who will develop the design guidelines for façade improvements?
 - What incentives will property owners have to improve facades?
18. Update transitional yard requirements in Brentwood's Zoning Code.
 - No comment made by focus group.
19. Develop a "Green Lot" program.
 - No comment made by focus group.

Public Comments – Public Open House – November 8, 2005

As recorded on display Boards by Woolpert staff:

Land Use

- Land use south of Manchester Road and south of the railroad should be considered “Regional” rather than “Community” because the current businesses/industries have a regional market.
- Brentwood Villas multi-family is too dense for Brentwood.
- Support for guidelines in mixed use areas including: proper set-backs, green area requirements, and emergency services access.

Residential

- Support for single family home preservation.
- Support for new homes to be built to “Brentwood” scale and character.
- Enforce codes that are already on the books for new home construction and major reconstructions/renovations/expansions.
- Enforce codes for home maintenance. Owners and landlords are not being forced (with notices as was done previously) to make improvements to keep homes safe and in good condition.
- Increase minimum lot sizes in the Zoning Code to limit the splitting of existing larger lots into two lots.
- Residents, in addition to resident architects, should serve on the Architectural Review Board.
- City Hall should be more responsive to Neighborhood Association requests for assistance. They are helping the City in other ways on a daily basis.

Commercial

- Support for prohibiting use of eminent domain for “private” use. Public use would be defined as publicly owned and/or completely open to the public.

Transportation

- Support for a landscaped median along Brentwood Blvd. if it does not cause the taking of property on either side of the road.
- Concern that a median with turning bays would not work because the cross streets are too close together.

Infrastructure & Community Facilities

- Improve/broaden the usability of the Recreation Center by changing or expanding the program offerings to a larger audience (beyond ice skating).

Community Character

- No comments.

Introduction

On Tuesday, November 8th approximately 50 residents attended the final open house for the comprehensive plan. Held at the Brentwood Community Center, the purpose of the open house was to unveil almost seventy residential, commercial, transportation, infrastructure and community character strategies. While at the open house, residents were asked to rate each strategy based on its level of favorability, where a rating of one indicated “least favored” and a rating four indicated “most favored”. As sections of the plan, infrastructure and community character strategies were rated as being most favorable, whereas commercial strategies were the least favorable.

In addition to rating the strategies, residents were encouraged to provide feedback about the strategies. Those comments can be found in the appendix. The tables below list each strategy based on its rating.

From the comments, as well as the strategies ratings, most residents viewed strategies that addressed multiple family dwellings and mixed-use redevelopment as less than favorable. Although many residents are opposed to eminent domain (as evidenced by the comments), the “use of eminent domain judiciously” was rated as favorable (3.1).

Strategy Ratings

Residential Strategy	Rating
1. Minimize conversion of neighborhood residential land use to non-residential use.	3.5
2. Strongly enforce the City’s Property Maintenance Code and Residential Occupancy Permit Program.	3.5
3. Develop design guidelines for the construction of new infill housing.	3.2
4. Provide funding program(s) for renovation and expansion of existing homes.	3.0
5. Develop design guidelines for the expansion of existing homes.	2.9
6. Expand senior housing opportunities.	2.9
7. Implement a residential marketing program to attract families to Brentwood.	2.7
8. Develop funding assistance for renters to become homeowners and for new homebuyers.	2.6
9. Encourage owner-occupied multiple family projects over rental projects.	2.6
10. Establish a Local Historic Building/District preservation program.	2.6
11. Create Neighborhood Associations.	2.5
12. Explore the potential for designation of Historic Structure/District(s).	2.5
13. Strengthen neighborhoods by implementing neighborhood identity programs.	2.4
14. Mix multi-family residential in shop/work/play environments.	2.0
15. Encourage new multiple-family projects that incorporate a varied housing mix.	1.7

Commercial Strategies	Rating
1. Provide adequate transitions/buffers from non-residential districts to single-family and multi-family neighborhoods.	3.3
2. Develop design guidelines for each commercial mixed-use district.	3.1
3. Exercise the municipal power of eminent domain judiciously.	3.1
4. Update Brentwood's Zoning Code.	3.0
5. Require greenspace and walkways connecting commercial districts and social spaces.	2.9
6. Consolidate existing commercial properties along Brentwood Boulevard and Manchester Road for redevelopment.	2.4
7. Focus larger projects at key intersections along the corridors.	2.2
8. Require new commercial developments to provide amenities for community interaction.	2.2
9. Build financial support mechanisms for commercial mixed-use districts.	1.7

Transportation Strategies	Rating
1. Improve the traffic flow within the I-64 (Hanley, Eager, Brentwood and I-170).	3.6
2. Improve Manchester Road safety for vehicles and pedestrians.	3.4
3. Coordinate streetscape improvements with the State of MO and St. Louis County.	3.1
4. Improve pedestrian bicycle and vehicular access to Brentwood and Maplewood MetroLink stations.	3.1
5. Create a safe pedestrian and bicycle network throughout the City.	2.9
6. Implement traffic-calming measures to reduce cut-through traffic.	2.9
7. Reduce curb cuts and coordinate shared parking lots for multiple businesses.	2.8
8. Ensure that new mixed-use developments incorporate pedestrian access to MetroLink stations.	2.8
9. Improve access to arterials from collector streets.	2.7
10. Increase alternative routes for vehicles including new east-west connections and commercial cross-access.	2.6
11. Enhance public transportation access to mixed-use districts.	2.6
12. Create a shuttle bus system serving the Brentwood and Maplewood MetroLink stations.	2.4
13. Construct center-median boulevards on primary corridor.	1.8
14. Evaluate the feasibility of a second Brentwood MetroLink.	1.7

Infrastructure Strategies	Rating
1. Separate sanitary and storm sewers to eliminate combined sewer overflows.	3.7
2. Repair, replace or enlarge the storm sewer system to reduce wet-weather overflows/backups.	3.5
3. Improve the storm water capacity of Black Creek and Deer Creek.	3.4
4. Locate a U.S. Post Office in Brentwood.	3.4
5. Continually monitor and improve the City's infrastructure system.	3.1
6. Continually monitor and proactively initiate physical improvements to the City's infrastructure.	2.8
7. Relocate the City's Public Works facility.	2.3
8. Expand the City's Fire Station.	2.2
9. Explore the feasibility of a new Community/Recreation Complex.	1.9

Community Character Strategies	Rating
1. Minimize development impact on natural resources.	3.6
2. Encourage reuse of existing commercial and industrial structures.	3.4
3. Encourage development of green buildings.	3.3
4. Incorporate trees and other plant material and sidewalks to enhance the streetscape.	3.3
5. Bury utility lines or move to the rear of properties.	3.2
6. Encourage commercial façade renovations along corridors.	3.2
7. Prepare a tree preservation ordinance.	3.1
8. Prohibit billboards.	3.0
9. Connect the City's pedestrian and bicycle circulation system to the regional greenway system.	3.0
10. Prepare design guidelines for landscaping/streetscaping for arterial and collector street corridors.	3.0
11. Establish a community signage program.	2.9
12. Strengthen the role of the Architectural Review Board.	2.9
13. Develop a "Green Lot" program.	2.9
14. Incorporate public amenities in public and private construction projects.	2.8
15. Expand the City park system.	2.7
16. Incorporate school grounds and facilities into the neighborhood park system.	2.7
17. Update transitional yard requirements in Brentwood's Zoning Code.	2.7
18. Establish a City Center.	2.3
19. Provide public art.	2.0

The comments below were recorded almost verbatim from the comment forms. Some changes were made to enhance understandability. Each person's comments are separated with a horizontal line.

I believe that by updating the Planning & Zoning, you are paving the way for more major development. With heavy traffic flow, I think alternatives are needed. The city really needs to think about the use of eminent domain. Making people leave their homes against their will seems very "Un-American". When the community says no, the city should listen and not use their power, because they can.

I am all for development, if the neighborhood agrees. If one or two say no, then they still move forward. Shouldn't those voices be heard, as well?

Trying to use commercial buildings that are not being used right now, like Memphis Best, should be considered for change. I hope the city does really listen to the community and does not try to run their agenda.

I worry that the large number of design requirements, ordinances, updates to code, etc. will bog down the future of the residential, commercial, character goals and strategies. Who will write them, and what is the timetable for completion? It could take years!

I love mixed-use for future development, tree ordinances, burial of utility lines and standards for new and existing home design.

And speaking of infrastructure updates – we could use new water lines in many streets. I've experienced the twice-yearly blow-ups for years.

Both types of housing (multiple family or hi-density housing) create more congestion. I do not approve of those housing designs.

I do not accept the use of eminent domain unless the property is publicly owned and used. Our nation's founders did not intend the use of eminent domain for private development when they defined it in the fifth amendment of the constitution. I will not vote for any politician who supports eminent domain.

Generally, a decision-making process needs to be clearly outlined with a preset priority schema based on public comment. City officials and boards need to be very public about all zoning and land use decisions and accountable for any divergence from public priorities.

No more high-density apartment projects.

Use eminent domain for public works projects ONLY.

Require greenspace – there is none in the apartments on Brentwood Blvd.;

No center medians.

Why do we need a city center?

Current building of very large residences in the midst of smaller homes – they are not lending attractiveness to our city. They are possibly limiting the financial ability of many who would like to live in our residential area, making it a well-rounded community.

Major concern is in residential goals and strategies – The use of eminent domain should be prohibited and the City should enact legislation to protect property owners (both commercial and residential). While re-development of residential lots has begun and will continue, attention must be paid to neighborhood character. While the ARB is a step in the right direction, the size of homes approved should match the surrounding structures. Individuals buy in this area for a variety of reasons, one, is lot size. By subdividing lots and “slimming” two structures on what was once one lot, is not favored by residents. The City who approves this construction is also not enforcing codes, and residents are left to deal with the un-neighborly behavior due to lack of enforcement. This is very frustrating to those who live near re-development and tear down construction.

Need more information.

Make parking spaces large enough to accommodate the vehicles that use them – they are designed for small cars, not family sized vehicles. It leads to a constant squeezed-in feeling. A Jeep hit me in Target’s parking lot last month. I wonder how many more fender benders we have because the spaces are small. Someone in the police department should keep track.

With reference to the designated bike lanes on the major roadways – it is absolutely stupid to put a bike lane between the thru lane and the right turn lane at intersections. This is what is shown on your drawings.

The proposed land use seems very much at odds with what the public input sessions revealed. Who came up with all the big plans? Do you point out the single-family designation where the schools are currently [located]? I think it is unfair to ask about more streetscape without explaining where the land will come from. Don’t go from A to G without explaining the steps in between. The steering committee has obviously driven this right where City Hall wants it. Doesn’t appear you really “heard” citizen input.

Notice for the open house only went to 200 households.

Format of the meeting didn’t really enable residents to understand the plan and the implications. This plan is a redevelopment tool and residents have indicated that we have had enough redevelopment. If you are going to redevelop Brentwood, then at least be open about it and tell the residents what you want to do (i.e. mixed use) and how you will do it.

Encouraging owner occupied multiple family projects over rental projects does not reflect the survey results – no more multi-family. This region has enough multi-family.

Why did you bother to survey the residents and commercial businesses, if you have a future land use plan with areas targeted for future development? You wasted the taxpayer’s money!!!

Neighborhood identity programs and associations are fine as long as it doesn’t fragment the neighborhoods.

As design guidelines are developed for expanding existing ensure that the guidelines aren't strict that they discourage people from expanding their homes.

The commercial strategies do not reflect the results of the residential and commercial surveys; there seems to be a "disconnect" between what residents want for the community and what the plan is proposing.

The survey indicated no more mixed-use. Why do we add more mixed-use categories and target people's homes and businesses when the community has indicated no more development initiated by the City – no more eminent domain. Brentwood has created an artificial market – the open market isn't demanding the new development – **NO MORE TAKING PRIVATE PROPERTY AWAY FROM A PROPERTY OWNER AND GIVING IT TO A PRIVATE DEVELOPER.**

We should not provide financial support to build mixed-use developers (commercial strategy). Financial support should be provided to those who want to fix up their homes and businesses.

If in order to get walkways and greenspace, we have to have more development, then NO!

If current property owners will lose their property, then streetscape improvements (sidewalks, curb cuts) should not be completed.

More community oversight of the sewer tax [is needed] so that City Hall is held accountable – so that tax \$ aren't spend on private property for just one homeowner.

More of the sales revenues from the 1/2 cent sales tax should go to sewers.

Can we afford the current community center?

The City Center is a nice idea, but where would it go? Would we have to redevelop and kick more current property owners out in order to get the new City Center?

Expanding the park system is fine, but not at the expense of other property owners.

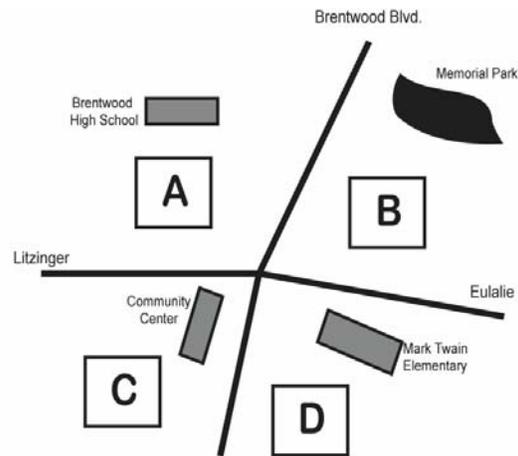
Introduction

To solicit resident input, the City of Brentwood conducted a community survey during January and February 2005. The twenty-question survey was mailed to all households through the City's newsletter in January and residents returned the survey anonymously via a post-paid return envelope. Five hundred and six surveys, representing 13% of the Brentwood households, were returned by February 28th and all surveys were entered for data analysis.

Respondent Demographics

The average survey respondent was fifty years of age and has lived in Brentwood for approximately 21 years. Fifty-seven percent of the respondents were married. Approximately 27% of the respondents had school age children living in the home. On average, each household had 1.64 adults per household. Ethnically, European Americans represented 91% of the respondents and the remaining 9% classified themselves as African American, Hispanic American or other.

With respect to home ownership, 87.6% owned their homes and the remaining 12.4% were renters. Referring to the map on the right, 46.4% of the respondents lived in quadrant A, 16.3% lived in quadrant B, 10.2% lived in quadrant C, and the remaining 27.1% lived in quadrant D.



Compared to Brentwood's 2000 Census, the following survey conditions prevail:

- Average survey response age is about six years higher than the average age of a Brentwood resident.
- Percentage of married respondents is slightly higher than that recorded in the census.
- Ethnic distribution is comparable to that reported for the census.
- Homeownership rate for the average respondent is approximately 10% higher than the rate recorded in the census (87.6% vs. 77.9%).
- Residential dispersion, as indicated by where residents live within Brentwood, is lower than expected in quadrants A and higher than expected in quadrant D. The table below compares the dispersion.

Quadrant	Actual	Survey
A	60.0%	46.4%
B	13.5%	16.3%
C	12.9%	10.2%
D	14.4%	27.1%

Survey Results

Influential Factors for Choosing to Live in Brentwood

As indicated in the table below, Brentwood's location and proximity to St. Louis, as well as its safe surroundings are the primary assets for the City. Affordability and recreational facilities seem to be of lesser importance to residents. When the responses are analyzed by area of residence (Quadrants A-D), the top three factors remain the same. However, after location and safety, resident response varied significantly (difference $\geq 10\%$) with respect to geographical dispersion. Renters expressed slightly different reasons for living in Brentwood. For them, Brentwood provides centrality and close proximity to employment and major thoroughfares.

Influential Factors	Full Survey	A	B	C	D	Owners	Renters
Centrality of Brentwood to Metro St. Louis	78.7	81.7	76.9	74.0	77.3	81.1	62.1
Safety of neighborhood	74.5	75.7	69.2	72.0	78.8	77.7	53.0
Proximity to major thoroughfares and highways	73.1	74.3	75.6	68.0	72.0	75.5	57.6
Quality of city services (police, fire, trash pick-up, snow removal)	54.9	52.6	50.0	48.0	62.9	59.5	24.2
Familiarity with area	54.0	55.2	47.4	62.0	50.8	55.5	43.9
Proximity to entertainment, cultural and shopping venues	51.6	53.0	51.3	46.0	51.5	51.1	54.5
Character and ambience of community	49.0	49.1	41.0	58.0	52.3	51.6	31.8
Family friendly community	46.8	44.3	48.7	48.0	50.0	49.8	27.3
Proximity to employment	43.5	45.2	35.9	42.0	47.0	41.1	57.6
Quality of housing	40.7	43.0	51.3	30.0	34.8	40.5	42.4
Quality of public education (elementary through high school)	36.6	33.0	34.6	48.0	38.6	39.3	18.2
Affordability of housing	34.8	36.5	32.1	30.0	36.4	36.4	24.2
Affordability of property taxes	30.6	22.6	35.9	44.0	36.4	34.5	4.5
Abundance of parks and open space	22.9	21.7	21.8	22.0	24.2	24.1	15.2
Proximity to parish, mosque or church	21.1	18.7	12.8	30.0	25.8	23.2	7.6

Highlighted responses indicate a significant difference from the norm (full survey results.)

Least Liked Aspects of Brentwood

When residents were asked to comment on Brentwood's least favorable aspects, almost three-quarters of them provided responses. When the responses were clustered to enhance reporting, nine major issue areas emerged. Those areas were traffic congestion, commercial and residential development, housing affordability, ambience, code enforcement, resident responsibility, public education, city administration, and city services.

Traffic Congestion

Of the 374 comments provided by residents, traffic congestion represented 33% of the responses. Caused by excessive commercial development, faulty light cycles and driver irresponsibility, traffic congestion is a problem along the following thoroughfares: Brentwood, Manchester, Eager, Hanley and Wrenwood. In addition to these streets, residents also mentioned the highway interchanges of I-40 and I-170 as major points of congestion. While most residents referenced traffic in general, other residents were more specific about certain intersections. One resident remarked, "[We] often cannot get out of Brentwood Forest at Eager Rd - northbound Brentwood Blvd is horrible". While another resident stated, "Turning left from Melvin into Eastbound Manchester is very difficult."

Commercial and Residential Development

Twenty-three percent of the comments pertained to commercial and/or retail development. Generally, residents felt that Brentwood has succumbed to the pressure of increasing commercial development to support the city. They feel that commercial development is gradually eroding the “small town” feel of Brentwood and has increased the level of traffic throughout the City. With excessive commercial and retail growth, residents do not believe Brentwood’s leaders are considering their desires.

As one resident remarked, “Too much attention is paid to commercial areas and a lack of attention to residential in terms of snow removal and public parks.... No weed and litter removal is enforced on the north side of Manchester between Hanley and Brentwood Blvd. You are not responsive to our concerns in these areas.”

Another resident stated, “Brentwood Square and Brentwood Point make us look like a drive-thru community as opposed to a Webster, Maplewood or Kirkwood, which have clearly identifiable ‘downtowns’.”

With respect to residential development, residents are opposed to infill housing that does not reflect the character of the City. They are also opposed to one house being torn down and replaced with two over-sized houses. A small percentage (less than 3 percent) is concerned with the increase of rental properties in Brentwood because renters are less likely to invest in the community. Also, renters are usually childless and thus, they do not contribute to enrollment growth in the school district.

Housing Affordability

As indicated by almost 10% of the comments, residents believe that the cost of housing and escalating property taxes are affecting Brentwood’s ability to attract young families to the area. Even some long-term residents feel that the rise in property taxes may cause them to move due to affordability.

Brentwood’s Ambiance

As stated earlier, Brentwood is gradually losing its “small town” feel and this comment was expressed by 8% of the respondents. Specifically residents were concerned with the appearance of Manchester Corridor given its exposed utility poles, unsightly curbs, and lack of greenspace. Additionally, some residents disliked that Brentwood lacked a town center with a centrally located post office.

Code Enforcement and Resident Responsibility

With respect to building permits, five percent of the residents perceive that building inspectors fail to respect subdivision restrictions. Additionally, City Hall is not enforcing code violations for leash laws, dilapidated houses, derelict cars, camp trailers and trashy yards.

School District

There is a concern among 2% of the residents that the school district is too small to provide valuable experiences for its students.

Politics

A small percentage of residents are not pleased with the responsiveness of the mayor and aldermanic board.

Infrastructure

Excessive flooding along Manchester and Brentwood, along with poor sewer pumps, were cited as a problem that needs to be investigated especially as Brentwood continues to build more residential and commercial developments.

Residential Development Strategies

Residents were asked to rate six different residential development strategies on a scale of one to five, with one being strongly agree and five being strongly disagree. Based on the responses provided, residents view three of the strategies, 1) the renovation and expansion of existing houses, 2) senior housing and 3) more residential development as being favorable strategies for Brentwood. The table on the next page details the results for all respondents, as well as for respondents by geographical location.

Statement	Full Survey	A	B	C	D	Owners	Renters
A. The community benefits from the renovation and/or expansion of <u>existing</u> homes.	1.62 $\sigma^2=.82^*$	1.65	1.50	1.65	1.53	1.57	1.94
B. The community benefits when smaller residences are torn down and rebuilt as larger infill residences.	3.17 $\sigma^2=1.34$	2.98	3.28	3.48	3.27	3.19	3.06
C. The community benefits when more multi-family residences (town homes, condominiums and apartments) are available.	3.38 $\sigma^2=1.20$	3.15	3.64	3.6	3.41	3.49	2.61
D. The community benefits when more senior designed housing is available.	2.80 $\sigma^2=1.01$	2.78	3.06	2.84	2.63	2.78	2.92
E. The community benefits more from residential rather than non-residential development.	2.36 $\sigma^2=1.41$	2.37	2.27	2.19	2.38	2.33	2.55
F. Brentwood should consider the use of public financing tools, such as tax increment financing (TIF), to encourage residential construction.	3.46 $\sigma^2=1.93$	3.55	3.05	3.39	3.33	3.53	2.92

* σ^2 Standard deviation measures the variability of individual responses as compared to the average response.

Non-Residential Development Strategies

Residents were asked to rate four different non-residential development strategies on a scale of one to five, with one being strongly agree and five being strongly disagree. Based on the responses provided, residents viewed one of the strategies – retaining Hanley Industrial Park as a business park, as being a favorable strategy for Brentwood. The table on the next page details the results for all respondents, as well as for respondents by geographical location.

Statement	Full Survey	A	B	C	D	Owners	Renters
A. The Hanley Industrial Park should remain a business park.	2.19 $\sigma^2=1.12$	2.23	2.33	2.16	2.03	2.16	2.38
B. The community would benefit if the Hanley Industrial Park were converted for commercial, residential or mixed-use.	3.35 $\sigma^2=1.57$	3.26	3.36	3.27	3.35	3.39	3.09
C. The community benefits more from non-residential rather than residential development.	3.62 $\sigma^2=1.07$	3.47	3.79	3.82	3.52	3.64	3.42
D. Brentwood should continue the use of public financing tools, such as tax increment financing (TIF), to encourage non-residential construction.	3.60 $\sigma^2=1.30$	3.48	3.61	3.38	3.64	3.63	3.38

Balance of Residential and Non-Residential Development

When asked if Brentwood had reached the proper balance of non-residential and residential development, seven out of ten respondents stated yes. Of the thirty percent that stated no, 94% of those respondents stated that Brentwood has too much non-residential development.

Residential and Non-Residential Comments

With over 500 surveys received, 45% of the residents provided comments about recent residential and non-residential development. Four issues emerged from the 224 comments provided. The issues were character of infill houses, use of eminent domain and TIFs for non-residential development, multi-family dwellings and commercial development and balance.

Character of Infill Houses

Although many residents value infill houses, they are not pleased with the character, size, cost and density of these new residences. Most residents feel that the larger homes detract from Brentwood's charm and warmth. Rather than to build massive homes, many Brentwood residents would prefer the renovation of older homes. As one resident remarked, "While I understand the 'need' for infill residences, I think the look of a \$425,000 house next to a \$150,000 house is very strange. I wish the new houses didn't look like garages with attached front doors."

Brentwood should invest in residential renovation to attract young families to the area. Without adequate homes, Brentwood's youngest families will begin to relocate to West County and St. Charles and this will impact the future of the school district.

Multi-family Dwellings

Ten percent of the comments referenced the Villas of Brentwood as being "out of character" for Brentwood's charm. These residents would prefer to see more single-family developments, rather than multi-family apartments, town homes, condominiums and villas.

Commercial Development and Balance

Residents like the new developments along Brentwood and Hanley, however as stated earlier traffic congestion is a major problem. The general feeling among residents is "enough is enough". One resident stated, "The mix right now is about right. Brentwood should be a residential community with a good mix of retail and commercial. I think we have that right now." While another resident voiced his opinion by saying, "Brentwood is no longer a city. The small town atmosphere is gone,

having given way to congested streets and commercial development. No attempt has been made to balance residential and non-residential development. No emphasis has been made to improve recreation facilities. Why the emphasis on non-residential development when the majority using such facilities are from out of Brentwood?"

Eminent Domain and TIFs

Most residents are opposed to the use of tax abatements, TIFs, and eminent domain of private property for the purpose of commercial development. The general feeling is that developers should pay taxes because abatements impact the quality of education.

Municipal Partnering Opportunities

Brentwood’s residents are not in favor of partnering or merging with surrounding municipalities, as detailed in the table below. Partnering for services is more acceptable than merging with another municipality.

Statement	Full Survey	A	B	C	D	Owners	Renters
A. Brentwood should consider pursuing shared service arrangements (e.g. public safety, trash and snow removal, street maintenance and recreation) with adjacent municipalities.	3.07 $\sigma^2=1.36$	2.87	3.18	2.96	3.22	3.10	2.87
B. Brentwood should explore merging with adjacent municipalities.	3.78 $\sigma^2=1.30$	3.58	3.82	3.76	3.92	3.81	3.52
C. The Brentwood School District should explore merging with adjacent school districts.	3.44 $\sigma^2=1.46$	3.06	3.68	3.54	3.78	3.49	3.13

Conclusion

Residents have chosen to live in Brentwood because of the City’s centrality and proximity to St. Louis and major transportation arteries. However, as the City attempts to protect and maintain its tax base through commercial and residential development, it is gradually becoming a city suffering from expansive and unplanned growth. Clearly, residents want to retain the “small town” feeling that attracted them to Brentwood. As stated by many, that translates into a plan that addresses traffic, residential and commercial development.

Q: What aspects of Brentwood do you like least? Please explain why.

Ambiance

Aspect: Older strip malls; Manchester Rd.

Reason: *Lack of interesting stores; Feels like a run down area with too much traffic.*

Aspect: Some aspects of BW ambience

Reason: *Need to fix Brentwood Blvd and Manchester Rd to make it look nicer. Streetscape/ better signage, etc.*

Aspect: Some commercial buildings need new exterior remodeling and updating.

Reason: *Looks bad in community. People want to shop in a beautiful area.*

Aspect: Appearance of Manchester Rd. between Hanley and Brentwood.

Reason: *Give bad impression - "trashy" look to otherwise nice area.*

Aspect: "I hope the new architectural guidelines will help add continuity to the city and enhance the beauty of the neighborhoods."

Reason: *None*

Aspect: Electrical/Utility poles and wires; median (in front of signs); bridges (Hanley and Manchester); streets; Manchester Rd.

Reason: *Unattractive; crumbling disrepair/unattractive; need better, more frequent repair; Through B/W Manchester Rd could look better.*

Aspect: Manchester Corridor

Reason: *Junky looking*

Aspect: Manchester Corridor

Reason: *unsightly curbs and sidewalks*

Aspect: Manchester Corridor

Reason: *Substandard, poor appearance*

Aspect: Manchester Corridor

Reason: *Needs new street, sidewalks, curbs, and clean appearance*

Aspect: Manchester Corridor (if state Rd, why does BW need to invest?)

Reason: *Drainage, appearance fo raod, utility poles, sidewalks and gutters.*

Aspect: Manchester Corridor; Brentwood Blvd

Reason: *Needs to be updated and modernized; Traffic*

Aspect: Manchester Corridor; More old than new; Lack of a car wash

Reason: *"Eyesore, old ugly buildings; City needs updating - the old look depresses me; There aren't any around here."*

Aspect: Manchester Corridor; New homes

Reason: *Needs assistance: utilities and infrastructure outdated, lacks greenspace, and should have upscale retailers and restaurants; New homes are haphazard, cheap and cookie cutter.*

Aspect: Manchester Corridor; Traffic

Reason: *Need streets repaired and better sidewalks; Congestion*

Aspect: Manchester Rd

Reason: *Needs to look better*

Aspect: Manchester Rd

Reason: *Badly outdated, rough condition of storm drains, sidewalks- poles, and wires.*

Aspect: Manchester Rd

Reason: *"1. Businesses are run down. 2. Some businesses leave trash on their property. 3. Telephone poles are unsightly and dangerous. 4. Curves in road make it difficult to see oncoming traffic when entering from side streets."*

Aspect: Manchester Rd east of B/W; Helen Ave up towards Litzinger; MSD sewer line issues

Reason: *Need better, updated developments; eyesore/mish mosh of home styles; see#20*

Aspect: Manchester Rd not attractive; Good will store; Schnucks store.

Reason: *No curbs, landscaping, uniformity; makes us look slummy; too small and outdated - needs an upgrade.*

Aspect: Manchester Rd; BW and Hanley traffic

Reason: *Narrow, has poor surface, poor visibility causes accidents, and lots of storm sewers; Traffic has gotten much worse. Light at Manchester and Hanley causes a bottleneck and needs to be reprogrammed.*

Aspect: A few of the store fronts and offices.

Reason: *Junky looking when interspersed among better looking buildings.*

Aspect: Cars parked on streets; cracked sidewalks

Reason: *Unappealing and constricting to thoroughfares; dangerous for exercise and bikes.*

Aspect: Community somewhat lacking in an identity.

Reason: *B/W Blvd splits city into two separate parts.*

Aspect: Lack of character in new housing East of B/W Blvd

Reason: *Looks cheap and imposing - 2 car garage breaks down porch friendly community.*

Aspect: New homes; shopping centers

Reason: *Taking away from character and ambiance; taking away from character, ambiance, and safety.*

Aspect: New houses too big and mismatched.

Reason: *Destroys neighborhood character and open space. Developers profit while neighborhood becomes less attractive and desirable overall.*

City Services

Aspect: Snow Removal; Street Cleaning; Brentwood Blvd; Parks

Reason: *Street was sheet of ice b/c of no salting; No street cleaning schedule; Volume of traffic is too high; Not enough parks.*

Aspect: Sweet gum trees; Leaves on trees in front lawn
Reason: The balls that drop; No street pick-up service.

Aspect: Hate new location of police station.
Reason: Note visible; doesn't offer safe haven.

Aspect: Location of police station; Affordability of property taxes.
Reason: Too high in our opinion.

Aspect: Loss of Brentwood post office
Reason: Identity and inconvenience

Aspect: More frequent police rounds; Way too many neighborhood stop signs
Reason: Never see police cars since station moved; Completely unnecessary - 50% could be taken down

Aspect: Needs more class; Lack of leaf pick up; Lack of trees on streets
Reason: Let's compete more with Clayton; even Maplewood picks up leaves.

Aspect: North end of town; trash removal
Reason: Traffic; spread out over too many days

Aspect: Police patrol and protection.
Reason: Never see them in neighborhoods; no P.R. - only come in to give tickets.

Aspect: Resurface Manchester Rd.
Reason: None

Code enforcement

Aspect: Unequal house inspections
Reason: At time of sale, some speculators receive a blind eye on corrections needed for resale or rent.

Aspect: Wasted open land; Destruction of homes; Homes that should be condemned.
Reason: Eye sore - turn it into something; Replacing with huge and unaffordable homes; Dangerous eye sores.

Aspect: "Hypocritical people denying others' property rights and trying to drive up [the] cost of housing with onerous and unnecessary requirements such as [an] architectural review board.
Reason: "Creates a hostile environment, lowers diversity of people and housing, and prevents people from rehabbing their homes.

Aspect: Lack of City Hall [support] regarding building permits
Reason: Buliding commissioner disregards subdivision restrictions

Aspect: Lack of code enforcement; Area flooding; Changing business community.
Reason: Decline of neighborhoods; Lack of city involvement in MSD; Loss of tax base.

Aspect: Street sweeper; Lax building code enforcement
Reason: Waste of tax money; below standard housing

Aspect: Need to maintain area better ; too many cars with expired licenses on streets
Reason: None

Aspect: Older homes look run down

Reason: *Aesthetics*

Aspect: Too lenient with non-residential owners.

Reason: *Noise, trash, etc.*

Aspect: Code enforcement; wasteful spending; no controls

Reason: *Does not exist hence residential deterioration; Covers many areas - public works, police and fire depts.*

Development

Aspect: "Greed! (on the part of B/W) to build commercial areas that cannot support traffic. This is a huge inconvenience for residents and it is only getting worse!

Reason: *None*

Aspect: 1. Uninspiring commercial design in some areas. 2. We need a post office! (with parking) 3. More of police department from visible point to the industrial park (?). 4. Brentwood lacks a cohesive plan to enforce residential building standards.

Reason: *1. Brentwood Square and Br. Point make us look like a drive-thru community as opposed to a Webster, Maplewood or Kirkwood, which have clearly identifiable "downtowns". 3. There's a sense that it may increase response time. 4. Need to protect property from "developer blight".*

Aspect: All the commercial development; Manchester Corridor

Reason: *All the neighborhood is chain stores, do we really need a Crate and Barrel, etc.? What happened to mom and pop places?; Corridor is trashy, roads are awful - potholes everywhere.*

Aspect: Any more new businesses moving in.

Reason: *We have enough stores/ shopping areas.*

Aspect: Brentwood Blvd

Reason: *Overcrowded*

Aspect: Brentwood Blvd

Reason: *Extremely busy - too many cars for original design.*

Aspect: Brentwood Blvd Corridor

Reason: *Ughy! Needs Renovation!*

Aspect: Brentwood Blvd; New housing; Strip malls/box stores

Reason: *The insanity of construction; Needs set guidelines so as not to destroy character of area; "Brentwood seems to be losing its 'soul' to big box and TIF - we need affordable housing for families."*

Aspect: Brentwood Corridor could be upgraded; Post office needs to be brought back in a central location; Lots of empty commercial property along Brentwood.

Reason: *None*

Aspect: Too much retail; Traffic; Price of housing

Reason: *Less residential; due to too much retail; "Out-of-sight now!"*

Aspect: "Too much attention (in upkeep) paid to commercial areas and a lack of attention to residential in terms of snow removal on public parks...." No weed and litter removal enforced on North side of Manchester between Hanley and Brentwood Blvd. "You are not responsive to our concerns in these areas."
Reason: None

Aspect: Brentwood's choice to do redevelopment
Reason: Increased traffic; Loss of residents and businesses that made the community what it is. "What right does the City have to take property away from a private property owner and give it to a developer?"

Aspect: Changing the area with tear downs
Reason: I live here because of the nature of the area

Aspect: Commercial dev; Tear downs and over-sized rebuilds
Reason: Traffic and congestion; unsightly

Aspect: Commercial development
Reason: Much more traffic

Aspect: Commercial developments higher priority than residential areas
Reason: TIF; current residents displaced if new development starts; loss of Hanley Ind. Ct. which is commercial but long standing.

Aspect: Commercial growth
Reason: Traffic

Aspect: Commercial overdevelopment
Reason: Traffic

Aspect: Commercial over-development; Sewers
Reason: The roads cannot handle all of the traffic. It takes too long to get home from work; Sewers backing up into my basement are a common problem

Aspect: Condition of roads and sidewalks; noise from Manchester Rd (esp. ambulance noise); Railroad proximity to housing; multiple homes on formerly single home lots.
Reason: None

Aspect: Constant commercial development; Lack of communication from City Hall; Community click
Reason: Cutting into community; Feel it is "my way or the highway"; Feel that there are the haves and the have nots.

Aspect: Rapid retail development without careful thought to traffic consequences. Please, no more development.
Reason: Isn't it obvious??

Aspect: Rate of development; TIFs
Reason: Traffic increase; Money taken away from students

Aspect: Rebuilding
Reason: New home styles do not match existing homes. City should not approve these types of buildings/homes.

Aspect: Recent commercial development

Reason: *Increased traffic*

Aspect: Recent developers; Four banks, but no post office.

Reason: *Developers are not neighborly or friendly. They leave gravel and mud on the streets, don't post permits, act arrogant, do construction on Sundays, and build 325 to 450k houses next to 250k houses.*

Aspect: Tear downs

Reason: *The cost of new homes is out of reach for most families.*

Aspect: Tear downs

Reason: *It's wasteful and it inhibits people who could afford the older homes, start a family, and move up in Brentwood.*

Aspect: Tear downs replaced with new, large, and expensive homes

Reason: *New homes don't fit character of area and are NOT well built. The older homes are much more stable.*

Aspect: Tear downs; City gov; Lack of sewer and street maintenance; Older trees

Reason: *Destroy character of neighborhood; city spends too much time micromanaging; old trees tear up the sidewalks*

Aspect: Tearing down too many homes for stores!

Reason: *None*

Aspect: The building of new houses after tearing down old ones.

Reason: *"They take away the character of Brentwood and make the neighborhood look crowded."*

Aspect: The expansion of BW Square into Wrenwood Lane

Reason: *Traffic and safety problems at intersection of Wrenwood and BW Blvd and no sidewalk on Wrenwood at intersection.*

Aspect: The multi-colored house on High School Dr.; New construction that isn't all brick

Reason: *Impression of neighborhood; cheapens neighborhood*

Aspect: The number of houses being bought and put up for rent; the fact that two or more houses can be built on land where there was only one house.

Reason: *It decreases the property value of our homes; one tear down should equal one new house.*

Aspect: TIF Projects

Reason: *Quiet community has disappeared.*

Aspect: Too many rental homes, esp. in last 3 years

Reason: *Renters don't get involved in community*

Aspect: Too much commercial development; oversized new homes; concern for B/W's future

Reason: *Lost homes, increased crime and traffic; Little yard space, neighborhood looks uneven; Losing affordable housing; Need more citizen input in plans.*

Aspect: Too much dev; TIFS for development

Reason: *Citizen's financial gain seems to be pushing it; Highways, location is incentive enough; Amount of TIPS for our size community.*

Aspect: Too much non-residential development
Reason: *Large crowds come into town, but don't value it as we do.*

Aspect: Too much rental property; Manchester Rd.; Dilapidated homes
Reason: *Renters do not care about property; TDD should have passed (Manchester in B/W is terrible and needs improving); I welcome new construction of housing.*

Aspect: Raising of ranch style houses to build larger 2 story houses.
Reason: *There is a need for ranch-style houses many people want or need them.*

Aspect: "The look and character; The commercial aspect, mainly Manchester Rd"
Reason: *"Not as attractive or well-kept as Clayton or Webster Groves; Not as restful or nice to look at. More industrial than I prefer."*

Aspect: Large amount of commercial development.
Reason: *Too much traffic.*

Aspect: Large amount of commercial development; Infill housing.
Reason: *Decreasing residential quality; changes nature of housing.*

Aspect: Excessive commercial development
Reason: *Traffic*

Aspect: Excessive commercial development; Too much pettiness in government; Put developers interests over residents; Nit-picking on permits, licenses, etc.
Reason: *City wants more property taxes; Lack of experience for aldermen and women; Jerry Wolf always sides with outside developers; Jerry Wolf objects to everything.*

Aspect: Expansion of commercial areas.
Reason: *May affect my residential area.*

Aspect: Family friendly; Loaders attitude
Reason: *We are becoming a bedroom community of condos, apartments, and average strip malls.; Money hungry to bring in business at all costs.*

Aspect: Increase in rental property; Increased retail areas
Reason: *Undermines stability of neighborhoods; Loses homes with children for our schools*

Aspect: Increased commercial building
Reason: *Increased traffic and loss of family character*

Aspect: Increased commercial dev on Brentwood; Small delapidated houses with bad landscaping; Manchester Corridor; Trees next to power lines
Reason: *Increased motor traffic thru neighborhoods; Decreased curb appeal and property value; Needs to be updated - prime space to represent our city; Many power outages per year*

Aspect: Constant development
Reason: *"Fear of being pushed out of town"*

Aspect: Continued commercial encroachment; mediocre schools; unfriendly to Mom & Pop business; plans for future

Reason: Ruins neighborhood; turns out mediocre kids; favors Mega Chains; Unrealistic and short sighted - favors vested lobby interests.

Aspect: Development, traffic, noise

Reason: "City is selling out to developers. More burden on residential owners. "The city is for sale'."

Aspect: Infill housing which does not fit the character of the neighborhood.

Reason: None

Aspect: New commercial construction

Reason: Not enough restraints/codes. Ex. One Walgreens has ugly power box out front while other has fountains.

Aspect: New construction

Reason: Traffic

Aspect: New construction.

Reason: Changing the character of the area.

Aspect: New homes

Reason: Don't fit in neighborhood - too much noise and traffic from builders.

Aspect: Overdevelopment of commercial sites without development of better public access.

Reason: BW and Hanley exits already difficult without the added nightmare that is now Eager Rd.

Aspect: Overdevelopment; traffic

Reason: Loss of character and ambiance; BW Blvd has become the Manchester Rd of West County.

Aspect: Pace of commercial dev

Reason: Loss of homes

Aspect: All the box stores; the "Good old Boys"

Reason: Rough clientele; "Too many old time or High School Kings and Queens running the city"

Aspect: Traffic; Manchester Corridor; Big Box stores - "seems a bit 'West County'"; Lack of non-chain restaurants; Trend toward "West County" style homes - losing the Brentwood character

Reason: No greenery; no center lane; no character buildings

Aspect: Change from neighborhood oriented to commercial

Reason: Not enough green space now to keep ambiance of city. The Villas are way too dense.

Aspect: Continued expansion; Reckless drivers

Reason: We have a good mix of business and res dev; Streets are already crowded with parked cars - unsafe situation.

Aspect: Destroying one house and replacing with three.

Reason: Not enough space in between

Aspect: Easy cut through from Target to Dierbergs; More bars would be nice

Reason: Annoying - simple; So we won't have to drive to go out.

Aspect: Large apartments; Loss of single-family residences

Reason: "[I] feel inhabitants won't really care about Brentwood. [I] feel these single families are more apt to attend meetings, educate kids here, etc."

Aspect: Large, expensive new homes; Rentals and condos

Reason: They look bad next to smaller homes. Can't they be smaller! (Ex. New one on White across from high school.) There are enough rentals. Renters don't stay. Hard to have a community with renters.

Aspect: Low rental property standards; Property on Manchester and BW; New housing

Reason: Bellington Realty; Lack of landscaping; Oversized and insensitive to neighbors

Aspect: Most houses are too small.

Reason: Need more space.

Aspect: Not enforced building codes; Lack of comprehensive plan

Reason: Some properties becoming run down; People drive through area to get to work, we don't encourage people to stay in B/W and it's not pedestrian friendly.

Aspect: Over commercialization

Reason: Too much traffic - difficulty getting in and out of residential areas

Aspect: Over-development favors commercial "rag tag" buildings; major light pollution; not pedestrian friendly

Reason: Loss of housing and green space; Brentwood look like Industrial Park; "Try crossing Brentwood on foot sometime!"

Aspect: Residential development without regard to existing residences.

Reason: Major changes in grade causing drainage problems for neighbors - (big basements with no haul away)

Aspect: People who are against "development" for the sake of being against "development"

Reason: None

Aspect: Quality of housing

Reason: Too many 2 Bdrm houses - need affordable 3 Bdrm houses.

Aspect: Industrial Park

Reason: Under-utilized area.

Aspect: The emphasis on building business areas at the expense of housing. The trend to tax businesses so that city personal property tax will be lower.

Reason: I am here for the people and neighborhoods, not businesses. If we keep raising taxes on businesses they will leave.

Aspect: No close-by restaurants

Reason: Nothing within walking distance

Housing Affordability

Aspect: Affordability of housing

Reason: Amount paid per square foot.

Aspect: Affordability of housing

Reason: Catering to high cost developments

Aspect: Affordable housing

Reason: It is being developed into retail and overpriced housing.

Aspect: Cost of housing

Reason: It's a little expensive

Aspect: Cost of housing.

Reason: Too costly for young families.

Aspect: Cost of living

Reason: Too high

Aspect: Expensive

Reason: Location causes pricey housing.

Aspect: Expensive area to live in

Reason: Student

Aspect: Growing number of single family residences being bought and rented!

Reason: "A community of home ownership means a more neat, beautiful community! Ratio of rentals is becoming too large.

Aspect: Housing costs getting too high; Too much traffic on Brentwood Blvd & High School Dr.; Don't want to pay for big trash pick-up; Noisy teens in schoolyard after 10 PM in the summer.

Reason: Good for resale, but not for relocating within the area; Teens are disturbing because I live across the street.

Aspect: Housing costs per square foot; Increasing traffic.

Reason: Small home for money (see survey). Gasoline cost.

Aspect: Housing costs too high; property taxes getting hard for senior citizens

Reason: None

Aspect: Housing costs; Size of homes; Houses too close together

Reason: Way overpriced for older homes w/ small yards; no room for families to grow; lack of privacy

Aspect: Housing has become too expensive.

Reason: Do not get much house for the money.

Aspect: Housing too expensive; Busy streets

Reason: Hard for typical family to afford; unsafe for child pedestrians.

Aspect: Residential areas disappearing; lack of affordable housing for families.

Reason: Culture of Brentwood changing; lack of diversity.

Aspect: Small houses
Reason: *Small lots*

Aspect: Unaffordable housing
Reason: *Costs too high*

Aspect: Unaffordable housing for families; Lack of variety in quality of restaurants and motels.
Reason: *Existing homes too small to raise families; Available space*

Aspect: Housing
Reason: *Price-too high*

Aspect: House
Reason: *Too old*

Miscellaneous

Aspect: 1. Variability of home upkeep. 2. Commercial dev - such a mix of nice and unattractive. 3. Traffic slow on B/W and 40.
Reason: *None*

Aspect: 1. Police response and actions (to house alarms) poor. 2. Congestion on B/W near Promenade. 3. City public works personnel doing work for private organizations. 4. Too many apartments being built.
Reason: *1. All I observed police do was walk around property (2 occasions). 4. Congestion.*

Aspect: Afternoon traffic; Pat Kelly, mayor; flooding; Good Ol' Boys politics
Reason: *Hard left turns; He's lied to me and others; Storm water money taken by parks; attitude when you ask questions.*

Aspect: Residential areas; Limited recreation; Our government; No small shops left; City controlled by few.
Reason: *Not kept up - neglected by city; Most facilities used mainly by outsiders; Need professional city manager; Shops closed b/c no parking and redevelopment*

Aspect: The salary of the school superintendent; Lack of green space; Congestion of B/W Blvd; Lack of civic vision or long range planning.
Reason: *The enrollment does not justify it.*

Aspect: "Inferiority complex of some residents relative to Clayton and Ladue; I worry about the quality of Middle and High school education; I worry about usage of TIF dollars as they become available/due.
Reason: *None*

Aspect: Alderman Jepsen; Traffic on Eager Rd; School district
Reason: *Puts personal issues before City's interests; Poorly planned road layout; Until recently poorly planned long-term future and ignored hard decisions.*

Aspect: Brentwood Swim Club
Reason: *Trashy area, disrespects community, not composed of local people*

Aspect: Change of owner occupant houses to rental units; Traffic on Brentwood and Eager.
Reason: *Renters have less investment in neighborhood and community; Harder to enter and leave neighborhood.*

Aspect: Divided population; non-conforming setbacks.
Reason: *2 parishes, rich vs. poor; racial residential; community clutter*

Aspect: "Mass transit; access to life's necessities"
Reason: *"Wife doesn't drive; Schnucks, Credit Union, etc."*

Aspect: No strip clubs
Reason: *None*

Aspect: Recent murder.
Reason: *Obvious*

Aspect: Too much noise; City is small
Reason: *Live close to development and main street; New developments will make it even smaller.*

Aspect: Very low minority residency.
Reason: *It could benefit our community to have more Af/ Am families.*

Aspect: None
Reason: *"As a lifetime resident (I am only 45), Brentwood has always been a clickish place to live."*

Mixed

Aspect: Character of BW has changed from smaller community to thoroughfare of commuters and businesses. "Our services have not kept up - streets are in disrepair (many from construction vehicles), the sewer system is a joke, building Metro-Link began as a good idea - everything from roads not going through to flood plans to businesses backing out of building plans - have shown the poor planning by city officials. Apartments and condos bring people and pets. Many people...are irresponsible pet owners. I see dogs running off leash and pet waste not picked up. I have contacted my alderman on several occasions - he promised some action (signs, more police patrol) - which I have not seen. City Hall has no time for its people. I mean the people in the single-family units who pay their taxes, send their children to local schools, and shop at Dierbergs. This erosion of response began with the Rankin St. development - about 6 years ago. Ever since then, it has to be "bigger and better" with City Hall. That sealed our doom. Bring in the stores. Bring in the bucks. TIF. Whatever - as long as we look good. Citizens concerns - balderdash! We have to keep up with Clayton!!"
Reason: *-Industrial Ct in shambles. Around 40% occupancy rates. Vacant areas untended. City should take action against owners. Also has its share of stray cats on the loose.*

Aspect: Traffic; Commerical development; Cheap and dirty home builders
Reason: *"Very little planning of flow and control; loss of 'town center' feel, becoming a West County and Manchester Rd strip mall town; Undermine property values"*

Aspect: Traffic; crowded ;small homes being torn down to make bigger homes; high sales tax.
Reason: *Too many stores; too commercial; 8.325 seems high.*

Aspect: Traffic; Home maintenance ordinances
Reason: *Congestion at BW/Eager/40; Some homes on the street get run down.*

Aspect: Traffic; housing quality; character and ambience
Reason: *Drivers rushing - unsafe for children on bikes and boards; In transition - effecting services; (?)*

Aspect: Traffic; Lack of a cohesive development plan

Reason: None

Aspect: Lack of senior housing; lack of pedestrian connectors over Manchester and Brentwood

Reason: We want to keep our seniors in the community; we want to promote walking and cycling in the entire community safely

Aspect: Need to travel through congested area to get to work. Property taxes too high since moving here.

Reason: None

Aspect: High taxes; Tear downs; Lack of parking around high school

Reason: Costly; Loss of character and affordability; Makes it hard to navigate streets, emergency vehicles, etc. Also, students block driveway. "The situation is ridiculous. Student's don't need to drive! Reserve for 3.5 GPA and Jr./Sr. status.

Aspect: Infill housing with vinyl siding; increased rental props.; Long wait for light at White and Brentwood Blvd.

Reason: An all brick home should be replaced with an all brick home; Lowers property value; Inconsistent street sensors.

Aspect: Lack of cable alternatives; Too much development; Taxes too high.

Reason: No satellites where I live; Schools and city waste money.

Aspect: No post office in town; Lack of family restaurants; occasional flooding; too many traffic lights and stop signs.

Reason: Miss being able to walk to the post office; Either have bars, fast food, or chain rest. Flooding causes property damage; Wear and tear on car and lower gas mileage.

Aspect: No post office; insufficient traffic light system for pedestrians.

Reason: None

Aspect: No post office; Not enough restaurants; Need to clean up Manchester Rd - modernize.

Reason: None

Aspect: No public gymnasium or pool; No community trash cans.

Reason: None

Aspect: Non-local traffic; Eliminating houses

Reason: Cut through residential sidestreets; building unneeded stores and way too many banks.

Aspect: Over abundance of city vehicles; too many tear downs; too much commercial dev

Reason: Waste of tax dollars; Displaces residents; Too much traffic

Aspect: Police Department; Traffic on Brentwood esp. near 40; poorly designed entrances and exits.

Reason: Does not build bridges to youth; Overdevelopment of retail.

Aspect: Police station; Big homes on small lots; too many bars

Reason: Not easily accessible; Causes higher taxes.

Aspect: Police; traffic

Reason: Attitude; Brentwood Blvd

Aspect: Smallness of community; smallness of schools
Reason: *None*

Aspect: Too little "green space"; No dog park; Traffic on B/W
Reason: *I like parks and open spaces; I would use a dog park.*

Aspect: Two story houses; Treatment at City Hall; City Hall workers who do not live in B/W
Reason: *Do not fit into neighborhood; Too much politics in the City Hall - also, most people that work there don't live in B/W*

Aspect: New retail development; Little racial diversity.
Reason: *Too much traffic; less family quality. A racially diverse community is more cosmopolitan; also better for families.*

Politics

Aspect: "Petty bickering among city leaders"
Reason: *"Detracts from moving our city forward"*

Aspect: Aldermen that are developers! Plural. A mayor (scratched out) who doesn't listen!
Reason: *Conflict of interest; Out of touch with people! Bullying the residents into things, eventually catches up to you!*

Aspect: Current Board of Aldermen
Reason: *"A specific few are constantly opposed to the unity of the Board."*

Aspect: City Hall Politics
Reason: *There is very little; Ego trips.*

Aspect: Government; Public works
Reason: *Wasteful spending on salaries and cars; Too much time spent on sidewalk sewer work. Little time spent on general street work. Appears this department is over-staffed.*

Aspect: Hard to reach Alderman; Chief of Police - Bad attitude
Reason: *See survey*

Aspect: City Administration
Reason: *Failure to promote/support public schools*

Aspect: City government
Reason: *Trying to turn a residential community into a business district*

Aspect: City government
Reason: *Too aggressive*

Aspect: Negativity on the parts of certain people in office about our city - and the furthering of non-truths by these and others!
Reason: *Wish we knew - what do they hope to gain?*

Aspect: Politics
Reason: *Compromise and TIF*

Aspect: I dislike nothing
Reason: None

Aspect: I love Brentwood
Reason: None

Recreation

Aspect: Not enough entertainment for families. No attractions.
Reason: Families need to do more things together. People want to see and tell others about it.

Aspect: Too much goes to parks; the ice rink is costing more than it makes - close it! Stop adding more parks - clean up current problems
Reason: None

Aspect: Excessive emphasis on Parks and Recreation - no emphasis or recognition of arts and culture.
Reason: Imbalanced society; culturally deprived and indifferent to the arts, music and theatre.

Aspect: Recreation facilities
Reason: I believe facilities such as the "Heights" bring neighbors close together, especially in a small community like B/W

Resident Responsibility

Aspect: Home upkeep
Reason: City does not inspect

Aspect: Home upkeep
Reason: City does nothing to about those who let their homes go.

Aspect: Homeowners; pet owners (dogs) who do not clean up mess.
Reason: Unsanitary.

Aspect: Rules not enforced. Impacts my family directly.
Reason: Our neighbor's dog is never put on a leash and runs all over our yard; the city has never ticketed the family.

Aspect: The homes that are not kept up.
Reason: Make neighborhood look undesirable.

Aspect: Trash and recycle bins in front of houses for 3 days in a row; Traffic down B/W Blvd
Reason: Looks trashy - need one day for all three; can't move around easily during rush hour.

Aspect: Unkept homes/yards; B/W not dealing with it - lack of high standards where they should be.
Reason: We pay too much for our homes to tolerate people who do not take care of their property. They have a responsibility to do so.

Aspect: Unkept neighboring properties - it will be the reason I leave BW.
Reason: Junk, trash cans, camping trailers in front yard, and lawns that need mowing and grooming.

Aspect: Unkept property - derelict lawns, broken gutters, trash from cans on sidewalks, front porches full of junk
Reason: None

Aspect: Derelict cars; Unkempt homes; Too many non-family people living in houses together; Trash cans left out for days

Reason: Makes neighborhood look bad

Road Conditions

Aspect: "Road infrastructure around shopping areas"

Reason: "Poor traffic patterns cause congestion."

Aspect: Road conditions

Reason: Pot holes - ex. Manchester Rd.

Aspect: Roads

Reason: "Mess up my car"

School District

Aspect: Public school system could be better

Reason: District not large enough for adequate education experiences.

Aspect: Public schools

Reason: Located in residential areas with no regard for traffic, parking, noise and litter.

Aspect: Public schools; traffic

Reason: Too small a student population in H.S.; Manchester and Brentwood

Aspect: Quality of public education; property taxes high; parks and open spaces are minimal.

Reason: taxes too high as compared to business money generated

Aspect: School district

Reason: I disagree with bussing in kids who do not want to be here. Check the incident rates of bussed residents!

Aspect: Schools

Reason: High school looks like inner city school - children - construction - condition of bldg. - drawings on outside walls look like southwest H.S. in the city.

Aspect: So many people send kids to private schools.

Reason: B/W public schools are great but may not make it b/c so small.

Aspect: Drop in school enrollment; Too many rental houses.

Reason: Tearing down houses - putting up businesses or large houses that new families with young children (school age) are unable to afford.

Aspect: Need more attention to public schools.

Reason: None

Sewer/Flooding

Aspect: Creek flooding

Reason: Lost a car to the flood

Aspect: Creeks that flood
Reason: *Mess - Hazard*

Aspect: Flooding
Reason: *None*

Aspect: Flooding of Manchester during heavy rains
Reason: *Hard to drive through.*

Aspect: Sewer problems
Reason: *Not enough pumps?*

Aspect: Sewer problems
Reason: *Not enough pumps?*

Aspect: Sewer system
Reason: *Frequent overcharged rain sewer*

Aspect: Inadequate and obsolete storm sewer system; Traffic congestion
Reason: *Repeated flooding of basements, streets, and yards. Grinder pump installations an embarrassment to community*

Taxes

Aspect: Property taxes
Reason: *Too high*

Aspect: Property taxes
Reason: *Keep going up though I'm retired and on a fixed income.*

Aspect: Property taxes
Reason: *"Our taxes have gone from \$800 to \$6000 in the past 15 years. We are now facing the certainty of having to move when we retire."*

Aspect: Property taxes; Brentwood Schools
Reason: *Taxes too high; district should merge with Ladue*

Aspect: Property taxes; sales taxes
Reason: *Too high*

Aspect: Raised property taxes
Reason: *"Older home - good condition - close to retirement - Can I stay?"*

Aspect: Taxes too high
Reason: *None*

Aspect: Unfixed property taxes
Reason: *Should be available for seniors on fixed incomes - so we aren't forced to move out.*

Aspect: New construction not affordable; My old house/property taxed as much as new developments - not fair.

Reason: *None*

Town Center

Aspect: Lack of a downtown; Too much traffic

Reason: *Grew up in a small town (5k) with a downtown; Widening B/W Blvd will make it worse.*

Aspect: Lack of a main street; Abundance of gum ball trees

Reason: *City needs a main street; They are messy, expensive, and dangerous*

Aspect: Lack of a town center; Not enough sidewalks; Housing architectural standards.

Reason: *Neighborhood feel - identity; New construction doesn't fit neighborhood.*

Aspect: No town square; Appearance of Manchester Corridor; Appearance of Brentwood Corridor

Reason: *None*

Traffic

Aspect: "Intersection at BW Blvd and at 64 is a mess"

Reason: *Traffic jams with cars everywhere.*

Aspect: 1. Arrival/dismissal/programs at McGrath and Brentwood High. 2. Children coming from city to attend Brentwood schools.

Reason: *Inconsiderate parents or whomever is escorting the children to and fro are parking in or blocking driveways of area homeowners.*

Aspect: 30 mph speed limit made to generate traffic ticket money for the city; Traffic congestion

Reason: *"It's ridiculous!!! It should be raised to 35 or 40!"*

Aspect: Congestion on Brentwood when the world descends on the Galleria

Reason: *None*

Aspect: Traffic getting steadily worse on BW Blvd

Reason: *None*

Aspect: B/W Blvd

Reason: *Traffic*

Aspect: Increase in traffic

Reason: *Created by allowing too much development in already heavily trafficked areas.*

Aspect: Increase in traffic

Reason: *None*

Aspect: Increase in traffic, speeding cars cutting through streets; Sewer problems; Increasing commercialization and remaking B/W into upscale Clayton-like homes for upper income families.

Reason: *None*

Aspect: Increase in traffic; Unkept homes; No parking for high schoolers
Reason: *Location too nice for a lot of these homes; White Ave. should have parking on one side of street.*

Aspect: Roads/Traffic
Reason: *Eager Rd. from B/W Square eastward and Wrenwood/Brentwood intersection*

Aspect: Speeding traffic; narrow streets
Reason: *Difficult to access Manchester from side streets; Some streets too narrow for two way traffic.*

Aspect: Stoplights
Reason: *Length of time for change*

Aspect: Too many stop signs
Reason: *Most are unnecessary in my opinion*

Aspect: Too many stop signs; Police station too far from city hall; Too many private housing rentals
Reason: *None*

Aspect: Too much traffic on B/W and Hanley; No post office
Reason: *Urban sprawl*

Aspect: Too much traffic; commercial overdevelopment
Reason: *"Manchester and Brentwood at peak hours are horrible; Losing single family homes"*

Aspect: Traffic
Reason: *Every car cuts through to get to McKnight or Brentwood Blvd.*

Aspect: Traffic
Reason: *Eager and Brentwood is terrible. I no longer use that area if possible.*

Aspect: Traffic
Reason: *Congestion on Eager*

Aspect: Traffic
Reason: *Back-up @ Brentwood & 40 and Eager & 40/Hanley*

Aspect: Traffic
Reason: *Too much*

Aspect: Traffic
Reason: *Poor traffic light control at B/W and Hanley. Always cars in intersection after light turns red.*

Aspect: Traffic
Reason: *Heavy on Brentwood*

Aspect: Traffic
Reason: *Inconvenience*

Aspect: Traffic
Reason: Brentwood Blvd

Aspect: Traffic
Reason: Not well-managed

Aspect: Traffic
Reason: "Heavy on all sides. Hard to get in and out of neighborhood"

Aspect: Traffic
Reason: None

Aspect: Traffic
Reason: BW Blvd and Manchester Rd are too congested for further non-res dev.

Aspect: Traffic
Reason: People use Wrenwood as a cut through.

Aspect: Traffic
Reason: Too many shopping areas without increasing access.

Aspect: Traffic
Reason: Too many new stores

Aspect: Traffic
Reason: Getting around Eager/Brentwood on weekends

Aspect: Traffic
Reason: High Volume

Aspect: Traffic
Reason: I avoid Hanley whenever possible

Aspect: Traffic
Reason: Way too much

Aspect: Traffic
Reason: Escalating

Aspect: Traffic
Reason: Hard to get around

Aspect: Traffic
Reason: Street is a racetrack - we need additional officers for speed control only. We could increase revenue with ticket payments.

Aspect: Traffic
Reason: People don't follow lane markers; can take 2-3 lights to get through intersection

Aspect: Traffic

Reason: *Heavy during rush hour*

Aspect: Traffic

Reason: *Time consuming*

Aspect: Traffic

Reason: *"Need an east-west route from Hanley to BW other than Eager and Manchester"*

Aspect: Traffic

Reason: *Back-up at lights, on Eager Rd., Brentwood Sq., and I-170/40 Interchange.*

Aspect: Traffic - BW and Eager

Reason: *Congestion*

Aspect: Traffic - BW and Eager

Reason: *None*

Aspect: Traffic - AM and PM

Reason: *Too busy on BW Blvd*

Aspect: Traffic - BW and 170; Appearance of Manchester Corridor

Reason: *Difficult interchange and heavy flow; Too many electric poles and lines, plus shoulders are "irregular and shabby"*

Aspect: Traffic - BW, Eager, Hanley

Reason: *None*

Aspect: Traffic @B/W and Eager; Lack of Post Office

Reason: *Too many people running lights and blocking intersection.*

Aspect: Traffic and congestion (esp. at B/W and Hwy 40).

Reason: *None*

Aspect: Traffic at 40/BW area

Reason: *It's a bottleneck*

Aspect: Traffic at BW/40/170

Reason: *None*

Aspect: Traffic at BW/40/170

Reason: *None*

Aspect: Traffic bad at Brentwood 170 and 40.

Reason: *None*

Aspect: Traffic congestion

Reason: *Brentwood Blvd at 40 and 170*

Aspect: Traffic congestion on B/W Blvd and Manchester Rd.

Reason: None

Aspect: Traffic congestion on Hanley and Brentwood w/o a way of going from one to the other except on Manchester or Eager.

Reason: None

Aspect: Traffic congestion/concrete jungle

Reason: New devs have little to no green space, are not pedestrian friendly, and discourage communal gathering.

Aspect: Traffic congestion; Affordability of housing

Reason: B/W Blvd and Highways interchange; Many small old homes with large pricetags.

Aspect: Traffic congestion; cut through streets

Reason: None

Aspect: Traffic congestion; Hanley Ind. Park not pedestrian friendly.

Reason: None

Aspect: Traffic congestion; Narrow roads; Highly visible dumpsters

Reason: Takes a long time to go a short distance; Makes drivers hurry to get through the city; Unkempt looking - needs fencing.

Aspect: Traffic congestion; School and politics too conservative

Reason: B/W Blvd overused; [?] lower classes; negative philosophy

Aspect: Traffic cutting through residential streets.

Reason: Unsafe and not monitored by police.

Aspect: Traffic during Rush Hour

Reason: I-40 and Eager is congested.

Aspect: Traffic East bound on Manchester

Reason: Very difficult to turn left from Melvin into Eastbound Manchester

Aspect: Traffic getting worse; Frequent watermain breaks; Inconsistent mail service; Snow plow pushing street snow in front of our driveway; Swimming pool is a dive."

Reason: None

Aspect: Traffic light at Brentwood and Wrenwood

Reason: Dangerous

Aspect: Traffic nightmare at Brentwood and Eager.

Reason: None

Aspect: Traffic on B/W Blvd especially bad at Hwy 40 and Eager Rd intersections.

Reason: None

Aspect: Traffic on B/W Blvd; No place to walk with kids and eat, etc.; No section of Manchester from Manchester to Hanley.

Reason: Too crowded; No little square or downtown area - way too commercial; looks run down and trashy.

Aspect: Traffic on Brentwood and McKnight.

Reason: None

Aspect: Traffic on Brentwood Blvd.; Manchester Rd corridor; Lack of long term comprehensive plan.

Reason: Obvious - I work in U-Club; Out of date; too much development.

Aspect: Traffic on Brentwood; Poor condition of Manchester Corridor

Reason: None

Aspect: Traffic on BW

Reason: Divides city in half

Aspect: Traffic on main roads; Unhindered developers

Reason: None

Aspect: Traffic problems on Brentwood, Hanley and Manchester; Floodway on streets/Manchester.

Reason: None

Aspect: Traffic tie-ups at Brentwood and 40.

Reason: Can't get through.

Aspect: Traffic!!

Reason: Often cannot get out of Brentwood Forest at Eager Rd - northbound Brentwood Blvd is horrible.

Aspect: Traffic; Aesthetics

Reason: Traffic back-ups on Brentwood a major problem; Some neighborhoods appear very run down.

Aspect: Traffic; Ambience

Reason: Too many intersections; Many businesses need to be updated

Aspect: Traffic; big box stores; emphasis on commercial and multi-fam dev

Reason: Bigger is better philosophy not true. Traffic is awful!

Aspect: Traffic; Chain stores

Reason: It is increasingly worse and continuing to grow; "Brentwood is becoming homogenized"

Aspect: Traffic; Cities priorities (growth over character); Low school enrollment due to decreasing pop.; Unaffordable housing that diminishes socioeconomic diversity

Reason: None

Aspect: Traffic; condition of Memorial Park; Manchester Corridor

Reason: Wastes time and frustrating; Trashy, unkempt, and poorly lit; "a shabby stretch of road"

Aspect: Traffic; construction of so many businesses.

Reason: Inconvenient and time-consuming; enough is enough!

Aspect: Traffic; fire truck sirens; inconsistency in house prices on same streets; stores fronts S. of Pine
Reason: *Eager Rd causes major jams; We hear the sirens 3-7 times a day; small houses bring value down on large homes on same street; some look run down*

Aspect: Traffic; lack of bike lanes
Reason: *Brentwood Blvd in morning or evening - ugh!; I cut through other streets to avoid B/W Blvd.*

Aspect: Traffic; Manchester
Reason: *"Rush hour is now gridlock hour; Ugly with signage and poles"*

Aspect: Traffic; Manchester Rd
Reason: *Too heavy; Ugly - esp. b/n Hanley and B/W*

Aspect: Traffic; New Retail; Location of new police station
Reason: *Dangerous - little patrolling creates too much traffic; Encourages loss of homes; Police patrol retail areas more than residential*

Aspect: Traffic; No downtown
Reason: *Want a town square*

Aspect: Traffic; Noise; Loss of small town feel
Reason: *Non-res devs; non-res devs; trees gone, crime up*

Aspect: Traffic; Parks
Reason: *Too much; Too many - drain on city budget*

Aspect: Traffic; Roads in bad shape; No town character.
Reason: *None*

Aspect: Traffic; Some city civil servants
Reason: *Congestion; Not as friendly/helpful as they used to be.*

Aspect: Traffic; Speeding through residential areas
Reason: *Congestion - resembles West County*

Aspect: Traffic; tax increases
Reason: *Overdevelopment; TIF's*

Aspect: Traffic; Taxes; Business hours; Construction on Hanley
Reason: *Long commute despite close distance; Taxes too high; Nothing is open late; bad traffic*

Aspect: Inadequate street lights; Traffic congestion; Continuous commercial growth
Reason: *Unsafe to walk/run at night; To much development on Eager at BW; "Watch out - don't get too greedy or we will have many empty store fronts as eyesores."*

Aspect: Congested streets; Manchester Corridor
Reason: *Development of Brentwood Sq. and Promenade.; appears it is not well-maintained.*

Aspect: Constant police and fire vehicles; Traffic on BW Blvd; lack of a downtown; Traffic on Eager/Hanley
Reason: *Non-stop noise; Too slow and congested; Lack of a town feel; Poorly designed thoroughfare*

Aspect: Crowded streets
Reason: *None*

Aspect: Excess traffic (at times) on Brentwood Blvd; Excess number of BW Blvd stops.
Reason: *Too much commercial building in too small an area; too many - not necessary on almost every block.*

Aspect: Increasing traffic congestion
Reason: *None*

Aspect: Corner of Eager & Brentwood; Development on Eager; lack of coherent development on B/W South of Wrenwood
Reason: *Poor design, too much traffic; poor design, unattractive buildings, bad traffic flow; look unattractive, no plan*

Aspect: Current construction on Eager is tough; Brentwood Blvd a bit too busy.
Reason: *None*

Aspect: Cut thru traffic; Commercial expansion; Traffic congestion; Commercial business
Reason: *Safety, noise, trash; Loss of character; Noise; We have way too many*

Aspect: Heavy traffic
Reason: *"Hard to enter Manchester flow and at certain times traffic moves very slow"*

Aspect: Increasing major thoroughfare congestion; increasing property taxes; increasing rental property in my neighborhood with lack of enforcement on housing rules.
Reason: *Development on Hanley and Brentwood; Taxes were to be reduced with development; Two adjacent properties recently rented not kept up to neighborhood standards.*

Aspect: Poor housing conditions; Traffic on B/W and 170
Reason: *Deteriorating homes next to nice ones lower value and quality of living; Need new interchange*

Aspect: Poor traffic patterns; Too much new retail
Reason: *Congestion; "I avoid Brentwood Blvd whenever I can."*

Aspect: Side street parking; traffic
Reason: *Pushing traffic into High School & Wrenwood; Making street E. of Brentwood Res. Park only from Lawn to Litzinger.*

Aspect: Hwy 40/170/BW traffic
Reason: *Congestion, difficult to get to Promenade from 40E. Traffic light timing is poor.*

Aspect: Centrality; Shopping
Reason: *Others travel through B/W; Only increases travel by others.*

Aspect: Construction; No Costco; Poor Public transit
Reason: *Traffic annoyance; Accessibility; Access*

Aspect: Narrow streets
Reason: *Cars can't pass easily*

Aspect: Lack of Hwy 40/170 direct connection via an overpass.
Reason: *None*

Aspect: Sirens; Speeders
Reason: *Too frequent and loud; 45 MPH Mid-Block.*

Aspect: Too many cars parked on streets.
Reason: *Not enough garage space.*

Aspect: Two-way Eulalie
Reason: *"Too many cars cut through our narrow street. Please make Eulalie one-way. Doesn't matter which direction."*

Aspect: No direct access to hwy 44
Reason: *None*

Character of Infill Residences

- In area A -as indicated on your map below- new houses have been built to 'fit' the neighborhood - blend in with existing homes very well. [In] Areas B, C, and D new homes have been built without regard to existing homes, i.e. 2 and 2.5 story new homes next to single story existing homes. New homes are great for the community [but] should not be done in a way that damages existing properties.
- As a Parkridge homeowner, I have been stunned by the city's indifference to the homeowner issues in our sub-division. 'Fast and cheap' builders have been allowed to erect \$90/sq ft vinyl houses next to all brick residences selling for up to \$200/sq ft. When the new, larger (but poor quality) homes can be sold for less than the older existing homes, our values come under pressure...
- Building homes that do not fit in the neighborhood due to entirely different style and material used."
- We also have a huge monstrosity of a house going up in our neighborhood which clearly does not belong here. They tore down the existing house to do it, too.
- I don't appreciate Brentwood allowing developers [to] come in and build new houses in established neighborhoods for \$300,000 - \$500,000 - our neighborhoods have personality all their own - and the newly built homes have no personality - they all are sterile, cost too much money, and are crowding our established homes - all in the names of disrespect and greed.
- I feel that more should be done to improve present houses rather than tearing down for newer, larger houses. Rules and laws for development should be followed more closely by developers. City should keep closer eye on development and not rely on neighbors to police the developers. BW has enough large non-residential development - need to concentrate on keeping it highly quality.
- I have noticed a lot of nicer, larger homes being built in small pockets all over. I think it's great and I'd like to see more of it.

- Infill housing is a concern to us. Without the rabid participation of neighborhoods and individuals, it would be a wholesale disaster. Brentwood had no plan for controlling or monitoring residential development in existing neighborhoods, thus putting the character of our neighborhoods at risk, as well as our property values. Re non-res development: Kirkwood, in my opinion, hit a home run with their development of the target space. Esp. burying the parking within instead of lining the street with a parking lot.
- In-fill housing should be encouraged and left alone by ARB. No more high-density like the Villas. Chris Ho of MLP Investments rubs a lot of people the wrong way. Leave Hanley Industrial Court alone - private property rights.
- New housing is overpriced and ruining the integrity of the City with Warmth. Long time residents are getting squeezed out for the Yuppie homes which look so out of place squeeze b/n the homes of character. The neighborhoods need to be protected for the residents. If residents want to shop in Brentwood, we pay higher taxes because of the [TIFs] - wrong!
- New residential locations are great, but don't squeeze them into a site that clearly looks too small.
- The character of our neighborhoods benefit from careful redevelopment. Building huge stone blocks I.e. 'Pine Ave' only benefits those who can afford such housing. Let them have Clayton. I want my family to be able to afford to stay and contribute to our town, not be shoved out by the \$\$\$\$. Where are we to go???
- The houses being built should have very strict codes. This is a crucial time for Brentwood with all the 'tear downs' we can either head in the right direction like the houses on Pine and Parkridge or [in the wrong direction with] ones that look cheap like on High School Drive. We have the opportunity to be like Clayton or Ladue or like Rock Hill [where houses are] all siding and cheaply done. Let's go in the right direction.
- We are opposed to your allowing large homes to go in on these small streets that dwarf present homes and make the street unattractive and strange looking. Please get someone with some taste to assist in commercial. The new stores (Whole Foods area) are all hodge-podge and could have been done with attention to beauty rather than with no vision. Are you really proud of the way that looks???
- While I understand the "need" for infill residences, I think the look of a \$425,000 house next to a \$150,000 house is very strange. I wish the new houses didn't look like garages with attached front doors.
- While we are pleased that so many families want to live in our community by purchasing the new, large, infill housing, we can't become a community of all \$600,000 to \$800,000 homes.
- 1. The two new homes on Pine Ave (N. side) are too dominating - they don't fit into local architecture scheme. 2. How about repairing the street surface in front of the [?] houses on Parkridge?
- Displeased with new housing which "looks like a St. Charles tract home development, with cheap siding (vinyl) and poor design." It's haphazard and hurts the feel of the neighborhood.
- Tear down/rebuild trend with oversized homes is jarring.

- Do not agree with tearing down homes to replace with huge ones unless the older homes were in terrible condition.
- Do not like new houses with garages in front of them.
- Don't like big mismatched homes. They should blend with the neighborhood and not go ultra modern.
- Don't mind tear downs and rebuilds as long as new homes match old ones. These new houses should also not affect taxes of smaller residences in area.
- Fawn and Melvin is too small an area to have three houses - could lead to bad traffic
- I have to say I am disappointed seeing old houses being torn down and replaced with new ones. They don't belong. To me they are an eyesore. We also do not need any more stores (non-residential).
- I like infill housing but many houses are too big for their lots.
- I wish some of the newer homes didn't look so out of place, like the single sore thumb on a street filled with character.
- Large homes on small lots are ugly. I wish we could have a "town square".
- Large infill box houses are out of character with existing homes.
- Larger, mismatched homes destroy charm. Residents should have more control over new building. Board of Aldermen ineffective in stopping this. Stop new homes.
- Need enforceable codes for new construction; New homes not affordable for young families; We have enough non res dev
- New homes do not reflect the look of Brentwood. I am opposed to garages on the fronts of homes.
- New residential construction does not fit in with existing homes.
- New residential development /infill should be an architectural upgrade of what was there before - ex.: the two new brick homes on Parkridge put in by Alderman Tom Kramer and partner (2002). The big cracker box garage door frame homes are intrusive.
- New residences don't match existing homes; Should be more emphasis on repair of existing homes. Rental homes should be more carefully scrutinized for proper maintenance.
- New residences should have to conform to the older building codes of existing neighboring houses - i.e. all brick (in certain areas), enforcing property line requirements, location of garages (some resemble a garage with house attached!)

- New tear down replacements are a disgrace. Design and property conditions not being addressed by city.
- Older homes should be renovated, remodeled, and not torn down - to keep Brentwood intact. New houses are mismatched.
- Oppose tear downs and rebuilds because they throw off look of neighborhood. Prefer renovation and expansion of existing housing.
- Opposed to size and price of new homes. Developers must be calling B/W the next Clayaton. "Seniors who can no longer take care of a home must move to St. Charles for affordable condos/villas and thus be separated from their neighbors and friends."
- Replacing tear downs with larger homes can be good for the community, but I don't want my house overshadowed by overbuilt homes.
- Residential development should meet standards - some homes look cheap!
- Residential - the new homes do not fit into our neighborhood and the asking price does not allow families with moderate incomes to purchase them. We moved into Brentwood because it was affordable, but not anymore.
- Should be design constraints/codes to maintain continuity of appearance. Am not against new homes, just the way they look.
- Strongly disagree with the new homes with siding and street facing garages that lack yards and adequate space. The new all brick homes do fit in with the neighborhood.
- Tear down replacements are beautiful. Would love a large branch collection truck monthly due to the large # of old trees close to our homes and branches breaking during storms/freezing.
- Tear-downs and rebuilds of older homes is good.
- The blighting and tearing down small residences to erect 3 story edifices on a postage stamp lot detracts from neighborhood due to the fact that there are several small houses overwhelmed by some of these monstrosities!
- The tear downs replaced by characterless homes are an issue.
- What drew me to B/W was the beauty and charm of older residences. Though I understand the desire for newer homes, I am concerned by the appearance of those E. of B/W Blvd. New construction W of B/W often uses characteristics of older homes (dormers, Victorian trim, garage at back of house). These qualities suggest better craftsmanship and will help neighboring houses retain their value.
- I like the new houses with garages attached, but I don't like the look of a street with garages with houses attached! Put garages in the back yards!

- Thoroughly dislike huge 'office building' structure (supposedly a home) on Parkridge. These lots that are being subdivided and then almost identical homes put on them are a tragedy.

Financing Tools

- Government should never exercise right of domain to put anyone out of their home or business. New homes are inconsistent with neighborhood.
- 1. TIF sponsored commercial development needs to stop. 2. Infill housing is the best type of redevelopment. 3. There's too much traffic now - stop the commercial development.
- 1. No TIF - ever. 2. Tear down/rebuild trend with oversized homes is jarring.
- TIF is appropriate in harder to develop areas on Manchester Rd. TIF is not appropriate on Brentwood Blvd
- If the city would stop TIFS businesses would still come in. They want to be in prime locations to make money - why give them an incentive to go where they already want to be?
- Opposed to TIFS. "If I can pay my share of taxes, rich developers can also..."
- Should not have given any of Eager Rd developments the tax advantage of TIFS.
- Strongly opposed to TIF, tax abatement, eminent domain, and condemnation of private property (residential, business, or industrial)
- Very little TIF money give away needed in foreseeable future. Be careful to avoid giving away the "store".
- There should be building conformity codes; Private property should not be taken nor TIFS given for private dev; Building codes and zoning should be upheld strictly.

Miscellaneous

- I guess I do not understand the geography, but is not Brentwood at maximum density/capacity? Good job with lighting on road next to Fridays (off of BW, leads to YMCA and Industrial Park) - appears satisfactory.
- With ongoing new construction contractors should clean up streets and sidewalks weekly.
- The best thing we have done is remove housing along Russell Avenue. Is solving the flooding problem possible? The worst thing we have done is assume that I-170 will never expand to the south.
- Three houses on Fawn and Melvin will be an overload of cars and etc. Haven't heard if they have the financial backing for appropriate time frame. Also, don't like the look of the logo being proposed for BW Blvd - too large.
- How about a public swimming pool? I think we have more non-res dev than we need. It's out of balance.

Multi-Family Development

- Do not like "The Villas of Brentwood" because too many units in relatively small area with high congestion of traffic and no green space.
- I don't like the general atmosphere in which changes are being instigated. New apartments and condominiums do not bring children into our school system.
- I feel we are at the maximum saturation point with bringing in condo and apartment construction. We have enough non-residential space in relation to our residential. Also don't like seeing old homes torn down for new homes.
- Need more townhomes - empty nester villas
- The luxury apartments by the YMCA aren't full and may not reflect the character of Brentwood. They don't really fit in. They belong in Clayton.
- We strongly disapprove of the density of the Villas at Brentwood project. We have toured apts. There and dislike many features. [Also,] some weird architecture and lighting has appeared on Brentwood Blvd
- What is happening with the over ambitious apartment complex on BW Blvd?
- Apartments on East side of BW across from BW Square too dense and too uniform. Should have devoted more space to open areas to add community appeal.
- As a long time resident, I prefer single-family over multi-family homes. Tearing down old homes and replacing with new single-families is fine. But, displacing families to make money with multi-family housing is wrong.
- Brentwood Crossing and the Villas have improved the look and feel of the community
- Build private residences...renters do not pay taxes.
- Concerned about replacement condos on Eager Rd and how it will affect real estate in BF as well as what annoyances and health hazards it will cause.
- Concerned with lack of green space at apartments across from O'B Clarks.; Promenade and BW Sq. form nice and convenient retail area
- Has gone from too little to far too much retail. New apartment complex on Brentwood Blvd is poorly planned. Too many homes destroyed for recent development; Too much traffic empties onto Eager Rd
- I prefer homes instead of housing communities to be built

- More apartments would be nice, but the price of Villas at Brentwood is ridiculous. I pay less than one months rent at that place. Most apartments will be open. I feel apartments should be for everyone, not the wealthy.
- Multi-residential complex next to Joseph White Building should not have been done. Highways 40 and 170 are one of most heavily traveled parts - no incentives should be given for development.
- The Villas at Brentwood should never have been built. Neither should oversized houses have been built.
- Villas too expensive to lease and not filled up, yet MLP wants more of the same. Need to focus on single family homes.
- The new stores along Hanley and Eager are great, and I love that a Metro station will be finished soon. However, please do not encourage any more apartments and condos, and do not blight any other residential areas.
- Who allowed the Villas developer to build that? Everyone else is required to have green space. Did someone at City Hall accept money to approve this plan? I hope he didn't get any TIF money. The Villas will look seedy and we'll be stuck with no tax money from it.
- Why does Brentwood continue to develop condos, commercial businesses around/in Eager/Hanley/BW Blvd area when it cannot support traffic. This is a nightmare!
- 1. Most of the "tear down, build up" homes that have been constructed are much nicer replacement. 2. I am concerned about the amount of rental homes in Brentwood. 3. There is enough non-residential growth for the next decade, at least. 4. We do not need more apartments or condos.
- Concerned with recent additions of many/planned multiple family units.
- Residential - enough condo's please! Non-residential - excellent, esp. Whole Foods/Trader Joe's
- Eyesores and mistakes - apartment complex by YMCA, the building on Eager and Hanley. Traffic and congestion leads to cut throughs happening at an all time high.
- I'm not against all new developments, but the areas cannot support the traffic (including the parking lots). The Villas look too dense - it's not visually appealing.
- Large rental projects and commercial bring more crime.
- Poor planning is an ongoing theme. Brentwood Blvd is a mess from the white building with apartments right next door and the back road to the Promenade - it is all an eyesore. I hope some thought and planning will go into future commercial development. I am also bothered by all of the torn down houses and the havoc it creates during construction.
- Recent townhome developments by Kingsbridge horribly out of place architecturally and financially. Plus, they subdivide lots, cutting out trees and lawns.

- The new apartments on BW Blvd were poorly planned for in the event of emergencies (fire protection, necessary evacuation, etc.). Brentwood Square, Promenade area is fine - and ENOUGH!
- Villas at Brentwood too dense. All new homes should be brick masonry on all sides.
- We have enough condo/apartment developments. The new condo development near the YMCA is an eyesore. Please no more of this! Find a way for retail development to help our schools.

Non-Residential Development & Balance

- Don't know where the local post office is now, but liked it when it was by Friday's.
- Council has done a fine job in developing both residential and commercial areas.
- The new homes, while overpriced, are an asset to the community. Hanley Ind. Park could be a beautiful office park with Hanley Station development soon to be. Anything else on Hanley would be a nightmare, though. The street is maxed out.
- All developments should be halted immediately!
- "Can we get our own post-office back please?" Non-residential development vital to health of community.
- I am very unhappy that our post office moved so far away, no matter what the reason.
- Hanley Industrial question is key to the future. Opportunity to place residential into east side of B/W Blvd toward Hanley and remove the potential that the area will be blighted by Maplewood - type expansion from East.
- I feel Trader Joe's was a great addition to the city!
- I think the 'stuff' (business) on Eager Rd is overdone! Too much traffic for the road to handle."
- Kind of a shame that losing small businesses to be replaced by these big box chain retailers, and the arrival of Wal-Mart probably won't help either.
- New construction is welcomed and needs to continue"
- No more banks!
- Please no more commercial buildings. Let's clean up our residential areas.
- Recent developments have caused what I consider a good balance. We do not need more big box stores or sack (?) development.

- Stop while you are ahead
- The Rolls Royce Mercedes repair shop is a good example of how a commercial business can blend with architecture and construction well in our community. Walgreen's corner also looks very attractive because it brings the focus to garden/park forward and business behind.
- Too much development with no forethought. With the rail line construction and the proposed improvements/widening on I-64/US40, traffic will become a nightmare while businesses will lure outsiders.
- We have serious traffic issues. I live on High School Drive (13yrs) and between the AM Rush we can't use our streets. Seriously - too much growth. We are far too commercial, we have become less residential. It makes me sad."
- We have too many stores - we were promised offices - not all stores.
- What happened to our post office? I think we have enough banks.
- Would love to see attention give to run-down or vacant establishments (I.e. Memphis Best) rather than targeting more residential areas to be developed for commercial use.
- Addition/change of Eagle Bank was a waste of development. B/W did not need two new banks within a few miles of each other.
- All upgrades are necessary to keep and grow a city. Some of the old buildings need facelifts. Brentwood Sq is a great example. Also, we don't have enough restaurants.
- B/W should stop tearing down houses to expand commercial development - our tax base is excellent.
- B/W Sq. - fantastic; Promenade - great close by shopping area; New apartment complex adjacent to the YMCA - trendy and upscale - nice touch, better imag for B/W.
- Both are assets to the community. The new aparrments generate business, while the new businesses bring in residents.
- Both Pioneer and Eagle Banks are beautiful additions to our commercial base. Many new homes are pluses, while some are just too costly to attract young families, who are the core of any good community.
- Brentwood is overdoing the non-residential development I do not like the traffic that comes with the new businesses.
- Brentwood's a nightmare. No more construction. "How much commercial do we need? If you keep ripping out neighborhoods how do you expect to fill the schools?" Hanley Ind. Area already pays taxes. Why get rid of it or discourage from improvement?

- Business has suffered in Hanley Ind. Park due to threat of redevelopment; Commercial development destroys feel of BW and the traffic is appalling.
- BW Place redevelopment very well done; "The Promenade development looks like every other shopping center in the country and looks cheap"
- Can appreciate non-residential building, but hope it ends soon. Traffic from congestion is ridiculous.
- City has done poor job handling traffic congestion brought on by commercial development
- Commercial development along Eager Rd., Point, and Square obviously did not consider traffic. Contractors doing street construction cause blockage by parking on both sides of narrow streets.
- Commercial development south of Eager Rd b/n Hanley and Brentwood Blvd purged an historically black neighborhood rather than improved it.
- A mix is fine; more concern should be traffic congestion
- Currently maxed out on commercial dev. Infill housing too monstrous and overpowering.
- Developing areas need continuity
- Development has caused too much traffic in all of Brentwood.
- Disappointed in increased traffic probs on Eager due to new Meridian and Dierbergs; Extremely disappointed that BW will not have a MetroLink Station. Really think more work should have been done to secure the station without Costco.
- Disappointed with B/W Sq. redevelopment - what happened to promises of green and pedestrian friendly. Wide walkways do not equal friendly - and what happened to green entrance coming in from Rose Ave?
- Don't overdevelop - might end up with too many vacant properties. Enough non-res dev.
- Enjoy the Promenade and Brentwood Square, but miss the post office
- Enough for the apartments and big box stores! OK for smaller stores and residential (homes, single family).
- Enough non-residential development. Opposed to 'mixed use' developments. Concerned with loss of homes to developers with big ugly box stores and high rises planned for R. Heights.
- Enough stores already! I'm glad to be able to walk to Whole Foods and the other stores, but enough is enough.
- Excellent balance between residential and non-residential development. Very good choice of retail shops.

- Great progress with non-res development on Eager Rd - everything is here!
- Hanley - excellent idea to have a Walmart/Lowe's/Sam's Club.
- I am ready to sell my condo and move from Brentwood Forest due to the constant unbearable traffic. During busy times it is impossible to cross Bretnwood at Eager.
- I like the non-res developments except when they displace residents without generous compensation.
- I think Hanley Ind. Park is a creditable enterprise.
- I would like to see some changes to the Hanley Ind. Park, but I do not want a multi-housing project. I'd rather see office buildings with scenic walkways (like Marquette Center). The Manchester corridor needs help!! Ugly and dangerous.
- Improve traffic planning in conjunction with developments.
- In agreement with new residential development - opposed to non-residential development for "large businesses.
- Like the development of the Eager Rd-B/W Blvd areas with addition of Trader Joe's, Dierberg's, etc.
- Love the new Brentwood Sq. and other retail areas. The city should offer more incentives (\$) for small home owners in less expensive lots to improve their property.
- Manchester corridor looks run down.
- Need fewer banks and a post office! [Incomprehensible] Consolidate present schools into lower grades, middle, Jr. H., and Sr. H via shuttle service. Schools are our JEWELS. Restrict business dev along BW and Manchester reserving residential streets. "Brentwood is a city of trees and homes."
- New business in Promenade dumps more vehicles into area already overrun. Need new streets or access.
- No more malls are need or any more apartments, restaurants, or movies
- No more non-residential development. Would rather see homes than apartments.
- No more non-residential development.
- No more non-residential development. Lessens quality of life and brings more traffic. Replacement homes too large and mismatched. Looks like greed and "who can have the most obscene house on the block."
- Non-residential development means traffic congestion and serious environmental problems. "Brentwood is no longer a city. The small town atmosphere is gone, having given way to congested

streets and commercial development. No attempt has been made to balance residential and non-residential development. No emphasis has been made to improve recreation facilities. Why the emphasis on non-residential development when the majority using such facilities are from out of Brentwood."

- Non-residential development should be stopped; Infill housing should have restrictions to control homes not conforming to neighborhood styles.
- Non-residential developments have really boosted our economy and "put us on the map". These stores are appealing and close. Traffic is an issue - esp. on Hanley and Eager. Res developments, although expensive, are cookie cutter in appearance and seem more garage than house; it is nice that they are replacing the less than desirable houses.
- Non-residential development outstanding in past 4-5 years. There have been some strides in res devs, but the costs associated with living in this community unaffordable/discriminatory towards some who work here.
- Of course we need to develop Manchester Rd. with a mix of commercial/residential, and we need to rationally consider our senior community.
- Opposed to "strip mall" type building; Don't like some of the new homes.
- Opposed to eliminating housing for business. Businesses not constructed with regard to traffic impact; Use of TIFS negatively impacting schools.
- Removal of the post office.
- Retail developments on North side of town were good but we should be cautious about further commercial dev.
- Still experience noise issues from non-residential owners along Hanley Rd. Has been an issue (trash trucks and HVAC units) for years and no one at Brentwood City Hall cares.
- Strip malls are nice, but enough is enough. Further dev should be residential and consistent with existing styles.
- The Promenade, B/W Point and B/W Sq. are all great assets to B/W.
- The remodeling of Manchester Village (near Brentwood Forest) was much needed; it was very run down. The new Trader Joe's is wonderful and we're very excited about Boulevard St. Louis!
- The shopping is convenient, but it's caused a lot of traffic and diminishes our small town feel.
- Too many "tear downs" - what are the zoning laws? Area by Best Buy is extremely busy - plans for traffic flow?
- Too much commercial development and too much TIF.

- Too much commercial development with TIFS and too rapid.
- Too much non-residential development
- Too much non-residential development
- Too much shopping - causes traffic and makes it difficult to get around town.
- Too much traffic created by development.
- Way too many stores - do we need \$400,000 houses? Traffic congestion - too much development. Always begging for higher taxes - too high already.
- Without question, the recent commercial developments have enhanced our economic stability, but I believe B/W will deter its identity as a total community if more commercial development replace residential development.
- The old Essex property was recently converted and I think it turned out great.
- I like the idea of mixed new residential with non-residential retail shopping and restaurants that residents can walk to! (i.e. Kirkwood Rd development/Clayton feel.
- Recent non-residential development have been very positive. Residential renovation and/or expansion remains to be seen.
- Want the Industrial Park to be converted to mixed use with a large focus on residential dev that would draw more families to B/W.
- Opposed to residential housing lost to big box stores; Concerned stores won't stay past TIF; Increased traffic congestion along B/W and Eager. Deters me from shopping at Dierbergs. New residential development is mismatched to neighborhoods. They dwarf surrounding homes. Very little green space b/n homes.
- There has been enormous amount of non-residential development in adjacent municipalities during last 5 years. There are plenty if not too many businesses to service B/W residents without sacrificing residential housing.
- Update South BW businesses
- Very excited about upcoming developments.
- We love the new business developments; glad the Metrolink will be close.
- We've built enough. Should improve Manchester and Hanley area.

Residential Development

- I believe B/W schools need increased student enrollment. I also believe today's families are no longer interested in 2 bedroom, 1 bath homes which currently make up the majority of our housing stock. Therefore, new large homes are needed to attract the families that the schools need.
- I would like to see the pace of tear-downs and replacements slowed to a moderate rate. My taxes for a house of 900 square feet and 1/3 acres of land for 2004 was over \$1100. This is getting high!"
- In Feb. 2004 a white brick home on Lawn Ave. was for sale for \$199,000. In November, the lot at the corner of Lawn and High School Drive (one lot away from \$199,000 sale) went on the market for \$850,000. Something is very wrong with the disparity of prices.
- New residences east of Brentwood Blvd improve property values and bring families with children for the public schools.
- Residential area = families, kids = better schools; Non-residential = vacant buildings = possible increase in vandalism
- The city does not stand behind the neighbors when valid complaints are made. They should be stricter before construction. The builder can do anything he wants. In our neighborhood he has changed the lay of the land by bringing in many truck loads of dirt. We are disappointed that B/W has allowed such huge homes to be built next to small older ones.
- Too many families were displaced when the Promenade was established. The same goes for the expansion and renovation of Brentwood Square. Few if any of the residents bought out remained in Brentwood. They could not afford a comparable home.
- Two tear downs took place on my street. The contractor is rude, their drivers park in my driveway, and the homes are not well designed. (After they built the garage, my neighbors asked me to take down my fence so they could get out of their garage.) We need more residential development but what I of tear downs is not very good. We need homes for families so people with children will stay in Brentwood instead of move to West County.
- We are concerned and do hope there will be no futher destruction of single family residential homes for non-residential development.
- All types of developments have benefitted BW. Need more infill housing. Should place no design restriction residential homes.
- Brentwood needs a lot of guidelines regarding renovations on older homes - intervention on homes needing paint; driveways falling apart or no driveway, just gravel; doors on sheds open and broken; homes painted different colors.
- Brentwood should encourage residential and non-residential developments along Metro Link stations.
- Concerned about safety of children walking to and from school during construction on Cecilia/Litzinger. Concerned about quality of homes being built.

- I hate seeing the houses being torn down.
- I think if new construction fits into the look of the rest of the neighborhood, it's good. When it doesn't it degrades the neighborhood. For the most part it's been okay. I think we should have an Architectural Review board to protect us.
- I think people are over-reacting to new homes. I think Hanley Industrial Court should remain business, they were there first and well established. You could never convince me that BW needs tax incentive for residential construction.
- In favor of new homes being built as well as the Promenade, Brentwood Square, and what used to be post office and Ace Hardware. I think Brentwood Blvd looks wonderful. New homes being built improve the area. They provide options for people who want newer homes, but don't want to move to St. Charles or O'Fallon.
- Need more residential development that looks like older homes - front porch, garage in rear. Redevelop Manchester Rd - make more pedestrian, less eye sore. Mixed use development town center in Hanley Industrial.
- Not enough affordable single family housing
- Not enough room left between new homes being built - not enough privacy, all about money not quality. It's letting rental companies in to buy the older homes - they don't upkeep them properly.
- On my street in past 3 years, three homes have been torn down and replaced with 6. Area not designed for this. Water and sewer problems have surfaced. Parking and driving is a nightmare, not to mention dirt, noise and inconvenience. Property value supposed to rise, yet other homes in disrepair all around us and the city does nothing. Contacting city officials yield no results - Be patient. This is being looked into. We have a 25 year plan under advisement. I need something in a tangible 2-3 year time frame. "The builder who has invaded Brentwood builds homes of poor quality and construction. My alderman has made mention of his less than stellar character exhibited in City meetings. He only cares about his bottom line. He caught the city off guard with all of these tear downs and rebuilds, so there are no codes to deal with lack of continuity and poor design. Affordable senior housing would be great. There are too many businesses! "We do not need another grocery store, shoe store, or fast foods store.
- Quit replacing tear downs with unaffordable houses. "They are out of place." Enough commercial - it's bringing crime and congestion. "We lost the post office to another bank. We need a post office more than a bank on every corner."
- Renovations and tear downs are good because they improve the look of the community. However, BW South of Wrenwood could use some more Face and Body work, esp. on East side.
- Residential builders should be checked on to ensure neighboring homes are not being effected by their mess.

- See very little residential development. Believe non-residential development far reached the limits for such a small area.
- The city is moving in right direction. Primary concern is improving our housing stock.
- The mix right now is about right. Brentwood should be a residential community with a good mix of retail and commercial, which I think we have right now.
- Too many affordable homes being torn down for super large houses. Don't agree with stores replacing homes.
- Too much congestion at shopping centers and "crazy parking set up ex. Kinko's/Bread Co." New home construction makes huge dirt mess on streets, in home, and on cars. Blocks streets. "Where are the yards for kids to play in with these huge homes?"
- Too much development in too small an area; property taxes increasing too much.
- While redevelopment and renovation is a visible improvement, the cost comes at a high price. Future of this trend uncertain. When the replaced homes are valued 3x4 times the original then who is the new community resident? Face of community is changing.
- There are enough non-residential developments. How about more residential (not apartments and condos) for families - increase our attendance in B/W schools. Too much commercialism - I feel like we live in West County - we are losing our charm.
- We cannot continue to displace people from their homes. We need families with children if our schools are to remain viable. The possible widening of Manchester scares me. I don't want it in my backyard.

Traffic

- New residential development on B/W Blvd across from B/W Sq. and the new commercial developments on Eager contribute to an already bad traffic situation.
- Too much traffic in north end of town
- Traffic control/congestion a serious problem that causes street avoidance.
- Traffic is horrendous around new developments; We must upgrade roads before any future development! Require developers to pay for road improvement!
- Traffic patterns due to planned high-rises along Eager Rd are a concern.
- Traffic
- There should be a drive connecting the Promenade to area where Sports Authority - should not have to exit to Eager Rd.
- Too many businesses cause terrible traffic along Eager and B/W Blvd.

Introduction

Similar to the household community survey, the City of Brentwood conducted a business survey during August 2005 to solicit feedback for its Comprehensive Plan. The 25-question survey was mailed to all businesses using the Brentwood business permit database and business owners and managers returned the survey anonymously via a postage-paid return envelope. Eighty-two surveys, representing 8% of Brentwood's business entities, were returned by August 5th and all surveys were entered for data analysis. By comparison, a more robust 13% of the household surveys (506 surveys) were returned.

Respondent and Business Demographics

Of those who responded, 73% identified themselves as owners and 26% identified themselves as managers; with respect to residency, 22% of the respondents lived in Brentwood. The respondents represented businesses whose tenure in Brentwood ranged from one to sixty years, with an average tenure of 15 years.

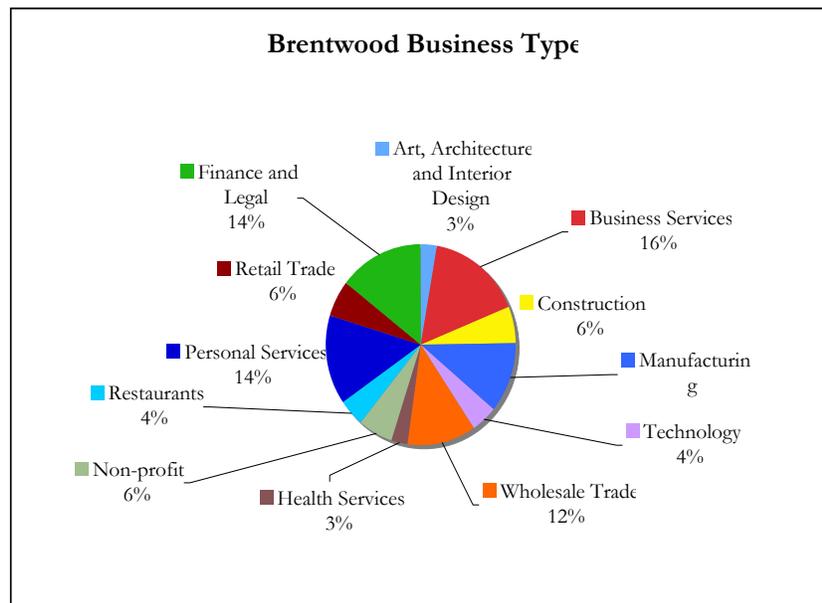
Using employee count as a measurement of size, most of the businesses were small with an average of 15 employees (10 full-time and 5 part-time). While fifteen total employees was the average, employee count ranged from one to 100 full-time employees and one to 500 part-time employees. A local non-profit represented the largest business entity based on employee count.

As the chart to the right implies, a diverse representation of businesses responded to the survey. The service industry represented the largest number

of responses, followed by manufacturing. Geographically, the largest number of respondents identified their businesses as being located along Manchester Boulevard (37%), in the Hanley Industrial Court (29%) or along Brentwood Boulevard (23%). Businesses along Eager and Hanley Roads represented the smallest number of respondents.

For those responding, Brentwood is considered the corporate headquarters for 82% of the businesses. Four percent of the businesses are headquartered in St. Louis, and the remaining 14% were headquartered outside of the St. Louis area. Most of the businesses (73%) are leasing office space, while 27% are commercial property owners.

In summary, the average respondent is a business owner who lives outside of Brentwood. The average business entity leases space and is headquartered in Brentwood; provides a service; has fifteen employees; and is located along one of the major Brentwood corridors.



Survey Results

Influential Factors for Choosing Brentwood as a Business Location

As detailed in the table below, respondents stated that the most influential reasons for establishing a business in Brentwood were its central location, proximity to major thoroughfares and customers, the lease or property affordability, and familiarity with the area. Respondents did not view municipality support and closeness to auxiliary businesses as being important factors. Although municipal related business support services were not as influential, most respondents (57%) view Brentwood as being pro-business or neutral (30%). Six percent of the respondents view Brentwood as being anti-business and the remaining respondents were unsure.

Influential Factors	Geographical Location				
	All Responses N=82	Brentwood Road n=20	Hanley Industrial Ct. n=24	Manchester Road n=30	Other* n=8
	Percentages				
Centrality of Brentwood to Metro St. Louis	71.8	75.0	85.0	57.1	62.5
Proximity to major thoroughfares and highways	64.1	69.0	75.0	53.6	62.5
Affordability of lease or property purchase	47.4	31.3	65.0	46.4	37.5
Proximity to target markets and customers	38.5	37.5	35.0	39.3	37.5
Familiarity with area	30.8	19.0	3.0	42.9	25.0
Proximity to personal residence	29.5	19.0	25.0	39.3	25.0
Safety of Brentwood	23.1	6.3	25.0	35.7	0
Access to employees	16.7	12.5	30.0	14.3	12.5
Quality of city services (police, fire, snow removal)	14.1	6.3	10.0	21.4	12.5
Character and ambience of Brentwood	12.8	12.5	10.0	14.3	12.5
Corporate or regional headquarters decision	11.5	12.5	5.0	14.3	12.5
Economic base (population and income) of surrounding area	10.3	12.5	5.0	7.1	37.5
Proximity to auxiliary businesses	9.0	0	10.0	7.1	12.5
Ease of local government regulation (permitting, zoning, etc)	5.1	0	0	10.7	0
Affordability of property taxes	0	0	0	0	0
Financial assistance from local government	0	0	0	0	0

**Note: The number of respondents representing Hanley and Eager Roads was three and one, respectively. Due to the low number of surveys received from these two areas, those responses are included in the "Other" column.*

Improving Brentwood as a Place to Conduct Business

When asked how the municipality could improve, 45% of the respondents offered written comments. When the responses were clustered to enhance reporting, six major issue areas emerged. Those areas were commercial and residential development, municipal services, transportation and traffic congestion, façade improvements, storm water improvements and taxation.

Development Strategies

Respondents were asked to rate twelve development strategies on a scale of one to five, with one being strongly agree (SA) and five being strongly disagree (SD). The table below indicates the average rating provided by all 82 respondents. In subsequent columns, the table details the percentage of respondents that rated the strategy on each level of agreement. For example with the statement: "Brentwood should actively recruit more businesses in general", the average rating was 2.5. This rating falls between agree and neutral and 21.1% of the respondents rated the statement as "strongly agree."

Based on the results, 50% or more of the respondents strongly agree or agree with statements 5, 7, 8 and 12 that pertain to Brentwood’s assistance with retaining and expanding existing businesses, providing financial support for façade improvements, retaining Hanley Industrial Court as an industrial park and pursuing more shared service agreements. Fifty percent or more of the respondents strongly disagree or disagree with converting Hanley Industrial Court to a commercial, residential and/or mixed-use development.

Statement	Full Survey (scale = 1 to 5)	Percentages				
		SA (1)	A (2)	N (3)	D (4)	SD (5)
1. Brentwood should actively recruit more businesses in general.	2.5	21.1	27.6	36.8	10.5	3.9
2. Brentwood should have more industrial businesses.	3.2	7.8	16.9	37.7	24.7	13.0
3. Brentwood should have more retail and service businesses.	2.9	17.1	19.7	31.6	22.4	9.2
4. Brentwood should have more affordable housing options.	2.8	12.8	23.1	41.0	15.4	7.7
5. Brentwood should take steps to retain and expand existing businesses.	1.9	37.0	37.0	19.8	0.0	6.2
6. Brentwood should encourage mixed-used and residential development.	2.8	14.3	28.6	35.1	11.7	10.4
7. Brentwood should provide financial incentives for building façade improvements.	2.4	26.0	29.9	27.3	7.8	9.1
8. The Hanley Industrial Park should remain an industrial park.	1.9	51.4	28.6	11.4	7.1	1.4
9. The business community would benefit if the Hanley Industrial Park were converted to commercial, residential and mixed-use.	3.6	5.1	12.8	26.9	25.6	29.5
10. The business community benefits more from commercial rather than residential development.	2.9	13.0	19.5	42.9	18.2	6.5
11. Brentwood should continue the use of public financing tools (such as TIF, TDD, CIB, or NID) to encourage redevelopment.	3.2	15.4	17.9	26.9	11.5	28.2
12. Brentwood should consider pursuing shared service agreements (e.g., public safety, trash and snow removal, street maintenance and recreation) with adjacent municipalities.	2.2	25.6	39.7	28.2	3.8	2.6

Conclusion

Overall, Brentwood is viewed as a strategically located place to conduct business with its close proximity to Metro St. Louis and major thoroughfares. The City has attracted over 1000 businesses, which are, on the average, satisfied with the City. However, there is room for improvement as it pertains to business relations and retention. Like residents, businesses concur that TIFs and eminent domain should not be used to replace existing and thriving businesses with “commercial” development. Additionally, they want to reduce the traffic congestion and improve the aesthetics along the major corridors of Brentwood, Manchester and Hanley.

Commercial and Residential Development

- Reduce the use of RFPs, TIFs and eminent domain because these development alternatives undermine the small business community (7).
- Maintain Hanley Industrial Court as an industrial park (3).
- Develop more family oriented residential development.
- Develop more pedestrian oriented mixed-use areas.
- Redevelop old housing and retail into new buildings and mixed-use properties.
- Encourage the strip of homes on Litzsinger, between Brentwood Blvd and High School Road, to convert to small offices.
- Bring more stores like Crate & Barrel (maybe Ikea) into Brentwood.
- Pay for any planned developments out of current tax base because higher taxes hurt businesses.
- Keep a certain amount of reasonably priced buildings and land; don't over develop.
- Do not attract polluting businesses.
- Halt any new development along Hanley Road and I-64. It is too congested already.
- Redevelop parcels along Manchester Road and Hanley Industrial Court.

Municipal Services

- Encourage locally owned, independent small business; help existing businesses to thrive and do not force them to leave or compete with the large chain stores (6).
- Keep the occupancy and construction permits processes simple, quick and based on reasonable requirements.
- Provide good security and infrastructure (which you do).
- Establish several annual events, such as festivals, etc.
- Make the process for acquiring visible signage easier; lack of signage has really hurt our business.
- Help businesses with point-of-sale advertising.
- Require city employees to be more courteous and helpful; consider hiring more Brentwood residents as employees.
- Advertise the city as the center of the County in all directions.
- Maintain Brentwood as a clean city.
- Hold more business meetings.
- Promote business-to-business marketing with Brentwood businesses.
- Provide greater police protection.
- Remove the mayor and his friends from government.
- Elect aldermen with backbone to stand-up for what is right.

Transportation

- Relieve the traffic congestion along Brentwood, Hanley, Eager and Manchester (8).
- Widen Manchester Road to five lanes with a turning lane (2).
- Provide more public parking; build a city-owned parking facility (2).
- Improve public transportation into the Brentwood.
- Make Brentwood streets more bike-friendly.
- Work with MoDOT to extend I-170 south.

Façade and Streetscape Improvements

- Improve building facades of Hanley, Manchester and Brentwood Blvd. businesses (6).
- Institute citywide aesthetic appearance upgrades.
- Provide tax breaks for beautifying commercial properties.

Storm Water and Sewer Improvements

- Eliminate the flooding; develop a flood protection plan (3).

Taxation

- Equalize the property taxes of residential and business properties.
- Lower tax rate for small businesses.
- Keep sales tax in line with other cities in St. Louis County.



Memo

To: File

From: Woolpert, Inc.

Date: March 8, 2005

Subject: Brentwood Comprehensive Plan
Interview Summary

Interviewees:

John Suelthaus—Kingbridge Homes LLC
Mayor Pat Kelley, Bob Shelton—City of
Brentwood
Mark Sedgwick, Joe Ciapciak—Pace
Properties
Glenn Powers—St. Louis County Planning
Chris Ho—MLP Investments, LLC

Dr. Charles Penberthy—Brentwood Public
Schools
Ed Brimer—Engraphix
Jerry Wolf—City Building Commissioner
David Walter--Vox Populi
Karen Smith--Resident

Issues Identified:

Residential

1. City has higher # of rental properties than some would like, particularly east of Brentwood Blvd.
2. Many new home purchases are move-ups for Brentwood residents.
3. Market Gap in new housing exists in the \$275-\$350,000 range due to cost to assemble land and construct new.
4. Possible locations for Villas or Row Houses are at southeast quadrant of Brentwood & Manchester and north side of Manchester near Louis-Melvin-Porter Roads).
5. Maplewood actually provided TIF funds for residential development.
6. Need to attract kids to support schools; increase kids by tearing down 2-BR and replacing with 3-4 BR; take ranch homes and subdivide lots for 2 replacements.
7. Consider activating Architectural Review Board to review residential projects city-wide.
8. Tightening of new construction regulations could slow the tear-down/rebuild momentum, e.g., contextual design requirement, tree preservation ordinance, construction fencing, work hours.
9. Existing SF housing is still a good value in Brentwood.

10. Condo market is primarily north of I-64 due to Clayton School District (perceived as a big advantage, but Brentwood Schools are good also)
11. New condo project planned in Richmond Heights just north of Brentwood Forest (south of I-64) will have a major impact on the Brentwood housing market—absorbing the condo market.
12. Brentwood is strong retail with good sales tax revenue; increase the head count/residential density to stabilize retail long-term.
13. Area is in need of additional housing in a more dense form, providing proximity to amenities and the workplace, marketing to empty-nesters from Brentwood; young, urban professionals; and potential TOD opportunity with future MetroLink Station.
14. Brentwood housing is 2 BDR/1 Bath serving either families with 1 child or the empty-nesters; need 3 BDR/2 Bath homes at affordable prices (not \$800,000) and less reliance on condos/town homes.
15. Condos/TH for empty-nesters are consuming potential real estate that could be used for single-family housing with children.
16. The Villas @ Brentwood—333 units with 60% occupancy; renewals are not strong as tenants are buying homes due to affordability; rents are \$1,000 for 1 BR to \$2,400 per month; \$1.40 per square foot.
17. Hanley Station Apartments—171 units (phase 1) approved; pricing a little under the Villas
18. Maplewood MF—high percentage of housing; City actively trying to reduce by 30%.
19. Brentwood Forest—25-30% rental units from condo unit owners at \$800-900/month; condo conversion purchase price of \$50-70,000 now some valued at over \$200,000.
20. Architectural Review Board (ARB)/Architectural Standards Ordinances—citywide, but based on neighborhood context, residential architectural standards to regulate garage location, sideyard setback, and exterior material only.
21. Neighborhood Change—residents object to changing the character of existing neighborhoods with new and/or larger homes; creating New Neighborhood may avoid the concerns of what's happening "next door".
22. Adding Population—current 10,000 SF lots/double lots are being subdivided to provide 2 buildable lots; also adding 2nd story to existing homes. Comp Plan should consider policy to encourage assembly of adjacent 40 foot wide lots (generally east of Brentwood Blvd.) to create minimum 50 foot wide buildable lots.
23. Support teardowns and construction of larger homes—adds kids for school, increase property values & tax revenue.
24. Support free market rights to allow infill with whatever is allowed under the Code; large scale, high price, and high number of infill housing are not an issue.
25. Support expansion of small 2 BR homes to keep young families; prepare dormer prototype and private banks loan pool to encourage expansions vs. leaving town.
26. Some couples and seniors have homes that are too big; too many BR's; build a senior housing product that is affordable, keeps seniors from leaving, and frees up homes for young families.
27. Preserve the existing housing stock.

Commercial

28. Have enough retail.
29. Develop part of Hanley Industrial Court as a mixed use commercial/residential project.
30. Community resistance to converting residential to commercial land use.
31. Town Center is missing from City; no focal point.
32. Very limited market for more/new retail in the market.
33. Eager Road traffic is a major issue; retailers are hurt by congestion; Strassner Road extension needs to be built as reliever.
34. Retail approach would be to work down Brentwood Blvd. to City Hall implementing an urban design concept as new retail is built.
35. This is a great office market at the I-64/Brentwood Blvd. intersection, but it's been a tough office market overall since late 1990's. Brentwood cannot compete with Clayton's County Seat/Courts market for offices.
36. 1 Big Box site still exists with access from Strassner & Eager Roads.
37. Commercial—densify with mixed use buildings through projects.
38. Start with Brentwood Blvd. and work with STL County on an overall plan for a landscaped boulevard with proper parcel depths at 120-300 feet.
39. Continue work with MODOT for Manchester Road long-term.
40. No citizen support for development initiated by City Administration through RFP's on privately held property. No support for redevelopment using public financing tools.
41. Development process should respect private property rights.
42. Negative impact of additional traffic.
43. Look at development from a benefit AND cost standpoint; what are the public service/capital improvement ramifications of new development?
44. City issued RFP's for land in Hanley Industrial Court and floodplain property behind Sym's @ SE Brentwood Blvd./Manchester Rd. with eminent domain; Mayor has since issued a moratorium on RFP's.
45. Manchester TDD was "probably a good thing", but the perception of the public input/debate was that there was no real input, so it was defeated.
46. Support joint venture project where the land owner is a financial partner in the redevelopment, but not "taking" the property (ref. Hanley Industrial and SE Brentwood/Manchester).
47. Oppose commercial/traffic encroachment on residences (ref. Brentwood Blvd.).
48. The community feels the city has enough commercial development although some buildings are obsolete—do not redevelop.

Industrial

49. Hanley Industrial is a great opportunity for industrial due to location.
50. Clean up Industrial Park and add some retail; improve the Industrial Court.
51. Industrial building stock is obsolete.
52. Hanley Industrial Court is predominantly renter-occupied buildings.
53. Previous studies of the Hanley Industrial Court have leaned toward redevelopment, rather than improvement of the industrial use.

Infrastructure

54. Flooding on Manchester Road east of Brentwood Blvd. is due to creek back-up, not sewer problems.
55. Up to 40 homes are impacted by combined storm/sanitary sewer backups.
56. MSD Black Creek floodplain mitigation and buyout program in the Industrial Park should be funded and implemented.
57. Black Creek—cost effectiveness of channelizing creek was studied in 1998; cheaper to buy-out actively flooded properties (floodway) and make minor improvements to flood proof other floodplain properties.
58. Regularize the street grid to get from “suburban” to “urban.”

Government

59. Modify zoning standards to create max. set-backs rather than min.; look at Vertical Zoning to require retail on first floor of mixed use buildings; reduce parking standards to recognize/encourage “shared parking” opportunities.
60. Citizen Input portion of the plan process must be open and unattached to the current City Administration.
61. City cash reserve is low at \$900,000 vs. \$2.5M required
62. City has obligated or proposed Public Works projects that continue to eat into revenue/ reserves (new Fire House).
63. City is misusing Stormwater/Parks Sales Tax from a 50/50 split as originally sold to the public; almost all is going to Parks.
64. Ice Rink is a \$700,000 annual drain on the City Parks budget.
65. Post Office was relocated to Maplewood for a new development; need to have a replacement built in Brentwood.

Education

66. Schools enrollment declined from FY98-99: 924 to FY03-04: 858; projections indicate continued enrollment decline of 15-20/year for next 3 years. Non-resident enrollment funding for 200 students will phase out starting in 2009.
67. District Options include continuing District as is at 650 students, becoming a K-8 District, or consolidating with one or more of the 5 neighboring Districts.
68. Stabilize and increase school attendance and funding.
69. Walkable neighborhoods near schools are important.
70. No compatible merger candidates.
71. Elementary schools have excellent reputation; like the current locations; serve as neighborhood activity centers. Parks are not used as much as schools grounds.
72. High School has low college enrollment rate; add a Voc/Tech program to the HS.
73. Mary Magdalen School attendance is low.



Meeting Minutes

Date of Meeting: July 15, 2005
9 am

Re: Arterial Road Development in Brentwood

Location: St Louis County Traffic and Engineering

Issue Date: July 18, 2005

Submitted By: Will Ballard

In Attendance: Stephanie Leon Streeter
Richard Beckman
Michael Zeltmann
Scott Schanuel, Woolpert

Conference Call:

ITEMS DISCUSSED

The intent of the meeting was to discuss the future plans and to identify any issues that St. Louis County Highways and Traffic Department has for arterial roads in Brentwood. The meeting is summarized below.

- St Louis County owns and maintains Brentwood Boulevard, Hanley Road and Eager Road in the City of Brentwood. The County acquired these roadways when the arterial road system was established in 1971.
- A County road “divestiture plan” is being developed for implementation at an indeterminate future time. The county expects to have parameters for identifying candidates for divestiture completed by September 30, 2005. No County roads within the City of Brentwood are expected to be proposed for divesting to the City.
- Strassner Road may be a possibility for inclusion in the county arterial road system. The redeveloped road would have to be constructed to the county’s arterial road system standards before the county would accept it. The MLP development might negate the potential reclassification because of the proposed parking that would be constructed along the road.
- It was the County’s understanding that the Strassner Road TDD was predicated in part upon a traffic study by CBB that was commissioned by the City of Brentwood.

- Hanley Road improvements are currently in design by St. Louis County Highways and Traffic. If the project is funded and constructed as one project then the start date would likely be 2012. If the road improvement project were split into two projects then the Manchester Road/Hanley Road intersection would be the first phase and would ideally start in 2009. Funding would come from the TDD, MoDOT cost-sharing and other sources.
- The County will need Right-of-Way (ROW) on the east side of Hanley Road in Richmond Heights and both sides of the road on the southern portion (Brentwood and Maplewood) of the corridor.
- The county would also consider removing the traffic signal at the Hanley Road/Litzinger Street intersection or relocating it to the north slightly to improve local access.
- Streetscape improvements are on a city-by-city basis. However, the Hanley road corridor study recommended a consistency of streetscape throughout the corridor. Brentwood should coordinate with the County on signage, buildings, greenspace, medians, lighting and crosswalk design. Duratherm Streetprint is the county alternate elective standard for pedestrian crossings but requires separate maintenance agreements for application.
- The volume of traffic on Brentwood Boulevard generally indicates a need for additional lanes of traffic. Traffic volumes already are high enough to justify three (3) southbound lanes, two (2) northbound lanes and a center turn lane.
- Brentwood Boulevard and Big Bend Road are currently considered long-term regional road improvement strategies. Improvements to these roadways would likely only be constructed if the improvements to Hanley Road do not measurably relieve congestion on these two arterials by diverting some of the existing demand to a greatly improved facility. Any short-term, localized improvements would be City or developer-driven, not as part of a St. Louis County overall plan.
- The ROW dedications along the west side of Brentwood Boulevard (south of Litzinger) were required to allow for a future correction of the alignment of the southbound lanes. St. Louis County does not have a general 25-foot dedication requirement for new development along Brentwood Boulevard.
- Streetscape design treatments along Brentwood Boulevard would be smaller in scale than Hanley Road. A modified set of design standards would have to be developed for Brentwood Boulevard.
- Whether redevelopment of frontage properties involve multiple properties or single parcels, the County still controls the timing of traffic signals and can

allow only modest signal time for side-street traffic. For this reason, County recommends that strong consideration be given to requiring that backage connections to signalized side streets be required for any new development proposal in the Brentwood Blvd. corridor.

- One measure to improve circulation is for the City to support increased approach widths on signalized side streets at intersections with arterials. This approach more efficiently allows lefts and rights to be made from these side streets and best takes advantage of the green time allotted on the signal.
- The County would support “stubbing” certain side streets at Brentwood Boulevard that do not have a traffic signal. The stubbed street could connect with an internal “loop” road. Neighborhood traffic would be directed to signalized intersections along Brentwood (Pine Street, White Street, and Litzinger). This is a consistent concept with the creation of backage roads previously discussed.
- The distance between traffic signals for the County is 660 feet. Missouri Department of Transportation requirements call for 1,320 feet between signalized intersections.
- McKnight Road may be receiving two new traffic signals. The McKnight Road/Litzinger intersection may get a traffic signal, however implementation may take a while because of the many municipalities with borders at the intersection. The Old Warson Road/McKnight Road intersection, while not in the City of Brentwood, may also be signalized, as a result of the proposed Mills Development, a new apartment complex proposed for the old Gerber Nursery site in the City of Rock Hill.