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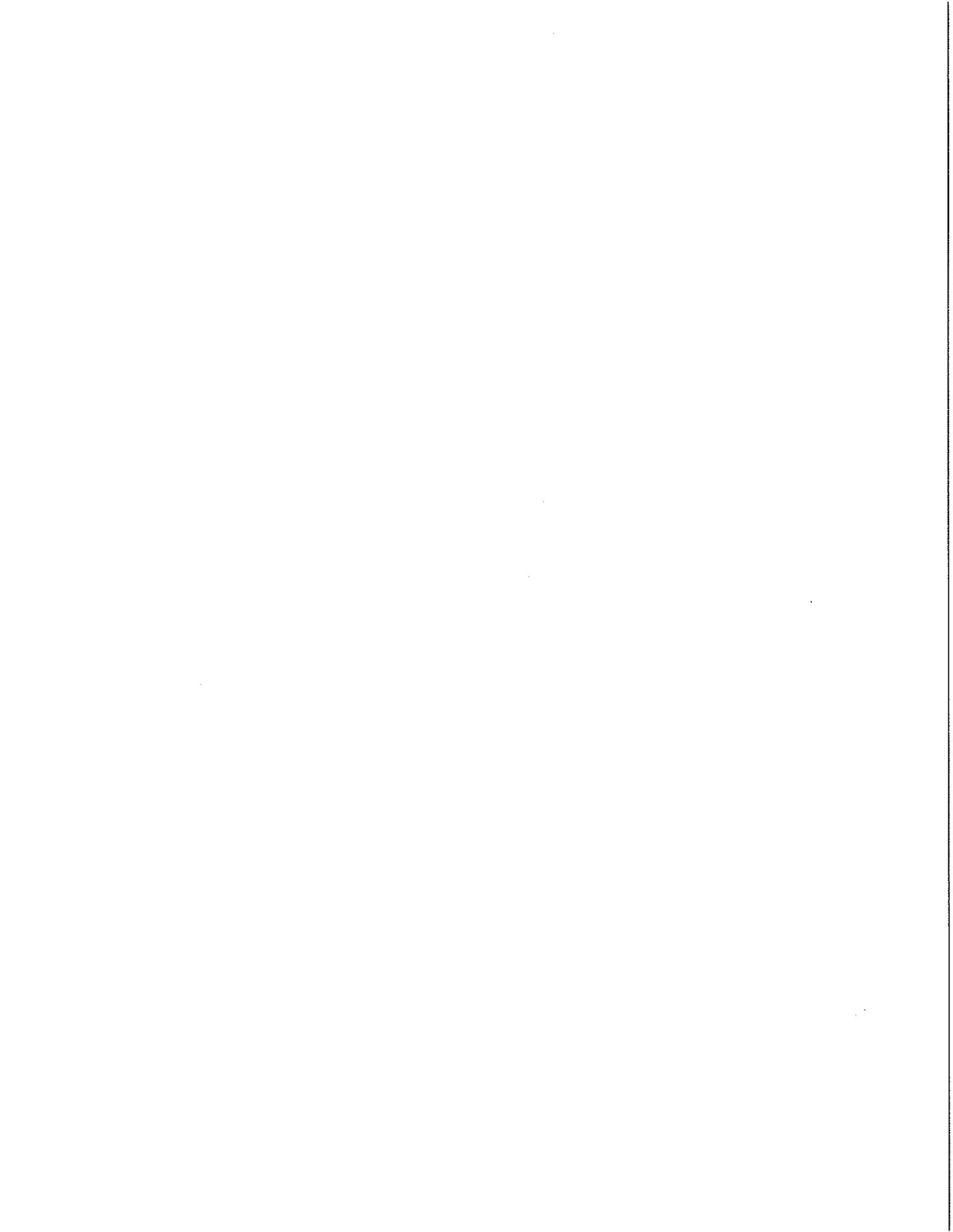
# CITY OF BRENTWOOD COMPREHENSIVE PLAN

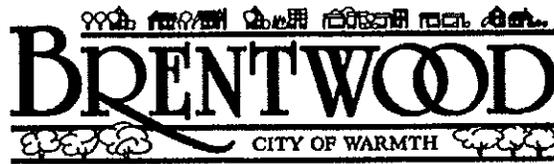
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# COMPREHENSIVE PLAN

## Introduction

### Purpose of the Plan

In 1991, the Brentwood Board of Aldermen adopted its first Comprehensive Plan as a guide for planning and development decisions. Due to the dynamics of the community, the City amended the plan in 1994, 1995 and 1999. These amended plans were in response to proposed developments and generally lacked a meaningful public engagement process. As a mature inner-ring suburb of St. Louis (see Figure 1), Brentwood also participated in several special area plans (including those for the Manchester Road Corridor and the Hanley Industrial Court) over the past 15 years. 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 for the next 5-10 years in an open and comprehensive manner.

The Comprehensive Plan for the City of Brentwood provides a long-range vision for the use of the community's residential, commercial, and light manufacturing land. It is a decision-making guide for public officials, residents, business owners/operators, public service and infrastructure

providers, and the development community. The plan provides a framework for making development and zoning decisions, and implementing public improvements. In addition, the plan captures the residents' vision for Brentwood's future and identifies the strategies necessary to achieve that vision.

The current land use pattern within the City is the result of a process of citizen input, government decisions, and private sector investments. Citizens participate in the land use process by voicing their desires on the use, location, and character of proposed development, whether publicly in open meetings, or privately in discussions with community leaders or at the voting booth. Local government land use decisions are an effort to balance the wishes of the community, the wishes of developers, and the financial needs of the business of running a City. The private sector ultimately impacts land use through their financial investment in a project. The resulting pattern is one that generally reflects this balancing act, but rarely results in the perfect community.

The Comprehensive Plan presents issues, goals, land use plans, and strategies organized around five key community topics: Residential, Commercial, Transportation, Community Facilities and Infrastructure, and Community Character.

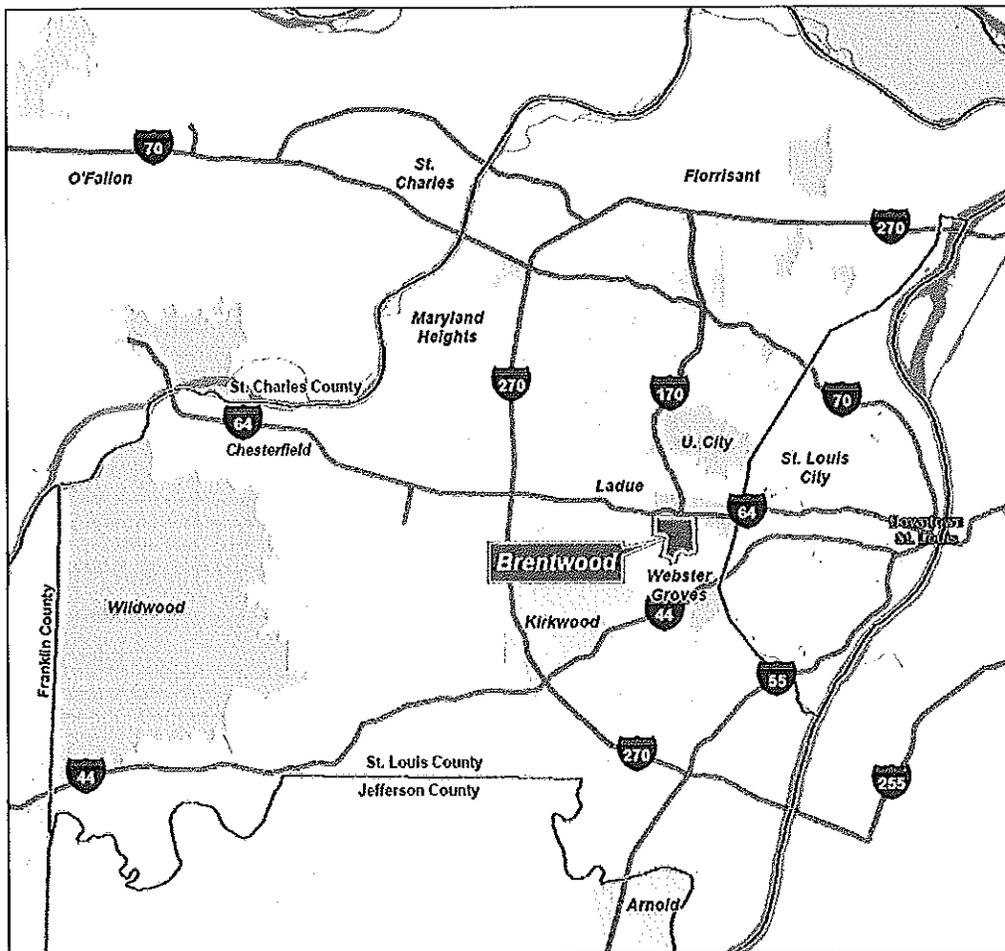
In adhering to the plan, decision-makers will be able to make short-term decisions that promote long-term, orderly results and represent the desires of the citizens of the community. The recommendations for future land use within this plan are not cast in stone, but rather provide a reference for evaluating future land use changes requested

through development and redevelopment proposals.

In addition, the plan suggests a proactive approach by the City and its residents to improve community infrastructure and the overall quality of the community's built environment.

The plan is a "living" document, and as such, should be subject to a regular review process. This typically would include a cursory annual review, a thorough 5-year update, and amendments as may be precipitated by significant new community opportunities or challenges.

**Figure 1—Vicinity Map**



## Planning Process

Community planning is a process whereby the community's collective values and aspirations are translated into a road map of incremental steps that allow the community to reach its desired destination. Figure 2 illustrates the process used to develop the Brentwood Comprehensive Plan.

The first step in this process focused on gaining an understanding of what made Brentwood the community it is today, and what are the real or perceived obstacles to reaching its desired potential. Community issues, goals, and objectives were obtained through a professionally-facilitated public engagement program that included a public open house, visioning session, and planning workshop. Additional information was gathered through individual and small group interviews, residential and business surveys, and small focus groups.

More detail regarding the public engagement program is available in Appendix A. In addition, a community market analysis and inventory of community physical conditions were conducted. An overview of this community information is provided in Appendices B and C.

From this information, a set of planning goals was identified. The planning goals guided the development of planning concepts for neighborhoods, commercial and light manufacturing character, transportation, community facilities and infrastructure, and community character. Next, recommendations—in the form of a land use plan—were created. Plan implementation strategies were then developed to provide the City with the road map needed to achieve the Brentwood future envisioned in this plan.

**Figure 2—The Planning Process**



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## Limiting Factors and Implementation Partners

A successful comprehensive plan is written, and implemented, with the participation of a broad base of community partners including residents, business owners, developers; city, county, state and federal officials; transportation and utility providers; public and private schools administrators; social service agencies; and even adjacent communities. In Brentwood, the public engagement process ensured representative participation from many of these potential partners in the preparation of the plan.

The Brentwood Comprehensive Plan was prepared in an environment recognizing the economic realities of contemporary residential/commercial development (such as economic and physical obsolescence, and project site requirements), as well as the fiscal constraints of various physical improvement alternatives (such as transportation or urban design improvements). However, implementation will require both a continuous evaluation of the assumptions and implications of the plan's recommendations over time and the involvement of numerous implementation partners.

Key limiting factors, and therefore critical partners, for the implementation of the Comprehensive Plan include:

- Federal regulatory agencies including the USACE and the USEPA;
- Statute limitations as prescribed by the State of Missouri;
- Public service providers, including the Missouri Department of Transportation, St. Louis County Highway Department, Metropolitan St. Louis Sewer District (sanitary and storm sewers), Missouri American Water Company, AmerenUE (power company), Metro (public transit agency), and the Brentwood School District;
- Public purpose districts, either regional (e.g., Metro, Metropolitan Park & Recreation District/Great Rivers Greenway, and the Parks & Recreation Cooperative/PARC) or local (e.g., TIF Districts, Transportation Development Districts, Business Improvement Districts, and Neighborhood Improvement Districts);
- Private property owner rights; and
- The free market enterprise system.

Ideally, this planning and policy document establishes the framework for long-term decision-making and the identification of necessary partners for implementation.

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## Key Community Issues

Key issues were identified through a series of public input meetings and discussions with the Comprehensive Plan steering committee over many months. Additional issues impacting the quality of life in Brentwood were identified during the data collection and market analysis phases. The issues captured community concerns, some unique to Brentwood and others not, and also opportunities for the future. They were analyzed against a more technical background of information gathered about the City's residential neighborhoods, commercial and light manufacturing areas, transportation system, community facilities, infrastructure, and community character.

All of this is framed by the pre-text that the City of Brentwood operates in a "balanced" fiscal environment of revenues and expenditures. The current fiscal policy is one that supports no residential property tax in return for a higher level of retail sales tax revenue. This policy has had an impact on past land use decisions in the City and may have impact on future land use. During the preparation of the plan, this fiscal policy was used as the basis for making future recommendations. Any significant change contemplated in this policy should be accompanied by open community-wide dialogue and debate, and appropriate changes made to the Comprehensive Plan.

Key community issues are summarized in the following paragraphs.

## Residential

- Residents were concerned that new infill housing was not compatible with the housing characteristics of each neighborhood. An Architectural Review Board was subsequently activated to review applications for residential building permits to encourage compatibility of design with existing structures in the city. Community support also existed for architectural standards for exterior finish materials and the placement of garages on new residences constructed in established neighborhoods, but were not adopted in the City's Revised Code of Ordinances.



*Infill Development on a Split Lot*

- In Brentwood, the value of residential real estate and market for upscale single family housing has led developers to purchase small homes, tear down the homes, and construct larger, more expensive homes in their place. The economics of buying an existing home solely for the lot makes the construction of a larger, more expensive home a necessity. In some cases, the developer is subdividing larger lots into two lots and constructing two larger homes to maximize the investment. Brentwood residents wonder if this method of providing

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larger homes to serve the needs of growing families is better, in some cases, than expanding existing small homes.



*Garage-Forward Design, also known as Snout House*

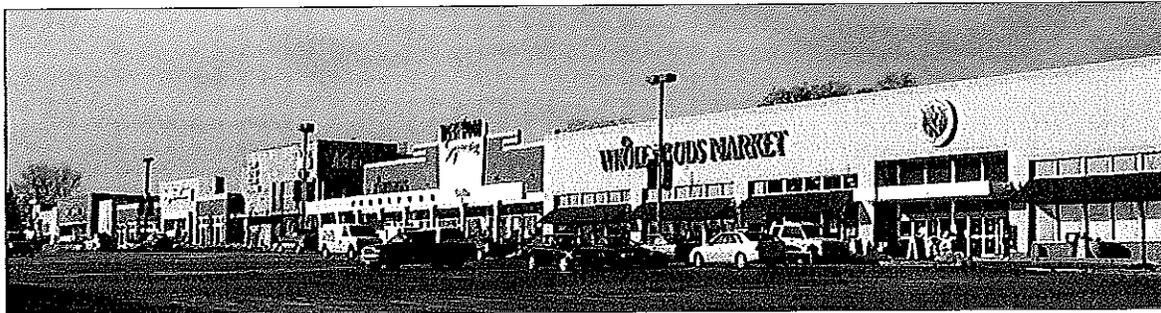
- According to U.S. Census figures, the City of Brentwood has 78% owner-occupied housing units and 22% renter-occupied. Rental properties are located in five (5) multiple-family housing complexes and in single-family homes dispersed throughout the community. The community perceives this as too high a number of rental properties and has expressed interest in limiting the number of new “for-rent” multiple-family units and reducing the number of single family rental houses through home ownership.
- Multiple-family units in Brentwood are primarily located in Brentwood Forest (1,425 units) and the Villas at Brentwood (335 units), both located off the Brentwood Boulevard corridor, and three smaller complexes located off the Manchester Road corridor. Another multiple family project (171 units) has been approved for Brentwood Station on Hanley Road. None of these products are targeted for senior housing. Brentwood residents are questioning whether they have reached the right amount of multiple-family units. At the same time, they are concerned they may be losing valuable senior residents who must leave Brentwood to find suitable multiple-family housing in other communities when they no longer can or want to care for their detached home and yard. Attracting and retaining families with school aged children also is important to the community and the viability of the local school district. Brentwood could supplement the availability of single family homes in the community by encouraging multiple family projects with larger unit sizes, more bedrooms, and family amenities.

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## Commercial/Light Manufacturing

- Due to its central location, with access to the region's primary east-west interstate (I-64/U.S. 40), and to a large retail shopping center (the Galleria), Brentwood has emerged as a regional retail destination. With more than 11 million square feet of retail space in a 5-mile radius of Brentwood, the area is served by almost twice the amount of square feet per person as the national average. Brentwood alone has nearly 1 million square feet located in five (5) predominant shopping

centers, numerous independent strip centers, and stand-alone facilities. The revenue from these developments is a means of reducing the local tax burden and increasing the quality of public services. However, some residents expressed concern that the community's quality of life, or small town atmosphere is compromised by this relatively new stature.



*Brentwood Square*

- Brentwood residents' concerns with the new class of commercial development primarily focus on two issues: traffic congestion and lack of character. Traffic is both a blessing and a curse as it is an absolute requirement, though traffic congestion is not, for the viability of the existing regional retail businesses, but it is a hindrance to local and intra-community travel for Brentwood residents. Residents expect that future projects will be designed and developed with a much higher sense of urban design, aesthetics, and character.
- The independent strip centers and stand-alone retail and restaurant facilities in Brentwood are located on two corridors, Brentwood Boulevard (north-south) and Manchester Road/Hwy. 100 (east-west). Most of these properties are older than the newer, regional commercial properties in north Brentwood and in neighboring communities, and require refurbishment or replacement to remain competitive. Improvement or redevelopment of these "underperforming" properties will allow the City to maintain its fair share of the region's commercial pie. One limiting factor in redevelopment is the depth of commercial parcels

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fronting Brentwood Boulevard and Manchester Road. The issue faced is how to provide proper depth of frontage properties for contemporary commercial development with the least amount of encroachment on existing residential properties to the rear. As development occurs, it will be important to be sensitive to the preservation of the single family neighborhoods immediately abutting them through creative site design, planned transitions, and buffers.

- Target areas for commercial/mixed-use redevelopment include the corridors of Brentwood Boulevard, Manchester Road, Hanley Road and, to a lesser degree, Eager Road. Each corridor has its own unique characteristics, opportunities, and challenges, and should be addressed both collectively and independently. Brentwood Boulevard is the community's "Main Street" connecting I-64 & I-170 with community neighborhoods and local businesses. Manchester Road is the historic east-west corridor connecting Brentwood with the City of St. Louis and with points west, with its traditional 1950's style of narrow strip retail centers and free-standing businesses. Hanley Road has recently been remade as a regional commercial corridor due to the development of a big-box complex on the Maplewood side of the road. Eager Road serves as the frontage road for Brentwood's regional commercial products.
- The Hanley Industrial Court is home to many viable businesses which provide stable employment and a tax base for Brentwood. However,

facilities are aging in place, older buildings are exhibiting relatively high vacancy rates (although the Court's overall vacancy rate is only 10%), and the area is no longer the economic asset to the City that it once was. The 1995 Comprehensive Plan update classified the area Commercial, "with the intent that the existing industrial uses would eventually be redeveloped into a higher use as market dynamics may indicate." A 1997 strategy for the park was one of incremental redevelopment and reinvestment for office, service, and light manufacturing uses. The 1999 Comprehensive Plan update reclassified the area as Planned Mixed Use, accommodating projects that may be a higher density mix of retail, office, residential, and light industrial uses. Early 2000's strategies looked at Hanley Industrial Court for conversion to regional commercial or higher density mixed-use products. Issues of property owners' rights, City-initiated redevelopment proposals, and increased vacancies and property obsolescence have made this area of the community an important discussion point.

- The City of Brentwood's past use of public sector financing tools, primarily Tax Increment Financing (TIF) Districts and Transportation Development Districts (TDD), to assist local development resulted in a significant increase in the community's assessed value (property tax revenue) and sales tax revenue. In return, residents' property taxes are abated each year. Assisted projects included the Promenade, Brentwood Pointe,

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Brentwood Square, and Meridian commercial projects and the Villas at Brentwood residential project. With the retirement of TIF bonds beginning in 2010, the City should be in a position to make decisions regarding the future sources (tax revenue) and uses (public services) of public funds. As part of this plan's public engagement process, residents and business owners/managers generally opposed the future use of tax abatements, TIF's, and eminent domain proceedings on private property for the purpose of assisting commercial development. The primary objections were that abating taxes on new development negatively impacts funding for education, in addition to the perception that TIF's are misused on a regional level to compete for retail projects.

## Transportation

- Located just south of I-64/U.S. 40 at I-170, Brentwood is a primary thoroughway for commuters, regional travelers, and shoppers. According to city residents, traffic congestion in the community has steadily worsened. The main areas of traffic congestion include the "I-64 Zone" (Hanley, Eager, Brentwood, and I-170) and the Manchester Road Corridor. Traffic on Brentwood Boulevard and Hanley Road south of the I-64 Zone is noticeably less congested. Major transportation improvements are planned by MoDOT for the I-64 Zone with the reconstruction of I-64 and its intersections with Brentwood Boulevard, I-170, and Hanley Road and its use of Eager Road as a

frontage road. Improvements to Hanley Road are also planned by St. Louis County. With proper implementation of these improvements, the biggest area of concern to residents will be Manchester Road. A previous study of Manchester Road found it to be not only congested, but unsafe for both motorists and pedestrians/bicyclists.

- The street system serving the northeast portion of Brentwood is viewed by residents as disconnected. This area is separated from the rest of the community by Black Creek and a rail corridor, and is characterized by regional commercial and light manufacturing uses. Black Creek serves as a barrier to through streets from the residential area to the west, and its traverse through the area caused the irregular circulation pattern through the Hanley Industrial Court. A former rail corridor, now serving as the MetroLink light rail corridor, caused the disconnection of regional commercial development between Brentwood Boulevard and Hanley Road, north of the Hanley Industrial Court. This limited vehicular circulation could be addressed by improved street connections, thoroughways, and cross-access agreements between developments.
- Brentwood has approximately two miles of paved bicycle/pedestrian trails, connected in places with sidewalks. The City and the regional park district (Great Rivers Greenway, or GRG) are in the process of expanding the trail system along Black Creek and Deer Creek. Aside



*Memorial Park*

from this fixed trail system, the City has a limited amount of sidewalks and no other marked conveyances for bicyclists or pedestrians. Much of the activity simply takes place in the street through residential neighborhoods. The City might consider improving pedestrian connections by creating a complete "network" consisting of marked on-street bikeways, sidewalks, paved trails, and informal pathways.

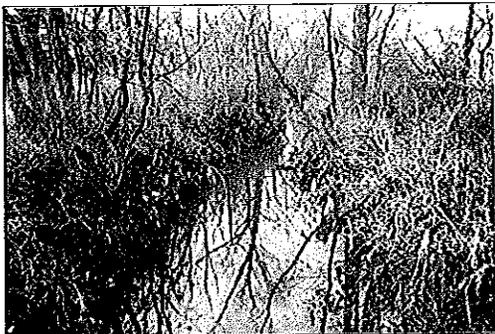
- The region's light rail system, MetroLink, will provide a station and park-and-ride lot in the northeast corner of Brentwood amid regional commercial uses. Access to the station from the east will be off Hanley Road to the park-and-ride lot, down a walkway, and along the rail to the station platform. Access from the west will be limited to pedestrian access along a long walkway down to the station. As the station area develops, it will be important to plan and implement projects that will maximize the benefits of light rail and improve access to the station platform from both the east and west.

- Brentwood residents repeatedly expressed concern with the lack of character of the City's arterial road system. Each road has a "functional classification" as designated by this region's Metropolitan Planning Organization (MPO), the East-West Gateway Council of Governments. The functional classification defines the road's function, or purpose, within the regional transportation system. Principal Arterials (Brentwood Boulevard, Hanley Road, and Manchester Road) connect regional activity centers, while Minor Arterials (Eager Road and McKnight Road) connect and augment the Principal Arterial system. To address the issue of transportation character, the approach may be for the community to agree to the intended functional classification of these major roads, and then prepare a streetscape plan for each function. An additional concern is that of these arterials, only the eastern one-half of McKnight Road north of Litzinger is under Brentwood's authority. MoDOT and St. Louis County will be major partners in any improvements to these corridors.

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## Community Facilities & Infrastructure

- As the City and region continue to transform previous open space and residential property into more intense urban uses, residents have become increasingly aware of the importance of storm water management. In Brentwood, flooding is caused by combined sewer overflows (CSO's), storm sewer overflows/backups, and overflows of Deer and Black Creeks. The City's storm and sanitary sewer system is maintained by the Metropolitan St. Louis Sewer District (MSD). Innumerable studies of City storm water issues have been conducted by both the City and MSD, and progress has been made in some areas of the community. Residents supported improvements to the system through passage of a stormwater and parks sales tax. Most importantly for Brentwood's future, a financially viable solution must be found to increase the storm water carrying capacity of Deer Creek and its Black Creek tributary.



*Black Creek*

- Several public service facilities have been identified by the City administration for improvement. These include an expanded or new Fire House, a new Public Works/Street Department facility,

and a new U.S. Postal Service-run Post Office. An expanded Fire House would add needed fire protection capacity to the department and result in a lower/better fire insurance rating, with lower insurance premiums for businesses and residents. A new Public Works facility was identified and approved as an eligible expense by voters in the Strassner Road Transportation Development District (TDD) referendum. The USPS is looking to locate a new Post Office in Brentwood as soon as a site or building can be found.

- An issue identified in residents' discussions about Community Facilities and Community Character was the City's lack of a true downtown, or "City Center." Ideally a City Center would consist of an assortment of governmental, arts and entertainment, educational, health care, and other institutional uses, as well as commercial and residential uses. Residents expressed support for creating such a complex although no location was suggested.
- Although technically not the responsibility of the City of Brentwood, the viability of the Brentwood School District was identified as an important community issue. Due to the declining school-age population in Brentwood, the district has been experiencing declining enrollment. In addition, of the district's approximately 850 students, 200 are non-residents enrolled through the state desegregation program's Volunteer Transfer Student (VTS) program.

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Funding for the VTS program will end in 2009 and the 200 non-residents will gradually matriculate through the system. The Board of Education has committed to maintaining an independent school system in Brentwood, even though declining enrollment may eventually result in a district with 650 or fewer students. The potential for repopulating the community with school-age children is intertwined with the residential issues of house expansions, infill houses, and multiple-family or mixed-use housing projects.

### Community Character

- The subject of community character can be summed up in one issue: the City lacks a "sense of place". Residents feel that Brentwood is indistinguishable from its neighbors and that the community has begun to lose its small town charm. They want the City, transportation departments, and developers to pay more attention to the elements of good urban design; to engage in more "place-making." Such elements might include streetscaping, community gateways, publicly and privately-created gathering places, and the application of urban design standards to encourage compatible use of scale, setbacks, building materials, and signage.

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## Vision & Goal Statements

### Vision Statement

**Brentwood, the “City of Warmth”, is a family and neighborhood-oriented community that values:**

- ✓ Affordable housing choices, distinctive neighborhoods, and a variety of housing options;
- ✓ Cohesive, pedestrian-friendly, commercial mixed use “places” that serve the needs of regional and community markets;
- ✓ Safe and efficient travel between residences, commerce, community activities, and work in the transportation mode of choice;
- ✓ Effective and efficient government that serves the needs of Brentwood residents and businesses and operates in a process of continuous improvement; and
- ✓ Preservation and enhancement of public and private spaces to create a “sense of place” for Brentwood.

### Plan Goals

Plan goals reflect the over-riding principles of, and the Missouri Revised Statutes related to, general comprehensive planning. The goals include the purpose of the plan and show how adherence to the plan, while remaining flexible to changing needs and opportunities, will achieve the desired vision.

- **Purpose of the Plan.** The general purpose of the plan is to guide and accomplish a coordinated development of the City which will best promote the general welfare in an efficient and economical process of development. (excerpted from the Missouri Revised Statutes, Section 89.350)
- **Adoption and Adherence to the Plan.** Through adoption and adherence to the plan, elected officials, appointed officials, and City staff should make decisions and take actions that, -over time, will strive to achieve the community’s vision regarding the physical development of the City of Brentwood.
- **Maintenance of the Plan.** The plan establishes the policy document by which the City can continue to maintain, revise, and administer appropriate planning, zoning, subdivision, architectural, and site development standards.

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## Residential Goals

Brentwood should offer an affordable choice for families, young professionals, and seniors seeking a central location; distinctive, cohesive neighborhoods; and a variety of housing options. Residents describe Brentwood's residential character as charming and architecturally-unique. While most residents value diverse housing options, they are concerned with the compatibility and affordability of new single family housing, and the character and quantity of new multiple family projects.

To maintain Brentwood's attractiveness in the housing market, the community should continue to provide a variety of housing choices, particularly expanding options for growing families and seniors, in architecturally-compatible single and multiple family residences.

Ranked in order of community priority:

- **Encourage preservation of existing residential neighborhoods.** Brentwood is located in the central portion of the St. Louis metropolitan area, which has become one of the most desirable areas in which to live and shop. The popularity of this area has resulted in an increased demand for commercial development, which has in-turn resulted in the loss of some houses. The heart of any community is its strong residential neighborhoods and Brentwood is no different. Residential neighborhoods are critical to the success of the school system, neighborhood and community-scale commercial

establishments, as well as the overall perception that Brentwood is a strong, stable community. Established residential neighborhoods should be preserved to the extent possible to ensure a stable city population.

- **Promote owner-occupancy of homes.** The strength of the community is also tied to the emotional and financial "stake" residents make when they commit to living in Brentwood through the purchase of a home. Owner-occupancy should be promoted to further enhance the stability of neighborhoods and create a "vested" interest in property upkeep and improvements.
- **Promote compatibility between existing homes and new home construction.** Brentwood is a community with a high percentage of moderately-sized houses that were constructed 40-50 years ago. Over the years there has been a change in tastes, resulting in demand for larger homes that offer more space and amenities, in a central location. This has resulted in the phenomenon of tearing down smaller homes and replacing them with larger homes on the same parcel. The "sense of place" in existing Brentwood neighborhoods should be retained through compatible infill home construction, including scale, setbacks, style, and building materials.

- **Preserve and expand existing moderately priced/moderately sized single-family homes.** The issue of housing size and amenities can also be addressed without tearing down existing homes. Although there are a high percentage of moderately-sized homes in Brentwood, many of these homes can be considered opportunities to expand the living space in these neighborhoods. Additional living space should provide incentive for growing families to remain in their neighborhood.
- **Provide a mix of housing types to retain Brentwood residents and attract additional families, professionals, and seniors.** It has been acknowledged by residents and city officials that there needs to be a variety of housing types available for purchase to provide residents an opportunity to make Brentwood a "lifelong" community. To meet the changing housing demands during different times in a person's life, a variety of housing types should be provided. Young residents would likely be in the market for a small starter-home, condominium, or apartment. As these residents age and have families they may desire to "move-up" to a larger home; and as seniors, they may desire to move into housing that requires minimal maintenance and upkeep.

## Commercial Goals

Brentwood should be comprised of an integrated hierarchy of cohesive, pedestrian-friendly, commercial mixed-use districts (or "places") of character and scale that serve the needs of regional, community, and neighborhood markets. According to residents, the emergence of Brentwood as a regional retail center is not always positive. Commercial development is described as being out of context with the rest of the community, even though at the time of construction, it was generally in context with contemporary development within the I-64 corridor. Due to the City's improved economic position, future developments will encourage smaller-scale, locally-owned businesses in unique City Center or mixed-use commercial district settings, characterized by unobtrusive parking, consistent architectural design, and attractive streetscaping.

Ranked in order of community priority:

- **Minimize the impacts of commercial redevelopment on existing residential neighborhoods.** Although proximity to commercial districts can be an advantage to residents as consumers, the potential disadvantages often outweigh the advantages. Negative impacts generally include increased traffic congestion, higher noise and light levels, and expansion of commercial districts that result in a reduction of homes in adjacent neighborhoods. In many cases, existing commercial properties are aging to the point of being uncompetitive in the marketplace. In order for Brentwood

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to retain its share of the retail/services market, these properties will need to undergo transformation. Many times this transformation can occur on the same parcel; however in some cases parcel expansion will be desirable.

- **Ensure high quality design of proper character and scale in commercial districts.** Brentwood residents and City officials have expressed a desire for a higher standard for aesthetic character throughout the city. Commercial development is the predominant use along city arterials and is typically the first image of the city for visitors. A higher level of design provides a “sense of place” to visitors and a “sense of pride” to residents. Commercial development should also be in context with its surroundings. Combining same-scale commercial and mixed-use developments in organized districts will support the concept of a “sense of place,” improve community-wide traffic circulation, and reduce incompatible land use adjacencies.
- **Provide walkable, pedestrian-oriented development and interconnections between commercial districts.** Current commercial projects in Brentwood have minimized the opportunities for residents of surrounding neighborhoods to access shops by walking or biking. Driving a vehicle on a major thoroughfare is the only safe means to access shopping. Design solutions should be incorporated to create better connections as well as to provide streets with sidewalks to provide

diverse options for accessibility to shopping areas and connections between commercial establishments.

- **Design places and activities for community interaction.** Retail stores and offices are destination points that serve city residents, as well as a large number of non-residents. Commercial mixed-use districts should be developed with opportunities for socialization in mind, not just sales of goods and services. Socialization can occur through a chance meeting along a sidewalk, a prearranged meeting for lunch, or at a programmed social event in a public plaza. These types of socialization heighten the “sense of place” and the “sense of community”.
- **Provide adequate transition from commercial districts to residential neighborhoods.** The historic strip commercial development pattern along arterial roads in Brentwood has resulted in minimal transitions to single-family neighborhoods. Strip commercial along Brentwood Boulevard and Manchester Road is immediately adjacent to single-family homes, and in many instances there is no landscape buffer or transitional land use. As commercial parcels redevelop, the transition to single-family neighborhoods should be an important element of the site design, including both landscape buffers and pedestrian connections.

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## Transportation Goals

Residents and non-residents should be provided opportunities to safely and efficiently move between residences, commerce, community activities, and work in the transportation mode of their choice. Residents describe Brentwood's roadways as congested, dangerous, and visually unattractive, and some neighborhoods are experiencing non-resident "cut-through" traffic. The future should provide for uncongested, pedestrian-friendly roads, more attractive corridors with easier and safer access to businesses, and a MetroLink system that is connected to the community by pedestrian and vehicular access.

Ranked in order of community priority:

- **Enhance safe pedestrian and bicycle connectivity throughout the city.** The City of Brentwood is in theory a "walkable" city. Most residents are within a reasonable walking distance from commercial districts, schools and parks, but there is a perceived lack of safe pedestrian connections due to a lack of sidewalks, poor pedestrian crossings at arterial roads, and no established bike routes. Enhancement of the pedestrian environment throughout the city could reduce the number of miles traveled in automobiles, benefit the physical health of Brentwood residents, and offer another reason for residents to be outdoors and socialize as a community.
- **Promote measures and projects to reduce traffic congestion and to physically improve arterial roads.** Traffic volumes continue to increase on major arterials in Brentwood. A large portion of the increase is due to I-170 terminating at I-64/40. Much of the traffic volume from that north-south highway must use Hanley Road and Brentwood Boulevard to continue south or to access the highway when heading north. Regional commercial development has also had some influence on the amount of traffic in the city. In addition to congestion, increases in traffic volume have partially resulted in increased wear and tear of the road surfaces. Traffic planning should be coordinated to ensure that all levels of government having responsibility for roads in Brentwood consider improvements to the roadway system, mass transit, and pedestrian traffic as one integrated system.
- **Provide multi-modal transportation alternatives.** Metro bus service is currently operating along the major arterials. MetroLink stations near Eager Road and Hanley Road and at Manchester Road east of Hanley Road in Maplewood are scheduled to be in operation in 2006. These mass transit options need to be incorporated into an overall multi-modal system that includes pedestrian and bicycle circulation. An integrated system provides options for traveling within the city and to other locations in the metropolitan area, while helping to reduce traffic congestion and encourage healthier lifestyles.

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## Infrastructure & Community Facilities Goals

Brentwood public services should effectively and efficiently serve the needs of Brentwood residents and businesses and operate in a process of continuous improvement. Residents enjoy excellent city services, including trash, leaf, and snow removal; emergency services; and library, parks, and recreational facilities. In the future, public facilities including City Hall and the Community Center should be modernized, parks should be more accessible to the residents, and storm water should be adequately managed.

Ranked in order of community priority:

- **Improve the storm water management system.** Deer Creek and Black Creek are the primary waterways that drain storm water runoff from Brentwood and other cities upstream. During significant rainfall events, they overflow their banks and cause damage to adjacent commercial and light manufacturing properties. Residential properties have been affected by storm sewer backups. Continued coordination with the Metropolitan St. Louis Sewer District will be critical in reduction of stormwater flooding in the city.
- **Improve community facilities for postal services, recreation/community services, public works, and fire protection.** Most community facilities in Brentwood were constructed decades ago and are beginning to “feel their age”. The age of these facilities have created issues related

to changes in equipment, operating efficiency of the facilities, and location. The U.S. Postal Service recently relocated to a temporary location in Maplewood. The Brentwood Fire Department plans to expand their facilities at City Hall to accommodate larger equipment. The city’s Public Works Department needs more, workable space for their operations. Some community facilities such as the Post Office and Community Center can enhance the “sense of community” and should be considered as elements of a City Center or Neighborhood Mixed-Use core. Other facilities such as Public Works are typically located in less conspicuous locations adjacent to light manufacturing or open space areas.

- **Ensure infrastructure meets the needs of the residential, commercial, and public service communities.** With minor exceptions the utility systems in Brentwood adequately serve residents and businesses. However, as the city continues to redevelop, coordination between service providers will be required to ensure that infrastructure improvements keep pace. Redevelopment provides opportunities to coordinate improvements to infrastructure, sanitary and storm sewer separation, and burying of above-ground power lines.

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- **Ensure infrastructure operates efficiently and is cost-effective to the users.** It is the responsibility of city government to provide the highest quality service at the lowest achievable cost. This balance should be reflective of the residents' desires and the city's financial ability to provide the services. City government and city residents should continually have open dialogue to maintain the proper balance of quality versus cost. City government should continue to explore innovative and efficient means of providing city services.

## Community Character Goals

Brentwood should build on its motto as the "City of Warmth" by providing the look, function, and feel of a family and neighborhood-oriented community through the preservation and enhancement of public and private spaces. Brentwood, as described by its residents, is a family-oriented city with a small town feel. It is a community of charming houses, excellent schools, and friendly neighbors. Brentwood's future should include more pedestrian and bicyclist amenities with connected greenways and sidewalks. Neighborhoods of single family homes should retain their unified character and attract more families with children.

Ranked in order of community priority:

- **Improve the aesthetics of commercial and light manufacturing properties along arterials.** With the exception of McKnight Road, all other arterials in Brentwood are dominated by commercial and light manufacturing businesses. Although some areas have noticeable aesthetic improvements, most corridors are not easily distinguishable from other commercial or light manufacturing corridors in this part of the metropolitan area. The prominence of these land uses creates an image of Brentwood and should reflect a community which values quality design.

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- **Create a “sense of place” in Brentwood.** Brentwood is an inner-ring suburb completely bordered by other cities. It is not always obvious when you arrive and depart the city. Creating a “sense of place” provides visitors and residents with a unique, positive image of Brentwood through an urban design plan emphasizing a coordinated use of building and plant materials.
  - **Incorporate landscape/hardscape treatments in public and private improvement projects.** The somewhat typical landscape for most properties bordering arterial roads in Brentwood should be improved to meet the goals of improving the “sense of place”. Both privately-owned buildings and publicly-owned buildings should be held to a higher standard of urban design. Across the United States, city government has taken the lead in developing a listing of building and plant materials that the private sector can draw upon as guidelines or inspiration for landscape and hardscape improvements. Infrastructure projects, particularly roadway improvements, should be encouraged to include landscape/hardscape treatments in their budgets.
  - **Provide for a hierarchy of landscape/streetscape treatments along public roads in Brentwood.** Improvements to the streetscape should be in context with the type of roadway and the density of the development. Arterials, collectors, and local streets should have unique but compatible streetscape-design guidelines to encourage appropriate improvements as need and funding allow. Smaller parcels or developments require a more intimate feel from the streetscape amenities. Larger, regional-oriented commercial or light manufacturing developments require a higher level of intensity for landscape and hardscape design.
  - **Provide a quality park system with links to the regional greenway system.** Brentwood’s park system provides opportunities for participating in active sports, riding a bike or watching a concert on a Friday night. City residents are satisfied with the amount of acreage in the current park system; however, the recently completed Recreation Needs Assessment revealed that improvements to existing parks are encouraged. The park system can be part of a larger regional system of parks through the development of bike trails through the city and linking them with a regional bike trail/greenway system.

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## Land Use Plan

### Composite Opportunities & Constraints

Critical opportunities and constraints affect the development of the Brentwood Comprehensive Plan. These issues were introduced in the section—Key Community Issues. These issues begin to take physical shape in the preparation of the Land Use Map and Plan. Figure 3 graphically summarizes the opportunities and constraints derived from the key issues.

Opportunities include:

- Potential development of east-west vehicular connections from Brentwood Boulevard to Hanley Road. The Strassner Road extension would add options for vehicular movement and begin to frame redevelopment opportunities for the northeast quadrant of the city. Strassner Road can also enhance pedestrian movement.
- Pedestrian circulation could be significantly improved with the establishment of the Deer Creek and Shady Creek Greenways. Connections from Brentwood parks and neighborhoods would ultimately provide access to the region-wide trail system. The main spine of this trail system could be Rogers Parkway.
- Numerous major arterials provide the city opportunities to establish a distinct "sense of place" that informs visitors and residents that they are in Brentwood. Aesthetics and signage at gateways at the city boundary

could be improved. It appears that residents and city officials have the perception that the intersection of Brentwood Boulevard and Manchester Road is the "visual" center of the city and this location could be a primary location for placemaking.

- The east and west sides of Brentwood Boulevard at Litzinger Road are the location of several elements of a typical City Center. These elements include the city hall/fire station and library at the northeast corner, a religious institution, neighborhood-scale businesses and the Brentwood Community Center. The former location of the Brentwood Post Office previously added to the mix of City Center uses. However, there is a lack of cross-street connectivity due to the high traffic volume and width of Brentwood Boulevard.



*Memorial Park*

- Growing demand for commercial-mixed use development along I-64 provides opportunities to redevelop that area with a mixture of retail, residential, office, light manufacturing, and parks/open space. Because the MetroLink station and Metro bus stops are

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located in this area, opportunities exist for redevelopment in a higher density development pattern that would take advantage of mass transit. This would provide Brentwood with the opportunity to create a "sense of place" as experienced by many of the region's old train station or streetcar towns.

- Expansion of the Brentwood park system is limited because the city is landlocked, however some opportunities may exist. The riparian-oriented park/trail system along Black Creek could be expanded as redevelopment occurs in the Hanley Industrial Court. Norm West Park could be expanded to the south to physically link with Deer Creek. A pedestrian and bicycle trail designed into the planned Hanley Road overpass at Manchester Road could link the Maplewood MetroLink station with Hanley Road, Manchester Road, and the proposed Shady Creek/Deer Creek Greenway.



*Norm West Park*

Constraints include:

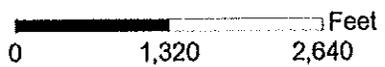
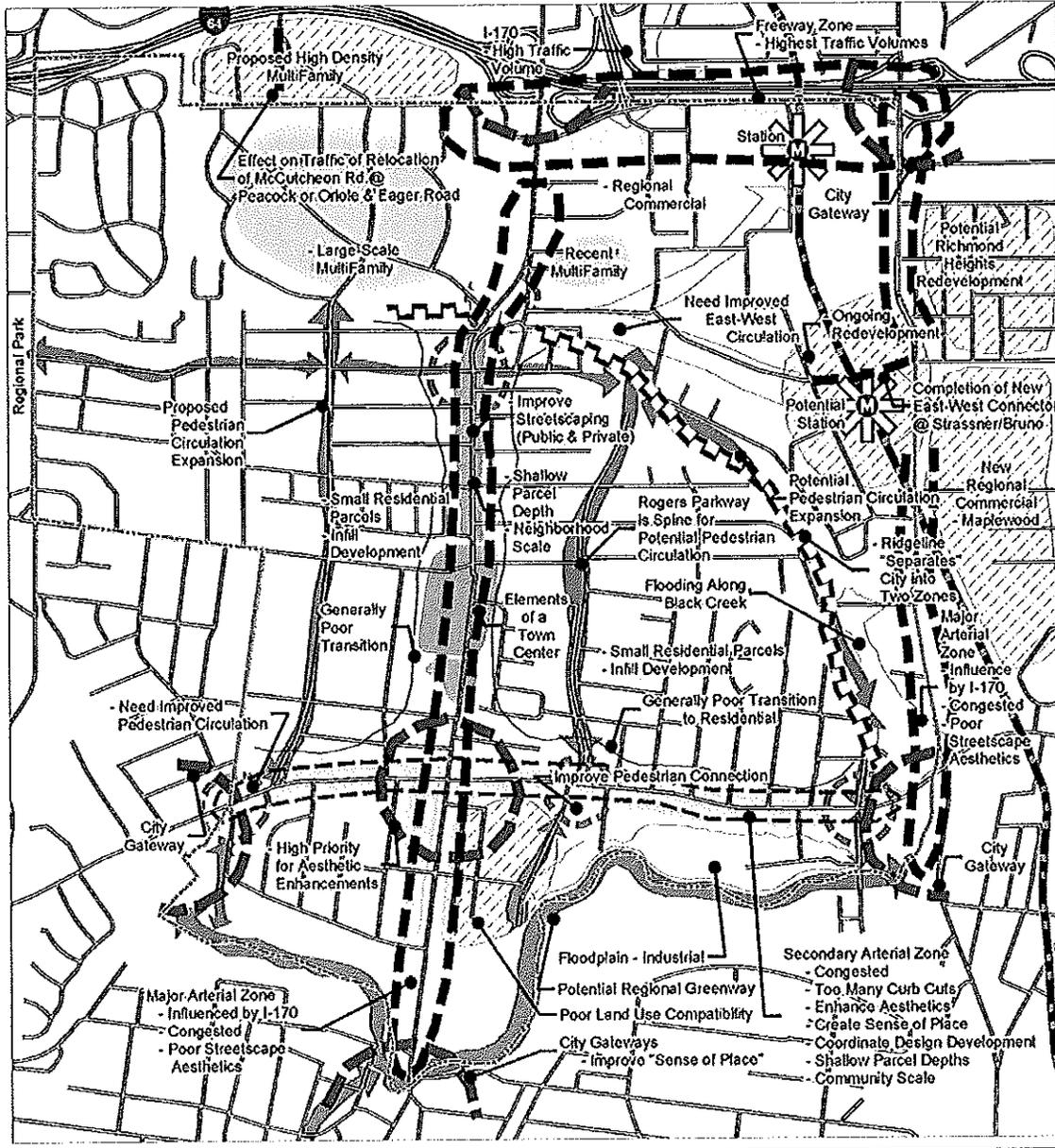
- The traffic volumes and street width along Brentwood Boulevard and Hanley Road hinder pedestrian circulation and the perception of connectivity between both sides of the street. Although Manchester Road is narrower, it still handles high traffic volumes and is unsafe to cross. Traffic volumes may affect the travel patterns of residents during certain times of the day and may discourage consumers from attempting to reach a particular retail establishment.
- Proposals for improvements to Hanley Road, and potentially Brentwood Boulevard, may result in wider roads. Wider roads with higher volumes of traffic would hinder opportunities for creating a neighborhood-oriented streetscape along Brentwood Boulevard.
- Some parcel depths along Brentwood Boulevard and Manchester Road are shallow by contemporary commercial and mixed-use standards, hindering redevelopment opportunities. Unique design solutions would be required for redevelopment of these corridors.
- In the past, limited attention has been paid to transitions from commercial development to residential neighborhoods along these corridors. In many instances the buffer between a commercial property and single-family residential is limited to a poorly maintained fence. To create adequate buffers between commercial establishments and single-family residential, parcel

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sizes will have to be enlarged, the roadway narrowed, or more intensive screening and buffers installed.

- Stormwater flooding occurs along Deer Creek and Black Creek causing damage to commercial and light manufacturing properties and affecting redevelopment of these areas. There are numerous locations where sewer backups occur in residential neighborhoods.
- A bluff and Black Creek combine to create a physical separation between the single-family neighborhoods, regional retail, and the Hanley Industrial Court. If the northeast portion of the city redevelops into a new Regional Mixed-Use area/TOD requiring vehicular and pedestrian/ bicyclist access, this physical separation needs to be bridged. At the same time, the creek provides a wonderful transition zone and much appreciated green space for the City.

**Figure 3—Opportunities and Constraints Map**



Source: St. Louis County  
Department of Revenue  
2002

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## Concept Plan

The framework for plan development is constructed from the synthesis of issues, opportunities and constraints. Because the city is landlocked and has no potential for physical growth, much of the overall land use pattern is well established. The generalized land use patterns of single and multi-family neighborhoods, commercial centers, and parks remain similar to the current spatial distribution. Figure 4 illustrates general concepts developed during the planning process for the Concept Plan.

Commercial development is the predominant land use pattern in the northeast portion of the city. This area is currently developed in a typical regional retail development pattern. However, the establishment of the MetroLink system through Brentwood creates an opportunity to “rethink” the development pattern in this area in the long-term. The opportunity to access mass transit should encourage eventual redevelopment of this portion of the city as a Transit-Oriented Development (TOD) mixed-use area. The TOD is a high-density development pattern that mixes retail/entertainment, office, residential, hotel, civic/cultural/recreation, and/or open space in a pedestrian-oriented community.

Community-scale commercial development along the south side of Manchester Road is generally on larger, deeper parcels than neighborhood-scale businesses, and serves customers from a wider area.

Neighborhood-oriented businesses are typical of Brentwood Boulevard and the

north side of Manchester Road. These areas are characterized by small parcels that limit the size of the businesses. Neighborhood-scale businesses will generally serve residents of Brentwood, some residents from Rock Hill, Webster Groves, and Maplewood, and pass-through traffic.



*Brentwood City Hall*

The area of the Brentwood Boulevard and Litzinger Road intersection has a number of elements of a City Center. The City Hall complex (including City Hall, Library, Fire Station, and Brentwood Historical Society) and Brentwood Community Center anchor this area. The perception of this area as a City Center is further enhanced by its central location and being the former (and potentially future) site of the Brentwood branch of the Post Office.

Residential neighborhoods are the dominant land use in the city, however, physical differences exist between neighborhoods. Single-family residential neighborhoods range from larger parcel/larger homes in the western portion of the city to brick bungalows just east and west of Brentwood Boulevard. These characteristics should influence the scale and style of existing home expansion and new infill construction. Although there are other multi-family developments in the city, the largest is the Brentwood Forest condominium complex on the north end

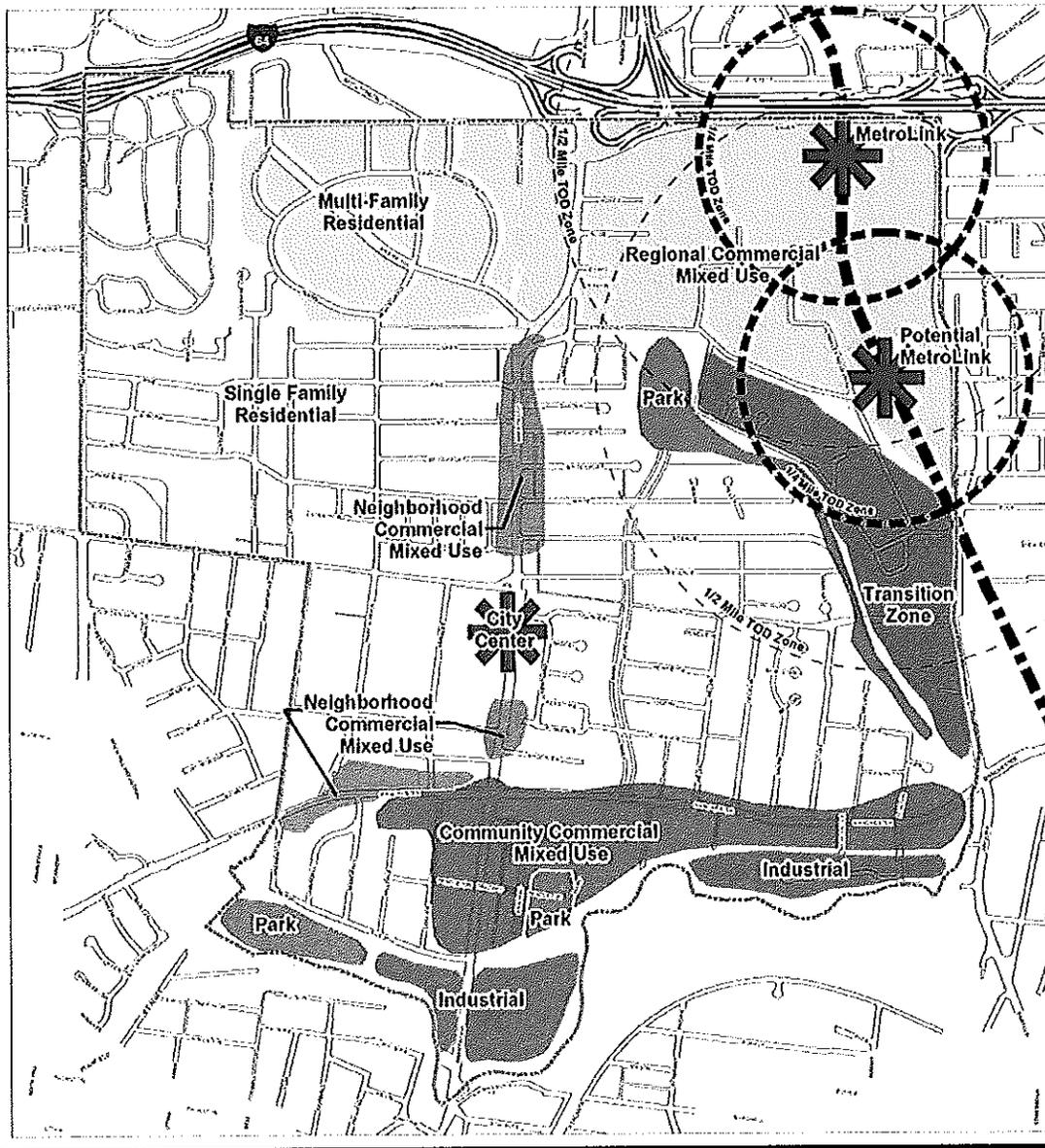
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of the city. This land use pattern is not likely to change due to limited opportunities for large-scale multi-family construction. An exception to this could be the incorporation of multi-family units in the redevelopment of commercial-only property along the city's arterials and within the regional retail area as a TOD. The TOD may include a mix of housing types, potentially including single-family units.

The Hanley Industrial Court has undergone a slow transition from a light manufacturing area to a mix of light manufacturing and business office establishments. It is likely that this transition will continue as is evidenced by the ongoing conversion of several light manufacturing parcels along Hanley Road to a mixed-use development.

The Concept Plan was created to provide a transition of thought from the integration of public input and analysis of current conditions and issues. Through further evaluation, the Concept Plan evolves into the Future Land Use Plan for Brentwood.

**Figure 4—Concept Plan**



0 1,320 2,640 Feet

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## Future Land Use Categories

### Single Family Residential

- **Definition:** Single family detached dwellings.
- **Purpose:** To designate areas where the use of the land will be reserved for the preservation, expansion, or new construction of single-family homes on individual parcels in accordance with the regulations of the appropriate Zoning Districts. This category also includes institutional uses that generally are acceptable uses in residential areas, such as public schools and churches.
- **Rationale:** The Comprehensive Plan provides guidance for the Future Land Use of property within the Single Family Residential category, limiting its use to single-family detached dwellings, schools and churches, and generally prohibiting its use for multi-family residential, mixed-use, and light manufacturing use. Parks and open space would be an acceptable use. These areas were determined to be of large enough size; adjacent to supportive, compatible, or adequately buffered uses; and in proper capacity to meet the City's future single-family residential housing needs.

### Multiple Family Residential

- **Definition:** A building or portion thereof designed for or occupied exclusively by two (2) or more families living independently of each other in individual dwelling units.
- **Purpose:** To designate areas where the use of the land will be reserved for the preservation, expansion, or new construction of multiple-family buildings on individual or multiple parcels in accordance with the regulations of the appropriate Zoning Districts.
- **Rationale:** The Comprehensive Plan provides guidance for the Future Land Use of property within the Multiple Family Residential category, limiting its use to multiple-family dwellings and generally prohibiting its use for single-family residential, mixed-use, and light manufacturing use. The areas designated are generally existing larger-scale multiple family residential developments where the existing use is expected to continue. These areas were determined to be of large enough size and adjacent to supportive, compatible, or adequately buffered uses. Any future multiple-family residential units are intended to be located in new mixed-use developments to meet future identified multiple family residential housing needs.

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**Neighborhood Mixed Use (Service and Convenience Retail)**

- **Definition:** Mixed-use development is characterized by three or more revenue-producing, mutually-supporting uses (retail/entertainment, office, residential, hotel, and/or civic/cultural/recreation), physically and functionally integrated, and in conformance with a coherent plan (ULI). **Neighborhood Mixed Use** is characterized by Service Retail (personal and business services) and Convenience Retail (food, drugs, liquor, and sundries) oriented to consumers within 5 to 10 minutes (about one mile) of the development.
- **Purpose:** To designate areas where the use of the land will be reserved for the preservation, expansion, or new construction of neighborhood mixed-use projects on individual or multiple parcels in accordance with the regulations of the appropriate Zoning Districts. Such uses may include retail/entertainment, office, residential, and/or civic/cultural/recreation functions.
- **Rationale:** The Comprehensive Plan provides guidance for the Future Land Use of property within the Neighborhood Mixed Use category, allowing for a mix of retail/entertainment, office, residential, and/or civic/cultural/recreation uses. These areas were determined based on their location along major thoroughways and adjacent to residential neighborhoods; ease of access; limited site size and dimensions; adjacency to supportive,

compatible, or adequately buffered uses; and capacity to meet the City's future neighborhood mixed-use needs.

**Community Mixed Use (Specialty, Lifestyle, and Entertainment Retail)**

- **Definition:** Mixed-use development is characterized by three or more revenue-producing, mutually-supporting uses (retail/entertainment, office, residential, hotel, and/or civic/cultural/recreation), physically and functionally integrated, and in conformance with a coherent plan (ULI). **Community Mixed Use** is characterized by service/convenience retail and specialty retailers (primarily apparel, household, and specialty goods, restaurants, and entertainment), unique architectural design, and overall shopping ambiance oriented to both neighborhood (5 to 10 minutes) and regional patrons (up to 30 minutes). Eligible uses also include light manufacturing (low-intensity research and development, processing, assembly, distribution, and administrative functions; flex space defined as "showroom" facilities with leasable side-by-side modules, each with private front and rear entrances, the front entrance of which is customer oriented serving office, showroom, or R & D activities and the rear entrance of which provides overhead door access for material receiving, processing/assembly, and distribution); wholesale trade; transportation, communication, and utility uses; and construction related businesses.

- **Purpose:** To designate areas where the use of the land will be reserved for the preservation, expansion, or new construction of community mixed-use projects on individual or multiple parcels in accordance with the regulations of the appropriate Zoning Districts. Such uses may include retail/entertainment, office, residential, hotel, and/or civic/cultural/recreation functions.
- **Rationale:** The Comprehensive Plan provides guidance for the Future Land Use of property within the Community Mixed Use category, allowing for a mix of retail/entertainment, office, residential, hotel, and/or civic/cultural/recreation uses, and compatible light manufacturing, flex space, wholesale trade, transportation, communication, utilities, and construction related businesses. These areas were determined based on their location at the intersection of two major thoroughways; ease of access; appropriate site size and dimensions; adjacency to supportive, compatible, or adequately buffered uses; and capacity to meet the City's future community mixed-use needs.

#### Regional Mixed Use (Comparison Retail)

- **Definition:** Mixed-use development is characterized by three or more revenue-producing, mutually-supporting uses (retail/entertainment, office, residential, hotel, and/or civic/cultural/recreation), physically and functionally integrated, and in conformance with a coherent plan (ULI). **Regional Mixed Use** is characterized by Comparison Retail (clothing, appliances, and jewelry) primarily oriented to destination shoppers within 20 to 30 minutes of the development. Eligible uses also include light manufacturing (low-intensity research and development, processing, assembly, distribution, and administrative functions; flex space defined as "showroom" facilities with leasable side-by-side modules, each with private front and rear entrances, the front entrance of which is customer oriented serving office, showroom, or R & D activities and the rear entrance of which provides overhead door access for material receiving, processing/assembly, and distribution); wholesale trade; transportation, communication, and utility uses; and construction related businesses.
- **Purpose:** To designate areas where the use of the land will be reserved for the preservation, expansion, or new construction of regional mixed-use projects on individual or multiple parcels in accordance with the regulations of the appropriate Zoning Districts. Such uses may include retail/entertainment, office,

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residential, hotel and/or civic/cultural/recreation functions.

- **Rationale:** The Comprehensive Plan provides guidance for the Future Land Use of property within the Regional Mixed Use category, allowing for a mix of retail/entertainment, office, residential, hotel, and/or civic/cultural/recreation uses, and compatible light manufacturing, flex space, wholesale trade, transportation, communication, utilities, and construction related businesses. These areas were determined based on their location at the intersection of two major thoroughways, including an interstate highway; regional access; appropriate site size and dimensions; adjacency to supportive, compatible, or adequately buffered uses; and capacity to meet the City's future regional mixed-use needs.

## Parks & Open Space

- **Definition:** Public parks, trails, greenways, and undeveloped open space.
- **Purpose:** To designate areas where the use of the land will be reserved for the preservation, expansion, or improvement of public parks, trails, greenways, and undeveloped open space.
- **Rationale:** The Comprehensive Plan provides guidance for the Future Land Use of property within the Parks & Open Space category, limiting its use to public parks, trails, greenways, and open space, and generally prohibiting its use for any other type of development. These areas are generally reflective of the location of existing parks and open space, with some expansion in flood plain areas. These designated areas were determined to be of large enough size and of proper dimensions; adjacent to supportive, compatible, or adequately buffered uses; and in proper capacity to meet the City's future parks and open space needs.

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## Future Land Use Plan

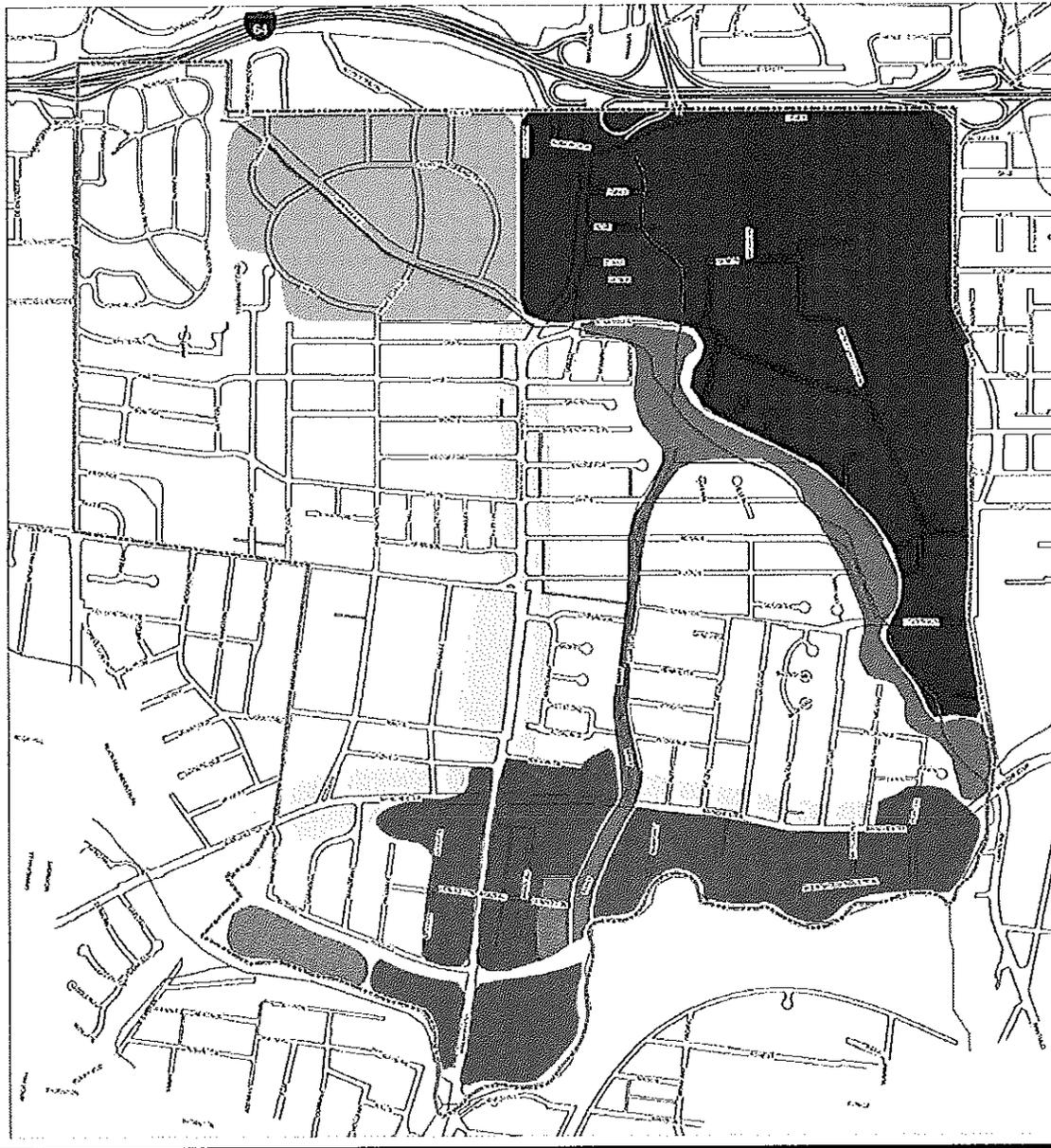
This section describes the proposed future land use plan for the City of Brentwood. Land use recommendations were based on a variety of factors, including public input and meetings and discussions with the Brentwood Comprehensive Plan Steering Committee, representatives from the Board of Aldermen, and members of the Brentwood Planning and Zoning Commission. Previous community plans, including the Comprehensive Plan as last amended in 1999, were reviewed to provide a framework for understanding changes in thought about land use relationships and the evolving trends in residential and commercial development and transportation systems. The Future Land Use Map adopted with this Plan serves as the framework for future land use and site development decisions. The Future Land Use Map is presented in Figure 5.

By its nature, the Future Land Use Map depicts land use categories in general terms. That is, they are not parcel specific. The land use map and plan are to be used to provide guidance during future land use deliberations with residents, businesses, developers, city staff, the City's Planning & Zoning Commission, and the Board of Aldermen. Through this more formal process, zoning becomes the implementation tool for the land use plan. Zoning changes will provide the legal mechanism for authorizing or denying actual changes in use of individual parcels.

Land use recommendations include single-family and multi-family residential neighborhoods, commercial mixed-use, and parks and open space. The commercial land use category is further divided into three sub-categories: neighborhood mixed use, community mixed use, and regional mixed use based on distinguishing scale and design characteristics, and location recommendations.

The **Industrial** land use category from previous Comprehensive Plans has been integrated into the Community and Regional Mixed Use categories as an eligible use as light manufacturing. **Community Facilities** (including Institutions) are recognized as eligible uses in all future land use categories except Parks & Open Space, and are not specifically identified on the map. This does not imply that the City intends to take action to redevelop or replace the current Community Facilities/Institutional uses with the future land use, but that if and when the current use is discontinued or a change in use is requested by the owner, the most appropriate new use is the one prescribed in the Future Land Use Plan.

**Figure 5—Future Land Use Plan Map**



**Land Use Categories**

- Single Family Residential
-  Multiple Family Residential
-  Neighborhood Mixed Use
-  Community Mixed Use
-  Regional Mixed Use
-  Park & Open Space



0 1,320 2,640 Feet

Source: St. Louis County  
Department of Revenue  
2002

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### **Single-Family Residential**

Single-Family Residential is the most prominent land use in the city, a trend that will continue through the planning time frame of this Plan. The City's single-family neighborhoods have differing characteristics that will provide some context for home improvements/expansions or new infill home construction. The current size of homes will likely influence home expansions or infill development. Home sizes range from neighborhoods of small parcel/small homes of less than 1,500 square feet to larger homes that are 2,500 square feet plus in the northwest portion of the city. Churches and schools are allowable uses within single-family residential neighborhoods. These facilities are a compatible land use with residential development giving residents an opportunity to walk to church and children an opportunity to walk or ride their bikes to school. Because of their location within single-family neighborhoods, these facilities would be appropriate locations for single-family redevelopment if it were determined by the owners that these facilities were no longer viable or needed at their present locations.

### **Multi-Family Residential**

Brentwood Forest, lying west of Brentwood Square, will be the only location for a designated Multi-Family Residential land use district. This 1,420 unit condominium development is bounded by single-family neighborhoods to the south and west, multi-family to the north, and regional mixed use (primarily retail and office) to the east. The existing multi-family land use at the northwest corner of Mary Street and Manchester Road will become part of

the Community Mixed Use land use district centered at the intersection of Manchester Road and Brentwood Boulevard. Because churches and schools are compatible with residential neighborhoods, these facilities would be allowed within multi-family neighborhoods. New higher-density residential in Brentwood would be appropriate for the commercial mixed use areas.

### **Commercial**

The concept of commercial land use has evolved since the 1991 Brentwood Comprehensive Plan and the subsequent amendments. The previous Plans focused on retail uses in the commercial land use category. Numerous communities in recent years have expanded the concept of commercial land use to include a mix of uses including office and residential. Because of Brentwood's central location and easy access to the regional transportation system, there has been an increase in demand for commercial establishments and housing. This Plan addresses those demands by revising the commercial land use category from the City's 1999 Plan and creating three commercial land use categories that reflect the demand for a mix of uses beyond traditional retail development. New commercial categories are Neighborhood Mixed Use, Community Mixed Use, and Regional Mixed Use. The Regional Mixed Use category replaces Planned Mixed Use from the 1999 Comprehensive Plan amendment.

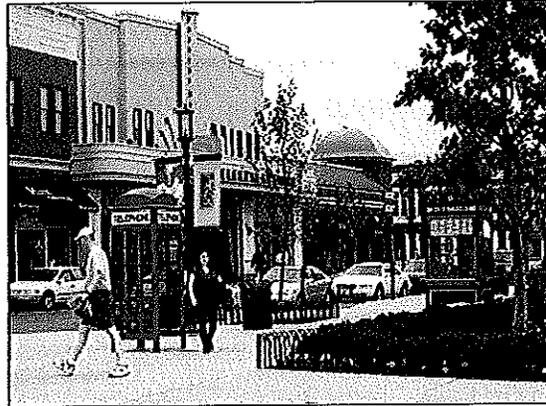
## Neighborhood Mixed Use

Neighborhood Mixed Use commercial areas are intended to serve local residents and are located along the arterial streets of Brentwood Boulevard (from Strassner Street south to Manchester Road), and the north side of Manchester Road (between Dorothy Street and Melvin Street). The Neighborhood Mixed Use areas are illustrated on the Preliminary Plan (Figure 5). Commercial establishments in Neighborhood Mixed Use areas generally have a trade area of approximately one mile in radius (5 to 10 minutes).

The Neighborhood Mixed Use land use districts extend to a depth of 200 feet on each side of the Brentwood Boulevard and Manchester Road rights-of-way to accommodate contemporary commercial/mixed use redevelopment and new development. This land use district provides planning guidance for the general depth of development; however, the resulting project site may actually be more or less than 200 feet. As discussed elsewhere in this plan, one of the City's goals is to minimize encroachment on residential land uses.

This mixed-use area will allow a variety of retail and service establishments that could include grocery stores, pharmacies, dry cleaners and restaurants. Other businesses that serve the daily needs of nearby residents could include doctor and dentist offices, insurance companies and child care. Civic functions such as the city hall complex, community center, and a post office are highly suited for Neighborhood Mixed Use areas. The Neighborhood Mixed Use area also allows for limited residential

development; primarily as second floor loft spaces. Loft spaces provide flexibility to be used for residential or office purposes.



*Example of Neighborhood Mixed-Use*

The Neighborhood Mixed Use area provides for revitalization, reuse and redevelopment of sites along the arterial corridors. Although these mixed-use districts are along arterials with high volumes of traffic, the building and site designs, and the streetscapes, should be enhanced to be pedestrian-friendly allowing pedestrian access between businesses in the public right-of-way. Enhancements to the Brentwood Boulevard and Manchester Road streetscape should be balanced between pedestrian safety and handling high traffic volumes. Curb cuts along Brentwood Boulevard should be discouraged; access to Neighborhood Mixed Use parking lots should be predominantly from side streets.

Project site and street enhancements would also provide a sense of place as a Neighborhood Mixed Use area for the City. Pedestrian enhancements could encourage visitors to combine trips and spend more time walking from one establishment to another instead of driving. Business establishments would

be oriented to the arterial roadway; however, because these commercial areas are intended to serve nearby residents, the pedestrian connections to bordering neighborhoods should be an integral component of site design and streetscape enhancements. Proximity to residential neighborhoods also will require an appropriate transition between land uses.

### Community Mixed Use

Community Mixed Use areas, as illustrated in Figure 5, are intended to provide Brentwood residents and residents of other nearby cities the opportunity to travel a short distance to patronize a larger-scale specialty retail district. These mixed-use districts would be based on the principle of serving residents of multiple neighborhoods, with a larger service area radius, offering retail chain stores and restaurants, hardware stores, office supplies and other such uses. The goal for establishing this commercial district would be to cluster similar-scale uses, reducing the amount of travel needed to reach retail and service establishments in scattered location throughout the city, and centering the district on the Brentwood Boulevard/Manchester Road and Hanley Road/Manchester Road intersections. Community Mixed Use development generally would be located at the primary intersections and on the south side of Manchester Road, while Neighborhood Mixed Use would be on the north side of the road outside the intersection-oriented areas.

By providing a larger-scale commercial district in the southern portion of the city, many Brentwood residents would have the option to walk, ride a bike, or drive to this commercial district. These districts

would incorporate pedestrian and vehicular connectivity to surrounding residential neighborhoods, bus stops and off-street parking, and provide appropriate transitions to residential neighborhoods. This district is intended to serve a larger customer base, resulting in larger volumes of traffic than the Neighborhood Mixed Use districts. To maximize safety of pedestrians and prevent automobile accidents, the number and location of curb cuts along Brentwood Boulevard and Manchester Road should be limited.

Similar urban design principles as Neighborhood Mixed Use districts would be required in Community Mixed Use districts. Enhancements to the Brentwood Boulevard and Manchester Road streetscapes should provide pedestrian safety as well as a sense of



*Example of Community Mixed-Use*

place. Because this commercial district is larger-scale than neighborhood-oriented commercial areas, larger public social spaces could be provided. Internal vehicular and pedestrian circulation should be accommodated to minimize the need for visitors to drive from one store to another in the same general area. Care should be taken during site design to ensure that the scale of development does not

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adversely affect bordering neighborhoods.

The scale of this type of commercial development would appropriately accommodate the development of housing on the upper floors of commercial buildings, or even as stand-alone buildings in mixed-use projects. This type of housing offers storeowners the opportunity to live above their establishment, for "live-work" options, or for persons looking for a more "urban" housing choice. The upper floor spaces could be loft spaces that would allow flexibility for use as housing or office space.

Light manufacturing land use south of Manchester Road is an allowed use under the new Community Mixed Use category. This area is within the Deer Creek floodplain, so reuse of existing structures would be the primary strategy when business ownership changes occur.

#### Regional Mixed Use

The City of Brentwood Comprehensive Plan, as amended in 1999, revised the Land Use Plan to add a Planned Mixed Use category. This land use area included all the property fronting on Eager Road from Brentwood Boulevard east to Hanley Road. The area also included all properties in the Hanley Industrial Court. The intent of the land use category was to allow a mix of commercial, entertainment, light manufacturing, office and residential uses in cohesive, planned developments. This Plan promotes a similar mix of land uses. Development trends are revealing that the demand for commercial and residential properties in this part of the metropolitan area is in

very high demand for development. In fact, as this Plan is being prepared, the portion of the Hanley Industrial Court that is located at the future Hanley Road/Strassner Street intersection is being redeveloped as a mixed-use (commercial, residential, office) area. The Regional Mixed Use area would be based on destination retail that serves a large portion of the St. Louis area. Brentwood already contains unique destination stores that attract customers from within Brentwood as well as from outlying cities and counties. A mix of unique and traditional regional retail establishments will likely provide the framework for the overall development of this area. However, over time, this area has the potential to be redeveloped as a mixed-use Mass Transit-Oriented Development (TOD) that takes advantage of mass transit at the MetroLink station, Metro bus stops, and regional highway access.

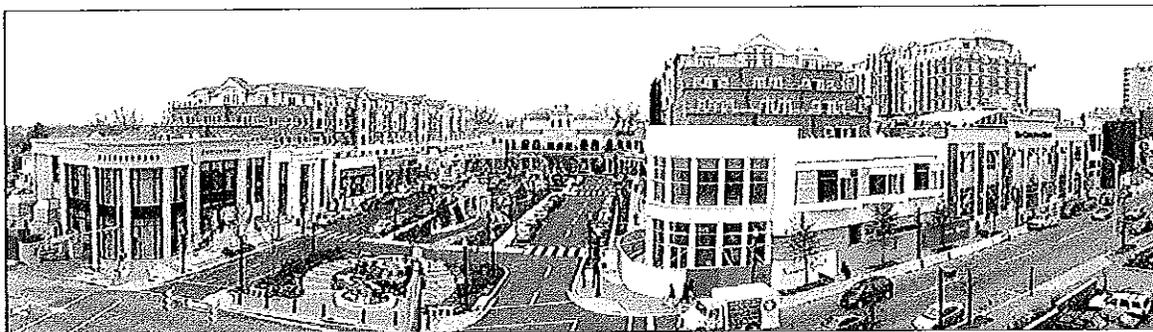
Regional Mixed Use would incorporate pedestrian and vehicular connectivity to the transit stops, and public open spaces such as squares and plazas would encourage socialization as well as a higher density of residential, commercial and office development. Big box retail could still anchor the district; however, the traditional "big-box" site plan should be altered to be more pedestrian orientated. An increase in residential and office uses would drive the need for neighborhood-scale retail and services to provide for the day-to-day needs of residents and workers in the area.

A TOD should be redeveloped within the Regional Mixed Use area based on proximity to the MetroLink station. Higher density development should

occur within one-quarter of a mile of the transit stop. The 1999 Plan amendment calls for buildings with a maximum height of eight floors for the area in the vicinity of the I-64/I-170 interchange. This density level could also be considered appropriate for the one-quarter mile TOD zone. The density level could be reduced to 2-5 floors in the one-half mile TOD zone. Although there could be varying levels of development density throughout the TOD, the basic principles of pedestrian and vehicular connectivity would be the same. Multi-family residential would be appropriate for this area as stand-alone condominium or townhouse developments and upper-floor loft spaces. Higher density single-family residential would also be appropriate in the one-half mile TOD zone.

The land use designation for the Hanley Industrial Court was changed to Planned Mixed Use in the 1999 Plan amendment and revised in this Plan to Regional Mixed Use. This designation still includes the opportunity for a mix of light manufacturing/warehouse and office space.

*Example of Regional Mixed Use*



**Parks and Open Space**

City residents express satisfaction with the Brentwood park system. The existing parks are nicely maintained and in relatively easy access for most residents. Residents also utilize local school grounds as parks and open space. A recently conducted needs assessment concluded that residents do not think that additional parkland acquisition is a high priority. Residents considered the highest priority to be continued enhancement of the existing park system with increasing opportunities for pedestrian connections to existing parks and schools. Enhancement of pedestrian connections should include connectivity to the regional greenway system, linking Brentwood Park and the Deer Creek Greenway to expand the opportunities to access the Brentwood and regional park system.

Although parkland acquisition is not the highest priority for residents, there may be opportunities to expand Memorial Park along Black Creek during redevelopment of Hanley Industrial Court; and to expand Norm West Park south to establish a physical link to the riparian habitat of Deer Creek and the proposed Deer Creek Greenway.

**Table 1—Summary of Land Use Categories**

<i>Land Use Category</i>	<i>Recommended Uses</i>
<b>Single-Family Residential</b>	<ul style="list-style-type: none"> <li>• Single-Family detached homes</li> <li>• Religious institutions</li> <li>• Schools</li> </ul>
<b>Multi-Family Residential</b>	<ul style="list-style-type: none"> <li>• Town homes</li> <li>• Condominiums</li> <li>• Apartments</li> <li>• Religious institutions</li> <li>• Schools</li> </ul>
<b>Neighborhood Mixed Use</b>	<ul style="list-style-type: none"> <li>• Convenience retail</li> <li>• Personal &amp; business services</li> <li>• Offices</li> <li>• Upper-floor multi-family residential</li> <li>• Civic functions</li> <li>• Religious institutions</li> <li>• Schools</li> </ul>
<b>Community Mixed Use</b>	<ul style="list-style-type: none"> <li>• Convenience &amp; specialty retail</li> <li>• Personal &amp; business services</li> <li>• Offices</li> <li>• Multi-family residential</li> <li>• Civic functions</li> <li>• Religious institutions</li> <li>• Schools</li> <li>• Light manufacturing</li> <li>• Warehousing</li> <li>• "Flex" office space</li> <li>• Wholesale trade</li> <li>• Transportation, Communications, Utilities</li> <li>• Construction businesses</li> </ul>
<b>Regional Mixed Use</b>	<ul style="list-style-type: none"> <li>• Neighborhood, specialty, and regional retail</li> <li>• Personal &amp; business services</li> <li>• Offices</li> <li>• Residential: <ul style="list-style-type: none"> <li>○ High density single-family residential</li> <li>○ Multi-family residential</li> </ul> </li> <li>• Civic functions</li> <li>• Religious institutions</li> <li>• Schools</li> <li>• Light manufacturing</li> <li>• Warehousing</li> <li>• "Flex" office space</li> <li>• Wholesale trade</li> <li>• Transportation, Communications, Utilities</li> <li>• Construction businesses</li> </ul>
<b>Parks and Open Space</b>	<ul style="list-style-type: none"> <li>• Active recreational facilities</li> <li>• Passive open spaces</li> <li>• Non-motorized trails</li> <li>• Storm water detention</li> </ul>

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## Plan Goal Statements & Implementation Strategies

This section presents the strategies that should be taken to implement the Plan. The key community planning topics identified through the Plan's public engagement process were: Residential, Commercial, Transportation, Infrastructure and Community Facilities, and Community Character. Goal Statements and their respective Implementation Strategies are provided for each of these planning topics. Within each topic area, Goal Statements are listed in the order by which they were ranked by the Comprehensive Plan public engagement participants. Through this method, the Goals truly reflect the priorities and ideals of Brentwood's residents.

## The Plan

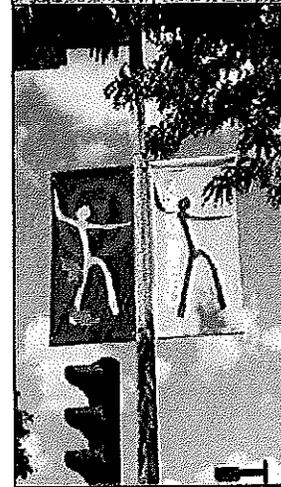
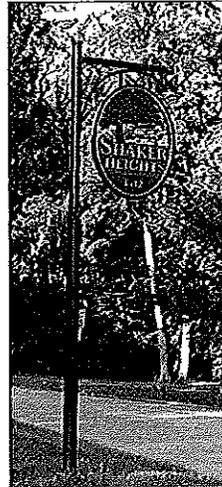
**Goal Statement: Adopt, adhere to, maintain and revise the Comprehensive Plan.**

- **Formally adopt the Comprehensive Plan by the Board of Aldermen.** Following successful completion of the comprehensive planning process, including review by the Planning and Zoning Commission, the Commission should recommend to the Board of Aldermen formal adoption of the Brentwood Comprehensive Plan. The Board of Aldermen should take action to formally adopt the Plan.
- **Refer to the Comprehensive Plan as guidance for development decisions by the Planning and Zoning Commission and Board of Aldermen.** The Comprehensive Plan should be used by the Planning and Zoning Commission and the Board of Alderman as a guidance tool when considering development/redevelopment and zoning decisions.
- **Conduct annual reviews and 5-year updates of the Comprehensive Plan.** The Plan should be reviewed by the Planning and Zoning Commission and City staff on an annual basis to monitor and ensure progress on Plan implementation. The Plan should be updated every five years (or less if the situation dictates) to ensure that Plan assumptions and recommendations reflect changes in market conditions and public desires.

## Residential

**Goal Statement: Encourage preservation of existing residential neighborhoods.**

- **Minimize conversion of neighborhood residential land use to non-residential use.** Preserve existing residential neighborhoods by minimizing the conversion of residential land uses to non-residential uses. Judicious review of non-residential development or redevelopment site plans should consider the impact on individual homes and the collective neighborhood fabric. Alternative or creative solutions to site planning, building design, and buffering should be carefully evaluated in situations where a change in land use is acceptable.
- **Strengthen neighborhoods by implementing neighborhood identity programs.** Strengthen the identity of residential neighborhoods with signage or entrance markers at gateways to individual neighborhoods. Banners on street lights can also be used as a place maker for neighborhoods.



*Neighborhood Entrance Markers*

- 
- **Create Neighborhood Associations.** The City should encourage and offer assistance in the formation of Neighborhood Associations. Associations can function as neighborhood liaisons with City Hall for public service issues and aid in implementation of neighborhood planning and urban design policies.

**Goal Statement: Promote owner-occupancy.**

- **Implement a residential marketing program to attract families to Brentwood.** Develop a marketing program that emphasizes the City school system, nearby shopping, and centralized location to young, family-oriented households. The marketing program should also highlight the benefits of long-term home ownership and the investment value in purchasing a home in Brentwood. The City should coordinate the marketing program with real estate brokerage companies, web-based real estate companies, local homebuilders, and local and regional economic development organizations.
- **Develop funding assistance for renters to become home owners and for new home buyers.** The City should investigate options for establishing or facilitating a home acquisition program (HAP). The program could assist individuals in purchasing homes through reduced closing costs, buy-downs on mortgage rate, or direct financing. Sources of funds could include pooling local bank resources, creation of a Community

Development Corporation financed through local investors, or public funds (such as grants, low interest loans, or general revenue funds).

- **Strongly enforce the City's Property Maintenance Code and Residential Occupancy Permit Program.** Provide adequate resources to aggressively implement Brentwood's Property Maintenance Code. Increased resources should result in an increase in inspections and strong enforcement program. The Property Maintenance Code should be updated to include commercial properties. The City should determine if a program should be initiated that would concentrate code enforcement where it is most needed.
- **Encourage owner-occupied multiple family projects over rental projects.** When evaluating multi-family development/redevelopment proposals, the City should promote the fact that it is primarily looking for owner-occupied units. Developers of multi-family developments should be encouraged to offer a high percentage of owner-occupied dwellings. This should also include the provision of family-sized units and amenities to attract families with children.

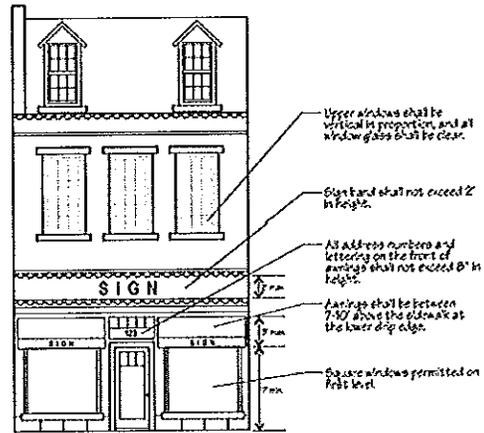
**Goal Statement: Promote compatibility between existing homes and new home construction.**

- **Develop design guidelines for the construction of new infill housing.** Design guidelines should be developed with public input to encourage the construction of community-compatible new single-family homes. As home ownership changes or families grow, new amenities in the home may be desired to accommodate modern lifestyles. When a significant investment in the existing home, either modernization or expansion, is not justifiable, new infill housing should be allowed. However, guidelines should be in place to ensure compatibility with community standards for homes and neighborhoods. Design guidelines (residential architectural standards) should be adopted and enforced through the Architectural Review Board process. Through this process, the City also should encourage the construction of moderately-priced and sized homes to continue to provide a range of housing options to local residents.

**Goal Statement: Preserve and expand existing moderately priced/moderately sized single-family homes.**

- **Develop design guidelines for the expansion of existing homes.** Guidelines should be established by the City to provide homeowners with guidance on allowable existing home expansion design standards based on a public input process. This may include maximum lot coverage, scale

and massing, building materials, and other more design specific criteria. These community-compatibility guidelines would be reviewed and administered by the City's Architectural Review Board and Planning and Zoning Commission.



*Sample of an Illustrated Design Guideline*

- **Provide funding program(s) for renovation and expansion of existing homes.** To meet the demands of modern lifestyles while protecting the cohesiveness of local neighborhoods, new investment in existing homes should be encouraged. The City should coordinate with other public and private agencies, institutions and governments to facilitate and/or establish a funding program(s) to assist homeowners with renovating and/or expanding their existing single-family homes (similar to, or in partnership with, the home acquisition program).
- **Establish a Local Historic Building/District preservation program.** The feasibility of a local historic building/district preservation program to conserve historically significant individual buildings,

homes, and districts should be evaluated.

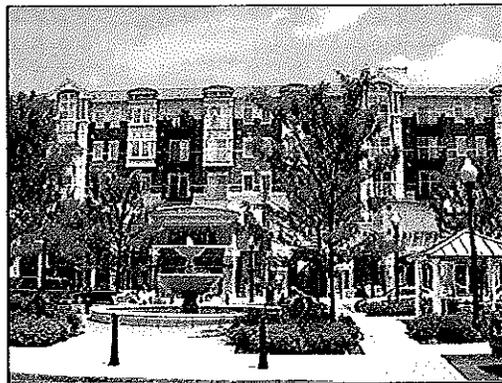
- **Explore the potential for designation of Historic Structure/District(s).** If a local preservation program is determined to be feasible, then coordinate with Neighborhood Associations and appropriate homeowners and property owners to inventory and evaluate residential or commercial areas with unique character to determine if they warrant establishment of a historic district or listing of individual structures in the landmark program and National Register of Historic Places. Not only would this preserve historically significant areas or places, but usually provides a motivation and context for neighborhood or commercial re-investments. Re-investment in historic structures or districts could be supplemented by federal grants, federal loans or tax credits.

**Goal Statement: Provide a mix of quality housing types to retain Brentwood residents and attract additional families, professionals, and seniors.**

- **Encourage new multiple-family projects that incorporate a varied housing mix in mixed use areas.** New multi-family development in mixed use areas should include a diversity of housing options to attract a population ranging from young professionals, to families, to seniors. Housing options could include single family attached villas and town homes, condominiums, and

apartments to serve the broad market.

- **Expand senior housing opportunities.** Encourage multi-family development that includes units with design considerations for seniors. This could be accomplished through development of multi-family projects that include a variety of housing options, or through development oriented to seniors (independent or assisted living) or older adults with no children.



*Mixed Use Development:  
Residential Over Commercial*

- **Mix multi-family residential in shop/work/play environments.** New multi-family development should be incorporated into mixed-use areas to provide residents the opportunity to walk or bike to shops, places of employment, entertainment venues, parks or trails. Multi-family housing within mixed-use areas would include living quarters above stores or offices, town homes, villas, condominiums, and apartments. Because this housing would generally have limited or no yards, the mixed-use area should provide appropriate outdoor public spaces for relaxation, socialization, and play.

## Commercial

**Goal Statement: Minimize the impacts of commercial redevelopment on existing residential neighborhoods.**

- **Provide adequate transitions/buffers from non-residential districts to single-family and multi-family neighborhoods.** Transitions to residential neighborhoods should be provided to alleviate visual and physical impacts, such as excessive traffic, noise, and light, from commercial districts. The elements of transitional areas will differ depending on the scale and intensity of commercial development. For example, the transition from a Community Mixed Use District would require a wider buffer area than a typical Neighborhood Mixed Use District.



*Landscape Buffer*

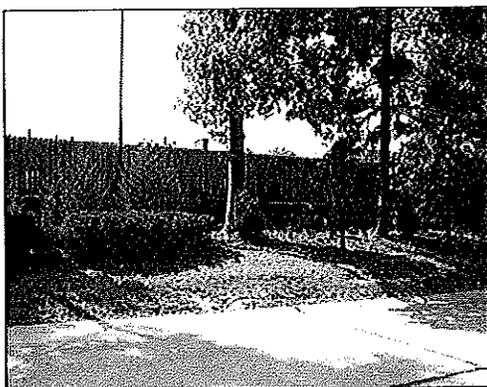
The following recommendations should be incorporated into mixed-use district design guidelines to ensure adequate transition or buffer areas between commercial land uses and residential land uses. Transitions and buffers should be part of the commercial use's building

and site design. The building and site design considerations should include building orientation, location of vehicular access and parking, building materials, and site landscaping and hardscaping.

- **Implement noise and light mitigation/abatement guidelines.** Update the City's zoning ordinance to incorporate performance standards to be adhered to by commercial developments for noise and light pollution. Performance standards would vary based on the intensity of development in the commercial district. For example, the transition area between a Regional or Community Mixed Use District and single-family residential would require a higher standard than the Neighborhood Mixed Use District.
- **Use mixed-use (commercial/residential) or higher-density single family residential as a transition between higher intensity commercial and single-family residential uses.** The transition area between higher intensity commercial mixed-use districts and residential neighborhoods could be developed as lower intensity mixed-use or higher-density single-family residential. This would mitigate some of the potential impacts to the surrounding neighborhood, provide additional housing opportunities, and supply additional customers for the businesses in the commercial district.

- **Require landscape and/or hard buffer between commercial and residential uses.** Elements of buffers could include landscaping with substantial fencing, open space or a small park. A combination of landscape and hardscape materials should be required in commercial developments where higher-density residential is not feasible as a land use transition between new commercial mixed-use development and residential neighborhoods.

The width of the buffer area would be dependent on the intensity of development. Plant materials should include a mixture of trees, shrubs, grasses and flowers that are native to this region and that provide year-round screening. Hardscaping should include fencing of substantial material and construction, and could include a combination of earth berms and constructed materials.



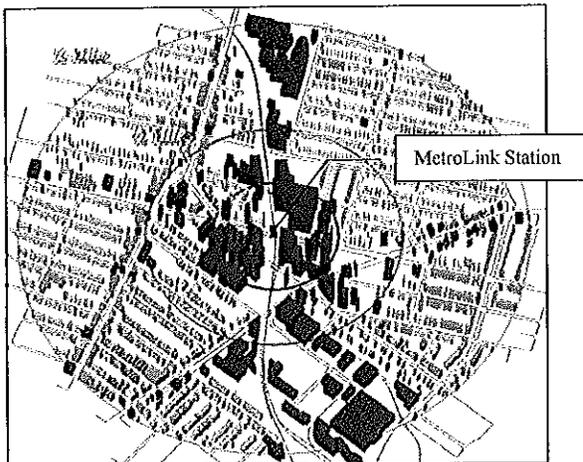
*Hardscape Buffer*

**Goal Statement: Ensure high quality design of proper character and scale in commercial districts.**

- **Develop design guidelines for each commercial mixed-use district.** The Comprehensive Plan establishes three commercial mixed-use districts, each with a differing scale of development character, audience, and density. Therefore, design guidelines for each of these three distinct commercial mixed-use districts should also be different.
  - **Neighborhood Mixed Use District.** The design guidelines for the Neighborhood Mixed Use District should focus on smaller scale, pedestrian oriented commercial uses along Brentwood Boulevard and Manchester Road. Design guidelines should respect the constraints of shallow parcel depths along these corridors, reuse of existing commercial buildings, and buffers to residential neighborhoods. Other important elements of the design guidelines should address the community's desire to create distinct places through signage, parking, streetscape improvements, building types, and setbacks along these corridors.
  - **Community Mixed Use District.** Design guidelines for Community Mixed Use Districts should also promote pedestrian oriented development, however because of the larger scale and higher-density of these districts additional design elements need

consideration, including but not limited to: limiting direct access from arterials, internal circulation, streetscape improvements for both exterior and interior roads, shared parking, building orientation and form, social spaces for special events, parks and natural resources (associated with Deer Creek), and signage.

- **Regional Mixed Use District.** A transit-oriented (TOD) development pattern should be the basis for design guidelines for the portion of this district that utilizes the MetroLink station as a focal point and maximizes pedestrian connections. The TOD development pattern should extend up to one-half mile from the MetroLink station. Design



*TOD Building Density*

guidelines for the entire Regional Mixed Use District should address numerous issues related to its large scale and intense commercial and light manufacturing use, including, but not limited to: access to the commercial district, internal

circulation, traffic calming, building form and orientation, parking, social/civic spaces for special events, parks and natural resources (associated with Black Creek), and multi-family and higher-density single-family housing.

- **Update Brentwood's Zoning Code.** Update the Zoning Code to allow and encourage the mixing of land uses and creative site design, in coordination with the design guidelines, in commercial mixed-use districts. In addition to allowing a mix of uses, the update should address building densities, setbacks, massing, buffers and transitions, parking, and signage for each proposed mixed-use district.
- **Consolidate existing commercial properties along Brentwood Boulevard and Manchester Road for redevelopment.** Where feasible, encourage business and/or land owner partnering or consolidation of existing parcels to achieve the required parcel depth and width for contemporary commercial redevelopment or development. Although reuse of existing commercial structures along Brentwood Boulevard and Manchester Road is encouraged, these corridors include a number of residential structures that were converted to commercial uses and other obsolete commercial forms. As the market dictates, these structures/parcels should be consolidated and redeveloped with new structures that meet the new Neighborhood Mixed Use District design guidelines.

- **Focus larger projects at key intersections along the corridors.** Redevelopment of Neighborhood and Community Mixed Use Districts will likely result in varying densities along the Brentwood Boulevard and Manchester Road corridors. Development density should be highest at signalized intersections, and less dense at non-signalized intersections and at mid-block locations between intersecting roadways.



**Figure 6—Signalized Intersections in Brentwood**

- **Build financial support mechanisms for commercial mixed-use districts.** Facilitate or establish funding program(s) to retain and improve existing commercial buildings, businesses, and commercial corridors/districts. Much-used programs in Missouri include Tax Increment Financing Districts (TIF), Transportation Development Districts (TDD), Business Improvement Districts (BID), Neighborhood Improvement Districts (NID), and locally-sponsored loan and grant programs. In addition to retaining and improving existing businesses, enhanced commercial district maintenance and security services could be funded through these programs.

- **Exercise the municipal power of eminent domain judiciously.** Eminent domain is the power of government (such as the City of Brentwood) to acquire private property for "public use" provided the owner receives "just compensation". In *Kelo v. City of New London* the U.S. Supreme Court held on June 23, 2005 that local governments can acquire people's homes and businesses for private economic development because the City's economic development plan was for a "public use". The Court also declared that states can further limit the eminent domain powers of their political subdivisions. Therefore, while the use of eminent domain is available to the City of Brentwood as a tool for assembling parcels of land for development, several conditions should be met. Development plans should be prepared and "carefully considered", the plan should

expressly discuss the anticipated "public benefit", and community sentiment on each proposed use of eminent domain should be judiciously weighed by the Board of Aldermen.

***Goal Statement: Provide walkable, pedestrian-oriented development and interconnections between commercial districts.***

- **Require greenspace and walkways connecting commercial districts and social spaces.** Enhance the marketability of commercial districts by requiring pedestrian and social amenities within and between commercial projects and districts. Pedestrian connections that are enhanced with amenities such as landscaping, benches and small plazas would improve community connectivity, reduce the number of trips in automobiles, provide for a healthier lifestyle, and encourage customers to spend more time in the commercial district.

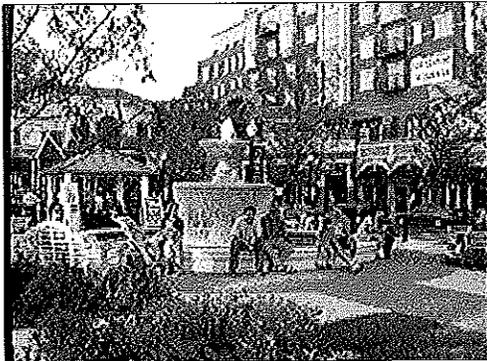


*Pedestrian Connection*

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***Goal Statement: Design places and activities for community interaction.***

- **Require new commercial developments to provide amenities for community interaction.** Social spaces will vary by character and density of development, however these spaces should be provided in all commercial mixed-use districts. Places where people can socialize could range from an outdoor seating area at a café or coffee shop in a Neighborhood Mixed Use District to a formal public plaza, performance area, or park in a Community or Regional Mixed Use District. Social spaces should be connected by sidewalks and bike trails that lead to other commercial districts, parks and residential neighborhoods.



*Public Plaza in a Mixed Use Area*

## Transportation

**Goal Statement: Enhance safe pedestrian and bicycle connectivity throughout the City.**

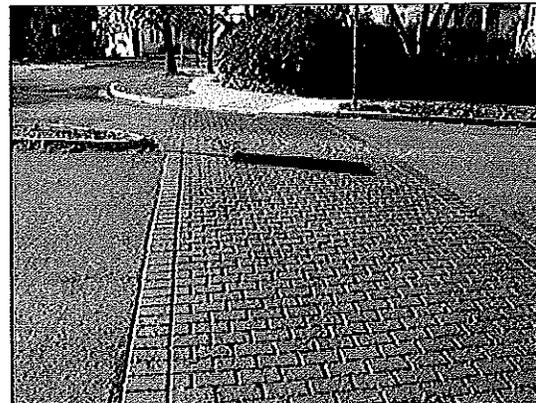
- **Create a safe pedestrian and bicycle network throughout the City.** Link neighborhoods with parks, schools, shopping areas, and community facilities through an integrated pedestrian circulation system that includes the following elements:
  - **Construct Sidewalks.** Sidewalks are not feasible in all areas of the community, particularly local roads within existing built-out residential neighborhoods, because street right-of-ways are narrow and front yard setbacks are shallow. However, sidewalks should be considered along all collector and arterial streets with the type of road influencing the width of the sidewalk. The arterial road system should be the primary location for sidewalks due to the location of commercial and community facilities and, therefore, higher pedestrian traffic demand. Sidewalks along those corridors should be wider than sidewalks along collector streets to accommodate the higher volumes of pedestrian traffic and sense of safety. To further enhance pedestrian safety along roads, a planting strip could be incorporated between the roadway and the sidewalk. Where appropriate, construction of new sidewalks should be coordinated with road improvements. The safe sidewalk

system will, in conjunction with crossing guards and the bicycle circulation system, provide a safe walk-to-school network.



*Rendering of Pedestrian Bump-Out from "St. Louis Downtown Streetscape Design Guidelines"*

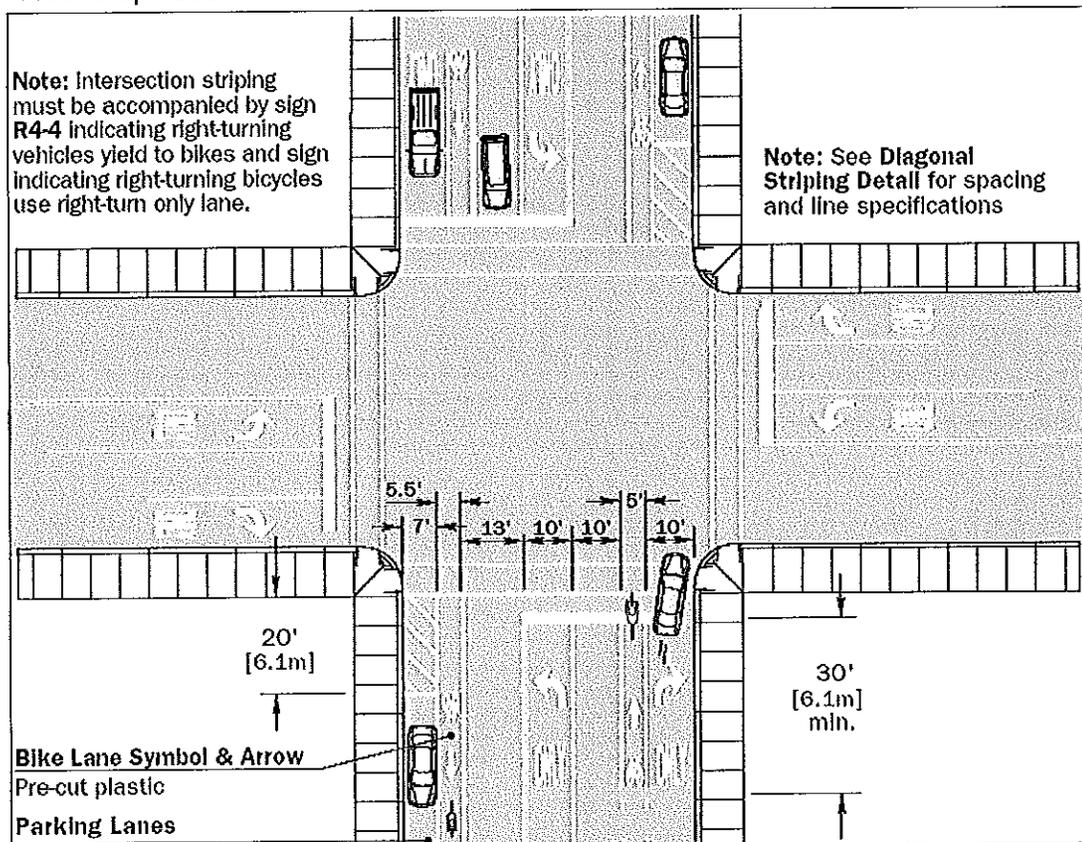
- **Traffic calming and pedestrian-friendly traffic signals.** Pedestrian safety is a major consideration at intersections, particularly in commercial districts where more pedestrian traffic is encountered. Traffic calming measures for intersections could include the use of appropriate crosswalk design, signs warning motorists that they are entering a pedestrian-friendly zone, roadside landscaping,



*Pedestrian Crosswalk Paver*

construction of medians where appropriate, and good street lighting. Because of high traffic volume and wide right-of-way width, Brentwood Boulevard and Manchester Road are barriers to pedestrian crossing. Pedestrian crossing of these arterial roads should be focused at signalized intersections that incorporate traffic calming measures and pedestrian-friendly signalization. The City should coordinate with St. Louis County Department of Highways and Traffic and MoDOT to evaluate the need for pedestrian-friendly traffic signalization and for new signalized intersections as redevelopment occurs.

- **On-street bike routes and bike lanes.** A comprehensive bicycle circulation system that includes bike routes and bike lanes would link bicyclists with parks, schools, mixed-use districts, other employment centers, and local and regional bike trails. Bike routes are routes on local streets that provide directional signage for bicyclists.

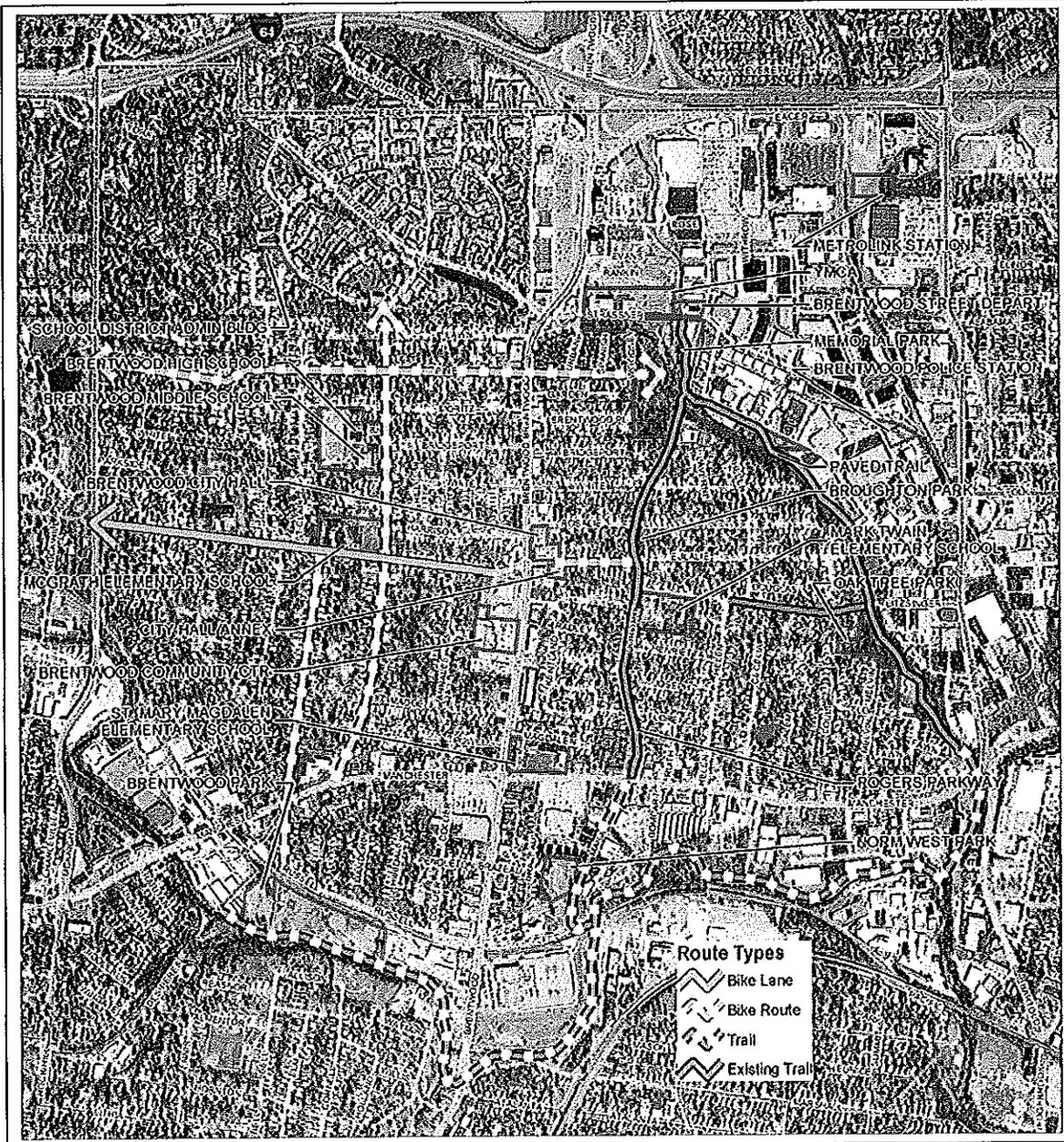


*Excerpt from "Bike Lane Design Guide" by Pedestrian and Bicycle Information Center and City of Chicago*

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Designated on-street bike routes providing east-west connections should be on Pine Street and Eulalie Street, east of Brentwood Boulevard. Designated north-south bike routes should use High School Street and Bremerton Street. Pedestrian crossing signalization would be required for the intersection of Manchester Road and Bremerton Street. Because there may be adequate right-of-way along Litzinger Road, this road should be evaluated for development of a bike lane, a portion of the roadway pavement with markings designating that space for bicyclists.

- **Bike trail system.** Develop an interconnected bike trail system to enhance movement throughout the City. The off-street trail system along Black Creek and Rogers Parkway should be connected to on-street bike routes to provide safe access to schools, parks, commercial district and Hanley Industrial Court. The extension of Rogers Parkway to the Deer Creek Greenway would require pedestrian-friendly signalization at the intersection of Mary Street and Manchester Road. The on-street bicycle circulation system should link to the City's trail system and the regional greenway system by continued coordination with the Great Rivers Greenway District and Bike St. Louis.

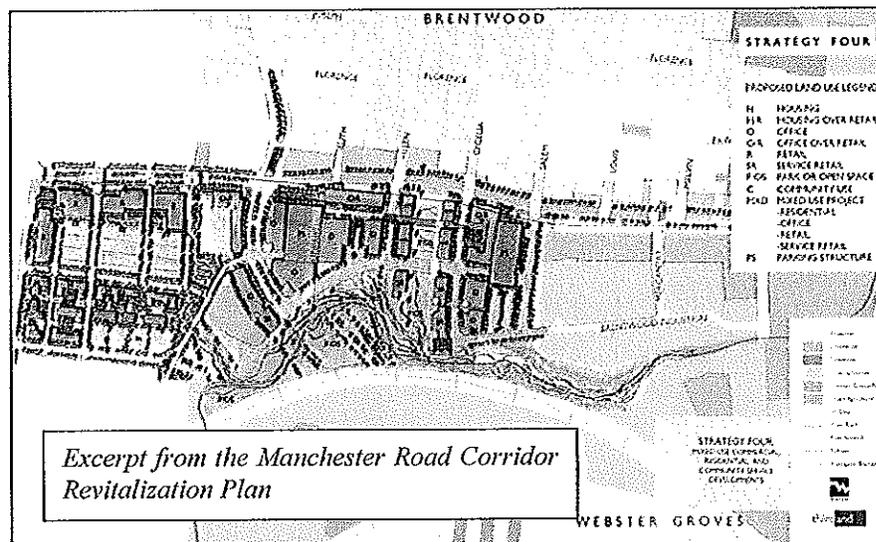


**Figure 7—Potential Bike Trail Network**

**Goal Statement: Promote measures and projects to reduce traffic congestion and physically improve arterial roads.**

- **Improve traffic flow within the I-64 Zone (Hanley Road, Eager Road, Brentwood Boulevard, I-170).** Improvements to the interchanges in the I-64 Zone will reallocate traffic volumes in this area that will ideally result in fewer vehicle conflicts within the zone. Other improvements that should be completed to reallocate traffic in this zone are to provide motorists with alternative routes to access the area. The backdoor route to the Promenade and Dierberg's Brentwood Pointe shopping areas should be improved with the completion of the Strassner Road extension between Brentwood Boulevard and Hanley Road. Additionally, the MetroLink should be marketed as a transit alternative to the automobile for persons in other communities wishing to shop and do business in this regional commercial district.

- **Improve traffic flow in the Manchester Road (MO 100) corridor.** The proposed construction of a new interchange at Hanley and Manchester Roads will aid traffic flow. Other options that should be evaluated for Manchester Road to eliminate hindrances to free-flowing traffic include construction of a median to limit left turns, expanding the turning capacity at intersections, permitting u-turns at signalized intersections, and limiting the number of entrances to mixed-use areas along the corridor.
- **Improve Manchester Road safety for vehicles and pedestrians.** Improvements to enhance vehicular safety should include building a curb and gutter system, minimizing curb cuts, limiting mid-block left hand turns, burying utilities, and removing other obstructions in the right-of-way. Pedestrian safety would be enhanced by construction of sidewalks with a planting strip, pedestrian-friendly traffic signalization, signage, medians, improved street lighting, and appropriate sight-lines. The City



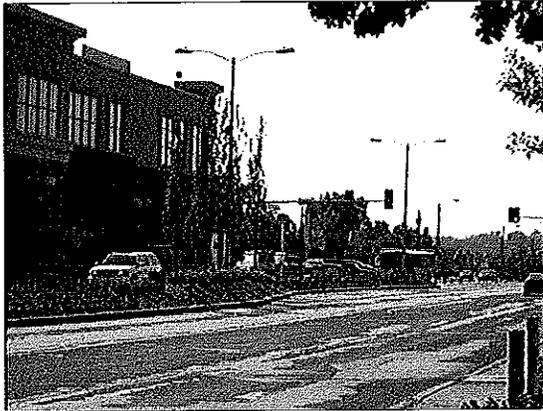
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should pursue the creation of a TDD to provide the local share of road reconstruction funding and work with MoDOT to improve Manchester Road. Alternatively, road improvements and streetscape improvements could be implemented as redevelopment occurs along Manchester Road.

- **Increase alternative routes for vehicles including new connections (especially east-west), throughways, and commercial cross-access.** Construct the Strassner Road extension to create a higher volume, east-west roadway that will extend from Hanley Road to Brentwood Boulevard. This roadway should help relieve east-west traffic congestion on Eager Road and Manchester Road. Strassner Road should become the spine for a new road system in the Regional Mixed Use area providing alternative routes for drivers wanting to access this area. As the commercial areas redevelop, internal cross-access between commercial establishments should be constructed for vehicular and pedestrian access.
- **Improve access to arterials from collector streets.** Coordinate the construction of additional turn lanes on signalized collector streets intersecting with arterials. Improvement to turn lanes from residential neighborhoods to arterial roads should be implemented during

redevelopment of the commercial corridors.

- **Reduce curb cuts and coordinate shared parking lots for multiple businesses.** Redevelopment of Manchester Road and Brentwood Boulevard will provide the opportunity to eliminate curb cuts, improve safety, and helping alleviate traffic congestion. Entrances to businesses along these corridors generally should be located off side streets. Shared parking lots should be encouraged for commercial establishments to reduce the amount of land, and potentially the parcel depth, required for individual commercial developments. When feasible, adjacent shared parking lots should be interconnected and the use of reciprocal use agreements between property or business owners encouraged.
- **Construct center-median boulevards on primary corridors.** Medians serve multiple functions along arterial roads. In conjunction with other streetscape amenities, landscaped medians provide an opportunity to create a “sense of place” along commercial corridors by visually connecting design elements on both sides of the road and along the corridor. Medians also help to alleviate traffic congestion and improve safety by limiting left turns to designated turning bays.



*Median on Brentwood Blvd.  
North of I-64*

**Goal Statement: Provide multi-modal transportation alternatives.**

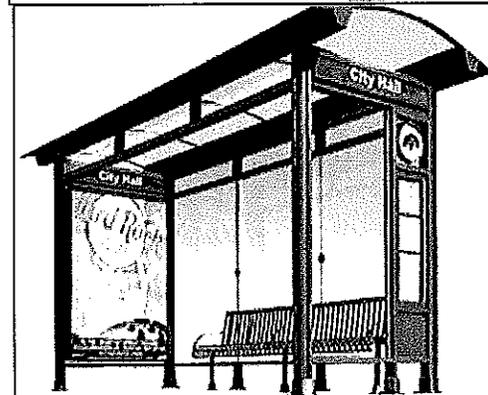
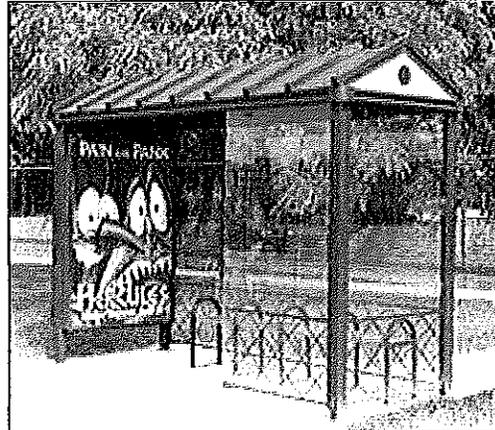
- **Implement traffic-calming measures to reduce cut-through traffic.** Alleviate cut-through traffic in residential neighborhoods by reducing the desire of motorists to choose a local street over a collector or arterial street. Traffic calming measures that could be used on streets where cut-through traffic is considered a problem include on-street parking, signage, additional stop signs at intersections, narrowed traffic lanes, curb bump-outs, and alternative road surface treatments.
- **Coordinate streetscape improvements with the State of Missouri and St. Louis County.** Continue to coordinate road improvements with MoDOT and St. Louis County Highways and Traffic to ensure that desired streetscape design elements will be evaluated and potentially incorporated in improvements to the I-64 Zone and the major arterials in Brentwood.
- **Improve pedestrian, bicycle, and vehicular access to the Brentwood and Maplewood MetroLink stations.** Develop pedestrian routes to MetroLink stations from residential neighborhoods and commercial districts. Sidewalks/pedestrian corridors should be developed from Hanley Road to both mass transit stations. This pedestrian link would connect neighborhoods and commercial areas on the east and west side of Hanley Road. Bike routes or lanes and sidewalks should be established on Strassner Road and all other roads in the Regional Mixed Use District and linked to on-street bike routes and dedicated trails that extend throughout the City of Brentwood. Coordinate with Metro to ensure that secure bike racks or storage bins are available at MetroLink stations. The City of Brentwood should coordinate with St. Louis County and the City of Maplewood to develop pedestrian connections from the southern portion of the regional commercial district to the Maplewood MetroLink station. The Strassner Road extension also should become an alternate route for motorists wishing to access the Brentwood MetroLink station parking structure.

- **Create a shuttle bus system serving the Brentwood and Maplewood MetroLink stations.** Coordinate with Metro to create a shuttle bus loop system that would circulate to numerous destination points. The shuttle bus should link Regional, Community, and Neighborhood Mixed Use Districts, residential neighborhoods, community facilities, MetroLink stations, Metro bus stops and bike trailheads. The shuttle bus route could be extended to adjacent community destinations such as the Galleria, The Boulevard and the Richmond Heights Community Center in Richmond Heights, downtown Maplewood, the planned commercial district at the intersection of Manchester Road and McKnight Road in Rock Hill, and the County's Tilles Park. The shuttle bus should include a bike rack to encourage use of the transit system to access regional bike trails.

- **Ensure that new mixed-use developments incorporate pedestrian access to MetroLink stations.** Development of a portion of the Regional Mixed Use District as a TOD community should emphasize maximum access to MetroLink stations. Pedestrian routes should include interconnected sidewalks and paths that extend throughout the mixed-use district.

- **Enhance public transportation access to mixed-use districts.** To increase the ease of use and desirability of public transportation options, commercial districts should have drop-off and pick-up sites incorporated into the development,

not segregated out on the arterial street. Transit stops should include pedestrian amenities to provide a safe and comfortable place to stand or sit with protection from the weather. Transit stops incorporated into mixed-use districts should be located near social establishments like coffee shops or cafes.



*Sample Transit Stop Shelters*

- **Evaluate the feasibility of a second Brentwood MetroLink station.** Monitor MetroLink ridership and success of the TOD at Strassner Road and, if warranted, resubmit for Transportation Improvement Program (TIP) funds to construct a second Brentwood MetroLink station at the intersection of Strassner Road and Hanley Road.

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## Infrastructure & Community Facilities

***Goal Statement: Improve the storm water management system.***

- **Separate sanitary and storm sewers to eliminate combined sewer overflows (CSO's).** Continue coordination with the Metropolitan Sewer District (MSD) to ensure that the citywide project to separate sanitary and storm sewers is completed.
- **Repair, replace, or enlarge the storm sewer system to reduce wet-weather overflows/backups.** Continue coordination with MSD to implement improvements to the storm water sewer system throughout the City.
- **Improve the storm water capacity of Black Creek and Deer Creek.** Continue coordination with MSD and the U.S. Army Corps of Engineers (USACE) on Black Creek flood mitigation projects and participate in regional efforts to increase Deer Creek's storm water capacity.

***Goal Statement: Improve community facilities for postal services, recreation/community services, public works, and fire protection.***

- **Locate a U.S. Post Office in Brentwood.** Brentwood residents lost a key element of a traditional City Center when the Brentwood branch of the U.S. Postal Service relocated to a temporary location in the Deer Creek Shopping Center. The City should continue to coordinate with the U.S. Postal Service to identify an appropriate

location within Brentwood. The Post Office should be centrally located within one of the Neighborhood or Community Mixed Use Districts. Ideally, a location along Brentwood Boulevard would bring back an important element of the City Center and be within walking distance of many residents.

- **Explore a new Community/Recreational Complex (RecPlex).** The City should evaluate the feasibility of developing a new indoor Community/Recreation Complex. The evaluation should include the community's desire for such a new facility, a cost-benefit analysis, financial feasibility of constructing and operating a community/recreation complex, and the most appropriate location for a new complex.
- **Relocate the City's Public Works Facility.** As the Regional Mixed Use District redevelops, the Public Works Facility should be relocated to a site better suited for its industrial function. Although the Public Works Facility functions as an industrial operation, the City should set an example in community character through the design of the facility and use of quality materials.
- **Expand the City's Fire Station.** The current fire station, part of the City Hall complex, should be expanded to accommodate modern equipment. The expansion would also provide some relief to occasional traffic congestion on Brentwood Boulevard by providing pull-through bays for the fire trucks.

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**Goal Statement: Ensure infrastructure meets the needs of the residential, commercial, and public service communities.**

- **Continually monitor and cause physical improvements to the City's infrastructure system.** Although some elements of the community infrastructure system are controlled by outside public agencies or private companies, the City of Brentwood is ultimately responsible for ensuring the needs of the community are met. This applies to the transportation system, storm water, sanitary sewer and water systems, communications, and the provision of emergency services. The City should take an active role in measuring these systems against the needs and desires of the residents and businesses, and when necessary, marshal the financial, political, and staff resources to cause change.

**Goal Statement: Ensure infrastructure operates efficiently and is cost-effective to the users.**

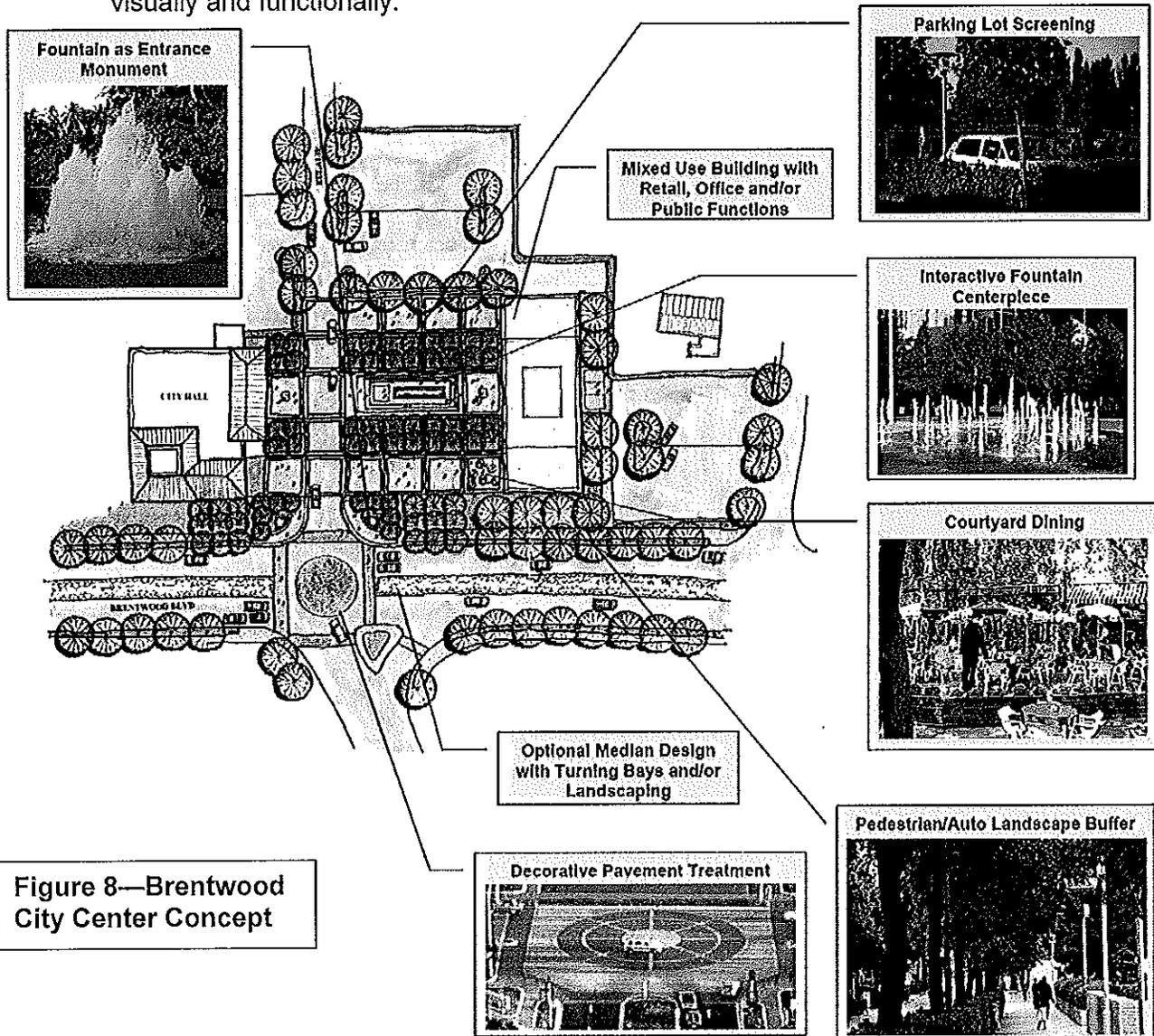
- **Continually monitor and improve the efficiency of the City's infrastructure system.** The City of Brentwood should adopt a philosophy of "continuous improvement" for the conduct of all City operations. Ensuring that public services and infrastructure are running as efficiently and cost-effectively as possible, given financial constraints, is the City's duty to its citizens. The City should look continuously for newer, better means of providing services and properly educate the residents on the service and cost implications so that community decisions can and will be made when warranted.

## Community Character

**Goal Statement: Create a "sense of place" in Brentwood.**

- **Establish a City Center.** A City Center in Brentwood would be appropriately located in a Neighborhood Mixed Use District. Ideally, a City Center at the intersection of Brentwood Boulevard and Litzinger Road would provide an anchor for the community, both visually and functionally.

City Center landscape materials, signage, and streetscape treatments should provide the basis for developing a city-wide theme for aesthetic improvements.



**Figure 8—Brentwood City Center Concept**

- **Establish a community signage program.** Develop a city-wide identity program that includes way-finding signs, gateway signage, and district identification for neighborhoods and commercial districts. Each commercial mixed-use district would have some unique graphic element; however the use of consistent materials and themes across districts would help establish a city-wide “sense of place” for Brentwood. An example would be to expand the practice reflected in the existing “gateways” designed into the City’s newer commercial developments. These gateways consist of monuments that contain common design elements such as brick, natural stone, a water feature, and the word “Brentwood” prominently displayed (e.g., Brentwood Square, Dierberg’s Brentwood Pointe, and The Meridian at Brentwood Square).

- **Provide public art.** A public art program should be established to further enhance the aesthetic amenities of the City. A public art program could be tied to the City’s Capital Improvement Program or through a One Percent for Art program. Public art spaces could be provided in the City Center, parks, City gateways, and in collaboration with commercial developers.
- **Prohibit billboards.** Billboards and all off-premises signs (signs advertising goods or services not located on the same site as the sign) should be prohibited within the City.
- **Encourage reuse of existing commercial and industrial structures.** Although redevelopment on many parcels will require construction of new buildings, the reuse of existing structures should first be considered as a viable option to demolition and new construction. Preservation and reuse of existing buildings should be encouraged where the character, style, scale, or unique intrinsic value of the building is preferable to a new construction alternative.
- **Minimize development impact on natural resources.** If redevelopment occurs in areas designated as 100-year floodplain of Black Creek or Deer Creek, coordinate with the USACE and property owner/developer to ensure that flood elevations are not negatively affected. Ultimately, the City’s goal should be to reduce the amount of development and impervious surfaces in floodplains and enhance riparian habitat.



*Gateways to be Enhanced*

- **Strengthen the role of the Architectural Review Board.**  
Increase the role of the Architectural Review Board as an advisory board to the Planning and Zoning Commission by adding commercial development review as part of the board's responsibilities. Utilizing architectural expertise would help ensure commercial development is built to community character design guidelines.
- **Encourage development of green buildings.** Encourage developers to construct new buildings that at least meet the minimum performance standards of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program. The City of Brentwood should participate in the green building program by constructing environmentally sustainable facilities when new facilities are required. Encourage the rehabilitation of existing structures to meet the performance standards of the LEED program and City commercial district design guidelines. Rehabilitation of public facilities should also meet LEED performance standards.

**Goal Statement: Provide a quality park system with links to the regional greenway system.**

- **Expand the City park system.**  
Because Brentwood has no opportunity to physically grow, creation of new park land is limited by current development. Identification of potential park expansions or acquisitions should be strategic so new park lands can serve more than one purpose.

Utilize redevelopment of commercial and light manufacturing areas as opportunities to create park lands in flood prone areas. Expanding the park system along the Black Creek and Deer Creek redevelopment areas could add amenities to the development itself and to the pedestrian and bike trail system. Expanding the park and open space system would also add additional wildlife habitat along the riparian corridors and reduce the amount of storm water runoff.

The City should consider acquiring existing private recreational facilities and grounds if or when they become available for purchase.

- **Incorporate school grounds and facilities into the neighborhood park system.** Develop a partnership with the Brentwood School District to facilitate additional improvements and joint use of school grounds and indoor athletic facilities.
- **Connect the City's pedestrian and bicycle circulation system to the regional greenway system.** The city-wide pedestrian and bicycle circulation system should provide access to the regional greenway and trail system by direct linkage to the Deer Creek Greenway. The connections could extend from Rogers Parkway and by developing a connection to the Deer Creek Greenway system through Brentwood Park. The City should continue to coordinate with the Great Rivers Greenway District to identify potential connections from the Black Creek trail to the Deer Creek Greenway.

**Goal Statement: Incorporate landscape/hardscape treatments in public and private improvement projects.**

- **Incorporate public amenities in public and private construction projects.** Public amenities should be designed and budgeted into every new construction or redevelopment project in the City. This should apply to public infrastructure projects such as road improvements, public buildings such as the fire station expansion, or commercial projects. Amenities could be as modest as an improved ornamental landscape design, an expanded or textured sidewalk, a bench and trash receptacle, ground or accent lighting, or a small water feature.
- **Incorporate trees and other plant material and sidewalks to enhance the streetscape.** The elements of landscape and hardscape should focus on aesthetic enhancement and provision of pedestrian and social amenities. When feasible, the list of plant materials should include plants native to the St. Louis region to minimize irrigation requirements. The plant list could include some non-native species, however the non-native species should be drought tolerant and be hardy enough for urban environments. Where appropriate, trees should be planted along sidewalks to provide pedestrians shelter from the sun.
- **Bury utility lines or move to the rear of properties.** Utility lines should be buried or relocated as redevelopment occurs along arterial corridors. The primary objective

should be to bury utilities to preclude any adverse visual impact on surrounding neighborhoods and to enhance the safety of motorists. The Manchester Road corridor should be a high priority for burying utilities.

- **Prepare a tree preservation ordinance.** Larger trees within the City should be cataloged and protected to the extent possible during redevelopment. A tree preservation ordinance would identify the type and size of trees to be protected.

**Goal Statement: Provide for a hierarchy of landscape/streetscape treatments along public roads in Brentwood.**

- **Prepare design guidelines for landscaping/streetscaping for arterial and collector street corridors.** Prepare design guidelines for arterials and collector streets to establish consistency of plant materials and hardscape materials for different street cross-sections. Streetscape design guidelines should be prepared concurrently with the design guidelines for the three mixed-use districts.
  - Continue coordination with MoDOT regarding streetscape treatments and gateway signage as the state agency prepares final designs for I-64 improvements and future improvements to Manchester Road.
  - Coordinate with the St. Louis County Department of Highways

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and Traffic, Richmond Heights, and Maplewood regarding proposed streetscape improvements along Hanley Road.

***Goal Statement: Improve the aesthetics of commercial and industrial properties along arterials.***

- **Encourage commercial façade renovations along corridors.**  
Retail, office and light manufacturing along major arterials should be held to a high standard to enhance the image of the City. Building owners should be encouraged to improve building facades when necessary. The City should consider sponsoring a façade improvement program to assist with funding improvement projects. Any façade improvements should meet the minimum requirements provided in the design guidelines for each mixed-use district.
- **Update transitional yard requirements in Brentwood's Zoning Code.** Enhance landscape/hardscape requirements in the City's Zoning Code by providing a listing of appropriate plant materials and hardscape materials that should be used in construction of transitional yards between commercial establishments and residential neighborhoods.
- **Develop a "Green Lot" program.** Encourage building owners to replace underutilized parking/paved surfaces with landscaping and other pedestrian amenities. A "Green Lot" program would also provide some reduction of storm water runoff.

**Table 2—Summary of Plan Implementation Strategies and Partners**

<i>Plan Strategies</i>	<i>Brentwood Board of Aldermen</i>	<i>Brentwood Planning &amp; Zoning Commission</i>	<i>Brentwood Architectural Review Board</i>	<i>Brentwood Staff</i>	<i>St Louis County</i>	<i>Missouri Department of Transportation (MoDOT)</i>	<i>Metro</i>	<i>Great Rivers Greenway District (GRG)</i>	<i>Metropolitan Sewer District (MSD)</i>	<i>U.S. Army Corps of Engineers (USACE)</i>
<b>THE PLAN</b>										
• Formally adopt the Comprehensive Plan by the Board of Aldermen.	●	●		●						
• Refer to the Comprehensive Plan as guidance for development decisions.	●	●		●						
• Conduct annual reviews and 5-year updates of the Comprehensive Plan.	●	●		●						
<b>RESIDENTIAL</b>										
• Minimize conversion of neighborhood residential land use to non-residential use.	●	●		●						
• Strengthen neighborhoods by implementing neighborhood identity programs.	●	●		●						
• Create Neighborhood Associations.	●			●						
• Implement a residential marketing program to attract families to Brentwood.	●			●						
• Develop funding assistance for renters to become home owners and for new home buyers.	●			●	●					
• Strongly enforce the City's Property Maintenance Code and Residential Occupancy Permit Program.	●			●						

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• Encourage owner-occupied multiple family projects over rental projects.	•	•	•	•						
• Develop design guidelines for the construction of new infill housing.	•	•	•	•						
• Develop design guidelines for the expansion of existing homes	•	•	•	•						
• Provide funding program(s) for renovation and expansion of existing homes.	•			•	•					
• Establish a Local Historic Building/District program.				•						
• Explore the potential for designation of Historic Structure/District(s).				•						
• Encourage new multiple-family projects that incorporate a varied housing mix in mixed use areas.	•	•		•						
• Expand senior housing opportunities.	•	•		•						
• Mix multi-family residential with shop/work/play environments.		•		•				•		

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<b>COMMERCIAL</b>										
• Provide adequate transitions/buffers from non-residential districts to single-family and multi-family neighborhoods.		●	●	●						
• Implement noise and light mitigation/abatement guidelines.		●		●						
• Use mixed-use (commercial/ residential) or higher density single family residential as a transition between higher intensity commercial and single family residential uses.		●		●						
• Require landscape and/or hard buffer between commercial and residential uses.		●		●						
• Develop design guidelines for each commercial mixed use district.		●	●	●						
• Update Brentwood's Zoning Code.	●	●	●	●						
• Consolidate existing commercial properties along Brentwood Boulevard and Manchester Road for redevelopment.		●		●	●					
• Focus larger projects at key intersection nodes along the corridors.		●		●						

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<b>Plan Strategies</b>										
<ul style="list-style-type: none"> <li>• Build financial support mechanisms for commercial mixed use districts.</li> </ul>	●			●	●					
<ul style="list-style-type: none"> <li>• Exercise the power of eminent domain judiciously.</li> </ul>	●			●						
<ul style="list-style-type: none"> <li>• Require greenspace and walkways connecting commercial districts and social spaces.</li> </ul>		●		●						
<ul style="list-style-type: none"> <li>• Require new commercial developments to provide amenities for community interaction.</li> </ul>		●		●						
<b>TRANSPORTATION</b>										
<ul style="list-style-type: none"> <li>• Create a safe pedestrian and bicycle network throughout the City.</li> </ul>		●		●	●	●		●		
<ul style="list-style-type: none"> <li>• Construct sidewalks.</li> </ul>		●		●	●	●				
<ul style="list-style-type: none"> <li>• Traffic calming and pedestrian-friendly traffic signals.</li> </ul>		●		●	●	●				
<ul style="list-style-type: none"> <li>• On-street bike routes and bike lanes.</li> </ul>		●		●	●	●		●		
<ul style="list-style-type: none"> <li>• Bike trail system.</li> </ul>		●		●				●		
<ul style="list-style-type: none"> <li>• Improve traffic flow within the I-64 Zone (Hanley Road, Eager Road, Brentwood Boulevard, I-170).</li> </ul>		●		●	●	●	●			
<ul style="list-style-type: none"> <li>• Improve traffic flow in the Manchester Road (MO 100) corridor.</li> </ul>		●		●	●	●				
<ul style="list-style-type: none"> <li>• Improve Manchester Road safety for vehicles and pedestrians.</li> </ul>		●		●		●				

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<ul style="list-style-type: none"> <li>• Increase alternative routes for vehicles including new connections (especially east-west), throughways, and commercial cross-access.</li> </ul>	●	●		●						
<ul style="list-style-type: none"> <li>• Improve access to arterials from collector streets.</li> </ul>				●	●	●				
<ul style="list-style-type: none"> <li>• Reduce curb cuts and coordinate shared parking lots for multiple businesses.</li> </ul>		●		●	●	●				
<ul style="list-style-type: none"> <li>• Construct center-median boulevards on primary corridors.</li> </ul>	●	●		●	●	●				
<ul style="list-style-type: none"> <li>• Implement traffic-calming measures to reduce cut-through traffic.</li> </ul>		●		●						
<ul style="list-style-type: none"> <li>• Coordinate streetscape improvements with the State of Missouri and St. Louis County.</li> </ul>	●			●	●	●				
<ul style="list-style-type: none"> <li>• Improve pedestrian, bicycle, and vehicular access to the Brentwood and Maplewood MetroLink stations.</li> </ul>		●		●	●	●	●	●		
<ul style="list-style-type: none"> <li>• Create a shuttle bus system serving the Brentwood and Maplewood MetroLink stations.</li> </ul>	●			●	●	●	●			

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<b>Plan Strategies</b>										
<ul style="list-style-type: none"> <li>• Ensure that new mixed-use developments incorporate pedestrian access to MetroLink stations.</li> </ul>		●		●			●			
<ul style="list-style-type: none"> <li>• Enhance public transportation access to mixed-use districts.</li> </ul>				●			●			
<ul style="list-style-type: none"> <li>• Evaluate the feasibility of a second Brentwood MetroLink station.</li> </ul>	●	●		●			●			
<b>INFRASTRUCTURE AND COMMUNITY FACILITIES</b>										
<ul style="list-style-type: none"> <li>• Separate sanitary and storm sewers to eliminate combined sewer overflows (CSO's).</li> </ul>				●					●	
<ul style="list-style-type: none"> <li>• Repair, replace, or enlarge the storm sewer system to reduce wet-weather overflows/backups.</li> </ul>				●					●	
<ul style="list-style-type: none"> <li>• Improve the storm water capacity of Black Creek and Deer Creek.</li> </ul>				●					●	●
<ul style="list-style-type: none"> <li>• Locate a Post Office in Brentwood.</li> </ul>	●	●		●						
<ul style="list-style-type: none"> <li>• Explore a new Community/ Recreational Complex (RecPlex).</li> </ul>	●			●						
<ul style="list-style-type: none"> <li>• Relocate the City's Public Works Facility.</li> </ul>	●	●		●						

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<b>Plan Strategies</b>										
• Expand the City's Fire Station.	●			●						
• Continually monitor and cause physical improvements to the City's infrastructure system.				●						
• Continually monitor and improve the efficiency of the City's infrastructure system.				●						
<b>COMMUNITY CHARACTER</b>										
• Establish a City Center.	●	●		●						
• Establish a community signage program.		●	●	●						
• Provide public art.	●		●	●						
• Prohibit billboards.		●		●						
• Encourage reuse of existing commercial and industrial structures.	●	●		●						
• Minimize impact to natural resources.		●	●	●						●
• Strengthen role of Architectural Review Board.	●	●	●	●						
• Encourage development of green buildings.	●	●	●	●						
• Expand the City park system.	●			●				●		
• Incorporate school grounds and facilities into the neighborhood park system.	●			●						

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<ul style="list-style-type: none"> <li>• Connect the City's pedestrian and bicycle circulation system to the regional greenway system.</li> </ul>				●				●		
<ul style="list-style-type: none"> <li>• Incorporate public amenities in public and private construction projects.</li> </ul>		●		●	●	●	●		●	●
<ul style="list-style-type: none"> <li>• Incorporate trees and other plant material and sidewalks to enhance the streetscape.</li> </ul>		●		●	●	●				
<ul style="list-style-type: none"> <li>• Bury utility lines or move to the rear of properties.</li> </ul>				●	●	●				
<ul style="list-style-type: none"> <li>• Prepare a tree preservation ordinance.</li> </ul>	●	●	●	●						
<ul style="list-style-type: none"> <li>• Prepare design guidelines for landscaping/streetscaping for arterial and collector street corridors.</li> </ul>	●	●		●	●	●				
<ul style="list-style-type: none"> <li>• Encourage commercial façade renovations along corridors.</li> </ul>	●	●		●						
<ul style="list-style-type: none"> <li>• Update transitional yard requirements in the Zoning Code.</li> </ul>	●	●		●						
<ul style="list-style-type: none"> <li>• Develop a "Green Lot" program.</li> </ul>		●		●						