

*The*  
*Comprehensive Plan*  
*for the*  
*City of Green Park*



**GREEN PARK BOARD OF ALDERMEN**

**FEBRUARY 5, 2013**

**BY THE  
CITY OF GREEN PARK PLANNING AND ZONING COMMISSION**

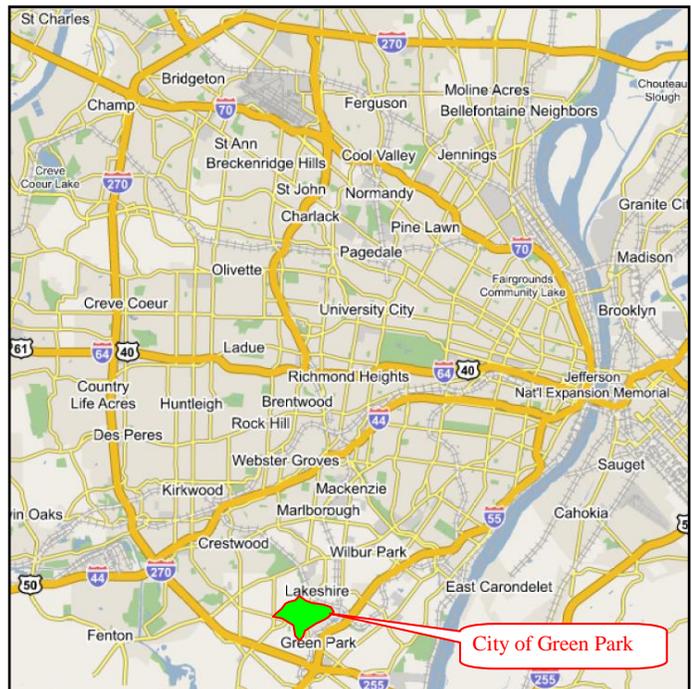
## TABLE OF CONTENTS

	<u>PAGE</u>
<b>1.0</b> Purpose of the Comprehensive Plan	1
<b>2.0</b> Development Policies	2
<b>3.0</b> Future Land Use and Transportation Plan	6
<b>4.0</b> Existing Conditions and Trends	8
Future Land Use Map	Tab 1
Existing Land Use Map	Tab 2

## 1.0 PURPOSE OF THE COMPREHENSIVE PLAN

The Comprehensive Plan is intended to help guide decisions regarding the City's physical development. It provides the basic development policies and land use recommendations upon which future refinements can be made as the City's development policy evolves. Likewise, the Comprehensive Plan serves as a generalized land use foundation for the City's zoning code.

The City of Green Park is strategically located in the suburban south St. Louis County area between I-55, Lindbergh Boulevard, Tesson Ferry Road and the Gateway Trailnet property. The City's population is estimated at 2,622 and is largely "built-out" with relatively few undeveloped parcels remaining. However, the City's Planning and Zoning Commission and its Board of Aldermen still face a number of development policy decisions. The planning process that produced this Comprehensive Plan was prepared in a manner to ensure that the policies and input that formed the basis of the City's Initial Comprehensive Plan were carried forward into this plan.



When a request for new development, redevelopment or rezoning approval is presented to the City, it is intended that one of the first considerations will be to evaluate the conformance of the requested approval with the policies and future land uses recommended in this Plan. The Comprehensive Plan is, by necessity, broad in scope and cannot anticipate all future conditions or market factors influencing development and redevelopment demand. However, the City's general policies regarding development, growth, and land use are clearly outlined in this document and are intended to be used as a guide for evaluating development, redevelopment, and rezoning requests.

Like any plan, this Comprehensive Plan will require review and updating. Thus, the Planning and Zoning Commission will on an annual basis review the plan and make any needed revisions. A copy of those revisions will be sent to the Board of Aldermen. This will ensure that the plan reflects the inevitable evolution and refinement of the City's development policies.

## **2.0 DEVELOPMENT POLICIES**

The most important reason underlying the City's incorporation was the desire to more effectively control the community's "destiny" and physical development. Residents recognized that the character of their community and their own quality of life are often influenced dramatically by the type, scale, and quality of development and redevelopment permitted in and near their neighborhoods.

This section of the Comprehensive Plan outlines development policies intended to protect the City's community character and quality of life while providing economic opportunities for future residential and non-residential development. The policies were distilled from ideas, recommendations, and discussions at a series of public workshops, planning committee meetings, open Planning and Zoning meetings, and numerous development proposals, plans, and completed projects over the first ten (10) years of the City's existence. The policies have been organized under four (4) basic categories:

- 1. General Planning Policies**
- 2. Land Use Policies**
- 3. Transportation Policies**
- 4. Implementation Policies**

For each of these four (4) categories, a general goal has been identified along with a number of policies to help achieve that goal.

### **2.1 GENERAL PLANNING POLICIES**

*Goal: To maintain the quality and character of the City's residential neighborhoods while encouraging quality commercial and light industrial development and redevelopment to strengthen the community's tax base and employment opportunities.*

Policies:

- 2.1.1** Preserve, reinforce, and upgrade existing residential neighborhoods by preventing the incursion of non-residential uses into residential areas, by encouraging new residential development, and by adopting housing maintenance codes.
- 2.1.2** Encourage new commercial and light industrial development and redevelopment in areas buffered from existing or future residential areas.
- 2.1.3** Permit and encourage the upgrading/redevelopment of existing commercial establishments and properties along Lindbergh Boulevard and Lin Ferry Drive pursuant to site development plan review by the City.

- 2.1.4** Utilize the Comprehensive Plan as a guide for evaluating development, redevelopment, and rezoning requests and proposals.
- 2.1.5** The Comprehensive Park & Open Space Plan is a subpart of this Comprehensive Plan and is incorporated herein by reference.
- 2.1.6** Support residents in adjacent neighborhoods outside of the City of Green Park in efforts to preserve the residential character of their neighborhoods. If appropriate, this would include annexation to further preserve the character of the City's residential areas as well as those of surrounding areas.

## **2.2 LAND USE POLICIES**

*Goal: To preserve the character and property values of the City's existing and future residential neighborhoods, commercial areas, and institutional uses by minimizing the impacts from non-compatible uses.*

Policies:

- 2.2.1** The Future Land Use Map, attached as Tab 1, illustrates many of the policies described below.
- 2.2.2** The Burlington Northern Railroad right-of-way should serve as a demarcation line and buffer between existing and future residential properties to its northwest and the light industrial/office/commercial uses to its southeast.
- 2.2.3** All existing residentially-zoned areas within the City should remain residential.
- 2.2.4** The future land use for all lots fronting the north side of Yuma Drive and the east side of Flori Drive should be residential as illustrated on the Future Land Use Map (see page 9).
- 2.2.5** The future land use for all properties fronting Green Park Road and Kohrs Lane west of the Burlington Northern Railroad right-of-way should be single family residential, including the property occupied by St. Louis County Highway Maintenance (the only exceptions being Clydesdale Park and the Green Park Gardens apartments and the nursing home and its residential center).
- 2.2.6** Properties along Lin Valle Drive, Old Green Park Road, Green Park Road (east of the Burlington Northern Railroad), and within the Green Park Commerce Center (formerly known as Alpha Portland Cement/Quarry site) should in the future be used, developed or redeveloped for light industrial, warehouse or other related planned commercial uses that are compatible in character,

scope, and intensity with the existing type of uses in the area and subject to a site development plan review process in the zoning code.

- 2.2.7** Properties along Lindbergh Business Court and South Towne Square (north of 11157 and 11158 Lindbergh Business Court) should in the future be used and developed for office and service commercial uses with their development subject to the site development plan review process in the zoning code. (Note: Though some office or service commercial uses might be accommodated either in this area or in the area described in 2.2.6, the intent is that the area described in 2.2.6 would be more suitable for light industrial type uses, some requiring outdoor storage and larger truck access. The area described in section 2.2.7 already has the character of an office/service commercial area and is best suited to accommodate additional uses of this type).
- 2.2.8** The existing Clydesdale Park and the Gateway Trailnet property should remain as recreational uses for Green Park residents and others.
- 2.2.9** The Comprehensive Park & Open Space Plan shall guide the maintenance and development of future green and open space within the City.
- 2.2.10** Properties along Lindbergh Boulevard and, to some extent, Tesson Ferry Road presently serve as highway-oriented retail while the properties along Lin Ferry Drive presently serve as light retail. These areas serve as commercial uses and should remain as is in the future. Though it is anticipated and hoped that these properties will continue to be improved, upgraded, and redeveloped as market conditions dictate, they should not be allowed to extend further into residential areas as a part of their improvement.
- 2.2.11** The future development and uses along Lin Ferry Drive, because it is a short, two-lane, lighter traffic street than Lindbergh Boulevard and Tesson Ferry Road, is more conducive to uses attracting the walking public who, although they may access the area via a motor vehicle, should be encouraged by the types of uses along Lin Ferry Drive to move from store to store without using a vehicle. A future comprehensive re-development of this area might be conducive to pedestrian-oriented uses such as restaurants (without drive-through windows), coffee shops, bookstores, gift and card shops and other compatible light retail uses that incorporate pedestrian ways if and where possible.

## 2.3 TRANSPORTATION POLICIES

*Goal: To provide adequate access to, around, and through the City while minimizing non-residential and cut-through traffic in residential areas.*

Policies:

- 2.3.1 Access to the residential areas north of Southtowne Farms should be via Kohrs Lane or Green Park Road. Access to the Village at Green Park Subdivision should be primarily from Kohrs Lane, although a future access via a realigned Yuma Drive connecting to Yuma Place as a part of any additional comprehensive development or redevelopment of the area along private Yuma Drive is desirable.
- 2.3.2 There should be no future grade crossings of the Burlington Northern Railroad tracks within the City.
- 2.3.3 There should be no access or egress to Green Park Road west of the Burlington Northern Railroad right-of-way from any non-residential uses north of Green Park Road, except for cultural or recreational purposes.
- 2.3.4 The concepts of a Metro light-rail extension serving Green Park is viewed, generally, as a positive transportation improvement. However, no appropriate sites exist for stations within the present City boundaries. A potential future Metro station site may exist along the Burlington Northern Railroad right-of-way just south of Lindbergh Boulevard as shown on the Future Land Use Map (See Tab 1).
- 2.3.5 Access to the Green Park Commerce Center (formerly known as the Alpha Portland Cement/Quarry site) should be via Green Park Industrial Drive.
- 2.3.6 The Comprehensive Park & Open Space Plan shall guide accomplishing the coordinated development of access to existing parks and current/future green and open spaces within the City.

## 2.4 IMPLEMENTATION POLICIES

*Goal: To ensure that the policies adopted as a part of the Comprehensive Plan are ultimately implemented by the City. In some cases this simply will mean relying upon the plan to help make decisions regarding new development, roadways and other physical development issues. In other cases it will require preparing and adopting additional codes and ordinances to carry out the intent of the plan.*

Policies:

- 2.4.1** The City's zoning code should be consistent with the policies set forth in this plan.
- 2.4.2** The zoning code should continue to be tailored to the special circumstances affecting the City and its residents, property owners, and businesses.
- 2.4.3** The zoning code should continue to require that all new development and redevelopment be subject to site development plan review. The only exception to this requirement is with individual single-family homes.
- 2.4.4** All light industry/business and office/business areas indicated on the Future Land Use Map (see Tab 1) should continue to be incorporated into planned business districts in the zoning code.
- 2.4.5** All highway-oriented business areas indicated in the Future Land Use Map (see Tab 1) should continue to be incorporated into the City's planned commercial corridor district in the zoning code.
- 2.4.6** In addition to a standard single-family residential district with a minimum lot size, some form of planned residential district should continue to be incorporated into the zoning code to allow flexibility of residential development on land with special opportunities or limiting conditions (topography, etc.). Pursuant to a site development plan review process, the City may consider other types and configurations of single-family homes such as attached units, condominium units or town homes.
- 2.4.7** The City's municipal codes are to be updated and revised as required to ensure residential and commercial properties are maintained to conserve the appearance, safety, and property values within the City.

**3.0 FUTURE LAND USE AND TRANSPORTATION PLAN**

The Future Land Use Map (see Tab 1) illustrates the land use and transportation policies outlined in Section 2.0. The Future Land Use Map portrays the desired pattern of future land uses and transportation links under a fully developed "built-out" concept for the City. The overall pattern of development and transportation links recommended by the Future Land Use Map includes:

- A residential core for the community bounded by Tesson Ferry Road, Green Park Road, the Burlington Northern Railroad right-of-way and the rear property lines of commercial properties fronting Lindbergh Boulevard.

- A light industrial and office corridor between I-55 and the Burlington Northern Railroad right-of-way plus the Green Park Commerce Center (formerly known as the Alpha Portland Cement/Quarry site).
- A highway-oriented commercial corridor along Lindbergh Boulevard and lighter retail/office/service commercial along Lin Ferry Drive.
- Recreational uses represented by Clydesdale Park and the Gateway Trailnet property and the City's connections to these via its pedestrian/bike paths along Green Park Road.
- Peripheral regional access routes represented by Lindbergh Boulevard on the south (U.S. Routes 50, 61 and 67), Tesson Ferry Road on the west (Missouri Highway 21), and Interstate 55 on the east.
- Local connector roads represented by Mueller Road, Green Park Road, and Lin Ferry Drive.
- A Metro light-rail or commuter rail station on the south side of Lindbergh Boulevard assuming the Burlington Northern Railroad right-of-way is ultimately used for either of these purposes.
- Further development or redevelopment of the parcels along Yuma Drive is necessitated by the fact that the area, although redeveloped along its Lindbergh frontage with a signalized intersection, currently still contains an enclave of non-conforming and incompatible uses consisting of office, outdoor/indoor storage/warehouse, and light industrial uses. The redevelopment should include the reconstruction, realignment, and public dedication of Yuma Drive that would tie-in directly to Flori Drive on one end and to Yuma Place on the other to create alternative access to Lindbergh Boulevard via Flori Drive and improve the roadway infrastructure within the residential area. Supported uses for the area would be light retail or office buffered on the north side by higher density residential directly adjacent to the existing residential areas.

The future land use pattern and transportation system illustrated on the Future Land Use Map (see Tab 1) was formulated with the intent of achieving an orderly pattern of development and redevelopment which protects the community's existing and proposed core residential area, open space, and institutions while accommodating future development, redevelopment, and improvement to the City's peripheral commercial and light industrial businesses.

#### **4.0 EXISTING CONDITIONS AND TRENDS**

This section of the Comprehensive Plan offers a "snapshot" of existing physical development conditions, land uses, and demographic data (such as population and households). In addition to the baseline look at the City's physical development and demographics, several basic trends are identified that may be useful for future planning efforts.

#### **4.1 PHYSICAL CHARACTERISTICS**

- The City of Green Park comprises an estimated 1.28 square miles of land (821 acres).
- Physiographically, the community is defined as being a "rolling upland" area, which comprises much of the southern part of the county within the I-270/I-255 ring. This gently rolling topography is characterized by thick clay loess deposits overlaying limestone bedrock. The Gravois Creek drainage area and floodplain lies along the City's northern border near the Burlington Northern Railroad right-of-way.
- The City is well served with utilities throughout its corporate boundaries. Water is supplied by the local Water Company, sanitary and storm sewer systems by the local Sewer Utility, and natural gas and electric service by the local Utility Companies.
- There exists within the City a number of opportunities for development and redevelopment as discussed in Section 2.2. However, there are also a number of natural and man-made features that represent constraints to development. For example, the Gravois Creek floodplain precludes most development along portions of the City's northern boundary. Likewise, the high voltage overhead power lines, which bisect the community, preclude most development within their easement. The Burlington Northern Railroad right-of-way brings its own set of development constraints related to road crossings but it also forms a clear dividing line between light industrial and residential uses in the City.

## 4.2 DEMOGRAPHIC FACTORS

- The estimated population in Green Park was 2,622 based upon 2010 U.S. Census data.
- The same census tract area contained 2,666 persons according to the 2000 census. This 1.65% decrease in population is, in part, explained by the fact that the persons per household has decreased by 4.16% from 2000.
- This same census tract area contained 2,787 persons according to the 1980 census. This 5.9% reduction in population is, in part, explained by the fact that the average number of persons per household decreased from 3.41 in 1980 to 2.48 in 2010 (although the actual number of households increased from 817 in 1980 to 1,001 in 2010).
- Median age of persons increased from 28.9 years in 1980 to 45.1 years in 2010. Clearly, Green Park's population was maturing and consequently household size was decreasing as more households had fewer children living at home until the 2000 decade. (In 1980, families had 885 children under 18; in 1990, families had only 481 children under 18; in 2000, families had 632 children under 18; and in 2010, families had 531 children under 18). The trend does suggest, however, that the community's smaller households with older occupants may seek housing options beyond the traditional detached single family home.
- The total number of housing units increased from 833 in 1980 to 1034 in 2010—an increase of 24%. The table below summarizes and compares demographic data from 1980 to 2010.

**Comparative Demographic Data for the City of Green Park<sup>1</sup>**

	1980	1990	2000	2010	Percentage Change 1980-2010	Percentage Change 2000-2010
Persons	2,787	2,432	2,666	2,622	-5.92%	-1.65%
Median Age	28.9	35.4	42.4	45.1	56.06%	6.37%
Households	817	907	961	1001	22.52%	4.16%
Persons per Household	3.41	2.68	2.54	2.48	-27.27%	-2.36%
Families with Children Under 18	439	283	319	290	-33.94%	-9.09%
Years						
Number of Children Under Age 18	885	481	632	531	-40.00%	-15.98%
Total Housing Units	833	930	985	1034	24.13%	4.97%

<sup>1</sup>Source: 2010 US Census (2010 updates)  
In 2010, 59.3% of structures were built between 1950 and 1970 (2010 5 Year American Community Survey)

### 4.3 EXISTING LAND USE PATTERNS AND TRENDS

The Existing Land Use Map, attached as Tab 2, shows the present pattern of land uses within the City.

- The large single family core area dominates the community.
- The Southtowne Farms, Village at Green Park, and Cedarberry Parke subdivisions formed a major expansion of the core area to the east of Kohrs Lane, in effect, altering the traditional pattern.
- The Clydesdale Park and Gateway Trailnet property represent recreational uses along Green Park's northern section.
- Between I-55 and the Burlington Northern Railroad right-of-way are primarily light industrial uses, though these transition to more office, commercial, and retail uses toward Lindbergh Boulevard.
- The Lindbergh Boulevard and Lin Ferry Drive commercial corridor is clearly evident on the Existing Land Use Map (See Tab 2). These commercial uses include automobile dealerships, financial institutions, restaurants (both sit-down and fast food), the South Oaks Plaza Shopping Center, and numerous other service and office commercial uses.
- The primary inventory of vacant, undeveloped land is found directly west of the Burlington Northern Railroad right-of-way and north of Green Park Road. It is anticipated that the Green Park Commerce Center (formerly known as the Alpha Portland Cement/Quarry site) will continue to be developed for light industrial or business park uses.
- Additional developable land is available between I-55 and the Burlington Northern Railroad right-of-way. Some of this land is presently vacant, other land is considered underdeveloped, meaning that ultimately a higher and better use may lead to redevelopment. Light industrial, office, and service commercial are the uses having the most potential and compatibility for this area.

The following table offers an estimate of the acreage within Green Park by land use.

### Use of Land by Acreage

Land Use	Acreage	% of Total
Single Family	268	33
Multiple Family	2	0
Commercial/Industrial	244	30
Cultural/Recreational	117	14
Vacant/Agricultural	82	10
Roads	108	13
TOTAL	821	100%

Clearly, this table shows that the community is a balance of residential, commercial, and recreational land uses. This Comprehensive Plan suggests a framework for development policy decisions to maintain harmony between these sometimes competing uses.