



**BLUEPRINT**  
*Glendale*

**COMPREHENSIVE PLAN**

Final Review Draft  
March 16, 2026



# Acknowledgements

## Comprehensive Plan Steering Committee

Mike Wilcox, Mayor	City of Glendale
Frank Johnson, City Administrator	City of Glendale
Berry Lane	Alderman, Ward III
Jeffrey Fernhoff, Chair	Plan Commission / Architectural Review Board
Reed Voorhees	Plan Commission / Architectural Review Board
Brad Weitekamp	Plan Commission / Architectural Review Board
John Falk	Plan Commission / Architectural Review Board
Jon Emert	Plan Commission / Architectural Review Board
Laura Switzer	Plan Commission / Architectural Review Board
Andrew Stewart	Aldermen, Ward I
Laura Neri-Baebler	Resident
Jason Detweiler	Resident
Julie Sward	Resident
Janet Pearl	Builder, Former Resident

## City of Glendale

### *Elected Officials*

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Andrew Stewart	Alderman, Ward I
Lisa Capshaw Cushing	Alderman, Ward I
Aaron Nauman	Alderman, Ward II
Gina Fiordelisi	Alderman, Ward II
Berry Lane	Alderman, Ward III
Amy Volk	Alderman, Ward III

### *Plan Commission*

Jeffrey Fernhoff	Chair
Jon Emert	Commissioner
John Falk	Commissioner
Reed Voorhees	Commissioner
Brad Weitekamp	Commissioner
Mike Moran	Commissioner
Laura Switzer	Commissioner

### *Architectural Review Board*

Jeffrey Fernhoff	Chair
Jon Emert	Member
John Falk	Member
Reed Voorhees	Member
Brad Weitekamp	Member
Mike Moran	Member
Laura Switzer	Member

## City of Glendale (continued)

### *City Staff*

Frank Johnson	City Administrator
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## Special Thanks To...

Frank Johnson and Gabrielle Wesche, for coordinating the scheduling, setup, and refreshments at the Steering Committee Meetings and Public Workshops; the Glendale Police Officers who provided public safety at the meetings; and all the residents, business owners, and stakeholders of Glendale who provided their time, expertise, and input for the development of this Plan.

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# Introduction

**Classic, gracious, and family-oriented, Glendale is and has long been an aspirational community in which people desire to live. Glendale is a bedroom community with beautiful neighborhoods and homes, long-standing local businesses, and personalized government and community services that provide a unique, small-town feel in the middle of the St. Louis region.**

Glendale shares many characteristics with its larger neighbors, Kirkwood and Webster Groves. This includes high-quality historic homes set on picturesque, tree-lined streets, being part of the renowned Kirkwood School District, and family-owned, corner storefront businesses where retirees and school kids alike can enjoy an ice cream on a spring afternoon. Unlike its better known neighbors, however, the corner store owner, the police officer, and the firefighter are likely to know the names of the school kids or neighbors that visit their stores or wave when the fire truck drives by. This sense of close-knit community where you know your neighbors next door and two blocks over, is what makes Glendale unique among its neighbors.

As a mature and fully-built-out city, however, Glendale is not without its challenges. Glendale's housing stock, which is beautiful and includes

many historic homes, is the oldest among all of Glendale's neighboring communities. Much of the housing is approaching—or has reached—market obsolescence, meaning that it no longer meets the size or amenity requirements demanded by underlying property values. As a result, Glendale is experiencing increasing redevelopment pressure, with older, smaller homes being renovated with significant additions, or demolished and replaced with new homes. While this trend indicates Glendale's strong position within the region, it threatens to irrevocably change those qualities that make Glendale a desirable place to live.

Blueprint Glendale articulates a Vision for the future of Glendale, and builds upon the community's strengths to address Glendale's challenges and position Glendale for a continued bright and vibrant future.

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## *Glendale's Community Vision:*

Glendale will preserve, protect, and strengthen its charming neighborhoods, high-quality housing, distinctive landscape, unique local businesses, and strong sense of community to remain a **premier place to live, work, and visit with an excellent quality life** for current and future residents, businesses, and visitors.

# How this Plan Will be Used

Blueprint Glendale—Glendale’s very first Comprehensive Plan—establishes a long-range vision for the preservation of Glendale’s distinctive neighborhoods and landscapes; enhancement of the City’s commercial districts; and thoughtful guidance of new development opportunities to positively contribute to Glendale’s established character and excellent quality of life. This Plan presents goals, strategies, and recommendations for the City, which are reasonable, feasible, and important to the welfare of the entire community. The value of the Plan will be measured by its successful implementation.

Most importantly, Blueprint Glendale establishes both the objectives and framework for a comprehensive update of Glendale’s zoning code (Chapter 400 of the Code of Municipal Ordinances), which is being conducted in parallel with the development of this Plan. Glendale’s existing zoning code was adopted in 1969, and most major revisions to the code were completed in 1973. The zoning code is outdated, confusing to interpret and administer, and does not relate to the existing built character of Glendale, as the



## What is a Comprehensive Plan?

**A Comprehensive Plan is an official document adopted by a city as a policy guide to decisions about the physical development of the community. The plan is not a regulatory ordinance, but a guide to be used when regulatory ordinances, such as the zoning ordinance, are developed and administered. The plan is not a detailed capital improvement program showing precise locations of public improvements and community facilities; it is used as a guide in the detailed planning that must occur before those facilities are built.**

**The plan is a comprehensive document in that it covers all portions of the city and all facilities that relate to development. Chapter 89, Section 89.350 of the Missouri Revised Statutes (RSMo) defines the purpose of the Comprehensive Plan.**

majority of the City was built before the zoning code was ever adopted. As such, Glendale's existing zoning code is a major barrier to effective facilitation and regulation of high-quality, contextually-sensitive new development.

Blueprint Glendale recognizes that no planning system can be entirely quantitative and objective. There will always be a need for subjective judgment by elected and appointed officials, particularly in a mature community with established patterns and institutions. The key to successful planning in this environment is to make good subjective decisions that are aligned with a shared vision for the community, forward-thinking, and coordinated over time. The effectiveness of the Plan, therefore, is directly related to the ongoing support and advocacy of Glendale's Plan Commission, Architectural Review Board, Board of Aldermen, City staff, and the other appointed boards and commissions of the City.

The Planning and Zoning Commission plays a critical role in the planning process and must be attentive to the needs and desires of the community. It must bring such needs to the attention of the Board of Aldermen, as well as other authorities within the community having direct responsibility for public improvements. The appraisal of local needs and the continued application of the planning principles set forth herein will assure maximum benefits from the Comprehensive Plan and will result in the orderly and economical attainment of the goals established in the Plan.

After formal adoption of the Blueprint Glendale Comprehensive Plan, it becomes a tool for communicating the City's land use policy and coordinating individual decisions into a consistent set of actions that harmoniously shape the City's continued preservation and evolution. In addition to serving as the framework for update of Glendale's zoning code, it should be used to update and inform administration of the City's other ordinances and planning tools, which include, but may not be limited to the following:

- » Subdivision Regulations (Chapter 405)
- » Off-Street Parking and Loading (Chapter 410)
- » Flood Hazard Prevention (Chapter 415)
- » Tree Preservation and Landscaping Standards (Chapter 425)
- » Stream Buffer Protection (Chapter 462)
- » Traffic Code (Title III)
- » Building and Construction (Title V)
- » Annual budgets and capital improvement plans (CIPs)

The Planning and Zoning Commission, in coordination and with assistance from the Architectural Review Board, has an ongoing responsibility to see that the Plan is implemented and updated as needed to be responsive to changing conditions. City staff and appointed boards and commissions will have the Plan to guide them in decision-making. Close cooperation between the Board of Aldermen and the Planning and Zoning Commission will be essential to proper administration of the Plan. Coordination with other governmental entities and jurisdictions will also be important to the realization of the City's planning goals and recommendations.

To that end, Blueprint Glendale is intended to be used in several ways:

### **1. As a Guide for Future Land Use Decisions**

- » To establish a shared vision for development and land use in Glendale; and to provide the Planning and Zoning Commission and Board of Aldermen with a statement of public policy to guide them in their regular decision making on specific development and land use issues.
- » To remove as much uncertainty as possible from the development process, and thereby facilitate optimal decision-making on the part of businesses, homeowners, and developers.
- » To provide administrative continuity through successive City administrations in dealing with development proposals.

- » To provide the community with confidence that recommendations in the Plan are based on the public’s participation and input, and that changes made in the community will be gradual and responsive to the public’s needs and interests.

**2. As an Outline for Public Facility Decisions**

- » To provide a framework for an orderly and reasonable implementation of public improvement projects, such as street and streetscape improvements and stormwater infrastructure.
- » To furnish a means of insuring that improvement projects will be carried out concurrently with the community’s ability to pay so that their completion will not create an excessive tax burden.

**3. As a Call to Action**

- » To articulate and promote City initiatives, including the development of a network of pedestrian and bicycle facilities and facilitation of contextually-sensitive residential infill development and redevelopment.

Blueprint Glendale represents a long-range (25-year) vision for the community. The Plan is intended to be flexible, so that it can respond to changing community conditions. At the same time however, the Plan is constructed to facilitate a proactive approach to the planning and decision-making process for the City. It recognizes that Glendale cannot predict the future, but should equip itself to respond to and guide conditions to achieve the community’s vision for the future.

## Structure of the Plan

This plan is organized into three (3) main sections, as follows:

### Section 1: Community Goals

This section identifies five (5) community goals for the City, along with supporting Strategies and Action Items that provide an actionable roadmap for achieving these Goals. This section explains the existing conditions and context for the topic area covered by each Goal.

The following are the Community Goals:

- » Community Identity and Sense of Place
- » Distinctive Neighborhoods and Housing
- » Local Businesses and Neighborhood Business Districts
- » Accessibility and Mobility
- » Community Health, Well-Being, and Resilience

### Section 2: Future Land Use Plan and Public Infrastructure Plan

This sections contains the physical plans and recommendations, which provide additional details and guidance on implementing the Strategies presented in Section 1.

### Section 3: Implementation Plan

This section provides guidance and priorities—a short-term road map—to assist with implementation of the Plan.

# Creating the Plan

The Blueprint Glendale Comprehensive Plan is the product of a robust community outreach and engagement process, conducted over the course of nearly two (2) years. Creation of this Comprehensive Plan utilized five (5) key engagement activities:

- » **Comprehensive Plan Steering Committee.** Mayor Mike Wilcox and City Administrator Frank Johnson convened a Comprehensive Plan Steering Committee of key community representatives to serve as a guiding body and sounding board during the creation of the Plan. The Steering Committee had three (3) regular meetings and two (2) extended workshops during the planning process to review work and provide guidance to the planning team. The Steering Committee gave consent at each meeting to bring the current state of the work to date forward to the Public Workshops.
- » **Community Surveys.** The planning team conducted two (2) online community surveys during the planning process to get input from residents and non-resident stakeholders on current conditions in Glendale, as well as desires and priorities for the future. A total of 183 people responded to the survey, over 150 of whom are Glendale residents.
- » **Public Workshops.** The heart of the public planning process, the City of Glendale and the planning team conducted one (1) public workshop and one (1) community open house at key points throughout the development of the plan. These workshops were used to solicit issues, ideas, and priorities for plan, as well as to review and comment on draft recommendations.
- » **Business Owners' Roundtable Meetings.** The City and planning consultant conducted two (2) meetings with Glendale business owners. At the first meeting, the planning team collected input on issues, opportunities, and ideas specific to operating a business in Glendale. At the second meeting, the planning team presented the draft recommendations of the Comprehensive Plan and collected feedback on these draft recommendations.
- » **City Staff and Government Officials Implementation Strategic Plan Retreat.** After the creation of the draft Comprehensive Plan, the planning consultant conducted a strategic planning session with Glendale elected and appointed officials and City staff. The purpose of this session was to review the draft implementation priorities of the Comprehensive Plan and identify Early Action Items to be completed within five (5) years of plan adoption. The participants also provided input on implementation partners for the 3-year, short-term implementation strategies and identified priorities for public infrastructure projects. This input was used to develop the *Implementation Action Plan*—Section 3—of Blueprint Glendale.

Community and stakeholder input collected across these activities was synthesized into the Key Community Priorities presented on the facing page. These Priorities form the basis of Blueprint Glendale's Vision, Goals, Strategies, Future Land Use Plan, and Public Infrastructure Plan.

# Key Community Priorities

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## **Protect Glendale’s high-quality housing and neighborhoods.**

Maintain and enhance Glendale’s distinctive residential neighborhoods with an updated zoning code and architectural design guidelines that respond to the existing built character and high-quality architecture of Glendale.

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## **Support Glendale’s local businesses.**

Glendale is home to a number of established, locally-owned businesses that are proud to be located in Glendale; work to ensure the retention of established local businesses and a mix of businesses that reflect the community’s desires for shopping and dining.

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## **Continue to address localized flooding.**

Mitigate negative impacts of stormwater runoff from new development through the continued implementation of stormwater best management practices (BMPs) and investment in new stormwater infrastructure identified in Glendale’s stormwater master plan.

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## **Enhance Glendale’s regional identity.**

Establish and implement a cohesive community identity for Glendale that clearly indicates to residents and visitors traveling on County arterial roadways that they have arrived in Glendale.

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## **Improve and expand safe bike and pedestrian connectivity.**

Develop and safe and comfortable biking and walking facilities between neighborhoods, commercial and civic destinations, and neighboring communities; improve Glendale’s existing sidewalks and enhance the City’s connection to regional bicycle routes and facilities.

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## **Improve the condition of Glendale’s streets.**

Continue to improve Glendale’s neighborhood streets with targeted repairs and overlays, utilizing funding from Proposition S and federal grants.

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## **Maintain and enhance Glendale’s excellent quality of life.**

Strategically enhance Glendale’s community assets and continue to provide high-quality municipal services so that Glendale continues to be a premier, desirable place to live and shop for residents and visitors alike.

## Section 1:

# Community Goals, Strategies & Action Items

The Community Goals, Strategies, and Action Items of the Blueprint Glendale Comprehensive Plan are comprised of five (5) *Goals*, 21 measurable community development *Strategies*, and 18 supporting *Action Items*. The Goals, Strategies, and Action Items reflect the needs and desires of the Glendale community. Together, they serve to achieve the community's Vision on which the Comprehensive Plan is founded.

The Goals, Strategies, and Action Items include programming and municipal service initiatives, policy and partnership recommendations, and physical development plans to protect and enhance Glendale's character and build a more vibrant and livable community for the next 25 years. Community Goals, Strategies, and Action Items were developed with the input of the citizens, elected and appointed officials, and staff of the City of Glendale.

The Community Goals, Strategies, and Action Items are presented on the following pages. The Goal Statement is presented first, followed by a summary of existing conditions in Glendale and consensus issues and opportunities pertaining to that Goal. Following the existing conditions summary, each of the Goals' associated Strategies and Action Items are presented. Strategies and Action Items are formulated to assist Glendale in achieving the stated Goal. While Community Goals are numbered, they are listed in random order and are not ordered by rank or priority.

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### *Glendale's Community Vision:*

Glendale will preserve, protect, and strengthen its charming neighborhoods, high-quality housing, distinctive landscape, unique local businesses, and strong sense of community to remain a **premier place to live, work, and visit with an excellent quality life** for current and future residents, businesses, and visitors.

## Goal 1: **Community Identity and Sense of Place**

Glendale will maintain its identity as a desirable residential community by preserving and enhancing its traditional village charm; maintaining community-focused City services with good relationships with City residents; facilitating thoughtful development that respects Glendale's sense of place; and prioritizing family-friendly neighborhoods and amenities.

## Goal 2: **Distinctive Neighborhoods and Housing**

Glendale will preserve its desirable neighborhoods and stable residential property values by preserving existing homes; requiring that new homes and additions are thoughtful, well-designed, and built with high-quality materials, methods, and details compatible with Glendale's existing built environment; and support the ability of existing residents to remain in their homes.

## Goal 3: **Local Businesses and Neighborhood Business Districts**

Glendale will help to maintain existing and attract new unique, community-based businesses by preserving and enhancing the City's local business districts on Sappington Road and Manchester Road.

## Goal 4: **Accessibility and Mobility**

Glendale will maintain its regional vehicular accessibility; enhance community walkability and bikeability; improve bike and pedestrian safety and comfort; and strategically connect to regional trail networks to support mobility for all residents, no matter their age, income, or ability.

## Goal 5: **Community Health, Well-Being, and Resilience**

Glendale will integrate healthy and active living; civic and community services; fiscal and economic health; environmental beauty and enhancement; well-maintained public infrastructure; community safety; and support for people of all ages with an exemplary quality of life to remain a choice community.

Goal 1:

## **Community Identity and Sense of Place**

Glendale will maintain its identity as a desirable residential community by preserving and enhancing its traditional village charm; maintaining community-focused City services with good relationships with City residents; facilitating thoughtful development that respects Glendale's sense of place; and prioritizing family-friendly neighborhoods and amenities.

## Existing Conditions

**Since its beginning in ca. 1910 as a streetcar suburb, Glendale has been well-known in St. Louis County as a picturesque, family-oriented community—a small town within St. Louis County. Glendale is characterized by beautiful historic homes on quiet streets in a rolling, wooded landscape. Neighborhood storefronts reinforce its small-town feel, while Manchester Road and I-44 provide easy access to commercial amenities and the rest of the St. Louis region.**

Glendale's existing community character is defined by its landscape and mature trees; its high-quality and high-value neighborhoods and housing; and—although its existing character is poor—Glendale's frontage on Manchester Road. The City's front door for most visitors is Manchester Road, and the Berry Road / I-44 interchange is Glendale's primary regional entrance.

Although settlement in the area dates back to farm estates in the early-1800s (evidenced by existing historic properties like the Yeats-Armstrong House and McPherson-Holland House), the current City of Glendale dates to suburban streetcar subdivisions platted in the early 1900s. The St. Louis, St. Charles, and Western Railroad operated two (2) electric streetcars to the area beginning in around 1900: one ran from the west end of Forest Park, following the what is today DeMun Avenue in Clayton, Lindbergh Drive in Richmond Heights, Deer Creek in Brentwood, and finally Brentwood Boulevard to Kirkham Avenue along Shady Creek. The remaining right-of-way from this line travels diagonally southwest through Glendale, crossing Sappington Road behind City Hall. The other line ran from Downtown St. Louis, roughly along what is today I-44, before picking up Big Bend Boulevard in Webster Groves and continuing on W. Lockwood.

### *Consensus Issues & Opportunities:*

- » **Glendale is a fully-built-out community; any new development will come in the form of redevelopment of existing properties.**
- » **The visual quality of the Manchester Road corridor is perceived as poor and does not represent the identity and aspirations of Glendale as a whole.**
- » **Glendale's zoning code does not relate to the existing built character of the City.**
- » **Glendale has two separate sets of zoning regulations depending on when a lot was established; these two sets of zoning regulations do not relate to each other.**
- » **Glendale residents are proud of their community, and over 80% of survey respondents rate the sense of community in Glendale as Above Average or Excellent.**

In order to cater to affluent professionals, several streetcar suburbs were platted at the northwest corner of Berry Road and Lockwood Avenue, between Lockwood and Sappington Road. These include Glendale Terrace, Bonita Park, Elsa Park, and Parkland Place—comprised of Glendale’s oldest homes. Glendale was formally incorporated as a City in 1932, following debate on whether land south of Lockwood Avenue should be included. The land in question was later incorporated as the City of Oakland.

Most of Glendale’s homes—about 85%—were built prior to 1950. About 70% of Glendale’s homes were built between 1930 and 1950. Glendale’s first zoning code—which is also its current zoning code—was adopted in 1969, with significant revisions in 1971 and 1973. Glendale was nearly fully-built out before the City had its first zoning code. Because of this, the existing zoning code does not reflect the way in which most of the homes are built, in terms of lot coverage and setback. Furthermore, the code has two (2) separate sets of zoning regulations: one for “lots of record”, which are lots that were platted prior to 1969; and one for all other lots, which applies only to lots platted after the 1969 adoption of the zoning code. As a result, there are no regulatory controls to ensure that new development—particularly residential development—in Glendale is compatible with the existing homes that give Glendale its character and charm.

In addition to the character and quality of Glendale’s homes, the City’s physical identity is largely-defined by its extensive, mature tree canopy. Referred to as the City’s “urban forest”, trees in Glendale contribute positively to the City’s physical character, comfortable environment for walking, and high property values. In order to maintain this asset, the City and its residents must actively manage Glendale’s trees and proactively plant new as well as replacement trees.

Finally, Manchester Road—while functional as a vehicular arterial and commercial corridor—lacks high-quality pedestrian facilities and visually-appealing landscaping and does not reflect the aesthetic quality and community character of the rest of Glendale. Utilizing the City’s zoning regulations, Glendale has the opportunity to implement landscape enhancements to soften the visual character of Manchester Road and differentiate this section of the corridor as being part of the Glendale community. The City can also implement gateway features, using signage, landscaping, and other environmental design elements, to promote the City to regional travelers on the corridor. Glendale should work with neighboring communities—in particular Warson Woods—to develop a coordinated identity strategy for both sides of the road.

The attraction of Glendale as a community is due to its stable and well-established qualities. This is both an asset and a liability. Many of the desirable qualities of Glendale are aging and must be actively managed and guided through policies that permit well-defined and contextually-sensitive evolution. Such management provides the opportunity to preserve and enhance Glendale’s character while responding to changing demographic and market conditions.

Goal 1:

## **Community Identity and Sense of Place**

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Strategy 1.1: **Preserve the high quality of and enhance the character of Glendale’s subdivisions, neighborhoods, and commercial areas.**

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Strategy 1.2: **Coordinate with neighboring communities to develop and implement a consistent and identifiable physical character for Manchester Road and adjacent commercial development.**

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Strategy 1.3: **Develop streetscape enhancements to key Glendale streets as part of Glendale’s physical character and regional identity.**

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Strategy 1.4: **Encourage and facilitate the maintenance, preservation, and enhancement of Glendale’s tree canopy.**

Action Item 1.4.1. **Continue to fund and administer the 50/50 cost share program for residents to plant trees in the public right-of-way.**

Action Item 1.4.2. **Consider amending Chapter 230 to require one (1) replacement tree for every ten (10) caliper-inches of existing trees removed, as provided for in the Architectural Review Board (ARB) Guidelines.**

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Strategy 1.5: **Strengthen Glendale’s identity with gateway features along regional corridor entrances to the City.**

Goal 2:

## **Distinctive Neighborhoods and Housing**

Glendale will preserve its desirable neighborhoods and stable residential property values by preserving existing homes; requiring that new homes and additions are thoughtful, well-designed, and built with high-quality materials, methods, and details compatible with Glendale's existing built environment; and support the ability of existing residents to remain in their homes.

## Existing Conditions

**Nearly 90 percent of Glendale’s land use—by area—is residential, and the quality and character of Glendale’s neighborhoods—along with the excellent reputation of the Kirkwood School District—is the primary factor of the City’s desirability. This has resulted in sustained, stable high property values, as well as increasing pressure for the development of new housing in Glendale. While this condition is economically beneficial to the City, it has resulted in some conflicts with existing residents.**

The City of Glendale’s desirable qualities and location have resulted in challenges, however. Glendale’s median housing value is \$427,900, nearly twice that of St. Louis County as a whole (\$220,100; 2021). At the same time, Glendale’s housing has the oldest median age—77 years (1949)—of all municipalities adjacent to Glendale. This age is due to the fact that Glendale has not added as much new housing as communities like Webster Groves, Kirkwood, and Oakland. High property values combined with aging housing stock has resulted in market pressure for redevelopment. Some of Glendale’s housing can be classified as market obsolete, meaning that the configuration and / or amenities of specific homes do not meet current market preferences. As a result, older houses are either subject to significant renovations and additions, or they are torn down and replaced with new infill housing.

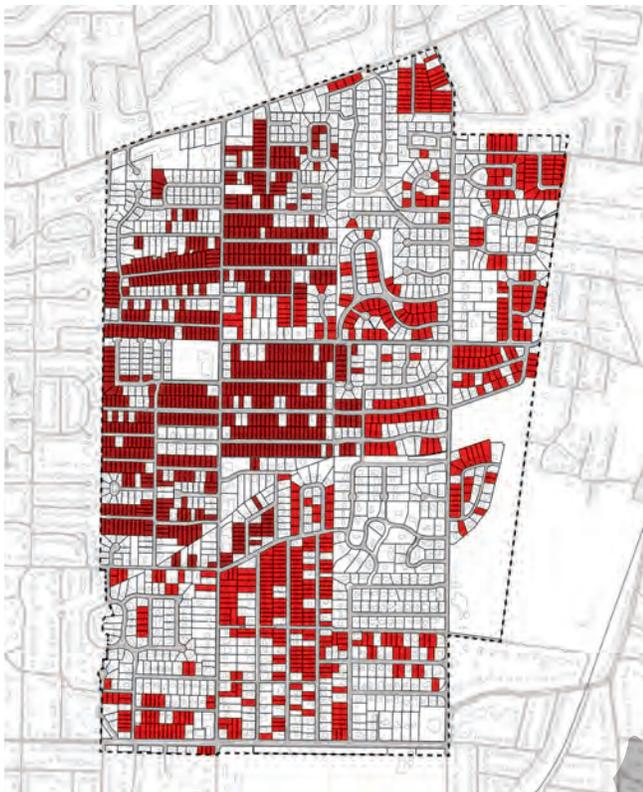
Glendale’s current zoning code has several issues that have created conflicts with such new development. These issues include:

- » By-right development of homes that are much larger than most of the existing homes in Glendale;

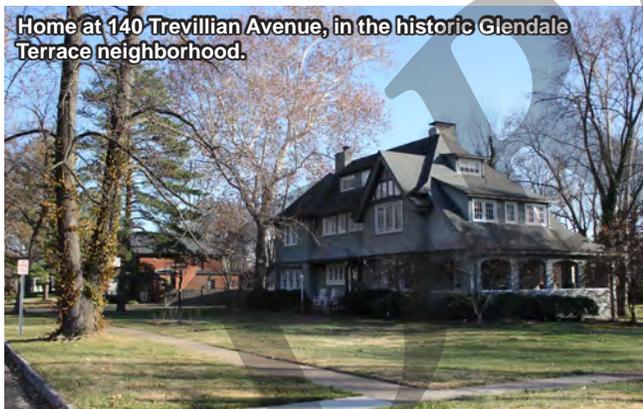
### *Consensus Issues & Opportunities:*

- » **Glendale is a high-income community, with median household income more than double that of St. Louis County as a whole.**
- » **Property values in Glendale remain high, with median housing values almost double those of St. Louis County as a whole.**
- » **Housing stock in Glendale is aging, which increases pressure for substantial renovations, additions, or teardowns and redevelopment.**
- » **Incremental redevelopment of housing in Glendale must preserve the existing character of the community, as this is a key factor in Glendale’s desirability.**
- » **Forty-five percent (45%) of Glendale’s residential lots are non-conforming under the City’s zoning code, and 51% percent of the 79 houses newly-built or added on to since 2010 are non-conforming.**
- » **Glendale is perceived as having high-quality housing, and 80% of survey respondents rate the quality and character of houses as Above Average or Excellent.**

### Non-Conforming Lots Map



 R-1 Non-Conforming Lots  
 R-2 Non Conforming Lots



- » Two (2) separate sets of regulations for single-family lots depending on when a lot was platted (established);
- » The current code permits accessory structures of up to 30 percent of the rear yard area as close as six feet (6') from property lines;
- » The City only recently adopted greenspace requirements limiting impervious surface coverage to 55 percent of the total lot area and no more than 45 percent of the front yard; and
- » The City only recently adopted updated Floor Area Ratio (FAR) limits of 0.3 for R-1 and R-2 single-family zoned lots as part of Glendale's zoning code.

As such, evolution of Glendale's housing carries the risk of significantly changing the City's established and well-loved character, unless proper planning and regulatory mechanisms are in place. An important part of these mechanisms is the Architectural Review Board (ARB), which was established in 2006 and stewards high-quality architectural design, detailing, and materials.

Furthermore, 45% of Glendale's existing single-family lots (1,182 out of 2,650) are non-conforming under the City's current zoning code's lot width and lot area requirements. This constitutes a regulatory barrier, because improvement or redevelopment of such lots will technically require a variance from the City's Board of Adjustment.

In order to maintain and protect Glendale's desirability and high residential property values, the City put into practice regulations and policies that permit the improvement of existing housing stock—including redevelopment where appropriate—with clearly-defined guardrails to ensure that new infill development is compatible with—and in fact enhances—the City's distinctive physical character and community charm.

Goal 2:

## **Distinctive Neighborhoods and Housing**

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Strategy 2.1: **Ensure that Glendale’s zoning code permits compatible infill housing development that responds to current and future demographic trends and market preferences.**

Action Item 2.1.1. **Complete and adopt amendments to Chapter 400 (zoning code).**

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Strategy 2.2: **Maintain and enhance Glendale’s architectural design guidelines and architectural review process to ensure that they are easy to understand, enforceable, and compatible with the City’s built environment.**

Action Item 2.2.1. **Conduct a survey of Glendale residents, local real estate professionals, and local homebuilders to obtain feedback on revised ARB Guidelines.**

Action Item 2.2.2. **Conduct a biennial review and audit of ARB Guidelines and continue to revise the guidelines as necessary.**

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Strategy 2.3: **Support the ability of existing residents—in particular senior citizens and those living on fixed incomes—to maintain and remain in their homes.**

Goal 3:

## **Local Businesses and Neighborhood Business Districts**

Glendale will help to maintain existing and attract new unique, community-based businesses by preserving and enhancing the City's local business districts on Sappington Road and Manchester Road.

## Existing Conditions

**There are limited commercial uses within the City of Glendale, the majority of which are located along the Manchester Road corridor. Although these commercial uses are limited, their location serves as the default “front door” to Glendale for most regional visitors. Many of the City’s commercial lots are small, and existing zoning requirements limit the degree to which they can be developed. This limits the economic viability of these properties.**

The largest single commercial use in Glendale, both in terms of land area and number of employees, is Glendale Chrysler Jeep Dodge Ram, a large automobile dealer on Manchester Road that covers over five (5) acres of land. Other significant businesses on Manchester include: Laurie’s Shoes; Chicken Scratch; European Automotive Specialists; Royal Banks of Missouri; Huntington Bank; Transform Me Medspa; Lindell Bank; and Ambassador Midwest Flooring.

There are also several “neighborhood corner store”-type businesses that are located on N. Sappington Road: Vitale’s Deli, The Glendale Grind, and Hanneke’s Westwood Market and Catering. Given the built-out nature of Glendale, it is unlikely that City will attract significant numbers of new businesses, nor add significantly employment opportunities within the City.

The majority of Manchester’s commercial lots are small. This is especially true of lots within the “C-3” Commercial District, located on the south side of Manchester Road east of N. Sappington Road. Because of the small lot area and shallow lot depth, the development potential of this lots is significantly limited. Under the City’s current zoning code, minimum off-street parking requirements often cannot be met on existing lots without

### *Consensus Issues & Opportunities:*

- » **Glendale is primarily a residential community, with a small jobs base with limited diversity; Glendale’s jobs are primarily in the recreation (country clubs), real estate, and retail sectors.**
- » **Business owners in Glendale are proud to be located in the City and consider themselves part of the Glendale community.**
- » **The existing “small town” character of Glendale’s commercial amenities—like Hanneke’s Westwood Market and Catering, Vitale’s Deli, The Glendale Grind, Laurie’s Shoes, and others—should be preserved and enhanced.**
- » **Glendale residents desire a greater diversity of businesses that are accessible by walking from Glendale neighborhoods, including coffee shops and restaurants.**

# BLUEPRINT GLENDALE

## Comprehensive Plan



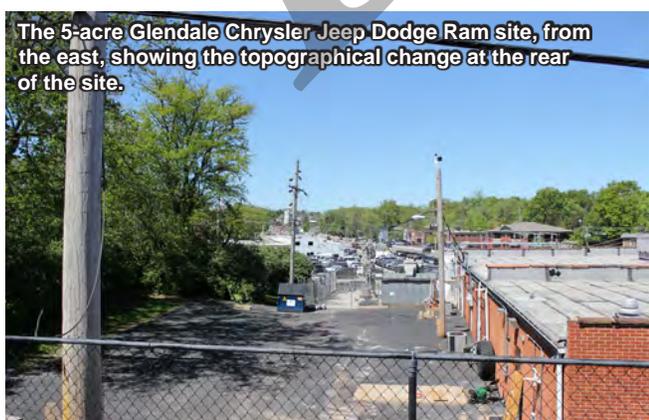
Hanneke's Westwood Market and Catering on N. Sappington Road.



Business along Manchester Road during the MODOT sidewalk improvement project.



Two-story strip shopping center at Manchester Road and N. Sappington Road.



The 5-acre Glendale Chrysler Jeep Dodge Ram site, from the east, showing the topographical change at the rear of the site.

a variance. Because of this, the commercial value of these lots is depressed, and the commercial development potential is reduced. This is the reason why many of Glendale's commercial uses are limited to banks and community service-type businesses. Glendale provides a convenient location and reasonable land cost, with limited to no demand for commercial redevelopment.

As a result, business mix along Manchester Road does not respond to the demands of Glendale residents, nor does it reflect the overall character of the Glendale community. Most of Glendale's Manchester Road businesses could really be located anywhere. This leads to an overall character and visual aesthetic to Manchester Road—Glendale's front door—that has little relationship to the rest of City and no indication that you are even in a particular community.

Both regionally and nationally, single-use commercial development models are becoming less financially-viable (unless they include big box anchors, which is not appropriate to or even feasible in Glendale). Commercial developers are increasingly required to develop a mix of uses—including office, entertainment, and even residential units—in order to ensure a diverse revenue stream and obtain financing. As such, it is reasonable to assume that future reinvestment in Manchester Road sites will require mixed-uses. The City of Glendale should embrace opportunities to diversify uses along Manchester Road to maximize the economic productivity of these sites.

Goal 3:

## **Local Businesses and Neighborhood Business Districts**

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Strategy 3.1: **Maintain and support local businesses in the Sappington Road business district.**

Action Item 3.1.1. **Ensure that amendments to Chapter 400 permit primary and accessory uses that are compatible with the community and address market demands and desires.**

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Strategy 2.2: **Maximize the economic productivity of commercial properties along Manchester Road.**

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Strategy 2.3: **Explore opportunities for enhancing Glendale's economic development capacity and ability to attract and retain desirable businesses.**

Goal 4:

## Accessibility and Mobility

Glendale will maintain its regional vehicular accessibility; enhance community walkability and bikeability; improve bike and pedestrian safety and comfort; and strategically connect to regional trail networks to support mobility for all residents, no matter their age, income, or ability.

## Existing Conditions

**Centrally located in St. Louis County, Glendale is well-connected to and highly accessible from major regional corridors. The City is also accessible from major and minor arterials and collector streets that connect to neighboring communities, and residential streets are largely gridded, with cul-de-sacs primarily limited to subdivisions off of Berry Road. This provides a naturally walkable community, despite limited provision of sidewalks.**

Glendale enjoys direct access from Manchester Road, and Berry Road provides direct access to Interstate 44 at the border of Webster Grove and Oakland. Berry Road is a minor arterial connecting Manchester Road (major arterial) with Big Bend Road (minor arterial). Lockwood Avenue is a minor arterial that connects through Kirkwood and Webster Groves. N. Sappington Road is a major collector connecting Manchester Road with Big Bend. Kirkham Avenue is a major collector that begins at Sappington Road and turns into S. Brentwood Boulevard (minor arterial). Bismark Avenue is a minor collector connecting Berry Road to N. Rock Hill Road (major collector) in Rock Hill, and E. Essex Avenue is a minor collector connecting N. Woodlawn Avenue in Kirkwood (major collector) to Berry Road, via Devon Road and Algonquin Estates Drive. Although a mix of minor arterials, major collectors, and minor collectors, these streets (with the exception of Manchester Road) are primarily residential streets.

Glendale's neighborhood and subdivision streets are primarily rectilinear and gridded, although many areas feature cul-de-sacs or dead-end streets. This is due to Shady Creek and its minor tributaries, and the underlying topography of Glendale. As such, there is generally good connectivity—both vehicular and pedestrian—through

### *Consensus Issues & Opportunities:*

- » **Glendale is centrally-located in St. Louis County, with good accessibility from Manchester Road and I-44.**
- » **Glendale is a naturally-walkable community, and many residents bike and walk throughout the City.**
- » **Glendale is a commuter suburb.**
- » **Most of Glendale's streets lack sidewalks, and existing sidewalks on roads other than N. Sappington Road, W. Lockwood Avenue, Kirkham Avenue, and the streets in Glendale Terrace are generally in fair or poor condition.**
- » **Glendale's walkability and bikeability can be enhanced with new and / or improved sidewalks and bike facilities on selected streets.**

Glendale, and the City’s street network is naturally walkable. Areas of the City that feature the most disconnected cul-de-sacs are primarily on the east side of Glendale in the Berry Wood, Clif Side, and Algonquin Estates subdivisions, as well as individual streets off of Berry Road.

There are several challenges to accessibility and mobility in Glendale, as well as opportunities for improvement. Challenges include:

- » A general lack of sidewalks, particularly on local neighborhood streets, in a community where many residents walk and bike—particularly children walking to North Glendale Elementary School;
- » High traffic volumes and—sometimes—high-speed traffic on arterials and collectors, especially N. Sappington Road and Berry Road;
- » A general lack of high-performance, improved signalized crosswalks (high-intensity activated crosswalk or HAWK) on arterial or collector roads—such crosswalks currently exist only on N. Sappington Road at City Hall and at North Glendale Elementary School;
- » Poor conditions of many existing streets and sidewalks (potholes, rough pavement, etc.) due to deferred maintenance, and
- » There are a number of existing connecting pathways between cul-de-sacs and dead-end streets; these pedestrian pathways—essentially sidewalks—enhance pedestrian connectivity throughout Glendale, and there is an opportunity to expand the number and location of these connections.

Finally, Glendale voters passed Proposition S—an \$18.18 million municipal finance bond issue—in 2025 to provide funding for street, sidewalk, and stormwater infrastructure improvements. This bond program covers five (5) years of project investments, from 2026 through 2030. An overall work plan for improvements has been completed with identified projects for each year. Recommendations of the Blueprint Glendale Comprehensive Plan are formulated to coordinate with—and in some cases enhance—the Proposition S projects.



Goal 4:

## **Accessibility and Mobility**

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Strategy 4.1: **Maintain Glendale’s regional vehicular accessibility and improve the visual character of the Manchester Road corridor.**

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Strategy 4.2: **Enhance the safety and comfort of key streets in Glendale for biking and walking.**

Action Item 4.2.1. **Establish the Firehouse Run route as a permanent feature with signage and pavement markings.**

Action Item 4.2.2. **Engage with the St. Louis County Transportation Department to determine the feasibility of and planning for a sidepath on Berry Road.**

Action Item 4.2.3. **Implement bicycle boulevard markings on Brownell Avenue and E. Essex Avenue (from west City limits to Devon Road).**

Action Item 4.2.4. **Implement sharrow markings on N. Sappington Road and Kirkham Avenue.**

Action Item 4.2.5. **Begin negotiations with property owners to implement cul-de-sac Connector Paths surrounding the Clif Side and Berry Wood subdivisions.**

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Strategy 4.3: **Repair and maintain Glendale’s existing roads and sidewalks.**

Action Item 4.3.1. **Complete projects specified under Proposition S.**

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Strategy 4.4: **Improve vehicular traffic flow and safety for all users.**

Goal 5:

## Community Health, Well-Being, and Resilience

Glendale will integrate healthy and active living; civic and community services; fiscal and economic health; environmental beauty and enhancement; well-maintained public infrastructure; community safety; and support for people of all ages with an exemplary quality of life to remain a choice community.

## Existing Conditions

**Healthy communities exhibiting long-term resilience are those that have amenities that support healthy living, and in which people believe they can invest—both financially and societally—safely without threat of natural disaster or government malfeasance. Glendale has long been recognized as an exemplary community in which to live. Moving forward, Glendale should work strategically to strengthen and enhance those amenities that contribute to the community’s excellent quality of life.**

Throughout the Blueprint Glendale Comprehensive Plan process, residents have expressed consensus support for enhanced community health, resilience, and sustainability initiatives in Glendale. While there is recognition and acknowledgment that improvements have been made via the City’s Stormwater Master Plan, residents have still expressed concern over flood and stormwater runoff impacts and localized flooding from new development and increased land coverage.

Residents also have a consensus preference for the expansion of bike and pedestrian facilities (described in more detail in *Goal 4* and the *Public Infrastructure Plan* presented in **Section 3.2**). As mentioned in the existing conditions summary for Goal 4, the \$18.18 million Proposition S funds street, sidewalk, and stormwater infrastructure improvements. Street and stormwater infrastructure recommendations of the Blueprint Glendale Comprehensive Plan are formulated to coordinate with and enhance Proposition S projects.

Availability of active and passive recreation opportunities has also been indicated as a priority for Glendale residents. The City should maintain and enhance cooperative use partnerships with neighboring communities, as well pursuing the establishment of a public park in Glendale.

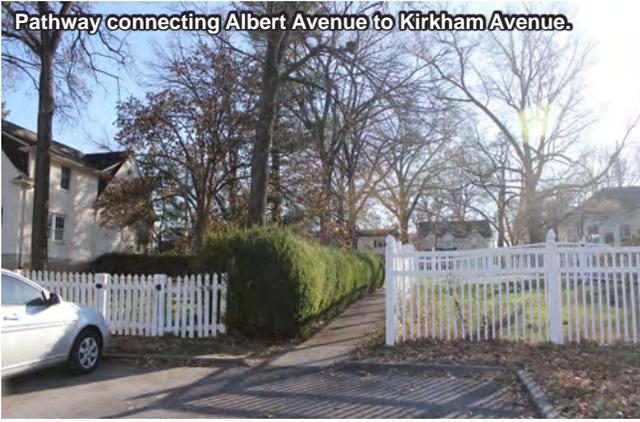
### *Consensus Issues & Opportunities:*

- » **Glendale is a high-income community, with a median household income more than double those of St. Louis County as a whole.**
- » **Glendale has an extensive urban forest of large, old trees that contribute positively to the visual character of the City.**
- » **Glendale’s government and community services and communication are highly-rated by residents.**
- » **A substantial number of the trees in Glendale are located on public property, complicating the management of Glendale’s urban forest.**
- » **Development of larger infill homes with greater site coverage has contributed to localized flooding from stormwater runoff.**
- » **Consider the development of a public park in Glendale.**
- » **Ensure that the Comprehensive Plan is structured around future implementation, with clear priorities for the short term, .**

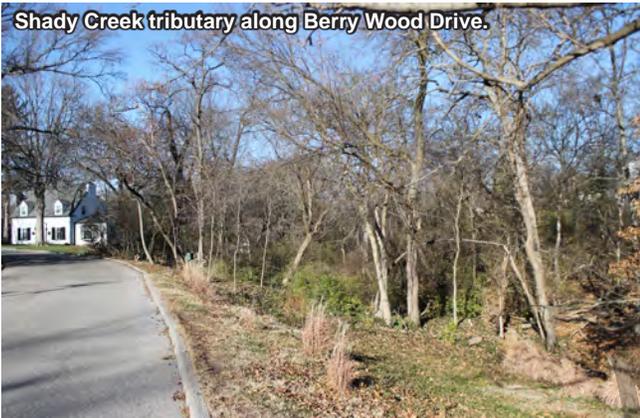
# BLUEPRINT GLENDALE

## Comprehensive Plan

Pathway connecting Albert Avenue to Kirkham Avenue.



Shady Creek tributary along Berry Wood Drive.



Neighborhood greenspace.



Bike lanes on W. Lockwood Avenue.



There is also a recognition that Glendale's extensive community forestry must be proactively managed for preservation and enhancement. This priority is critical to maintain Glendale's overall community identity, desirable neighborhoods, and high property values. Effective tree management also positively impacts the reliable provision of electric service in Glendale.

Finally, there is a consensus recognition among elected and appointed and City staff that this Comprehensive Plan needs to be structured around realistic expectations for implementation. This includes clearly-defining short term priorities and Action Items, and identifying the responsible parties and relevant partners for implementation.

Goal 5:

## **Community Health, Well-Being, and Resilience**

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Strategy 5.1: **Properly manage and mitigate stormwater runoff and reduce flooding and erosion impacts on residential and commercial properties.**

Action Item 5.1.1. Complete projects specified under Proposition S.

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Strategy 5.2: **Actively manage and maintain Glendale’s tree canopy through partnerships with homeowners, subdivisions, and utility providers.**

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Strategy 5.3: **Repair and maintain Glendale’s aging infrastructure.**

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Strategy 5.4: **Consider the identification of property for future purchase and development of a City park within Glendale.**

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Strategy 5.5: **Continue recreation facility use partnerships with Kirkwood and Webster Groves.**

Action Item 5.5.1. Maintain the negotiated resident-rate agreement for use of the Kirkwood and Webster Groves recreation facilities.

Action Item 5.5.2. Negotiate after-hours access of athletic fields and playgrounds with the Kirkwood R-7 School District.

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Strategy 5.6: **Ensure effective emergency service access, alternative communication, and energy security in the event of natural disasters and social unrest.**

Action Item 5.6.1. Consider pursuing StormReady Community certification with the National Weather Service.

Action Item 5.6.2. Continue reciprocal aid agreements with neighboring municipalities.

Action Item 5.6.3. Consider establishing a solar-powered cellular mesh network within Glendale to provide emergency communication services in event of long-term power or telecommunication outages.

## Section 2:

# Future Land Use Plan and Infrastructure Plan

Land use refers to how land is occupied or utilized, and informs the City of Glendale in the development, revision, and administration of the zoning code. Any request made to the City for development or a zoning code change should be checked for consistency with the Future Land Use Plan and the prescribed definition of the associated Land Use Category. Likewise, any updates or revisions to the City of Glendale zoning code instituted by the City should conform to the recommendations of the Future Land Use Plan. Specific policies associated with the Future Land Use Plan are as follows:

- » The categories in the Future Land Use Plan represent the City's preferred option for:
  - (1) situations where a land owner wishes to change the manner in which he or she uses the land (i.e. a request for rezoning); or
  - (2) situations in which the City of Glendale institutes a revision or change to the zoning code, zoning districts, or zoning district definitions, either in part or in whole. The Future Land Use Plan does not override the regulations associated with a parcel of land's current zoning or the manner in which the land owner can currently and legally use the land. Any request for a change in zoning, whether consistent with the Future Land Use Plan or not, must still be reviewed by the Planning and Zoning Commission and approved by the Board of Aldermen, subject to the appropriate notification(s) and public hearing(s).
- » The Future Land Use Plan establishes the framework for a comprehensive amendment of Glendale's zoning code, the development of which has commenced in parallel with the development of the Comprehensive Plan. This comprehensive amendment is comprised of a complete rewrite of Chapter 400 of Glendale's Code of Municipal Ordinances. Each of the Future Land Use Plan's Community Place Type Districts and their mapped boundaries are associated with a specific new zoning district classification with the same mapped boundaries. This amendment includes four (4) new single-family residential zoning districts ("R-1" through "R-4"); conversion and amendment of the existing "R-3" Multiple-Family and Condominium zoning district to the new "R-5" Suburban Multi-Family district; conversion and amendment of the existing "C-1" Local Commercial zoning district to the new "C-1" Neighborhood Commercial district; establishment of the new "C-2" Corridor Mixed-Use zoning district; and the establishment of two (2) new overlays for civic / institutional and recreation properties. The relationship of each Community Place Type District to the proposed new zoning districts is provided in **Figure 2.1**. Please note that **adoption of this Comprehensive Plan does not change the City's existing zoning.**
- » It is recommended that the City of Glendale pursue the acquisition of land for the future creation of a City park. While the location has not been specified, it should be central to Glendale with easy accessibility from N. Sappington Road.

Figure 2.1: **Summary of Future Land Use Categories**

Future Land Use Community Place Type District	Definition	Recommended Zoning Classification
<b>Type I Country Club Subdivision (CC)</b>	Single-family detached homes on large lots in subdivisions with curvilinear streets and cul-de-sacs.	<b>R-1 Single-Family Dwelling District</b> <i>(proposed new zoning district)</i>
<b>Type II Streetcar Suburb (SS)</b>	Single-family detached homes on large lots in neighborhoods with rectilinear gridded streets. The Streetcar Suburb Place Type District is Glendale's oldest historic settlement.	<b>R-2 Single-Family Dwelling District</b> <i>(proposed new zoning district)</i>
<b>Type III Suburban Neighborhood 1 (SN-1)</b>	Single-family detached homes on medium-sized lots in neighborhoods with rectilinear streets in both gridded and cul-de-sac patterns.	<b>R-3 Single-Family Dwelling District</b> <i>(proposed new zoning district)</i>
<b>Type IV Suburban Neighborhood 2 (SN-2)</b>	Single-family detached homes on small-to medium-sized lots in neighborhoods with rectilinear gridded streets.	<b>R-4 Single-Family Dwelling District</b> <i>(proposed new zoning district)</i>
<b>Type V Suburban Multi-Family (S-MF)</b>	Medium-density attached townhomes and multi-family garden apartments with centralized parking facilities, located on a single lot.	<b>R-5 Single-Family Dwelling District</b> <i>(conversion of existing R-3 Multiple-Family and Condominium zoning district)</i>
<b>Type VI Corridor Mixed-Use (C-MU)</b>	Existing commercial properties on Manchester Road with a variety of retail, service, office, and potential future multi-family development types.	<b>C-2 Corridor Mixed-Use District</b> <i>(proposed new zoning district)</i>
<b>Type VII Neighborhood Commercial (NC)</b>	Small commercial properties and storefronts located on N. Sappington Road.	<b>C-1 Neighborhood Commercial District</b> <i>(conversion of existing R-1 Local Commercial District)</i>
<b>Type VIII Civic / Institutional (CV)</b>	Schools, churches, and public facilities located in Glendale.	<b>CVO Civic Overlay District</b> <i>(proposed new zoning overlay district)</i>
<b>Type IX Recreation (REC)</b>	Country club properties located in Glendale.	<b>RCO Recreation Overlay District</b> <i>(proposed new zoning overlay district)</i>

## 2.1. Future Land Use Plan

### Residential Land Use Recommendations

- » **Update residential zoning regulations to:**
  - Protect and enhance the character of Glendale’s residential neighborhoods;
  - Promote compatible setbacks, heights, bulk, and mass for new infill development;
  - Improve the definition and regulation of fences, accessory structures, and other site structures;
  - Mitigate stormwater runoff, erosion, and the negative impacts of construction;
  - Strengthen construction compliance and code enforcement; and
  - Improve the clarity of the zoning regulations to facilitate City administration and enhance usability for property owners and developers.
- » **Enhance Glendale’s Zoning Code and Tree Preservation Ordinance to preserve, manage, and improve the City’s landscape and tree canopy.**
- » **Continue to administer, improve, and enforce the City’s Architectural Design Guidelines to ensure high-quality residential design and construction.**
- » **Establish and / or amend the following residential zoning districts:**
  - “R-1” Single-Family Residential District (new; coterminous with Country Club Subdivision place type;
  - “R-2” Single-Family Residential District (new; coterminous with Streetcar Suburb place type;
  - “R-3” Single-Family Residential District (new; coterminous with Suburban Neighborhood 1 place type;
  - “R-4” Single-Family Residential District (new; coterminous with Suburban Neighborhood 2 place type; and
  - “R-5” Suburban Multi-Family District (converted from existing “R-3” Multiple-Family and Condominium District)

### Commercial Land Use Recommendations

- » **Support and enhance Glendale’s neighborhood business district along N. Sappington Road.**
- » **Permit mixed-use development, including office and multi-family uses, on commercial properties along Manchester Road.**
- » **Update commercial zoning regulations with permitted and conditional uses that meet community desires for Glendale’s business mix, including walkable business types (restaurants, coffee shops, etc.)**
- » **Facilitate walkable access between Glendale’s business areas and neighborhoods.**
- » **Establish a planned unit development process to permit and facilitate unique, mixed-use development projects on large commercial properties.**

### Civic & Recreation Land Use Recommendations

- » **Regulate the development of the outer perimeter of large civic, institutional, and recreational properties to ensure a compatible interface between these uses and surrounding neighborhoods.**
- » **Pursue the acquisition of land for the future creation of a City park in a location that is central to Glendale, with easy accessibility from N. Sappington Road.**

Figure 2.2: **Future Land Use Plan**

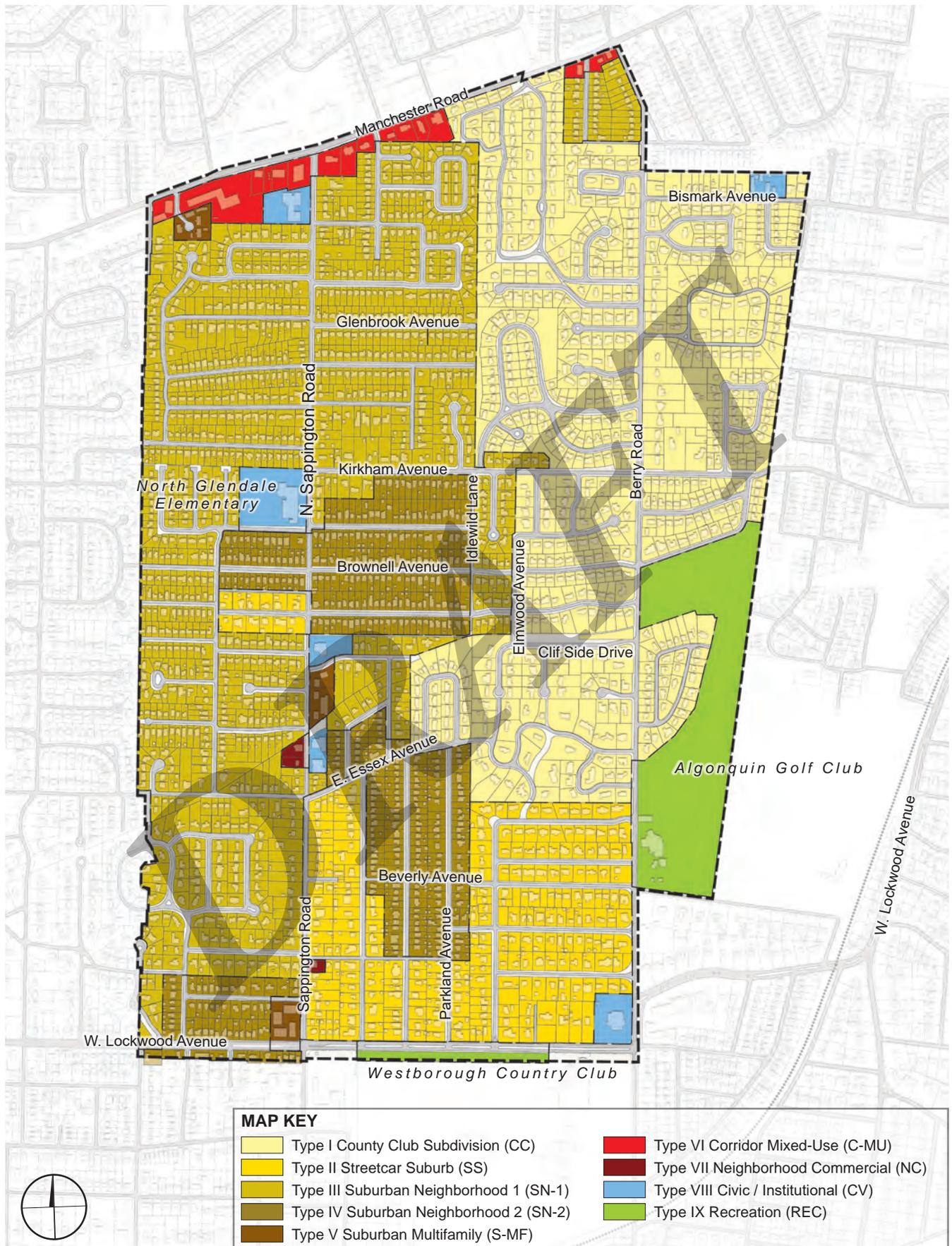


Figure 2.3: Existing Zoning Districts

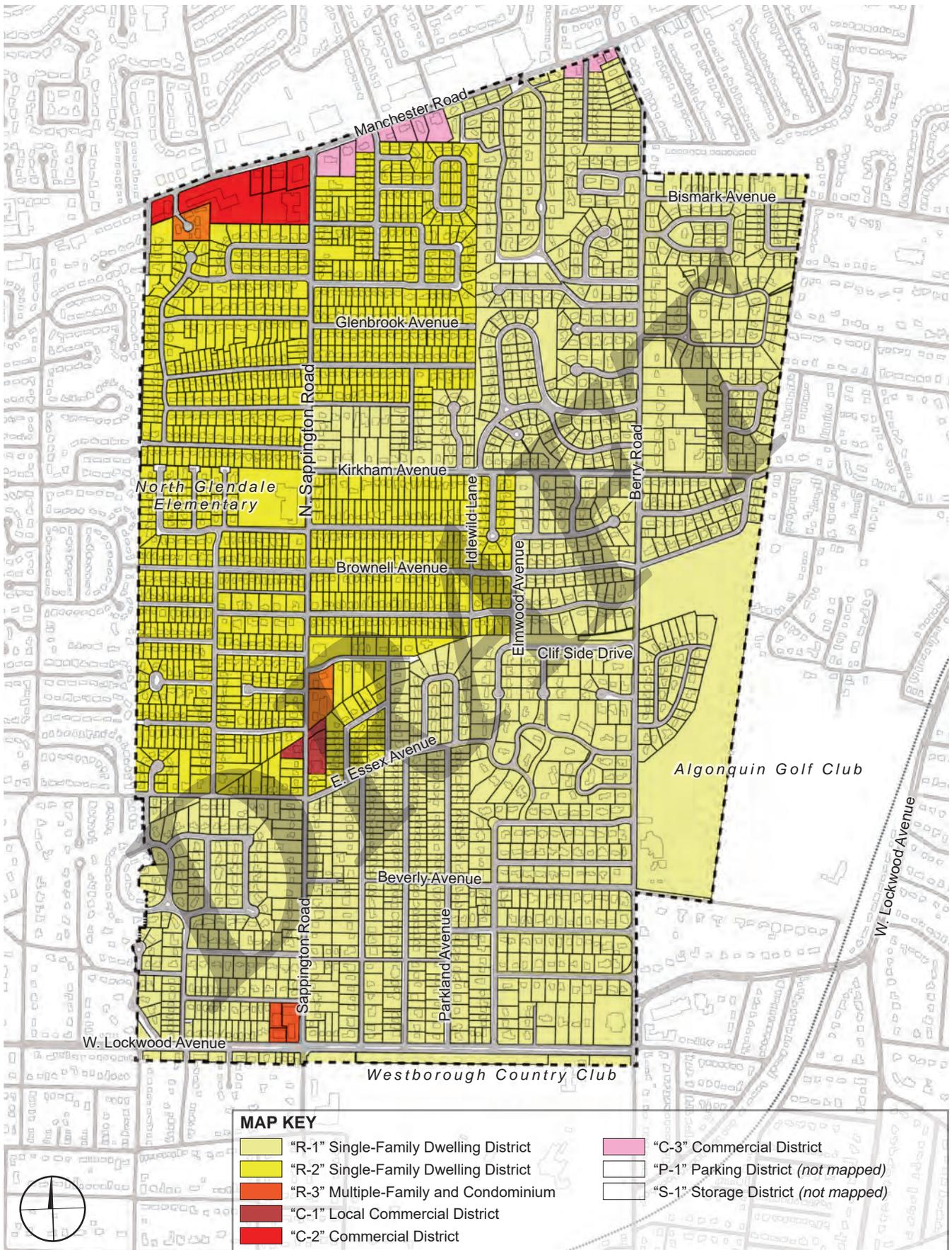
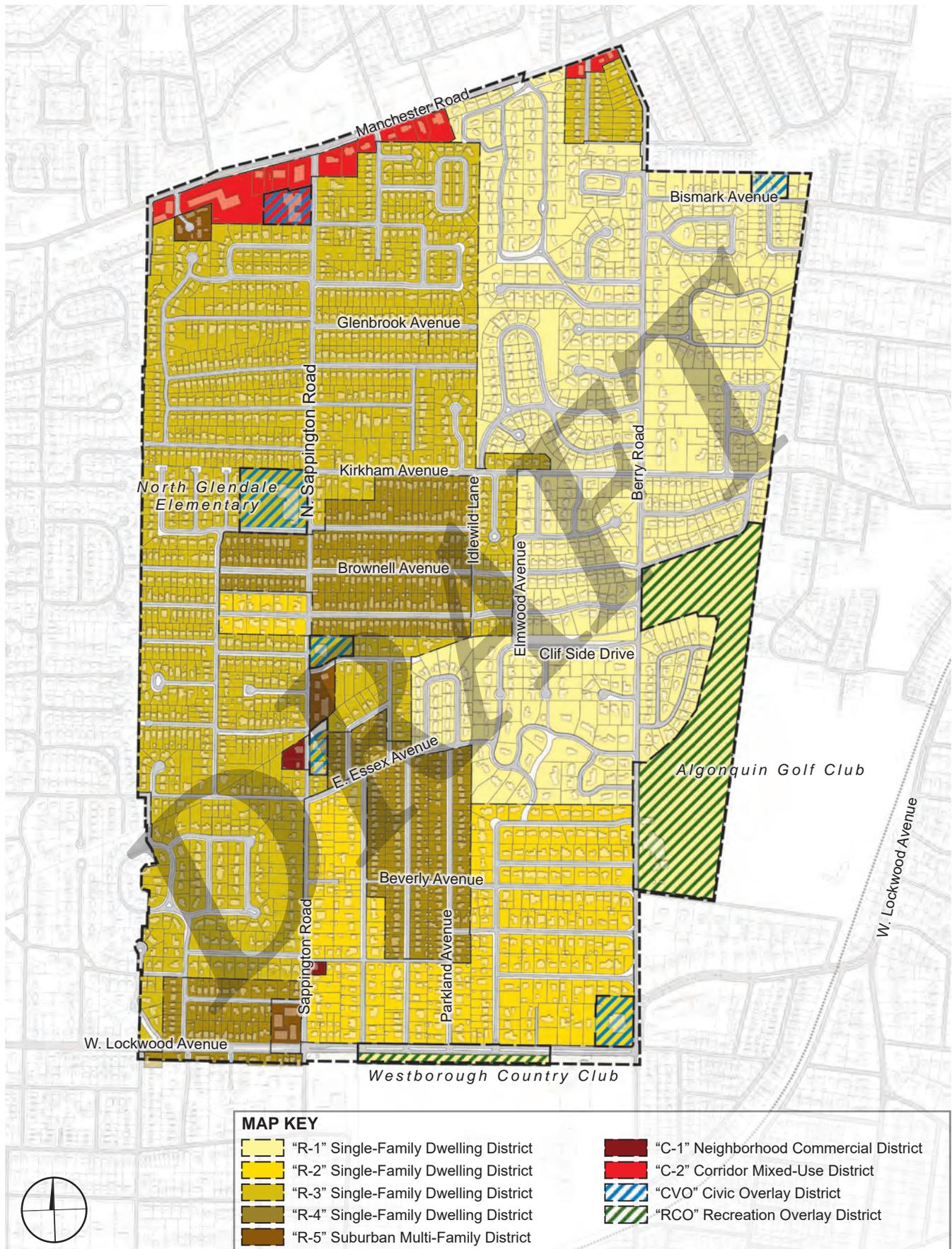


Figure 2.4: **Proposed Future Zoning Districts**



## 2.2. Public Infrastructure Plan

The Blueprint Glendale Public Infrastructure Plan describes specific public realm improvements to streets and roadways within Glendale’s municipal boundary, as well as recommendations for off-street trails. These recommendations provide geographic locations and extents to various accessibility, mobility, and community identity Strategies and Action Items described in Section 1. The City of Glendale should coordinate with individual property owners as well as all relevant agencies and organizations with responsibility and resources for streets, rights-of-way, landscape, and infrastructure on implementing these recommendations. These include, but are not necessarily limited to: Missouri Department of Transportation (MODOT); St. Louis County Department of Transportation; East-West Gateway Council of Governments, Tree City USA, Forest ReLeaf; Missouri Department of Conservation; and other potential regional and statewide collaborators.

### Streets, Bicycle, and Pedestrian Recommendations

#### IN GENERAL

- » Continue implementation of Proposition S street and sidewalk improvements from 2026 through 2030.

#### BERRY ROAD SIDEPATH

Coordinate with St. Louis County Department of Transportation to implement a multi-use sidepath on the west side of Berry Road, extending from Manchester Road south to W. Lockwood Avenue.

- » Extend existing, five-foot (5-foot) wide sidewalk improvements between Brownell Avenue and Gramercy Place north of Brownell Avenue and south of Gramercy Place.
- » Where permitted by available right-of-way, provide that the Berry Road Sidepath has a minimum width of eight (8) feet.
- » Provide improved, ADA-compliant crosswalks at all crossings of the Berry Road Sidepath with side streets intersecting Berry Road.

#### NEW SIDEWALKS

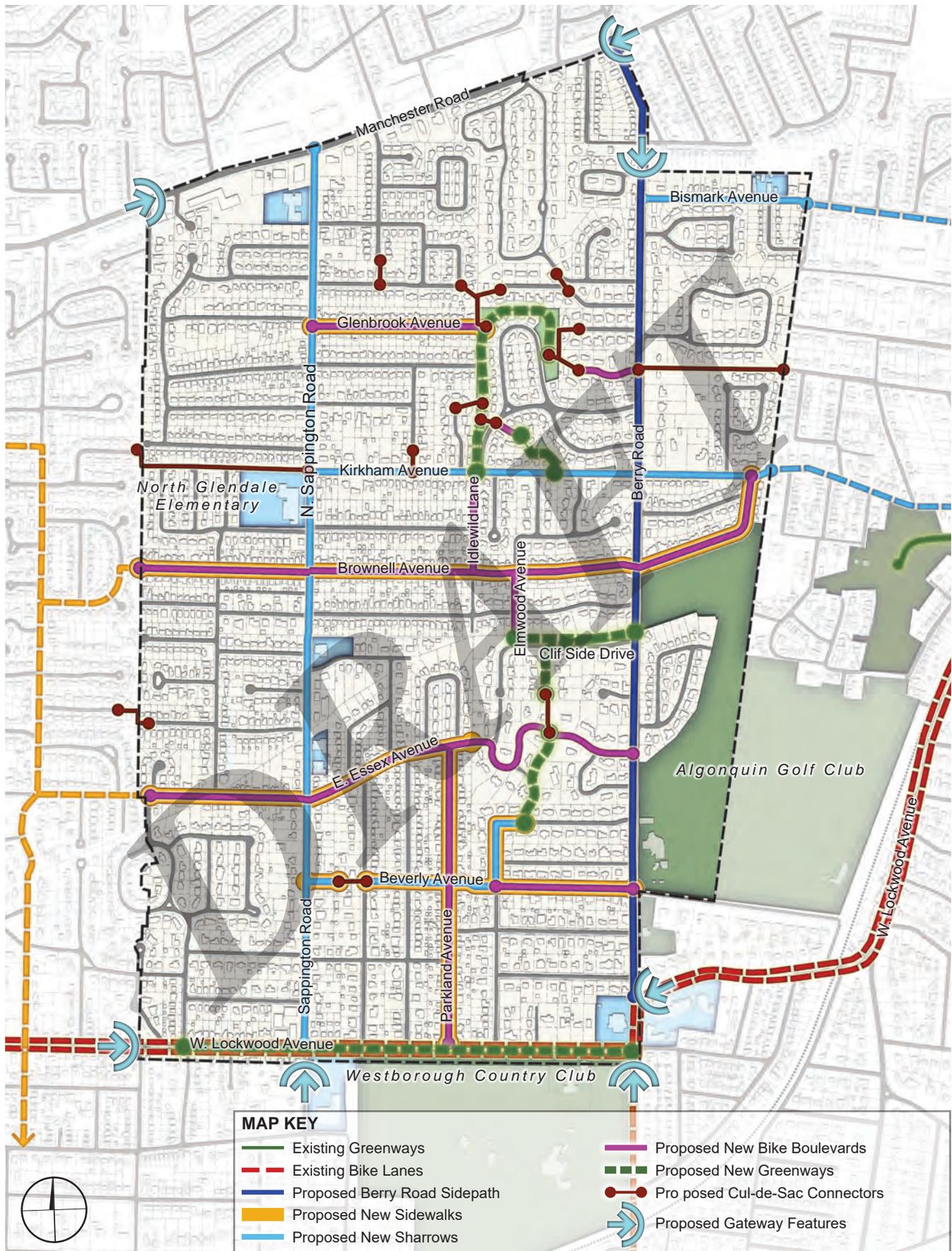
Construct new continuous sidewalks with a minimum width of five (5) feet along one (1) side of the following street segments:

- » Glenbrook Avenue;
- » Brownell Avenue (between west City corporate boundary and Kirkham Avenue); and
- » Austin Place / Willow Oak Lane (between Beverly Place and Devon Road cut-through).

Construct new continuous sidewalks with a minimum width of five (5) feet along both sides of the following street segments:

- » E. Essex Avenue (between west City corporate boundary and Devon Road);
- » Beverly Avenue cul-de-sac (east of N. Sappington Road);
- » Beverly Avenue (between Edwin Avenue and N. Berry Road); and
- » Parkland Avenue (between W. Lockwood Avenue and E. Essex Avenue).

Figure 2.5: **Public Infrastructure Plan**



## Streets, Bicycle, and Pedestrian Recommendations (continued)

### NEW SHARROWS

Sharrows are full-lane-width share-the-road markings that are the preferred bicycle facility on streets that must maintain full vehicular traffic volume and do not have right-of-way available for dedicated facilities like sidepaths or bike lanes. Sharrows and share-the-road signage should be implemented and / or maintained on the following street segments:

- » N. Sappington Road (Manchester Road south to W. Lockwood Avenue; currently implemented as part of the St. Louis regional Gateway Bike Plan);
- » Beverly Avenue cul-de-sac (east of N. Sappington Road);
- » Beverly Avenue (between Edwin Avenue and N. Berry Road);
- » Austin Place / Willow Oak Lane (between Beverly Place and Devon Road cut-through);
- » Kirkham Avenue (N. Sappington Road east to City corporate boundary); and
- » Bismark Avenue (Berry Road east to City corporate boundary)

### NEW BIKE BOULEVARDS

Bike boulevards are a special bicycle facility where bikes share the street with vehicular traffic. Unlike sharrows, however, where priority is given to motor vehicles, bike boulevards give priority to bicycle traffic. This is done with special lane markings (refer to example images in **Figure 2.7**), optional traffic-calming devices (i.e. speed tables, chicanes), and signage to direct through vehicular traffic to alternate streets, which bring enhanced attention to motorists about the presence of bike traffic.

In order for bike boulevards to successfully prioritize bikes, the following conditions should be present on streets designated for bike boulevards: (1) the street should be a residential street; (2) the street should carry low volumes of vehicular traffic; and (3) there should be one or more parallel, through streets onto which through traffic can be diverted. Properly implemented, bike boulevards do not impact access to homes located on that street. Based on these criteria, bike boulevards are recommended for the following streets:

- » Glenbrook Avenue;
- » Brownell Avenue (between west City corporate boundary and Kirkham Avenue);
- » E. Essex Avenue (between west City corporate boundary and Devon Road);
- » Parkland Avenue (between W. Lockwood Avenue and E. Essex Avenue);
- » Devon Road / Algonquin Estates Road (E. Essex Avenue to Berry Road);
- » Southridge Court;
- » Spring Court; and
- » Beverly Avenue (Austin Place to Berry Road).

Figure 2.6: **Bike Sharrows**



Figure 2.7: **Bike Boulevards**



Figure 2.8: **Sidepaths**



Figure 2.9: **Cul-de-Sac Connectors**



## GREENWAYS

Greenways are off-street paths, typically through common ground, along waterways, or through other natural areas. Greenways can be as simple as a mulched trail for pedestrian use, or they can be paved for both pedestrian and bike use. Paved greenways should have a minimum width of eight (8) feet with a center stripe, providing two (2) opposing four-foot (4-foot) lanes. Because greenways are often located on private property, the City will need to purchase right-of-way or negotiate a use easement from private property owners for implementation. Greenways are proposed for the following locations (refer to **Figure 2.5** for specific locations and extents):

- » **Berry Wood Greenway:**
  - Berry Wood subdivision common ground, beginning at Kirkham Avenue; and
  - Southridge Court to Kirkham Avenue, via Southridge subdivision common ground.
- » **Clif Side Greenway:**
  - North side of Clif Side Drive, between Berry Road and Elmwood Avenue;
  - Clif Side Court;
  - Devon Road and Devon Road right-of-way, between Algonquin Estates Drive and Willow Oak Drive.
- » **Lockwood Greenway:**
  - Bicycle and pedestrian pathway in the W. Lockwood Avenue median from Berry Road to Park Avenue.

## CUL-DE-SAC CONNECTORS

Cul-de-sac connectors are pathways or sidewalks located along property lines that provide a pedestrian connection between two cul-de-sacs or streets, or between a cul-de-sac and a greenway. There are numerous existing such connectors in Glendale today that are used by residents, particularly kids walking to school. Because these connectors are often located on private property, the City will need to purchase right-of-way or negotiate a use easement from private property owners for implementation. Cul-de-sac connectors are proposed—or currently exist—in the following locations:

- » Nancy Carol Lane, Glenbrook Avenue, and Wingfield Road to Berry Wood Drive;
- » Wingfield Road and Flynn Forest Lane to Berry Wood Drive;
- » Alexandra Drive (Kirkwood) to North Glendale Elementary;
- » Glenmoor Lane to Berry Wood Drive;
- » Lisakay Drive to Berry Wood Drive;
- » Springfield Court to Berry Wood Drive;
- » Windrush Drive (Kirkwood) to Fuhrmann Terrace (existing);
- » Albert Avenue to Kirkham Avenue (existing);
- » Clif Side Court to Algonquin Estates Road; and
- » Beverly Avenue cul-de-sac to Beverly Avenue at Edwin Avenue (existing).

## Stormwater Recommendations

### GATEWAY ENTRANCE FEATURES

The City of Glendale should implement gateway entrance features at key road entrances to the City. The purpose of these features is to raise awareness of Glendale and clearly signify to travellers and visitors that they are entering Glendale. Gateway entrance features can consist of signage or monuments with enhanced landscaping. Where appropriate, these gateways can be used in conjunction with signature street lights and / or street light banners along the length of the road within the City boundary. Gateway entrance features should be implemented in the following locations:

- » Manchester Road at Berry Road;
- » Manchester Road at west City limits;
- » W. Lockwood Avenue at Berry Road;
- » W. Lockwood Avenue at west City limits;
- » Berry Road at Bismark Avenue;
- » Berry Road at W. Lockwood Avenue; and
- » N. Sappington Road at W. Lockwood Avenue.

### IN GENERAL

- » Continue implementation of identified stormwater and runoff mitigation projects specified under Proposition S.
- » Utilize green infrastructure best management practices (BMPs), such as rain gardens and bioswales, as part of streetscape enhancements conducted as part of street improvement projects.

### REGULATORY ENHANCEMENTS

- » Update Chapter 400 Zoning Regulations of the City of Glendale Code of Municipal Ordinances to improve the definition of lot coverage types and clarify lot coverage limitations.
- » Consider expanding MS4 (Small Municipality, Clean Water Act) runoff mitigation requirements to apply to land disturbances of less than one (1) acre through a municipal ordinance that updates Chapter 415 Flood Hazard Protection of the City of Glendale Code of Municipal Ordinances.
- » Consider amending Chapter 230 to require one (1) replacement tree for every ten (10) caliper-inches of existing trees removed, as provided for in the Architectural Review Board (ARB) Guidelines.

## Section 3:

# Implementation Strategic Action Plan

A critical element of any effective Comprehensive Plan is successful implementation. The Blueprint Glendale Comprehensive Plan is a 25-year, community-based vision that provides actionable strategies to successfully position Glendale for continued future success by building upon the City’s strengths to address current challenges and respond to future opportunities.

The Blueprint Glendale Implementation Strategic Action Plan is based upon the following principles:

- » **Facilitate Incremental Action:** The City’s primary control over future land use and development is through the regulatory environment—specifically, the Code of Ordinances. As part of implementation, Glendale should strategically update its zoning code and other ordinances to reflect the Vision of the Plan and allow—by right—for development that incrementally builds toward that Vision.
  - » **Diversification of Funding:** While the primary public funding source of Plan implementation will be from the City’s funds, the Comprehensive Plan should leverage City funding with grant opportunities and other partnerships. Many of the initiatives and recommendations of the Blueprint Glendale Comprehensive Plan have been developed to overlap with activities of regional and statewide partners, including St. Louis County Department of Transportation, Great Rivers Greenway District, the East-West Gateway Council of Governments, and MODOT. This will help to ensure eligibility for existing and future funding opportunities.
  - » **Provide Specific Direction:** The Comprehensive Plan needs to provide geographically-specific recommendations for capital improvements, zoning and regulatory districts, and new amenities and infrastructure. This provides needed direction to future City staff, commissioners, and elected officials to streamline the implementation of the projects over the Plan’s 10- to 15-year lifespan.
  - » **Maintain Flexibility:** At the same time, the Comprehensive Plan cannot be too prescriptive. If it is, the City risks setting itself up for failure by “biting off more than it can chew”, putting in place processes that cannot be sustained long-term, and/or relying on activities over which the City has no direct control.
- A successful Comprehensive Plan clearly:
- 1) outlines and the City’s activities;
  - 2) prioritizes initiatives that are both achievable and leverage other activities and investments for maximum positive impact; and
  - 3) builds in a level of flexibility to allow for unforeseen circumstances, both positive and negative.
- » **Evaluate Success:** Actively reviewing and evaluating the relevance and efficacy of the Plan is important to long-term, successful implementation. An ongoing outcome management process with regular review and re-evaluation of the Blueprint Glendale Comprehensive Plan is recommended and is an important factor for successful implementation.

## Implementation Plan

# 3.1. Early Action Items

Identification and successful completion of several early action items will be key to setting the stage for on-going implementation. First, it will establish essential regulatory and policy frameworks for ongoing implementation efforts. Second, it will initiate several key catalytic projects to leverage future investment. Lastly, it will build critical momentum and excitement among residents and stakeholders about Glendale’s future.

In order to successfully begin implementation of the Blueprint Glendale Comprehensive Plan, the following five (5) early action items should be initiated and, when possible, completed by the City of Glendale within three (3) years of Plan adoption:

### 1. Complete a full revision to Glendale’s zoning code.

In order to address the concerns and issues raised by both residents and the City regarding non-contextual development, Glendale should complete a full revision to the City’s zoning code. This revision should match the recommendations of the Future Land Use Plan, particularly in regards to residential zoning districts to address the impacts of infill residential development, much of which consists of homes that are significantly larger than the majority of Glendale’s existing homes. The full zoning code revision is underway as of the adoption of this Plan, and should be completed and adopted as soon as possible after adoption of this Plan.

**The zoning code amendment should be adopted within six (6) months of adoption of the Comprehensive Plan.**

### 2. Establish an outcome reporting and management system to track progress.

Glendale should develop an Outcome Measurement Reporting System to track implementation progress. This system should utilize the *Implementation Matrix* presented in the Implementation Strategic Action Plan and assign primary responsibilities to City departments for each Strategy. Additionally, the Outcome Measurement Reporting System should identify baseline metrics and five (5) year targets for each Strategy. The City should also consider developing a web-based, Community Dashboard to publish outcome measurement reports. This system should also include a five (5) year assessment interval, with the potential to update tracking measures, targets, and/or benchmarks to reflect current implementation status.

**The outcome reporting and management system should be established within six (6) months of adoption of the Comprehensive Plan.**

### 3. Establish the Firehouse Run Route as a permanent feature.

The Firehouse Run is an annual fundraising race held by the City of Glendale on the last Saturday in March. Proceeds from the race support Backstoppers, Responder Rescue, and Glendale-Kirkwood Kiwanis. The race begins and ends at City Hall with two (2) routes: a 5K / 10K route and a 1-mile fun run route that is exclusively east of N. Sappington

Road. Due to the popularity of this event, establishing the race routes as a permanent feature will positively contribute to Glendale’s community identity and sense of place.

Routes should be permanently-marked with pavement markings and directions signage.

**Research on and development of an application for funding from the Municipal Park Grants Commission should be completed within six (6) months of adoption of the Comprehensive Plan.**

#### **4. Establish a traffic calming task force.**

Several of Glendale’s streets—namely N. Sappington Road, N. Berry Road, Kirkham Avenue, and W. Lockwood Avenue—are classified as either Minor Arterials or Major Collectors and carry high volumes of through-traffic—often at speeds exceeding the posted speed limits—between communities or between Major Arterial Roads. Within Glendale, these streets are primarily residential. Furthermore, North Glendale Elementary School of the Kirkwood R-7 School District is located on N. Sappington Road, and many of the Kindergarten through 5th Grade students walk to school, requiring them to walk along and/or cross Sappington Road.

As part of Glendale’s initiative to improve pedestrian safety and comfort throughout the City, the Mayor, City Administrator, and the City’s contract Engineer should convene a traffic calming task force. This task force should complete a traffic calming study with community input to identify specific infrastructure improvements to be implemented following completion of Proposition S projects. **The traffic calming task force and its recommendations should be completed within two (2) years of Comprehensive Plan adoption.**

#### **5. Begin implementation of enhanced streetscape improvements.**

The City of Glendale is currently in the process of implementing Proposition S, an \$18.18 million debt service to implement infrastructure improvements guided by the City’s Stormwater Master Plan, Streets and Sidewalks Plan, and—now—Blueprint Glendale Comprehensive Plan. Improvements include:

- » Reconstruction of 33 sections of street;
- » Milling and paving of 6 streets;
- » New sidewalks along 2 streets near North Glendale Elementary School;
- » Sidewalk repairs on 10 streets;
- » ADA-compliant upgrades for all non-compliant sidewalk ramps; and
- » Construction of 3 major stormwater improvement projects.

Glendale should design and/or specify streetscape enhancements, including street tree planting, for 2026 through 2030 sidewalk and street resurfacing/reconstruction projects of Proposition S. Enhancements should be incorporated into the Proposition S improvement program. **Identification and design/specification of streetscape enhancements should be completed within one (1) year of Comprehensive Plan adoption.**

## Implementation Plan

# 3.2. Implementation Matrix

Implementation of the Blueprint Glendale Comprehensive Plan will be driven by 21 measurable community development *Strategies* (with 18 supporting *Action Items*), organized according to five (5) community Goals. These Strategies address the seven (7) Community Issues and Priorities that were identified by the Glendale community during the Comprehensive Plan process.

The Implementation Matrix, presented on the following pages, describes the way in which each of the Community Issues and Priorities are addressed by the Strategies. Collective impact of the Blueprint Glendale Comprehensive Plan recommendations is illustrated by the Primary and Secondary Contributing Strategies for each Issue and Priority. The Matrix also indicates the recommended timeframe in which each Action Item is to be completed. Implementation of these Strategies will be achieved, in part, by the *Future Land Use Plan* and *Infrastructure Plan* detailed in Section 2.

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### IMPLEMENTATION MATRIX KEY

- |   |   |
|---|---|
|  Primary Action & Effect   |  Short-Term Implementation Action (0-3 Years)  |
|  Secondary Action & Effect |  Medium-Term Implementation Action (3-7 Years) |
|  Indirect Effect           |  Long-Term Implementation Action (7+ Years)    |

# Implementation Matrix

	1. Protect Glendale's high-quality housing and neighborhoods	2. Support Glendale's local businesses.	3. Continue to address localized flooding.	4. Enhance Glendale's regional identity.	5. Improve and expand safe bike and pedestrian connectivity.	6. Improve the condition and safety of Glendale's streets.	7. Maintain and enhance Glendale's excellent quality of life.	IMPLEMENTATION TIMEFRAME
<b>1. Community Identity &amp; Sense of Place</b>								
1.1: Preserve the high quality of and enhance the character of Glendale's subdivisions, neighborhoods, and commercial areas.	●	●	◐	●	◐	◐	●	●
1.2: Coordinate with neighboring communities to develop and implement a consistent and identifiable physical character for Manchester Road and adjacent commercial development.	○	●	○	●	◐	●	◐	●
1.3: Develop streetscape enhancements to key Glendale streets as part of Glendale's physical character and regional identity.	●	◐	○	●	●	●	◐	●
1.4: Encourage and facilitate the maintenance, preservation, and enhancement of Glendale's tree canopy.	●	○	◐	●	◐	○	●	●
1.5: Strengthen Glendale's identity with gateway features along regional corridor entrances to the City.	○	◐	○	●	○	○	◐	●

## IMPLEMENTATION MATRIX KEY

- Primary Action & Effect
- Short-Term Implementation Action (0-3 Years)
- ◐ Secondary Action & Effect
- Medium-Term Implementation Action (3-7 Years)
- Indirect Effect
- Long-Term Implementation Action (7+ Years)

# Implementation Matrix

	1. Protect Glendale's high-quality housing and neighborhoods	2. Support Glendale's local businesses.	3. Continue to address localized flooding.	4. Enhance Glendale's regional identity.	5. Improve and expand safe bike and pedestrian connectivity.	6. Improve the condition and safety of Glendale's streets.	7. Maintain and enhance Glendale's excellent quality of life.	IMPLEMENTATION TIMEFRAME
<b>2. Distinctive Neighborhoods and Housing</b>								
2.1: Ensure that Glendale's zoning code permits compatible infill housing development that responds to current and future demographic trends and market preferences.	●	◐	○	●	○	○	●	●
2.2: Maintain and enhance Glendale's architectural design guidelines and architectural review process to ensure that they are easy to understand, enforceable, and compatible with the City's built environment.	●	○	○	●	○	○	●	●
2.3: Support the ability of existing residents—in particular senior citizens and those living on fixed incomes—to maintain and remain in their homes.	●	○	○	◐	○	○	●	●
<b>3. Local Businesses and Neighborhood Business Districts</b>								
3.1: Maintain and support local businesses in the Sappington Road business district.	○	●	○	●	○	○	●	●
3.2: Maximize the economic productivity of commercial properties along Manchester Road.	○	●	○	●	○	○	●	●
3.3: Explore opportunities for enhancing Glendale's economic development capacity and ability to attract and retain desirable businesses.	○	●	○	●	◐	◐	●	●

## IMPLEMENTATION MATRIX KEY

- Primary Action & Effect
- Short-Term Implementation Action (0-3 Years)
- ◐ Secondary Action & Effect
- Medium-Term Implementation Action (3-7 Years)
- Indirect Effect
- Long-Term Implementation Action (7+ Years)

# Implementation Matrix

	1. Protect Glendale's high-quality housing and neighborhoods	2. Support Glendale's local businesses.	3. Continue to address localized flooding.	4. Enhance Glendale's regional identity.	5. Improve and expand safe bike and pedestrian connectivity.	6. Improve the condition and safety of Glendale's streets.	7. Maintain and enhance Glendale's excellent quality of life.	IMPLEMENTATION TIMEFRAME
<b>4. Accessibility and Mobility</b>								
4.1: Maintain Glendale's regional vehicular accessibility and improve the visual character of the Manchester Road corridor.	○	●	○	●	●	●	●	●
4.2: Enhance the safety and comfort of key streets in Glendale for biking and walking.	◐	◐	○	●	●	●	●	●
4.3: Repair and maintain Glendale's existing roads and sidewalks.	◐	◐	○	◐	●	●	●	●
4.4: Improve vehicular traffic flow and safety for all users.	◐	◐	○	◐	●	●	●	●

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### IMPLEMENTATION MATRIX KEY

- Primary Action & Effect
- Short-Term Implementation Action (0-3 Years)
- ◐ Secondary Action & Effect
- Medium-Term Implementation Action (3-7 Years)
- Indirect Effect
- Long-Term Implementation Action (7+ Years)

# Implementation Matrix

	1. Protect Glendale's high-quality housing and neighborhoods	2. Support Glendale's local businesses.	3. Continue to address localized flooding.	4. Enhance Glendale's regional identity.	5. Improve and expand safe bike and pedestrian connectivity.	6. Improve the condition and safety of Glendale's streets.	7. Maintain and enhance Glendale's excellent quality of life.	IMPLEMENTATION TIMEFRAME
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## 5. Community Health, Well-Being, and Resilience

5.1: Properly manage and mitigate stormwater runoff and reduce flooding and erosion impacts on residential and commercial properties.	●	◐	●	◐	○	○	●	●
5.2: Actively manage and maintain Glendale's tree canopy through partnerships with homeowners, subdivisions, and utility providers.	●	●	◐	●	◐	○	●	●
5.3: Repair and maintain Glendale's aging infrastructure.	◐	◐	●	◐	●	●	●	●
5.4: Consider the identification of property for future purchase and development of a City park within Glendale.	○	○	○	●	○	○	●	●
5.5: Continue recreation facility use partnerships with Kirkwood and Webster Groves	◐	○	○	○	○	○	●	●
5.6: Ensure effective emergency service access, alternative communication, and energy security in the event of natural disasters and social unrest.	◐	◐	○	◐	○	○	●	●

### IMPLEMENTATION MATRIX KEY

- Primary Action & Effect
- Short-Term Implementation Action (0-3 Years)
- ◐ Secondary Action & Effect
- Medium-Term Implementation Action (3-7 Years)
- Indirect Effect
- Long-Term Implementation Action (7+ Years)

## Implementation Plan

# 3.3. Short-Term Implementation Action Items

Short-term implementation action items are the Strategies from the Implementation Matrix that have been identified for completion within a zero (0) to three (3) year timeframe. In this section, each short-term implementation strategy is presented according to the Goal to which helps fulfill.

The Primary Implementor is the City of Glendale department that will have primary responsibility for completion. The Implementation Partner(s) are City of Glendale departments, Boards and Commission, regional and State entities, local organizations, and neighboring municipalities that can assist the Primary Implementor with implementation. Where necessary, Action Items are provided for Strategies that should be completed in multiple parts, and the primary implementor and partner(s) are indicated for each Action Item.

Finally, each strategy and—as applicable—sub-task, has an indicated timeframe for implementation, measured in months from the adoption of the Comprehensive Plan.

It is recommended that the short-term implementation action items be utilized by each City department with implementation responsibility to establish annual department budgets and work plan priorities for at least the next three (3) years.

# Short-Term Implementation Action Plan

Action Item / Sub-Tasks	Primary Implementor (City Department)	Implementation Partner / Partners	Implementation Timeframe (From Date of Plan Adoption)
<b>1. Community Identity &amp; Sense of Place</b>			
1.1: Preserve the high quality of and enhance the character of Glendale's subdivisions, neighborhoods, and commercial areas.	<ul style="list-style-type: none"> <li>• See Strategy 1.4</li> <li>• See Strategy 2.1</li> <li>• See Strategy 2.2</li> <li>• See Strategy 4.2</li> <li>• See Strategy 4.3</li> <li>• See Strategy 5.1</li> </ul>	<ul style="list-style-type: none"> <li>• See Strategy 1.4</li> <li>• See Strategy 2.1</li> <li>• See Strategy 2.2</li> <li>• See Strategy 4.2</li> <li>• See Strategy 4.3</li> <li>• See Strategy 5.1</li> </ul>	<ul style="list-style-type: none"> <li>• See Strategy 1.4</li> <li>• See Strategy 2.1</li> <li>• See Strategy 2.2</li> <li>• See Strategy 4.2</li> <li>• See Strategy 4.3</li> <li>• See Strategy 5.1</li> </ul>
1.4: Encourage and facilitate the maintenance, preservation, and enhancement of Glendale's tree canopy.  <b>ACTION ITEMS:</b>  1.4.1: Continue to fund and administer the 50/50 cost share program for residents to plant trees in the public right-of-way.  1.4.2: Consider amending Chapter 230 to require one (1) replacement tree for every ten (10) caliper-inches of existing trees removed, as provided for in the Architectural Review Board (ARB) Guidelines.	(See Action Items Below)  City Administrator  Public Works Department	(See Action Items Below)  <ul style="list-style-type: none"> <li>• Board of Aldermen</li> <li>• Forest ReLeaf of Missouri</li> <li>• Board of Alderman</li> <li>• Planning and Zoning Commission</li> <li>• Tree Board</li> <li>• City Forester</li> </ul>	(See Action Items Below)  <b>Ongoing</b>  <b>12 months</b>
1.5: Strengthen Glendale's identity with gateway features along regional corridor entrances to the City.	Public Works Department	<ul style="list-style-type: none"> <li>• Board of Aldermen</li> <li>• St. Louis County Transportation</li> <li>• MODOT</li> </ul>	<b>12 months</b>
<b>2. Distinctive Neighborhoods and Housing</b>			
2.1: Ensure that Glendale's zoning code permits compatible infill housing development that responds to current and future demographic trends and market preferences.  <b>ACTION ITEMS:</b>  2.1.1: Complete and adopt amendments to Chapter 400 (zoning code).	(See Action Items Below)  City Administrator	(See Action Items Below)  <ul style="list-style-type: none"> <li>• Board of Aldermen</li> <li>• Planning and Zoning Commission</li> <li>• Board of Adjustment</li> </ul>	(See Action Items Below)  <b>6 months</b>
2.2: Maintain and enhance Glendale's architectural design guidelines and architectural review process to ensure that they are easy to understand, enforceable, and compatible with the City's built environment.  <b>ACTION ITEMS:</b>  2.2.1: Conduct a survey of Glendale residents, local real estate professionals, and local homebuilders to obtain feedback on revised ARB Guidelines.  2.2.2: Conduct a biennial review and audit of ARB Guidelines and continue to revise the guidelines as necessary.	(See Action Items Below)  City Administrator  Architectural Review Board	(See Sub-Tasks Below)  <ul style="list-style-type: none"> <li>• Architectural Review Board</li> <li>• City Administrator</li> <li>• Board of Aldermen</li> </ul>	(See Action Items Below)  <b>6 months</b>  <b>24 months</b>

# Short-Term Implementation Action Plan

Action Item / Sub-Tasks	Primary Implementor (City Department)	Implementation Partner / Partners	Implementation Timeframe (From Date of Plan Adoption)
<b>3. Local Businesses and Neighborhood Business Districts</b>			
<p>3.1: Maintain and support local businesses in the Sappington Road business district.</p> <p><b>ACTION ITEMS:</b></p> <p>3.1.1: Ensure that amendments to Chapter 400 permit primary and accessory uses that are compatible with the community and address market demands and desires.</p>	<p>(See Action Items Below)</p> <p>City Administrator</p>	<p>(See Action Items Below)</p> <ul style="list-style-type: none"> <li>• Board of Aldermen</li> <li>• Planning and Zoning Commission</li> <li>• Board of Adjustment</li> <li>• Kirkwood-Des Peres Chamber of Commerce</li> <li>• Local business owners</li> </ul>	<p>(See Action Items Below)</p> <p><b>6 months</b></p>
<b>4. Accessibility and Mobility</b>			
<p>4.2: Enhance the safety and comfort of key streets in Glendale for biking and walking.</p> <p><b>ACTION ITEMS:</b></p> <p>4.2.1: Establish the Firehouse Run route as a permanent feature with signage and pavement markings.</p> <p>4.2.2: Engage with the St. Louis County Transportation Department to determine the feasibility of and planning for a sidepath on Berry Road.</p> <p>4.2.3: Implement bicycle boulevard markings on Brownell Avenue and E. Essex Avenue (from west City limits to Devon Road).</p> <p>4.2.4: Implement sharrow markings on N. Sappington Road and Kirkham Avenue.</p> <p>4.2.5: Begin negotiations with property owners to implement cul-de-sac Connector Paths surrounding the Clif Side and Berry Wood subdivisions.</p>	<p>(See Action Items Below)</p> <p>Public Works Department</p> <p>Public Works Department</p> <p>Public Works Department</p> <p>Public Works Department</p> <p>City Administrator</p>	<p>(See Action Items Below)</p> <ul style="list-style-type: none"> <li>• Board of Aldermen</li> <li>• Architectural Review Board</li> <li>• Municipal Park Grant Commission of St. Louis County</li> <li>• City Administrator</li> <li>• St. Louis County Transportation</li> <li>• East-West Gateway</li> <li>• Trailnet</li> <li>• East-West Gateway</li> <li>• Trailnet</li> <li>• Public Works</li> <li>• Adjacent property owners</li> </ul>	<p>(See Action Items Below)</p> <p><b>6 months</b></p> <p><b>12 months</b></p> <p><b>24 months</b></p> <p><b>12 months</b></p> <p><b>6 months</b></p>
<p>4.3: Repair and maintain Glendale’s existing roads and sidewalks.</p> <p><b>ACTION ITEMS:</b></p> <p>4.3.1: Complete projects specified under Proposition S.</p>	<p>(See Action Items Below)</p> <p>Public Works Department</p>	<p>(See Action Items Below)</p> <ul style="list-style-type: none"> <li>• Board of Aldermen</li> <li>• City Engineer</li> </ul>	<p>(See Action Items Below)</p> <p><b>Ongoing</b></p>

# Short-Term Implementation Action Plan

Action Item / Sub-Tasks	Primary Implementor (City Department)	Implementation Partner / Partners	Implementation Timeframe (From Date of Plan Adoption)
<b>5. Community Health, Well-Being, and Resilience</b>			
5.1: Properly manage and mitigate stormwater runoff and reduce flooding and erosion impacts on residential and commercial properties.  <b>ACTION ITEMS:</b>  5.1.1: Complete projects specified under Proposition S.	(See Action Items Below)  Public Works Department	(See Action Items Below)  <ul style="list-style-type: none"> <li>Board of Aldermen</li> <li>City Engineer</li> </ul>	(See Action Items Below)  <b>Ongoing</b>
5.5: Continue recreation facility use partnerships with Kirkwood and Webster Groves.  <b>ACTION ITEMS:</b>  5.5.1: Negotiate a resident-rate agreement for use of the Kirkwood and Webster Groves recreation facilities.  5.5.2: Negotiate after-hours access of athletic fields and playgrounds with the Kirkwood R-7 School District.	(See Action Items Below)  City Administrator  City Administrator	(See Action Items Below)  <ul style="list-style-type: none"> <li>Board of Aldermen</li> <li>City of Kirkwood</li> <li>City of Webster Groves</li> </ul> <ul style="list-style-type: none"> <li>Board of Aldermen</li> <li>Kirkwood R-7 School District</li> </ul>	(See Action Items Below)  <b>12 months</b>  <b>12 months</b>
5.6: Ensure effective emergency service access, alternative communication, and energy security in the event of natural disasters and social unrest.  <b>ACTION ITEMS:</b>  5.6.1: Consider pursuing StormReady Community certification with the National Weather Service  5.6.2: Continue reciprocal aid agreements with neighboring municipalities.  5.6.3: Consider establishing a solar-powered cellular mesh network within Glendale to provide emergency communication services in event of long-term power or telecommunication outages.	(See Action Items Below)  Public Works Department  Police Department Fire Department Public Works Department  Police Department Fire Department	(See Action Items Below)  <ul style="list-style-type: none"> <li>National Weather Service</li> </ul> <ul style="list-style-type: none"> <li>Board of Aldermen</li> <li>City of Kirkwood</li> <li>City of Oakland</li> <li>City of Warson Woods</li> <li>City of Rock Hill</li> <li>City of Webster Groves</li> </ul> <ul style="list-style-type: none"> <li>Board of Aldermen</li> <li>East-West Gateway</li> <li>Missouri State Emergency Management Agency (SEMA)</li> <li>Federal Emergency Management Agency (FEMA)</li> </ul>	(See Action Items Below)  <b>24 months</b>  <b>Ongoing</b>  <b>36 months</b>

## Implementation Plan

# 3.4. Public Infrastructure Implementation Priorities

### **NEW SIDEWALKS / BIKE BOULEVARDS**

- » Brownell Avenue Bike Boulevard and Sidewalks
- » Bike Boulevards/Sidewalks – E. Essex Avenue, west City Limit to Devon Road

### **NEW MULTI-USE SIDEPATH**

- » Berry Road Sidepath

### **NEW SHARED LANE MARKINGS (“SHARROWS”)**

- » Sharrows on N. Sappington Road
- » Sharrows on Kirkham Avenue

### **CUL-DE-SAC CONNECTORS**

- » Nancy Carol Lane, Glenbrook Avenue, and Wingfield Road to Berry Wood Drive
- » Wingfield Road and Flynn Forest Lane to Berry Wood Drive
- » Alexandra Drive (Kirkwood) to North Glendale Elementary
- » Glenmoor Lane to Berry Wood Drive
- » Lisakay Drive to Berry Wood Drive
- » Springfield Court to Berry Wood Drive

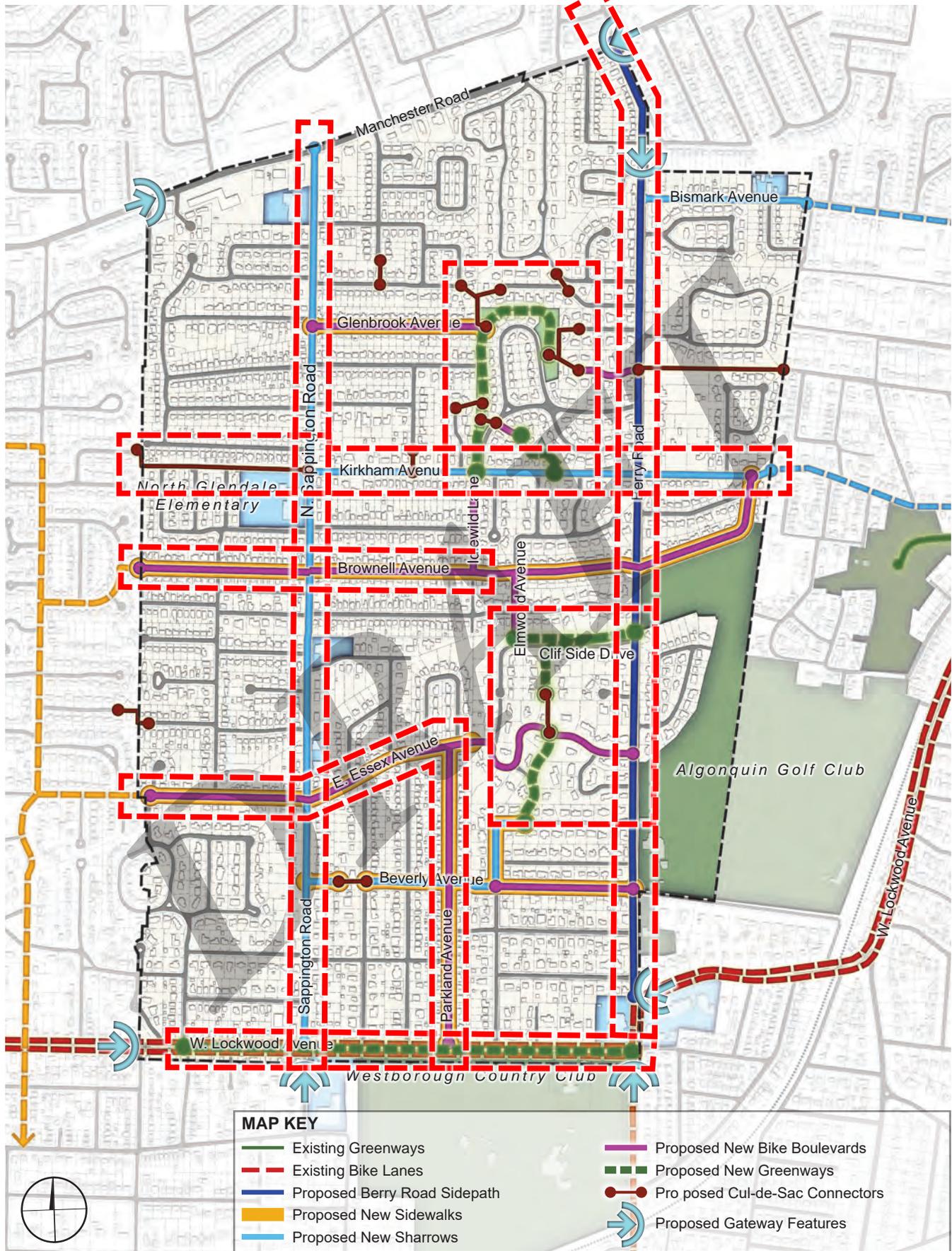
### **GREENWAYS**

- » Devon Road / Clif Side Drive Greenway
- » Lockwood Greenway

### **GATEWAY ENTRANCE FEATURES**

- » Manchester Road at Berry Road;
- » Manchester Road at west City limits;
- » W. Lockwood Avenue at Berry Road;
- » W. Lockwood Avenue at west City limits;
- » Berry Road at Bismark Avenue;
- » Berry Road at W. Lockwood Avenue; and
- » N. Sappington Road at W. Lockwood Avenue.

Figure 3.1: **Public Infrastructure Implementation Priorities Map**



# Notes

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# Notes

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