Oct. 2, 2018

CITY OF WENTZVILLE COMPREHENSIVE PLAN

Wentzville Missouri
Comprehensive Plan

Acknowledgements

Mayor

Nick Guccione

Board of Aldermen

Alderman Bryan Harr
Alderman Brittany Gillett
Alderman Michael Hays
Alderman Robert Hussey
Alderman Jeff Ottenlips
Alderman Matt Swanson

Planning and Zoning Commission

Jeff Hackman, Chairman
Bob Schmidt, Vice-Chairman
Jennifer Fear
Mark Dalton
Jay Webber
Lezlie Stephens
Jason Jacobs

Department of Community Development
Planning and Zoning Division

Doug Forbeck, Community Development Director
Charles Senzee, Senior Planner
Jason Robertson, GIS Coordinator
Christy Mouser, Administrative Assistant

Staff Comprehensive Plan Review Committee

David Gipson, City Administrator
Jessica Heslin, Assistant to the City Administrator
Susan Spiegel, Public Works Director
Doug Lee, Assistant Public Works Director
Dan Lang, Economic Development Director
Mike Lueck, Parks & Recreation Director
Kurt Frisz, Chief of Police
Kara Roberson, Communications Manager
Jessica Isaak, Building Official
Devon Dezort, Senior Civil Engineer
Jamie Paige, Stormwater Management Coordinator
Nancy K. Sulin, Assistant City Clerk

RESOLUTION

***WHEREAS**, under Title IV of the City of Wentzville Code of Ordinances, calls for the Planning and Zoning Commission to provide a City Plan for the development of Wentzville, Missouri; and*

***WHEREAS**, the Plan sets forth policy regarding the physical development of the City; and*

***WHEREAS**, the City Plan, with accompanying maps, plats, charts and descriptive and explanatory matter, shows the Commission's recommendations for the physical development and uses of land, the general location, character and extent of streets and other public ways, grounds, places and spaces; the general location and extent of public utilities and terminals, whether publicly or privately owned; the acceptance, widening, removal, extension, relocation, narrowing, vacation, abandonment or change of use of any of the foregoing; the general location and extent of relocation and improvement of public buildings; for adequate drainage facilities and control; and for such other matters as may be beneficial to the City; and*

***WHEREAS**, the Plan contains a statement of goals, objectives, standards, and principles sought to be embodied therein; and*

***WHEREAS**, the Plan seeks to guide and accomplish the coordinated development of the City which, in accordance with existing and future needs, will best promote the general welfare, as well as efficiency and economy, in the community development process.*

NOW, THEREFORE, BE IT RESOLVED BY THE WENTZVILLE PLANNING AND ZONING COMMISSION AS FOLLOWS:

1. *The Wentzville Comprehensive Plan, attached hereto as "Exhibit A", is hereby approved and the Commission hereby orders that the Plan be made available to the public.*
2. *All maps, descriptive matter and other matters in the Comprehensive Plan are intended by the Commission to be a part of the Wentzville Comprehensive Plan.*
3. *The City Clerk is instructed to:*
    a. *Record or otherwise make available a copy of the Comprehensive Plan in the office of the St. Charles County Recorder of Deeds;*
    b. *File the Comprehensive Plan in the office of the Commission;*
    c. *Give a certified copy of the Comprehensive Plan to the Board of Aldermen and keep a certified copy on file; and*
    d. *Make the Comprehensive Plan available for public inspection during normal office hours.*

The Comprehensive Plan as amended shall be reviewed biennially by the Planning and Zoning Commission, Board of Aldermen and City Staff to maintain a current and progressive City Plan.

Adopted this 2nd *day of* October*, 2018.*

Jeff Hackman 10/2/18
Jeff Hackman, Chairman

Robert W. Schmidt 10/2/18
Bob Schmidt, Vice-Chairman

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Executive Summary

The purpose of this executive summary is to provide a brief overview of Wentzville's general characteristics, the Comprehensive Plan process and the varied information presented within the plan. More detailed information regarding many of these topics can be found in the individual chapters of this plan.

City Government

The City of Wentzville is a Fourth Class City which was incorporated in March of 1872. The City has a Council-Administrator form of Government as set forth in Chapter 79 of the Revised Statutes of Missouri. The City's leadership is made up of the following officials:

Mayor

Elected "at-large" for a four-year term, the Mayor serves as the Chief Executive Officer of the City and is responsible for presiding over Board of Aldermen meetings and appointing members of various Boards and Commissions.

Board of Aldermen

The Board of Aldermen is comprised of six members elected from the City's population, two from each of the City's three wards. Aldermen serve staggered two-year terms and are responsible for determining policy, enacting ordinances and authorizing expenditures.

City Administrator

The Board of Aldermen, with the approval of the Mayor, appoints a City Administrator to serve as the chief administrative officer of the City. The City Administrator manages the day-to-day affairs of the City and oversees the City's 247 full-time and 252 part-time employees, divided into nine departments. See www.wentzvillemo.org for additional department information and organization.

Wentzville…by the numbers

The City of Wentzville is located in east central Missouri, at the intersection of Interstate 70 and Highway 40-61, approximately 35 miles west of the City of St. Louis (Map No. 1). The City's motto *"The Crossroads of the Nation"* recognizes the strategic importance of this location for those residents or businesses needing excellent transportation access. The City is approximately 19.85 square miles in size, is located in western St. Charles County and is located in the St. Louis Metropolitan Statistical Area (MSA).

The City is served by the Norfolk Southern Railroad and is less than 20 miles from the Missouri River. Electricity is provided by Ameren/UE and Cuivre River Electric Cooperative. Natural Gas service is provided by Ameren/UE and Laclede Gas. The City plans to continue the expansion of the City's sewage treatment facility; expecting to accept and treat nine million gallons of annual average daily flow in treatment capacity to be available by 2037 for existing and future needs.

Wentzville is located on a natural divide of the Peruque Creek valley on the south and Big Creek and McCoy Creek to the north. Peruque Creek meanders from west to east to the south of Interstate 70, having flat areas adjacent to the creek and 50-60 foot high adjacent elevations. The Wentzville planning area along Highway N runs two-three miles south of Interstate 70, having gently sloping terrain which offers extensive areas for urban development in the future. The natural geography of the area provides a beautiful park-like setting with numerous small streams, natural open spaces, wooded valleys and rolling open fields.

Soils in the Wentzville area are described as “prairie and glacial uplands,” characterized by topography with a range from moderately well to somewhat poorly drained soils formed in loess and clayey glacial till. The various soil types within the Wentzville area can be seen on Maps No. 18-20 located within the Appendix of this document. Sub-soils are silty clay loams with the potential for high shrink-swell associated with changes in moisture content. Limestone bedrock occurs at depths ranging from six feet on hill tops to over 20 feet in areas of gentle slope. Some care is required in construction of roadways and buildings when plastic soils are encountered.

Wentzville enjoys humid continental cool summer climatic conditions. The coldest month of the year is January, with a normal average temperature of 28.8 degrees Fahrenheit. Daily high temperatures of 32 degrees or less occur fewer than 25 days most years. The hottest month is July, with maximum temperatures of 90 degrees or higher occurring an average of 35-40 days per year. The average annual temperature is 55 degrees Fahrenheit. Snowfall averages 19 inches during the winter season, with most snowfall occurring in January. A full description of Wentzville’s demographic data, community facilities, crime statistics, weather facts, school and radio facts, and information is available by visiting the website www.city-data.com/city/Wentzville-Missouri.html. The City of Wentzville’s website can be located at www.wentzvillemo.org and provides City government and community information as well as a wealth of additional data.

One of the most important things an effective Comprehensive Plan must do is convey an understanding and appreciation of the unique and distinguishing qualities and characteristics of the area it discusses. The City of Wentzville is rooted in the establishment of the railroad and those associated uses which followed. The railroad is still active today, funneling through downtown and the City’s planned growth areas. Wentzville’s location at the intersection of two major highways enhances the attractiveness of living and working within the City due to convenient access to routes traveling through and out of the State of Missouri. The topography of western St. Charles County is also somewhat different than the neighboring communities to the east. Small interior creeks and Peruque Creek in the southern growth area offer open space and tree-covered natural areas for many projects. Residential and commercial developments in various portions of the City offer a unique sense of place via attractive vistas of bluffs, small ravines, and protected natural buffer areas. The City’s residential projects include a variety of lot sizes as shown on Map No. 32 within the Appendix of this document. Many subdivisions provide quiet living environments which are still in close proximity to shopping, dining, recreation and service opportunities. The community offers diverse housing options for both first-time home buyers seeking homes and more established families who may wish for larger “estate living” homes. Several residential projects offer impressive subdivision amenities, including golf courses, pools, clubhouses, sports and recreational fields, etc.

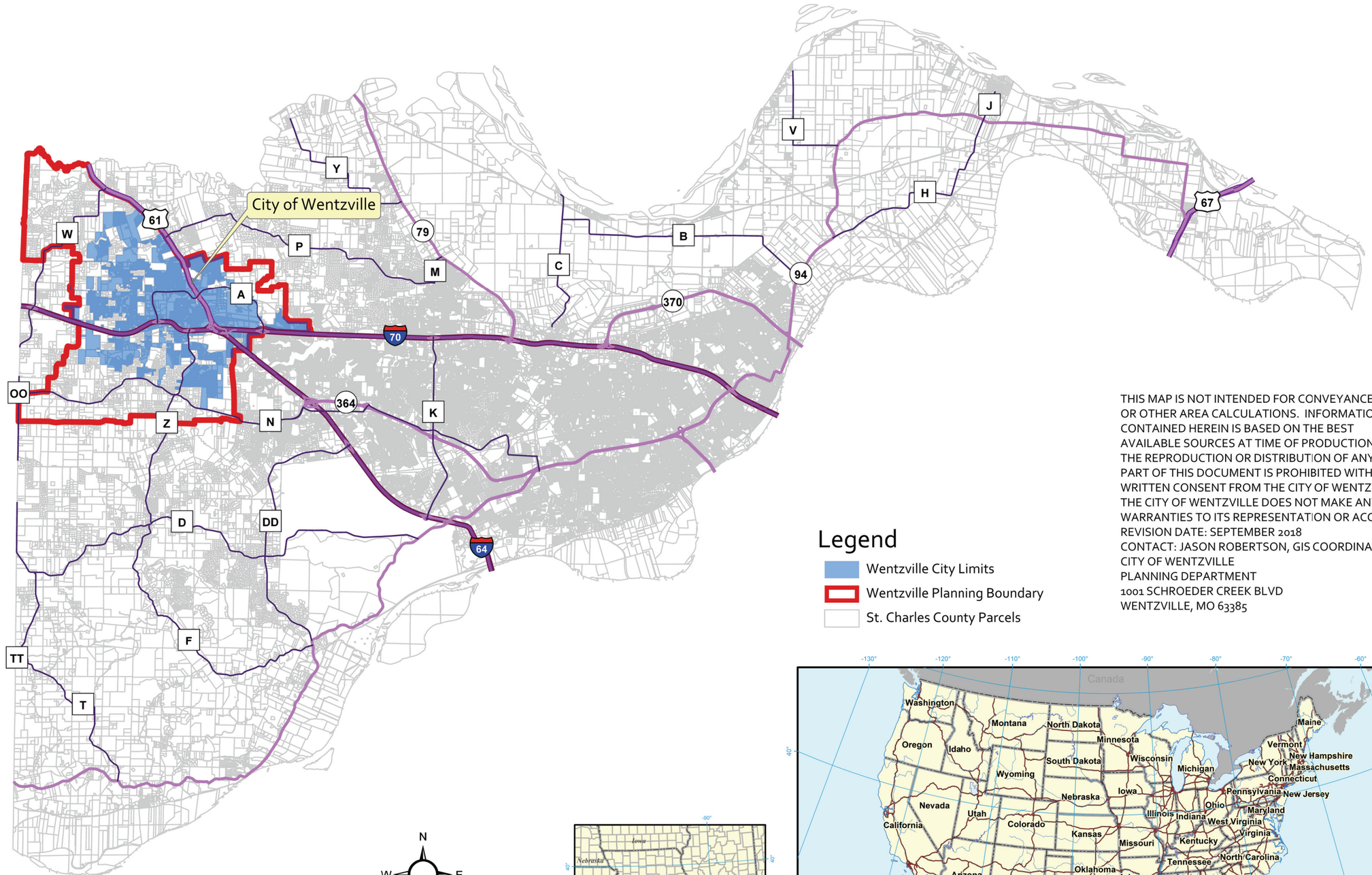
Wentzville’s Growth

Since 2000, Wentzville has experienced a high level of commercial, industrial and residential growth outside of its Historic Downtown area (the area bordered by Highway 61 on the east and Highway 70 on the south). While the City’s growth continues to radiate from this historic hub, it’s equally important to the future of the City that the Historic Downtown area continues to be maintained, revitalized and redeveloped. The City’s physical setting will inherently allow the community to continue to grow and expand in all directions; thereby, specific attention and effort has been directed at the historic heart of the City, where the City’s story began.

These efforts and investments within the Historic Downtown area have already begun to yield positive results. A renewed interest in the area has led to the opening of a variety of new business ventures, including: a craft brewery, several new restaurants and a range of new retail

Map No. 1 Planning Area/Location

October 2018



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REVISION DATE: SEPTEMBER 2018
CONTACT: JASON ROBERTSON, GIS COORDINATOR
CITY OF WENTZVILLE
PLANNING DEPARTMENT
1001 SCHROEDER CREEK BLVD
WENTZVILLE, MO 63385

Legend

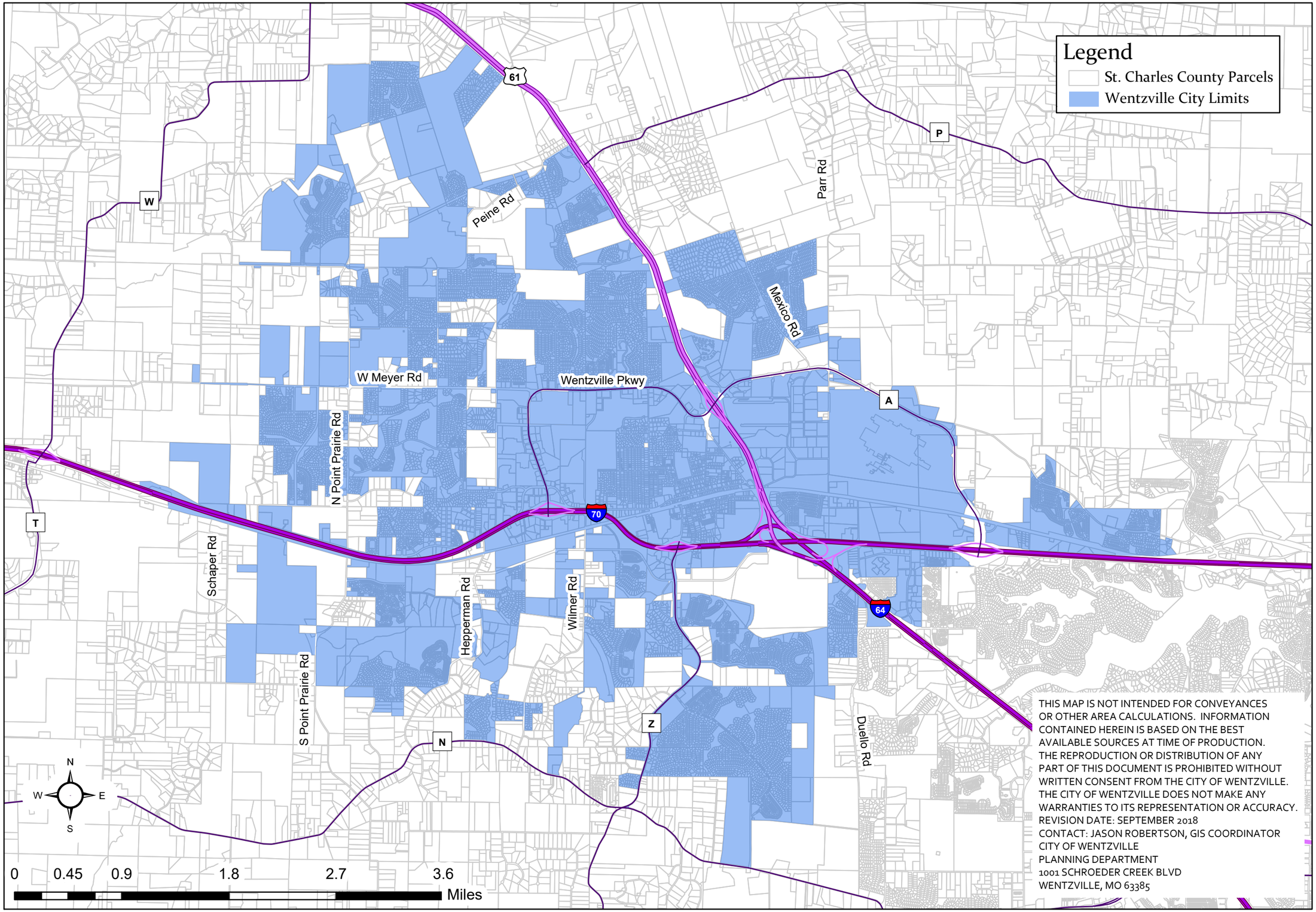
- Wentzville City Limits
- Wentzville Planning Boundary
- St. Charles County Parcels

N
W E
S

0 2.25 4.5 9 13.5 18 Miles

Wentzville Missouri
The Crossroads of the Nation

City of Wentzville
Community Development Department
Planning & Zoning Division
Geographic Information Systems



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PLANNING DEPARTMENT
1001 SCHROEDER CREEK BLVD
WENTZVILLE, MO 63385

Map No. 2 City of Wentzville Corporate Limits Map

October 2018

Wentzville Missouri
The Crossroads of the Nation

City of Wentzville
Community Development Department
Planning & Zoning Division
Geographic Information Systems

and service-oriented businesses. The existing businesses within the area are also enjoying continued success and growth. Several murals have been commissioned on downtown buildings to emphasize Wentzville's past, while increasing the aesthetic and cultural appeal of the area. The City is hopeful that this positive trend will continue into the future, and anticipates the further expansion of Historic District zoning within the study area.

In concert with the residential and business growth occurring throughout the area, the City has continued to improve upon its infrastructure and available services. Major expansions and extensions of the City's public water and sewer infrastructure have been ongoing, driven by the new residential and commercial growth. The Wastewater Treatment facility was greatly expanded in 2012 in order to ensure capacity for further growth. The City has opened three new parks: Heartland Park, William M. Allen Park (Splash Station) and Peruque Valley Park. These parks provide ample recreational opportunities including soccer fields, baseball/softball fields, an aquatic center and hiking trails. A new City Hall was completed in 2017 adjacent to the City's Law Enforcement Center. This continued investment should help the City to meet market demands for new construction and growth and continue to spur growth and development within the City's growth boundaries.

The planning area for Wentzville's Comprehensive Plan includes properties beyond the City limits that could potentially become part of the Wentzville community in the future, as shown on Maps No. 1 and 2 within this section. While all of these areas may not be incorporated into the City, they will still functionally serve as part of the community, influencing traffic and participating in community activities. This area extends north of Interstate 70 from Flint Hill and Josephville on the east to Foristell and Highway W to the west. South of Interstate 70, the area extends from Lake Saint Louis and Duello Road on the east to Foristell and Highway T on the west and includes the area approximately one-quarter mile south of Highway N. The community is served, in the large majority, by the Wentzville R-IV School District, with a small area in the northeast growth boundary served by Fort Zumwalt School District. The Wentzville Fire Protection District serves the entire area, which extends beyond the planning area. Maps 9 & 10 within *Chapter 5: Community Facilities* depict the district boundaries of these two entities. The City has formal growth boundary agreements with the City of Flint Hill and the City of Lake Saint Louis. Growth boundary agreements with the City of O'Fallon and City of Foristell are a future goal for Wentzville.

Future development of unincorporated areas in this documents planning area are targeted to occur under planning and development requirements of the City of Wentzville. A cooperative working relationship with the St. Charles County government is essential to carry out Wentzville's goals for community development.

The overall future for the City of Wentzville remains bright. The City' commercial centers are stable and remain active and vibrant while the City's growth continues to radiate in all directions. The downtown area utilizes three Historic Downtown Zoning Districts which were crafted to allow and encourage new investment and redevelopment. This Comprehensive Plan does not solely focus on new development areas, nor does it encourage the City to grow for growth's sake. Instead, this Plan focuses upon smart, considered growth that is environmentally aware of land uses and potential impacts to the community's resources. The purpose of the Plan is to forecast and plot the course of this growth through a series of goals and objectives which aid in the decision-making process.

Comprehensive Planning:

The City of Wentzville is enabled by Missouri State Statute to plan for its future development. Missouri State law provides that, "Any municipality in the State of Missouri can make, adopt, amend and carry out a City Plan." The authority to prepare the plan is entrusted with the Planning and Zoning Commission. According to statutes; "The Commission shall make and adopt a plan for the physical development of the municipality. The City Plan, with accompanying maps, plats, charts and descriptive and explanatory matter, shall show the Commission's recommendations for the physical development and uses of land..." Additionally, "The plan shall be made with the general purpose of guiding and accomplishing a coordinated development of the municipality which will, in accordance with existing and future needs, best promote the general welfare, as well as efficiency and economy in the process of development." This City Plan for physical development and uses of land is known as a "Comprehensive Plan."

Wentzville has actively engaged in Comprehensive Planning since at least 1968. These Comprehensive Plans have been routinely updated with new Plans or "Amendatory Supplements" in order to ensure that the City's development goals remain effective and relevant. The City's modern Comprehensive Planning efforts are deeply rooted in the 1999 Plan entitled "A Community's Vision." This current Plan is intended to update and replace the previous Comprehensive Plan adopted in 2013 and is expected to guide the future development and redevelopment of Wentzville through 2021. These Plans are the products of extensive time and effort devoted by the citizens of Wentzville, the Planning and Zoning Commission, the Board of Aldermen, City staff and various other groups and individuals which have a special interest in the future development of Wentzville.

The Purpose of this Comprehensive Plan

The Plan intends to tell the story of Wentzville by informing readers of the community's history and present-day character. By describing current trends and demonstrating how the community is evolving, the Plan paints a picture of what the community could become, thereby engaging readers to consider what might happen in the future. The Plan, although general in nature, covers the entire City and its growth areas and is primarily concerned with the allocation of future land uses (based upon expected land consumption rates and most compatible relationships), the provision of transportation networks needed to access future land uses, and the provision of essential utility systems (water/sewer infrastructure) to service land use activities. The Planning Area Map (Map No. 1) features the limits of Wentzville's planning area, whereby a large percentage of property still remains in the jurisdiction of unincorporated St. Charles County.

The Plan provides the Planning Commission, elected officials, community leaders, public agencies, City staff and citizens with a guide for making decisions. The Plan sets out goals desired to be accomplished by the community and recommends action steps intended to accomplish the goals. The Plan is a work in progress, meaning the Plan is not meant to be an inflexible directive, but rather a general policy statement and a set of principles providing guidance for decisions that will be made.

The Plan is divided into 10 chapters, prefaced by this Executive Summary section. An Appendix is also provided which contains the various maps referenced throughout the plan, grouped at the end of the document for easy reference. Various other maps exist within the Plan chapters for reader convenience. The 10 specific chapters include:

- **Chapter 1: Wentzville's History** (Pages 7-20)
  This chapter provides a timeline of historical highlights from Wentzville's past. This exploration of the City's history provides an important perspective on the dynamic evolution and growth which has occurred in the community over time.

- **Chapter 2: Characteristics and Trends** (Pages 21-33)
  Using information from the U.S. Census Bureau, Missouri Census Data Center and the City of Wentzville, this chapter analyzes population trends, resident demographics, household characteristics and employment data in order to provide important insights into the City's residents and future growth needs.

- **Chapter 3: Transportation** (Pages 34-46)
  A City's continued success and well-being is interconnected to the strength of its transportation networks. This chapter identifies the existing transportation networks in the area, discusses planned improvements to support the City's growth, and provides guidance for future policy and project discussions.

- **Chapter 4: Utilities** (Pages 47-58)
  This chapter details the presence of utilities in the City and describes the services offered while also discussing the associated mapping for utility service agreements for electric, water and wastewater.

- **Chapter 5: Community Facilities** (Pages 59-73)
  An extensive range of quality services are offered to Wentzville residents by numerous organizations throughout the region. This chapter seeks to identify some of these organizations and the services, facilities and resources which they provide.

- **Chapter 6: Parks, Recreation and Open Space** (Pages 74-94)
  Parks and open space help make Wentzville a great place to live, play and raise families. This chapter provides an extensive evaluation of the City's parks, recreation and open space system and seeks to offer strategies to improve and expand this system for Wentzville's growing population.

- **Chapter 7: Land Use** (Pages 95-105)
  This chapter offers an in-depth look into the existing land use distribution within the City's overall planning area and discusses the future land uses depicted upon the revised Land Use Plan, an important element of this Comprehensive Plan.

- **Chapter 8: Economic Development** (Pages 106-113)
  The encouragement of economic growth and private investment in Wentzville is an important factor in the City's continued growth and well-being. This chapter discusses the City's economic development strategy and efforts and highlights key resources and opportunities.

- **Chapter 9: Capital Financial Plan** (Pages 114-116)
  This chapter provides information on the City's financial status and available financial resources which can be utilized to achieve its long-term goals.

- **Chapter 10: Goals and Implementation** (Pages 117-142)
  This chapter illustrates the goals of the City and identifies the mechanisms available to implement these goals. The previous 2013 Comprehensive Plan included 10 goals, 29

objectives and 96 action steps. The current plan has been greatly expanded to better represent the City's growth and the responsibilities of the various City departments and now includes 25 goals, 51 objectives and 183 action steps.

Adoption of the Comprehensive Plan

As previously stated, the Missouri State Statutes enable Wentzville's Planning and Zoning Commission to adopt the Comprehensive Plan. In addition, State Statutes prescribe that, "Before the adoption, amendment, or extension of the plan or portion thereof, the Commission shall hold at least one public hearing thereon. Fifteen-day notice of the time and place of such hearing shall be published in at least one newspaper having general circulation within the community." Other requirements specified under law will also be satisfied during the adoption of this policy document.

Implementation of the Comprehensive Plan

Comprehensive Plans are ineffective unless they are used as municipal policy and the following tools for implementation are prepared or put into practice:

- The Comprehensive Plan must be periodically reviewed (preferably biennially) and revised so that it continues to reflect contemporary thought regarding the community's future development.

- The Comprehensive Plan should be consistently referenced in conjunction with annual and multi-year budgeting of capital improvements (five year preferable) to guide funding decisions.

- A contemporary Zoning Map must be created, representing zoning classifications that are in conformity with the future land uses represented in the Comprehensive Plan.

- The creation and enforcement of contemporary state-of-the-art Zoning Regulations are needed to specify land use and building design requirements to ensure high-quality development in any given zoning district.

- The creation and enforcement of contemporary state-of-the-art Subdivision Regulations are necessary to ensure durable infrastructure improvements and high-quality environments.

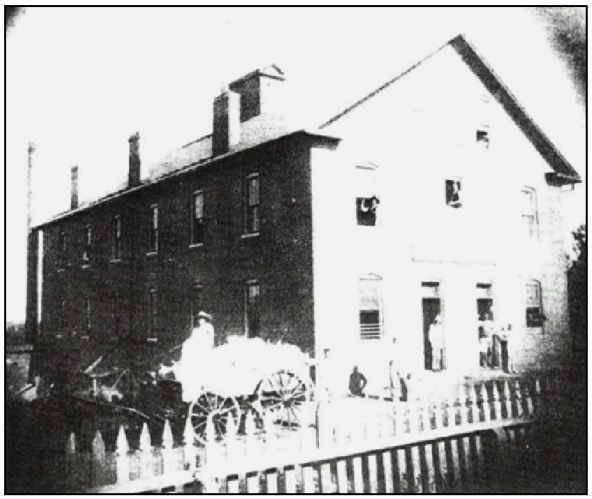
- The Comprehensive Plan should be consistently referenced and discussed in conjunction with requests for changes of land use or zoning, by either the public or private sector, to aid in decision-making.

Chapter 1: The City of Wentzville's History

This chapter seeks to present a timeline of major milestone events in Wentzville's history. An exploration of the City's history provides an important perspective on the dynamic evolution and growth which has occurred in the community over time. It is also an opportunity to reflect upon significant historical milestones, accomplishments and experiences of Wentzville's greatest asset—its people.

1795 Frontiersman Daniel Boone, a distinguished pioneer and trailblazer from Kentucky, and members of his family were among the first Americans to settle in St. Charles County. Daniel Boone and his family settled in what was known as Darst Bottoms. Hunters, trappers and settlers from Virginia and Kentucky soon began to follow the Boones to the St. Charles County area. During the 1830's, German craftsmen and farmers began to arrive and, in turn, fostered development of the County's communities, including Wentzville.

1850 In the middle of the 19th century the area now known as Wentzville was an agricultural community focused on growing tobacco. The growth of this cash crop remained a vital part of the local economy for many decades. The original building of the Wentzville Tobacco Factory Company stood in Wentzville on E. Fourth Street. The building degraded in appearance and structural strength over the years and was razed in 2002. The site is identified with a historical marker in the southwest corner of the original property.



Historic image of the Wentzville Tobacco Factory, courtesy of the *St. Charles County Historical Society.*

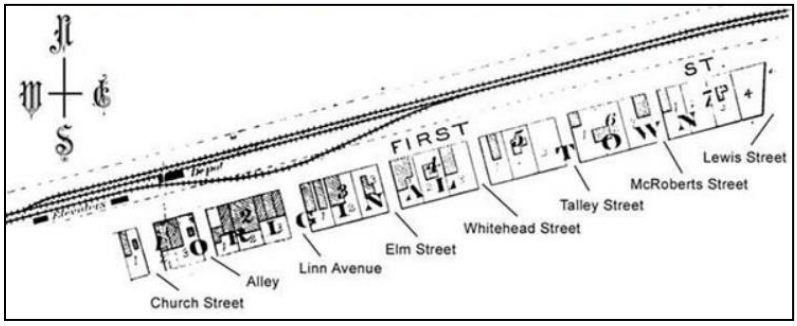
This historical marker is one of the few remnants of Wentzville's tobacco industry.

The structure known as the Dula House was also constructed in 1850 as a four room two-story frame structure, with an additional six rooms being added over the years. This house still stands today and is the oldest remaining structure in Wentzville's Historic Downtown area. The homes namesake and one-time occupant, Robert Dula, was an owner of the Dula and Carr Tobacco Company. The brick structure behind the home, added in 1878 was used to store and cure tobacco products. Tobacco would generally be hung to dry on the second floor and then converted into plug tobacco on the ground floor. From there it would be taken to the railroad freight station to be shipped to St. Louis, Kansas City and other major cities.

1942 photograph of the historic Dula House, courtesy of the *Wentzville Historical Society.*

Two-story tobacco drying and processing building, as it appears today.

1855 In 1855, William M. Allen, a man of vision and the owner of large tracts of land, surveyed and developed plans for Wentzville. Mr. Allen laid out the town, which consisted of a narrow tract of ground seven blocks long, lying east to west, and established a train station to serve the local community. He donated approximately 40 acres and money for the construction of the railroad and persuaded area farmers to do the same. The land donated by William M. Allen to establish a station was platted in 1855, patterned on the "symmetric" design. In a symmetric design, the tract became the central thoroughfare for the town, with a wide right-of-way for lumberyards, grain elevators, and other facilities that needed direct rail access. This original design can be seen in the image below:



The construction and building of the railroad line was under the direction of Erasmus L. Wentz, principal engineer of the St. Louis, Kansas City and North Missouri Railroad. Mr. Wentz assisted in surveying the town lots and streets. He was held in such high esteem by Mr. Allen and the local settlers that they honored him by naming the town after him.

Mr. Allen continued to be a driving force behind the region's growth. After he was named the first station agent, he went on to represent the county for one term in the legislature and then served two terms as Senator of a district composed of St. Charles and Lincoln counties. Upon his death, Mr. Allen was interred in Linn Cemetery. Allen Street, named in his honor, still exists in Wentzville, bordering the north side of the railroad tracks which he helped create.

Historic image of the Wentzville Northern Missouri Train Station, courtesy of the *Wentzville Historical Society.*

1857 The first train arrives at the Wentzville station.

1866 The Masonic Hall Building was rebuilt in brick after a fire destroyed the original 1858 structure. The Masonic Lodge was located on the third floor, a public school operated from the second floor and a drug store was opened on the first floor by D.B. Van Huffle. The building originally included balconies on the second and third floors, a wooden sidewalk and hitching rails along Main Street. The structure, still standing today, is the oldest commercial building within the City.

The Masonic Hall Building as it appears today.

1872 Wentzville is incorporated as a Fourth Class City. Influenced by the creation of the railroad and Mr. Wentz's original survey, the town was established as many traditional villages and neighborhoods began, in a street grid pattern.

1879 The railroad became part of the *Wabash, St. Louis & Pacific Railway Company.*

1896 The first Wentzville High School is constructed at 506 South Linn Avenue. After being rebuilt and expanded after a fire, this site continued to serve as a high school and elementary school until 1969. Today this building is occupied by the Green Lantern Senior Center, which is operated through a cooperative effort between the Mid-East Missouri Area Agency on Aging and the City of Wentzville.

Historic image of the first Wentzville High School building, courtesy of the *Wentzville Historical Society.*

1899 The Immanuel Lutheran Church on Pearce Blvd was constructed. A one-room schoolhouse was added just east of the church in 1900, which was later demolished. The historic building remains to this day. The property, now known as Pearce Hall, is owned by the Wentzville R-1V School District and is used for a variety of alternative school programs.

1913 The Wentzville Farmer's Telephone Company was granted a franchise to provide telephone service to area residents.

Immanuel Lutheran Church as it appears today.

1914 Growth in Wentzville continued steadily until the second half of 1914. As the world's attention turned to the outbreak of World War I, a Ford dealership was started by resident George Freese. America's "love affair" with the automobile had begun nationwide. As the use of the automobile rapidly increased, the passenger train business correspondingly declined. The advent of the trucking industry then led the railroad's freight business to decline as well. This economic decline of the nation's railroads was soon felt by those communities which had grown up around railroad lines. Wentzville's town growth began to stagnate and did not begin to recover until well after the Great Depression.

Historic image of Freese Garage, courtesy of the Freese family.

1924 The dawn of superhighways, which entered town from the west and the north, set the stage for new growth in Wentzville. Federal Highway 40 entered the town in 1924, and Federal Highway 61 followed later to make Wentzville one of the ideal locations in the county for future development.

1925 The Marley Hotel was built upon the former site of the Thompson Hotel, which burned down in 1886. One year after it was constructed it was sold and renamed The Hotel Wentzville. The location of this hotel, across the street from the Wabash Train Station, made it ideal for travelers. When railroad passenger service was discontinued, the hotel was again sold and converted into a long-term rooming house, which operated until the early 1980's. In 2005 the vacant building was renovated into the Trinity Building, which is now home to a variety of offices and businesses.

The Trinity Building in 2018.

1933 In the midst of the Great Depression, a group of local business owners, public minded citizens, and Lions Club members formed the Wentzville Community Club. The early fundraising efforts of this civic organization helped expand the City's water and sewer infrastructure in response to several serious fires which threatened the business district. This organization also served as a driving force in attracting new businesses and investors to the community. The efforts of the Wentzville Community Club continue to assist the City and its residents to this day.

1956 On June 29, 1956, President Dwight D. Eisenhower signed into law the Federal-Aid Highway Act of 1956. On August 2, 1956 the Missouri State Highway Commission awarded a contract for work for a portion of Federal Highway 40 (known as Interstate 70 today) within the Wentzville area. This project is recognized as the first interstate project to be awarded and to start construction after the signing of the 1956 Act. The intersection of Interstate 70 and Highway 61 led to Wentzville's moniker "*Crossroads of the Nation.*"

1958 Homes began to be constructed within the Wentzville Heights subdivision. Designed to provide 207 single-family homes, it was Wentzville's largest residential development at the time. The traditional grid block system used within this subdivision was very popular at the time and influences of this design can still be seen in many modern subdivisions.

Wentzville Heights subdivision.

1966 The General Telephone & Electric Corporation (GTE) broke ground on its Midwest Regional Campus east of Highway 40/61. This facility was expanded in 1974 and 1989 and was eventually acquired by CenturyLink. Currently, this office campus is no longer actively used by CenturyLink and is being marketed to attract another user.

1967 Wentzville residents constructed a tree of lights to raise funds for Christmas gifts for community servicemen stationed in Vietnam. A small monument was then placed near the tree dedicated to these servicemen. This monument has been recognized as the first Vietnam War Memorial in the United States. Over the years this memorial has been upgraded and rededicated to honor veterans and is a designated stop on the annual "Run for the Wall" event, where motorcyclists travel cross-country to the National Memorial in Washington, D.C. This monument was re-constructed by the City in the spring of 2017.

Newly Renovated Vietnam War Memorial.

1979 In late 1979 the Wentzville Crossings shopping center was completed, which featured a Walmart department store. This shopping facility provided the first large shopping center development in the community, which foreshadowed the large-box retail and service business growth that would continue into the next decade.

1980 The General Motors Corporation began construction of an automotive assembly plant in the northeastern part of Wentzville. At the time, it was General Motors largest and most modern automotive assembly plant in the world and provided more than 6,000 jobs when it went into full production. General Motors rejected an offer from St. Louis Mayor James Conway to keep its assembly plant in St. Louis, paving the way for its relocation to its current site in the City of Wentzville. "St. Charles County Citizens for GM" raised $90,000 from local business people to promote the passage of a bond issue to construct sewers and roads for the plant. The voters gave an 80% approval, and the construction of the $500 million dollar plant began just west of the small community of Gilmore. Today, this facility produces Canyon and Colorado pickup trucks as well as GMs line of full-size vans. The assembly plant currently employs nearly 5,000 employees operating on three-shifts and is St. Charles County's largest employer. It could be considered a case of fortunate irony that the same automotive industry which contributed to the earlier stagnation of rail-centric Wentzville later became such a positive economic force in the area.

Photograph of GM plant, courtesy of General Motors Corporate Newsroom

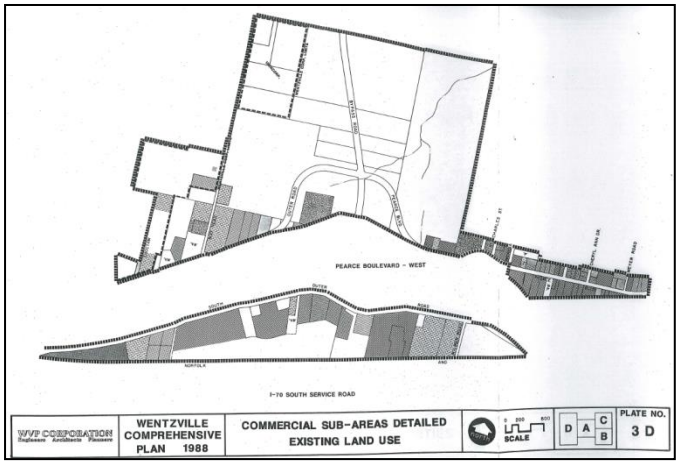
1981 Construction on the Wentzville Crossroads Marketplace was completed. This large shopping center offered several new shopping options to the community, including a new location for Kroger supermarket. At the time, this Kroger location was the largest and most modern grocery store in Wentzville. This building was renovated in 2015 and continues to serve a variety of commercial and service tenants, including a new Harbor Freight location.

1983 The Belz Factory Outlet Mall was constructed as a large, fully-enclosed mall retailer for the Wentzville region. This mall location was home to many national retail chains, including Burlington Coat Factory. A decline in the popularity of large centralized malls eventually led to the closure of this facility in the early 2000's. While vacant for a time, unlike many "dead malls" in the nation this facility was successfully converted into office condo units occupied by a variety of large tenants, including Element Church.

1986 The Wentzville Community Hospital was completed during this year. The purpose of the facility was to provide high-quality healthcare to residents in western St. Charles, Warren, Lincoln, and Montgomery counties. This facility, now known as SSM Health St. Joseph Hospital-Wentzville, currently offers a 24-hour emergency department, behavioral health and ambulatory services, as well as convenient access to outpatient programs, including diagnostic services such as radiology, cardiology, pulmonary and rehab services.

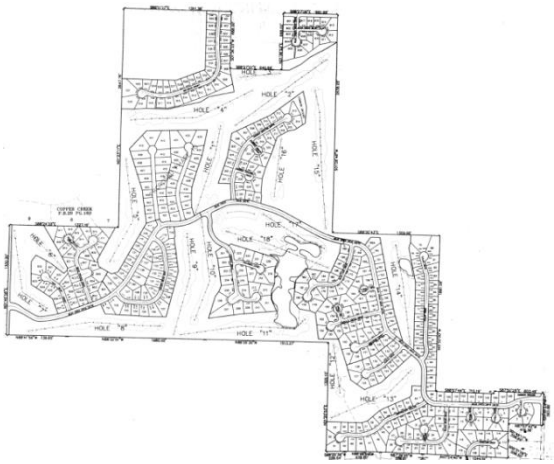
1987 The City completed construction of a $2.5 million, 15-acre recreational complex called Progress Park. This park complex includes an Olympic-sized outdoor swimming pool, indoor track, weight room, multipurpose classroom, gymnasium, ball fields, and a 250-person capacity banquet hall. To this day, Progress Park remains one of the highest-used park facilities in the City and will continue to be considered for potential renovations and expansions.

1988 The City began construction of the first of three phases of the Wentzville Parkway project. This roadway, serving as a direct linkage between Interstate 70 and Highway 40/61, was designed as an economic development tool in the hopes of stimulating commercial development in the City. It was envisioned as the City's future primary commercial growth corridor and sales tax revenue opportunity. The image to the right from the City's 1988-1989 Comprehensive Plan shows this initial construction area, which was completed in 1992.



1991 A cooperative fundraising effort of local organizations spearheaded by the Wentzville Rotary Club led to the acquisition of 72 acres of green space along W. Meyer Road. The goal of this effort was to establish a permanent home for the St. Charles County Fair, which had been moving between various locations in St. Charles County since the late 1800's. One of these locations included the current Wentzville Community Club property in downtown Wentzville. An agreement was reached in 1991 between the Wentzville Rotary Club, the St Charles County Fair Board, and the City of Wentzville which created this permanent County Fair location within this 72 acre tract of land, now known as Rotary Park. The County Fair is a huge regional attraction, hosting a range of truck/tractor pull classes, demolition derby, 4-H activities, carnival, booths, events and live entertainment. The County Fair attendance has grown steadily as the community and county grows in population. The County Fair is held in the last full week of July each year and continues to offer a full range of family entertainment.

1996 The Bear Creek subdivision began this year and became one of the City's largest residential mixed-use developments. The owners converted an existing nine-hole golf course to an 18-hole course with a clubhouse, and developed a residential housing project to surround the course and adjacent areas, totaling 446 lots on approximately 353 acres. This subdivision contains both single-family and two-family housing, and provides recreation and golf tournaments throughout the calendar year.



1997 The City's foresight and investment in Wentzville Parkway began to bear fruit when Walgreens became the first project to be constructed this year. A boom of commercial growth followed and active development of this corridor continues today and is expected into the foreseeable future. An Overlay Zoning District was adopted by the City to specifically regulate the design and appearance of properties along this corridor. These overlay standards, combined with the City's other adopted codes, ensure high quality development capable of serving the community's commercial needs for years to come. This highly successful project serves as an excellent example of what strategic, progressive planning and economic development initiatives can achieve.

1999 The Stone Ridge Canyon subdivision began construction this year. This subdivision was designed to provide a total of 588 single family and attached housing and eight acres of commercial development along Wentzville Parkway.

2000 The new millennium continued to bring new commercial growth to the City along the Wentzville Parkway corridor. In October of 2000, the Wentzville Commons shopping center opened on the east side of Wentzville Parkway with a Schnucks grocery store and associated retail/service tenant spaces.

In addition to continued commercial growth, Wentzville's two largest residential subdivisions also began construction in 2000. The 332-acre Golf Club of Wentzville along Hepperman Road provides 645 single-family and villa homes along with an 18-hole golf course and various community amenities. Stone Meadows east of Highway Z is currently Wentzville's largest residential subdivision providing 1,392 single-family and villa homes on nearly 500 acres.

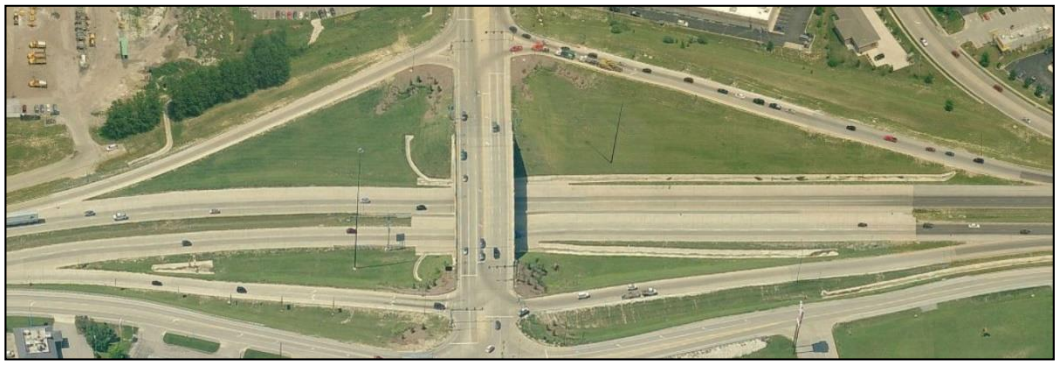
The Wentzville Historical society, in coordination with the City of Wentzville, acquired and installed a railroad caboose on S. Main Street next to the railroad tracks. This caboose serves as a small museum for the Historical Society and is a tangible reminder of Wentzville's historical connections to the railroad. Improvements have been made the caboose grounds as part of the City's continued investment within the Historic Downtown.

Renovated caboose grounds in 2018.

2001 Home Depot opens on the east side of Wentzville Parkway.

2002 The Wentzville Crossroads Marketplace opens on the west side of Wentzville Parkway containing a Walmart anchor store with associated retail tenant spaces.

The City's six-lane Wentzville Parkway overpass was opened for public use in 2002. This upgrade from the former two-lane bridge supports the future growth and development of this portion of the City. The roadway's planned extension to the south of Interstate 70 will intersect with Interstate Drive via a roadway expansion linking the south side of the City to the north side in the heart of the City's main commercial growth area. A large node of commercial growth is forecasted by this plan to be at the future intersection of Wentzville Parkway South and Interstate Drive.



2003

Construction began on homes within the Heritage Pointe subdivision. This subdivision was designed to provide 379 single-family homes and 64 attached two-family villas.

The City's new Law Enforcement Center was completed in January of 2003. This facility houses all of the City's Police equipment and vehicles and is capable of supporting the expansion of Wentzville's law enforcement services to accommodate any increased demand associated with Wentzville's population growth.

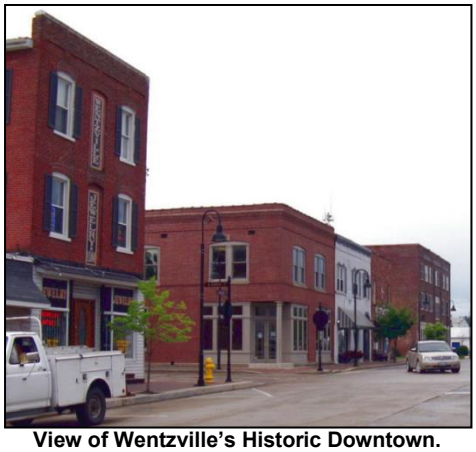
Wentzville Law Enforcement Center in 2018.

2004

The Dierberg's shopping center was constructed on the east side of Wentzville Parkway, expanding Wentzville's grocery options.

Wentzville's strong residential growth continued with construction beginning on the Carlton Glen Estates (501 single family homes) and Villages of Stonegate (350 single-family homes) subdivisions.

In 2004 the City adopted zoning regulations to create the Historic Downtown Zoning Districts, encouraging expansion, redevelopment and economic growth of the original core of the town, the Pearce Boulevard corridor, and the Luetkenhaus Boulevard corridor. These new Zoning Districts set the framework for continued viability of the downtown area and encouraged reinvestment in the area so that it could redevelop and grow.



View of Wentzville's Historic Downtown.

2005

This year saw another entry into Wentzville's growing residential subdivision offerings with construction beginning within the Peruque Hills Estates Subdivision, which offered 68 attached unit villas and 234 single-family homes on a 94 acre tract east of Highway Z.

2006

The completion of both Target and Lowe's on the west side of Wentzville Parkway greatly expanded the City's available shopping options.

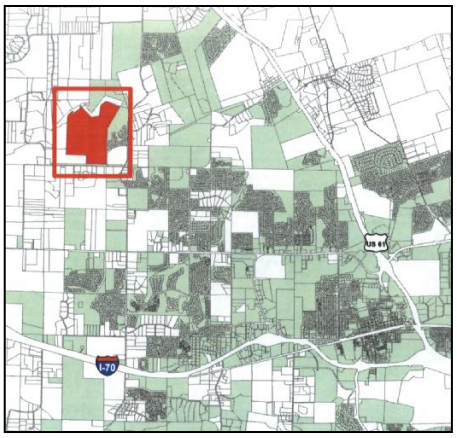
The 114-acre Stonemoor residential subdivision also broke ground during 2006 providing a total of 321 single-family and villa lots. An additional 14 acres of residential and 24 acres of non-residential property was also set-aside for future development projects.

2007

December of 2007 marked the beginning of a nation-wide recession which had significant economic impacts on the fabric of American life. Nearly every community in the country began to experience a general stagnation of growth. Projects and businesses began to crumble under the weight of rising unemployment rates and failing financial institutions. Wentzville was not immune to this crisis. Nearly all subdivision development and home construction ceased as the "housing bubble" burst. This led to a surplus of 3,879 vacant platted residential lots, and another 4,255 planned (not platted) residential lots. This surplus of lots was equivalent to approximately 10 years of residential growth. As the nation slowly rebounded from this recession, home builders once again began to purchase and develop these surplus lots. This recovery effort has continued for many years and traces of the financial crises can still be seen today in Wentzville's inventory of available lots. At the beginning of 2018 this surplus had been reduced to 1,072 vacant platted lots, and another 1,896 planned (not platted) residential lots. This equates to a nearly 64% reduction in the number of surplus residential lots left-over from the recession.

2008

This year saw the first home constructed within the Villages of Huntleigh Ridge Subdivision, a 200-acre subdivision project which received City approval in January of 2007. This subdivision is designed to provide 537 single-family homes and 56 attached townhomes. The impact of the 2007 recession upon Wentzville's housing market is readily apparent in the fact that only 48 of these homes were completed prior to 2015. However, Wentzville's recovering housing market has contributed to renewed interest and construction within this subdivision since 2015.



2012

This year signaled a dramatic improvement in the Wentzville housing market, which had stagnated due to the nation-wide recession. The City issued nearly 400 new residential permits in 2012, the most issued since 2007. The recovery of the housing market has continued to result in an increasing number of residential permits being issued by the City in the following years, with nearly 700 permits being issued in the 2017 calendar year.

The completion of the Sam's Club project on the north side of Bear Creek Drive brings Wentzville its first retail warehouse club.

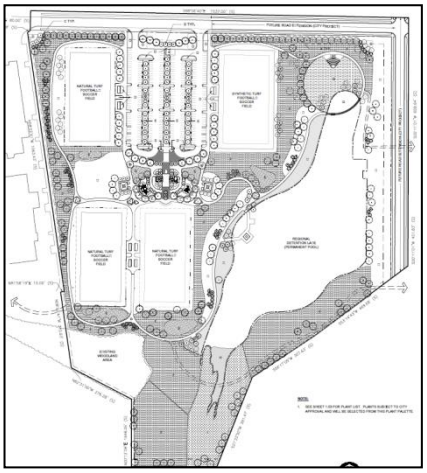
2013 Additional commercial growth in the Wentzville Parkway area continues to strengthen the City's retail and service options within the City. 2013 saw the openings of Ross Dress for Less, CVS Pharmacy, and Fairfield Inn. Fairfield Inn represented the first new hotel development in Wentzville in over 20 years.

Conceptual Rendering of Fairfield Inn.

2014 This year saw the completion of both Hotshots Sports Bar & Grill and 6 North Café (now closed) within the new Wentzville Bluffs development. This development, located on the naturally occurring rock bluffs at the southwest corner of Interstate 70 and Highway Z, utilized a combination of tax abatement and Community Improvement District funding in order to create a new and exciting commercial node for Wentzville.

The City of Wentzville began construction on Heartland Park in 2014. This 50-acre park provides a variety of recreational and sports activities including four multi-use sports fields, three pavilions, a seven-acre lake, boardwalk and walking trails. The design of this park also utilizes a range of green infrastructure techniques such as rain gardens, bioswales, wetlands, pervious surfaces and native meadows to help clean stormwater runoff before it reaches the lake. This innovative design was funded by the Dry Branch Watershed Project.

View of Heartland Park



In 2014 the City also saw the opening of Dick's Sporting Goods on the east side of Wentzville Parkway, offering a range of athletic supplies in close proximity to the City's new Heartland Park project.

2015

This year saw the continuation of significant commercial growth within the City. Tommy D's Pizza (now Captain D's) opened on Church Street within the Historic Downtown District, Camping World finished construction at the northeast intersection of Interstate 70 and Highway 61 and both Planet Fitness and B&B Theatre opened within the Wentzville Bluffs development.

B&B Theatre soon after opening.

Planet Fitness in 2018.

2016

Wentzville's strong commercial growth continued throughout 2016. Stone Summit Steak & Seafood opened within the Wentzville Bluffs development, a new SSM Health outpatient facility opened on Wentzville Parkway, Rankin constructed a new school facility north of Highway A and Knapheide opened on the south side of Highway A.

Stone Summit Steakhouse.

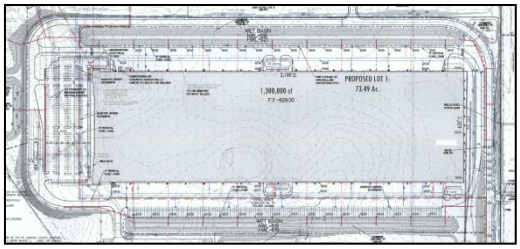
SSM Health Facility in 2018.

Exciting new growth was also observed within the Historic Downtown District. Friendship Brewing opened within a completely renovated historic warehouse building, Fridley Chiropractic constructed the first new building within the downtown area which utilized the City's Historic District codes. These new projects, combined with an ever expanding list of vibrant downtown businesses and the City's streetscape efforts, have reinvigorated Wentzville's historic downtown area.

Fridley Chiropractic soon after opening.

Friendship Brewing in 2018.

2017 The Wentzville Logistics Center, a 1.1 million square foot industrial building specifically designed to support the General Motors Wentzville Assembly Center, began construction on the southeast corner of Highway 61 and Highway A.



Wentzville Logistics Center in 2018.

Additional projects included a new Hampton Inn within the Wentzville Bluffs development, a new Aldi grocery store on the west side of Wentzville Parkway, a Big Tex trailer sales facility on the south side of E. Pitman Avenue, a new Napa Auto Parts Store on Continental Drive, and a senior housing and care facility known as The Boulevard on the east side of Highway Z.

In 2017 the City of Wentzville completed the construction of a new City Hall adjacent to the City's Law Enforcement Center in November of 2017. This two-story 44,747 square foot City Hall provides state-of-the-art Board Chambers and serves as a new home for many City departments. This design allows the City to provide quality "one-stop" service for Wentzville's growing community into the foreseeable future.

Wentzville City Hall conceptual drawing.

Chapter 2: Characteristics and Trends

The specific characteristics of the individuals within a community have always been a vital factor in comprehensive planning and community development. A community's nature can change significantly over time based upon the movements and activities of its populace. Moving to/from a community, opening a business, buying a home, choosing to shop or eat at particular establishments over others, participating in local events are all choices that may seem "ordinary". But these "ordinary" decisions make up the building blocks of a City and serve to shape its growth. A community's population is the primary determinate of future development and sets the tone for the types of public services and facilities that will be needed to serve the population. This section seeks to examine the specific characteristics of the people that form the community of Wentzville and to identify trend information which could be helpful when planning for the City's future

Population

Wentzville and St. Charles County's location in the St. Louis Metropolitan area is an important consideration in the City's growth and development. Table 1 illustrates the City's increasing population trend since 1900. Wentzville's population at the beginning of 2018 is approximately 38,582, as estimated from building permit information. This estimate is derived from taking the number of single-family residential permits issued and multiplying by 2.7 (number of occupants per house for Wentzville as used by the U.S. Census Bureau). As depicted in this chart, the largest population increases occurred from 1950-1960 (a 122% increase) and from 2000-2010 (a 322% increase). It is anticipated that the continued demand for new housing will result in steady population increases for the foreseeable future.

Table 1: Historical Population Data for the City of Wentzville

Census Year	Population	% Change
1900	519	n/a
1910	539	4%
1920	514	-5%
1930	596	16%
1940	752	26%
1950	1,227	63%
1960	2,724	122%
1970	3,223	18%
1980	3,193	-1%
1990	4,785	50%
2000	6,896	44%
2010	29,070	322%
2017*	39,660*	36%*

***2017 Data is approximate based upon year-end permit data**
Source: U.S. Census Bureau and City of Wentzville

Over the past 100 years, St. Charles County has been one of the fastest growing areas in the State of Missouri. Table 2 displays historical data trends for St. Charles, Warren and Lincoln Counties. As illustrated in this table, St. Charles County experienced a peak growth rate from 1950 to 1960 and then continued to grow at an accelerated rate. However, while the population grew the percent change from the previous decennial census period has slowed from 1960 to 2010. Table 2 also shows that Warren County, which borders the Wentzville to the West, and Lincoln County, which borders Wentzville to the North, have also both experienced rapid growth rates over the past few decades. It is interesting to note, that the City of Wentzville's 2010 population was nearly as large as that of Warren County. Statewide, Missouri's population grew

seven (7%) percent to 5,988,927 in 2010. U.S. Census estimates from 2017 show Missouri's population to be 6,113,532.

Table 2: Historical Population Trends of St. Charles, Warren and Lincoln Counties

Census Year	St. Charles County		Warren County		Lincoln County	
	Population	% Change	Population	% Change	Population	% Change
1900	24,274	n/a	9,919	n/a	18,352	n/a
1910	24,695	2%	9,123	-8%	17,033	-7%
1920	22,828	-8%	8,490	-7%	15,956	-6%
1930	24,354	7%	8,082	-5%	13,929	-13%
1940	25,562	5%	7,734	-4%	14,395	3%
1950	29,834	17%	7,666	-1%	13,478	-6%
1960	52,970	78%	8,750	14%	14,783	10%
1970	92,954	75%	9,699	11%	18,041	22%
1980	144,107	55%	14,900	54%	22,193	23%
1990	212,907	48%	19,534	31%	28,892	30%
2000	283,883	33%	24,525	26%	38,944	35%
2010	360,485	27%	32,513	33%	52,566	35%
2017*	395,504*	10%*	34,373*	6%*	56,183*	7%*

Source: U.S. Census Bureau
****2017 Data is approximate based upon U.S. Census Bureau estimates dated 6/1/17***

Table 3 illustrates the increasing growth rates for cities immediately adjacent to the City of Wentzville. The data shows that from 2000-2010, the City of O'Fallon increased 72% (79,329), City of Lake Saint Louis increased 43% (14,545), City of Foristell increased 53% (505), and City of Flint Hill increased 39% (525). Chart 1 graphically depicts the population growth of St. Charles County's largest cities from 1900 to 2010. This indicates that the City of O'Fallon between the periods of 2000 to 2010 overtook St. Charles City as the largest city based upon population. This same time period saw a huge jump in Wentzville's population (322%). According to this information, as well as current Census projections, the City of Wentzville is currently the fourth (4th) largest city in St. Charles County based upon population.

Table 3: Historical Population Data for Neighboring Cities

Census Year	O'Fallon		Lake Saint Louis		Foristell		Flint Hill	
	Population	% Change	Population	% Change	Population	% Change	Population	% Change
1900	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1910	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1920	588	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1930	594	1%	n/a	n/a	n/a	n/a	n/a	n/a
1940	618	4%	n/a	n/a	n/a	n/a	n/a	n/a
1950	789	28%	n/a	n/a	n/a	n/a	n/a	n/a
1960	3,770	378%	n/a	n/a	n/a	n/a	n/a	n/a
1970	7,018	86%	n/a	n/a	n/a	n/a	n/a	n/a
1980	8,654	23%	3,843	n/a	119	n/a	219	n/a
1990	18,296	111%	7,671	100%	144	21%	229	5%
2000	46,169	152%	10,169	33%	331	130%	379	66%
2010	79,329	72%	14,545	43%	505	53%	525	39%

Source: U.S. Census Bureau

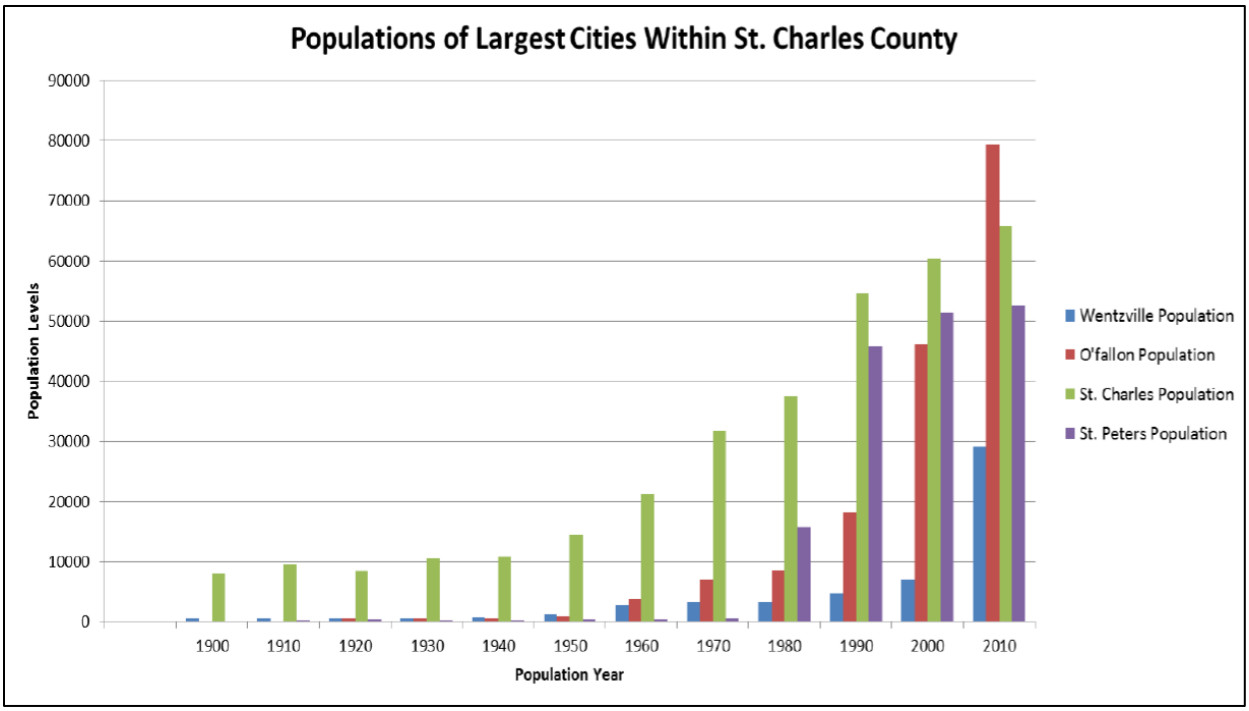


Chart 1: ***Source: U.S. Census Bureau***

Age/Sex Characteristics

Age/Sex composition of a population plays an important role in determining the needs of a city's residents and establishing future growth objectives. For example, if the population is increasing in age over time, perhaps services should be oriented to address an aging population.

The age structure of the City of Wentzville is shown in Table 4. This table shows that, as the population numbers have grown, the percentage of each group has mostly stayed consistent. It is interesting to note that while the percentage of the population over the age of 65 decreased between 1990 and 2010, it has begun to recently increase. This could indicate that senior housing and services are becoming available within Wentzville which appeal to members of this age group.

Table 4: Basic Wentzville Age Composition 1990-2016

Age Group	1990		2000		2010		2016*	
	Number	%	Number	%	Number	%	Number	%
Under 5	517	10%	569	8%	3,075	11%	2,967	9%
5-19	1,326	26%	1,814	26%	7,275	25%	9,202	27%
20-34	1,170	23%	1,513	22%	6,286	22%	6,259	18%
35-44	626	12%	1,083	16%	4,726	16%	5,845	17%
45-54	446	9%	767	11%	3,301	11%	3,754	11%
55-64	384	7%	442	6%	2,233	8%	2,902	8%
65+	671	13%	770	11%	2,174	7%	3,247	10%

Source: U.S. Census Bureau and Missouri Census Data Center (MCDC)
****Estimates based upon 2016 American Community Survey***

Other age information, such as median age comparisons, can be used in analyzing the City of Wentzville's population. Median age is the age that divides the population into two numerically equal groups. In other words, half of the population is younger than this median age and the other half is older. Viewing this information for the City indicates that the age of the City appears

to be getting older. This can be explained, for example, by fewer births among the existing population reflecting an aging median value or that a greater majority of the population migrating into the community is within an older age bracket. The historic growth trends of Wentzville suggest that this increase in median age is most likely due to both the immigration of individuals older than the median and an existing population aging in place.

Table 5: Wentzville Median Age

Year	Number
1980	29.0
1990	30.2
2000	30.8
2010	31.2
2016	32.9

Source: U.S. Census Bureau

The sex composition of a community is defined as the number of males per 100 females within a population. The sex ratio is a common statistical measure of sex composition. A sex ratio greater than 100 indicates an excess of males, whereas a ratio less than 100 represents an excess of females. Sex ratios generally range between 95 and 102 except for special circumstances, such as wartime casualties or substantial migration. Table 6 shows the relationship between Wentzville's sex ratio and those of St. Charles County and State of Missouri since 1990. From the period of 1990-2016, the City of Wentzville had a larger ratio of females to males compared to the County and the State. According to 2016 American Community Survey, this ratio is currently close to a balanced position, which approximately 95 men for every 100 women.

Table 6: Sex Ratios 1990-2016

Years	Sex Ratios		
	Wentzville	St. Charles County	Missouri
1990	89	99	93
2000	88	97	95
2010	94	96	96
2016*	95	94	94

Source: U.S. Census Bureau and Missouri Census Data Center (MCDC)
****Estimates based upon 2016 American Community Survey***

Ethnicity Characteristics

Another demographic variable that is usually examined in the planning process is ethnic composition of the population. Chart 2 shows the composition of the City of Wentzville from 2010, where 88% of the City's population identified as "white." Chart 3 indicates that the "white" population segment has grown since 2010, while all other groups have slightly reduced. Such a trend is somewhat concerning as it suggests that the City is becoming less diverse over time.

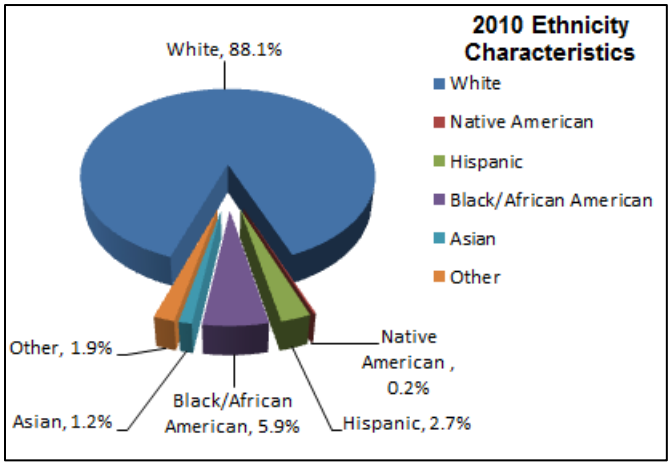


Chart 2 - Source: U.S. Census Bureau

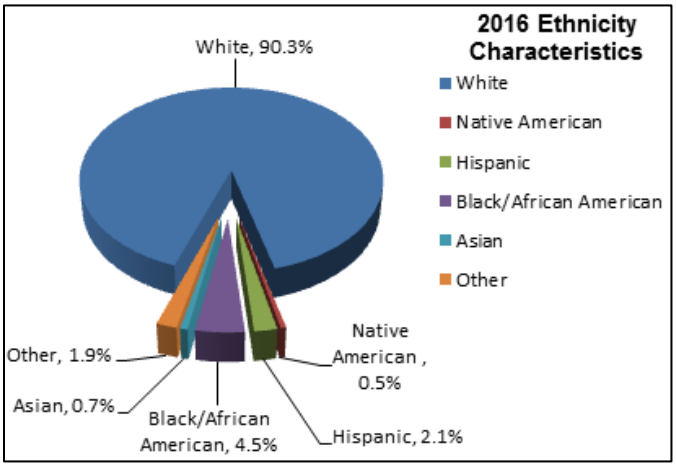


Chart 3 - Source: 2016 American Community Survey

Household Characteristics

Household information of a community is another area in which a City can be examined. Table 7 provides specific household information for the City of Wentzville, St. Charles County and the State of Missouri. The U.S. Census Bureau defines a household as "all persons who occupy a housing unit". Overall, the number of households within the City of Wentzville dramatically increased between 1990 and 2010, with a nearly 290% increase. This was related to the City's explosive growth during this period. Since 2010, the number of households within the City, and the county as a whole, has continued to steadily increase. Of the City's 11,133 households in 2016, nearly 80% were family households. This was above average for both St. Charles County and the State of Missouri, which were at 73% and 65% percent respectively.

Table 7: Household Characteristics 2000-2016

	Wentzville			St. Charles County			Missouri		
	2000	2010	2016*	2000	2010	2016*	2000	2010	2016*
Households	2,503	9,767	11,133	101,826	134,274	140,664	2,197,214	2,375,611	2,372,362
Family	1,873	7,852	8,851	77,453	97,621	102,263	1,486,546	1,552,133	1,530,173
Non-Family	630	1,915	2,282	24,373	36,653	38,401	710,668	823,478	842,189
Married w/ Child	733	4,792	n/a	34,112	46,371	n/a	516,877	676,727	n/a
Female Head w/ Child	327	793	1,169	5,801	7,520	13,363	154,002	168,143	284,683

Source: U.S. Census Bureau and Missouri Census Data Center (MCDC)
****Estimates based upon 2016 American Community Survey***

Table 8 compares the City of Wentzville's 2016 household compositions from the American Community Survey to other communities within St. Charles County. This information indicates that in 2016, 80% of Wentzville households were occupied by families. This is a higher percentage of families than all of the peer communities. This above average family characteristic could contribute to a stronger sense of family and community. The City also had the lowest percentage of non-family households of all studied communities.

In the past, Wentzville has also had a high percentage of households occupied by married couples with children. The 2016 American Community Survey did not provide information for this category, but it will be interesting to see what information the 2020 Census provides regarding this topic.

Table 8: Household Characteristics for Local Communities 2016*

	Households	Family	Non-Family	Married W/ Child	Female Head W/ Child
Lake Saint Louis	5,635	4,170	1,465	n/a	395
O'Fallon	30,253	22,720	7,533	n/a	3,358
St. Peters	21,950	15,124	6,826	n/a	1,866
St. Charles	27,239	16,670	10,569	n/a	2,996
Wentzville	11,133	8,851	2,282	n/a	1,169

Source: U.S. Census Bureau
****Estimates based upon 2016 American Community Survey***

Another aspect of family housing characteristics which has been considered in the past is the proportion of households in a community classified as Female Head with Children, or single-mother families. Since 2010, the percentage of Wentzville households within this category has grown from 8% to 11%. This ties Wentzville with St. Charles and O'Fallon as the highest amongst the studied communities. Historically, such an increase may have been considered a cause for concern, as single-mother households were often correlated with lower income levels and increased demands for affordable housing. However, the nature of American families has evolved significantly over time, and single-parent households have become more common across all socio-economic groups. Such nation-wide changes have called previously assumed correlations associated with single-mother households into question. As such, future analysis of

this group by the City will be broadened into "single-parent households," as the Census now gathers information on the growing segment of "single-father households."

Population Projections

Based upon historical population data, the City can make general assumptions on future population using different techniques. The first and simplest technique would consist of a linear projection, as shown in Chart 4. A linear projection utilizes past data to assume a basic and consistent slope projecting into the future. This linear projection predicts population growth to the year 2025 and anticipated a total City population of 48,001. This 2025 projection seems to be rather conservative when compared to the permit-based projection of 52,485 shown in Table 9 below.

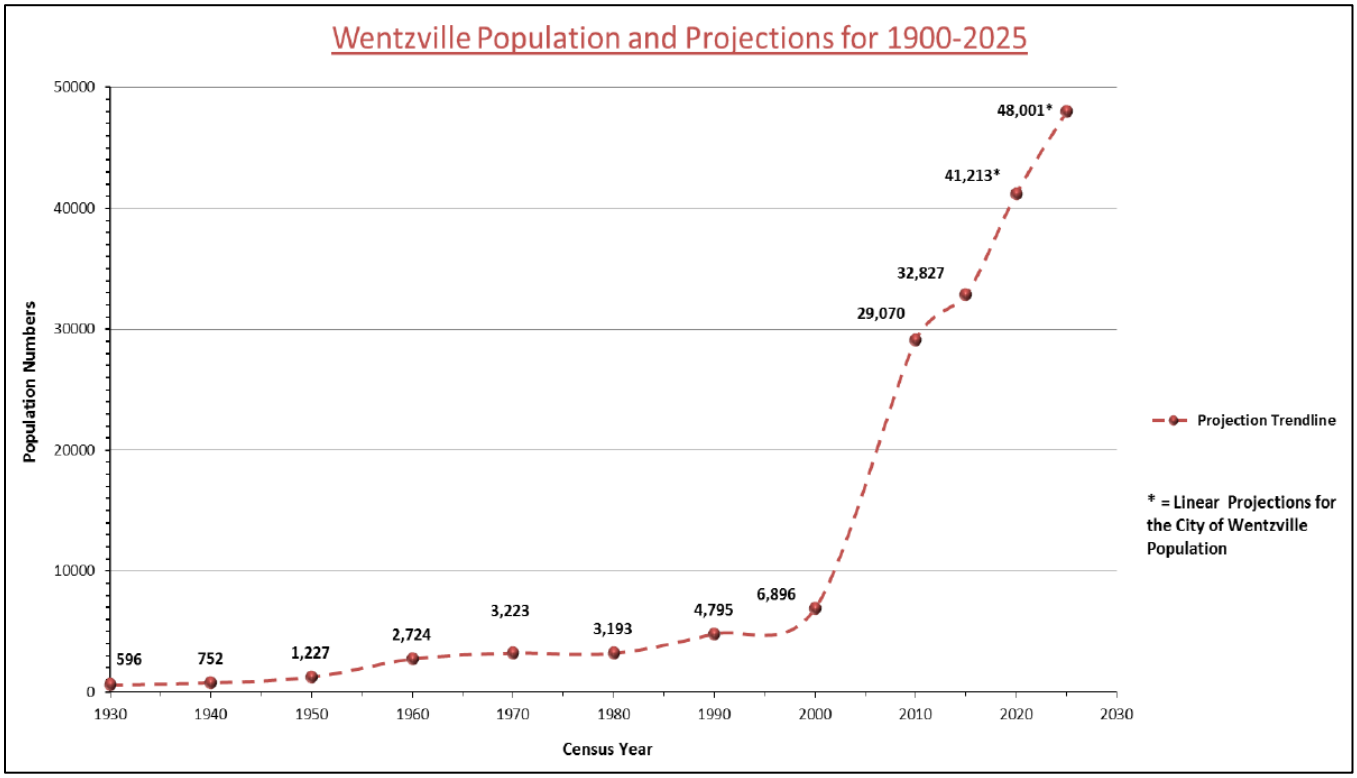


Chart 4: ***Source: U.S. Census Bureau and City of Wentzville***

Another technique utilized by the City of Wentzville is project population growth using an assumed annual number of new single-family residential permits based upon current growth trends. As discussed earlier in this chapter, the City uses the U.S. Census Bureau occupancy rate of 2.7 people per unit. Taking this occupancy rate and multiplying by a set number of assumed permits provide the projected population, which is represented in Table 9. While using this technique can provide a projection number, it is heavily reliant on the number of permits issued per year, which can fluctuate due to periods of extreme growth or economic uncertainty, such as the late 2000's nationwide recession. Past projections using this technique assumed a large number of annual permits (1,200 per year), which was reflective of the economic prosperity of the time. The City still anticipates an accelerated amount of permits every year based upon a continued reduction of available surplus lots and continued economic prosperity of the region. However, the City recognizes that the explosive growth experienced over the past 15 years may slow somewhat due to a reduction in available land. In order to account for this possibility, the City assumes a conservative baseline number of 600 permits each year. This equates to approximately 1,620 new Wentzville residents every year. Staff believes this

projection represents a more realistic approach to anticipated growth for the City rather than the linear projection shown in Chart 3. Due to the many variables involved, the actual growth rate could significantly deviate from these projections. Information gathered during the 2020 Census will further refine these projections and provide the City with new data for future planning efforts.

Table 9: Population Projections Based Upon Single-Family Permits

Year	New Permits	Projected New Population	Total Projected Population
2000	*Census 2000 Performed*		*6,896*
2001	734	1,982	8,878
2002	979	2,643	11,521
2003	1,027	2,773	14,294
2004	1,459	3,939	18,233
2005	1,165	3,146	21,379
2006	796	2,149	23,528
2007	622	1,679	25,207
2008	303	818	26,025
2009	345	932	26,957
2010	*Census 2010 Performed*		*29,070*
2011	218	589	29,659
2012	398	1,075	30,734
2013	538	1,453	32,187
2014	626	1,690	33,877
2015	676	1,825	35,702
2016	779	2,103	37,805
2017	687	1,855	39,660
2018	550	1,485	41,145
2019	600	1,620	42,765
2020	600	1,620	44,385
2021	600	1,620	46,005
2022	600	1,620	47,625
2023	600	1,620	49,245
2024	600	1,620	50,865
2025	600	1,620	52,485

Source: City of Wentzville, Building Division Permitting Data (Updated 4/3/18)

Socio-Economic Profile

The economic vitality of a community is determined in large part by the socio-economic characteristics of its population. Socio-economic factors such as household income, poverty rates, labor force characteristics, employment rates and educational attainment provide insight to determining needs for housing, community services, business attraction and job creation. Wentzville's economy is tied to the larger regional economy and the socio-economic characteristics of its population contribute to the overall economic health of the region. In order to provide a reference point for evaluating the relative health of Wentzville compared to the region, the following analysis also includes trend data for the Cities of Lake Saint Louis, O'Fallon, St. Peters, St. Charles, St. Charles County and the State of Missouri.

Income

Wentzville households have experienced a significant increase in median income between 2000 and 2016. This nearly $34,000 median household income increase, a 71% jump since 2000, was by far the highest in St. Charles County. A comparison of the median household incomes

between various jurisdictions in St. Charles County and the overall State of Missouri is provided within Table 10.

Table 10: Median Household Income (2000 to 2016)

Jurisdiction	Income (dollars)			Overall Increase (%)
	2000	2010	2016*	
Wentzville	47,232	71,933	80,524	71%
Lake Saint Louis	68,830	81,393	79,439	15%
O'Fallon	60,179	76,839	81,004	35%
St. Peters	57,898	70,275	72,927	26%
St. Charles	47,782	54,936	59,059	24%
St. Charles County	57,258	70,331	75,603	32%
Missouri	37,934	46,262	49,593	31%

Source: U.S. Census Bureau
****Estimates based upon 2016 American Community Survey***

Table 11 provides more detailed information regarding the household incomes within Wentzville. As depicted in this table, over 35% of households had incomes below $35,000 in 2000 and only 47% had incomes over $50,000. These numbers had shifted dramatically by 2016, with less than 16% percent of household incomes below $35,000 and nearly 74% percent at $50,000 or more. As shown on Table 12, Wentzville's 2010 percentage of households below $35,000 was less than that of St. Charles County and the State.

Table 11: Household Income in Wentzville (2000 to 2016)

Income (Dollars)	Percent of Total Households		
	2000	2010	2016*
Less than $14,999	18.4%	4.5%	5.2%
$15,000 to $24,999	6.3%	5.9%	4.2%
$25,000 to $34,999	10.6%	6.6%	6.3%
$35,000 to $49,999	17.6%	11.7%	10.5%
$50,000 to $74,999	28.2%	23.7%	19.1%
$75,000 to $99,999	11.5%	19.5%	21.1%
$100,000 to $149,999	6.6%	20.7%	21.1%
$150,000 to $199,999	0.4%	5.1%	7.5%
$200,000 or more	0.6%	2.2%	4.8%

Source: U.S. Census Bureau
****Estimates based upon 2016 American Community Survey***

Table 12: Household Income in 2016*

Jurisdiction	Household Income by Percent of Total Households								
	Less than $14,999	$15,000 to $24,999	$25,000 to $34,999	$35,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 to $149,999	$150,000 to $199,999	$200,000 or more
Wentzville	5.2%	4.2%	6.3%	10.5%	19.1%	21.1%	21.1%	7.5%	4.8%
Lake Saint Louis	6.2%	4.3%	4.3%	10.7%	22.0%	14.4%	20.4%	7.5%	10.1%
O'Fallon	4.5%	5.8%	6.0%	10.0%	18.9%	16.9%	22.6%	9.4%	5.6%
St. Peters	4.3%	7.5%	6.8%	12.2%	21.5%	15.9%	21.3%	6.1%	4.5%
St. Charles	8.1%	8.8%	10.7%	15.2%	18.6%	14.3%	13.4%	6.7%	4.3%
St. Charles County	5.4%	6.3%	6.9%	11.9%	19.0%	16.2%	20.0%	8.2%	5.9%
Missouri	13.1%	11.3%	11.2%	14.7%	18.8%	12.0%	11.5%	3.9%	3.5%

Source: U.S. Census Bureau
****Estimates based upon 2016 American Community Survey***

Poverty

Table 13 provides the percentage of the total population in poverty from 2000 to 2016 for the City and surrounding communities. The definition of "poverty," by the Census Bureau uses a set of income thresholds that vary by family size and composition. If an individual or household's total income is less than these established thresholds, then that individual or household is considered to be living in poverty. The official poverty thresholds do not vary geographically, but they are updated for inflation using Consumer Price Index (CPI-U). The official poverty definition uses income before taxes and does not include capital gains or noncash benefits (such as public housing, Medicaid or food stamps).

According to Census information, the City of Wentzville had nearly 12% percent of its population living in poverty in 2000. This was the highest level of the communities listed and considerably above the St. Charles County and overall State percentages. Table 14 provides poverty data from 2000, 2010 and 2016. It's important to note that between the 2000 and 2010 Census years the nation entered a large recession which had dramatic socio-economic impacts on many communities. It is interesting that while every other listed community increased the percentage of individuals in poverty during that time, the City of Wentzville saw reductions in all age groups. One possible explanation for this reduction could be that residents of the City (on average) were isolated from the economic downturn. However, a more likely assumption would be that individuals who had previously been considered impoverished chose to move out of the City to other areas. Such relocations could have been for job opportunities, better public transportation options or in pursuit of more adequate housing services. It appears that reductions in poverty levels are continuing throughout St. Charles County. Should the Census 2020 data demonstrate a continuation of this trend it may warrant further study as it could suggest that the City may not be adequately serving impoverished individuals and/or households.

Table 13: Poverty as a Percentage of Total Population (2000 to 2016)

Jurisdiction	Percentage of Individuals in Poverty by Age Group									2016 Totals
	Younger than 18			Ages 18 to 64			Ages 65 and older			
	2000	2010	2016*	2000	2010	2016*	2000	2010	2016*	
Wentzville	6.3%	5.0%	2.3%	7.8%	4.1%	3.4%	13.3%	6.1%	<1%	6.2%
Lake Saint Louis	1.8%	6.5%	1.9%	2.8%	3.3%	3.4%	3.9%	2.7%	<1%	5.9%
O'Fallon	1.2%	3.6%	1.3%	3.2%	3.4%	2.8%	6.7%	5.2%	<1%	4.6%
St. Peters	0.9%	3.2%	1.2%	2.6%	2.7%	2.3%	5.1%	3.6%	<1%	4.1%
St. Charles	1.9%	16.2%	3.7%	5.6%	8.7%	6.3%	6.3%	5.0%	<1%	10.6%
St. Charles County	1.5%	6.4%	2.1%	3.5%	4.5%	3.4%	5.1%	3.9%	<1%	5.0%
Missouri	3.9%	19.3%	4.9%	10.3%	12.3%	9%	9.9%	9.3%	1.3%	15.3%

Source: U.S. Census Bureau
****Estimates based upon 2016 American Community Survey***

Employment/Unemployment

Table 14 describes the City's workforce by industry (employment) from 2010 and 2016 using information available from the U.S Census. As shown in this table, the "Educational Services, Health Care and Social Assistance" continues to be City's largest work force group and growth sector in the City. This is most likely due to the large number of such facilities (schools, medical offices, hospitals, etc.) in the City and the area in general. The "Wholesale Trade" and "Finance, Insurance, Real Estate and Rental/Leasing" sectors appear have somewhat shrunk since 2010 while the "Arts, Entertainment, Recreation, Accommodation and Food Services" has grown.

”Manufacturing” and “Retail Trade” sectors have remained relatively stable and additional growth in these sectors is anticipated to be reflected in the 2020 Census information.

Table 14: Work Force by Industry 2010-2016

	2010		2016*	
	Number	Percent	Number	Percent
Agricultural, Forestry, Fishing, Hunting, Mining	72	0.6%	84	0.4%
Construction	1,062	8.3%	1,203	7.0%
Manufacturing	1,512	11.8%	1,950	11.3%
Wholesale Trade	736	5.8%	562	3.2%
Retail Trade	1,604	12.5%	2,128	12.3%
Transportation, Warehousing, Utilities	612	4.8%	843	4.9%
Information	223	1.7%	442	2.6%
Finance, Insurance, Real Estate, Rental, Leasing	1,434	11.2%	1,535	8.9%
Professional, Scientific & Management, Administrative, Waste Management Services	1,244	9.7%	1,453	8.4%
Educational Services, Health Care, Social Assistance	2,173	17.0%	3,627	21.0%
Arts, Entertainment, Recreation, Accommodation, Food Services	997	7.8%	1,775	10.3%
Other Services, Except Public Administration	547	4.8%	891	5.2%
Public Administration	572	4.5%	747	3.3%

Source: U.S. Census Bureau
****Estimates based upon 2016 American Community Survey***

Table 15 shows the 2010 and 2018 unemployment rates of the City as compared to the county, region, and state using information available from the U.S. Department of Labor. In 2010, the unemployment rates for St. Charles County and the State of Missouri were 4.7% and 4.8% respectively. Wentzville’s unemployment rate was significantly better at 4.1%, which was close to its poverty rate of 4.4%. At the beginning of 2018 the unemployment rates for the City, County, and State had improved, with Wentzville’s rate being at 3.0%. This rate is lower than the City’s current estimated poverty rate of 6.2%. This could indicate that some residents are underemployed or that American Community Survey overestimated the City’s poverty rate. The St. Louis MSA, which includes 16 total counties (eight in Missouri and eight in Illinois) also improved with an unemployment rate of 3.6%. It will be interesting to see if the City’s actual poverty level in the 2020 Census results decreases due to this improved employment level.

Table 15: Unemployment Rates 2010 and 2018

Jurisdiction	Percentage of Labor Force - Unemployed	
	2010	2018
Wentzville	4.1%	3.0%
St. Charles County	4.7%	3.1%
St. Louis, MSA	10.3%	3.6%
Missouri	4.8%	3.7%

Source: U.S. Dept. of Labor, Bureau of Labor Statistics (Updated 2/10/18)

Table 16: Largest Employers in the City of Wentzville

Employer	Product /Service	Full-Time Employees
General Motors Assembly Center	Motor Vehicle Assembly	4,561
Wentzville R-IV School District*	Education	1,560
Crider Health Center	Healthcare	711
TVS Supply Chain Solutions	Logistics & Freight	475
Walmart	Department Store	396
Etrailer	Truck Accessories	370
Faurecia Automotive Seating	Vehicle Interior Modules	300
Rapid Response	Freight Shipping	265
City of Wentzville	Local Government	247
SSM St. Joseph Health Center	Healthcare	219
RK Stratman Company, Inc.	Silk Screening	201
Lear Corporation	Vehicle Seating & Electrical	194
Home Depot	Home Improvement Store	150
Thyssen/Krupp	Logistics & Freight	147
Dierberg's Market	Grocery Store	140
Parklane Care and Rehabilitation	Long-Term Elderly Care	137
Lowe's	Home Improvement Store	136
Cosmos Corporation	Animal & Pet Food Manufacturer	115
Kohl's	Department Store	101
Target	Department Store	88

Source: Survey of employers.
****Buildings within City Limits, School District has an overall total of 2,118 employees***

Education

The City of Wentzville (as a whole) is an educated community with nearly 94% of its population over 25 years of age having at least a high school education or some form of advanced degree according to current Census estimates. In 2000, the number within the same category was at 79.7% showing a dramatic overall increase in the education of the City's residents. Looking at educational attainment of Wentzville's residents as well as income and occupation may influence housing demands in the future as well as private sector decisions to locate businesses and services within the City of Wentzville.

Table 17: Educational Attainment in Wentzville for Population over 25 2000, 2010 and 2016 Estimates

Educational Attainment	2000	2010*	2016*
Population 25 and Over	*4,179*	*15,222*	*20,681*
Less than 9th Grade	8.6%	2.9%	1.5%
9th to 12th Grade	11.7%	4.7%	5%
High School Graduate (includes Equivalency)	34.5%	23.2%	27.9%
Some College, no degree	24.1%	29.5%	24.1%
Associates Degree	6.6%	9.4%	11.3%
Bachelor's Degree	10.7%	22%	21.5%
Graduate or Professional Degree	3.8%	8.2%	8.6%
High School Graduate of Higher	**79.7%**	**94.0%**	**93.5%**
Bachelor's Degree or Higher	**14.5%**	**30.3%**	**30.1%**

Source: U.S. Census Bureau
****Estimates based upon 2010 and 2016 American Community Survey***

Economics

The City of Wentzville has a diverse economic base represented by a mixture of industrial enterprises, commercial enterprises, support services and medical facilities. Fortune 500 companies located in Wentzville include General Motors and CenturyLink. Economic growth of the City is attributable to a location on major highways, rail service, convenient access to the St. Louis Metropolitan Area and a central location in the United States.

The City is committed to satisfying the needs of existing and future industrial and commercial companies through a full-time professional staff with an interest in assisting with location, financing, construction and operation of buildings and services. Recent investment by the City in water distribution and storage facilities and a major expansion of the Wastewater Treatment Facility reinforce this commitment.

The creation of the Wentzville Economic Development Council, Inc., a non-profit corporation with the ability to issue revenue bonds for the purpose of providing funds to acquire, construct, and install certain projects, provides an effective tool to encourage and assist economic development.

Retail Sales

Table 18 shows estimated retail sales in Wentzville based upon the City's general sales tax, which is charged at a rate of 1% percent. In 1995 a ½% percent voter-approved tax increase went into place for transportation, and a ½% percent voter-approved tax increase for capital improvements.

Table 18: Retail Sales (1992-2017)

Year	Retail Sales
1992	$113,173,400
1993	$113,206,300
1994	$115,782,700
1995	$133,306,600
1996	$141,441,200
1997	$125,028,067
1998	$128,773,200
1999	$137,466,273
2000	$150,723,727
2001	$220,460,464
2002	$248,448,314
2003	$300,179,453
2004	$320,326,739
2005	$373,993,741
2006	$342,231,700
2007	$396,733,700
2008	$424,113,800
2009	$423,454,000
2010	$437,784,400
2011	$461,225,700
2012	$502,450,114
2013	$542,812,698
2014	$601,322,240
2015	$663,081,478
2016	$710,852,721
2017	$765,886,547

United States Census 2020

The United States Census is a decennial (every 10 years) process which is mandated by the United States Constitution in order to gather and record population and demographic information. This information is then made available to the general public for the common good. City, County and State governments regularly use this information in order to better understand the characteristics of their populations and to plan for community growth and services. The City of Wentzville relies heavily upon Census information during the creation of its Comprehensive Plan. Much of the information contained within this Chapter is based upon the most recent United States Census which was performed in 2010. Each non-census year, the U.S. Census Bureau conducts the American Community Survey (ACS) in an effort to provide up-to-date data and estimates for each community. As much of the 2010 Census data is currently outdated, this Comprehensive Plan includes data and estimations from the ACS where possible. It is likely that the City's continued population growth and active residential and commercial construction environment may result in dramatic shifts in this information once the Census 2020 information is gathered and released. As always, any future Census data will be incorporated within future updates to the City's Comprehensive Plan.

Chapter 3: Transportation

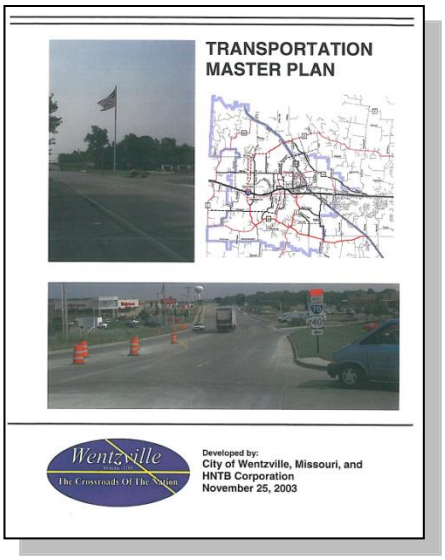
Providing a variety of mobility opportunities is a key element in the well-being of a City, and the transportation network is the framework upon which the City is built. However, just providing a well-constructed transportation network alone will not guarantee a City's success. Instead, the transportation network must be fully coordinated with other elements of a Comprehensive Plan, especially an effective land use plan, in order to achieve the collective goals and objectives of the City.

The automobile has been the dominant means of transportation within the United States for over a century and its immense popularity is expected to continue into the foreseeable future. In response, the land use plans and roadway networks of most metropolitan areas were specifically designed with the automobile in mind. This automotive-oriented design led to a pattern of urban density development away from central city cores, an approach which contributes to the reliance upon the automobile as the primary means of access into areas to live, learn, work, shop, eat, recreate and socialize. The City of Wentzville and St. Charles County are no exceptions to this trend, as past and current growth within St. Charles County is focused around the needs of an automobile-reliant population. However, public interest and demand for alternative modes of transportation has continued to grow over the past decade. This has led to further evaluation of evolving technologies and the mainstream inclusion of pedestrian transportation opportunities into the planning and design of roadways and off-street access ways.

This chapter of the Comprehensive Plan identifies the existing transportation networks in the area, discusses planned improvements to support the City's growth and provides guidance for future policy and project discussions. This chapter also addresses the City's current policies for the maintenance and expansion of the roadway network and provides a "Thoroughfare Plan" (also known as a Major Street Plan) for the preservation and future construction of roadways to serve the public and facilitate the growth of the City. These various elements, when coordinated with the rest of the Comprehensive Plan, will provide the tools necessary for Wentzville's continued success.

Transportation Master Plan

The City of Wentzville adopted a Transportation Master Plan (TMP) in November of 2003. The purpose of the plan was to provide guidelines for the City to use to identify transportation improvements that will be needed to support future projected growth. This plan also, whenever possible, aims to provide multiple points of dispersion for new developments in an effort to minimize congestion. This Chapter of the Comprehensive Plan will not restate the information within the TMP, but gives a brief overview and summary of its components, which merit inclusion in this document. Evaluating and updating this TMP document is included as an objective in Chapter 10 of this Comprehensive Plan.



Technical Memorandum #6 of the TMP (related to pedestrian travel) has been further studied via Wentzville's participation in the Bicycle and Pedestrian Facilities Plan, which was conducted by Trailnet, Inc. for the communities of Wentzville, Lake Saint Louis and O'Fallon. This document further studies this transportation alternative and expands existing and planned bike lanes, bikes routes, trails and accommodations found on the Future Land Use Plan via a separate facility plan for Wentzville titled the Bicycle and

Pedestrian Facilities Map (Map No. 28). The TMP contains tables and charts to illustrate its findings. The TMP document is made up of a series of Technical Memoranda as follows:

- *Technical Memorandum #1: Validation Plan and Future Traffic Forecasts*
  This memorandum reviews the City's Transportation Network, established by the 1999 Plan titled "A Community's Vision" which was adopted by the City of Wentzville in March of 1999 and amended in October of 2001. This section defines and illustrates the functional classifications for roadways in the Wentzville area. Also included are recommended typical roadway sections and roadway design standards. This section also discusses Transportation Analysis Zones (TAZ) related to future planned land uses and population to validate existing and future roadway corridors and networks.

- *Technical Memorandum #2: Access Management Standards*
  Access management involves determining the control of access points to a roadway, in order to maintain or preserve the capacity and function of the road. It involves determining appropriate signal spacing, median openings and driveway/side street spacing distances. This memorandum will contain Wentzville's recommendations for access management for the City's arterial and collector roads, including definitions and an access management table for quick reference.

- *Technical Memorandum #3: Traffic Impact Study Standards*
  Traffic impact studies are reports typically prepared in advance of approving a zoning change or site plan which would result in discernible traffic impact to the adjacent street system. This memorandum established guidelines to provide when a traffic study is to be requested to be completed by the developer and indicates what the traffic study should report/address. This section includes definitions and tables indicating the types of uses requiring traffic studies.

- *Technical Memorandum #4: Traffic Counting Program Guidelines*
  This memorandum addresses the type of traffic counts, methods to collect traffic data, and potential locations for traffic counts. The information in this section can be used by the City as it establishes a traffic counting program.

- *Technical Memorandum #5: Traffic Signal Warrant Guidelines*
  This section discusses the process used to determine if a traffic signal may be warranted at a specific intersection location in Wentzville using the MUTCD (Manual of Uniform Traffic Control Devices Millennium Edition [MUTCD 2000]).

- *Technical Memorandum #6: Guidelines for Bicycle and Pedestrian Facilities*
  This memorandum illustrates the City's policy regarding general guidelines and design considerations for Wentzville as the City addresses transportation challenges that include a bicycle or pedestrian modal component. The Land Use Plan (Map No. 15) recommends pedestrian trails and bikeways, which are referenced in this section of the Plan, supporting off-street facilities. The City of Wentzville is working toward the creation of public pedestrian trails and the associated rights-of-way for these facilities through the Subdivision Plat approval process. Future trail locations are identified on the Land Use Plan (Map No. 15) and the Trails and Greenways Development Map (Map No. 4).

Corridor Preservation and Right-Of-Way Acquisition

The City of Wentzville staff and elected officials work together in order to identify desired roadway improvements in an effort to plan for expected growth. Two methods are utilized to reserve and acquire right-of-way for the expansion of existing facilities and for new roadway development. The first of these methods is to require the dedication of right-of-way from developers seeking to subdivide properties along existing or planned roadways. The second method is via the implementation of a process called Corridor Preservation, which is designed to allow for the preservation/acquisition of new corridors for major roadway projects. This public process has proven successful as a method to study roadway alignment alternatives, involving the public and specific property stakeholders in the path of a future planned roadway. After a preferred new major roadway alignment has been identified via this process, the City coordinates with the Federal Highway Administration to perform an Environmental Assessment to ensure that the proposed roadway project will not have any significant impacts upon the human or natural environment. The Thoroughfare Plan (Map No. 3) depicts a number of planned future roadways. These “dashed lines” are not intended to be an exact depiction of the location of a future road, but a general depiction of a desired roadway section or connection. The actual course of the roadway is dictated by topography, roadway design and the City’s right of acquisition related to adjacent development.

In the year 2000 the City of Wentzville began a process to implement a Corridor Preservation Study for the "70-61 Beltway" roadway. This roadway, now officially named the "David Hoekel Parkway" was originally identified as a desired roadway upon the 1999 Comprehensive Plan's Thoroughfare Plan. The City has also implemented a Corridor Preservation document for Interstate Drive on the south side of the community. This Corridor is planned from the Prospect Road interchange west crossing Highway Z and continuing to Wilmer Road and then west of Hepperman Road to meet the current Interstate Drive at South Point Prairie Road, and to continue to cross Schaper Road. Interstate Drive is planned to continue west through the Foristell planning jurisdiction to terminate at Highway T. Interstate Drive will serve as the east-west arterial roadway into the future of the community. In 2011, the City initiated a Corridor Study for the Wentzville Parkway South. This study was completed in 2012 and optimized through a supplemental corridor study in 2015. This planned improvement will start at I-70 Exit #208 and travel south and connect into Wilmer Road.

This Transportation Chapter provides a map indicating the current Corridor Preservation projects the community is actively implementing (Map No. 27). The map also displays the amount of right-of-way reserved and right-of-way that has been dedicated for public use. This mapping document can be used to approximate cost savings in right-of-way acquisition. The City of Wentzville proactively seeks right-of-way for future roadway expansions and new facilities via the development review process and subdivision platting process. In addition to seeking right-of-way for City roadway projects, the City also assists the State of Missouri in acquiring right-of-way for MoDOT roadways. Sixty feet from either side of the existing centerline is requested and acquired along State of Missouri letter routes, and the City of Wentzville assists in the implementation of right-of-way requests via written comments received from MoDOT along Interstate 70 and Highway 61. This implementation of the City’s Thoroughfare Plan has resulted in substantial cost savings to the City of Wentzville, St. Charles County Road Board, City of Wentzville residents, St. Charles County residents and MoDOT for future planned facilities.

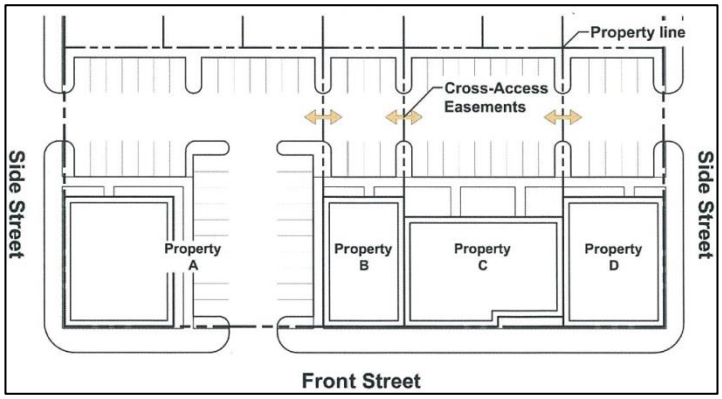
Private Property Development

The City of Wentzville strives to create an environment which encourages the development and redevelopment of private property. This growth strengthens the community by providing the

homes, jobs and services necessary to meet the needs of Wentzville's residents. These private developments also provide a sustainable revenue source to the City which provides funds for further innovations and improvements in public infrastructure, which in turn creates more opportunities for private development and redevelopment.

The development and redevelopment of private property, while desirable, can have a range of impacts to the City's roadway network. The various Technical Memoranda of the Transportation Master Plan and the City's adopted regulations seek to manage these improvements in a manner which will facilitate private development goals while also preserving the capacity and function of public roadways. Two of the City's most effective techniques to manage the impact of private property upon the transportation network are discussed below:

- **Cross-Access**
  The City of Wentzville's Transportation Master Plan encourages property developers to evaluate site designs which incorporate cross-access drive aisles and sidewalks to create interconnectivity with adjacent parcels. A basic example of cross-access design can be seen in the image below. When implemented, cross-access designs allow pedestrians and vehicles to circulate between adjacent parcels without having to use public roadways. This leads a reduced reliance on public roadways for short trips to nearby businesses and allows for an overall reduction in the number of access points to roadways. This reduced reliance on public roadways leads to reduced traffic levels, which in turn lead to reduced maintenance costs and a better driving experience for the general public. Historically, Wentzville has experienced great results in supplementing the public roadway network with developments utilizing cross-access features. In light of the demonstrated benefits such cross-access elements provide, Wentzville's continued support for their inclusion in commercial and industrial development areas is identified as an objective in Chapter 10 of this Comprehensive Plan.



- **Parking**
  As discussed at the beginning of this chapter, the automobile is expected to remain the dominant means of transportation for the foreseeable future and as a result most transportation networks have been designed with the automobile in mind. This automotive-oriented design leads to a continued demand for automobile parking areas close to employment, shopping, service and dining opportunities. This demand is met through the installation of either public or private parking lots.

  Private Parking Lots
  With few exceptions, the City requires development and redevelopment projects to supply off-street parking lots to

accommodate the specific needs of the property and to comply with federally mandated accessible parking standards. This cooperative effort between the City and the development community ensures that each developed site is able to meet employee and customer needs without having to rely upon the City to supply publicly funded parking lots.

Public Parking Lots

Like developers, the City has the ability to construct public parking lots to accommodate residents, workers, shoppers, and tourists. Due to the associated expense of acquiring land, the City must be selective about where to expend public funds to make such improvements. However, the City's off-street parking requirements discussed previously effectively address the parking needs of the vast majority of the developments within the City. The exception would be within the City's Historic Downtown Core area, where many developed historic properties are simply not large enough to provide off-street parking lots.

The City's 2009 "Downtown Revitalization Study" and the previous 2013 Comprehensive Plan identified a need for public parking areas within the Historic Downtown Core area. This additional parking was needed to encourage the continued growth and economic vitality the area, which is an important link to Wentzville's history. In an effort to implement the recommendations of these documents the City has actively sought over the past decade to expand public parking within the downtown area. To date, over 600 public parking spaces have been provided throughout the downtown area to support businesses and community events. Additional information regarding the City's continued efforts to preserve and revitalize the Historic Downtown area, can be found in Chapter 7 of this document.

Wentzville's Transportation Network

The City of Wentzville's existing transportation network consists of public roadways, sidewalks, and multi-use trails. These individual elements of the City's Transportation Network are summarized below.

Public Roadways

The City of Wentzville currently maintains over 360 lane miles of public streets. City personnel annually review all streets in order to develop a cost-efficient schedule to perform necessary repairs, including slab replacement. In addition, the City provides pre-snow treatment and plow services to ensure that mobility opportunities are preserved during inclement weather events.

The City groups its roadways into three basic classes: arterials, collectors and local streets. Arterial roadways provide the highest travel mobility but carefully

controls and limits access to adjacent properties. They are intended to flow through an urban area providing connections to neighboring cities and major destinations. Collector roadways have lower ranges of mobility and moderate access to adjacent properties. They serve as a link between arterial roadways and local streets. Local streets typically provide the lowest levels of traffic mobility but allow frequent points of access to adjacent properties. The City has adopted specific Engineering Design Criteria in order to manage the design of streets and ensure that they effectively serve the City's needs. Cross-section designs for all street classes can be seen in Map No. 26 within the Appendix.

Pedestrian Trail/Sidewalk Network

A community's "bikeability" and "walkability" have increasingly become national barometers of a community's wellness. The City of Wentzville has historically considered the needs of bicyclists and pedestrians as vital elements of the community's long range planning efforts. The sidewalk and street design of the core area of the City (north of Interstate 70 and west of Highway 61) provides a safe bicycle and pedestrian environment. In an effort to expand the pedestrian trail network available to the public the City works to include sidewalk or multi-use trail components within all City street improvement projects and requires that developers install sidewalks along each side of streets within new subdivisions. These efforts have resulted in approximately 257 miles of sidewalks and trails within the City. This Pedestrian Trail Network can be seen in Map No. 28 within the Appendix. These sidewalks and trails play an important role in connecting Wentzville residents to the larger trails and greenway network within St. Charles County, which can be seen on Map No. 4 within this chapter.

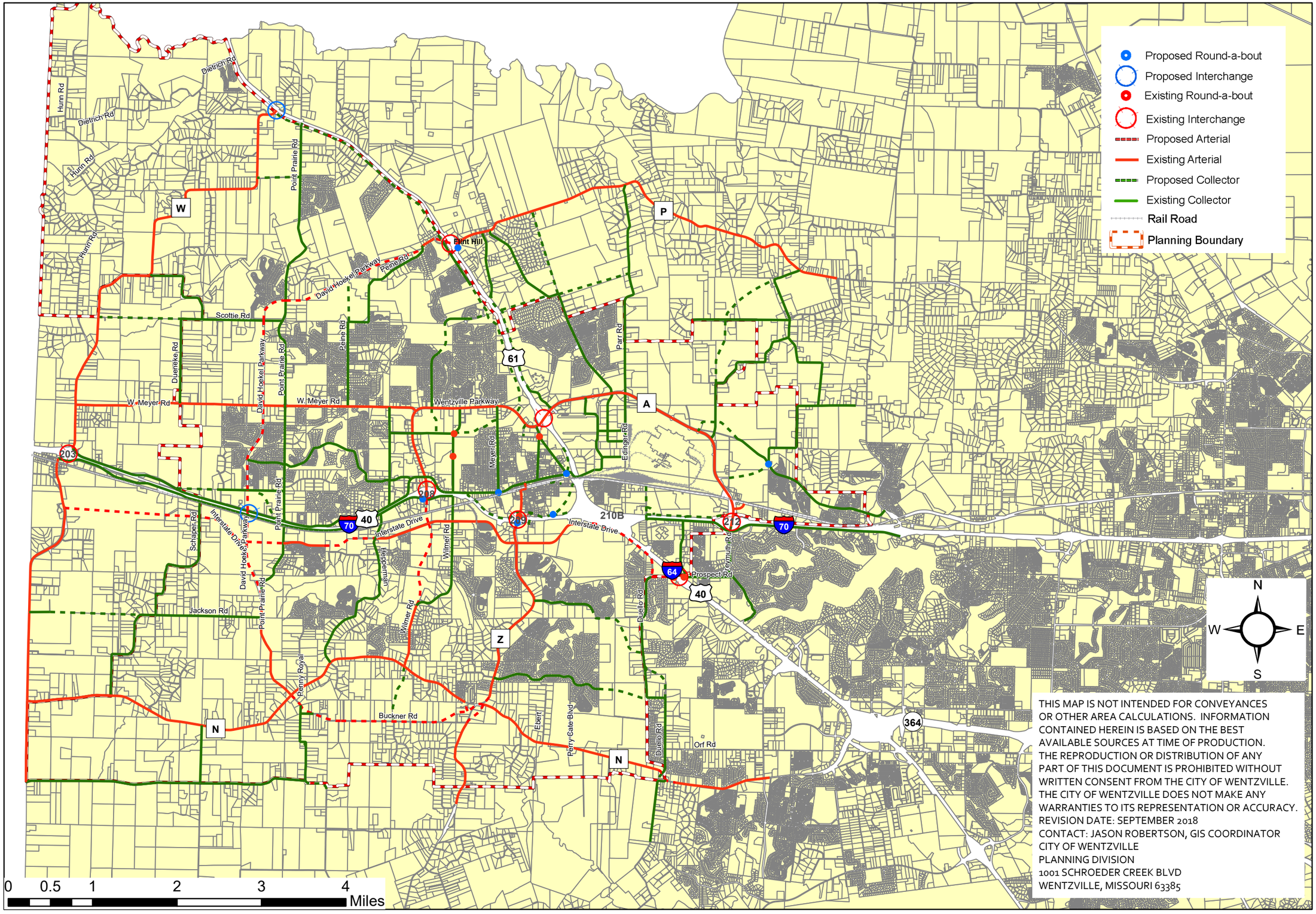
Surrounding Transportation Networks

The City of Wentzville's strategic geographic location provides its residents access to a range of quality local transportation networks. While these nearby facilities may not be directly managed by the City of Wentzville, they play an important role in resident's daily lives and the City's future growth. For these reasons they merit inclusion within this document and have been summarized below.

State Roadways

Wentzville is located approximately 35 miles west of the City of St. Louis with direct access to the City via Interstate 70 and a four-lane divided Highway 40-61 (I-64). Secondary State Highways, including Highway N, Highway Z, Highway P, Highway W, Highway A and Highway T serve as arterial streets in the Wentzville area (see Thoroughfare Plan, Map No. 3).

The City of Wentzville coordinates with the State of Missouri to ensure that building setback requirements along state highways allow for future widening and improvements. This coordination helps to reduce future right-of-way acquisition costs and property owner impact. The recommended setback from the center line of state highways is 90 feet. The recommended setbacks from Interstate 70 and from Highway 40-61 is 120 feet from the nearest edge of pavement. In those areas where future service roads are anticipated, required setbacks should allow for a minimum right-of-way width of 60 feet.

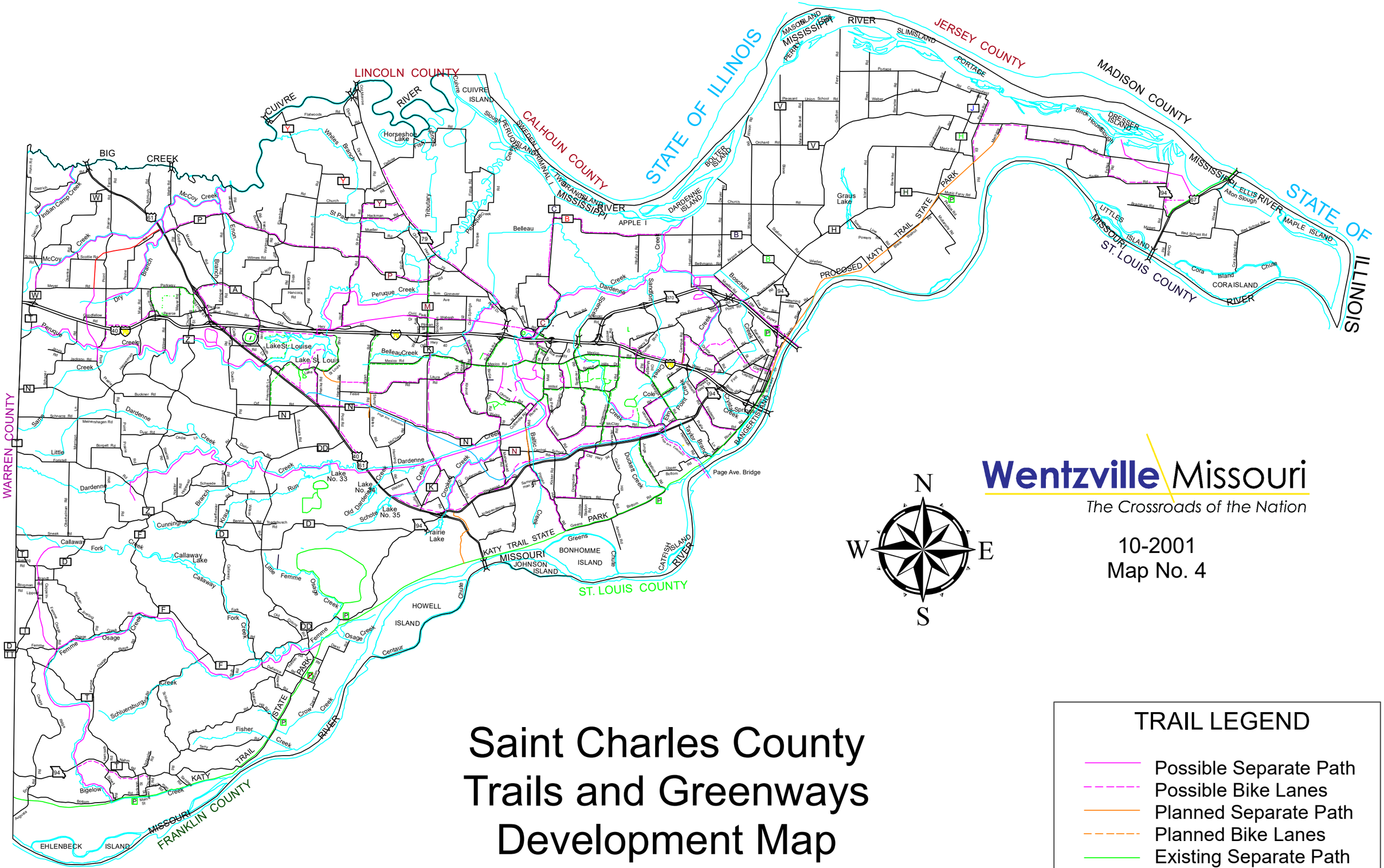


Map No. 3 City of Wentzville Thoroughfare Plan

October 2018

Wentzville Missouri
The Crossroads of the Nation

City of Wentzville
Community Development Department
Planning & Zoning Division
Geographic Information Systems



Saint Charles County Trails and Greenways Development Map

TRAIL LEGEND

- Possible Separate Path
- Possible Bike Lanes
- Planned Separate Path
- Planned Bike Lanes
- Existing Separate Path
- Existing Bike Lanes

Airports

There is no general aviation airport currently located within the Wentzville Planning Area. In 1998, Wentzville obtained the services of a professional consulting firm to evaluate the need for a general aviation airport in western St. Charles County. The resulting preliminary study determined that such an airport may be warranted to serve the future needs of the Wentzville area. After further evaluation, the City decided to not pursue an airport project at that time. If an airport is determined to be feasible in the future, environmental studies and the development of an Airport Master Plan are recommended prior to any funding for construction, land use considerations or access improvements. Although Wentzville itself is not home to an airport, several are available in the local area to serve City residents.

The largest general aviation airport in the area is the St. Louis Lambert International Airport, located approximately 25 miles east of Wentzville on Interstate 70. This international airport is the largest and busiest airport in Missouri with 264 daily passenger flights to 71 domestic and international locations. 2017 saw nearly 200,000 planes arriving or departing from this airport with approximately 14.7 million total passengers being served.

The Spirit of St. Louis Airport is located approximately 15 miles southeast of Wentzville on Interstate 64 / Highway 61. This facility is operated by St. Louis County as a public use airport and supports many of the corporate jets and other small aircraft in the St. Louis area. Nearly 400 aircraft are based at this facility and in 2017 this airport averaged 260 flights each day.

The St. Charles County Smartt Airport is located approximately 20 miles east of Wentzville via Interstate 70 and Highway 370. The airport is operated by St. Charles County as a public-use airport. 152 aircraft are based at this facility and in 2015 this airport averaged 166 flights a day.

Railroads

St. Louis has historically been a major rail center and many communities in the area, including Wentzville, evolved from railroad stops or stations. Freight-hauling railroads serving the metropolitan area include Burlington Northern-Santa Fe, CSX Corporation, Illinois Central, St. Louis Southwestern Railroad (Cotton Belt), Union Pacific and the Norfolk Southern. Passenger service in the metropolitan area is provided by Amtrak, which operates stations in St. Louis, Kirkwood and the City of Washington. Direct passenger service is available to and from Chicago, Kansas City, New Orleans, Dallas and San Antonio.

Wentzville is served by a Norfolk Southern Railroad mainline which runs east/west through the center of the City. Multiple spur lines are available to serve individual customers, including the General Motors production plant. This mainline operates 24 hours a day, 7 days a week, with approximately 15 trains crossing through the City each day. These trains primarily transport automotive parts, assembled vehicles and agricultural goods.

As the railroad continues to play an important part in Wentzville's growth, it is vital that the City and the Norfolk Southern Railroad collaborate to pursue mutual goals. In 2015 the Railroad agreed to lease a portion of their track right-of-way to

the City. This lease allows the City to pursue downtown beautification efforts and to implement plans for additional public parking along either side of the tracks. The City and railroad are currently working to evaluate reductions in the number of at-grade crossings within the City. This includes options for two overhead crossings for the future David Hoekel Parkway and Wentzville Parkway South projects. As the City continues to grow, the elimination of at-grade crossings is desirable in order to minimize vehicular traffic impacts, while maintaining the railroad's preferred train speed and efficiency.

Public Transit

St. Charles County residents, including those in Wentzville, have limited public transit options. The City's implementation of large scale public transportation networks (bus, elevated train, etc.) has not been financially feasible due to high installation and maintenance costs and the lack of regional interconnectivity. While the City should remain willing to evaluate future large scale public transit opportunities, at this time there are more effective methods to address the immediate needs of the community. The City has observed in increase in the demand for transportation options for senior citizens within Wentzville. One possible method to address this need would involve the creation of a local bus/van service for residents needing to get to medical appointments or grocery stores. The evaluation of this potential City service (and any available partnership opportunities) is included as an objective in Chapter 10 of this Comprehensive Plan.

Several traditional taxicab and shuttle options are available to residents within the Wentzville area. The Missouri State Legislature also recently adopted regulations allowing the operation of private Transportation Network Companies (TNC) such as Uber and Lyft. In addition, there are three not-for-profit transportation services currently available to City residents.

OATS

OATS, Inc. is a not-for-profit local transportation network providing specialized transportation in 87 Missouri counties, including St. Charles and St. Louis counties. This bus service is available to everyone regardless of age, income, disability, race, gender, religion or national origin. Interested riders can contact OATS to schedule rides for local weekday shopping and medical trips.

Independent Transportation Network (ITNGateway)

ITNGateway is part of a national non-profit transportation system designed to support America's aging population. This membership based organization is open to anyone 60 years and older and visually impaired adults. In August of 2017, the City entered into a new partnership with ITNGateway to provide Wentzville residents access to these services for a nominal annual fee. This annual fee is eligible for reimbursement by the City for qualifying residents. This 24 hour a day, 7 days a week service can be used for any transportation needs to any destination within the service area, with no limits on ride purpose.

Senior Transportation and Rides (STAR)
STAR is a volunteer service which takes eligible clients to medical appointments. In order to be eligible, clients must be 60 or older, live in St. Charles County, lack access to a vehicle or be a non-driver and living independently within the community.

Future Transportation Needs
As previously discussed, the automobile remains the dominant means of transportation within the United States. As such, the City of Wentzville must continue to focus upon the needs of an automotive-reliant population by ensuring that the City's roadway network is maintained and expanded to accommodate growth. The City's roadway network will benefit from the continuation of current practices regarding right-of-way acquisition which allows for the expansion of current facilities and for new planned roadways. The use of corridor preservation should also continue in order to preserve high-priority roadway corridors. The City shall continue to encourage interconnectivity in all land use categories, including the establishment of cross-access drives and sidewalks between adjacent developments, in order to help preserve the capacity and function of public roadways. The City shall also strive for better internal circulation and better connections to the regional roadway network, as guided by the Transportation Master Plan. The widening of existing collector roadways which are incorporated into the City is important to alleviate traffic congestion and improve their carrying capacity.

While the City must continue to support the widespread use of the automobile, it must also continue to evaluate alternative methods to expand the mobility opportunities available to its citizens. This includes the continued expansion of the City's pedestrian trail and sidewalk network and the exploration of public transit options and partnerships. In addition, the City must remain flexible in the face of constantly evolving transportation technologies. One example of this needed flexibility can be seen in the rising popularity of fully electric vehicles and their associated charging stations, which challenge pre-existing regulations regarding automotive fueling stations. The evaluation of these electric vehicle charging stations within the City is included as an objective in Chapter 10 of this Comprehensive Plan.

The table below describes future roadway projects within the Wentzville's corporate boundaries. All roadway improvement projects are prioritized by the City of Wentzville's Board of Aldermen after taking budget considerations into account. The Transportation Master Plan, and associated mapping, illustrates the City's future roadways and their functional classification, which are being pursued by the City as development occurs.

Table 19: Future Transportation Projects

Future Project	***Description***
Projects Under Missouri Department of Transportation (MoDOT) Jurisdiction	
I-70 through City limits (Foristell to Lake Saint Louis)	Widen from 4 lanes to 6 lanes
I-70 & Hwy 40/61 Interchange	Directional ramp improvements
Hwy 61 (I-70 to N. Point Prairie Rd)	Upgrade to access controlled freeway
Hwy Z (I-70 to Hwy N)	Widen from 2 lanes to 4 lanes
N. Service Rd (Pearce Blvd. to Luetkenhaus Blvd.)	Re-align Pearce Blvd. to Hwy Z & extend to Luetkenhaus Blvd.
David Hoekel Pkwy N interchanges (I-70 & Hwy 61)	Construct new full access interchanges
Hwy 61/Hwy W Interchange	Reconstruct as an access controlled interchange
Hwy N (Schaper Rd. to I-64)	Widen from 2 lanes to 4 lanes

Projects Under City of Wentzville Jurisdiction	
Whisper Creek Dr. (Wrausmann Dr. to Duello Rd.)	Construct 3 lanes on new extension
Wentzville Pkwy, South Extension	Construct new 5 lane alignment
Wilmer Rd. (Wentzville Pkwy to Hwy N)	Widen from 2 lanes to 3 lanes
David Hoekel Pkwy (N. Point Prairie Rd. to Hwy 61)	Construct 5 lanes on new alignment
W. Meyer Rd. (Duenke Rd. to N. Point Prairie Rd.)	Widen from 2 lanes to 5 lanes/bridge replacement
Scotti Rd. (Hwy W to Peine Rd.) **includes part of Foristell*	Construct 3 lanes on new alignment as extension
Peine Rd. (Peine Ridge Elementary to Hwy 61)	Widen from 2 lanes to 3 lanes
Hwy 61 Eastern Frontage Road to Parr Rd.	Construct 4 lanes on new alignment
E. Service Rd. (Inner Belt Roadway to Hwy A)	Construct 3 lanes on new alignment
May Rd.	Widen from 2 lanes to 3 lanes
North and South Point Prairie Rd	Widen from 2 lanes to 3 lanes
Wentzville Pkwy. (Schroeder Creek Blvd to Meyer Rd.)	Widen from 4 lanes to 5 lanes
Projects Under St. Charles County Jurisdiction	
Interstate Dr. (Hepperman Rd. to South Point Prairie Rd.)	Construct 3 lanes on new alignment
Interstate Dr. (Hwy Z to Duello Rd.)	Construct 3 lanes on new alignment
Duello Rd.	Widen from 2 to 4 lanes and construct a new alignment
Hepperman Road	Construct new 3 lane alignment

Project Highlights

Due to their scale and potential benefits to Wentzville the projects listed below have been discussed in further detail.

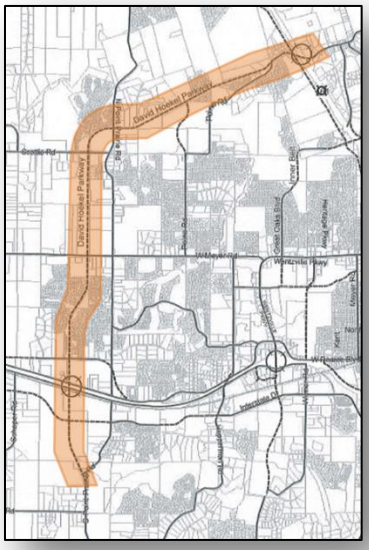
Regional Projects

The transportation model for the East-West Gateway Council of Government (EWGCOG) has been modified for Wentzville and western St. Charles County. These modifications are the result of the City's and St. Charles County's proactive transportation study work, transportation analysis zones and land use predictions. The overpass bridges for Wentzville Parkway at Interstate 70 and Highway 61 at Highway A have been completed by MoDOT improving both bridges to six lane facilities. The improvements to the cloverleaf at Highway 70 and Highway 61 have been accomplished and upgrades at Highway Z and Interstate 70 interchange have been completed by MoDOT. MoDOT has plans to modify the westbound Interstate 70 exit ramp location with the goal of improving exit capacity and correct weaving deficiencies for traffic approaching the Highway Z intersection. Improvement of Highway 61 to Interstate standards through the City limits and Planning Area is supported by this Plan.

David Hoekel Parkway

The City is nearing completion of the approval process which would grant a break in access on Interstate 70 for the future David Hoekel Parkway via the Federal Highway Administration. The City has completed the required Environmental Assessment (EA) evaluating and clearing the proposed corridor right-of-way for environmental and social impacts. This is a required document reviewed and approved by MoDOT and the Federal Highway Administration in order to qualify for federal monies to use in the construction of the roadway. The document details the

project's purpose and need, public information meetings, data collection, alternative analysis and preliminary engineering study in pursuit of the EA document approval. The City will continue to pursue implementation of this roadway though the design of project phases which will likely begin at either planned interchange upon completion of the National Environmental Policy Act (NEPA) approval process.



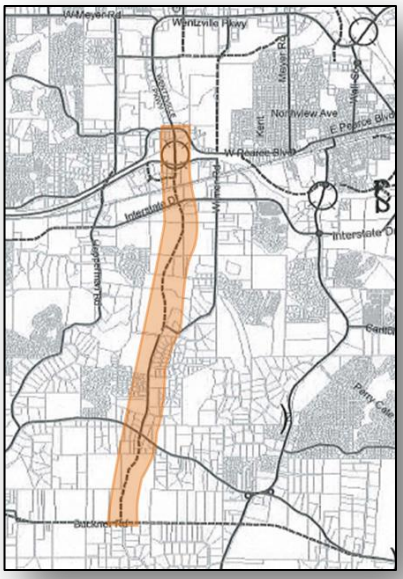
A new interchange for the David Hoekel Parkway project is proposed at Interstate 70 west of Point Prairie Road. This new interchange will provide access for the proposed roadway and planned commercial, office and residential growth areas on both the north and south sides of Interstate 70. The City has accomplished a Corridor Preservation Study of this interchange. This arterial roadway is west of the existing Point Prairie Road running from South Point Prairie Road north and east to Highway 61. The proximity of the railroad track to Interstate 70 will complicate the design and increase construction costs. Construction will require approval by the Missouri Department of Transportation and substantial local funding.

The Corridor Preservation Study also identified an interchange location at Peine Road and Highway 61 as part of the David Hoekel Parkway project. Recently, the City has initiated a process to construct phased safety improvements at this intersection (involving Highway P) with coordination with the City of Flint Hill, St. Charles County and the Missouri Department of Transportation. The City is currently acquiring or reserving right-of-way for this project upon development proposals to eliminate construction from within the corridor and minimize impacts. The corridor is preserved via an active Corridor Preservation Study.

A right-of-way width of 100 feet with a five lane Parkway is recommended.

<u>Wentzville Parkway South Extension</u>

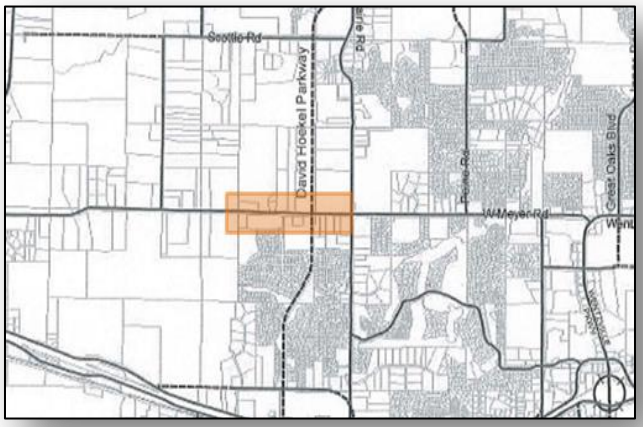
Extension of Wentzville Parkway across Interstate 70, south to a connection with Wilmer Road, will provide a significant node of commercial development at this roadway intersection with Interstate Drive. This extension will provide for higher value retail and service development south of the railroad and will also serve as primary access to Highway N. The City of Wentzville completed a Corridor Preservation Study in 2012 followed by a supplemental study in 2015. Following this study, the City may reserve right-of-way through the development project.



This route will serve as a major arterial roadway. A five lane roadway with a right-of-way width of 100 feet is recommended. The supplemental Corridor Preservation Study developed an improved alternative for the I-70 Interchange and extension south to Interstate Drive. This allows the Wentzville Parkway South Extension to be phased through construction of the interchange improvements, extension to Interstate Drive and the full extension to Wilmer Road.

West Meyer Road

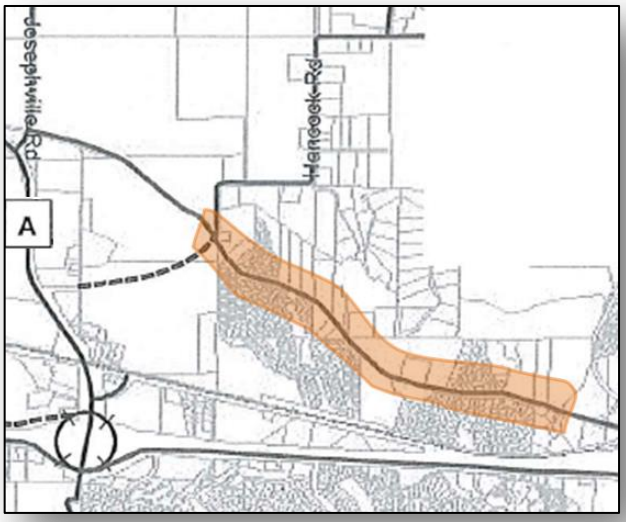
West Meyer Road, from Wentzville Parkway to Highway W, will serve as a major arterial roadway. Development along the central and eastern portion of the roadway emphasizes the need for roadway design and reconstruction. Phases One and Two have been reconstructed from Wentzville Parkway to just east of N. Point Prarie Road. Phase Three will be enter the design phase during 2017, with construction scheduled to commence as early as 2019. The concept for Phase 3 includes a three lane connector from North Point Prairie Road to the existing bridge at the unnamed tributary to McCoy Creek. This design will allow for potential expansion, if needed, once the future David Hoekel Parkway is completed to the north of I-70.



A five lane roadway and right-of-way width of 100 feet is recommended under full buildout conditions.

Mexico Road

Several improvements are recommended for the easternmost section of Mexico Road which is located within City limits (Hancock Road to Midland Park Drive). A new roundabout is recommended at the intersection of Mexico Road and Hancock Road in order to improve the existing intersection and support future development demands and anticipated traffic volume increases. The future improvement of Mexico Road to a three lane collector road between Hancock Road and Midland Park Drive will also serve expected traffic volume increases as the properties in this area are developed.



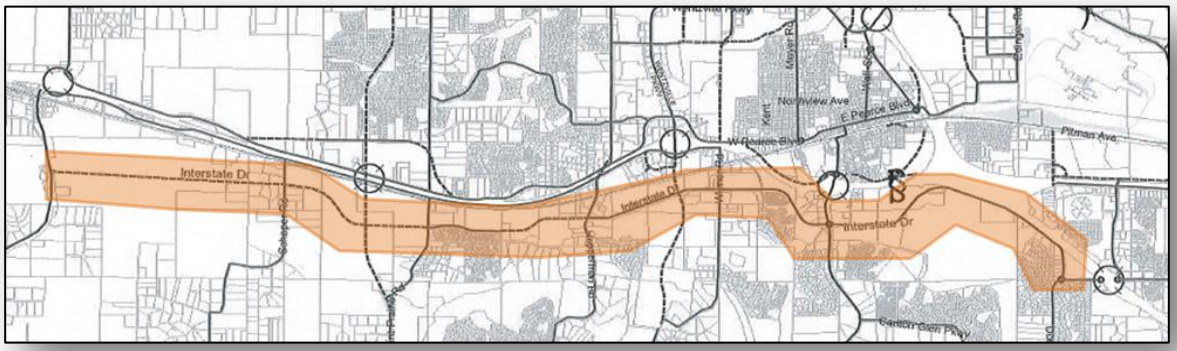
A right-of-way of 80 feet and a three lane roadway is recommended.

Interstate Drive

Interstate Drive is a planned arterial roadway between Highway T and Prospect Road. It parallels the south side of Interstate 70 and is intended to serve as the primary route for east-west travel within Wentzville's southern growth area. Key future intersections are planned at the Wentzville Parkway South Extension and the David Hoekel Parkway Overpass in order to provide easy access to Interstate 70 and the northern side of Wentzville. Wentzville plans to extend an existing portion of Interstate Drive west to Schaper Road, with the City of Foristell continuing this westward extension to Highway T. Foristell has accounted for their portion of this future roadway extension in their communities planning efforts. St. Charles County completed construction of Interstate Drive "Phase Two" in 2015 which extended the roadway from Highway Z east to the entrance of Quail Ridge Park. Completion of the Interstate Drive improvements will

also allow the closing of various at-grade railroad crossings along the South Service Road of Interstate 70. The completion of this project will encourage development along this arterial corridor as supported by the City's Future Land Use Plan.

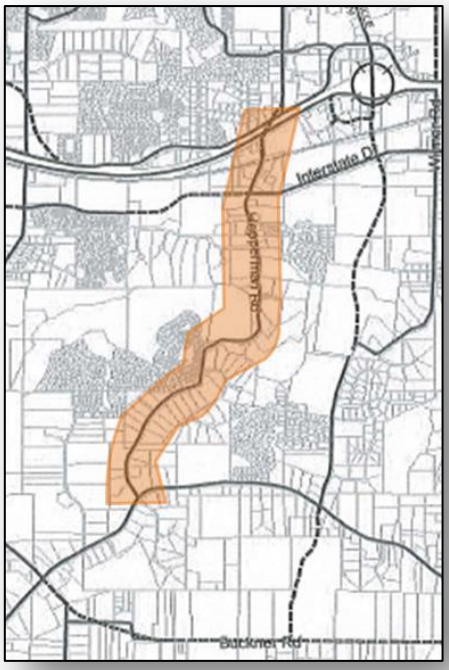
A five lane roadway and right-of-way width of 100 feet is recommended.



<u>Hepperman Road</u>

Hepperman Road provides access between the Interstate 70 South Service Road and Highway N. Development has occurred adjacent to this roadway, and the roadway's existing alignment warrants improvements. Coordination with St. Charles County on right-of-way acquisition and roadway improvement will be required as substantial portions of this roadway are within unincorporated St. Charles County.

A right-of-way of 80 feet and a three lane roadway is recommended.



Chapter 4: Utilities

Access to high-quality utility services is essential to the economy, growth and quality of life of any community. Both public and private utility companies serve residents within the City of Wentzville. This chapter will briefly detail the available utilities in the City and describe the services offered and the associated mapping for utility service agreements for electric, water and wastewater.

High-Pressure Pipelines

Three transmission lines for natural gas, anhydrous ammonia, fuel and other products travel through the City of Wentzville's Planning Area. While vital the region, the nature of such high-pressure pipelines do require regulatory efforts to decrease potential property damage or personal injury in the unlikely chance of accidental ruptures or ignition. Specific regulations have been adopted within Wentzville's Municipal Code to ensure that future growth and development near these utility facilities include appropriate safeguards to protect public health, safety and welfare. This is principally accomplished through a combination of setback enforcement and the establishment of clear and identifiable pipeline easements. These pipeline locations can be seen Map No. 5 within this chapter.

Electric

The City of Wentzville's planning area is served by two electrical service providers, AmerenUE and Cuivre River Electrical Cooperative. A territorial agreement map is provided within this chapter as Map No. 6. This map depicts the providers' individual service areas and the shared special agreement territory. Both utilities have adequate capacity to accommodate future growth in the City's planning area. The City of Wentzville Zoning Regulations requires underground electric service, with the exception of the overhead electrical distribution network. This underground service requirement contributes to positive planned growth by improving the visual appeal of developments throughout the City of Wentzville.

Natural Gas

The City of Wentzville's planning area is served by two natural gas service providers, AmerenUE and Spire. The service areas of these providers, based upon a territorial agreement, are depicted on Map No. 7 located within this chapter. Both providers have adequate supplies of natural gas for future growth within the area.

Telephone/Communications

The Wentzville area is served by Charter Communications and the CenturyLink Communication Company, which has a regional office in the community. Charter Communications and CenturyLink offer all network services for residential uses and Wentzville business customers in support of their business operations.

Water Supply & Distribution

In 2008 the City of Wentzville updated the 2003 Water System Model and Master Plan. This updated document evaluates the existing water system and compares it to Wentzville's water and distribution demands. A hydraulic model is included as part of this document which includes prioritized recommendations for immediate, short-term and long-term capital improvements to the system. Detailed engineering design is needed for all recommended improvements. These improvements focus upon extending the water system along existing roadways within in the planning area. The City of Wentzville utilizes the City's Geographic Information System (GIS) mapping software to maintain an asset inventory and electronically store and use data/records for the water system.

Public water within the City is provided for the City by both Public Water District #2 and the City of Wentzville's own system. Map No. 8 of this chapter depicts the areas served by each entity under the existing water service boundary agreement. Specific information regarding both of these water services is provided below, as each currently plays an important role in meeting the needs of Wentzville's residents and businesses.

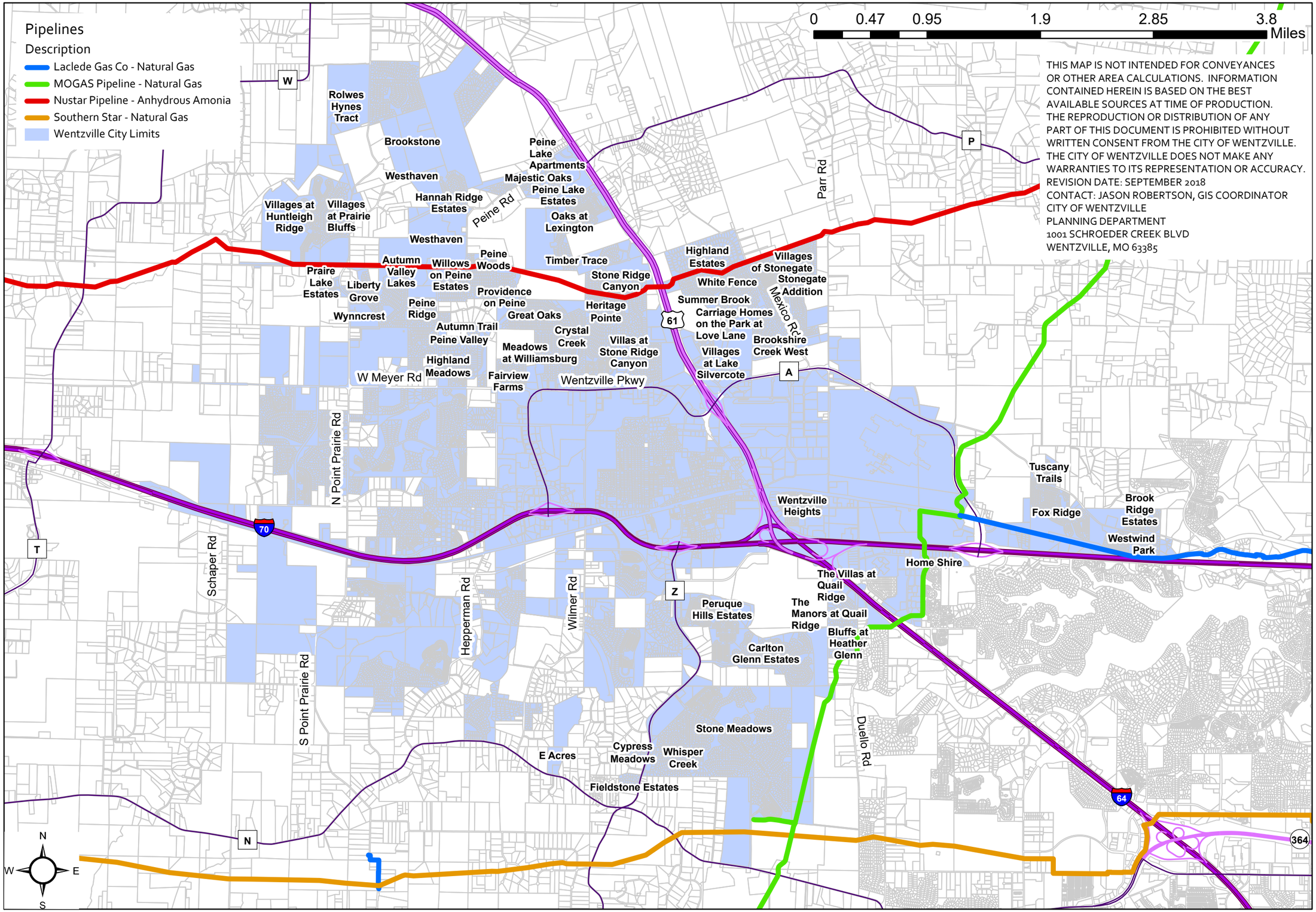
Public Water District #2

The Public Water Supply District #2 of St. Charles County (operated by Alliance Water Resources, Inc. serves the City of Lake St. Louis and part of the Wentzville area south of Peruque Creek, west of Highway 40-61. The City purchases approximately 3.85 million gallons of water per day from Water District #2. Of that purchased water, 0.717 million gallons of water per day is consumed at the General Motors facility, with the balance used for the City. Water obtained by the City from Water District #2 is produced by the City of St. Louis Howard Bend Water Treatment Plant and the Water District's Water Treatment Plant. From these two primary sources, water is pumped to two existing 30 inch mains along Highway 40-61. The District maintains five wells and Wentzville maintains one well that can provide emergency water supply. The City's contract with Water District #2 expires in 2026 but also includes two optional ten year extensions. The contract includes a maximum water consumption of up to 20 million gallons per day.

In order to respond to the future needs of the region, Water District #2 has constructed a 42 inch water supply line from the City of St. Louis Howard Bend Water Treatment Plant on the east side of the Missouri River to a two million gallon reservoir and booster pumping station located on the west side of the Missouri River. The booster pumping station includes six pumps with a combined capacity of thirty million gallons per day. The pumping station discharges to existing transmission mains located along Interstate 64, which supplies a three million gallon elevated water tower, located approximately four miles east of Wentzville's City limits. The District's Water Plant, with a capacity of 22 million gallons per day, as well as a 7.5 million gallon reservoir, discharges to the transmission mains feeding this water tower. This water tower, having an overflow elevation of 783 feet, establishes the pressure feeding the City. In 2017, staff coordinated with Water District #2 to improve and amend of the Water Service Territory Agreement Map shown on Map No. 8.

The City of Wentzville's Water System

Historically, the City of Wentzville derived its water supply from a system of wells within the community. Over time, it was determined that the continued use of these wells as a primary water supply would require the construction of a water treatment plant to remove hardness in the water due to high concentrations of calcium and magnesium. A study by Archer Engineers in 1996 concluded that the treatment of well water in this manner would not be sufficient for future supply. As such, the City began to modernize its water distribution system and took most of the existing wells out of service. Today, only one of these wells (Well #5) remains intact and operated by the City as an emergency supply source. Well #5, located on Callahan Road, was drilled in 1979 to a depth of 1,465 feet and has a pump capacity of 1,100 gallons per minute. The well is test pumped and flushed monthly to ensure that it is available for use in an emergency. Well #2 on North Tally Street was removed from City service, but is currently used by the Missouri Division of Geology and Land Survey as a groundwater observation well.



Map No. 5 High Pressure Pipelines

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Planning & Zoning Division
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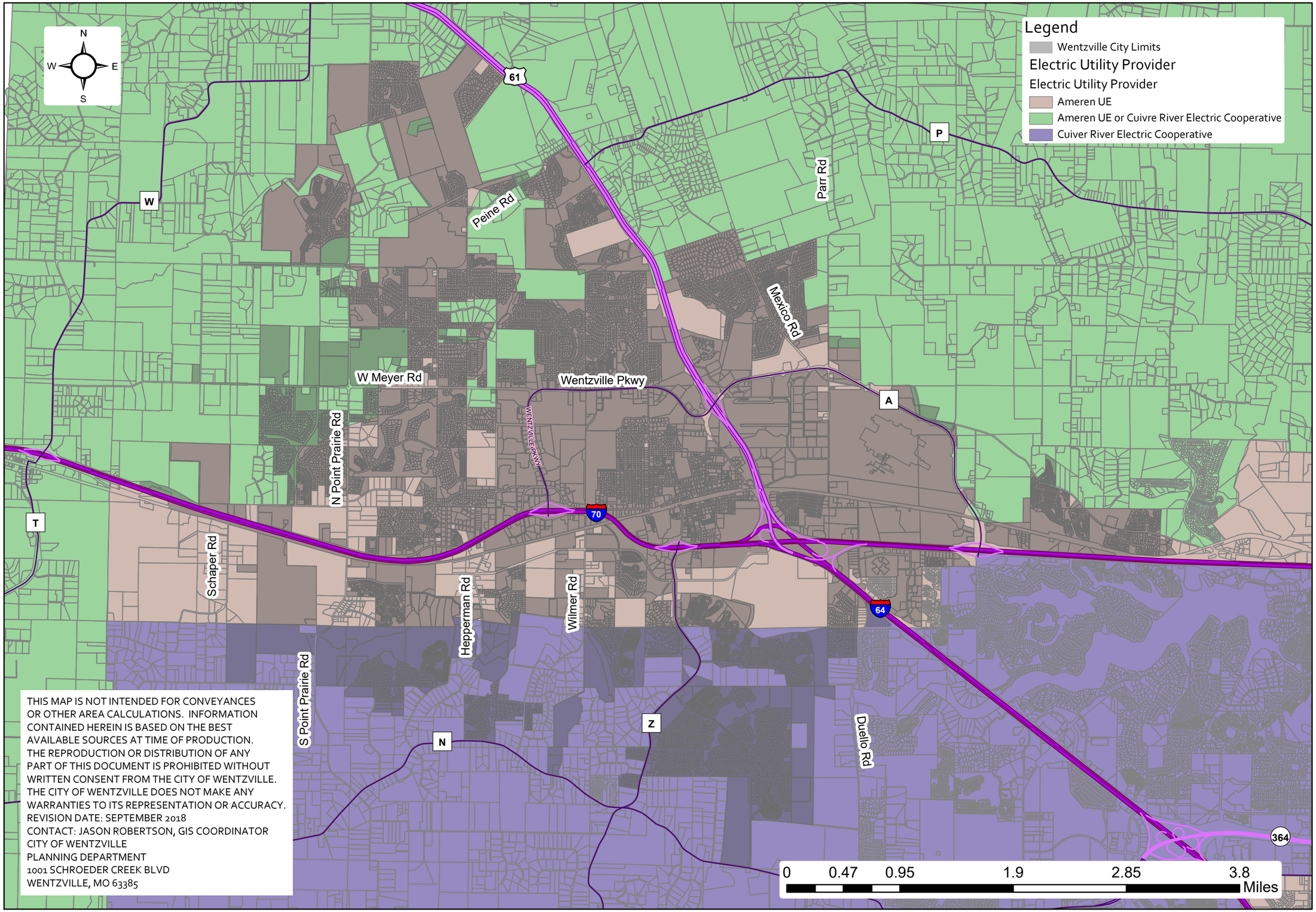

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CONTACT: JASON ROBERTSON, GIS COORDINATOR
CITY OF WENTZVILLE
PLANNING DEPARTMENT
1001 SCHROEDER CREEK BLVD
WENTZVILLE, MO 63385

Map No. 6 Electric Service Areas

October 2018

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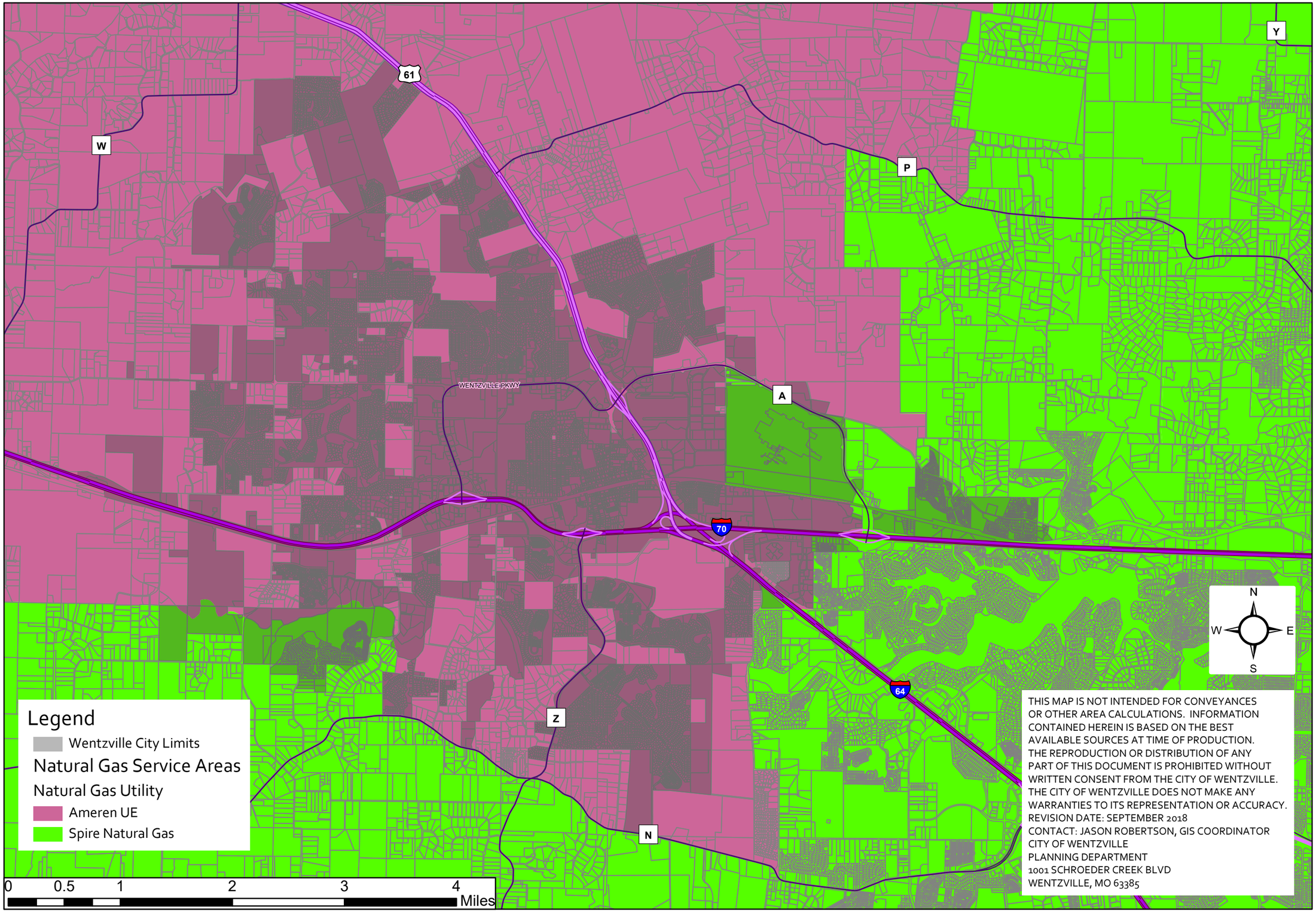

Map No. 7 Natural Gas Service Areas

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Community Development Department
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The City of Wentzville's water distribution system is concentrated downtown and extends in all directions. The system includes several pipe materials ranging in diameter from 4-24 inches. All new developments within in the Wentzville Planning Area for distribution and at the subdivision level are required to use HDPE (High Density Polyethylene) piping. This piping material is flexible, for installation and distribution and is supported by the City of Wentzville related to its infrastructure's long-term maintenance. The City of Wentzville participates financially with the development community to implement the distribution network, as applicable. The size of the piping in the distribution system is driven by customer needs, fire protection requirements, and the distance/pressure from the supply sources. When a development is proposed that impacts the planned distribution system, the City of Wentzville will financially assist in the cost of the pipe upsizing when available. Further information regarding this upsizing process can be found later in this chapter.

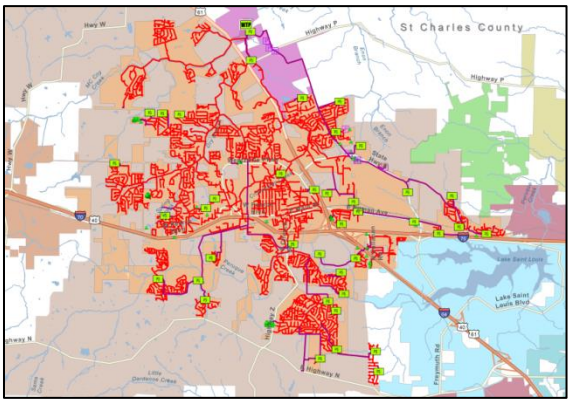
1935 photograph of a Wentzville water tower under construction, courtesy of the *Wentzville Historical Society*

The water distribution system storage includes a 340,000 gallon tower on South Walnut Avenue with an overflow elevation of 768 feet, a one million gallon tower on Wentzville Parkway with an overflow elevation of 767 feet, and a two million gallon tower located within Rotary Park with an overflow elevation of 830 feet and a two million gallon ground storage tank located on Edinger Road. The two million gallon elevated storage tower within Rotary Park is supplied by a new booster pumping station. The City's two million gallon ground storage tank on Edinger Road also has its own booster pumping station. In 2012, this station became an emergency backup when the new Prospect booster pump station was completed. In 2018, the City began construction on a fourth elevated water tower adjacent to the City's Law Enforcement Center which will provide an additional 2,000,000 gallons of storage capacity upon completion. The City's Water Supply and Distribution Map, shown as Map No 9 of this chapter, indicates the existing and planned water distribution and line sizes.

Pressure for the water distribution system is controlled by the elevated towers within two pressure zones. The resulting maximum pressure when the towers are full is approximately 62 psi in the east zone and 73 psi in the west zone. In order to provide adequate service to residential, commercial and industrial customers with normal size water mains, the pressure from the Water District #2 system supplying Wentzville is high enough to accommodate the water service requirements during normal demand periods, while the City's booster stations are currently able to support the water service requirements during peak demands. As part of the Master Plan the City added a third water booster pump station in the Prospect Road and Interstate 64 area to meet future demands on the water system, which went online in April 2012.

Wastewater Collection & Reclamation

In 2016, the City completed a Wastewater Collection System Master Plan that identified capital projects required to increase capacity of the collection and reclamation system in order to accommodate future growth within the City of Wentzville. In addition to these capacity related projects, the Master Plan also identified projects that would increase the operational efficiency of the collection system by eliminating existing lift stations through sanitary sewer extension projects. These projects have been incorporated into a 10-year capital plan.

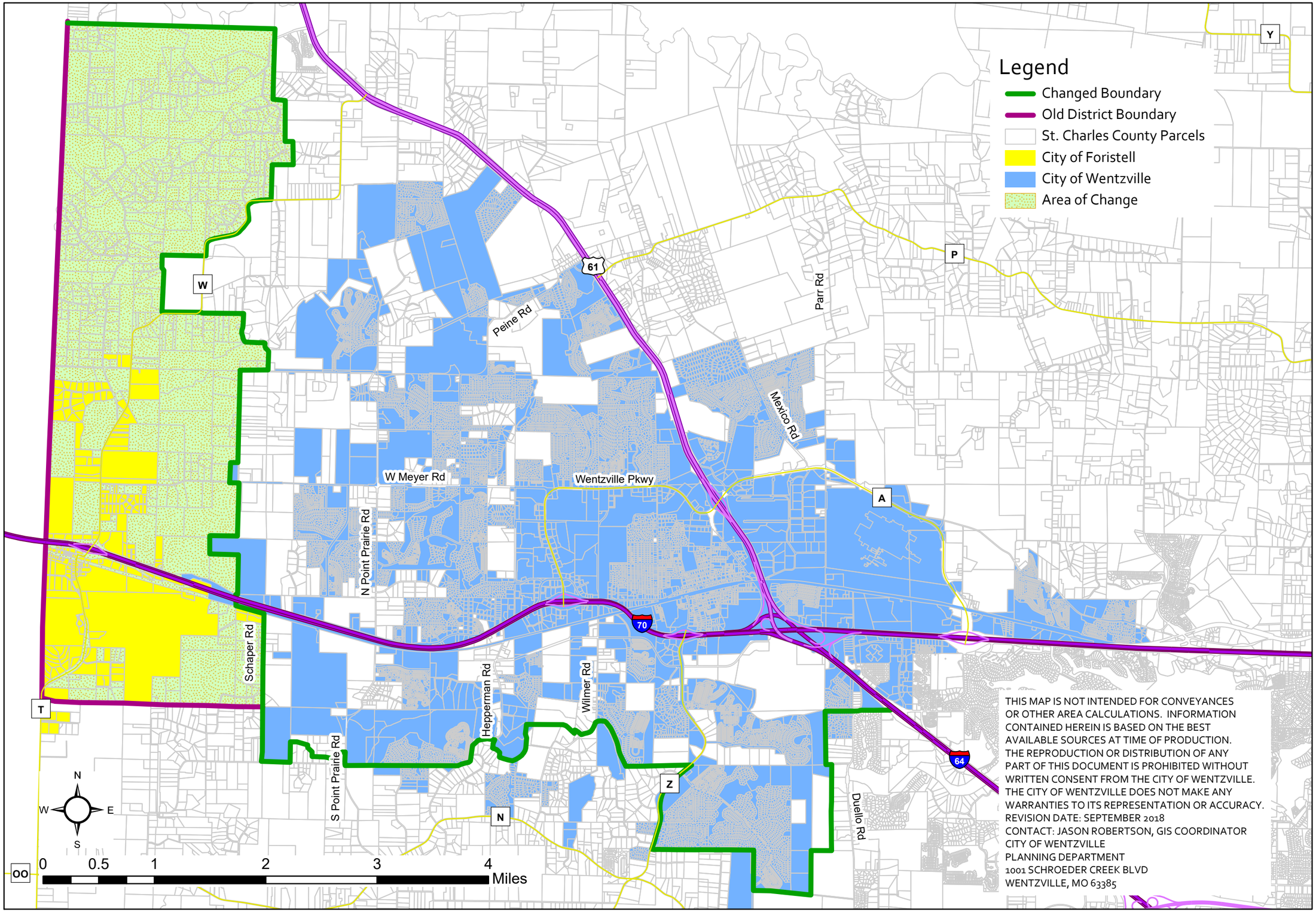


Wentzville's Wastewater Collection System

Wastewater Collection System

The City of Wentzville owns and operates the community's network of wastewater infrastructure. Most of the developed areas within the City area are served by sanitary sewer. The general exception includes large-lot subdivisions with three acre lots or larger in size. The age of the infrastructure for the collection system in some areas of the City predates 1930. In order to protect this aging infrastructure and ensure its continued use into the foreseeable future, Wentzville installs cure-in-place liners in older pipes and manholes. As of 2017, the City has lined over 9.49 miles of sanitary sewer pipe.

Gravity sewers are utilized when feasible within the City in an effort to provide customers the most efficient, cost effective and reliable service to customers. Sewage pump stations and associated force mains are only considered where a thorough study of all alternatives clearly indicates a gravity collection system is not feasible. All wastewater is conveyed to the north through a combination of gravity sewers, lift stations and force mains. Wastewater infrastructure in the southern growth area of the City utilizes gravity mains to feed the lift stations. Flow is then forced by pumps to the northern gravity collection system, and is ultimately pumped to the Wentzville Water Reclamation Center (WWRC) headworks by either the Highway P or MSP Lift Stations. The size of the piping in the wastewater collection system is driven by customer needs, overall wastewater capacity and flow analysis. Wastewater infrastructure is upsized for individual developments whenever impacts to the distribution system are anticipated. Map No. 10 within this chapter depicts the City's existing and planned wastewater collection and treatment facilities. This map is commonly referenced for direction on how sewer may be made available to future growth areas while minimizing the need for additional lift stations.



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CITY OF WENTZVILLE
PLANNING DEPARTMENT
1001 SCHROEDER CREEK BLVD
WENTZVILLE, MO 63385

Map No. 8 Public Water District #2 Boundary Amendment

October 2018

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The Crossroads of the Nation

City of Wentzville
Community Development Department
Planning & Zoning Division
Geographic Information Systems

Wentzville Water Reclamation Center (WWRC)

The City of Wentzville owns and operates the WWRC and the network of wastewater infrastructure. Wentzville is the regional wastewater authority for Western St. Charles County. The original WWRC was constructed in 1977 and has been expanded four times. The first expansion occurred in 1982 to accommodate additional flow from the General Motors Assembly Plant. The other three expansions were in 1999, 2007 and 2012 to accommodate the continued growth of the community. General Motors is the largest user of the facility with an average daily flow of approximately 1,100,000 gallons per day. The remaining flow to the facility is approximately 3,400,000 gallons per day, which comes from the other residential, commercial and industrial developments in the City. The WWRC accepts some additional flow from other properties outside the City limits of Wentzville. These include the Ebert Lane subdivision, the City of Flint Hill, the subdivision of Dove Meadows, properties along the east side of Duello Road and the Wentzville School District facility on the west side of Duello Road. Table 20 below shows the total average daily flows handled by the WWRC. Two power sources coming to the plant provides backup power during emergencies. The primary provider is AmerenUE and the secondary provider is Cuivre River Electric Cooperative. The WWRC is located in unincorporated St. Charles County within the City of Flint Hill.

Photograph of the WWRC during its 2012 expansion

With the current plant at approximately 70 percent of working capacity, Wentzville is planning for the next expansion plan for the WWRC. The 2016 Wastewater Collection System Master Plan identified locations in which additional system capacity will be needed. As part of the study, updated population projections were performed. Based on these population estimates and current wastewater flows, it is projected that a future expansion of the WWRC could be needed by 2022. The City has been monitoring the flows received by the WWRC in order to determine the appropriate time for such an expansion.

Table 20: WWRC Average Daily Flows

Year	Average Daily Flow (gallons)
2012	2,900,000
2013	3,300,000
2014	3,500,000
2015	4,300,000
2016	4,400,000
2017	4,400,000
2020	4,780,000*
2025	5,890,000*

*Estimated future flows based upon population projections.

Infrastructure Upsizing

The City of Wentzville participates in the upsizing of planned water and wastewater facilities. A project developer evaluates the needed infrastructure for an individual development and the extensions required to access the current utility location. After reviewing a proposed project, the City will require upsizing of the infrastructure for the planned extension and within the development as supported by the utility distribution plans (Maps No. 9 & 10). The developer is responsible for installing and constructing the extension and project infrastructure, under inspection and approval by the City's Engineering Division, while the City of Wentzville will finance the upsizing of the pipe size to implement the distribution network. Written agreements, authorized by the Wentzville Board of Aldermen, are utilized for the financing. The City may pay a developer for the upsizing in a lump sum or set up a payment schedule over time as specified within the agreement.

Stormwater Management & Infrastructure

Wentzville has a number of key watersheds that traverse the City, which makes stormwater management an important topic when considering new growth within the community. Wentzville maintains and operates a separate storm sewer system for drainage and flood control and has instituted a Stormwater Management Program for regulatory compliance. In addition, identifying the specific stormwater needs of a development or its potential impact to existing watersheds helps prevent a wide range of negative effects to the community as a whole. These potential negative impacts could include increased stormwater flows and flooding, decreased native vegetative cover, accelerated land surface and stream channel erosion and increased sediment deposition on surrounding properties.

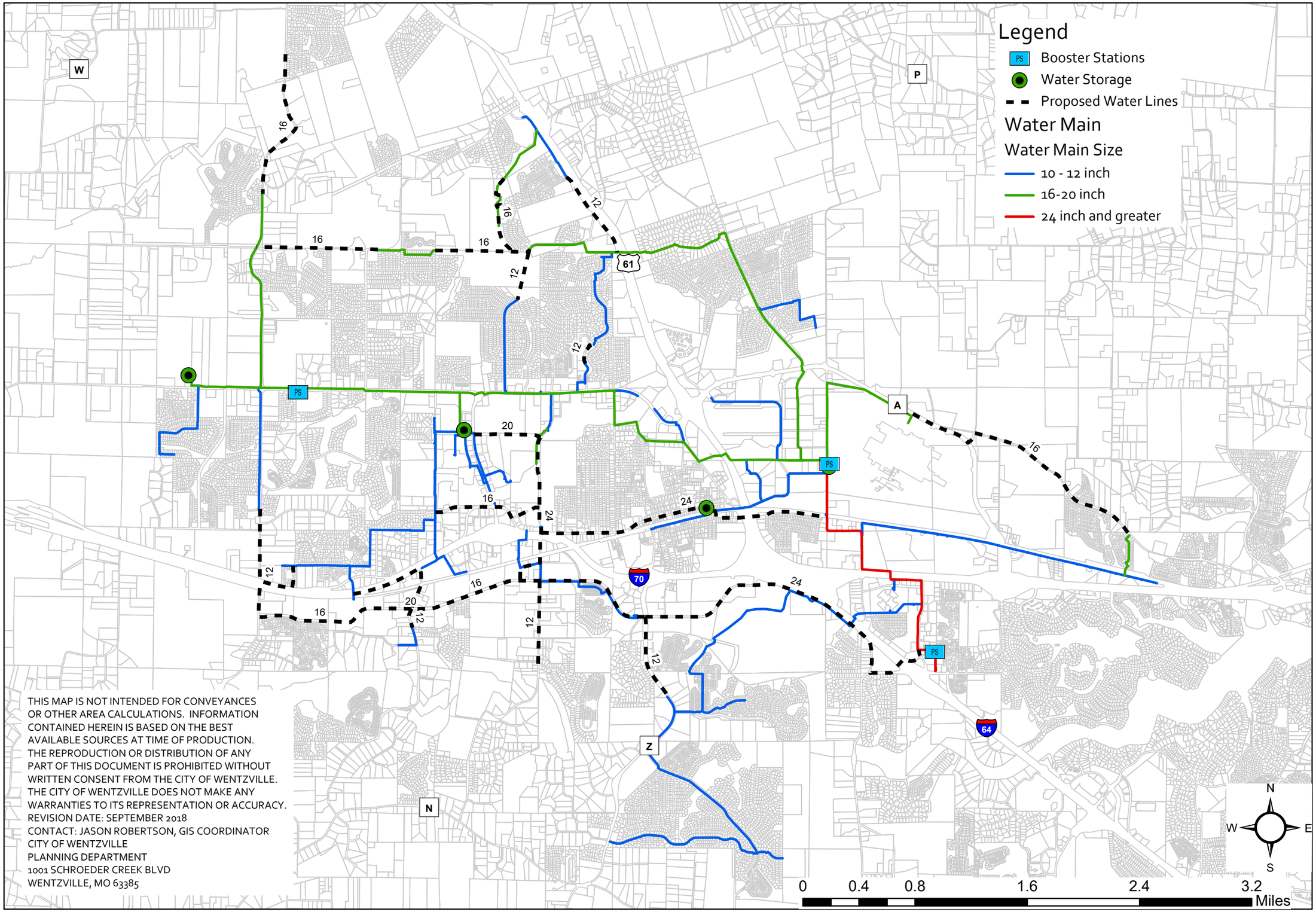
Stormwater Management Program

Local stormwater is a vital natural resource linked to our community's aesthetics, health and drinking water sources. Good stormwater management benefits City property owners by reducing property damage and increasing the quality of local streams and lakes.

Crossroads Creek near Progress Park

The City's Stormwater Management Program was created as a result of stormwater regulations authorized under the Clean Water Act. Phase II requirements are designed to protect local waterways from polluted stormwater runoff. The City's Stormwater Management Program has adopted a five-year plan for compliance with the City's National Pollutant Discharge Elimination System Permit. The plan and annual reports are available at bit.ly/wentzvillestormwater. This plan outlines targeted audiences, measurable goals, timelines for implementation, mechanisms to evaluate success and reporting requirements for the following required permit components:

- Public Education & Outreach on Stormwater Impacts
- Public Involvement/Participation
- Illicit Discharge Detection and Elimination
- Construction Site Stormwater Runoff Control
- Post-Construction Stormwater Management in New Development and Redevelopment
- Pollution Prevention/Good Housekeeping for Municipal Operations



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CITY OF WENTZVILLE
PLANNING DEPARTMENT
1001 SCHROEDER CREEK BLVD
WENTZVILLE, MO 63385

Map No. 9 Water Supply & Distribution

October 2018

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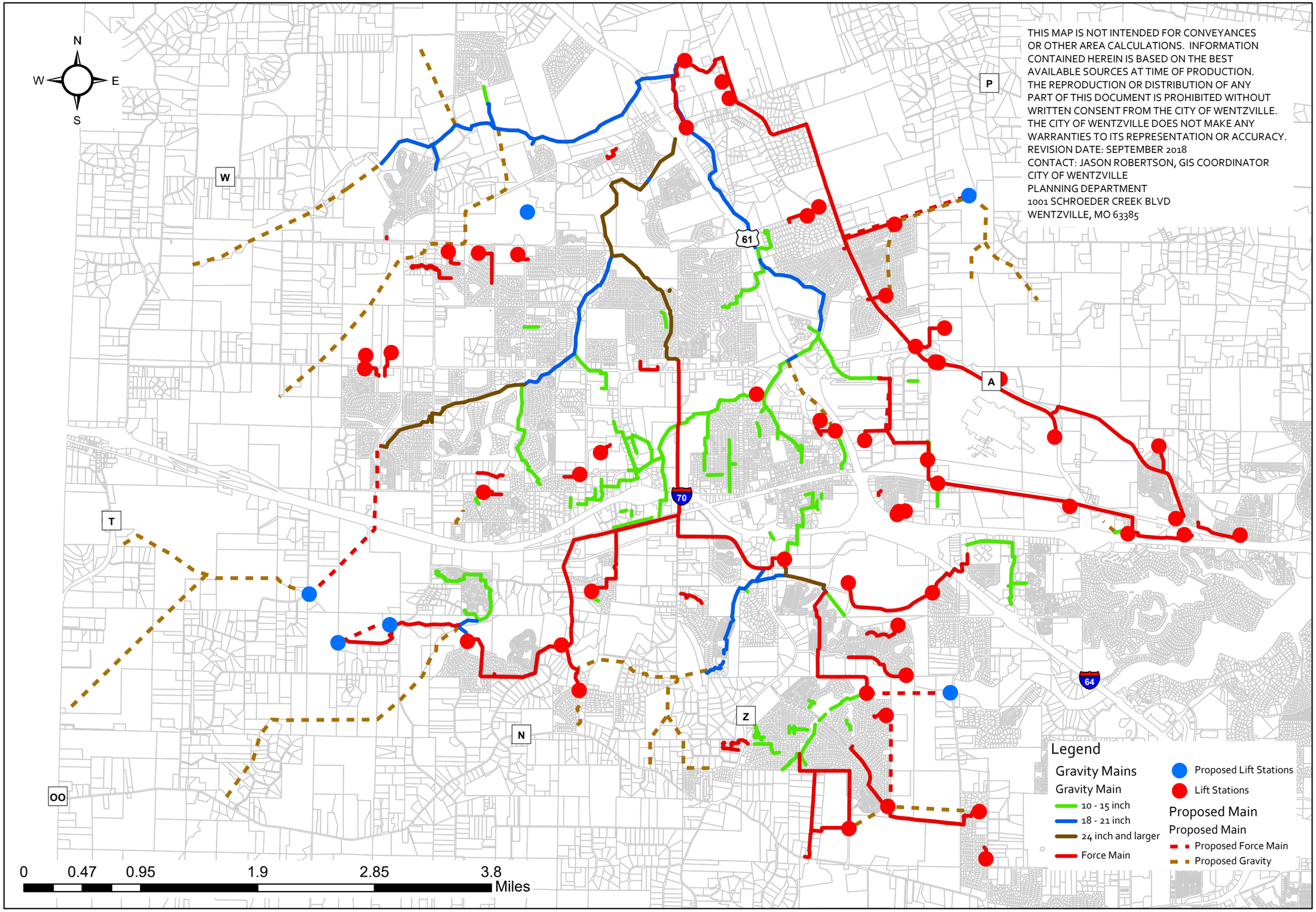

Map No. 10 Wastewater Collection & Treatment

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Community Development Department
Planning & Zoning Division
Geographic Information Systems

The City strives for attainment of the specified goals and permit compliance in order to protect public health, minimize undue fines under state and federal law and improve/maintain the community's water quality. Interim milestones are on-track to be reached in the current five year plan. In 2018, the City's MS4 program was found to be compliant during a state audit. Since 2013, school and volunteer programs have impacted 8,478 people and 14,805 pounds of trash have been removed from local streams.

Volunteers remove trash from creeks at Mission: Clean Stream.

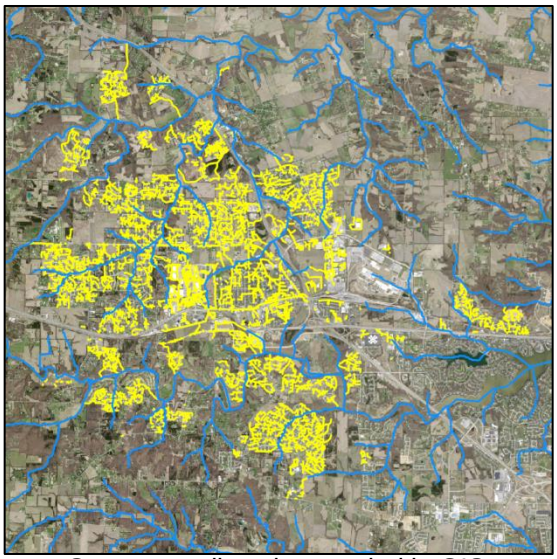
Chapter 10: Goals and Implementation establishes goals, objectives and action steps related to the City's Stormwater Management Program. These goals, objectives and action steps support nonstructural stormwater management strategies (such as stream buffers) and the creation of cluster development standards. A large step in the implementation of post-construction requirements of the program was the adoption of the City's Natural Watercourse Protection and Riparian Buffer Setback Ordinance (Ordinance #2863). This legislation protects property by requiring a setback distance from the top of bank of existing waterways on existing minor and major waterways in the City. Buffers from the top of bank range in distance from 25 feet to 100 feet through this ordinance. Expanding existing buffers by adding streams and/or protective widths to the Natural Watercourse Protection Map is encouraged for multiple community benefits.

The City will continue to use watersheds as a tool for organizing land use and stormwater management. Integrated planning with wastewater, water, parks and transportation projects will further achieve mutually-beneficial goals in a cost-effective and prioritized manner. The City began this approach through the Dry Branch Watershed: Clear Stormwater and Green Parks Project. A four-year, $748,015 grant helped develop a Dry Branch Creek Watershed Management Plan and supported nonpoint source pollution prevention projects at Heartland Park, in a subdivision and at a local business. The Dry Branch Watershed includes areas predominantly north of I-70 that drain to McCoy Creek. Projects helped improve water quality by installing green infrastructure. At Heartland Park, stormwater management practices such as athletic field biofilters, a native meadow, parking lot bioswales and pervious pavement mimic nature to help filter stormwater runoff. Project details are available on the City's Stormwater Management website. This project, partially funded by U.S. Environmental Protection Agency (EPA) Region 7 through the Missouri Department of Natural Resources under the Clean Water Act, is a great example how many community benefits can be achieved through integrated planning.

Common ground within the Huntsdale Subdivision, retrofit with native plants and rain gardens to soak up and filter stormwater.

Stormwater Management Infrastructure

As discussed previously, the City of Wentzville maintains and operates a separate storm sewer system for drainage and flood control. This system includes approximately 305 detention and retention facilities, nearly 160 miles of enclosed pipe systems, 8,488 storm inlets and 1,527 outfalls. The system ultimately discharges to natural waterways. As of 2009, facilities are specifically designed to improve water quality and protect existing stream channels. Storm pipe is made of several materials that range in diameter from eight inches to ninety-six inches. Reinforced concrete or HDPE (High Density Polyethylene) piping is used in new developments to provide the most reliable, low-maintenance system for customers. Stormwater infrastructure in some areas of the City predates 1960. A Stormwater Master Plan was developed in 2001 to study closed and open channel stormwater systems for various storm discharge events, identify stormwater issues and recommend solutions. Since that time, all 38 capital improvement projects identified in the plan have been addressed to maintain and/or improve existing infrastructure for its continued use into the foreseeable future.


Stormwater lines inventoried in GIS

In the 2017 budget, the Board of Aldermen approved funding to establish preventative maintenance. Goals include a conditions assessment of public stormwater infrastructure to evaluate capital project needs, maintenance priorities, and budget funding projections. Creation of a Stormwater Management Policy has also been recommended to identify the levels of service desired, areas of municipal responsibility, and needs for drainage, flood control, water quality and stream stability to protect public infrastructure and property. Stormwater capital projects and ongoing maintenance continue to be funded by general revenue. The City has modernized its asset inventory by digitizing infrastructure data and records in GIS for projects and developments from 1977 to present. This provides easy access to data to assist the City with infrastructure maintenance and future growth planning.

The City's Engineering Division reviews and approves submitted development plans for all new construction in the City for compliance with municipal standards. The City also addresses stormwater issues upon the construction of new roads and reconstruction of existing roadways within the planning area. The adoption of updated Engineering Design Criteria in 2009 and subsequent revisions have improved the City’s standards for development with respect to water quality, flooding and stream channel protection.

Stormwater infrastructure in newer developments may also include practices that treat water quality, such as stormwater ponds, wetlands, infiltration basins, bioretention, sand filters and open vegetated swales. These practices can help infiltrate stormwater, thereby recharging groundwater aquifers and reducing runoff from developed areas. Extended detention also helps protect stream channels from

erosion. These practices, combined with the City's Natural Watercourse Protection Ordinance, help reduce private property concerns and the need for City-funded projects to correct storm drainage problems in the future. The City will continue to identify recommendations for ordinance revisions regarding floodplains, Engineering Design Criteria, Natural Watercourse Protection, Tree Preservation, etc. in response to MS4 permit goals to:

- Apply reasonable further progress to reduce stormwater pollutants.
- Minimize site disturbance and protect sensitive areas to reduce stormwater discharges to the maximum extent practicable.

These reviews are designed to assess community risks and benefits, and mitigate potential damage to property, infrastructure, and ensure public health and safety.

Green Infrastructure

While single-purpose "gray" stormwater infrastructure is largely designed to move water away, "green" infrastructure reduces and treats stormwater at its source while helping meet other environmental, social and economic objectives. Generally, green infrastructure applies to the patchwork of natural and built stormwater management systems within the City's planning boundary that provide habitat, flood mitigation, open space, cleaner air and water. It uses vegetation, soils and natural processes to manage water where it falls and create a more sustainable, healthier ecosystem. Green infrastructure includes systems such as bioswales, permeable pavements, wetlands, green roofs, rain gardens, forest canopies and stream buffers that mimic nature by soaking up, slowing down and storing runoff water.

This chapter, as well as other chapters of this Comprehensive Plan, establishes that natural resources and open space elements of the landscape are essential to be recognized and protected in our community. Determining the preference for and use of certain green infrastructure practices that are appropriate for Wentzville (rather than single-purpose traditional infrastructure) may help achieve multiple goals and objectives across chapters in the Comprehensive Plan. This also makes sense, as Wentzville must manage the increasing costs associated with aging infrastructure and regulatory compliance (Municipal Separate Storm Sewer Systems Permit [MS4 permits], impaired waterways and Total Maximum Daily Load [TMDLs]). Encouraging or incentivizing green infrastructure can be more cost-effective in satisfying stormwater management needs while complementing the desire for more open space, trails and natural resource conservation.

Compliance with state and federal mandates has made the City of Wentzville the responsible party for implementing pollution controls and green infrastructure planning policies within the municipal boundary. Establishing a green infrastructure component in the City's Comprehensive Plan creates an overall development and redevelopment policy framework and direction. This framework is important to have identified, as issues such as clean water and air cross political boundaries and become more prevalent with growth. Currently, the City of Wentzville generally approves and implements development techniques one project at a time. Under the City's Engineering Design Criteria, stormwater standards target flood control, stream channel protection and water quality treatment techniques. Even with the City's updated standards, increases in runoff volume from impervious surfaces can cause increased volumes, pollutant loading and/or longer times of concentration. Under the

State's 303d program for impaired waterways, the City may become responsible and financially liable to prevent pollution from entering streams that become impaired.

This designation already occurred on Peruque Creek. Since 2002, Peruque Creek has been on the U.S. EPA 303d List of Impaired Waters for nonpoint source pollutant impacts on aquatic life. An additional impairment for dissolved oxygen was added in 2016. Impairments may be attributed to increased water temperature from runoff and/or decreased canopy cover.

MCoy Creek was proposed for listing in the 2018 draft List of Impaired Waters for dissolved oxygen. Through the City's participation in the public comment review, McCoy Creek was removed as data reflected a reduction of nutrients and no excessive dissolved oxygen. These improvements are partially attributed to the Dry Branch watershed efforts as well as Wentzville's 2014-2015 Water Reclamation Plat upgrades. This is great news for our community in a number of ways:

- Data shows water quality and aquatic life meet State/Federal water quality standards, and
- A Total Maximum Daily Load will no longer need to be developed, nor will our community have to expend resources and tax dollars on pollution controls to cleanup impaired waters to meet water quality standards.

Water quality improvements demonstrate that the City's continued efforts to restore and protect stream buffers and manage stormwater runoff are instrumental in keeping our waterways clean. If streams become designated in the future, additional retrofitting, abatement requirements and/or water quality monitoring may be required under the City's MS4 Permit. The impacts of impervious cover can be mitigated by "disconnecting" impervious areas using green infrastructure so that they are no longer hydraulically connected to the storm drainage system as well as by increasing tree canopy over the impervious cover (USFS, USDA 2005).

Green infrastructure opportunities are already available as options in new and some redevelopments to meet water quality requirements of the City's Federal Stormwater Permit. The permit is somewhat flexible in that practices can be tailored to be locally appropriate. The requirements for new development also differ from redevelopment. This potentially provides another opportunity to incentivize redevelopment, thereby reducing new impervious areas and the need to decentralize municipal utilities that often comes with sprawl.

The use of green infrastructure is not a mandatory component of development in the City, therefore achievement of this portion of the City Plan may be challenging. Implementation in the City of Wentzville will occur with the continued growth and development of western St. Charles County. Implemented strategies must also be perceived as successful in order to change the public perception of and preference for traditional subdivision development techniques. Community goals, marketing and local incentives (i.e. density bonuses, lower permit fees, tax or stormwater fee credits, etc.) can be cultivated to help foster the success of these goals and objectives. The concepts of cleaner water, climate resiliency, more attractive living environments, sustainability and stewardship are on center stage in the region and at the national level. Marketing projects built with green infrastructure techniques to the public can help net positive results for home sales in Wentzville.

The imagination, funding and implementation of projects rest largely on the development community, with the City as the review and inspection authority for new projects. The City's efforts will be largely in private development and municipal improvement project arenas. The City allows green infrastructure development techniques and will require, in part, the preservation of certain amounts of tree canopy within riparian buffers. Capital improvement projects, such as road widening, new buildings, parks and parking lots, which are also required to meet stormwater standards, have the option of incorporating green infrastructure to treat water quality.

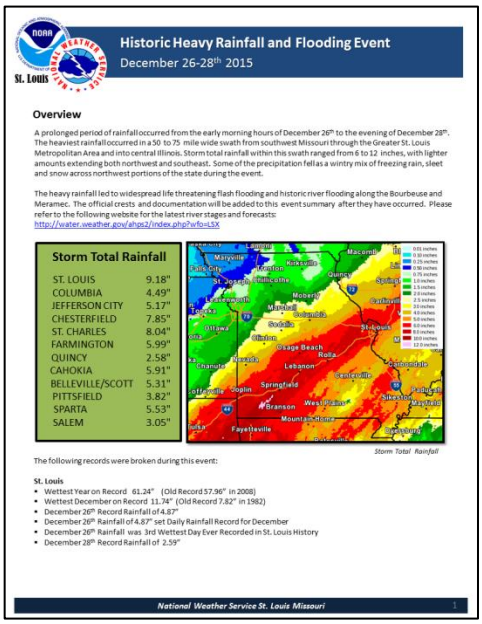
Professional staff to guide and monitor these processes has been added in Wentzville for plan review; permit compliance, stormwater concern inspections and mitigation, construction management and monitoring and, ultimately, maintenance. The need for support, however, is expected to grow with the expansion of environmental regulations and City-owned facilities and public infrastructure. At this time, the City of Wentzville does not have a budget or funding allocation to build and maintain the green infrastructure that is planned or may be required as a result of new or revised state and federal regulations.

Based on sound research, the City will take steps to create ordinances, regulatory measures and/or incentives to assist in implementation. The key technical and institutional aspects of green infrastructure continue to be explored and evaluated to understand the local drivers and support for it. Federal MS4 permit language changes will likely pertain to or affect any future goals and objectives for green infrastructure and should be taken into consideration with future Comprehensive Plan updates. Green infrastructure has numerous environmental benefits that translate to resident benefits outlined elsewhere in the Comprehensive Plan. A framework and roadmap may be further charted to encourage and define the use of green infrastructure, outline how it impacts the City and customers and how it should be integrated into the City's planning and development.

Future Stormwater Management Needs

Future needs will be largely benefited by the continuation of current practices of easement acquisition and stream corridor and tree preservation for the expansion of current facilities and improvement projects. Planned growth will inevitably increase the demand for stormwater capacity and utility stabilization projects in streams due to increases in runoff volume caused by land development (increase in impervious surfaces).

In addition, the Midwest has been no stranger to climate variability and extreme weather events. More recent events, such as the back-to-back flooding and drought years (2007-2008 and 2011-2012), or the increase in local flash flooding due to extreme intense rains have caused many communities to respond to the immediate needs of public safety, while considering ways to construct and/or rebuild infrastructure with



Historic Heavy Rainfall and Flooding Event
December 26-28th 2015

St. Louis

Overview

A prolonged period of rainfall occurred from the early morning hours of December 26th to the evening of December 28th. The heaviest rainfall occurred in a 50 to 75 mile wide swath from southwest Missouri through the Greater St. Louis Metropolitan Area and into central Illinois. Storm total rainfall within this swath ranged from 6 to 12 inches, with lighter amounts extending both northwest and southeast. Some of the precipitation fell as a wintry mix of freezing rain, sleet and snow across northwest portions of the state during the event.

The heavy rainfall led to widespread life threatening flash flooding and historic river flooding along the Bourbeuse and Meramec. The official crests and documentation will be added to this event summary after they have occurred. Please refer to the following website for the latest river stages and forecasts:
http://water.weather.gov/ahps2/index.php?wfo=LSX

Storm Total Rainfall	
ST. LOUIS	9.18"
COLUMBIA	4.49"
JEFFERSON CITY	5.17"
CHESTERFIELD	7.85"
ST. CHARLES	8.04"
FARMINGTON	5.99"
QUINCY	2.58"
CAHOKIA	5.91"
BELLEVILLE/SCOTT	5.31"
PITTSFIELD	3.82"
SPARTA	5.53"
SALEM	3.05"

Storm Total Rainfall

The following records were broken during this event:

St. Louis
- Wettest Year on Record 61.24" (Old Record 57.96" in 2008)
- Wettest December on Record 11.74" (Old Record 7.82" in 1982)
- December 26th Record Rainfall of 4.87"
- December 26th Rainfall of 4.87" set Daily Rainfall Record for December
- December 26th Rainfall was 3rd Wettest Day Ever Recorded in St. Louis History
- December 28th Record Rainfall of 2.59"

National Weather Service St. Louis Missouri

National Weather Service's review of the Historic Rainfall and Flooding Event in December 2015.

resiliency in mind. Similar to most of the St. Louis metropolitan area, storm drain systems are designed for certain storm event frequencies. Current standards for enclosed piped systems and flood control facilities are based on climate data statistics that date back to the 1870s.

Wentzville's historical annual average rainfall is 37 inches. In St. Louis, 2015 ranked as the #1 wettest year on record with 61.24 inches of precipitation. Historical rainfall in December dumped 8.5 inches of rain in one weekend. Three years over the last decade (2008, 2009 and 2015) have ranked in the top 10 wettest years on record since 1874. Ironically, the two years prior, 2006 and 2007 ranked the top driest years on record. In light of this climate variability, City staff and leaders have to continue using climate data trends to inform municipal planning and engineering standards that build resiliency along with community revitalization and growth and provide essential stormwater management systems that service land use activities.

The City will work toward a citywide hydrologic assessment and adaptive management approach to solve stormwater issues with limited resources. This approach should strive to mitigate and prevent potential damage to property, infrastructure, stream channels and water quality where feasible, and protect public health and safety. A hydrologic assessment should help evaluate and prioritize:

1) The City's existing stormwater management system capacity needs,
2) The City's future stormwater management needs based on planned growth,
3) Immediate, short-term and long-term capital improvements; and
4) Ordinance modifications to support community goals.

Stormwater projects are prioritized by the City of Wentzville to be determined by the Board of Aldermen under budget considerations. The City will continue to use and expand stream corridor preservation and tree preservation in all land-use categories to preserve high-quality resources that filter and reduce stormwater runoff for minimal public cost where feasible. The City will also strive to create appropriate interconnectivity of corridors in adjacent developments, for multiple open space, recreation, stormwater and natural resource benefits. The City will also strive for better connections to the trail network, as guided by the adopted Transportation Master Plan.

GIS Enhancements

The City's utility infrastructure (stormwater, water and wastewater) data is stored electronically within GIS software databases. Information is gathered and maintained by City staff via GPS, field data collection and electronic plan and as-built submittals. City staff has created an engineering website for staff functions to access and use various data layers to for improved staff efficiency, productivity and convenience. Due to security precautions, this data is not available to the general public, but is utilized by City staff, engineering companies, City of Wentzville consultants, etc., to ensure that all utility improvements are providing top-quality service to the residents of Wentzville.

Chapter 5: Community Facilities

Wentzville's mission statement is "*The City of Wentzville is a community of neighbors working together to build a better future".* The spirit of cooperation embodied in this statement can easily be seen in the collaborative efforts of numerous organizations throughout St. Charles County. These organizations strive on a daily basis to provide quality services to improve the lives of those living and working in the region. While it would be difficult to provide a comprehensive list of these organizations and the services they offer, the purpose of this chapter is to highlight some of the services, facilities and resources available to Wentzville residents.

City Government

As previously mentioned, one of the City's functions is to deliver services to its residents as quickly and efficiently as possible. In order to accomplish this, the City employs 247 full-time employees and 253 part-time employees across nine departments. Depending on their role, these employees principally operate out of one of five City-owned facilities. These include City Hall and the Law Enforcement Center located on Schroeder Creek Blvd., Progress Park on Meyer Road, the Public Works Facility on E. Fourth Street and the Wastewater Treatment Plant on Mette Road.

The City of Wentzville completed the construction of a new City Hall adjacent to the City's Law Enforcement Center in November of 2017. This two-story 44,747 square foot City Hall provides state-of-the-art Board Chambers and serves as a new home for many City departments. This design allows the City to provide quality "one-stop" service for Wentzville's growing community into the foreseeable future.

Fire Protection Services

Fire protection for the City of Wentzville is provided by Wentzville Fire Protection District. The District was originally formed in 1928 as the Wentzville Volunteer Fire Department by a group of interested citizens. In 1971, the department gained voter approval to form a tax-supported fire protection district. Today, this District encompasses the Cities of Wentzville, Foristell, Flint Hill, Dardenne Prairie, Lake Saint Louis, O'Fallon, Josephville and several square miles of unincorporated St. Charles County. In total, the District protects 88 square miles of western St. Charles County. This service area is depicted on Map No. 11 found within this chapter. It is the second largest Fire Protection District in St. Charles County, following New Melle.

The District is comprised of three operational components consisting of administrative, fire suppression and fire prevention. The administrative component manages personnel, budgeting, purchasing and record keeping. The suppression component responds to fires and other emergencies, including medical. The fire prevention component provides fire investigations, safety education and performs regular fire safety inspections of all business properties, including residential properties upon request. The Wentzville Fire Protection

District is the first District in St. Charles County to implement Advanced Life Support (ALS) services. These ALS capabilities allow District paramedics to provide a higher level of patient care when responding to emergencies than previously possible.

The Wentzville Fire Protection District has an Insurance Service Organization (ISO) Town Class rating of four in all areas within five miles of a creditable fire station. Commercial Risk Services, Inc., a property insurance rating organization, assigns fire insurance class ratings to fire protection organizations based upon a scale of one through 10, with one being the highest rating.

The District has fire stations at five locations:

- **Fire Station No. 1 / Headquarters** – 502 Luetkenhaus Boulevard in Wentzville
- **Fire Station No. 2** – 1855 Peine Road in Wentzville
- **Fire Station No. 3** - 1146 Clinton Prinster Memorial Drive in Foristell
- **Fire Station No. 4** – 8210 Orf Road in Lake Saint Louis
- **Fire Station No. 5** – 99 Whisper Creek Road in Wentzville

Personnel

The District currently has 61 career full-time employees consisting of a Fire Chief, an Assistant Chief, a Deputy Chief/Training Officer, a Fire Marshal, a Fire Inspector, three Battalion Chiefs, 18 Captains, 33 Firefighters and two Administrative Assistants. Firefighters are assigned to either A, B or C shifts to work a 48/96 hour schedule (on 48 hours, off 96 hours).

Mutual Aid

The Wentzville Fire District has an automatic aid agreement with the O'Fallon, Cottleville, Lake Saint Louis and Central County Fire Protection Districts. This agreement guarantees that necessary equipment will be dispatched from the station closest to the fire, regardless of which district the fire is located in. This procedure ensures rapid response to calls and prevents unnecessary duplication of equipment and other resources in each participating fire protection district.

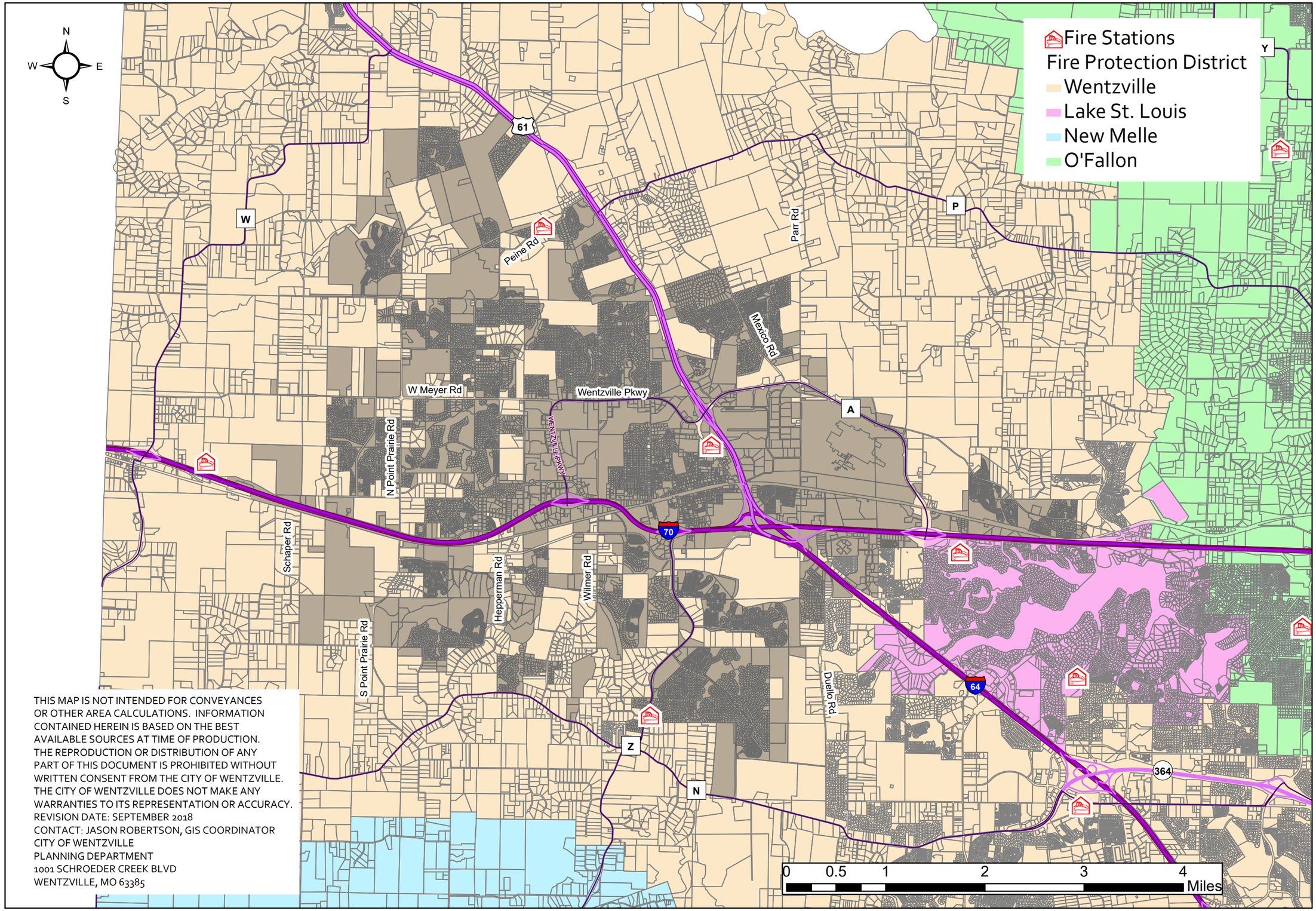
Future Facilities

The Wentzville Fire Protection District operations are anticipated to grow in the near and long-term. Plans are under consideration to expand station locations beyond the existing five described above. Fire Protection District activity statistics are routinely maintained by the District to analyze performance and to aid in planning for future facilities.

Public Library Services

The St. Charles City-County Library District provides public library services in Wentzville and throughout the County. The District is a special service district governed by a Board of Trustees and is operated by means of a separate tax levy. The District was created in 1973 via the merger of the Kathryn Linnemann Library of St. Charles and the St. Charles County Library District. The District is in the top three largest public libraries in terms of use in the State of Missouri, and in 2016 had over 1.9 million visitors to its 12 branch locations and nearly 1.4 million virtual visitors online.

The FY2017 operating budget for the District was $18,040,228. In order to support the District, a maximum tax rate of $0.26 per $100 of property valuation was approved in 1994 by St. Charles County voters. The current established rate is $0.22 per $100 of assessed



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REVISION DATE: SEPTEMBER 2018
CONTACT: JASON ROBERTSON, GIS COORDINATOR
CITY OF WENTZVILLE
PLANNING DEPARTMENT
1001 SCHROEDER CREEK BLVD
WENTZVILLE, MO 63385

Map No. 11 Fire Protection Districts

October 2018

Wentzville Missouri
The Crossroads of the Nation

City of Wentzville
Community Development Department
Planning & Zoning Division
Geographic Information Systems

evaluation. This means that the owner of a $100,000 home in Wentzville (for example) pays $41.80 per year for library services. The Library District maintains the following facilities in an effort to accommodate the varied needs of St. Charles County residents.

Regional Branches

These locations house larger collections of 185,000–200,000 volumes and contain specialized in-depth collections. The Library District provides three of these branches:

- *Kathryn Linnemann:* 28,600 square-foot branch located in St. Charles, which specializes in local history and genealogical support materials. (Opened 1982)
- *Middendorf-Kredel:* 30,000 square-foot branch located in O'Fallon, which specializes in consumer health and government documents. (Opened 1995)
- *Spencer Road:* 54,701 square-foot branch located in St. Peters, which specializes in providing materials and services for non-profit corporations and business/public management. (Opened 1980 and later expanded)

General Purpose Branches

These locations are designed to provide materials of general interest and reference and provide between 85,000–100,000 volumes. The Library District provides four of these branches:

- *Corporate Parkway*: 12,000 square-foot branch in Wentzville. (Opened 1984)
- *Deer Run*: 12,000 square-foot branch located in O'Fallon. (Opened 1995)
- *Kisker Road*: 16,000 square-foot branch located in St. Charles. (Opened 1990)
- *McClay:* 14,400 square-foot branch located in St. Charles. (Opened 1998)

Express Branches

These locations are designed to augment regional and general purpose branches with 18,000–25,000 volume collections emphasizing popular materials. These branches are intended to provide a more intimate "bookstore-style" experience without reference sections. The Library District provides two of these branches:

- *Library Express at Discovery Village:* 3,500 square-foot branch located in Wentzville. (Opened 2006)
- *Library Express at WingHaven:* 5,000 square-foot branch located in O'Fallon. (Opened 2003)

Community Branches

These locations are designed to extend library services to the smaller and more remote communities within St. Charles County. These branches offer 18,000–25,000 volumes as well as small reference sections. The Library District provides three of these branches:

- *Augusta:* 2,800 square-foot branch located in Augusta. (Opened 2010)
- *Boone's Trail:* 2,300 square-foot branch located in New Melle. (Opened 2002)
- *Portage Des Sioux:* 1,000 square-foot branch located in Portage Des Sioux. (Opened 1975)

Benefits to Wentzville Residents

The Library's two branch locations within Wentzville offer a combined collection of over 110,000 items including books, movies and music as well as access to the Library's County-wide collection of over a million physical and electronic materials. Residents also benefit from agreements with the St. Louis County and St. Louis Public Library Systems for reciprocal or mutual use of their library facilities. Wentzville residents and businesses have

ready-access to the latest technology with on-site computers and internet access and training. An extensive array of courses and programs are offered for children, young adults and adults. Recreational story times and activity classes provide entertainment for preschool and school age children. Monthly book discussion groups and other social activities are also hosted in the available public meeting rooms.

Personnel
The Library District maintains/operates their facilities and provides a wide range of services with the help of 212 full-time equivalent staff members and over 440 library volunteers.

Future Facilities
The need for additional library services and facilities in Wentzville and St. Charles County is reviewed annually. The St. Charles City-County Library District adopted a new strategic plan in 2016 identifying and discussing the future growth needs and goals of the Library District.

Education

The importance of education upon an area's growth and success cannot be overstated. The education level of a community has been linked to employment rates, crime levels, healthcare costs, civic and volunteer engagement, economic growth, etc. Like most communities in the nation, education in Wentzville is provided by a wide range of public, private and home schools depending upon student ages and grade levels.

Compulsory Education
As an individual's education level has been linked to so many positive results, the State of Missouri generally requires school attendance for children between the ages of 7 and 17. This compulsory education is intended to ensure that all children are provided with equal access to educational opportunities regardless of socio-economic status. While private schools continue to be popular options for many parents, the majority of students within the Wentzville area complete their compulsory education in public school. The Wentzville R-IV School District provides public K-12 education for Wentzville, Lake Saint Louis, Foristell, Dardenne Prairie and part of the City of O'Fallon. A small area north and east of Highway 61 in the Wentzville planning area is served by the Fort Zumwalt School District. The various school districts within the county can be seen on Map No. 12 within this chapter. A portion of all local property tax revenue collected within Wentzville helps fund public school operations.

The growth of the Wentzville and western St. Charles County area has challenged the Wentzville R-IV School District to provide sufficient facilities in order to continue their high level of service. The District continues to stay ahead of the growth pressure through the District's facility planning process. The District continues to be one of the fastest growing Districts in the State, with enrollment growth averaging over 600 students per year since 2001. Enrollment for the 2017-2018 school year is 16,349 students. This includes 9,083 elementary students, 2,504 middle-school students, and 4,762 high-school students. The District's current schools located within Wentzville City limits are:

Kindergarten – 6th Grade

- *Boone Trail Elementary*
- *Heritage Elementary*
- *Lakeview Elementary*
- *Peine Ridge Elementary*
- *Stone Creek Elementary*
- *Wabash Elementary*

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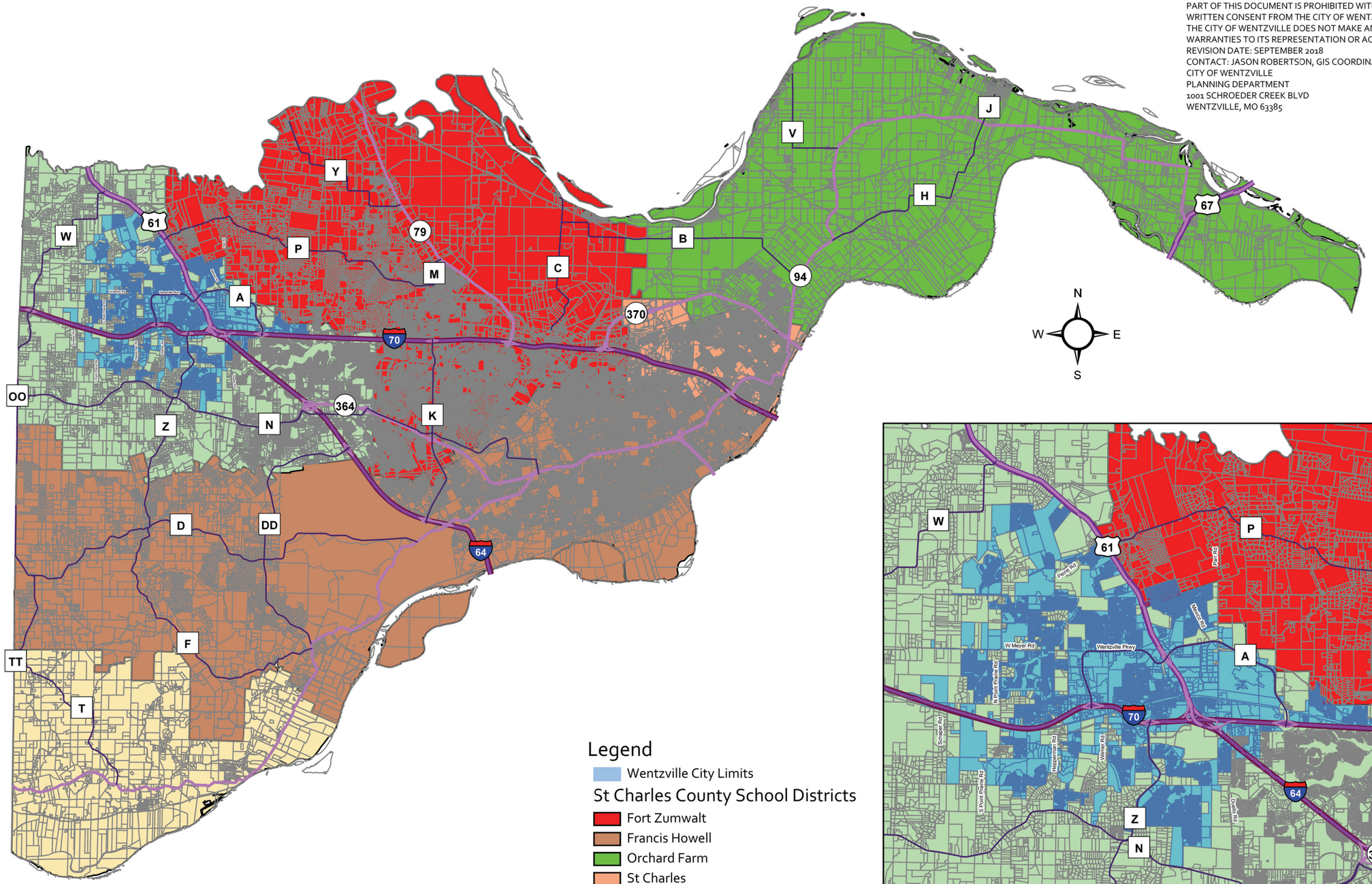


Map No. 12 Saint Charles County School Districts

October 2018

Wentzville Missouri
The Crossroads of the Nation

City of Wentzville
Community Development Department
Planning & Zoning Division
Geographic Information Systems

Middle Schools
- *South Middle*
- *Wentzville Middle School*

High Schools
- *Holt High School*
- *Timberland High School*

In addition to the schools listed above, the District's bus transportation facility and administrative offices are also located within Wentzville. The District has also acquired additional properties in the area in order to allow for further expansions to accommodate growth needs. This includes the planned creation of a fourth high school within the Wentzville area. This future growth of the District is vital in order to serve Wentzville's dynamic growth.

Private schools in the Wentzville area include *Immanuel Lutheran School* (200 students in pre-school and 306 students in grades K-8), and St. Patrick School (501 students in grades K-8). With the growth of the City of Wentzville, numerous tuition-based daycare and preschool options are available within the commercial growth areas of the community.

Higher Education
After high school, many students choose to continue their education in order to further improve themselves or expand their professional opportunities. Additionally, many of these institutions also offer continuing education opportunities for adults pursuing new careers who may need additional training. Area residents have access to numerous colleges and universities within a two-hour drive. These area schools include the University of Missouri, St. Louis University, Washington University, Webster University, Maryville University, Lewis William Woods College, Westminster College, etc. Higher education facilities within St. Charles County itself include the following:

- St. Charles Community College
  Located in Cottleville, the St. Charles Community College is located on a 228-acre campus approximately 15 miles from Wentzville. The college was established in 1986 and provides two-year associate degrees and certificate programs in the arts, business, sciences and career-technical fields. Workforce training and personal and professional development courses are also available to allow County residents to improve job skills or retrain displaced workers and homemakers. The college has actively cooperated with local units of government and private business in providing special training to satisfy current needs. Enrollment for the full 2016-2017 year was 9,773 students in credited classes, 76.8% of which lived within St. Charles County. An additional 65,003 people were enrolled in non-credit programs.

- Lindenwood University
  Located approximately 20 miles from Wentzville in the City of St. Charles, Lindenwood University is a private liberal arts institution. Founded in 1827, Lindenwood's 500-acre campus offers 96 undergraduate degree programs, 39 graduate degree programs, two doctoral programs, and four specialist programs. Continuing Adult Education at Lindenwood includes not-for-credit courses, workshops and seminars. The 2016-2017 enrollment was 5,855 undergraduate students and 2,842 graduate students. Lindenwood University established a branch facility in the

City of Wentzville in 2003, utilizing the old Southern Air Restaurant site offering enrollment, classroom and public/private meeting room spaces.

- Midwest University
  Located in northeastern Wentzville, Midwest University is an evangelical institution offering a range of undergraduate, graduate, and doctoral programs. Founded in 1986 as Midwest College and Theological Seminary, this 17-acre institution has greatly expanded the available residential and online/distance education and now operates a teaching site in Washington D.C. The current enrollment of this institution is 500 students.

Vocational Education

Vocational education is designed to prepare people to work in specific fields, trades or crafts. It is not uncommon for many students to choose a vocational school instead of a college or university due to the specialized programs and training which these schools provide. The following institutions are located in St. Charles County for those seeking vocational or continuing education programs:

- Ranken Technical College
  Ranken Technical was founded in 1907 in St. Louis as a private non-profit educational institution to train students for employment in a variety of technical and mechanical occupations. In 2013, Ranken expanded its presence into St. Charles County with the opening of a second campus in northeastern Wentzville. The Wentzville location has an expected 2018 enrollment of 250 students.

- Lewis & Clark Career Center
  The Lewis & Clark Career Center is available for high-school juniors and seniors who reside in St. Charles County. This organization partners with school districts to provide opportunities for students to explore technical fields while earning industry certifications, high-school credits, and possibly college credit hours. Available programs include manufacturing, construction trades, automotive/mechanical, early childhood education, health services, hospitality and information technology. Additionally, St. Charles Adult and Community Education is also located within the Career Center in order to provide continuing education programs for adults.

Medical Facilities

The greater St. Louis metropolitan area offers a wide range of health services and medical research facilities. Hospital and emergency services within St. Charles County are primarily provided by the Barnes-Jewish Hospital in St. Peters and the SSM St. Joseph Health Centers in St. Charles, Lake Saint Louis and Wentzville. In addition to the extensive medical services available within the region, Wentzville residents have access to the following local facilities:

- *SSM Health St Joseph Hospital – Wentzville*
  This facility, originally known as the Wentzville Community Hospital, was constructed in 1986 in order to provide high-quality healthcare to residents in western St. Charles, Warren, Lincoln, and Montgomery counties. This facility, now known as SSM Health St. Joseph Hospital—Wentzville, specializes in behavioral health services with 77 inpatient beds. Patients with other needs have access to a 24-hour emergency department and ambulatory services, as well as convenient access to outpatient

programs, including diagnostic services such as radiology, cardiology, pulmonary and rehab services. An array of smaller medical offices, specialty services, outpatient clinics and pharmacies are located near the hospital campus along Wentzville Parkway and W. Meyer Road.

- *Mercy Health System*
  Mercy Health Systems maintain several clinics and facilities within Wentzville and the nearby area. In addition to these existing services, Mercy also owns additional undeveloped property within the City for potential future facilities and service expansions.

- *Crider Health Center*
  In 2008, the existing Four-County mental health facility just east of Corporate Parkway was expanded into the Crider Health Center. This health center, originally focused upon mental health needs, now provides a full continuum of health care services to Franklin, Lincoln, Warren and St. Charles Counties. This location currently provides primary health, dental, behavioral health, crisis and pharmacy services.

- *Urgent Care Centers*
  Urgent care centers are designed to provide immediate outpatient care for the treatment of acute and chronic illness and injury. While some urgent care centers may be affiliated with larger regional care systems, many are independent providers which offer a range of services. Wentzville is home to several urgent care centers which offer a convenient option for those not wishing to schedule and wait for an available appointment at their primary care provider.

Senior Living

In municipalities across the nation, senior citizens are making up a greater proportion of the population than ever before. This trend is likely to continue for the foreseeable future as the large baby-boomer generation continues to age. Wentzville is no exception, and has seen increased demands for senior healthcare, housing and services. In addition to all of the services available to all City residents, Wentzville seniors have access to the following local facilities:

Senior Housing

The City of Wentzville's senior citizen population is not a "one-size-fits-all" category. The housing needs and desires of Wentzville's older residents are incredibly varied depending on their individual histories, lifestyle preferences, and stage of life. Active and healthy seniors may wish to remain in their homes or seek independent living opportunities with access to area shopping and recreation activities. On the other hand, the medical needs of some seniors may motivate them to explore memory care or nursing home options. Wentzville's projected growth, combined with an ever-aging population, is likely to come with a correlated demand for additional senior health and housing services. The City anticipates additional development and expansion of such projects in respond to this rising demand. The following private and state-funded facilities are currently located within Wentzville and provide a wide range of services catering to the varied needs of the areas senior citizen population:

- *The Boulevard Senior Living*
  This development, which began construction on Highway Z in late 2017, will provide a mixture of health and housing services focused on the full spectrum of senior needs. Upon completion this facility will provide 16 memory care units, 40 assisted living units and 80 independent living units. Open space and courtyard recreational areas will also be provided for the enjoyment of residents.

- *Bristol Manor*
  This residential care facility, located on Northview Avenue, provides independent and assisted living options for its residents. This community is licensed by the *Missouri Department of Health and Senior Services* for 12 residents. *Bristol Manor* states that their small size allows them a better chance to get to know their senior residents and tend to their physical, mental and emotional needs.

- *Elder Court Apartments*
  Elder Court has 66 one-bedroom apartments in central Wentzville that were constructed in 1970, 1973 and 1983. The complex includes two community buildings for resident use. The first building has kitchen and dining facilities where occasional meals are served. The second building has an office, laundry and activity space. This activity space is used during visits by the public library, a hair dresser and for blood pressure tests by health agencies. Volunteers are encouraged to visit and share time with elderly tenants.

- *Green Gables*
  This senior living facility, located at the corner of Green Gables Drive and Lewis Street, provides 96 one-bedroom and two-bedroom residential units. Each unit provides a deck or patio, a fully equipped kitchen and a laundry room. A Community Center is also available for residents with a fitness room, computer access, furnished living room, recreation, kitchen and dining areas.

- *Parklane Care and Rehabilitation Center*
  This private skilled nursing facility offers both rehabilitation services for the short-term needs of those wishing to return to their independent lifestyles as well as long-term nursing home options. Residents are provided 24-hour-a-day medical care, education, meals, and recreational activities to promote health and happiness. This large facility provides 240 beds, which places it among the largest skilled-nursing facilities in the area.

- *Peruque Hills Estates*
  Peruque Hills Estates, a large residential subdivision on the eastern side of Highway Z, provides a senior housing element within the overall development. Sixty-eight independent living units reserved exclusively for seniors are located adjacent to Highway Z.

- *Twin Oaks at Heritage Pointe*
  Located close to Wentzville Parkway, Twin Oaks at Heritage Pointe is a senior community which provides both assisted and independent living options for its residents. Depending on their specific needs, residents may choose from deluxe apartments or attached garden homes with garages. Resident packages may include 24-hour on-site nurses, housekeeping, meals, spa and salon services, various recreational activities and trips, library services, computer lab, etc. Additional area is

available within the development for the future addition of further apartments or garden homes.

- *Village Center Care*
  This assisted living facility, located on E. Pitman Avenue near the heart of Historic Downtown Wentzville, provides both private and semi-private residential units. Residents enjoy access to on-site activities, meals, recreation areas, on-call medical services and a 24-hour staff.

- *Wentzville Senior Apartments*
  Wentzville Senior Apartments, located on Patricia Court in west central Wentzville, has 48 residential units that are rented to seniors over 62 years of age and to the developmentally disabled. The complex includes a community building with an office, laundry, recreation room and small kitchen. The building is used for tenant "pot-luck" meals several times a year.

Wentzville Senior Citizen Center

The State of Missouri Department of Social Services, Division of Aging provides services to senior citizens in the State through programs that assist with health issues, nutrition and transportation. In order to manage these programs the State has created ten non-profit Area Agencies on Aging. St. Charles County is included in the Mid-East Missouri Area Agency on Aging with the main office at 2510 South Brentwood Boulevard in Brentwood, Missouri. The Agency distributes federal funds and provides funding for senior citizen centers which act as a focal point for senior citizen activities. There are senior citizen centers in the larger municipalities of St. Charles County, including St. Charles, St. Peters, O'Fallon and Wentzville. These senior centers act as gathering places for senior citizens over 60 years of age and provide meals for people who eat at the centers and through the "Meals on Wheels" program, which delivers nutritious meals to people in their homes. Group activities are also conducted in these centers including games, crafts, health clinics and a variety of social events.

On March 17, 1971, local charity organizations began delivering home-cooked meals to area seniors. This effort predates any other continuous senior food delivery service in the State of Missouri. Senior Center activities in Wentzville began in 1973 at a local church. In 1978, these efforts were relocated to a historic building located at 506 South Linn Avenue, now known as the Green Lantern Senior Center. The Green Lantern building serves as an important reminder of Wentzville's growth and history. It opened as the areas first high school in 1896, burned and was rebuilt in 1908, expanded in 1938, and continued to serve as a high school and elementary school until 1969. Its current use as a senior center continues the building's history of being a focal point of the community and complements the cultural and business activities within the Historic Downtown area.

The Green Lantern senior center is operated through a cooperative effort between the City of Wentzville and the Mid-East Missouri Area Agency on Aging. The property is owned by the City while all programing and activities are provided by the Mid-East Missouri Area Agency on Agency. The City's Parks and Recreation Department assists the center by providing exterior grounds maintenance and assists with setup for center functions and programs. The City's Building Services Division supports general building maintenance, while daily cleaning duties are handled by the Green Lantern management. In addition to the State funding mechanism discussed above, generous gifts and donations from individuals and businesses within the community also help to provide equipment and

support senior programming and services. The important programs, services and activities which the Green Lantern provides are only possible with the help of over 200 volunteers each month. The dedication of these volunteers in commendable, as some drive 40 mile routes to deliver meals in adjacent communities, including Josephville, Lake Saint Louis, Flint Hill and New Melle. This level of volunteer participation at the Senior Center is a prime example of the City's motto of *"A community of neighbors working together to build a better future".*

There are approximately 150 participants registered for the meal service and various activities. To qualify as a participant, one must be 60 years of age, or may be 18-59 years of age with proof of a disability. The center serves in-house lunch five days per week, with a "Meals on Wheels" program serving additional meals to people in their homes.

Unfortunately, it's not uncommon for some seniors to feel isolated and slowly lose touch with family and friends. Senior centers serve as a place where individuals are able to socialize with their peers on a daily basis, which helps counteract these feelings of isolation and loneliness. Such social interactions have been shown to be very important for mental and physical well-being, and many seniors look forward to this interaction each day. This social setting offers important opportunities to remain active, involved in the community and supported by a circle of friends.

- *Assistance Programs Available at the Green Lantern include:*
  Information, Assistance, and Care Programs & Coordination
  Minor Home Repair
  Transportation
  Legal Services
  Senior Citizen Employment Program
  Nursing Home Ombudsman
  Free Tax Preparation
  Free Health Checks (Blood Pressure, Flu Shots, etc.)
  Free Hearing Checks
  Medical Supplies

- *Recreation & Activity Programs Available at the Green Lantern include:*
  Birthday & Holiday Celebrations
  Sing-Alongs
  Line Dancing
  Exercise Class/Programs
  Educational Programs
  Computer Training
  Card Games
  Bingo
  Entertainment & Guest Speakers
  Quilting & Crafts

Despite the exceptional efforts of everyone involved in operating the Green Lantern Senior Center, it is apparent that it is no longer large enough to accommodate Wentzville's explosive population growth and the corresponding increase in the City's senior citizen population. The current building provides approximately 6,600 square-feet of space and is currently at capacity. All senior activities, including dining, games, crafts, and computer use, are currently held in one large common room in the front part of the building. There are no separate areas for conferences, health care or other activities that typically use separate,

smaller rooms. The Wentzville Historical Society uses a room in the rear of the building to display pictures and other historical items. The kitchen, office, restrooms and storage areas utilize the remainder of the available space. There is not adequate room for an exercise area, the use of the common room for meals limits time for activities and the parking area is too small. In order for the senior center to continue serving the City's aging population with beneficial programs and services the expansion of this facility or the relocation of the center to a larger facility will be necessary. The thorough evaluation and pursuit of a new or upgraded facility to serve the long-term needs of the City's senior population is included as a goal of this Plan. Any new or expanded facility should be purpose-built to serve the specific needs of seniors and allow for an expansion of available programs and activities. In 2017 the City began work on a Feasibility Study for a new Multigenerational Center, which could include space for senior services and activities. This Feasibility Study was completed in May of 2018 and is currently under review by the City.

Other Senior Activities

Senior citizens continue to be an active and part of daily Wentzville life. Many choose to continue working or volunteering in the community. Senior participation as volunteers is especially valuable for the areas charitable organizations. Their schedules often allow them the flexibility to help during weekdays, when many other age groups are unavailable. In addition, they are able to bring a lifetime of expertise and experience to charitable organizations that may not be able to afford the salaries such talent would generally demand. The Wentzville Community Club and the Mary Martha Thrift Shop are examples of such charitable organizations that benefit from the volunteer efforts of such seniors.

Senior Transportation

The transportation needs of seniors are an especially important topic in order to ensure access to vital medical care, shopping opportunities, and to visit friends and loved ones. As many seniors are no longer able to drive, they rely heavily upon transportation services to fulfill these needs. Many of the facilities listed within this chapter provide transportation services to their residents. In addition, seniors have access to three not-for-profit services currently available to City residents (OATS, ITNGateway and STAR). Additional information regarding senior transportation services can be found in *Chapter 3: Transportation*t.

Cultural & Recreational Resources

A critical, if not occasionally overlooked, element of a community's health involves the availability of cultural and recreational activities. These activities allow citizens healthy opportunities to relax, connect with their community and develop an appreciation for arts and culture. A community's culture is characterized by its museums, entertainment facilities, theater and performance venues, cultural events and historic structures. On the surface, Wentzville may not appear to offer many opportunities related to arts and culture. However, there are a number of organizations, venues, events and historic districts already serving the community. This section includes an overview of the existing cultural and recreational resources available within the area and provides a framework for future discussions concerning the role such resources should play in the City's long-term planning.

Public Parks

The City of Wentzville recognizes the vital role that public parks serve in providing area residents with active and passive recreational opportunities. In addition to designed features (sports fields, trails, pools, etc.), public parks serve as community gathering places and host a wide range of programming and public/private events. The City currently owns and/or operates approximately 347 acres for current and future public park operations. The 250-

acre Quail Ridge Park, located nearby in St. Charles County, also provides a wide range of amenities available to Wentzville residents. Additional information regarding the City's park system can be found in *Chapter 6: Parks and Recreation.*

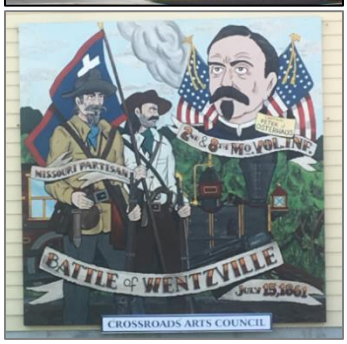
Area Events

Many events are held throughout the community each season to engage and entertain residents from Wentzville as well as the surrounding region. In addition to the obvious recreational role of such events, they also provide an economic benefit by encouraging participants from outside the City to shop and dine in Wentzville. These events include the St. Charles County Fair, Wentzville's Fall Festival, the St. Louis Renaissance Festival, Liberty Fest, the Rotary's Beer & Wine Festival and Wentzville Days. Held the third weekend in May each year, Wentzville Days has been the City's most prominent event since 2004. This event, hosted by the City of Wentzville, includes three days of outdoor entertainment in the Historic Downtown area. The event also provides opportunities for local artisans to showcase/sell their food, crafts and demonstrate their musical abilities.

Art in Wentzville

Many communities in the nation have found that the creation and display of public art can provide a number of benefits for a community. The City has not historically been very active in this field. However, over the past several years the City has begun to explore local art opportunities in recognition of the potential benefits. In late 2015, the City installed two carved statues near the historic Dula House property. These carvings, shown to the right, celebrate one of the City's early mayors and its tobacco industry heritage.

In 2015 the Wentzville Crossroads Arts Council was formed with a mission to cultivate, nurture and expand art in the community by supporting local artists. This group works to share original local art in an effort to promote civic values and make the City a more attractive place to live, work and visit. Since its inception, this group has hosted community art shows and spearheaded the development of a community mural program. These murals are located within the Historic Downtown Wentzville area and help highlight the City's rich history.



Art-based initiatives also play an important role in community education and engagement within the City. For a decade the City's Water Department has annually celebrated National Drinking Water Week with an innovative Fire Hydrant Painting contest. Each year high-school seniors at Timberland, Holt and Liberty high-schools are invited to participate with one winner from each school being awarded a $1,000 college scholarship. All of the painted hydrant entries are displayed within the Historic Downtown area.

In addition, since 2017, the City of Wentzville has partnered with local students, General Motors, Earth Force and Friends of Wentzville Parks in hosting a trash can artwork design contest. Originally organized by sixth-grade students from Wabash Elementary seeking to make a difference in the community, this contest challenges students of all ages to transform a trash can into an original work of art. These trashcans are then installed at local schools and within the City's parks in an effort to reduce littering and encourage recycling.

Performing Arts

"Performing Arts" include dance, music, opera, theatre or any activity where artists use their voices or bodies to convey artistic expression to a live audience. The Jay Scheidegger Center for the Arts in St. Charles offers music, dance, comedians and theatre events on a regular basis. St. Louis offers over a dozen performing arts venues including the Fabulous Fox Theater, the Sheldon Concert Hall & Ballroom, Powell Hall, the Peabody Opera House, the Muny and the Touhill Performing Arts Center are all within an hour drive of Wentzville.

Historical Sites and Historic Building Preservation

As "The Gateway to the West," the St. Louis area (including St. Charles County) offers numerous historic sites. Household historic names like "Lewis & Clark" and Daniel Boone have direct ties to the region and visiting these historic sites offers residents the opportunity to learn about the area's rich history. The historic sites in St. Charles County alone include the First Missouri State Capitol, the Historic Daniel Boone Home and the Lewis & Clark Boat House & Museum. Residents can also visit the nation's first Vietnam Veterans Memorial located in the heart of Historic Downtown Wentzville.

The city itself is home to a number of historic sites and buildings which merit preservation. This includes the Dula House (built in 1850), the Wentzville mercantile building (built in 1860), the Immanuel Lutheran Church (built in 1899) the Trinity building (built in 1925) and many more. These historic sites and buildings are physical connections to the City's history, and their destruction would cause irreparable harm to the community. In 2016, Wentzville applied for and received from the State of Missouri and the National Park Service the status of a Certified Local Government (CLG). This status made the City eligible to apply to the State Historic Preservation Office for financial and technical assistance to preserve these historic properties. This CLG status also helps Wentzville encourage, develop and maintain local preservation efforts in coordination with its development plans. In addition to a focus on individual properties, the City has also been engaged in efforts to protect and revitalize the Historic Downtown District. The City has hired a consultant to undertake an archeological survey of these historic resources. More information on the City's efforts within the Historic Downtown Wentzville area can be found in *Chapter 7: Land Use.*

Museums

Historically, museums have been one of the most effective guardians of artifacts and objects of artistic, cultural and scientific importance. These objects are portals to the past, serving as tangible reminders of our history. There are many types of museums, each often focusing on a specific topic such as art, history, natural history, science, war, etc. Residents of Wentzville are able enjoy access to numerous museums in the St. Charles and greater St. Louis area. The National Horseshoe Pitchers Association Museum, Frenchtown Heritage Museum, and St. Charles County Heritage Museum are all located nearby in St. Charles County. St. Louis is home to dozens of museums including, the St. Louis Art Museum, the Missouri History Museum, the St. Louis Science Center, the Contemporary Art Museum, the City Museum, the Museum of Transportation, etc. Many of these institutions are free to the public and offer educational programing for all ages.

Other Recreational Activities

Wentzville residents have access to countless recreational activities and events which may have not been discussed in this section. While it would be nearly impossible to list them all, a few notable ones within the region are the Gateway Arch, the wineries in Augusta, the St. Louis Zoo and the St. Charles County Family Arena. For sports enthusiasts, St. Louis is home to the St. Louis Cardinals and the St. Louis Blues. St. Charles County also hosts the baseball Frontier League River City Rascals and an indoor arena football team, the River City Rage.

Moving Forward

As discussed previously, there are a number of organizations, venues, events, and historic sites already serving the community. Historically, the various groups managing these resources have not effectively coordinated their efforts. Without coordination between government and quasi-governmental agencies, arts and culture planning is fragmented

across entities with different missions. In recent years, this situation has somewhat improved due to a shared need to attract public attention to available cultural and recreational resources instead of expanding technological entertainment options. It is the hope of the City that such coordination continues, as it is an important element of Wentzville's continued health and vitality. Not only do arts and cultural resources enhance Wentzville's identity, they further the vision of Wentzville as a regional destination, providing a positive economic impact for the community.

The City has adopted a Parks and Recreation Master Plan for its public parks and associated programming. However, no formal master plan for the arts has been established. This has not prevented progress from being made in the arts or cultural activities within the community. Individual residents have banded together with the assistance of the City to set the foundation for a strong and vibrant community arts program and a number of art shows have been established in the community. But there remains a persistent, systemic problem of inadequate public funding for the arts in the region and today's economic crisis has only exacerbated the situation. In order for the true creative capacity of the City and region to be realized, a dedicated, stable funding mechanism for local arts and culture appears to be warranted. The goals of a formal master plan for the arts, should the City decide to pursue one in the future, could include one or more of the following:

- Support Wentzville's economic growth, including arts and cultural resources as an important component
- Encourage the further development of facilities and service coordination with community partners
- Sustain downtown as the "heart" of Wentzville
- Maintain healthy, socially active neighborhoods
- Recognize and support Wentzville's historic and agricultural heritage
- Support Wentzville's aesthetic beauty
- Put Wentzville's quality-of-life and cultural resources at the forefront of regional branding
- Encourage the development of organizational capacity of groups supporting the growth of the arts in Wentzville
- Support equal distribution of cultural programming and installation throughout Wentzville's growing community
- Support the preservation, restoration and adaptive reuse of historic homes, buildings and properties in Wentzville
- Raise awareness of the arts, and develop arts-related resources in the City
- Improve access to the arts and arts education

A thorough evaluation of the City's available arts and cultural resources and future needs, including the potential creation of a future Comprehensive Plan chapter and/or a formal master plan for the arts, is an objective of this document.

Chapter 6: Parks, Recreation and Open Space

The purpose of the Parks, Recreation and Open Space Element of the Comprehensive Plan is to set a framework of policies and action steps to guide the programming, management and development of the parks, recreation and open space system in Wentzville over the coming two decades. Included within this plan are recommendations for new park development, management, continued renovation of existing parks and facilities, preservation of open space and significant natural resources and expansion of greenways. Also included are strategies to provide ample recreational opportunities for all citizens, while adapting to recreational trends, significant development opportunities, and Wentzville's growing population. These policies and actions will guide decision-makers to work toward providing parks and recreational facilities that would create a balanced system across the community and that respond to the varied needs of its residents.

Parks and open space help make Wentzville a great place to live, play and raise families. It is widely recognized that parks and recreation systems make an essential contribution to quality of life. Parks and recreation services play an important role in helping Wentzville sustain the quality of life that residents appreciate and support. This quality-of-life includes living in safe communities with access to parks and facilities that encourage healthier lives and healthier communities and involves all age segments in positive leisure time activities. These places contribute not only to the City's environmental health but also to the physical and mental health of its residents. Access to open space can benefit individuals by giving them places to exercise their bodies and refresh their minds. Open spaces also provide valuable wildlife and vegetation habitat that might otherwise be scarce in the City.

View of lake located within Rotary Park

Wentzville residents are fortunate to have inherited a park system built by the vision and efforts of previous generations. Today, the Parks and Recreation Board and staff continue on a mission of enhancing Wentzville's legacy of diverse parklands; providing greenspace, safe environments and recreational facilities; and meeting the changing needs of present and future generations.

The City-owned park and recreation system comprises only about 2.6 percent of the total City land area. It includes trails, community centers, flood control facilities, native areas, active use facilities and passive use spaces. From magnificent views to active sports fields and intimate pocket parks, these areas provide opportunities for residents and visitors to relax, enjoy competitive games, exercise or meet with friends and neighbors.

This chapter is largely based on the City's 2016 Parks and Recreation Master Plan. It includes background information and data that is the foundation for the parks and open space goals, objectives, policies and implementation recommendations. Included are inventories of existing park and open space lands and facilities, an assessment of the needs for land and recreation facility expansion or improvement, and short/long-range recommendations of actions to satisfy the most important needs. Social, economic, cultural and leisure trends are discussed, along with broader Citywide initiatives such as community involvement, environmental protection and technology.

Social/Cultural Factors

As discussed in *Chapter 2: Characteristics and Trends,* Wentzville's demographic composition is changing in a variety of ways. Diversity has implications for parks and recreation services since participation patterns are influenced by cultural preferences and awareness of services. As "baby boomers" reach retirement age, the City's parks and recreation system will need to provide an expanded range of services to meet the varied needs of the community's senior citizen population.

Although the City is following closely with national aging patterns, 17% of Wentzville's population is below age 17, and approximately 21% of children less than 14 years of age in St. Charles County are "latchkey kids." Recreation programs can play an important role in helping youth to make the best of their non-school hours. Programming that responds to the needs of children of all ages will be critical.

Leisure Trends

Walking continues to be the most popular leisure activity in America, and Wentzville's trail system offers residents more than 10 miles of paved walkways. Based on information from the Sporting Goods Manufacturers Association, the most popular youth and adult sports are soccer, golf, basketball, in-line skating, roller hockey and softball. Soccer is the leading team sports market growth segment. But, total attendance at arts events in the U.S. is greater than total attendance at sports events.

Title IX has had dramatic effects on programming decisions and participation. Females have become a far larger part of the sports market and are finding their way into formerly male dominated sports, such as youth baseball and basketball. The result has been a dramatic increase in recreation interests and a near doubling of demand for certain facilities. Since 2007, female participation in fitness activities has risen 23%, in team sports 21%, individual sports 22% and other activities 18%. Six of the top ten sports and recreation activities among women are fitness-related. Parks and Recreation staff constantly monitor participation trends and offer programs for males and females in response to interest.

Americans spend more time at work than their counterparts in most other countries. The recreation industry must adjust by tailoring programs and activities to accommodate the busy schedules of individuals and families. With many two-income households, parents and children place a greater premium on constructive and fun recreation programs that also serve a childcare function.

Economic Factors

Parks and recreation provide many economic benefits to a community. Recent studies indicate that park and recreation facilities contribute to a local economy by appreciating land values and stimulating private investment and tourism growth. Land values are enhanced the closer a property is to park and recreation facilities. In addition, arts offerings and special events, such as Wentzville Days, the Fall Festival and Holiday Night Lights generate significant positive economic impact in the community.

Fee-based recreation programming is a national trend that has affected Wentzville. However, the City continues to strive to offer a core of low-cost programming, facilities and events, recognizing that residents should receive services for their property taxes. Although the nation experienced an unprecedented economic boom during the 1990s, many low-income households remain in Wentzville. Reducing financial constraints is important to ensuring that programs and services are accessible to all residents.

As resources are constrained, many municipalities are entering into successful partnerships. Examples include partnerships with hospitals for fitness classes, community sports clubs for field development, businesses for tournament sponsorship, environmental groups for land acquisition and corporate sponsorship of arts-related projects and special events.

Land Availability

With Wentzville continuing to be one of the fastest growing communities in the State of Missouri, land, especially large tracts of land, is at a premium. As the City continues to develop at a rapid pace, it will need to provide for new parks and to conserve additional open spaces, to develop special landscapes to mitigate storm water runoff and natural resource areas for its expanding population. With undeveloped land rapidly disappearing and environmental concerns on the rise, the people of Wentzville must become stewards of the land in order to ensure that future generations will have both recreational opportunities and healthy City parks and natural areas.

A lot of the available land within the City is being developed or has been committed for development. As a result, there may be limited opportunities to expand the parks and open space system. The remaining large tracts of land are held in private ownership and as of late 2016; it was common to find owners asking $40,000 to $60,000 per acre for undeveloped parcels.

Environmental and Stormwater Protection

Concern for protecting and improving the environment is an important issue nationwide and it is also of great interest to Wentzville residents. In the City of Wentzville, protecting and improving the water quality and ecological health of the City's streams and wetlands is a major planning goal. Wentzville has a number of key watersheds that traverse the City and stormwater is an important topic when considering new development in the community. Decreased native vegetative cover, increased stormwater flows and flooding, accelerated land surface and stream channel erosion and increased sediment deposition constitute some of the major interrelated negative effects on the environment that can occur during and after development. The City addresses these environmental concerns through legislation regulating specific environmental elements. These elements include storm water management (SWM), sediment control, floodplain/forest conservation, and through its regional SWM program. This program is designated to protect and restore streams and water quality through the comprehensive management of existing and new water runoff. Stormwater management guidelines are codified as part of the Engineering Design Criteria adopted by the City, which serves to protect the environment during development activities. In a very broad sense, the City's guidelines address tree protection, riparian corridor preservation and siltation abatement. Application of these guidelines and other environmental policies and laws will continue to be important to Wentzville residents and business owners.

View of Peruque Creek, an important environmental corridor in the region.

Parks and Open Space is an important element of addressing the environmental and stormwater issues in this community. In 2014, the City utilized the Federal Clean Water Act Section 319 Nonpoint Source Management Program to install a regional storm water detention

basin as part of developing Heartland Park. Nonpoint source (NPS) pollution generally results from land runoff and NPS pollution is caused by rainfall or snowmelt moving over and through the ground. As runoff moves, it picks up and carries away natural and human-made pollutants, finally depositing them into lakes, rivers, wetlands and ground waters. The Heartland Park project, while a key recreational amenity within the City of Wentzville, was also an opportunity to address these issues as well as downstream flooding which had been occurring with some regularity as upstream development occurred.

Current Conditions

The City of Wentzville has entered the 21st century as a vibrant community that serves as the nucleus for a growing region. The City has an inventory of parks, recreation facilities and programs that contribute positively to residents' satisfaction with living in the community. While the current conditions are consistent with many small rural communities, this community is quickly evolving from small town to one of the larger cities in the St. Louis metropolitan area. This growth is presenting a new set of challenges:

- Maintaining existing passive and active parks and recreation facilities;
- Addressing the need for walkable, neighborhood parks throughout the City;
- Acquiring adequate land for future park development;
- Developing recreational facilities in close proximity to all residents, equitably distributed throughout the City;
- Enhancing access to and awareness of Wentzville's recreation and natural resource opportunities;
- Providing better interconnectivity between the parks, greenways and open space system locally and regionally;
- Providing best practice management and stewardship of Wentzville's natural resources;
- Integrating the parks and recreation system into a broader context of green infrastructure to maximize ecosystem conservation.

These issues impact not only this element of the Comprehensive Plan, but have larger impacts on the community's overall growth and development prospects. Park amenities influence the economic prosperity and quality of neighborhoods, land use decisions, growth management efforts, and the health and livability of residents. Therefore, it is vital to realize that addressing these issues in an effective manner will dictate the wellness and welfare of future residents.

The City's 2016 Parks and Recreation Master Plan provides an in-depth analysis of the City's parks, recreation and open space inventory as well as assessment of future needs. In addition, there are several other well-defined and up-to-date documents that offer the City excellent guidance on meeting future park and recreation needs. These include: The Progress Park Feasibility Study (2001); The Bikeable-Walkable Community Plan (2007); The Dry Branch Watershed: Clear Stormwater & Green Park Analysis (2010); and other documents that are available for public review through the City's website.

This element of the Comprehensive Plan does not repeal or replace adopted Parks planning documents; rather, it provides a forum for coordinating park and open space policies across multiple City departments. The policies and actions in this element are generally consistent with prior Parks plans, but where differences exist, this element provides more up-to-date guidance. Any Parks plans adopted or revised subsequent to the adoption of this element should be reflected, where appropriate, by future amendments to this element. The 2016 Parks and Recreation Master Plan, including subsequent revisions, will be used as a detailed working supplement to the Comprehensive Plan.

This element also addresses all of the vision themes that serve as the overarching goals of the Comprehensive Plan. High-quality parks, recreation facilities and open spaces will provide added value and amenities to the community, which in turn will attract jobs, workers and greater economic prosperity to the area. Evenly distributed park and recreation facilities, accessible to residents throughout the City, further promote the goal of equity.

Consistent with the theme of expanding housing choices, Wentzville needs to provide for a variety of housing types at a range of price points to meet the needs of its current and future residents. Parks, recreation and open space opportunities must be developed in tandem with this new housing. This is particularly important for affordable housing developments, as lower-income residents may have reduced access to private vehicles, limiting their ability to travel to distant parks, and making pedestrian and bike access all the more critical.

The need for new parks and recreational facilities in the coming decades will require that substantial acreage be acquired by the City for park development. This is part of an overall strategy of growth management. By planning and identifying future park areas, land can be acquired in advance of development, at lower cost and in appropriate locations, to develop the parks and recreational opportunities that the future residents will require. Further, parks are a significant land use and a source of travel demand, and their location and design should be coordinated with the City's transportation infrastructure to maximize access by multiple modes and to mitigate impacts on congestion, consistent with coordinating land use and transportation.

Sustainable design and green building is increasingly becoming a part of parks and recreation facilities design. Networks of interconnected parks, greenways and open spaces (green infrastructure) can direct and guide conservation efforts. Green infrastructure ensures that preserved open spaces and greenways provide greater environmental benefits by maximizing ecosystem conservation.

The park and open spaces within Wentzville serve the daily leisure needs of the community, promote the social, cultural, mental and physical well-being of the community, and are important amenities to achieving better places to live. In a broader sense, they promote a more livable community, a higher quality of life and lend a sense of place and belonging to the community and its residents. They are fundamental to growing successful neighborhoods and communities.

Waterslide at the William M. Allen Park (Splash Station Aquatic Center)

In 2016, the City of Wentzville budgeted for and administered a DirectionFinder® survey. The survey was part of the City's effort to assess citizen satisfaction with the quality of services. The information gathered from the survey is used to help the City improve existing programs and services, and help determine long range planning and investment decisions.

In the "Overall Satisfaction with City Services" section of the survey, the major categories of City services that had the highest levels of satisfaction, based upon the combined percentage of "very satisfied" and "satisfied" responses among residents who had an opinion, were: the overall quality of police services (84%), the quality of customer service received from City employees (79%) and the maintenance of City buildings and facilities (74%). The highest levels of satisfaction specifically related to Parks and Recreation Services were: maintenance of City parks (90%), safety at the city's parks and rec facilities (79%) and number of parks (70%).

Existing Parks, Recreation, Trails and Open Space System

Wentzville's park, recreation, trails and open space system is an important element in the quality-of-life not only for Wentzville residents but for the surrounding community. This system should offer residents important recreational opportunities, as well as preserve and make accessible unique natural resources that give the community its identity. Lakes, woodlands, open fields and wetlands are features that draw people to live in our community as well as help retain the existing population.

Based upon the 2010 U.S. Census (29,070 population), Wentzville has not kept stride with National Outdoor Standards for Parks & Recreation, although the City is making some strides. Since the completion of the 2004 Parks and Recreation Open Space Master Plan, 149.5 acres of new park land has been purchased. Three new parks have been added to the existing inventory: Heartland Park (49.78 acres), Willian M. Allen Park (27.21 acres) with a new aquatic center known as Splash Station and Peruque Valley Park (68.22 acres). This brings the total acreage of maintained park land to 346.49 acres with 259.83 of that being developed and 86.66 acres of undeveloped park land. The total park land acres is slightly lower than the figures previously noted because some acreage (~10 acres) was lost to road right of way/development at Peruque Valley Park. These 346.49 acres of parkland, grounds and open space include 17 sites, 2,674 park trees, 228 trees at City buildings, as well as 18 buildings and park shelters within Wentzville. Map No. 13 within this chapter depicts all of the City and County parks in the area.

Table 21 below compares the current City parks system to National Outdoor Standards (based upon population) and anticipates needs based upon a projected 2020 population. While the numbers suggest the City's park system is lacking in facilities, it is important to understand that the City has purchased additional ground for future parks which are not yet in operation. Additionally, the St. Charles County park system has multiple park sites in the City's planning area which provide additional available park ground and natural facilities which City residents may also enjoy.

Table No. 21 Wentzville's Park System vs. National Outdoor Standards & Needs

Current Developed System in 2015	Actual Needs for 2015 (Population est. 36,727)	2020 Future Needs (Based upon 42,870 population)
346.49 acres	501 acres	602 acres
10 picnic shelters	11 picnic shelters	15 picnic shelters
5 soccer/football fields	7 soccer/football fields	11 soccer/football fields
8 ball diamonds	12 ball diamonds	18 ball diamonds
3 basketball courts	4 basketball courts	10 basketball courts
2 tennis courts	4 tennis courts	6 tennis courts
2 outdoor volleyball courts	4 outdoor volleyball courts	6 outdoor volleyball courts
4 playgrounds	5 playgrounds	8 playgrounds
2 swimming pool	2 swimming pools	2 swimming pools
8.31 miles of trail	18 miles of trails	26 miles of trails

Source: 2016 Wentzville Parks and Recreation Master Plan

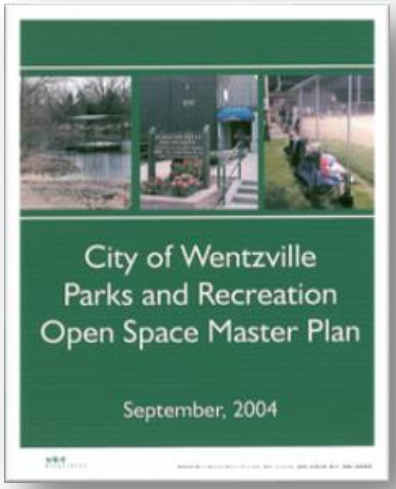
Current Planning for Parks

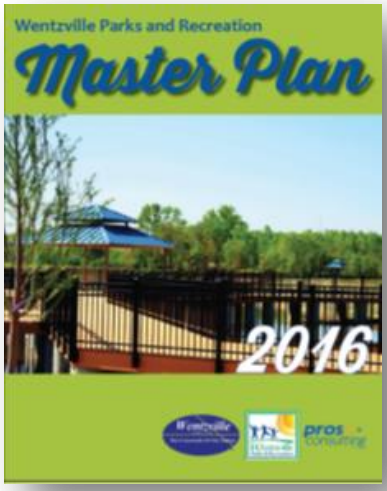
Planning is an essential tool of responsible management, not only should a plan include physical development plans, but also should be financially sustainable. Furthermore, planning is fundamental to every step of the process by which new parks are created, starting with the determination of parks and recreation needs, to the identification and analysis of potential sites for acquisition, to the development of detailed park master plans for specific park sites.

Accordingly, the City has developed a variety of park planning tools, methodologies and processes; and has prepared many planning documents addressing both the entire Parks system as well as specific components. These include the current Parks and Recreation Master Plan as well as special plans addressing individual parks and facilities, trails, and other topics. Each of these documents has been the result of a thorough process of data collection, analysis and civic engagement.

As public needs and priorities change, plans and the processes used to create them must also evolve to remain current. The 2004 Wentzville Parks, Recreation and Open Space Master Plan included a recommendation that it be updated every 10 years. An update was started in 2014 and adopted in 2016.

The 2016 Parks and Recreation Master Plan built on the foundation of the 2004 Master Plan by continuing to act as a guide in addressing short and long term planning needs and/or recommendations for the parks system. The Plan provides design concepts, program development, cost estimates, funding alternatives, and recommendations for future recreational development. The Parks and Recreation Master Plan is based upon input from the community, City Staff, the Project Steering Committee, a community-wide mail survey and an analysis of existing recreation facilities and land uses.





The overarching goals and objectives of the 2016 Master Plan are as follows:

- Engage the community to build a shared vision for parks and recreation that supports the economic and community goals of the City of Wentzville;
- Meet the Park Needs of the Community;
- Assess Recreation Facilities;
- Create a Framework for Capital Projects;
- Shape financial and operational preparedness through innovative and “next” practices in revenue generation to achieve the strategic objectives and recommended actions, and implementation strategies outlined in the plan;
- Develop a dynamic and realistic strategic action plan that can ensure long-term success and financial sustainability for the City’s parks.

As with any comprehensive planning process, the community was involved throughout the development of the 2016 Master Plan through stakeholder and focus group meetings. Public forums were held and a citizen survey was offered to help to identify and prioritize the issues that should be addressed in the Plan and implemented by the City in the coming years. The Master Plan is a living document with many components that must be achieved simultaneously. The top five recommendations obtained from public input and participation during this process, in no specific order, are:

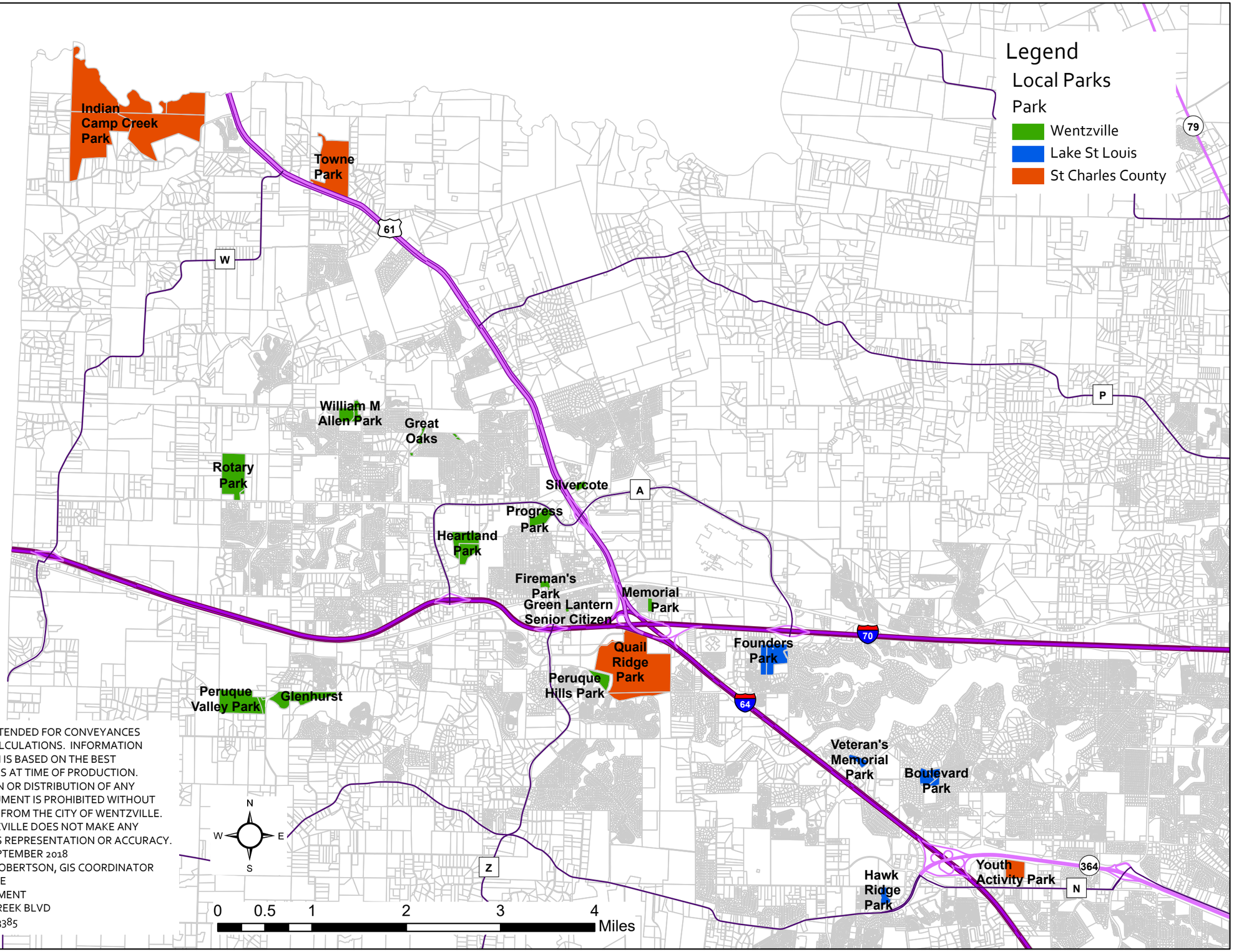
- Parkland Acquisition
- Athletic Field Development
- Trail Development/Interconnectivity
- Maintenance of Existing Facilities
- Indoor Recreation/Aquatic Development

Implementing Park Master Plans

In 2009, three site-specific Park Master Plans were completed for Peruque Valley Park, Heartland Park and the Splash Station Aquatic Center site (now known as William M. Allen Park). Initially, it was planned as if all three facilities/parks would be designed and constructed as a single project, however as the planning process began to unfold, it was decided to break the larger project down into each of the individual park developments. This was done to provide greater flexibility in the construction scheduling and to ensure that as issues arose related to a specific site there was more time to adequately find a good solution. It was further decided that each of the three parks would be developed in phases.

Map of Planned Park Facilities

The first of the three park development projects undertaken was the Splash Station Aquatic Center site. The City worked with the Wentzville School District to acquire some additional acreage fronting Piene Road. This cooperative effort also allowed the School District and the City to jointly address storm drainage for the two sites. The initial design for developing this park site included Phase 1 of the construction of the Splash Station Aquatic Center and a loop road to access the site. This loop road can also be utilized by the School District to create additional queuing for parents picking up children from Piene Ridge Elementary. Construction of Phase 1 of the William M. Allen Park was completed in 2014. Future phases of this project will include walking trails in the park, additional aquatic facilities, a playground, a corporate pavilion, additional parking and potentially a small community center.



THIS MAP IS NOT INTENDED FOR CONVEYANCES OR OTHER AREA CALCULATIONS. INFORMATION CONTAINED HEREIN IS BASED ON THE BEST AVAILABLE SOURCES AT TIME OF PRODUCTION. THE REPRODUCTION OR DISTRIBUTION OF ANY PART OF THIS DOCUMENT IS PROHIBITED WITHOUT WRITTEN CONSENT FROM THE CITY OF WENTZVILLE. THE CITY OF WENTZVILLE DOES NOT MAKE ANY WARRANTIES TO ITS REPRESENTATION OR ACCURACY.
REVISION DATE: SEPTEMBER 2018
CONTACT: JASON ROBERTSON, GIS COORDINATOR
CITY OF WENTZVILLE
PLANNING DEPARTMENT
1001 SCHROEDER CREEK BLVD
WENTZVILLE, MO 63385

Map No. 13 City/County Parks

October 2018

Wentzville Missouri
The Crossroads of the Nation

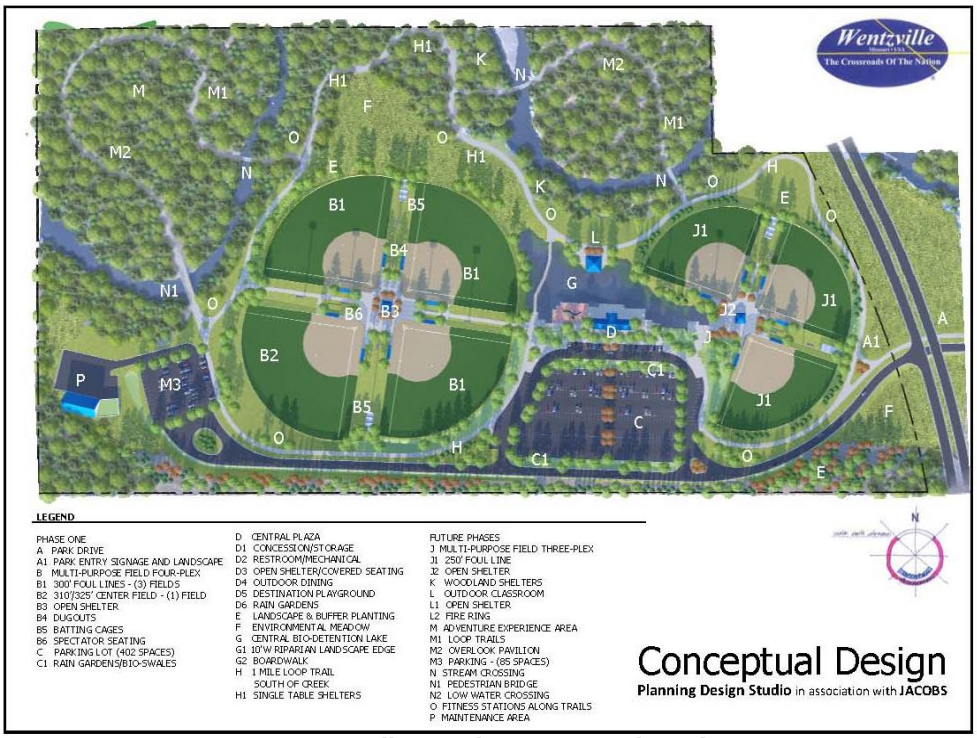
City of Wentzville
Community Development Department
Planning & Zoning Division
Geographic Information Systems

William M. Allen Park
(Splash Station Aquatic Center)
Conceptual Design

The Heartland Park Master Plan was completed for the original 28-acre site located northwest of Holt High School campus and east of the Dierberg property. In 2011, an additional 22 acres were purchased and added to the park bringing the total to 50 acres of park land. Again, this was designed as a phased park development project. The initial phase was designed to develop two soccer/football fields, trails, picnic areas and an eight-acre detention/retention pond with boardwalks and various ecology interpretation centers. All supporting infrastructure related to parking, electrical, restrooms, etc., was also incorporated within the first phase of the project. Initially, it was planned to put synthetic turf on only one of the two soccer/football fields, but when the bidding process was completed for construction of the first phase of this park, it was decided to incorporate synthetic turf on the second field as well. This additional expense required cuts to be made to the Peruque Valley Park Project with the hope that construction costs would be favorable enough when that park was constructed that perhaps some of the cut items could be reinstated. The construction of Phase 1 of Heartland Park was completed in May 2016. Jake's Field of Dreams, an inclusive playground, was completed in June 2018. Future phases of developing this park will incorporate additional walking trails, rental pavilions, a permanent concession facility and two additional soccer/football fields.

Heartland Park
Conceptual Design

Peruque Valley Park is a tract of parkland located south of Interstate 70 adjacent to Peruque Creek on the west side of South Point Prairie Road. Peruque Valley Park is approximately 75 acres in size and is partially located within the Peruque Creek floodplain, southwest of the intersection of S. Point Prairie Road and Peruque Creek. Input was gathered at three separate public forums, through meetings with the Park Board, Board of Aldermen and staff. Final designs depicted seven softball/baseball fields, trails, playgrounds, concessions, pavilions and interactive/interpretive areas along the creek. Pervious pavement and other green concepts were discussed at length and continue to be a high educational priority. This park has been designed and developed as a phased project with the initial phase to include the build-out of all support infrastructure such as parking, electrical, maintenance facilities, concessions and restrooms. The initial phase also includes developing walking trails and four of the seven fields designed for the complex. Phase 1 development for Peruque Valley Park was completed in 2017. A playground was to be incorporated in the initial phase but was later removed as a cost savings to allow an additional synthetic turf field to be built at Heartland Park. Future phases will incorporate additional walking trails, pedestrian bridges, educational pavilions and ball fields.



Peruque Valley Park Conceptual Design

Existing Park Facilities

The Wentzville Park system consists of nearly 260 developed acres located in 10 park locations. City parks fall into four distinct categories: regional/City parks, community parks, neighborhood parks and pocket/mini parks. These categories, generally, follow the hierarchy of parks that is commonly used by the National Recreation and Parks Association (NRPA) to define the function and activities associated with each park type. Additional information is provided in the park design section.

Additionally, there are 86.66 acres of land the City owns that does not have vehicular or pedestrian access and/or have other deficiencies which limit the use of the land. Therefore, this acreage remains undeveloped at this time. Of this undeveloped land, the properties at Peruque

Hills Estates (15.83 acres), Glenhurst (46.62 acres) and Great Oaks (8.23 acres) have been donated or otherwise acquired by the City of Wentzville to provide trail linkages as opportunities present themselves. As an example, the property at Peruque Hills Estates is positioned adjacent to Quail Ridge Park and borders Peruque Creek for approximately 2,150 linear feet. The property has limited access at this time, but there are long range plans to intersect Peruque Hills Parkway or Kellerton Place and/or Interstate Drive in the future as additional infrastructure is constructed in those areas.

Table No. 22: Park Maintenance Standards

Facility Name	Acquired	Acres	Developed (D) vs. Undeveloped (UD)	Park Type	Level of Care
Bicentennial Park	1975	0.12	D	Mini	2
Fireman's Park	2014	5.15	D	Community	2
Green Lantern Park	1979	1.0	D	Mini	2
Heartland Park	2005/2011	49.78	D	Community	1
Legion Park*	n/a	6.35	D	Neighborhood	3
Memorial Park	1968	5.0	D	Neighborhood	3
Northview Nature Park	2010	0.73	D	Mini	3
Peruque Valley Park	2007	68.22	D	City	1
Progress Park	1987	19.13	D	City	1
Rotary Park	1991	71.24	D	City	2
William M. Allen Park	2003/2013	27.21	D	Community	1
St. Charles County Fair Property*	n/a	5.9	D	X	4
Glenhurst	2003	46.62	UD	X	5
Great Oaks	1997	8.23	UD	X	4
Peruque Hills Estate	2009	15.83	UD	X	5
Progress Park - North	1987	6.0	UD	X	4
Silvercote	Pre-2004	9.98	UD	X	5
Total Developed Park Land: 259.83 acres					
Total Undeveloped Park Land: 86.66 acres					
Total Park Maintained in System: 346.49 acres					

Source: Wentzville Parks and Recreation Department. (Updated 3/23/18)
**** Indicates park land maintained but not owned by the City of Wentzville.***

As shown in Table 22 above, each park has a defined "level of care" that describes the standard of maintenance each park receives. These levels are standards developed by the National Recreation and Park Association (NRPA) and adopted by the City of Wentzville which consist of five levels (1 being the highest level and 5 being the lowest). Brief descriptions of these levels are as follows;

- Level 1: is reserved for special, high-visibility areas that require the highest level of maintenance.
- Level 2: is the "norm" one expects to see on a regular, recurring basis and is the desired standard.
- Level 3: are just below the "norm" and result from staffing or funding limitations.

- Level 4: is one step before the land is allowed to return to its original state.
- Level 5: is land that is allowed to return to its original natural state or that already exists in that state.

Further descriptions of these may be found by contacting the Wentzville Parks and Recreation Department.

St. Charles County Parks

Parks and recreation facility planning crosses jurisdictional lines, therefore this plan supports the continued development of St. Charles County Parks and Recreation facilities, recognizing that County facilities benefit both County and City residents. St. Charles County Government has expanded its planned regional parks system in response to the adoption of the County's 2020 Master Plan. Wentzville is fortunate as large tracts of property have been acquired and developed in the areas immediate around Wentzville.

Quail Ridge Park is located adjacent to Interstate 64 in the heart of the community. This 265-acre park provides both passive and active facilities such as bicycle and walking trails, playgrounds, pavilions, open space, and specific sports amenities such as a disc golf course and public fishing opportunities. To the northeast of Wentzville is Indian Camp Creek Park and Towne Park. Indian Camp Creek Park is approximately 600 acres of passive park land with native prairie areas, trails, pavilions, playgrounds, lakes and public fishing amenities. Towne Park is roughly 109 acres previously owned by Betty Towne and was the site of a historic tobacco plantation. The Park amenities include a restored replica of the original home, botanical preserve, fishing pond, nature trails and picnic areas. This plan recognizes that Wentzville's active parks facilities and recreational programs partnered with the St. Charles County's passive park opportunities provide for a total park experience in western St. Charles County.

Bike Routes and Walking Trail Systems

Trails, too, are an important piece of a community's comprehensive plan and park system master plan. The relationship between trails, recreational tourism and economic development has been demonstrated in many examples. Americans do spend a great deal on outdoor recreation. A 2006 Outdoor Industry Foundation study found that "Active Outdoor Recreation" contributes $730 billion annually to the U.S. economy, supports 6.5 million jobs and generates $88 billion in annual state and national tax revenue. Active recreation is defined as bicycling, trail activities, paddling, snow sports, camping, fishing, hunting and wildlife viewing. The data goes on to suggest that a stronger economic future is possible for communities that have well developed trail systems where there are attractions and a coordinated marketing strategy for keeping the public aware of the impact of the trail system.

Bike Routes and Walking Trails as Conservation Efforts

The provision of bicycle and walking paths has become an increasingly popular method of open space preservation and development throughout the nation. This active form of recreation not only provides recreational opportunities for all age groups, but also assists in the preservation of scenic properties and encourages use of flood plain areas.

Walkability/Bikeability as Part of the Transportation System

Walking and biking are important components of a full transportation system and contribute to quality-of-life and health. The proper provision of infrastructure and the adjacent land uses impact people's comfort level and desire to walk and bike. Strategies to increase walking and biking aim to improve comfort and address safety concerns.

Walkable streets encourage people to experience the community on foot and provide a comfortable, enjoyable and safe pedestrian experience. Sidewalks, crossings, lighting and street plantings all contribute to the pedestrian experience, but should be contextually appropriate based on adjacent streets and land uses.

St. Charles Trails and Park Systems

Wentzville is situated in a unique location in St. Charles County. Wentzville residents have access to nearby St. Charles County Parks: Quail Ridge, Indian Camp Creek, Towne Park, Cuivre River State Park and Lake Saint Louis' Founders Park. By collaborating with regional plans, Wentzville can hope to build connections to these regional destinations for its residents through greenway and trail connections.

Great Rivers Greenway - Trail Systems in the Region

A number of cities in the greater St. Louis metropolitan area have developed their own individual networks of bicycle and jogging trails. Efforts are under way to coordinate and connect these independent trail networks into a larger unified trail system. One of the entities driving such efforts is the Great Rivers Greenway, a regional public agency created in 2000 by voters in the St. Louis region. The mission of the Great Rivers Greenway is to "make the St. Louis region a more vibrant place to live, work and play by developing a network of greenways to connect people to their rivers, parks and communities." While the principal focus of the Great Rivers Greenway is currently on St. Louis City/County and eastern St. Charles County, it has provided a framework of connecting individual trails systems in a more comprehensive system that can be replicated in western St. Charles County.

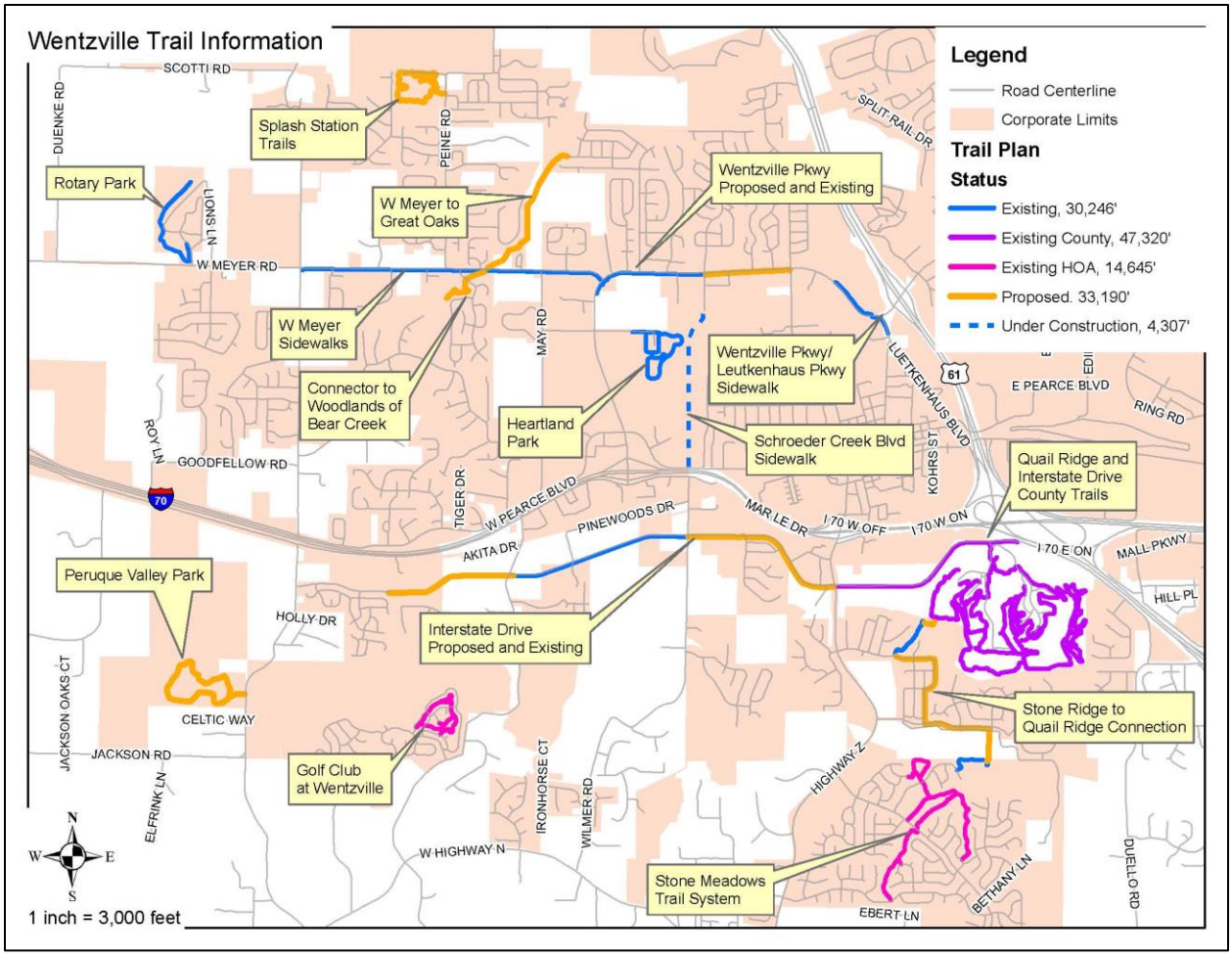
Existing Trail Systems in the Community

In Wentzville, a formal network of public and semi-public trails has been developed to meet the needs of the community. Semi-public trails are those that have been built as part of a subdivision and are being maintained by a Home Owners Association (HOA). These semi-public trails are intended to primarily serve the residents of the subdivision but may be connected to the broader network of public trails.

The majority of the trails in the City are multi-purpose recreational trails serving the needs of pedestrians, joggers and bicyclists. The City's bikeways consist of various multi-purpose trails, paved trails, sidewalks and shared roadways. Trails serve multiple purposes beyond recreation, such as alternative transportation routes to the City's roadways.

There are currently several paths in the City of Wentzville that are heavily used by citizens. These include the existing trails at Rotary and Quail Ridge parks and the new trails at Heartland and Peruque Valley parks. While these individual park trails are well travelled, there is limited connectivity between them. The City of Wentzville is planning trail connections between parks, schools, business centers and neighboring communities as future development occurs.

Funding has become available at the State level to encourage the development of trails not only to create recreational opportunities, but also to provide transportation options which are less reliant upon automobiles. The cities of Lake Saint Louis, O'Fallon and Wentzville have prepared a Bikeable-Walkable Community Plan, which not only connects parks around the community, but also encourages the development of trails and paths to connect to existing and future trails in these municipalities.



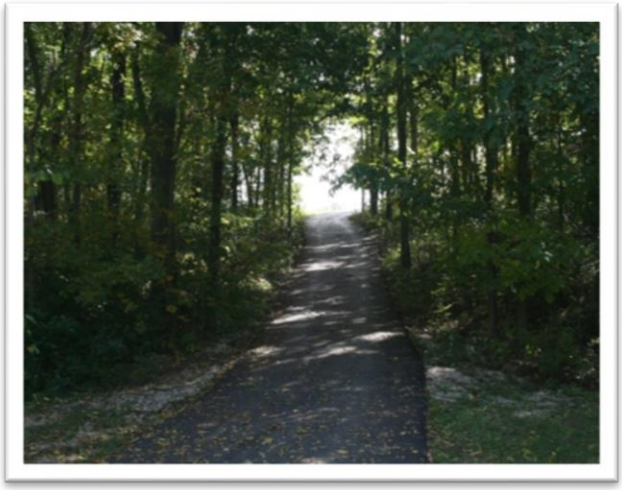
Planning for Trails

Trails amenities were one of top “needs” that residents noted in the 2016 Parks and Recreation Plan process, which is consistent with national trends. Residents are looking to recreation providers to develop infrastructure/opportunities to promote healthy lifestyles for all ages. Based on feedback gathered through statistically valid surveys, trails should be a priority to link neighborhoods to parks, schools and retail areas.

In 2008, a joint effort was undertaken between the cities of O’Fallon, Wentzville and Lake Saint Louis to create the "Bikeable-Walkable Community Plan.” This Plan was created with assistance from the Missouri Department of Transportation, the East-West Gateway Council, Trailnet, Inc. and James Pona & Associates. There were two broad goals for the Plan: 1) To develop bike/pedestrian-ways as a functional element in O’Fallon, Wentzville and Lake Saint Louis’ transportation and recreation system and 2) To establish programs to effectively and safely use the bike-pedestrian system. The Plan is intended to function as a guide for the development of a system of interconnected trails and on-street bicycle facilities – for recreation and transportation. It was designed to be implemented over a period of time as funding opportunities and interests in particular segments coalesce. It was also designed to minimize the demand on municipal funds by obtaining financial assistance from outside sources. The initial implementation horizon was anticipated to be eight to 10 years with the flexibility to extend it over a longer period of time, if necessary.

Wentzville's portion of this Bikeable-Walkable Community Plan suggests the development of 19.29 miles of dedicated recreational trails, 45.70 miles of accommodations and 38.19 miles of either trails or accommodations for a total of 146.23 miles at an approximate total cost of $15.5 million. The plan supports a number of implementation strategies such as "shared roadways", "linear bicycle and pedestrian facilities", drainage grate improvements and appropriate signage.

Recreational trails are non-motorized trails typically made of asphalt, concrete or crushed aggregate. Accommodation treatments are defined as improvements such as signs placed along roadways or trails designating bicycle and/or pedestrian routes. Signs advise the primary user (motorists, bicyclists and pedestrians) of other modes of transportation which may be using the infrastructure. Signs, as an example may be informational or directional in nature, but may also serve safety purposes such as indicating turns, intersections, grates, etc.



Rotary Park Trail

Wentzville has adopted standards for the development and implementation of trails as part of the Wentzville Transportation Master Plan. Section #6 of the plan, "Guidelines for Bicycle and Pedestrian Facilities", addresses the important design criteria. Additional information regarding the Transportation Master Plan can be found in *Chapter 3: Transportation.*

Recreational Programming

Wentzville is a community where people want to live and raise a family. It is a community where people want to have a business, shop and be entertained. Wentzville's growth rate demonstrates that it is also a destination – a place where people want to visit to enjoy the attractions or to be involved in recreational or athletic activities. In order to ensure that Wentzville remains a desirable community and destination, the City works to provide a diverse range of programs and activities for residents of all ages. A departmental brochure is published three times per year to keep residents informed of indoor and outdoor recreational opportunities, including special events. Volunteers play a vital role in many of the areas necessary to provide quality activities and events.

Other Facilities (Privately Owned or Quasi-Public)

Other recreation opportunities exist in Wentzville which are provided by entities other than the City. These include (but are not limited to) Bear Creek Golf Course, the Golf Club of Wentzville, Lindenwood Ice Arena, Planet Fitness, Club Fitness, Hapkido USA, America's Karate and Fitness, Rhino Fitness, local school facilities, a variety of CrossFit and yoga training facilities as well as an array of subdivision amenities.

Park and Recreation Needs and Standards

There is no precise standard of measurement or definitive amount of park and recreation opportunities which a City should provide, as the needs of each community are unique. The Parks and Recreation Open Space Master Plan and the Bikeable-Walkable Community Plan were completed to provide the City with design recommendations for:

- Future Park Development
- Existing Park Enhancements
- Trails Development

Determining Needs - Based on Population Growth

The demand for park land within any community is closely linked to the community's population. As the City of Wentzville's population continues to grow, there is a need for additional acres of park land and recreation amenities. Utilizing the National Recreation and Park Association (NRPA) standards as a benchmark, service areas were identified along with the potential need for additional parks. Based upon permitting data, the City of Wentzville should have provided 501 acres of park land in 2015 to serve its estimated population of 36,727. In 2018, Wentzville still only provides 346.49 acres, 70% of the 2015 NRPA benchmark. In the year 2020, with a population estimated to exceed 42,000, the NRPA benchmark would correspondingly increase to over 700 acres.

Description of Parks

The following park classifications were developed as design standards to identify and describe various park components.

- ***Mini / Pocket Parks***

  Mini parks are the smallest park classification and are used to address limited, isolated or unique recreational needs. These parks often take advantage of odd-sized parcels of land created by modifications to structures, building demolitions or street relocations. Examples of mini parks may also include unique recreational opportunities, landscaped public use areas, scenic overlooks or art and/or historical features. Tot lots are also a form of mini park, which provide a simple, safe and flexible play environment to satisfy the needs of a concentrated or limited population of small children up to 6 years of age.

  DEVELOPMENT: This type of park can receive intense usage, so site selection should be carefully considered to be compatible with the surrounding homes and still accommodate access for the user and maintenance personnel. These types of parks may be integrated into school developments or located in medium to high-density residential areas where small children are not served by larger parks due to distance or traffic barriers. Small, level open areas with sufficient buffers best suit this type of park development.

  DESIGN STANDARDS:

  Site size: Up to 1 acre
  Service area: ¼ mile radius
  Minimum area: N/A

  TYPICAL ELEMENTS: Play apparatus, sandpits, bicycle racks, water fountains, open turf area, benches, landscape plantings and trash receptacles.

- ***Neighborhood Parks / Playgrounds***

  Neighborhood parks are the basic unit of the park system with both passive and active activities which serve as a recreational and social focus of a neighborhood. These parks are located within reasonable walking distance of the principal users. These parks often provide play equipment (including an area designed for preschool children), open play fields, multi-purpose courts and strategically located quiet areas with benches. Ideally, these parks are linked to the neighborhood and to each other by a pathway or walk system and respond to the need for basic recreational amenities close to home. These parks are generally intended to satisfy the primary play needs of children between the ages of 5 and 15, but may also provide limited

recreational opportunities for all age groups. Playground type facilities may be integrated into larger parks to fulfill the neighborhood needs of those residing nearby.

DEVELOPMENT: The neighborhood park playground is, generally, located in a neighborhood park but with some natural areas and/or landscape features. Sites selected for such amenities should take advantage of joint use of facilities such as an elementary school site, if at all possible.

Memorial Park

DESIGN STANDARDS:
Site size: 100SF to 1500SF
Service Area: ½ mile radius
Minimum Area: 2,150SF – 3,010SF per 1,000 population

TYPICAL ELEMENTS: Play apparatus, open field area, benches, trash receptacles, hard surface area, basketball/volleyball court(s), landscape plantings, bicycle racks, water fountains and parking area.

DESIGN CONSIDERATIONS: Try to locate close to the center of a residential area and within walking distance of a majority of the residents. Locate adjacent to elementary schools and greenway linkages wherever possible. Vehicular access and parking is not essential but park should be readily accessible by pedestrians and bicyclists.

- ***Community Parks***

Community parks are designed to provide recreational opportunities for people of all ages from several neighborhoods. It is intended to be a multi-purpose park, providing a broader recreational opportunity than neighborhood parks or playgrounds can provide. As such, these parks often require more space than neighborhood parks or playgrounds, generally 25 acres or larger. A community park may serve the neighborhood playground needs of immediate residents and/or be integrated with community play field facilities. In this category one begins to see smaller maintained ball fields, aquatic facilities, looped trail systems, etc.

DEVELOPMENT: Sites used for community parks should include interesting natural terrain, which supports woodlands, wildlife or water bodies. They should be easily accessible from a major transportation route and be located near community facilities and/or resources. A greater share of the site should be considered to be left in its natural state when possible.

DESIGN STANDARDS:
Site size: 15 to 40 acres
Service Area: 2-mile radius
Minimum Area: 2.5 acres per 1,000 population

TYPICAL ELEMENTS: Picnic area(s), trails, bicycle racks, playgrounds, water fountain(s), parking area(s), maintenance facilities, playground elements, ballfield elements, natural areas, stormwater, rental facilities, aquatic/recreation facilities and other public infrastructure.

- ***City / Regional Parks***

These parks are larger in size and serve a broader purpose than neighborhood or community parks. They are typically the largest type of park found in a municipal setting and consolidate heavily programmed areas like athletic fields at sites strategically located throughout the community. Generally located on sites of at least 50 acres, these parks are considered all-purpose facilities designed to accommodate a variety of day-use activities for all ages and skill sets. In addition to the facilities usually found at community parks, these parks often provide opportunities for fishing, biking, picnicking and other natural open space oriented activities. These types of parks tend to have a larger geographical draw and often operate as an economic driver in the community.

DEVELOPMENT: This type of park may have large open areas of manicured land such as a golf course or it may also be mostly left in its natural state. Park developments of this nature, generally, try to incorporate complementary recreational activities to the natural amenities/features of the site. Easy access by all City residents is a necessity.

DESIGN STANDARDS:

Site size: 50 acres or more
Service Area: Entire City
Minimum Area: 5 acres per 1,000 population

TYPICAL ELEMENTS: There is not a typical set of elements for this park category as it generally serves as a “catch-all” category accommodating a wide range of single-purpose or general use park designs.

DESIGN CONSIDERATIONS: Locate on collector or thoroughfare to accommodate automobile access and parking. Locate adjacent to greenway linkages wherever possible. Provide a buffer between a community park and adjacent residential areas to prevent traffic and noise intrusion.

- ***Trails / Linear Parkways / Greenways***

Trails and linear parks are intended to be relatively narrow corridors of public or private land designated and developed for passive, scenic and self-propelled transportation modes. They link residential neighborhoods with parks, schools, community facilities, shopping areas and also can provide internal circulation with these complexes.

DEVELOPMENT: Multi-purpose trails are located on sites of minimum width necessary to preserve the surrounding natural resources and located so as to take advantage of natural features compatible with bicycle and pedestrian movements. Use of utility easements and transportation rights-of-way further the expansion of the system. Greenways are an important

component to developing a comprehensive trail system. The general goals of greenways include:

1. To provide a continuous green corridor connecting community parks and open spaces to neighborhoods, shopping areas, schools and places to work.
2. To connect people to significant places.
3. To protect the community's natural resources (trees, ponds, wetlands, slopes, etc.)
4. To preserve views of remaining hilltops.
5. To create environmentally sensitive development and design.

DESIGN STANDARDS:

Site size: 8-10 feet wide & sufficient length to accomplish its purpose
Service Area: Entire City
Minimum Area: 25 miles per 50,000 of population

TYPICAL ELEMENTS: Benches, boundary fences, landscape plantings, play/exercise equipment.

- ***Nature / Conservation Areas***

A nature/conservation area is specifically intended to protect areas that provide habitat to rare plants and animals. These areas may also be utilized to protect entire ecological systems or to provide flood relief to areas when needed. Natural features such as a lake, a marsh, woodlands or terrain may define park size and recreational uses. Recreational uses are secondary to the preservation of natural open space and conservation functions of these areas. However, some recreational uses have proven compatible such as hiking, picnicking and environmental education programming.

DEVELOPMENT: Generally, the goal in developing conservation areas is to preserve as much of the site in it natural or semi-natural state as possible with minimal improvements. It is recommended that public access be provided on some level to ensure appropriate use of lands. Formal access points to the area and/or trails and trail related amenities may be considered as part of developing these types of sites. If an agency is willing to work with any number of national organizations whose mission is to preserve/conserve land then there are often much more opportunities to secure grant funding for these types of developments.

DESIGN STANDARDS: No set design standards exit for these types of areas and the presence of desirable resources within the City may be limited. One of the ways that conservation areas can protect ecological systems is by requiring visitors to stay on designated trails while other areas may provide more off-trail uses. Off-trail activities include hiking, bird watching, photography, climbing and running.

Northview Nature Park

Dog walking and bicycle riding are, typically, considered allowed off-trail uses and should be discussed during the design phase as to whether or not it is appropriate. Another design discussion that should occur is how to ensure encroachment from neighboring development/owners does not occur.

- ***Special-Use Parks***
  The purpose of special use parks is to provide a broad range of specialized facilities to the community. This includes such things as golf courses, arboretums, zoos, nature centers, sports complexes, etc. These facilities may be publicly or privately owned, but contribute a great deal to the recreational opportunities available to the community.

  DEVELOPMENT: Varies according to use

  DESIGN STANDARDS: Varies according to use

Parks, Trails and Open Space Planning for the Future

As the population of Wentzville grows, and new areas of the City become developed, additional recreational opportunities will be needed. This Comprehensive Plan, in conjunction with the Parks and Recreation Master Plan, ensures that new residents will have access to quality neighborhood parks connected to a larger park network. These parks will be organized around Wentzville's existing natural systems of wetlands, lakes, woods and hills in order to preserve these important features of the Wentzville landscape for all to enjoy.

New park standards based on changing needs and desires of the community will result in a different park pattern within the future developing areas of Wentzville. With emphasis on preserving open space and natural resources, a pattern of larger community parks with small informal neighborhood parks will develop. An emphasis on recreational trails will result in more linear parks, often including natural corridors such as drainage ways and wetlands. This City-wide trail system will connect neighborhood parks with community parks and other community destinations, creating greater accessibility for all residents. Specifics of the plan are:

- Existing parks and open space need to be strategically intertwined among neighborhoods with a trail system connecting to schools, parks and residential areas. This can be achieved through parkland dedication, partnerships with the school district and county park system and land acquisition.

- Future residential neighborhoods will be encouraged to provide trail connections to access future parks and greenway systems along tributaries and major stream connections and as referenced in the 2008 Bikeable-Walkable Community Plan.

Water Resources

Wetlands perform many important functions in the environment. The most obvious functions include providing storm water storage, groundwater recharge areas, reducing and buffering nutrient loads in surface water, providing wildlife habitat and aesthetic and recreational enjoyment for Wentzville residents. The City's Natural Watercourse Protection Ordinance helps to preserve corridors and wetlands along streams to create open space/greenway areas. Staff will continue to encourage and work with developers to set aside the necessary areas within the community to perform these functions. Staff will also attempt to incorporate wetlands as part of future park developments.

Watersheds are areas of land that drain surface water into a common stream, river or lake. Most of Wentzville's land for current and future growth south of Interstate 70 is within the Peruque watershed, draining east into the lake located in Lake Saint Louis. North of Interstate 70 three major creeks drain into the Big Creek, then Cuivre River.

Connections with Regional Plans

Wentzville's land use plan incorporates trail connections along creeks in the flood plain areas. St. Charles County has developed a Trail and Greenways map linking parks and cities along the watersheds and through the use of bike lanes on the road system. Staff will continue to work with the Great Rivers Greenway District to provide a uniform approach to developing and maintaining parks and trails within the St. Louis region.

Future Trail Opportunities

Wentzville will continue to look for trail connection opportunities to the St. Charles County Park system and to the City of Lake Saint Louis. Wentzville will need to continue communications with St. Charles County and neighboring cities, for these proposed trail routes may change.

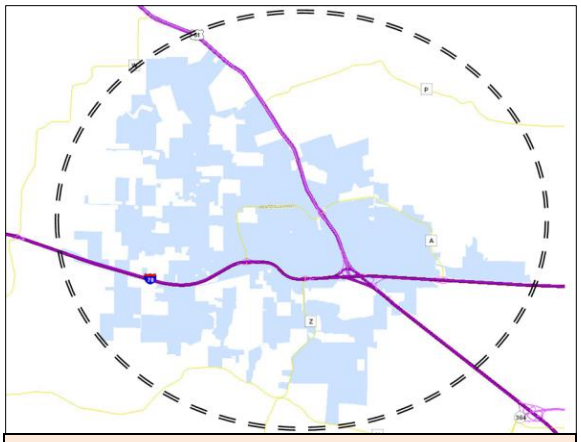
Chapter 7: Land Use

An important element of the Wentzville's City's Comprehensive Plan involves an analysis of the existing distribution of land uses within the City's planning area and the adoption of a Land Use Plan. This Land Use Plan designates future land use patterns with the goal of protecting existing neighborhoods, encouraging economic growth, and preserving natural resources and environmentally sensitive areas. This Land Use Plan should not be thought of as being the final determinate of specific activities on a parcel, but rather as a guide for future growth-related decisions.

Wentzville's Characteristics

A clear understanding of Wentzville's layout and characteristics is required prior to beginning any form of analysis regarding existing or future land uses. Wentzville's location at the intersection of Interstate 70 and Highway 61 led to its motto of *"Crossroads of the Nation."* This location, combined with a history of excellent railroad access, makes the City very desirable for industrial and commercial growth. However, this location also presents some challenges when trying to develop a unified community. The "crossroads" of Interstate 70, Interstate 64 and Highway 61 splits the community into four quadrants and limits easy circulation within the community. Access to shopping, government services, community activities and some neighborhoods are indirect and inconvenient from certain areas of the City. However, the planned roadway improvements detailed within *Chapter 3: Transportation* are anticipated to help improve this situation.

The shape of existing City limits reflects the presence of major highways, and has largely been in-filled via growth and development over the past 15 years. As seen in the image to the right, this continued infill is leading City limits to become roughly circular in shape, which contributes to a sense of place and community. Continuing to infill unincorporated parcels to create a compact and contiguous City is a goal of this plan. The current City limits extend along roadways, as supported by this plan, in an effort to eliminate jurisdictional overlap, thereby building a cohesive community. Future annexations should continue to incorporate additional properties toward the goal of organized growth.



This dashed line around Wentzville's "blue" jurisdiction demonstrates the City's emerging circular shape.

The City of Wentzville also plans for areas which are not currently under its jurisdiction, but within its expected growth boundary. Successful implementation of a planning program requires the active cooperation of St. Charles County and adjacent municipalities. Growth boundary agreements have been established with the City of Lake Saint Louis and the City of Flint Hill. Additional boundary agreements with the City of Foristell and the City of O'Fallon are also objectives of this plan. To the north, the City anticipates expanding to the Lincoln County line. To the south, the City's planning area stops south of Highway N, which is based upon the crest of the drainage basin for Dardenne Creek, related to providing sanitary sewer access. The current size of the City's planning area compared to the size of its current jurisdictional limits is provided in Table No. 23.

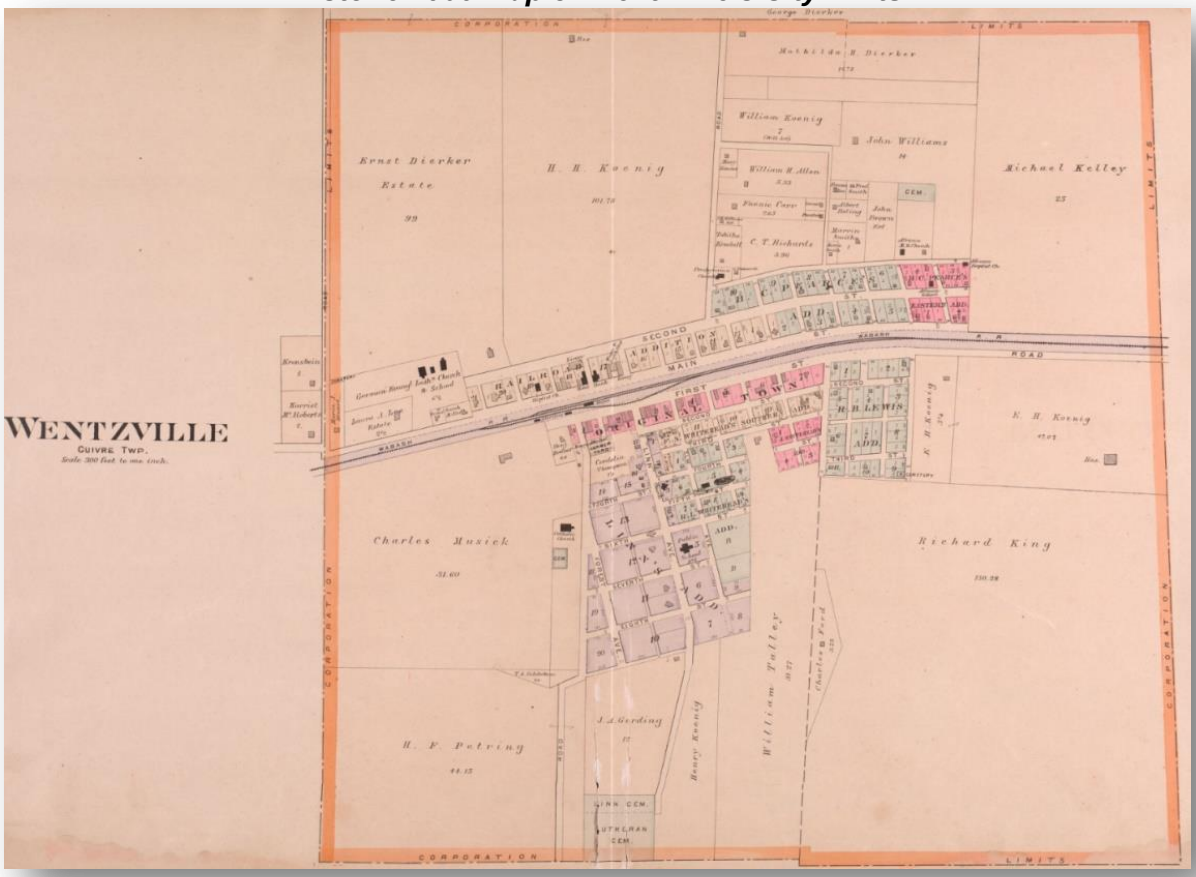
Table 23: Planning Area vs. Current City Size

Years	Planning Area	City Size	Planning Area inside City Limits	Planning Area outside City Limits
	Acres	Acres	Percent	Percent
2012	31.483	10,642	33.8%	66.2%
2017	31,466	12,705	40.4%	59.6%

Source: City of Wentzville Community Development Department & St. Charles County Assessor Data (Updated 3/1/18)

As seen in Table No. 23, the total acreage of the City's current planning area is 31,466 acres (49.2 square miles). It is slightly smaller than it was in 2012 due to the removal of 17 acres along the City's eastern boundary which was annexed into the City of O'Fallon. An important objective of the adopted 2013 Comprehensive Plan was to pursue the incorporation of properties within its identified planning area. As shown in the table above, the City has enjoyed tremendous success in this regard and has annexed over 2,000 acres of property into the City since December of 2012. This equates to an impressive 6.6% jurisdictional growth rate over the past five years. However, there is still ample room to accommodate further growth, as 59.6% of the City's planning limits still remain in unincorporated St. Charles County. The pursuit of further incorporations of this planning area into the City remains an objective of this Comprehensive Plan. An additional objective to evaluate the size of the City's planning area in regards to future sewer capacity has also been added.

Historic 1905 map of Wentzville's City limits



Existing Land Uses

As discussed at the beginning of this Chapter, an evaluation of the existing land uses within the City's planning area is required in order to effectively begin planning for its future. The location and character of existing land uses will have an obvious impact upon which future land uses may be most appropriate for an area. In order to begin this analysis, the City has performed an inventory of all properties within the overall planning area. This inventory was obtained using field inspections, GIS data, development application information, aerial photography, and public records available from the St. Charles County Assessor. The observed land uses have been depicted upon Map No.14 within this Chapter and compared to the previous 2012 data in Table No. 24 "Changes in Existing Land Use within the City." The information shown in Table No. 24 is focused upon individual parcels, and therefore excludes all road rights-of-way.

The information found within Table No. 24 shows that the City has experienced growth in nearly every category since 2012. Additional information regarding each of the land use categories shown on Map No. 14 and Table 24 has been provided below:

Table 24: Changes in Existing Land Use within the City

Land Use Category	2012		2017	
	Acres	Percent	Acres	Percent
Agricultural	14,691	49.9%	13,514	46.3%
Residential	10,427	35.5%	10,982	37.6%
Commercial	1,080	3.7%	1,134	3.9%
Industrial	778	2.7%	882	3.0%
Parks	1,466	5.0%	1,474	5.1%
Institutional & Public Land	948	3.2%	1,196	4.1%
Total	**29,390**	**100%**	**29,182**	**100%**

Source: City of Wentzville Community Development Department & St. Charles County Assessor Data (Updated 3/27/18)

Agricultural

Agricultural land uses include those whose principal use includes farming, horticulture, floriculture, the raising of livestock, etc. Single-family dwellings at a density of one dwelling per every three acres are also commonly found in such areas. As shown in Table No. 24, 46.3% of the City's planning area consists of agricultural land uses. However, it should be understood that these areas are mostly vacant or undeveloped greenspace areas rather than active farms or pastures. This category tends to fluctuate over the short term depending on economic conditions. For example, during the nationwide recession which started in 2007, many land-owners of both undeveloped and platted tracts planted crops in order to have their properties re-assessed to the lower agricultural rate. Despite these occasional short-term fluctuations, the percentage of agricultural land uses are anticipated to decrease over time, as vacant unincorporated properties are annexed into the City and developed to serve other land uses. This trend can be seen in Table No. 24, with a 3.6% decrease in agricultural land uses over the past five years.

Residential

This category includes single-family, two-family and multi-family structures. Residential land uses continue to be the City's most active growth category, with active residential projects located in nearly every sector of the City. Table No. 24 indicates that 37.6% of the City's planning area is made up of residential land uses, an increase of 2.1% from 2012. This low percentage is deceiving; as it suggests that Wentzville's residential growth has been somewhat stagnant. The fact is that Wentzville was left with a surplus of over 8,000 platted and planned residential lots when the "housing bubble" burst in 2007 as part of the

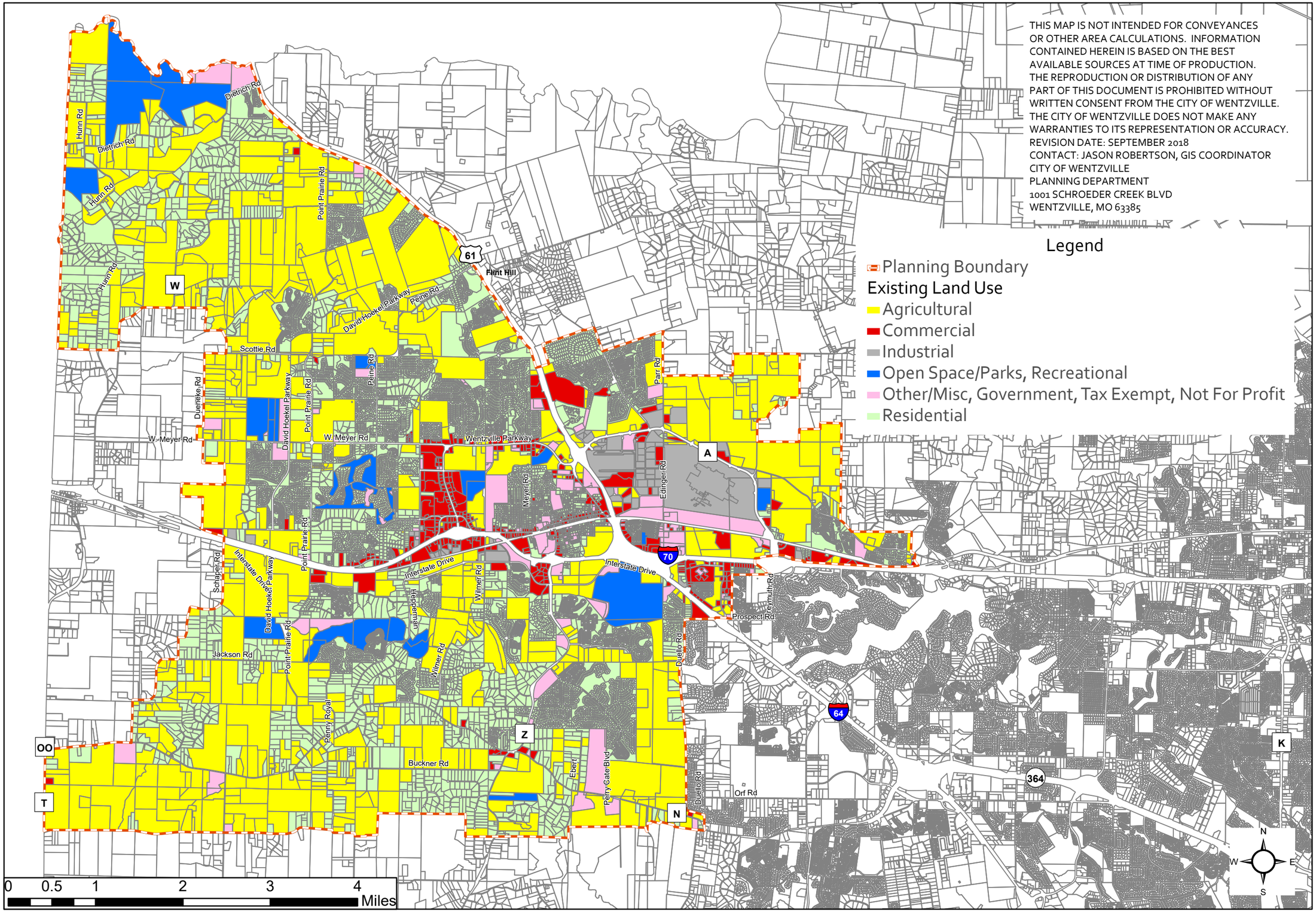
nationwide recession. This surplus of residential lots was roughly equivalent to 10 years of residential growth. Although vacant, the majority of these surplus lots were already classified as residential land uses on Table No. 24. The bulk of the City's residential growth over the past decade has occurred on these surplus lots. At the beginning of 2018 this surplus has been reduced to 1,072 platted and 1,868 planned residential lots. This represents a 64% reduction in the number of surplus residential lots left over from the recession. This surplus reduction has been so successful that brand new residential developments have begun to emerge over the past three years. This deeper analysis shows that residential development within Wentzville has been anything but stagnant. The New Subdivisions Map (Map No. 31in the Appendix) identifies 50 active residential projects within Wentzville City limits and the City has issued 3,306 permits for new residential dwellings over the past five years.

This residential growth in Wentzville is dominated by single-family housing, with two-family and multi-family homes being constructed at a much slower rate. The majority of two-family residential units can be found within the City's older residential areas and planned districts. The development of multi-family land uses, such as apartments and attached dwellings with three or more units, are not as common within Wentzville. The original Wentzville community contains several existing small-scale multi-family projects. The Villages at Lake Silvercote, a 381 unit apartment complex located northeast of the intersection of Highway 61 and Route A, is nearing completion after several years of construction. In 2017, the City approved development plans for a mixed-use commercial & residential project at the western terminus of Main Street called The Junction. This project, once completed, will provide 186 apartment units near the heart of Historic Downtown Wentzville.

The majority of older homes within the City are located near its historic center, in the area now known as Wentzville's Historic Downtown District. Additional information regarding the City's efforts to encourage investment and growth in this unique historic area can be found later in this Chapter. It is notable that the older housing within the town center maintains a high rate of occupancy. In order to assist homeowners in maintaining these older homes, the City coordinates with St. Charles County to administer Community Development Block Grant (CDBG) funding available from the U.S. Department of Housing and Urban Development. The Home Improvement Loan Program is available to low and moderate-income households in certain areas in order to assist with home improvements and repairs. Older individual home sites outside of the City's center along major frontage roads and collector streets are experiencing conversion from residential to commercial land uses as supported by the City's Land Use Plan. The community, via older residential areas, new construction areas and Planned Development Districts, provides a range of housing options for prospective homebuyers.

Commercial

Commercial land uses include all types of commercial activity like retailing, wholesaling, personal services, offices, dining, entertainment, etc. Small retail uses, service businesses, dining establishments and regional market commercial uses are increasing in order to serve the City's growing population. Table No. 24 indicates that 3.9% of the City's planning area consists of commercial land uses, an increase of 0.2% from 2012. Similar to the residential land uses discussed above, this small growth percentage is deceiving, as much of the City's commercial growth has occurred on undeveloped parcels which were already classified as commercial land uses.



Map No. 14 Existing Land Use Plan

October 2018

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Commercial land uses exist throughout the City and are generally located along, or in close proximity to, major collector and arterial roadways which generate high volumes of average daily traffic. Businesses located within the City's Historic Downtown area along roadways such as E. Pearce Blvd, Luetkenhaus Blvd., Main Street, etc. are primarily engaged in serving local residents. Businesses along Wentzville Parkway, along with those with visibility from Interstate 70, Interstate 64 and Highway 61, serve residents from the larger regional area in addition to those living in the immediate vicinity of Wentzville.

Additional commercial growth opportunities exist throughout the City. Many sites are still available with excellent visibility from Interstate 70, Highway 61 and Interstate 64 which would be ideal for new commercial development and commercial redevelopment. Further commercial growth is anticipated south of the Interstate 70 interchange with the future expansion of Wentzville Parkway south toward Interstate Drive. A large amount of property also exists for redevelopment in The Crossings at Wentzville planned development located to the southeast the Interstate 70 and Interstate 64 intersection. Access to this area is provided from both of these Interstates via full interchanges at Highway A / Interstate 70 (north) and Interstate 64 / Prospect Road. (south).

Industrial

This category includes a wide variety of light and heavy manufacturing, assembly, warehousing and distribution land uses. Table No. 24 indicates that 3.0% of the City's planning area is made up of industrial land uses, a 0.3% increase from 2012. The City's industrial area is anchored by the General Motors facility in eastern Wentzville. A number of the City's other industrial uses are largely related to the General Motors production plant and are located in close proximity within M & B Sachs Business Park and Alexander Industrial Park. This includes the new Wentzville Logistics Center, a 1.1 million square foot industrial building on the southeast corner of Highway 61 and Highway A. The core industrial area is along the Highway A corridor, while the City does have individual uses along Interstate Drive and other areas. Infrastructure expansion and excellent highway access to Interstate 70 and Highway 61 / Interstate 64 will continue to attract and expand the City's planned industrial area. The City is bisected by the Norfolk Railroad, but remaining sites with access to the railway are few, based upon physical property constraints. The City's Land Use Plan has been amended in the past to allow additional housing in industrially designated areas, thereby shrinking the size of the future industrial growth area. This plan does not support further reductions to the industrially designated growth areas without merit.

Parks

The Park land uses category includes public and privately-owned land which is currently being used for outdoor recreational or scenic purposes. Table No. 24 indicates that 5.1% of the City's planning area consists of land uses within this category, a slight 0.1% increase from 2012. Approximately 347 acres of the 1,474 acres within this category are owned and/or operated by the City for current and future public park operations. The remaining acreage consists of county parks and privately operated golf courses and driving ranges. The Wentzville park system currently provides 10 parks which fall into four distinct categories:

- **City / Regional Parks:** Rotary Park (71 acres), Progress Park (19 acres) and Peruque Valley Park (68 acres).

- **Community Parks:** Fireman's Park (5 acres), Heartland Park (50 acres) and William M. Allen Park (27 acres).

- **Neighborhood Parks:** Memorial Park (5 acres).

- **Mini / Pocket Parks:** Bicentennial Park (0.12 acres), Green Lantern Park (1 acre) and Northview Nature Park (0.73 acres).

The City is actively engaged in improving these parks as well as developing new park lands. Currently, the City has 87 acres of undeveloped park land available to accommodate future park and trail expansions. In 2016, the City adopted a new Parks and Recreation Master Plan which provides design concepts, program development, cost estimates, funding alternatives and recommendations for future recreational development. More information regarding this Master Plan and the City's park system can be found in *Chapter 6: Parks, Recreation, and Open Space*.

Institutional & Public Land

This category includes community facilities (City buildings, libraries, fire stations, schools, service organizations, etc.) and land which has been reserved for future institutional uses or right-of-ways. Table No. 24 indicates that 4.1% of the City's planning area is made up of these types of land uses, a 0.9% increase from 2012. This increase can be attributed to the Wentzville Fire Protection District's creation of three new fire stations, the Wentzville R-IV School District's construction of two new elementary schools, the new City Hall facility and several new churches. Small reductions in these land uses are anticipated in the near future as the former fire station, City Hall and Utility Service Center offices are occupied by new uses. However, gradual growth of these land uses are anticipated in the long-term as public service entities continue to expand in response to Wentzville's population growth. For example, a new post office facility is under construction on Leutkenhaus Blvd. and the City has been coordinating with the school district regarding plans for a new high school campus.

Future Land Uses

As mentioned at the beginning of this chapter, the creation of a Land Use Plan is one of the most important functions of the City's comprehensive planning process. This plan (included as Map No. 15) identifies, within broad categories, the land uses deemed suitable for a given location related to its access to the transportation network, surrounding utilities, and the existing and planned land uses of adjacent properties. This Land Use Plan should not be thought of as being the final determinate of specific activities on a parcel, but rather as a guide for future growth-related decisions. The creation of such a Land Use Plan is of special significance, as it will ultimately be implemented by the City's adopted zoning regulations.

The Land Use Plan provided within this document as Map No. 15 has been extensively evaluated by the City to ensure that it best represents the City's long-term growth objectives. This map brings all of the various elements of the Comprehensive Plan together such as natural resources, economic development, housing, growth and transportation. A number of amendments have been made to the Land Use Plan included within the previously adopted Comprehensive Plan dated December 3, 2013. These map amendments can generally be attributed to evolving land uses or amendments to the Thoroughfare Plan discussed in *Chapter 3: Transportation.* The broad categories depicted upon the Land Use Plan (Map No. 15) are characterized as follows:

Low Density Residential - 1.0 to 2.0 dwelling units per acre
Areas with the Low Density Residential land use classification are intended to provide single-family home opportunities outside of the City's principal growth areas or adjacent to environmentally sensitive areas. The large lots possible within these areas may offer the space, privacy or natural vistas which appeal to many homeowners.

Medium Density Residential – 2.1 to 4.0 dwelling units per acre
Medium Density land uses are the most prevalent type of residential development within the City. Residential developments which occur within these areas are typically traditional single-family homes (attached or detached) located along, or in close proximity to, the City's arterial and collector roadways. This proximity to the City's transportation network allows easy access to the shopping, dining, services and entertainment opportunities available within the City's commercial growth areas.

Medium to High Density Residential – 4.1 to 7.9 dwelling units per acre
Medium to High Density Residential land uses provide opportunities for both smaller lot single-family residential and multi-family subdivisions. These types of residential developments are becoming more popular amongst both older and younger homeowners who may desire a home option with fewer maintenance responsibilities. Areas with this classification are exclusively located along the City's arterial roadways and often are intended to serve as a transition between medium density residential and non-residential land uses.

High Density Residential – 8.0 or less dwelling units per acre
Areas with the High Density land use classification are intended to provide opportunities for both single and multi-family residential developments (such as apartments). It is not uncommon for such developments to serve as rental housing rather than owner occupied units. These areas are generally located along, or in close proximity to, the City's arterial and collector roadways and often are intended to serve as a transition between medium density residential and non-residential land uses.

Office
This category represents those areas of the City in which the principal uses are for the development of certain businesses and professional offices serving both local and regional needs. Accessory uses such as coffee shops, pharmacies, flower shops, etc., are typical within these office facilities providing convenient services to office professionals.

Neighborhood Commercial
The Neighborhood Commercial designation includes those areas in which the principal land uses are small-scale local retail and services tailored to serve the immediate needs of surrounding residential neighborhoods. Larger destination-type retail and service operations are generally excluded from this category as they tend to be less suitable in such close proximity to residential uses.

Commercial
Areas categorized as Commercial include retail sales, personal and business services, financial institutions, professional offices and entertainment activities which serve the City in a local and regional capacity. These areas are generally located along, or in close proximity to, major arterial roadways which generate high volumes of average daily traffic.

Industrial
This category contains a variety of light and heavy manufacturing, office, assembly, supply, storage and warehouse activities. Due to the specific needs of industrial uses direct access to major thoroughfares and railroads is essential. Generally, industrial and residential land uses are considered to be incompatible and the separation of these uses is encouraged.

Institutional
Areas categorized as Institutional include public buildings, hospitals, educational facilities, churches and uses of similar character. These uses can be found in all areas of the City as they are generally situated where they are able to provide the most public benefit.

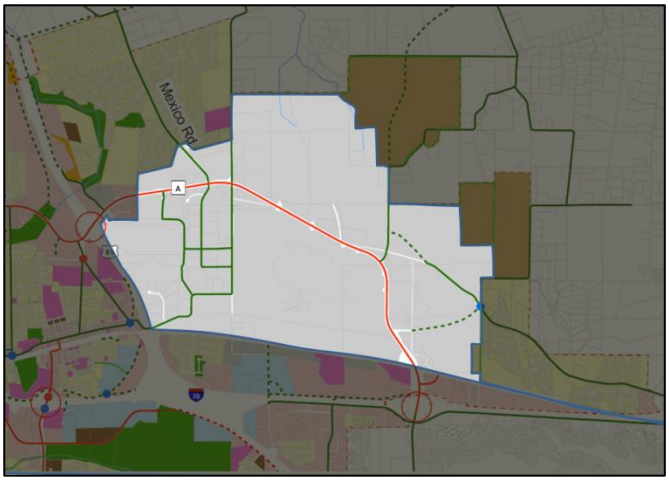
Park/Open Space/Recreational
This classification includes all of the public and private recreational lands within the City. A full description of these facilities can be found in *Chapter 6: Parks and Recreation*.

Key Development Areas

Wentzville's success can't be attributed to any single development, project or improvement. Each property within the City is a "building block" which has played an important role in the City's growth over the past 150 years. While an exhaustive discussion of each of these "building blocks" is beyond the scope of this Comprehensive Plan, it is important to highlight a few key development areas which have enjoyed recent growth.

Highway A Industrial Corridor

The area located between Highway A and E. Pitman Avenue has become the focal point of industrial growth within the City. This growth area, seen in the image below, is anchored by the approximately 569 acre General Motors assembly facility. This facility, opened in 1983, currently employs 4,900 employees and is the global production site for GM's line of full-size vans. To date, over 2.5 million of these vans have been produced at this site. In addition, this GM facility includes a stamping facility that produces the majority of the body parts used in the assembly of the Chevrolet Colorado and GMC Canyon mid-size trucks. The success and growth of this GM facility has led to the construction of additional industrial uses in the surrounding industrial parks for associated automotive suppliers and



Map No. 15 Comprehensive Land Use Plan

October 2018

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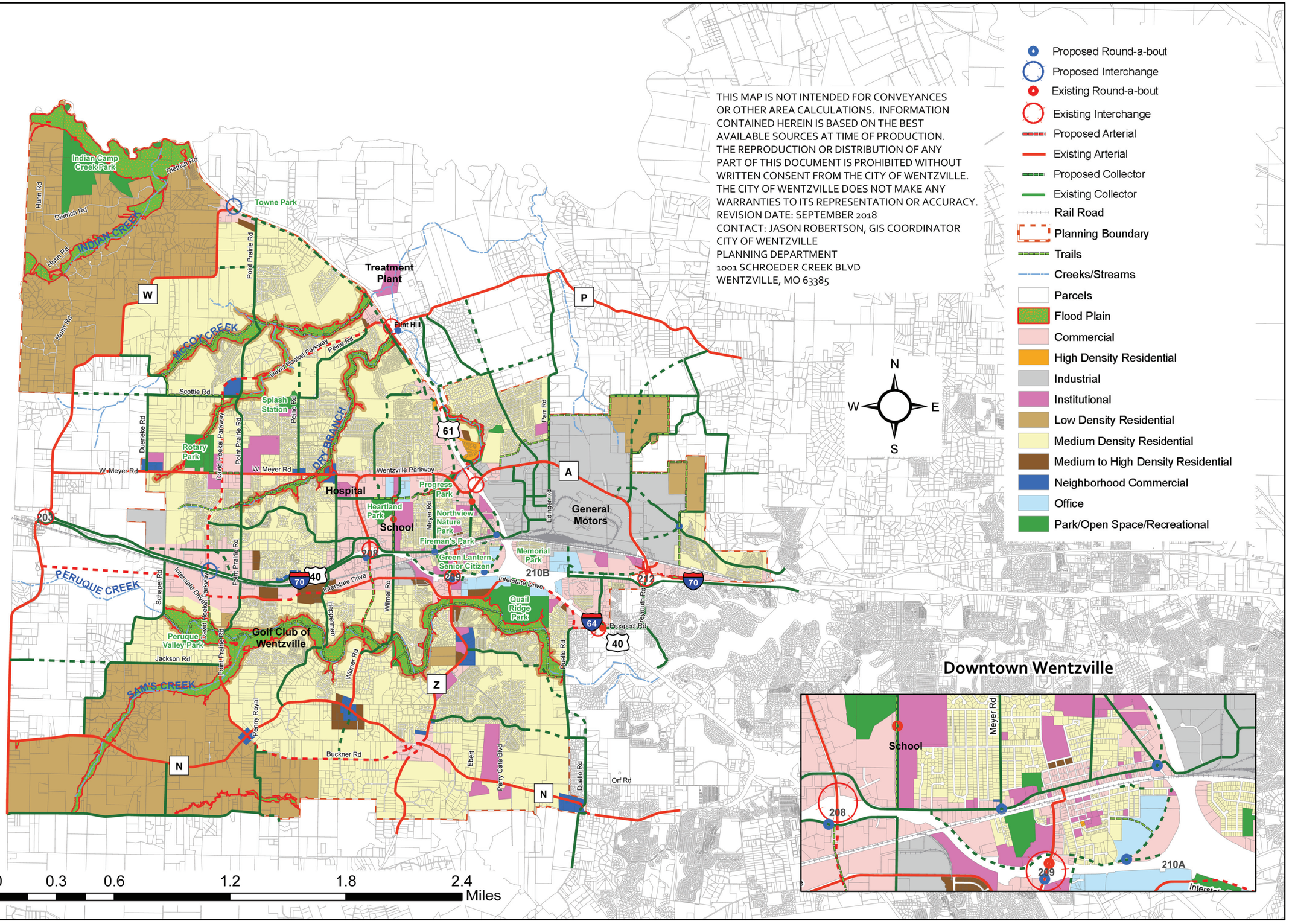
REVISION DATE: SEPTEMBER 2018
CONTACT: JASON ROBERTSON, GIS COORDINATOR
CITY OF WENTZVILLE
PLANNING DEPARTMENT
1001 SCHROEDER CREEK BLVD
WENTZVILLE, MO 63385



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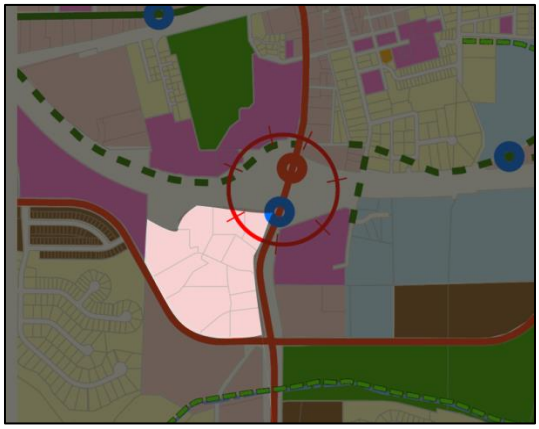
related businesses. This includes the new Wentzville Logistics Center, a 1.1 million square-foot industrial building on the southeast corner of Highway 61 and Route A.

While the majority of Wentzville's industrial uses within the Highway A area are related to GM, the growth of the area and the availability of industrial sites with excellent access to major thoroughfares and railroads has attracted a number of industrial users which are not related to the GM facility. These users include *Cosmos*, *Etrailer*, *Marine Technology* and *Shaw Industries*. The City anticipates the development of additional industrial uses within this area and on the north side of Highway A, creating a vibrant industrial corridor. The Land Use Plan provided within this document as Map No. 15 has somewhat reduced the size of this area in the northeast in order to better reflect the City's expected utility service area and existing residential land uses outside of the City's growth area. However, even with this reduction, the City is well prepared for further industrial growth within the Highway A Industrial Corridor.

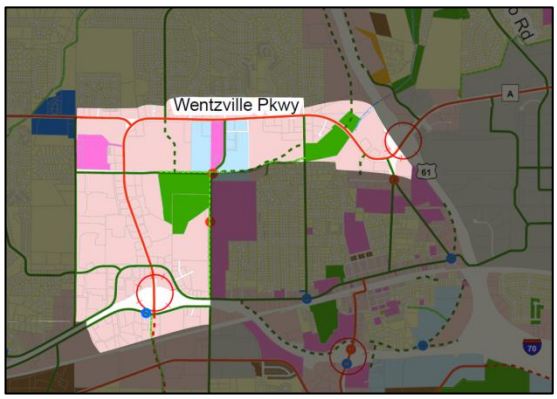
Wentzville Bluffs



The Wentzville Bluffs development is important in the fact that it represents the City's first new commercial development to occur south of Interstate 70 in decades. Originally approved in late 2005, this development saw little activity due to the 2007 nation-wide recession. However, 2013 saw the opening of both the *Hotshots* and *6th North Café* restaurants. These businesses were soon joined by *Planet Fitness, B&B Theatre, Stone Summit Steak & Seafood, The Tattooed Dog, Burger King* and several other shops and services. These commercial offerings provide convenient access to dining, service and entertainment opportunities for the numerous residents south of Interstate 70 who may not wish to travel to the City's larger commercial areas. Additionally, the inclusion of a state-of-the-art movie theater serves as a regional destination for consumers within the larger area. While the Wentzville Bluffs development is nearly built out, its success is anticipated to spur further commercial development along Interstate Drive and Highway Z.

Wentzville Parkway

In 1988, the City began construction of the first phases of the Wentzville Parkway project. This roadway, serving as a direct linkage between Interstate 70 and Highway 61, was designed as an economic development tool in the hopes of stimulating commercial development in the City. It was envisioned as the City's future primary commercial growth corridor and sales tax revenue opportunity. Today, the Wentzville Parkway is home to a wide range of national retail and restaurant chains to serve Wentzville's local population as well as shoppers from an extended region including Lincoln and Warren Counties. The success of this commercial corridor, combined with improvements to the Wentzville Parkway overpass, has encouraged further developments along the north and south sides of Interstate 70. Further commercial growth



is anticipated south of the Interstate 70 interchange with the future expansion of Wentzville Parkway south towards Interstate Dr.

Historic Downtown

For the first 100 years of Wentzville's history, all commercial, industrial and residential growth was located within close proximity to the six blocks between Church Street and Lewis Street, known as the original town area. Over time, the City's growth began to radiate outward from this historic hub in response to land availability, the rise of the automobile and the dawn of the superhighway. Today, the majority of the City's growth occurs outside of the Historic Downtown area and the City's physical setting will inherently encourage further expansion and development in all directions. However, this growth does not need to occur at the expense of the Historic Downtown area. The Historic Downtown, where the City's story began, will always represent the "heart" of Wentzville and its residents. As such, special attention and effort should be made to preserve, revitalize and redevelop this area so that it remains an integral part of Wentzville's future.

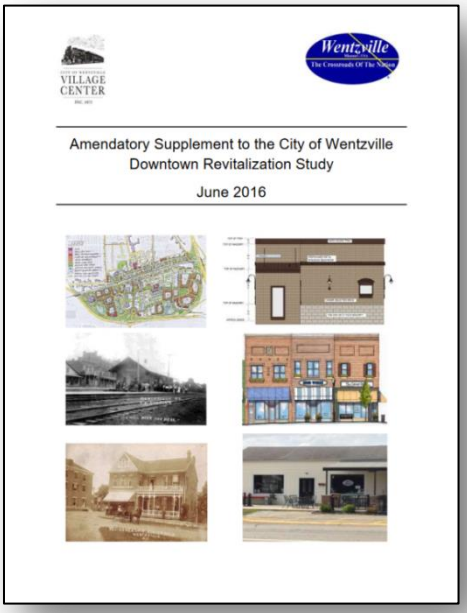
In 2002 the City, supported by the East-West Gateway Coordinating Council and in coordination with resident stakeholders, created the *Downtown Revitalization Phase One Program Summary Report.* This document sought to define the boundaries of the City's Historic Downtown area and to evaluate the primary concerns and opportunities surrounding potential revitalization efforts. This report suggested a need for substantive solutions, such as economic and functionally-based decisions, rather than solely relying upon cosmetic improvements. In order to signify the importance of the downtown area a unique name was also adopted, the Wentzville "Village Center".

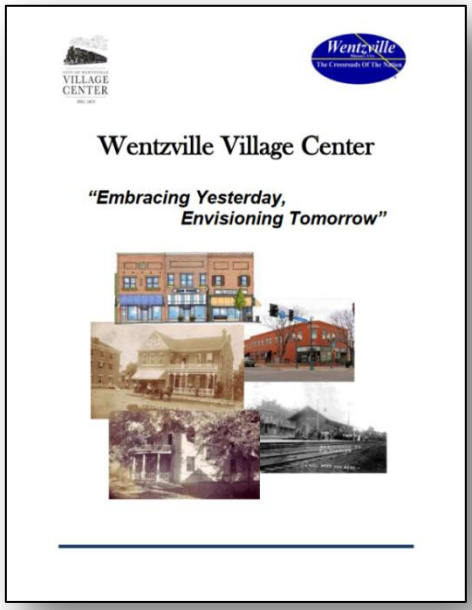
One of the important messages of the 2002 *Downtown Revitalization Phase One Program Summary Report* was that the City's traditional zoning regulations did not work for the small parcels and street patterns found within this area. In response to this concern, the City adopted three new zoning districts specifically designed to encourage growth and development within the Village Center. These new zoning districts provide more flexibility in regards to land uses and development while also seeking to maintain the historic character of the area.

In 2008, the City of Wentzville continued its efforts to reinvigorate the area by initiating a *Downtown Revitalization Study.* Through extensive evaluation of the downtown area and a range of public engagement efforts, this study created a master plan for the entire downtown area. This master plan discussed a wide range of specific topics, including streetscape design, roadway alignments, building aesthetics, proposed uses, etc.

In 2013 the Downtown Committee, comprised of elected officials, residents and area business owners, was formed to help mold the Historic Downtown area into a community destination. In 2016 the City, in cooperation with this Downtown Committee adopted a *Village Center Design Manual* and an *Amendatory Supplement to the Downtown Revitalization Study*. These documents further define the City's intent to strengthen the

Historic Downtown area and encourage reinvestment and revitalization. They provide a wealth of information regarding the City's past and future revitalization efforts and offer guidance to property/business owners on how to benefit from this areas rich history. In order to better reflect its rich history and character, the City changed to name of this area from "Village Center" to "Historic Downtown" in 2017.





Over the past decade, the City has continued to invest in the Historic Downtown area in accordance with the findings and guidelines of the documents discussed above. The City has reconstructed Church Street from Wagner Street north to W. Main Street as well as from Lewis Street west to Church Street. In addition, to the infrastructure improvements discussed above, the City has implemented a Façade Improvement Grant Program to encourage the preservation of historic structures while alleviating some of the associated costs to property owners. These efforts and investments within the Historic Downtown area have already begun to yield positive results. A renewed interest in the area has led to the opening of a variety of new business ventures, including: a craft brewery, several new restaurants and a number of new retail and service oriented businesses. The existing businesses within the area are also enjoying continued success and growth. Several murals have been commissioned on downtown buildings to emphasize Wentzville's past while increasing the aesthetic and cultural appeal of the area. The City is hopeful that this positive trend will continue into the future, and anticipates the further expansion of Historic District Zoning within the study area.

Chapter 8: Economic Development

This chapter of the City's Comprehensive Plan traces its roots to March 9, 2005, when Wentzville's Board of Aldermen passed a Resolution to create an Economic Development Committee comprised of residents, business owners and representatives of several local organizations. The members of this committee were charged with the responsibility of analyzing a range of economic development strategies, incentives and markets in order to provide specific recommendations to the Mayor and Board of Aldermen. After several months of work, the Economic Development Committee presented their recommendations, which focused on two fundamental goals:

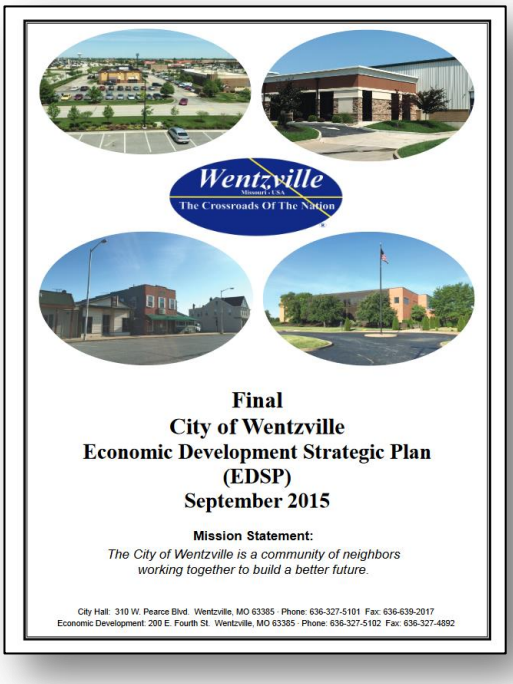
1. Develop Proactive Policies and Planning
2. Identify and Pursue Immediate Growth Opportunities

In April of 2006, the City of Wentzville adopted an amendment to the City's Comprehensive Plan which included a new chapter entitled "Economic Development Plan." This chapter included specific information on the Economic Development Committee recommendations; identified Wentzville's specific challenges, strengths, weaknesses and opportunities in regards to economic growth; adopted general guidelines for both Tax Increment Financing (TIF) and Transportation Development District (TDD) projects; and established a goal of creating a specific *Economic Development Strategic Plan (EDSP).* In January of 2010, the City adopted an Amendatory Supplement to the April 2006 Comprehensive Plan. Although this supplement enacted a wide variety of changes to the Comprehensive Plan, the Economic Development Plan Chapter remained relatively unchanged.

Economic Development Strategic Plan

In 2012, as a Wentzville's Board of Aldermen initiative, the Board directed City staff to create the *Economic Development Strategic Plan* referenced in the 2006 Comprehensive Plan. This new strategic plan was intended to be a stand-alone document which represented a major revision to the adopted Economic Development Plan Chapter. The intent of this Chapter was to formally reference the *Economic Development Strategic Plan (EDSP)* while reiterating the City's commitment to sustainable economic growth.

In July 2015, the Wentzville Economic Development Council, Inc. (WEDC) voted to recommend to the City's Board of Aldermen the adoption of the EDSP. Resolution 15-740 was formally adopted by the Board of Aldermen on September 10, 2015, and became the City's guide in pursuing economic development. Key components of the Economic Development Strategic Plan included: an Introduction/Background; Targeted Development Approaches; Economic Development Resources; Implementation Strategy; and Appendices. The information contained within this Chapter is not intended to restate the information contained within the EDSP, but rather to highlight the City's general economic development strategies and goals. Implementing the goals of the City's adopted EDSP is included as an objective in Chapter 10 of this Comprehensive Plan.



Strategies

Municipalities throughout the country have adopted various strategies in an effort to encourage economic growth and private investment in their respective jurisdictions. Although each approach is somewhat unique, these strategies share a common thread in that they have all specifically been designed to capitalize on the specific strengths of their communities. The *Economic Development Strategic Plan* for Wentzville analyzes the City's unique strengths and recommends that the best path toward healthy economic growth is continued public investment in quality infrastructure. The City's, exceptional transportation and utility networks have proven to be the bedrock of sustainable development. Many years ago the City adopted a Thoroughfare Plan as a part of the Comprehensive Plan. This Thoroughfare Plan, also known as a "Major Street Plan", is a map depicting the City's existing street network and all future collector and arterial roadways. In 2004, the City reinforced this transportation planning effort via the adoption of a Transportation Master Plan (TMP). The purpose of the plan was to provide guidelines for the City to use to identify transportation improvements that will be needed to support future projected growth. With cooperation from landowners and the development community, the construction of the roadways identified in these planning documents dramatically reduces the initial cost of construction for developers and makes Wentzville an attractive location for further investment. It also demonstrates that Wentzville is committed to providing quality services to its community business partners. The City will continue to seek grant funding and other financial tools as assistance in implementing the necessary infrastructure.

The principal section of the adopted *Economic Development Strategic Plan* is the Implementation Strategy component. The EDSP identified a total of eight goals and 42 individual action steps to accomplish these adopted goals. The goals and action steps as contained within the EDSP are as follows:

SHORT-RANGE GOALS (1-2 YEARS)

GOAL 1: ESTABLISH A BUSINESS RETENTION AND EXPANSION PROGRAM

Action Steps to Achieve Goal 1

a. Recognize a "Business of the Month" as a meaningful way to promote exposure and marketability of local business interests.
b. Create and distribute a Business Survey Directory yearly.
c. Evaluate the development of an incentive program to assist local business growth.
d. Develop an on-line business newsletter to be sent quarterly to businesses licensed in the City of Wentzville.
e. Work closely with the Western St. Charles County Chamber of Commerce to enhance the existing business community.
f. Maintain membership in the Business Retention and Expansion International organization to expand resource opportunities for businesses.

GOAL 2: PROMOTE DOWNTOWN WENTZVILLE AS A KEY ECONOMIC DEVELOPMENT RESOURCE

Action Steps to Achieve Goal 2

a. Pursue designation as a Certified Local Government (CLG).
b. Work on attracting targeted businesses to downtown as identified at the March 2015 Public Meeting/Open House/Charette.
c. Support efforts, by an eligible 501(c)(3) tax-exempt organization, to participate in the Missouri Main Street Program.
d. Encourage implementation of the Downtown Strategies for Growth identified in this EDSP. (Page 17)
e. Utilize the adopted Downtown Revitalization Study (Page 14) as a guide for downtown improvement.

GOAL 3: ACTIVELY SEEK AND PROMOTE BOTH NEW AND EXPANDING BUSINESS DEVELOPMENT OPPORTUNITIES

Action Steps to Achieve Goal 3

a. Announce new and expanding business development through the issuance of Press Releases and other media.
b. Conduct a personal visit with each business in the community on at least a yearly basis to discuss the issues related to future growth for their business enterprise.
c. Place all available buildings and development sites on the Location One system.
d. Maintain an up-to-date inventory of the businesses located in the City of Wentzville (i.e. NAICS classification, business type, number of employees, type of taxes paid, key contacts).
e. Undertake a yearly survey of the needs and interests of existing businesses in their growth and expansion.
f. Follow the guidance provided in the City's adopted Comprehensive Plan 2013.

MID/LONG-RANGE GOALS (3-5 YEARS)

GOAL 4: PRO-ACTIVELY PURSUE ADDITIONAL GROWTH OPPORTUNITIES

Action Steps to Achieve Goal 4

a. Pursue the annexation of tracts located within the City's growth area.
b. Develop properties along the Wentzville Parkway consistent with the City's Future Land Use Plan.
c. Promote retail diversification along Wentzville Parkway.
d. Continue with efforts to support the General Motors Wentzville Assembly Center.
e. Market to non-General Motors related businesses/industries to locate along the Highway A Corridor.
f. Investigate the establishment of another Business Park in the City of Wentzville.

GOAL 5: COLLABORATE WITH BUSINESS INTERESTS TO EXPAND GROWTH OPPORTUNITIES THROUGHOUT THE CITY

Action Steps to Achieve Goal 5

a. Work with business community stakeholders to address concerns and facilitate growth and expansion of existing businesses in the City of Wentzville.
b. Maintain close coordination with the St. Charles County Economic Development Center (EDC), Missouri Department of Economic Development (MoDED) and the U.S. Small Business Administration (SBA) to ascertain programs available to assist business expansion/development.
c. Maintain a current list of the economic development assistance programs available from these agencies to support business expansion/development.
d. Place these economic Development assistance programs on the City of Wentzville website at www.wentzvillemo.org.
e. Review economic development financial assistance programs and "match" programs to projects, as appropriate.
f. Utilize tax incentives in a manner which maximizes the rate-of-return for the community.
g. Continue to work with the Department of Community Development and the Department of Public Works to streamline processes in support of local business enhancement.
h. Continue to work closely with the Western St. Charles County Chamber of Commerce, Economic Development Center of St. Charles County and other resource organizations to promote the community.

GOAL 6: CONCENTRATE ON EFFORTS TO ENHANCE THE LOCAL WORKFORCE

Action Steps to Achieve Goal 6

a. Continue to support the STEM program in cooperation with the Economic Development Center of St. Charles County and Wentzville School District.
b. Work with local educational institutions such as Lindenwood University, Midwest University, Ranken Technical College and the St. Charles Community College to train and educate prospective employees.
c. Continue to support efforts to train and educate the local workforce.

GOAL 7: UPGRADE AND ENHANCE INFRASTRUCTURE TO CREATE GROWTH OPPORTUNITIES FOR THE CITY

Action Steps to Achieve Goal 7

a. Continue to pursue an extension of Wentzville Parkway South to connect with Interstate Drive.
b. Continue to make a strong commitment to public investment in infrastructure.
c. Seek grant funding, where practical, to improve and enhance the City's infrastructure to position the City for future growth opportunities.
d. Continue to work toward implementation of the adopted Thoroughfare Plan.
e. Utilize various funding approaches to implement the Thoroughfare Plan.

GOAL 8: SUPPORT "VALUE-ADDED" BUSINESSES/DEVELOPMENTS WITHIN THE COMMUNITY

Action Steps to Achieve Goal 8

a. Encourage the application of mixed-use development projects in appropriate locations.
b. Continue to support "brick and mortar" retail construction in the City of Wentzville.
c. Support efforts to keep the local sales tax remaining in the City.

Building Activity

The City of Wentzville remains one of the fastest-growing communities in the State of Missouri. The City has continued to experience strong residential, commercial and industrial growth. New construction permits are on the rise showing the continued presence of developer interest and investment into the City. The City of Wentzville continues to have a large amount of land available for new development and some redevelopment opportunities. As depicted in Table No. 25, Wentzville's strongest growth area is residential home development. However, new commercial development and redevelopment have also increased in recent years.

Table 25: Building Permits Issued

PERMITS ISSUED	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Single Family	289	309	245	182	318	434	549	596	663	573
Multi-Family	14	36	134	36	80	104	77	80	116	114
Commercial	23	9	6	7	10	6	11	15	16	9
Commercial Misc.	65	49	54	46	63	62	73	85	97	98
Plumbing	96	113	104	92	95	85	103	127	156	179
Electrical	174	127	123	84	145	247	296	293	339	299
Occupancy	1890	1724	1360	1131	1326	1066	1243	1339	1489	1356
Total Permits	**3262**	**3017**	**2655**	**2119**	**2633**	**2648**	**3076**	**3383**	**3789**	**3657**

Source: City of Wentzville Building Division (12-31-17)

Educational Resources in Wentzville

A community's education level and access to continuing educational opportunities plays an important role in economic growth and stability. Recognizing this, the City of Wentzville continues to support efforts to promote and enhance the training and education of the local workforce. These efforts should continue, and the institutions discussed below are important partners in this process. Additional information regarding the area's educational opportunities and institutions can be found in *Chapter 5: Community Facilities.*

- ***Ranken Technical College***

  Ranken Technical College was founded in 1907 by David Ranken, Jr. as a private non-profit educational institution to train students for employment in a variety of technical and mechanical occupations. Throughout the years, Ranken has maintained its position as a national leader in technical education.

  The primary campus for the College is located in the City of St. Louis. The 18-acre campus includes eleven individual buildings containing classrooms, labs, student housing and administrative offices. In 2013, Ranken expanded its presence into the City of Wentzville and is located at 755 Parr Road off of Highway A.

  Ranken officials decided to invest more than $8 million in a 35,000 square-foot expansion to house the diesel technology program. Ranken is a non-profit degree-granting technical college. In addition to its diesel technology courses, the school offers information technology, advanced manufacturing, building systems engineering technology and automotive maintenance technology.

  The City of Wentzville supported Ranken Wentzville through assisting with a subsidy of Ranken's $80,000 annual lease for three years and provided $120,000 for staffing. In a cooperative arrangement, the City's subsidy could be supported by government entities, non-profit organizations and for-profit companies. This public-private partnership arrangement will continue to produce students who are qualified for high-skilled, well-paying jobs in these various technical disciplines. Enrollment in 2018 is expected to be 250 students at the Wentzville location.

- ***Lindenwood University***

  One of the first higher-education institutions recognizing the value of locating in the City of Wentzville was Lindenwood University. Founded in 1827, Lindenwood is a "dynamic, four-year liberal arts institution dedicated to excellence in higher education." Nestled amid Linden trees, the 500-acre historic main campus is located in the City of St.

Charles. The University offers more than 200 degree programs and has more than 8,000 students enrolled in its programs.

Lindenwood University began operating in Wentzville after purchasing the historic Southern Air Restaurant in 1999 from rock and roll legend Chuck Berry. The Wentzville satellite campus building is located at 1102 E. Pitman. This location provides a variety of degree program opportunities and is one of a number of off-site locations operated by the University. Not only did Lindenwood create a higher-educational opportunity at the Southern Air site, but also helped to anchor the downtown business district by preserving this historic restaurant structure. The Southern Air Restaurant was originally opened in 1937 and included both a café and service station, which became a regional destination point.

- ***Midwest University***
  Also located on Parr Road near Ranken Technical College, Midwest University is a private, accredited four-year Christian University. It was founded in 1986 by Dr. James Song and offers degrees in social work, theology and international studies. The curriculum recently expanded to offer business courses with an MBA and Doctor of Leadership degree program.

  In September 1993, Midwest acquired 17 acres in Wentzville for its campus. The first building was erected in 1995. With 7,500 square feet of space, this building contained classrooms, a dining hall and auditorium. In 1996, faculty apartments were constructed and in 1999 a donation was made as a down-payment for a residence hall. In 2003, ground was broken for the Dr. Jin Kyung World Mission Center.

  The mission of Midwest University is “to provide men and women with a biblically-based higher-education designed to prepare them for success in their careers in ministry and in secular service by enhancing their spiritual and intellectual gifts and abilities.”

  In addition to their primary campus in Wentzville, the University has a teaching site in Washington, D.C.

- ***Wentzville School District***
  The Wentzville School District is one of the fastest-growing school districts in the country and is the fastest-growing district in the State of Missouri. With over 89 square miles of area, it encompasses a large area both in and around the City of Wentzville.

  The Wentzville School District currently has three high schools; Emil E. Holt, Sr. High School, Timberland High School and Liberty High School. Holt and Timberland are both located within the corporate limits of the City of Wentzville. A fourth high school is also being planned within the City to serve the areas growing population. One of the main involvements between the City and the Wentzville School District has been mutual support of the STEM program.

  STEM stands for Science, Technology, Engineering and Math. These are highly-valued subjects of study. According to the U.S. Department of Education, such an emphasis has substantial benefits for global leadership. The projected increase in STEM-related jobs through 2020 is 14% with as much as a 62% increase in demand for Biomedical Engineers. Recognizing the growing importance of these future job opportunities, the Economic Development Center (EDC) of St. Charles County selects one outstanding

student from each high school in the County for their STEM research and participation. The students selected from the Wentzville School District are recognized by both the EDC and the Mayor and Board of Aldermen for the City. The City will continue to support the STEM program and the students participating in this endeavor.

Potential Funding Sources

The *Economic Development Strategic Plan* identified a variety of funding tools which could be used to support and enhance economic development opportunities. A brief list of the possible funding sources is provided below:

General Operating Levy:

General Obligation (G.O.) Bonds:
Requires Citywide voter approval by constitutional (2/3, 4/7); majority; property tax based.[1]

Leasehold Obligations (COPS or Leasehold Revenue Bonds):
Requires Board of Aldermen approval only; uses existing available City revenues; secured by City real property as collateral.

Citywide Sales Tax:

Economic Development sales tax:
Requires Citywide voter approval by simple majority (taxable sales and retail).

Tax Increment Financing:

TIF District/Bonds:
Requires "blight" finding, redevelopment plan; does not levy new taxes but is limited to incremental increases in sales/property tax revenue after approval.

Special District Sales Taxes:

Transportation Development District (TDD) Sales Tax:
Special taxing district authorized to levy sales tax, special assessments and/or property tax to pay for transportation projects.

Community Improvement District (CID):
Special taxing district authorized to levy sales tax, special assessments and/or property tax to pay for a wide variety of improvements and services within the boundaries of the district.

Special Assessment/Property Taxes:

Neighborhood Improvement District (NID) Bonds:
Requires establishment of NID by election or by petition of owners of property comprising 2/3 by area of district; authorizes issuance of limited G.O. Bonds.
**Although approval contains authority to raise property taxes, where existing revenues permit, G.O. Bonds may be issued as "no tax increase" obligations.*

TDD Special Assessment / Property Taxes:
TDD's may also levy special assessments on real property by petition of all owners of property; TDD's may levy taxes on real property upon voted approval of 4/7 majority of property owners.

CID Special Assessment / Property Taxes:
CID's may also levy special assessments on real property by petition of owners of 50% by assessed valuation of real property within district; CID's may levy taxes on real property upon voted approval of simple majority of property owners.

Impact Fees:

Traffic Generation Assessment (TGA):
A proportional charge or fee (in this case based on estimated vehicle trip generated) imposed on development to offset costs of new infrastructure necessitated by that development; to withstand court scrutiny, fee amounts must have a demonstrable "nexus" (i.e. be reasonably and specifically related) to the "impact" of the development on the infrastructure finance; TFA's are typically levied at the time of and as a condition to development/permit approval.[2]

State/County Grants and Loans:

State: Via MoDOT and Missouri Department of Economic Development under specific program criteria.

St. Charles County: St. Charles County Road Board grant funding options and Economic Development Grant application options. Grant funding ranges from 70% to 80% percent.

Railroad: Potential assistance on Railroad properties.

[1] Although approval contains authority to raise property taxes, where existing revenues permit, G.O. Bonds may be issued as "no tax increase" obligations.
[2] In theory, a TGA could be imposed on existing development, i.e. retail activities, for examples, at the time of business license approval. No current example of this application to existing development exists, however, and the City bears the legal burden of demonstrating the "nexus" between the development activity and the necessity/cost of the new infrastructure.

Business Activity

The City of Wentzville is home to approximately 600 brick-and-mortar businesses and over 250 home-based businesses. Business activity over the past few years has been very robust with 21 new businesses in 2015, 27 in 2016 and 42 in 2017. These 90 additional businesses over the past three years have added to the vitality of the City's economic development "engine."

Recent Economic Development Achievements

In 2017 the Wentzville Logistics Center was completed and began its operations. This 1.1 million square-foot building provides logistical support for the nearby GM Wentzville Assembly Plant. Parts used at the plant to build the Colorado and Canyon pickup trucks and full-sized van are brought into the Logistics Center for temporary storage prior to delivery to the plant. The Wentzville Logistics Center was partially financed through Chapter 100 bonds and St. Charles County Road Board funds and has created 400 new jobs.

The Etrailer company recently constructed a 100,000 square-foot addition to their existing 75,000 square-foot facility. This company is the world's largest after-market provider of bike racks, cargo carriers and trailer hitches which are compatible with over 3,800 vehicle models. The company employs approximately 335 people at its Wentzville facility.

The Shop Here on Purpose (S.H.O.P.) Wentzville campaign was created to encourage residents and businesses to purchase goods and services in Wentzville. The business activity created by this effort provides sales tax revenue and strengthens the local business economy. The program began in 2017 and every commercial business in the City received brochures to distribute to their customer base. It is anticipated that the Shop Here on Purpose program will have significant long-term benefits. A similar program to S.H.O.P. Wentzville was created for visitors to the community. A Resource Guide was prepared which helped to guide visitors to the City's main shopping areas. The brochure also contained a listing of every restaurant in the City. This brochure was provided to every hotel and motel in the City of Wentzville to give to their guests.

The City was successful in acquiring grant funding from the St. Charles County Road Board for the design and construction of Schroeder Creek Boulevard. This roadway improvement project extended the current facility south from the Law Enforcement Center street section, making a connection to William Dierberg Drive, and then intersecting with West Pearce Boulevard. This project was completed in 2016 and offers excellent transportation alternatives for motorists. It also opens up many acres for commerce and growth opportunities. The new Schroeder Creek Boulevard also provides direct access to the newly completed City Hall. In addition, the City received grant funding for the improvement of Wentzville Parkway to construct a center turn-lane and trail amenity from William Dierberg Drive to Schroeder Creek Boulevard. This roadway improvement, completed in early 2018, brings safety and traffic carrying capacity improvements to this stretch of Wentzville Parkway and improves opportunities for new growth and development.

Future Opportunities

Many opportunities exist for the City of Wentzville to review and explore in the pursuit of economic growth. The EDSP discusses these opportunities in greater detail. In history, the City initiated a Business Park titled M and B Sachs Business Park, which has been such a great success for Wentzville that no additional parcels remain to be developed.

Conclusion

Since the adoption of the 2006 Comprehensive Plan, Wentzville has been progressively pursuing a strategy of economic development which focuses upon substantial improvements to the City's infrastructure in an effort to spur development and investment. This strategy has resulted in a number of recent successes and places the City in an advantageous position for many years to come. The new *Economic Development Strategic Plan* expands upon this strategy and provides a clear "road map" toward sustainable economic growth. The EDSP recommended the use of funding options and opportunities to provide infrastructure improvements and expansions to spur development and investment in key areas of the City. Investing in infrastructure will spur economic development following the Comprehensive Land Use Plan, Thoroughfare Plan and utility plans as guidance. These recommendations are rooted in the City's policy documents. Each area of roadway improvement and the associated utility infrastructure has been a part of the Wentzville policy documents since 1999 and even prior. These target areas can be traced back through the publicly adopted policy documents, maps and plans referenced in *Chapter 3: Transportation, Chapter 4: Utilities* and *Chapter 7: Land Use.*

Growth and investment in the City of Wentzville has been strong in the last decade, and even through the recession timeframe, new construction of housing and commercial/industrial facilities remained active. The EDSP will be utilized as a focus for yearly budgetary discussions toward implementation of the goals and action steps identified in the document.

Chapter 9: Capital Financial Plan

As discussed previously, the City of Wentzville continues to experience explosive residential growth. Such a dramatic increase in population can be challenging, as it often comes with an increased demand for quality City services. The City of Wentzville strives to meet these challenges by effectively managing its available financial resources to expand and maintain services in all areas. Each year, the City's Budget and five-year Capital Improvement Plan are extensively examined and amended to ensure that the City is able to meet the needs of its citizens in the most responsible way possible. This Chapter does not seek to restate the information contained within those separate documents, but rather to provide a general overview of the City's available financial resources and outlook.

Principal Financial Resources

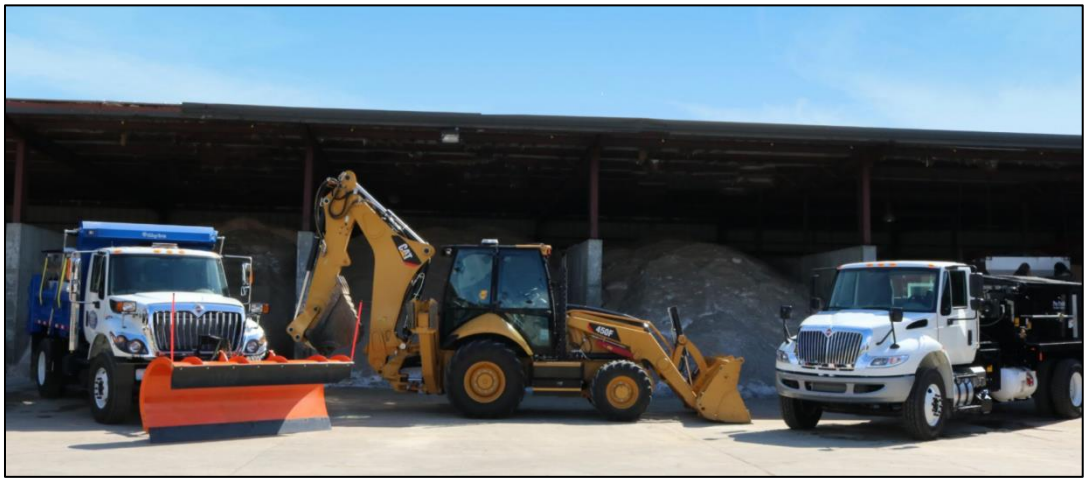
The main sources of revenue for City of Wentzville government operations include:

- ***Real Estate and Personal Property Taxes***
  The Real Estate and Personal Property Tax rate is currently $0.7518 per $100 of evaluation. From the total rate, $0.6848 is allocated to the City's General Fund and $0.0067 is allocated to the Parks Fund.

- ***Utility Gross Receipts Taxes***
  The Utility Gross Receipts Tax (or Franchise Tax) is a five percent tax based on gross sales by utility companies.

- ***General Sales Tax***
  The General Sales Tax is $.01 on $1.00 of sales revenue to fund Citywide operations.

- ***Capital Improvements Sales Tax***
  The Capital Improvements Sales Tax is a $.005 per $1.00 of sales revenue to fund Capital Improvement Projects. The tax currently generates approximately $3.4 million of annual revenue. About $400,000 is used annually to pay debt service on the Certificates of Participation, Series 2015B Refunding 2010A for the Law Enforcement Center, about $300,000 to pay debt on the Leasehold Revenue Bonds, Series 2006 for the Treatment Plant Expansion #1, and approximately $100,000 to pay debt on the Leasehold Revenue Bonds, Series 2008 for the lake and creek. The remaining balance is used to fund capital projects and equipment purchases.



Examples of City equipment purchased with Capital Improvement funds.

- ***Enterprise Funds***
  Revenue from water sales, wastewater services and trash services are used to fund the water fund, wastewater fund and trash fund respectively. Rates are examined and adjusted as needed annually during the budget process so that these Enterprise Funds are self-funding, including the payment of debt service. The Water Fund pays the debt on the 2016 Certificates of Participation Refunding of 2011 Leasehold Revenue Bonds for Water Tower #2. Wastewater pays the debt on the 2006 Leasehold Bonds for the 1997 Treatment Plant expansion, the 2008 Leasehold Bonds for the rebuilding and enlargement of the South Lift Station, the 2005 State Revolving Fund (SRF) and 2011 SRF revenue bonds for the expansion of the Treatment Plant.

  The Trash Fund is a pass-through fund in that the City contracts with a waste-hauler and pays the hauler and then bills the residents.

Other Financial Resources

Other financial resources available to the City include a variety of City, County and State funding mechanisms such as:

- ***General Obligation Bonds***
  General Obligation Bonds are paid by levying a debt service on real and personal property annually. This funding source may be used, for example, to develop municipal buildings, to construct streets or to acquire park land. The issuance of bonds requires voter approval.

- ***Transportation Sales Tax***
  Transportation Sales Tax can be used to fund street repairs and new construction projects. Tax revenue can serve as matching funds for grants.

- ***Lease-Purchase Financing***
  Lease-Purchase Financing has been mentioned earlier in this section. These bonds use the proceeds of the Capital Sales Tax revenue and other sources to pay the debt sold to finance projects. This financing method has been used to construct a City water tower, expand the wastewater treatment plant and build the Law Enforcement Center.

- ***Neighborhood Improvement District Bonds (NID), Transportation Development Districts (TDD), Tax Increment Financing (TIF) and Community Improvement District (CID)***
  These types of financing are economic development tools that can be used for qualifying special projects, helping to spur the growth of retail and/or industrial facilities. The property owner/developer may assume primary risk under this type of financing. These financing tools are used primarily to finance infrastructure improvements not otherwise able to be financed. Bonds or notes are sold and the financing mechanism pays the debt service.

- ***Park Sales Tax***
  State law enables local governments to impose a sales tax for Parks improvements. This sales tax would provide both operational and capital funding for the department, as leasehold bonds could be sold for capital projects and the revenues from the tax used to pay the debt service. The City has a 0.50% Sales Tax devoted to help fund park operations.

- ***Water / Wastewater Revenue Bonds***
  Water/Wastewater Revenue Bonds and/or low-interest SRF bonds are a viable means to finance capital improvement projects. Funding to amortize debt could be achieved by rate increases for utility services and/or reductions in utility operating costs.

The City's Law Enforcement Center was built in 2003 using lease-purchase financing.

Current Financial Status

The City is in good financial condition at the present time. The General Fund is used to pay the operating costs of the City with increasing demand for City services resulting from the rapid residential and commercial development in the last few years.

Future Financial Outlook

Wentzville's growth during the last decade has produced greater demand for the construction of streets, highways, utility systems, municipal facilities and parks at greater expense. As this growth and demand is expected to continue into the foreseeable future, the City must strategically use a the combination of this growing tax base and other available revenue streams to meet the needs of the City's residents and users of City services. Careful management of resources by the City through responsible budgeting, the institution of fees to sustain services, maximizing existing infrastructure, strategically extending infrastructure to targeted growth and development locations, seeking new economic development opportunities, and aggressively seeking outside funding sources (Local, State and Federal) is necessary. The possible use of impact fees will be researched and implemented as applicable. General Motors' favorable financial impact upon the community remains a major part of the City's economy, although this impact has become less proportionate as the City has grown. Responding to the needs and desires of City residents and the business community will continue to challenge City staff and community leaders, especially in difficult economic times. However, the City will strive to prepare and anticipate these on-going challenges as it continues to grow into the future.

Chapter 10: Goals and Implementation

The purpose of this chapter is to illustrate the goals of the City and clearly identify the mechanisms available to implement these goals. Many of these goals have been discussed in earlier chapters or have been derived from the Comprehensive Plan Review Committee study sessions held from February of 2017 to September of 2018, discussions during Planning and Zoning Commission meetings, and input gathered from the Public Open Houses held on January 16, 2018 and again on August 16, 2018.

It must be understood that this Comprehensive Plan cannot achieve its purpose or stated goals unless it is actively referenced and applied by community leaders, thereby realizing the City's declaration for the future. The information and guidance within this Plan is far too valuable to be adopted and then placed upon a shelf to gather dust, and failing to incorporate this document into the decision-making process accomplishes nothing. In order to increase its effectiveness, this Plan should be disseminated to its widest possible audience and the City of Wentzville should make every effort to facilitate public awareness and use of the Plan. As such, it will be published on the City's website so that it may be downloaded in parts or as a whole by any interested parties. This plan will be available to the public at all City buildings and copies will be provided free of charge to the local branches of the Library District for inclusion in their reference sections. The Plan shall be made available to all Boards and Commissions as a living, working document, and to all City officials, elected or appointed and to all those that make decisions for the City's future.

Goals, Objectives & Action Steps

Wentzville's long-term growth and quality-of-life is guided by the creation of a series of specific goals, objectives and action steps which provide a framework for implementation. In a broad sense, these terms can be defined as follows:

> *Goals: Long-range, generalized statements representing the ultimate desires of the City. Each goal is focused upon a certain aspect of the City's desired ultimate physical, social and/or economic environment.*
>
> *Objectives: A specific desired result that makes progress toward achieving an established goal. In general, objectives are more specific and easier to measure than goals and are focused on a set timeframe using available resources.*
>
> *Action Steps: One or more very specific "operational" efforts that the community will undertake to meet an established goal or objective. While an individual action step alone may not appear to have much of an impact, when completed sequentially they can achieve spectacular results.*

These goals, objectives and action steps have been categorized in the pages below under six key focus areas, most of which approximately correspond to the various chapters of this Comprehensive Plan.

Community Involvement

Goal 1: Promote citizen, City Boards and Commissions education and participation in the planning process to ensure improved community quality.

Objective 1.1: Actively solicit involvement of public officials, community leaders and the general citizenry in the planning process.

Action Step 1: Convene seminars/workshops, utilize the City newsletter, City website, public newspaper articles, Wentzville School District education opportunities and City publications to educate citizens about City governance and the development review and approval process and to encourage/facilitate participation in community visioning forums.

Action Step 2: Include in the City of Wentzville periodical newsletter information about current planning issues, permit processing procedures, land development, property maintenance regulations and other related matters.

Action Step 3: Involve citizens/business owners in the formulation of regulations that affect respective property holdings or areas of interest.

Action Step 4: Initiate periodical "work session" meetings of the Planning and Zoning Commission, Board of Adjustment and Board of Aldermen to educate about the importance of planning; discuss current issues, design problems, adequacy of codes; and for visioning.

Action Step 5: Provide training opportunities for members of the Planning and Zoning Commission, via the yearly training offered by the American Planning Association (APA).

Action Step 6: Maintain the Stormwater Advisory Committee who hold regular meetings, support community litter pickups and engage stakeholders in stormwater management program planning and plan implementation.

Transportation

Goal 1: Provide an inter-modal transportation system, i.e., airways, highways (arterial, collector, and minor streets), railways, public transit, bikeways, and pedestrian walkways (sidewalks and trails) within diverse land uses, that enables safe and efficient movement of people and goods by any or all means from all points of origin to all destinations.

Objective 1.1: Assist/support St. Charles County in efforts to provide an airport that serves the needs and economic growth of the region.

Action Step 1: Participate in a future analysis detailed in the St. Charles County Envision 2025 Master Plan to determine need, requirements, characteristics and possible locations for a new airport that will serve the needs of St. Charles County, neighboring counties and local communities.

Objective 1.2: Preserve the presence of Norfolk Southern Rail or other rail system through the heart of Wentzville and maintain a good relationship with the railroad enterprise.

Action Step 1: Promote the growth and development of the Historic Downtown to be coordinated with the active railroad, related to design, public pedestrian and vehicle access across and adjacent to the existing railroad right-of-way.

Action Step 2: Preserve availability of existing railway for industrial development, with a view that the right-of-way has potential, perhaps in combination, for light rail in the indeterminate future.

Action Step 3: Promote or sponsor new initiatives to bring light rail access to St. Charles County and to Wentzville as an alternative means of transportation. Assist the St. Charles County Government with light rail corridor planning including linkages to park-and-ride lots, as detailed in the St. Charles County Envision 2025 Master Plan.

Objective 1.3: To enhance traffic-carrying potential and safety on Interstate 70 within the Wentzville planning area through cooperation with the Missouri Department of Transportation (MoDOT) and St. Charles County.

Action Step 1: Coordinate with MoDOT to provide for additional lanes and realignment from Highway Z west to Wentzville Parkway within the next five years.

Action Step 2: Coordinate with MoDOT to provide for additional lanes from Wentzville Parkway west to Foristell within the next five to 10 years.

Action Step 3: Coordinate with MoDOT to provide for interchange improvements at Interstate 70 and Highway 40-61 detailed within the Missouri Department of Transportation “Improve I-70” study within the next 15 years.

Action Step 4: Coordinate with MoDOT to provide for modification to access at Highway A, including a north service road and flyover into Wentzville Corporate Plaza property (former Mall at Wentzville Crossings.

Objective 1.4: Upgrade Highway 40-61 to a controlled access highway (including service roads) and improve/create an interchange at Highway W within the Wentzville Planning Area through cooperation with the Missouri Department of Transportation (MoDOT).

Action Step 1: Upgrade Highway 40-61 north of Interstate 70 to "controlled access" highway to a location in proximity of North Point Prairie/Highway W in 10 years.

Action Step 2: Coordinate with St. Charles County and MoDOT to continue adding accessory outer roads to accommodate local traffic movements while supporting "controlled access" improvements.

Objective 1.5: Improve or create arterial and collector roads to serve Wentzville, with good connections to state or regional highway systems.

Action Step 1: Create and/or improve capacity for the following roads or road improvements in anticipation of imminent future growth of the community to ensure safe and easy access to state and regional transportation systems from all parts of the community as depicted upon the Thoroughfare Plan (Map No. 3):

- Interstate Drive
- Pearce Blvd (Downtown)
- Wentzville Parkway South Extension
- Wilmer Road Extension
- David Hoekel Pkwy (Phases 3-5)
- Scotti Road Extension
- Duenke Road
- Peine Road Extension (David Hoekel Pkwy Connection)
- Great Oaks Blvd. (Inner Belt Roadway)
- West Service Road - Highway 61
- Mexico Road (east of Hwy A)
- Whisper Creek Extension
- Carlton Glen Parkway Extension
- William Dierberg Drive Extension
- May Road
- Duello Road
- Point Prairie Road (North/South)
- State Letter Routes

The above roads are assigned priority within the City of Wentzville's transportation network to initiate the design and are to be pursued for future construction, pending funding. Priority is assigned related to growth and development, grant funding options, traffic volumes and circulation, and public safety.

Action Step 2: Utilize the guidance found in the Transportation Master Plan and *Chapter 3: Transportation* to receive in dedication or acquire right-of-way for planned facilities and roadway improvements as land is proposed, reviewed and approved for development, and to establish building setback lines to avoid creation of crowded, congested and unaesthetic urban conditions.

Action Step 3: Through the approval of preliminary subdivision plats, require connection points of cross-access to adjacent properties, as

applicable, to access collector and/or arterial roadways and provide appropriate disbursement of traffic and transportation circulation in the City.

Action Step 4: Provide parallel service roads, whether public or private (internal drive isles and roadways), for arterial roads in commercial districts to enable controlled access and to minimize congestion on main roadways.

Objective 1.6: Promote bicycling and walking as alternative means of transportation from home, to work, to school, to places of worship, to shop, for pleasure, etc.

Action Step 1: Publicize existence of the St. Charles County Trails and Greenways Development Map (Map No. 4).

Action Step 2: Receive in dedication or acquire right-of-way needed to implement the trails upon the above-stated map and trails and pedestrian ways indicated upon the Land Use Plan (Map No. 15) as land is proposed, reviewed and approved for development.

Action Step 3: Create pedestrian and bike paths under the guidance of the specifications within the Transportation Master Plan criteria, and Parks Master Plan, which connect collector and arterial roadways to the City Parks, shopping areas, greenways and open spaces supported by the Land Use Plan (Map No. 15).

Action Step 4: Install bike racks/stands in select locations in response to future pedestrian travel in the community within specifically zoned areas and public facilities, as applicable.

Action Step 5: Require all new developments to provide sidewalks to ensure safe mobility throughout the community.

Goal 2: Adopt an updated Transportation Master Plan

Objective 2.1: Evaluate the current Transportation Master Plan, which was adopted in 2003, and prepare an updated version for formal adoption and implementation.

Action Step 1: Evaluate content of current Transportation Master Plan for potential improvements and updates.

Action Step 2: Once an updated Transportation Master Plan is adopted, all associated publications and documents which reference it must also be updated (website, applications, brochures, etc.)

Action Step 3: Ensure that future Comprehensive Plan and map updates reference the updated Transportation Master Plan where applicable.

Goal 3: Explore opportunities, benefits and costs associated with an expansion of available public transit services.

Objective 3.1: Evaluate current and future public transit opportunities and partnerships in order to respond to recent community demands for additional transit alternatives.

Action Step 1: Support the development of private transportation services.

Action Step 2: Continue to explore small scale public transit options, such as a local bus/van service, to serve those residents with specific needs.

Action Step 3: Continue to coordinate with area non-profit groups to determine if additional partnership opportunities may exist which would allow for an increase in services without the need for a dedicated public system.

Utilities

Goal 1: Provide electricity, telephone/communications and natural gas in response to demand or the community's needs.

Objective 1.1: Maintain cooperative working relationship with utility providers and cause systems installations (substations and distribution lines) to be installed in an aesthetic manner.

Action Step 1: Prepare/enforce/negotiate standards for landscaping and/or buffering for all utility substations and all utility structure installations from adjacent land uses and review and enforce compliance with franchise agreements as they appear for renewal.

Action Step 2: Through cooperative effort of plan review with the providing utility, maximize underground installation of electrical or telephone/communications distribution systems; or minimize detrimental effect through placement of overhead lines in inconspicuous locations, i.e., rear lot lines or peripheral areas for development.

Action Step 3: Continue to require underground installation of electrical, telephone and other communications lines within new development tracts.

Goal 2: Provide water supply and distribution along with wastewater collection on response to demand or the community's needs.

Objective 2.1: Invest in infrastructure improvements in strategic locations to serve new development cost effectively as guided by this Plan (Map Nos. 9 & 10).

Action Step 1: Enforce existing Annexation Policy for access to Wentzville utility extensions.

Action Step 2: Ensure that infrastructure improvements being planned or sought represent a logical extension of existing improvements.

Action Step 3: New land development should be encouraged in areas where municipal services are already available or available with supportable extensions as planned and given priority in the Capital Improvement Plan.

Action Step 4: Undertake projects as illustrated in *Chapter 4: Utilities* and assign priority for construction through the Capital Improvement Plan.

Goal 3: Provide storm water management in response to the community's needs.

Objective 3.1: Accomplish infrastructure improvements concurrent with development to ensure adequate management and climate resiliency for the community.

Action Step 1: Enforce/require stormwater standards to be applied to new developments at developer cost, including water quality, flood and channel protection enforcement.

Action Step 2: Enforce/require sufficient land area to accommodate overland flow of intense rainfall events through review of new developments.

Action Step 3: Evaluate existing stormwater asset conditions and identify priorities for maintenance and replacement. Recommend methods of finance and assign priorities for construction in the capital improvement budget.

Action Step 4: Work toward a citywide hydrologic assessment and adaptive management approach to resolve and prevent stormwater management issues as discussed in *Chapter 4: Utilities*.

Objective 3.2: Achieve compliance with the Municipal Separate Storm Sewer System (MS4) Permit.

Action Step 1: Administer the current Stormwater Management Plan, which includes six sections of the MS4 Permit, that targets control of the following pollutants: sediment, household chemicals, construction waste, pet waste and trash.

Action Step 2: Develop and administer the next five-year Stormwater Management Plan which includes targeted pollutants and stormwater control measures for permit renewal by September 2021.

Action Step 3: Identify recommendations for ordinance revisions regarding floodplains, engineering design criteria, natural watercourse protection, tree preservation, etc. to address MS4 Permit requirements and goals to:

- Implement an iterative process to document how control practices are evaluated and modified to apply reasonable progress to reduce stormwater pollutants.

- Minimize site disturbance and protect sensitive areas to reduce stormwater discharges to the maximum extent practicable.

Parks, Recreation and Open Space

Goal 1: Protect and Promote Parks, Trails, Recreation and Open Space

Objective 1.1: Explore opportunities to preserve and acquire additional property for park, trail, recreation and open space expansions and/or new facilities.

Action Step 1: Preserve and enhance the current parks and open space systems by acquiring and/or designating areas for parks, active/passive recreation areas, ecological refuges, riparian corridors, multi-purpose trails and other resources and facilities.

Action Step 2: Acquire or otherwise preserve future park, recreation and open space sites within growth areas prior to extensive new development in order to ensure adequate land is available and to avoid prohibitive acquisition costs.

Action Step 3: Encourage private developers to actively contribute to the City's park, recreation, and open space system and encourage the development of private recreational facilities to supplement those provided by the City.

Action Step 4: Seek and create partnerships with neighboring jurisdictions, special districts and other governmental/private resources to obtain and preserve parks, trails, open space and recreation opportunities.

Objective 1.2: Cultivate inter-organizational cooperation and partnerships in order to advance the City's parks, trails, recreation and open space goals.

Action Step 1: Encourage organizations that provide parks, trails, recreation and open space facilities to develop an intergovernmental agreement that would allow all of Wentzville's citizens to use existing and future community facilities on a reciprocal basis.

Action Step 2: Seek opportunities to jointly plan and fund parkland, open space, and recreational facilities development with neighboring jurisdictions and private landowners.

Action Step 3: Ensure adequate access to city park land by locating new parks and recreation areas so that they are readily accessible and can be reached through safe and convenient approaches.

Goal 2: Encourage Green Standards and Environmental Responsibility

Objective 2.1: Implement and promote responsible environmentally friendly policies and practices for sustainable growth.

Action Step 1: Adopt principles that are environmentally friendly, particularly in regard to landscape materials that are adaptable to local conditions and water conservation efforts.

Action Step 2: Promote the preservation of natural drainage corridors in order to expand the existing multi-purpose trail system and preserve wildlife habitat in the region.

Action Step 3: Support investments and policies that encourage environmental responsibility.

Action Step 4: Preserve trees by encourage the protection and preservation of significant stands of existing trees and the planting of new trees throughout the community.

Action Step 5: Continue and expand native planting programs on public property.

Action Step 6: Promote environmental practices through public education and awareness.

Action Step 7: Encourage green building standards to be incorporated at all new park and recreation facility construction or redevelopment projects.

Action Step 8: Encourage the use of practices that minimize stormwater discharge.

Goal 3: Protect Sensitive Natural Areas

Objective 3.1: Expand park planning and development process to include practices which evaluate and protect sensitive natural areas.

Action Step 1: Review development proposals giving consideration to the preservation and enhancement of sensitive areas, including:

- Peruque Creek and McCoy Creek watersheds
- Floodplains / water quality basins and management facilities
- Other open spaces and natural drainages
- Prairies, wetlands and wildlife habitat areas

Action Step 2: Preserve and protect special landscapes such as areas with sensitive slopes or dramatic topographic changes, waterways, floodplains, bio-swales, stream corridors, areas of dense natural vegetation and sites of particular aesthetic or historic value.

Action Step 3: Incorporate principles of habitat integrity and connectivity when planning near natural and sensitive areas.

Action Step 4: Promote water conservation and the use of water-wise plants and materials during the planning and design review of land development projects and other City policies and planning efforts.

Goal 4: Pursue Art, Cultural, Recreational, Civic and Tourism Opportunities

Objective 4.1: Seek opportunities and partnerships within the region which can broaden accessibility to arts, cultural and recreational sites and programming for area residents.

Action Step 1: Designate and promote possible sites for cultural, art, civic and entertainment venues.

Action Step 2: Participate with and support the efforts of local and regional arts and humanities groups to bring facilities into the City.

Action Step 3: Support entertainment and hospitality development efforts.

Action Step 4: Encourage and support cultural, educational, sporting events, school sports programs and other public or private organizations.

Objective 4.2: Foster an appreciation of art and architecture within the community through the use of public programming and facilities.

Action Step 1: Encourage the establishment of a “public arts program” to provide for public art that is integrated with community resources. This program should seek matching grants or other outside funding to support public arts programs.

Action Step 2: Continue to encourage the inclusion of public art in new public buildings and facilities.

Action Step 3: Consider the quality of the architecture in decisions about the construction of public facilities.

Objective 4.3: Evaluate the City’s available arts and cultural resources and begin to plan for future needs.

Action Step 1: Work with community leaders and stakeholder groups in order to create a master plan for the arts and/or a dedicated Comprehensive Plan chapter for formal consideration and adoption.

Goal 5: Expand Trails Greenway Linkage System

Objective 5.1: Promote Trail Development

Action Step 1: Expand the bike/hike trail system utilizing floodplain land, easements and parklands into areas not currently served including both developing and established areas of the City.

Action Step 2: Enhance and utilize natural drainage corridors for trails, wildlife habitat, low intensity uses and natural green spaces. Maximize the use of natural drainages to build upon and supplement the existing multi-use trail system for the City and the region.

Objective 5.2: Enhance connectivity of trails and open space between neighborhoods and adjacent jurisdictions.

Action Step 1: Continue to plan for a coordinated, regional system of trails and greenways as described in the Bikeable-Walkable Community Plan.

Action Step 2: Promote linkages of trails through the design of new developments.

Action Step 3: Ensure that parks provide links to existing natural features and open spaces.

Action Step 4: Decrease the amount of potential automobile and pedestrian conflicts.

Action Step 5: Identify 100% of the gaps in the sidewalk network work close these with quality sidewalk connections.

Objective 5.3: Create a Walkable City
Walking is the most affordable and accessible mode of transportation, particularly for shorter trips. It serves everyone who lives, works and plays in Wentzville because everyone is a pedestrian at some point in a trip. Walking is a key component of the City's public realm as parks, sidewalks and plazas are the basis for the pedestrian environment. Walking supports the public transportation system, as transit riders must access buses and trains as pedestrians. Walking also supports active lifestyles and healthy citizens.

Action Step 1: Update the zoning and subdivision regulations to ensure pedestrian-friendly buildings and pedestrian interest along streets.

Action Step 2 Design, maintain and construct pedestrian facilities to be compliant with the Americans with Disabilities Act (ADA).

Action Step 3: Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment districts, neighborhoods, shopping centers, and more.

Action Step 4: Implement the prioritized bicycle and pedestrian facilities improvements included in the most recent Transportation Plan.

Action Step 5: Identify, prioritize and program/fund pedestrian roadway crossings that should be improved.

Action Step 6: Support the creation of a pedestrian environment for all ages and abilities through improvements to accessible curb ramps, elimination of tripping hazards, landscape maintenances, lighting, benches and other innovative strategies.

Action Step 7: Use engineering, enforcement and educational tools to improve traffic safety on City sidewalks, paths, trails and roadways. Monitor the performance of safety initiatives.

Action Step 8: Continue to periodically publish a local area bicycle route map in coordination with adjacent jurisdictions.

Goal 6: Park & Recreation System Planning

Objective 6.1: Develop the tools and resources necessary to implement effective long-term park and recreation planning within the community.

Action Step 1: Regularly update the Park and Recreation Master Plan based on resident feedback from all segments of Wentzville's population.

Action Step 2: Coordinate the efforts of local, state and federal governments and agencies to plan and develop the Park and Recreation System.

Action Step 3: Support the Wentzville Park and Recreation Department's efforts to provide a park space per capita ratio that meets or exceeds the national average.

Action Step 4: Encourage an appropriate mix of large and small parks to serve the active and passive needs of the community.

Action Step 5: Encourage the development of parks within walking distance of neighborhoods.

Goal 7: Compatible Transition from Recreation Facilities to Residential Land Uses

Appropriate transitional methods should be considered at all locations where the development or expansion of parks, recreation and open space land uses abut residential property (either built or zoned). In general, transitions between different types of intensities of land use should be gradual, particularly where natural or man-made buffers are not available.

Objective 7.1: Where possible, utilize existing land features to provide transitions.

Action Step 1: Promote the retention of stands of trees, natural vegetation, wetlands, stream corridors and environmentally sensitive areas whenever possible to separate residential developments from recreational facilities such as ball fields, golf driving ranges, swimming pools, tennis courts and associated parking lots.

Action Step 2: Where possible, use existing differences in topography to naturally separate residential developments from active recreation areas.

Objective 7.2: Incorporate buffering and landscaping design practices to provide transitions.

Action Step 1: Encourage the creative and extensive use of landscaping and berming techniques for effective buffering of residential uses.

Action Step 2: Try to avoid the use of fences as the sole means of providing screening and buffering.

Action Step 3: Promote the use of existing land features, vegetation such as stands of trees and hedgerows, and stream corridors as natural buffers.

Action Step 4: Encourage the use of high-quality materials in the construction of fencing and landscaping to decrease long-term maintenance costs and to make it less likely that neglected, unsightly areas will occur.

Goal 8: Develop and adopt a sustainable philosophy for development and management of the park and recreation system.

Objective 8.1: Assure existing facilities are well taken care of and appealing to users.

Action Step 1: Create a systematic method of monitoring and quantifying park and facility use.

Action Step 2: Develop park maintenance standards by type of park or facility and evaluate at least two times per year against that standard.

Action Step 3: Develop a preventative maintenance program for all parks and facilities, identifying and accounting for maintenance considerations that have been deferred in the past.

Action Step 4: Develop short and long-range rest, repair and renovation plans for sport fields.

Action Step 5: Evaluate the resources required to provide a viable and effective playground inspection program.

Action Step 6: Refine field maintenance and grooming responsibilities as the City's park system continues to grow to ensure efficient operation and use of resources.

Objective 8.2: Plan for and identify maintenance costs associated with new facilities.

Action Step 1: Evaluate impact of any proposed facilities on maintenance programs as part of the approval and funding process.

Action Step 2: Evaluate impacts of adding off-leash dog areas, skate parks, special event areas, play areas and other new types of facilities on maintenance programs.

Action Step 3: Explore the cost benefit of synthetic turf in appropriate areas.

Goal 9: Develop and Maintain Quality Recreation Services

Objective 9.1: Promote programming which targets a wide variety of demographic groups.

Action Step 1: Provide a safe, pleasant recreational system that will offer a variety of year-round facilities and programs for all age groups in the community.

Action Step 2: Assure that staff provides services desired by residents and/or program users. City staff shall include a survey of residents of an analysis of recreation demands and trends to determine the recreation facilities most desired by City residents.

Action Step 3: Encourage the development of programs for all compatible outdoor and indoor recreational activities.

Action Step 4: Ensure that recreation programs are accessible to all members of the community.

Action Step 5: Develop and enforce regulations and policies regarding the use of Wentzville's Park and Recreation facilities.

Action Step 6: Prioritize those programs that are in demand by the largest number of people and are capable of being implemented with minimal participant expense.

Action Step 7: Coordinate athletic activities with local athletic associations and/or schools whenever appropriate.

Action Step 8: Encourage the development of special recreational programs for small children and those with special needs.

Goal 10: Implement a planning process that incorporates citizens at all levels.

Objective 10.1: Promote citizen interest and involvement in City park and recreation programs.

Action Step 1: Encourage citizens to serve on the Park and Recreation Board and its subcommittees.

Action Step 2: Encourage community participation in the planning of major park improvements and hold neighborhood meetings to gather input before implementation of the applicable improvement.

Action Step 3: Encourage the dissemination of public information on recreation activities and park facilities through mass media.

Land Use & Growth Management

Goal 1: Provide for the orderly and cost-efficient development of the community.

Objective 1.1: Maintain and improve local government process and communication techniques relative to development issues.

Action Step 1: Continue an intradepartmental team approach in dealing with all development issues.

Action Step 2: Continue regular communications, including sharing of resources, with neighboring communities, county government, economic development entities, state government and the regional coordinating body.

Action Step 3: Maintain routine communications with the Wentzville Fire Protection District, Wentzville R-IV School District, United States Postal Service, Missouri Department of Transportation, St. Charles County Emergency Management Agency and other applicable agencies in relation to projects and City development.

Action Step 4: Create and maintain growth boundary agreements with adjacent communities associated with the Planning Limits upon the Land Use Plan, and map these agreements displayed in the Wentzville GIS.

Objective 1.2: Ensure an adequate supply of developable land within the community planning area.

Action Step 1: Perform a review of community growth dynamics within the planning area and undertake annexation of contiguous lands or examine areas for redevelopment needs to ensure continuous and orderly development.

Action Step 2: Pursue the incorporation of properties within the Planning area, including incorporation of property in St. Charles County, surrounded by Wentzville, to protect the integrity of future land uses as reflected by the Comprehensive Plan's Land Use Plan, eliminate jurisdictional overlap and create a cohesive community (Map No. 15).

Objective 1.3: Minimize initial and future public/private improvement cost.

Action Step 1: Maintain the community's Subdivision Regulations to implement/require high-quality subdivision design and construction of improvements.

Action Step 2: Maintain high standards for planned improvements, but enable exercise of design flexibility in the Site Plan Review process.

Action Step 3: Require that the cost of all site improvements (on and off site) be borne by the owner and/or developer of the property being developed, if for the exclusive service of the property.

Action Step 4: Ensure that street and utility extensions are designed to serve the greatest area with the least amount of extension, and following the guidance of the adopted Transportation Master Plan, Thoroughfare Plan (Map. No. 3), and Water and Wastewater Distribution Maps (Map Nos. 9 and 10).

Action Step 5: Continue utility infrastructure upsizing policies and procedures upon property development, including the reservation and dedication of right-of-way as depicted within this plan.

Objective 1.4: Providing for high-quality development, which by any use is compatible with adjacent or surrounding land uses.

Action Step 1: Update and monitor the community's Zoning Ordinance to ensure desired compatible land use relationships, desired development activities, and to maintain a progressive ordinance document.

Action Step 2: Encourage infill development, as appropriate, to maximize utilization of existing infrastructure and land resources.

Action Step 3: Provide for adequate buffering techniques to minimize incompatible aspects of some land uses.

Action Step 4: Evaluate Land Use Regulations for the frontage tracts along Highway Z from Interstate Drive south to Buckner Road to improve the image of the community, to encourage and require high-quality planned development.

Goal 2: Provide a compact, efficient and attractive community that is able to respond to most market demands, is self-sustaining through its diversity and provides balanced land resources for permitted development of improvements satisfying all human needs for living, working, education, recreation and cultural activities.

Objective 2.1: Create commercial and industrial development locations in response to the market place, but in proper relationship to transportation corridors and other land uses.

Action Step 1: Coordinate with the City's Economic Development Department to implement the objectives stated within the adopted Economic Development Strategic Plan.

Objective 2.2: Provide for high-quality commercial development locations equipped with appropriate infrastructure.

Action Step 1: Evaluate Land Use Regulations for the frontage tracts along Highway Z from Interstate Drive south to Buckner Road to improve the image

of the community, to encourage and require high-quality planned commercial development.

Action Step 2: Encourage sustainable commercial development via the review of zoning district requests, thereby ensuring adequate depth and configuration of properties to limit strip commercial development to appropriate tracts within the City.

Action Step 3: Evaluate and permit, as appropriate, small-scale local neighborhood commercial service nodes, utilizing C-O (Commercial Office) and C-1 (Neighborhood Commercial) zoning districts in close proximity to large residential areas, which are adjacent to arterial residential routes. Such nodes should be appropriately screened from adjacent residential land uses and constructed to be architecturally compatible with adjacent dwellings. The purpose of such areas shall be to provide commercial services/conveniences to nearby residences, while minimizing traffic generation and trip generation on thoroughfare streets of the City.

Action Step 4: Create regional shopping destinations to attract patrons from areas outside the community, in proximity to high-density housing opportunities, upon designated commercial properties on the Land Use Plan.

Action Step 5: Ensure that all commercial locations possess the following characteristics:

- Location adjacent to an arterial road or at the intersection of arterial/collector roads.
- No dependency for access through residential or other sensitive uses.
- Requirement of buffering to substantially mitigate potential adverse impact upon adjacent residential uses.
- Access to the sites in compliance with the Transportation Master Plan criteria.

Objective 2.3: Provide industrial development locations of the highest quality equipped with appropriate infrastructure.

Action Step 1: Actively promote development of existing industrially zoned locations.

Action Step 2: Actively create new industrial and high-technology development tracts in locations proximate to arterial corridors, within planned industrial areas upon the Land Use Plan, and adjacent to potential rail headings, as infrastructure permits.

Action Step 3: Maintain inventory of small to large tracts with appropriate topography and full availability of essential utilities to enable favorable marketing response to a variety of potential users.

Acton Step 4: Avoid expedient rezoning of existing undeveloped industrially zoned and planned areas to ensure availability of land for the future industrial development with resultant benefits of providing employment opportunities for residents and improving the community's tax base.

Objective 2.4: Provide opportunities for industrial development without negative environmental impact.

Action Step 1: Prepare a repertoire of desirable or niche industries desired by the community that lack potential of negative environmental impact.

Action Step 2: Provide land resources for development that do not necessitate industrial-use traffic through residential or other sensitive land-use areas.

Action Step 3: Require buffering to eliminate or modify potential negative environmental impacts upon proximate non-industrial or sensitive uses.

Objective 2.5: Provide a variety of housing choices in well-maintained neighborhoods to meet the needs of a diverse population.

Action Step 1: Utilize the Planned Development Zoning District to achieve housing developments that contain a mix of housing types and affordability, appropriately designed using the existing land forms of a project site and containing project amenities for Wentzville residents, with an emphasis on quality.

Action Step 2: Require that developers create and record indentures and covenants for a subdivision to guarantee architectural integrity and maintenance of the development.

Action Step 3: Require that higher-density housing only be permitted in locations adjacent to collector and arterial streets and/or commercial developments, without necessity of access through low-density residential developments.

Objective 2.6: Maintain existing residential neighborhoods through innate community pride and enforcement of minimum housing maintenance standards.

Action Step 1: Continue to proactively enforce minimum maintenance housing codes on a regular basis, via annual property maintenance code inspections.

Action Step 2: Avoid commercial, industrial or other incompatible zoning districts uses within residential neighborhoods.

Action Step 3: Through the City newsletter, inform citizens of responsibility for property maintenance and of benefits in upholding property values and the image of Wentzville.

Objective 2.7: Foster an environment for consideration of mixed-use development and traditional neighborhood development within the City in appropriate locations.

Action Step 1: Implement the components of Wentzville Resolution 03-098, adopted on June 25, 2003, endorsing the recommendation of the Wentzville Downtown Phase II Plan and Program, whereby the City of Wentzville adopted the Historic Downtown Zoning Districts to encourage the redevelopment and revitalization of this area as a pedestrian oriented, mixed-use, downtown.

Action Step 2: Budget additional funds to continue the Wentzville Downtown Phase II Plan for beautification/aesthetic enhancement and pedestrian improvements supported by the Plan.

Objective 2.8: Promote the re-development of the City's Historic Downtown as identified in the 2009 *Downtown Revitalization Study* and the 2016 *Amendatory Supplement to the Downtown Revitalization Study*.

Action Step 1: Maintain progressive and responsive Historic Downtown Zoning districts (HD districts) which allow for wide uses compatible within the downtown area which remain flexible to encourage redevelopment and in-fill development.

Action Step 2: Encourage property owners and developers within the Historic Downtown area to utilize design principles and materials which are consistent with the area's history and character via the 2013 *Village Center Design Manual.*

Goal 3: Provide a compact, efficient and attractive community that is created in harmony with nature not by or through actions resulting in the desecration of natural or physical attributes that represent one of the community's drawing powers.

Objective 3.1: Preserve natural physiographic features (i.e., woods, prairie lands, stream valleys and contours) to the greatest extent possible through creative site planning. Refer to Map Nos. 4, 13, 14, 32 and 33 to help accomplish this objective.

Action Step 1: Require applicants to identify special natural features in the preliminary design phase of a project and to offer approaches for preservation, including non-traditional subdivision approaches, in both traditional zoning districts and the planned development district.

Action Step 2: Require applicants to avoid the construction of improvements with the 100 Year Floodplain Boundary as identified on the Federal Insurance Rate Map, under the project design phase and to maintain a riparian corridor adjacent to the top of bank of existing waterways, for the preservation of the natural environment, water filtering, and protection of life and property.

Action Step 3: Encourage the use of design alternatives (Low-Impact Design) for residential, commercial and/or industrial site development, while maintaining compliance with City of Wentzville Municipal Ordinance standards.

Action Step 4: Require applicants to provide larger residential lot development adjacent to existing floodplain and waterways in the planning area, as identified on the Land Use Plan.

Objective 3.2: Use natural areas, creek channels and associated floodplain areas, drainage areas and storm water structures/basins, existing parks and play fields, streetscapes and underutilized lands to create an integrated citywide open space system.

Action Step 1: Require landscaping enhancements adjacent to stormwater detention structures to enhance the aesthetics of these required facilities.

Action Step 2: Map areas of the City using the Wentzville GIS to accomplish this objective. Refer to Map Nos. 4, 13, 14, 32 and 33.

Action Step 3: Acquire public pedestrian easements within common ground areas of Wentzville subdivisions, under the plat approval process, which connect to public sidewalks for the construction and maintenance of a public pedestrian trail network, as indicated upon Map Nos. 15 and 28.

Goal 4: Preservation and conservation of mature trees and existing tree masses and canopies in order to protect existing natural resources, minimize damage and destruction via development, provide shade, protect wildlife habitat, reduce air pollution, to stabilize existing soils, to buffer and screen and generally enhance the City of Wentzville's physical and aesthetic environment, thereby generally protecting and enhancing the quality-of-life of the City's citizens.

Objective 4.1: Maintain a Municipal Tree Ordinance to accomplish the stated goal(s).

Action Step 1: Proactively market and promote the purpose and intent of the goal and ordinance text.

Action Step 2: Appoint a Board of Environmental Quality, or consider expanding the existing Stormwater Advisory Committee and create a Community Forest Plan (written document to guide efforts) to achieve this and related natural resource goals and objectives.

Action Step 3: Retain the services of a Community Forest Manager/staff member to monitor and enforce the future Municipal Tree Ordinance.

Action Step 4: Maintain a Natural Resources Map (Map No. 13) to indicate preservation and conservation areas, waterways, wetlands, sensitive areas, etc.

Goal 5: Provide for a mixture of land uses that are compatible and complementary to one another.

Objective 5.1: Regularly update the City's Comprehensive Plan to identify desirable land use configurations and pursue the adoption of specific ordinances designed to realize the goals of this document.

Action Step 1: Implement planned highway systems and make changes in the zoning of land to achieve compliance with the plan, and upgrade regulations.

Action Step 2: Strengthen land use buffer requirements within the zoning regulations to screen adjacent land uses to achieve compatible relationships and improve the appearance of the community.

Action Step 3: Zoning District selection and adoption for a given area of the City should be based upon the nature of the proposed development and its compatibility to the existing adjacent development or land uses depicted upon the Comprehensive Land Use Plan. Issues of appropriate access, orientation, natural physical attributes, buffering and overall site design of the proposed residential development shall be evaluated.

Goal 6: Adopt specific regulations which accommodate and encourage the installation of electric vehicle charging stations within commercial and industrial developments.

Objective 6.1: Amend City policies and adopted regulations to better accommodate the installation and advertising of electric vehicle charging stations throughout the City.

Action Step 1: Evaluate current and future demand for electric vehicle charging stations in the City and explore any advantages/disadvantages associated with the installation and use of such devices.

Action Step 2: Assess current regulatory framework to identify any policies or ordinances which may discourage or impede the installation of such electric vehicle charging stations.

Action Step 3: Pursue amendments to City regulations to encourage and support the widespread installation of electric vehicle charging stations with reasonable restrictions and performance criteria.

Goal 7: Pursue an expansion of services within the City to accommodate a growing senior citizen population.

Objective 7.1: Explore opportunities, benefits and costs associated with the potential expansion or relocation of the Green Lantern senior citizen center.

Action Step 1: Evaluate the current and future needs of the senior citizen population and compare them to the current service capabilities of the existing senior center.

Action Step 2: If a need for greater senior center is established, evaluate existing Green Lantern facility to determine if an expansion would be possible to meet these needs or if a new facility is necessary.

Action Step 3: Coordinate with City and community leaders to identify, develop and enact a plan of action to meet the identified need.

Objective 7.2: Explore the inclusion of senior citizen services within a potential multigenerational center.

Action Step 4: Evaluate the results and recommendations of the Feasibility Study for a new Multigenerational Center, completed in May of 2018, and consider them for inclusion in future planning for this facility.

Economic Development

Goal 1: Attract and retain sustainable businesses and industries, while promoting strategies to optimize economic development opportunities which will benefit the citizens of the community.

Objective 1.1: Create and implement a targeted approach to economic development efforts.

Action Step 1: Implement the strategies and recommendations of the adopted 2015 *Economic Development Strategic Plan*.

Objective 2.5: Foster a positive climate for commercial and industrial retention and expansion.

Action Step 1: Visit companies to determine needs.

Action Step 2: Establish regular Mayor's roundtable to discuss needs or issues.

Action Step 3: Create a business appreciation event.

Action Step 4: Recognize companies for extraordinary community contributions.

Action Step 5: Invite other community companies to promote the community for other potential new businesses. Establish linkages with other institutions and organizations involved in promotion of business development for information and referrals.

Implementation Tools

As discussed at the beginning of this chapter, the Comprehensive Plan is intended to assist in the decision–making process. Should City and community leaders decide to act upon the information and recommendations of this document they do so through the implementation of policies, ordinances or guidelines designed to achieve specific goals. While an exhaustive discussion of the City's policy and regulatory structure is beyond the scope of this chapter, it is important to highlight a few key documents which are important tools in implementing the goals of this Comprehensive Plan.

- **Annexation Policy**
  The Annexation Policy, as adopted by the Board of Aldermen in 1998, is designed to facilitate formal analysis and review of requests for Annexation into the City of Wentzville, and of requests for utility extensions from the City of Wentzville. The review process is intended to assist the City in creating orderly incorporation of property into the City of Wentzville and orderly development of the community and to maximize the efficiency of its utility infrastructure.

- **Zoning Ordinance**
  The Zoning Ordinance (Land Use Regulations) is perhaps the most important regulatory tool to ensure implementation of the Comprehensive Plan. The Zoning Ordinance, which consists of text and the Official Zoning Map, reflects the community's minimum quantitative and qualitative standards for development in the community. The text illustrates a variety of zoning districts, specifies permitted land uses, sets standards for placement/mass and governs the appearance of development. Zoning Districts illustrated in the text are typically cross referenced to an Official Zoning Map, which designates a district for all land in the city. The structure of the Zoning Ordinance is that of a traditional or conventional zoning document, having uses expressly permitted or conditionally allowed within a particular stated zoning district, and it must be an appropriate companion to the traditional Land Use Plan as found in this plan.

  The City of Wentzville has worked to implement progressive Zoning Regulations. The various districts may require certain building materials and design criteria in order to improve site development proposals, offering flexibility in site design, and allowing the City to manage the level of activity/intensity of uses that are proposed. Implementation of "Planned" Residential, Commercial and Industrial Zoning Districts also assist the City of Wentzville in achieving the desired components of the Comprehensive Plan.

  In order for the Comprehensive Plan to be successfully implemented, the Official Zoning Map of the City shall be amended to ensure that the location of Zoning Districts coincide with the Land Use Goals of the Comprehensive Plan. Such amendments will likely result in making current land uses legally non-conforming, but such uses can continue indefinitely under certain circumstances.

- **Subdivision Ordinance**
  The Subdivision Ordinance is a very important tool to ensure implementation of the Comprehensive Plan. This Ordinance provides the minimum quantitative and qualitative standards for installation of improvements or infrastructure to accommodate or facilitate development. The Ordinance prescribes the framework for development, whereas the Zoning Ordinance sets specific standards for development within such framework.

In response to the adoption of this Comprehensive Plan, revisions to the existing Subdivision Ordinance should be undertaken to ensure its alignment to the goals and objectives of the Comprehensive Plan.

- **Land Use Plan**
  As discussed within *Chapter 7: Land Use*, the City of Wentzville's traditional zoning structure is an appropriate companion to its Land Use Plan (Map No. 15). Conflicts between an applicant's zoning and/or development requests may occur in areas of the City planning limits that involve transitional land uses, or for other unknown reasons.

  In the event of a petition/application being received by the City of Wentzville that is in conflict with the adopted Land Use Plan (Map No. 15), or the adopted Goals and/or Actions Steps of *Chapter 7: Land Use*, the petition/application shall be closely evaluated prior to a decision. The strict approach to the implementation of the Land Use Plan Map and/or Goals would require the petition to be tabled for further study and review and a formal amendment to a portion of the Comprehensive Plan. The Planning and Zoning Commission may, prior to providing the Board of Aldermen a recommendation on the submitted petition/application, evaluate a specific petition/application as it relates to the existing and planned surrounding land uses, and the existing and planned surrounding zoning.

  It is the goal of this amendment process to invite discussion and evaluation of a petition in conflict with the plan and to hear public comments for or against the request; therefore, scheduled public hearings should be accomplished to solicit public input. The Planning and Zoning Commission may choose to hear public testimony, evaluate, and either postpone the petition for further review of the Land Use Plan and its goals, or render a decision to the Board of Aldermen under normal agenda scheduling.

- **Architectural Review Guidelines**
  Architecture is an important concept as it relates to the growth and continued prosperity of a City. The design of a building is certainly vital for the function of the building and site safety, but it also contributes to the outward appearance of the City as a whole. The following definitions related to this topic are provided by the American Planning Association (APA):

  Architecture: *The art and science of designing and constructing buildings adapted to their purposes, one of which is beauty.*

  Architectural Review: *Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings.*

  Traditional zoning regulations have historically been challenged on their inability to produce high-quality development. This should not be surprising, as classic zoning regulations have been a quantitative, rather than a qualitative, approach to regulating development. Classic zoning regulations are "bulk" rules, dealing with general themes (height, density and spacing) rather than including aesthetic evaluations to ensure that a proposed project is a good "fit" in the community. After decades of litigation, case law has been established in support of aesthetic based zoning regulations. Such authority

has been proven to rest with county or city governments as enabled by State Statutes. The State of Missouri enables cities, such as Wentzville, to impose reasonable regulations, provided standards are not arbitrary, capricious or overly burdensome.

In order to improve its zoning regulations, the City of Wentzville has taken steps over time to enhance and preserve the appearance of key areas within the City via the adopted Zoning Ordinance. All commercial and industrial projects within the City are required to adhere to a specific set of architectural requirements in order to promote high quality and economically sustainable developments. In addition to these general requirements, the City has also adopted the Highway Frontages and Wentzville Parkway Overlay Districts, which impose additional aesthetic criteria along the City's important commercial corridors. Special attention has also been paid to the City's Historic Downtown area with the requirement that all projects reflect the historic materials and character of the area. The City has created the *Village Center Design Manual* for business owners and developers to utilize when planning projects in an effort to encourage the preservation and redevelopment of this important area.

In order to ensure that these various standards are being met each project must undergo an extensive architectural review. Currently this function is performed by the City's Planning and Zoning Commission and Board of Aldermen during the development application review process. However, there has been discussion in past Comprehensive Plan documents regarding the establishment of an independent architectural review committee formed of design professionals and architects. The establishment of such a committee is not a current goal of this plan, but could be considered by the City in the future should more architectural control be desired by City leaders.

- **Floodplain Management Ordinance**
  The City of Wentzville is a participating member of the National Flood Insurance Program (NFIP). The Zoning Ordinance contains standards for development within flood-prone areas as identified upon the Federal Insurance Rate Maps (FIRM), first adopted by Ordinance #1255 in the City of Wentzville. Flood-prone areas are highly undesirable for any type of development involving investment in structures. With the obvious dangers associated with floodplains, all improvements must be evaluated for potential damage to life and property, under current Municipal Regulations.

  The City views floodplains as a resource for development of recreational open space. The Land Use Plan and the *Chapter 6: Parks, Recreation and Open Space* describe the City's desire to utilize flood-prone areas for potential nature trails and bikeways in the City; i.e., Peruque Creek, Sam's Creek, Dry Branch, McCoy Creek and all other areas identified as floodplain upon the Federal Insurance Rate Maps.

- **Engineering Design Criteria**
  In July of 2017, the City of Wentzville adopted the current Engineering Design Criteria (EDC) and the Standard Specifications and Construction Details (SSCD) via Ordinance #3758. These documents regulate the design, construction, maintenance, and alteration of all roads, sewers, water mains, stormwater drainage facilities, etc. within the City's jurisdiction.

- **Capital Improvement Plan**
  This Comprehensive Plan discusses a wide range of projects which are intended to have positive impacts upon the residents of Wentzville and the region as a whole. While each

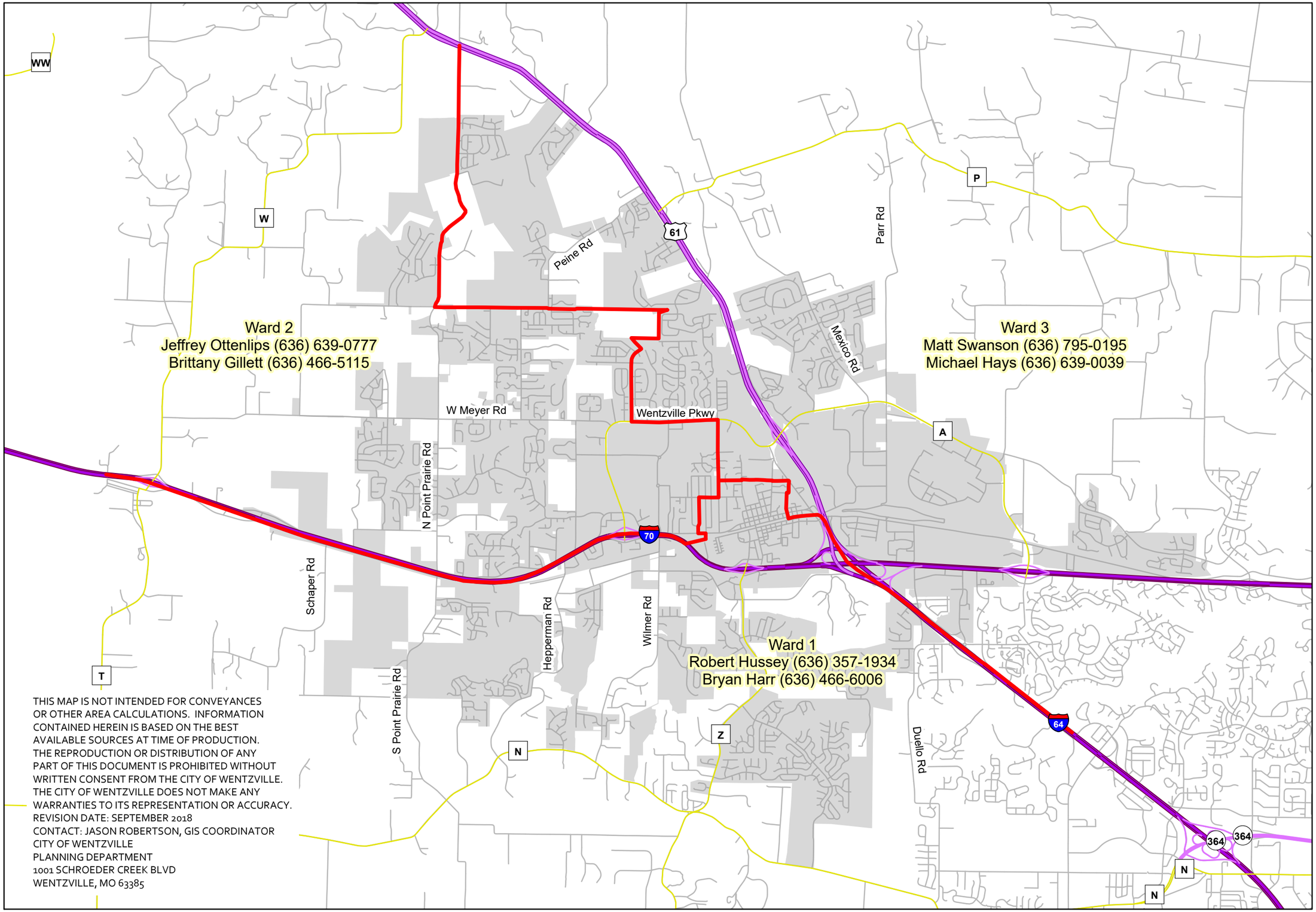
of these projects has merit, they may come with significant financial costs. As financial resources are limited, the City must carefully balance planned expenditures against projected revenues to ensure that adequate funds remain to maintain uninterrupted public services. This means that projects must be prioritized, funded and implemented over multi-year periods. This is managed through the use of a revolving five-year Capital Improvements Program.

A five-year Capital Improvement Plan allows the City to proactively plan for future capital needs well in advance, yet allow flexibility for changing or emergency needs. The City's current *2018-2022 Capital Improvement Plan* anticipates approximately $126 million in capital projects over the next five years. Projects included within this plan are selected through a series of budget work sessions and strategic planning meetings between City staff and the Board of Aldermen. The Board of Aldermen bears the ultimate responsibility of evaluating and approving all projects denoted in the Capital Improvement Plan.

Appendix

Map No. 16 Municipal Wards

October 2018



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REVISION DATE: SEPTEMBER 2018

CONTACT: JASON ROBERTSON, GIS COORDINATOR
CITY OF WENTZVILLE
PLANNING DEPARTMENT
1001 SCHROEDER CREEK BLVD
WENTZVILLE, MO 63385

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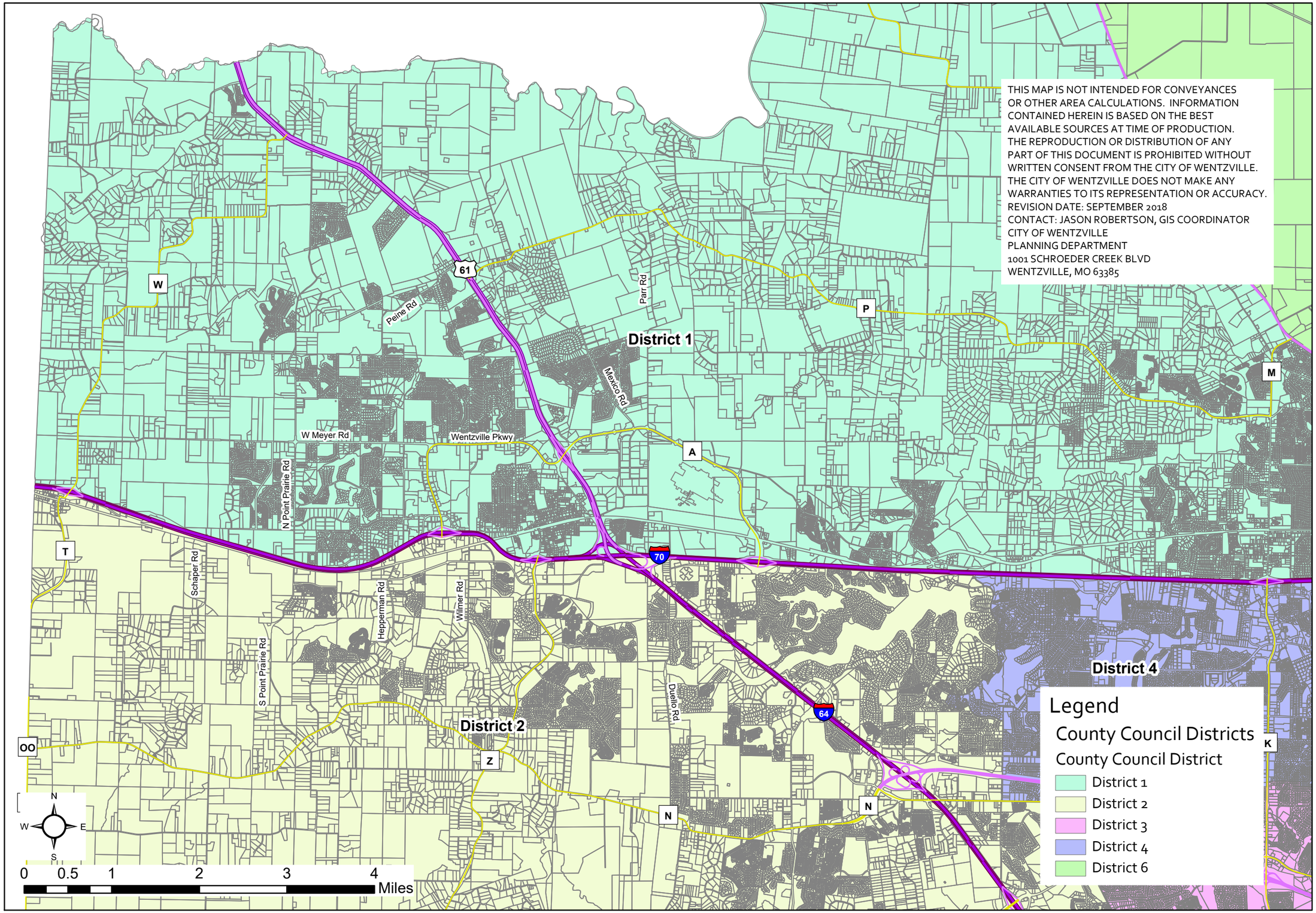

Map No. 17 County Council Districts

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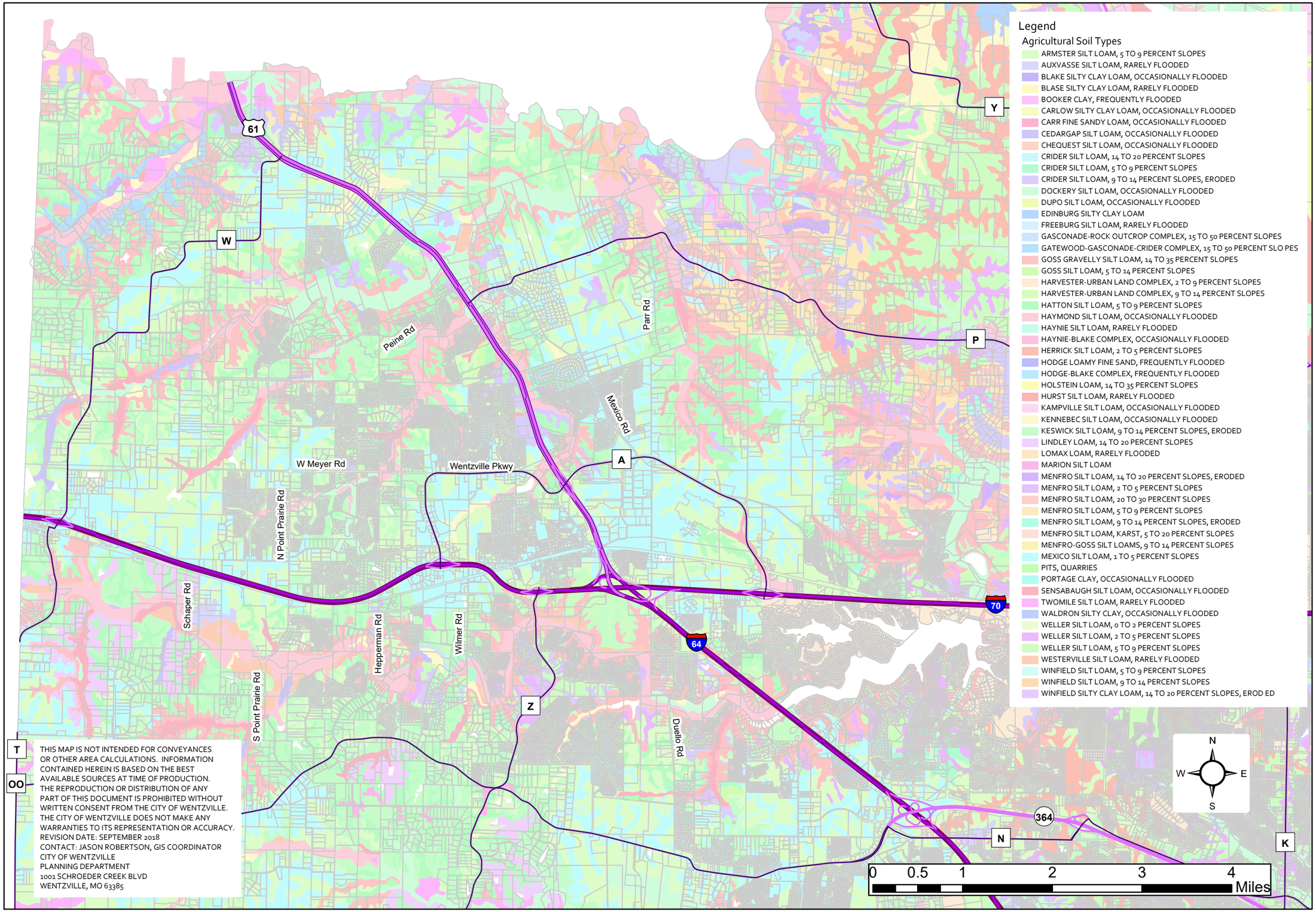

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CITY OF WENTZVILLE
PLANNING DEPARTMENT
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Map No. 18 Soil Types

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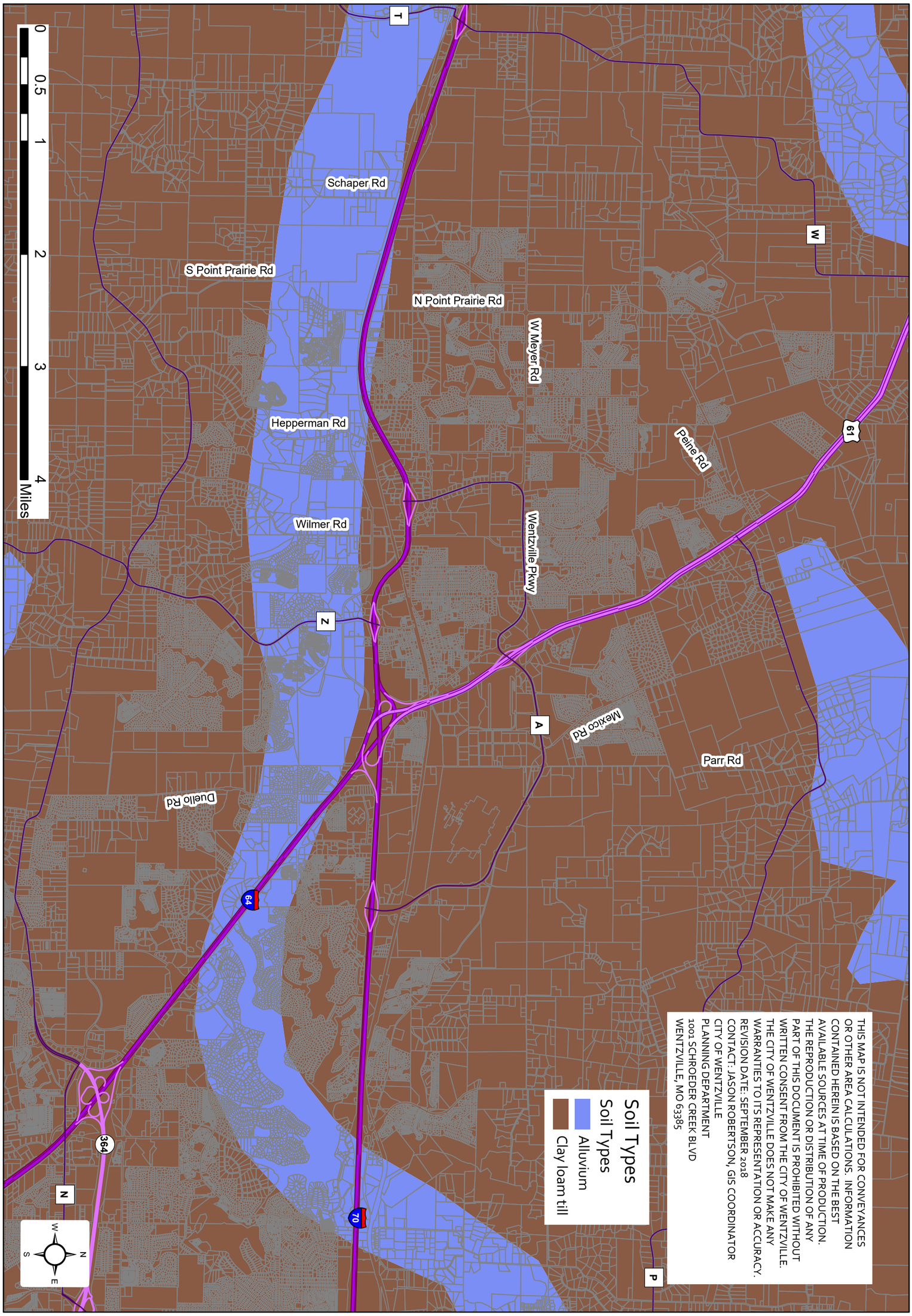

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Map No. 19 Major Soil Groups

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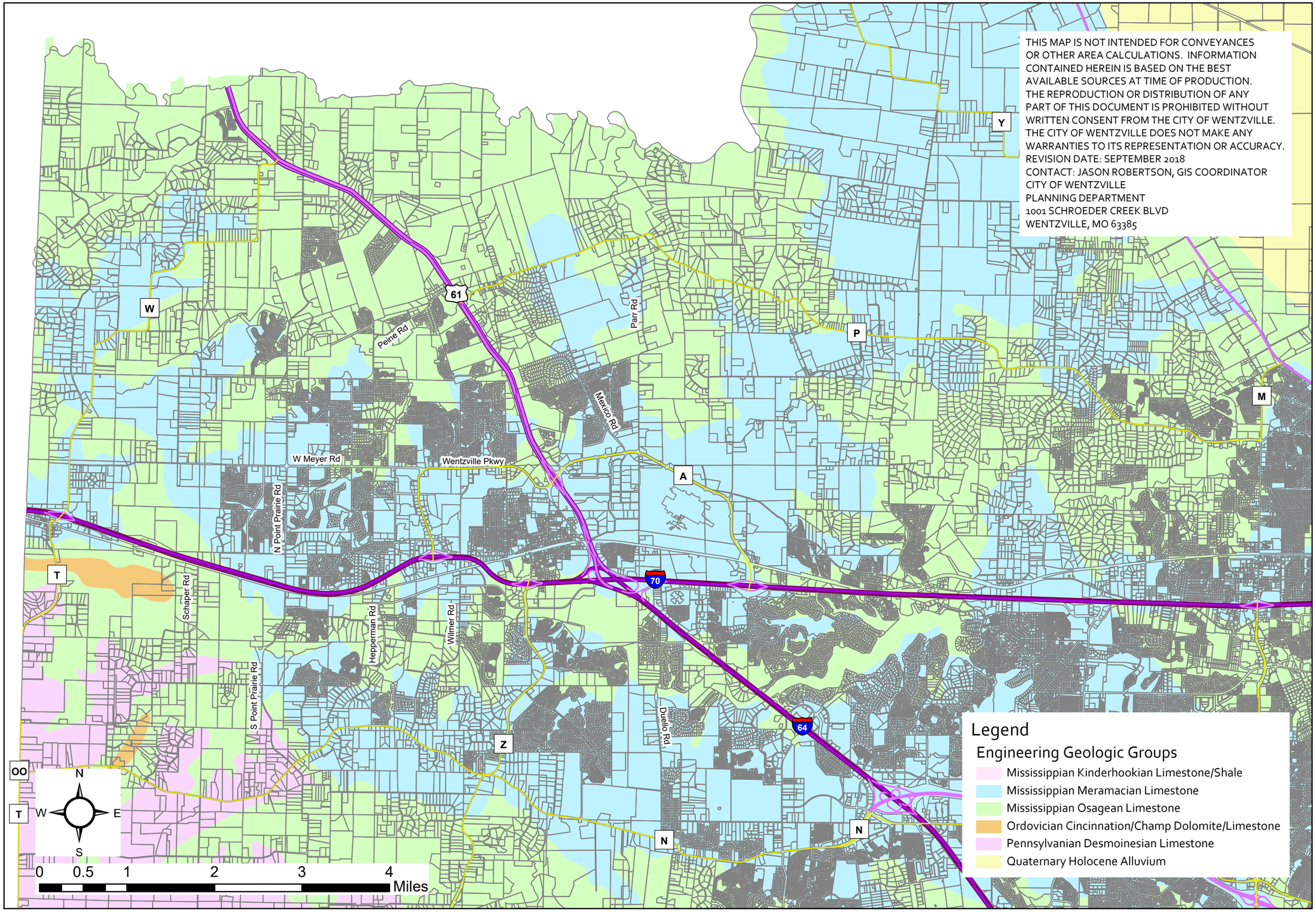

Map No. 20 Geologic Groups

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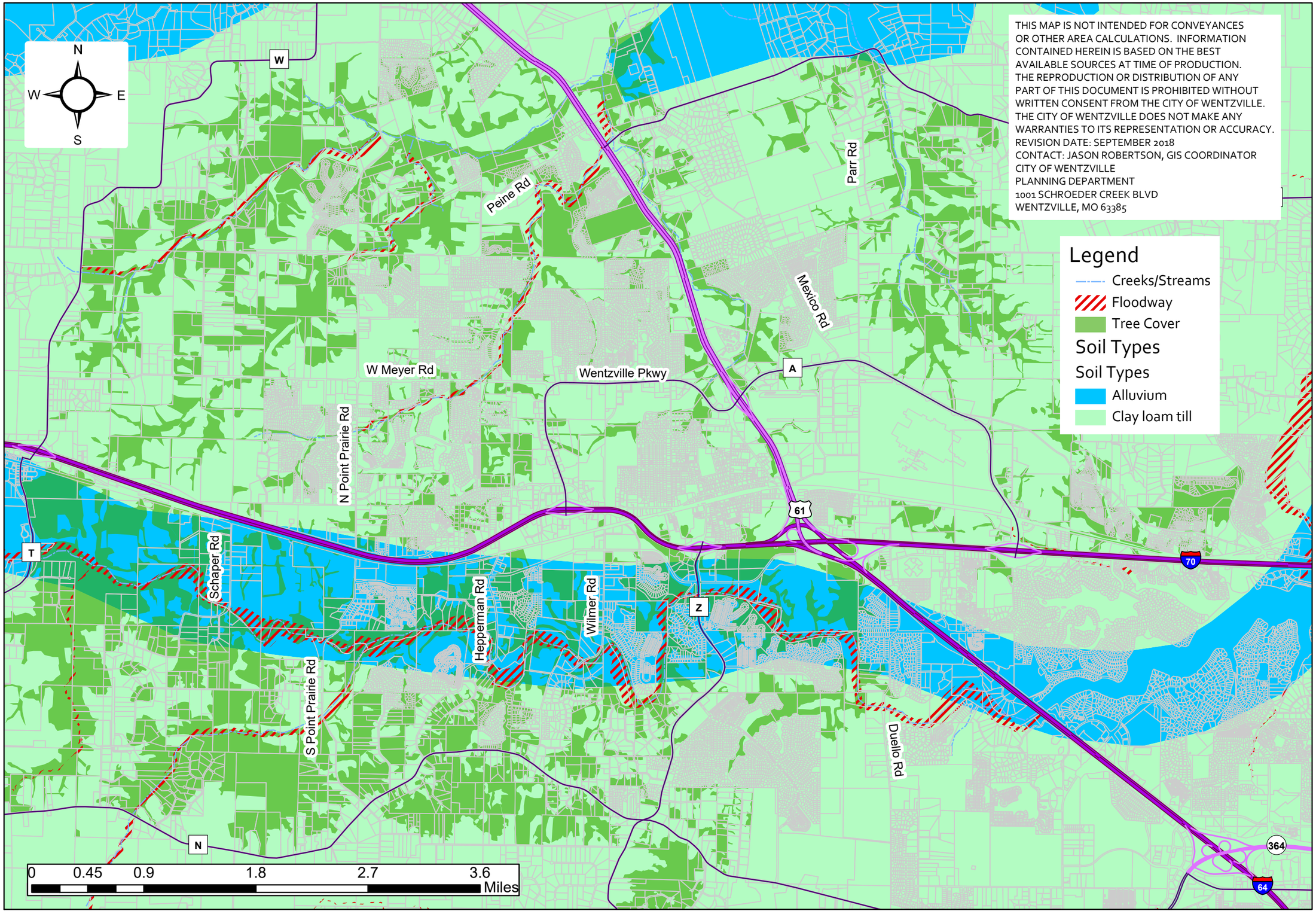

Map No. 21 Natural Resources Map

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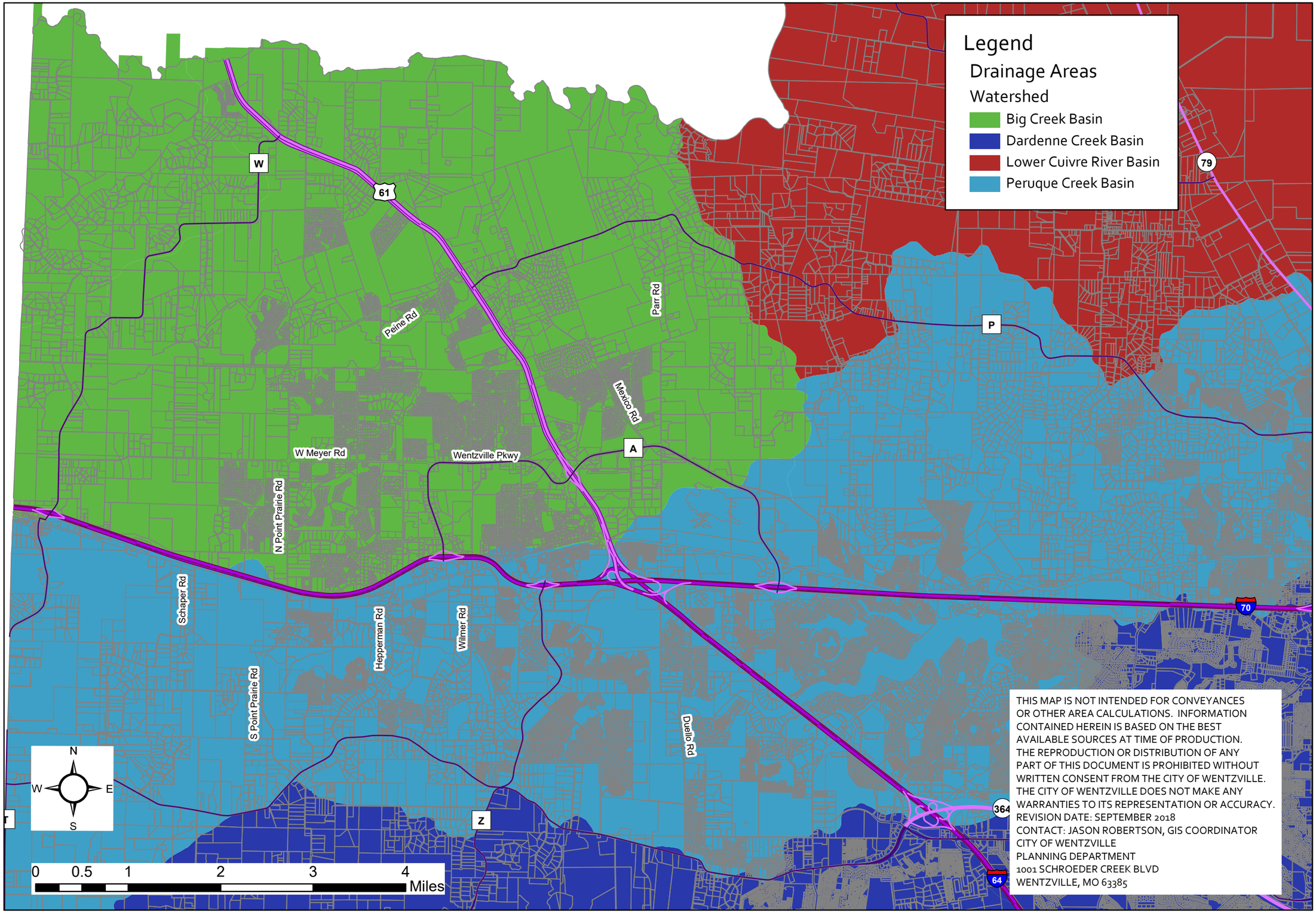

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CITY OF WENTZVILLE
PLANNING DEPARTMENT
1001 SCHROEDER CREEK BLVD
WENTZVILLE, MO 63385

Map No. 22 Drainage Areas

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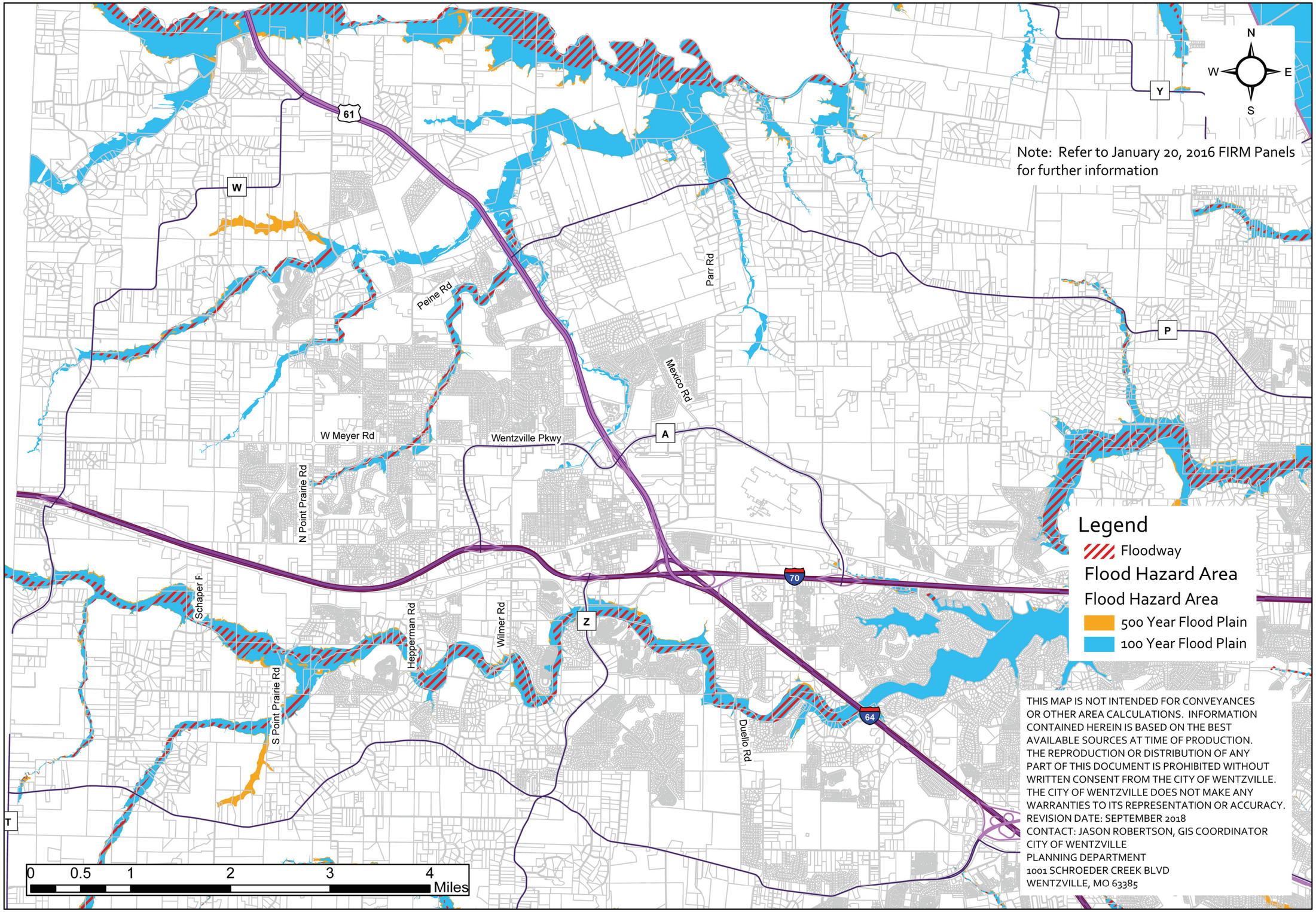

Map No. 23 Wentzville Flood Zones

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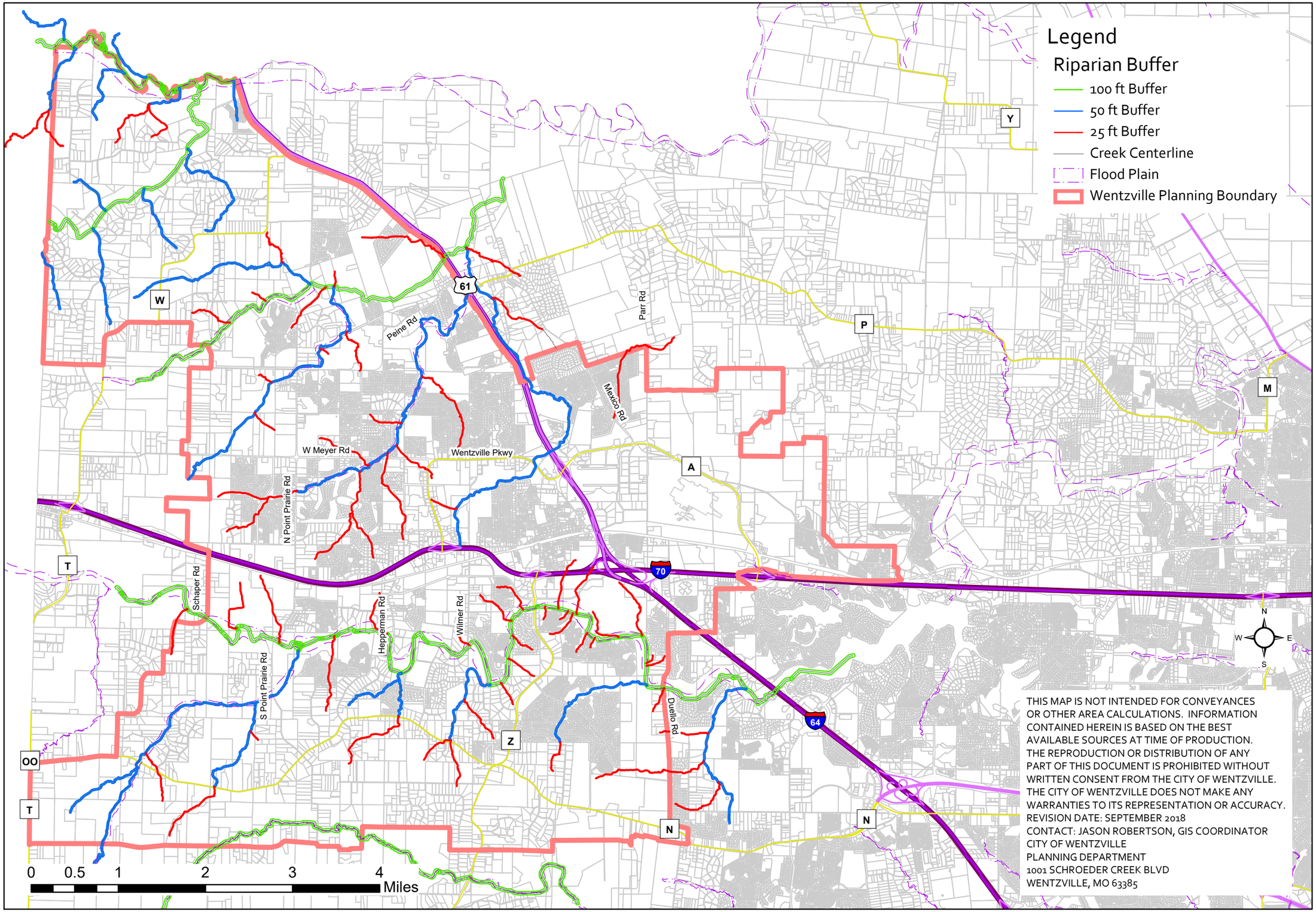

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CITY OF WENTZVILLE
PLANNING DEPARTMENT
1001 SCHROEDER CREEK BLVD
WENTZVILLE, MO 63385

Map No. 24 Natural Watercourse & Riparian Bufffer Protection

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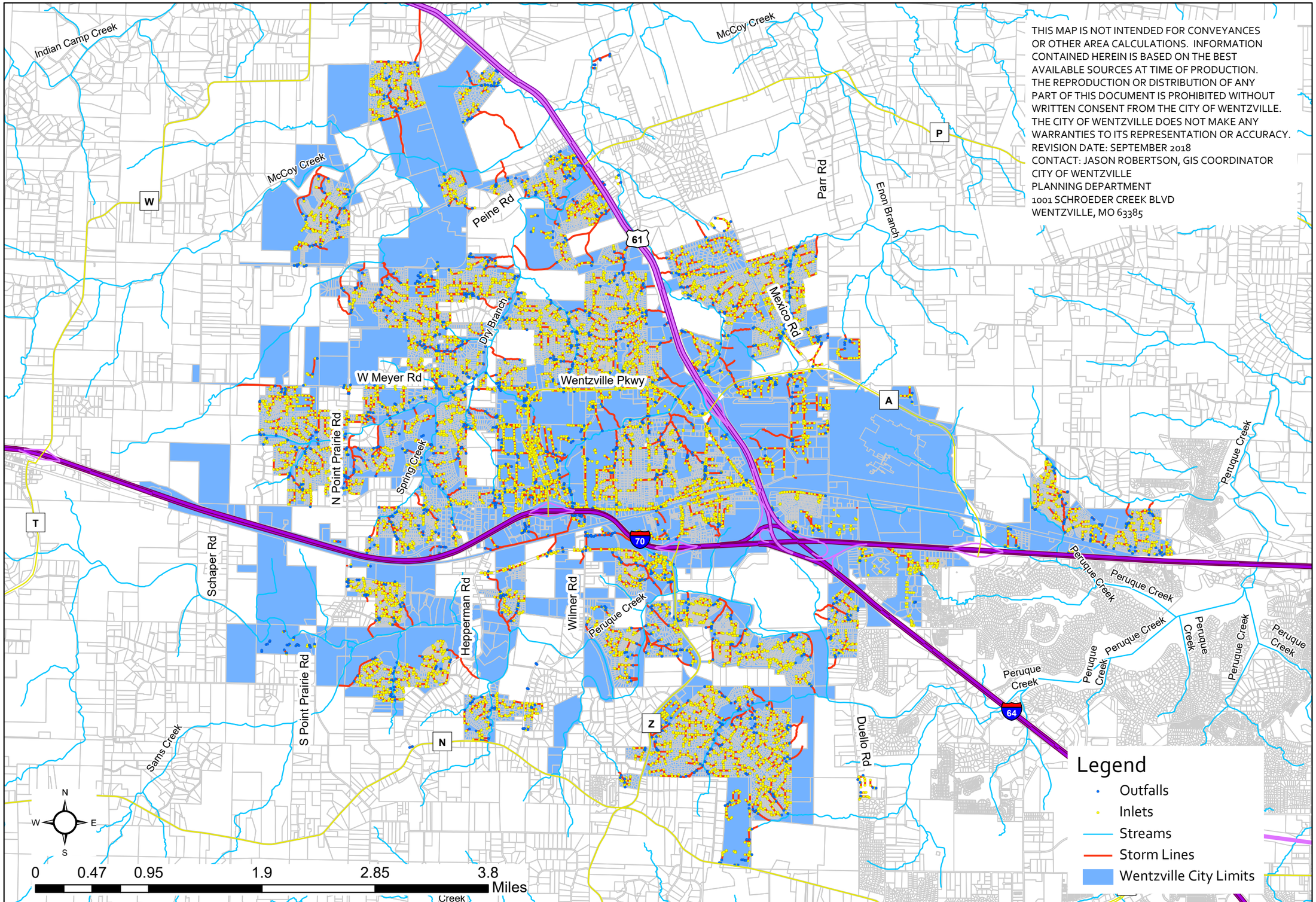

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CITY OF WENTZVILLE
PLANNING DEPARTMENT
1001 SCHROEDER CREEK BLVD
WENTZVILLE, MO 63385

Map No. 25 Stormwater System

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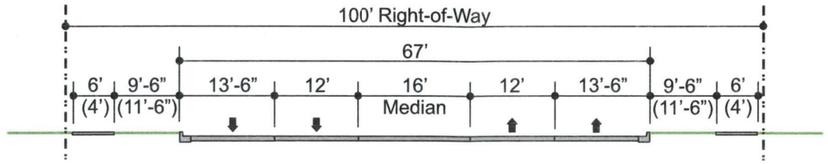
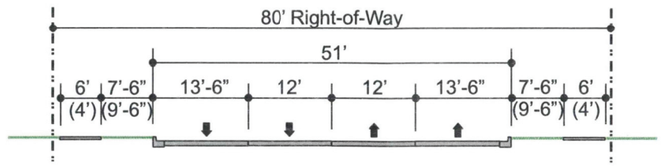


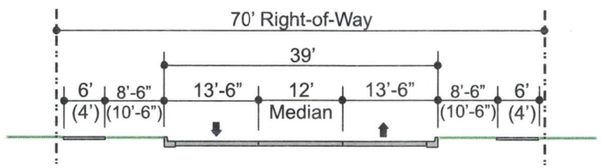
Major Arterial

2



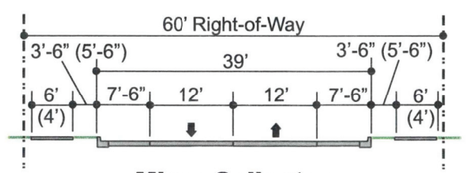
Minor Arterial

3



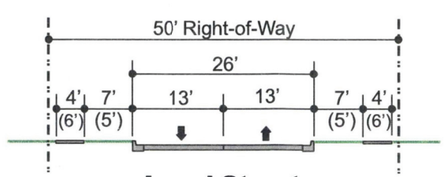
Major Collector

4



Minor Collector

5



Local Street

Note: Refer to the City's Engineering Design Criteria for additional information & alternative roadway sections/data

Wentzville
The Crossroads Of The Nation
HNTB

Wentzville, Missouri

Transportation Master Plan

Typical Sections

1 5 Lanes
Minimum ℄ Radius 955'
Speed Limit 40-50 MPH
ADT Range =
8,000 – 35,000

2 4 Lanes
Minimum ℄ Radius 955'
Speed Limit 40-45 MPH
ADT Range =
5,000 – 24,000

3 3 Lanes
Minimum ℄ Radius 382'
Speed Limit 30 MPH
ADT Range =
2,000 – 10,000

4 2 Lanes
Minimum ℄ Radius 382'
Speed Limit 25 MPH
ADT Range =
1,000 – 8,000

5 2 Lanes
Minimum ℄ Radius 150'
Speed Limit 25 MPH
ADT Range = < 2,000

Map No. 26 Street Construction Standards

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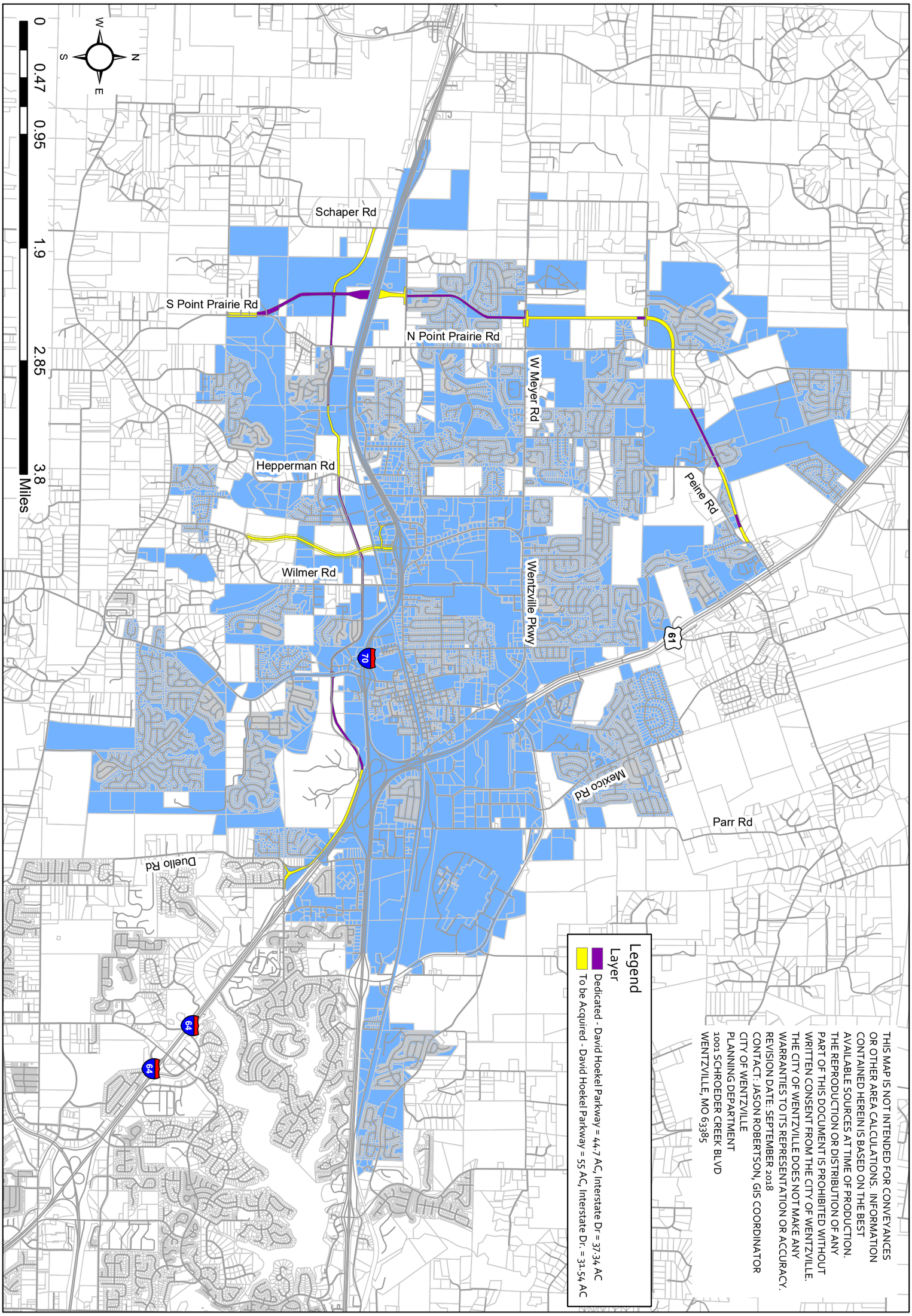
City of Wentzville
Community Development Department
Planning & Zoning Division
Geographic Information Systems



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Planning & Zoning Division
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Map No. 27 Corridor Preservation

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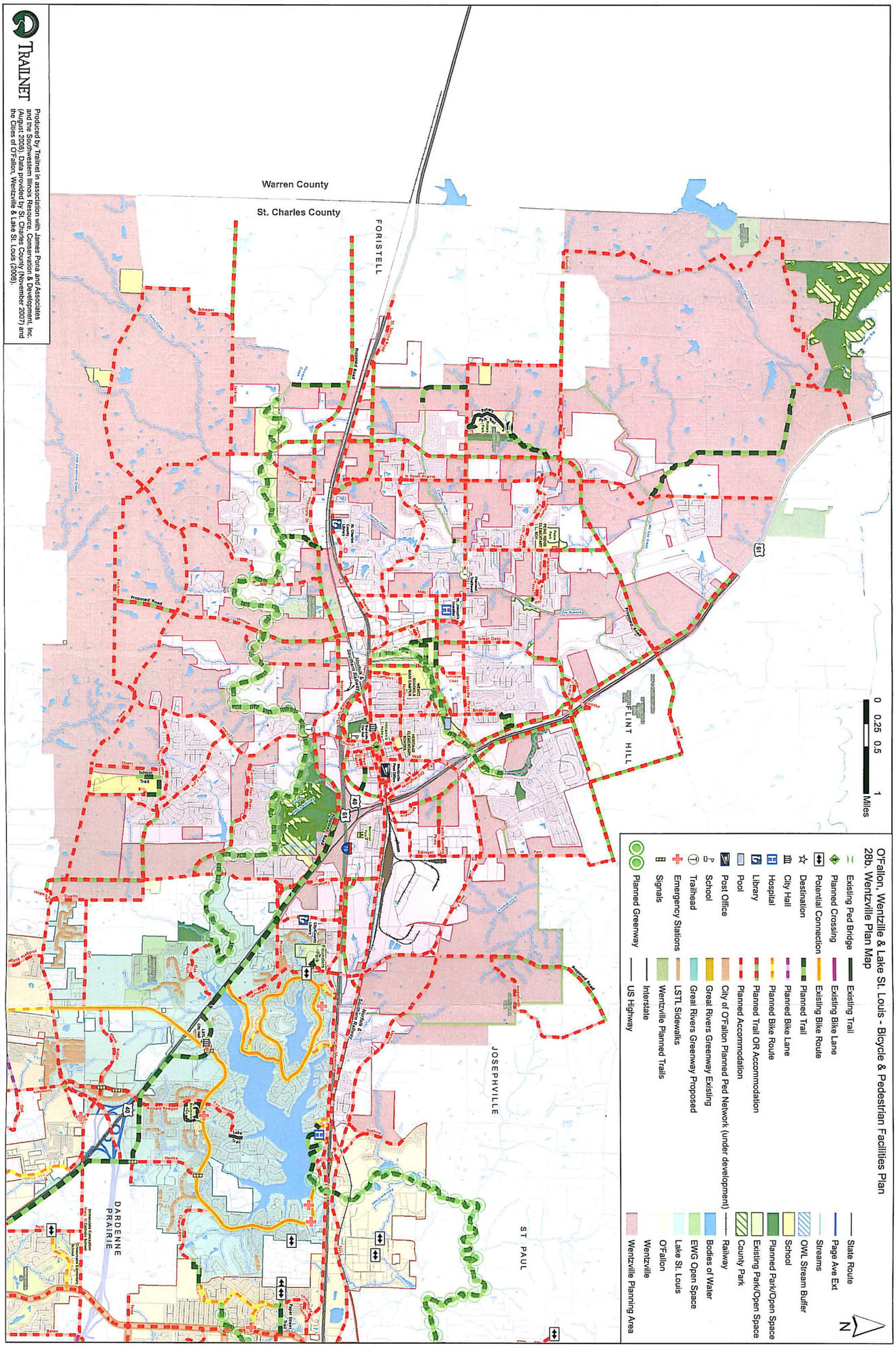

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Geographic Information Systems

Map No. 28 Bicycle and Pedestrian Facilities Plan

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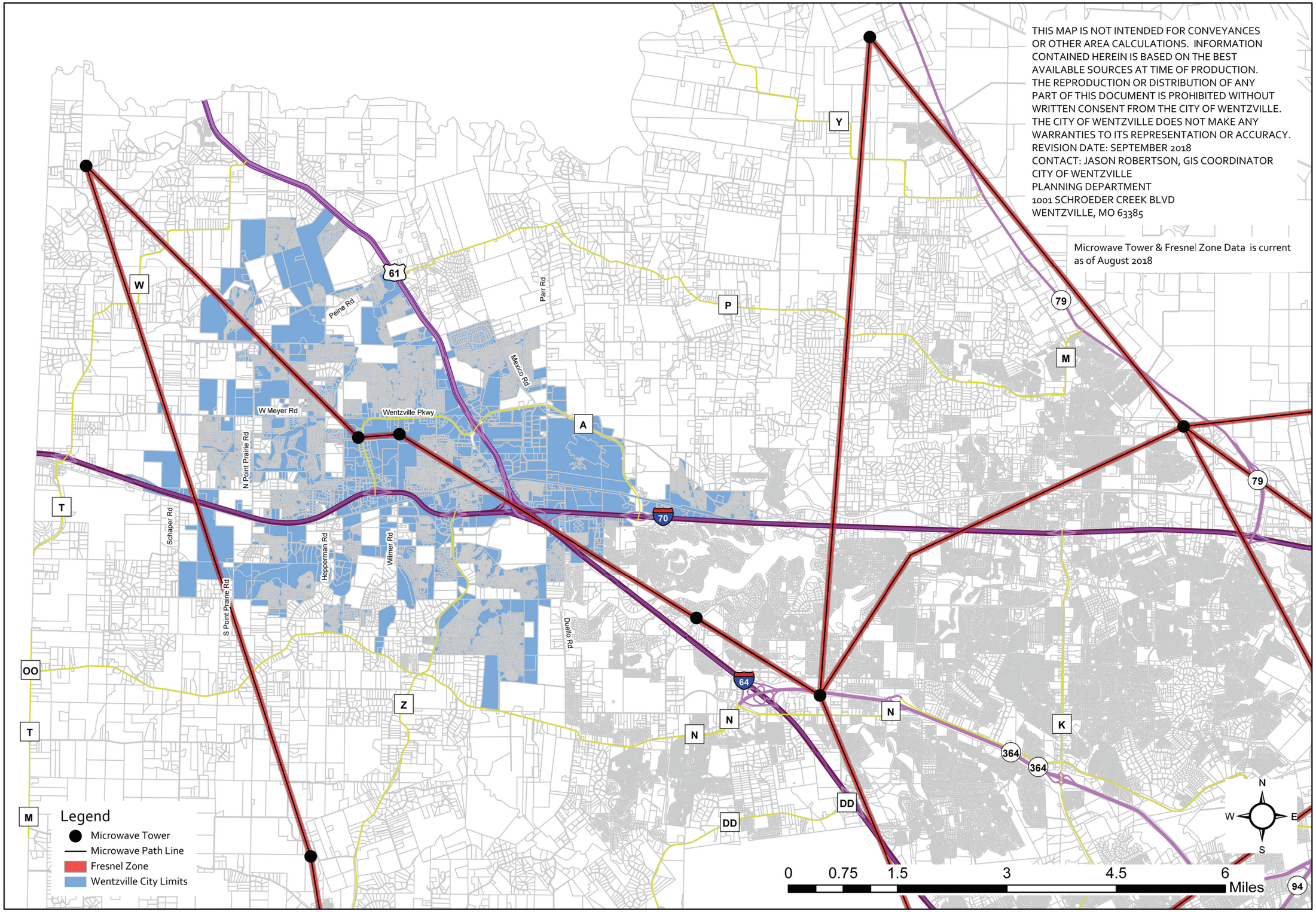

Map No. 29 Microwave - Fresnel Zone

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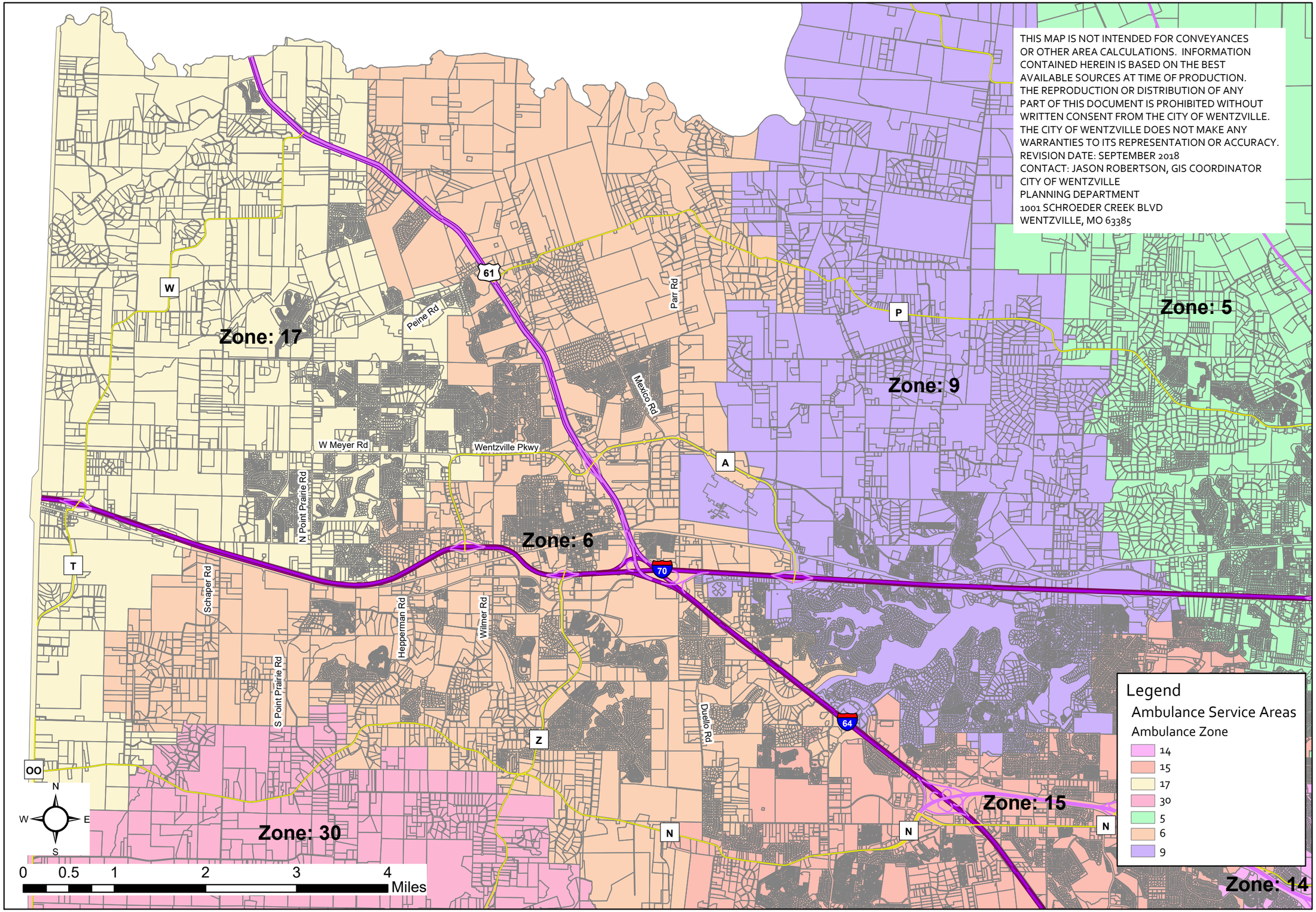

Map No. 30 Ambulance Service Areas

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City of Wentzville
Community Development Department
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An inventory of available or "buildable" lots has been performed for the subdivisions on the preceding page within the City limits. The lots included with this survey (Recorded Total Lots Column) contain all improvements and streets constructed following City standards and are represented on a recorded "Record Plat".

The subdivisions surveyed are the "newer" subdivisions, which are "active", and also includes future sudivisions which are approved. Also provided, are the preliminary plats total number of lots for each development, and a percentage of lots developed in each neighborhood.

A substantial number of lots exist (approximately 2,318 lots) which are lots approved upon Preliminary Plats of these subdivisions and not yet recorded. The listed "Available Lots Recorded" (second column) represents lots with completed streets and infrastructure without homes constructed. Population growth will continue as new dwellings are completed on these lots in the future. *(Population estimates uses 2.7 people per household as the recommended multiplier by the State Demographer.)*

The population in the City reported by the U.S. Census in 2010 was 29,070 (April 1, 2010).

Current estimated City population is 40,418.

Cost of Living
Our cost of living indices are based on a US average of 100. An amount below 100 means a city is cheaper than the US average. A cost of living index above 100 means a city is more expensive.

Overall, Wentzville (zip 63385), MO cost of living is 104.

Cost of Living	Wentzville, MO	United States
Overall	104	100
Food	96.5	100
Utilities	108	100
Miscellaneous	97	100

Source: Sperling's Best Places

Mayor and Aldermen

Mayor
Nick Guccione
(636) 639-0354

Ward 1
Bryan Harr
(636) 466-6006

Robert Hussey
(636) 357-1934

Ward 2
Michael Rhoades
(636) 357-4780

Brittany Gillett
(636) 466-5115

Ward 3

Linda Wright
(636) 357-4997

Matt Swanson
(636) 795-0195

For more information please feel free to explore the city's webpage located at www.wentzvillemo.org or you can contact the City directly at (636) 327-5101.

City of Wentzville New Subdivisions Map

Wentzville, Missouri

Map No. 31

Wentzville Missouri
The Crossroads of the Nation

For More Information Please Contact:

Doug Forbeck
Community Development Director

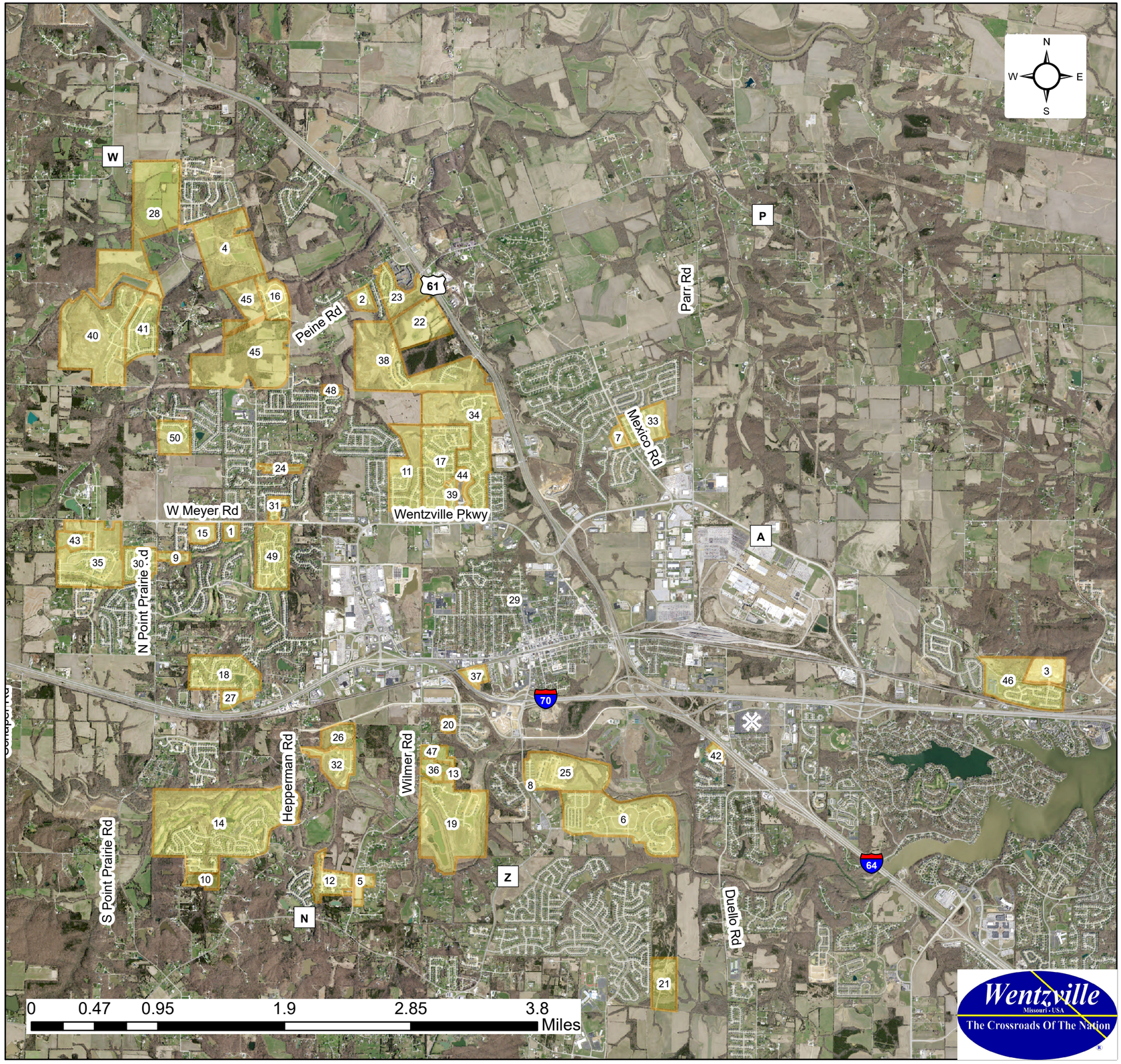
Phone: (636) 639-2031
Fax: (636) 327-4892
Email: douglas.forbeck@wentzvillemo.org

Charles Senzee
Senior Planner

Phone: (636) 639-2065
Fax: (636) 327-4892
Email: charles.senzee@wentzvillemo.org

Community Development Department
1001 Schroeder Creek Blvd
Wentzville, MO 63385

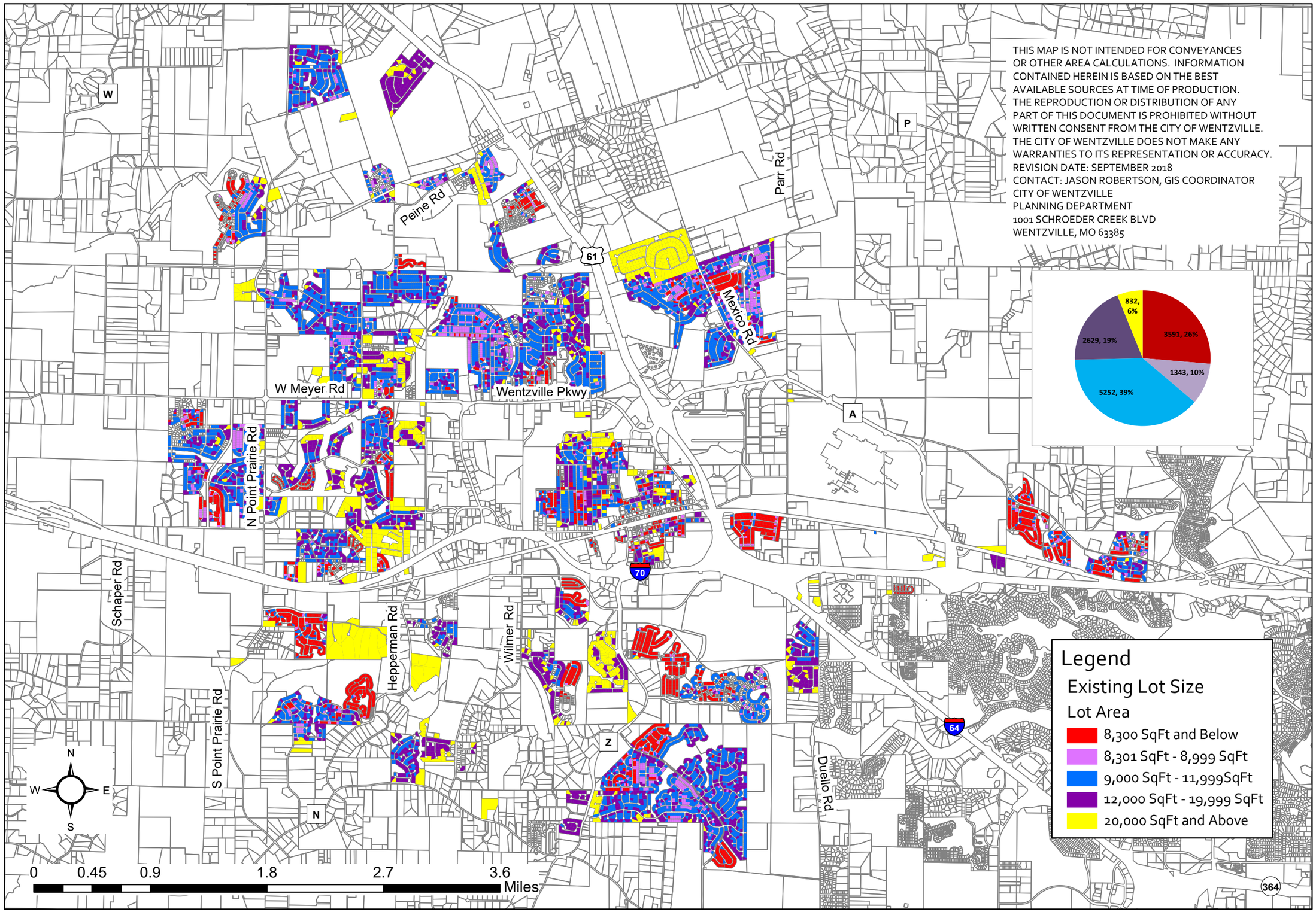
Updated: December 19, 2017



Map No. 31
December 19, 2017

Map #	Subdivision	Recorded Total Lots/Units	Available Lots Recorded	Preliminary Plat Total Lots	% of Lots Vacant
1	Adonai Place	0	0	6	
2	Barclay Place	33	9	33	27%
3	Brook Ridge Estates	105	34	105	32%
4	Brookstone	0	0	285	
5	Cambridge Falls	29	19	29	
6	Carlton Glen Estates	501	97	501	19%
7	Carriage Homes on the Park at Love Lane	0	0	23	
8	Commons at Peruque Hills	0	0	15	
9	Copper Creek Manor	18	18	18	
10	Copper Stone Valley	0	0	37	
11	Crystal Creek	223	32	255	14%
12	East Hampton Woods	57	6	57	11%
13	Enclave at Wilmer Valley	7	3	7	
14	Golf Club of Wentzville (The)	484	24	484	5%
15	Hampton Grove	0	0	52	
16	Hannah Ridge Estates	100	33	100	33%
17	Heritage Pointe	356	37	356	10%
18	Huntsdale	215	14	215	7%
19	Manors at Wilmer Valley	261	86	264	33%
20	Meadows at Cimarron	21	21	21	100%
21	Meadowside	0	0	91	
22	The Oaks at Lexington	142	36	205	25%
23	Peine Lake Estates	82	6	82	7%
24	Peine Valley	21	18	21	86%
25	Peruque Hills Estates	299	45	299	15%
26	Pinewoods Estates	34	34	93	100%
27	Renaissance Crossing	35	20	35	57%
28	Rolwes-Hynes Tract	0	0	412	
29	Scotti's Villa's	15	11	15	73%
30	Shadow Ridge Estates	113	8	113	7%
31	Sherwood Oaks	39	7	39	18%
32	Silver Pine Ridge	76	17	87	22%
33	Stonegate Addition	176	38	176	22%
34	Stone Ridge Canyon	387	54	387	14%
35	Stonemoor	255	82	321	32%
36	The Cedars	8	6	15	75%
37	The Junction	0	0	174	
38	Timber Trace	113	4	241	4%
39	Twin Oaks at Heritage Pointe (Garden Homes)	123	67	142	54%
40	Villages at Huntleigh Ridge	209	115	593	55%
41	Villages at Prairie Bluffs (The)	146	11	163	8%
42	Villas at Quail Ridge	0	0	10	
43	Villas at Stonemoor	90	15	240	17%
44	Villas at Stone Ridge Canyon	46	46	46	100%
45	Westhaven	0	0	226	
46	Westwind Park	148	7	155	5%
47	Wolf Run Estates	0	0	34	
48	Woodlands at Providence	0	0	7	
49	Woodlands at Bear Creek	217	19	217	9%
50	Wynncrest	111	79	111	71%
		5,295	1,178	7,613	22%

* See Back Side For Info



Map No. 32 Existing Residential Lot Sizes

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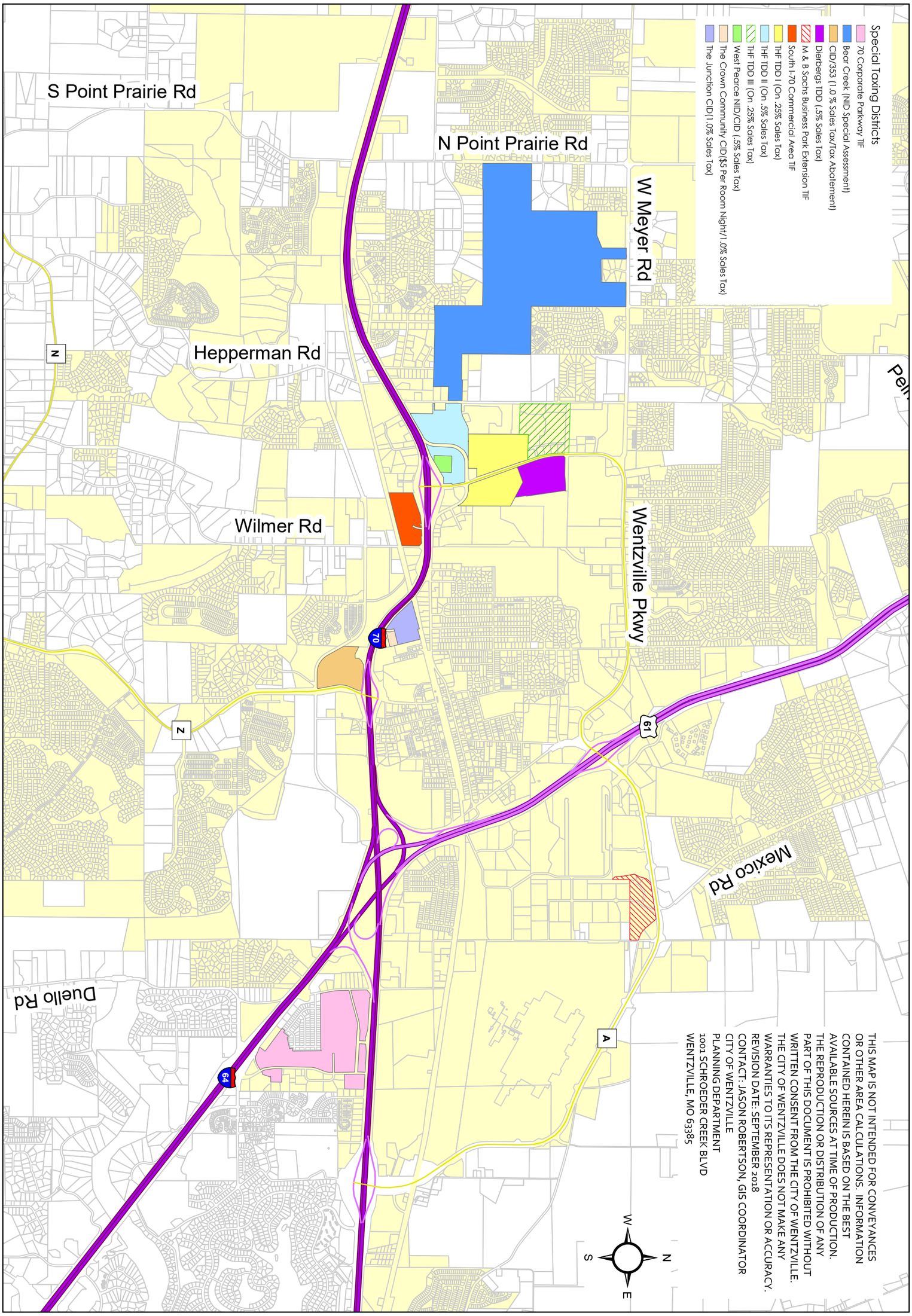

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Map No. 33 Special Taxing Districts

October 2018