



# City of Wentzville Comprehensive Plan

December 3, 2013

## **Mission Statement:**

*The City of Wentzville is a community of neighbors working together to build a better future.*

City Hall: 310 W. Pearce Blvd. Wentzville, MO 63385 · Phone: 636-327-5101 Fax: 636-639-2017  
Community Development: 200 E. Fourth St. Wentzville, MO 63385 · Phone: 636-327-5102 Fax: 636-327-4892

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## **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 further 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.

1. The Wentzville Comprehensive Plan, attached hereto as "Exhibit A", is hereby approved and the Commission hereby orders that the Supplement be made available to the public.
2. All maps, descriptive matter and other matters in the Comprehensive Plan and the May 2009 Downtown Revitalization Study 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 biannually by the Planning and Zoning Commission, Board of Aldermen and City Staff to maintain a current and progressive City Plan.**

Adopted this \_\_\_\_ day of December of 2013.

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Jeff Hackman, Chairman

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Jennifer Lewis, Vice-Chairman

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# EXECUTIVE SUMMARY

## Introduction:

The City of Wentzville is enabled to plan for its future. This Comprehensive Plan (“Plan”) has its roots in the Plan titled “A Community’s Vision” adopted in March of 1999. Prior to the 1999 Plan, Wentzville had taken initiatives to plan for its future, via the Comprehensive Plan prepared in 1989. The 1999 Plan guided the development of Wentzville through October of 2001, when it was updated by the “Amendatory Supplement.” This latest Plan is an update to the 2006 Comprehensive Plan and the 2010 Amendatory Supplement to guide the future development and redevelopment of Wentzville through 2015. The original plan, its amendments, and this plan are the product 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 individuals and groups having a special interest in the future development of Wentzville.

The City of Wentzville is enabled by Missouri State Statute but not required as in some states to plan for its future development. 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 statute, “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.....” To further quote the statute, “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.”

The Plan intends to tell the story of the community, by informing the reader of the community’s past and what it is like today. By describing the current trends and how the community is changing, the Plan also paints a picture of what the community might become, thereby engaging the reader to ponder 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 inflexible, as a mandate of the path the growth must conform to, rather a general policy statement, a guide, and a set of principles providing direction for decisions that will be made.

The majority of the community, outside of the core downtown area of Wentzville (the area bordered by Highway 61 on the east and Highway 70 on the south), under the direction of past Comprehensive Plans, has experienced major construction and growth, via commercial, residential, and industrial improvements. While the City continues to grow in directions out from the core, equally important to the future of the City is the maintenance, revitalization, and

redevelopment of the core areas of the community, due to surrounding new construction and growth. The City's physical setting will allow the community to continue to grow and expand in all directions; thereby, attention should be paid to the core areas of the City, where the City got its start.

In 2008/2009, the City of Wentzville continued the process of building on Phase One (1) of the Downtown Revitalization Program accomplished by the City beginning in 2002. This effort researched, studied and created a master plan for the Downtown or Village Center Area. The City's goal is to strengthen this commercial and service core of the City of Wentzville while increasing residential densities to provide for new markets and housing opportunities. Participants in the planning process worked with the City's consultant to identify ways to improve the aesthetic appearance, economic vitality/opportunity and create a brand or theme inclusive of streetscape design for development to follow to manage the exterior improvements into the future. The City has adopted new Zoning Regulations for the downtown areas along Pearce Boulevard which has assisted in the redevelopment effort. This Zoning structure is planned to expand throughout the study area in the future. The process will follow the National Historic Trusts' State of Missouri Main Street redevelopment approach/framework. Currently, the City is reconstructing Church Street from Wagner Street north to W. Main Street. This construction is following the design guidelines established in the downtown redevelopment document with completion expected in winter 2012.

The planning area for Wentzville's Comprehensive Plan includes an area beyond the City limits that will become part of the Wentzville Community in the future (See Maps No. 1 and 2). All of the areas may not be annexed into the City, but will function as part of the community, influencing traffic and other community activities. North of Interstate 70 the area extends from Flint Hill and Josephville on the east to Foristell and Highway W on the west. South of Interstate 70, the area extends from Lake St. Louis and Duello Road on the east to Foristell and Highway T on the west and includes the area approximately quarter (¼) mile south of Highway N. The community is served, in the large majority, by 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 (See Map 11 – Chapter 4). 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 planned for the future.

Future development of unincorporated areas in this documents planning area will hopefully 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 Plan is divided into nine (9) chapters, and prefaced by an introductory section. The Introduction Section (Pages 1-13) includes the Executive Summary, information on Wentzville, a summary of the history of the community, facts and figures providing information on the state of the City, and location and community information. Chapter One (1) Characteristics and Trends (Pages 14-25) provides information on the population projections, physical geography, employment, and housing information. Chapter Two (2) Transportation (Pages 26-34) identifies past projects, future projects, planned roadways, and details the City's Transportation Master Plan, which is the City's policy guide for Transportation related issues. The Transportation chapter includes the Thoroughfare Plan (Map No. 6 – Chapter 2). Chapter Three (3) Utilities (Pages 35-45) inventories the City's used utilities and identifies water and sewer infrastructure availability, supply and distribution, and details the City's wastewater treatment plant capacity

and planned expansions. Chapter Four (4) Community Facilities (Pages 49-54) inventories City law enforcement, public works, library, medical, education, and senior facilities in the community. Chapter Five (5) Parks and Recreation (Pages 55-79) contains the Parks Master Plan and provides information on the future for parks and recreation in the City. Chapter Six (6) Land Use (Pages 80-96) adopts a revised Land Use Plan Map (Map No. 15 – Chapter 6), and identifies goals and objectives and action steps for the future growth of the community. Chapter Seven (7) Plan Implementation (Pages 97-101) sets policy for Annexation, Zoning ordinance enforcement to accomplish the goals of the plan, Subdivision Regulations to assist in accomplishing the goals of the plan, community design and Floodplain Management policy. Chapter Eight (8) Economic Development Plan (Pages 102-107) identifies Economic Development Policy approaches relating to special funding sources, and declares the City's energy to establish an Economic Development Strategic Plan. Chapter Nine (9) Capital Financial Plan (Pages 108-110) outlines revenue sources and financial details of the City. The Appendix (Pages 111-130) contains Annexation Policy and various maps, referred to throughout the plan, grouped at the end of the document for easy reference. Various other maps exist within the Plan chapters for easy reference.

The overall future for the City of Wentzville is bright despite a recent economic downturn. The core City is stable and remains an active commerce center while the City's growth stems in all directions. The downtown area has been offered new land use guidelines (Village Center Zoning Districts) to allow and encourage new investment and redevelopment. The most important asset Wentzville has to offer is its people...warm, friendly, and considerate, the kind of people you would want to have as neighbors. The above chapters detail the major themes of this growing City, detail the quality of life, and outline community facilities and aspects of the City. The Land Use Chapter sets out goals and objectives to aid in decision-making to shape the future of the community. The Plan does not focus only on new development areas, and does not solely strive to encourage the City to become bigger, but to grow smarter and more environmentally aware of land uses and impacts to the community's resources, and to plan for the entire area of Western St. Charles County. It is the purpose of the Plan to forecast and point the way to grow into the City's future.

#### **Adoption of the Comprehensive Plan**

As stated and according to the Missouri State Statute, the Wentzville's Planning and Zoning Commission has the authority to adopt the Comprehensive Plan. In addition, State Statute prescribes that, "Before the adoption, amendment, or extension of the plan or portion thereof, the Commission shall hold at least one (1) public hearing thereon. Fifteen (15) days' notice of the time and place of such hearing shall be published in at least one (1) newspaper having general circulation within the community." Other requirements are specified under law.

#### **Implementation of the Comprehensive Plan**

No City Plan is worth the paper it is written upon unless it is used as municipal policy and the following tools for implementation are prepared or put into practice:

- Comprehensive Plan is periodically reviewed (biennially) for purposes of revision to reflect contemporary thought regarding the community's future development.
- Comprehensive Plan is consistently referenced in conjunction with annual and multi-year budgeting of capital improvements (five [5] year preferable) to guide funding decisions.

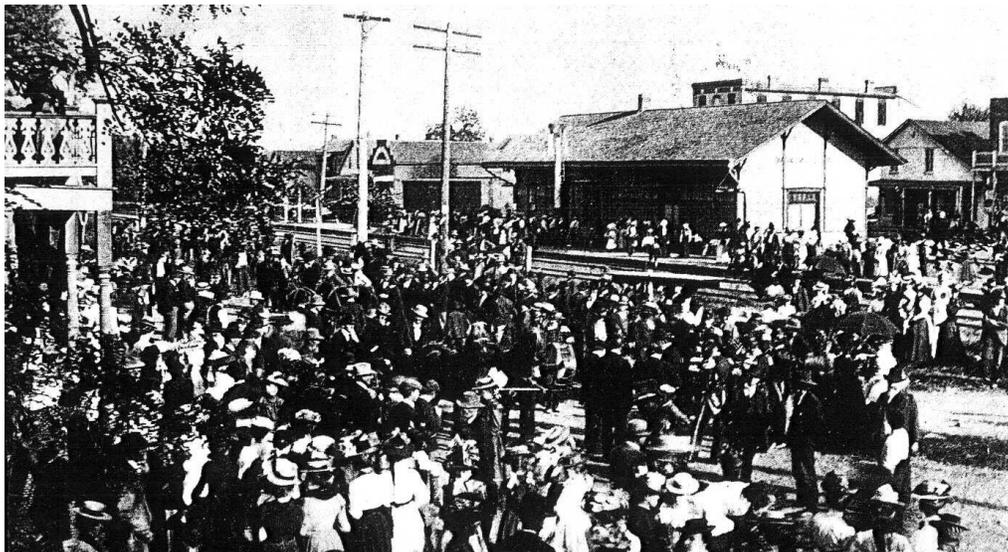
- Contemporary Zoning Map is created, representing zoning classifications that are in conformity with future land uses represented in the Comprehensive Plan.
- Contemporary state-of-the-art Zoning Regulations (written words) are referenced, specifying use and bulk requirements ensuring high-quality development in any given zoning district.
- Contemporary state-of-the-art Subdivision Regulations are created and enforced, ensuring durable infrastructure improvements and high-quality environments.
- Comprehensive Plan is 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.

***“The City of Wentzville is a community of neighbors working together to build a better future.”***

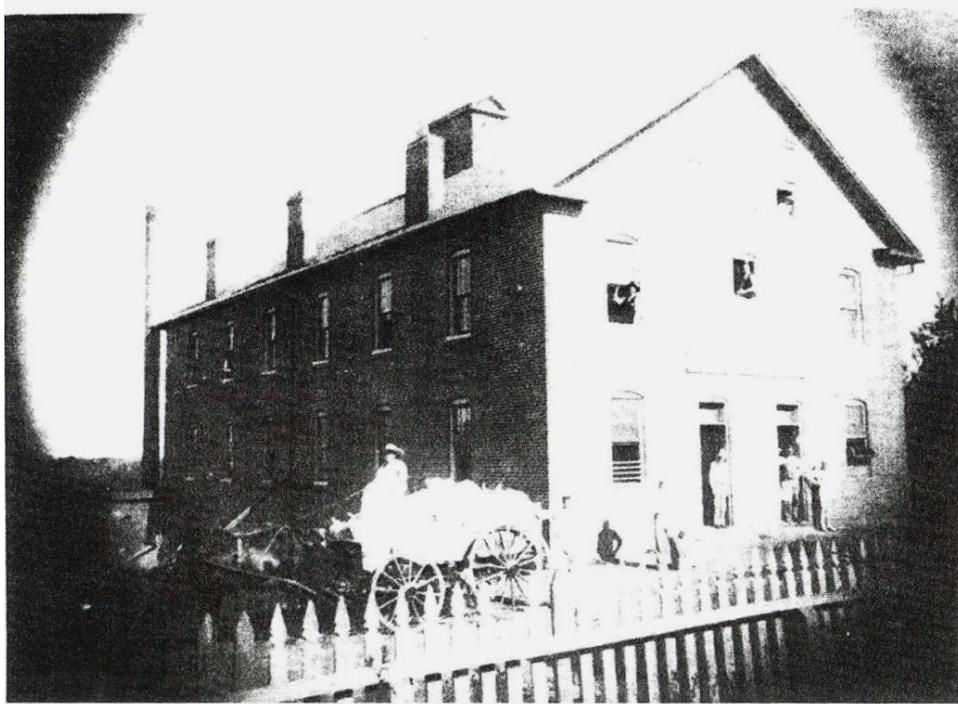
**The History of Wentzville**

In 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. They were followed by hunters, trappers, and settlers from Virginia and Kentucky, who followed the Boones to St. Charles County. During the 1830's, German craftsmen and farmers began to arrive, and in turn fostered development of the county's communities, including Wentzville.

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 (7) blocks long, lying east and west, and established a train station to serve the local community. He donated land 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. The first train arrived in 1857. 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 Mr. Allen in surveying the town lots and streets and was held in such high esteem by the settlers and William Allen, that they honored him by naming the town after him. Among the first to recognize the possibilities of Wentzville were Ferdinand Whitehead, Fritz Dierker, Rudolph Peters, J.W. Savage, Willard Kiethley, and W.A. Abington, who started building in Wentzville. W.A. Abington and Mr. Allen opened the first mercantile store in Wentzville; this three (3) story brick building is still located at the southeast corner of S. Linn Avenue and Main Street. Mr. Allen represented the County in the Legislature for one (1) term and then served for two (2) terms as Senator of the district composed of St. Charles and Lincoln counties. Allen Street still exists in Wentzville, bordering the north side of the railroad line.



Between 1850 and 1880 the area was principally engaged in growing tobacco. 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 site. The tobacco industry declined in Wentzville after 1890, and many of the tobacco factories were converted to flour mills. Today there is hardly a trace of the tobacco industry, except the memories of the once-booming tobacco business.



**Originally a tobacco factory, this building in Wentzville was constructed in the 1850s. It was in this building that Liggett & Meyers Company had its beginning in the tobacco industry. *St. Charles County Historical Society***

Wentzville, in Cuivre Township, is located 21 miles from the City of St. Charles, the County seat, and was incorporated as a Fourth Class City in March of 1872. Largely centered around the creation of the railroad and original surveying, the town was established as many traditional villages and neighborhoods began, in a street grid pattern. A reflection on the history of the community of Wentzville is a starting place for the understanding of the dynamics of change occurring in the community. It is also an opportunity to look back at the major changes and strides that the community has accomplished up to its present state of development.

During the late 1800's and early 1900's Wentzville sustained a slow but steady growth, as a small town characterized by small retail and service businesses associated with an agricultural-based economy. The dawn of the new superhighways, which entered town from the west and the north, set the stage for additional growth. 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.

The first piece of the nation's interstate highway system began in St. Charles County in the 1950's. One of the most notable events in the history of Wentzville took place in 1934-1935 when the new water works and sewage system was installed. Up until 1935 the town had been plagued with fires, which threatened on numerous occasions to destroy the whole business district. The Community Club began a street carnival in 1934 to raise money for the project, which became an annual affair for thirty-four (34) years and was known as the Homecoming.

Growth in Wentzville continued until about World War I. The major influence on the growth stoppage was the advent of the automobile. About 1914, a Ford dealership was started by George Freese. As the use of the automobile rapidly increased, the passenger train business correspondingly declined. With the advent of the trucking industry, the railroad's freight business declined as well. The town growth became stagnant and did not grow appreciably until after the Great Depression.

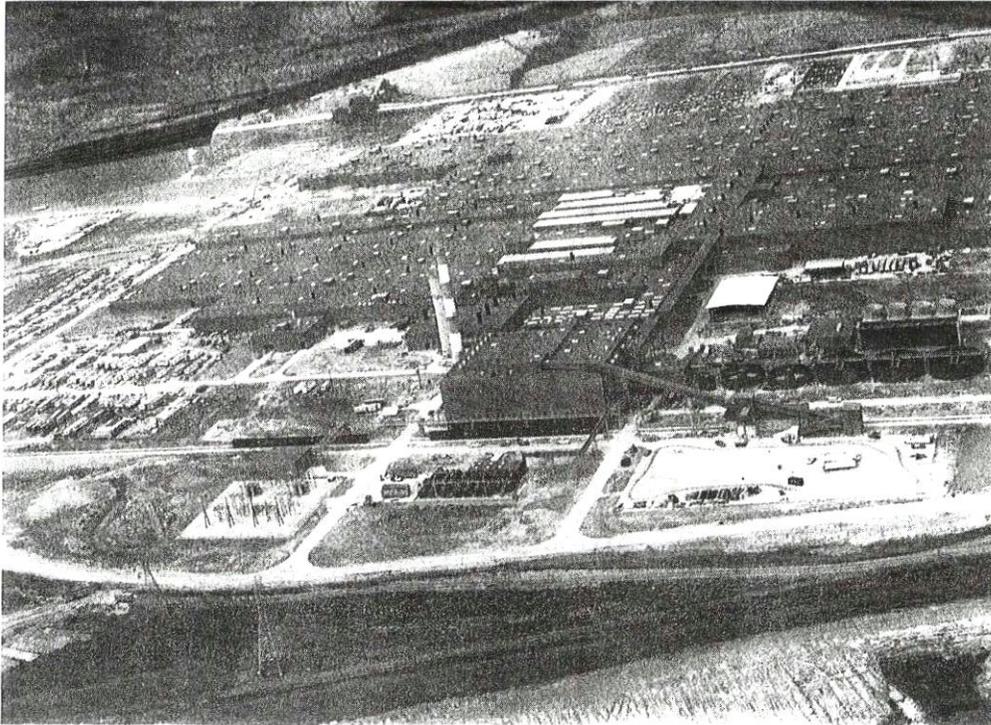


**The City of Wentzville in the 1980's**

In late 1979 the Wentzville Crossings shopping center was completed, which offered the Wal-Mart Department store, having approximately 64,197 square feet of shopping area. The center also had a junior anchor facility with 16,159 square feet and small lease retail space totaling 10,960 square feet. This shopping facility provided the first large shopping center development in the community, which was the beginning of larger box commercial retail and service business growth, which would continue slowly into the next decade.

In 1980, the General Motors Corporation began construction of its largest and most modern auto assembly plant at the time, providing 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 eighty (80%) percent approval, and the construction of the \$500 million dollar plant began just west of the town of Gilmore. Currently the facility produces the GMC Savana and Chevrolet Express Van, and in 2012 construction began on a plant expansion to include an additional new vehicle line.



In 1980 General Motors announced plans to build this assembly plant in Wentzville. *St. Charles County Journals*

In 1981 the City experienced the completion of the Wentzville Crossroads Marketplace. This facility totals 32,044 square feet of shopping area, and the attached retail on both the left and right totaled 18,576 square feet of space. This building is currently occupied by the retailer "Furniture & Mattress Outlet" as the anchor tenant.

The Belz Factory Outlet Mall was constructed in 1983 and was a regional mall retailer for the Wentzville area. Gross area of the mall facility is 348,393 square feet. This facility has recently been converted from a mall layout to include multiple tenants/businesses office space.

The health care facility housing SSM HealthCare St. Louis was completed in 1986 and has been providing high quality healthcare to residents in western St. Charles, Warren, Lincoln, and Montgomery counties since. According to their website, "offers patients in Wentzville and surrounding communities a 24-hour emergency department and ambulatory services, as well as convenient access to outpatient programs, including diagnostic services such as radiology (MRI & CT), cardiology, pulmonary and rehab services. Behavioral health inpatient care also is an integral part of the services offered at St. Joseph Health Center-Wentzville. The facility is licensed for 77 inpatient behavioral health beds and offers an inpatient medical management program for drug, alcohol, and other health-related issues."

In 1988 the City began construction of the first (1) of three (3) phases of the Wentzville Parkway roadway. Implementation of this roadway was an economic development tool and the area sat vacant for some time upon the completion of Phase Three (3) in 1992. The Wentzville Parkway

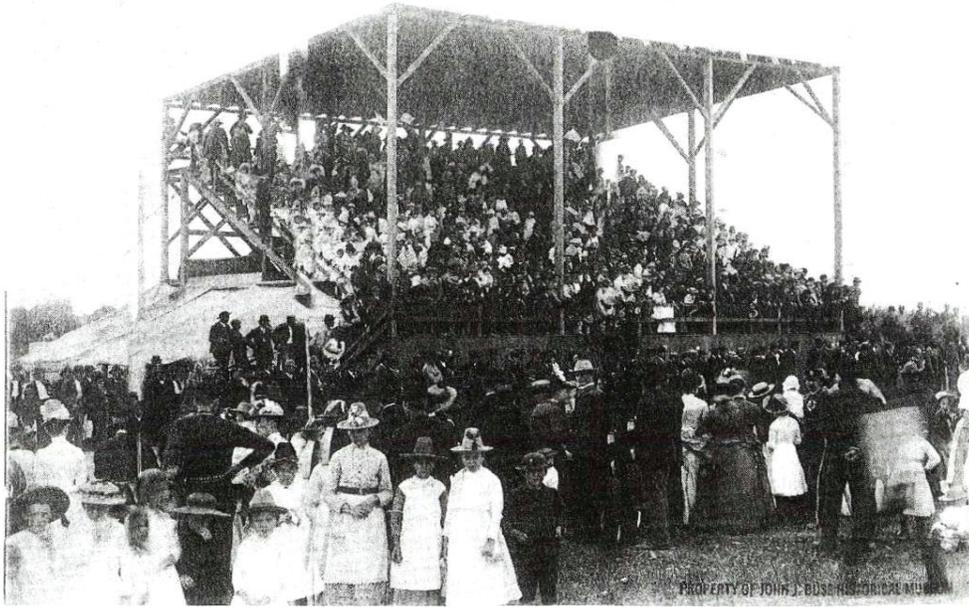
provides direct linkage between Interstate 70 and Highway 40-61, and at the time was planned to spur commercial development. Walgreen's was the first commercial construction on Wentzville Parkway, completed in 1997, having a base area of 13,855 square feet. This planned roadway established future commercial growth potential for the City of Wentzville. Growth and development along Wentzville Parkway have been very active in recent times with new construction expected into the foreseeable future. An Overlay Zoning District, containing architectural standards, construction theme for color and exterior materials, and additional landscaping requirements, regulates development fronting Wentzville Parkway.

In 1987, the City completed construction of a \$2.5 million, fifteen (15) acre recreational complex called Progress Park (the highest-used park facility in the City), which includes an Olympic-sized outdoor swimming pool, indoor track, weight room, craft classrooms, gymnasium (multi-purpose), ball fields, and a 250-person capacity reception hall. This facility is planned for renovation and expansion or redevelopment of the overall function of the park under the Parks Master Plan adopted in 2004 (See Chapter Six [6]).

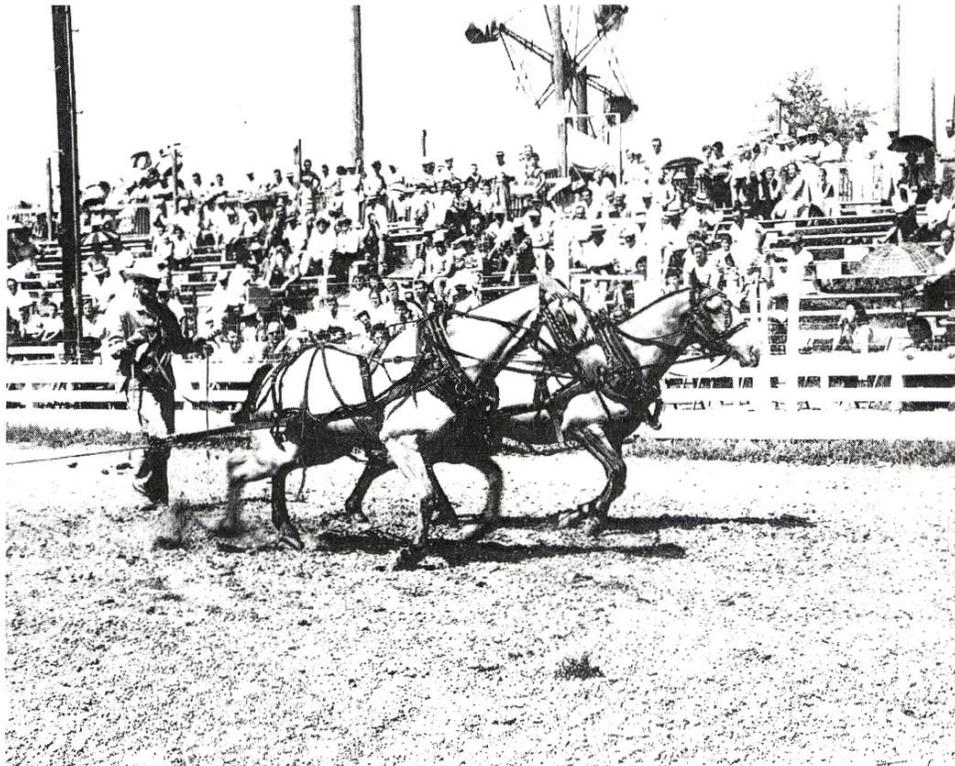
Wentzville is the home of the past GTE Midwest Regional Campus, now owned by CenturyLink. This facility broke ground in 1966, expanded with the main campus facility in 1974, which added 61,276 square feet, and in 1989 construction of the Cafeteria added 21,840 square feet to this use.

### **The City of Wentzville in the 1990's**

The St. Charles County Fair has been permanently established in Wentzville since 1991. In the past, the County Fair had been located in various other locations in St. Charles County, including being located in Wentzville at the current Wentzville Community Club property in downtown Wentzville and has a long-standing history in this County dating back into the 1800's. In 1991 the Fair was relocated to Rotary Park in Wentzville off of West Meyer Road. The fair is a huge local attraction, having a full range of truck/tractor pull classes, demolition derby, 4-H involvement, carnival, booths, events, and live entertainment. The fair attendance has experienced steady growth as the community and county grows in population. The County Fair is held in late July of every year offering a full range of family entertainment for a five (5) day period.



The St. Charles County Fair, held at what is now Blanchette Park, attracted crowds that filled the grandstand in the 1890s. *John J. Buse Collection, 1860-1931, Western Historical Manuscript Collection-Columbia, MO.*



The St. Charles County Fair underscored the importance of agriculture in the county as farmers and rural residents flocked to the fair and showed off their skills and wares. *St. Charles County Historical Society*

In 1996 the Bear Creek Subdivision was begun and has become one of the City's largest residential/mixed-use developments. The owners converted an existing nine (9) hole golf course to an eighteen (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.

**The City of Wentzville in the 2000's**

Major expansions and extensions of public water and sewer infrastructure have occurred in the City's growth area, driven by residential subdivision development and commercial/industrial development. The continued expansion of the City water and sewer utilities, and those projects in the planning stages, will continue to spur growth and development under the direction of this Comprehensive Plan.

The City's six (6) lane Wentzville Parkway overpass was opened for the public use in 2002. This new facility upgraded the former two (2) lane bridge and will support the future growth and development of this area of the City. The roadways planned extension to the south of Interstate 70 is to intersect with the future 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.

In 2002 Wentzville Crossroads Marketplace was begun with the opening of the current Wal-Mart shopping center and its attached retail areas. The Wal-Mart facility is 147,068 square feet with associated retail uses in the center totaling 38,448 square feet of shopping/restaurant area. In 2001 Home Depot was opened, having 106,800 square feet of shopping area, and in October of 2000 Schnucks Markets opened in what it named Wentzville Commons, having 74,509 square feet of shopping area in the grocery with 7,000 square feet of associated retail shopping/service businesses.

The City's new Law Enforcement Center was completed in January of 2003, with Dispatch occupying the facility. This facility currently houses seventy-eight (78) staff members, and is approximately 26,000 square feet in area. The facility houses all equipment and vehicles, and will support growth and expansion into the distant future of the City.

The County Parks Department offer's City residents large amounts of passive park ground acreage, including the facilities titled "Quail Ridge Park" (250 acres); "Indian Camp Creek Park" (549 acres), and "Towne Park" (109 acres). These areas are in close proximity to the residents of Wentzville, offering open space and numerous passive park amenities. (See Map 16 - Appendix)

In 2004 the City adopted Amendments to the City's Downtown Zoning Districts, encouraging expansion, redevelopment and economic growth of the original town site of Wentzville and the Pearce Boulevard corridor as well as Luetkenhaus Boulevard Corridor. These new Zoning Districts set the framework for continued viability of the downtown area and encourage reinvestment in the area to redevelop and grow.

In 2008, the Nation began feeling the effects of an economic downturn, with the City of Wentzville being no exception from this economic change. The downturn caused the near stop of all subdivision and home building in the area. At one time, the City experienced 3,879 vacant platted residential lots, with another 4,255 planned (not platted) residential lots. These lots

represented approximately a ten (10) year supply of lots. Recently, these lots began slowly to be completed and removed from the large inventory. While the residential development slowed significantly, commercial development continued. Multiple retailers began locating in the City to provide services to the many residents in the area which exploded in the mid 2000's. Such larger retailers as Target, Lowes, and Dierberg's choose to locate along the Wentzville Parkway.

**The City of Wentzville in 2010 to Present**

Housing construction has begun to increase from the previous lows of the past decade. In 2012, the City projected approximately 200 new single family residential permits a year. By the end of December of 2012, the Building Division processed 398 permits. This change in building has caused the City to be more optimistic in those projected totals. It is anticipated that as single-family permits increase, the large number of vacant lots will reduce and in the future, the City may experience possible new residential subdivision development.

While the residential construction market has shown signs of life, the commercial and industrial market have continued with new business development such as additional restaurants, a hotel (Fairfield Inn), Ranken Technical campus, Sam's, new retailers (Ross Dress, The Gap, etc.) and the expansion of the GM facility to include a new vehicle line and additional workforce. In concert with this development, the City residents voted for a ½ cent sales tax in 2010 for parks development. The City also plans to open three (3) new parks in 2013 associated with the sales tax money; Heartland Park, Splash Station Aquatic Center and Peruque Valley Park. These parks will include ample recreational opportunities to include, but not be limited to soccer fields, baseball/softball fields, a swimming pool and hiking trails. The Wastewater Treatment facility has completed a large expansion. This investment will help the City to meet the market demands for new construction and growth.

**Location and Community Information**

One of the most important things a plan must do is convey an understanding and appreciation of the unique and distinguishing qualities and features of the local area. The plan needs to inform the reader what makes the community. As the history chapter discusses, the City of Wentzville was founded on the creation of the railroad and associated uses, which followed. The railroad is still active today, with approximately ten to twelve (10-12) trips per day funneling through downtown and the growth area. The community is located at the intersection of two (2) major highways in the Midwest region of the United States. These two (2) facilities enhance the attractiveness of living here due to improved access potential for all residents traveling through and out of the State of Missouri. The topography of western St. Charles County is different than our neighboring communities to the east. Interior creeks and Peruque Creek in the southern growth area offer open space and tree-covered natural areas for many projects. Residential subdivisions in various portions of the City offer a sense of place through attractive views and areas of topographic relief, offering attractive walk-out home sites to large cliffs and ravines left in their natural condition. The walk-out and cul-de-sac properties are generous in lot size and offer quiet living environments in and near the service areas of the City. The community offers a full range of housing diversity offering locations for the first-time home buyer in a price range beginning at or near \$100,000 and up to, and exceeding, estate living standards. Several residential projects offer subdivision amenities, such as golf courses, pools, clubhouses, soccer and recreational fields.

The City of Wentzville is located in east central Missouri, at the intersection of Interstate 70 and Highway 40-61, approximately thirty-five (35) miles west of the City of St. Louis (Map No. 1); thereby, the city motto is "*The Crossroads of the Nation.*" The City is strategically located for

businesses or companies needing excellent transportation access. The City is approximately 19.19 square miles in size (calculated via GIS July 2012), is located in western St. Charles County, and is located in the St. Louis Metropolitan Statistical Area.

The City is served by the Norfolk Southern Railroad and is less than twenty (20) miles from the Missouri River. Electricity is provided by Ameren and Cuivre River Electric Cooperative. Natural Gas service is provided by Ameren and Laclede Gas. The City voters approved a bond issue to fund the continued expansion of the City's sewage treatment facility; thereby ample sewage treatment is available 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 fifty (50') to sixty (60') feet high adjacent elevations. The Wentzville planning area along Highway N runs two (2) to three (3) miles south of Interstate 70, having gently rolling terrain, and offering extensive areas for urban development in the future. The natural geography of the area is characterized by numerous small streams, natural open spaces, wooded valleys, and rolling open fields, which provide a beautiful park-like setting for Wentzville.

Soils in the Wentzville area are described as "prairie and glacial uplands," characterized by gently sloping topography with a range from moderately well to somewhat poorly drained soils formed in loess and clayey glacial till. Various soil types are within the Wentzville area (Map No. 5 -Appendix). Sub-soils are silty clay loams with the potential for high shrink-swell with a change in moisture content. Limestone bed rock occurs at depths ranging from six (6') feet on hill tops to over twenty (20') 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 thirty-two (32°) degrees or less occur fewer than twenty-five (25) days most years. The hottest month is July, with a normal average temperature of 78.4 degrees Fahrenheit. Maximum temperatures of ninety (90°) degrees or higher occur an average of thirty-five (35) to forty (40) days per year. The average annual temperature is fifty-five (55°) degrees Fahrenheit. Snowfall averages nineteen (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](http://www.city-data.com/city/Wentzville-Missouri.html). The City of Wentzville's website is [www.wentzvillemo.org](http://www.wentzvillemo.org), which provides City government and community information and a wealth of additional data.

### **Government**

The City of Wentzville is a Fourth Class City, incorporated in March of 1872. The government is currently composed of an elected mayor to a four (4) year term. Board of Aldermen members are elected to two (2) year terms for the existing three (3) wards. The Mayor participates and chairs the Board of Aldermen meetings, but will only vote on issues when there is a tie vote of the Aldermen present. The chief administrative officer of the City is the City Administrator, and the day-to-day affairs of the City are under his or her management. The Mayor, with the approval of the Board of Aldermen, appoints the City Administrator. The City government is divided into various departments, and each department derives its authority by City ordinance. The City's full-time work force in the winter of 2013 totaled 187 employees.

# CHAPTER 1: CHARACTERISTICS AND TRENDS

## Demographic Profile

The characteristics of the people in a community have always been an important factor in comprehensive planning and community development. Over time people will immigrate into a city, migrate out of the city, establish commercial trade within the city’s boundaries and use local resources. A community’s population is a primary determinate of future growth and development and the types of public services and facilities that will be needed to serve the population. This section examines the characteristics of the people that form the community of Wentzville.

## 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 below illustrates the City’s increasing population trend since 1900. The current population estimated from building permit information is 32,563 (September 2013). 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 U.S. Census Bureau). Thus far, the largest percentage increase was from 2000 to 2010 (322%). The population increased by 122% from 1950 to 1960 to a total population of 2,724 people. It is anticipated that the next ten (10) years will bring additional large increases to the City’s population as the City fills out on existing developed (vacant) residential tracts.

**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%
2013*	32,583	

*\*2013 Data is approximate based upon Building Permit data  
Source: U.S. Census Bureau and City of Wentzville*

Over the past 100 plus years, St. Charles County, where Wentzville is located, has been one of the fastest growing communities in the State of Missouri. The below table (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, if you also notice, 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 City to the West, and Lincoln County, which borders the City 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 is almost as large as that of Warren County’s. Statewide, Missouri’s population grew seven (7%) percent to 5,988,927 in 2010.

**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%

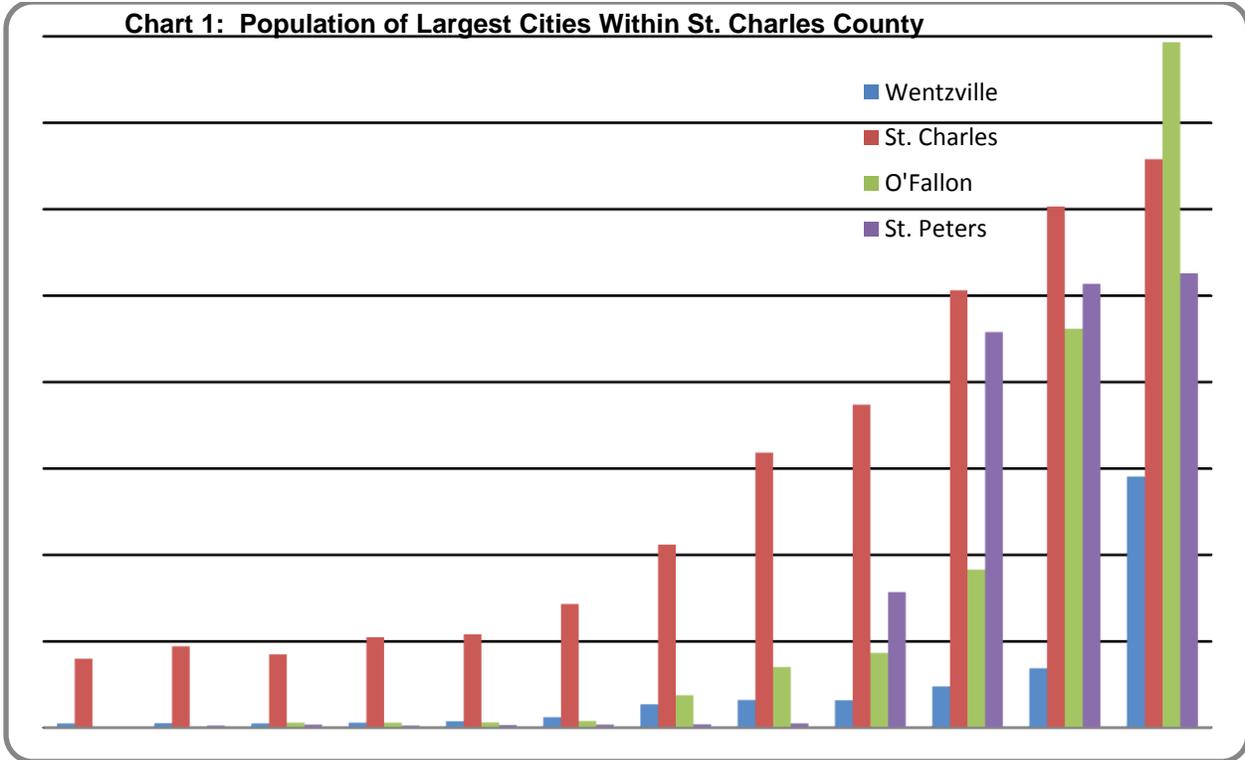
Source: U.S. Census Bureau

Table 3 below illustrates the increasing growth rates for cities that surround the City of Wentzville. The data shows that from 2000-2010, the City of O’Fallon increased 72% (79,329), City of Lake St. Louis increased 43% (14,545), City of Foristell increased 53% (505), and City of Flint Hill increased 39% (525). Chart 1 indicates the City of O’Fallon between the periods of 2000 to 2010 over took St. Charles City as the largest city based upon population. This same time period saw a huge jump in Wentzville’s population (322%). The City of Wentzville is currently the fourth (4<sup>th</sup>) largest city based upon population.

**Table 3: Historical Population Data for Surrounding Cities**

Census Year	O’Fallon		Lake St. 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



Source: U.S. Census Bureau

**Age/Gender Characteristics**

Age/Gender composition of a population plays an important role in determining how the structure of a city, determining future growth as well as possible needs which may arise due to this structure. For example, if the population is increasing in age over time, perhaps services should be oriented to address this aging population.

The age structure of the City of Wentzville is shown in the below table. As one can see, as the population numbers have grown, the percentage of the groups has mostly stayed consistent; however, it is interesting to note that the percent of the population over the age of 65 has decreased since 1990. This indicates either a decline based upon mortality rates for that age group or that residents of this age bracket are moving out of the community for various reasons (lack of housing/downsizing, lack or services, etc.) or more likely that other age groups are outpacing the 65+ age group due to migration into the City.

**Table 4: Basic Wentzville Age Composition 1990-2010**

Age Group	1990		2000		2010	
	Number	%	Number	%	Number	%
<b>Under 5</b>	517	10%	569	8%	3,075	11%
<b>5-19</b>	1,326	26%	1,814	26%	7,275	25%
<b>20-34</b>	1,170	23%	1,513	22%	6,286	22%
<b>35-44</b>	626	12%	1,083	16%	4,726	16%
<b>45-54</b>	446	9%	767	11%	3,301	11%
<b>55-64</b>	384	7%	442	6%	2,233	8%
<b>65+</b>	671	13%	770	11%	2,174	7%

Source: U.S. Census Bureau and Missouri Census Data Center (MCDC)

Other age comparative numbers, 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, that is, half of the group is younger than this age value 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 by the existing population reflecting an aging median value or that a greater majority of the population is migrating into the community is in an older age bracket. Based upon the recent growth trends of the community, an in-migration of individuals older than the median, as well as, existing population aging in place is the most likely conclusion.

**Table 5: Wentzville Median Age**

Year	Number
1980	29.0
1990	30.2
2000	30.8
2010	31.2

Source: U.S. Census Bureau

The gender composition of a community is defined as the number of males per 100 females within a population. The gender ratio is a common statistical measure of gender composition. A gender ratio greater than 100 indicates an excess of males, whereas a ratio less than 100 represents an excess of females. Gender 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 gender ratio and those of St. Charles County and State of Missouri since 1990. From the period of 1990-2000, the City of Wentzville had a larger ratio of females to males compared to the County and the State. According to the 2010 Census, the ratio moved more into a balanced position (ninety-four [94] men for every one-hundred [100] females). Interestingly, while the City of Wentzville and the State has increased its gender ratio over the period studied, St. Charles County experienced the opposite, if only slightly.

**Table 6: Gender Ratios 1990-2010**

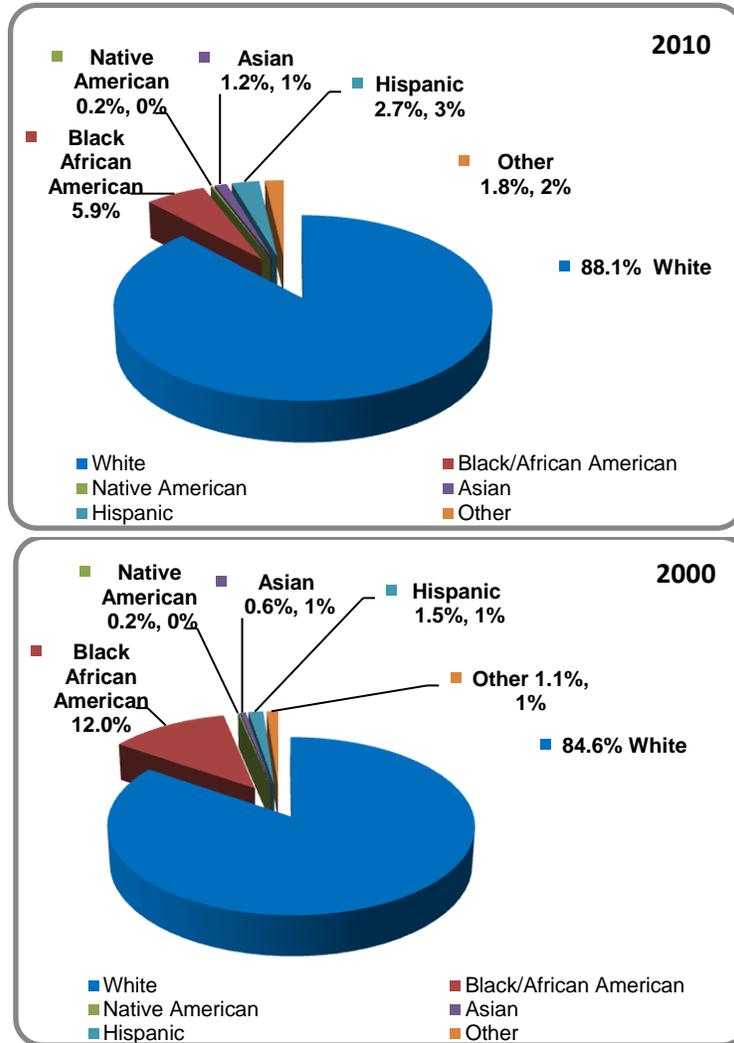
	Wentzville			St. Charles County			Missouri		
	1990	2000	2010	1990	2000	2010	1990	2000	2010
Male	2,422	3,244	14,099	105,812	139,872	176,922	2,464,563	2,720,177	2,933,477
Female	2,718	3,676	14,971	107,095	144,011	183,563	2,652,510	2,875,034	3,055,450
Sex Ratio	89	88	94	99	97	96	93	95	96

Source: U.S. Census Bureau and Missouri Census Data Center (MCDC)

**Ethnicity Characteristics**

Another demographic variable that is usually examined in the planning process is ethnic composition of the population. Viewing the below composition of the City of Wentzville from 2000 to 2010 reveals that the City is predominantly white (eighty-eight [88%] percent of the population in 2010).

**Chart 2:  
Ethnicity of  
Characteristics  
2000 and 2010**



Source: U.S. Census Bureau

**Household Characteristics**

Household information of a community is another avenue in which a City can be examined. The below table indicates 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 has increased for the City of Wentzville over the last twenty (20) years, as expected with the general population boom experienced in this area. In 2010 the City gained a total of 7,264 households or 290% increase from 2000. Of the City’s 9,767 households in 2010, a total of eighty (80%) percent were family households. This is above average for the listed entities which are at seventy-three (73%) percent and sixty-five (65%) percent respectively.

**Table 7: Household Characteristics 1990-2010**

	Wentzville			St. Charles County			Missouri		
	1990	2000	2010	1990	2000	2010	1990	2000	2010
<b>Households</b>	1,747	2,503	9,767	74,402	101,826	134,274	1,961,364	2,197,214	2,375,611
<b>Family</b>	1,338	1,873	7,852	58,208	77,453	97,621	1,378,020	1,486,546	1,552,133
<b>Non-Family</b>	409	630	1,915	16,194	24,373	36,653	583,344	710,668	823,478
<b>Married w/ Child</b>	490	733	4,792	28,327	34,112	46,371	511,783	516,877	676,727
<b>Female Head w/ Child</b>	301	327	793	3,642	5,801	7,520	119,792	154,002	168,143

Source: U.S. Census Bureau and Missouri Census Data Center (MCDC)

Comparing the City of Wentzville to other communities within St. Charles County (see below Table 8), Wentzville also has the highest percentage of families (eighty [80%] percent) than all of the peer communities. The City, based upon surveyed communities, has an above average family characteristic which may represent a strong sense of family. Therefore, by correlation, the City also has the lowest percentage on non-family households of all studied communities.

While Wentzville has the highest percentage of family households, Census data indicates that the City’s percentage of households with married couples who have children is lower than only one (1) other community (Lake St. Louis has an eighty-four [84%] percent rate versus sixty-one [61%] percent for Wentzville). All other communities are significantly lower (O’Fallon is forty-four [44%] percent, St. Peters is thirty-three [33%] percent and St. Charles is twenty-eight [28%]).

**Table 8: Household Characteristics for Local Communities 2010**

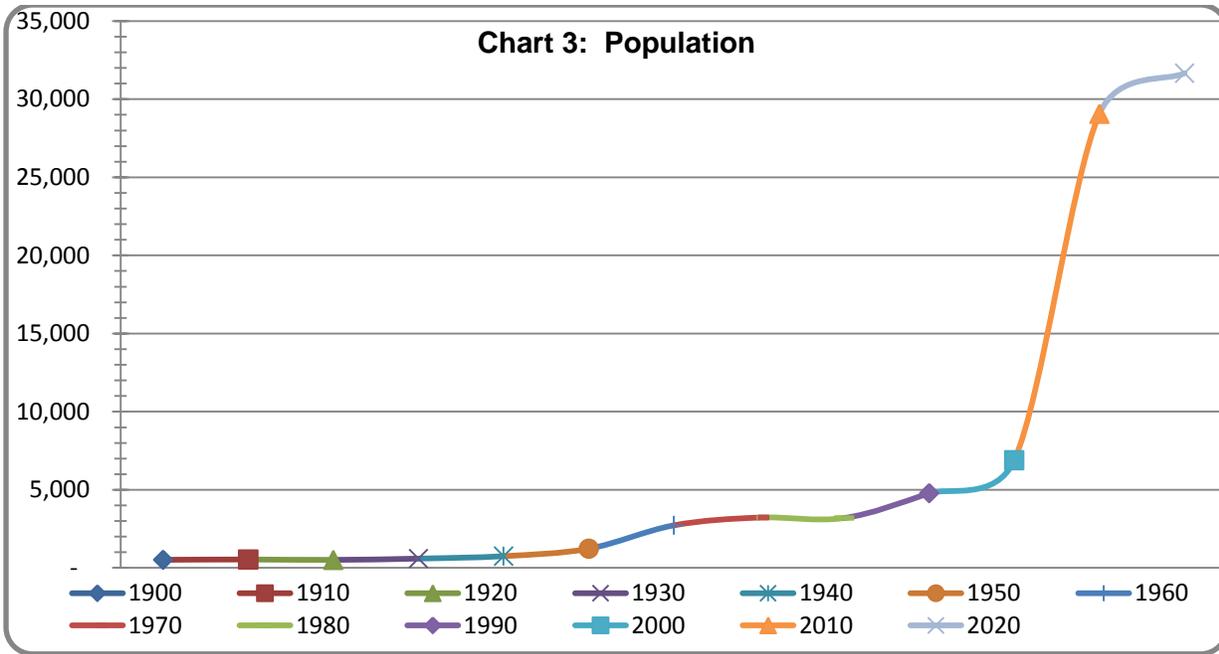
	Households	Family	Non-Family	Married W/ Child	Female Head W/ Child
Lake St. Louis	5,816	4,213	1,603	3,539	277
O’Fallon	28,234	21,436	6,798	9,429	1,794
St. Peters	20,861	14,244	6,617	4,761	1,060
St. Charles	26,715	16,128	10,587	4,576	1,594

*Source: U.S. Census Bureau*

Another aspect of the family housing characteristics is the proportion of households in a community classified as “Female Head with Children” or the “Single-Mother” family. While Wentzville boasts the highest percentage of “families” and second highest percentage of “married couples with children”, Wentzville has the highest percentage of Female Headed families with children at eight (8%) percent of the reviewed communities. This percentage is also slightly higher than the State average of seven (7%) percent and that of the County as a whole six (6%) percent. This ranking, while a small percentage of the total, may represent that Wentzville has better affordable housing stock than other communities.

**Population Projections**

Based upon historical population data, the City can make general assumptions on future population using different techniques. The first and simplest would consist of a Linear Projection. Using this past data, a linear projection assumes a basic and consistent slope to project into the future. The below graph projected out to the year 2020 and anticipated a population of 31,666. Compared to the other projection based upon permits, this represents a very conservative projection. The City leaders believe the 2020 population will exceed this projection based upon recent construction trends and the overall economic recovery of the construction industry.



Source: U.S. Census Bureau and City of Wentzville

Another technique utilized by the City of Wentzville is to use available single family residential permits and project a population using a set assumed number of permits. As indicated earlier, the City uses the U.S. Census Bureau occupancy rate of 2.7 people per unit. Taking this rate multiplying by a set number of assumed permits can provide a projected population. The below table represents this projection. 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 (recession). Past projection using this technique assumed a large number of permits per year (1,200 per year), which was reflective of the economic prosperity of the time. The City anticipates an accelerated amount of permits every year, which would account for a recovering economy and the build-out of available lots. City leaders believe this projection represents a more realistic approach of anticipated growth for the City.

**Table 9: Population Projections Based Upon Single-Family Permits**

Year	New Permits	New Population	Total Population
2000	470	1,269	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	18,232
2005	1,165	3,146	21,378
2006	796	2,149	23,527
2007	622	1,679	25,206
2008	303	818	26,024
2009	345	931	26,955
2010	379	1,023	27,978
2011	218	588	29,106
2012	398	1,074	30,180
2013	400	1,080	31,260

2014	450	1,215	32,475
2015	500	1,350	33,825
2016	550	1,485	35,310
2017	600	1,620	36,930
2018	650	1,755	38,685
2019	750	2,025	40,710
2020	800	2,160	42,870

Source: City of Wentzville, Building Division

**Socio-Economic Profile**

The economic vitality of a community is determined in 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 need for housing, various 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 health of the regional economy. 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 St. Louis, O’Fallon, St. Peters, St. Charles, St. Charles County and the State of Missouri.

**Income**

Census data indicates the City of Wentzville had the third (3<sup>rd</sup>) lowest median income in 2000 and third (3<sup>rd</sup>) highest is 2010. In 2000 the City also was behind the median figures for both the State and the County and in ten (10) years outpaced both jurisdictions. In addition to the population numbers discussed earlier, the income figures again identifies the changes which have happened in the community since 2000 (population is larger and now more affluent).

**Table 10: Median household Income 2000 and 2010**

Jurisdiction	Income (dollars)	
	2000	2010
Wentzville	47,232	71,933
Lake St. Louis	68,830	81,393
O’Fallon	60,179	76,839
St. Peters	57,898	70,275
St. Charles	47,782	54,936
St. Charles County	57,258	70,331
Missouri	37,934	46,262

Source: U.S. Census Bureau

Further proof that Wentzville residents have seen a great change in their incomes, the below table (Table: 11) compares household incomes of City residents from 2000 and 2010. As seen in Table 12 over thirty-five (35%) percent of households had incomes below \$35,000 in 2000. In 2010, seventeen (17%) percent of household incomes were below \$35,000 and seventy-one (71%) percent of households had incomes of \$50,000 or more versus forty-seven (47%) percent in 2000. Wentzville’s percentage in households below \$35,000 is less than that of St. Charles County and the State.

**Table 11: Household Income in Wentzville 2000 and 2010**

Income (Dollars)	Percent of Total Households	
	2000	2010
Less than \$14,999	18.4%	4.5%
\$15,000 to \$24,999	6.3%	5.9%
\$25,000 to \$34,999	10.6%	6.6%
\$35,000 to \$49,999	17.6%	11.7%
\$50,000 to \$74,999	28.2%	23.7%
\$75,000 to \$99,999	11.5%	19.5%
\$100,000 to \$149,999	6.6%	20.7%

\$150,000 to \$199,999	0.4%	5.1%
\$200,000 or more	0.6%	2.2%

Source: U.S. Census Bureau

**Table 12: Household Income in 2010**

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	4.1	5.9	6.6	11.7	23.7	19.5	20.7	5.1	2.2
Lake St. Louis	5.3	4.4	5.4	12.3	20.3	12.9	25.5	6.5	7.3
O'Fallon	4.2	5.6	6.2	12.0	20.4	20.1	21.7	6.7	3.0
St. Peters	4.6	6.5	8.1	13.6	22.0	18.5	19.7	5.1	1.9
St. Charles	9.5	10.2	10.0	15.6	20.1	13.6	13.7	4.7	2.5
St. Charles County	5.6	6.7	7.5	13.2	20.5	17.3	19.6	6.3	3.3
Missouri	14.1	12.1	11.9	15.4	19.2	11.7	10.2	3.0	2.5

Source: U.S. Census Bureau

**Poverty**

The below tables represent the percent of the total population in poverty for both 2000 and 2010 for the City and surrounding communities. The definition of “poverty”, by the Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If an individual’s total income is less than its threshold, then that individual is considered 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 money income before taxes and does not include capital gains or noncash benefits (such as public housing, Medicaid, and food stamps).

In 2000, the City of Wentzville had nearly twelve (12%) percent of its population in poverty (the highest of the communities listed and above St. Charles County and the State percentage). From the date of the 2000 Census to the 2010 Census; the Country experienced a large recession. It is interesting to note that while every other community increased the percentage of individuals in poverty, the City of Wentzville fell to 4.4%. Possible reasons for this reduction could be that residents of the City (on average) were isolated from the economic downturn or a more plausible assumption could be that individuals which would fall into the poverty definition moved out of the City to other areas. This move could have been for a job opportunity, lack of adequate transportation, or to find more adequate housing services.

**Table 13: Poverty in 2000 as a Percent of Total Population**

Jurisdiction	Percent			
	Individuals aged under 18 in poverty	Individuals aged 18 and over in poverty	Individuals 65 and older in poverty	Total Poverty
Wentzville	6.3%	7.8%	13.3%	11.7%
Lake St. Louis	1.8%	2.8%	3.9%	3.8%
O'Fallon	1.2%	3.2%	6.7%	3.3%
St. Peters	0.9%	2.6%	5.1%	2.7%
St. Charles	1.9%	5.6%	6.3%	6.0%
St. Charles County	1.5%	3.5%	5.1%	3.9%
Missouri	3.9%	10.3%	9.9%	11.4%

Source: U.S. Census Bureau

**Table 14: Poverty in 2010 as a Percent of Total Population**

Jurisdiction	Percent			
	Individuals aged under 18 in poverty	Individuals aged 18 and over in poverty	Individuals 65 and older in poverty	Total Poverty
Wentzville	5.0%	4.1%	6.1%	4.4%
Lake St. Louis	6.5%	3.3%	2.7%	4.0%
O'Fallon	3.6%	3.4%	5.2%	3.5%
St. Peters	3.2%	2.7%	3.6%	2.8%
St. Charles	16.2%	8.7%	5.0%	10.3%
St. Charles County	6.4%	4.5%	3.9%	5.0%
Missouri	19.3%	12.3%	9.3%	14.0%

Source: U.S. Census Bureau

**Employment/Unemployment**

The below tables describe the City of Wentzville’s workforce by industry (employment) and its unemployment rates. On employment, the category which reflects the largest percentage of the workforce population is in the “Educational Services, Health Care and Social Assistance” sectors. There are a number of facilities in the City and the area in general which could account for this percentage (hospitals, schools, etc.). 11.8% of the workforce (3<sup>rd</sup> highest group) is in the manufacturing sector, which is surprising is not a higher percentage due to the Wentzville GM Assembly Plant and other satellite facilities which provide service to the GM plant. With expansions of the GM facility (construction in 2013) to include an additional line and shift, it may be interesting to see if this industry percentage increases.

**Table 15: Work Force by Industry 2010**

Industry	Civilian Labor Force aged 16+	
	Number	Percent
Agricultural, Forestry, Fishing and Hunting, and Mining	72	0.6%
Construction	1,062	8.3%
Manufacturing	1,512	11.8%
Wholesale Trade	736	5.8%
Retail Trade	1,604	12.5%
Transportation and Warehousing and Utilities	612	4.8%
Information	223	1.7%
Finance and Insurance and Real Estate and Rental and Leasing	1,434	11.2%
Professional, Scientific & Management, and Administrative and Waste Management Services	1,244	9.7%
Educational Services, and Health Care and Social Assistance	2,173	17.0%
Arts, Entertainment, and Recreation, and Accommodation and Food Services	997	7.8%
Other Services, Except Public Administration	547	4.8%
Public Administration	572	4.5%

Source: U.S. Census Bureau

As expected, the unemployment rate for the City, County and State increased from 2000. This is further evidence of the economic downturn and its impact to the City. Interestingly the unemployment rate of 4.1% is very close to the poverty level of Wentzville (4.4%).

**Table 16: Unemployment Rates 2000 and 2010**

Jurisdiction	Percentage of Labor Force - Unemployed	
	2000	2010
Wentzville	3.5%	4.1%
St. Charles County	2.8%	4.7%
St. Louis, MSA	3.1%	10.3%
Missouri	3.4%	4.8%

Source: U.S. Census Bureau

Looking at the St. Louis Metropolitan Statistical Area (MSA) which includes sixteen (16) total counties (eight [8] in Missouri and eight [8] in Illinois, including St. Charles County), May 2012 employment figures indicate employment for the region at 1,319,289 and an unemployment rate of eight (8%) percent. The eight (8%) percent unemployment rate represents a reduction from January 2010 numbers of 10.3%; however while this statistic has decreased it may be misleading due to total labor force is smaller in 2012 than 2010 (18,650 difference). This difference may be accounted from out-migration of labor force to areas with better job opportunities.

The following (Table 17) sets forth information regarding the largest employers located within the City.

**Table 17: Largest Employers in the City of Wentzville**

Name	Number	Percent
General Motors Assembly Center	Motor vehicle assembly	2,084
CenturyLink	Midwest Headquarters	1,200
Wal-Mart	Department Store	376
RK Stratman Company, Inc.	Silk screening	280
Complete Auto Transit	Auto transport	245
SSM St. Joseph Health Center Wentzville	Health Care	203
City of Wentzville	Local Government	177
Lear Corporation	Auto seat manufacturing	128
Parklane Care and Rehabilitation	Long-term elderly care	125
Rapid Response	Transportation Provider	120
Lowe's	Home Improvement Store	117
Home Depot	Home Improvement Store	115
Kohl's	Department Store	112

Source: Survey of employers.

**Education**

The City of Wentzville (on the whole) is an educated community with over ninety-four (94%) percent of its population over twenty-five (25) years of age with at least a high school education or having some form of advanced degree (according to 2008-2010 estimates). In 2000, the number within the same category was at 79.7% showing an 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 18: Educational Attainment in Wentzville for Population over 25  
2000 and 2008-2010 Estimates**

<b>Educational Attainment</b>	<b>2000</b>	<b>2008-2010 Estimates</b>
<i>Population 25 and Over</i>	4,179	16,579
Less than 9 <sup>th</sup> Grade	8.6%	2.3%
9 <sup>th</sup> to 12 <sup>th</sup> Grade	11.7%	3.7%
High School Graduate (includes Equivalency)	34.5%	23.4%
Some College, no degree	24.1%	30.4%
Associates Degree	6.6%	8.7%
Bachelor's Degree	10.7%	22.7%
Bachelor's Degree or Higher	14.5%	31.5%
High School Graduate or Higher	79.7%	94.0%

Source: U.S. Census Bureau

**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**

The following (Table 19) shows estimated retail sales in Wentzville based upon records from the City's general sales tax, which is charged at a rate of one (1%) percent. In 1995 a one-half (½%) percent voter-supported tax increase went into place for transportation, and a one-half (½%) percent voter-supported tax increase for capital improvements.

**Table 19: Retail Sales**

<b>Year</b>	<b>Retail Sales</b>
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	\$511,878,000

## CHAPTER 2: TRANSPORTATION

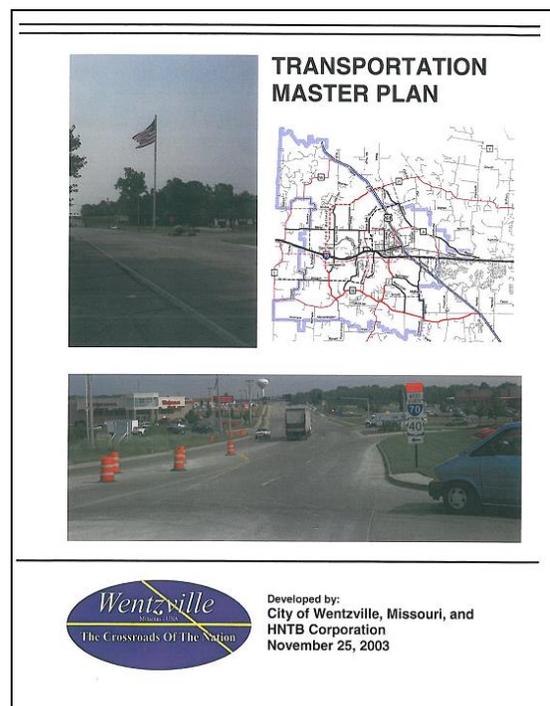
The primary manner of all transportation in the United States, and in St. Charles County, including Wentzville, is the automobile. This manner of transportation is expected to continue into the foreseeable future. Land uses and the roadways, which provide access for the public areas were designed with the automobile in mind. The way in which metropolitan areas develop (urban densities away from the central core city) contribute to the reliance upon the auto as the primary means to live, learn, work, shop, eat, recreate, and socialize. The City of Wentzville is no exception to this trend, as St. Charles County as a whole has developed via reliance upon the automobile. Other modes of transportation are becoming increasingly more popular, thereby roadway design and off-street access ways are becoming a part of the mainstream planning for pedestrian transportation and recreation. This chapter of the Comprehensive Plan addresses the City's policy for the maintenance and expansion of the roadway network and provides a transportation "Thoroughfare Plan" for the preservation and future construction of roadways to serve the public and facilitate the growth of the City. The City of Wentzville Transportation Plan and policies aim to provide multiple points of dispersion for all new developments, as applicable, and minimize congestion via the implementation of the City's Transportation Master Plan. The City of Wentzville reserves and acquires right-of-way for expansion of existing facilities and for new roadways under Ordinance standards via the approval process for new development and via the implementation of corridor preservation documents implementing the preservation/acquisition of new corridors, as identified upon the Thoroughfare Plan (Map No. 6).

Wentzville is located approximately thirty-five (35) miles west of the City of St. Louis with direct access to the City via Interstate 70 and a four-lane (4) divided Highway 40-61 (I-64). Secondary State Highways, including Highway N, Highway Z, Highway P, Highway W, Highway A and Highway T which serve as arterial streets in the Wentzville area (see Thoroughfare Plan, Map No. 6).

### **Transportation Master Plan**

Wentzville completed 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 Chapter of the Comprehensive Plan will not restate the information within the TMP, but give a brief overview and summary of its components, which are valid to include in this document.

Technical Memorandum #6 related to pedestrian travel has been further studied via Wentzville's participation in the Bicycle and Pedestrian Facilities Plan conducted by Trailnet, Inc. for the communities of Wentzville, Lake St. 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 Land Use Plan via a separate facility plan for Wentzville titled the Bicycle



and Pedestrian Facilities Map (Map No. 28 - Appendix). 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" that was adopted by the City 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. The section 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 roads 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. The 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 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 – Chapter 6) 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 – Chapter 6) and the Trails and Greenways Development Map (Map No. 7).

### **Corridor Preservation and Right-of-Way Acquisition**

Major roadways in the City of Wentzville are studied via a process called Corridor Preservation. 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. The Thoroughfare Plan (Map No. 6) depicts dotted lines, which indicate future roadways to be constructed. These “dotted lines” are not an exact depiction of the location of a future road, but a general depiction of the desired roadway section or connection. The actual course of the roadway is impacted by topography, roadway design, and the City’s right of acquisition related to adjacent development.

The City of Wentzville in the year 2000 began a process to implement a Corridor Preservation Study for the "70-61 Beltway" roadway, now officially named "David Hoekel Parkway" (A road identified for implementation upon the 1999 Comprehensive Plan's Thoroughfare Plan - Map No. 6). 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 Forstell 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 planned improvement would start at Interstate 70 Exit #208 and travel south and connect into Wilmer Road. Completion of this study occurred in 2013.

This Transportation Chapter provides a map indicating the current Corridor Preservation projects the Community is actively implementing (Map No. 22 - Appendix). The map also displays the amount of right-of-way reserved and right-of-way that has been dedicated to the public. The mapping document can be used to approximate cost savings in right-of-way acquisition. The City of Wentzville proactively requests and acquires right-of-way for all future roadway expansions and new facilities via Ordinance requirements during the development review process and subdivision platting process. Right-of-way is also proactively requested and acquired for property bordering Missouri Department of Transportation (MoDOT) roadway facilities via the development review process. Right-of-way in the amount of sixty (60') feet from the existing centerline is requested and acquired along State of Missouri letter routes, and/or the City of Wentzville will assist in the implementation of right-of-way requests via written comments received from MoDOT along Interstate 70 and Highway 61. The implementation of the Thoroughfare Plan has resulted in substantial cost savings to the City of Wentzville, St. Charles County Road Board, the City of Wentzville residents, St. Charles County residents, and MoDOT for future planned facilities.

### **Airports**

There is no general aviation airport located within the Wentzville Planning Area. The nearest facility is Lambert-St. Louis International Airport located on Interstate Highway 70, approximately twenty-five (25) miles east of Wentzville. This regional airport serves St. Louis residents with access to many major international airlines. Air freight services are also available. Implementations of planned improvements for the airport are on-going.

Spirit of St. Louis Airport is located approximately fifteen (15) miles southeast of Wentzville on Highway 61. The airport is operated by St. Louis County as a general aviation airport. The airport has a 7,000-foot-long main runway and a secondary runway 3,800 feet long. Spirit of St. Louis Airport supports many of the corporate jets and other small aircraft in the St. Louis area.

St. Charles County Smart Airport is located approximately twenty (20) miles east of Wentzville via Interstate 70 and Highway 370. The airport has two (2) asphalt runways, being 3,800 feet long and 2,000 feet long. There are approximately 154 aircraft based at the airport.

Plans by St. Charles County Government were evaluated on the expansion of the existing Smart Airport to 4,400 feet in length in the year 2005, and included optional locations for a general aviation airport into western St. Charles County or Warren County. In 1998, Wentzville acquired the services of the consultant firm Dames and Moore, who completed a Phase One (1) Airport Evaluation. The result of this preliminary study determined need, market characteristics, financial considerations, and recommendations for the location of an airport to serve the future needs of the Wentzville area. This information is available from the Wentzville Economic Development Department. If an airport is determined to be feasible in the future, environmental studies and development of an Airport Master Plan will be completed prior to any funding for construction, land use considerations and access improvement/considerations for any future facility are recommended.

### **Railroads**

The St. Louis Area has traditionally been a major rail center. 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 a station in St. Louis and Kirkwood. Direct passenger service is available to and from Chicago, Kansas City, New Orleans, Dallas, and San Antonio.

The City of Wentzville is served by the Norfolk Southern Railroad, with a main line serving the City. Rail traffic includes nine (9) trains daily through Wentzville. The community is served by three (3) local switching trains six (6) days a week or as needed.

### **Public Transit**

Residents in the Wentzville area are limited in options via mass and public transit. Public transportation is important to the City of Wentzville as documented via the completion of a comprehensive study to evaluate the need, feasibility, maintenance, and operations cost of public transportation options in Wentzville. The study accomplished in 2003 initiated a resident survey and a survey of business and social service agencies. The study results and analysis of demographics in Wentzville revealed significant need for public transit services does indeed exist. Ridership and transit options researched were “fixed-route systems”, (Transit services that run on a regular basis and have a pre-determined/scheduled route, with no deviations), and “demand-response service,” (Individual passengers can request transportation to and from their destination [i.e. Call A Ride]). The demand response option will not follow a specific route, but will transport passengers via their requested routes. The study showed the demand was concentrated on the core of the city, and ridership would be from eight (8) riders hourly initially, growing to between forty-two to two-hundred (42 – 200) trips per day after the program gained popularity. Additionally, the study evaluated program capital and operation costs and expected ridership and the resulting cost efficiency. Recommended was a mixed modal approach including both types of transit listed above, as well as the size and number of buses (minimum seat capacity to be sixteen [16] seats per bus and two [2] buses, plus two [2] wheel car seating

arrangement for fixed route service). The study supported the interconnectivity of the local services to the region for interconnectivity. Implementation of this study has not been pursued at this time related to capital costs and maintenance funding.

### **Cross Access**

The City of Wentzville Transportation Master Plan supports all adjacent commercially zoned properties to develop alternative access and interconnectivity to adjacent parcels so that pedestrians and vehicles can circulate between them without using the abutting public roadway. Approval of commercial developments in the City have provided for cross access as applicable to the adjacent parcels and roadway network. Wentzville supports current and future efforts to implement cross access in our commercial and industrial development areas, in an effort to assist transportation safety and convenience.

### **Parking**

There is a need for increased parking in the downtown area of Wentzville to accommodate residents, workers, shoppers, and tourists at the present time and into the future. The downtown area of Wentzville is young in its redevelopment, and careful thought should be paid to creating public parking enhancements, pedestrian walking opportunities, and aesthetic improvements to assist in this area's positive redevelopment. Downtown parking is limited for yearly special events, and areas remain in downtown that have graveled surfaces, which are planned to be paved under current Zoning Ordinance Regulations. Physical design workshops with City business owners and residents in 2009 through the Downtown Revitalization Study have resulted in support for one-way traffic on Pearce Boulevard and Main Street, due to close block distances and walkable opportunities for commerce. One-way traffic will provide needed area for angle parking along businesses where none exists at this time, streetscape enhancements, improved paving and beautification to occur in a large portion of the areas defined as the Village Center Core and Village Center Corridor Districts.

### **Future Transportation Needs**

The future transportation needs of the City will be largely benefited by the continuation of current practices of right-of-way acquisition for expansion of current facilities and for planned roadways. In addition, the use of corridor preservation should continue to preserve high-priority roadway corridors. The City shall strive to create appropriate interconnectivity between adjacent developments in all land use categories, including cross access between parking lots and adjacent developments in commercially zoned areas to elevate traffic on the primary roadway network, when feasible. The City shall strive for better internal circulation and better connections to the regional roadway network, as guided by the Transportation Master Plan. Existing collector roadways upon incorporation and development are important to widen to alleviate traffic congestion and improve their carrying capacity. Table 20, "Future Transportation Projects," indicates the future roadway projects. These projects and other improvement projects to existing collector roadways are prioritized by the City of Wentzville to be determined by the Board of Aldermen under budget considerations. 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. The Transportation Master Plan depicts the typical street cross sections and street construction standards, which are included within the Appendix of the Plan (Map No. 21 - Appendix).

**Table 20 Future Transportation Projects**

Future Project	Description
<b><i>Projects within MoDOT Jurisdiction</i></b>	
Interstate 70 throughout city limits (Foristell to Lake St. Louis)	Widen from 4 lanes to 6 lanes
Interstate 70 & Highway 40/61 Interchange	Directional ramp improvements
Highway 61 from Interstate 70 to N. Point Prairie Road	Upgrade to access controlled freeway
Highway Z from Interstate 70 to Highway N	Widen from 2 lanes to 4 lanes
David Hoekel Parkway Interchanges (Interstate 70 and Highway 61)	Construct new full access interchange
Highway 61/Highway W Interchange	Reconstruct as an access controlled interchange
Highway N from Schaper Road to Interstate 64	Widen from 2 lanes to 4 lanes
Improvements at Highway Z and Interstate 70	Design and install round-a-bout
<b><i>Projects within City of Wentzville Jurisdiction</i></b>	
Whisper Creek (school road) from Highway Z to Duello Road.	Construct 4 lanes on new alignment
Schroeder Creek Boulevard	Construct new alignment to W. Pearce Boulevard
Wentzville Parkway South Extension	Construct new 5 lane alignment
Wilmer Road from Wentzville Parkway to Highway N	Widen from 2 lanes to 3 lanes
David Hoekel Parkway from N. Point Prairie Road. to Highway 61	Construct 4 lanes on new alignment
W. Meyer Road from Duenke Road to N. Point Prairie Road	Widen from 2 lanes to 5 lanes/bridge replacement
Scotti Road from Highway W to Peine Road (includes part of Foristell)	Construct 3 lanes on new alignment as extension
Peine Road from Peine Ridge Elementary to Highway 61	Widen from 2 lanes to 3 lanes
Inner Belt Roadway to Parr Road	Construct 4 lanes on new alignment (crosses Wentzville Parkway and Highway 61)
Industrial Park access Highway A to Edinger Road and East Pearce Boulevard	Construct 3 lanes on new alignment
E. Service Road from Inner Belt Roadway to Highway A	Construct 3 lanes on new alignment
Mexico Road from Inner Belt Roadway to Highway P (includes part of Flint Hill)	Construct 3 lanes on new alignment as extension
May Road	Widen from 2 lanes to 3 lanes
North and South Point Prairie Road	Widen from 2 lanes to 3 lanes
Wentzville Parkway from Dierbergs Drive to Schroeder Creek Boulevard	Widen from 4 lanes to 5 lanes
Wentzville Parkway from Schroeder Creek Boulevard to Highway 61.	Widen from 4 lanes to 5 lanes
<b><i>Projects within St. Charles County Jurisdiction</i></b>	
Interstate Drive from Hepperman Road to S. Point Prairie Road.	Construct 3 lane on new alignment
Interstate Drive from Highway Z to Duello Road.	Construct 3 lane on new alignment
Duello Road	Widen from 2 to 4 lanes and construct a new alignment

*Source: City of Wentzville Comprehensive Plan, 2006, amended 2010 and 2013.*

On the regional level, the transportation model for East-West Gateway Coordinating Council (EWGCC) has been modified for Wentzville and western St. Charles County via the City's and St. Charles County's proactive transportation study work, transportation analysis zones, and

land use predictions. The Wentzville Parkway Overpass at Interstate 70 and the Highway 61 overpass at Highway A have been completed by MoDOT improving both bridges to six (6) 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 west bound Interstate 70 exit ramp location to improve exit capacity, and correct weaving deficiencies approaching Highway Z intersection with Interstate 70. Improvement of Highway 61 to Interstate standards through the City and Planning Area is supported by this Plan. Appropriate alternative transportation options must be pursued by the City, which will require forward thinking and excellent planning and leadership.

The following roadway projects are described in more detail for this Comprehensive Plan:

#### David Hoekel Parkway

The City is nearing completion of the approval process to be granted 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, a required document reviewed and approved by MoDOT and Federal Highway Administration for use of federal monies in the construction of the roadway. The document details the projects 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 via design of phases of the Parkway which will begin at the Highway 61/Highway P/Peine Road interchange upon completion of the National Environmental Policy Act (NEPA) approval process. A new interchange is also proposed at Interstate 70 west of Point Prairie Road for the future David Hoekel Parkway. An 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 roadway and interchanges. This arterial 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 Study selected an interchange location at Peine Road and Highway 61 as part of the plan for David Hoekel Parkway. Recently, the City and St. Charles County Government have successfully completed and been awarded a fifty/fifty (50/50) cost share grant from the Missouri Department of Transportation to construct a new interchange and remove existing at-grade crossing to Highway 61 (safety improvements). This project occurred with the coordination of St. Charles County and Missouri Department of Transportation. The project designated construction will be administered by MoDOT and St. Charles County for construction in 2016/2017. The City is acquiring or reserving right-of-way for this project upon development proposals to eliminate construction from within the corridor and minimize impacts.

A right-of-way width of 100 feet with a five (5) lane Parkway is recommended.

#### Wentzville Parkway Extension South

Extension of Wentzville Parkway across Interstate 70, south to a connection with Wilmer Road, will provide a large 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 has

completed a Corridor Preservation Study of this area and identified a preferred alignment. The City will reserve right-of-way through the development review and approval process following the adopted Corridor Preservation Study.

This route will serve as a major arterial. A five (5) lane roadway and a right-of-way width of 100 feet is recommended.

#### West Meyer Road

West Meyer Road, from Wentzville Parkway to Highway W, will serve as a major arterial. Development along the central and east portion of the roadway emphasizes the need for roadway design and reconstruction. Phases One (1) and Two (2) have been reconstructed from Wentzville Parkway to west of Peine Road. Phase Three (3) (west of N. Point Prairie Road to Duenke Road) is targeted for, with its specific distance, scope and timing for design/construction undetermined at this time.

A five (5) lane roadway and right-of-way width of 100 feet is recommended.

#### Mexico Road (2)

Mexico Road is located in two (2) separated locations within the City limits; west (north of Highway A to Highway P) and east (west of Josephville Road east to Guthrie Road). Mexico Road (2) represents future improvement of the eastern portion to Collector Road standards (three [3] lane road section). The specific scope and timing for design/construction is undetermined at this time.

A right-of-way of eighty (80') feet and a three (3) lane roadway is recommended.

#### Interstate Drive

Interstate Drive is a planned arterial roadway stretching from Prospect Road to the east and terminating eventually at Highway T to the west paralleling the south side of Interstate 70, but north of Peruque Creek providing the primary means for east-west travel in the southern growth area of Wentzville. Key intersections in the future at Wentzville Parkway Overpass and the planned David Hoekel Parkway Overpass will provide access to Interstate 70 and to the north side of Wentzville. Wentzville plans extensions to Interstate Drive to Schaper Road, with the City of Foristell extending this arterial roadway continuing west to end at Highway T. Foristell has accommodated for this future roadway extension in their communities planning efforts. St. Charles County has completed design for Phase Two (2) improvements (Highway Z to Prospect Road). This section will front Quail Ridge Park, providing improved access to this large St. Charles County park and its facilities. St. Charles County has completed design to construct Interstate Drive west of Hepperman Road to South Point Prairie Road. A 2014/2015 construction project is planned. Completion of Interstate Drive improvements will allow the closing of various at grade railroad crossings, which are numerous along the South Service Road of Interstate 70, and will allow economic development along the arterial corridor as supported by the City's Land Use Plan.

A five (5) lane roadway and right-of-way width of 100 feet is recommended.

#### Hepperman Road

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. This facility is planned to continue south to access Highway N. Coordination with St. Charles County on right-of-way acquisition and roadway improvement will

be required because substantial portions of this roadway are within unincorporated St. Charles County.

A right-of-way of eighty (80') feet and a three (3) lane roadway is recommended.

**State Highway Setbacks**

Building setback requirements on state highways that will need future widening and improvements in the future need to be imposed by local and county ordinance to reduce future right-of-way acquisition costs and inconvenience to property owners. Recommended setbacks from the center line of state highways is ninety (90') feet. Recommended setback from Interstate 70 and from Highway 40-61 is 120 feet from the nearest edge of pavement. Where future service roads are anticipated, required set-backs should allow for a minimum right-of-way width of sixty (60') feet for service roads.

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## CHAPTER 3: UTILITIES

Both public and private utility companies serve the City of Wentzville. This chapter will briefly detail the presence of 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 (3) transmission lines for natural gas, anhydrous ammonia, fuel, and other products travel through the City of Wentzville Planning Area. Future growth and development adjacent to and near these utility facilities shall be planned for and appropriate safeguards should be in place to see that the public health, safety, and welfare are provided for, related to an accidental rupture or ignition. Wentzville Zoning Regulations shall thereby enforce setbacks and other land use criteria for the pipelines within the Planning Area (Map No. 31) and the associated easements from individual home sites and public assembly facilities, to decrease the likelihood of property damage or personal injury.

### **Electric**

The City of Wentzville is served by two (2) electrical service providers. Ameren and Cuivre River Electrical Cooperative provide electrical service to the Wentzville City and Planning Area. A territorial agreement map is provided in the plan (Map No. 23) indicating the providers' service areas and the area labels as special agreement territory. Both utilities have adequate capacity for future growth in the area. The City of Wentzville Zoning Regulations shall require underground electric service, with the exception of the overhead electrical distribution network. Underground service contributes to positive planned growth improving the aesthetics for the City of Wentzville.

### **Natural Gas**

The City of Wentzville is served by two (2) Natural Gas service providers. Natural gas is supplied by Ameren and Laclede Gas Company within Wentzville City and the Planning Area. A territorial agreement map is provided in this Plan (Map No. 10) indicating the providers service areas. Both providers have adequate supplies of natural gas for future growth in the area.

### **Telephone/Communications**

The Wentzville area is served by Charter Communications and 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 to maximize their business operations.

### **Water Supply and Distribution**

In 2008 the City of Wentzville updated the 2003 Water System Model and Master Plan. The plan evaluated the existing water system, Wentzville water and distribution demands. The Plan developed a hydraulic model and included recommendations (prioritized) for immediate, short-term and long-term capital improvements to the system. Detailed engineering design is needed for all recommended improvements. The City of Wentzville has advanced the City's GIS via an asset inventory and software to electronically store and use data/records for the water system. The plan is available within the Community Development Department located at 200 E. Fourth Street.

The Planning area for the City of Wentzville is served by Water District #2 and the City of Wentzville owned water system (Map No. 24 - Appendix). Water District #2 serves the City of Lake St. Louis and part of the Wentzville area south of Peruque Creek, west of Highway 40-61. Major distribution of the water system has been extended along existing roadways in the planning area.

The City of Wentzville Water Distribution System is concentrated downtown and extends in all directions. The system includes several pipe materials ranging in diameter from four (4") inch to twenty-four (24") inch. New development in the Wentzville Planning Area for distribution and at the subdivision level is 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. 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 (see *"Infrastructure Upsizing"* on page thirty-nine [39]).

Three (3) existing elevated water towers with storage capacities ranging from 340,000 to 2,000,000 gallons provide additional water supply during increased demand periods within the distribution system. The two (2) million gallon elevated storage facility is supplied by a new booster pumping station. The City also has a two (2) million gallon ground storage tank that has its own booster pumping station. In 2012, this station became an emergency backup when the new Prospect Booster Pump Station was completed. The City of Wentzville Water Supply and Distribution Map (Map No. 8) indicates the existing and planned water distribution and planned line sizes.

The City of Wentzville purchases approximately 3.85 million gallons of water per day from Public Water Supply District #2 of St. Charles County (operated by Alliance Water Resources, Inc.). of that total, 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 (2) primary sources, water is pumped to two (2) existing thirty (30") inch mains along Highway 40-61. The District maintains five (5) wells and Wentzville maintains one (1) well that can provide emergency water supply. The City's contract with Water District #2 expires in 2026 but also includes two (2) optional ten (10) year extensions. The contract includes a maximum water consumption of up to twenty (20) million gallons per day.

In order to respond to future needs, Water District #2 has constructed a forty-two (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 (2) million gallon reservoir and booster pumping station located on the west side of the Missouri River. The booster pumping station includes six (6) pumps with a combined capacity of thirty (30) million gallons per day. The pumping station discharges to existing transmission mains located along Interstate 64, which supplies a three (3) million gallon elevated water tower, located approximately four (4) miles east of the City limits. The District's Water Plant, with a capacity of twenty-two (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.

Prior to 1987, the City of Wentzville derived its water supply from wells in the community. Only one (1) well (Well #5) remains intact at the present time. Well #2 on North Tally Street was removed from service, but is currently used by the Missouri Division of Geology and Land Survey as a groundwater observation well. Well #5 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.

Future use of City well water as a supply would require 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 treatment of well water is not a good alternative for future supply. The well can be used as an emergency supply if needed. The well is test pumped and flushed monthly to ensure that it is available for use in an emergency.

Water storage in the City's system includes a one (1) million gallon elevated storage tank on Wentzville Parkway with an overflow elevation of 767 feet, a 340,000 gallon elevated storage tank on South Walnut Avenue with an overflow elevation of 768 feet, a two (2) million gallon elevated storage tank with an overflow elevation of 830 feet located in Rotary Park off of West Meyer Road and a two (2) million gallon ground storage tank on Edinger Road.

Current pressure is controlled by the elevated towers within two (2) pressure zones. The east zone pressure is controlled by the one (1) million gallon elevated tower having an overflow elevation of 767 feet. The west zone pressure is controlled by the two (2) million gallon elevated tower with an overflow elevation of 830 feet. The resulting maximum pressure when the towers are full is approximately sixty-two (62) psi in the east zone and seventy-three (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 (3<sup>rd</sup>) water booster pump station in the Prospect Road and Interstate 64 area to meet future demands on the water system. This station went online in April 2012.

### **Wastewater Collection and Treatment**

The City of Wentzville owns and operates the Wentzville Water Reclamation Center (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 three (3) times. The first (1<sup>st</sup>) was in 1982 to accommodate additional flow from the General Motors Assembly Plant. The other two (2) were in 1999 and 2007 to accommodate the growth of the community and the facility is currently undergoing another expansion which has been recently completed. General Motors continues to be the largest user of the facility with the average daily flow of approximately 600,000 gallons per day. The remaining flow to the facility is approximately 2,655,000 gallons per day, which comes from the estimated population of 29,500 residents, as well as commercial and industrial development.



Infiltration of ground water into the system can be contributed to sections of older piping, including clay piping, during periods of high rainfall. Wentzville has taken corrective steps to repair infiltration locations through cure-in-place liners being installed in the older sewer mains and manholes to prevent infiltration and has an established preventative maintenance program for jet cleaning of the sewer system. The WWRC accepts some additional flow from other properties outside the City limits of Wentzville. Those are the Ebert Lane subdivision, the City of Flint Hill, the subdivision of Dove Meadows, along the east side of Duello Road, and the Wentzville School District facility on the west side of Duello Road. The wastewater entering the WWRC for treatment passes through a step screen system with compaction and wash system for primary debris removal, grit removal unit, and a flow equalization basin. The flow equalization basin serves the plant by storing wastewater during peak flow events. It also serves to reduce the potential of shock loading of the treatment units. Wastewater is pumped from the flow equalization basin into four (4) biological treatment units. The biological treatment units include extended aeration and final settling tanks. Aerated sludge digestion treatment is also included in the biological treatment units. Treated effluent from the biological treatment units is discharged into McCoy Creek.

Bio-solids from each biological treatment units are then piped to storage holding tanks. There are two (2) methods of bio-solids removal. The first (1<sup>st</sup>) is a bio-solid dewatering press which is used to increase the percentage of solids to reduce hauling costs. The dewatered bio-solids are then hauled to area farm fields where it is used as fertilizer. The second (2<sup>nd</sup>), is where a tanker truck is used to haul bio-solids directly from the storage holding tanks to the farm fields in a liquid form. The second (2<sup>nd</sup>) being the most used and cost effective method. Approximately 350 acres of property is needed to accommodate the bio-solids application processes.

The Wastewater Plant Process Control Building includes offices for the Wastewater Department and a laboratory for testing. Two (2) power sources coming to the plant provides backup power during emergencies. The primary provider is Ameren and the secondary provider is Cuivre River Electric Cooperative. The WWRC is located in unincorporated St. Charles County and the City of Flint Hill.

Most of the developed areas within the City area are served by sanitary sewer. The general exception includes large-lot subdivisions with three (3) acre lots or larger in size. The age of the infrastructure for the collection system in some areas of the City predates 1930. Wentzville has contracted with Insituform to install cure-in-place liners in the older pipes to protect the existing infrastructure for its continued use into the foreseeable future. In 2012, the City reached the fifty (50%) percent mark for lining old pipes in the sewer system.

Wastewater from the southern side of the City of Wentzville is collected in recently constructed lift stations. The largest lift station facility is located adjacent to the east of Highway Z and north of Peruque Creek, having a capacity of nine (9) million gallons and having a wet well storage containment of 100,000 gallons for overflow and emergency uses. This facility has been sized to handle the planned development of the area mainly east of Hepperman Road and west of Duello Road between Highway N and Interstate 70. Wastewater from this facility is forced north to the Dry Branch Watershed. The second (2<sup>nd</sup>) lift station is located within the Golf Club at Wentzville subdivision, having a capacity of two (2) million gallons. This facility was designed to handle the planned development from Hepperman Road west to Schaper Road and between Highway N and Interstate 70. Wastewater from this facility is forced to the north into the Dry Branch Watershed. A third (3<sup>rd</sup>) lift station is in the preliminary design phase to provide wastewater service to the area planned adjacent to the north side of Peruque Creek on the east side of Schaper Road for future development capacity in this Wentzville growth area. Plan No.

9, titled “Wastewater Collection and Treatment” depicts existing and planned distribution and facilities. Wastewater infrastructure in the southern growth area of the City utilizes gravity flow mains to feed the lift stations. Flow is then forced by pumps through the central and western portion of the community to gravity elevations, thereby accessing the current Water Reclamation Center. A large trunk main is planned in the Perucreek Watershed to serve the south side of the community. 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 via each individual development when the distribution system (Map No. 9) is affected via the planned project.

**Water Reclamation Center**

The Wentzville Water Reclamation Center (WWRC) was completed in 2013 associated with the existing plant working capacity. Wentzville purchased forty-seven (47) acres of property in 1999 for all future expansions that is adjacent and to the west of the current plant location. Wentzville acquired the professional services of Carollo Engineers to prepare a facility plan to expand the facility to accommodate future flows, anticipating a population of 83,000 in the year 2025 (*population projections utilize data from Jacobs Civil, Inc.*). In 2008 the voters approved a bond issue on the April ballot, authorizing funds for the plant expansion. Specific data for the facility plan is available from the Public Works Department for design criteria, permitting, and phasing components within the March 2004 Facility Plan for the Water Reclamation Center Expansion. This completed expansion went online in early 2013.

**Infrastructure Upsizing**

The City of Wentzville participates in the upsizing of planning 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. The City requires upsizing of the infrastructure for the planned extension and within the development as supported by the utility distribution plans (Maps No. 8/9). 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.

WWRC Flows:

The quantity of wastewater received at the plant is listed below:

<u>Year</u>	<u>Average Flow Per Day</u>
2002	2,043,900 gallons
2003	2,129,846 gallons
2004	2,638,697 gallons
2005	2,569,727 gallons
2006	2,685,597 gallons
2007	2,900,855 gallons
2008	3,303,112 gallons
2009	2,907,394 gallons
2010	2,807,214 gallons
2011	2,974,522 gallons

Projected Flows

<u>Year</u>	<u>Average Flow Per Day</u>	<u>Peak Flow Per Day</u>
2015	4,960,000 gallons	12,400,000 gallons
2020	7,150,000 gallons	17,870,000 gallons

Peak capacities of the treatment process:

- Total Pumping Stations to Plant = 14,949,000 gallons
- Screening and Grit Removal = 14,100,000 gallons
- Equalization Basin Pumps = 8,630,000 gallons

Average/Peak Biological Treatment Unit Capacities:

- Unit #1 = 780,000/1,430,000 gallons
- Unit #2 = 1,130,000/2,070,000 gallons
- Unit #3 = 1,500,000/4,500,000 gallons
- Unit #4 = 1,500,000/4,500,000 gallons

Total average/peak capacity = 4,910,000/12,500,000 gallons per day.

An eighteen (18") inch sewer main was constructed when the original Wastewater Treatment Plant was built in 1977 extends along the east side of Highway 61 from the Water Reclamation Center south to within approximately 100 feet of Highway A. A fifteen (15") inch sewer, which extends to the west across Highway 61, receives waste from the central part of Wentzville. The capacity of the fifteen (15") inch sewer line is approximately three (3) million gallons per day. A twelve (12") inch sewer extending to the south from the eighteen (18") inch sewer line serves the industrial area south of Highway A.

An interceptor sewer along Dry Branch, which extends west from the existing eighteen (18") inch sewer at Highway P across Highway 61 and to the southwest across from Highway 61 across Meyer Road. The sewer main ranges in size from twenty-seven (27") inches at Highway 61 to a section of eighteen (18") inch at Meyer Road. A twenty-four (24") inch extension was recently constructed to the west from the upper end of the eighteen (18") sewer line to the west through the Bear Creek subdivision across North Point Prairie Road, west to Goodfellow Road.

A lift station at Highway P and a twenty (24") inch force main extending from Highway P to the WWRC receives flow from the Dry Branch interceptor. The lift station has two (2) pumps that have a pump capacity of 8,900,000 gallons per day. A third (3) pump is stored for reserve when needed.

A sixteen (16") inch force main (pressurized) with a capacity of approximately six (6) million gallons extends from a lift station at the General Motors Assembly Facility off Highway A to the Water Reclamation Center. Additional City owned and private lift stations also discharge into the sixteen (16") inch force main.

Development in the McCoy Creek Basin west of Highway 61 included installation of an eighteen (18") inch sewer from the existing eighteen (18") inch sewer near the WWRC west across Highway 61 and north to a subdivision north of McCoy Creek. The planned eighteen (18") inch trunk line has been extended to serve new developments within the remainder of the McCoy Creek Watershed. This trunk line is planned to continue to the westerly limits of the Wentzville Planning Area. The trunk line has currently been extended west of North Point Prairie Road.

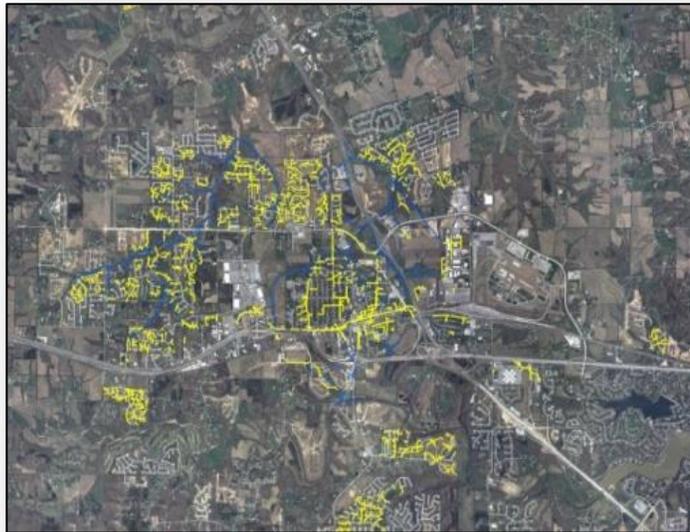
The basin includes an area being served by a lagoon in the City of Foristell, which may be connected to the Wentzville system in the future.

An existing eight (8") inch sewer currently serves existing development on the south side of Highway 70 adjacent to Highway 61, which discharges to the Water District #2 system serving the City of Lake St. Louis, which is gravity fed to the City of O'Fallon wastewater treatment facility on Firma Road. In 1997, the peak flow capacity of the system was estimated at 123,746 gallons per day (0.12 mgd). Twenty-nine (29%) percent of the capacity was committed to existing or planned development. Limited capacity of this system will restrict use to the immediate area. The capacity of the existing system should accommodate development of vacant parcels in the area.

**Stormwater Infrastructure**

The City of Wentzville has a separate stormwater sewer system for drainage and flood control. Stormwater management infrastructure includes about 200 detention and retention facilities and roughly 150 miles of enclosed pipe systems made of several materials that range in diameter from eight (8") inches to ninety-six (96") inches. The system ultimately discharges to natural waterways. New developments in Wentzville are required to use reinforced concrete or HDPE (High Density Polyethylene) piping. These piping materials are supported by the City of Wentzville for their long-term maintenance.

The age of 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 of the thirty-eight (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. Approximately forty (40%) percent of existing stormwater lines have been inventoried and data is stored electronically in GIS. In addition, the inventory of stormwater facilities and over 5,000 storm sewer inlets and outfalls has been updated. The Stormwater Master Plan process should be revisited in the near future to inventory remaining infrastructure and assess needs for flood control, water quality, and stream stability. Stormwater capital projects and ongoing maintenance continue to be funded by general revenue.



Stormwater pipes inventoried in GIS

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 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. The practices can help infiltrate stormwater, thereby recharging groundwater aquifers and reducing runoff from developed areas. Extended detention also helps protect stream channels from erosion. This, in tandem with the Natural Watercourse Protection Ordinance, helps reduce private property concerns and the need for City-funded projects to correct storm drainage problems in the future.

**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.

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 assist communities to protect their local waterways from polluted stormwater runoff. The Stormwater Management Program has adopted a five (5) year plan (2008-2013) for compliance with the City’s National Pollutant Discharge Elimination System Permit. The plan and annual reports are available at [www.wentzvillemo.org/pollution-prevention.aspx](http://www.wentzvillemo.org/pollution-prevention.aspx). This plan outlines targeted audiences, measurable goals, timelines for implementation, mechanisms to evaluate success, and reporting requirements for the following required permit components:



Dry Branch Creek near Great Oaks Subdivision

- 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



Volunteers remove trash from creeks at Mission: Clean Stream

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 our community’s water quality. Many goals have been reached in the current five (5) year plan. To date, educational programs have impacted 10,470 people, 2,362 storm drains have been marked by volunteers, and 50,486 pounds of trash have been removed from local streams.

The Land Use Chapter of the Comprehensive Plan also provides goals and objectives related to the Stormwater Management Program. These goals and objectives 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 is the adoption of the City's Natural Watercourse Protection Map (Map No. 29 - Appendix) 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 twenty-five (25') feet to 100 feet via the new ordinance.

Overall, Land Use Plan goals and future planning should strive to use watersheds as a tool for organizing land use and stormwater management. The City has begun this effort by applying for and receiving a \$748,015 four (4) year grant that develops a Dry Branch Creek Watershed Management Plan and supports nonpoint source pollution prevention projects. The Dry Branch Watershed includes areas predominantly north of Interstate 70 that drain to McCoy Creek. The Dry Branch Watershed: Clear Stormwater and Green Parks Project identifies pollutants and sources, and prioritizes long-term solutions for our community. In the short term, the project helps improve water quality by installing green infrastructure at Heartland Park. This includes stormwater management practices that mimic nature (i.e. athletic field biofilters, a native meadow, parking lot bioswales, and pervious pavement) to help filter stormwater runoff. Project updates are posted online at [www.wentzvillemo.org/319.aspx](http://www.wentzvillemo.org/319.aspx). This project is partially funded by US EPA Region 7 through the Missouri Department of Natural Resources under the Clean Water Act.



The detention basin at the Law Enforcement Center was retrofit with native plants to control erosion and help soak up and filter stormwater.

### **Green Infrastructure**

While single-purpose 'gray' stormwater infrastructure is largely designed to move stormwater away, green infrastructure reduces and treats stormwater at its source while helping meet other environmental, social, and economic objectives. Generally speaking, green infrastructure is a term applied 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 cleaner 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 riparian areas that mimic nature by soaking up, slowing down and storing runoff water.

This chapter, as well as the Land Use and Parks Chapters of the Comprehensive Plan establish 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 [TMDL's]). Encouraging or even 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 can create an overall development and redevelopment policy framework and direction. This framework is important to have identified, as environmental issues such as clean water and clean 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 from impervious surfaces can cause increased volume, 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 has already occurred on Peruque Creek. When Total Maximum Daily Load (TMDL) is established for this creek by Department of Natural Resources (DNR), 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 move slowly upon the return of growth and development to 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 a cleaner environment, 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 such 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 the private development and municipal improvement project arenas, as the City will allow green infrastructure development techniques and will require, in part, the preservation of certain amounts of tree canopy within riparian buffers. Municipal capital improvement projects, such as road widening, new buildings and parking lots at parks, which are required to meet stormwater standards also, have the option of incorporating green infrastructure to treat water quality.

Some 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 expanse of environmental regulations and city-owned facilities and green 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 will need to be explored and evaluated to understand the local drivers and support for it. Federal MS4 permit language is scheduled to be revised by EPA in the summer of 2013. These 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 can be charted in the next Comprehensive Plan review 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.

**Resources:**

EPA Green Infrastructure Municipal Handbook: Funding Options and Incentive Mechanisms  
Stormwater: The Journal for surface Water Quality Professionals [www.stormh2o.com](http://www.stormh2o.com).

**GIS Enhancements**

Water and Wastewater Infrastructure Data is stored electronically within the Wentzville GIS. City staff has created an Engineering website for staff functions to access and use various data layers to query upon the staff desk top for improved staff efficiency, productivity, and convenience. These data are not available to the general public, but utilized by City staff, engineering companies, City of Wentzville consultants, etc. This information is maintained monthly by the City staff, via GPS and field data collection and electronic plan submittals.

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## CHAPTER 4: COMMUNITY FACILITIES

City Government

See [www.wentzvillemo.org](http://www.wentzvillemo.org) for Department information and organization.

### ***City Hall***

The City of Wentzville is currently reviewing the need for a new City Hall which would combine current services spread in multiple building throughout the City. Combining such services under one roof, would create a more efficient delivery of service and increase customer service to its citizens.

### ***Fire Protection District***

Fire protection for the City of Wentzville is provided by Wentzville Fire Protection District No. 13. The District encompasses the Cities of Wentzville, Foristell, Flint Hill, Dardenne Prairie, Lake St. Louis, O'Fallon, and several square miles of unincorporated St. Charles County. The District, which was established in 1971, covers approximately 88 square miles (Map No. 11). The District is the second (2<sup>nd</sup>) largest in St. Charles County following New Melle.

The District is comprised of three (3) 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 safety education and performs regular fire safety inspections of all business properties, including residential properties upon request.

The Wentzville Fire Protection District has an Insurance Service Organization (ISO) Town Class rating of five (5) in all areas for which fire hydrants are present. The ISO rating in non-hydrant locations is nine (9) due to inadequate water supply for fire protection or is more than five (5) miles from a 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 (1) through ten (10), with one (1) being the highest rating.

The District has stations at five (5) locations:

- Station No. 1 - 209 West Pearce Boulevard in Wentzville
- Station No. 2 - Intersection of Highway P and Mette Road in Flint Hill
- Station No. 3 - 1146 Clinton Prinster Memorial Drive. in Foristell
- Station No. 4 - Highway N and Orf Road in Dardenne Prairie
- Station No. 5 - Rotary Park in Wentzville

### ***Personnel***

Personnel for the Fire District consists of nine (9) administrative staff members, twenty-four (24) salaried firefighters, and approximately forty (40) volunteers. Salaried firefighters are assigned to twenty-four (24) hour shifts at Station No. 1, Station No. 3 and Station No. 4. The volunteers provide exclusive manpower to Station No. 2 and assist salaried firefighters at Stations No. 1 and No. 4 locations.

### ***Mutual Aid***

The Wentzville Fire District has an automatic aid agreement with the O'Fallon, Cottleville, Lake St. 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. 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 No. 13 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. Changes in the future will most likely involve a conversion of volunteer units into salaried units (or combinations thereof) at existing volunteer stations, and possible equipping of Station No. 3.

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**

##### *District Organization*

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 Directors and is operated by means of a separate tax levy. The District was created in 1973 to serve the needs of residents in St. Charles County. Over 1.7 million people visit District branches annually to borrow over 5.2 million items.

The FY2012 operating budget for the District was \$16,742,749. The tax rate to support the District is twenty-one and eighty one hundredths (21.81) of a cent per \$100 assessed evaluation. This means that the owner of a \$100,000 home in Wentzville (for example) pays \$49.00 per year for library services. The District includes three (3) regional branches which have larger collections and subject specialists, four (4) general purpose branches (including the Wentzville Corporate Parkway facility), two (2) Library Express (including the Discovery Village location in Wentzville), and three (3) mini branches.

The District maintains the following facilities:

- Regional Branches
  - Kathryn Linnemann (KL)
  - Middendorf-Kredell (MK)
  - Spencer Road (SP)
- General Purpose Branches
  - Corporate Parkway (CP)
  - Deer Run (DR)
  - Kisker Road (KR)
  - McClay (MY)
- Express Branches
  - Library Express at Discovery Village (DE)
  - Library Express at WingHaven (WH)
- Mini Branches
  - Boone's Trail (BT)
  - North County (NC)
  - South County (SC)

*Wentzville Facilities and Equipment*

Wentzville's Corporate Parkway Branch is a general purpose library and was built in 1984. It has approximately 11,800 square feet and is open seven (7) days a week. The Corporate Parkway Branch has over 68,000 volumes, 617 books on tape, 15,500 magazines, newspapers, CD's, videocassettes, and other collections.

Wentzville residents and businesses have ready access to the latest technology with on-site computers and internet access. Internet use training is available. Residents also benefit by an agreement with the St. Louis County Library System for reciprocal or mutual use of library facilities. 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. The library has a monthly book discussion group. A public meeting room is also available.

*Personnel*

The Library District has a full-time equivalent of 178 persons to maintain, operate, and to provide professional assistance to library users.

*Future Facilities*

The need for additional library facilities in Wentzville and St. Charles County is reviewed annually. The St. Charles City-County Library District is utilizing a strategic planning process entitled "Planning for Results" to determine future library needs of St. Charles County residents, including Wentzville. Currently a new strategic plan is being developed that will help determine growth needs.

**Medical Facilities**

The St. Louis metropolitan area has a multitude of medical facilities including research facilities and a full range of public health services. Services in St. Charles County include the SSM St. Joseph Health Centers in St. Charles, Lake St. Louis and Wentzville, and the Barnes-Jewish Hospital in St. Peters.

Wentzville is the home of comprehensive health services. Medical facilities include SSM St. Joseph Health Center, Wentzville Regional Radiation Therapy Services (Missouri Cancer Care, P.C., and the Crider Health Center.

The current SSM Health Center facility was constructed in 1986 and is an acute care facility. The hospital has undergone a change in ownership recently from Essent HealthCare (Crossroads Regional Medical Center) to SSM HealthCare St. Louis. Continued medical services and physician presence is maintained under the new ownership. Prior to Essent Healthcare's ownership, the campus was known as Doctor's Hospital. The Hospital has approximately 130 full-time equivalent employees, and 77 staffed beds. The SSM Healthcare facility provides a full-service emergency room, radiology with MRI, cardiopulmonary services, pharmacy, and laboratory services, including a clinic for physical therapy and including behavioral medicine services. The hospital campus and the associated medical buildings fronting Wentzville Parkway provide many medical specialty services and outpatient services. Services offered by the Health Center are provided complementary to the services offered in the current St. Charles County SSM facilities, particularly SSM St. Joseph Health Center West. The hospital has a twenty-four (24) hour emergency service. The hospital is locally and regionally recognized for its services and professionalism.

The Crider Health Center is the headquarters for community mental health for individuals as well as full medical/dental facility for the underserved portion of Franklin, Lincoln, Warren, and St. Charles Counties.

SSM Select St. Louis Rehab and Rehabilitation Facility is a modern one-level, 240 bed, Skilled Nursing Facility with licensed professionals on a twenty-four (24) hour basis. It provides extended care for senior citizens.

Bristol Manor provides senior managed health care.

### **Education**

Higher education facilities in St. Charles County include St. Charles County Community College, Lindenwood University in St. Charles and Midwest Theological Seminary. Vocational Training facilities are provided by the Lewis and Clark Career Center in St. Charles and the new Rankin satellite facility located off Parr Road. All facilities provide various continuing education opportunities.

The St. Charles Community College in Cottleville is located on a 107 acre campus approximately fifteen (15) miles from Wentzville. The college was established in 1986 and provides two (2) year college courses, two (2) year vocational programs, and adult education programs, which 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 2005 sessions was 6,618 for spring, 3,090 for summer, and 6,937 for fall, which are credited classes. Lindenwood University, located approximately twenty (20) miles from Wentzville in the City of St. Charles, is a private four (4) year liberal arts institution. Lindenwood offers a Baccalaureate Degree in nineteen (19) subject areas including natural science, physics, social science, humanities, business administration, communications, education, theater, art, criminal justice, and computer science; and a Graduate Degree in business administration, and education. Continuing Adult Education at Lindenwood includes not-for-credit courses, workshops and seminars. Enrollment is approximately 6,000 full-time and part-time 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 space.

The Lewis and Clark Career Center in St. Charles offers vocational training to adults and high school students. Approximately 500 high school students throughout the County attend vocational classes and work at related jobs during training. Adult education classes are offered in a variety of fields including business, computer, construction, and health care.

The Wentzville R-IV School District provides K-12 education for Wentzville, Lake St. 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. (Map No. 12)

The growth of the Wentzville and western St. Charles County area has challenged the District to provide sufficient facilities and continue their high level of service. The District continues to stay ahead of the growth pressure through the District's facility planning process. Data from the 2010 Census confirmed that the Wentzville R-IV School District has been the fastest growing in the state, with a population increase of 121% between 2000 and 2010. Enrollment growth has averaged 500 students per year in recent years. For the 2011-12 school year, total enrollment for the District was 13,103. This included 6,534 elementary students, 3,022 middle school

students, and 3,547 high school students. Enrollment for 2012-13 is estimated near 13,700. Enrollment is expected to exceed 15,000 students by 2016.

In April 2011 voters approved a tax levy to fund additional facilities including expansions to nine existing schools and the construction of the District's third high school. The current two high schools are in Wentzville ("Holt" High School in central Wentzville and "Timberland" in the southern area of the City). The third high school will be located on Sommers Road in western O'Fallon. A new bus transportation facility has recently been added on Highway A to provide maintenance and storage for the bus fleet operated by the District. The District also owns three other properties in the western portion of the District for future school sites.

Other District facilities in Wentzville include the Heritage Elementary campus on Blumhoff Avenue in the center of Wentzville, as well as Wentzville Middle School, the District Administration Building, and the Support Services Warehouse. Lakeview Elementary on Mexico Road (near Guthrie Road) and Peine Ridge Elementary (on Peine Road north of West Meyer) also service the northern portions of Wentzville. A campus located on Highway N in the southern area of Wentzville includes Timberland High School, Wentzville South Middle School, and Boone Trail Elementary School. South Middle School and Timberland also service students from Green Tree Elementary, located on Ronald Reagan Drive on the south side of Lake St. Louis, and Duello Elementary, located on Duello Road in unincorporated St. Charles County.

Frontier Middle School is located on Highway DD near Sommers Road in O'Fallon. Beginning in the fall of 2013, students from Frontier Middle will start entering the new high school on Sommers Road. Elementary schools feeding Frontier Middle include Discovery Ridge on Sommers Road and Crossroads on Highway N in O'Fallon, as well as Prairie View located on Feise Road in Dardenne Prairie.

Private schools in the Wentzville area include Immanuel Lutheran School (84 students in pre-school and 166 students in grades K-8), and St. Patrick School (456 students in grades K-8). With the growth of the City of Wentzville, additional daycare and preschool facilities have been approved and constructed in commercial growth areas of the community. These existing facilities serve the north side of Highway 70, while one (1) facility has been approved for construction in the southern growth area, off of Highway Z and Whisper Creek Drive.

### **Senior Citizens**

#### *Senior Citizen Programs*

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. Low-cost assisted housing for seniors is funded by the federal government.

The State of Missouri is divided into ten (10) 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, 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 communities of St. Charles County, including the Cities of St. Charles, St. Peters, O'Fallon, and Wentzville.

Senior centers act as gathering places for senior citizens over sixty (60) years of age and provide meals for people who eat at the centers and "Meals on Wheels," which are delivered to

people in their homes. Group activities at the centers include games, crafts, health clinics, and a variety of social events.

#### *Wentzville Senior Citizen Center*

The Wentzville Senior Citizen Center is named the "Green Lantern" and is located at 506 South Linn Avenue. The Center is operated by the above-described Mid-East Area Agency, which is a non-profit organization. The location in a residential neighborhood in central Wentzville provides convenient access to seniors in the existing downtown residential area. The center complements cultural and business activities in central Wentzville and attracts people to the Village Center area.

The Green Lantern Building is owned by the City of Wentzville. The building is rich in history and functioned as the first high school in the area in 1896. The building burned in 1908 and was rebuilt and used as a high school. An addition was constructed in approximately 1938 and the building continued as a high school and an elementary school until 1969.

Senior Center activities in Wentzville started in 1973 at a local church and were moved to the Green Lantern in 1978. Home-cooked meals have been delivered in Wentzville since March 17, 1971, prior to any other continuous service in the State of Missouri. The twenty-fifth (25<sup>th</sup>) anniversary of continuous operation was celebrated in December 1998.

The City of Wentzville Parks and Recreation Department assists the center by providing exterior grounds maintenance and assists with setup for center functions and programs. The City of Wentzville Building Services Division supports general building maintenance, while general cleaning duties are handled by the Green Lantern management. Funding for the center operations and equipment is provided through generous gifts and donations by individuals and businesses within the community. The Wentzville Senior Center operates based upon the assistance of 225 volunteers a month, or forty-five (45) volunteers a week. There are approximately 150 participants registered for the meal service and various activities. To qualify as a participant, one must be sixty (60) years of age, or may be 18-59 years of age with proof of a disability. Volunteers assist with transportation and delivery of meals. The level of volunteer participation at the Senior Center is a Premium example of the City's Motto:

***"A COMMUNITY OF NEIGHBORS WORKING TOGETHER TO BUILD A BETTER FUTURE."***

The Wentzville center serves lunch five (5) days per week. In the month of May 2005, 2,519 meals were served, which is one (1) meal per person, per day, for lunch only. The lunch program consists of in-house dining where anywhere from fifty-eight (58) to seventy-three (73) meals are served per day, with the meal count extended to ninety (90) on special occasions. The current "meals on wheels" program serves approximately seventy (70) people. The program has a freeze on adding new participants at this time due to government budgetary cuts. The suggested cost of the meal is \$2.25, to assist in the cost of the service. The success of the program is directly dependent on the help of volunteers, some of whom drive a forty (40) mile route to deliver meals in adjacent communities, including Josephville, Lake St. Louis, Flint Hill, and New Melle.

The senior center is also a place where seniors can socialize with each other on a daily basis, and discuss with each other local and world events. The social setting offers an opportunity to remain active and involved in the community and is a way of life, which is looked forward to daily by its users.

**Activities at the Wentzville Center include the following:**

Information and Assistance Program  
Minor Home Repair  
Transportation  
Legal Services  
Senior Citizen Employment Program  
Nursing Home Ombudsman  
Care Coordination  
Free Tax Preparation  
Free Health Checks (i.e.. Blood Pressure Checks/Flu shots, etc...)  
Free Hearing Checks  
Medical Supplies

**Social Activities Include:**

Birthday Celebrations  
Holiday Celebrations  
Sing-Alongs  
Line Dancing  
Exercise Class/Programs  
Educational Programs  
Computer Training  
Cards (Bridge)  
Bingo  
Entertainment  
Quilting & Crafts  
Special entertainment and speakers

*Future Senior Center Needs*

The Green Lantern Senior Center has approximately 5,000 square feet of space on the first floor and approximately 1,600 square feet in a basement under the most recent addition on the north side of the building. All senior activities, including dining, games, crafts, and computer use, are currently held in one (1) large room in the front part of the building. There are no separate areas for conferences, health care, or other activities that can be better accommodated in separate, smaller rooms. The kitchen, office, and restrooms are also located on the first (1<sup>st</sup>) floor. The Wentzville Historical Society uses a room in the rear of the building to display pictures and other historical items. The basement under the north wing is used for storage of crafts and other items.

The center is currently at capacity and will have to be replaced or expanded in the future. There is no adequate place for exercise in the present structure. Consideration has been given to using the basement area for exercise, but it has only one (1) stairway and does not meet current access regulations. Parking for the daily operations is inadequate, which is made up of nineteen (19) spaces, four (4) of which are occupied by staff members. Four (4) parking spots provided are handicap accessible. Parking upon S. Linn Avenue in front of the facility contributes to safety concerns and can make accessing the building difficult. The City of Wentzville's property totals approximately 1.1 acres with available room in the southeast corner for facility expansion or parking expansion. The 1999 Comprehensive Plan indicated good design for an addition of a new facility, and the daily activities that occur in a senior center would result in approximately 12,400 square feet of area on the first (1<sup>st</sup>) floor with a full basement for expansion. The facility should contain ground-level entrance to provide for handicap

accessibility, with an elevator provided. An exercise room, game room, craft room, and dining area are suggested to be provided for any future facility plan. A conference and health service room, computer lab, lounge, office, and other activity spaces are also suggested to be included. Current operations and activities are accomplished all in one (1) room, where the setup for each activity occupies the limited space. The main room is also used for lunch; therefore, the time devoted to activities is limited due to the multi-use of the facility. The senior population of this community continues to expand. Adjacent to the facility is the continued construction of the Green Gables facility, having 183 housing units upon completion. Additional senior housing will be needed in the City of Wentzville as the current population ages, increasing the need for a new or expanded facility to benefit the seniors now and into the future.

#### *Other Senior Activities*

Senior citizens in Wentzville are active in a variety of activities in the City, including the Community Club and the Mary Martha Thrift Shop. The Mary Martha Thrift Shop was organized in about 1970 when Velma Brewer, a nurse at the Wentzville Elementary School, noticed children coming to school wearing worn-out clothing. She asked churches in the area for help, and eight (8) churches volunteered. The shop receives donated clothing from area residents and sells the clothes at nominal prices. The shop is managed and operated by volunteers, most of whom are senior citizens. Income from sales is donated to food pantries, local churches, the Green Lantern, Salvation Army, and other charitable organizations. The shop also helps families purchase medicine and replaces food and clothing lost by fire. The Mary Martha Thrift Shop originally occupied an old Commerce Bank Building. When the building was demolished, a new structure was constructed on a lot owned by the City of Wentzville with labor and cash donated by local contractors and others. The Community Club owns land in central Wentzville and has bingo on Saturdays and a flea market on Sundays. Money generated from bingo and the flea market is donated to the community.

#### *Future Activities and Facilities*

The proximity of the senior center in the original town area of Wentzville offers the potential of other community-based facilities that would complement the senior center and serve to attract people to downtown Wentzville. The creation of attractive destinations in the original town area of Wentzville would serve to preserve the quality of existing neighborhoods, which are vital to the survival of the Village Center area.

The 1999 Comprehensive Plan included a conceptual plan, which displayed the use of the current Public Works Complex and historical building (Old Tobacco/Garment factory) to be used for expansion of the senior center operations and facilities. This plan explored/supported the potential redevelopment of the senior citizens' area with conversion of the Public Works Office complex to larger senior citizens' center with activities for seniors and other citizens. The large area south of the Public Works Office Building is shown as a landscaped park area with a bandstand for local entertainment and could be used as an exercise area for seniors.

#### *Elderly Housing*

Five (5) housing projects in the community, Green Gables Community, Elder Court apartments, Twin Oaks at Heritage Pointe, Peruque Hills Estates and Wentzville Senior Apartments, provide well-maintained housing for senior citizens.

Elder Court has sixty-six (66) one (1) bedroom apartments in central Wentzville that were constructed in 1970, 1973, and 1983. The complex includes two (2) community buildings. One building has kitchen facilities and room for meals. Occasional meals are served and the building is available for family use. The other building has an office, laundry, and space that is used

during visits by the public library, a hair dresser, and for blood pressure tests by health agencies. Volunteers to visit and share time with elderly tenants are encouraged.

Wentzville Senior Apartments, located on Patricia Court in west central Wentzville, has forty-eight (48) units that are rented to elderly people over sixty-two (62) years of age and to the handicapped. The complex includes a community building with an office, laundry, recreation room, and small kitchen. The building is used for community meals approximately three (3) times a year with food supplied by the tenants. All of the housing units are full and there is a continuous waiting list.

Green Gables, a retirement community, is under construction, adjacent to the east of the Green Lantern Senior Center. The senior residential center contains forty-three (43) attached dwelling units. Phase Two (2) of Green Gables will be apartment-style dwellings having 140 units. Phase Two (2) is under construction at this time, and includes a rear access and road improvements to Lewis Street.

Twin Oakes at Heritage Pointe is a community that is currently under construction and features attached villas, Assisted and Independent Living Care facility for its residents. Both the Independent and Assisted Living Care facilities have been completed and the villas are currently under construction with a couple of units having been completed. Plans have been approved by the City of Wentzville for the owners of this facility to expand to the east of the current location within the abandoned Stone Ridge Villas development and provide similar services. A total of 238 (Heritage Pointe is 142, and Stone Ridge is 96 units) units are anticipated upon completion of between these two developments. Construction of this expansion has not yet commenced.

Peruque Hills Estates is a development with a senior housing element to the overall development. Sixty-eight (68) units are located within this development reserved exclusively for seniors and occupies the eastern section of this development.

The projected growth in Wentzville and the aging of the population will increase the demand for senior housing units. The alternative is moving to a nursing home, which restricts freedom of the individual and increases the cost of housing. The City anticipates additional development of senior housing to increase in the future to help meet this rising demand.

## CHAPTER 5: PARKS AND RECREATION

### 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 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 great strides. Since the completion of the Parks and Recreation Open Space Master Plan in 2004, 149.5 acres of new park land has been purchased. A new aquatic center known as Splash Station will be integrated into the park system in 2013. In 2014 two new additional parks will be incorporated (Peruque Valley and Heartland Parks) which will host baseball/softball fields, soccer/football fields, trails, picnic sites, and water quality features to aid in stormwater detention, public education, nature opportunities, etc.

Below is a table which lists the current parks system versus National Outdoor Standards (based upon population) and projected needs based upon a projected 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 our planning area which provide for additional available passive park ground (natural facilities) in which City residents may also enjoy. The City currently owns 329 acres (including current operational facilities and proposed parks) within the current park system.

**Table No. 21: Current Parks System vs National Outdoor Standards and Projected Need**

<b>Current Developed System in 2012</b>	<b>Actual Needs for 2012 (Based upon population)</b>	<b>2020 Future Needs (Based upon 33,696 population)</b>
95 acres	639 acres	717 acres
1 football field	8 football fields	10 football fields
2 ball diamonds	17 ball diamonds	22 ball diamonds
7 picnic shelters	20 picnic shelters	25 picnic shelters
4 playgrounds	19 playgrounds	24 playgrounds
1 soccer field	8 soccer fields	10 soccer fields
1.3 miles of trail	10 miles of trails	13 miles of trails
3 basketball courts	6 basketball courts	8 basketball courts
2 tennis courts	11 tennis courts	14 tennis courts
1 swimming pool	4 swimming pools	5 swimming pools
2 outdoor volleyball courts	6 outdoor volleyball courts	7 outdoor volleyball courts
6 horse shoe pits	9 horse shoe pits	12 horse shoe pits

### Creating a Legacy for the Next Generation

Planning is an essential tool of responsible management, not only should a plan include physical development plans, but also should be financially supportable. The City of Wentzville, Department of Parks & Recreation follows the road maps set forth in their parks and trails plans.

The 2004 Parks and Recreation Open Space Master Plan continues to act as the guide in addressing the City's concerns and provides short and long term 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 Open Space Master Plan is based upon input from the community, City Staff, Project Steering Committee, a community-wide mail survey, and an analysis of existing recreation facilities and land uses. The goals and objectives of the Plan are as follows:

- Unify Parks System
- Meet the Park Needs of the Community
- Assess Recreation Facilities
- Utilize Environmental Sustainability
- Create a Framework for Capital Projects
- Create Linkages with Regional Assets

In 2009, two (2) Park Master Plans were completed. One (1) tract located south of Interstate 70 is adjacent to Peruque Creek on South Point Prairie Road and has been officially named as Peruque Valley Park. Peruque Valley Park is approximately seventy-five (75) acres mol, and is partially located in the Peruque Creek floodplain southwest of the intersection of S. Point Prairie Road and Peruque Creek. Input was gathered at three (3) separate public forums, through meetings with the Park Board, Board of Aldermen and staff. Final designs depicted seven (7) softball/baseball fields, trails, playgrounds, concessions, pavilions and interactive and interpretive areas along the creek. Pervious pavement and other green concepts were discussed at length and continue to be a high educational priority.

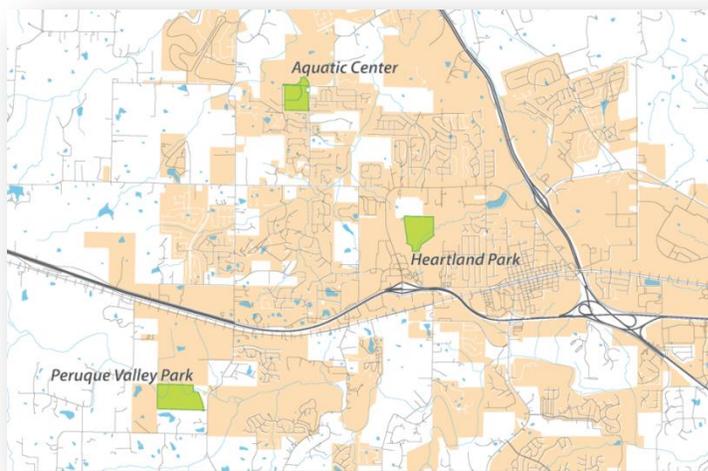
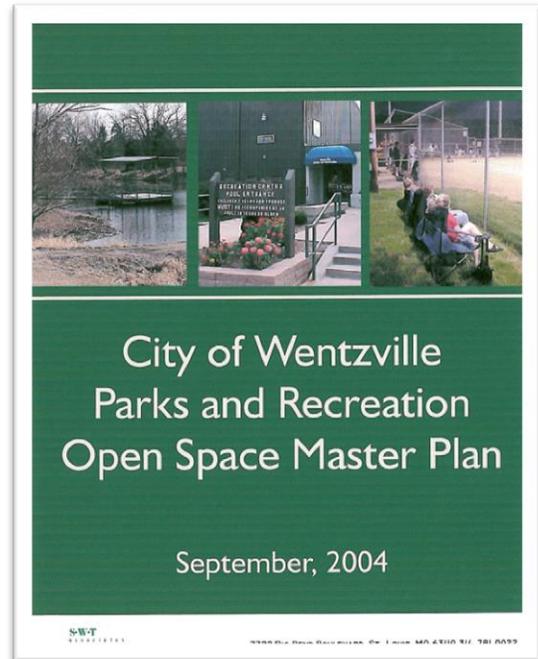


Figure 1: Map of Planned Park Facilities

A second (2) master plan was completed for the original twenty-eight (28) acre site located north of Holt High School campus and east of the Dierberg's property, known as Heartland Park. In 2011 an additional 22 acres were purchased bringing the total to 50 acres. Phase One (1) Development will feature two (2) soccer/football fields, trails, picnic areas and an eight (8) acre detention/retention pond with boardwalks, various ecology interpretation centers. In 2012 construction designs were completed for Project

Parks, Project Parks includes Splash Station Aquatic Center, Peruque Valley Park and Heartland Park.

Utilizing public input from the Parks and Recreation Open Space Master Plan the top five (5) recommendations in no specific order are:

- Land Acquisition
- Trail Development
- Recreation/Aquatic Center Development
- Athletic Field Development
- Identify a Funding Mechanism

The completion of Splash Station Aquatic Center, Peruque Valley Park and Heartland Park addresses several of the above recommendations recognized in the surveys and public input forums. The Funding Mechanism for these projects was made possible by the 2010 passage of a half-cent retail sales tax for parks.

The "Bikeable Walkable Community Plan for the cities of O'Fallon, Wentzville, and Lake St. Louis, Missouri" was completed in 2008. This plan was made possible through major funding and administrative assistance from the Missouri Department of Transportation and East-West Gateway Council of governments. The Planning team for the study was made up of Trailnet, Inc., in association with James Pona & Associates and staff representatives from the three (3) cities.

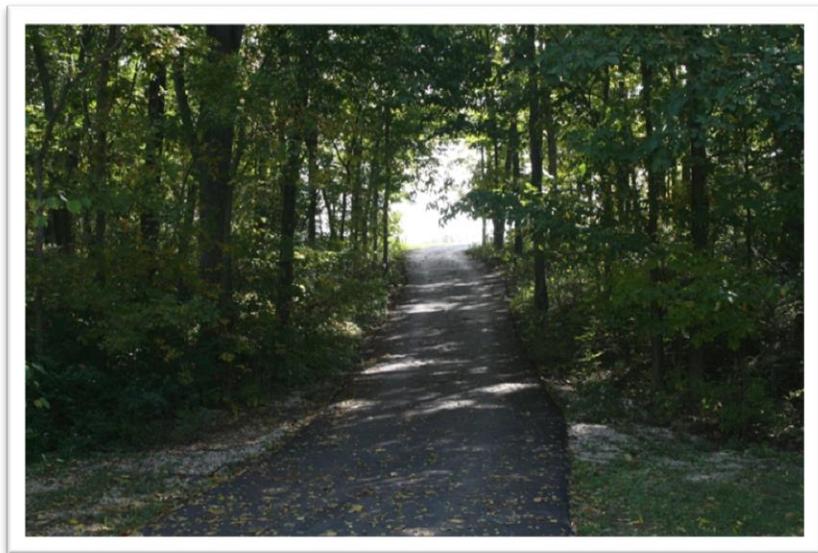


Figure 2: Rotary Park Trail

Wentzville's portion of this Trail Master Plan indicated 19.29 miles of recreational trails and 45.7 miles of accommodation treatments. Recreational trails are non-motorized trails made of crushed aggregate, asphalt or concrete and utilized by walkers, joggers, and bicyclists. Accommodation treatments are defined as improvements such as signs placed every one-fourth ( $\frac{1}{4}$ ) to one-fifth ( $\frac{1}{5}$ ) mile designating bicycle and/or pedestrian routes. Signs advise motorists, bicyclists and pedestrians of the mode of transportation, they are identification or directional in nature, indicating turns, intersections, grates, and etc.

### **Park Facilities**

The Wentzville Park system consists of ninety-five (95.5) developed acres in six (6) park locations; additionally there are 102.7 acres deeded to the City that do not have vehicular or pedestrian access and/or have other limitations which remain undeveloped at this time. 119.8 acres are currently in development. In 2009, 15.8 acres of property was donated to the City of Wentzville in the rear of Peruque Hills Estates subdivision east of Highway Z. This fifteen (15)

acre tract will provide trail linkage opportunities, as the parcel 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 via a paved pathway, while this paved access is planned to intersect Peruque Valley Drive in the future as the subdivision infrastructure is constructed.

**Table No. 22 Wentzville's Park System**

Facility Name	Acquired	Acres	Developed	Undeveloped	Site Planned	Level of Care
Bicentennial Park	1975	0.01	x			2
Green Lantern Park	1979	1.0	x			2
Memorial Park	1968	5.0	x			2
Northview Nature Park	2010	0.5		x		2
Progress Park	1987	12.5	x			1
Rotary Park	1991	72.0	x			2
Fireman's Park*	n/a	5.0	x			2
Legion Park*	n/a	6.35	x			2
<b>Total Developed</b>		<b>102.36</b>				
Glenhurst	2003	46.6		x		5
Great Oaks	1997	6.0		x		3-4
Peruque Hills Estate	2009	15.8		x		6
Silvercote	Pre-2004	10.0		x		6
Heartland Park	2005/2011	50.8		x	x	1
Splash Station Aquatics Center	2003/2013	22.5		x	x	1
Peruque Valley Park	2007	75.0		x	x	1
<b>Total Undeveloped</b>		<b>226.7</b>				
<b>Total Site Planned</b>		<b>148.30</b>				
<b>Total Park System Excluding Legion Park</b>		<b>329.06</b>				

*\*Parks maintained but not owned by the City.*

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 6 levels (1 being the highest level and 6 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 it the desired standard.
- Level 3 and 4: are just below the norm and result from staffing or funding limitations.
- Level 5: is one step before the land is allowed to return to its original state.
- Level 6: 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 Department of Parks and Recreation.

**St. Charles County Park Facilities**

It is important to note that 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 their planned regional parks system in response to the adoption of the Counties 2020 Master Plan, in which Wentzville is very fortunate as large tracts of property have been acquired and developed in the immediate Wentzville area. Quail Ridge Park is located adjacent to Interstate 64 in the heart of the community. This 265 acre park provides passive and active park and recreational facilities such as bicycle and walking trails, playgrounds, pavilions, open space, and specific sports amenities such as a Frisbee golf course, and public fishing opportunities. To the north of the immediate Wentzville City Limits is Indian Camp Creek Park. At more than 600 acres this passive park boasts native prairie areas, trails, pavilions, playgrounds, lakes, public fishing and open space amenities. Immediately east of Wentzville and fronting Highway 61 is "Towne Park" property. This property is 109 acres previously owned and donated by Betty Towne. The property was the site of a 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 programs as well as the St. Charles County's passive and open space parks provide for a total park experience in Western St. Charles County.

**Trail System**

Trails are an important piece of a successful park system and community master plan. They are a highly used recreation amenity and can serve as a transportation route for children and adults linking destinations within the community.

In 2005 Wentzville opened its first trail located in Rotary Park. Length of the trail is 1.3 miles. The first half of the trail meanders around Community Club Lake and is constructed with a 6 inch rock base and 4 inches of "C" mix asphalt. This is a construction standard for public use and should be considered for future trails and linkages. The other half of the trail is constructed with aggregate to provide a more natural setting through a hard wood forest. Trails are the number one national trend, providing opportunities for all ages to promote healthy lifestyles. Trails should be a priority to link neighborhoods to city parks, county parks, schools, and retail areas. City standards for the development of trails have been established in the City of Wentzville Transportation Master Plan. Section #6 of the plan, "Guidelines for Bicycle and Pedestrian Facilities", addresses the important design criteria.

In 2008, The Bikeable-Walkable Community Plan was completed and indicates a plan for 19.29 miles of planned trails, 89.06 miles of accommodations and 38.19 miles to be either trails or accommodations for a total of 146.23 miles at an approximate total cost of \$15,500,000.00. The plan supports physical property improvements such as "share the road" signs, drainage grate improvements, and other appropriate signage.

**Identity**

Parks not only offer residents recreational value but also help form an identity for the City. Wentzville should continue to create visibility of its parks and trail system by preserving open space, updating facilities, and acquiring parkland.

**Lakes**

The City of Wentzville hosts two lakes within the park system. Community Club Lake is located in Rotary Park and has approximately 5 acres in water surface area. Community Club Lake provides fishing opportunities along the bank and upon a dock. Careful management of this resource will ensure continued recreational use and enjoyment for future residents. Wentzville should look forward to providing these same opportunities in other sections of the City.



Figure 3: Fishing at Rotary Park Lake

The second and newest lake will be completed in 2013 and will act as a regional detention basin for the watershed. Amenities will include the following:

- 7 acre lake with riparian buffer (flood control for 475 acres)
- 1.2 acres of wetlands (habitat and flood control)
- 3 education shelters
- Lake and wetland boardwalks
- 9 rain gardens
- 5 acres of native meadow
- 2,500 trees and plants
- Athletic field biofilters
- 10' wide educational trails and interpretive signage
- Pervious pavement demonstration areas in the parking lot

*\*Green infrastructure amenities at Heartland Park are partially or totally funded through a \$748,015 grant from the Missouri Department of Natural Resources and the United States Environmental Protection Agency Region VII under Section 319 of the Clean Water Act.*



Figure 4: Sports for Tots

**Programming**

Wentzville provides residents with a diverse range of programs and activities for residents of all ages. A departmental brochure is published three times per year to keep the residents informed of indoor and outdoor recreational opportunities, including special events. Volunteers assist in many of the facets necessary to provide activities and events.

**Other Facilities (Privately Owned or Quasi-Public)**

Other recreation opportunities exist in Wentzville but 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, Curves for Women, Club Fitness, Hapkido USA, America's Karate and Fitness, The Boxing Gym, Rhino Fitness, local school facilities, Tri-County YMCA, and subdivision amenities.

**Park and Recreation Needs and Standards**

There is no precise standard or measurement to determine absolute park and recreation needs (each community is unique in recreation opportunities). The Parks and Recreation Open Space Master Plan and the Bikable Walkable Community Plan were completed to provide the City with design recommendations for:

- Future Park Development
- Existing Park Enhancements
- Trails Development

Determining Needs

*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 standards as a benchmark, service areas were identified along with the potential need for additional parks. Based upon new permits issued within the City (current estimated population of 30,051 as of September 2012) the City of Wentzville should have 639 acres of park land; Wentzville currently has one-half of the necessary acreage. In the year 2020, when the population reaches 33,696 park land should number 717 acres.

**Description of Parks:**

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

TOT LOT

USE: Tot lots 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. These facilities may be integrated into larger parks or located in medium to high-density residential areas where small children are not served by larger parks due to distance or traffic barriers.

DEVELOPMENT: Tot lots are intensely developed with most of its area being utilized. Small level open areas suit this purpose best.

DESIGN STANDARDS:

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

Typical Elements: Play apparatus, sandpit, open turf area, benches, landscape plantings, trails.

NEIGHBORHOOD PARK PLAYGROUND

USE: The neighborhood park playground is the basic unit of the park system, providing for the passive and active recreational needs of neighborhood residents. It satisfies the primary play needs of children between the ages of 5 and 15, and provides 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.



Figure 5: Memorial Park

**DEVELOPMENT:**

The neighborhood park playground is generally an intensely developed park, but with some natural areas with significant landscape features. Therefore, sites selected for such parks should have some level areas for intense development, with a pond, some slopes, or woodlands if available. To take advantage of joint use of facilities, neighborhood park playgrounds should be located adjacent to an elementary school site, if at all possible.

**DESIGN STANDARDS:**

Site size: 5 to 15 acres  
Service Area: ½ mile radius  
Minimum Area: 5-7 acres per 1000 population

Typical Elements: Play apparatus, open field area, benches, trails, hard surface area, basketball/volleyball court(s), tennis court(s), softball/baseball diamond(s), landscape plantings, general skating, hockey rink, parking area.

**COMMUNITY PARK**

USE: 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 the neighborhood park playground. The community park may serve the neighborhood playground needs of immediate residents and/or be integrated with community play field facilities.

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 is usually left in its natural state.

**DESIGN STANDARDS:**

Site size: 15 to 40 acres  
Service Area: 2-mile radius  
Minimum Area: 2.5 acres per 1000 population

Typical Elements: Picnic area(s), trails, bicycle racks, sledding hills, parking area, park recreation building, selected playground park elements, selected play field elements

COMMUNITY PLAYFIELD

USE: The community play field is an area oriented toward intense athletic activity, providing facilities for the highly organized games that require more space than is available at neighborhood park playgrounds. While it provides recreational opportunity for all ages, it specifically provides for people of high school age or older. A play field can be easily integrated into a community or City park.

DEVELOPMENT: These are intensely developed. Therefore, sites should be selected that are level with suitable soils and good drainage. Sites adjacent to a senior high school are advantageous, as joint use of facilities is then possible.

DESIGN STANDARDS:

- Site size: 25-acre minimum
- Service Area: 5-mile radius
- Minimum Area: 1.5 acres per 1000 population

Typical Elements: Selected play field elements, parking areas, recreation building

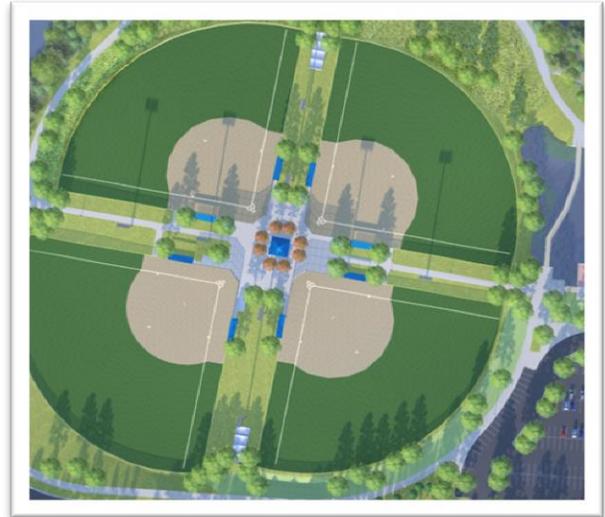


Figure 6: Peruque Valley Park Multi-Purpose Field 4-Plex

CITY PARK

USE: The purpose of a City park is to serve the recreational and social needs of City residents of all ages. A City park is a diversified facility providing for leisure type activities and nature-orientated recreation. A City park may accommodate the neighborhood playground, community park, and/or play field needs of nearby residents.

DEVELOPMENT: A City park has large open areas of manicured land, but most of it is left in its natural state. Only recreational activities that complement the natural amenities of the site should be allowed. Easy access by all City residents is a necessity.

DESIGN STANDARDS:

- Site size: 100 acres or more
- Service Area: Entire City
- Minimum Area: 5 acres per 1000 population

Typical Elements: Neighborhood playground, elements found in a community park and/or community play field

TRAILS/LINEAR PARKWAYS

USE: 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, and shopping, 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.

**DESIGN STANDARDS:**

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

Typical Elements: Benches, boundary fences, landscape plantings, play/exercise apparatus

**NATURE CONSERVATION PARK**

**USE:** An area of natural quality that contains diverse unique resources is designated a natural conservation park. Natural landscape features such as a lake, a marsh, woodlands, or terrain delineate park size and shape. Recreational uses are secondary to the preservation of natural open space and conservation functions of these areas; however, some uses are compatible, including hiking, picnicking, and nature study.



Figure 7: Northview Nature Park

**DEVELOPMENT:** Nature Conservation parks are left to remain in a natural or semi-natural state with a minimum of development. Formal access points to the park may or may not be developed.

**DESIGN STANDARDS:** No design standards can be set for such parks as site size is determined by terrain, and the presence of desirable resources within the City may be limited.

**SPECIAL-USE PARKS**

**USE:** 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, etc. These facilities are publicly or privately owned, but contribute a great deal to the recreational opportunity of Wentzville residents.

**DEVELOPMENT:** Varies according to use

**DESIGN STANDARDS:** Varies according to use

**The Plan for Parks and Open Space**

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 need to provide a trail connection to access future parks and greenway systems along tributaries and major stream connections and as referenced in the 2008 Bikeable-Walkable Community Plan.

**General Goals of the Greenway**

1. To provide (where possible) 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.

**Natural Areas**

Natural areas are sites that have had limited human disturbance. Although natural disturbances do occur that change plant community patterns, native vegetation still makes up the majority of the plant community of these sites.

**Open Space**

Open space is a resource many residents use in describing what they like about Wentzville. Open space includes undeveloped sites that do not meet the criteria for natural areas, but still provide habitat, scenery, and other community benefits. Open spaces can include areas such as farm fields, golf courses, utility corridors, wetlands, woodlots, and simple views with no developments or parkland. While Wentzville acknowledges that it cannot prohibit future development from occurring, it can create a plan that preserves resources that will continue to give residents a sense of open space within their community.

**Slopes**

Wentzville's topography is gently rolling. Topography will play an important role in Wentzville's character, not so much for its dramatics, but due to the fact that presently there are rolling fields with no trees to block views. As these areas become developed, instead of open views of rolling hills, residents will view miles of rooftops. A policy to provide a greenway overlay on some of these hill crests could break up the sea of roof tops, and provide open space that can be seen from around the community.

**Water Resources**

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 in the Peruque watershed, draining east into the lake located in Lake St. Louis. North of Interstate 70 three (3) major creeks drain into the Big Creek, then Cuivre River.

Wetlands perform many important functions in the environment. The most important 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.

### **Regional 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, Pink Plantation, Cuivre River State Park and Lake St. 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.

### **Connections with Regional Plans**

Wentzville's land use plan incorporates trail connections along creeks in the flood plain areas. The County of St. Charles has developed a Trails and Greenways map linking parks and cities along the watersheds and through the use of bike lanes on the road system.

### **Future Opportunities**

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

### **Future Parks, Trails, and Open Space Plans**

As the population of Wentzville grows, and new areas of the City become developed, additional recreational opportunities will be needed. This plan ensures new residents will have access to quality neighborhood parks that are connected to a larger park network, which links residents to their community park. 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 as follows.

### **Plan Specifics**

#### Community Parks and Open Spaces

With an emphasis on preserving open space and natural resources, a pattern of larger community parks with small informal neighborhood parks will develop. These larger community parks will allow for preservation of quality parcels of open space. The community parks will also provide a more effective place to maintain organized athletic fields. This will allow neighborhood parks to be small and more neighborhood-orientated, with informal play areas and trails. The community parks will also be designed to meet the neighborhood park needs in the immediate area, thus eliminating the need for separate neighborhood parks.

### **Parks, Trails, and Open Space Goals and Policies**

#### **I. PLANNING**

##### **GOALS:**

To develop and adopt a Comprehensive Park and Recreation Plan based on the needs and demands of all segments of Wentzville's population.

To coordinate the efforts of local, state, and federal governments and agencies to plan and develop the Park and Recreation System.

IT SHALL BE THE POLICY OF THE WENTZVILLE PARK BOARD:

1. That the Park and Recreation Plan shall be a responsive and dynamic document. It will be based on a five to ten year planning period with an annual review and/or update.
2. That need, demand, and user studies shall be developed and conducted periodically as a basis for the development and updating of the plan.
3. That the Park and Recreation Plan shall seek to be compatible with adjacent local community plans and metropolitan, state, and federal plans and programs.
4. That all public school facilities and their recreation areas shall be considered in the planning of the park and recreation system. Maximum cooperation, coordination, and participation with the school district shall be sought in the planning of the development and operation of the park and recreation system.
5. That the description and standards established in the park classification system shall be the basis for development of the park and recreation system.
6. That park and recreation services and facilities shall be provided where recreational opportunity is deficient or non-existent. This shall be done in conjunction with the resources of the private sector, where appropriate.
7. That the utilization of City staff shall be maximized in the planning process with outside assistance sought only when special capabilities are needed.

## **II. SYSTEM MANAGEMENT**

GOAL:

To develop and adopt a philosophy for development and management of the park and recreation system.

IT SHALL BE THE POLICY OF THE WENTZVILLE PARK BOARD:

1. That uniform park and recreation maintenance standards shall be developed and applied consistently throughout the City.
2. That City crews shall be utilized in maintenance and development of the park and recreation system whenever possible.
3. That community volunteer organizations shall be encouraged to participate in park and recreation development whenever appropriate.
4. That the Park and Recreation Department shall direct city recreation programs and coordinate athletic activities in conjunction with local athletic associations.

5. That the Park and Recreation Department shall provide the Park and Recreation Board with the background information, technical data, and staff recommendations on park and recreation issues.
6. That the Park and Recreation Board shall review all pertinent information, analyze the alternatives, and make recommendations to the City Council on park and recreation issues.
7. That the Park and Recreation Board shall inform and seek input from other appropriate city advisory commissions on any major issues or improvements, which may be applicable to that commission.
8. That the Park and Recreation Department shall be responsive to the increasing maintenance, planning, and recreational demands made by the City and its residents.

### **III. PARKS**

#### **GOALS:**

To promote park development that will best encourage and/or control use.

To provide a well-balanced park and recreation system.

To strengthen the image of the Parks as a system that provides community services and recreational facilities.

#### **IT SHALL BE THE POLICY OF THE WENTZVILLE PARK BOARD:**

1. To offer a variety of activities in the park and recreation system including ornamental, cultural, conservation, and passive and active recreation areas.
2. To acquire park land and develop existing parks at a rate and level commensurate with the needs of Wentzville's population.
3. To establish and promote high-quality design standards in the development of the park system.
4. That joint use of facilities shall be encouraged by incorporating school facilities with park and recreation programs whenever possible.
5. To encourage multi-use park and recreation facilities that will maximize accessibility and use by area residents.
6. That special attention should be given to the acquisition and/or preservation of desired park land that may be developed or change to an incompatible use in the near future.
7. To allow the conversion of park and public open lands to other uses only when no feasible alternative exists. When such conversion is unavoidable, the taking agency shall pay for the replacement of land and facilities to serve the needs of the people in that area.
8. That specific development and acquisition priorities shall be reclassified annually.

9. That consistent with economic realities, innovative park development shall be encouraged.
10. That park design and development shall embody a balance between function and aesthetics, including the conservation of natural resource areas.
11. To enhance outstanding natural areas by discouraging development at the most prominent landscape feature and promoting the preservation of natural amenities.
12. To encourage lot lots to be built by developers in medium- and high-density residential developments.
13. That parks will be provided according to the design standards established in the parks classification system.
14. That an ongoing information and education process shall be conducted, making the residents aware and knowledgeable of park and recreation facilities and programs.
15. That park land shall be acquired in accordance with the City Park and Recreation Plan.
16. That the following criteria will be utilized in the selection of land for park and/or open space purposes:
  - a. Possesses scenic and/or unique natural features.
  - b. Performs important natural or open space functions.
  - c. Possesses qualities conducive to recreation development.
  - d. A demonstrated need for additional park land exists in that particular area.
17. To require a park dedication from all developers (commercial, industrial, and residential) in the form of cash or land according to the schedule set by the City Council. All cash will be directed to the developer's deposit fund and will be used for park acquisition and development projects. Land dedications shall not be accepted by the city unless they have been designated as park land on the City Plan, possess significant desirable features, or are deemed necessary for residents of the area.
18. That wetlands and storm water ponding areas shall not be accepted as fulfillment of park dedication requirements.
19. To provide public access into City park areas by a variety of transportation means.
20. That a park design shall consider a general theme but also stress variation or diversity from park to park.
21. That a park system logo shall be designed and adopted for placement on park and recreation areas, buildings, equipment, etc.
22. That park names shall reflect location of each park by the access road, neighborhood, or prominent features of the area.

21. That a consistent signing policy shall be developed for all park and recreation areas, buildings, etc. including directional and informational signs.
22. That all existing and proposed parks and facilities shall be mapped and annually reviewed and updated.

**IV. TRAIL SYSTEM**

**GOALS:**

To promote safe, convenient, and coordinated facilities for alternative means of transportation throughout the City of Wentzville.

To provide Wentzville residents with sections of scenic park trail that focus on recreational value and harmony with the natural environment.

**IT SHALL BE THE POLICY OF THE WENTZVILLE PARK BOARD:**

1. To coordinate the park and recreation system through the use of a citywide trail plan.
2. To plan bicycle and pedestrian access to parks, open space areas, schools, and neighborhood shopping areas to encourage maximum use of these facilities.
3. To encourage the utilization of utility easements and transportation rights-of-way for trail development.
4. To provide ramped curbs to meet accessibility standards and to accommodate bicyclists.
5. That trails shall be aggregate, asphalt, or concrete, except in nature areas, and be multi-use facilities when uses are compatible.
6. That trails shall be integral to larger-scale development and shall be installed and paved at the developers' expense. These trails shall connect to the existing and proposed extensions of the Wentzville trail system.
7. That the Wentzville trail system shall be coordinated with the trail systems for St. Charles County and surrounding cities.
8. That all existing and proposed trails shall be mapped and annually reviewed and updated.

**V. NATURAL RESOURCE OPEN SPACE**

**GOALS:**

To preserve and protect the natural environment with emphasis on the conservation of needed and useful natural resources for the present and future benefit of the community.

To use natural resource areas to provide an overall open space system to satisfy the physiological and psychological needs of the people, considering their needs as individuals and as a community.

IT SHALL BE THE POLICY OF THE WENTZVILLE PARK BOARD:

1. To conserve a variety of natural resource areas including wetlands, peat soils, ground water recharge areas, woodlands, drainage ways, and hilltops.
2. To encourage the assistance of metropolitan, state, and federal agencies to preserve natural resource areas that may serve outside of the City of Wentzville.
3. That open space areas should be used as a structuring element linked to other park and open space areas whenever possible.
4. That natural resource open space areas planned in conjunction with a Planned Development (PD) shall be coordinated with and contiguous to the open space areas of the existing adjacent development. It shall be accessible to all units within the PD.
5. That natural resource open space can be used to physically separate elements, which are incompatible, by scale or function.
6. To preserve natural drainage ways and wetlands, and where feasible, reconstruct former natural drainage ways and wetlands to handle storm water runoff.
7. To establish, maintain, or restore natural conservation areas for wildlife management and educational and scientific purposes.

**VI. RECREATION**

GOAL:

To provide a safe, pleasant recreational system that will offer a variety of facilities and programs for all age groups in the community, for all seasons of the year.

IT SHALL BE THE POLICY OF THE WENTZVILLE PARK BOARD:

1. To encourage the development of programs for all compatible outdoor and indoor recreational activities.
2. That recreation programs shall be accessible to all members of the community.
3. That regulations and policies regarding the use of Wentzville park and recreation facilities shall be developed then enforced by the Park and Recreation Department.
4. That priority shall be given to those programs that are in demand by the largest number of people and are capable of being used with low personal financial outlay.
5. Athletic activities shall be coordinated with the local athletic associations and/or schools whenever appropriate.
6. That the development of special recreational programs for the young and those with special needs shall be encouraged.

7. That fees obtained for specific recreation programs and events shall be used to support those programs and events.

**VII: CITIZEN INPUT**

**GOALS:**

To implement a planning process that incorporates citizens at all levels.

To promote citizen interest and involvement in City park and recreation programs.

**IT SHALL BE THE POLICY OF THE WENTZVILLE PARK BOARD:**

1. To encourage citizens to serve on the Park and Recreation Board and its subcommittees.
2. To provide park and recreation improvement programs designed for participation of both community groups and individuals of all ages.
3. To promote annual discussion with community organizations as part of the review and update process of the Park and Recreation Plan and reclassification of priorities.
4. That the community shall be encouraged to participate in the planning of major park improvements and that neighborhood meetings shall be held to gather input before implementation of the applicable improvement.
5. That a sampling of community attributes be completed periodically as to provide the park and recreation system with community input.
6. To encourage the dissemination of public information on recreation activities and park facilities through mass media.
7. To recognize the stewardship of various individuals and organizations who make contribution to the park and recreation system.

**VIII. FUNDING AND EXPENDITURES**

**GOALS:**

To maximize the benefits received from the expenditure of funds allotted for park and recreation facilities and programs.

To capitalize upon the many sources of grants and aid at the local, state and federal level.

**IT SHALL BE THE POLICY OF THE PARK BOARD:**

1. That a five-year Park and Recreation Capital Improvement Program (CIP) shall be adopted and annually updated. This program shall include acquisition and development costs.
2. That the order of priority consideration for development of the park and recreation system shall be:

- a) Improvements in overall system deficiencies
  - b) Neighborhood park playground improvements
  - c) Improvements in other park and recreation areas
- (Specific priorities within these categories shall be reclassified every year.)

3. That the provisions of facilities for non-resident and profit-motivated or special-interest groups shall be made self-sustaining through user charges.
4. That user charges for resident groups shall be considered only where special maintenance or special operational costs are incurred.
5. That all user charges collected shall be directed to park and recreation maintenance development, acquisition, or administration.
6. That all cash obtained as park dedication fees shall be directed to the special park fund to be used for acquisition and development projects.
7. That creative methods of funding for parks and recreation projects shall be encouraged. This includes obtaining funds or other assistance from private foundations, business, industry, and community organizations.
8. That future bond issues shall be considered as a means of practical funding.
9. That an effort will be made to program City funds for parks and recreation consistent with increasing community needs and priorities.
10. That a funding plan shall be developed to ensure the replacement of park and recreation facilities as they age and are in need of major maintenance or upgrade.
11. That development/impact fees shall be considered.
12. That a parks and storm water tax be considered.

**IX. IMPLEMENTATION**

**GOALS:**

To implement the Park and Recreation Plan to ensure proper development of park and recreation facilities and programs.

**IT SHALL BE THE POLICY OF THE WENTZVILLE PARK BOARD:**

1. To promote review of the Park and Recreation Plan by adjacent and/or affected agencies and units of government.
2. To employ modern legal and administrative tools (subdivision and zoning regulations, capital improvements programming, budgeting, etc.) to further the goals and support the policies of the Park and Recreation Plan.

### **Implementation Strategies**

1. Create development and management plan for each of the future community parks that will incorporate open space preservation and management of natural resources and necessary recreational facilities to meet the needs of future residents.
2. Review and update neighborhood park needs and service areas as development occurs so that new barriers and changing recreational needs are acknowledged and accommodated.
3. Review and evaluate each planned development project to ensure it provides appropriate park land dedication, open space preservation, and trail connections to the planned citywide trail and greenway system.
4. Review and prioritize trail needs and determine schedule and funding framework.
5. Develop an overall funding, maintenance, and facility development plan utilizing such funding mechanisms as the General Fund, park dedication funds (received in lieu of land dedication), grants, and other City funds.

### **Park Capital Improvements**

A five-year Park and Recreation Capital Improvement Program is adopted and annually updated by the Board of Aldermen with input from the Park Board. This program includes prioritized acquisition and development costs associated with capital improvements. The order of priority for development of the park and recreation system is directed to be consistent with the increasing community needs and priorities. These needs and priorities are assessed by periodic household surveys that include feedback opportunities for the public, evaluation of current recreational programs and facility conditions, and analysis of future City growth projections.

The City looks for funding from a variety of sources. Currently the major funding source is the General Fund. The City also actively pursues grants and aid from the local, state, and federal government sources, and funds or other assistance from private foundations, business, industry, and community organizations. Special park and recreational opportunities may also be considered for bond issues. Additional funding sources should be considered, i.e., park dedication/impact fees and a parks and storm water tax.

### **FUNDING ALTERNATIVES**

An evaluation of financing alternatives and methods for development of major improvement plan projects was conducted. This evaluation included:

Identification and Definition of Potential Funding Sources.

Identification of individual grants available through federal, state, and other sources.

### **TYPES AND DEFINITIONS**

Parks and Recreation projects are funded in a multitude of manners. Methods of financing projects used in various Missouri communities are identified for consideration in funding the City of Wentzville programs and projects. These methods and their definitions follow.

**Dedication/Development Fees:** Dedication of open space or payment of fees for park development or recreation purposes. As open space is consumed, developers may either

dedicate a portion of the property for open space or in lieu of land, pay an impact development fee so that alternate open space may be purchased.

**Foundations/Grants/Gifts:** Tax-exempt, non-profit organizations established with private donations in promotion of specific causes, activities or issues. Offers a variety of means to fund capital projects including capital campaigns, gift catalogs, fundraisers, endowments, and sales of items. Included in this document is a summary of various grants that are available to parks and recreation agencies and co-sponsored organizations.

**Activity and/or User Fees:** This is a dedicated user fee established by ordinance for the purpose of constructing and maintaining recreation facilities and programs. The fee applies to all organized activities that require a paid registration or reservation of some type. Fees are based on activity level. For example, in sports leagues each participant may be charged \$1.45 per scheduled game with \$1.00 going to offset operating and maintenance costs (mowing, utilities, field preparation, etc...) and \$0.45 used for construction or renovation of facilities. The enticement is that it is the users that pay and the funds are earmarked for the facilities that generate the revenue.

Departments also have the opportunity of developing Resident and Non-Resident Fees. Those who reside within the city limits pay a reduced fee compared to those who live outside of the city limits.

**Community Development Block Grants:** These are federal entitlement grant programs that are distributed to cities and can be used for a wide variety of municipal projects within areas that meet program guidelines, such as income levels for area residents.

**Sales Tax Dedicated to Capital Improvements:** In 1995, state-enabling legislation was passed allowing Missouri cities and counties to pass up to a half-cent sales tax for parks and recreation (and/or storm water control). Since its passage, over 100 Missouri cities and counties have passed a parks/stormwater sales tax. The City of Wentzville passed the one-half cent retail sales tax exclusively for parks in 2010. Several cities have employed a strategy where voters are promised a reduction in property taxes if the sales tax is passed. Most cities have computed the percentage of sales taxes collected from non-residents and campaigned on the concept of using non-resident's money to finance city parks and recreation facilities. The sales tax requires a simple majority for passage.

Another sales tax option is to seek a half-cent sales tax issue to pay off sales tax bonds. This requires a super majority (four-sevenths) for passage.

**Land and Water Conservation Fund (LWCF):** Grants available to cities, counties, and school districts to be used for outdoor recreation projects. Projects require a 55 percent match. All funded projects are taken under perpetuity by the National Park Service and must only be used for outdoor recreational purposes. Development and renovation projects must be maintained for a period of 25 years. Grant requests up to \$100,000 are eligible. Eligible applicants include cities and counties, schools, and private, non-profit and for-profit businesses.

**Landmark Local Parks Program:** In 1996, Governor Carnahan created a matching grant program to fund local parks and recreation projects in Missouri. The funds are available for outdoor recreation projects.

**Metropolitan Parks and Recreation District:** This district was formed beginning in 2000 and funds several levels of grants through a 1/10-cent sales tax in participating counties. The distribution of these grants is as follows:

- ❑ 50% to the district as a whole to “develop, operate and maintain a public system of interconnecting trails and parks throughout the counties comprising the district.”
- ❑ 30% of the funds go directly to the counties for “park purposes.”
- ❑ 20% to the cities based upon population of each city.

**General Obligation Bonds:** Bonded indebtedness issued with the approval of the electorate for capital improvements and general public improvements. Approval requires a super majority (four-sevenths) vote for passage during, primary or general elections and a two-thirds majority at all other elections.

**Revenue Bonds:** Revenue bonds are municipal securities that are secured by the revenues or receipts of a project or special fund rather than the full taxing power of the borrower. Revenue bonds may be issued if approved by a simple majority.

**Ad Val Orem Property Tax:** Tax levied on the assessed valuation of all non-exempt real and personal property.

**Hotel, Motel, and Restaurant Tax:** Tax based on gross receipts from charges and meal services, which may be used to build and operate golf courses, tennis courts, and other special park and recreation facilities.

**Special Improvement District/Benefit District:** Taxing districts established to provide funds for certain types of improvements, which benefit a specific group of affected properties. Improvements may include landscaping, the erection of fountains, the acquisition of art, and supplemental services for improvement and promotion, including recreation and cultural enhancements.

**Tax Increment Financing:** The concept behind the tax increment financing is that taxes in a designated area are frozen and the redevelopment that occurs in the blighted, conservation or economic development area will increase the assessed valuation of the property and generate new property tax revenues. The increase can be used on an annual basis to retire revenue bonds issued to finance redevelopment costs. A great deal of development is required to generate sufficient revenues to make it work.

**Lease Purchased Financing:** Facilities for public use financed and built through an entity separate from the municipality another public entity, a non-profit corporation set up for that purpose, a bank, a leasing company, or joint powers authority.

There are several types of lease purchase funding mechanisms, including certificates of participation in which investors can purchase tax-free investments in the leased facility, and sales leaseback, which is a means for public entities to see an existing facility to a separate entity such as a non-profit organization, an investor, or a group of investors. Improvements can be made by the separate entity, who then leases the facility back to public entity for an agreed to period of time and interest rate.

**Interlocal Agreement:** Contractual relationships entered into between two or more local units of government and/or between a local unit of government and a non-profit organization for the joint usage/development of a program or facility.

**Private Concessionaires:** Contracts with private business to provide and operate desirable recreational activities financed, constructed, and operated by the private sector with additional compensation paid to the City.

**Transportation Equity Act for the 21<sup>st</sup> Century:** The Federal Government authorized this funding program, commonly called TEA-21. Funds are distributed through the Missouri Highway and Transportation Commission. There are enhancement dollars available for transportation-related projects including bicycle and pedestrian trails, rail depot rehabilitation, landscaping, and beautification programs.

**Neighborhood Assistance Program:** In 1978 Missouri became the third state in the nation to adopt legislation creating an NAP. Any person, firm, or corporation in the state is eligible to receive NAP credit by making an eligible contribution to an approved NAP in Missouri. The amount of tax credit is generally equal to half of the contribution (70% for projects in some communities under 15,000 population). NAP credits may only be used to offset income tax, franchise tax, financial institution tax, gross premium receipts tax, and gross receipts tax. Only 501(c)3 organizations, Missouri businesses, and nonprofit organizations authorized to operate in Missouri are eligible applicants.

## **GRANTS**

### **Federal:**

Pollution Prevention Grants  
Environmental Protection Agency  
Michele Amhaz  
Pollution Prevention Division (7409M)  
Office of Pollution Prevention and Toxics  
Environmental Protection Agency  
1200 Pennsylvania Ave., NW  
Washington, DC 20460-0001  
Telephone: 202-564-8857  
Email: [amhaz.Michele@epa.gov](mailto:amhaz.Michele@epa.gov)  
<http://www.epa.gov/p21>

Recreational Program Grants CFDA #84.128  
Kerri Brown  
U.S. Department of Education, OSERS  
400 Maryland Avenue, SW, Room 3329, MES  
Washington, DC 20202-2647  
Telephone: 202-401-9707  
Email: [Kerrie.brown@ed.gov](mailto:Kerrie.brown@ed.gov)  
<http://www.ed.gov/programs/rsarecreation/index.html>

Land and Water Conservation Fund  
Division of State Parks & Historic Preservation  
Department of Natural Resources  
P.O. Box 176  
Jefferson City, MO 65102-0176  
Telephone: 573-751-2479  
Email: <http://www.ncrc.nps.gov/wcf>

**State:**

Landmark Local Parks Program  
Grant Management Section  
P.O. Box 176  
Jefferson City, MO 65102  
Telephone: 573-751-8560  
Email: [moparks@dnr.mo.gov](mailto:moparks@dnr.mo.gov)  
<http://www.mostateparks.com>

Recreational Trails Program  
Grant Management Section  
P.O. Box 176  
Jefferson City, MO 65102  
Telephone: 573-751-0848  
Email: [moparks@dnr.mo.gov](mailto:moparks@dnr.mo.gov)  
<http://www.mostateparks.com/grantinto.htm>

Metropolitan Parks and Recreation District  
Municipal Parks Grant Commission of St. Louis County, Missouri  
St. Louis County Municipal League  
121 S. Meramec Avenue, First Floor  
Clayton, MO 63105  
Telephone: 314-726-4747  
Email: [staff@stlmuni.org](mailto:staff@stlmuni.org)  
<http://www.stlmuni.org>

Waste Tire Grants  
Missouri Department of Natural Resources  
Solid Waste Management Program  
P.O. Box 176  
Jefferson City, MO 65102  
Telephone: 573-751-5401  
Email: [http://www.dnr.state.mo.us/financialopp/solid\\_waste.htm](http://www.dnr.state.mo.us/financialopp/solid_waste.htm)

Historic Preservation  
Department of Natural Resources  
Division of State Parks  
P.O. Box 176  
Jefferson City, MO 65101  
Telephone: 1-800-334-6946  
Email: [moparks@dnr.mo.gov](mailto:moparks@dnr.mo.gov)

Community Assistance Program (lake/pond management)  
Missouri Department of Conservation  
P.O. Box 180  
Jefferson City, MO 65102-0180  
Email: <http://www.conservation.state.mo.us/>

Community Forestry Coordinator - Forestry Division  
Missouri Department of Conservation  
P.O. Box 180  
Jefferson City, MO 65102-0180  
Telephone: 573-522-4115, ext. 3116  
Email: <http://www.conservation.state.mo.us/>

**Other:**

National Fish & Wildlife Foundation  
Five-Star Restoration Challenge Program  
(wetland, riparian, or coastal habitat restoration)  
Lisa Burban, Group Leader/Urban Forester  
USDA Forest Service – NA S&PF  
1992 Folwell Ave.  
St. Paul, MN 55108  
Phone: 651-649-5245  
Fax: 651-649-5238  
Email: <http://www.nfwf.org/programs/5star-rfp.htm>

Partnership Enhancement Monetary Grant Program  
(for organizations whose programs & activities are managed by volunteers-need to establish a  
“Tree-Keeper” Volunteer group to apply)  
National Tree Trust  
1120 G Street NW, Suite 770  
Washington, DC 20005  
Phone: 202-628-8733  
Fax: 202-628-8735  
Email: <http://www.nationaltreetrust.org/>

Youth Opportunities Program  
(donor tax credits for projects or programs)  
Truman State Office Building  
301 West High Street, Room 770  
Box 118  
Jefferson City, MO 65102  
Phone: 573-751-4539  
Email: [yop@mail.state.mo.us](mailto:yop@mail.state.mo.us)  
<http://www.ecodev.state.mo.us/yop/>

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## CHAPTER 6: LAND USE

### Existing Land Uses

“The Crossroads of The Nation” is the motto of the City of Wentzville. The intersection of two (2) major highways enhances the general location of the City as a site for commerce, but provides some challenges for development as a community. Major highways afford access at controlled locations off of Highway 70 and Highway 61/Interstate 64. The City is planning future interchanges to Highway 61 at Peine Road and Highway 70 just west of Point Prairie Road, via a future roadway project titled the David Hoekel Parkway. The interchange of Interstate Highway 70 and Interstate 64 splits the community into four (4) quadrants and limits easy circulation within the community. Access to shopping, government services, some neighborhoods, and community activities are indirect and inconvenient from certain areas of the community.

The shape of existing City limits reflects the presence of major highways, and has largely been in-filled via growth and development in the past ten (10) years. The limits are becoming circular in shape, thereby creating a sense of place and community. Continuing to infill unincorporated parcels to 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 growth will continue to incorporate additional properties toward the goal of organized growth. The City plans for the area that is not currently under its jurisdiction. Successful implementation of a planning program will require the active cooperation of St. Charles County and adjacent municipalities. Growth boundary agreement exists with the City of Lake St. Louis, and the City of Flint Hill. A boundary agreement with Foristell as well as with the City of O’Fallon is a goal of this plan. To the north, the City plans to grow to the Lincoln County line. To the south, the City planning area stops south of Highway N, which is based upon the crest of the drainage basin for Dardenne Creek, relating to providing sanitary sewer/service access.

Before the current Comprehensive Land Use Plan (Map No. 15) can be re-reviewed and amended, it is necessary to have a clear understanding of the existing land use development in the city. The location and character of existing land uses will have an obvious impact upon location and character of future land uses in the area. This section examines existing land use patterns in the City of Wentzville. (Map No. 3)

The City staff updated Table No. 23 “Changes in Existing Land Use,” via a comprehensive inventory for the Wentzville Planning Area. This survey was made using field inspections, GIS data, City file data, and aerial photography, along with data from the St. Charles County Assessor’s Department. The purpose of this survey was to produce a table and inventory of how land was being used within the Planning Area. Land use patterns have changed dramatically via the timeframe identified in the table. The table provides that the total area of the City as 10,642 acres (16.62 square miles). The total acreage of the Planning Area is approximately 31,483 acres (49.2 square miles) thereby 64.5% percent of the planning area remains in unincorporated St. Charles County.

Vacant land in the community is largely unincorporated property zoned agricultural, or annexed into the City and zoned Agricultural. As the City actively pursues and accepts voluntary annexations, this category total will fluctuate. Currently fifty (50%) percent of acreage in the planning area is agricultural. This number, which reflects the current land use (as per St. Charles County Assessor records) remained high from 2005 even though the City and County

experience immense development/growth. Since the economic downturn, developers and land owners of undeveloped (and sometime platted) tracts have planted crop in order to reassess their property to a lower agricultural tax rate (residential/commercial/industrial property tax rate is much higher). This accounts the perceived non-growth as indicated in the below table.

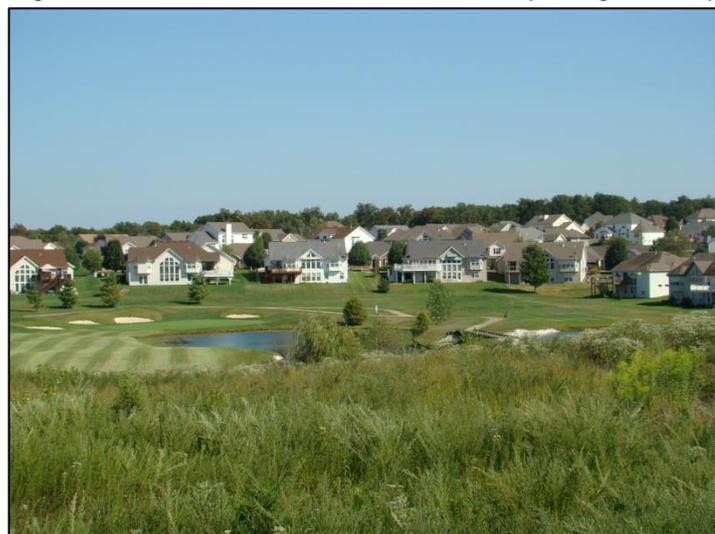
Parks land uses in the Planning Area increased greatly based upon the creation of three (3) regional County parks and Wentzville property expansion. Quail Ridge, Indian Camp Creek, and Town Park are three passive park facilities, offering playgrounds, trails, and open space/wooded areas. Wentzville has acquired forty-six (46) acres south of Glenhurst Subdivision for future public use, and has purchased seventy-five (75) acres adjacent to the west of the aforementioned forty-six (46) acres along the west side of S. Point Prairie Road for Peruque Valley Park. The City of Wentzville owns 50.8 acres at the eastern Terminus of William Dierberg Drive for Heartland Park, as well as 22.5 acres on Peine Road for Splash Station. The City of Wentzville has also developed property at the General Motors Campus through a public/private partnership to be utilized for City of Wentzville Parks and Recreation Department programs. The completion of the Wentzville Parks Master Plan indicates future open space and active parks property to be purchased and existing facilities to be redeveloped.

Land Use Category	2005		2012	
	Acres	Percent	Acres	Percent
<b>Agricultural</b>	14,929	49.8%	14,691	50.0%
<b>Residential</b>	10,983	36.7%	10,427	35.5%
<b>Commercial</b>	1,003	3.4%	1,080	3.6%
<b>Industrial</b>	787	2.6%	778	2.6%
<b>Parks</b>	482	1.6%	1,466	5.0%
<b>Other/Misc.</b>	-----	-----	948	3.2%

Source: Bucher, Willis, Ratliff Corporation, St. Charles County Assessor Department and City of Wentzville Community Development Department

**Residential**

This category includes single-family, two-family, and multi-family structures. Both to the north and south of Interstate 70 and east and west of Highway 61/Interstate 64, residential land use is active. The City's New Neighborhoods Map identifies sixty-one (61) active residential projects (Map No. 17 - Appendix). Residential growth in Wentzville is dominated by single-family housing. Two-family housing is provided in the community within the older City residential areas and planned districts. Multi-family land use (Apartments and three [3] family attached and greater) are limited. Peine Lake Apartments completed construction in 2005. The Villages of Lake Silvercote apartment complex is under construction of Phase One (1). The original Wentzville community contains existing small-scale multi-family projects. A number of older City subdivisions lack interconnectivity and through streets while newer projects are planned for interconnectivity and



contain multiple points of dispersion for vehicular traffic. The original town center housing is strong, and older single-family neighborhoods are targeted by the City's efforts for redevelopment using CDBG funding opportunities. The Pearce Boulevard Corridor and Village Center is now zoned districts titled "Village Center Core, and Corridor District." These new zoning districts encourage redevelopment of the business corridor and invite additional housing opportunities to downtown Wentzville. Individual home sites along major frontage roads and collector streets are experiencing conversion from residential to commercial land uses as supported by the City Land Use Plan. The community, via older residential areas, and new construction areas, via Planned Development Districts, is providing a range of housing choices, including homes for entry-level incomes. The acreage of residential land uses has grown steadily since 2005 (Map No. 19 – Appendix)

**Commercial**

Small retail uses, service businesses, and regional market commercial uses are increasing in the City based upon the population growth, via residential development. The larger "box" retailers are increasing and serve Wentzville's local population as well as shoppers in an extended region that includes Lincoln and Warren County. Wentzville Parkway was constructed for commerce and commercial/office development, which is becoming a reality. The improvement of the Wentzville Parkway Overpass has spurred development to the north and south of Highway 70 with further growth anticipated south of the Interstate 70 interchange with the future expansion of Wentzville Parkway South towards Interstate Drive. Office use comprises a small percentage of the overall land use. Commercial development has shown slight increase from 2005 to 2012. Commercial areas throughout the community have remained stable and well maintained.

Local market commercial business and service uses are mainly located in the downtown Pearce Boulevard Corridor, Luetkenhaus Boulevard and Main Plaza Drive, while individual uses are scattered throughout the highway frontage roads. Regional market commercial areas exist along Wentzville Parkway, along West Pearce Boulevard, along the Interstate 70 service roads



(accessed north and south via the Wentzville Parkway interchange), and within the Mall at Wentzville Crossing's (located south of Interstate 70, east of Interstate 64 and bordering the Lake St. Louis city boundary). Businesses in these locations serve the residents of Wentzville in addition to residents from a larger regional area with access via Interstate 70, Highway 61 and Interstate 64. New commercial areas in the community are many, with vacant ground and planned commercial areas forecasted via this plan.

Many sites still exist that have excellent visibility from Interstate 70, Highway 61 and Interstate 64 that would be ideal for new commercial development and commercial redevelopment. A

large amount of property exists for redevelopment in the Mall at Wentzville Crossing's area located southeast of the intersection of Interstate 70 and Interstate 64 with access to both interstates via full interchanges at Highway A/Interstate 70 (north) and Interstate 64/Prospect Road (south).

### **Industrial**

The City's industrial area is anchored by the General Motors facility in eastern Wentzville. Office, warehouse, manufacturing, and distribution facilities have steadily increased in the City. In 2005, 699 acres are used for industrial purposes, which was 6.1% of the total land use in the City. 2012 numbers indicate 778 acres or 2.6% of the overall land uses in the area are utilized for industrial purposes which represents a drop in percentage and slight decrease in acreage (possible re-classification as discussed before to Agricultural ground by the County may be a reason for this reduction). Industrial uses are largely related to General Motors production plant and are located in close proximity within M&B Sachs Business Park and Alexander Industrial Park. The core industrial area is within the Highway A corridor, while the City does contain individual uses on Interstate Drive (Madison Warehouse) and Gold Star Paving on the western end of the City. 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. Property development, via property rezoning to residential land uses, has encroached into the planned industrial area in history. The City's Land Use Plan has been amended in the past to allow additional housing in the area, thereby shrinking the size of the future industrial growth area. The City is bisected by the Norfolk Railroad, while remaining sites for access to the railway are few, based upon physical property constraints.

### **Goals, Objectives, and Action Steps of Comprehensive Plan**

This chapter illustrates Wentzville's goals, objectives, and action steps in carrying out the implementation of the Comprehensive Plan. These goals, objectives, and action steps address issues discussed in earlier chapters, and reflect many issues derived from the Comprehensive Plan Review Committee (including the Planning and Zoning Commission) study sessions held from March of 2005 to March of 2006, and including input gathered from Open House Public Meetings held on May 24<sup>th</sup>, 2005 and again on March 13<sup>th</sup>, 2006.

The City of Wentzville's long-term growth and quality of life shall be guided by the implementation of these goals, objectives, and action steps. The principles within this Chapter guide the City of Wentzville to preserve and enhance the Village Center and to maintain and expand the economic vitality of the City while maintaining a strong sense of community spirit, through the management of natural resources, community involvement, and proactive infrastructure planning.

Incorporated by reference to this Chapter of the Plan is the Land Use Plan Map (Map No. 15) The site-specific map, which simply identifies, within broad ranges, the land uses deemed suitable for a given location related to transportation, utility access, and adjacent existing and planned land uses. The fulfillment or implementation of these goals and objectives is dependent upon continuing education, behavioral modifications, intergovernmental coordination, creation and implementation of new policies and regulations, implementation upon review and approval of new projects, creation of funding mechanisms, and taking action. (Map No. 15)

Current and future development in the City of Wentzville will be characterized by the following Land Use Categories:

- Agricultural:** This category contains cropland, pasture land, open space and related uses, and single-family dwellings at a density of one (1) home per every three (3) acres.
- Residential:** This category contains all forms of residential dwellings and is divided into the following general densities of dwelling units per acre:
- |                                    |             |
|------------------------------------|-------------|
| Low-Density Residential            | 1.0 to 2.0  |
| Medium-Density Residential         | 2.1 to 4.0  |
| Medium-to-High Density Residential | 4.1 to 7.9  |
| High-Density Residential           | 8.0 or less |
- Commercial:** This category contains retail sales, service trades, financial institutions, professional offices, and repair businesses, activities serving the City in a local and regional capacity and including commercial recreation.
- Industrial:** This category contains light and heavy manufacturing, office, assembly, supply, storage, and warehouse activities.
- Public/  
Institutional:** This category includes public buildings, hospitals, educational facilities, and uses of similar character.
- Office:** This category represents those areas of the City which principal uses are for the development of certain businesses and professional offices serving both local needs and regional capacities in an orderly and controlled growth and development pattern in which accessory uses are typical providing services to compliment professional office development.

**COMMUNITY INVOLVEMENT**

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

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

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

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

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

**Action Step:** Maintain the Stormwater Advisory Committee who hold yearly meetings, conduct public surveys, host Stream Team events and coordinate volunteer programs.

### **GROWTH MANAGEMENT**

**GOAL:** Provide for the orderly and cost-efficient development of the community.

**Objective:** Improve local government management and communication techniques relative to development issues.

**Action Step:** Continue an intradepartmental team management approach in dealing with all development issues.

**Action Step:** Continue regular communications, including sharing of resources, with neighboring communities, county government, economic development entities, state government, and the regional coordinating body.

**Action Step:** Maintain routine communications with the Wentzville Fire Protection District, the Wentzville R-IV School District, Missouri Department of Transportation, and other applicable agencies in relation to projects and City development.

**Action Step:** 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:** Ensure an adequate supply of developable land within the community planning area.

**Action Step:** Perform routine 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:** 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:** Minimize initial and future public/private improvement cost.

**Action Step:** Maintain the community's Subdivision Regulations to implement/require high-quality subdivision design and construction of improvements.

**Action Step:** Maintain high standards for planned improvements, but enable exercise of design flexibility in the Site Plan Review process.

**Action Step:** 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:** 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, including the Water and Wastewater Distribution Plans (Map Nos. 8/9 – Chapter 3).

**Action Step:** 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:** Providing for high-quality development, which by any use is compatible with adjacent or surrounding land uses.

**Action Step:** Update and monitor the community's Zoning Ordinance to ensure desired compatible land use relationships and desired development activities, and to maintain a progressive ordinance document.

**Action Step:** Encourage infill development, as appropriate, to maximize utilization of existing infrastructure and land resources.

**Action Step:** Provide for adequate buffering techniques to minimize incompatible aspects of some land uses.

**Action Step:** Evaluate and implement, 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.

**UTILITIES**

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

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

**Action Step:** 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:** 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:** Require underground installation of electrical, telephone, and other communications lines within new development tracts, and pursue cooperative efforts with Ameren to convert overhead electric service infrastructure to underground service via "Power On" program and campaign.

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

**Objective:** Invest in infrastructure improvements in strategic locations to serve new development cost effectively as guided by this Plan (Maps No. 8/9 – Chapter 3).

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

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

**Action Step:** New land development should be encouraged in areas where municipal services are already available or available with extensions as planned and given priority in the Capital Improvements Budget. Evaluate all options to serve impending urban growth with utilities.

**Action Step:** Undertake projects as illustrated in Chapter 3 and assign priority for construction through the Capital Improvements Budget.

**GOAL:** Provide storm water control in response to the community's needs.

**Objective:** Invest in infrastructure improvements concurrent with new developments to ensure proper management.

**Action Step:** Enforce/require storm water standards to be applied to new developments at developer cost.

**Action Step:** Continue to address deficiencies and problems identified within the Wentzville Storm Water Master Plan, create methods of finance, and assign priority for construction in the Capital Improvements Budget.

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

**Action Step:** Administer the 2008-2012 Stormwater Management Plan which includes six (6) sections of the MS4 Permit, that targets control of the following pollutants: sediment, household chemicals, construction waste, pet waste and trash from littering and illegal dumping.

**Action Step:** Develop the next five-year Stormwater Management Plan which includes targeted pollutants and stormwater control measures for permit renewal by May 2013. Administer the 2012-2016 Stormwater Management Plan.

### **TRANSPORTATION**

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

**Action Step:** Participate in a future analysis detailed in the St. Charles County Envision 2020 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:** 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:** Promote the growth and development of the Village Center to be coordinated with the active railroad, related to design, public

pedestrian, and vehicle access across and adjacent to this existing railroad right-of-way.

**Action Step:** 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:** 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 2020.

**Objective:** 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:** Provide for additional lanes and realignment from Highway Z west to Wentzville Parkway within the next five (5) years.

**Action Step:** Provide for additional lanes from Wentzville Parkway west to Forstell within the next five (5) to ten (10) years.

**Action Step:** Provide for interchange improvements at Interstate 70 and Highway 40-61 detailed within the Missouri Department of Transportation “Improve Interstate 70” study within the next fifteen (15) years.

**Action Step:** Continue to pursue Wentzville’s Access Justification Request (AJR) and Break in Access (BIA) for the planned interchange of the Highway 70-61 David Hoekel Parkway.

**Action Step:** Provide for modification to access at Highway A, including a north service road and flyover into the Corporate Parkway Commercial/multi-use area.

**Objective:** To upgrade Highway 40-61 to a controlled access highway (including service roads) and improve/create interchanges within the Wentzville Planning Area through cooperation with the Missouri Department of Transportation (MoDOT).

**Action Step:** Upgrade Highway 40-61 north of Interstate 70 to “controlled access” highway to a location in proximity of North Point Prairie in ten (10) years.

**Action Step:** Assist MoDOT and St. Charles County to implement a new full interchange with at Highway 61 for the planned interchange of David Hoekel Parkway connecting Highway P with Peine Road.

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

**Action Step:** Create and/or improve 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. 6 – Chapter 2):

- Interstate Drive
- Pearce Boulevard (Downtown)
- Wentzville Parkway Extension
- David Hoekel Parkway
- West Meyer Road
- Scotti Road Extension
- Duenke Road
- Great Oaks Boulevard (Inner Belt Roadway)
- West/East Service Road - Highway 61
- Mexico Road (east of Highway A)
- Whisper Creek Extension
- Carlton Glen Parkway Extension
- William Dierberg Drive Extension
- May Road
- Hepperman Road
- Duello Road
- Point Prairie Road (North/South)
- Schroeder Creek Boulevard
- State Letter Routes

The above roads are assigned priority within the City of Wentzville's adopted five (5) year Capital Improvement Budget (Fiscal Years 2012 - 2016) to initiate the design and are to be pursued for future construction, pending funding. Priority is assigned related to growth and development, traffic volumes and circulation, and public safety.

**Action Step:** Utilize the Transportation Master Plan guidance Chapter Three (3) Transportation and Chapter 410 Subdivision Regulations 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:** Through the approval of preliminary subdivision plats, require connection points of access to adjacent properties, as applicable, to access collector and/or arterial roadways and provide appropriate transportation circulation in the City.

**Action Step:** 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:** Promote bicycling and walking as alternative means of transportation from home, to work, to school, to places of worship, to shop, or for pleasure.

**Action Step:** Publicize existence of the St. Charles County Trails and Greenways Development Map (Map No. 7 – Chapter 2).

**Action Step:** Receive in dedication or acquire right-of-way needed via Chapter 410 Subdivision Regulations 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:** 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:** Install bike racks/stands in select locations in response to future pedestrian travel in the community upon commercially zoned areas and public facilities, as applicable.

**Action Step:** Require that all new developments provide sidewalks to ensure safe mobility to work, to school, to places of worship, to shop, or for pleasure.

**Action Step:** Create walkways or paths in City of Wentzville Parks, greenways, and waterways.

**Objective:** Establish public transportation within the City of Wentzville.

**Action Step:** Coordinate with adjacent communities and St. Charles County Official building upon the recommendations of the Wentzville consultant study to execute public transportation in the City of Wentzville and Western St. Charles County, providing linkages with the systems in adjacent communities and the region to the east.

### **LAND USE**

**GOAL:** 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:** 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:** (See below and Chapter Eight [8] Economic Development Plan).

**Objective:** Provide commercial development locations of the highest quality equipped with appropriate infrastructure.

**Action Step:** Evaluate and implement 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 and/or mixed use development.

**Action Step:** 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:** Evaluate and permit, as appropriate, small-scale local neighborhood commercial service nodes, utilizing zoning district C-O Commercial Office and C-1 Neighborhood Commercial in close proximity to large residential areas, which are adjacent to arterial residential routes, appropriately screened from adjacent residential land uses and constructed to be architecturally compatible with adjacent dwellings, for the purpose of providing commercial services/conveniences to nearby residences, while minimizing traffic generation and trip generation on thoroughfare streets of the City.

**Action Step:** Create regional shopping centers, which attract patrons from within land outside the community in proximity to high-density housing opportunities, upon designated commercial properties on the Land Use Plan.

**Action Step:** All commercial locations need to 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 eliminate or modify potential adverse impact upon adjacent residential uses.
- Access to the sites in compliance with the Transportation Master Plan criteria, with appropriate traffic carrying capacity.

**Objective:** Provide industrial development locations of the highest quality equipped with appropriate infrastructure.

**Action Step:** Actively promote development of existing industrially zoned locations.

**Action Step:** 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:** 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.

**Action Step:** Evaluate appropriate projects and properties to submit for Economic Development Grant Funding via St. Charles County Government for infrastructure installation to serve new businesses.

**Action Step:** 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:** Provide opportunities for industrial development without negative environmental impact.

**Action Step:** Prepare a repertoire of desirable or niche industries desired by the community that lack potential of negative environmental impact.

**Action Step:** Provide land resources for development that do not necessitate industrial-use traffic through residential or other sensitive land-use areas.

**Action Step:** Require buffering to eliminate or modify potential negative environmental impacts upon proximate non-industrial or sensitive uses.

**Objective:** Foster a positive climate for commercial and industrial retention and expansion.

**Action Step:** Visit companies to determine needs.

**Action Step:** Establish regular Mayor's roundtable to discuss needs or issues.

**Action Step:** Create a business appreciation event.

**Action Step:** Recognize companies for extraordinary community contributions.

**Action Step:** 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.

**Objective:** Provide a variety of housing choices in well-maintained neighborhoods to meet the needs of a diverse population.

**Action Step:** 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:** Require that developers create and record indentures and covenants for a subdivision to guarantee architectural integrity and maintenance of the development.

**Action Step:** 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:** Maintain existing residential neighborhoods through innate community pride and enforcement of minimum housing maintenance standards.

**Action Step:** Continue to enforce minimum maintenance housing code and enforce proactively on a regular basis.

**Action Step:** Avoid commercial, industrial, or other incompatible zoning districts uses within residential neighborhoods.

**Action Step:** Through the city newsletter, inform citizens of responsibility for property maintenance and of benefits in upholding property values and the image of Wentzville.

**Objective:** Foster an environment for consideration of mixed-use development and traditional neighborhood development within the City in appropriate locations.

**Action Step:** Implement the components of Wentzville Resolution 03-098, adopted on June 25<sup>th</sup>, 2003 endorsing the recommendation of the Wentzville Downtown Phase II Plan and Program, whereby the City of Wentzville adopted the Village Center Zoning Districts to encourage the redevelopment and revitalization of this area as a pedestrian oriented, mixed use, downtown.

**Action Step:** Budget additional funds to continue the Wentzville Downtown Phase II Plan for beautification/aesthetic enhancement and pedestrian improvements supported by the plan.

**Objective:** Promote the redevelopment of Downtown as identified in the 2009 Downtown Revitalization Study.

**Action Step:** Maintain progressive and responsive Downtown Zoning Districts (VC districts) which allow for wide uses compatible within the downtown area which remain flexible to encourage redevelopment and in-fill development.

**GOAL:** 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:** Preserve natural physiographic features, i.e., woods, prairie lands, stream valleys, and contours to the greatest extent possible through creative site planning.

**Action Step:** Require the subdivider 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:** Require a subdivider 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:** 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:** Require the subdivider to provide larger residential lot development adjacent to existing floodplain and waterways in the planning area, as identified on the Land Use Plan.

**Objective:** 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:** Require landscaping enhancements adjacent to storm water detention structures to enhance the aesthetics of these required facilities.

**Action Step:** Map areas of the City using the Wentzville GIS to accomplish this objective.

**Action Step:** 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 No. 15 and Map No. 28 - Appendix.

**GOAL:** 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 residents.

**Objective:** Maintain a Municipal Tree Ordinance to accomplish the stated goal(s),

**Action Step:** Proactively market and promote the purpose and intent of the goal and ordinance text.

**Action Step:** 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:** Retain the services of a Community Forest Manager/staff member to monitor and enforce the future Municipal Tree Ordinance.

**Action Step:** Creation of a Natural Resources Map to indicate preservation and conservation areas, waterways, wetlands, etc.

**GOAL:** Provide for a mixture of land uses that are compatible, as well as complementary to one another.

**Objective:** This plan embodies this goal.

**Action Step:** Implement planned highway systems (and caveats), make changes in the zoning of land to achieve compliance with the plan, and upgrade regulations.

**Action Step:** 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:** 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.

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## CHAPTER 7: PLAN IMPLEMENTATION

The Comprehensive Plan cannot achieve its purpose or stated goals unless the community leaders apply the Plan, thereby realizing the City's declaration for the future. This Plan shall not be adopted and placed on a shelf to sit and never to be referred to for its guidance and its content. If the Plan is not utilized it will accomplish nothing for this growing community. The Plan shall be disseminated to its widest possible audience and the City of Wentzville shall guarantee its access to be simple and effective via having the document available on the Wentzville website, thereby able to be downloaded in parts or in whole, available at all public buildings including the local branches of the Library District, and to have the document available in all public offices, and to all other community associations and groups. 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. Toward that end, this chapter of the Plan discusses the implementation tools available to achieve the components of the Plan.

### **Annexation Policy (See Appendix)**

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 (Reference Only)**

The Zoning Ordinance and 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 and massing, 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 conditional uses 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 implemented progressive Zoning Regulations. Certain districts 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 will assist the City of Wentzville in achieving the desired and enclosed components of the City 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 (Reference Only)**

Land subdivision is the first (1<sup>st</sup>) step in the process of community development. 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 streets, utilities and other improvements or infrastructure to accommodate or facilitate development. The Ordinance prescribes the framework for development, whereas the Zoning Ordinance sets standards for development within such framework.

The purpose of the Subdivision Regulations, is to control the division of land within the City of Wentzville in order to promote the public health, safety and general welfare of the City by regulating the division and redivision of land in order to lessen congestion in the streets and highways; to further the orderly development and appropriate use of land; to establish accurate records of land subdivisions; to protect land title; to implement the various chapters and components of this Comprehensive Plan.

**Architectural Review Guidelines**

The core area of the City of Wentzville retains a small-community atmosphere with small-town characteristics: citizens knowing citizens to an extraordinary degree; an above-average awareness of community businesses, institutions, and events; excellent knowledge of the community's layout; recognition of remaining natural landforms and surrounding open space amenities; enjoyable ease in reaching destinations; known presence and use of a special older-city center, historic buildings, and other artifacts; and appreciation for the overall positive spiritual ambiance of a small community. In the recent past the City of Wentzville has taken steps to enhance and encourage the preservation and redevelopment of the core area of Wentzville, titled the Village Center Area. Implementation of the Village Center Zoning Districts will assist in maintaining the vitality of the core area of the City.

Growth, which is being experienced in the Village Center area of the community or within the new residential, commercial, and industrial growth areas of the City, can be enhanced under community design and architectural review initiatives.

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.
  
- Architectural Review Board:** A Board composed of design professionals (e.g., architects, landscape architects), others who work with the built environment (e.g., urban planners, civil engineers), and citizens who approve or disapprove design plans for development projects. This Board may be advisory only; approval of projects may, because of state legislation, still remain with an administrative or legislative body. The composition and size of the Board varies by community.

**Community Design/Architectural Review Enabled:**

During the past twenty-five (25) years traditional Zoning Regulations have demonstrated their inability to produce high-quality development. This should not be surprising, however, since classic zoning regulations have been a quantitative, rather than a qualitative approach to regulating development. Classic zoning regulations are “bulk” rules, dealing with height, density, and spacing of proposed development, rather than being evaluated, in addition thereto, for aesthetics or for being a good “fit” in the community.

After decades of litigation there is case law in support of promulgation of aesthetic Land Use Regulations. Such authority more typically rests 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.

**Citizens for Community Design/Architectural Review:**

Community design is not a “magic trick.” It will not happen unless the community decides it is important, and makes it happen. It cannot happen by just adopting and enforcing textbook appearance standards that may look good and have been used successfully by other communities. Instead, citizens of the community must organize and evaluate standards for appearance for their own community, if desired.

There is great truth in the cliché that beauty is in the eye of the beholder, but if it is the community’s eye, it will be most effective. If the community does not assert itself with regard to desired community appearance, the matter is left to chance and possible disappointment.

If the community of Wentzville is desirous of having an attractive and highly livable community in the future, a goal of this Comprehensive Plan would be that a Board of design professional and architects (structural and landscape) together with citizens of the community would be appointed to enable the study, public review, and creation of regulations and procedures for the exterior design of structures, for future implementation and enforcement.

**Floodplain Management Ordinance (Reference Only):**

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 Parks Chapter of the plan describe the City 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.

**Land Use Plan (Conflicts/Review Processes):**

As discussed on page ninety-seven (97), the City of Wentzville traditional zoning structure is an appropriate companion to the traditional Land Use Plan, found within this document. 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 application being received by the City of Wentzville that is in conflict with the adopted Land Use Plan (Map No. 15 – Chapter 6), or the adopted Goals and/or Actions Steps of Chapter Six (6) of the Plan, the application shall be closely evaluated, prior to a decision.

The strict approach to the implementation of the Land Use Plan Map (Map No. 15 – Chapter 6) and/or Goals would require the application 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 application, evaluate a specific 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 Implementation section to invite discussion and evaluation of a application 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 table the application for further review of the plan and its goals (Chapter Six [6]), or render a decision to the Board of Aldermen under normal agenda scheduling.

#### **Methodology to Determine Project Priorities**

This methodology is to be used to assist in assigning priority for funding and execution of the large number of projects illustrated in this comprehensive plan. Given the fact that financial resources are limited, all projects shown cannot be completed at one time. Instead, they need to be funded and implemented over multi-year periods. This should be managed through use of a revolving five-year capital improvements program.

Typically, in most locales, highest priority is assigned to projects that are of vital necessity or are an emergency by nature. Examples would be a need to replace a bridge due to unexpected collapse; or the need to upgrade the water treatment plant since additional untreated affluent will result from new community building activity. Such vital projects are clearly within the scope of the local government's role of providing and protecting the health, safety, and welfare of the citizenry, while others may have questionable context.

In numerous local government settings, decision-makers generally evaluate project priorities on the basis of such principles as:

- Does the project provide the most good for the most people?
- Does the project fulfill a need that cannot be addressed by citizens or the private sector?
- Does the project benefit the entire community or a neighborhood?
- Do only a small amount of individuals benefit from the project at the public's expense?
- Do those who receive the most benefits from the project assist in payment of benefits?

There are a host of sophisticated and oftentimes complicated evaluation techniques available for assigning priority to projects. These include, among others, cost-benefit and cost-effective analysis. However, neither of these techniques is suggested in implementing this plan. Instead, a simple methodology is suggested as follows.

The Board of Aldermen bears the ultimate responsibility of evaluating and approving all projects denoted in this plan, pursuant to recommendation by the Planning and Zoning Commission or other Boards and Commissions in some cases. To carry out this responsibility, the Board of Aldermen should address the following questions to determine need for funding and to assign project priorities. Each question should be addressed since public funds cannot be disbursed to citizens and the business community indiscriminately. Every project or endeavor must have a public purpose, which can be clearly demonstrated.

Each of the following questions, when applied to a particular community project, should be given a score of 0-10, with 10 being the highest rating. Projects would be assigned priority for implementation on the basis of highest score, next highest score, etc., and by totaling scores for all questions. The questions are not listed in order of importance. Place score in space provided.

1. Will the public purpose be served through public funding? ( \_\_\_ )
  2. Will public funds be necessary to implement the project? ( \_\_\_ )
  3. Will public funding improve or stabilize the tax base? ( \_\_\_ )
  4. Will public costs increase after completion and aging of the project? ( \_\_\_ )
  5. Will public funding stimulate other private investment or community growth? ( \_\_\_ )
  6. Will public funding create new employment opportunities? ( \_\_\_ )
  7. Will public funding assist in arresting urban decline? ( \_\_\_ )
  8. Will public funding enhance community environmental conditions? ( \_\_\_ )
  9. Will public funding create a more attractive community (aesthetic)? ( \_\_\_ )
  10. Will public funding leverage other public or private funding sources? ( \_\_\_ )
  11. What are prospects that project will be implemented (real or imaginary)? ( \_\_\_ )
- TOTAL SCORE:** (Maximum of 110 points per project): ( \_\_\_ )

Projects with the highest ratings need to be subjected to a final test, which is cost and affordability.

Projects with the highest score and the least cost should be assigned highest priority for implementation.

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## CHAPTER 8: ECONOMIC DEVELOPMENT

### **Background**

This chapter of the City's Comprehensive Plan finds its roots dating back to March 9, 2005 when the 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 laborious responsibility of analyzing a range of economic development strategies, incentives, and markets in order to provide specific recommendations to the Wentzville Mayor and Board of Aldermen. After several months of work the Economic Development Committee presented their recommendations, which focused on two (2) 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 document 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 is a stand-alone document which represents a major revision to the adopted Economic Development Chapter. The intent of this Comprehensive Plan Chapter is to formally reference the *Economic Development Strategic Plan (EDSP)* while reiterating the City's commitment to sustainable economic growth. The creation and adoption of the EDSP will occur in 2014. The City will create the EDSP, pulling from applicable experiences and history, using available knowledge of and resources of the City and the applicable history of the City economic growth and development, its trends and opportunities and lessons learned via growth of the community and County/Region. This Chapter supports the creation of the EDSP, as this plan will focus on transportation and utility expansions and opportunities to provide development opportunities. Public investment in infrastructure, via cooperation from existing land owners via dedication of required rights-of-way and easements for utility access will improve the City's ability to experience planned growth. Growth is planned to follow the general direction of the City's Comprehensive Plan and the applicable Utility and Land Use chapters. The EDSP will target specific areas where the above described infrastructure and opportunities exist. Drawing on existing roadway infrastructure and existing utilities in the plans targeted areas will allow the City to seek infrastructure growth and expansion, which in turn will provide the City growth of commerce and employment opportunities.

This Comprehensive Plan supports the EDSP to be created at the staff level via the Economic Development Department and Community Development Department, including critical input from Wentzville Economic Development Council (WEDC) and the public at large. The Public

Works Department staff will be consulted for roadway and infrastructure specifications, utility capacity and sizing requirements for planned and future growth capacity. The City’s most recent expansion of the Water Reclamation Center has enabled the Community to pursue and accept new growth in housing, commerce and employment based new construction. Through the City’s Land Use, Infrastructure and Utility planning, implementation of the City’s ordinance and design criteria provisions and cooperation from the owners and development community is anticipated to result in growth of the City from its core areas out into the planning area, whereby the City may experience services, employment, revenue generation, resulting in a healthy economy and contributing to the quality of life aspects that the City’s residents and business owners desire. The EDSP will also discuss opportunities and challenges for growth and re-development in the Village Center area building upon the findings of the Downtown Revitalization Plan components.

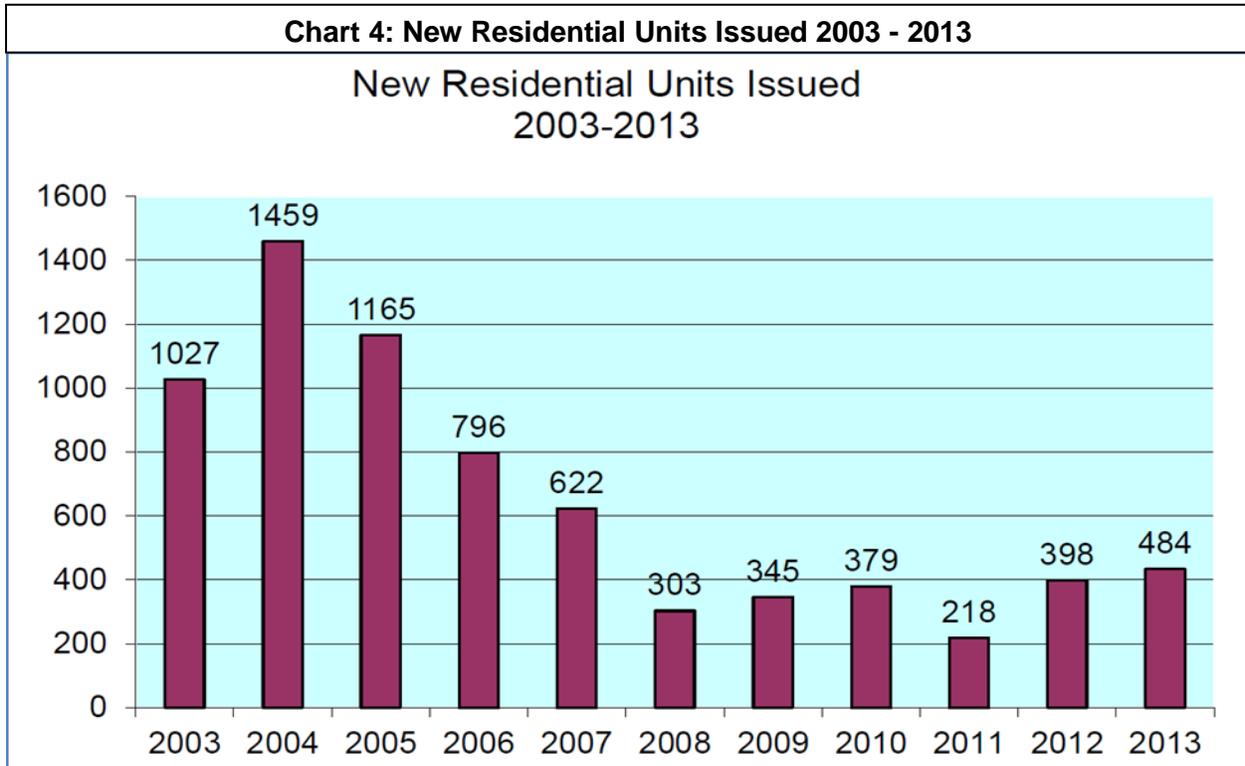
**Strategies**

Municipalities throughout the country have adopted numerous strategies in an effort to encourage economic growth and private investment in their respective jurisdictions. Although each approach is unique, these strategies share a common thread in that they have all specifically been designed to capitalize on the strengths of their communities. The *Economic Development Strategic Plan* analyzes Wentzville’s unique strengths and recommends that the best path towards healthy economic growth is continued public investment in quality infrastructure. The City’s, as well as many communities, exceptional transportation and utility networks have proven to be the bedrock of development. The City adopted many years ago a Thoroughfare Plan as a part of the Comprehensive Plan, and the City validated this plans assumptions in 2004 via the Transportation Master Plan. Via cooperation with landowners and the development community, having such improvements installed in key areas throughout the City dramatically reduces the initial cost of construction for developers and makes Wentzville an attractive alternative to larger urban areas. It also demonstrates that Wentzville is committed to providing quality services to its community business partners. The City will in all areas targeted by the EDSP, seek grant funding and other financial tools assistance in implementing the infrastructure needed/required.

**Recent Achievements**

The City of Wentzville has been fortunate to remain stable through the economic downturn. The City has continued to experience residential, commercial and industrial growth in recent years. New construction permits are on the rise showing the continued presence of developer interest, and investment into the City. The City of Wentzville has a large amount of land available for new development and some redevelopment opportunities. The below table indicates permit activity and displays the above described weathering of the economic downturn in the region and Nation.

PERMITS ISSUED	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013YTD
Single Family	866	948	1054	741	534	289	309	245	182	318	384
Multi-Family	161	511	111	55	88	14	36	134	36	80	100
Commercial	14	39	41	32	20	23	9	6	7	10	6
Residential Misc.	627	777	929	972	938	711	650	629	541	596	576
Commercial Misc.	88	64	113	122	202	65	49	54	46	63	53
Plumbing	6	75	68	97	105	96	113	104	92	95	75
Electrical	252	371	372	312	262	174	127	123	84	145	202
Occupancy	441	1460	3049	2831	2293	1890	1724	1360	1131	1326	1148
<b>Total Permits</b>	<b>2455</b>	<b>4245</b>	<b>5737</b>	<b>5162</b>	<b>4442</b>	<b>3262</b>	<b>3017</b>	<b>2655</b>	<b>2119</b>	<b>2633</b>	<b>2544</b>



Other recent achievements by the Community are the successful implementation of Ranken Technical College into the City. Ranken has operated from its main/parent campus in St. Louis since 1907. The Wentzville location is the school's first off-campus site offering its technical programs. Ranken officials, working closely with the Economic Development Center of St. Charles County, choose the best degrees and certificates to offer at the Wentzville campus, related to the skilled technical employment needs of the area. These degree programs are Automotive Maintenance and Information Technology programs. Ranken will offer specific technical training in Auto Mechanics and Information Technology trades to offer local employers a skilled workforce of younger, quality workers educated by the College in specific trades as companies seek to expand in St. Charles County and Wentzville. Ranken Technical College's Wentzville satellite campus is located at 755 Parr Road in the training facility for the Carpenters District Council of Greater St. Louis. Ranken has been well received by area businesses and manufactures. Ranken will work to partner with manufacturing companies in St. Charles and neighboring counties to place its advanced manufacturing students into paid internship positions each semester. The school will also work at partnering with area auto dealers, and other companies to place its students in internships during their final semester. Ranken Wentzville campus has received interest from high school students throughout St. Charles County and from areas far beyond the County limits to seek their educational services.

The most notable recent achievement is the expansion of the General Motors assembly plant. GM has commenced construction on a substantial building expansion for a new product line, which will be completed in 2014, tooled and open for operation also anticipated in 2014. GM is a vital business for the City and is a catalyst for additional growth of manufacturer business to supply this expansion. The plant expansion is a 380 million dollar investment via a 500,000 square foot expansion to the existing 3.7 million square foot manufacturing plant. An additional stamping press plant addition is also under construction adding 114,000 square foot to the first

expansion. The GM facility maintains 1,400 existing positions and plans an additional 1,260 jobs associated with expansion facilities.

The City was successful in acquiring grant funding from St. Charles County Road Board for the design and construction of Schroeder Creek Boulevard. This roadway improvement project will extend the current facility south from the Law Enforcement Center street section, make a connection to both William Dierberg Drive and Bank Drive and then intersect with West Pearce Boulevard. This construction project scheduled to begin in 2015, will offer excellent transportation alternatives for motorists and will open up many acres for commerce and growth opportunities. In addition, the City has 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 will bring safety and traffic carrying capacity improvements to the stretch of Wentzville Parkway improving the opportunity for new growth and development on the vacant properties that front this portion of the roadway.

### **Future Opportunities**

Many opportunities exist for the City of Wentzville to review and explore in the pursuit of economic growth. The EDSP will look at these opportunities in great detail involving the stakeholders of each area in these discussions. In history, the City initiated Business Park titled M and B Sachs Business Park has been a great success for Wentzville, and has no additional parcels remaining to be developed with new projects. The EDSP will explore the opportunity to initiate another business park in the Industrial Area to provide increased pad-ready parcels of property for the anticipated General Motors suppliers and other investment. The EDSP will map and provide specific information on targeted areas as discussed generally in this Chapter.

### **Potential Funding Sources**

The *Economic Development Strategic Plan* will recommend the use of a variety of funding tools in order to achieve the infrastructure improvements needed to spur development and investment in the City. A brief list of some of the possible funding sources is provided below. Each of these options will be discussed specifically within the *Economic Development Strategic Plan* including the process for their approval and a summary of their successful applications in history. A chart of these options depicting their strengths and weaknesses will also be provided to assist developers in choosing one of the following funding opportunities, as applicable:

#### ***General Operating Levy:***

##### **General Obligation (G.O.) Bonds:**

*{requires city-wide voter approval by constitutional (2/3, 4/7); majority; property tax based<sup>2</sup>}*

##### **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;}*

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<sup>2</sup> Although approval contains authority to raise property taxes, where existing revenues permit, G.O. Bonds may be issued as "no tax increase" obligations.

**City Wide Sales Tax:**

Economic Development sales tax:

*{Requires city-wide 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.}*

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 fifty (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 Fee’s**

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; TGA’s are typically levied at the time of and as a condition to development/permit approval<sup>4</sup>}*

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<sup>4</sup> 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.

**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. Grants range from seventy (70%) to eight (80%) percent.
- Railroad: Potential assistance on Railroad properties.

**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 decades to come. The new *Economic Development Strategic Plan* will expand upon this strategy and provide a clear road map towards sustainable economic growth. The strategic plan will recommend the use of funding options and opportunities to provide infrastructure improvements and expansions to spur development and investment in key areas of the City. These key areas will be mapped and ranked in the Economic Development Strategic Plan. This plan will break down each of these target area and discuss the areas opportunities, and strengths as well as needs and weaknesses to overcome. Investing in infrastructure in these key areas will spur economic development following the land use, 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 prior. These target area can be traced back through publicly adopted policy documents in the chapters titled "Transportation" where the reader will find the City's "Thoroughfare Plan" and "Utilities", where the reader will find the City's Water Distribution Plan and the Wastewater Collection and treatment plan. All utility infrastructures will be a part of the EDSP so the user of the document will have a resource to consult regarding typical questions so that they may effectively prioritize investment opportunity.

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 have remained active. The City has experienced positive growth through the General Motors expansion and supplier interest, Ranken Technical College establishment of a satellite campus, strong new housing numbers, SSM and Mercy medical facilities and doctor's office expansions, and many smaller retail/commercial projects. The EDSP will be recommended as a focus of yearly budgetary discussions toward implementation of the Plans recommendations/priorities.

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## CHAPTER 9: CAPITAL FINANCIAL PLAN

### Financial Resources

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 \$0.7902 per \$100 of evaluation. From the total rate, \$0.7198 is allocated to the City's General Fund and \$0.0704 is allocated to the Parks Fund. The \$0.0704 tax funding of the Parks Fund is sufficient to cover Parks and Recreation operations for the next two (2) to three (3) years until the two (2) remaining parks are built and fully operational. At that time transfers from the General Fund will be required.

#### **Utility Gross Receipts Taxes**

The Utility Gross Receipts Tax (or Franchise Tax) is a five (5%) 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 city-wide 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 \$2.8 million of annual revenue. About \$400,000 is used annually to pay debt payment on the Certificate of Participation, Series 2010A for the Law Enforcement Center. The remaining balance, approximately \$2.4 million dollars, are transferred to the other funds to help pay for capital projects and equipment.

#### **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 adjusted 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 1999 Leasehold Bonds for Water Tower One (#1) and the 2011 Leasehold Revenue Refunding Bonds for Water Tower Two (#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, and 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 hauler and pays the hauler and then bills the residents.

### Current City Financial Status

The City is in good financial condition at the present time. The General Fund is used to paying 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.

**Other Financial Resources, I.E., City, County, and State**

Other financial resources include the following:

**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 throughout 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), 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.

**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.

**Outlook**

Wentzville's growth during the last decade and the continued growth expected in the future have and will produce great demands for the construction of streets, highways, utility systems, municipal facilities, and parks at great expense. Growth of the community's tax base and availability of other revenue streams must be strategically used 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 current and future services, maximizing our use of existing infrastructure, strategically extending infrastructure to targeted growth and development locations, aggressively seeking new economic development opportunities, and aggressively seeking outside funding sources (Local, State and Federal), including possible use of impact fees shall be researched and implemented as applicable. General Motors' favorable financial impact upon the community remains a major part of the City's economy, although

General Motors have become less proportionate as the City has grown. Responding to the needs, and desires of the City residents and business community, continues to challenge City staff and Community leaders, in difficult economic times. The City will strive to prepare and anticipate these on-going challenges as we grow into the future.

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**APPENDIX:**



**CITY OF WENTZVILLE**  
**ANNEXATION APPLICATION**

The following shall be provided for your request to be **complete**:

- \_\_\_\_\_ The current deed of record as recorded at the St. Charles County Recorder of Deeds office, which contains the Book and Page numbers and the stamped date of recording.
- \_\_\_\_\_ Original signatures from all persons, whose name appears on the recorded deed. If the property is in a "Trust" you must provide recorded documentation indicating the signing party is authorized to sign for the "Trust", as trustee.
- \_\_\_\_\_ All signatures must be notarized on the form provided as the attached Page three (3). Copy this form as needed for each signature.
- \_\_\_\_\_ A survey, parcel map or annexation exhibit depicting the area to be annexed. If dealing with an Engineering firm an 8½" x 11" or an 11" x 17" exhibit and an electronic copy of the legal description to staff ([vitula.skillman@wentzvillemo.org](mailto:vitula.skillman@wentzvillemo.org) and [nancy.sulin@wentzvillemo.org](mailto:nancy.sulin@wentzvillemo.org)) to be used in the annexation ordinance.
- \_\_\_\_\_ If petition is signed by President of a company and/or corporation, the company seal must be on the petition and verification of person's title signing the document.
- \_\_\_\_\_ Verification of property taxes being paid for the parcel being annexed into the City of Wentzville, **please provide copy**. This can be done by calling St. Charles County Collector at 636-949-7470 or emailing them at [www.saintcharlescountycollector.org](http://www.saintcharlescountycollector.org).

**ANNEXATION QUESTIONNAIRE**

Name of property owner: \_\_\_\_\_

Address of property owner: \_\_\_\_\_  
\_\_\_\_\_

Address of property to be annexed: \_\_\_\_\_  
\_\_\_\_\_

Telephone: \_\_\_\_\_

Email address: \_\_\_\_\_

Person(s) living on the property if other than owner:

Name: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Current Zoning of the property: \_\_\_\_\_

Water source: \_\_\_\_\_

Sanitary Sewer System: \_\_\_\_\_  
(District or on septic system)

Number of buildings on the property: \_\_\_\_\_  
\_\_\_\_\_  
(house, barn, shed, etc...)





# CITY OF WENTZVILLE

## ANNEXATION POLICY

The City of Wentzville is an expanding community, growing in many positive ways. The Board of Aldermen of Wentzville has determined that to ensure that growth is orderly and well planned the following annexation policy and procedures shall be established. The intent of these procedures is to assist City staff members in evaluating all annexations in comparison to the City's Comprehensive Plan.

### TYPE OF ANNEXATIONS

- A. **Voluntary Annexations:** The City of Wentzville welcomes voluntary annexation by its neighbors. This type of annexation is the least costly and most expedient process.
- B. **Involuntary Annexations:** The City of Wentzville is opposed to this type of annexation. The significant amount of time and expense used in this process should be carefully evaluated. Involuntary annexations should only be considered when the land in question greatly impairs the implementation of the City's Comprehensive Plan.

### ANNEXATION GUIDELINES

When a neighboring parcel of land is desirous to be incorporated by the City of Wentzville, the petitioner shall make an application for annexation with the City Clerk of Wentzville. The application will be forwarded to the Public Works Department for review and recommendation to the Board of Aldermen based upon criteria; such as:

#### Legal

- Is proposed annexation contiguous to the City Limits?

#### Financial

- What City services are proximate?

#### Planning

- Could annexation eliminate jurisdictional confusion or overlap?
- Is the area needed for extension of streets?
- Does the area have urban development potential?
- Do environmental risks exist in the area?
- Does the area have steep slopes, flood plain, wet lands etc.?
- Is part, or all, of the area platted as a subdivision?

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**Comprehensive Plan Review**

Would the annexation help implement the Comprehensive Plan including:

- Master Road Plan
- Master Sewer Plan
- Master Water Plan
- Future Land Use Plan
- Growth Area

**General Review**

Would there be a beneficial effect to the City and/or area by extending the City:

- Zoning
- Building Codes
- Police Protection
- Water Service
- Sewer Service
- Street Maintenance

**Services**

- Is the area now serviced by City utilities?
- Can additional requirements for water and wastewater be handled by current facilities?
- Does the area have adequate streets to provide access for the City services?
- Is the area served by contracted private solid waste haulers?

**Extension of City Services**

The City of Wentzville is able to provide water and wastewater services to its residents at a reasonable cost, yet the City cannot justify budgetarily extending water and wastewater services outside of the City limits. Furthermore all parcels of property which wish to directly or indirectly, connect into the City Water Distribution System or Wastewater Collection System, must annex into the City.