



Wentzville Missouri

July 5, 2022

**Amendatory Supplement
to the October 2018
Comprehensive Plan**

Wentzville's Vision

Located at the crossroads of the nation, we are a welcoming community, uniquely positioned as an innovative regional leader. Wentzville delivers exceptional services and a vibrant quality of life for residents and businesses to thrive.



Acknowledgements

Mayor

Nick Guccione

Board of Aldermen

Alderman Bryan Harr

Alderman Manuel Macias

Alderman Jeff Ottenlips

Alderman Tricia Byrnes

Alderman Michael Hays

Alderman Michael Lovell

Planning and Zoning Commission

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Bob Schmidt, Vice-Chairman

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Ben Motil, Economic Development Coordinator

Mike Lueck, Parks & Recreation Director



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

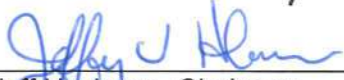
WHEREAS, the Amendatory Supplement of the Plan further seeks to guide and accomplish the coordinated development of the City which, in accordance with existing and future needs, will best promote the general welfare, as well as efficiency and economy, in the community development process.

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

1. The Amendatory Supplement of 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 Amendatory Supplement of the Comprehensive Plan are intended by the Commission to be a part of the Wentzville Comprehensive Plan.
3. The City Clerk is instructed to:
 - a. Record or otherwise make available a copy of the Amendatory Supplement of the Comprehensive Plan in the office of the St. Charles County Recorder of Deeds.
 - b. File the Amendatory Supplement of the Comprehensive Plan in the office of the Commission;
 - c. Give a certified copy of the Amendatory Supplement of the Comprehensive Plan to the Board of Aldermen and keep a certified copy on file; and
 - d. Make the Amendatory Supplement of the Comprehensive Plan available for public inspection during normal office hours.
4. The Amendatory Supplement shall be cross-referenced with the Comprehensive Plan, adopted October 2018, as applicable.

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

Adopted this Tuesday day of July 5, 2022.


Jeff Hackman, Chairman


Bob Schmidt, Vice-Chairman



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Text Amendments

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Page 1	City Administrator entry regarding employee and website	Page 1 of the 2018 Plan
Page 1	Updated City website information	Page 2 of the 2018 Plan
Page 1-2	Amend planning area limits	Page 3 of the 2018 Plan

Chapter One - The City of Wentzville's History:

Page 3-7	Identify noteworthy projects which occurred in 2018-2022	New Addition
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Chapter Two - Characteristics and Trends:

Page 8-9	Historical population text and table updates	Page 21 of the 2018 Plan
Pages 9-11	Historical population trend text and tables updates	Pages 21-22 of the 2018 Plan
Pages 11-12	Ethnicity characteristics text and chart updates	Page 24 of the 2018 Plan
Pages 12-16	Population projections text, chart and table updates	Pages 26-27 of the 2018 Plan
Pages 16-17	Unemployment rates text and table updates	Page 30 of the 2018 Plan
Pages 17-18	Largest employers table update	Page 31 of the 2018 Plan
Pages 18-19	Retail sales table update	Page 32 of the 2018 Plan
Pages 19-20	United States Census text update	Page 33 of the 2018 Plan

Chapter Three - Transportation:

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Pages 21-22	Transportation master plan text update	Page 34 of the 2018 Plan
Pages 22-23	Corridor preservation and right-of-way acquisition	Page 36 of the 2018 Plan
Pages 23-24	Airports text update	Page 40 of the 2018 Plan
Pages 24-25	Roadway functional classifications addition	New Addition
Pages 26-27	Future transportation project updates	Page 42 of the 2018 Plan
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Page 31	Hepperman Road text removal	Page 46 of the 2018 Plan
Pages 31-32	New alley and right-of-way vacation subsection	New Addition
Pages 32-33	Alternative modes of transportation addition	New Addition
Pages 33-34	New complete streets subsection	New Addition
Pages 34-35	Emerging and continuing transportation addition	New Addition

Chapter Four - Utilities:

Page 36	Expand communications text to include fiber optic internet	Page 47 of the 2018 Plan
Pages 36-40	Water supply & distribution text updates	Pages 47-49 of the 2018 Plan
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Page 43	Infrastructure upsizing amendments	Page 52 of the 2018 Plan
Pages 43-44	Stormwater management program update	Page 53 of the 2018 Plan
Page 44	Stormwater management infrastructure text update	Page 54 of the 2018 Plan
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Chapter Five - Community Facilities:

No text updates/amendments proposed at this time

Chapter Six - Parks, Recreation & Open Space:

No text updates/amendments proposed at this time

Chapter Seven - Land Use:

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Pages 46-47	Planning area vs. current city size table updates	Page 96 of the 2018 Plan
Page 47	Update characteristics with current growth data	Page 96 of the 2018 Plan
Pages 47-48	Changes in existing land use table updates	Page 97 of the 2018 Plan
Page 48-49	Update and expand Historical Downtown section	Page 105 of the 2018 Plan

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Pages 58-60	Potential funding sources update	Pages 111-112 of the 2018 Plan
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Page 71	Add new action step regarding on-street trails	Page 121 of the 2018 Plan
Pages 71-72	Update text related to stormwater management	Pages 123-124 of the 2018 Plan
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Chapter Eleven - Sustainability:

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Table & Chart Amendments

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Pages 18-19	Table 18	Retail Sales	Page 32 of the 2018 Plan

Chapter Three - Transportation:

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Chapter Seven - Land Use:

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- Map 31: New Subdivisions
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Introduction

The purpose of this Amendatory Supplement is to revise and expand the existing text, tables and maps of the City of Wentzville Comprehensive Plan adopted in October of 2018.

Amendments and/or additions to the document are provided in three forms:

- Text amendments or additions;
- Table amendments;
- Maps and Plan sheet amendments.

The Table of Contents, as applicable, identifies amendments for each chapter of the plan. This supplement is designed to be cross-referenced with the original Comprehensive Plan text, thereby enabling the reader to be accurately informed of the Plan's changes and full content.

In the supplement, existing language taken from the 2018 Comprehensive Plan is italicized and new language or changes are shown in bold font. Where possible, the existing text which is being amended is also underlined.

The City of Wentzville intends to amend the 2018 Comprehensive Plan via supplements until such time as the level of changes warrants the publishing of a new edition of the entire document.





Executive Summary

The following are text amendments to existing language within the Executive Summary section of the Comprehensive Plan adopted in October 2018.

Page 1:

The total number of employees (full and part-time) and the City's website address is updated within the third paragraph under City Government as follows. The current text stating:

City Administrator

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

Shall Be Amended to State:

City Administrator

The Board of Aldermen, with the approval of the Mayor, appoints a City Administrator to serve as the chief administrative officer of the City. The City Administrator manages the day-to-day affairs of the City and oversees the City's **271 full-time and 253 part-time employees**, divided into nine departments. See www.wentzvillemo.gov for additional department information and organization.

Page 2:

The City's website address located within the fifth paragraph under the subheading "Wentzville..by the numbers" has been updated as follows. The current text stating::

The City of Wentzville's website can be located at www.wentzvillemo.org and provides City government and community information as well as a wealth of additional data.

Shall Be Amended to State:

The City of Wentzville's website can be located at www.wentzvillemo.gov and provides City government and community information as well as a wealth of additional data.

Page 3:

The current text within the fourth paragraph under the subheading "Wentzville's Growth" will be updated as follows to correspond with changes to the City's planning area which have been adopted as part of this Amendatory Supplement. The current text stating:

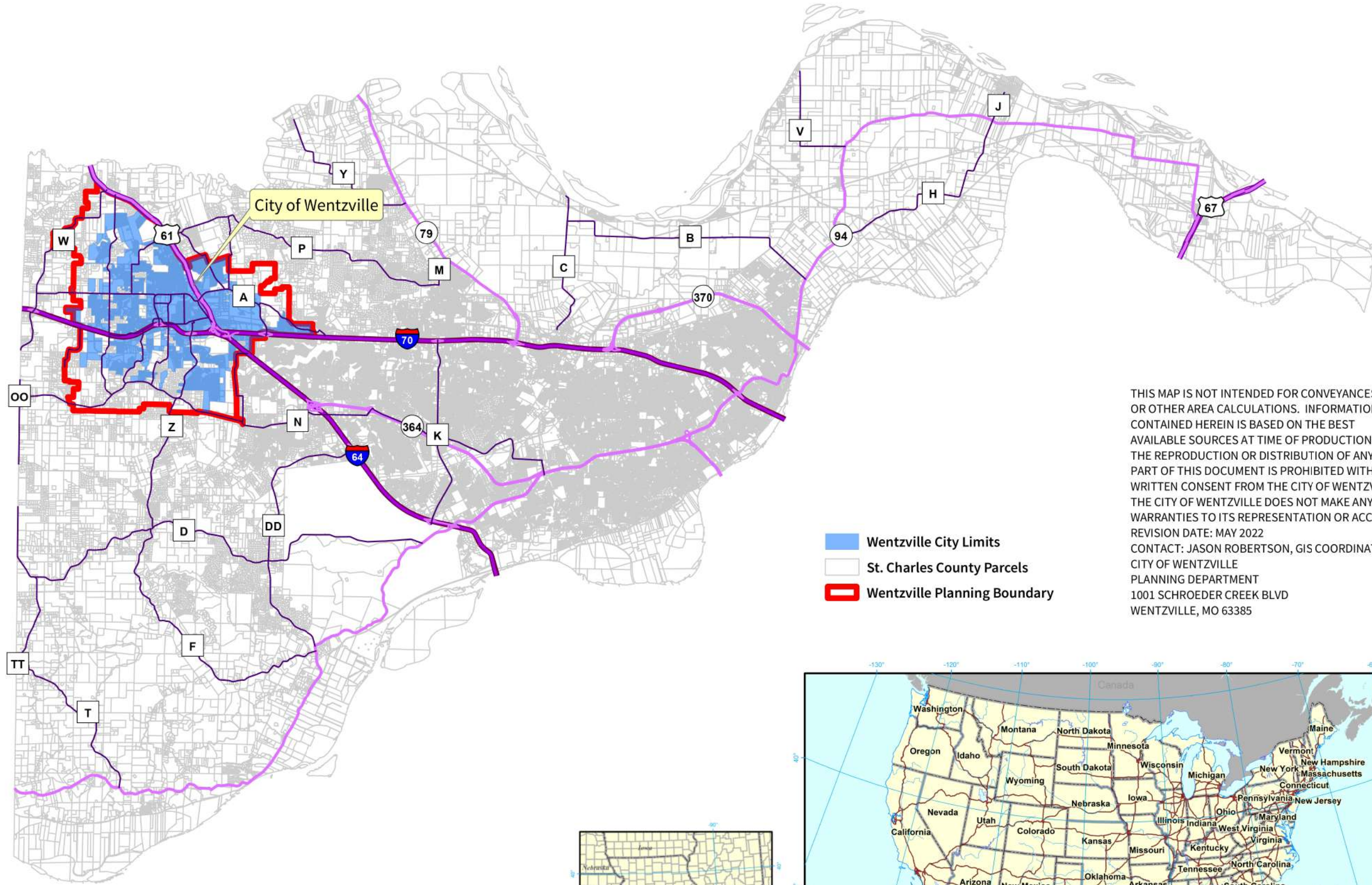
The planning area for Wentzville's Comprehensive Plan includes properties beyond the City limits that could potentially become part of the Wentzville community in the future, as shown on Maps No. 1 and 2 within this section. While all of these areas may not be incorporated into the City, they will still functionally serve as part of the community, influencing traffic and participating in community activities. This area extends north of Interstate 70 from Flint Hill and Josephville on the east to Foristell and Highway W to the west. South of Interstate 70, the area extends from Lake Saint Louis and Duello Road on the east to Foristell and Highway I on the west and includes the area approximately one-quarter mile south of Highway N. The community is served, in the large majority,

by the Wentzville R-IV School District, with a small area in the northeast growth boundary served by Fort Zumwalt School District. The Wentzville Fire Protection District serves the entire area, which extends beyond the planning area. Maps 9 & 10 within Chapter 5: Community Facilities depict the district boundaries of these two entities. The City has formal growth boundary agreements with the City of Flint Hill and the City of Lake Saint Louis. Growth boundary agreements with the City of O’Fallon and City of Foristell are a future goal for Wentzville.

Shall Be Amended to State:

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



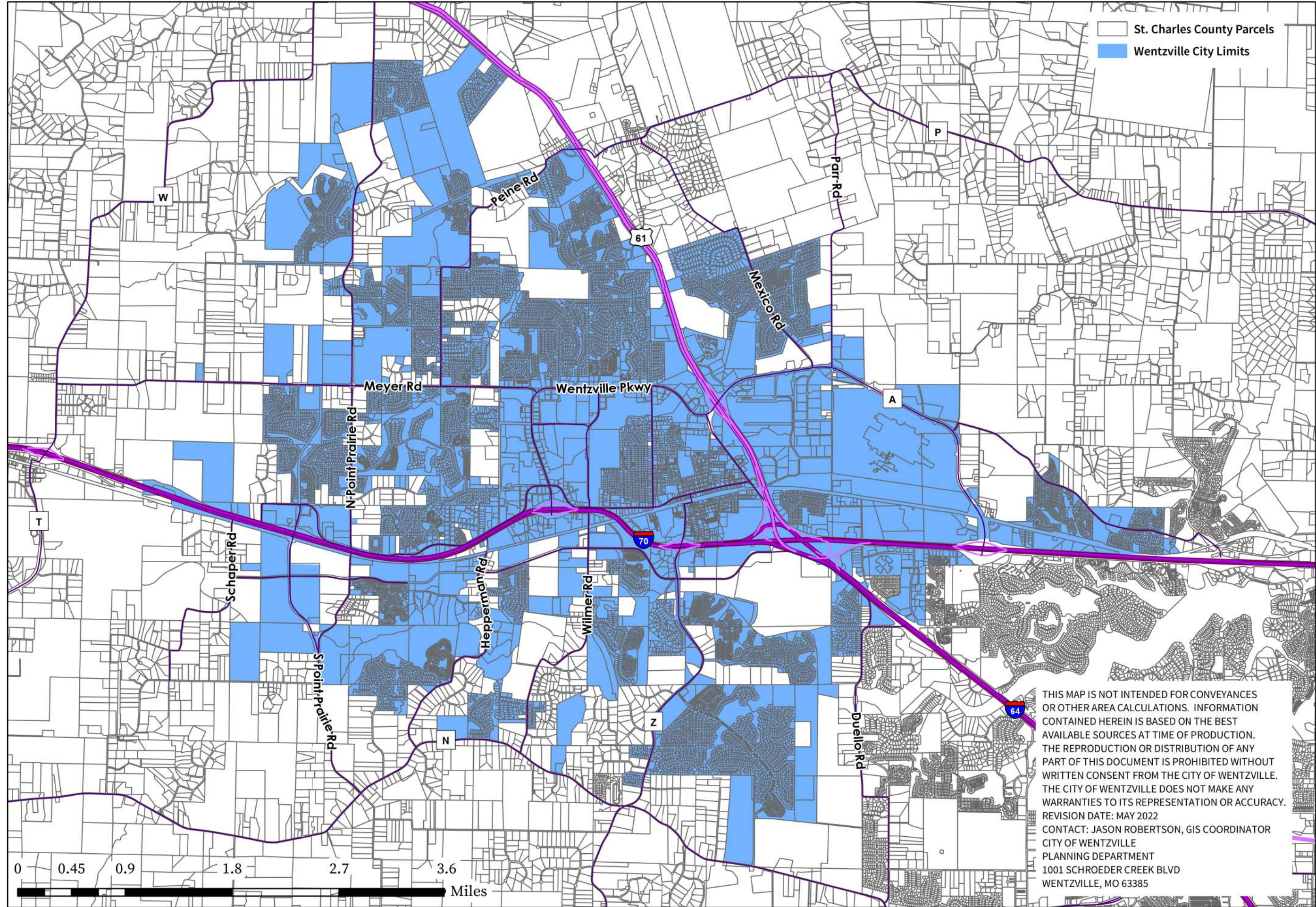


- Wentzville City Limits
- St. Charles County Parcels
- Wentzville Planning Boundary

THIS MAP IS NOT INTENDED FOR CONVEYANCES OR OTHER AREA CALCULATIONS. INFORMATION CONTAINED HEREIN IS BASED ON THE BEST AVAILABLE SOURCES AT TIME OF PRODUCTION. THE REPRODUCTION OR DISTRIBUTION OF ANY PART OF THIS DOCUMENT IS PROHIBITED WITHOUT WRITTEN CONSENT FROM THE CITY OF WENTZVILLE. THE CITY OF WENTZVILLE DOES NOT MAKE ANY WARRANTIES TO ITS REPRESENTATION OR ACCURACY. REVISION DATE: MAY 2022
 CONTACT: JASON ROBERTSON, GIS COORDINATOR
 CITY OF WENTZVILLE
 PLANNING DEPARTMENT
 1001 SCHROEDER CREEK BLVD
 WENTZVILLE, MO 63385



Map No. 1 Planning Area/Location



Map No. 2 City of Wentzville Corporate Limits Map

Chapter 1: The City of Wentzville's History

The following are text additions to existing information found within Chapter 1 of the Comprehensive Plan adopted in October 2018. New entries for the years 2018 through 2022 have been added in order to identify significant and noteworthy projects which have occurred since the adoption of the 2018 Comprehensive Plan.

Shall Be Amended to Include:

2018 2018 saw the completion of a new interchange at Hwy 61 and Highway P. This much anticipated roadway improvement serves as the easternmost terminus of the City's larger David Hoekel Parkway project and provides greater access and development opportunities to the northeastern part of the City. Circle K constructed a new gas station at this intersection later this same year.



This year also saw the construction of a 180-unit apartment complex and a Sugarfire restaurant within The Junction, a 14 acre mixed-use development located at the western end of Main Street. This new development represents a significant investment within the City's Historic Downtown area.





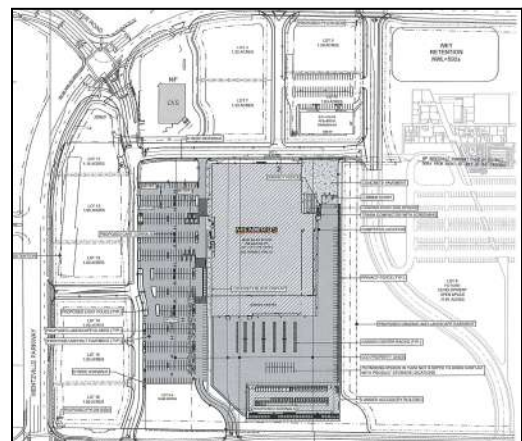
Additional projects included a new multi-tenant commercial building in the Dierbergs Plaza (now home to McAlister's Deli, Profile by Sanford and Sauce on the Side) and the construction of Midtown Home Improvements within the Builders Resource Park industrial area.

2019 Wentzville was pleased to welcome Urshan College to the community from its former location in Florissant. Urshan College kicked off its 2019-2020 school year from its new home in the former Centurylink campus, which had previously been vacant for many years. This private Christian college has an enrollment of approximately 260 students but is anticipated to grow within its new home.



2019 also saw the approval of the 61 acre Wentzville Bend development. This impressive commercial project provides approximately 25 combined acres of commercial lots, over 10 acres of open space, and approximately 14 acres for a new multi-generational recreational facility located within the heart of Wentzville's primary commercial corridor.

Additional 2019 projects included a new St. Charles County Ambulance District Base within the City's Historic Downtown area and Brett Hull's Junction House restaurant within The Junction mixed use development. The City also continued progress on the City's long-term David Hoekel Parkway roadway improvement. In the fall of this year the City completed the relocation of the North Outer Road, allowing for work to begin on the future Interstate 70 Interchange.



2020 In 2020 the City approved two new apartment projects in response to a growing need and demand for apartment homes. Heartland View Apartments, immediately across the street from the City's picturesque Heartland Park, will provide 201 units with unique live/work/play opportunities. Aventura Apartments, will provide 192 units as part of a mixed use project northeast of Prospect Road. The addition of these new quality apartment communities helps to diversify available housing in Wentzville, which is an objective of the City's Comprehensive Plan.



The City also approved the construction of a new 216, 602 square foot middle school for the Wentzville R-IV School District. This new middle school, located at the northeastern corner of North Pointe Prairie Road and West Meyer Road, expands the existing high school campus and will provide quality educational opportunities to the area's growing population.



Other 2020 projects include the approval of First Community Credit Union near the eastern end of Wentzville Parkway, a new Chase Bank within the Wentzville Bend development, and multiple expansions to the General Motors manufacturing campus.

2021 The City began construction on a new 93,669 square foot two-story Recreation Center in the Wentzville Bend development. This new City facility in the heart of Wentzville will provide area residents with a wide range of fitness and recreational opportunities, meeting rooms, senior amenities and classrooms.



The City also completed work on the David Hoekel Parkway I-70 interchange. This project consists of grading/paving ramps and the construction of bridges over Interstate 70 and the Norfolk Southern Railroad. This project is a significant investment into the long-term health of the community and, along with the anticipated traffic benefits, is expected to create further development opportunities along both sides of Interstate 70.

The Wentzville Bend development continued to experience a high level of activity, with the City approving plans for two multi-tenant plazas, a Freddy's drive-thru restaurant, a Chili's restaurant and a 158,400 square foot Menards anchor store during 2021. Other projects approved along the Wentzville Parkway corridor include Cedarhurst (a senior living center located between City Hall and the City's new recreation center) and a new Burger King near Highway 61.

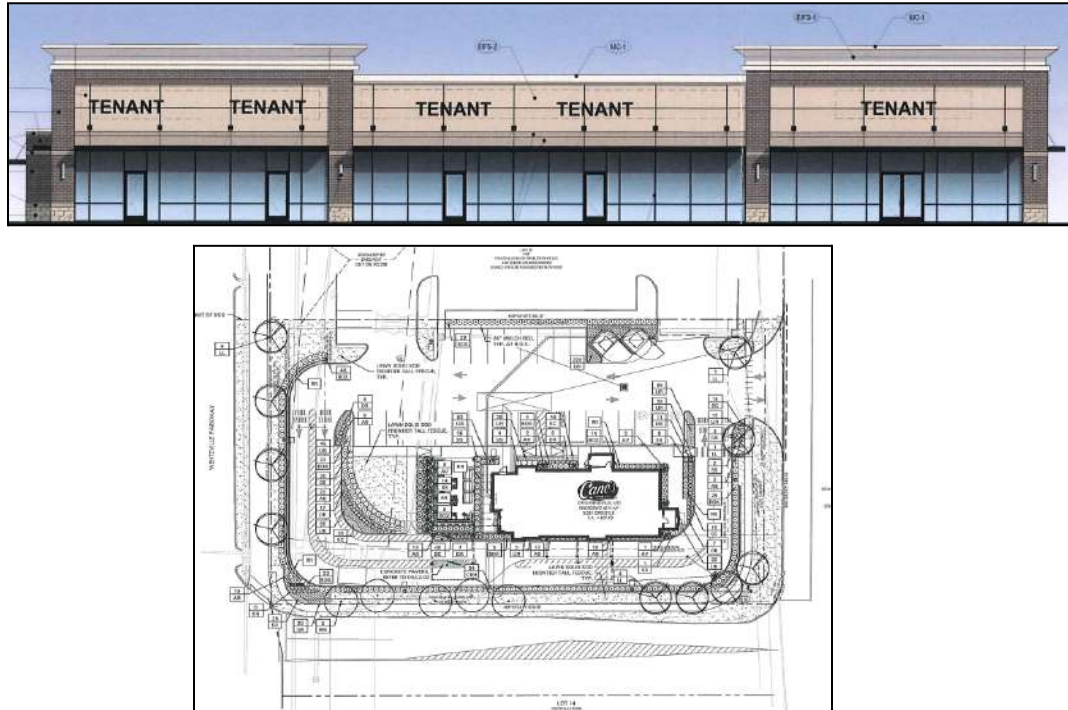
Other 2021 projects include the approval of a Final Development Plan for Automotive Point at the intersection of Interstate 70 and Interstate 64, and Towneplace Suites within the Wentzville Bluffs development.



2022 In 2022 the City of Wentzville continued to see further growth and development in the commercial zoning districts. The City approved new site plans for Nationwide Trailers and Sunbelt Rentals along East Pitman Road, and Fabick Rents on Veterans Memorial Parkway. This growth towards the eastern end of the City speaks to the continued appeal of commercial lots within the City.



Wentzville also approved another multi-tenant plaza and a Raising Cane's restaurant within the Wentzville Bend development. This brings this project very close to being fully constructed, with only one platted lot remaining.



Other 2022 projects include the approval of a 99-room Home2Suites Hotel within the Historic Downtown district and a new office location for Porlier Outdoor Advertising on Interstate Drive.

Chapter 2: Characteristics and Trends

The following are amendments to the existing text, tables and charts found within Chapter 2 of the Comprehensive Plan adopted in October 2018. These changes are focused on updating the provided information with data currently available from the 2020 United States Decennial Census, City of Wentzville permitting records, and various other sources.

Page 21:

Population discussion text found in the first paragraph under the subheading “Population” and Table 1 “Historical Population Data” is updated to include the recently received 2020 Census information as follows. The current text and tables stating:

Population

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

Table 1: Historical Population Data for the City of Wentzville

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

**2017 Data is approximate based upon year-end permit data*

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

Shall Be Amended to State:

Population

Wentzville and St. Charles County’s location in the St. Louis Metropolitan area is an important consideration in the City’s growth and development. Table 1 illustrates the City’s increasing



population trend since 1900. **The 2020 decennial census calculated that Wentzville's population is 44,372.** As depicted in this **table**, the largest population increases occurred from 1950-1960 (a 122% increase) and from 2000-2010 (a 322% increase). It is anticipated that the continued demand for new housing will result in steady population increases for the foreseeable future.

Table 1: Historical Population Data for the City of Wentzville

Census Year	Population	% Change
1900	519	n/a
1910	539	4%
1920	514	-5%
1930	596	16%
1940	752	26%
1950	1,227	63%
1960	2,724	122%
1970	3,223	18%
1980	3,193	-1%
1990	4,785	50%
2000	6,896	44%
2010	29,070	322%
2020	44,372	53%

Source: U.S. Census Bureau (2020 Redistricting Data)

Page 21 and 22:

Additional population reporting text in the second and third paragraphs under the subsection "Population" and Tables 2 and 3 have been updated with available 2020 Census information. The current text and tables stating:

Over the past 100 years, St. Charles County has been one of the fastest growing areas in the State of Missouri. Table 2 displays historical data trends for St. Charles, Warren and Lincoln Counties. As illustrated in this table, St. Charles County experienced a peak growth rate from 1950 to 1960 and then continued to grow at an accelerated rate. However, while the population grew the percent change from the previous decennial census period has slowed from 1960 to 2010. Table 2 also shows that Warren County, which borders Wentzville to the West, and Lincoln County, which borders Wentzville to the North, have also both experienced rapid growth rates over the past few decades. It is interesting to note that the City of Wentzville's 2010 population was nearly as large as that of Warren County. Statewide, Missouri's population grew seven (7%) percent to 5,988,927 in 2010. U.S. Census estimates from 2017 show Missouri's population to be 6,113,532.

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

Census Year	St. Charles County		Warren County		Lincoln County	
	Population	% Change	Population	% Change	Population	% Change
1900	24,274	n/a	9,919	n/a	18,352	n/a
1910	24,695	2%	9,123	-8%	17,033	-7%
1920	22,828	-8%	8,490	-7%	15,956	-6%
1930	24,354	7%	8,082	-5%	13,929	-13%
1940	25,562	5%	7,734	-4%	14,395	3%
1950	29,834	17%	7,666	-1%	13,478	-6%



1960	52,970	78%	8,750	14%	14,783	10%
1970	92,954	75%	9,699	11%	18,041	22%
1980	144,107	55%	14,900	54%	22,193	23%
1990	212,907	48%	19,534	31%	28,892	30%
2000	283,883	33%	24,525	26%	38,944	35%
2010	360,485	27%	32,513	33%	52,566	35%
2017*	395,504*	10%*	34,373*	6%*	56,183*	7%*

Source: U.S. Census Bureau

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

Table 3 illustrates the increasing growth rates for cities immediately adjacent to the City of Wentzville. The data shows that from 2000-2010, the City of O'Fallon increased 72% (79,329), City of Lake Saint Louis increased 43% (14,545), City of Foristell increased 53% (505), and City of Flint Hill increased 39% (525).

Table 3: Historical Population Data for Neighboring Cities

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

Source: U.S. Census Bureau

Shall Be Amended to State:

Over the past 100 years, St. Charles County has been one of the fastest growing areas in the State of Missouri. Table 2 displays historical data trends for St. Charles, Warren and Lincoln Counties. As illustrated in this table, St. Charles County experienced a peak growth rate from 1950 to 1960 and then continued to grow at an accelerated rate. However, while the population grew the percent change from the previous decennial census period has slowed from 1960 to **2020**. Table 2 also shows that Warren County, which borders Wentzville to the West, and Lincoln County, which borders Wentzville to the North, have also both experienced rapid growth rates over the past few decades. It is interesting to note that the City of Wentzville's **2020** population has surpassed that of Warren County. Statewide, Missouri's population grew **three (3%) percent to 6,154,913 in 2020**. **According to available 2020 Census information, Wentzville is now the 15th largest city in Missouri.**



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%
2020	405,262	12%	35,532	9%	59,574	13%

Source: U.S. Census Bureau (2020 Redistricting Data)

Table 3 illustrates the increasing growth rates for cities immediately adjacent to the City of Wentzville. The data shows that from **2010-2020**, the City of O’Fallon **increased 15% (91,316)**, City of Lake Saint Louis **increased 15% (16,707)**, City of Foristell **increased 9% (550)**, and City of Flint Hill **increased 87% (981)**.

Table 3: Historical Population Data for Neighboring Cities

Census Year	O’Fallon		Lake Saint Louis		Foristell		Flint Hill	
	Population	% Change	Population	% Change	Population	% Change	Population	% Change
1900	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1910	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1920	588	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1930	594	1%	n/a	n/a	n/a	n/a	n/a	n/a
1940	618	4%	n/a	n/a	n/a	n/a	n/a	n/a
1950	789	28%	n/a	n/a	n/a	n/a	n/a	n/a
1960	3,770	378%	n/a	n/a	n/a	n/a	n/a	n/a
1970	7,018	86%	n/a	n/a	n/a	n/a	n/a	n/a
1980	8,654	23%	3,843	n/a	119	n/a	219	n/a
1990	18,296	111%	7,671	100%	144	21%	229	5%
2000	46,169	152%	10,169	33%	331	130%	379	66%
2010	79,329	72%	14,545	43%	505	53%	525	39%
2020	91,316	15%	16,707	15%	550	9%	981	87%

Source: U.S. Census Bureau (2020 Redistricting Data)

Page 24

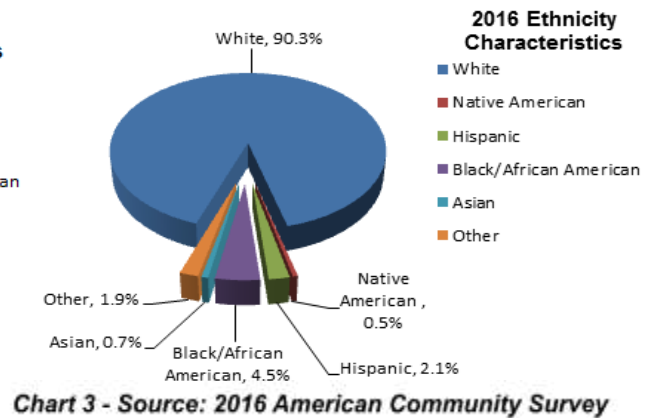
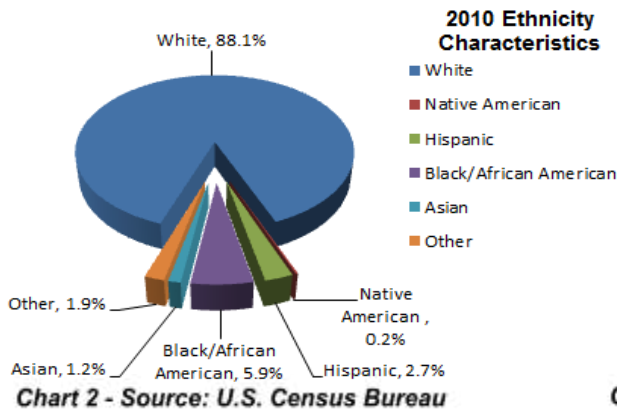
Population and ethnic composition of the City’s population text and Charts 2 and 3 found under the subheading “Ethnicity Characteristics” are updated below with received 2020 Census information. The current text and charts stating:

Ethnicity Characteristics

Another demographic variable that is usually examined in the planning process is ethnic composition of the population. Chart 2 shows the composition of the City of Wentzville from 2010.



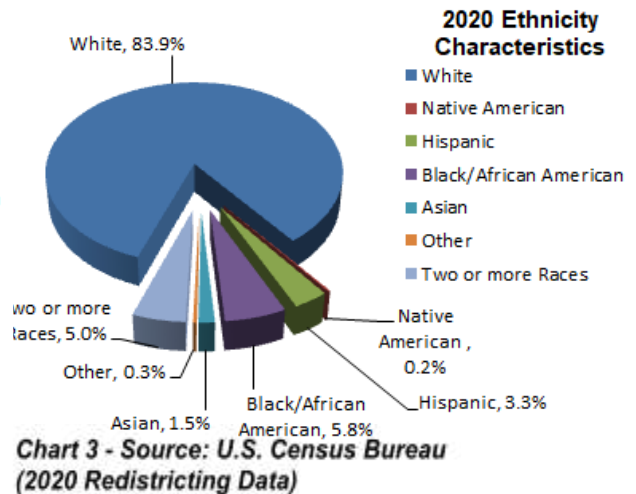
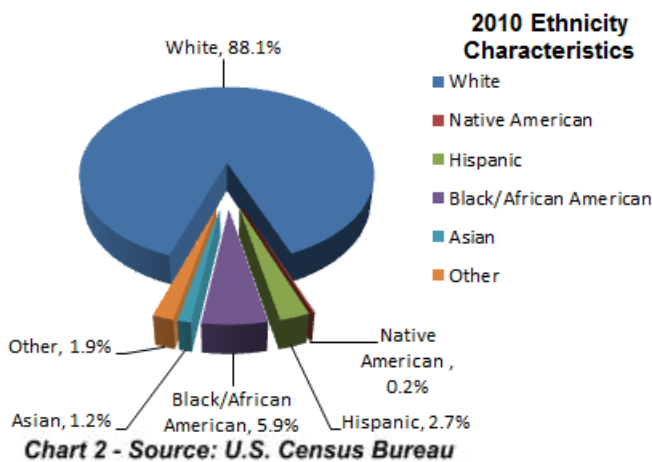
where 88% of the City's population identified as "white." Chart 3 indicates that the "white" population segment has grown since 2010, while all other groups have slightly reduced. Such a trend is somewhat concerning as it suggests that the City is becoming less diverse over time.



Shall Be Amended to State:

Ethnicity Characteristics

Another demographic variable that is usually examined in the planning process is ethnic composition of the population. **Charts 2 and 3 compare the ethnic composition of the City in 2010 and 2020. This comparison shows that the "white" population segment has gradually reduced over this time frame, while other groups have either remained steady or increased. Such a trend suggests that the City is becoming more diverse over time.**



Page 26 and Page 27:

The text, Chart 4 and Table 9 found under the subheading "Population Projections" are updated with Census 2020 and City permitting information as follows. The current text, chart and table stating:

Population Projections

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

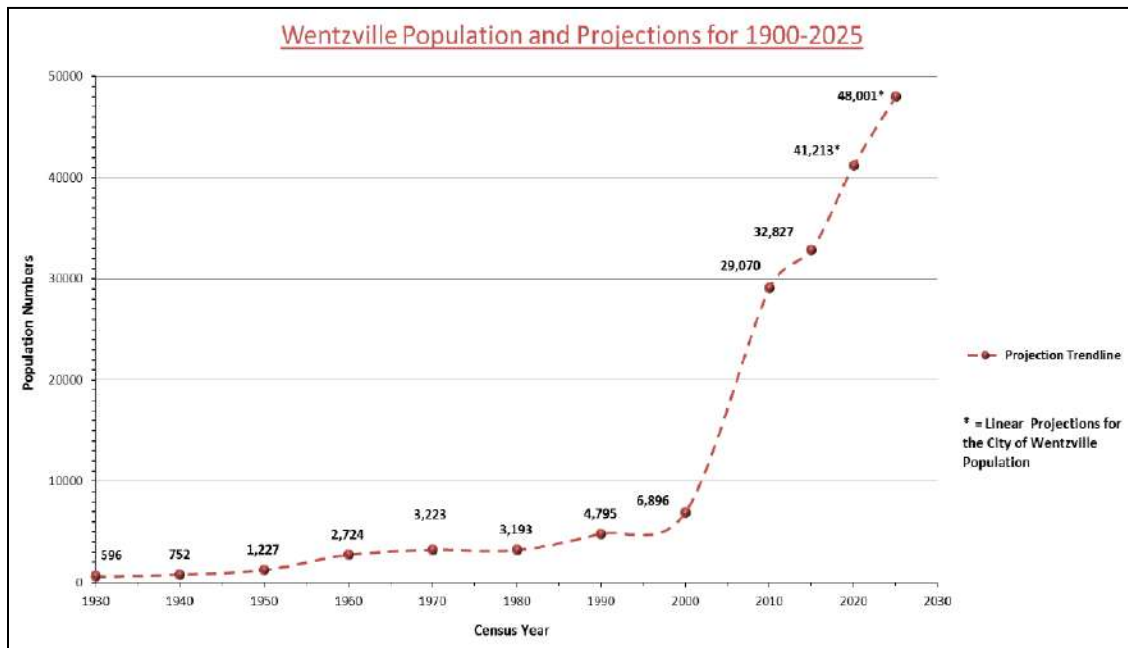


Chart 4: Source: U.S. Census Bureau and City of Wentzville

Another technique utilized by the City of Wentzville is project population growth using an assumed annual number of new single-family residential permits based upon current growth trends. As discussed earlier in this chapter, the City uses the U.S. Census Bureau occupancy rate of 2.7 people per unit. Taking this occupancy rate and multiplying by a set number of assumed permits provide the projected population, which is represented in Table 9. While using this technique can provide a projection number, it is heavily reliant on the number of permits issued per year, which can fluctuate due to periods of extreme growth or economic uncertainty, such as the late 2000's nationwide recession. Past projections using this technique assumed a large number of annual permits (1,200 per year), which was reflective of the economic prosperity of the time. The City still anticipates an accelerated amount of permits every year based upon a continued reduction of available surplus lots and continued economic prosperity of the region. However, the City recognizes that the explosive growth experienced over the past 15 years may slow somewhat due to a reduction in available land. In order to account for this possibility, the City assumes a conservative baseline number of 600 permits each year. This equates to approximately 1,620 new Wentzville residents every year. Staff believes this projection represents a more realistic approach to anticipated growth for the City rather than the linear projection shown in [Chart 3](#). Due to the many variables involved, the actual growth rate could significantly deviate from these projections. Information gathered during the 2020 Census will further refine these projections and provide the City with new data for future planning efforts.

Table 9: Population Projections Based Upon Single-Family Permits

Year	New Permits	Projected New Population	Total Projected Population
2000	Census 2000 Performed		6,896
2001	734	1,982	8,878
2002	979	2,643	11,521
2003	1,027	2,773	14,294
2004	1,459	3,939	18,233
2005	1,165	3,146	21,379
2006	796	2,149	23,528

2007	622	1,679	25,207
2008	303	818	26,025
2009	345	932	26,957
2010	<i>Census 2010 Performed</i>		29,070
2011	218	589	29,659
2012	398	1,075	30,734
2013	538	1,453	32,187
2014	626	1,690	33,877
2015	676	1,825	35,702
2016	779	2,103	37,805
2017	687	1,855	39,660
2018	550	1,485	41,145
2019	600	1,620	42,765
2020	600	1,620	44,385
2021	600	1,620	46,005
2022	600	1,620	47,625
2023	600	1,620	49,245
2024	600	1,620	50,865
2025	600	1,620	52,485

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

Shall Be Amended to State:

Population Projections

Based upon historical population data, the City can make general assumptions on future population using different techniques. The first and simplest technique would consist of a linear projection, as shown in Chart 4. A linear projection utilizes past data to assume a basic and consistent slope projecting into the future. This linear projection predicts population growth to the year **2030** and anticipates a total City population of **57,953**. **A 2025 projection has been included within this Chart and seems to be similar, but slightly more conservative, to the permit-based projection of 52,945 shown in Table 9 below.**

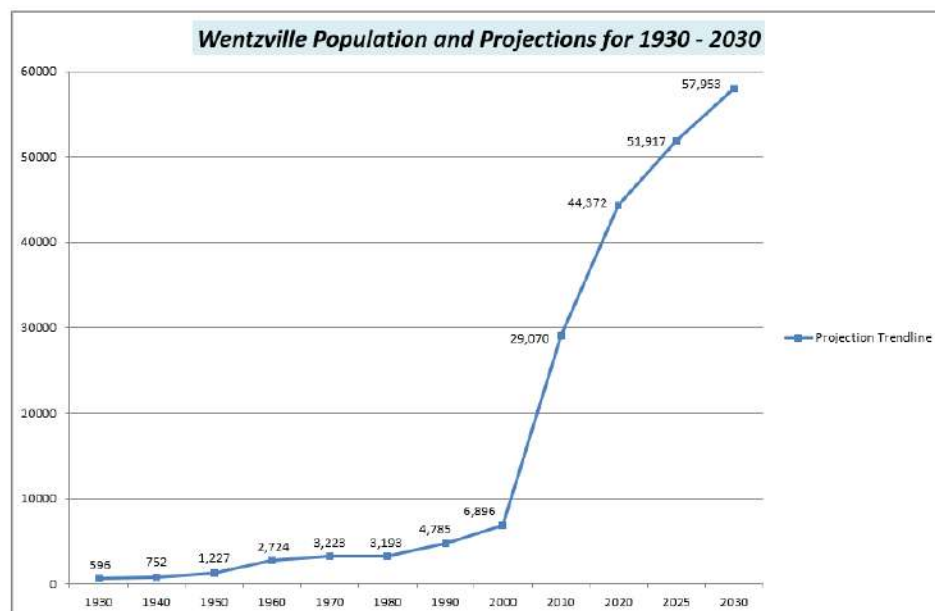


Chart 4: Source: U.S. Census Bureau and City of Wentzville (Updated 10/7/21)



Another technique utilized by the City of Wentzville is project population growth using an assumed annual number of new single-family residential permits based upon current growth trends. As discussed earlier in this chapter, the City uses the U.S. Census Bureau occupancy rate of 2.7 people per unit. Taking this occupancy rate and multiplying by a set number of assumed permits provide the projected population, which is represented in Table 9. While using this technique can provide a projection number, it is heavily reliant on the number of permits issued per year, which can fluctuate due to periods of extreme growth or economic uncertainty. Past projections using this technique assumed a large number of annual permits, which was reflective of the economic prosperity of the time. The City still anticipates an accelerated amount of permits every year based upon a continued reduction of available surplus lots and continued economic prosperity of the region. However, the City recognizes that the explosive growth experienced over the past 15 years may slow somewhat due to a reduction in available land. In order to account for this possibility, the City assumes a conservative baseline number of 600 permits each year. This equates to approximately 1,620 new Wentzville residents every year. Staff believes this projection represents a more realistic approach to anticipated growth for the City rather than the linear projection shown in **Chart 4**. Due to the many variables involved, the actual growth rate could significantly deviate from these projections. **However, it is interesting to note that in 2018 the City projected a 2020 total population of 44,385 using this method, which was only 13 people off of the actual population reported by the 2020 Census.**

Table 9: Population Projections Based Upon Single-Family Permits

Year	New Permits	Projected New Population	Total Projected Population
2000	<i>Census 2000 Performed</i>		6,896
2001	734	1,982	8,878
2002	979	2,643	11,521
2003	1,027	2,773	14,294
2004	1,459	3,939	18,233
2005	1,165	3,146	21,379
2006	796	2,149	23,528
2007	622	1,679	25,207
2008	303	818	26,025
2009	345	932	26,957
2010	<i>Census 2010 Performed</i>		29,070
2011	218	589	29,659
2012	398	1,075	30,734
2013	538	1,453	32,187
2014	626	1,690	33,877
2015	676	1,825	35,702
2016	779	2,103	37,805
2017	687	1,855	39,660
2018	550	1,485	41,145
2019	558	1,507	42,652
2020	<i>Census 2020 Performed</i>		44,372
2021	775	2,093	46,465
2022	600*	1,620*	48,085*
2023	600*	1,620*	49,705*
2024	600*	1,620*	51,325*
2025	600*	1,620*	52,945*
2026	600*	1,620*	54,565*
2027	600*	1,620*	56,185*



2028	600*	1,620*	57,805*
2029	600*	1,620*	59,425*
2030	600*	1,620*	61,045*

Source: City of Wentzville, Building Division Permitting Data (Updated 6/7/22)

*Projected numbers

Page 30:

The text found within the second paragraph and Table 15 under the subheading “Employment/Unemployment” is updated with available 2020 labor statistics as follows. The current text and table stating:

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

Table 15: Unemployment Rates 2010 and 2018

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

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

Shall Be Amended to State:

Table 15 shows the **2010, 2015, 2020 and the current 2022 unemployment rates** of the City as compared to the county, region, and state using information available from the U.S. Department of Labor. In 2010, the unemployment rates for St. Charles County and the State of Missouri were 4.7% and 4.8% respectively. Wentzville’s unemployment rate was significantly better at 4.1%, which was close to its poverty rate of 4.4%. **Since that time, the unemployment rates for the City, County, and State have all improved, with Wentzville’s rate now resting at 3.1%. It will be interesting to see if the City’s poverty level in the 2020 Census results (once those results become available) decrease due to this improved employment level.**



Table 15: Unemployment Rates

Jurisdiction	Percentage of Labor Force - Unemployed			
	2010	2015	2020	2022
Wentzville	4.1%	3.7%	3.2%	3.1%
St. Charles County	4.7%	4.2%	2.8%	2.9%
St. Louis, MSA	10.3%	5.0%	4.4%	3.7%
Missouri	4.8%	4.9%	4.0%	3.4%

Source: U.S. Dept. of Labor, Bureau of Labor Statistics (Updated 6/7/22)

Page 31:

Table 16 under the subheading “Employment/Unemployment” has been updated with current staffing information from the largest employers in the City as follows. The current table stating:

Table 16: Largest Employers in the City of Wentzville

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

Source: Survey of employers.

*Buildings within City Limits, School District has an overall total of 2,118 employees

Shall Be Amended to State:



Table 16: Largest Employers in the City of Wentzville

Employer	Product / Service	Full-Time Employees
General Motors Assembly Center	Motor Vehicle Assembly	4,000
Wentzville R-IV School District*	Education	2,613
Etrailer	Truck Accessories	527
City of Wentzville	Local Government	419
Compass Health Network**	Healthcare	334
Walmart	Department Store	284
SSM St. Joseph Health Center	Healthcare	230
Lear Corporation	Vehicle Seating & Electrical	214
Home Depot	Home Improvement Store	182
Target	Department Store	177
RK Stratman Company, Inc.	Silk Screening	160
Lowe's	Home Improvement Store	133
Thyssen/Krupp	Logistics & Freight	121
Rapid Response	Freight Shipping	117
Kohl's	Department Store	112

Source: Survey of employers. (*Buildings within City Limits, School District has an overall total of 2,736 employees, **Formerly Crider Health Center), (Updated 6/14/22)

Page 32

Table 18 under the subheading “Retail Sales” has been updated with current retail sales estimates as follows. The current table stating:

Table 18: Retail Sales (1992-2017)

Year	Retail Sales
1992	\$113,173,400
1993	\$113,206,300
1994	\$115,782,700
1995	\$133,306,600
1996	\$141,441,200
1997	\$125,028,067
1998	\$128,773,200
1999	\$137,466,273
2000	\$150,723,727
2001	\$220,460,464
2002	\$248,448,314



2003	\$300,179,453
2004	\$320,326,739
2005	\$373,993,741
2006	\$342,231,700
2007	\$396,733,700
2008	\$424,113,800
2009	\$423,454,000
2010	\$437,784,400
2011	\$461,225,700
2012	\$502,450,114
2013	\$542,812,698
2014	\$601,322,240
2015	\$663,081,478
2016	\$710,852,721
2017	\$765,886,547

Shall Be Amended to State:

Table 18: Retail Sales

Retail Sales within Wentzville (1992-2021)			
Year	Retail Sales	Year	Retail Sales
1992	\$113,173,400	2007	\$396,733,700
1993	\$113,206,300	2008	\$424,113,800
1994	\$115,782,700	2009	\$423,454,000
1995	\$133,306,600	2010	\$437,784,400
1996	\$141,441,200	2011	\$461,225,700
1997	\$125,028,067	2012	\$502,450,114
1998	\$128,773,200	2013	\$542,812,698
1999	\$137,466,273	2014	\$601,322,240
2000	\$150,723,727	2015	\$663,081,478
2001	\$220,460,464	2016	\$710,852,721
2002	\$248,448,314	2017	\$765,886,547
2003	\$300,179,453	2018	\$792,909,537
2004	\$320,326,739	2019	\$838,461,887
2005	\$373,993,741	2020	\$902,471,846
2006	\$342,231,700	2021	\$980,580,612

Source: City of Wentzville (Updated 6/7/22)

Page 33

This paragraph, found under the subheading “United States Census 2020” has been updated to reference the current information available from the 2020 Census and the need to update other demographic information via a future update. The current text stating:

United States Census 2020

The United States Census is a decennial (every 10 years) process which is mandated by the United States Constitution in order to gather and record population and demographic information. This information is then made available to the general public for the common good. City, County and



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

Shall Be Amended to State:

United States Census 2020

The United States Census is a decennial (every 10 years) process which is mandated by the United States Constitution in order to gather and record population and demographic information. This information is then made available to the general public for the common good. City, County and State governments regularly use this information in order to better understand the characteristics of their populations and to plan for community growth and services. The City of Wentzville relies heavily upon Census information during the creation of its Comprehensive Plan. **At the time of this Comprehensive Plan supplemental update, the Census Bureau had only partially released the results of the 2020 Census (population and ethnicity statistics). This supplemental update is limited to this available Census information as well as statistical information gained from other sources. All statistics, charts and tables regarding other demographic topics (age/sex, household, income, poverty, work force, education, etc.) have not been updated at this time. These topics will be incorporated within future updates to the City's Comprehensive Plan after the full 2020 Census information is available.**



Chapter 3: Transportation

The following are amendments to the existing text and tables Chapter 3 of the Comprehensive Plan adopted in October 2018. These changes are focused on updating the existing information with current 2020 data and to provide new subsections and information which is pertinent to the City's Transportation goals.

Page 34:

New text is added to the Comprehensive Plan associated with the City's Transportation Chapter between the second and third paragraph on page 34 to inform the reader of the City's plan for alternative modes of transportation as follows.

Shall be Amended to Include:

The City of Wentzville should support and adapt to advances in transportation technology and proactively provide transportation mode choices for its residents. As stated above Wentzville's physical location in the urban landscape demands reliance on the automobile. Relatively recent technology advancements in transportation have led to the rise of ridesharing (sharing of a journey by multiple passengers in one vehicle), telecommuting (practice of working from home via the use of the internet, email, and telephone), micromobility (a range of small, lightweight vehicles operating at speeds typically below 15 mph), unmanned aerial vehicle (drone) delivery services, and autonomous vehicles (self driving "auto-pilot" type vehicles). Later in this Chapter these emerging trends are discussed in greater detail.

Page 34:

Text identifying the City's Transportation Master Plan within the first paragraph under the subheading "Transportation Master Plan" is amended as follows: The current text stating:

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

Shall Be Amended to State:

In 2003 Wentzville adopted a Transportation Master Plan (TMP) to provide guidelines for the City to use to identify transportation improvements that will be needed to support future projected growth. This plan also seeks to establish policy to accomplish multiple points of dispersion for new developments in an effort to minimize congestion, discuss bicycle and pedestrian facilities, create traffic impact study guidelines and access management standards, create traffic counting programs and traffic signal warrants. This amendatory supplement, in coordination with the written objectives in the land use chapter under the



topic of Transportation, supports the City's to update and validate the 2003 Transportation Master Plan. Technical Memorandums 1-6 within the 2003 TMP will remain in the Comprehensive Plan, until such time as the new Transportation Master Plan is accomplished.

Page 36:

The second paragraph under the subheading "Corridor Preservation and Right-of-Way Acquisition" is updated and expanded as follows to provide the current status of the David Hoekel Parkway, Interstate Drive, Wentzville Parkway South and the Hwy N Environmental Assessment projects. The current text stating:

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

Shall Be Amended to State:

In the year 2000 the City of Wentzville began a process to implement a Corridor Preservation Study for the "70-61 Beltway" roadway. This roadway, now officially named "David Hoekel Parkway" was originally identified as a desired roadway upon the 1999 Comprehensive Plan's Thoroughfare Plan. **Much progress has occurred to implement this arterial roadway as planned. Phase 1 of the project has been completed and consists of a new grade separated interchange at Hwy 61 connection to Peine Road, and Hwy P. Phase 2 is nearing completion, being the grade separated interchange at Interstate 70. St. Charles County Government has partnered with the City to construct the phase of the project south of the Interstate 70 Interchange to South Point Prairie Road. Phase 2D of the project is planned for construction in 2022 from Goodfellow Road to West Meyer Road with an initial two lanes of pavement. The City has also implemented a Corridor Preservation Study for Interstate Drive on the south side of the community. This Corridor's initial lane capacity is completed in all areas of the Thoroughfare Plan depiction with the exception of between Hepperman Road and South Point Prairie Road. This portion of the roadway is led by St. Charles County Government and a 2022 completion is anticipated. Interstate Drive is planned to continue west through the Foristell planning jurisdiction to terminate at Highway T. Interstate Drive will serve as the east-west arterial roadway into the future of the community. In 2012, the City completed a Corridor Preservation Study for the Wentzville Parkway South. This study was optimized through a supplemental corridor study in 2015.** This planned improvement will start at I-70 Exit #208 and travel south and connect into Wilmer Road. **Design of this roadway construction is on-going, and construction is anticipated to be accomplished by 2023.**

Route N improvements are being planned as a regional transportation improvement to serve the residents of the City of Wentzville and western St. Charles County. The Missouri Department of Transportation's (MoDOT) St. Louis District, in cooperation with the Federal



Highway Administration (FHWA), is conducting applicable environmental study(s) for an approximately eight-mile stretch of Route N in St. Charles County, Missouri. Study work is in partnership with St. Charles County, Wentzville, Lake St. Louis, O'Fallon and the East-West Gateway Council of Governments. MoDOT identifies the Tentative Preferred Alternative for the Route N NEPA Study as the Buckner Road Alternative. The preferred alternative is shown below:



Three conceptual alternatives were evaluated through the study process. These alternatives were evaluated through a screening matrix, including many options and opportunities for public involvement toward the selection of the Preferred Alternative. The selected Preferred Alternative is subject to change and will not be officially approved until MoDOT and the Federal Highway Administration (FHWA) conclude required study processes. At this time funding for design and construction has not been identified.

Upon realizing a completed and identified corridor and right of way width, the City of Wentzville should process a Resolution to direct staff to preserve the Corridor the Study and acquire applicable right of way associated with growth and development requests, i.e. the corridor preservation study implementation.

Page 40:

The existing text regarding airports in the first paragraph under the subsection “Airports” is amended as follows. The current text stating:

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

Shall Be Amended to State:

There is no general aviation airport located within the Wentzville Planning Area, **nor Western St. Charles County / Warren County**. Although Wentzville itself is not home to an airport, several are available in the local area to serve City residents.

Page 42:

A new subsection and associated text entitled “Roadway Functional Classification” has been added immediately before the subsection “Future Transportation Needs”. This new subsection discusses the coordination of the City’s Thoroughfare Plan/Major Street Plan and the East-West Gateway’s Council of Government’s Roadway Functional Classification System.

Shall Be Amended to Include:

Roadway Functional Classification

The City of Wentzville Thoroughfare Plan/Major Street Plan roadway functional classifications shall align with/coordinate with East-West Gateway Council of Governments (EWGCC) classifications, as the East-West Gateway Council of Government is the Metropolitan Planning Organization (MPO) responsible to, in cooperation with the the Missouri Department of Transportation (MoDOT), maintain and update the St. Louis region’s Roadway Functional Classification System mandated under federal law. Roadways are classified according to their urban or rural setting and the type of service they provide based on considerations such as: connectivity, mobility, accessibility, vehicle miles traveled, average annual daily traffic, and abutting land use. The purpose of roadway functional classification is to describe how travel is channelized through the region’s roadway network and to determine project eligibility for inclusion in EWG’s Long-Range Transportation Plan and the short-range [Transportation Improvement Program \(TIP\)](#). This coordination can assist the City in seeking and acquiring supplemental grant funding. A roadway must already be classified, at minimum, as a planned or existing Minor Collector in an urban area or Major Collector in a rural area to be eligible for federal funds. The Legend on the amended Thoroughfare Plan has been updated to coordinate with the MPO functional classification for certain roadways. Table 19-A below table indicates the functional classifications:

Table 19-A: Roadway Functional Classes

Roadway Functional Classes		
Arterial	Principal	Interstate
		Freeway/Expressway
		Other Principal
		Minor
Collector		Major
		Minor
Local		

These classifications, shown in the above table and depicted upon the adopted Thoroughfare Plan are defined as follows:

- **Principal Arterial:** A high capacity roadway to carry longer-distance flows and volume between important centers of activity. Interstates, freeways and expressways are



principal Arterials. These are major routes for traffic movement within and between urban areas. Speed limits on these roads range from 35 to 70 miles per hour. See Map #26 For typical cross sections and the Thoroughfare plan for locations of these streets.

- **Minor Arterial:** A high capacity roadway to carry longer-distance flows and volume between important centers of activity. These are major routes for traffic movement within and between urban areas. Speed limits on these roads range from 35 to 55 miles per hour. (See Map #26 For typical cross sections and the Thoroughfare plan for locations of these streets.)
- **Major Collector:** Collector roads connect the local street system to the arterial roads and, thus, carry a higher level of traffic than local streets and may include traffic signalization. Collector roads may provide direct access to individual properties; however, they primarily route traffic from neighborhoods to major employment and commercial centers. Speed limits on these roads range from 25 to 45 miles per hour. (See Map #26 For typical cross sections and the Thoroughfare plan for locations of these streets.)
- **Minor Collector:** Minor collector roads are typically characterized by lower speeds and fewer signalized intersections than major collectors. Collector roads connect the local street system to the arterial roads and, thus, carry a higher level of traffic than local streets. Collector roads may provide direct access to individual properties; however, they primarily route traffic from neighborhoods to major employment and commercial centers. Speed limits on these roads range from 25 to 45 miles per hour. (See Map #26 For typical cross sections and the Thoroughfare plan for locations of these streets.)
- **Local Streets:** Local streets serve primarily residential and neighborhood traffic and provide direct access to individual properties. These make up a large percentage of the City's lane miles, while carrying a relatively small proportion of the vehicle miles traveled. Speed limits on these streets in Wentzville are typically 25 miles per hour. Local street speeds may be posted lower as the director of the City/Public Works Director associated with high pedestrian activity or hazardous terrain. (See Map #26 For typical cross sections and the Thoroughfare plan for locations of these streets.)

Map 26 within this plan includes amended/recommended roadway cross sections including sidewalks as applicable for the different functional classifications of roads discussed above. The EWGCC does not have specific cross-sections that need to be followed based on functional classification. The classifications are based on the characteristics of the roadway and its use. The cross-section designations given by transportation agencies may not always match up with the EWG functional classification. The City's portion of David Hoekel Parkway appears to be classified as a minor arterial on the EWGCC map, but our corridor and conceptual cross-sections reflect a major arterial type cross-section. It's possible that as development increases around DHP that it could be redefined in the future as a Major Arterial by EWG, and we believe it is appropriate for the City to plan for that possibility by providing what we would consider a full build out as a Major Arterial cross-section. The City's Engineering Design Criteria and adopted cross sections of pavement/treelawn and sidewalk section are currently coordinated with Map 26 cross sections, which is recommended as appropriate.



Page 42:

Table 19 under the subheading “Future Transportation Needs”, now labeled as Table 19-B, has been modified as follows to provide updated status and information for a range of roadway improvement projects within the City’s planning area. The current table stating:

Table 19: Future Transportation Projects

<i>Future Project</i>	<i>Description</i>
Projects Under Missouri Department of Transportation (MoDOT) Jurisdiction	
I-70 through City limits (Foristell to Lake Saint Louis)	Widen from 4 lanes to 6 lanes
I-70 & Hwy 40/61 Interchange	Directional ramp improvements
Hwy 61 (I-70 to N. Point Prairie Rd.)	Upgrade to access controlled freeway
Hwy Z (I-70 to Hwy N)	Widen from 2 lanes to 4 lanes
N. Service Rd. (Pearce Blvd. to Luetkenhaus Blvd.)	Re-align Pearce Blvd. to Hwy Z & extend to Luetkenhaus Blvd.
David Hoekel Pkwy N interchanges (I-70 & Hwy 61)	Construct new full access interchanges
Hwy 61 /Hwy W Interchange	Reconstruct an an access controlled interchange
Hwy N (Schaper Rd. to I-64)	Widen from 2 lanes to 4 lanes
Projects Under City of Wentzville Jurisdiction	
Whisper Creek Dr. (Wrausmann Dr. to Duello Rd.)	Construct 3 lanes on new extension
Wentzville Pkwy, South Extension	Construct new 5 lane alignment
Wilmer Rd. (Wentzville Pkwy to Hwy N)	Widen from 2 lanes to 3 lanes
David Hoekel Pkwy (N. Point Prairie Rd. to Hwy 61)	Construct 5 lanes on new alignment
W. Meyer Rd. (Duenke Rd. to N. Point Prairie Rd.)	Widen from 2 lanes to 5 lanes/bridge replacement
Scotti Rd. (Hwy W to N. Point Prairie) <i>*includes part of Foristell</i>	Construct 3 lanes on new alignment as extension
Peine Rd. (Peine Ridge Elementary to Hwy 61)	Widen from 2 lanes to 3 lanes
Hwy 61 Eastern Frontage Road to Parr Rd.	Construct 4 lanes on new alignment
E. Service Rd (Inner Belt Roadway to Hwy A	Construct 3 lanes on new alignment
May Rd.	Widen from 2 lanes to 3 lanes
North and South Point Prairie Rd.	Widen from 2 lanes to 3 lanes
Wentzville Pkwy. (Schroeder Creek Blvd to Meyer Rd.)	Widen from 4 lanes to 5 lanes
Projects Under St. Charles County Jurisdiction	
Interstate Dr. (Hepperman Rd. to South Point Prairie Rd.)	Construct 3 lanes on new alignment
Interstate Dr. (Hwy Z to Duello Rd.)	Construct 3 lanes on new alignment
Duello Rd.	Widen from 2 to 4 lanes and construct a new alignment
Hepperman Road	Construct new 3 lane alignment

Shall Be Amended to State:



Table 19-B: Future Transportation Projects

Future Project	Description
Projects Under Missouri Department of Transportation (MoDOT) Jurisdiction	
I-70 through City limits (Foristell to Lake Saint Louis)	Widen from 4 lanes to 6 lanes
I-70 & Hwy 64 Interchange	Interchange improvements
Hwy 61 (David Hoekel Parkway Interchange to N. Point Prairie Rd.)	Upgrade to access controlled freeway
Hwy Z (I-70 to Hwy N)	Widen from 2 lanes to 4 lanes
N. Service Rd. (W. Pearce Blvd. to Church St./Hwy Z a.k.a. Mar-Lee Drive extension)	Re-align W. Pearce Blvd. to connect to Mar-Lee continuing to Hwy Z/Church St.
N. Service Rd. (Wagner St. to Luetkenhaus Blvd.)	Reconstruct Wagner east of Church St. to Luetkenhaus Blvd.)
Hwy 61 western outer roadway	Construct new outer roadway
Hwy 61/Hwy W Interchange	Reconstruct as an access controlled interchange
Projects Under City of Wentzville Jurisdiction	
Whisper Creek Dr. (Wrausmann Dr. to Duello Rd.)	Construct 3 lanes on new extension
Wentzville Pkwy, South Extension	Construct new 5 lane alignment to Hwy N
Wilmer Rd. (Interstate Drive to Wentzville Parkway South)	Widen from 2 lanes to 3 lanes
David Hoekel Pkwy (N. Point Prairie Rd. to Hwy 61)	Construct 5 lanes on new alignment
W. Meyer Rd. (Duenke Rd. to N. Point Prairie Rd.)	Widen from 2 lanes to 5 lanes
Scotti Rd. (Hwy W to N. Point Prairie) <i>*includes part of Foristell</i>	Construct 3 lanes on new alignment as extension
Peine Rd. (Peine Ridge Elementary to Hwy 61)	Safety/alignment/Intersection Improvements
May Rd.	Widen from 2 lanes to 3 lanes
North Point Prairie Rd.	Safety/alignment/Intersection Improvements
Projects Under St. Charles County Jurisdiction	
Interstate Dr. (Hepperman Rd. to South Point Prairie Rd.)	Construct 3 lanes on new alignment
Interstate Dr. (Hwy Z to Duello Rd.)	Construct 3 lanes on new alignment
Duello Rd.	Widen from 2 to 3 lanes Peruque Creek to Hwy N

Page 43:

The text found under the subheading “Regional Projects” is updated as follows. The current text stating:

Regional Projects

The transportation model for the East-West Gateway Council of Government (EWGCOG) has been modified for Wentzville and western St. Charles County. These modifications are the result of the City’s and St. Charles County’s proactive transportation study work, transportation analysis zones and land use predictions. The overpass bridges for Wentzville Parkway at Interstate 70 and Highway 61 at Highway A have been completed by MoDOT, improving both bridges to six lane facilities. The improvements to the cloverleaf at Highway 70 and Highway 61 have been accomplished and upgrades at Highway Z and Interstate 70 interchange have been completed by MoDOT. MoDOT has plans to modify the westbound Interstate 70 exit ramp location with the goal of improving exit



capacity and correcting weaving deficiencies for traffic approaching the Highway Z intersection. Improvement of Highway 61 to Interstate standards through the City limits and Planning Area is supported by this Plan.

Shall Be Amended to State:

Regional Projects

MoDOT has preliminary design initiated and has secured partial funding for safety and alignment improvements between Hwy Z and Wentzville Parkway Exit 208. Coordination on this project is required with Norfolk Southern Railroad, Wentzville and St. Charles County Government. The improvement project is targeted to begin in 2022. The southern leg of David Hoekel Parkway south of Peruque Creek and transitioning west to interconnection with the Hwy N western improvement project is a large-scale regional transportation improvement being planned in 2021 for NEPA clearance and the acquisition of a finding of no significant impact. The eastern portion of this project will connect at Hwy 364 east to St. Louis and work to coordinate a regional loop through St. Charles County with David Hoekel Parkway at the western interchange at I-70. A grade separated interchange and western outer roadway improvement to Hwy 61 is planned at Hwy 61 and Route W to improve safety and improve access for economic development opportunities in northwestern St. Charles County, this project would include safety improvement north of David Hoekel Parkway interchange on Hwy 61. Improvement of Highway 61 to Interstate standards through the City limits and Planning Area is supported by this Plan.

Page 43 and Page 44:

The text found under the subheading “David Hoekel Parkway” is updated as follows. The current text stating:

David Hoekel Parkway

The City is nearing completion of the approval process which would grant a break in access on Interstate 70 for the future David Hoekel Parkway via the Federal Highway Administration. The City has completed the required Environmental Assessment (EA) evaluating and clearing the proposed corridor right-of-way for environmental and social impacts. This is a required document reviewed and approved by MoDOT and the Federal Highway Administration in order to qualify for federal monies to use in the construction of the roadway. The document details the project’s purpose and need, public information meetings, data collection, alternative analysis and preliminary engineering study in pursuit of the EA document approval. The City will continue to pursue implementation of this roadway, though the design of project phases which will likely begin at either planned interchange upon completion of the National Environmental Policy Act (NEPA) approval process.

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



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

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

Shall Be Amended to State:

David Hoekel Parkway

The City completed the Interstate 70 David Hoekel Parkway interchange in 2021. This new interchange provides access for the planned commercial, office and residential growth areas on both the north and south sides of Interstate 70. The City completed David Hoekel Parkway Phase one, being the Hwy 61 and grade separated interchange connecting Hwy P to Peine Road. The City has accomplished a Corridor Preservation Study for the overall 6.5 mile project area and acquired substantial areas of right of way for its implementation via the growth of the City on a project by project basis. The next implementation step by Wentzville is the design and construction of Phase 2D, being two lanes of the roadway to be constructed between Goodfellow Road and West Meyer Road. Future Phases of the project are identified in the City's Environmental Assessment approval from Federal Highway Administration extending north of West Meyer Road to Scottie Road and bending east toward Peine road to reach the Hwy 61 interchange. Expansion of public sewer in the McCoy Creek watershed to the west is anticipated to bring additional growth to the northwestern portion of the City's Planning Area where additional right of way as documented in the City's EA and Corridor Preservation documents will be acquired for the future phases of the roadway.

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

Page 44:

The text under the subheading "Wentzville Parkway South Extension" has been expanded as follows in order to update the status of this roadway improvement project.

Shall Be Amended to Include:

Phase One of this project is associated with interchange improvements to Wentzville Parkway at I-70 to remove the existing eastbound on-ramp and relocate it to the ramp terminal to the outer road. Traffic southbound on Wentzville Parkway attempting to head east on Interstate 70 will make a right turn at the south outer road (Veterans Memorial Parkway), and then a U-Turn at a proposed roundabout to access the interstate eastbound. This configuration allows the predominant movement at the interchange, southbound to eastbound, to be performed through a series of right turns, rather than a left turn at a signalized intersection. The relocations of the eastbound on-ramp also allow for a longer acceleration lane for this movement in advance of a curve along the interstate. The following schedule is anticipated:

May 2019: Notice to Proceed was issued to the design consultant.



March 2020: Preliminary Plans approved by MoDOT.
August 2020: Right of Way Plans approved by MoDOT.
January 2021: Right of Way Acquisition has continued.
Anticipated Construction to Begin Fall 2022/Fall 2023.

Phase Two of the Wentzville Parkway South improvement project will build upon the Wentzville Parkway South Phase One project by extending Wentzville Parkway South to Interstate Drive. The proposed cross-section will include a two-lane cross-section with curb and gutter and curb inlets along the east side of the roadway and an improved shoulder on the west side that will drain to an open ditch system. The cross-section will allow for future expansion to a five-lane cross-section when traffic demands call for it. The proposed project also proposes to build a 6-foot sidewalk along the east side of the roadway that will connect to the recently constructed Interstate Drive Trail. Also proposed as part of this project is the construction of a grade-separated crossing at the Norfolk Southern Railway. The following schedule is anticipated:

Anticipated Construction to Begin Spring 2023

Page 45:

The text under the subheading “West Meyer Road” has been amended as follows in order to update the status of this roadway improvement project. The current text stating:

West Meyer Road

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

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

Shall Be Amended to State:

West Meyer Road

West Meyer Road, from Wentzville Parkway to Highway W, will serve as a major arterial roadway. Development along the central and eastern portion of the roadway emphasizes the need for roadway design and reconstruction. Phases One and Two have been reconstructed from Wentzville Parkway to just east of North Point Prairie Road. **Phase Three is currently under construction with an anticipated completion date of Spring 2023.** The concept for Phase 3 includes a three lane connector from North Point Prairie Road to the existing bridge at the unnamed tributary to McCoy Creek. This design will allow for potential expansion, if needed, once the future David Hoekel Parkway to West Meyer.

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



Page 45:

The text under the subheading “Mexico Road” has been amended as follows in order to update the status of this roadway improvement project. The current text stating:

Mexico Road

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

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

Shall Be Amended to State:

Mexico Road

Several improvements are recommended for the easternmost section of Mexico Road which is located within City limits (Hancock Road to Midland Park Drive). **Grant funding is being pursued to implement safety improvements, shoulder work alignment improvements and intersection improvements along this stretch of roadway.**

A right-of-way of 80 feet and a three lane roadway is recommended **as a long term reconstruction improvement.**

Page 46:

The text under the subheading “Hepperman Road” has been amended as follows to remove this information. The removal of this text is associated with recent improvements now completed by St. Charles County Highway Department for safety, capacity and alignment/intersection improvements.

Shall Be Amended to Remove:

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. Coordination with St. Charles County on right-of-way acquisition and roadway improvement will be required as substantial portions of this roadway are within unincorporated St. Charles County.

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

Page 46:

A new subsection and associated text entitled “Alley and Right-of-Way Vacation” has been added as follows associated with requests received relating to the vacation of existing right-of-way.

Shall Be Amended to Include:



Alley and Right-of-Way Vacation

Requests to vacate publicly owned right-of-way have historically been associated with “paper streets”, defined as platted and publicly owned lands upon a recorded plat intended for roadway purposes (an alley or street) although said street or alley was never constructed. Historically a request for street vacation served only to respond to adjacent individual property owner’s interests, whereby processing of an ordinance to vacate right-of-way remove the rights-of-way from Wentzville’s roadway system so that the alley/street can no longer be accessed by the public or used for any future project. Before any alley or unbuilt right-of-way is vacated, the future implications on mobility should be carefully evaluated. Alleys and public rights-of-way are essential to Wentzville’s transportation network and should be retained whenever possible.

Vacate alleys and unbuilt rights-of-way only when the following conditions are met:

- The alley or unbuilt right-of-way is judged as not important to the City’s neighborhoods or adjacent property in terms of providing rear access for residents, space for use by/for public utilities, and a means to provide Wentzville services.
- The alley or unbuilt right-of-way is not important to Wentzville’s present or future transportation network in terms of automobile, bicycle, or pedestrian traffic.
- The alley or unbuilt right-of-way does not serve as the primary access to parcels.
- Assess whether or not the alley or right-of-way could be used for another public function such as park land or public open space.

New Page 46.1:

A new page with a subsection and associated text entitled “Alternative Modes of Transportation” has been added as follows to discuss the City’s support of current transportation trends and technologies.

Shall Be Amended to Include:

Alternative Modes of Transportation

The City of Wentzville should support and adapt to advances in transportation technology and proactively provide transportation mode choices for its residents. As stated above Wentzville’s physical location in the urban landscape demands reliance on the automobile. Relatively recent technology advancements in transportation have led to the rise of ridesharing (Sharing of a journey by multiple passengers in one vehicle), telecommuting (practice of working from home, making use of the internet, email, and the telephone), micromobility (a range of small, lightweight vehicles operating at speeds typically below 15 mph), unmanned aerial vehicle (drone) delivery services, and autonomous vehicles (self driving “auto-pilot” type vehicles).

Evidenced by the City’s zoning and subdivision regulations, which require sidewalks on both sides of all streets, roadway improvements projects where large pedestrian accommodations are implemented linking existing sidewalks, and public pedestrian easements for future trail linkages, Wentzville is proactive to encourage sustainable, walkable and biking as an alternative mode of transportation. This alternative mode is better for public health, and less costly, lowest public infrastructure cost, and contributes to the least environmental impact. This Chapter embraces that driving alone is the least efficient and most impactful form of



travel, albeit will remain the primary mode of travel to plan for and continue to invest in. Wentzville should prioritize and promote a shift to modes that reduce congestion, improve air quality and public health, reduce greenhouse gas emissions, alleviate parking challenges, and are less expensive both for households and for infrastructure maintenance. Bicycle parking and related amenities are an essential component that support the bicycle network in town. Bicycle parking is not a current requirement for new development through the Zoning Ordinance, except for the installation of a bicycle rack via the HF and WP Overlay Zoning Districts.

Land use decisions impact transportation networks and, at the same time, transportation systems can influence nearby land use patterns. It is very important that these elements are coordinated to create an environment where people are able to choose any mode of travel to access goods, services, and amenities. Land use approvals in close proximity to all forms of services can result in residences utilizing zero-car households. Residential stub streets when “new projects” are reviewed and processed are important sidewalk linkages to improve the overall community pedestrian/walkable/biking atmosphere of Wentzville.

New Page 46.1 and Page 46.2

New pages with a subsection and associated text entitled “Complete Streets” has been added as follows to discuss the City’s support and implementation of streets which accommodate multiple modes of transportation for users of all ages and abilities.

Shall Be Amended to Include:

Complete Streets

As transportation has evolved over time, new policies have been established to address challenges and opportunities in transportation planning. In response to auto-oriented transportation design, the idea of accommodating other modes in everyday transportation planning resurfaced and was eventually coined “complete streets.” This “complete streets” term now encompasses the concept of a safe, accessible, and convenient street for all users regardless of transportation mode, age, or physical ability. Complete streets benefit the community through increased safety with attention to vulnerable users, improved public health through active modes such as walking and bicycling, and reduced car dependency. The Goals and Implementation Chapter of this Plan will address this policy and support text amendments to the City’s Engineering Design Criteria.

Complete streets policies state that “pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street”. This plan supports a complete streets policy that encompasses:

- Includes a vision for how and why the community wants to complete its streets.
- Specifies that “all users” includes pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as automobile drivers and transit-vehicle operators.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all relevant EMS agencies.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right-of-way.



- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design standards while recognizing the need for flexibility in balancing user needs.
- Ensures that complete street solutions will complement the context of the community.

Working to create complete streets within an existing transportation network presents specific challenges that require flexibility in policy implementation. In its guidance for accommodating bicycle and pedestrian travel, the Federal Highway Administration (FHWA) recognizes these challenges and defines three exceptions commonly used in Complete Street policies:

1. Corridors where non-motorized use is prohibited, such as a freeway.
2. Where cost is excessively disproportionate to the need or probable use.
3. Where sparsity of population or other factors indicate an absence of need.

Wentzville recommends providing complete streets for new transportation projects when applicable and pursuing this concept for the existing transportation network. A large implementation challenge for this is the limitations of existing right-of-way for adequately accommodating all modes of transportation. As new development and redevelopment occur, the City must evaluate the existing right-of-way and acquire additional right-of-way, if necessary, to reach community goals. Wentzville's transportation system should give weight to all modes of travel when implementing capital improvements to the system, including improvements to ensure transportation by single-occupancy vehicles should not be considered the "standard" with all other modes considered as "alternative" modes.

New Page 46.2 and Page 46.3

New pages with a subsection and associated text entitled "Emerging Transportation Trends" has been added as follows:

Shall Be Amended to Include:

EMERGING AND CONTINUING TRANSPORTATION TRENDS

Ridesharing and Car Sharing companies provide passengers with vehicles for-hire for point-to-point travel through a smartphone application based service. Car Sharing companies offer a type of car rental service where shared vehicles can be rented by passengers for a specified amount of time from a specific location. Ridesharing and Car Sharing options can decrease the need for personal vehicle ownership and use. The rise in popularity of ridesharing has increased the need for pick-up/drop-off locations around destinations, which can present challenges with multiple modes competing for space along the curb and in rights-of-way. Frequent review and revision of regulations can ensure that Wentzville remains adaptable to these mobility options.

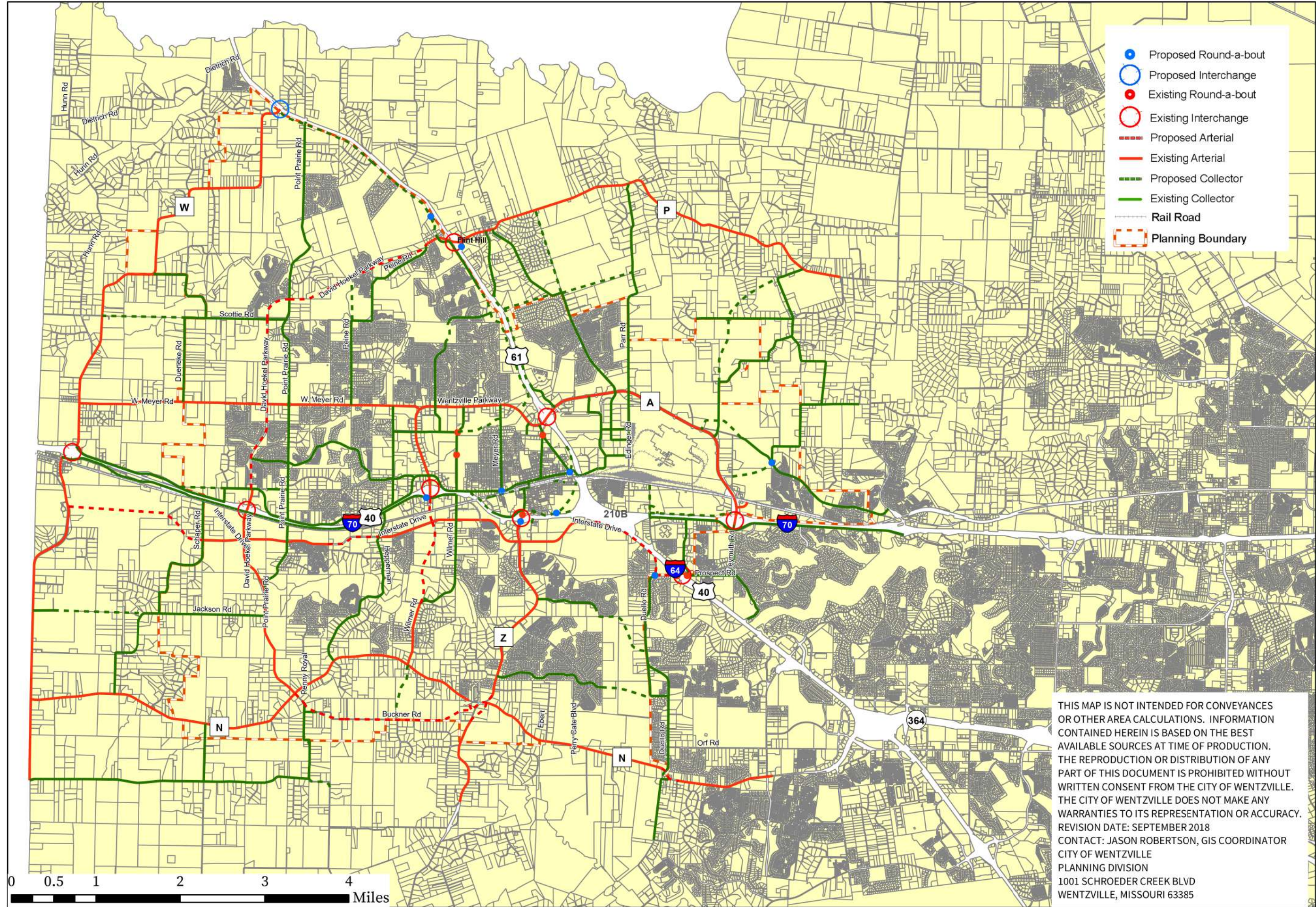
Microtransit is another mobility option that typically includes publicly and privately operated transit services that use smaller vehicles such as vans. Microtransit typically provides on-demand service but can include fixed route and deviated fixed route services as well and is technology-enabled similar to ridesharing. This type of mobility presents many of the same needs and challenges with respect to pick-up/drop-off locations around



destinations. While this mobility option is not currently in use in Wentzville, the City needs to consider how this model fits into the greater transportation network.

- **Micromobility:** The American Planning Association’s (APA) QuickNotes for Managing Shared-Use Micromobility states that “shared mobility is a transportation strategy that allows users to share vehicles, reducing the need for vehicle ownership to complete both routine and special trips. Micromobility is a transport mode encompassing vehicles that are relatively low in weight and maximum speed”. Shared micromobility is ideal for short trips, can replace vehicle trips, and offers first-mile/last-mile connections, which supplement public transit providing the first or last leg of a trip from fixed transit stops to destinations such as home or work. The most common options for shared micromobility are bikeshare and scooters. To integrate micromobility into the transportation network, consideration should be given to street design that accommodates these uses such as appropriate travel lanes and dedicated parking areas. To address micromobility interactions and safety, infrastructure for all modes can be planned according to the typical speed of the users. For example, scooter users may choose to ride on sidewalks rather in vehicular travel lanes due to the speed of vehicles. Providing protected infrastructure where scooter users, bicyclists, and other modes with similar travel speeds can share space enhances safety for pedestrians and scooter users.
- **Unmanned Aerial Vehicles:** An unmanned aerial vehicle (UAV) or “drone” is an aircraft without a human pilot on board. Technology improving drone delivery capabilities has advanced significantly over the last decade. Drone delivery services are in the early stages of development with several companies starting operation within the last five years, primarily focused on health care deliveries such as prescriptions and vaccines. The FAA regulates UAVs including delivery services but as these services become more prevalent, Wentzville should consider how drones will impact the transportation network. This will become increasingly important as drone technology expands, potentially allowing for drones to carry a greater amount of goods.
- **Autonomous Vehicles (AV):** is a vehicle that is capable of sensing its environment and moving safely without human input. Technology improving autonomous vehicle capabilities has rapidly evolved over the last two decades. AVs will likely be used as personal vehicles, shared vehicles, and by mobility providers such as ridesharing and transit. According to the APA’s Planning Advisory Service 2018 Report on Planning for Autonomous Mobility, passenger “AVs have the potential to improve the safety and efficiency of transportation systems, reduce vehicle emissions, and improve the mobility of transportation-disadvantaged populations” as well as reallocate right-of-way to prioritize active travel modes. However, as the report suggests, AVs can create planning challenges around parking needs, use of the curb and rights-of-way, and new transportation infrastructure including changes to signage, street markings, and signalization. AVs also have the potential to increase sprawl as perceived costs to travel may be reduced and travel becomes more convenient. Like ridesharing and microtransit, curbside pick-up/drop-off locations will be important for AVs as well. Parking demands may be reduced at destinations but AVs may require parking areas or storage space for vehicles while awaiting passengers. Wentzville should address the needs and challenges of this emerging technology through policies and regulations for parking, infrastructure needs, curbside use, allocation of rights-of-way, and coordination with transit services.



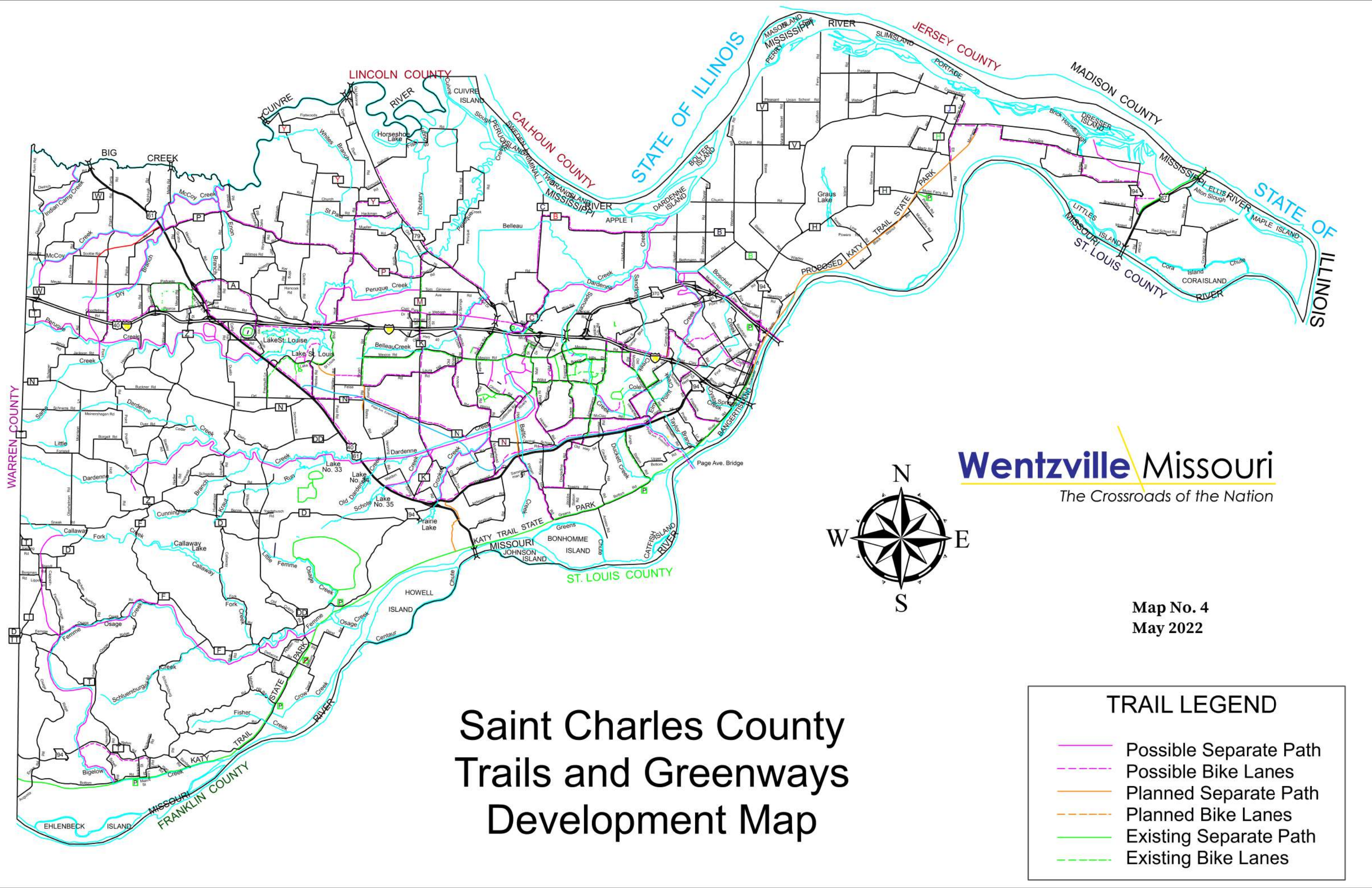


Map No. 3 City of Wentzville Thoroughfare Plan

July 2022

Wentzville Missouri

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





Chapter 4: Utilities

The following are amendments to the existing text and tables Chapter 4 of the Comprehensive Plan adopted in October 2018. These changes are focused on updating the existing information with current 2020 data and to provide new subsections and information which is pertinent to the City's Utility goals.

Page 47:

The text under the subheading "Telephone/Communication" is expanded as follows to include information associated with internet and fiber expansion in the City. The current text stating:

Telephone/Communications

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

Shall Be Amended to State:

Telephone/Communications/Fiber

The Wentzville area is served by Charter Communications and the CenturyLink Communication Company, which has a regional office in the community. Charter Communications and CenturyLink offer all network services for residential uses and Wentzville business customers in support of their business operations. **Most of the City's existing residential neighborhoods and commercial areas will be served with high speed fiber optic internet service by Gateway Fiber. Gateway Fiber is actively installing fiber infrastructure within the public rights of way under permit approvals by the City. Work by Gateway was initiated in 2021 and is anticipated to be completed by the end of 2022. Staff included this agency as a service provider and Gateway Fiber may also expand their service with new growth and development.**

Page 47 and Page 48:

The text under the subheading "Water Supply & Distribution" is amended as follows. The current text stating:

Water Supply & Distribution

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

Public water within the City is provided for the City by both Public Water District #2 and the City of Wentzville's own system. Map No. 8 of this chapter depicts the areas served by each entity under the

existing water service boundary agreement. Specific information regarding both of these water services is provided below, as each currently plays an important role in meeting the needs of Wentzville's residents and businesses.

Public Water District #2

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

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

The City of Wentzville's Water System

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

The City of Wentzville's water distribution system is concentrated downtown and extends in all directions. The system includes several pipe materials ranging in diameter from 4-24 inches. All new developments within the Wentzville Planning Area for distribution and at the subdivision level are required to use HDPE (High Density Polyethylene) piping. This piping material is flexible, for installation and distribution and is supported by the City of Wentzville related to its



infrastructure's long-term maintenance. The City of Wentzville participates financially with the development community to implement the distribution network, as applicable. The size of the piping in the distribution system is driven by customer needs, fire protection requirements, and the distance/pressure from the supply sources. When a development is proposed that impacts the planned distribution system, the City of Wentzville will financially assist in the cost of the pipe upsizing when available. Further information regarding this upsizing process can be found later in this chapter.

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

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

Shall Be Amended to State:

Water Supply & Distribution

The City of Wentzville's Water System Model and Master Plan was updated in 2015. This updated document evaluates the existing water system and compares it to Wentzville's water and distribution demands. A hydraulic model is included as part of this document which includes prioritized recommendations for immediate, short-term and long-term capital improvements to the system. Detailed engineering design is needed for all recommended improvements. **These improvements focus upon providing adequate storage and distribution for the City's existing water customers and planning for the City's future growth.** The City of Wentzville utilizes the City's Geographic Information System (GIS) mapping software to maintain an asset inventory and electronically store and use data/records for the water system.

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



Public Water District No. 2

The Public Water Supply District No. 2 of St. Charles County (operated by Alliance Water Resources, Inc. serves the City of Lake St. Louis and part of the Wentzville area south of Peruque Creek, west of Highway 40-61. The City purchases approximately **4.5 million gallons of water per day** from Public Water Supply District No. 2 (**PWSD #2**). Of that purchased water, **0.8 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 **PWSD #2** is produced by the City of St. Louis Howard Bend Water Treatment Plant and the Water District's **Defiance** Water Treatment Plant. From these two primary sources, water is pumped to two existing 30 inch mains along Highway 40-61. The City's contract with PWSD No. 2 expires in 2026 but includes two optional ten year extensions. The contract includes a maximum water consumption of up to 20 million gallons per day.

PWSD #2 completed a Water System Master Plan in 2020. The Water System Master plan includes recommended improvements through the year 2033 Water. There are multiple on-going and recommended improvement projects within the PWSD #2 Water System Master targeting increased supply to the City of Wentzville system in order to meet future growth and demand. In 2021, staff coordinated with PWSD No.2 to improve and amend the Water Service Territory Agreement Map shown on Map No. 8.

The City of Wentzville's Water System

Historically, the City of Wentzville derived its water supply from a system of wells within the community. Over time, it was determined that the continued use of these wells as a primary water supply would require the construction of a water treatment plant to remove hardness in the water due to high concentrations of calcium and magnesium. A study by Archer Engineers in 1996 concluded that the treatment of well water in this manner would not be sufficient for future supply. As such, the City began to modernize its water distribution system and took most of the existing wells out of service. **Today the City owns and operates two wells which it uses as supplementary and emergency water sources. Well #6, located on Schroeder Creek Blvd. was completed in 2020 and drilled to a depth of 1,730 feet and has a pump capacity of 833 gallons per minute. The Well House of Well #6 includes full disinfection capabilities to allow for the well's use as a supplementary water source. Water from Well #6 is blended with purchased water from PWSD #2 to ensure adequate hardness levels are maintained.** Well #5, located on Callahan Road, was drilled in 1979 to a depth of 1,465 feet and has a pump capacity of 1,100 gallons per minute. The well is tested, pumped and flushed monthly to ensure that it is available for use in an emergency. Well #2 on North Tally Street was removed from City service, but is currently used by the Missouri Division of Geology and Land Survey as a groundwater observation well.

The City of Wentzville's water distribution system is concentrated downtown and extends in all directions. The system includes several pipe materials ranging in diameter from 4-24 inches. All new developments within the Wentzville Planning Area for distribution and at the subdivision level are required to use HDPE (High Density Polyethylene) piping. This piping material is flexible, for installation and distribution and is supported by the City of Wentzville related to its infrastructure's long-term maintenance. The City of Wentzville participates financially with the development community to implement the distribution network, as applicable. The size of the piping in the distribution system is driven by customer needs, fire protection requirements, and the distance/pressure from the supply sources. When a



development is proposed that impacts the planned distribution system, the City of Wentzville will financially assist in the cost of the pipe upsizing when available. Further information regarding this upsizing process can be found later in this chapter.

The water distribution system storage includes a 340,000 gallon tower on South Walnut Avenue with an overflow elevation of 768 feet, a one million gallon tower on Wentzville Parkway with an overflow elevation of 767 feet, and a two million gallon tower located within Rotary Park with an overflow elevation of 830 feet and a two million gallon ground storage tank located on Edinger Road. The two million gallon elevated storage tower within Rotary Park is supplied by a new booster pumping station. The City's two million gallon ground storage tank on Edinger Road also has its own booster pumping station. In 2012, this station became an emergency backup when the new Prospect booster pump station was completed. **In 2020, the City completed construction of** a fourth elevated water tower adjacent to the City's Law Enforcement Center which **provides** an additional 2,000,000 gallons of storage capacity. The City's Water Supply and Distribution Map, shown as Map No 9 of this chapter, indicates the existing and planned water distribution and line sizes.

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

Page 50 and Page 51:

The text under the subheading "Wastewater Collection and Reclamation" is amended as follows. The current text stating:

Wastewater Collection & Reclamation

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

Wastewater Collection System

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



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

Wentzville Water Reclamation Center (WWRC)

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

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

Shall Be Amended to State:

Wastewater Collection & Reclamation

Wastewater Collection System

The City of Wentzville owns and operates the community's network of wastewater infrastructure. Most of the developed areas within the City area are served by sanitary sewer. The general exception includes large-lot subdivisions with three acre lots or larger in size. The



age of the infrastructure for the collection system in some areas of the City predates 1930. In order to protect this aging infrastructure and ensure its continued use into the foreseeable future, Wentzville installs cure-in-place liners in older pipes and manholes. As of 2017, the City has lined over 9.49 miles of sanitary sewer pipe.

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

Wentzville Water Reclamation Center (WWRC)

The City of Wentzville owns and operates the WWRC and the network of wastewater infrastructure. Wentzville is the regional wastewater authority for Western St. Charles County. The original WWRC was constructed in 1977 and has been expanded five times. The first expansion occurred in 1982 to accommodate additional flow from the General Motors Assembly Plant. Three other expansions were in 1999, 2007 and 2012 to accommodate the continued growth of the community. **The most recent expansion is currently ongoing. Construction began in 2019 with the installation of a biosolids dewatering and storage facility for handling of the solids produced at the end of the treatment process. Currently, a new aeration basin is being constructed to expand the available liquid treatment capacity from 5.34 million gallons per day (MGD) of average daily flow to 7.04 MDG.** General Motors is the largest user of the facility with an average daily flow of approximately **1,000,000 MGD**. The remaining flow to the facility is approximately **3,600,000 MGD**, which comes from the other residential, commercial and industrial developments in the City. The WWRC accepts some additional flow from other properties outside the City limits of Wentzville. These include the Ebert Lane subdivision, the City of Flint Hill, the subdivision of Dove Meadows, properties along the east side of Duello Road and the Wentzville School District facility on the west side of Duello Road. Table 20 below shows the total average daily flows handled by the WWRC. Two power sources coming to the plant provide backup power during emergencies. The primary provider is AmerenUE and the secondary provider is Cuivre River Electric Cooperative. The WWRC is located in unincorporated St. Charles County within the City of Flint Hill.

With the current plant at approximately **85 percent of working capacity, and continuing pattern of growth, Wentzville began construction on the next phase of the WWRC expansion in 2021, with expected completion by the end of 2022. It is anticipated that when completed the current expansion project will be capable of providing treatment for future growth through the year 2030.**



Page 52:

The text under the subheading “Infrastructure Upsizing” is amended as follows. The current text stating:

Infrastructure Upsizing

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

Shall Be Amended to State:

Infrastructure Upsizing

The City of Wentzville participates in the upsizing of planned water and wastewater facilities. A project developer evaluates the needed infrastructure for an individual development and the extensions required to access the current utility location. After reviewing a proposed project, the City will require upsizing of the infrastructure for the planned extension and within the development as supported by the utility distribution plans (Maps No. 9 & 10) **and master plan documents**. 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, **may be** 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.

Page 53:

Text within the third paragraph under the subheading “Stormwater Management Program” is amended as follows:

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

Shall Be Amended to State:

The City strives for attainment of the specified goals and permit compliance in order to protect public health, minimize undue fines under state and federal law and improve/maintain the community’s water quality. **In 2018, the City’s MS4 program was found to be compliant during a state audit. Interim milestones continue to be on track for completion in the current**



five-year plan. This amendatory supplement incorporates revision of the City's 2021-2026 Stormwater Management Program to address new federal and state permit requirements.

Page 54:

Text within the first paragraph under the subheading “Stormwater Management Infrastructure” is amended as follows. The current text stating:

Stormwater Management Infrastructure

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

Shall Be Amended to State:

Stormwater Management Infrastructure

*As discussed previously, the City of Wentzville maintains and operates a separate storm sewer system for drainage and flood control. **This system includes approximately 375 stormwater facilities, 190 miles of enclosed pipe systems, 8,100 storm inlets and 1,700 outfalls.** The system ultimately discharges to natural waterways. As of 2009, facilities are specifically designed to improve water quality and protect existing stream channels. Storm pipe is made of several materials that range in diameter from eight inches to ninety-six inches. Reinforced concrete or HDPE (High Density Polyethylene) piping is used in new developments to provide the most reliable, low-maintenance system for customers. Stormwater infrastructure in some areas of the City predates 1960. A Stormwater Master Plan was developed in 2001 to study closed and open channel stormwater systems for various storm discharge events, identify stormwater issues and recommend solutions. Since that time, all 38 capital improvement projects identified in the plan have been addressed to maintain and/or improve existing infrastructure for its continued use into the foreseeable future.*

Page 57:

Text within the tenth paragraph under the subheading “Green Infrastructure” is amended as follows. The current text stating:

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



the green infrastructure that is planned or may be required as a result of new or revised state and federal regulations.

Shall Be Amended to State:

Professional staff to guide and monitor these processes has been added in Wentzville for plan review; permit compliance, stormwater concern inspections and mitigation, construction management and monitoring and, ultimately, maintenance. The need for support, however, is expected to grow with the expansion of environmental regulations and City-owned facilities and public infrastructure. At this time, the City of Wentzville **uses the capital and general funds to build and maintain City-owned facilities and public infrastructure. As the City continues to grow, the demand for these financial resources also increases. This amendatory supplement supports the City to consider alternative dedicated funding sources that complement other City needs, as well as the long-term management of existing and new green infrastructure that may be required as a result of state and federal regulation changes.**

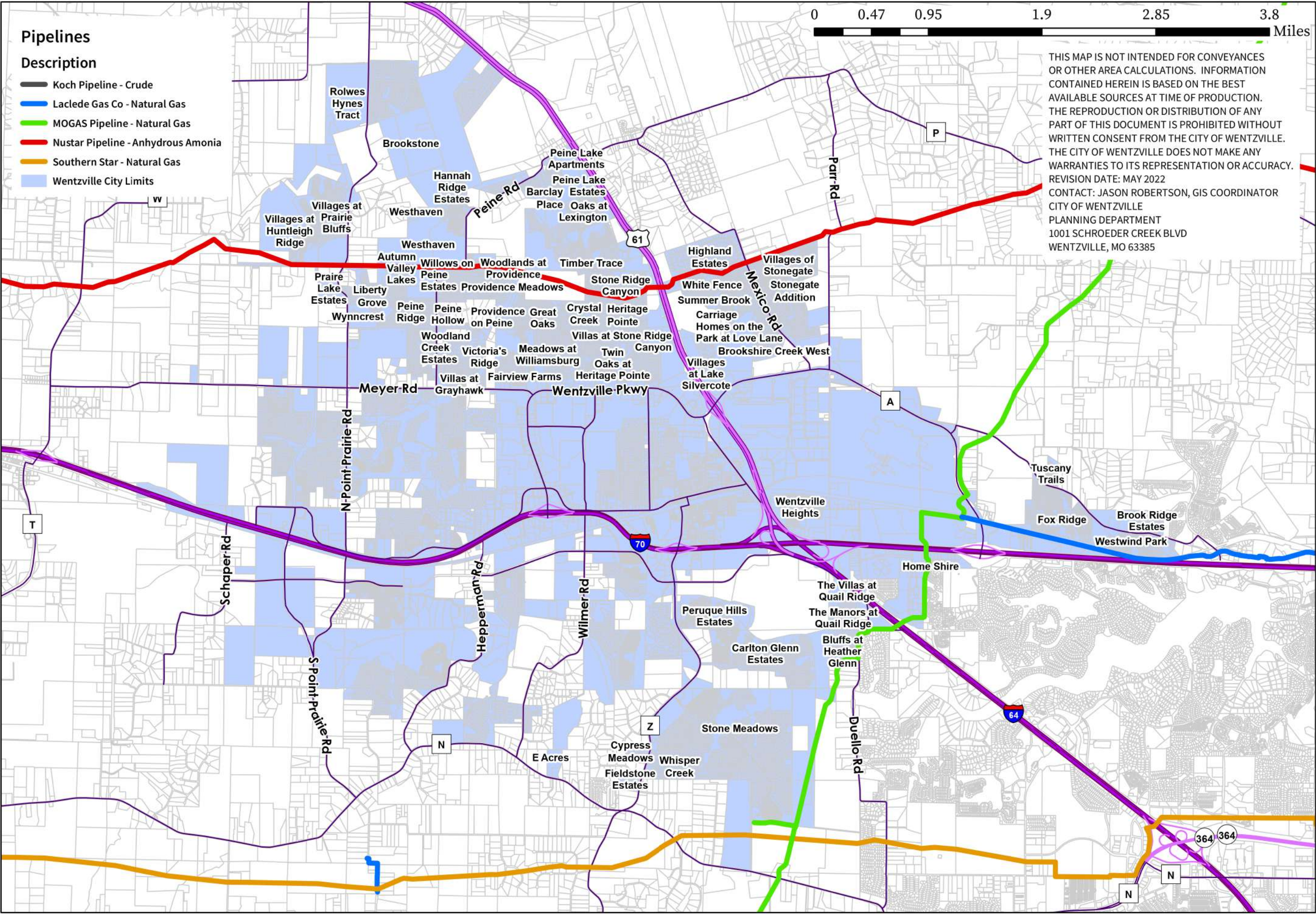
Page 58:

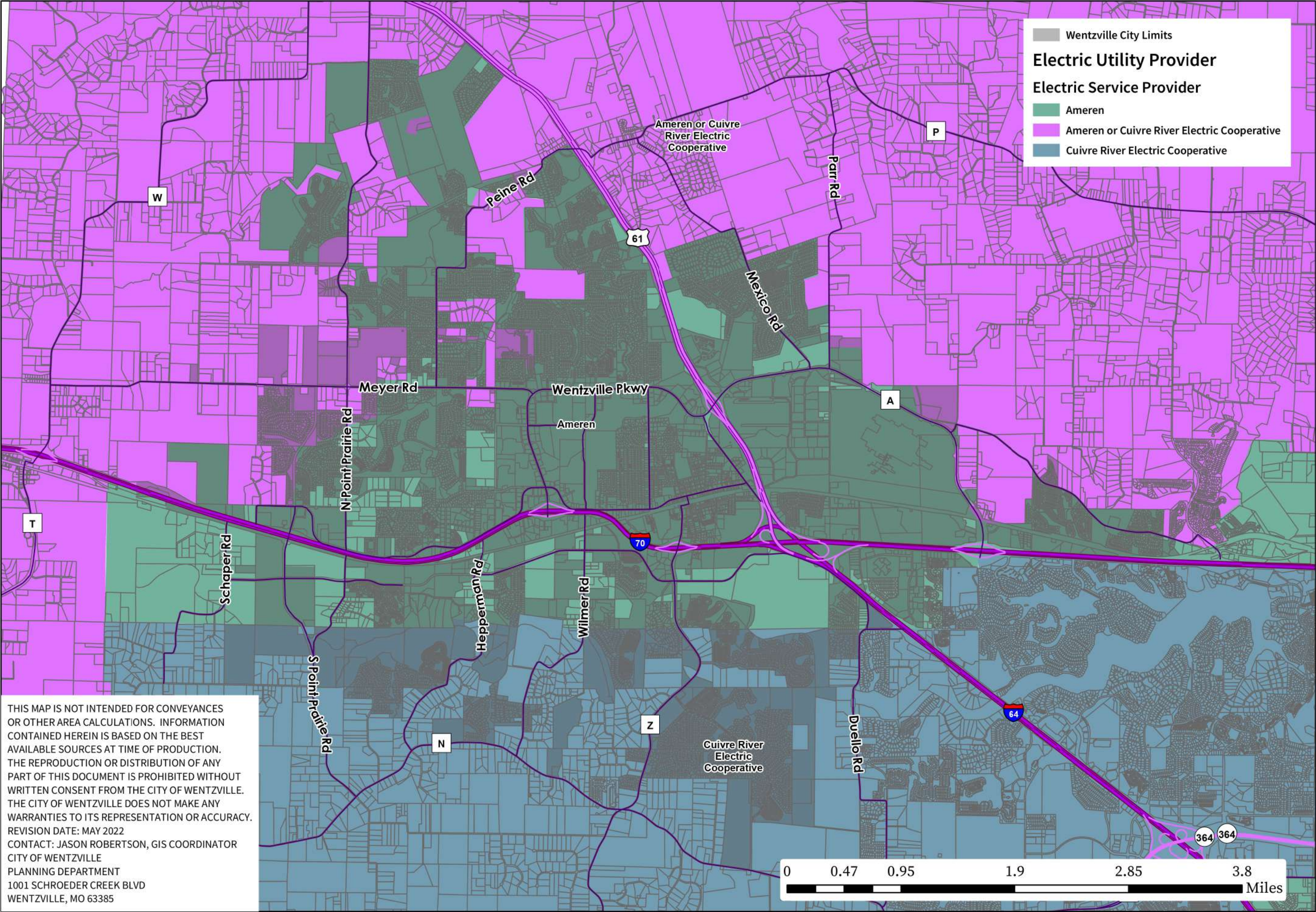
Text within the third paragraph under the subheading “Future Stormwater Management Needs” is amended as follows. The current text stating::

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

Shall Be Amended to State:

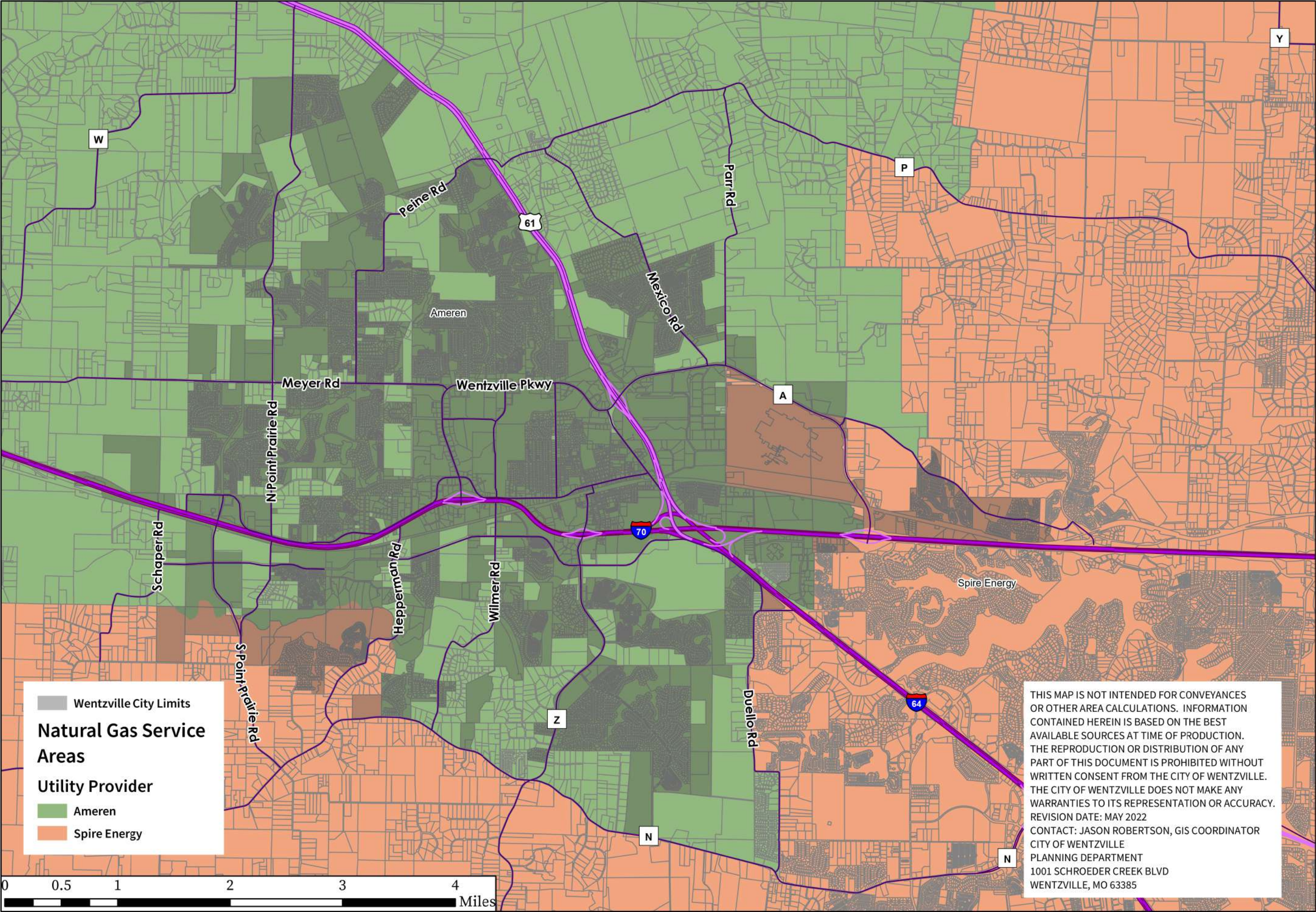
This amendatory supplement validates climate trends and updates findings. Wentzville’s annual average rainfall has shifted from 37 inches historically to 44 inches averaged over the last 30 years. In St. Louis, 2015 ranked as the #1 wettest year on record with 61.24 inches of precipitation. **In the last two decades, 2008, 2009 and 2015** ranked in the top 10 wettest years on record since 1874. **Ironically, 2006 and 2007 ranked the top driest years on record. Precipitation is trending to more extreme and intense events.** In light of this climate variability, City staff and leaders have to continue using climate data trends to inform municipal planning and engineering standards that build resiliency along with community revitalization and growth and provide essential stormwater management systems that service land use activities. **(Sources: [NOAA](#) and [Weather.com](#))**





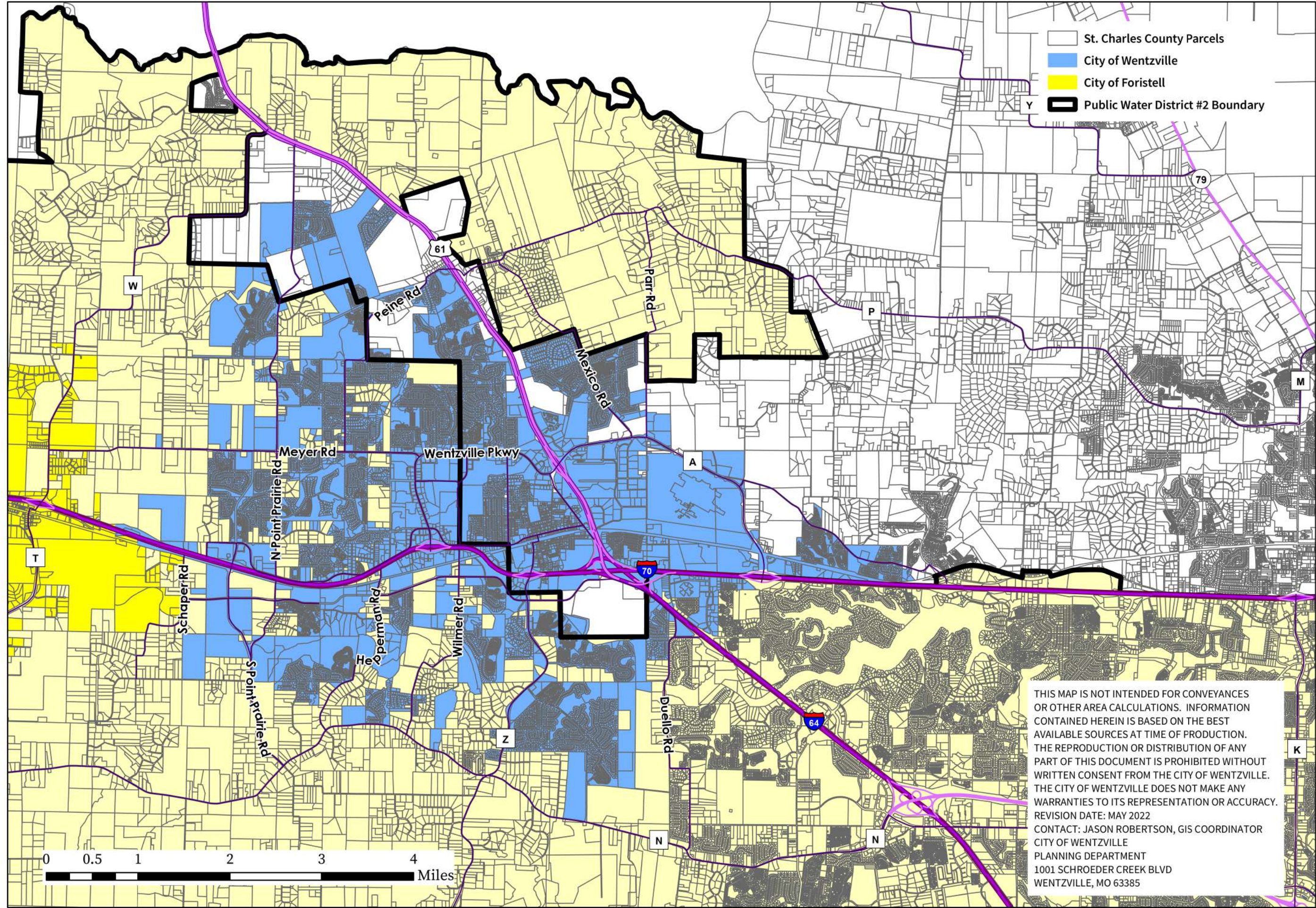
Map No. 6 Electric Service Areas

July 2022



Map No. 7 Natural Gas Service Areas

July 2022



Map No. 8 Public Water District #2 Service Area

Chapter 7: Land Use

The following are amendments to the existing text, tables and charts found within Chapter 7 of the Comprehensive Plan adopted in October 2018. These changes are focused on updating the provided information with current City growth data as well as to amend the City's planning limits to better reflect the City's long-term goals and municipal service capabilities.

Page 95:

Text within the third paragraph under the subheading "Wentzville's Characteristics" is amended as follows in regards to the City's planning area and adjacent growth boundary agreements. The current text stating:

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

Shall Be Amended to State:

The City of Wentzville also plans for areas which are not currently under its jurisdiction, but within its expected growth boundary. Successful implementation of a planning program requires the active cooperation of St. Charles County and adjacent municipalities. Growth boundary agreements have been established with the City of Lake Saint Louis and the City of Flint Hill. Additional boundary agreements with the City of Foristell and the City of O'Fallon are objectives of this plan. **The Planning Limits in the extreme Northwest and Southwest areas of the land use plan have been adjusted under this plan amendment based upon adopted services boundaries and the ability of the City to provide municipal services, including an adjustment to the planning limits to the south to use Hwy N,** which is based upon the crest of the drainage basin for Dardenne Creek, related to providing sanitary sewer access. The current size of the City's planning area compared to the size of its current jurisdictional limits is provided in Table No. 23.

Page 96:

Table 23 under the subheading "Wentzville's Characteristics" has been updated in order to reflect the adjusted planning area and recent City growth. The current table stating:

Table 23: Planning Area vs. Current City Size

Years	Planning Area	City Size	Planning Area inside City Limits	Planning Area outside City Limits
	Acres	Acres	Percent	Percent
2012	31,483	10,642	33.8%	66.2%
2017	31,466	12,705	40.4%	59.6%

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



Shall Be Amended to State:

Table 23: Planning Area vs. Current City Size

Years	Planning Area	City Size	Planning Area <u>inside</u> City Limits	Planning Area <u>outside</u> City Limits
	Acres	Acres	Percent	Percent
2012	31,483	10,642	33.8%	66.2%
2017	31,466	12,705	40.4%	59.6%
2022	24,817*	13,518	54.4%	45.6%

Source: City of Wentzville & St. Charles County Assessor Data. (Updated 6/20/22)

***Overall Planning Area reduced via this Amendatory Supplement**

Page 96:

The existing text within the fourth paragraph under subheading “Wentzville’s Characteristics” has been updated as follows to reflect the new planning area and recent City growth. The current text stating:

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

Shall Be Amended to State:

As seen in Table No. 23, the total acreage of the City’s **current planning area is 24,817 acres (38.78 square miles)**. An important objective of prior and current Comprehensive Plans for Wentzville was to pursue the incorporation of properties within its identified planning area. As shown in the table above, the City has enjoyed tremendous success in this regard and has **annexed over 2,876 acres of property into the City since 2012**. This equates to an **annual jurisdictional growth rate of 2.7% over the past ten five years**. **The Planning Limits has been amended in the extreme northwest and southwest quadrants of the City for cause including future sewer capacity, ability to provide municipal services and public adjacent service boundary agreements**. However, there is still ample room to accommodate further growth, **as 45.6% of the City’s new planning limits** still remain in unincorporated St. Charles County. The pursuit of further incorporation of this planning area into the City remains an objective of this Comprehensive Plan, **whereby public services including water and sewer utilities and parks programs and law enforcement services**.

Page 97:

Table 24 under the subheading “Existing Land Uses” has been updated in order to reflect the adjusted planning area and recent land use changes. The current table stating:



Table 24: Changes in Existing Land Use within the City

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

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

Shall Be Amended to State:

Table 24: Changes in Existing Land Use within the City

Land Use Category	2012		2017		2022	
	Acres	Percent	Acres	Percent	Acres	Percent
Agricultural / Undeveloped	14,691	49.9%	13,514	46.3%	9,800	43.3%
Residential	10,427	35.5%	10,982	37.6%	8,734	38.6%
Commercial	1,080	3.7%	1,134	3.9%	1,152	5.1%
Industrial	778	2.7%	882	3.0%	921	4.1%
Parks	1,466	5.0%	1,474	5.1%	880	3.9%
Institutional & Public Land	948	3.2%	1,196	4.1%	1,161	5.0%
Total	29,390	100%	29,182	100%	22,649*	100%

Source: City of Wentzville Community Development Department & St. Charles County Assessor Data

*Overall Planning Area reduced via this Amendatory Supplement, (Updated 6/20/22)

Page 105:

The existing text within the sixth paragraph under subheading “Key Development Areas - Historic Downtown” has been updated as follows to reflect the new planning area and recent City growth. The current text stating:

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

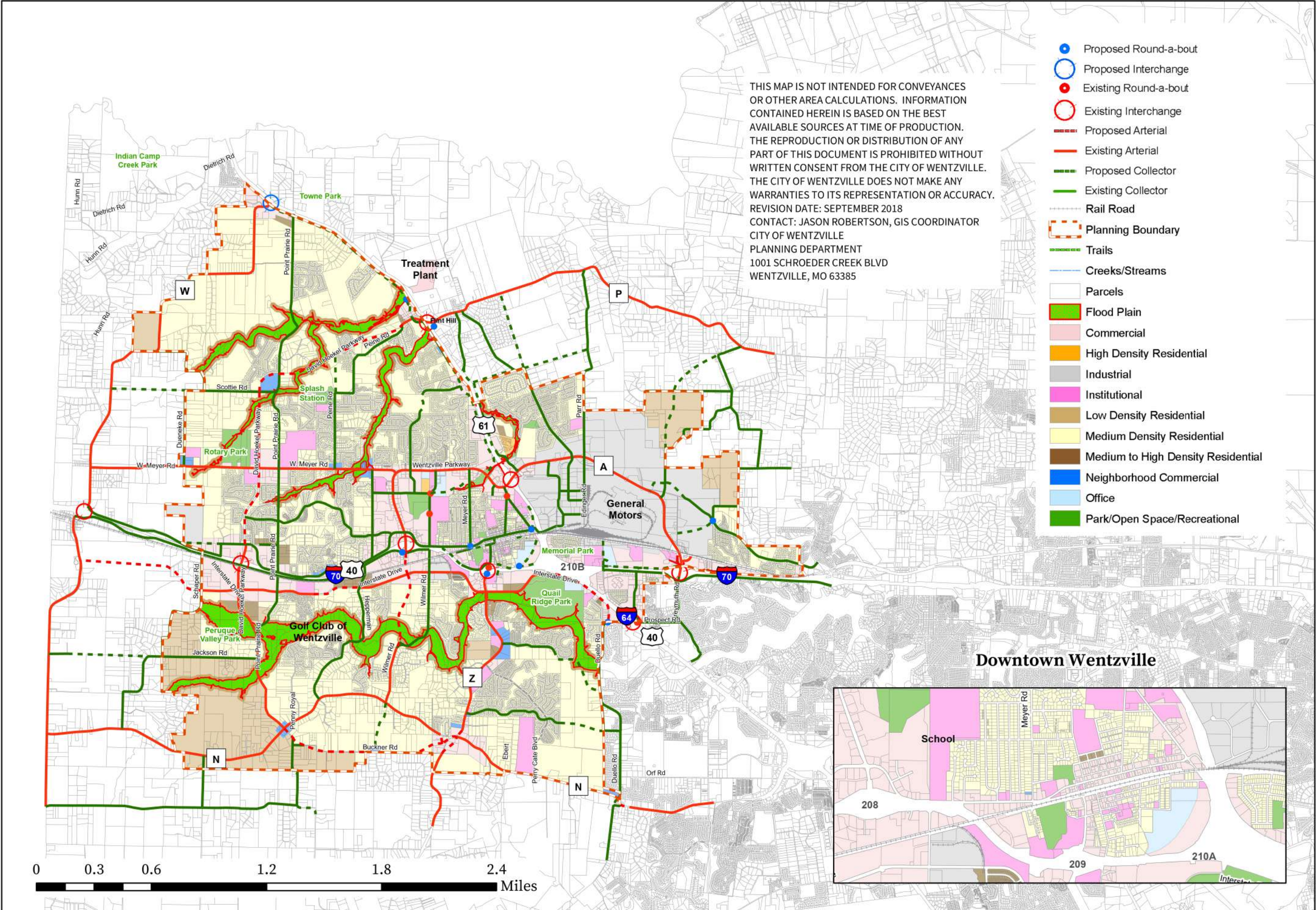
Shall Be Amended to State:

Over the past decade, the City has continued to invest in the Historic Downtown area in accordance with the findings and guidelines of the Downtown Redevelopment documents



discussed above. **To date, the City has constructed over \$4.3 million dollars of improvements to Church Street (2013), Main Street (2017), Linn Street (2018), and Allen Street (2021) in an effort to present an attractive and walkable design for visitors to the historic downtown area. Components of these projects included roadway and utility infrastructure improvements, exposed aggregate sidewalks w/ decorative brick pavers, landscaping, benches, trash-cans, themed banners, period lighting and parking expansions for business patrons and visitors to the area. Wayfinding signage improvements are also targeted for 2022/2023 directing residents and visitors to the Downtown area.** In addition to the infrastructure improvements discussed above, **the City established a Façade Improvement Grant Program in 2016 in an effort to encourage the preservation of historic structures while alleviating some of the associated maintenance costs to property owners. Since its creation, this program has funded over \$98,600 of projects for property owners within the historic downtown area.** These efforts and investments within the Historic Downtown area **continue** to yield positive results. The continued/renewed interest in the area has led to the opening of a variety of business ventures, including a craft brewery, **a number of new** restaurants, **event venues**, and several new retail and service oriented businesses. The existing businesses within the area are also enjoying continued success and growth. Several murals have been commissioned on downtown buildings to emphasize Wentzville's past while increasing the aesthetic and cultural appeal of the area. The City is hopeful that this positive trend will continue into the future, and anticipates the further expansion of Historic District Zoning within the study area.





Map No. 15 Comprehensive Land Use Plan

July 2022



Chapter 8: Economic Development

The following are amendments to the existing text and tables found within Chapter 8 of the Comprehensive Plan adopted in October 2018. These changes are focused on updating the provided information with current information, strategies, and notable accomplishments.

Page 106:

Text in the second paragraph under the subheading “Economic Development Strategic Plan” is updated as follows. The current text stating:

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

Shall Be Amended to State:

In July 2015, the Wentzville Economic Development Council, Inc. (WEDC) voted to recommend **the adoption of the EDSP to the Board of Aldermen**. Resolution #15-740 was formally adopted by the Board of Aldermen on Sept. 10, 2015, and became the City’s guide in pursuing economic development. Key components of the Economic Development Strategic Plan included: an Introduction/Background; Targeted Development Approaches; Economic Development Resources; Implementation Strategy; and Appendices. **The Economic Development Strategic Plan began the process of being updated in 2021, with the full update to be completed in 2022.**

Page 107 and 108:

The text and table found under the subheading “Strategies” is updated as follows. The current text stating:

Strategies

Municipalities throughout the country have adopted various strategies in an effort to encourage economic growth and private investment in their respective jurisdictions. Although each approach is somewhat unique, these strategies share a common thread in that they have all specifically been designed to capitalize on the specific strengths of their communities. The Economic Development Strategic Plan for Wentzville analyzes the City’s unique strengths and recommends that the best path toward healthy economic growth is continued public investment in quality infrastructure. The City’s exceptional transportation and utility networks have proven to be the bedrock of sustainable development. Many years ago the City adopted a Thoroughfare Plan as a part of the Comprehensive Plan. This Thoroughfare Plan, also known as a “Major Street Plan”, is a map depicting the City’s existing street network and all future collector and arterial roadways. In 2004, the City reinforced this transportation planning effort via the adoption of a Transportation Master Plan (TMP). The purpose of the plan was to provide guidelines for the City to use to identify transportation improvements that

will be needed to support future projected growth. With cooperation from landowners and the development community, the construction of the roadways identified in these planning documents dramatically reduces the initial cost of construction for developers and makes Wentzville an attractive location for further investment. It also demonstrates that Wentzville is committed to providing quality services to its community business partners. The City will continue to seek grant funding and other financial tools as assistance in implementing the necessary infrastructure.

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

SHORT-RANGE GOALS (1-2 YEARS)
<p>GOAL 1: <u>ESTABLISH A BUSINESS RETENTION AND EXPANSION PROGRAM</u></p> <p>Action Steps to Achieve Goal 1</p> <ol style="list-style-type: none"> Recognize a “Business of the Month” as a meaningful way to promote exposure and marketability of local business interests. <u>Create and distribute a Business Survey Directory yearly.</u> <u>Evaluate the development of an incentive program to assist local business growth.</u> <u>Develop an on-line business newsletter to be sent quarterly to businesses licensed in the City of Wentzville.</u> <u>Work closely with the Western St. Charles County Chamber of Commerce to enhance the existing business community.</u> <u>Maintain membership in the Business Retention and Expansion International organization to expand resource opportunities for businesses.</u> <p>GOAL 2: <u>PROMOTE DOWNTOWN WENTZVILLE AS A KEY ECONOMIC DEVELOPMENT RESOURCE</u></p> <p>Action Steps to Achieve Goal 2</p> <ol style="list-style-type: none"> <u>Pursue</u> designation as a Certified Local Government (CLG). <u>Work on attracting targeted businesses to downtown as identified at the March 2015 Public Meeting/Open House/Charette.</u> <u>Support efforts, by an eligible 501(c)(3) tax-exempt organization, to participate in the Missouri Main Street Program.</u> <u>Encourage implementation of the Downtown Strategies for Growth identified in this EDSP. (Page 17)</u> <u>Utilize the adopted Downtown Revitalization Study (Page 14) as a guide for downtown improvement.</u> <p>GOAL 3: <u>ACTIVELY SEEK AND PROMOTE BOTH NEW AND EXPANDING BUSINESS DEVELOPMENT OPPORTUNITIES</u></p> <p>Action Steps to Achieve Goal 3</p> <ol style="list-style-type: none"> Announce new and expanding business development <u>through the issuance of Press Releases and other media.</u> <u>Conduct a personal visit with each business in the community on at least a yearly basis to discuss the issues related to future growth for their business enterprise.</u> Place all available buildings and development sites <u>on the Location One system.</u> Maintain an up-to-date inventory of the businesses located in the City of Wentzville (i.e. NAICS classification, business type, number of employees, type of taxes paid, key contacts). <u>Undertake a yearly survey of the needs and interests of existing businesses in their growth and expansion.</u> <u>Follow the guidance provided in the City’s adopted Comprehensive Plan 2013.</u>

MID/LONG-RANGE GOALS (3-5 YEARS)
<p>GOAL 4: <u>PRO-ACTIVELY PURSUE ADDITIONAL GROWTH OPPORTUNITIES</u></p> <p>Action Steps to Achieve Goal 4</p> <ol style="list-style-type: none"> Pursue the annexation of tracts located within the City’s growth area. Develop properties along the Wentzville Parkway consistent with the City’s Future Land Use Plan. Promote retail diversification along Wentzville Parkway. Continue with efforts to support the General Motors Wentzville Assembly Center. Market to non-General Motors related businesses/industries to locate along the Highway A Corridor. <u>Investigate the establishment of another Business Park in the City of Wentzville.</u> <p>GOAL 5: <u>COLLABORATE WITH BUSINESS INTERESTS TO EXPAND GROWTH OPPORTUNITIES THROUGHOUT THE CITY</u></p> <p>Action Steps to Achieve Goal 5</p> <ol style="list-style-type: none"> Work with business community stakeholders to address concerns and facilitate growth and expansion of existing businesses in the City of Wentzville. Maintain close coordination with the St. Charles County Economic Development Center (EDC), Missouri Department of Economic Development (MoDED) and the U.S. Small Business Administration (SBA) to ascertain programs available to assist business expansion/development.



- c. *Maintain a current list of the economic development assistance programs available from these agencies to support business expansion/development.*
- d. *Place these economic Development assistance programs on the City of Wentzville website at www.wentzvillemo.org.*
- e. *Review economic development financial assistance programs and “match” programs to projects, as appropriate.*
- f. *Utilize tax incentives in a manner which maximizes the rate-of-return for the community.*
- g. *Continue to work with the Department of Community Development and the Department of Public Works to streamline processes in support of local business enhancement.*
- h. *Continue to work closely with the Western St. Charles County Chamber of Commerce, Economic Development Center of St. Charles County and other resource organizations to promote the community.*

GOAL 6: CONCENTRATE ON EFFORTS TO ENHANCE THE LOCAL WORKFORCE

Action Steps to Achieve Goal 6

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

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

Action Steps to Achieve Goal 7

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

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

Action Steps to Achieve Goal 8

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

Shall Be Amended to State:

Strategies

Municipalities throughout the country have adopted various strategies in an effort to encourage economic growth and private investment in their respective jurisdictions. Although each approach is somewhat unique, these strategies share a common thread in that they have all specifically been designed to capitalize on the strengths of their communities. The *Economic Development Strategic Plan (EDSP)* for Wentzville, **adopted by the Board of Aldermen in 2015**, analyzed the City’s unique strengths and recommended that the best path toward healthy economic growth is continued public investment in quality infrastructure. The City’s exceptional transportation and utility networks have proven to be the bedrock of sustainable development. Many years ago, the City adopted a Thoroughfare Plan as a part of the Comprehensive Plan. This Thoroughfare Plan, also known as a “Major Street Plan,” is a map depicting the City’s existing street network and all future collector and arterial roadways. In 2004, the City reinforced this transportation planning effort through the adoption of a Transportation Master Plan (TMP). The purpose of the plan was to provide guidelines for the City to use to identify transportation improvements that will be needed to support future projected growth. With cooperation from landowners and the development community, the construction of the roadways identified in these planning documents dramatically reduces the initial cost of construction for developers and makes Wentzville an attractive location for further investment. **While the City has experienced tremendous growth over the last decade, Wentzville has remained** committed to providing quality services to its community business partners **and will continue to do so in the future.** The City will continue to seek grant funding and other financial tools as assistance in implementing the necessary infrastructure.



Per the Board’s identified Critical Success Factors which were adopted in 2021, Wentzville’s Economic Development team will pursue the vision of the City as a welcoming community uniquely positioned as an innovative regional leader that strives to create an environment for both residents and businesses to thrive. Through a commitment to economic vitality, prosperity can be achieved through community partnerships, development opportunities and a skilled workforce.

The principal section of the adopted **2015 Economic Development Strategic Plan** **included** the Implementation Strategy component. The **2015** EDSP identified a total of eight goals and 42 individual action steps to accomplish these adopted goals. The **now updated** goals and action steps are as follows:

SHORT-RANGE GOALS (1-2 YEARS)

GOAL 1: ESTABLISH A BUSINESS RETENTION AND EXPANSION PROGRAM

Action Steps to Achieve Goal 1

- a. Recognize a “Business of the Month” as a meaningful way to promote exposure and marketability of local business interests.
- b. Continue to send a newsletter to businesses licensed in the City of Wentzville.**
- c. Continue to work closely with the Western St. Charles County Chamber of Commerce and the Economic Development Council (EDC) of St. Charles County to enhance the existing business community.**

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

Action Steps to Achieve Goal 2

- a. **Maintain** designation as a Certified Local Government (CLG).
- b. Continue to attract** targeted businesses to downtown **as a regional destination and economically vital part of Wentzville as defined in the 2021 Strategic Plan.**
- c. Encourage and implement growth strategies for Historic Downtown, through optimized traffic systems and pedestrian friendly amenities. Utilize the adopted Downtown Revitalization Study as a guide for downtown improvement.**

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

Action Steps to Achieve Goal 3

- a. Announce new and expanding business development through **appropriate channels.**
- b. Continue to maintain contact with Wentzville businesses, utilizing multiple strategies such as in-person business visits, social media and website initiatives.**
- c. Place all available buildings and development sites **within a property database.**
- d. Maintain an up-to-date inventory of the businesses located in the City of Wentzville (i.e. NAICS classification, business type, number of employees, type of taxes paid, key contacts).
- e. Undertake a yearly survey of **business growth, expansion, retention and vacancies.**
- f. Follow the guidance provided in the City’s adopted Comprehensive Plan **2022.**

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

GOAL 4: PRO-ACTIVELY PURSUE ADDITIONAL GROWTH OPPORTUNITIES

Action Steps to Achieve Goal 4

- a. Pursue the annexation of tracts located within the City’s growth area.
- b. Develop properties along the Wentzville Parkway consistent with the City’s Future Land Use Plan **and the Board’s Adopted Critical Success Factors.**
- c. Promote retail diversification along Wentzville Parkway.
- d. Pursue development opportunities surrounding the new David Hoekel Parkway and Interstate Drive interchange that will cultivate the area as a regional destination.**
- e. Continue with efforts to support the General Motors Wentzville Assembly Center.
- f. Market to non-General Motors related businesses/industries to locate along the Highway A corridor.

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

Action Steps to Achieve Goal 5

- a. Work with business community stakeholders to address concerns and facilitate growth and expansion of existing businesses in the City of Wentzville.



- b. Maintain close coordination with the St. Charles County Economic Development Center (EDC), Missouri Department of Economic Development (MoDED) and the U.S. Small Business Administration (SBA) to ascertain programs available to assist business expansion/development.
- c. Maintain a current list of the economic development assistance programs available from these agencies to support business expansion/development.
- d. Review economic development financial assistance programs and “match” programs to projects, as appropriate.
- e. Utilize tax incentives in a manner that maximizes the rate-of-return for the community.
- f. Continue to work with the **Community Development and Public Works departments** to streamline processes in support of local business enhancement.
- g. Continue to work closely with the Western St. Charles County Chamber of Commerce, Economic Development Center of St. Charles County, **Missouri Partnership and AllianceSTL** and other resource organizations to promote the community.

GOAL 6: CONCENTRATE ON EFFORTS TO ENHANCE THE LOCAL WORKFORCE

Action Steps to Achieve Goal 6

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

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

Action Steps to Achieve Goal 7

- a. **Continue to pursue development surrounding the area of Wentzville Parkway South.**
- b. Continue to make a strong commitment to public investment in infrastructure.
- c. Seek grant funding, where practical, to improve and enhance the City's infrastructure to position the City for future growth opportunities.

GOAL 8: SUPPORT BUSINESSES/DEVELOPMENTS WITHIN THE COMMUNITY

Action Steps to Achieve Goal 8

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

Page 109

Table 25 under the subheading “Building Activity” has been updated as follows to reflect construction activities since 2017. The current table stating:

Table 25: Building Permits Issued

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

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

Shall Be Amended to State:



Table 25: Building Permits Issued

PERMITS ISSUED	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Single Family	245	182	318	434	549	596	663	573	397	353	322	381
Multi-Family	134	36	80	104	77	80	116	114	21	205	10	394
Residential Improvement	629	541	596	644	727	848	913	1029	1059	984	1339	1346
Commercial	6	7	10	6	11	15	16	9	9	10	8	21
Commercial Improvement	54	46	63	62	73	85	97	98	102	105	118	137
Plumbing	104	92	95	85	103	127	156	179	182	143	172	173
Electrical	123	84	145	247	296	293	339	299	243	240	203	242
Occupancy	1360	1131	1326	1066	1243	1339	1489	1356	1161	1299	953	1481
Total Permits	2655	2119	2633	2648	3076	3383	3789	3657	3174	3339	3125	4175

Source: City of Wentzville Building Division (Updated 6-21-22)

Page 109 through Page 111:

The text under the subheading “Educational Resources in Wentzville” is amended as follows. The current text stating:

- **Ranken Technical College**

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

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

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

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

- **Lindenwood University**

One of the first higher-education institutions recognizing the value of locating in the City of Wentzville was Lindenwood University. Founded in 1827, Lindenwood is a “dynamic, four-year liberal arts institution dedicated to excellence in higher education.” Nestled amid Linden trees, the 500-acre historic main campus is located in the City of St. Charles. The University offers more than 200 degree programs and has more than 8,000 students enrolled in its programs.



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

- **Midwest University**

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

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

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

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

- **Wentzville School District**

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

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

STEM stands for Science, Technology, Engineering and Math. These are highly-valued subjects of study. According to the U.S. Department of Education, such an emphasis has substantial benefits for global leadership. The projected increase in STEM-related jobs through 2020 is 14% with as much as a 62% increase in demand for Biomedical Engineers. Recognizing the growing importance of these future job opportunities, the Economic Development Center (EDC) of St. Charles County selects one outstanding student from each high school in the County for their STEM research and participation. The students selected from the Wentzville School District are recognized by both the EDC and the Mayor and Board of Aldermen for the City. The City will continue to support the STEM program and the students participating in this endeavor.

Shall Be Amended to State:



- ***Ranken Technical College***

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

The primary campus for the college is located in the city of St. Louis. The 18-acre campus includes 11 individual buildings containing classrooms, labs, student housing and administrative offices. In 2013, Ranken expanded its presence into the City of Wentzville and is located at 755 Parr Rd. off of Highway A.

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

- ***Lindenwood University***

One of the first higher-education institutions recognizing the value of locating in the City of Wentzville was Lindenwood University. Founded in 1827, Lindenwood is a “dynamic, four-year liberal arts institution dedicated to excellence in higher education.” Nestled amid Linden trees, the 500-acre historic main campus is located in the city of St. Charles. **As of fall 2021, the university offers more than 110 degree programs and has more than 7,300 students enrolled in its programs.**

Lindenwood University began operating in Wentzville after purchasing the historic Southern Air Restaurant in 1999 from rock and roll legend Chuck Berry. The Wentzville satellite campus building is located at 1102 E. Pitman. The Southern Air Restaurant originally opened in 1937 and included both a café and service station, which became a regional destination point.

Lindenwood University has partnered with the City of Wentzville to offer courses at the new Wentzville Rec Center (WREC), located on Great Oaks Boulevard. The university’s dedicated spaces at the WREC will include multiple classrooms, tutoring rooms, laboratory space, computer labs and meeting/conference room space.

- ***Midwest University***

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

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



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

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

- ***Urshan College***

The mission of Urshan is “to prepare Apostolic men and women through higher education for service in the church and to the world.”

In the fall of 2018, the Urshan Board voted in Rev. Brent Coltharp, D.S.L. as Urshan System (UC and UGST) president and voted to acquire a more than 40 acre property in Wentzville, off of East Pitman Avenue. The Urshan System began the 2019-2020 academic year on the Wentzville campus.

In the summer of 2018, the Urshan System attained the status of Candidate for Accreditation with the Higher Learning Commission, a regional accrediting agency recognized by the U.S. Department of Education. After only two years in the four-year Candidacy period, Urshan filed for early initial accreditation. After a site visit on the Urshan campus in February 2020, meetings between Urshan and HLC administration, and a formal meeting of the HLC Board of Trustees, the Urshan System was granted early initial accreditation on June 25, 2020. The student headcount for 2020-2021 was 210 students.

- ***Wentzville School District***

The Wentzville School District is one of the fastest-growing school districts in the country and is the fastest-growing district in the state of Missouri.

The Wentzville School District currently has **four high schools:** Emil E. Holt, Sr. High School, Timberland High School, Liberty High School **and North Point. Holt, Timberland and North Point are all located within the corporate limits of the City of Wentzville. North Point opened in fall 2021.**

For the 10th consecutive year, the Wentzville School District has scored in the top 13% in the state in terms of Missouri Assessment Program (MAP) testing. As the ninth-largest school district in the state, the Wentzville School District has almost 17,400 students and serves over 85,000 residents within approximately 90 square miles. The district currently has 12 elementary schools. There are three middle schools and four high schools.

Through the challenges of continued growth, the Wentzville School District continues to be a sought-after district.

Page 111 and Page 112:

The text discussing funding sources under the subheading “Potential Funding Sources” is amended as follows. The current text stating:



Potential Funding Sources

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

General Operating Levy:

General Obligation (G.O.) Bonds:

Requires Citywide voter approval by constitutional (2/3, 4/7); majority; property tax based.¹

Leasehold Obligations (COPS or Leasehold Revenue Bonds):

Requires Board of Aldermen approval only; uses existing available City revenues; secured by City real property as collateral.

Citywide Sales Tax:

Economic Development sales tax:

Requires Citywide voter approval by simple majority (taxable sales and retail).

Tax Increment Financing:

TIF District/Bonds:

Requires “blight” finding, redevelopment plan; does not levy new taxes but is limited to incremental increases in sales/property tax revenue after approval.

Special District Sales Taxes:

Transportation Development District (TDD) Sales Tax:

Special taxing district authorized to levy sales tax, special assessments and/or property tax to pay for transportation projects.

Community Improvement District (CID):

Special taxing district authorized to levy sales tax, special assessments and/or property tax to pay for a wide variety of improvements and services within the boundaries of the district.

Special Assessment/Property Taxes:

Neighborhood Improvement District (NID) Bonds:

Requires establishment of NID by election or by petition of owners of property comprising 2/3 by area of district; authorizes issuance of limited G.O. Bonds.

*Although approval contains authority to raise property taxes, where existing revenues permit, G.O. Bonds may be issued as “no tax increase” obligations.

TDD Special Assessment / Property Taxes:

TDD’s may also levy special assessments on real property by petition of all owners of property;

TDD’s may levy taxes on real property upon voted approval of 4/7 majority of property owners.

CID Special Assessment / Property Taxes:

CID’s may also levy special assessments on real property by petition of owners of 50% by assessed valuation of real property within the district; CID’s may levy taxes on real property upon voted approval of a simple majority of property owners.

Impact Fees:

Traffic Generation Assessment (TGA):

A proportional charge or fee (in this case based on estimated vehicle trip generated) imposed on development to offset costs of new infrastructure necessitated by that development; to withstand court scrutiny, fee amounts must have a demonstrable “nexus” (i.e. be reasonably and

specifically related) to the “impact” of the development on the infrastructure finance; TFA’s are typically levied at the time of and as a condition to development/permit approval.²

State/County Grants and Loans:

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

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

Railroad: Potential assistance on Railroad properties.

¹ Although approval contains authority to raise property taxes, where existing revenues permit, G.O. Bonds may be issued as “no tax increase” obligations.

² In theory, a TGA could be imposed on existing development, i.e. retail activities, for examples, at the time of business license approval. No current example of this application to existing development exists, however, and the City bears the legal burden of demonstrating the “nexus” between the development activity and the necessity/cost of the new infrastructure.

Shall Be Amended to State:

Potential Funding Sources

The *Economic Development Strategic Plan* identified a variety of funding tools which could be used to support and enhance economic development opportunities. An inventory of the Wentzville Incentives Policy and Funding Tools follows below.

Wentzville Incentives Policies and Procedures

The City of Wentzville, on a case-by-case basis, may consider providing business incentives as stimulation for economic development in the City and will only offer incentives upon a clear demonstration of substantial and significant public benefit. As a general guideline, any potential incentive offer will be based on total capital investment, the number of new net jobs created, the salary/wages of the jobs created, as well as, consideration of the identified areas for targeted development.

The economic development incentives tools include, but are not necessarily limited to:

- **Chapter 100 Industrial Revenue Bonds**
- **Chapter 353 Tax Abatement**
- **TDD (Transportation Development Districts)**
- **CID (Community Improvement Districts)**
- **TIF (Tax Increment Financing)**
- **NID (Neighborhood Improvement Districts)**

Page 112:

The text under the subsection “Business Activity” has been amended as follows. The current text stating:

Business Activity

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



Shall Be Amended to State:

Business Activity

The City of Wentzville is home to approximately **640 brick-and-mortar businesses and over 130 home-based businesses. Business activity over the past few years has been relatively stable. Below are the numbers for the total number of brick-and-mortar businesses over the last several years:**

2018 – 654 businesses
2019 – 636 businesses
2020 – 633 businesses
2021 – 648 businesses
2022 – 666 businesses

These businesses over the past three years have added to the vitality of the City’s economic development “engine.”

Page 112 and Page 113:

The text under the subsection “Recent Economic Development Achievements” has been updated as follows with recent information. The current text stating:

Recent Economic Development Achievements

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

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

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

The City was successful in acquiring grant funding from the St. Charles County Road Board for the design and construction of Schroeder Creek Boulevard. This roadway improvement project extended the current facility south from the Law Enforcement Center street section, making a connection to William Dierberg Drive, and then intersecting with West Pearce Boulevard. This project was completed in 2016 and offers excellent transportation alternatives for motorists. It also opens up many acres for commerce and growth opportunities. The new Schroeder Creek Boulevard also provides direct access to the newly completed City Hall. In addition, the City received grant funding



for the improvement of Wentzville Parkway to construct a center turn-lane and trail amenity from William Dierberg Drive to Schroeder Creek Boulevard. This roadway improvement, completed in early 2018, brings safety and traffic carrying capacity improvements to this stretch of Wentzville Parkway and improves opportunities for new growth and development.

Shall Be Amended to State:

Recent Economic Development Achievements

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

Lear Corporation recently constructed a new 210,000-square-foot building on Logistics Center Drive. The new facility will add more than 160 new jobs in the City of Wentzville and creates a capital investment of over \$22 million.

The Shop Here on Purpose (S.H.O.P.) Wentzville campaign was created to encourage residents and businesses to purchase goods and services in Wentzville. The business activity created by this effort provides sales tax revenue and strengthens the local business economy. A similar program to S.H.O.P. Wentzville was created for visitors to the community. A Resource Guide was prepared to help to guide visitors to the City's main shopping areas. The brochure also contains a listing of every restaurant in the City. This brochure continues to be provided to every hotel and motel in the City of Wentzville to give to their guests.

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

The Highway A industrial corridor continues to be a primary focus of the City of Wentzville. The Wentzville Logistics Center completed construction in 2018 and General Motors announced a \$1.5 billion expansion investment in 2019. Project Big Deal in early 2020 spurred interest in pursuing data centers and the creation of “mega sites.” These “mega-sites” are multiple parcels of land spanning over 500 acres. Conversation with the surrounding unincorporated property owners continues to be a priority for future industrial development. The City continues to seek to support GM and its suppliers, while simultaneously exploring opportunities for industrial market diversification.

Additionally, in 2019, the City recommended approval of the 61-acre Wentzville Bend development. This impressive commercial project provides approximately 25 combined



acres of commercial lots, over 10 acres of open space, and approximately 14 acres for a new 93,000 square-foot, two-story, multigenerational recreational facility known as the Wentzville Rec Center (WREC), located in the heart of Wentzville's primary commercial corridor. This new facility will provide residents with a wide range of fitness and recreational opportunities, meeting rooms, senior amenities and classrooms. As several commercial projects have already been proposed within The Bend through 2020, construction on the recreational facility is expected to commence in 2022.

The David Hoekel Parkway and Interstate 70 (I-70) interchange construction is the primary, long-term roadway improvement project in Wentzville. This project consists of grading/paving ramps and construction of bridges over I-70 and the Norfolk Southern Railroad. This project is a significant investment into the long-term health of the community and, along with traffic alleviation benefits, is expected to create further development opportunities along both sides of I-70. Further improvements include concrete sidewalks, concrete curb ramps, paved approaches, pavement markings, lighting, and mechanically stabilized earth (MSE) walls. Wentzville's Future Land Use map has this zoned for potential commercial, institutional or mixed-use developments. This roadway improvement opens up potentially over 350 to 400 acres of new opportunity.

The Wentzville Parkway South extension City of Wentzville will serve the future transportation needs of both the Wentzville community and the western St. Charles County region. The proposed roadway would provide a new connection between I-70 and Highway N. Occurring in two phases, this will continue to be a City priority for future commercial, residential and/or mixed-use development.

Page 113:

The text under the subheading "Conclusion" is amended and expanded as follows. The current text stating:

Conclusion

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

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

Shall Be Amended to State:

Conclusion

In an effort to spur development and investment, Wentzville continues to pursue a strategy of economic development that focuses upon substantial improvements to the City's infrastructure. This strategy **of smart growth** has resulted in a number of recent successes and places the City in an advantageous position for many years to come. **The 2022 update to the *Economic Development Strategic Plan* will expand** upon this strategy and provide a clear "road map" toward sustainable economic growth. The **2022 EDSP will continue to promote** the use of funding options and opportunities to provide infrastructure improvements and expansions to spur development and investment in key areas of the City. Investing in infrastructure will spur economic development following the Comprehensive Land Use Plan, Thoroughfare Plan and utility plans as guidance. These recommendations are rooted in the City's policy documents. Each area of roadway improvement and the associated utility infrastructure has been a part of the Wentzville policy documents since 1999 and prior. These target areas can be traced back through the publicly adopted policy documents, maps and plans referenced in *Chapter 3: Transportation*, *Chapter 4: Utilities* and *Chapter 7: Land Use*.

Over the next decade, the Economic Development office will pursue the Critical Success Factors as laid out in the 2021 Strategic Plan. These goals will continue to develop around the Critical Success Factors of the City including promoting the City as a regional destination, establishing a commitment to economic vitality, providing exceptional City services, developing infrastructure connectivity and creating a City atmosphere that is safe and welcoming to an inclusive and diverse community.

The City will continue to pursue smart growth and responsible development. Commercial or mixed-use development will likely occur naturally with the completion of the DHP interchange and other thoroughfare improvements. Growth will also likely occur on the residential side but will include a wide range of housing. In 2020 and continuing into 2021, proposed plans have occurred on either end of the spectrum, on one hand high-density apartments and on the other hand also lower-density developments with individual lots from half-acre up to three-quarters of an acre. With the addition of the new rooftops, the City remains confident more commercial will come. On the industrial side, the City hopes to continue our positive relationship with General Motors and its suppliers. We will continue to provide support as GM continues to be one of the largest employers in the County. Simultaneously, the City aims to take a targeted approach to diversifying our manufacturing base in order to further increase our industrial resiliency. In 2022, the update to the Economic Development Strategic Plan will address smart growth and list the goals and objectives as Wentzville continues to grow over the next 10 to 15 years.





Chapter 9: Capital Financial Plan

The following are amendments to the existing text found within Chapter 9 of the Comprehensive Plan adopted in October 2018. These changes are focused on updating the provided tax rate information and the adoption of a new subsection regarding roadway planning, funding, and partnerships.

Page 114:

The two bulleted items listed below, found under the subheading “Principal Financial Resources” are amended as follows to reflect the current property tax rates and information received from the City’s Finance Department. The current text stating:

Principal Financial Resources

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

- **Real Estate and Personal Property Taxes**

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

- **Capital Improvements Sales Tax**

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

Shall Be amended to State:

Principal Financial Resources

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

- **Real Estate and Personal Property Taxes**

The Real Estate and Personal Property Tax rate is currently **\$0.6722 per \$100 of evaluation**. From the total rate, **\$0.6123** is allocated to the City’s General Fund and **\$0.0599** is allocated to the Parks Fund.

- **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 \$4.5 million** of annual revenue. **A portion of the sales tax generated is used annually to pay debt service on the following issuances:** Certificates of Participation, Series 2015B Refunding 2010A for the Law Enforcement Center, Leasehold Revenue Bonds, Series 2006 for the Treatment Plant Expansion #1, and Leasehold Revenue Bonds, Series 2008 for the lake and creek. The remaining balance is used to fund capital projects and equipment purchases.

Page 116:

A new subsection and associated text entitled “Transportation Partners, Planning and Funding” has been added immediately after the subsection “Other Financial Resources”. This new subsection discusses the City’s roadway planning and funding approach and the continued coordination with local, state and regional partners.

Shall Be Amended to Include:

Transportation Partners, Planning and Funding

Wentzville partners with St. Charles County Government (Road Board and Highway Department administrative staff), MoDOT (Area Engineer and Administrative staff), East West Gateway Council of Government, and Federal Highway Administration for planning, funding, and construction of transportation projects. At times Wentzville will partner with private landowners, private developers and other adjacent Municipalities for specific roadway improvement projects related to new development proposals. Costs for these capital improvement transportation projects can vary widely. Wentzville uses these approaches and coordinates with these entities to off-set the City’s costs to install and realize infrastructure improvements related to the growth of the City. Wentzville Coordinates through the State-Wide Transportation Planning process for major roadway improvement projects to ensure the City's projects are included within the state-wide transportation improvement program (STIP).





Chapter 10: Goals & Implementation

The following are amendments to the existing text found within Chapter 10 of the Comprehensive Plan adopted in October 2018. These changes are focused on updating the goals, objectives and action steps for each area of focus to reflect current plans, observed trends and available information/timeframes.

Page 117:

The first paragraph on page 117 within the “Goals and Implementation” chapter is amended as follows. The current text stating:

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

Shall Be Amended to State:

The purpose **of updates to** this chapter **are** to illustrate the **current** goals of the City and clearly identify the mechanisms available to implement these goals. Many of these goals have been discussed in earlier chapter **revisions** or have been derived from the Comprehensive Plan Review Committee study sessions held from **February of 2021 to March of 2022**, discussions during Planning and Zoning Commission meetings, and input gathered from the Public Open House held on **March 24, 2022**.

Page 118:

The fifth action step listed under the subheading of “Community Involvement” is hereby amended as follows to expand the text for training options to the City’s Planning and Zoning Commission. The current text stating:

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

Shall Be Amended to State:

Action Step 5: Provide training opportunities for members of the Planning and Zoning Commission, via the yearly training offered by the American Planning Association (APA), **City Departmental staff, City Legal Counsel or other land use professionals as needed or required.**

Page 118:

Amend the first goal under the subheading of “Transportation” in order to strike Objective 1.1 and the associated Action Step 1 as follows in order to remove references to airways and text involving

coordination with St. Charles County's Master Plan 2025 to support a new airport. St. Charles County's Envision 2030 Master Plan does not include a land use goal or objective to continue the pursuit of an airport in western St. Charles County. The current text stating:

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

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

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

Shall Be Amended to State:

Goal 1: Provide an inter-modal transportation system, i.e., 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.

Page 119:

Amend Objective 1.2 within the first goal under the subheading of "Transportation" as follows in order to revise Action Step 3. St. Charles County Envision 2030 Master Plan does not include a land use goal or objective to continue the pursuit of light rail at the time. As such, the text of Action Step 3 will be replaced with text supporting the closure and removal of at-grade railroad crossings where appropriate. Action Step 2 is recommended to be maintained as-written regarding the existing railroad right-of-way. The current text stating:

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

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

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

Action Step 3: *Promote or sponsor new initiatives to bring light rail access to St. Charles County and to Wentzville as an alternative means of transportation. Assist the St. Charles County Government with light rail corridor planning*



including linkages to park-and-ride lots, as detailed in the St. Charles County Envision 2025 Master Plan.

Shall Be Amended to State:

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

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

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

Action Step 3: **Coordinate with Norfolk Southern and St. Charles County upon new roadway improvement projects and reconstruction of collector routes to accomplish closure of at grade railroad right of way crossings as new and improved transportation linkages are constructed/realized.**

Page 119:

Update Objective 1.3 within the first goal under the subheading of “Transportation” as follows in order to amend the timeframes for key MoDOT roadway improvements designed, funded and planned along Interstate 70, Hwy 64 and Hwy 61. MoDOT has realized partial design and funding has been identified for Interstate 70 alignment improvements through the Wentzville Planning area between Hwy Z and Wentzville Parkway. The current text stating:

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

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

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

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

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

Shall Be Amended to State:



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

- Action Step 1:** Coordinate with MoDOT to provide for additional lanes and realignment from Highway Z west to Wentzville Parkway within the next **two years, including an extension of Mar-Le Drive west to intersect with West Pearce Boulevard.**
- Action Step 2:** Coordinate with MoDOT to provide for additional lanes from Wentzville Parkway west to Foristell within the next **five years.**
- Action Step 3:** Coordinate with MoDOT to provide for interchange improvements at Interstate 70 **and Hwy 64 and Hwy 61** detailed within the Missouri Department of Transportation “Improve I-70” study, **and the current JC Murray consultants final recommendations for regional roadway improvements within the next five years.**
- Action Step 4:** Coordinate with MoDOT **and St. Charles County** to provide for modification to access at Highway A, including a north service road **west of Hwy A to facilitate growth/economic development.**

Page 119 and Page 120:

Update Objective 1.4 within the first goal under the subheading of “Transportation” as follows in order to amend the text and timeframes associated with Hwy 40-61. St. Charles County, Wentzville and MoDOT have successfully upgraded Hwy 61 north of Interstate 70 to remove at grade crossings, and control access for motorist safety. Improvements have been realized north of I-70 to David Hoekel Parkway Interchange with Hwy P/Peine Road. Further north, additional at grade crossings are supported to be mitigated to the northern limits of St. Charles County. St. Charles County Envision 2030 Master Plan is coordinated with the planned improvements. The current text stating:

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

- Action Step 1:** *Upgrade Highway 40-61 north of Interstate 70 to “controlled access” highway to a location in proximity of North Point Prairie/Highway W in 10 years.*
- Action Step 2:** *Coordinate with St. Charles County and MoDOT to continue adding accessory outer roads to accommodate local traffic movements while supporting “controlled access” improvements.*

Shall Be Amended to State:

Objective 1.4: Upgrade Highway **61** to a controlled access highway (including service roads) **north and south of David Hoekel Parkway** and improve/create an interchange at Highway W within the Wentzville Planning Area through cooperation with the Missouri Department of Transportation (MoDOT) **and St. Charles County.**



Action Step 1: Upgrade Highway 61 north of **David Hoekel Parkway** to a “controlled access” highway to a location in proximity of North Point Prairie/Highway W **within the next five years.**

Action Step 2: Coordinate with St. Charles County and MoDOT to continue **to design and pursue roadway improvements as initiated by EFK Moen, LLC Civil Design in 2019 for St. Charles County Government to construct eastern and western** outer roads to accommodate local traffic movements while supporting “controlled access” improvements.

Page 121:

Amend Objective 1.6 within the first goal under the subheading of “Transportation” as follows in order to add a new action step related to on-street trail opportunities where merited.

Shall Be Amended to Include:

Action Step 6: Embrace and allow on-street trail and pedestrian accommodations when off-street options are limited or funding options become available for on-street improvements.

Page 123 and Page 124:

Update the third goal under the subheading of “Utilities” as follows in response to guidance from the City’s Director of Engineering and stormwater management personnel. The second action step under Objective 3.2 will be deleted and the remaining steps renumbered as part of this revision. The current text stating:

Goal 3: *Provide stormwater management in response to the community’s needs.*

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

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

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

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

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



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

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

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

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

- *Implement an iterative process to document how control practices are evaluated and modified to apply reasonable progress to reduce stormwater pollutants.*
- *Minimize site disturbance and protect sensitive areas to reduce stormwater discharges to the maximum extent practicable.*

Shall Be Amended to State:

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

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

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

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

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

Action Step 4: **Complete** the citywide hydrologic assessment **grant project and work towards an** adaptive management approach to resolve and prevent stormwater management issues as discussed in *Chapter 4: Utilities*.



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

Action Step 1: Administer **the 2021-2026** Stormwater Management Plan, which includes six sections of the MS4 Permit, that targets control of the following pollutants: sediment, household chemicals, construction waste, pet waste and trash.

Action Step 2: Identify recommendations for ordinance **or policy /procedure** revisions regarding **stormwater related topics including, but not limited to** floodplains, engineering design criteria, natural watercourse protection, **and** tree preservation, to address MS4 Permit requirements and goals to:

- Implement an iterative process to document how **structural and non-structural** control practices are evaluated and modified to apply reasonable progress to reduce stormwater pollutants.
- Minimize site disturbance and protect sensitive areas to reduce stormwater discharges to the maximum extent practicable.

Page 126 and new Page 126:

Update the fourth goal under the subheading of “Parks, Recreation and Open Space” as follows in order to add two new objectives regarding senior services and sports tourism as guided by the City’s Parks and Recreation Director.

Shall Be Amended to Include:

Objective 4.4: Continue to pursue expansion of senior services within the City to accommodate a growing senior citizen population by exploring opportunities, benefits and costs associated with the expansion or relocation of senior recreational facilities and/or services within the community.

Action Step 1: Evaluate the current and future needs of the senior citizen population and compare them to the current service capabilities of the existing senior center.

Action Step 2: If a need for a greater senior center is established, evaluate existing facilities to determine if an expansion would be possible to meet these needs or if a new facility is necessary.

Action Step 3: Coordinate with City and community leaders to identify, develop and enact a plan of action to meet the identified need.

Objective 4.5: Encourage sports tourism in a manner acceptable to Wentzville residents.



- Action Step 1:** Continue to position Wentzville as a preferred location in St. Charles County for visiting tournaments and a premier sport host for existing events and targeted regional events.
- Action Step 2:** Support development of additional attractions, amenities or facilities that benefit both residents and sport tourism as they become feasible.
- Action Step 3:** Work closely with our partners to be advocates for the development of sport hosting in the City of Wentzville.
- Action Step 4:** Track and evaluate the results and benefits of hosting major sport tourism events.

Page 137:

Update the sixth goal under the subheading of “Land Use and Growth Management” as follows in response to direction received from the City’s Planning and Zoning Commission in April Of 2022 regarding the topic of electric vehicle charging stations. The current text stating:

Goal 6: *Adopt specific regulations which accommodate and encourage the installation of electric vehicle charging stations within commercial and industrial developments.*

Objective 6.1: *Amend City policies and adopted regulations to better accommodate the installation and advertising of electric vehicle charging stations throughout the City.*

Action Step 1: *Evaluate current and future demand for electric vehicle charging stations in the City and explore any advantages/disadvantages associated with the installation and use of such devices.*

Action Step 2: *Assess current regulatory framework to identify any policies or ordinances which may discourage or impede the installation of such electric vehicle charging stations.*

Action Step 3: *Pursue amendments to City regulations to encourage and support the widespread installation of electric vehicle charging stations with reasonable restrictions and performance criteria.*

Shall Be Amended to State:

Goal 6: Monitor Local, Regional and State advances on the topic of specific regulations which accommodate and encourage the installation of electric vehicle charging stations within commercial and industrial developments.

Objective 6.1: Amend City policies and adopted regulations, **as directed** to better accommodate the installation and advertising of electric vehicle charging stations throughout the City.

Action Step 1: Evaluate current and future demand for electric vehicle charging stations in the City and explore any advantages/disadvantages



associated with the installation and use of such devices.
Standardization must be achieved.

Action Step 2: Assess current regulatory framework **and standardization of the emerging technology** to identify any policies or ordinances which may discourage or impede the installation of such electric vehicle charging stations.

Action Step 3: **Monitor Local, Regional and State advances to initiate successful model ordinances, with reasonable restrictions and performance criteria, prior to updating the City's Land Use Regulations to encourage and support the widespread installation of electric vehicle charging stations.**

Page 137 and Page 138

Amend the seventh goal under the subheading “Land Use and Growth Management” as follows in order to remove the goal text in its entirety. In the Fall of 2022, the City will open the new Wentzville Recreation Center which includes an expansion of services for the City’s senior population. As part of this Amendatory Supplement, a new objective and associated action steps relating to senior services have also been included within this chapter under the subheading “Parks, Recreation and Open Space”.

Shall Be Amended to Remove:

Goal 7: *Pursue an expansion of services within the City to accommodate a growing senior citizen population.*

Objective 7.1: *Explore opportunities, benefits and costs associated with the potential expansion or relocation of the Green Lantern senior citizen center.*

Action Step 1: *Evaluate the current and future needs of the senior citizen population and compare them to the current service capabilities of the existing senior center.*

Action Step 2: *If a need for a greater senior center is established, evaluate existing Green Lantern facility to determine if an expansion would be possible to meet these needs or if a new facility is necessary.*

Action Step 3: *Coordinate with City and community leaders to identify, develop and enact a plan of action to meet the identified need.*

Objective 7.2: *Explore the inclusion of senior citizen services within a potential multigenerational center.*

Action Step 4: *Evaluate the results and recommendations of the Feasibility Study for a new Multigenerational Center, completed in May of 2018, and consider them for inclusion in future planning for this facility.*



Page 138:

Update the first goal, and associated objectives/action steps, under the subheading of “Economic Development” as follows in response to direction received from the City’s Economic Development Division. Some existing action steps will be renumbered as part of this revision. The current text stating:

Goal 1: *Attract and retain sustainable businesses and industries, while promoting strategies to optimize economic development opportunities which will benefit the citizens of the community.*

Objective 1.1: *Create and implement a targeted approach to economic development efforts.*

Action Step 1: *Implement the strategies and recommendations of the adopted 2015 Economic Development Strategic Plan.*

Objective 2.5: *Foster a positive climate for commercial and industrial retention and expansion.*

Action Step 1: *Visit companies to determine needs.*

Action Step 2: *Establish a regular Mayor’s roundtable to discuss needs or issues.*

Action Step 3: *Create a business appreciation event.*

Action Step 4: *Recognize companies for extraordinary community contributions.*

Action Step 5: *Invite other community companies to promote the community for other potential new businesses. Establish linkages with other institutions and organizations involved in promotion of business development for information and referrals.*

Shall Be amended to State:

Goal 1: Attract and retain sustainable businesses and industries, while promoting strategies to optimize economic development opportunities which will benefit the residents of the community.

Objective 1.1 Create and implement a targeted approach to economic development efforts **through business attraction, retention and expansion.**

Action Step 1: **Continue to** implement the strategies and recommendations of the **adopted** *Economic Development Strategic Plan.*

Objective 2.5: Foster a positive climate for commercial and industrial retention and expansion.

Action Step 1: Visit companies to determine needs.



- Action Step 2:** Continue to feature and promote Wentzville businesses in Business Spotlights and Connecting at the Crossroads videos.
- Action Step 3:** Recognize companies for extraordinary community contributions.
- Actions Step 4:** Work with community businesses and regional partners to promote the Wentzville business community.

Page 141:

The final paragraph under the subheading “Implementation Tools”, within the “Capital Improvement Plan” bulleted section, is amended to reflect the current Capital Improvement Plan dates and budget information. The current text stating:

A five-year Capital Improvement Plan allows the City to proactively plan for future capital needs well in advance, yet allow flexibility for changing or emergency needs. The City’s current 2018-2022 Capital Improvement Plan anticipates approximately \$126 million in capital projects over the next five years. Projects included within this plan are selected through a series of budget work sessions and strategic planning meetings between City staff and the Board of Aldermen. The Board of Aldermen bears the ultimate responsibility of evaluating and approving all projects denoted in the Capital Improvement Plan.

Shall Be Amended to State:

A five-year Capital Improvement Plan allows the City to proactively plan for future capital needs well in advance, yet allow flexibility for changing or emergency needs. The City’s current **2022-2026 Capital Improvement Plan** anticipates approximately **\$161 million** in capital projects over the next five years. Projects included within this plan are selected through a series of budget work sessions and strategic planning meetings between City staff and the Board of Aldermen. The Board of Aldermen bears the ultimate responsibility of evaluating and approving all projects denoted in the Capital Improvement Plan.



Chapter 11: Sustainability

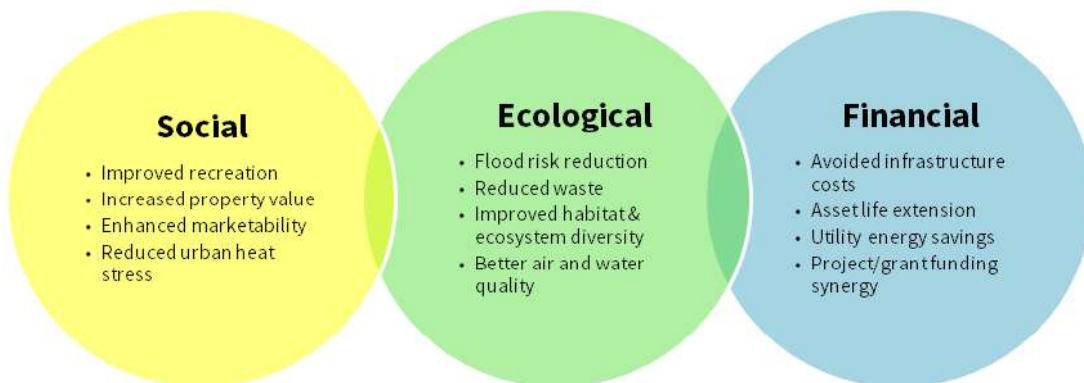
The following text additions represent a new chapter which will be added to the Comprehensive Plan via this Amendatory Supplement. This new chapter introduces into the plan policy language in support of a sustainable community which encourages residents, businesses and organizations to be mindful of and engage in sustainable practices. This chapter, while currently rather brief, offers options for City staff to discuss and encourage the use of green building principles and sustainable topics of interest when communicating with the general public or evaluating project proposals. Future enhancements and expansions to this Chapter text may be desirable as the community continues to grow and develop.

Shall Be Amended to Include:

Chapter 11: Sustainability

As a local government, the City's Vision and Critical Success Factors are committed to the fiscally-responsible use of tax-payer dollars while striving to provide exceptional city services that enhance the quality of life and promote economic prosperity for our residents, businesses and institutions to thrive. Sustainability is defined as meeting today's needs without compromising the ability of future generations to meet those same needs. Challenges over the last couple of decades prompt us to remain resilient and vibrant through changing economies, variable climates, booming population growth, public health and customer service demands. Fostering a sustainable focus in city planning, purchasing and operations helps address these needs.

The City can achieve triple-bottom-line benefits by promoting and/or implementing sustainable approaches to integrated planning. This is simply capitalizing where co-benefits can be found across departments, projects, funding, construction and maintenance. Many of these benefits complement City efforts and goals in other areas of the Comprehensive Plan. For example, when considering the life-cycle costs of utility infrastructure, some benefits include:



The City of Wentzville endeavors to create a sustainable community that fosters and encourages our employees, businesses, institutions, organizations and residents to engage in sustainable practices. We will explore opportunities to lead our community to utilize resources in ways that are fiscally and socially responsible. We do all of this to protect and

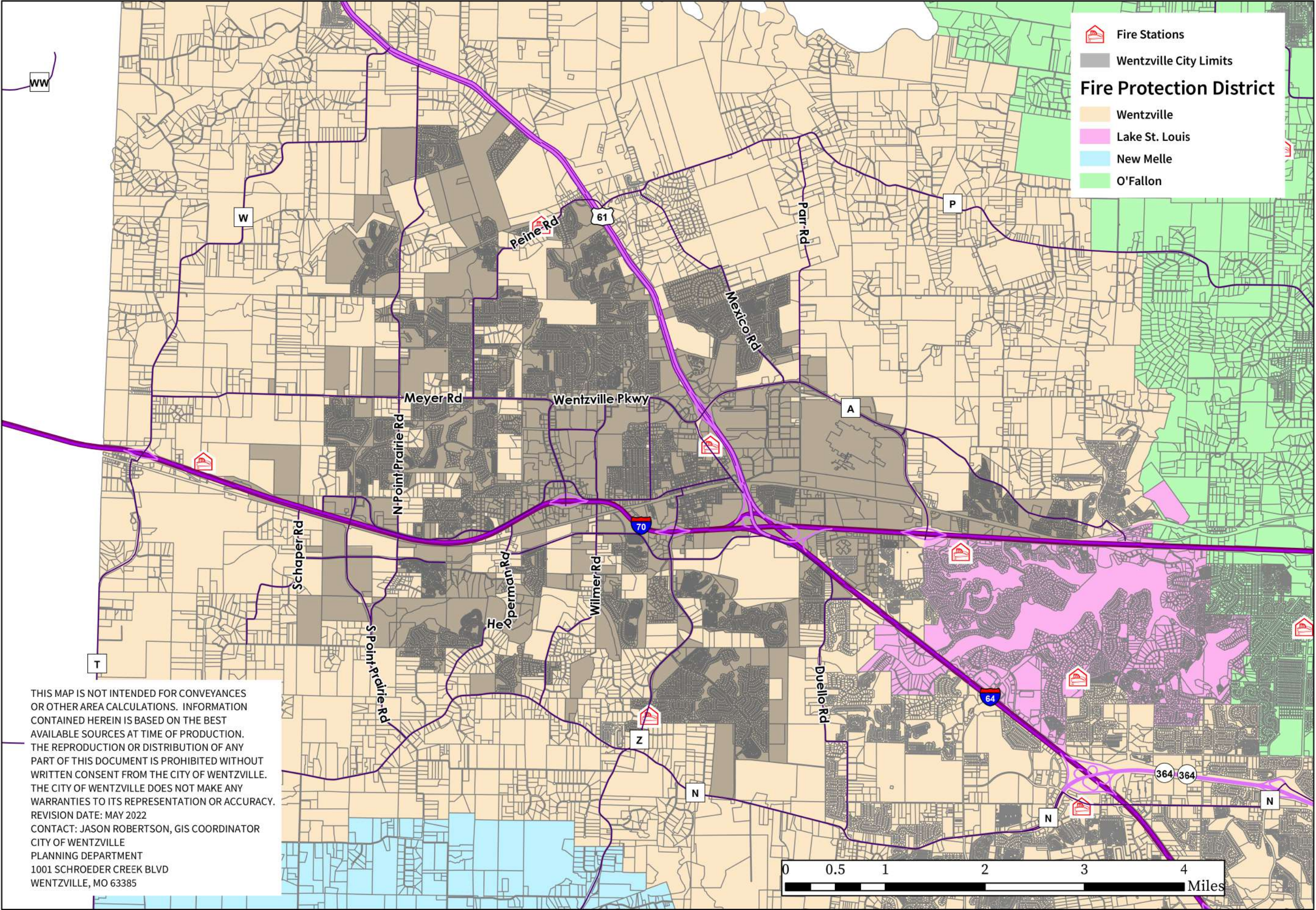
restore our natural ecosystems, create economic value, and support and strengthen our community now and into the future.

Sustainability is not new for the City. Through the evolution of the City's Comprehensive Plan, sustainable efforts, activities, and strategies have previously been integrated into chapters and goals. This includes, for example, alternative means of transportation, compact land development, and climate-resilient utilities, etc. However, this new chapter strives to bring all of those efforts across departments and programs together under one umbrella for more robust synergy. In doing so, this creates a platform for conversation and collaboration both internally among staff and externally with stakeholders and decision-makers.



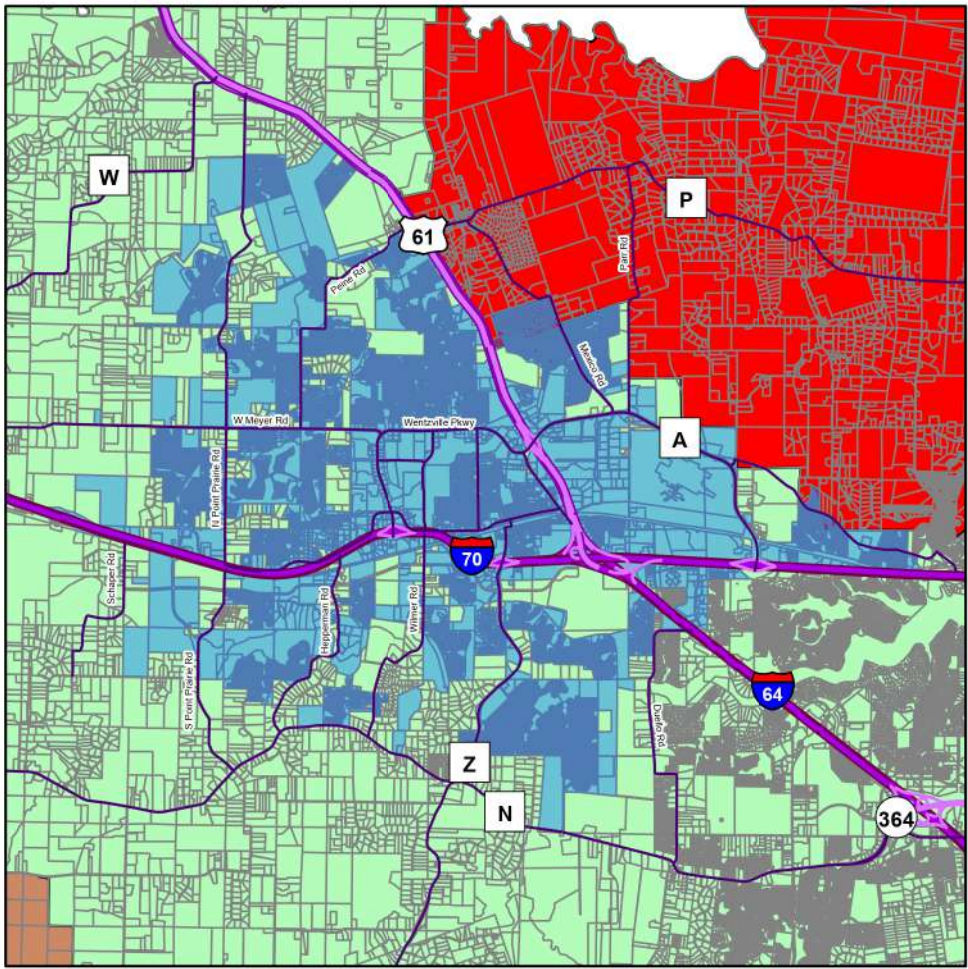
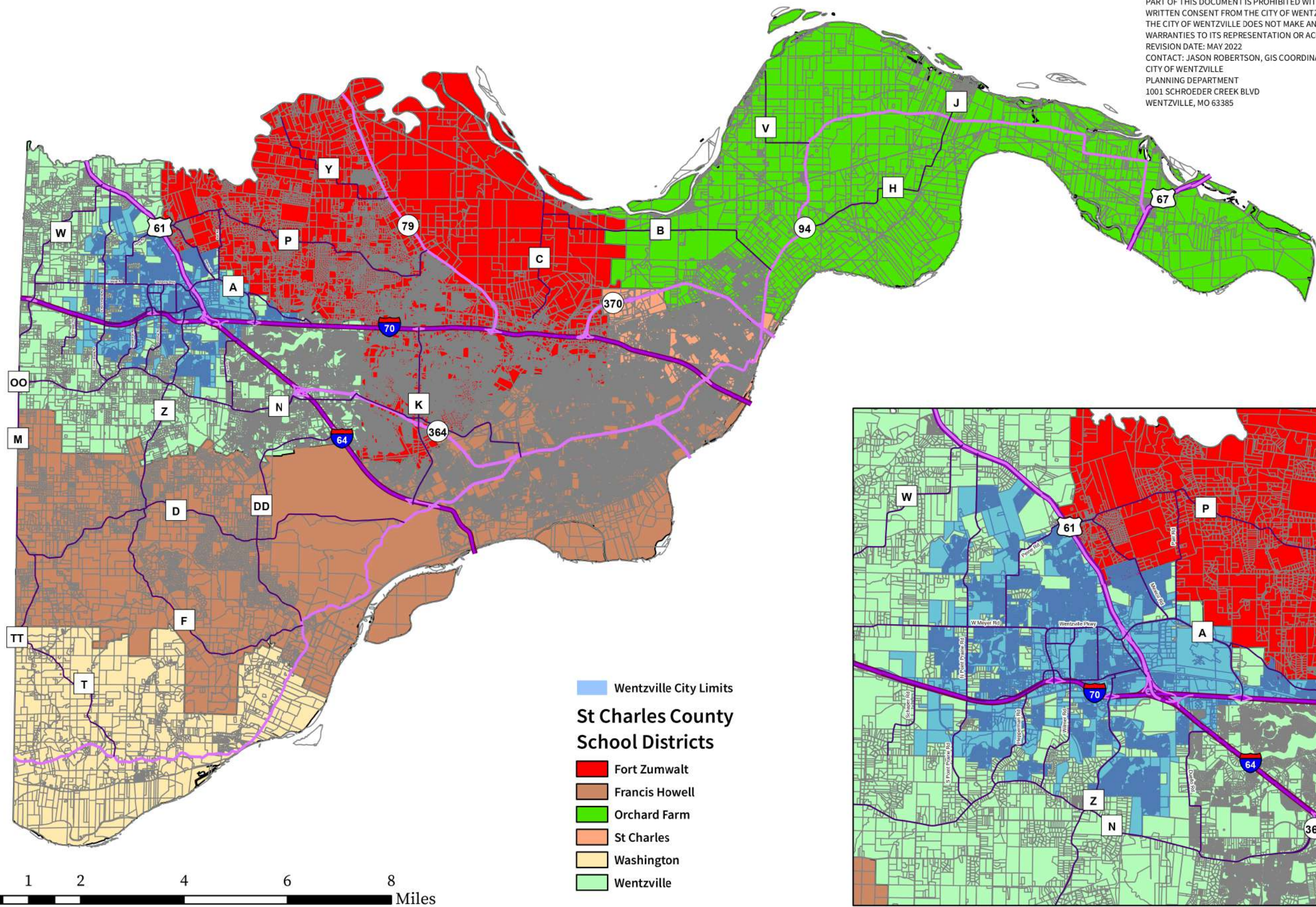


Appendix



Map No. 11 Fire Protection Districts

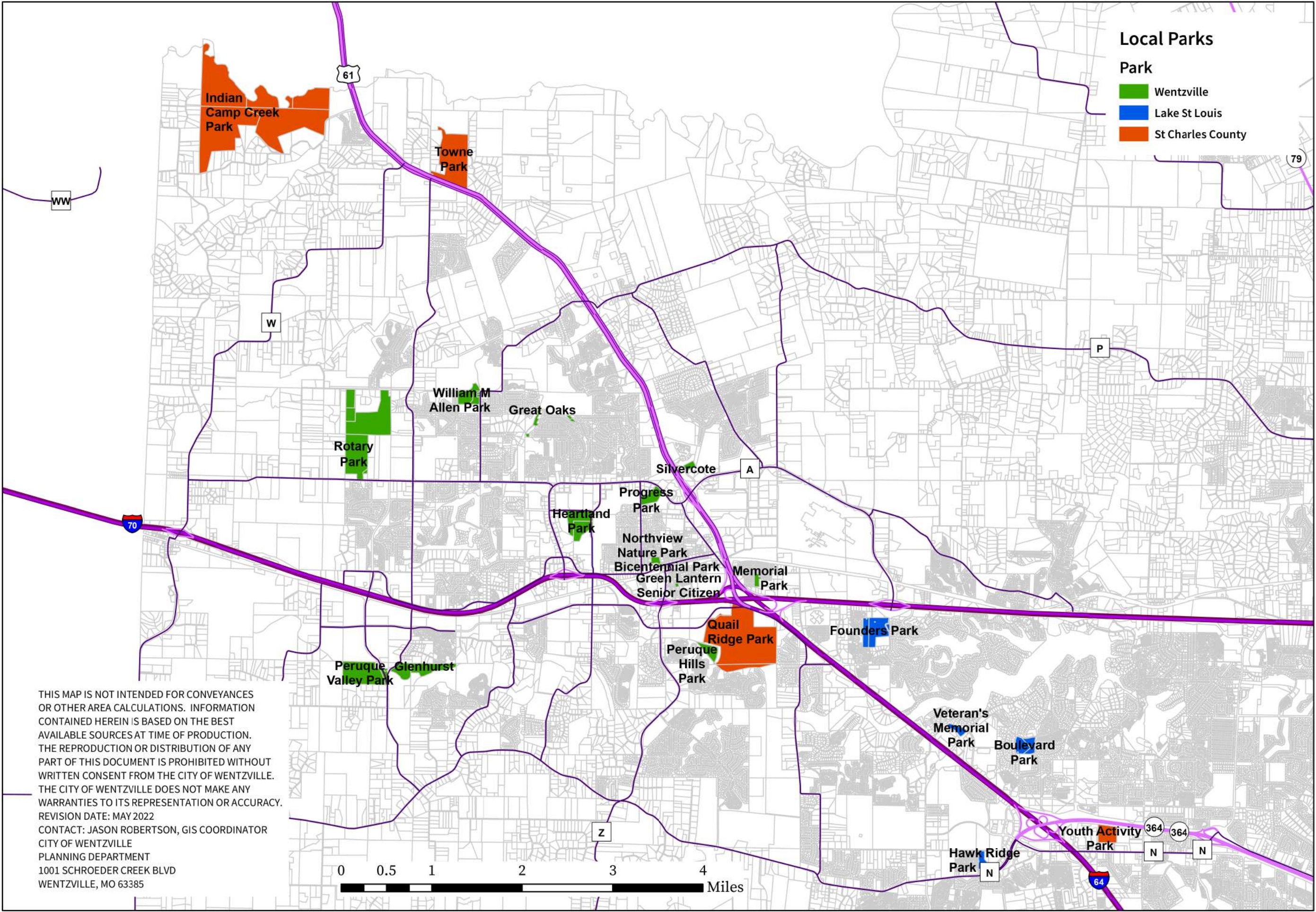
July 2022



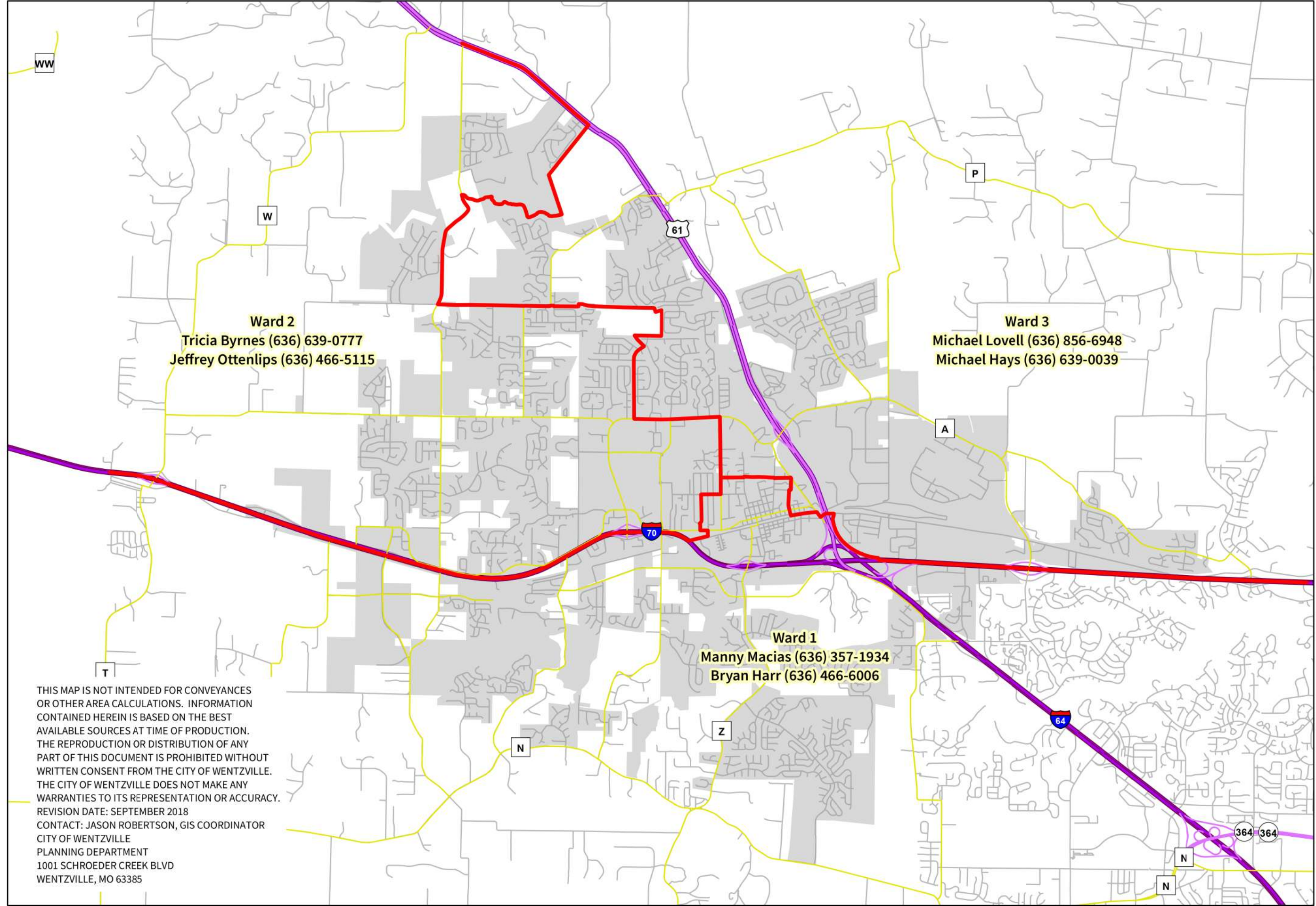
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Map No. 12 Saint Charles County School Districts

July 2022

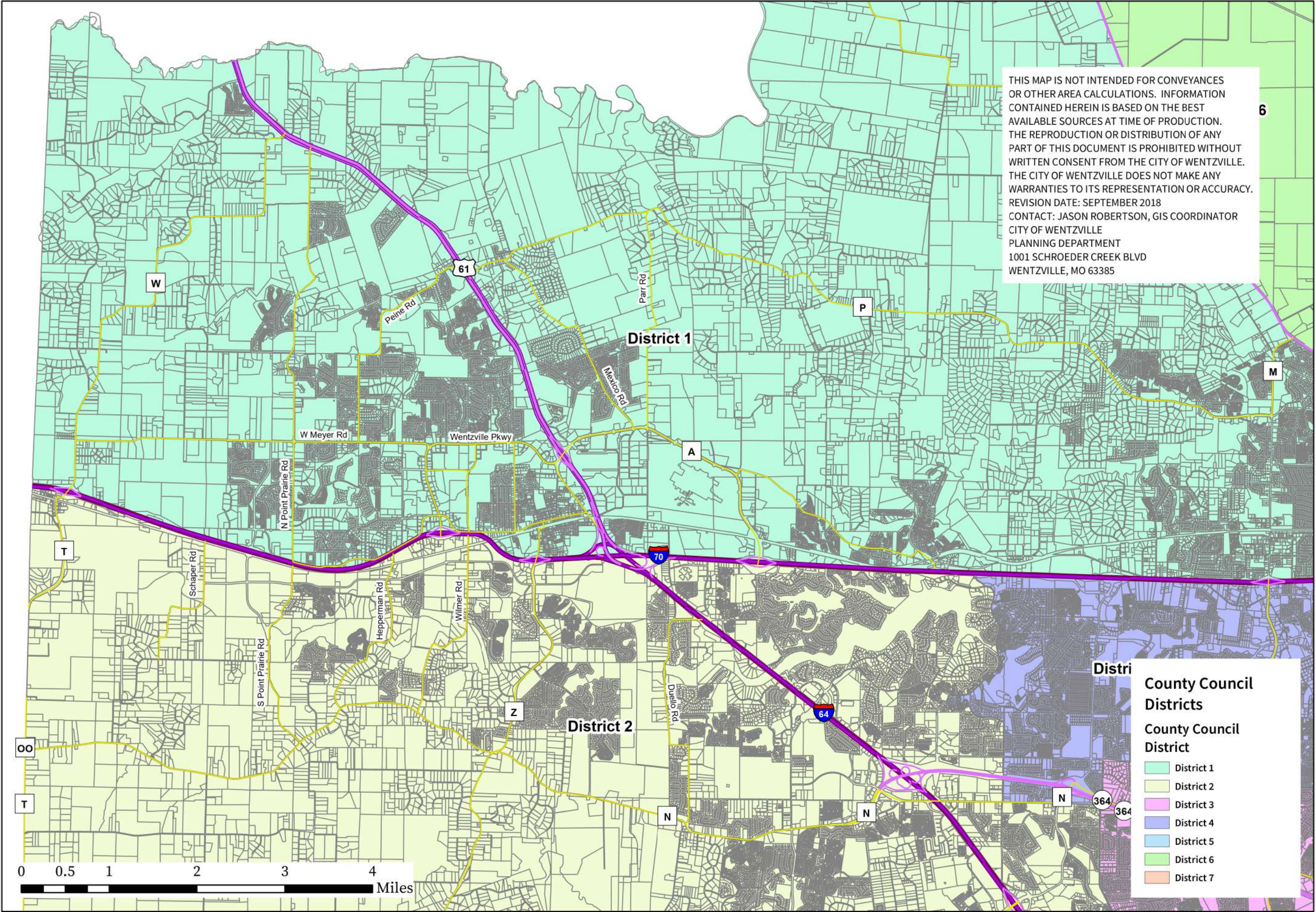


Map No. 13 City/County Parks



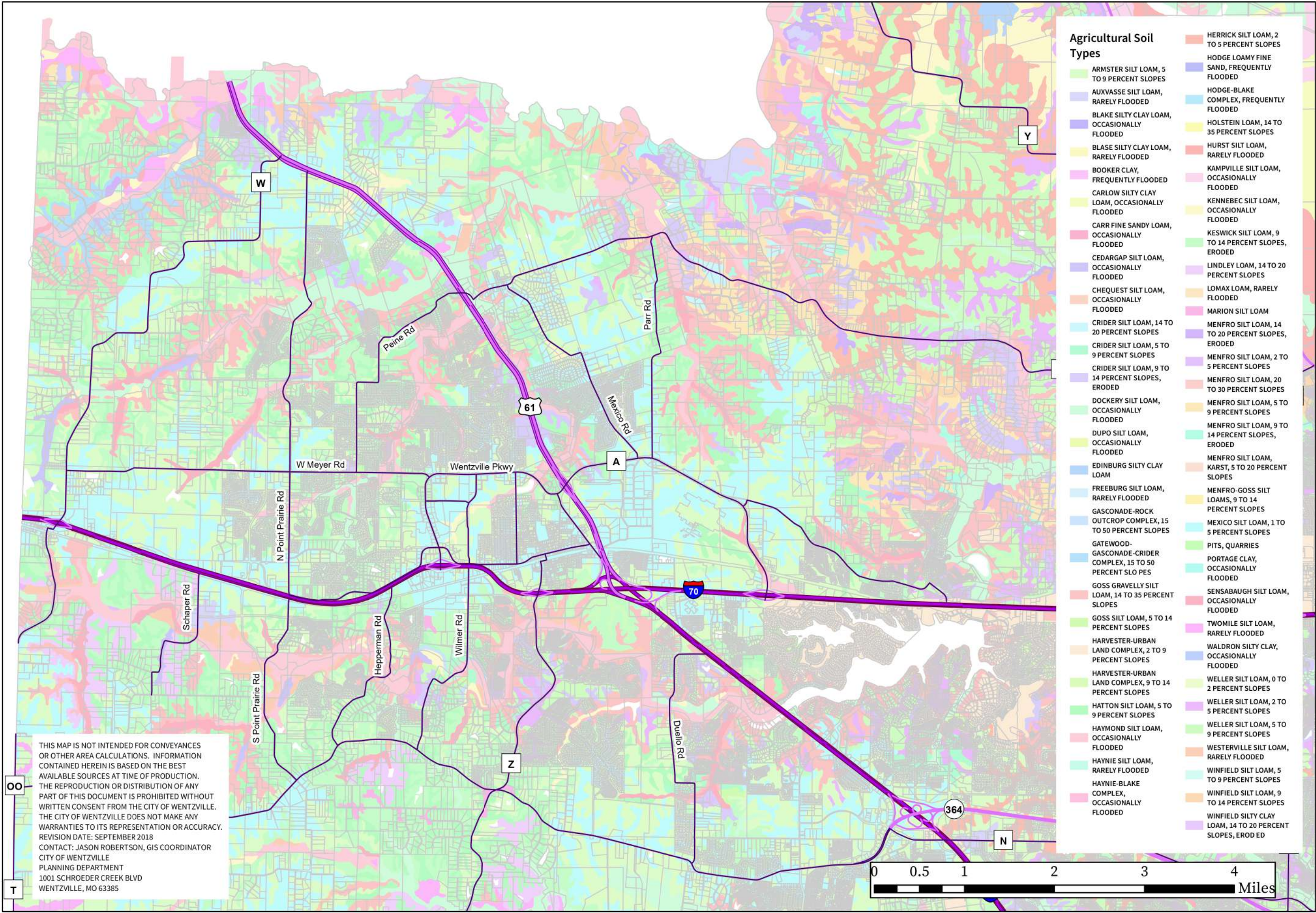
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PLANNING DEPARTMENT
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WENTZVILLE, MO 63385

Map No. 16 Municipal Wards



Map No. 17 County Council Districts

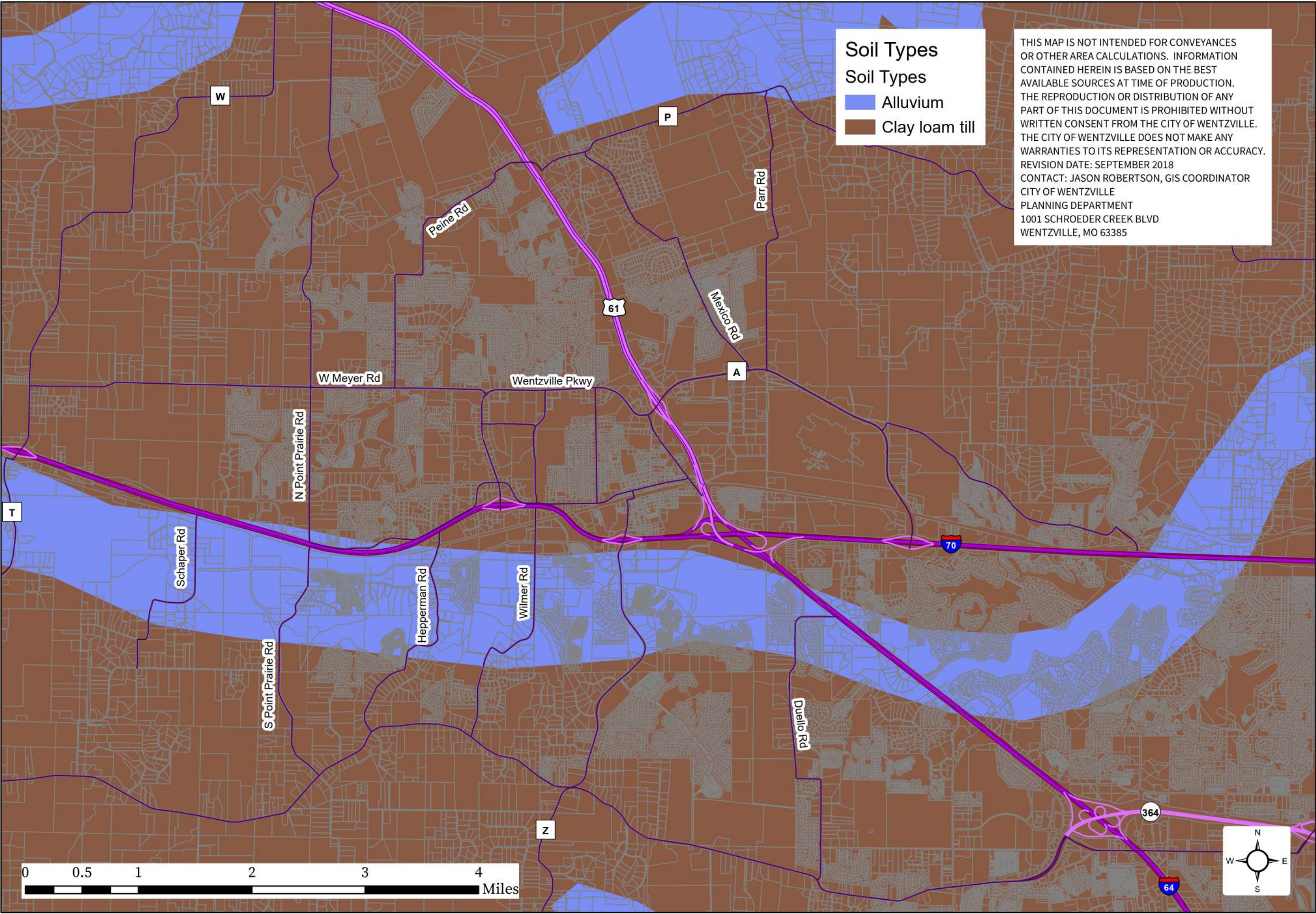
July 2022

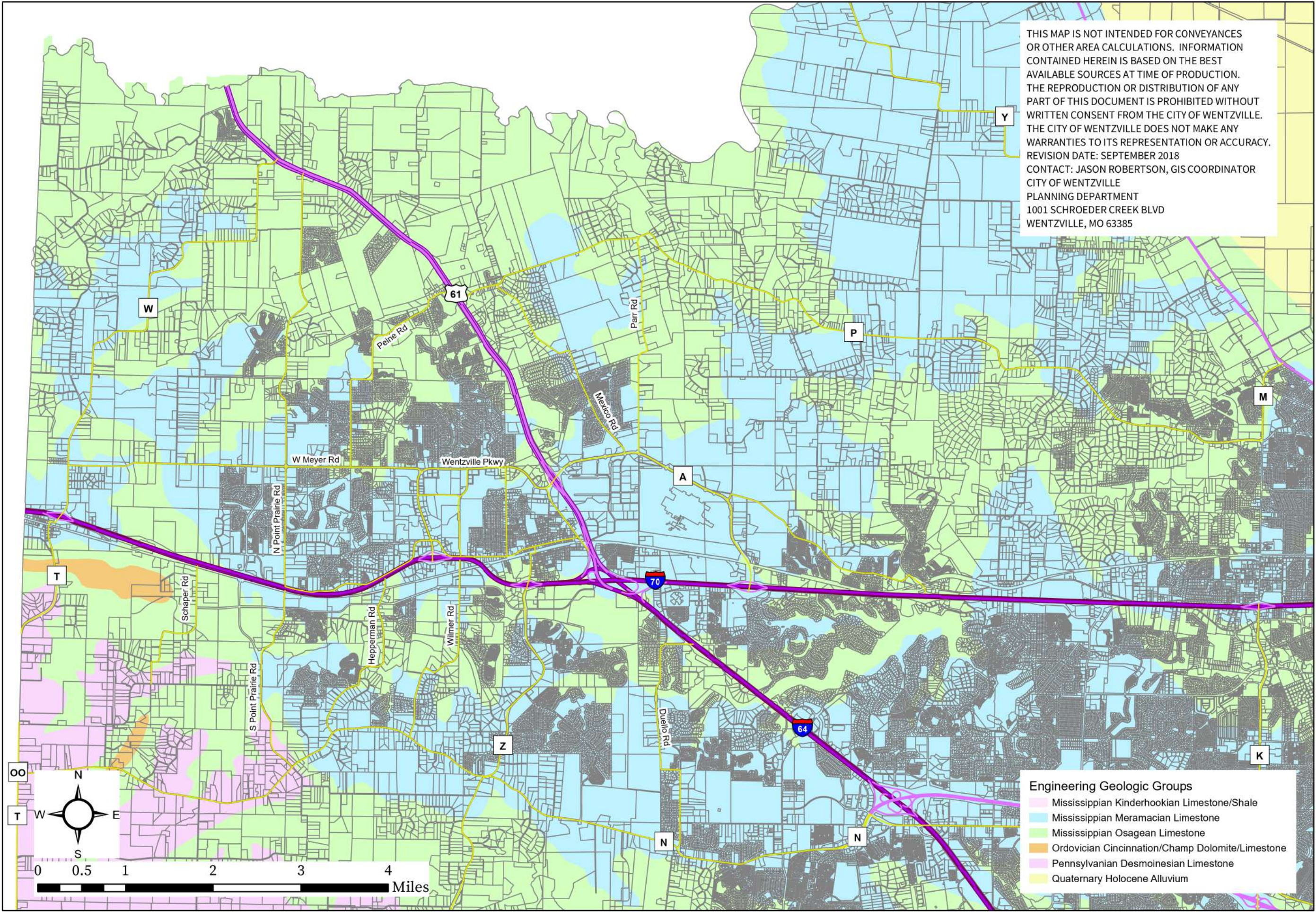


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WENTZVILLE, MO 63385

Map No. 18 Soil Types

July 2022

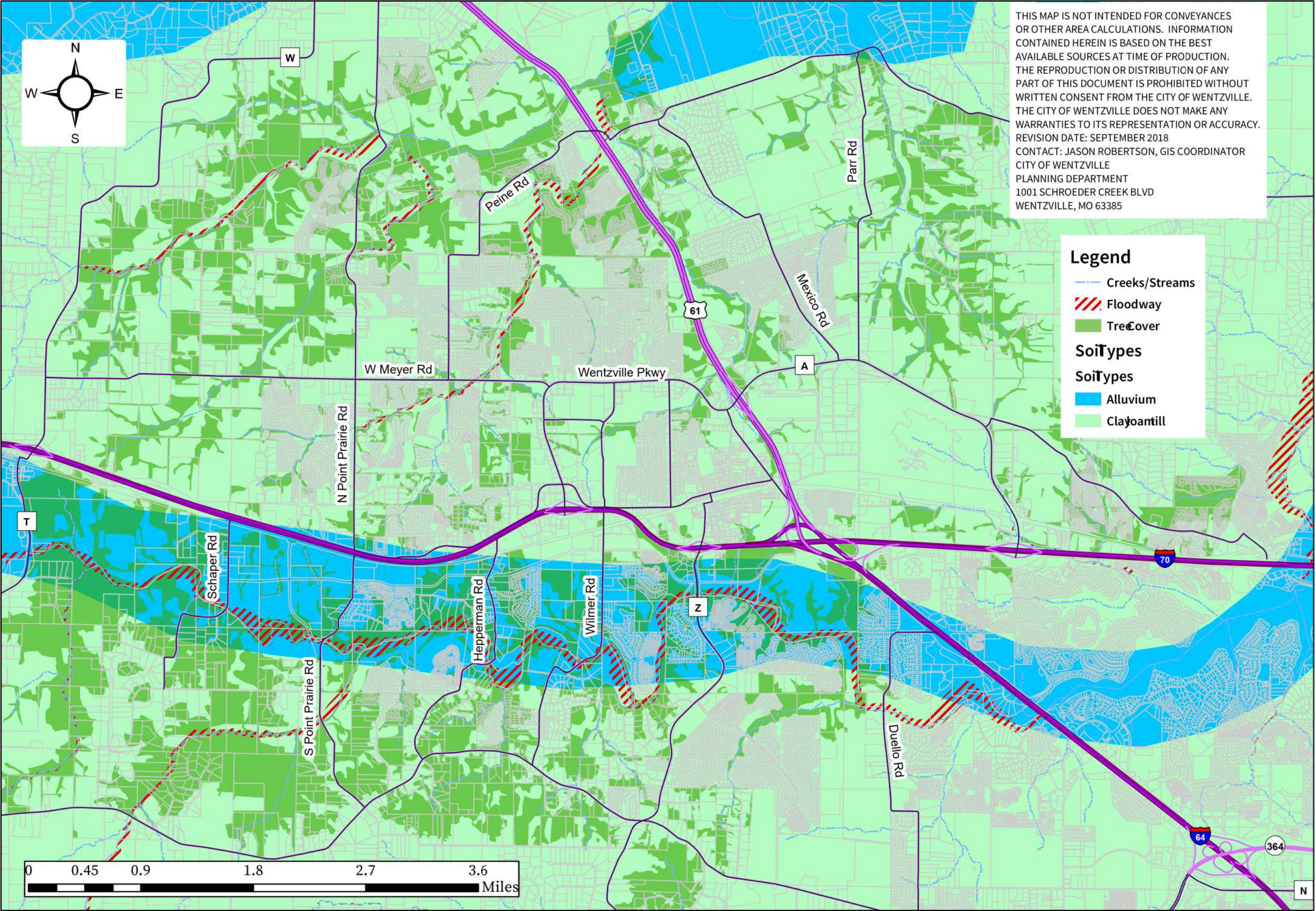




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Map No. 20 Geologic Groups

July 2022



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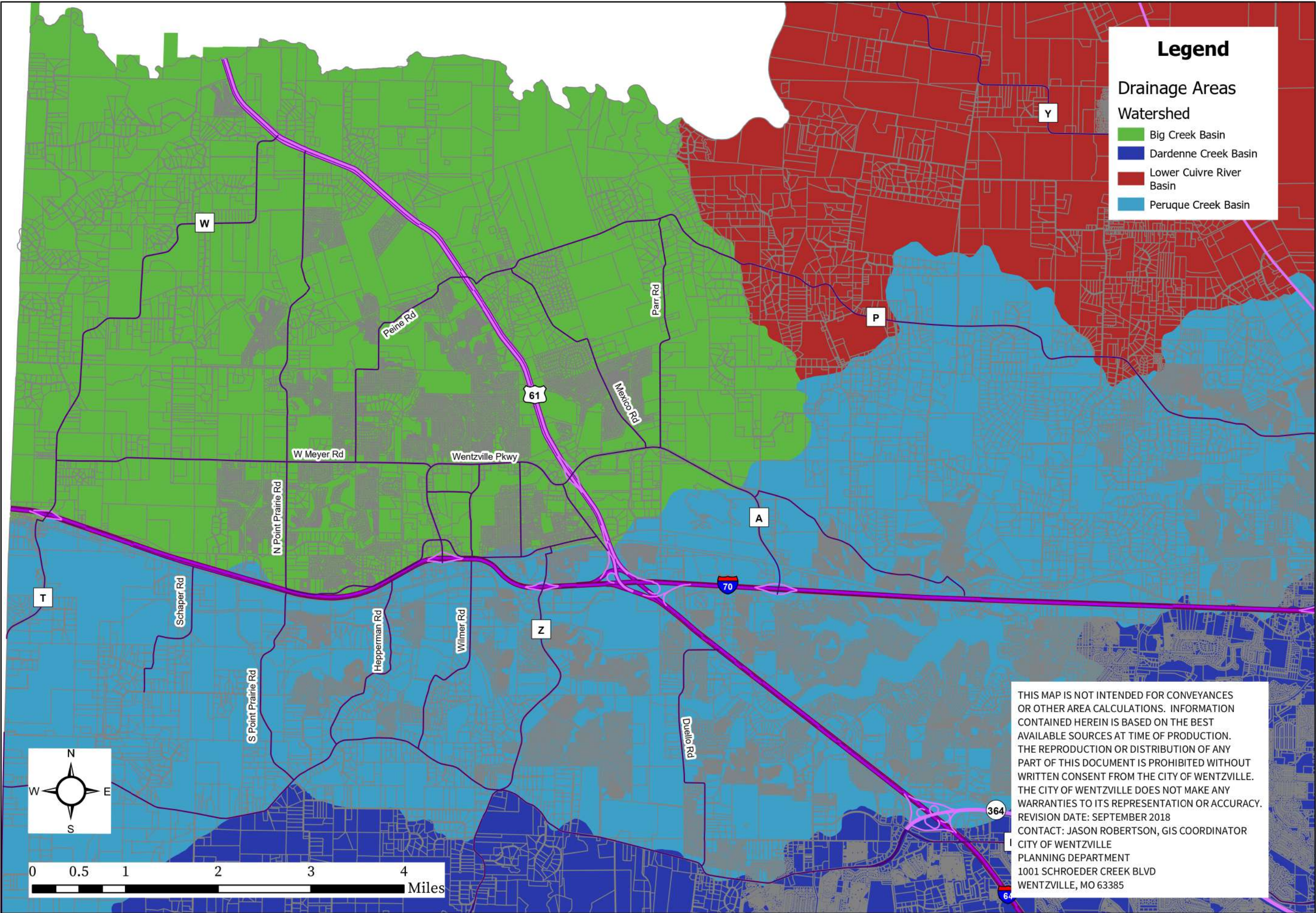
Legend

- Creeks/Streams
- Floodway
- Tree Cover

Soil Types

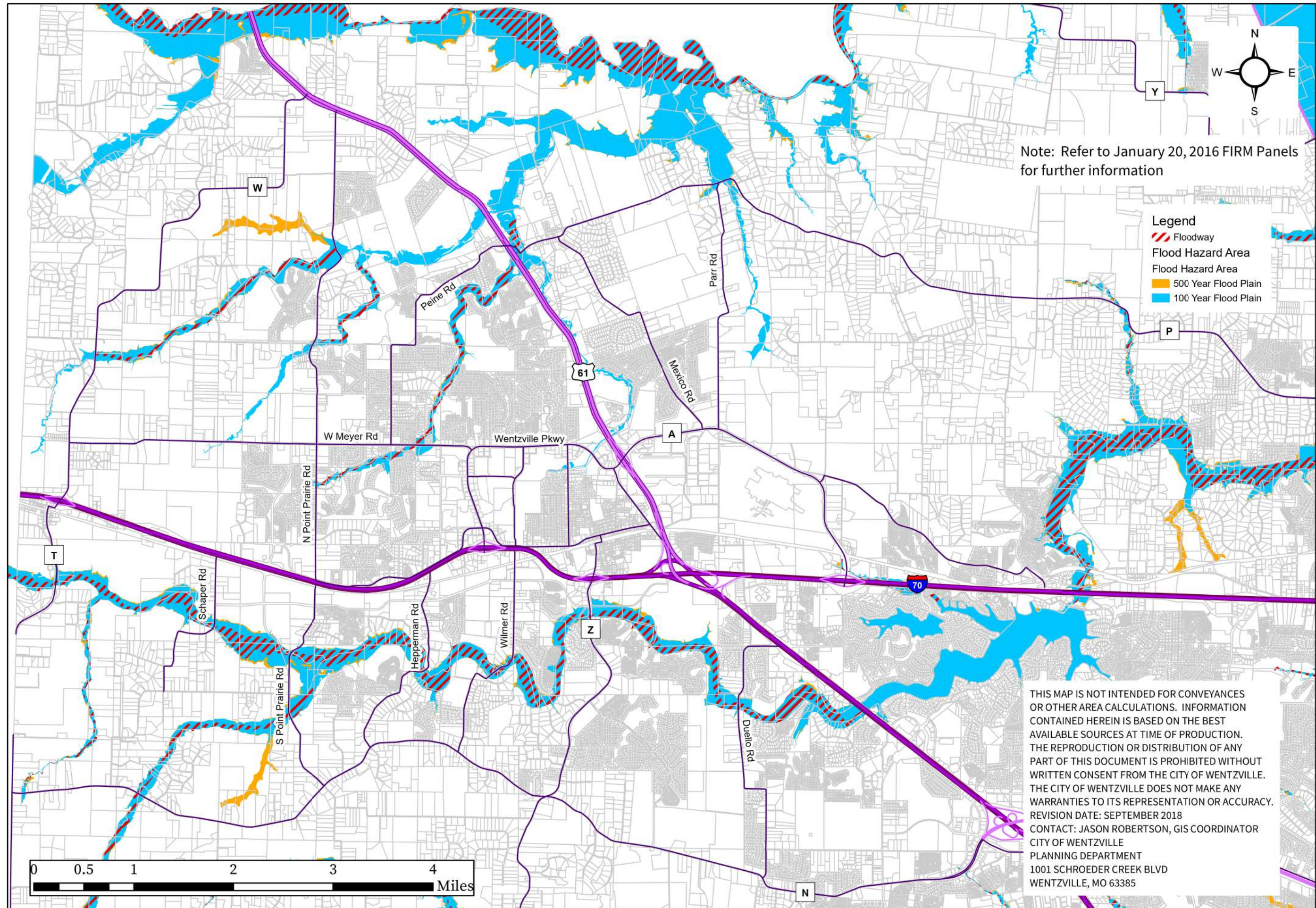
- Alluvium
- Clay loam

Map No. 21 Natural Resources Map



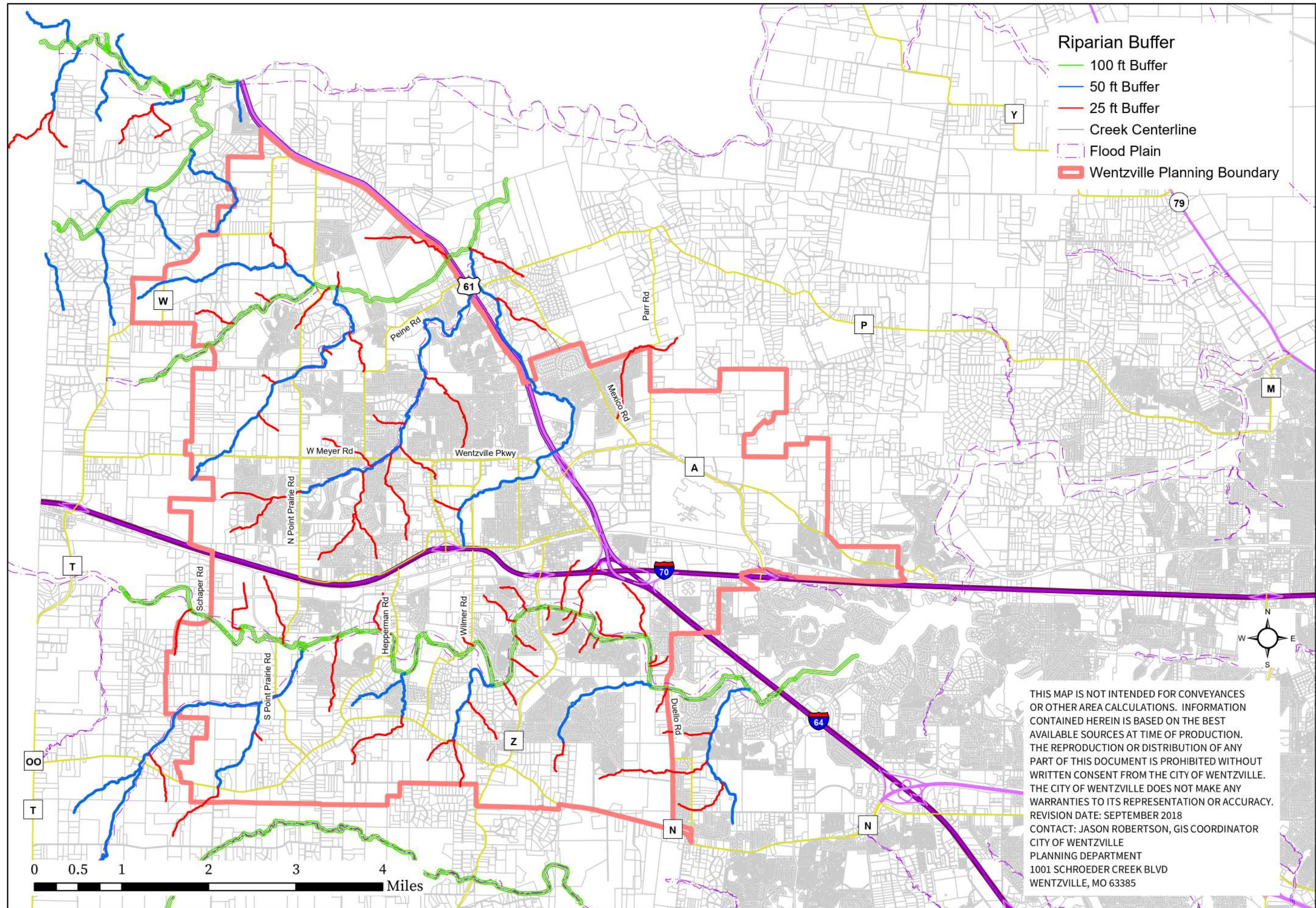
Map No. 22 Drainage Areas

July 2022



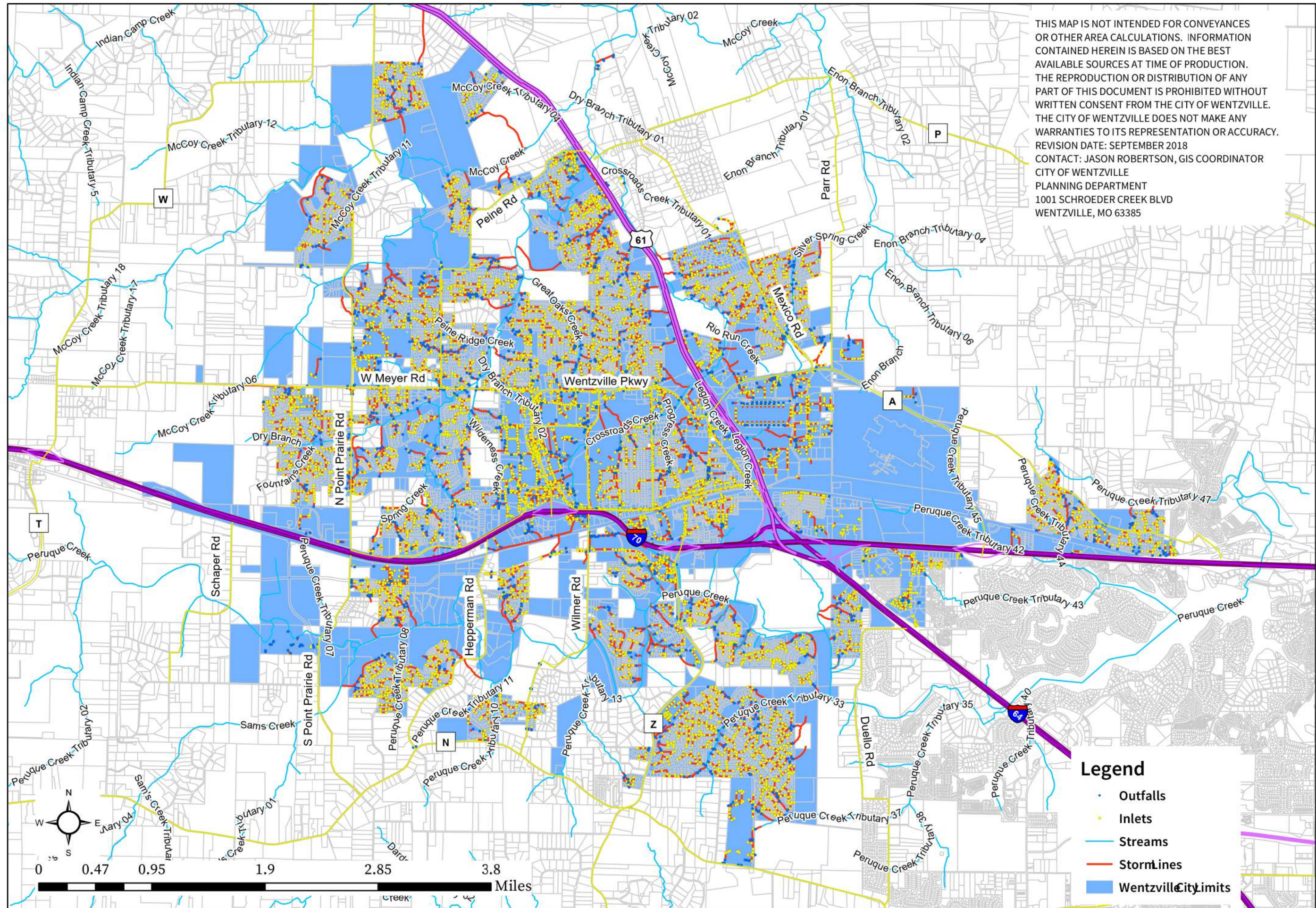
Map No. 23 Wentzville Flood Zones

July 2022

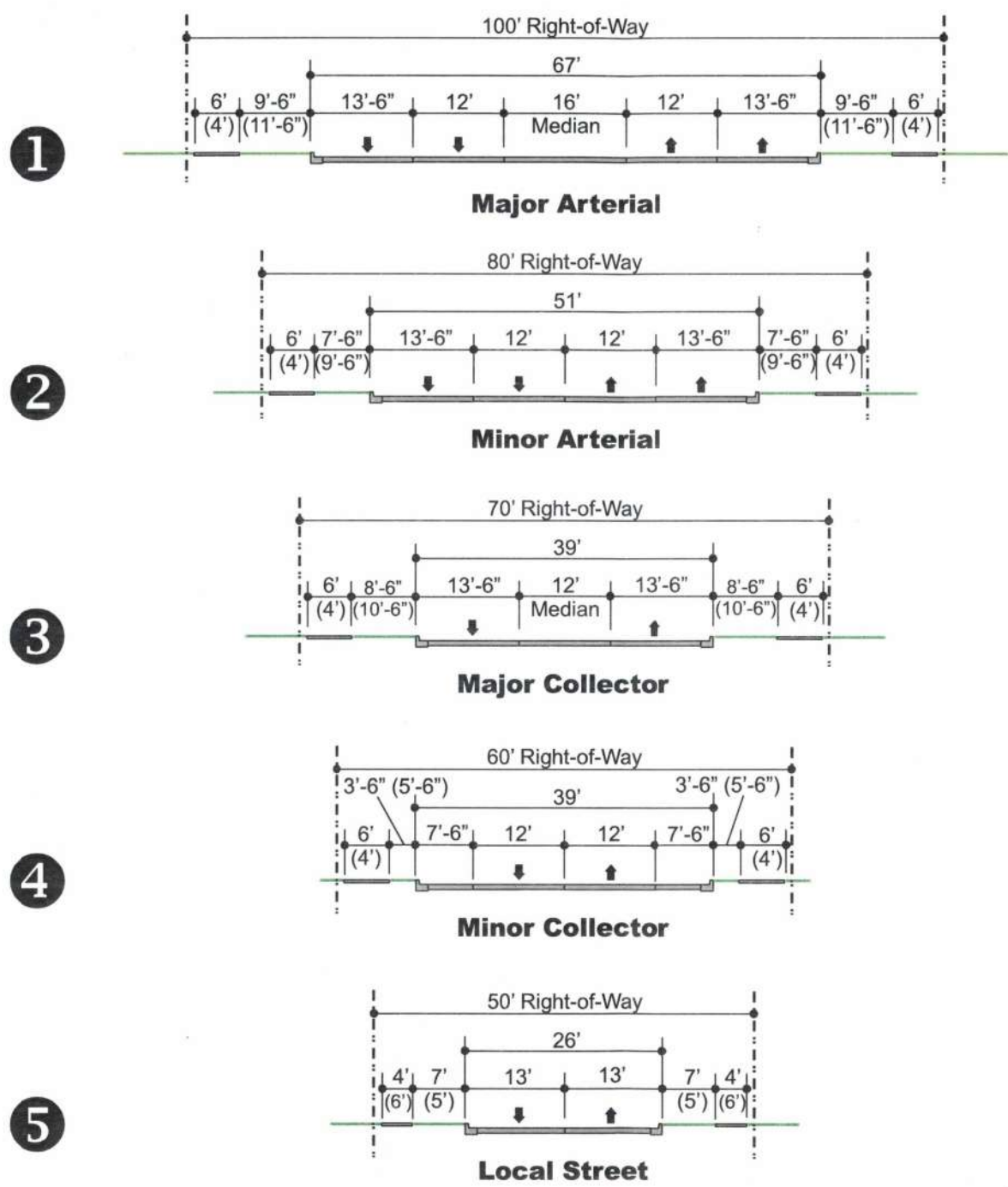


Map No. 24 Natural Watercourse & Riparian Buffer Protection

July 2022



Map No. 25 Stormwater System



Note: Refer to the City's Engineering Design Criteria for additional information & alternative roadway sections/data



**Wentzville,
Missouri**

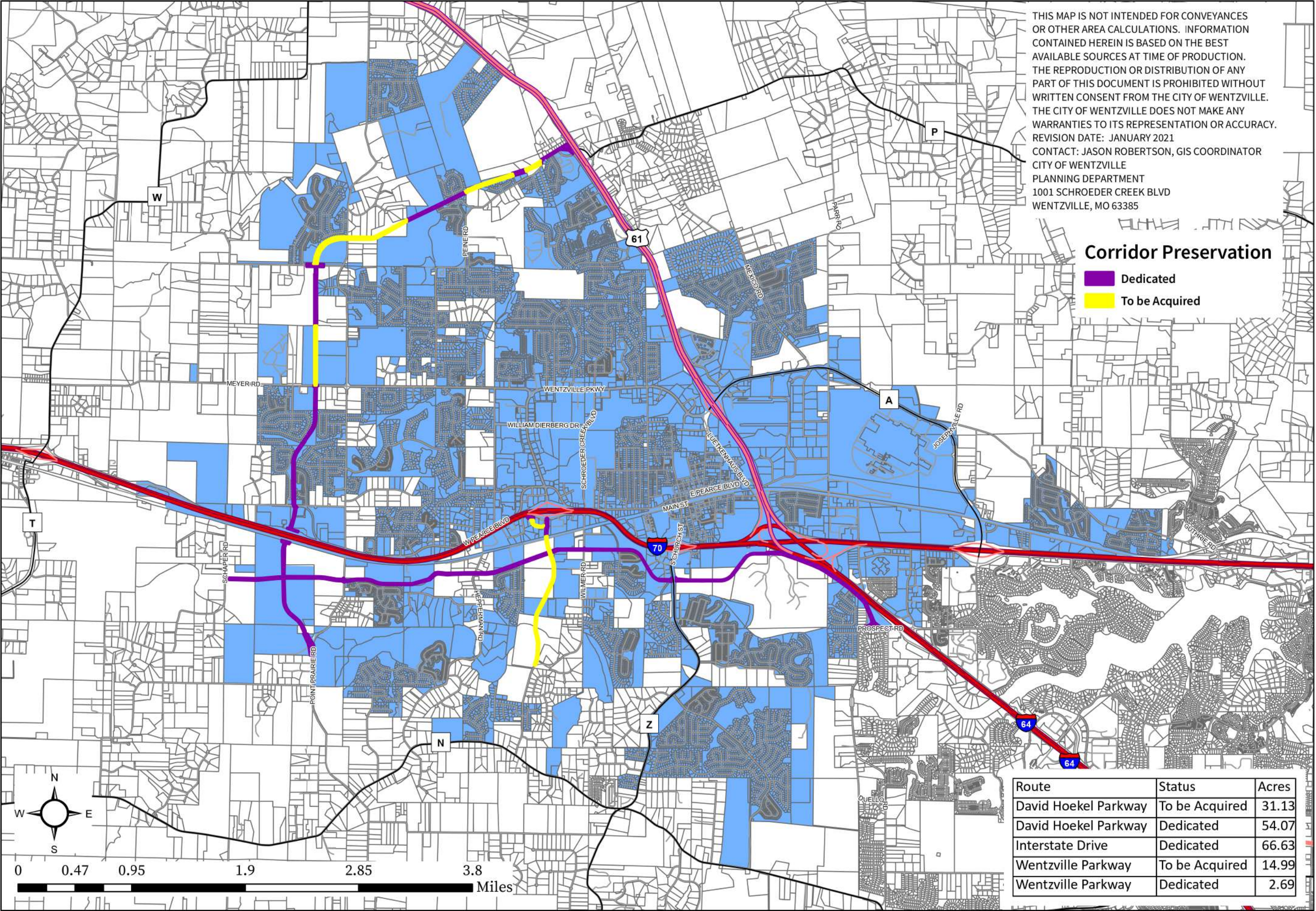
**Transportation
Master
Plan**

Typical Sections

- 1** 5 Lanes
Minimum \varnothing Radius 955'
Speed Limit 40-50 MPH
ADT Range = 8,000 – 35,000
- 2** 4 Lanes
Minimum \varnothing Radius 955'
Speed Limit 40-45 MPH
ADT Range = 5,000 – 24,000
- 3** 3 Lanes
Minimum \varnothing Radius 382'
Speed Limit 30 MPH
ADT Range = 2,000 – 10,000
- 4** 2 Lanes
Minimum \varnothing Radius 382'
Speed Limit 25 MPH
ADT Range = 1,000 – 8,000
- 5** 2 Lanes
Minimum \varnothing Radius 150'
Speed Limit 25 MPH
ADT Range = < 2,000

**Map No. 26 Street
Construction Standards**

July 2022



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WENTZVILLE, MO 63385

Corridor Preservation

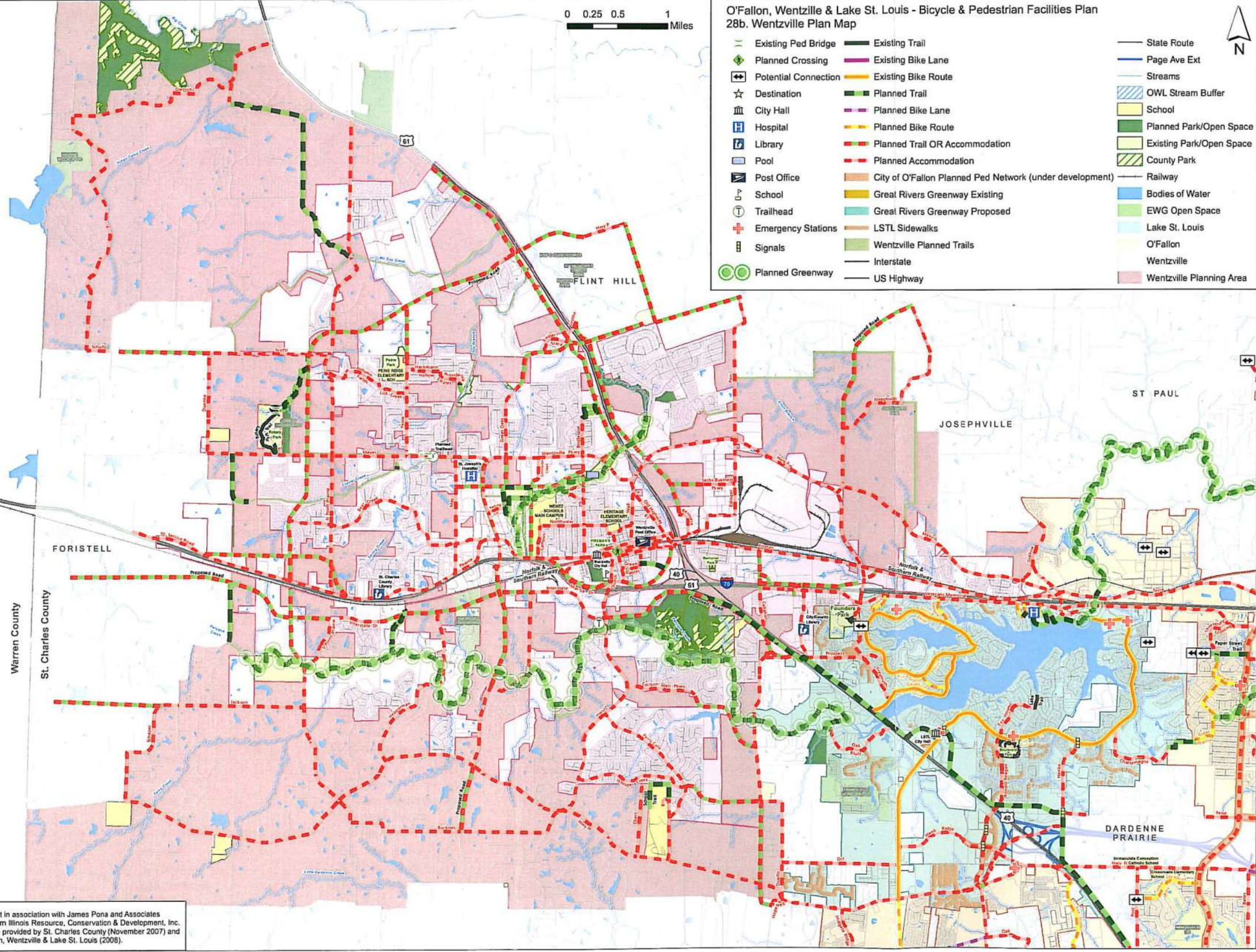
- Dedicated
- To be Acquired

Route	Status	Acres
David Hoekel Parkway	To be Acquired	31.13
David Hoekel Parkway	Dedicated	54.07
Interstate Drive	Dedicated	66.63
Wentzville Parkway	To be Acquired	14.99
Wentzville Parkway	Dedicated	2.69

Map No. 27 Corridor Preservation

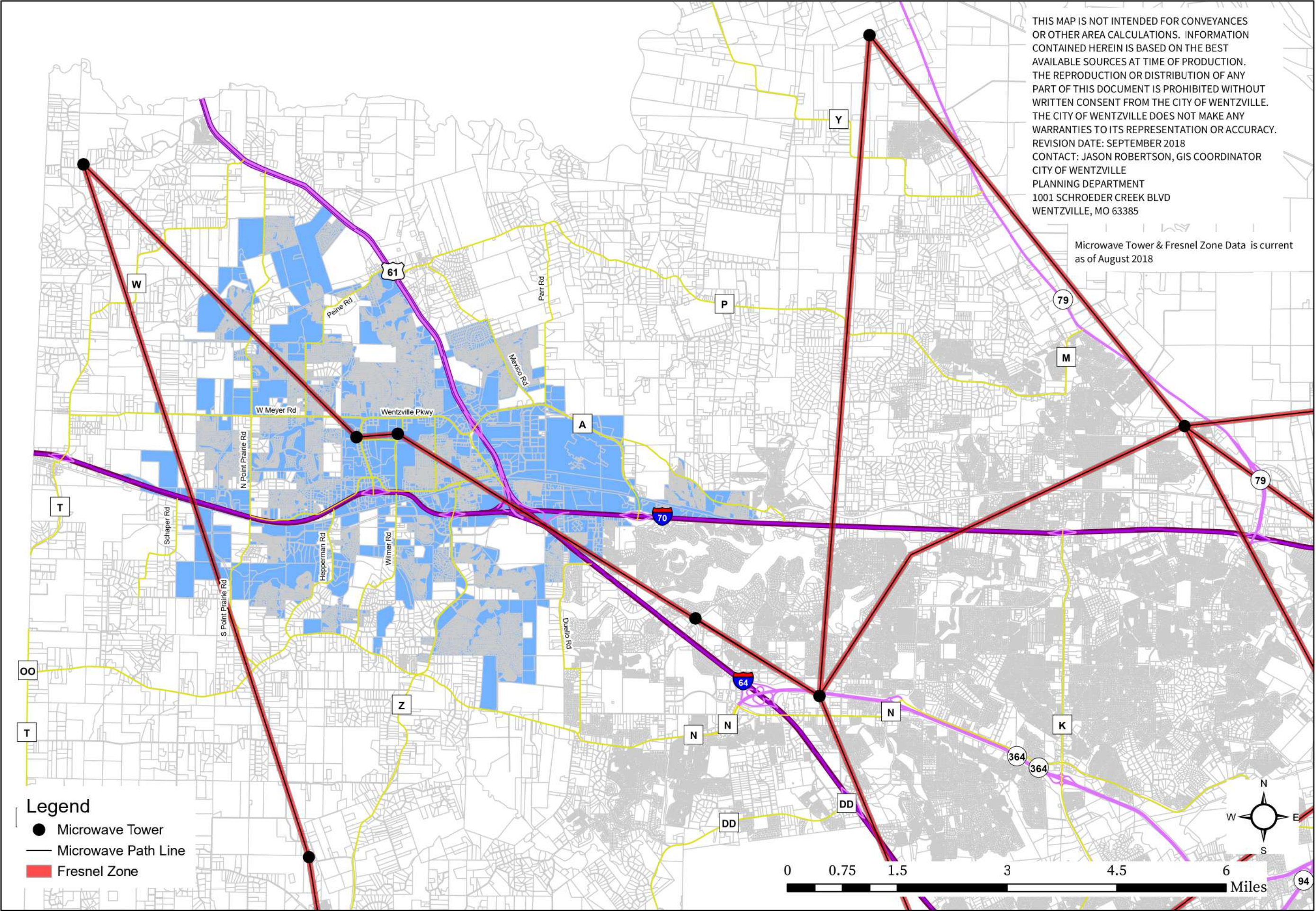


Produced by Trailnet in association with James Pona and Associates and the Southwestern Illinois Resource, Conservation & Development, Inc. (August 2008). Data provided by St. Charles County (November 2007) and the Cities of O'Fallon, Wentzville & Lake St. Louis (2008).



Map No. 28 Bicycle and Pedestrian Facilities Plan

July 2022



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Microwave Tower & Fresnel Zone Data is current as of August 2018

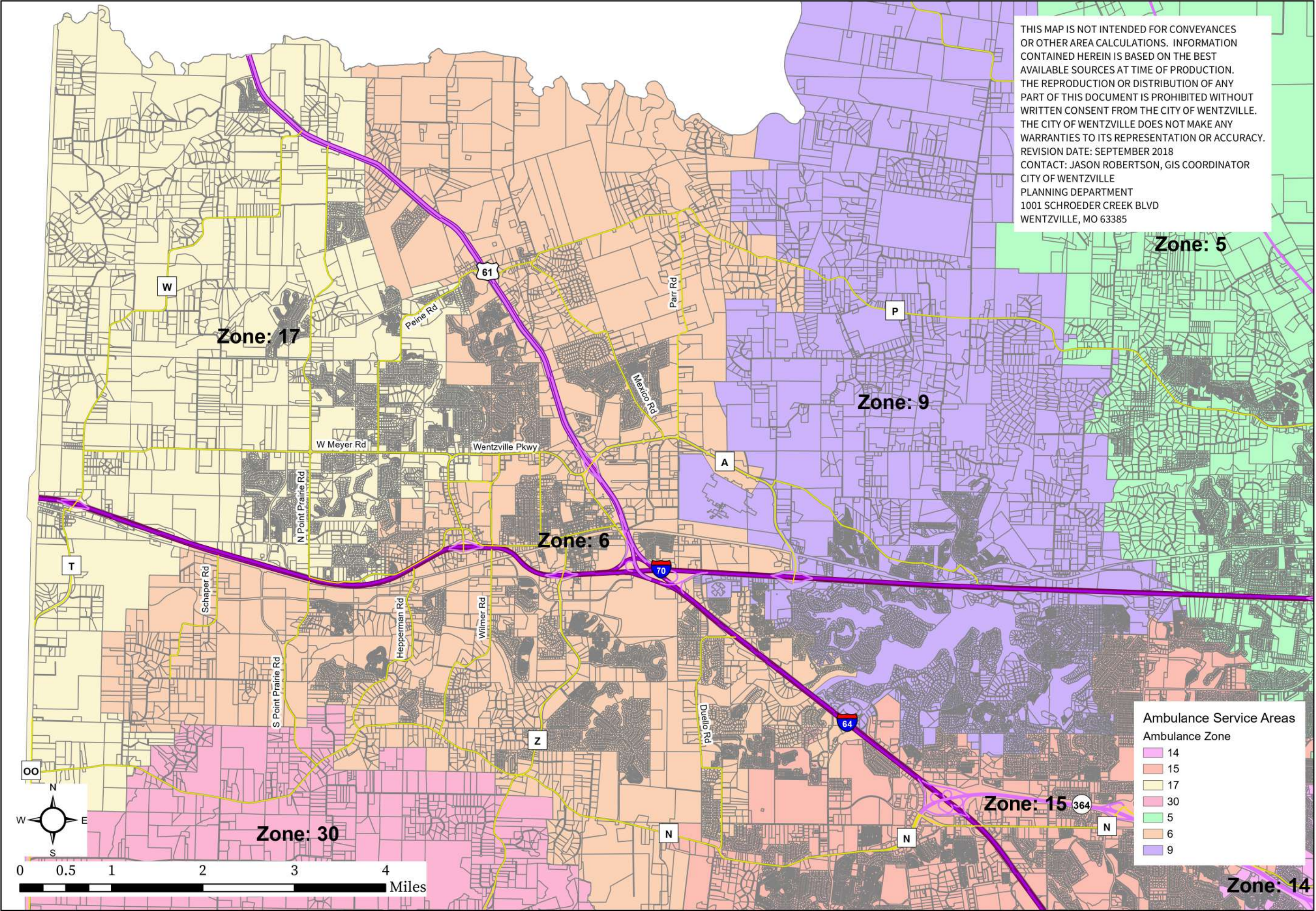
- Legend**
- Microwave Tower
 - Microwave Path Line
 - Fresnel Zone

0 0.75 1.5 3 4.5 6 Miles



Map No. 29 Microwave - Fresnel Zone

July 2022



Map No. 30 Ambulance Service Areas

July 2022

An inventory of available or "buildable" lots has been performed for the subdivisions on the preceding page within the City limits. The lots included with this survey (Recorded Total Lots Column) contain all improvements and streets constructed following City standards and are represented on a recorded "Record Plat".

The subdivisions surveyed are the "newer" subdivisions, which are "active", and also includes future subdivisions which are approved. Also provided, are the preliminary plats total number of lots for each development, and a percentage of lots developed in each neighborhood.

A substantial number of lots exist (approximately 1,285 lots) which are lots approved upon Preliminary Plats of these subdivisions and not yet recorded. The listed "Available Lots Recorded" (second column) represents lots with completed streets and infrastructure without homes constructed. Population growth will continue as new dwellings are completed on these lots in the future. *(Population estimates uses 2.7 people per household as the recommended multiplier by the State Demographer.)*

The population in the City reported by the U.S. Census in 2020 was 44,372 (April 1, 2020).

Current estimated City population is 46,495.

Cost of Living
Our cost of living indices are based on a US average of 100. An amount below 100 means a city is cheaper than the US average. A cost of living index above 100 means a city is more expensive.

Overall, Wentzville (zip 63385), MO cost of living is 108.6

Cost of Living	Wentzville, MO	United States
Overall	100.6	100
Food	100.5	100
Utilities	92.4	100
Miscellaneous	104.3	100

Source: Sperling's Best Places

Mayor and Aldermen

Mayor
Nick Guccione
(636) 639-0354

Ward 1
Bryan Harr
(636) 466-6006

Manny Macias
(636) 357-1934

Ward 2
Jeffrey Ottenlips
(636) 639-0354

Tricia Byrnes
(636) 639-0777

Ward 3
Michael Hays
(636) 795-0195

Michael Lovell
(636) 856-6940

For more information please feel free to explore the city's webpage located at www.wentzvillemo.gov or you can contact the City directly at (636) 327-5101.

City of Wentzville
New Subdivisions Map

Wentzville, Missouri



For More Information Please Contact:

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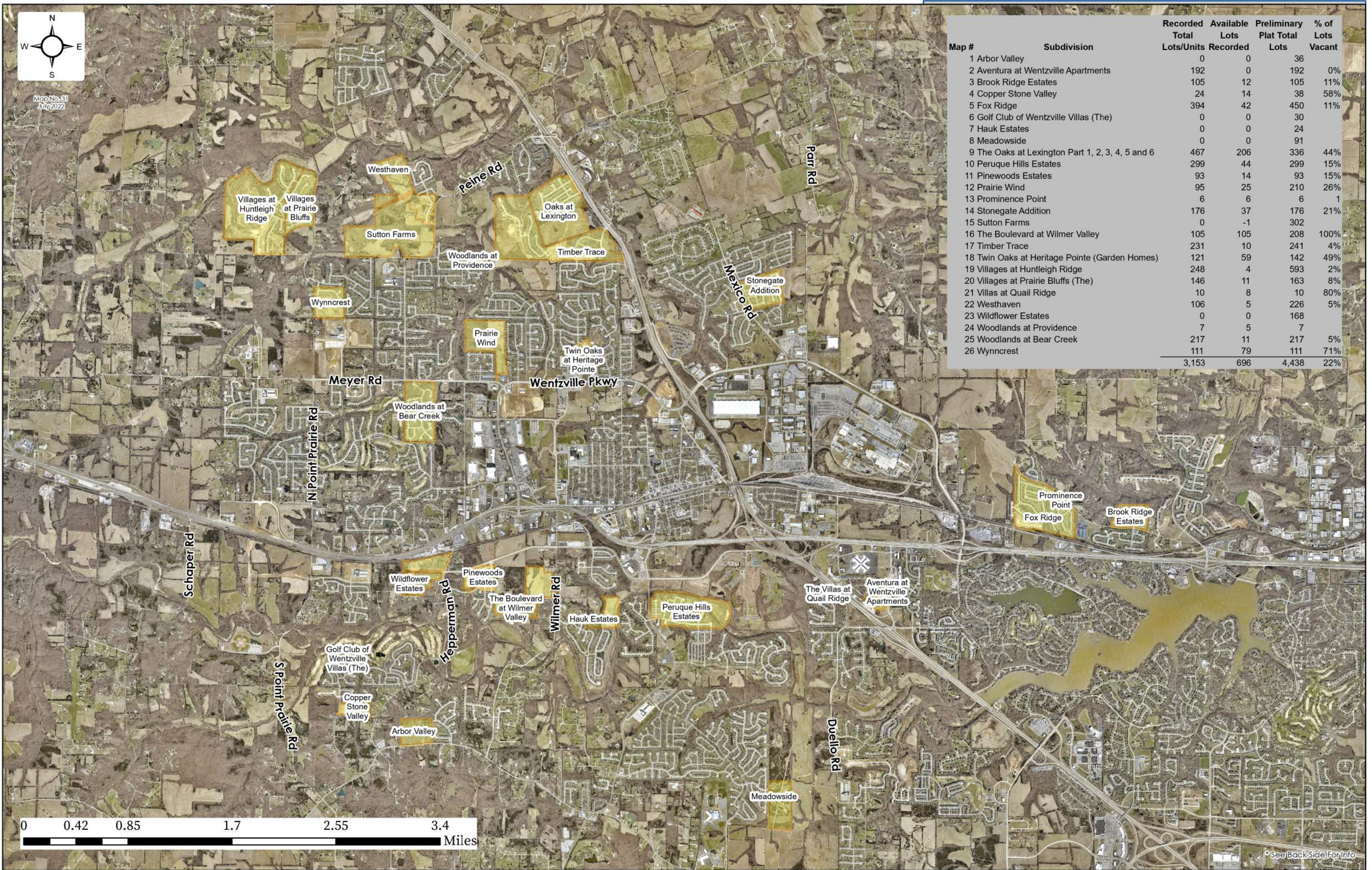
Community Development Department
1001 Schroeder Creek Blvd
Wentzville, MO 63385

Updated: June 2022

Map No. 31



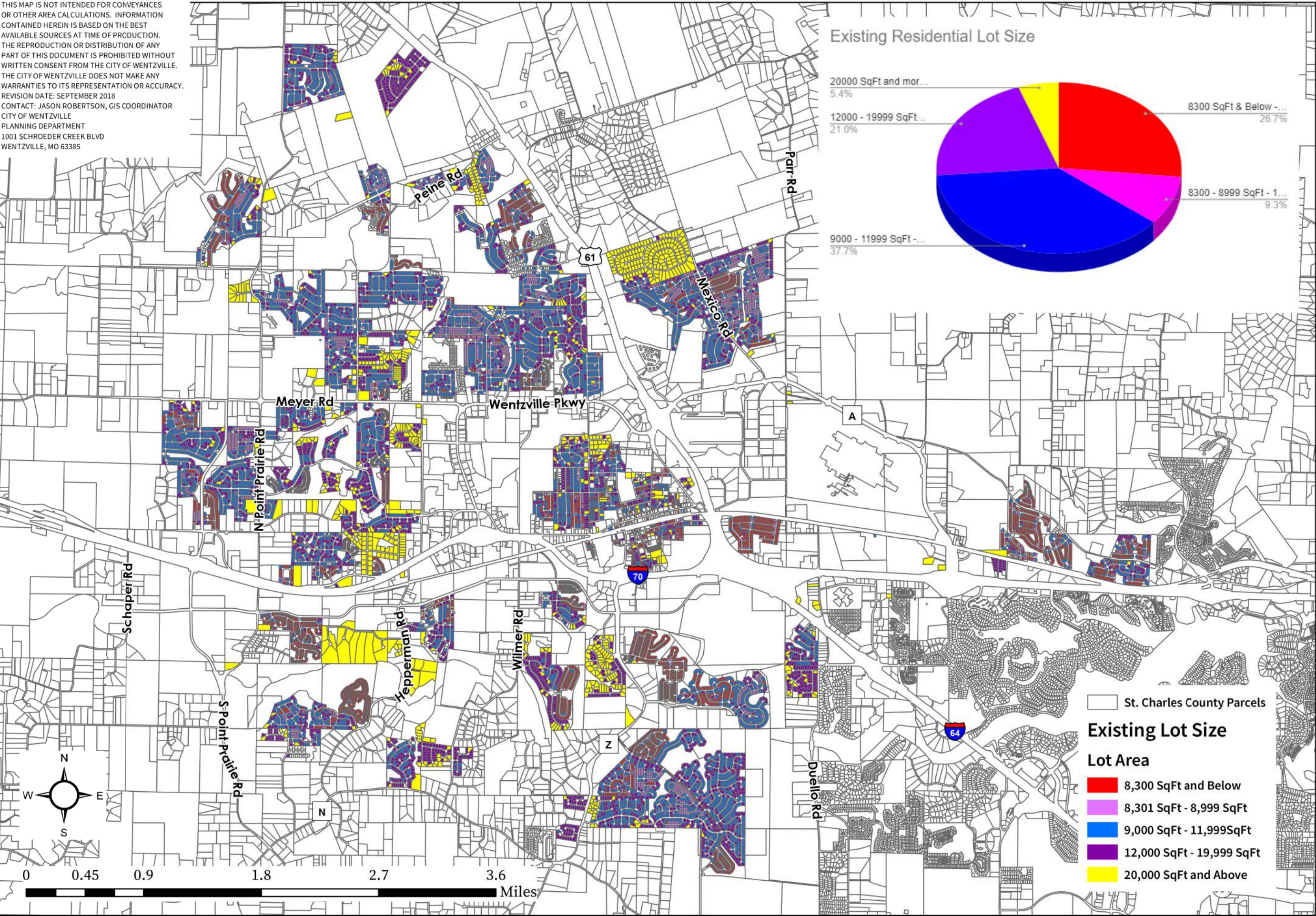
Map No. 31
July 2022



Map #	Subdivision	Recorded	Available	Preliminary	% of
		Total Lots/Units	Lots Recorded	Plat Total Lots	
1	Arbor Valley	0	0	36	
2	Aventura at Wentzville Apartments	192	0	192	0%
3	Brook Ridge Estates	105	12	105	11%
4	Copper Stone Valley	24	14	38	58%
5	Fox Ridge	394	42	450	11%
6	Golf Club of Wentzville Villas (The)	0	0	30	
7	Hauk Estates	0	0	24	
8	Meadowside	0	0	91	
9	The Oaks at Lexington Part 1, 2, 3, 4, 5 and 6	467	206	336	44%
10	Peruque Hills Estates	299	44	299	15%
11	Pinewoods Estates	93	14	93	15%
12	Prairie Wind	95	25	210	26%
13	Prominence Point	6	6	6	1
14	Stonegate Addition	176	37	176	21%
15	Sutton Farms	0	-1	302	
16	The Boulevard at Wilmer Valley	105	105	208	100%
17	Timber Trace	231	10	241	4%
18	Twin Oaks at Heritage Pointe (Garden Homes)	121	59	142	49%
19	Villages at Huntleigh Ridge	248	4	593	2%
20	Villages at Prairie Bluffs (The)	146	11	163	8%
21	Villas at Quail Ridge	10	8	10	80%
22	Westhaven	106	5	226	5%
23	Wildflower Estates	0	0	168	
24	Woodlands at Providence	7	5	7	
25	Woodlands at Bear Creek	217	11	217	5%
26	Wynncrest	111	79	111	71%
		3,153	696	4,438	22%

*See Back Side For Info

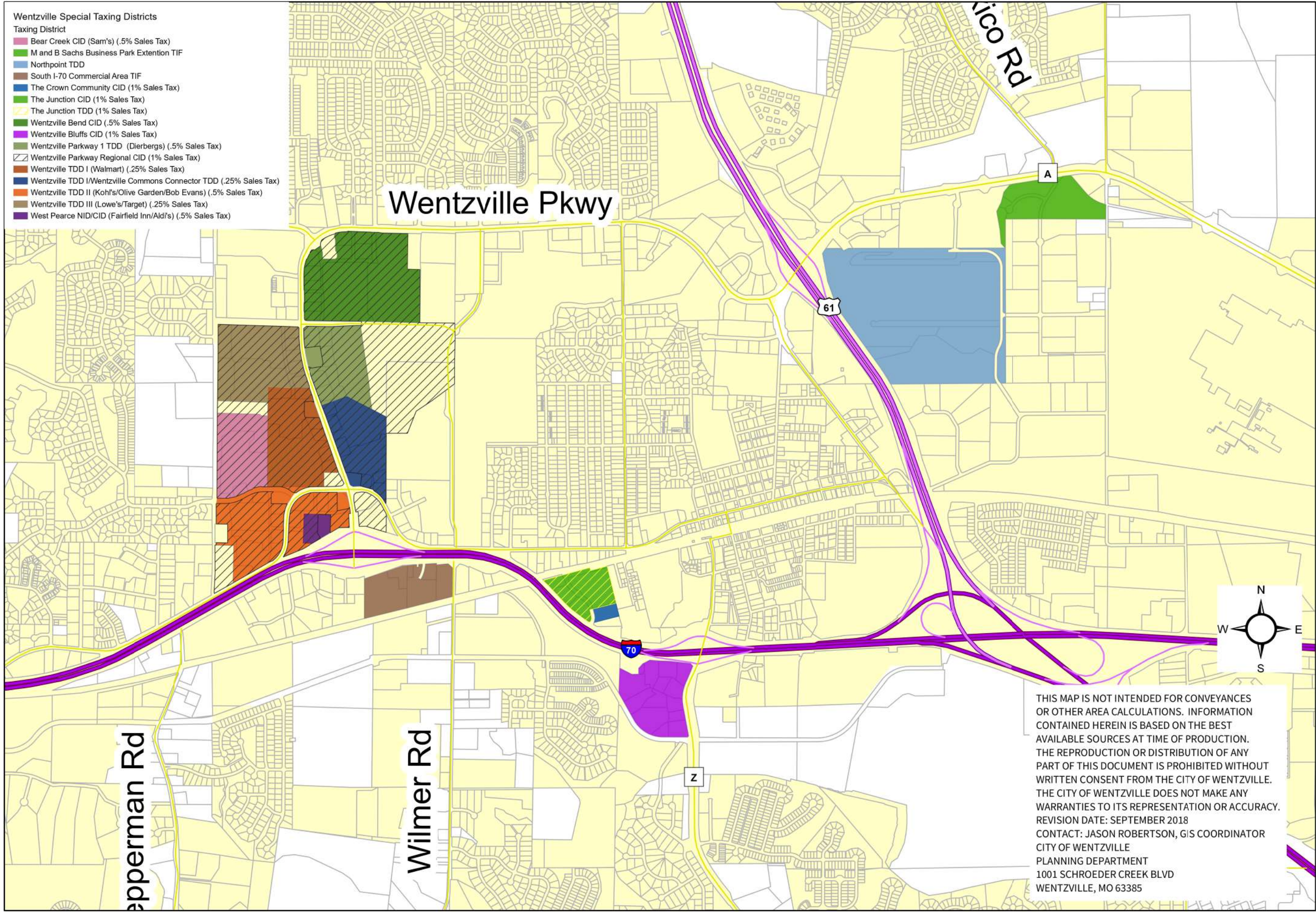
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CONTACT: JASON ROBERTSON, GIS COORDINATOR
CITY OF WENTZVILLE
PLANNING DEPARTMENT
1001 SCHROEDER CREEK BLVD
WENTZVILLE, MO 63385



Map No. 32 Existing Residential Lot Sizes

July 2022

- Wentzville Special Taxing Districts
- Taxing District
- Bear Creek CID (Sam's) (.5% Sales Tax)
 - M and B Sachs Business Park Extension TIF
 - Northpoint TDD
 - South I-70 Commercial Area TIF
 - The Crown Community CID (1% Sales Tax)
 - The Junction CID (1% Sales Tax)
 - The Junction TDD (1% Sales Tax)
 - Wentzville Bend CID (.5% Sales Tax)
 - Wentzville Bluffs CID (1% Sales Tax)
 - Wentzville Parkway 1 TDD (Dierbergs) (.5% Sales Tax)
 - Wentzville Parkway Regional CID (1% Sales Tax)
 - Wentzville TDD I (Walmart) (.25% Sales Tax)
 - Wentzville TDD I/Wentzville Commons Connector TDD (.25% Sales Tax)
 - Wentzville TDD II (Kohl's/Olive Garden/Bob Evans) (.5% Sales Tax)
 - Wentzville TDD III (Lowe's/Target) (.25% Sales Tax)
 - West Pearce NID/CID (Fairfield Inn/Aldi's) (.5% Sales Tax)



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Map No. 33 Special Taxing Districts

July 2022

Wentzville Missouri

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