

WE ARE Wentzville

COMPREHENSIVE PLAN UPDATE

OCTOBER 5, 2026

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RESOLUTION

A Resolution of the City of Wentzville, Missouri, Planning and Zoning Commission Approving of the October 5, 2026 Comprehensive Plan "We Are Wentzville".

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

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

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

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

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

***NOW, THEREFORE**, be it resolved by the Wentzville Planning and Zoning Commission.*

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

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

Adopted this 5th *day of* OCTOBER, 2026.

Jeff Hackman, Chairman

Bob Schmidt, Vice-Chairman

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Executive Summary and Introduction

The City of Wentzville updated its Comprehensive Plan to reflect the community's continued growth. Since the last Comprehensive Plan update in 2018, which is updated by the July 2022 supplement document, Wentzville has experienced a population increase of 27% with continued growth in ways that require thoughtful planning to ensure that Wentzville remains a vibrant, well-connected community.

Wentzville is a great community to live, work and raise a family. This update to the City's Comprehensive Plan will help shape a community vision for the next ten years; guiding decisions on land use, roadway and utility infrastructure, economic development, housing, parks and recreation, and overall quality of life.

The Comprehensive Plan outlines community goals and recommends actionable steps to achieve them. It serves as the City's primary policy document for guiding and managing future growth. As a policy tool, the plan informs decisions related to capital improvement budgeting, zoning decisions, subdivision regulations and more.



AUTHORITY FOR COMPREHENSIVE PLANNING

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

Wentzville has actively engaged in Comprehensive Planning since at least 1968. These Comprehensive Plans have been routinely updated with new Plans or "Amendatory Supplements" in order to ensure that the City's development goals remain effective and relevant. The City's modern Comprehensive Planning efforts are deeply rooted in the 1999 Plan entitled "A Community's Vision." This current Plan is intended to update and replace the previous Comprehensive Plan adopted in 2018 which was updated by a July 2022 supplement. These Plans are the products of extensive time and effort devoted by the citizens of Wentzville, the Planning and Zoning Commission, the Board of Aldermen, City staff and various other groups and individuals which have a special interest in the future development of Wentzville.

THE PURPOSE OF THIS COMPREHENSIVE PLAN

The Plan intends to tell the story of Wentzville by informing readers of the community's history and present-day character. By describing current trends and demonstrating how the community is evolving, the Plan paints a picture of what the community could become, thereby engaging readers to consider what might happen in the future. The Plan, although general in nature, covers the entire City and its growth areas and is primarily concerned with the allocation of future land uses (based upon expected land consumption rates and most compatible relationships), the provision of transportation networks needed to access future land uses, and the provision of essential utility systems (water/sewer infrastructure) to service land use activities.

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

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

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

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

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

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

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

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

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

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

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

Chapter 10: Goals and Implementation
This chapter illustrates the goals of the City and identifies the mechanisms available to implement these goals.



COMMUNITY ENGAGEMENT

Engagement Overview

Community engagement has been an important part of the comprehensive planning process. Highlights of the community engagement to date include:

- June 5: Board of Aldermen Work Session
- June 9: Planning & Zoning Commission Work Session
- July 29: Home Owner Association (HOA) Focus Group
- Aug 6 & 7: Stakeholder Meetings
- October 15: Community Open House #1
- October 1 - November 15: Community Online Survey
- Community Open House #2: March 31, 2026
- Community Open House #3: August 10, 2026



Planning and Zoning Commission Work Session (June 9, 2025)

The planning team held a work session with the Planning and Zoning Commission on June 9, 2025. The purpose of the meeting was to provide members with an overview of the comprehensive plan update process and schedule, as well as to conduct a listening session to gather their insights on key community issues. A facilitated series of open-ended questions was presented, and the questions along with a summary of responses are provided below.

"What do you like best about living in Wentzville?"

Responses highlighted Wentzville's family-friendly, small-town feel combined with modern amenities and good planning. Values include a strong sense of community, good neighbors, and overall high standards, along with the city's convenient location that still offers peace, space, and a comfortable distance from busier areas. Responses also highlighted quality parks, recreation facilities, and schools, as well as the city's reputation for being safe, well-maintained, and a place where people of all ages get along as the community continues to grow.

"What are the three biggest challenges for Wentzville over the next 20 years?"

Wentzville's biggest challenges over the next 20 years will center on managing rapid growth while preserving the community's character. Concerns frequently mentioned include increasing traffic and congestion, keeping infrastructure and transportation systems adequate, and ensuring planned, consistent development. Members also worry about rising housing and land costs, maintaining strong building and maintenance standards, and protecting the city's sense of space, peace, and quality of life. Additionally, sustaining a diverse and viable business base, so tax revenue remains strong, and supporting local "mom and pop" establishments were also mentioned.

"If you could change one thing about Wentzville, what would it be?"

Many responses focused on improving infrastructure, especially addressing traffic challenges and ensuring infrastructure is planned proactively before new development occurs. Others would like to see more bike trails, additional greenspace, and larger lots in new neighborhoods. Some mentioned reducing taxes or limiting the number of nonconforming development requests. A few noted there was nothing they would change, while one response wished Wentzville were closer to their workplace.

"Looking out 20 years in the future (2045), and you are writing to a friend or relative recommending why they should move to Wentzville, what would you say (how would you describe the City)?"

Responses included a future Wentzville in 2045 that is welcoming, well-designed, and self-contained community that offers everything a family needs (great services, strong amenities, and good value for the cost of living). Members hope it retains its small-town feel, quiet neighborhoods, and sense of safety, where kids can play outside and community events bring people together. Responses also included a vibrant, walkable city with ample greenspace, clean air, and good neighbors, along with practical conveniences like accessible facilities and affordable starter homes. Above all, members want Wentzville to preserve the qualities that already make it a great place to live.

HOA Focus Group
(July 29, 2025)

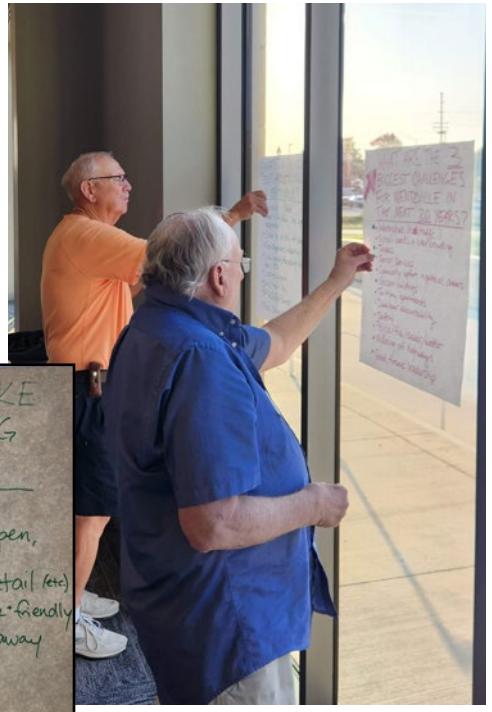


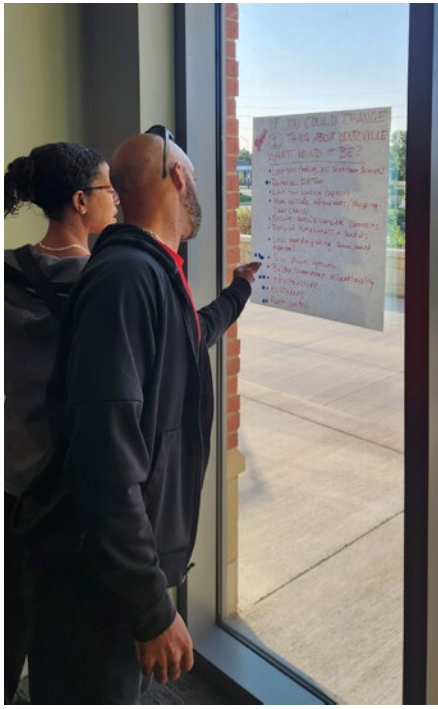
The planning team held a focus group with Homeowner Association (HOA) leaders on July 29, 2025. The City distributed more than 400 invitations to HOA representatives, and thirty-eight leaders registered to attend. Attendees responded to a series of guided questions, first discussing their thoughts in small groups before sharing highlights with the full room. Group input was recorded on large sheets. At the end of the session, participants used a dot-voting exercise to identify which ideas and issues they felt were most important.

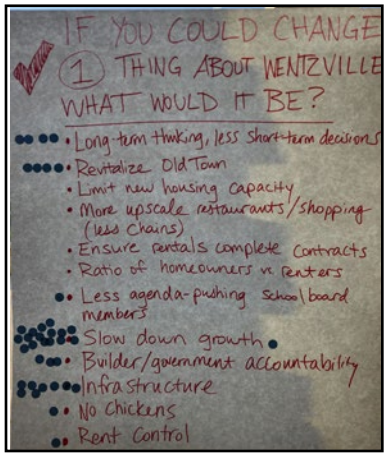
Questions and top responses included:
"What do you like best about living in Wentzville?": Schools, Small town feel, location (far enough away from St. Louis, but close to other assets), and Mayor and city staff are open and responsive.

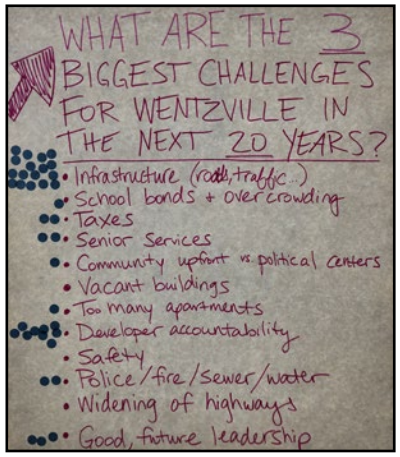
"What are the three biggest challenges for Wentzville in the next 20 years?": Infrastructure, developer accountability, and future leadership.

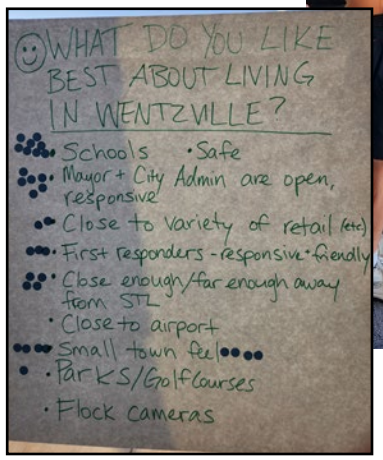
"If you could change one thing about Wentzville, what would it be?": Slow down growth, infrastructure, revitalize old town, and long-term thinking.











Stakeholder Meetings
(August 6 and 7, 2025)



The stakeholder meetings on August 6 and 7, 2025, were an opportunity for the planning team to talk with community organizations one-on-one or in small groups to help identify key community issues, especially to help shape the community survey that started in October 2025.

Meetings on August 6th focused on individual organizations and included:

- Wentzville Fire District
- Wentzville School District
- GM Assembly Plant
- David Hoekel Parkway (DHP), South of I-70, Landowners
- St. Charles County Realtors (Aug 15 via Zoom)

Meetings on August 7th brought together a variety of organizations for small-group discussions. Listed below are the businesses and organizations that registered to participate. Please note that some individuals represented more than one organization or business.

- Bethel Hills Community
- Crossroads Arts Council
- Ellbee's General Store
- First Step Back Home, Inc.
- Kiwanis
- Linn Cemetery
- Luetkenhaus Properties
- Preferred Family Healthcare
- Sleep In Heavenly Peace: Wentzville
- Step by Step Counseling LLC
- St Charles County System of Care
- Wentzville Board of Aldermen
- Wentzville Communication Ambassadors
- Wentzville Community Club
- Wentzville Community Historical Society
- Wentzville Downtown Business Association
- Wentzville Downtown Committee Wentzville Networking Group
- Wentzville Planning and Zoning Commission
- Western St. Charles County Chamber of Commerce
- Wentzville United Methodist Church

Stakeholder Meetings
(August 6 and 7, 2025)

The stakeholder meetings helped identify key community issues, which in turn informed the development of the community survey released later in October. Several common themes and insights emerged during these discussions, which are highlighted below.

Wentzville Strengths
- Small town feel (even rural), but with amenities.
- Community pride.
- Location (local convenience and regional access).
- Good place for families and good quality of life (school district, safety, parks, etc.).
- City leadership and first responders.

Wentzville Challenges / Concerns
- Loss of the small town atmosphere (some said it's already lost).
- Infrastructure (traffic congestion, maintenance, capacity of utilities).
- Fiscal Impacts.
- Growing need for social services.
- Viable commercial growth (not having vacancies in 20 yrs).
- Different visions for growth.

Wentzville Opportunities
- Downtown (Old Town).
- Hospital (but also some apprehension).
- Identity/Uniqueness.
- Transitioning from building to maintaining.

Growth Issues
- Positives (increase in businesses, amenities, etc.) vs Concerns (infrastructure, loss of green space, too fast, etc).
- Concerns about affordability.
- Different views on residential housing density.
- Concerns about apartments, but also some discussion on ownership vs rental aspect.

Open House #1
(October 15, 2025)

An in-person open house was held on Wednesday, October 15, 2025, at the Wentzville Rec Center from 5:00 - 7:30pm. The meeting was an open house format with no formal presentation, so attendees were able to stop in anytime.

The purpose of the open house was to give attendees an opportunity to learn about the planning process, review existing conditions and trends, and share their feedback. Attendees were also encouraged to complete the comprehensive plan community survey, which had launched earlier in the month, to provide more in-depth input. Approximately 60 people attended the open house.

Input and feedback heard at the open house is incorporated in the discussion of key take aways in the next section.



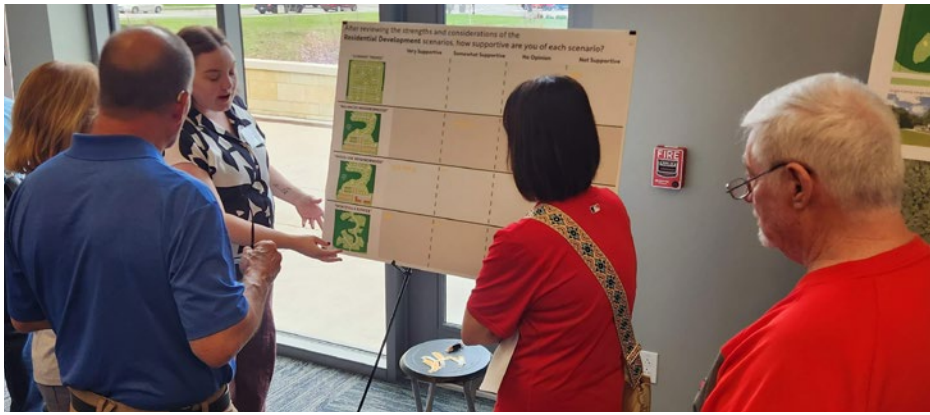






Open House #2
(March 31, 2026)





An in-person open house was held on Tuesday, March 31, 2026, at the Wentzville Rec Center from 4:30 - 7:00pm. The meeting was an open house format with no formal presentation, so attendees were able to stop in anytime.

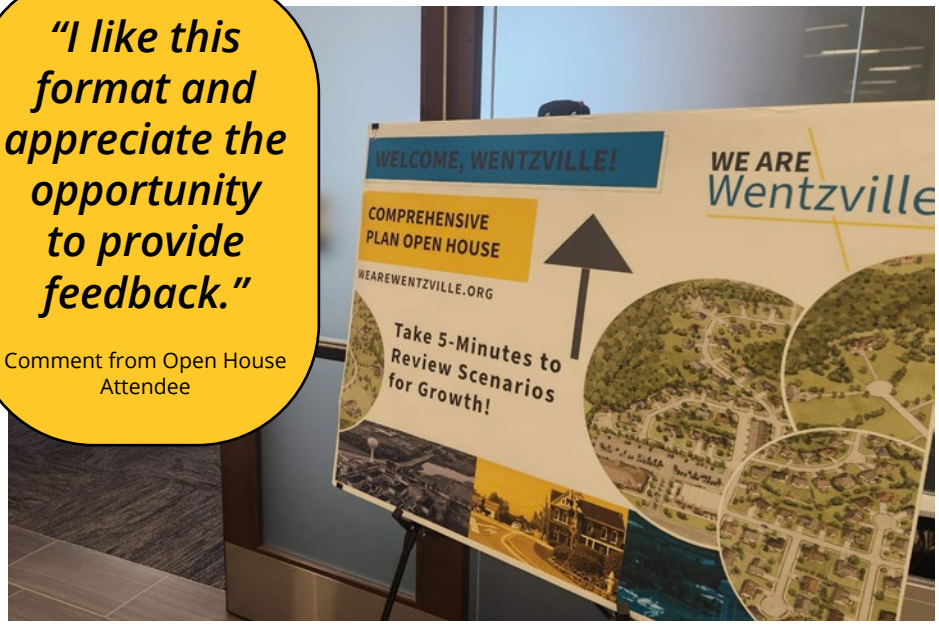
At the open house, attendees had an opportunity to review scenarios regarding:

- Residential Development
- Commercial Development
- Downtown Wentzville

Approximately 70 people attended the open house. Input and feedback heard at the open house is discussed in more detail in the section discussing scenario planning in the Land Use chapter.

"I like this format and appreciate the opportunity to provide feedback."

Comment from Open House Attendee







Open House #3
(August 10, 2026)

An in-person open house was held on Monday 10, 2026, at the Wentzville City Hall from 4:30 - 6:00pm prior to the Planning and Zoning Commission meeting at 6:00pm. The meeting was an open house format with no formal presentation, so attendees were able to stop in anytime.

At the open house, attendees had an opportunity to review highlights of the draft Comprehensive Plan including goals and objectives, the draft Future Land Use Plan (FLUP), transportation plan, trails plan, and changes to the FLUP from the previous comprehensive plan.

The open house coincided with the release of the draft Comprehensive Plan document in early August. The draft Comprehensive Plan was available for community and public comment until August 28, 2026.







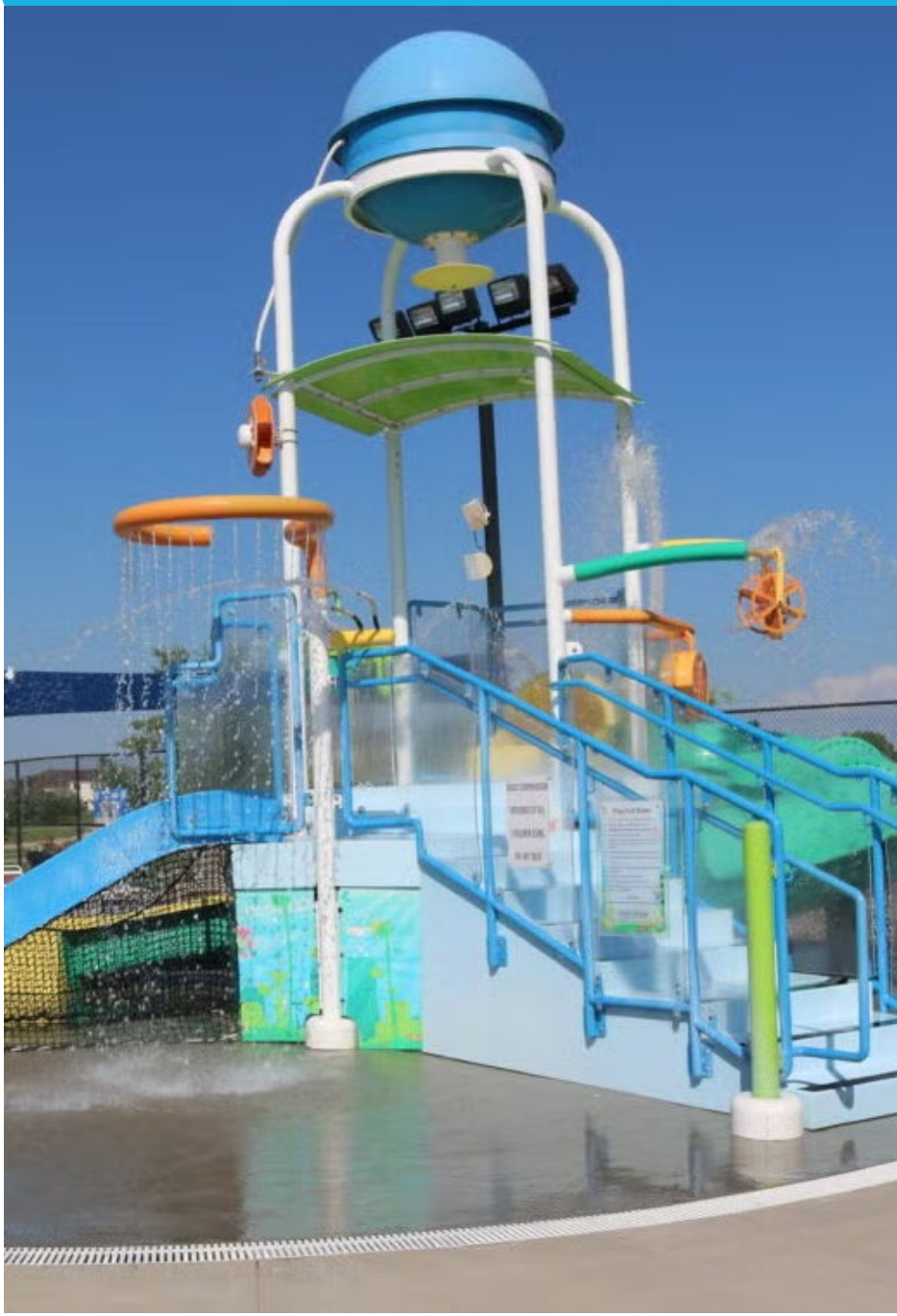


WHAT WE HAVE DISCOVERED

KEY TAKE AWAYS OF ENGAGEMENT, SURVEY, AND TRENDS

Introduction

The planning process identified several key community issues that helped shaped the goals and vision of the Comprehensive Plan. These issues, consistently raised through community engagement, survey responses, stakeholder interviews, and trend analysis - emerge as central to shaping Wentzville's future. They represent significant concerns and priorities for the community and form the foundation for evaluating alternative growth and development scenarios.



The Importance of Old Town

A key theme across community meetings, the survey, and trends analysis is the importance of Wentzville's downtown (Old Town). Residents see Downtown Wentzville as the historic heart of the community and an important opportunity for revitalization. Survey responses and stakeholder comments show a strong desire to strengthen Old Town with more unique shops, restaurants, and locally owned businesses - and importantly, not more chain stores. Residents want a walkable, bike-friendly, and more vibrant district with gathering spaces, outdoor dining, and community events that create the kind of small-town character they fear is being lost elsewhere in the city. Many compare the potential of Downtown Wentzville to places like Main Street St. Charles or Cottleville and believe that intentional investment could transform it into a true destination. Overall, residents view downtown revitalization as key to reinforcing Wentzville's identity, supporting local businesses, and building a cohesive community gathering place.

However, there are potential threats to Old Town. In the survey, younger residents (ages 34 and younger) identified the Wentzville Parkway as the heart of Wentzville.

Balancing Growth

Wentzville has experienced tremendous growth in recent decades, and many residents take great pride in how the community has grown. However, residents overwhelmingly believe Wentzville should carefully manage its future growth because they see both the benefits and the impacts of rapid expansion, and they want to make sure the positives aren't overshadowed by negative impacts. According to the community survey, 96% of residents agree that growth must be balanced with its effects on infrastructure, traffic, community character, and the natural environment.

There was no clear consensus on how Wentzville should grow. The next phase of the planning process will analyze undeveloped areas within the city and its planning area and evaluate the potential impacts of various growth scenarios.

How the city grows is an important topic, as Wentzville could add over 28,000 additional residents by 2050 if current trends continue.



> "96% of residents agreed that Wentzville should carefully manage future growth to balance opportunities with impacts."

Importance of Open Space and Natural Areas

Residents often mentioned the open spaces and ruralness of Wentzville as key reasons they chose to live there. Younger residents in particular placed a high priority on natural areas, connected greenways, and improved access to parks and trails. However, there are concerns that those qualities are being lost. In the community survey, loss of open space and natural areas was one of the top concerns, selected by 43% of all residents as one of the three biggest long-term issues facing the City

As remaining undeveloped land becomes more limited, planning must examine how Wentzville can balance growth with long-term open space and the city's system of greenways, parks, and natural areas.



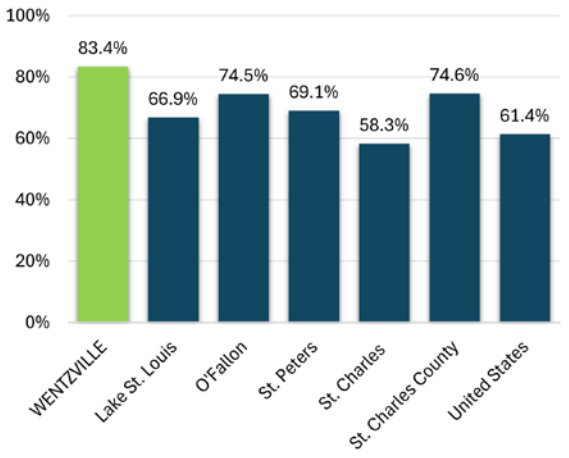
Housing Options and Affordability

The pace and form of residential development was one of the most frequently mentioned issues during engagement. While Wentzville's housing market is strong, residents raised concerns about lot sizes, housing diversity, rental versus ownership balance, affordability for seniors and first-time buyers, and perceived "overbuilding" of apartments and dense subdivisions. At the same time, stakeholders emphasized the importance of offering a range of housing options to meet evolving demographic and economic needs.

There wasn't a consensus on preferred development types. There were some strong opinions about the amount of apartments, however, Wentzville has the least number of multi-family units compared to other cities in St. Charles County.

The next phase of planning should consider how future growth can provide more choices while reinforcing community expectations regarding quality, design, and neighborhood character.

Single Family Homes as Percent of All Housing Units
Source: 2023 U.S. Census, American Community Survey



Diversifying the Economy

Economic diversification was not a major theme in the community survey; however, some residents did express concern about Wentzville becoming too much of a "bedroom community" with limited employment options. A diverse economic base is, nonetheless, an important component of a community's long-term fiscal health.

Analysis of existing characteristics and trends shows that jobs in Wentzville are concentrated in four primary sectors: manufacturing (notably the GM Assembly Plant), education (Wentzville School District), retail, and dining/accommodations. Commuting patterns reveal that many Wentzville residents leave the city for employment, primarily traveling east, while many individuals who work in Wentzville commute in from the west, including from Lincoln and Warren counties. Only a small portion of Wentzville's workforce both lives and works within the city.

While there is no single "correct" mix of job sectors, a more diversified economic base can strengthen the tax structure, reduce commuting (and related congestion), increase economic resiliency, and create more local employment opportunities for residents.

Community Identity

Many residents feel that Wentzville's small-town character, one of the community's top strengths, is increasingly threatened by rapid growth, chain store retail expansion, and uniform subdivision patterns. Numerous survey comments described the loss of "what made Wentzville special," while stakeholders emphasized the importance of protecting historic areas, rural edges, and the community's unique sense of place.

Many residents believe Wentzville's small-town character can be preserved, even as the city continues to grow, by focusing on areas such as downtown, community events, and the overall quality and style of new development. Others acknowledge that the community's character is changing, but view this evolution as positive, noting that new residents and rising household incomes bring valuable opportunities.

While there is no single "right" definition of community identity, how a community presents itself plays an important role in attracting both residents and businesses.





Social Services

Social services are often beyond the scope of the community services that a city typically provides. However, as Wentzville continues to grow, the community will experience a rising need for a broader and more coordinated network of social services. Stakeholder meetings highlighted a “growing need for social services” as one of the city’s emerging challenges, reflecting the realities of a rapidly expanding and diversifying population. Behavioral health support, youth and family services, and resources for seniors are likely to see increasing demand as more families move to the community, the population ages, and everyday pressures—including traffic, affordability, and commuting intensify. Organizations that participated in the engagement process already provide support for many social services, but continued growth will require strengthened partnerships, expanded capacity, and better access to these services.

A coordinated approach with St. Charles County, nonprofits, faith-based groups, the hospital, and community organizations will be essential to supporting residents as Wentzville grows.



CHAPTER 1

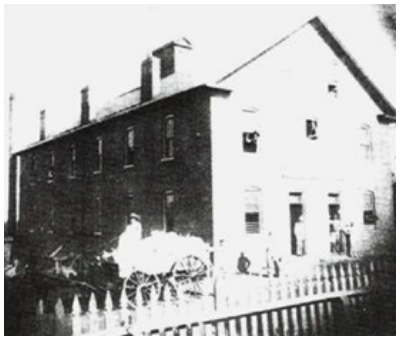
THE CITY OF WENTZVILLE'S HISTORY



Photo source: Wentzville Historical Society

Introduction

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





Left: Historic image of the Wentzville Tobacco Factory, courtesy of the St. Charles County Historical Society. Right: This historical marker is one of the few remnants of Wentzville's tobacco industry.





Left: 1942 photograph of the historic Dula House, courtesy of the Wentzville Historical Society. Right: Two-story tobacco drying and processing building, as it appears today.

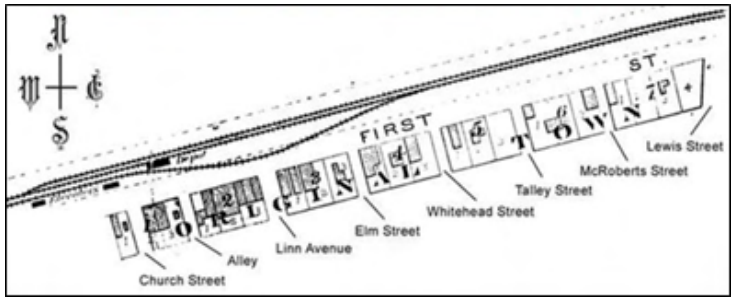
1795

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

1850

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

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





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

1855

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

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

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

1857 - 1866

The first train arrives at the Wentzville station.

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

1872 - 1896

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

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

The first Wentzville High School was constructed at 506 South Linn Avenue. After being rebuilt and expanded after a fire, this site continued to serve as a high school and elementary school until 1969. This building was renovated in 2025 to serve as an administrative office location for Mercy Hospital.



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

1899 - 1914

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

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

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



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

1924 - 1958

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

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

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

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

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

The General Telephone & Electric Corporation (GTE) broke ground on its Midwest Regional Campus east of Highway 40/61. This facility was expanded in 1974 and 1989 and was eventually acquired by CenturyLink. Currently, this office campus serves as home to Urshan University.



The Trinity Building in 2018.



1967 - 1979

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

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



Newly Renovated Vietnam War Memorial

1980 - 1981

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

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



Photograph of GM plant, courtesy of General Motors Corporate Newsroom

1983 - 1991

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

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

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

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

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









1996 - 1999

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

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

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

2000 - 2002

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



Renovated caboose grounds in 2018.

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

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

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

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

2003 - 2005

Construction began on homes within the Heritage Pointe subdivision. This subdivision was designed to provide 379 single-family homes and 64 attached two-family villas. The City's new Law Enforcement Center was completed in January of 2003. This facility houses all of the City's Police equipment and vehicles and is capable of supporting the expansion of Wentzville's law enforcement services to accommodate any increased demand associated with Wentzville's population growth.

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

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

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

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

2006 - 2008



The completion of both Target and Lowe's on the west side of Wentzville Parkway greatly expanded the City's available shopping options. The 114-acre Stonemoor residential subdivision also broke ground in 2006, providing a total of 321 single-family and villa lots. An additional 14 acres of residential and 24 acres of non-residential property were also set aside for future development projects.

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

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

2012

This year signaled a dramatic improvement in the Wentzville housing market, which had stagnated due to the nationwide recession. The City issued nearly 400 new residential permits in 2012, the most issued since 2007. The recovery of the housing market has continued to result in an increasing number of residential permits being issued by the City in the following years, with nearly 700 permits being issued in the 2017 calendar year. In addition, the completion of the Sam's Club project on the north side of Bear Creek Drive brings Wentzville its first retail warehouse club.

2013

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

2013 - 2017

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



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

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

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

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

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

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

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

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

2018 - 2019



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 the 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.

Wentzville was pleased to welcome Urshan University to the community from its former location in Florissant. Urshan University 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's enrollment has grown to approximately 500 students and is anticipated to grow further in future years.

2019 also saw the approval of the 61-acre Wentzville Bend development. This impressive commercial project offers 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 continued progress on the City's long-term David Hoekel Parkway roadway improvement. In the fall of 2019, 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, provides 201 units with unique live/work/play opportunities. Aventura Apartments provides 192 units (expanded to 264 in 2024) 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 approved high school campus under construction 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, a 210-lot subdivision known as Prairie Wind, and multiple expansions to the General Motors manufacturing campus.



2021

The City 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 in 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 R-IV school district completed construction of Northpoint High School, a two-story, 320,000 square foot school with a full-scale athletic complex boasting a press box, concession building, two baseball fields, softball field, eight tennis courts, soccer field, a synthetic turf football field and a complete track and field area.

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, and a Chili's restaurant 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, a Towneplace Suites within the Wentzville Bluffs development, the 7-acre Cedarhurst of Wentzville Senior Living Center and a 302 lot single-family subdivision known as Sutton Farms.

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.



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

The Wentzville R-IV School District completed construction of a new 216,602 square foot middle school located at the northeastern corner of North Pointe Prairie Road and West Meyer Road, expanding the existing high school campus to provide quality educational opportunities to the area's growing population. Wentzville also approved a Raising Cane's restaurant within the Wentzville Bend development. This brings this project very close to being fully constructed, with only three platted lots remaining.





2023 - 2024

2023 brought further commercial growth and development, with the approval of new site plans for Advanced Dental on Leutkenhaus Boulevard, Scrubbles Express Wash on the south side of Veterans Memorial Parkway, a new McDonald's on Wentzville Parkway and a two-lot U-Haul Moving and Storage facility near the David Hoekel / I-70 interchange. A new 12,790 square foot union office and gathering hall was also approved for the Laborers' Local 660 on South Callahan Road.

The City approved development plans for the St. Charles Community College Regional Workforce & Innovation Center on the corner of Interstate Drive and Schaper Road. This 48,000 sq. ft. flagship building for the College's new west campus established a forward-looking regional hub for workforce development and technical education.

The City continued to experience steady commercial growth in the sales and service sectors throughout 2024. Lou Fusz Automotive received site plan approval for the corner of Interstate Drive and Prospect Road. This 13-acre development includes two commercial outlots for future businesses and represents the realization of a long-expected commercial node serving the southeastern quadrant of the City. Andy's Frozen Custard was also approved for a location on West Pearce Boulevard, exciting many of the City's sweet-toothed residents. The City also welcomed the opening of Bear Creek Animal Hospital on West Pearce Boulevard and Veterinary Orthopedic Surgery Center on Meyer Road.

The City completed construction on a new 49.014 square foot Public Works Facility at the southeast corner of Interstate Drive and Wilmer Road. This state-of-the-art facility responds to the City's growing need for more expansive office, storage, and training spaces to serve the City's Public Works and Utilities Departments.

2025

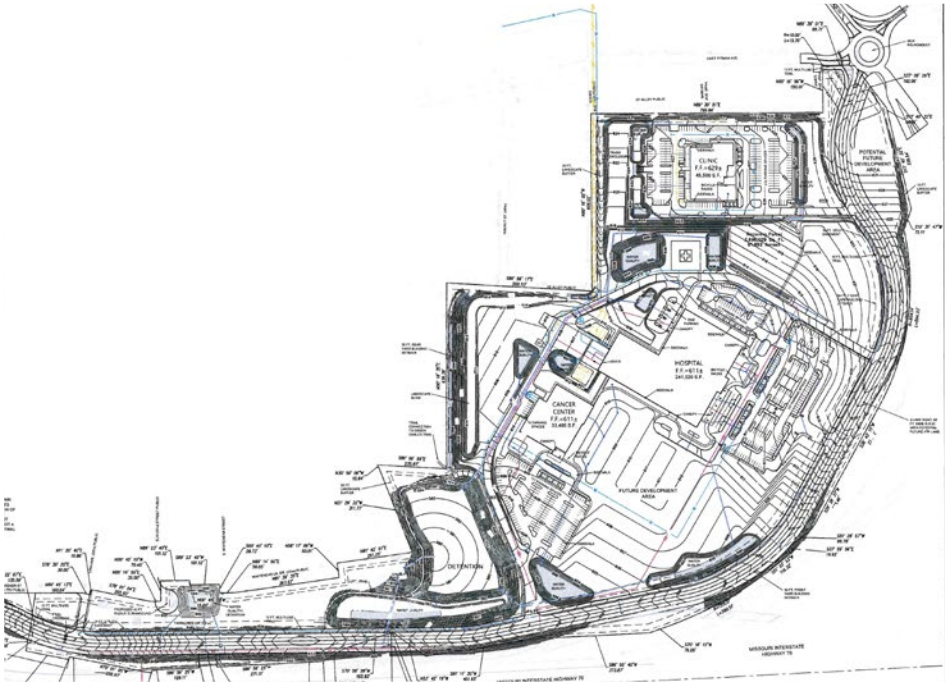
2025 saw the completion of construction projects for a 173,600 sq. ft. building addition for Etrailer on Highway A, a new Goodwill retail store on Wentzville Parkway, and the addition of Ziggi's Coffee and Kid's Academy daycare to the growing Outpost at The Bluffs project on the southwest corner of Highway Z and Interstate Drive.

The Wentzville R-IV School District completed construction of a new 106,457 square foot Reach Adaptive Learning Center & Early Learning Center at the northeastern corner of North Pointe Prairie Road and West Meyer Road, expanding the existing school campus to include quality educational and therapeutic opportunities to students with a variety of special needs.

Ameren Missouri received City approvals in order to construct a 67-acre technical/trade school facility with specialized outdoor training areas for drone operation, substation operation, lineman work, excavation and underground service, conductor/fiber optic installation, mock towns, etc. This exciting training facility helps expand Ameren's educational and employment opportunities to regional residents.

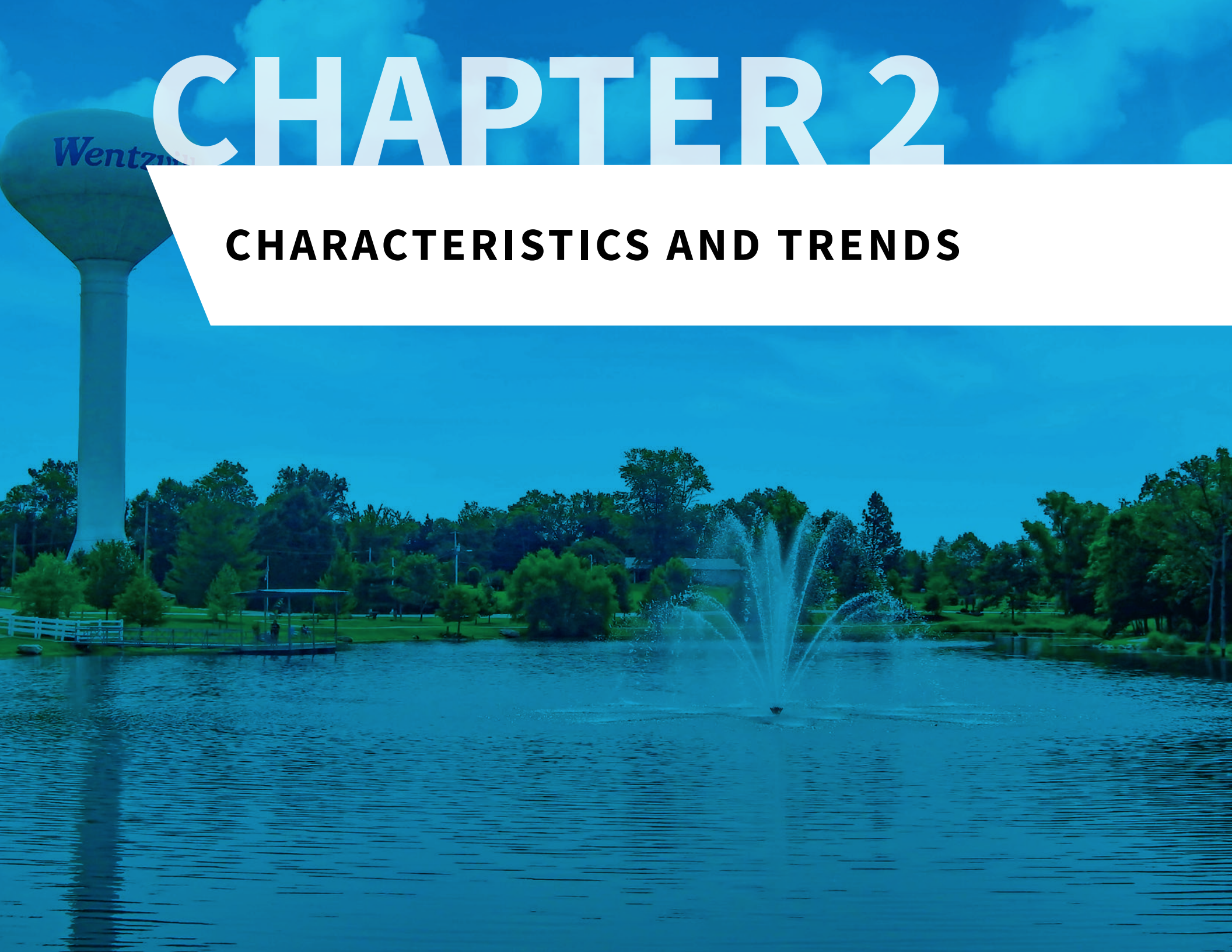
Mercy received City approvals to construct a 62-acre, $650 million medical complex within Wentzville's historic downtown area. This exciting project includes a 75-bed hospital with emergency services support, cancer care, radiology and women's care, among other specialties. The approval of this project is associated with a variety of improvements to the City's roadway network, and the hospital is anticipated to become a lynchpin of Wentzville's continued improvements and investments in the historic downtown area.





CHAPTER 2

CHARACTERISTICS AND TRENDS



Introduction

The characteristics of the people who live and work in a community have always been a vital component of comprehensive planning and community development. A community's character can shift significantly over time based on the daily decisions and activities of its residents. Moving into or out of a community, opening a business, purchasing a home, choosing where to shop or dine, and participating in local events may seem like "ordinary" choices. Yet, these everyday decisions collectively form the building blocks of a city and shape its long-term growth.

This chapter examines key trends regarding demographics, population, jobs, commuting and other data that are helping inform planning for the City's future.



Population

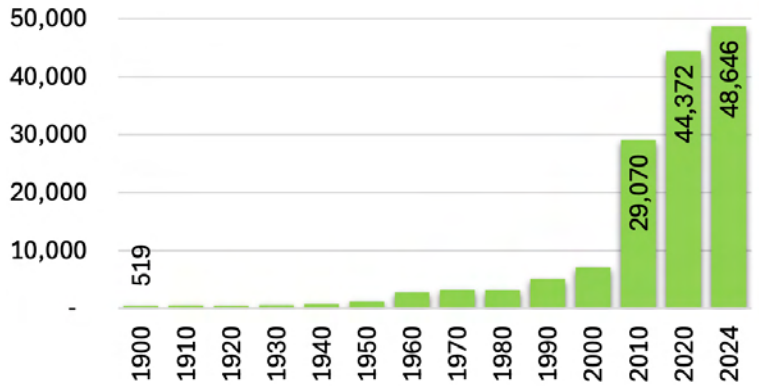
Wentzville's and St. Charles County's locations in the St. Louis Metropolitan area are important considerations in the City's growth and development. Table 1 and Figure 1 illustrate the City's increasing population trend since 1900. Wentzville's population at the midpoint of 2024 was approximately 48,646, as estimated by the U.S. Census Bureau as it does every July1st in between he decennial Census counts. As depicted, the largest rate of population increase before the 21st Century occurred from 1950-1960 (up 123.5%). Between 2000 and 2010 Wentzville grew at almost three times that earlier rate (up 311.9%). This was also the ten year period of the most net new residents, adding more than 22,000. The subsequent decade added 15,300. Since 2020, the city has added almost ten percent more residents. It is anticipated that the continued demand for new housing will result in steady population increases for the foreseeable future.

Table 2.1: Historical Population Trends for the City of Wentzville

Census Year	Population	% Change
1900	519	n/a
1910	539	3.9%
1920	514	-4.6%
1930	596	16.0%
1940	752	26.2%
1950	1,227	63.2%
1960	2,742	123.5%
1970	3,223	17.5%
1980	3,193	-0.9%
1990	5,088	59.3%
2000	7,058	38.7%
2010	29,070	311.9%
2020	44,372	52.6%
2024	48,646	9.6%

Source: U.S. Census Bureau. All but 2024 are official Census counts. 2024 is an estimate by the Census Bureau.

Figure 2.1: Population of Wentzville, 1900-2024
Source: US Census Bureau



The five largest cities in St. Charles County include Wentzville along with St. Charles, St. Peters, O'Fallon, and Lake St. Louis. These cities are often compared with one another in this report so that Wentzville sees itself in the context of its neighbors. Table 1.5 shows that St. Charles had almost 72,500 residents in 2024, up 2.8% from 2020. Wentzville's 48,646 residents total about two thirds the size of St. Charles, but it was only about half the size of O'Fallon's more than 94,000 population. Still, Wentzville is experiencing much more rapid growth since 2020 (9.8% by 2024) than its neighbors. O'Fallon is the seventh largest city in Missouri. St. Charles is the 8th and St. Peters is the 10th. Wentzville is no small city, however; it ranked 15th in the state out of 937 incorporated places in 2024.

Table 2.1.5: Historical Population Trends Large Cities in St. Charles County

Census Year	Wentzville		O'Fallon		Lake St. Louis		St. Peters		St. Charles	
	Population	% Change	Population	% Change	Population	% Change	Population	% Change	Population	% Change
1990	5,088	n/a	18,296	n/a	7,671	n/a	45,779	n/a	54,555	n/a
2000	7,058	38.7%	46,169	152.3%	10,169	32.6%	51,381	12.2%	60,321	10.6%
2010	29,070	311.9%	79,329	71.8%	14,545	43.0%	52,575	2.3%	65,794	9.1%
2020	44,372	52.6%	91,316	15.1%	16,707	14.9%	57,732	9.8%	70,493	7.1%
2024	48,646	9.6%	94,073	3.0%	17,538	5.0%	61,398	6.4%	72,458	2.8%

Source: U.S. Census Bureau. All but 2024 are official Census counts. 2024 is an estimate by the Census Bureau.

Population

Over the past 100 years, St. Charles County has been one of the fastest growing areas in Missouri. Table 2 displays historical data trends for St. Charles, Warren, and Lincoln Counties. St. Charles County experienced a peak growth rate from 1950 to 1960 (77.5%) 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. Note that Wentzville's population growth rates have recently exceeded those of the county as a whole.

Table 2.2: Historical Population Trends in St. Charles, Lincoln, and Warren Counties

Census Year	St. Charles County		Warren County		Lincoln County	
	Population	% Change	Population	% Change	Population	% Change
1900	24,474	n/a	9,919	n/a	18,352	n/a
1910	24,695	0.9%	9,123	-8.0%	17,003	-7.4%
1920	22,828	-7.6%	8,490	-6.9%	15,956	-6.2%
1930	24,354	6.7%	8,082	-4.8%	13,929	-12.7%
1940	25,562	5.0%	7,734	-4.3%	14,395	3.3%
1950	29,834	16.7%	7,666	-0.9%	13,478	-6.4%
1960	52,970	77.5%	8,750	14.1%	14,783	9.7%
1970	92,954	75.5%	9,699	10.8%	18,041	22.0%
1980	144,107	55.0%	14,900	53.6%	22,193	23.0%
1990	212,907	47.7%	19,534	31.1%	28,892	30.2%
2000	283,883	33.3%	24,525	25.6%	38,944	34.8%
2010	360,485	27.0%	32,513	32.6%	52,566	35.0%
2020	405,262	12.4%	35,532	9.3%	59,574	13.3%
2024	423,726	4.6%	38,478	8.3%	65,888	10.6%

Source: U.S. Census Bureau. All but 2024 are official Census counts. 2024 is an estimate by the Census Bureau.

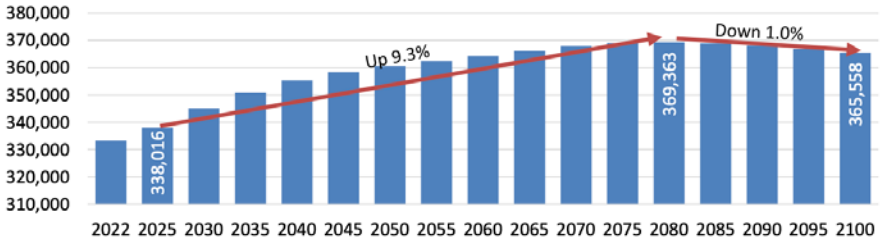
Table 2 also shows that Warren County, which borders Wentzville to the west, and Lincoln County, which borders Wentzville to the north, have also both experienced strong growth rates over the past few decades. Still, the City of Wentzville's 2024 population was about one quarter larger than that of Warren County.

Statewide, Missouri's population grew just 1.5% between 2020 and 2024, which is stronger than the rest of the Midwest (0.9%) but slower than the 2.6% growth rate for the entire country. U.S. Census estimates for 2024 show Missouri's population to be 6,244,500. Missouri ranked as the 19th most populated state in 2024 but the 32nd fastest growing since 2020 (led by Florida and Idaho, both at 8.0%).

An issue related to future population growth for Missouri, and even Wentzville, is an increasing rate of deaths over births. Census data analyzed by Saint Louis University Professor Ness Sandoval shows that deaths of Missourians between 2020 and 2023 totaled 45.8 per 1,000 population. Florida, which has the highest number of elderly residents, had a slightly lower rate of 41.5 deaths per 1,000 population.

Moreover, the United States population as a whole is experiencing a much slower, and declining, rate of growth during the 21st Century (Figure 2), and the Census Bureau projects that the national population will peak in about 2080 before starting to decline. (This is also an almost universal trend throughout the world.) Thus, future population growth will become much more difficult as fewer Americans are born and a greater number pass away. Wentzville may have to address stable or, eventually, declining population as it nevertheless plans for an always improving quality of life.

Figure 2.2: Projections of the United States Population 2022-2100 (thousands)
Source: US Census Bureau



Population

Table 3 illustrates the population growth rates for cities immediately adjacent to the City of Wentzville. The data shows that, from 2010 to 2024 (14 years), Wentzville grew by more than 62%. O'Fallon, meanwhile, increased by only about 18%, Lake Saint Louis by almost 20%, Foristell by 25%, and Flint Hill increased by just five percent. Foristell and Flint Hill, of course, are very small with 2024 population estimates of 751 and 561, respectively. Clearly, Wentzville is presently the leading edge of population growth in St. Charles County.

Table 2.3: Historical Population Trends for Neighboring Cities

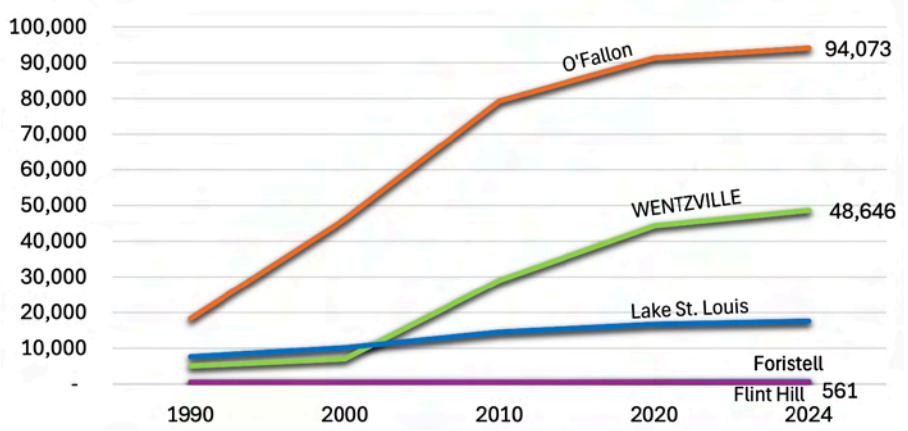
Census Year	Wentzville		O'Fallon		Lake St. Louis		Foristell		Flint Hill	
	Population	% Change	Population	% Change	Population	% Change	Population	% Change	Population	% Change
1990	5,088	n/a	18,296	n/a	7,671	n/a	550	n/a	504	n/a
2000	7,058	38.7%	46,169	152.3%	10,169	32.6%	568	3.3%	521	3.4%
2010	29,070	311.9%	79,329	71.8%	14,545	43.0%	597	5.1%	533	2.3%
2020	44,372	52.6%	91,316	15.1%	16,707	14.9%	616	3.2%	546	2.4%
2024	48,646	9.6%	94,073	3.0%	17,538	5.0%	751	21.9%	561	2.7%

Source: U.S. Census Bureau. All but 2024 are official Census counts. 2024 is an estimate by the Census Bureau.

Figure 3 graphically depicts the population growth of St. Charles County's neighboring cities from 1990 to 2024. This indicates that the City of O'Fallon has experienced the most rapid additions to its population, but the recent "curves" show a slowing in O'Fallon and a slightly faster growth rate for Wentzville. Between 2000 to 2010, O'Fallon overtook St. Charles City (not shown) as the largest city based upon population. This same time period saw a huge jump in Wentzville's population (322%). According to this information, as well as current Census projections, the City of Wentzville is currently the fourth (4th) largest city in St. Charles County based upon population.

Figure 2.3: Population of Neighboring Cities, 1990-2024

Source: US Census Bureau



Age Characteristics

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

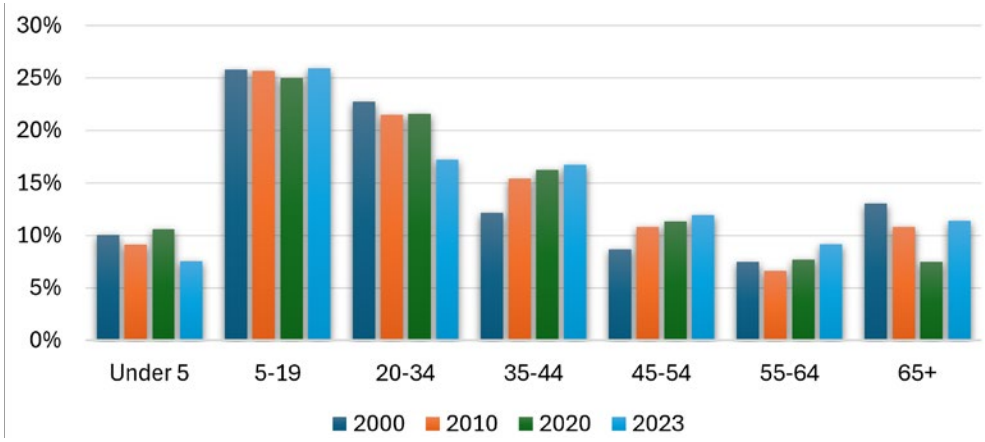
The age structure of Wentzville is shown on Table 4 and illustrated on Figure 4. Data for 2023 are the latest available from the U.S. Census American Community Survey (ACS). Some key points are:

- Children under 5 have a much diminished share as of 2023 while those 5 to 19 have maintained roughly a quarter of the city's population since 2000. Likewise, younger adults, aged 20-34, those most likely to have children under the age of 5, have diminished in proportion,. Young families seem not to be moving into or growing up in Wentzville as robustly as in the recent past.
- But middle-aged adults, 35 to 44 and even up to age 54, are experiencing larger shares of the population. This could suggest that "older families" have reached a stage in life with incomes and jobs to afford Wentzville housing for the good schools while younger families are priced out. Rapid population growth in recent years may have put upward pressure on Wentzville's housing prices, thus limiting younger and less affluent families. It is also noteworthy that American families, in general, are having markedly fewer children, which is probably also contributing to the decline in the share of under five-year-olds. Demographers note that the "replacement" birth rate is about 2.1 children per family, but the U.S. rate is presently about 1.6.
- Meanwhile, the oldest cohorts are also experiencing increases in shares of the population. This is consistent with generally aging populations throughout the United States and even in the St. Louis metropolitan area. But older adults do not give birth to children, so there could well be a need to address the needs of smaller and older households in the next several years.

Table 2.4: Basic Wentzville Age Composition 1990-2016
Source: US Census Bureau

Age Group	2000		2010		2020		2023	
	Number	%	Number	%	Number	%	Number	%
Under 5	517	10.1%	629	9.1%	3,075	10.6%	3,360	7.6%
5-19	1,326	25.8%	1,771	25.7%	7,275	25.0%	11,505	25.9%
20-34	1,170	22.8%	1,483	21.5%	6,286	21.6%	7,644	17.2%
35-44	626	12.2%	1,063	15.4%	4,726	16.3%	7,428	16.7%
45-54	446	8.7%	746	10.8%	3,301	11.4%	5,298	11.9%
55-64	384	7.5%	457	6.6%	2,233	7.7%	4,072	9.2%
65+	671	13.1%	747	10.8%	2,174	7.5%	5,065	11.4%

Figure 2.4: Percent of Wentzville's Population by Age Cohort, 2000-2023
Source: US Census Bureau



Age Characteristics

The median age of Wentzville's population (half are younger, half are older) increased substantially between 2020 and 2023 by about four years. Between 1980 and 2010, maybe a bit longer, the median hovered around 30 years which likely contributed to the strong growth in families with children. Today, however, the city is considerably older, which is reflected on Figure 5 and the reduction in families with younger children. However, although Wentzville's median age has gotten older, Wentzville is still younger than neighboring cities.

Table 2.5: Wentzville Median Age
Source: US Census Bureau

Year	Median Age
1980	29.0
1990	30.2
2000	30.9
2010	30.4
2020	33.5
2023	35.7

Table 2.6: Median Ages in Neighboring Cities 2010-2023
Source: US Census Bureau

Years	Wentzville	Lake St. Louis	O'Fallon	St. Peters
2010	30.4	42.6	33.5	37.3
2020	33.5	45.1	37.5	39.9
2023	35.7	43.2	38.2	41.1

"Although Wentzville's median age has gotten older, **Wentzville is still younger** than neighboring cities."



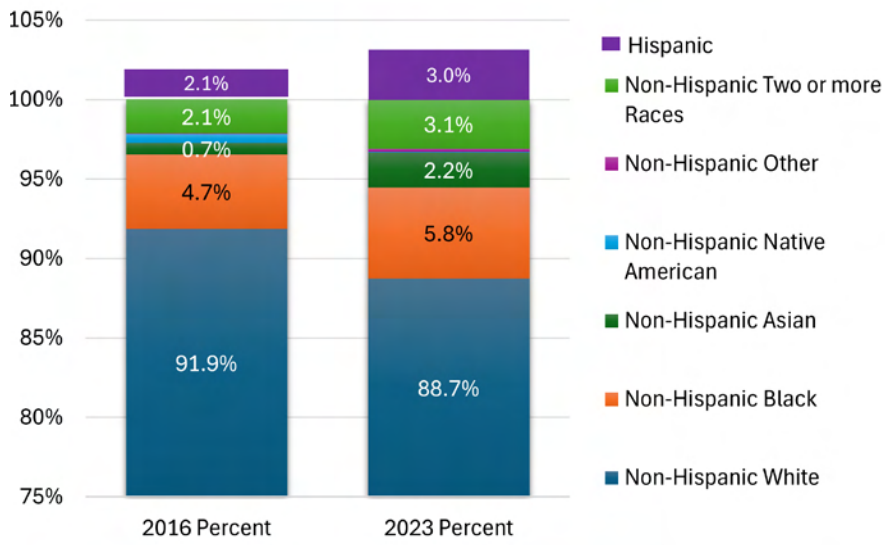
Ethnicity Characteristics

Another demographic variable commonly analyzed during the planning process is the ethnic composition of the population. Figure 6 illustrates Wentzville's demographic makeup for 2016 and 2023. All groups shown are "non-Hispanic" except for Hispanics, who may identify with any race.

Over this seven-year period, U.S. Census Bureau estimates show that the share of residents identifying as white declined from nearly 92% to just under 89%. Meanwhile, the proportion of Black residents increased from 4.7% to 5.8%, and the Asian population grew from 0.7% to 2.2%. Hispanic residents increased from 2.1% to 3.0% of the total population. Because Hispanics may belong to any racial category, their percentage is counted independently from the other racial groups.

Overall, based on American Community Survey data (which carries wide margins of error), Wentzville has become less white and more diverse across most major racial and ethnic groups since 2016.

Figure 2.5: Wentzville Ethnic Characteristics, 2016 and 2023
Source: US Census Bureau



Household Characteristics

Household information of a community is another area in which a city can be examined. Table 7 provides some detailed household information for the City of Wentzville, St. Charles County. and the State of Missouri. The U.S. Census Bureau defines a household as "all persons who occupy a housing unit." Households, therefore, can be families of related individuals, set of unrelated individuals living in the same housing unit, or single individuals.

Overall, the number of households within Wentzville dramatically increased between 2000 and 2023, with a 536% increase from 2,456 to This was related to the City's explosive growth during this period. Since 2010, the number of 15,616 households within the City—and likely many more since the Census estimates of 2023.

The county as a whole has continued to steadily increase, too, with 60% more households in 2023 than in 2000 while Missouri has added 16%.

Of the City's 15,616 households in 2023, an estimated 77% were family households (Table 7.5) , down from 80% in 2010 and 79% in 2020, a sign that household demographics may be diversifying slightly. A family household consists of people all related to one another by blood, marriage, or adoption. This excludes households of unrelated individuals (e.g., roommates or even unmarried couples) and single individuals. The 77% of family households in 2023 in Wentzville was well above St. Charles County at 67% and Missouri at 62% which, itself, is about the national average.

Table 2.7: Household Characteristics 2000-2023 | *Source: US Census Bureau*

	Wentzville				St. Charles County				Missouri			
	2000	2010	2020	2023	2000	2010	2020	2023	2000	2010	2020	2023
Households	2,456	9,767	14,939	15,616	101,826	134,274	154,851	163,272	2,194,594	2,375,611	2,479,146	2,556,271
Family	1,847	7,852	11,772	12,062	77,453	97,621	109,732	110,711	1,476,516	1,552,133	1,567,376	1,587,271
Non-Family	609	1,915	3,167	3,554	24,373	36,653	45,119	52,561	718,078	823,478	911,770	969,000
Married w/ Child	676	3,823	5,105	5,294	34,112	37,512	35,234	37,392	497,201	481,319	412,846	437,618
Female Head w/ Child	421	868	848	646	5,801	8,565	6,260	5,890	156,571	196,361	123,503	119,546

Table 2.7.5: Household Characteristics - Percent of All Households 2000-2023 | *Source: US Census Bureau*

	Wentzville				St. Charles County				Missouri			
	2000	2010	2020	2023	2000	2010	2020	2023	2000	2010	2020	2023
Households	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Family	75.2%	80.4%	78.8%	77.2%	76.1%	72.7%	70.9%	67.8%	67.3%	65.3%	63.2%	62.1%
Non-Family	24.8%	19.6%	21.2%	22.8%	23.9%	27.3%	29.1%	32.2%	32.7%	34.7%	36.8%	37.9%
Married w/ Child	27.5%	39.1%	34.2%	33.9%	33.5%	27.9%	22.8%	22.9%	22.7%	20.3%	16.7%	17.1%
Female Head w/ Child	17.1%	8.9%	5.7%	4.1%	5.7%	6.4%	4.0%	3.6%	7.1%	8.3%	5.0%	4.7%

Household Characteristics

Tables 8 and 8.5 and Figures 8 and 8.5 compare the City of Wentzville's 2023 household compositions from the American Community Survey to other communities within St. Charles County. As noted above, 77% of Wentzville households were occupied by families, a higher percentage than the peer communities.

Family households made up 72% of households in Lake St. Louis and just over half (almost 54%) in St. Charles. This above average family characteristic could contribute to a stronger sense of family and community. The City also had the lowest percentage of non-family households of the studied communities.

Another revealing aspect of family housing characteristics is the proportion of households classified as Female Head with Children, or single-mother families. In 2023, the percentage of Wentzville households within this category was a relatively high 4.1%, second only to the city of St. Charles with 6.4% single-mother families. The nature of American families has evolved significantly over time and single-parent households have become more common across all socio-economic groups. This may also suggest a correlation between affordable housing options and this demographic group where single-parent (particularly female-headed) households have fewer financial resources. While more "acceptable" in sociological contexts, single-parent households still tend to have lower per capita incomes than dual-parent households.

Table 2.8: Household Characteristics for Neighboring Cities, 2024
Source: US Census Bureau

	Households	Family	Non-Family	Married w Child	Female Head w/Child
Lake Saint Louis	7,179	5,192	1,987	1,650	60
O'Fallon	34,714	24,946	9,768	10,345	1,336
St. Peters	24,009	15,215	8,794	4,867	601
St. Charles	31,316	16,798	14,518	4,474	1,993
Wentzville	15,616	12,062	3,554	5,294	646

Table 2.8.5: Household Characteristics for Neighboring Cities, 2023
Source: US Census Bureau

	Households	Family	Non-Family	Married w Child	Female Head w/Child
Lake Saint Louis	100%	72.3%	27.7%	23.0%	0.8%
O'Fallon	100%	71.9%	28.1%	29.8%	3.8%
St. Peters	100%	63.4%	36.6%	20.3%	2.5%
St. Charles	100%	53.6%	46.4%	14.3%	6.4%
Wentzville	100%	77.2%	22.8%	33.9%	4.1%

Figure 2.6: Number of Households in Neighboring Cities, 2023 | *Source: US Census Bureau*

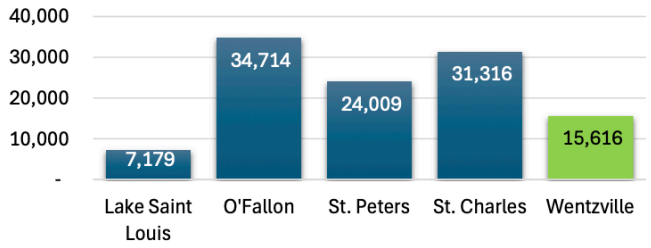
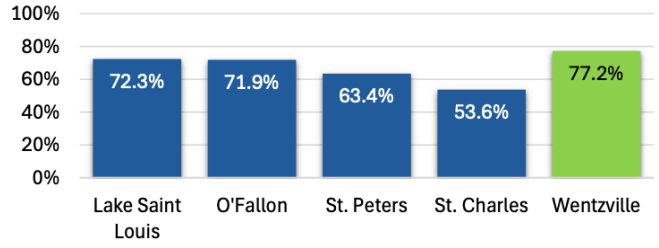


Figure 2.7: Percent Family Households in Neighboring Cities, 2023 | *Source: US Census Bureau*



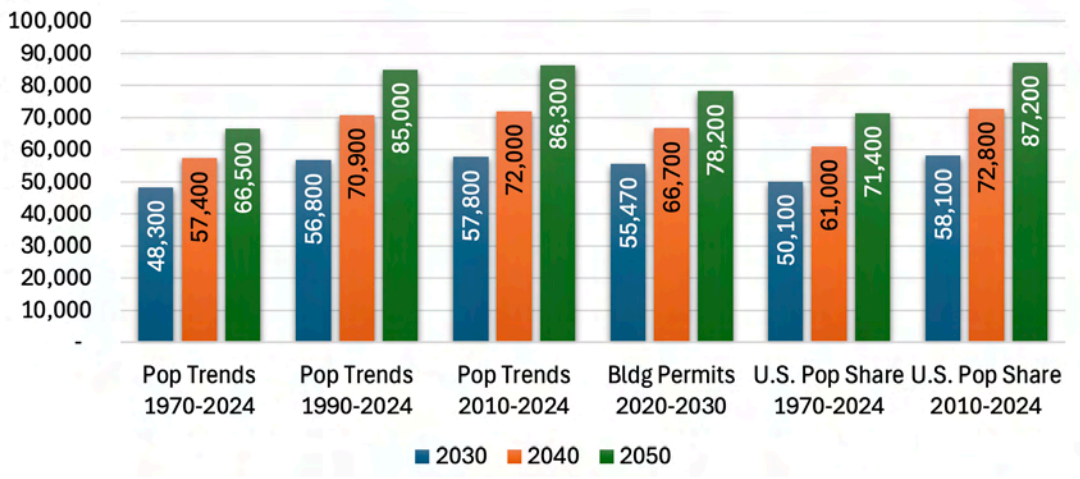
Population Projections

Based on historical population data, general assumptions can be made about future population using different techniques. Figure 9 summarizes six techniques to indicate possible population counts in Wentzville for the years 2030, 2040, and 2050.

Projections, of course, are notoriously difficult to make. Thus, the approach of using a variety of indicators results in a range of reasonable possibilities. As these possibilities play out in real terms over time, Wentzville officials should monitor which scenario(s) seem to be most apparent and then continue to adjust plans and land use planning in appropriate response. The six techniques shown here are based on:

1. Continuing Wentzville's population "growth curve" from as far back as 1970 through the population estimates for 2024. This results in a 2050 population of about 66,500, a net growth of 37% from 2024. This relatively slow growth rate is attributable to the slow growth rates prior to 1990.
2. Shortening the pre-2024 period to continuing Wentzville's population growth curve from 1990 through the population estimates for 2024 results in a 2050 population of about 85,000, a net growth of 75% from 2024 and nearly 20,000 more than Scenario 1.
3. Further shortening the pre-2024 period to continuing Wentzville's population growth curve from much more recently in 2010 through the population estimates for 2024 results in a 2050 population of about 86,300, a net growth of 77% from 2024 and not substantially different from Scenario 2.
4. Rather than continuing population trends, this scenario tracks residential building permits in Wentzville starting in 2010 through 2024 and correlating with population growth. This results in a 2050 population of about 78,200, 61% higher than in 2024 and notably lower than the second and third projections.

Figure 2.8: Six Scenarios of Projected Wentzville Population, 2030-2040-2050
Source: Saint Louis University Community Planning Lab



5. The fifth projection scenario tracks Wentzville's share of the entire United States population for the years 1970 through 2024, then follows that curve using the U.S. Census Bureau's population projections for the nation (which extend to the year 2100). This results in a 2050 population in the city of about 71,400, or 47% more than in 2024. Again, this relatively slow growth rate is attributable to the city's slow growth before 1990.
6. The final projection is also based on Wentzville's share of the U.S. population, but tracked from 2010 to 2024 rather than 1970 to 2024. This more aggressive growth period for Wentzville yields a 2050 projection of 87,200 residents, the highest growth rate of 79% from 2024, but also not all that dissimilar to Scenarios 2 and 3.

Population Projections

There is a certain amount of consistency in these various scenarios. All show growth, for instance, and all fall within a rationally expected range of 66,500 to 87,200.

2024 Population:
48,646



Future Growth:
28,000

This is the mid-point of the future population scenarios displayed on the previous page.

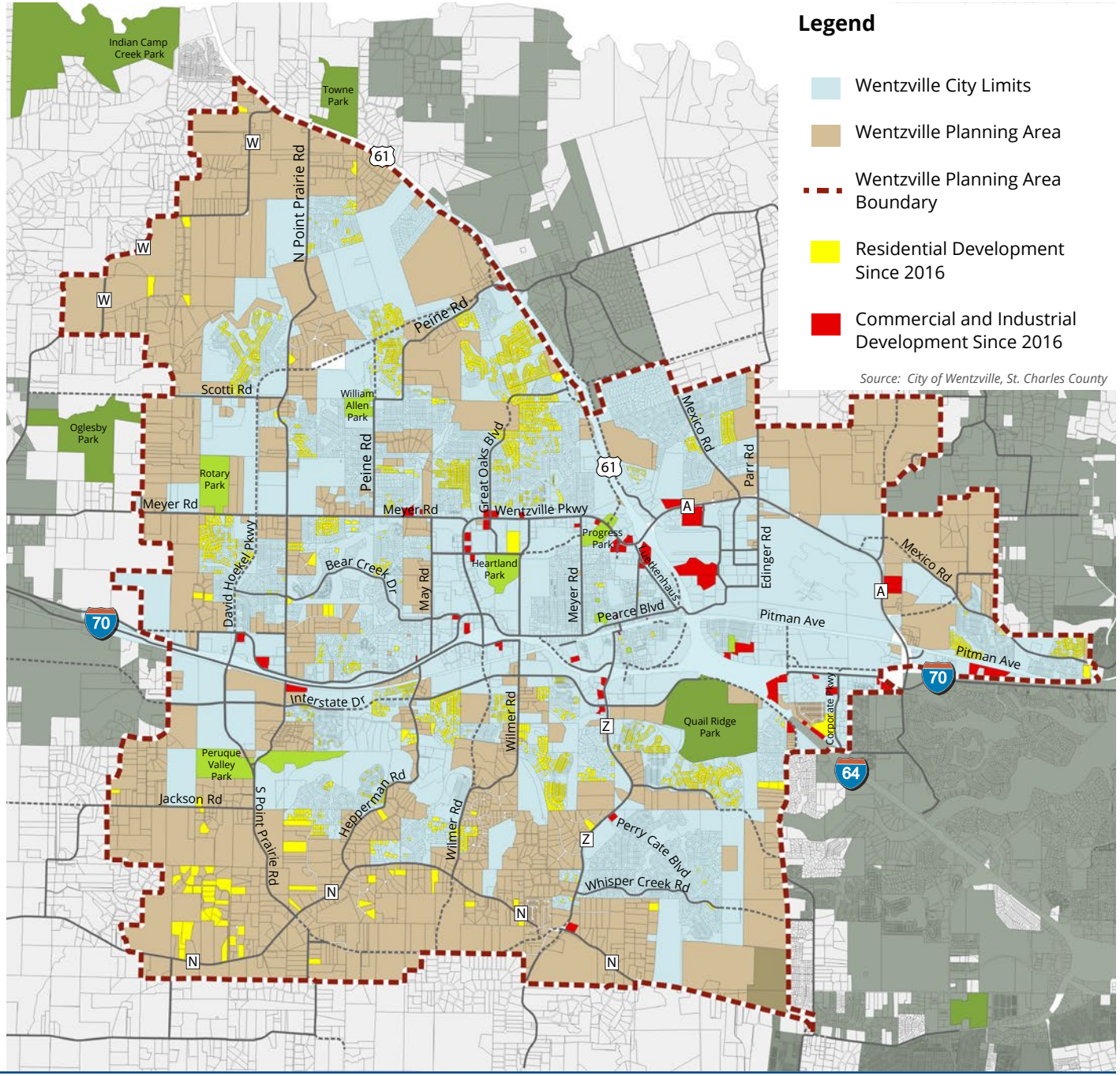


Potential 76,000 Population in 2050

Recent Growth

The map on this page illustrates recent residential and commercial/industrial growth within the City and its planning area since 2016.





Socio-Economic Profile

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

HOUSEHOLD INCOME

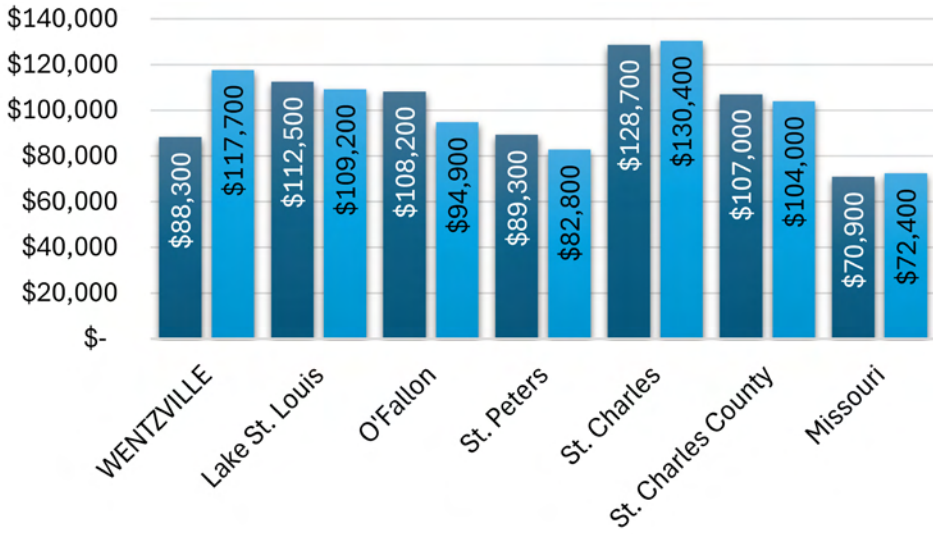
Wentzville households have experienced a significant increase in median income (half higher, half lower) between 2000 and 2023 (latest available estimates from the American Community Survey. In constant 2025 dollar values, this nearly $29,400 median household income increase, a 33.3% jump since 2000, was by far the highest in St. Charles County. A comparison of the median household incomes between various jurisdictions in St. Charles County and the overall State of Missouri is provided within Table 10. Indeed, three of the peer cities and the county as a whole experienced drops in median income (again, in constant dollars). St. Charles city increased slightly by 1.3% and Missouri as a whole by a modest 2.1%.

Table 2.9: Median Household Income (2000 to 2023)
Constant 2025 Dollar Values

	Median Household Income (2025$)				Overall
Jurisdiction	2000	2010	2020	2023	Increase
Wentzville	$ 88,300	$ 106,600	$ 116,700	$ 117,700	33.3%
Lake St. Louis	$ 112,500	$ 104,100	$ 115,300	$ 109,200	-2.9%
O'Fallon	$ 108,200	$ 104,100	$ 99,900	$ 94,900	-12.3%
St. Peters	$ 89,300	$ 74,300	$ 88,800	$ 82,800	-7.3%
St. Charles	$ 128,700	$ 120,600	$ 124,800	$ 130,400	1.3%
St. Charles County	$ 107,000	$ 95,700	$ 109,300	$ 104,000	-2.8%
Missouri	$ 70,900	$ 65,600	$ 71,400	$ 72,400	2.1%

Sources: U.S. Census Bureau, American Community Survey Table S1901
U.S. Bureau of Labor Statistics Inflation Calculator.

Table 2.10: Median Household Income in Neighboring Cities - 2020 and 2023
(Inflation adjusted to 2025 dollars) Source: US American Community Survey Table S1901

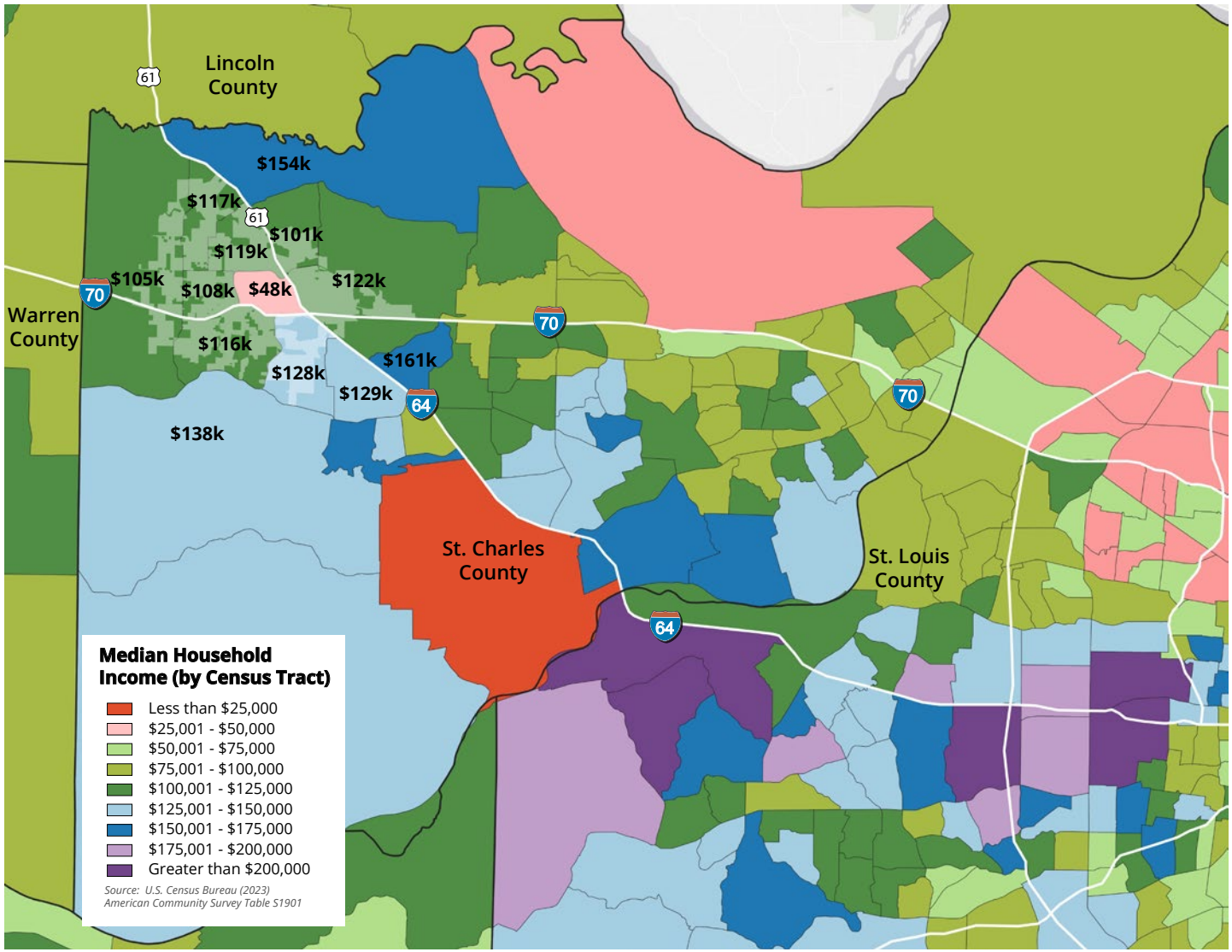


Socio-Economic Profile

A comparison of the median household incomes between various jurisdictions in St. Charles County and the overall State of Missouri is provided within Table 10, Table 10.1, and the map on this page.

Three of the peer cities and the county as a whole experienced drops in median income (again, in constant dollars). St. Charles city increased slightly by 1.3% and Missouri as a whole by a modest 2.1%

Median Household Income (by Census Tract)



Socio-Economic Profile

Table 11 provides more detailed information regarding the household incomes within Wentzville—this time in nominal dollars not-adjusted for inflation. Over 35% of the city's households had incomes below $35,000 in 2000 and only 47% had incomes over $50,000. These numbers had shifted dramatically by 2023 with just 10% percent of household incomes below $35,000 and 84% percent at $50,000 or more.

As shown on Table 12, Wentzville's 2023 percentage of households below $35,000 was less than that of St. Charles County and the State.

Table 2.11: Household Income Distribution in Wentzville (2000-2023)

Income (Nominal Dollars)	Percent of Total Households			
	2000	2010	2020	2023
Less than $14,999	18.4%	4.4%	2.8%	2.6%
$15,000 to $24,999	6.3%	5.9%	3.8%	3.3%
$25,000 to $34,999	10.6%	6.6%	4.4%	4.3%
$35,000 to $49,999	17.6%	11.7%	9.2%	5.4%
$50,000 to $74,999	28.2%	23.7%	14.5%	12.7%
$75,000 to $99,999	11.5%	19.5%	20.4%	14.7%
$100,000 to $149,999	6.6%	20.7%	26.7%	28.0%
$150,000 to $199,999	0.4%	5.1%	10.5%	15.2%
$200,000+	0.6%	2.2%	7.7%	13.8%
Source: U.S. Census Bureau, American Community Survey Table S1901				

Table 2.12: 2023 Household Income by Percent of Total Households in Neighboring Cities

Jurisdiction	Less than $14,999	$15,000 to $24,999	$25,000 to $34,999	$35,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 to $149,999	$150,000 to $199,999	$200,000 or more
Wentzville	2.6%	3.3%	4.3%	5.4%	12.7%	14.7%	28.0%	15.2%	13.8%
Lake Saint Louis	4.3%	1.8%	1.3%	12.0%	11.5%	9.1%	20.2%	14.9%	24.9%
O'Fallon	5.2%	2.1%	1.5%	7.8%	13.4%	15.2%	24.5%	14.6%	15.6%
St. Peters	3.6%	5.3%	4.5%	12.1%	16.5%	14.2%	22.1%	12.9%	8.9%
St. Charles	3.9%	7.5%	7.7%	11.0%	17.3%	15.6%	18.4%	8.3%	10.2%
St. Charles County	4.0%	4.0%	3.9%	8.9%	15.1%	15.1%	23.0%	11.9%	14.2%
Missouri	8.5%	7.2%	8.0%	12.4%	17.9%	13.1%	17.3%	7.4%	8.1%

Socio-Economic Profile

POVERTY

Table 13 provides the percentage of the total population in poverty from 2000 to 2023 for the City and surrounding communities. The definition of "poverty" by the Census Bureau uses a set of income thresholds that vary by family size and composition. If an individual or household's total income is less than these established thresholds, then that individual or household is considered to be living in poverty. The official poverty thresholds do not vary geographically, but they are updated for inflation using the Consumer Price Index (CPI-U). The official poverty definition uses income before taxes and does not include capital gains or noncash benefits such as public housing, Medicaid, or food stamps.

According to Census information, the City of Wentzville had nearly 12% percent of its overall population living in poverty in 2000. This was the highest level of the communities listed and considerably above the St. Charles County and overall State percentages. Table 13 provides poverty data from 2000, 2010, 2020, and 2023. It's important to note that, between 2000 and 2010, the nation entered a large recession which had dramatic socio-economic impacts on many communities. It is interesting that, while every other listed community increased the percentage of individuals in poverty during that time, Wentzville saw reductions in all age groups.

One possible explanation for this reduction is that residents of the city (on average) were isolated from the economic downturn. A more likely explanation is that individuals who had previously been considered impoverished chose to move out of the city to other areas. Such relocations could have been for job opportunities, better public transportation options, or in pursuit of more adequate housing services. Since then, however, it appears that reductions in poverty levels are continuing throughout St. Charles County. Should the Census 2020 data demonstrate a continuation of this trend it may warrant further study as it could suggest that the City may not be adequately serving impoverished individuals and/or households.

Table 2.13: Poverty as a Percentage of Total Population (2000-2023) in Neighboring Cities

Jurisdiction	Percentage of Individuals in Poverty by Age Group												2023 All Pop.
	Younger than 18				Ages 18 to 64				Ages 65 and older				
	2000	2010	2020	2023	2000	2010	2020	2023	2000	2010	2020	2023	
Wentzville	19.5%	5.0%	4.4%	6.0%	6.9%	3.9%	2.8%	3.7%	13.3%	6.1%	2.2%	5.1%	4.6%
Lake Saint Louis	6.0%	6.5%	2.1%	0.5%	2.5%	3.4%	3.3%	3.7%	4.7%	2.7%	7.2%	8.9%	4.1%
O'Fallon	3.6%	4.6%	5.1%	4.9%	2.8%	4.5%	4.5%	3.1%	7.2%	6.9%	3.9%	6.5%	4.0%
St. Peters	3.0%	3.2%	5.3%	5.1%	2.3%	2.6%	3.2%	4.7%	5.1%	3.6%	4.6%	6.0%	5.1%
St. Charles	8.3%	18.9%	9.6%	8.3%	5.6%	12.8%	7.9%	7.8%	5.9%	7.4%	4.6%	6.2%	7.6%
St. Charles County	4.5%	6.3%	6.1%	6.0%	3.4%	5.9%	4.4%	5.2%	5.1%	4.8%	4.3%	6.0%	5.5%
Missouri	10.7%	20.9%	17.4%	14.4%	10.4%	14.5%	12.6%	11.4%	9.9%	9.1%	8.6%	10.8%	12.0%

Source: U.S. Census Bureau, American Community Survey, Table S1701

Socio-Economic Profile

JOBS OF WENTZVILLE RESIDENTS

Table 14 documents the city's workforce by economic sector of employment from 2010, 2020, and 2022 using information available from the U.S Census Bureau's "On the Map" series which, unfortunately, stops in 2022. These data concern the residents of Wentzville who were employed at those times regardless of where they worked, not the jobs located in Wentzville (which is Table 14.5).

As shown in Table 14, the "Health Care and Social Assistance" sector continues to be city's largest workforce group employing 13.0% of Wentzville residents with jobs. It was also the third fastest growing job sector for Wentzville residents, increasing by 276% between 2010 and 2022. The fastest growing workforce sector was "Manufacturing" (up 315%) while second fastest was "Transportation and Warehousing" (up 297%).

Overall, jobs held by Wentzville residents increased from 7,288 in 2010 to 23,349 in 2022, a jump of 220%. This corresponded with a much smaller population growth rate of 64% between 2010 and 2022, an indication that an immense number of newcomers as residents were employed, probably as part of two-worker households.

Table 2.14: Employment of Wentzville Residents by Economic Sector 2010-2022, Jobs Held by Residents Regardless of Where

	2010		2020		2022	
	Number	Percent	Number	Percent	Number	Percent
Ag, Forestry, Fishing	7	0.1%	41	0.2%	37	0.2%
Extraction	8	0.1%	14	0.1%	17	0.1%
Utilities	42	0.6%	93	0.4%	128	0.5%
Construction	480	6.6%	1,413	6.6%	1,446	6.2%
Manufacturing	605	8.3%	2,335	10.9%	2,508	10.7%
Wholesale Trade	462	6.3%	1,162	5.4%	1,208	5.2%
Retail Trade	849	11.6%	2,157	10.0%	2,428	10.4%
Transp & Warehsg	234	3.2%	815	3.8%	930	4.0%
Information	198	2.7%	595	2.8%	695	3.0%
Finance & Insurance	431	5.9%	1,484	6.9%	1,412	6.0%
Real Estate & Rental/Leasing	92	1.3%	314	1.5%	301	1.3%
Prof, Scient, Tech Services	375	5.1%	1,323	6.1%	1,450	6.2%
Mgt of Enterprises	242	3.3%	649	3.0%	615	2.6%
Admin Support & Waste Mgt	414	5.7%	1,119	5.2%	1,346	5.8%
Educational Services	748	10.3%	1,913	8.9%	2,079	8.9%
Health Care & Social Asst	806	11.1%	3,004	14.0%	3,027	13.0%
Arts, Ent, and Recreation	176	2.4%	325	1.5%	417	1.8%
Lodging & Dining	636	8.7%	1,618	7.5%	2,051	8.8%
Other Private Services	250	3.4%	549	2.6%	640	2.7%
Public Administration	233	3.2%	596	2.8%	614	2.6%
Source: U.S. Census Bureau, LEHD On the Map						



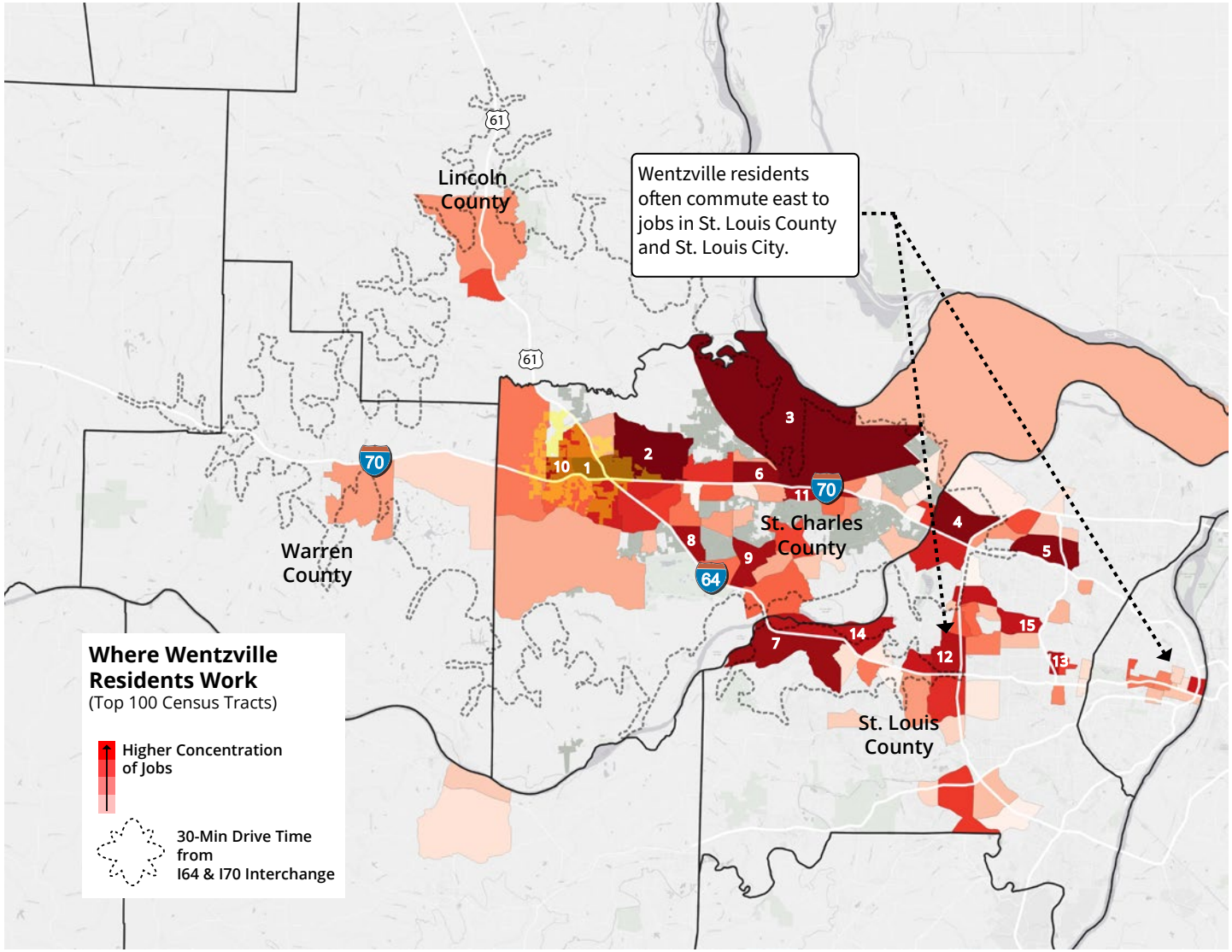



Socio-Economic Profile

As noted in the Commuting section, more than 20,000 Wentzville residents travel outside the City for work.

The map on this page illustrates where these residents are employed. A clear pattern emerges of Wentzville commuters traveling eastward to job locations in St. Charles County, St. Louis County, and even the City of St. Louis.

Where Wentzville Residents Work



Socio-Economic Profile

JOBS IN WENTZVILLE

Table 14.5 shows that 22.4% of jobs in the city were in Manufacturing in 2022 (again, the latest available data at the city level). This was down from 28.5% just two years earlier but much higher than in 2010. Still, the number of manufacturing jobs in the city increased by a whopping 862% between 2010 and 2022. In a relatively short period of time, therefore, Wentzville has become a power manufacturing concentration, though it shows some employment volatility common to that sector in short periods of time.

The second largest job sector in the city is Retail Trade with 16.6% of all jobs in 2022 which is about consistent since 2010. While the share of retail jobs has remained effectively consistent, the number of retail jobs increased from 1,369 in 2010 to 3,118 in 2022 (up 128%).

The second and third fastest growing sectors were Transportation and Warehousing (up 463%) and Real Estate, Rental and Leasing (up 461%). The former indicates Wentzville as an important logistics center, which is consistent with its growth as a manufacturing center. The latter indicates that a great deal of real estate growth is underway, among other factors, thus employing many people in related occupations.

Table 2.14.5: Jobs in Wentzville by Economic Sector 2010-2022
Jobs Located in Wentzville Regardless of Where the Employees Live

	2010		2020		2022	
	Number	Percent	Number	Percent	Number	Percent
Ag, Forestry, Fishing	1	0.0%	-	0.0%	-	0.0%
Extraction	-	0.0%	-	0.0%	-	0.0%
Utilities	22	0.3%	-	0.0%	-	0.0%
Construction	594	7.4%	841	5.0%	784	4.2%
Manufacturing	438	5.5%	4,824	28.5%	4,213	22.4%
Wholesale Trade	261	3.3%	483	2.9%	401	2.1%
Retail Trade	1,369	17.1%	2,657	15.7%	3,118	16.6%
Transp & Warehsg	169	2.1%	864	5.1%	951	5.0%
Information	231	2.9%	61	0.4%	68	0.4%
Finance & Insurance	168	2.1%	424	2.5%	471	2.5%
Real Estate & Rental/Leasing	28	0.3%	75	0.4%	157	0.8%
Prof, Scient, Tech Services	169	2.1%	256	1.5%	429	2.3%
Mgt of Enterprises	26	0.3%	4	0.0%	2	0.0%
Admin Support & Waste Mgt	485	6.0%	569	3.4%	694	3.7%
Educational Services	1,556	19.4%	1,850	10.9%	2,555	13.6%
Health Care & Social Asst	810	10.1%	1,351	8.0%	1,631	8.7%
Arts, Ent, and Recreation	166	2.1%	245	1.4%	322	1.7%
Lodging & Dining	1,043	13.0%	1,809	10.7%	2,243	11.9%
Other Private Services	291	3.6%	387	2.3%	507	2.7%
Public Administration	199	2.5%	247	1.5%	289	1.5%
Source: U.S. Census Bureau, LEHD On the Map						





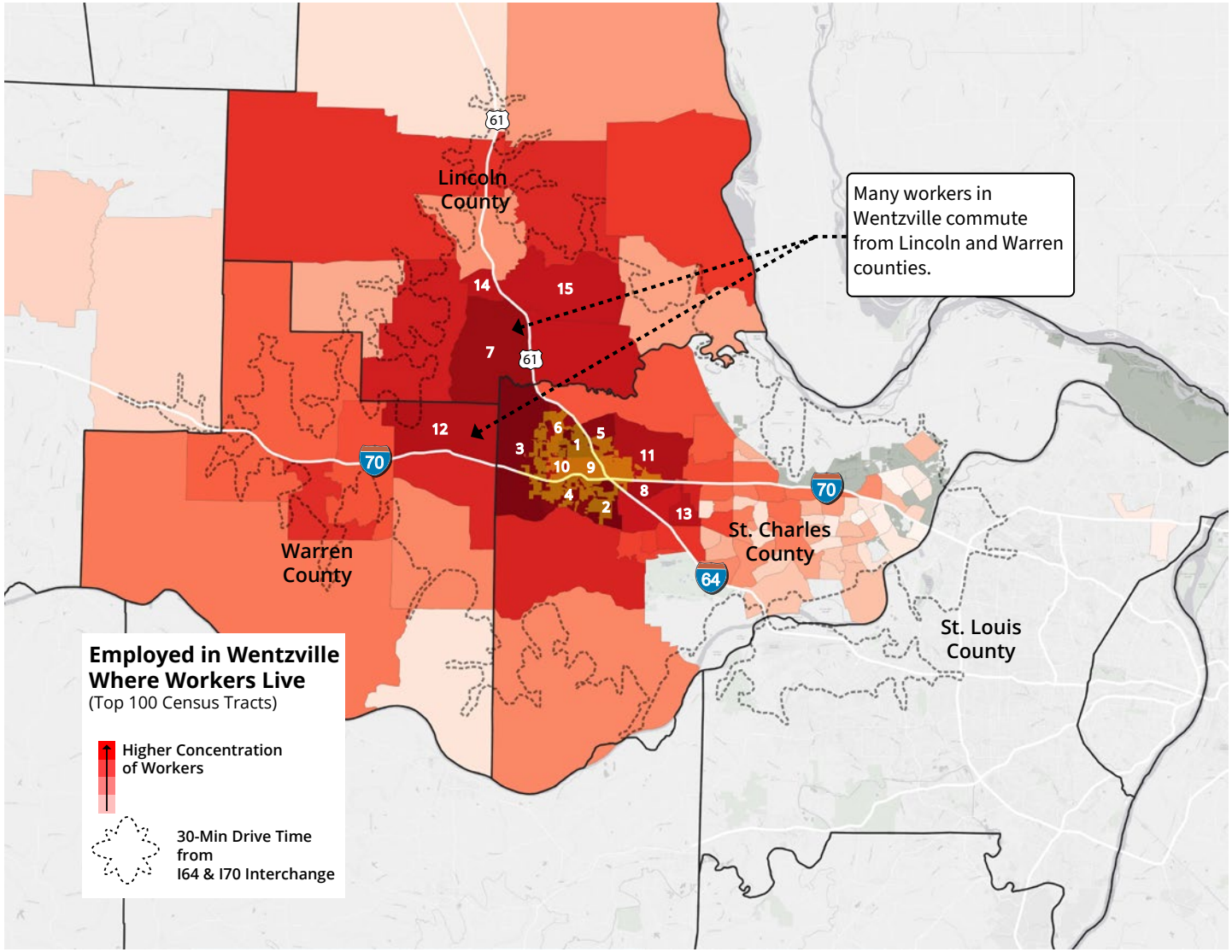


Socio-Economic Profile

As discussed in the 'Commuting' section, Wentzville had nearly 19,000 jobs in 2022, yet approximately 84% of those positions were held by individuals who live outside the city.

The map on this page illustrates where Wentzville's workers reside. While many live in or near the community, a significant number commute from Warren and Lincoln counties.

Employed in Wentzville - Where Workers Live

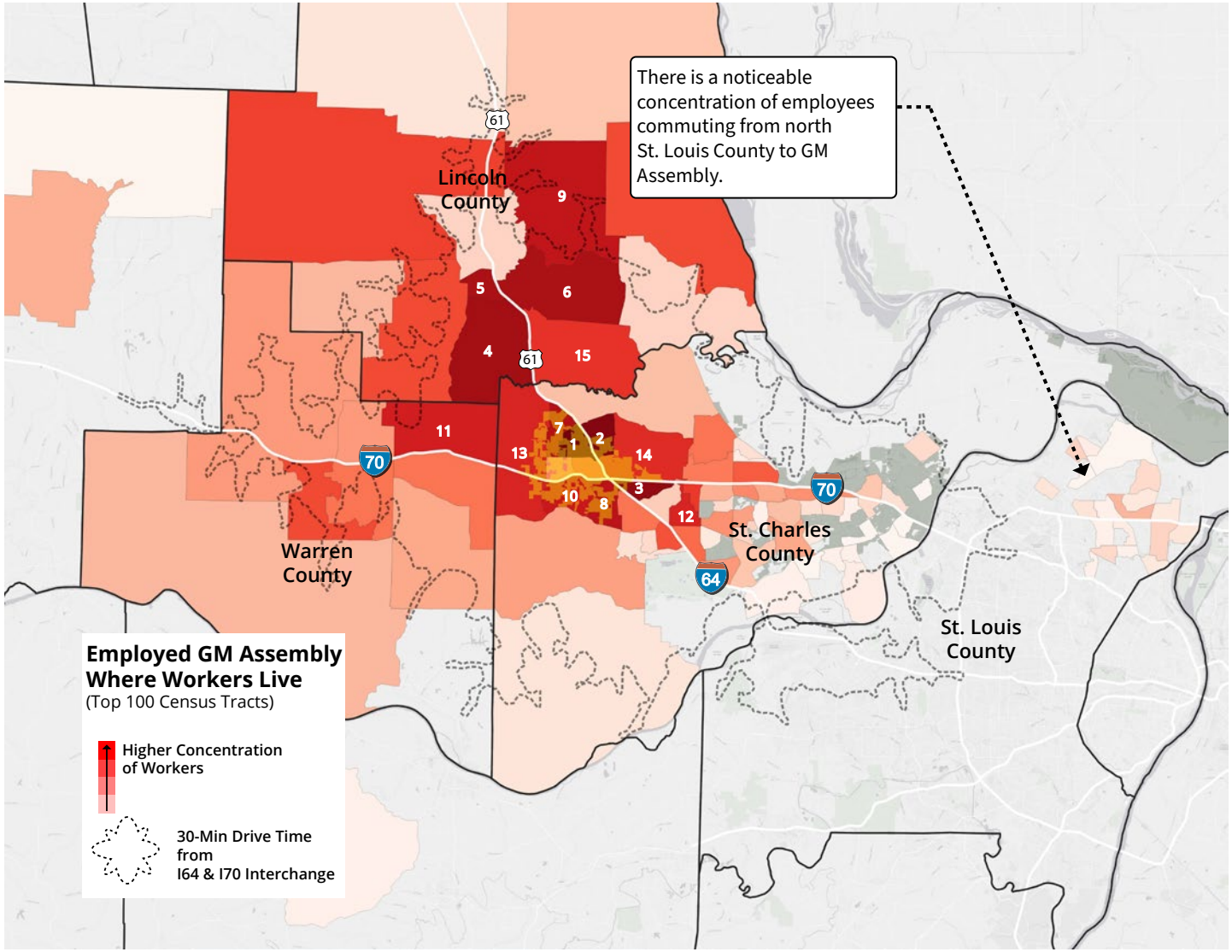


Socio-Economic Profile

The map on this page provides a closer look at where employees of the GM Assembly Plant (and adjacent manufacturing facilities) reside.

While the overall pattern is similar to that of other workers in the City, there is a noticeable concentration of employees commuting from north St. Louis County.

Employed at GM Assembly - Where Workers Live



Socio-Economic Profile

COMMUTING PATTERNS

While there were almost 19,000 jobs in Wentzville in 2022, nearly 84% of those jobs were held by non-Wentzville residents. On an average day in 2022, 15,747 people commuted into Wentzville for work while 3,088 residents stayed in Wentzville for their jobs.

Meanwhile, 20,261 residents commuted out of the city to jobs elsewhere. This partly means that the "daytime population" of Wentzville was lower than the "nighttime population" by about 2,500. But it also means that a lot of vehicles carried people to and from the city in such numbers as to add to traffic congestion throughout the city, county, and metro area.

The commuting database also includes estimates of workers by their jobs earnings. The highest of those earnings categories, however, is $40,000 per year or more. Still, the relative earnings of commuters is telling: As show on Figure 14.7, almost two thirds of Wentzville's out-commuters earn $40,000 or more from their external jobs. Meanwhile just over half of the in-commuters earn that much from their Wentzville jobs. Wentzville residents who stay in the city for their jobs fare the least: only 45.0% of them earn $40,000 or more. What is quite apparent, of course, is that the residents of Wentzville bring home rather large paychecks from external jobs compared to what jobs seem to pay within the city. This boost in resident incomes increases buying power for retail sales and higher value homes. But the lower paying jobs in the city are held mostly by non-residents.

Commuting Patterns In and Out of Wentzville, 2022
Source: US Census On the Map

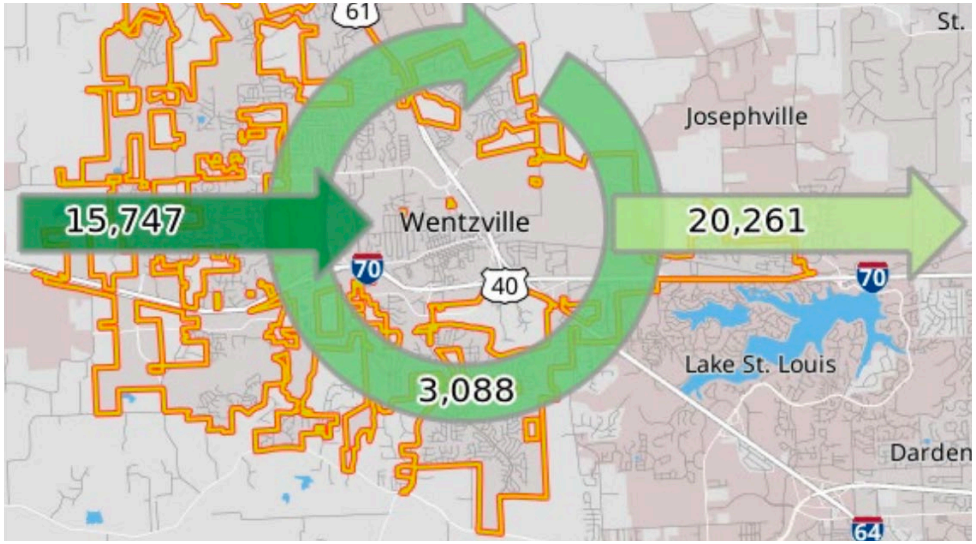
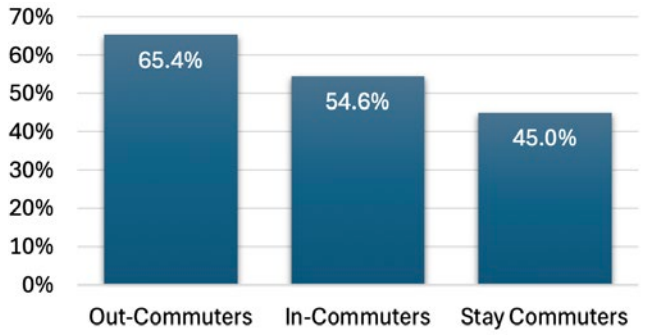


Figure 2.9: Percent of Wentzville Commuters Earning $40,000 per Year or More, 2022 | *Source: US Census On the Map*



Socio-Economic Profile

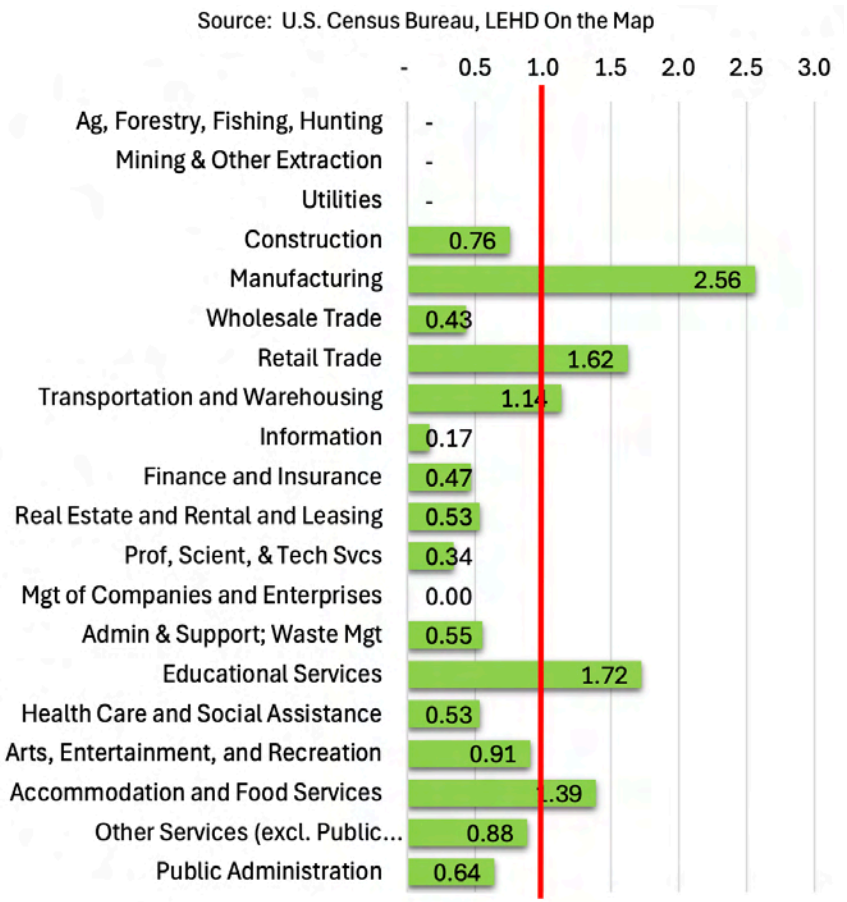
EMPLOYMENT LOCATION QUOTIENTS

A key indicator of the strength and diversity of a city's economy is a measure call "location quotients." In this case, a location quotient is the ratio of the percent of jobs in an economic sector held by Wentzville residents or jobs by sector located in Wentzville and the percent of the same sector in the 15-county, bi-state St. Louis metropolitan statistical area.

Figure 14.8 compares the percent of jobs by sector in Wentzville to the same sectors in the metro area. A location quotient, or ratio, of 1.0 means that Wentzville has the same percentage as the metro area. High ratios indicate relatively stronger sectors in the city.

Very clearly, Wentzville's strongest economic sector as of 2022 is Manufacturing. With a location quotient of 2.56, Wentzville's in-city jobs are dominated by manufacturing, followed by the also-strong educational services and retail trade sectors. But Wentzville is not a factor in the regional economy in four sectors and is relatively weak in others, particularly those that generally require college educations and often pay better than other sectors.

Figure 2.10: Employment Location Quotients, 2022 | Wentzville Jobs Compared to the St. Louis Metro
Source: US Census Bureau, LEHD On the Map

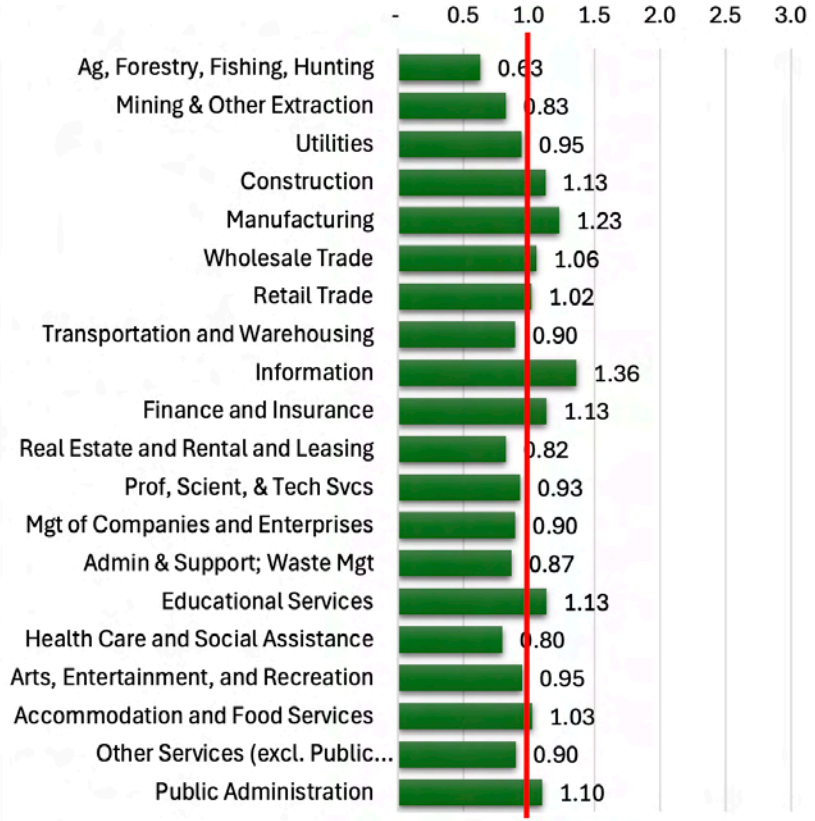


Socio-Economic Profile

Figure 14.9 paints a different picture regarding the Wentzville workforce, or the people in Wentzville who hold jobs regardless of where those jobs are located. The overall impression is that the workforce is fairly well-balanced in terms of the sectors in which they work compared to the entire metropolitan area. The highest location quotient is the Information sector with an LQ of 1.36. That is, Wentzville is home to a well-above average share of people employed in the Information sector. Several other sectors also exceed 1.0, but not by a great deal. And many sectors fall below the 1.0 threshold but, again, not by much. A high-level conclusion might be that Wentzville could attract more jobs in more sectors by demonstrating the highly diverse composition of its immediate workforce. More such jobs in Wentzville decreases commuting costs and congestion while greatly diversifying the local economy. Instead, most of that workforce has to commute to other cities and places for their jobs.

Figure 2.11: Workforce Location Quotients, 2022 | Sectors of Wentzville Residents vs the St. Louis Metro

Source: US Census Bureau, LEHD On the Map



Socio-Economic Profile

UNEMPLOYMENT RATES

Table 15 shows the 2010, 2015, 2020, and 2024 unemployment rates of Wentzville as compared to the county, region, and state using information available from the U.S. Department of Labor. Unemployment rates reflect the status of the resident labor force: How many city residents are employed vs. those not employed but nevertheless looking for employment.

In 2020, during the Covid 19 pandemic, the unemployment rate for Wentzville was notably below the rates for the metro area and the state of Missouri, but a little bit higher than St. Charles County. A similar relationship persisted into the average unemployment rates for 2024, but lower. It seems that all the selected jurisdictions reduced their unemployment rates at about the same pace. And all but the metro area were well below the generally accepted norm of about 4.0%.

Wentzville's 2024 unemployment rate of 3.0% was lower than the city's 2023 poverty rate, discussed earlier. This suggests that some households with poverty-level earnings are considered employed though at low rates of pay.

Table 2.15: Unemployment Rates 2010-2024

Jurisdiction	Percentage of the Labor Force - Unemployed			
	2010	2015	2020	2024
Wentzville	7.0%	3.7%	5.5%	3.0%
St. Charles County	8.1%	3.9%	5.4%	3.1%
St. Louis, MSA	9.5%	5.1%	6.8%	4.1%
Missouri	9.4%	5.1%	6.2%	3.6%

Source: Bureau of Labor Statistics, Local Area Unemployment Statistics (LAUS)

Socio-Economic Profile

LARGEST EMPLOYERS

The City of Wentzville provided its current estimate of the largest employers in the city. To no one's surprise should be that General Motors leads the list with almost 4,600 employees. Oddly, however, the Census Bureau's "On the Map" data series for 2022 identified just over 4,200 employees in the manufacturing sector, about 400 fewer than General Motors alone reported in 2025. In any event, this reminds everyone that different sources of data for seemingly similar topics can differ. Perhaps this is a miscalculation by the Census Bureau or it is a factor of different years of data. This specific economic sector also suggests some data challenges because there are other manufacturers in the city.

Table 2.16: Largest Employers in the City of Wentzville

Employer	Product / Service	Full-Time Employees
General Motors	Motor Vehicle Assembly	4,595
Wentzville R-IV School District (across multiple cities)	Education	2,613
Lear Corporation	Vehicle Seating	542
Etrailer Corp.	Truck Accessories	491
Compass Health Network	Healthcare	460
City of Wentzville	Local Government	350
TVS	Logistics & Freight	290
Piston Automotive	Automobile Chassis	250
SSM St. Joseph Health Center - Wentzville	Healthcare	238
Rapid Response	Freight Shipping	121
RK Stratman Company Inc.	Silk Screening	99
Source City of Wentzville Survey of Employers		

Note that these largest employers total just over 10,000 employees, though this must be tempered by the School District which extends beyond, and employs people outside of, the city limits. By excluding many non-Wentzville jobs of the School District, the above list represent roughly half of all jobs in the city based on the Census Bureau's 2022 estimates.

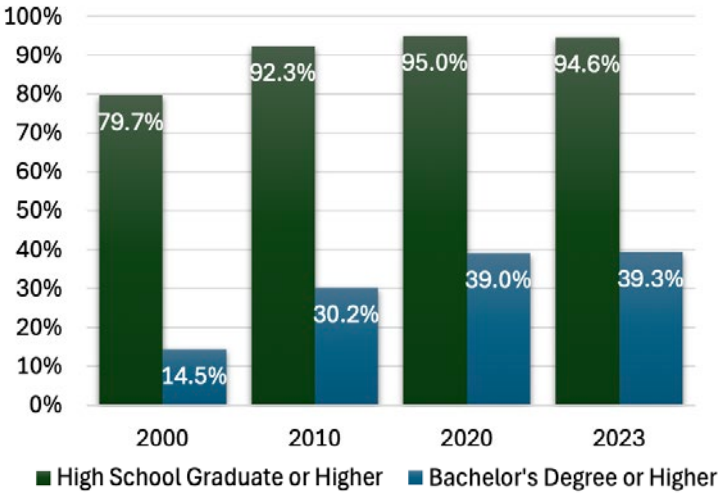
Separately, Esri estimated for 2024 that Wentzville contained 1,124 businesses encompassing 17,600 employees. "Businesses" are not necessarily the same as "employers." The City of Wentzville and the School District, which both show up on the Largest Employers list, may not be considered "businesses" in the Esri database. Again, there are challenges between different sources of data and/or different timeframes. Still, if the 1,124 businesses noted by Esri is a close approximation of all employers, the 11 largest employers list above make up only about one percent of all employers in the city. Wentzville is, thus, a city of many small businesses. Of course, another perspective can be that many of the "small businesses" are components or franchises of much larger corporations. Examples probably abound, such as McDonald's restaurants, Schnucks Supermarkets, and Walmart.

Socio-Economic Profile

EDUCATION

The City of Wentzville (as a whole) is an educated community with 94.6% of its population over 25 years of age having at least a high school education or some form of advanced degree according to current Census estimates. In 2000, the number within the same category was at 79.7%. Thus, there has been a dramatic overall increase in the educational attainment of the City's adult residents during the recent period of rapid population growth. This is also reflected in the previously discussed topics on improving household incomes and earnings. These impacts of incomes and occupations will influence housing demands in the future as well as private sector decisions to locate businesses and services within the City of Wentzville.

Figure 2.12: Educational Attainment High School and College, City of Wentzville | Population Age 25 or More
Source: US Census Bureau, American Community Survey



WENTZVILLE POPULATION BACHELOR'S DEGREE OR HIGHER



39.3%

Table 2.17: Educational Attainment in Wentzville Population Age 25 or Over

Educational Attainment	2000	2010	2020	2023
Population 25 and Over	*4,179*	*15,222*	*24,730*	*28,635*
Less than 9th Grade	8.6%	2.9%	1.1%	1.3%
9th to 12th grade, no diploma	11.7%	4.7%	4.0%	4.0%
High School Graduate (includes Equivalency)	34.5%	23.2%	21.3%	19.2%
Some College, no degree	24.1%	29.5%	23.9%	24.4%
Associate's Degree	6.6%	9.4%	10.8%	11.7%
Bachelor's Degree	10.7%	22.0%	26.2%	26.3%
Graduate or Professional Degree	3.8%	8.2%	12.8%	13.0%
High School Graduate or Higher	79.7%	92.3%	95.0%	94.6%
Bachelor's Degree or Higher	14.5%	30.2%	39.0%	39.3%
Source: U.S. Census Bureau, American Community Survey				

Socio-Economic Profile

RETAIL SALES

Table 18 shows the long-term trend in estimated retail sales in Wentzville based upon the City's general sales tax, converted to constant 2025 dollar values. Retail sales by businesses in Wentzville are charged a local option sales tax rate of 1.0 percent. In 1995, an additional ½ percent voter-approved tax increase went into place for transportation along with another ½ percent voter-approved tax increase for capital improvements.

Figure 18 translates this progression in retail sales to per capita values for selected years 2000 through 2024 (that is, retail sales per each resident of the city). Of note is the relatively large per capita value of $40,900 in 2020. This is likely attributable to the initial stages of Wentzville's rapid population growth period. Retailers were quick to establish themselves in the city (think Wentzville Parkway) but the city's population hadn't yet caught up. With annexations and continued in-migration, a balance was struck between supportable retail sales and the size of the population in a range just below $25,000 per year in 2025 dollars. The seemingly low value in 2010 is probably attributable to the woes of the Great Recession which lingered from 2008 to about 2012.

Of note is that each resident of Wentzville does not necessarily spend almost $25,000 per year in retail sales in Wentzville. First of all, some retail spending by anyone at all takes place outside of one's city of residence while traveling or visiting other cities. But that "leakage" is made up with retail sales to non-Wentzville residents. The city has become a significant retail destination for a large hinterland of residents in the St. Charles-Warren-Lincoln County area.

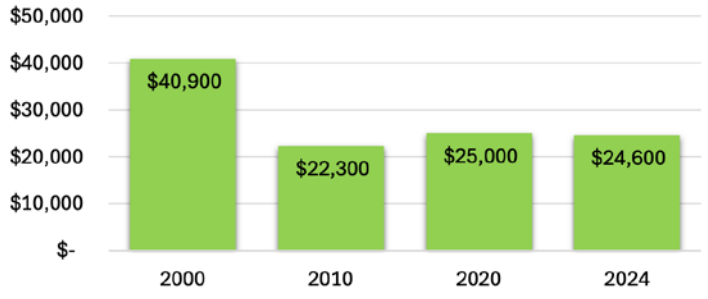
Table 2.18: Inflation Adjusted Retail Sales in Wentzville (1992-2024) in 2025 Dollars

Year	Retail Sales	Year	Retail Sales
1992	$260,216,000	2009	$635,223,000
1993	$253,262,000	2010	$648,709,000
1994	$252,044,000	2011	$659,511,000
1995	$282,390,000	2012	$708,480,000
1996	$291,034,000	2013	$750,672,000
1997	$251,651,000	2014	$815,345,000
1998	$254,901,000	2015	$897,560,000
1999	$266,396,000	2016	$954,334,000
2000	$281,777,000	2017	$1,010,756,000
2001	$401,236,000	2018	$997,522,000
2002	$445,644,000	2019	$1,039,636,000
2003	$527,310,000	2020	$1,108,243,000
2004	$546,362,000	2021	$1,143,927,000
2005	$618,313,000	2022	$1,138,509,000
2006	$543,279,000	2023	$1,142,849,000
2007	$615,290,000	2024	$1,194,403,000
2008	$622,870,000		

Sources: City of Wentzville; U.S. Bureau of Labor Statistics Inflation Calculator

Figure 2.13: Wentzville Per Capita Retail Sales in Constant 2025 Dollar Values, 2000 to 2024

Source: City of Wentzville and US Inflation Calculator



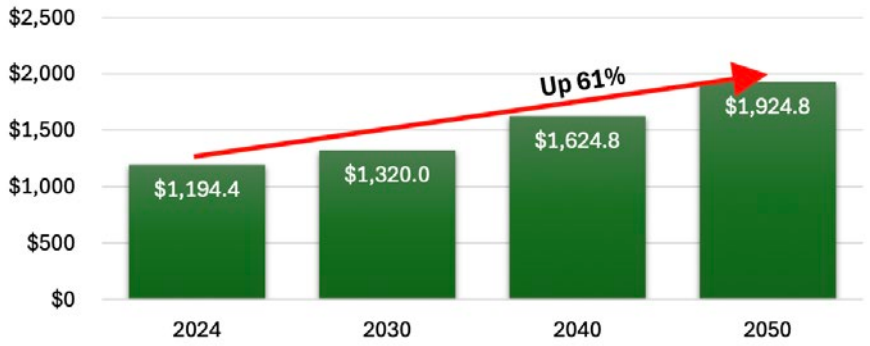
Socio-Economic Profile

If a “steady-state” volume of retail sales per capita of, say, $24,000 (average of 2010 to 2024—again in 2025 dollars) can be sustained, and the population of Wentzville advances as suggested by the previously discussed Table 9.5 (reproduced here), the city might expect overall retail sales to expand from almost $1.2 billion ($1,194.4 million) in 2024 to over $1.9 billion in 2050, more than a 60% rate of growth, shown on Figure 18.5.

Theoretically, of course, this suggests something like a 60% increase in the amount of land and building area to support those retail sales.

In predicable ways, however, this rate of retail sales growth will probably not be that aggressive for Wentzville. At present, the city’s retailers rely on many shoppers and diners from communities outside of Wentzville. As those places continue to grow, they will certainly develop their own retail concentrations closer to the increased densities of population and housing—just as Wentzville has. Those communities, therefore, will become less dependent on shopping and dining in Wentzville. Thus, planning for sufficient land to accommodate 60% more growth will likely be unnecessary.

Figure 2.14: Projected Wentzville Retail Sales in Constant 2025 Dollars Based on Per Capita Sales 2024-2050 ($millions)
Source: City of Wentzville and US Inflation Calculator



Housing

Approximately one-quarter of single-family homes in Wentzville have an appraised value between $300,001 and $350,000. Nearly half (46%) fall within the $300,001 to $400,000 valuation range.

The map on this page illustrates the distribution of single-family residential home values across the city.

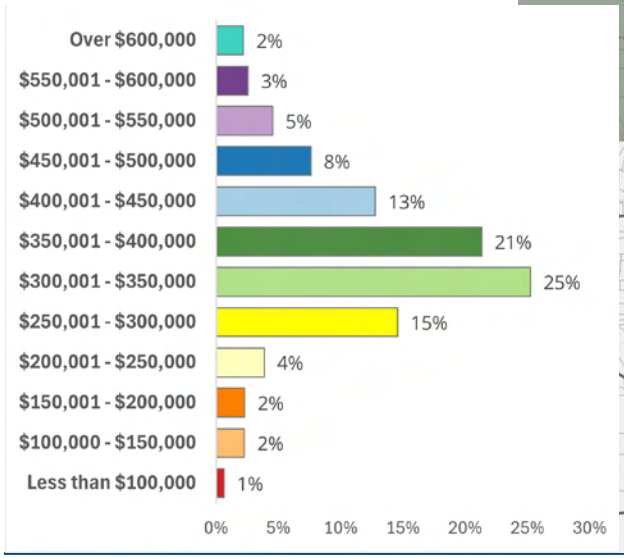
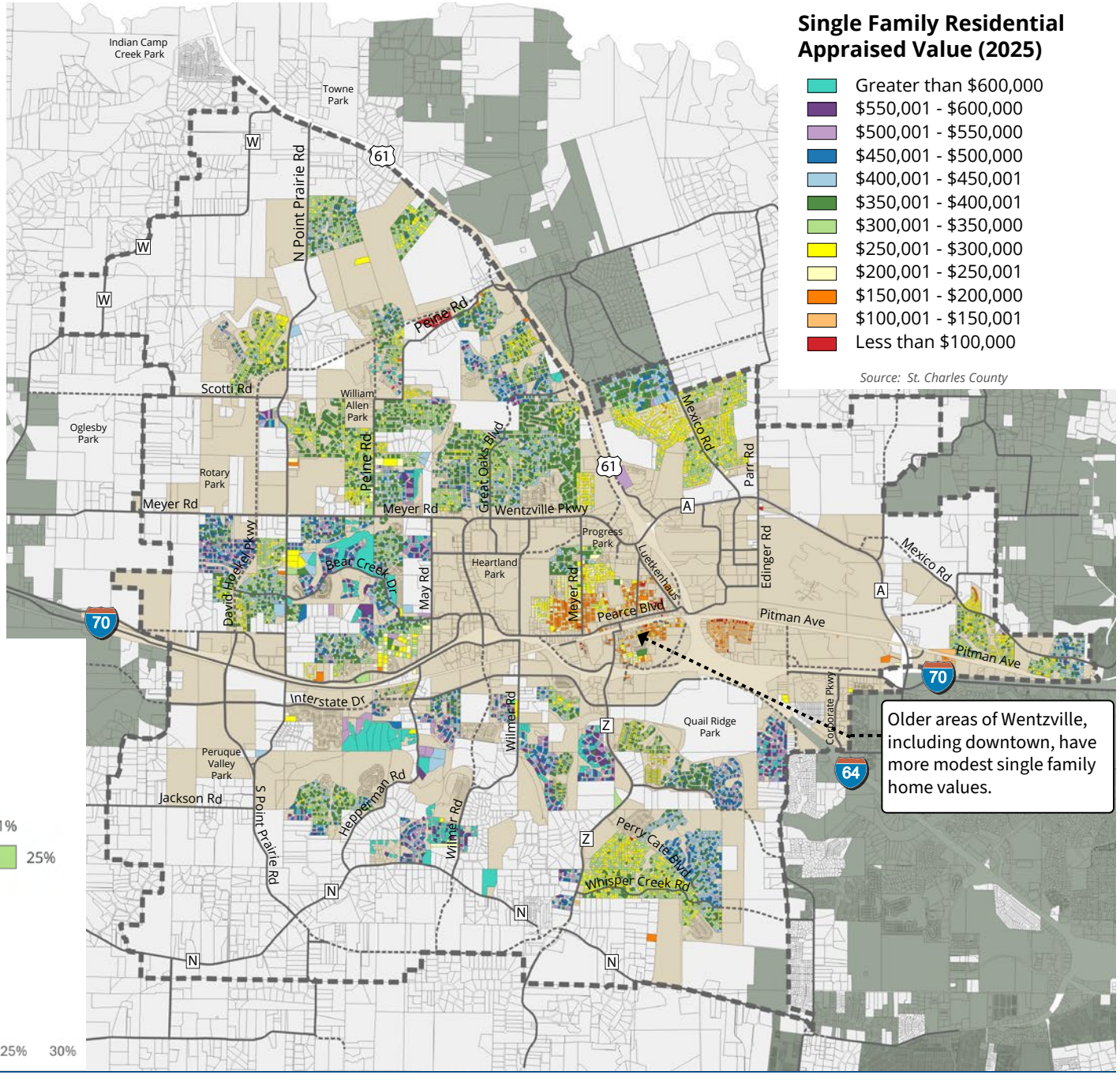


Figure 2.15: 2025 Single Family Residential Appraised Value
Source: St. Charles County, i5Group



Housing

Wentzville offers a wide range of housing types across various price points. Figure 19 illustrates the percentage of homes within each valuation category. This page and the following page provide examples of housing types represented in each appraised valuation range, based on St. Charles County's appraisal data.

$100,000 - $200,000



$200,000 - $300,000



$300,000 - $400,000



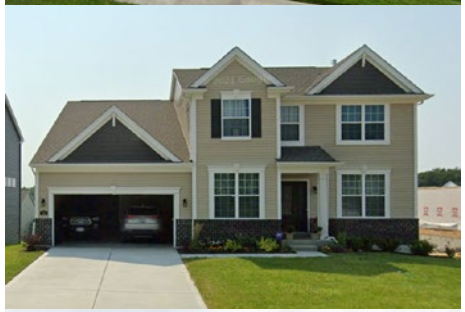
Housing

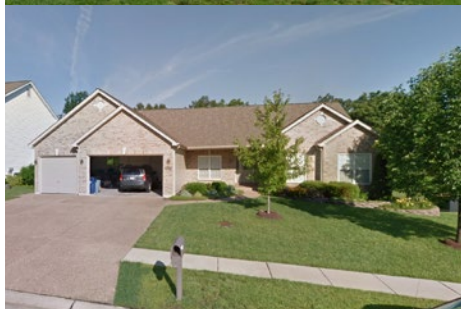
$400,000 - $500,000



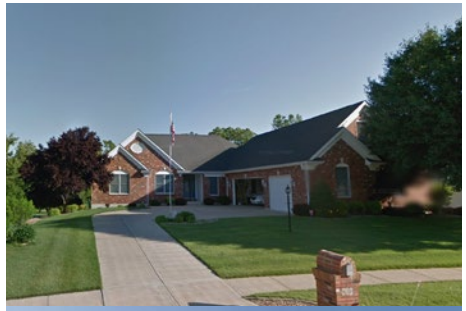


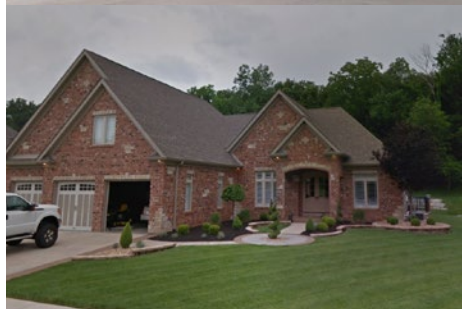

$500,000 - $600,000



Over $600,000



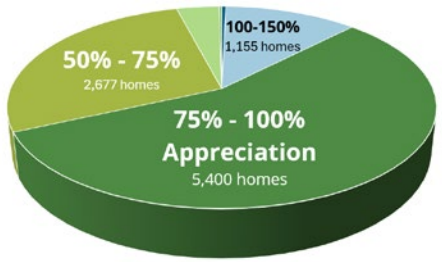
Housing

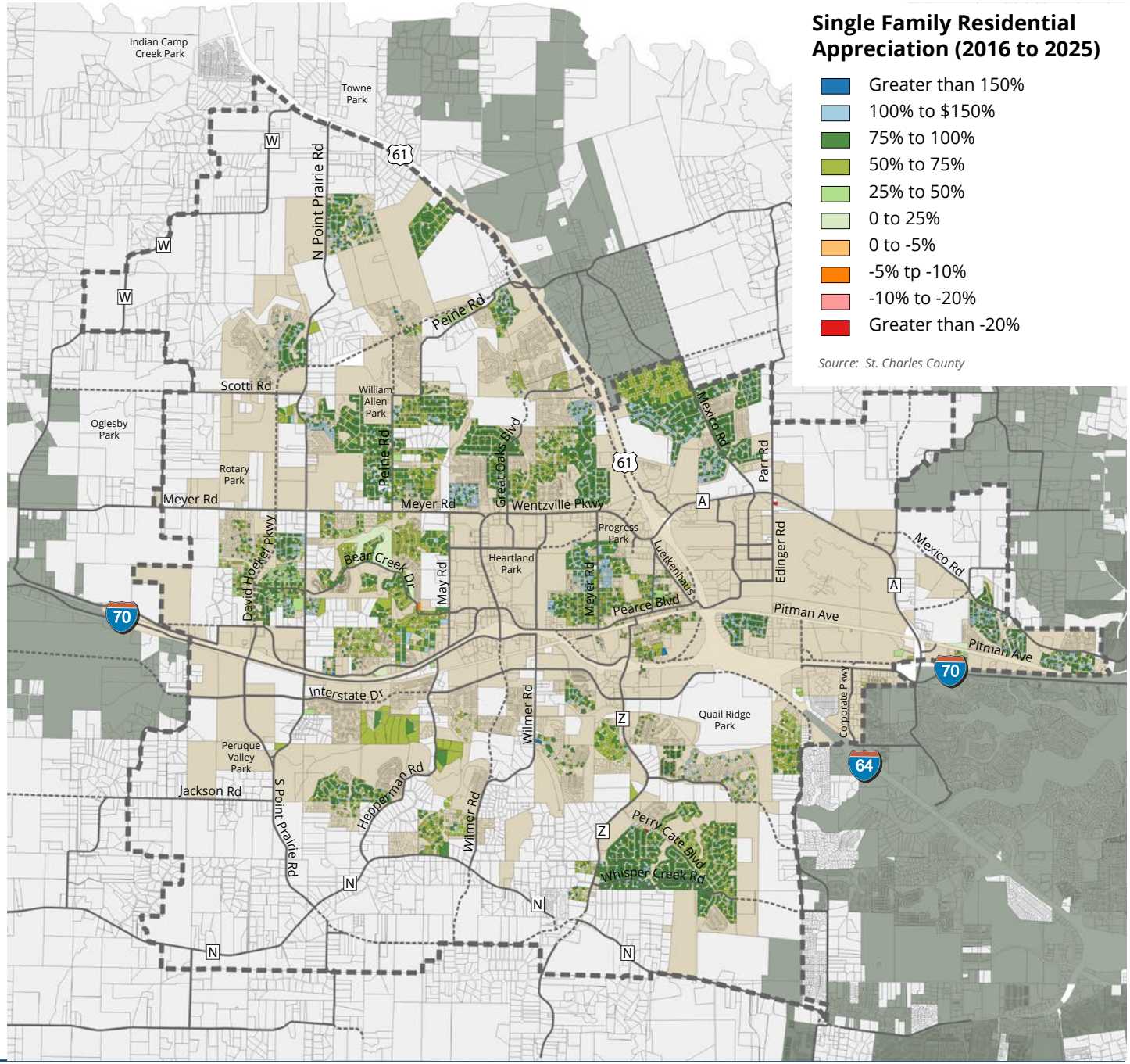
Since 2016, nearly 7 out of 10 single-family homes in Wentzville have appreciated in value by more than 75%. Over half of all single family homes have appreciated between 75% and 100%.

Table 2.19: Number of Homes at Different Appreciation Rates

Appreciation	Units	%
Greater than 150%	35	0.4%
100% to 150%	1155	12.0%
75% to 100%	5400	55.9%
50% to 75%	2677	27.7%
25% to 50%	370	3.8%
0 to 25%	17	0.2%
0 to -5%	2	0.0%
-5% to -10%	1	0.0%
-10% to -20%	0	0.0%
Greater than -20%	2	0.0%

Figure 2.16: Number of Homes at Different Appreciation Rates





Housing

More than eight out of ten housing units in Wentzville are single-family detached homes. At 83.4% as of 2023, this is the highest percentage of single-family detached homes among nearby cities as shown on the following pages. There was an increase of single-family detached homes between 2010 and 2023 of almost 5,900 units and the share of such units increased slightly from 81.6% in 2010 to 83.0% in 2020 to 83.4% in 2023.

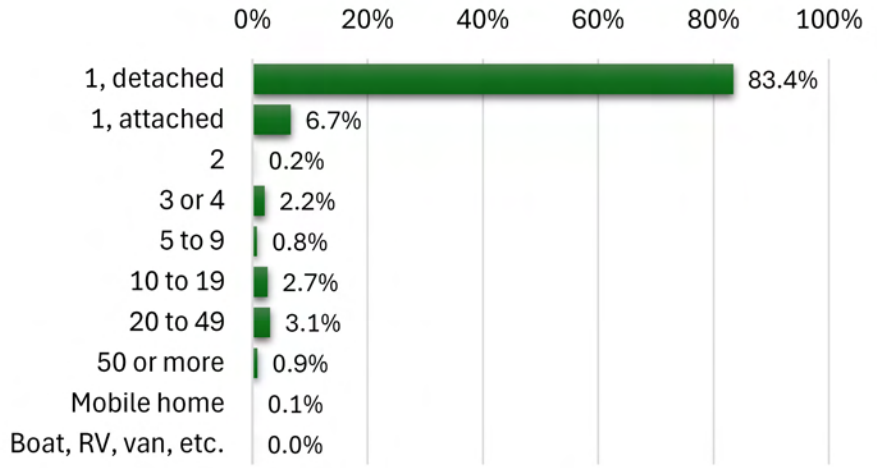
The share of single-family detached homes throughout St. Charles County is notably less than in Wentzville at just under three quarters. The overall national rate is just over six in ten housing units that are single-family detached. O'Fallon, Missouri, approximates the county rate as the nearest to Wentzville's rate.

The Wentzville increases are consistent with the size and growth of families and households as noted elsewhere in this report. Wentzville households are, on average, larger and have more children than nearby communities.

But it also means that Wentzville has a less diverse stock of housing options for newcomers or existing families desiring other forms of housing during their life cycles. St. Charles and St. Peters have diversified notably as these cities try to accommodate their changing (often aging) households with smaller and denser housing units such as villas or townhomes and a variety of apartment structures. For instance Wentzville ranks last on these charts for shares of villas/townhomes, tri-plex and quad-plex units, and apartment buildings of all sizes.

As Wentzville's households likewise age-in-place over time, there could very well be market pressures to increase the number and share of other housing options so that people can find alternatives that fit their changing lifestyles while choosing to remain residents of Wentzville.

Figure 2.17: Percent of Housing Units by Units per Structure
City of Wentzville, 2023
Source: 2023 U.S. Census, American Community Survey



Housing

Single-family (detached) housing is the primary residential type in Wentzville. Compared to nearby cities, Wentzville has a significantly higher share of single-family homes at 83%.

This and the following page compares Wentzville to other St. Charles County cities for the percentage of various housing types, including:

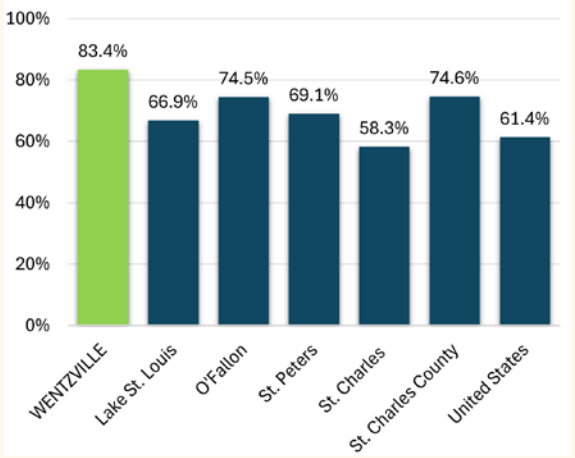
- Single-Family
- Villas/Townhomes
- Tri-Plex or Quad Plex
- Small Apartment Complexes
- Medium to Large Apartment Complexes

Compared to nearby cities, Wentzville has a significantly higher share of single-family homes at 83%.

SINGLE-FAMILY
(Detached homes)



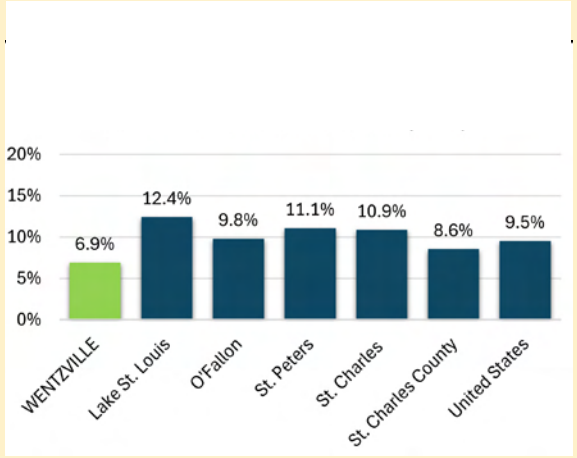
Single Family Homes as Percent of All Housing Units
Source: 2023 U.S. Census, American Community Survey



VILLAS / TOWNHOMES
(Attached homes and 2-unit structures)



Villas/Townhomes as Percent of All Housing Units
Source: 2023 U.S. Census, American Community Survey

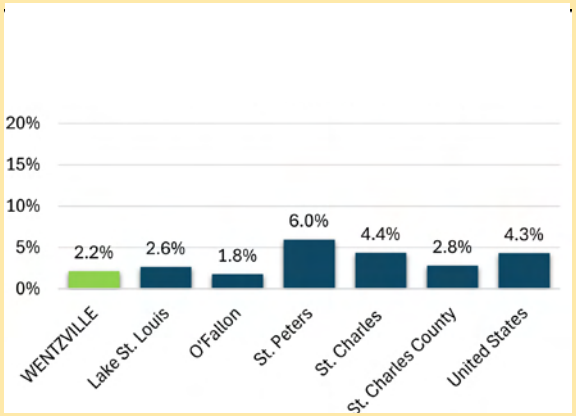


Housing

TRI-PLEX OR QUAD PLEX
(3–4 unit structures)



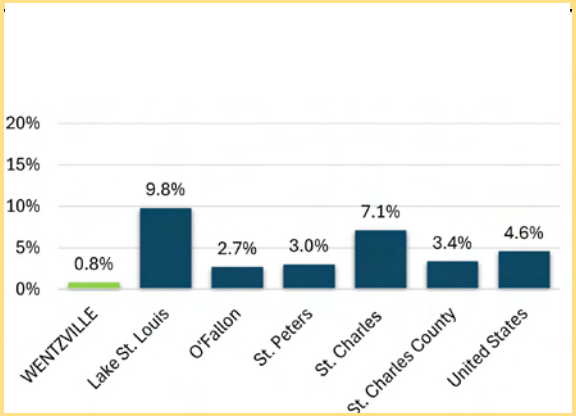
Tri-Plexs or Quad Plexs as Percent of All Housing Units
Source: 2023 U.S. Census, American Community Survey



SMALL APARTMENT COMPLEXES
(5–9 unit structures)



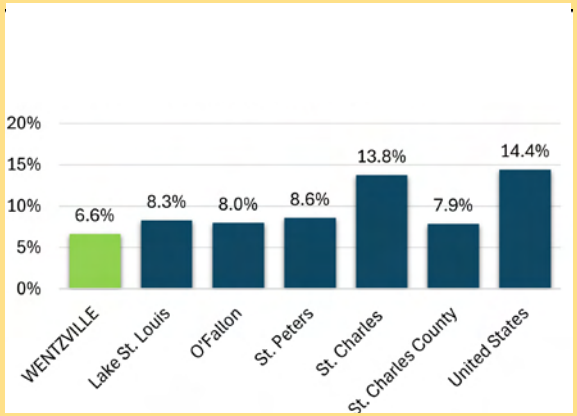
Small Apartment Complexes as Percent of All Housing Units
Source: 2023 U.S. Census, American Community Survey



MEDIUM TO LARGE APARTMENT COMPLEXES
(10 or more unit structures)



Medium to Large Apartment Complexes as Percent of All Housing Units
Source: 2023 U.S. Census, American Community Survey



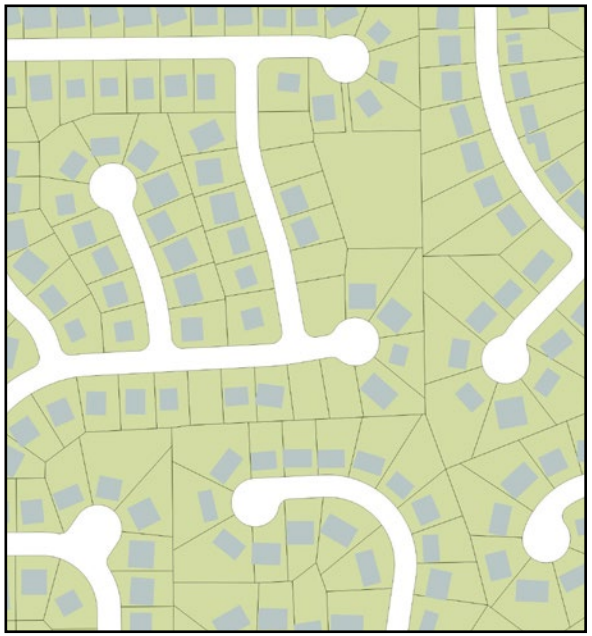
Housing

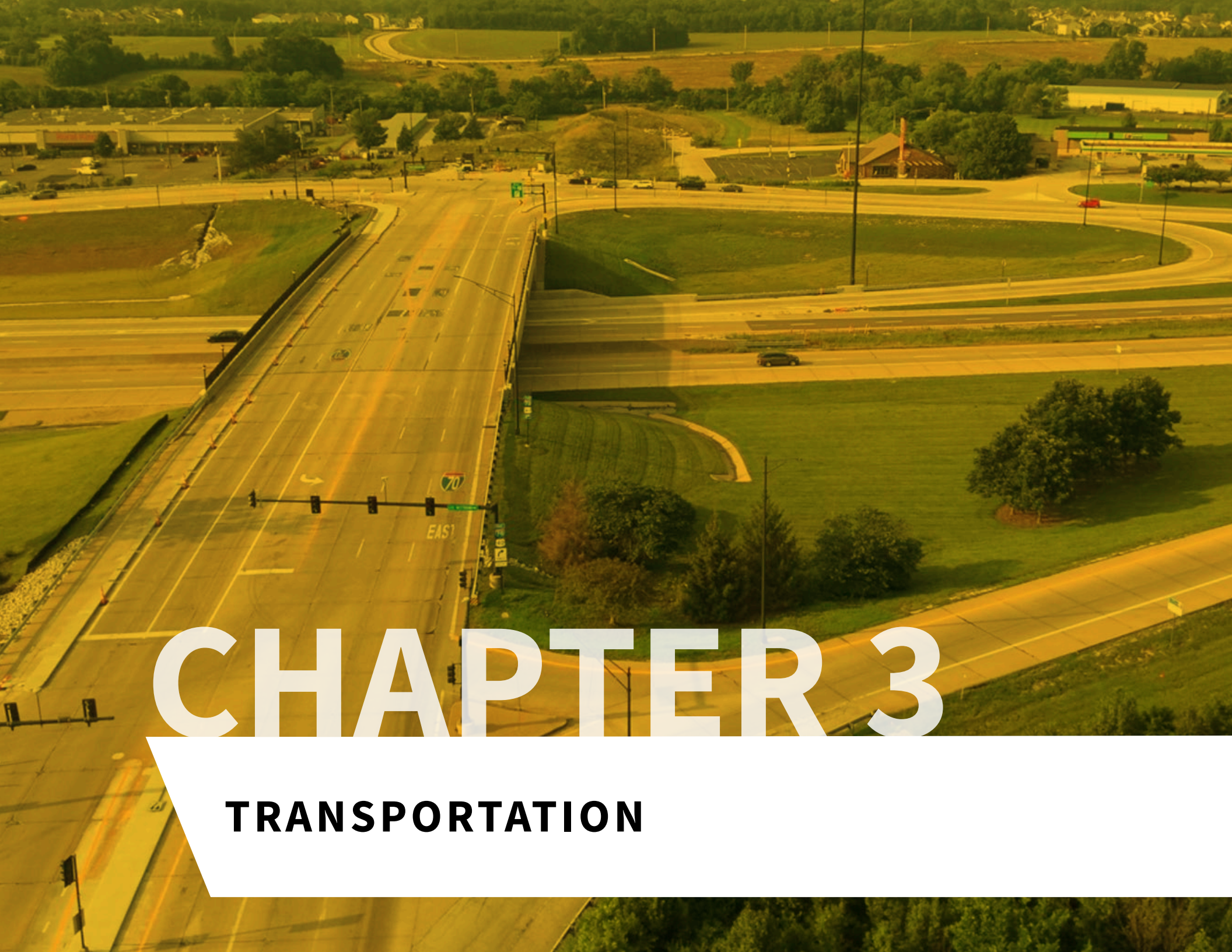
This page examines single-family home parcel sizes in Wentzville. The chart below highlights trends in parcel sizes since 2007, comparing average and median parcel sizes across two time periods. It also includes a comparison with the neighboring communities of O'Fallon and Lake Saint Louis.

Parcel sizes have remained relatively consistent over time, with both average and median lot sizes generally ranging from approximately one-fifth to one-quarter of an acre. Overall, single-family parcel sizes in Wentzville, O'Fallon, and Lake Saint Louis show similar patterns.

Table 2.20: Parcel Size (in Acres) of Single-Family Homes
Source: St. Charles County GIS, i5Group

	Wentzville		Lake Saint Louis		O'Fallon	
	Avg	Median	Avg	Median	Avg	Median
2016 - 2024	0.23	0.21	0.26	0.22	0.25	0.21
2007 - 2015	0.26	0.23	0.26	0.23	0.24	0.21





CHAPTER 3

TRANSPORTATION

Introduction

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

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

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.

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

Transportation Master Plan

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. The below technical memorandums are a part of the Transportation master Plan and are important policy toward the implementation of an appropriate transportation system. The More recent creation and adoption of the City's Engineering Design Criteria (EDC) works in a similar approach and with adopted standards to implement this policy first created in 2003. A new transportation master plan is no longer an objective in Chapter 10 Implementation as the EDC will be used to accomplish best practices as the community grows. 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.





Technical Memorandum #6 of the TMP (related to pedestrian travel) has been further studied via Wentzville's participation in the Bicycle and Pedestrian Facilities Plan, which was conducted by Trailnet, Inc. for the communities of Wentzville, Lake Saint Louis and O'Fallon. This document further studies this transportation alternative and expands existing and planned bike lanes, bikes routes, trails and accommodations found on the Future Land Use Plan via a separate facility plan for Wentzville titled the Bicycle and Pedestrian Facilities Map (Map No. 28). Wentzville coordinates with St. Charles County and other agencies in the coordinate/design and implementation of trails in the City's planning area including a focus on linkages to adjacent community sidewalks/pedestrian facilities, and greenways. The TMP contains tables and charts to illustrate its findings. The TMP document is made up of a series of Technical Memoranda as follows:

TECHNICAL MEMORANDUM #1: VALIDATION PLAN AND FUTURE TRAFFIC FORECASTS

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

TECHNICAL MEMORANDUM #2: ACCESS MANAGEMENT STANDARDS

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

TECHNICAL MEMORANDUM #3: TRAFFIC IMPACT STUDY STANDARDS

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

TECHNICAL MEMORANDUM #4: TRAFFIC COUNTING PROGRAM GUIDELINES

This memorandum addresses the type of traffic counts, methods to collect traffic data, and potential locations for traffic counts. The information in this section can be used by the City as it establishes a traffic counting program.

TECHNICAL MEMORANDUM #5: TRAFFIC SIGNAL WARRANT GUIDELINES

This section discusses the process used to determine if a traffic signal may be warranted at a specific intersection location in Wentzville using the MUTCD (Manual of Uniform Traffic Control Devices Millennium Edition [MUTCD 2000]).

TECHNICAL MEMORANDUM #6: GUIDELINES FOR BICYCLE AND PEDESTRIAN FACILITIES

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

Corridor Preservation and Right-Of-Way Acquisition

The City of Wentzville staff, Planning and Zoning Commission and elected officials work together in order to identify desired roadway improvements in an effort to plan for expected growth. Two methods are utilized to reserve and acquire right-of-way for the expansion of existing facilities and for new roadway development. The first of these methods is to require the dedication of right-of-way from developers seeking to subdivide properties along existing or planned roadways. Implementation of these acquisitions is embodied in the adopted regulations of Chapter 410, Subdivision Regulations. The second method is via the implementation of a process called Corridor Preservation, which is designed to allow for the preservation/acquisition of new corridors for major roadway projects. This public process has proven successful as a method to study roadway alignment alternatives, involving the public and specific property stakeholders in the path of a future planned roadway (The preferred alternative after the public process has been completed is identified, after several alternatives are evaluated). After a preferred new major roadway alignment has been identified via this process, the City may coordinate with the Federal Highway Administration to perform an Environmental Assessment to ensure that the proposed roadway project will not have any significant impacts upon the human or natural environment, enabling the opportunity for grant funding for aspects of the future implementation of the route. The Thoroughfare Plan (Map No. 3) depicts a number of planned future roadways. These “dashed lines” are not intended to be an exact depiction of the location of a future road, but a general depiction of a desired roadway section or connection. The actual course of the roadway is dictated by topography, roadway design, landowners and developer involvement and the City’s right of acquisition related to adjacent development, to connection to existing interconnection streets currently built or planned to be built.

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 of the project has been completed. This phase realized a grade separated interchange at Interstate 70 connecting south to Interstate Drive and connecting north to West Pearce Blvd. Phase 2D of the project was the most recently completed phase from West Pearce Blvd to West Meyer Road with an initial two lanes of pavement. Wentzville initiated design and is acquiring right of way for the construction of Phase three, being an initial two lanes of pavement for the balance of the remaining corridor to connect Phase one, and Phase two. Estimated completed in 2028/2029. 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 starts at I-70 Exit #208 and will travel south and connect into Wilmer Road. Bridge and access management improvements to Interstate 70 approach and ramps have been realized and in 2026/2027 roadway construction to reach Interstate Drive will be accomplished.

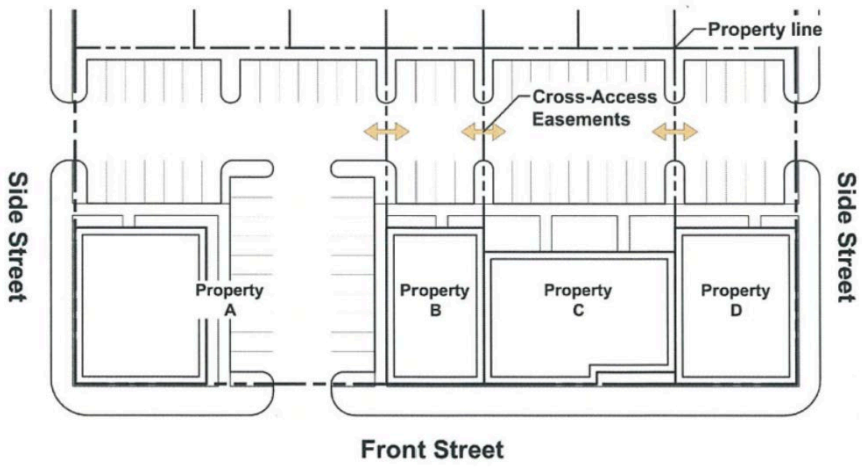
Route N improvements are being planned as a regional transportation improvement to serve the residents of the City of Wentzville, Lake St. Louis and western St. Charles County. St. Charles County, the Missouri Department of Transportation's (MoDOT) St. Louis District, in cooperation with the Federal Highway Administration (FHWA), has completed applicable environmental study(s) for the corridor. Phase one of the project will add more traffic lanes and safety features along a 4-mile stretch from Hawk Ridge Trail to Perry Cate Blvd through a cooperative funding approach of agencies along the highway. Future expansion of Hwy N westward following the NEPA study as the Buckner Road Alternative is planned in the future to serve the area's growth.

In history (Comprehensive Plans in 2022, 2018, and prior, known as Map No. 27) provides mapping to indicate the three primary Corridor Preservation projects the community has actively implemented. The map also displays the amount of right-of-way reserved and right-of-way that has been dedicated for public use. This mapping document can be used to approximate cost savings in right-of-way acquisition. The City of Wentzville proactively seeks right-of-way for future roadway expansions and new facilities via the development review process and subdivision platting process. In addition to seeking right-of-way for City roadway projects, the City also assists the State of Missouri in acquiring right-of-way for MoDOT roadways. Sixty feet from either side of the existing centerline is requested at a minimum and acquired along State of Missouri letter routes, and the City of Wentzville assists in the implementation of right-of-way requests via written comments received from MoDOT along Interstate 70 and Highway 61. This implementation of the City's Thoroughfare Plan has resulted in substantial cost savings to the City of Wentzville, St. Charles County Government (Road Board Grant Application Process), City of Wentzville residents, St. Charles County residents and MoDOT for future planned facilities.

Private Property Development

The City of Wentzville strives to create an environment which encourages the development and redevelopment of private property. This growth strengthens the community by providing the homes, jobs and services necessary to meet the needs of Wentzville's residents. These private developments also provide a sustainable revenue source to the City which provides funds for further innovations and improvements in public infrastructure, which in turn creates more opportunities for private development and redevelopment.

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



CROSS-ACCESS

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

PARKING

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



PRIVATE PARKING LOTS

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



PUBLIC PARKING LOTS

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

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

Wentzville's Transportation Network

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



PUBLIC ROADWAYS

The City of Wentzville currently maintains over 406 lane miles and 194 centerline miles (public streets). City personnel annually review all streets in order to develop a cost-efficient schedule to perform necessary repairs, including slab replacement. In addition, the City provides pre-snow treatment and plow services to ensure that mobility opportunities are preserved during inclement weather events.



PEDESTRIAN TRAIL/SIDEWALK NETWORK

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

Surrounding Transportation Networks

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

STATE ROADWAYS

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

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

MoDOT Improve I-70 project is on-going through the City's Planning Area, and is targeted to be completed by 2029.

AIRPORTS

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

The largest general aviation airport in the area is the St. Louis Lambert International Airport, located approximately 25 miles east of Wentzville on Interstate 70. This international airport is the largest and busiest airport in Missouri.

The Spirit of St. Louis Airport is located approximately 15 miles southeast of Wentzville on Interstate 64 / Highway 61. This facility is operated by St. Louis County as a public use airport and supports many of the corporate jets and other small aircraft in the St. Louis area.

The St. Charles County Smartt Airport is located approximately 20 miles east of Wentzville via Interstate 70 and Highway 370. The airport is operated by St. Charles County as a public-use airport.

RAILROADS

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

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

As the railroad continues to play an important part in Wentzville's growth, it is vital that the City and the Norfolk Southern Railroad collaborate to pursue mutual goals. In 2015 the Railroad agreed to lease a portion of their track right-of-way to the City. This lease allows the City to pursue downtown beautification efforts and to implement plans for additional public parking along either side of the tracks. The City and railroad are currently working to evaluate reductions in the number of at-grade crossings within the City. This includes options for two overhead crossings for the future David Hoekel Parkway and Wentzville Parkway South projects. As the City continues to grow, the elimination of at-grade crossings is desirable in order to minimize vehicular traffic impacts, while maintaining the railroad's preferred train speed and efficiency.

PUBLIC TRANSIT

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

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

OATS

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

INDEPENDENT TRANSPORTATION NETWORK (ITNGATEWAY)

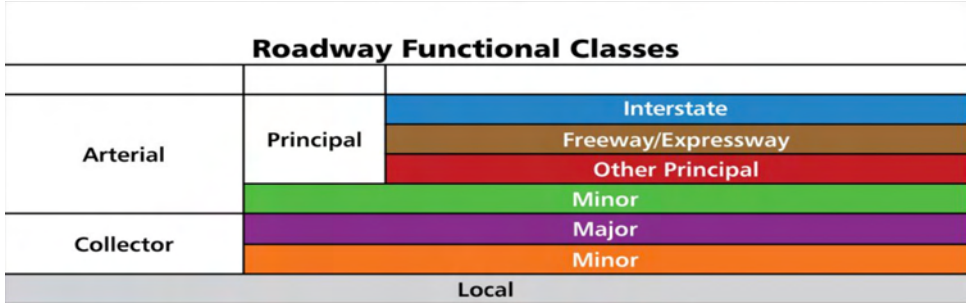
ITNGateway is part of a national non-profit transportation system designed to support America's aging population. This membership based organization is open to anyone 60 years and older and visually impaired adults. In August of 2017, the City entered into a new partnership with ITNGateway to provide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

SENIOR TRANSPORTATION AND RIDES (STAR)

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

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:



These classifications, shown in the 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.

Future Transportation Needs

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

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

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

TABLE 3.1: FUTURE TRANSPORTATION PROJECTS

Future Project	Description	
I-70 through City limits (Foristell to Lake Saint Louis)	Complete Active Widening (Improve I-70)	Projects Under Missouri Department of Transportation (MoDOT) Jurisdiction
I-70 & Hwy 40/61 Interchange	Complete Active Improvements (Improve I-70)	
Hwy 61 (I-70 to N. Point Prairie Rd)	Upgrade to access controlled freeway	
Hwy Z (I-70 to Hwy N)	Complete Design and construct Lane and Signalization	
N. Service Rd (Pearce Blvd. to Luetkenhaus Blvd.)	Re-align Pearce Blvd. to Hwy Z & extend to Luetkenhaus Blvd.	
Hwy 61 Western Outer Roadway	Construct 2 lanes to 3 lane outer roadway	
Hwy 61/Hwy W Interchange	Design and Complete the programmed Access Controlled Interchange	
Whisper Creek Dr. (Wrausmann Dr. to Duello Rd.)	Construct 3 lanes on new extension	Projects Under City of Wentzville Jurisdiction
Wentzville Pkwy, South Extension	Construct new 5 lanes to Hwy N	
Wilmer Rd. (Interstate Drive to Wentzville Pkwy 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/bridge replacement	
Great Oaks Blvd Extension	Construct new 2 lanes to 3 lanes	
Peine Rd. (Peine Ridge Elementary to Hwy 61)	Widen from 2 lanes to 3 lanes	
Carlton Glen Parkway to Duello	Construct 2 lanes on new extension	
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	
Duello Rd.	Widen from 2 to 3 lanes Peruque Creek to Hwy N	Projects Under St. Charles County Jurisdiction
Hepperman Road	Construct new 3 lane alignment	

Regional Projects

MoDOT is currently implementing new construction safety, capacity and alignment improvements as a part of the Improve I-70 project. Coordination on this project is on-going with Norfolk Southern Railroad, Wentzville and St. Charles County Government. 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 continuing to be planned. 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 at Hwy W is being designed and is programmed. A continuous western outer roadway improvement to Hwy 61 is planned by Wentzville and MoDOT to improve safety and improve access for economic development opportunities in northwestern St. Charles County, including safety improvements 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.

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. In history 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. Phase 2 of the project has been completed. This phase realized a grade separated interchange at Interstate 70 connecting south to Interstate Drive and connecting north to West Pearce Blvd. Phase 2D of the project was the most recently completed phase from West Pearce Blvd to West Meyer Road with an initial two lanes of pavement. Wentzville initiated design and is acquiring right of way for the construction of Phase three, being an initial two lanes of pavement for the balance of the remaining corridor to connect Phase one, and Phase two. Estimated completed in 2028/2029.

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

WENTZVILLE PARKWAY SOUTH EXTENSION

Phase One of this project has been completed and implemented 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.

Phase Two of the Wentzville Parkway South improvement project will extend Wentzville Parkway south from Veterans Memorial Parkway, over the railroad, and to Interstate Drive. This phase will involve a new two-lane roadway and the underlying infrastructure for the future expansion to five lanes when traffic demands call for it.

This project will create a safer and more efficient connection between Wentzville Parkway and the southern portion of the City and will set up future southern extensions of Wentzville Parkway that are envisioned in the City's Thoroughfare Plan.

Anticipated Construction to Begin Fall/Winter 2026

MEXICO ROAD

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

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

INTERSTATE DRIVE

Interstate Drive is a planned arterial roadway between Highway T and Prospect Road. It parallels the south side of Interstate 70 and is intended to serve as the primary route for east-west travel within Wentzville's southern growth area. Key future intersections are planned at the Wentzville Parkway South Extension and the David Hoekel Parkway Overpass in order to provide easy access to Interstate 70 and the northern side of Wentzville. Wentzville and St. Charles County has successfully implemented three lanes of Interstate Drive west to Schaper Road, with the City of Foristell/St. Charles County. Completion of the Interstate Drive improvements will also allow the closing of various at-grade railroad crossings along the South Service Road of Interstate 70. The completion of this project will encourage development along this arterial corridor as supported by the City's Future Land Use Plan.

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

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.

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.

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.

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 advancing in their development with several companies starting operation within the last five years, with a broadening of the types of material goods being delivered. The FAA regulates UAVs including delivery services but as these services become more prevalent, Wentzville is considering how drones will impact the transportation network, and is recommended to create location criteria, and a review process to meet with the requests of businesses desiring to use this new technology as an accessory use to a permanent business opertion. 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.

CHAPTER 4

UTILITIES



Utilities

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

HIGH-PRESSURE PIPELINES

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

ELECTRIC

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

NATURAL GAS

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

TELEPHONE/COMMUNICATIONS

The Wentzville area is served by multiple communication and internet providers including Spectrum, AT&T, Gateway Fiber, Brightspeed and the CenturyLink Communication Company, which has a regional office in the community.

WATER SUPPLY & DISTRIBUTION

The City of Wentzville's Water System Model and Master Plan was updated in 2025. 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 #2

The Public Water Supply District No. 2 of St. Charles County 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 #2 was updated in 2024 with an expiration date in 2034 but includes two optional 10-year extensions. The contract includes a maximum water consumption of up to 20 million gallons per day.

PWSD #2 is currently in the process of updating its Water System Master Plan with expected completion in early 2026. There are multiple on-going and recommended improvement projects within the PWSD #2 Water System Master Plan 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 Boulevard. 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 High Density Polyethylene (HDPE) 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 Road 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 two million 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 PWSD #2 system supplying Wentzville is high enough to accommodate the water service requirements during normal demand periods, while the City's booster stations are currently able to support the water service requirements during peak demands. As part of the Master Plan, the City added a third water booster pump station in the Prospect Road and Interstate 64 area to meet future demands on the water system, which went online in April 2012.



WASTEWATER COLLECTION & RECLAMATION

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

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 2025, the City has lined over 11.07 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.

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, 2012 and 2023 to accommodate the continued growth of the community. The most recent expansion included installation of a biosolids dewatering and storage facility for handling of the solids produced at the end of the treatment process and a new aeration basin 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 800,000 MGD. The remaining flow to the facility is approximately 4,100,000 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 75 percent of working capacity, and continuing pattern of growth, it is anticipated that when completed the current configuration will be capable of providing treatment for future growth through the year 2033.



Photograph of WRC after 2022 Expansion

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 boundary maps (Maps No. 9 and 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 Department, 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.

TABLE 4.1: AVERAGE DAILY FLOW PER YEAR

Year	Average Daily Flow (gallons)
2012	2,900,000
2013	3,300,000
2014	3,500,000
2015	4,300,000
2016	4,450,000
2017	4,300,000
2018	4,350,000
2019	4,570,000
2020	4,570,000
2021	4,600,000
2022	4,790,000
2023	4,450,000
2024	4,720,000
2025	4,900,000

STORMWATER MANAGEMENT & INFRASTRUCTURE

Proactive and integrated stormwater management is essential for the continued growth and quality of life of the Wentzville community. The City maintains a Municipal Separate Storm Sewer System (MS4) for drainage and flood control, and implements a comprehensive Stormwater Management Program (SWMP) for pollution prevention compliance under the Clean Water Act. This benefits property owners by reducing property damage and increasing water quality of local streams and lakes. Stormwater is a vital natural resource linked to our community's aesthetics, health, drinking water sources, and connected greenspaces for residents and wildlife.

WENTZVILLE'S STORMWATER SYSTEM

The stormwater system includes over:

- 170 miles of storm lines
- 8,200 storm inlets
- 1,500 outfalls
- 475 basins/facilities (mostly privately owned and maintained)

The system ultimately discharges to natural waterways. In addition to managing flooding, over 230 stormwater facilities are designed to improve water quality and protect existing stream channels to meet the City's development standards adopted since 2009.

In new development, storm pipes that are publicly-owned and maintained use reinforced concrete pipe to provide a dependable low-maintenance system for the community. Stormwater infrastructure asset data continues to be digitally inventoried in GIS maps for projects and developments. This provides easy data access to assist with infrastructure maintenance and future growth planning.

Stormwater infrastructure predates 1960 in some areas. The City assesses system conditions to identify capital project needs, maintenance priorities, and budget funding projections. In 2017 the Board of Aldermen approved 'reserve' funding to establish preventative maintenance of public stormwater infrastructure. To date roughly 12% of the system has been assessed.

Unlike water and wastewater utilities, ongoing maintenance and operations are funded by general revenue. At the Board's request, staff investigated options for stormwater management levels of service. In 2024 a Stormwater Funding Review presented to the Board found that City options for funding stormwater services are limited. Per State Statute, fourth-class cities are capped at a 1/2-cent sales tax for parks and stormwater. The City must also exceed 100,000 population to bring a stormwater utility to voters for approval.

In 2010 Wentzville adopted a 1/2-cent Parks-only sales tax. A stormwater utility (fee-based program) was found to present the most economical, sustainable and equitable funding solution. This option will remain unavailable to Wentzville into the foreseeable future unless there are changes to Missouri Statutes. Identifying additional funding strategies will become necessary to manage our growing and aging stormwater system, address increased regulatory compliance costs, and meet the needs and expectations of the City's constituents. The report provides recommendations for the Board to consider as guidance for future budget planning and program implementation.

Creation of a Stormwater Management Policy was recommended. This would identify desired levels of service, areas of municipal responsibility for cost-control; and needs for drainage, flood control, water quality and stream stability to protect public infrastructure and property.

STORMWATER MANAGEMENT PROGRAM

The City's Stormwater Management Program and five-year plan (SWMP) are designed to protect local waterways from polluted stormwater runoff under the City's Municipal Separate Storm Sewer System (MS4) Permit. To achieve compliance under federal Clean Water Act and state regulations, the City leverages many policies and Best Management Practices (BMPs) to help mitigate impacts of non-point source pollution and development, which can accelerate runoff from impervious areas (such as roads, roofs and parking lots).

The City's SWMP and annual reports are available at www.wentzvillemo.gov/stormwater. The plan outlines target audiences, measurable goals, implementation timelines, and mechanisms to evaluate success for the following required components:

- Public Education and Outreach
- Public Involvement and Participation
- Illicit Discharge Detection and Elimination
- Construction Site Stormwater Runoff Control
- Post-Construction Stormwater Management
- Pollution Prevention for Municipal Operations

The City strives to remain a regional model for permit compliance and goal attainment. This protects public health, minimizes undue state and federal fines, and maintains/improves stream water quality, green spaces and community pollution prevention practices.

The Missouri Department of Natural Resources (MoDNR) issues the MS4 Permit on a five-year cycle (with an anticipated issuance in Fall 2026). The City's SWMP program was found to be in compliance during the last 2024 audit, which stated:

"Some notable features of Wentzville's design standards are the inclusion of emergency relief and standards for channel protection volume (CPv)...Not many municipalities are adopting such stringent requirements, but Wentzville prioritized this work and even utilized a DNR stormwater grant to commission the (citywide hydrologic assessment) study…

Wentzville is running the best MO-R04C comprehensive permit program in the State of Missouri…This is a complex, layered, and extremely thoughtful program that reflects the City's commitment to environmental stewardship and community education…MS4 personnel display a strong dedication to environmental protection and preservation."

Looking ahead, additional state and federal regulations are imminent as waterbodies in the City are impaired. It is anticipated that one or more water bodies in Wentzville's watersheds will have an approved pollutant Total Maximum Daily Load (TMDL) in the near future. The City will be subject to additional requirements to meet water quality standards.

Peruque Creek is currently listed as impaired for dissolved oxygen and aquatic macroinvertebrate bioassessment. Lake St. Louis, also located within the Peruque Creek Watershed, is impaired for chlorophyll. MoDNR expects EPA approval of a draft TMDL by the end of 2026. As a named source in this drainage area, the City's MS4 Permit must incorporate additional regulations. This process includes developing and implementing a TMDL Assumptions and Requirement Attainment Plan (ARAP) to support local water quality compliance through policy and practice enhancements that reduce impacts.





PLANNING, POLICIES & PARTNERSHIPS

To complement SWMP goals, the City continues to use watersheds as a tool for organizing land use and stormwater management ***planning***. Additionally, integrated planning with wastewater, water, parks and transportation projects further achieves mutually-beneficial goals in a cost-effective and prioritized manner.

The Engineering Department reviews development plans and transportation projects for new construction for compliance with municipal standards. Engineering Design Criteria ***policies*** adopted in 2009 and subsequent revisions have improved City development standards with respect to water quality, flooding and stream channel protection.

Synergy through community and stakeholder partnerships has proven to leverage more impactful watershed planning efforts and policies for Wentzville. The City's SWMP directly engages engineers, contractors, trustees, staff and volunteers to help ensure stormwater programs and policies are appropriate and effective for the community.

Chapter 10: Goals and Implementation establishes goals, objectives and action steps related to the City's Stormwater Management Program. Based on the community input and key takeaways summarized in the Discovery Report, respondents indicated the top long-term city issues over the next 20 years will be:

- Proactive planning and adequate maintenance of infrastructure (40%), and
- Loss of open space/natural areas (43%).

Stormwater management strategies and development design standards (policies) directly influence the city's physical appearance and character as it relates to key community values. This includes maintaining a sense of character, peace, space, quality of life; and creating and protecting open space and natural areas, while maintaining affordable, quality and diverse housing. Updated goals for stormwater management reflect thoughtful review and a focus on planning, policy and partnerships to drive outcomes that reach the community's aspirations. Chapter 10 Goals focus on the following themes to address concerns related to growth, development and natural resources:

- ***Balancing Growth and Natural Resource Impacts:*** This theme addresses the overwhelming consensus (96% of respondents) that future growth must be carefully managed to balance new opportunities with resulting impacts on infrastructure, community character and the natural environment. This directly ties to managing development strategies, funding, stormwater runoff and its effects.
- ***Proactive Infrastructure Planning and Adequacy:*** Public input consistently highlighted the challenge of keeping infrastructure and transportation systems adequate. This theme focuses on ensuring that stormwater infrastructure is planned proactively before new development occurs, and that the system has the capacity and maintenance to support current and future needs. Climate resilience is a key consideration for review of future adequacy.
- ***Development Standards (Policies) that are Accountable to Community Needs:*** Subdivision trustee leaders and Planning & Zoning commissioners raised concerns about maintaining strong building/maintenance standards. This theme evaluates needs for policy and resource enhancements with the goal of implementing desirable and sustainable stormwater controls to ensure development is consistent with community needs.
- ***Preservation of Open Space and Natural Areas:*** Stakeholders frequently mentioned the importance of protecting open space and natural areas. This theme connects stormwater management with protecting local waterways and incorporating solutions like green infrastructure to preserve green spaces, provide physical access, and connections to improve quality of life.

Identifying stormwater needs of a development or its potential impact to existing watersheds helps prevent a wide range of negative community effects. Potential impacts include increased stormwater flows and flooding, decreased native vegetative cover, inadequate connected greenspace and habitat, accelerated land and stream erosion and increased sediment deposits on surrounding properties.

A large step towards 'post-construction' progress was the 2008 adoption of the City's Natural Watercourse Protection and Riparian Buffer Setback Ordinance. This protects property by requiring a setback distance ranging from 25 to 100 feet from the top of bank for streams identified on the adopted Natural Watercourse Protection Map. Expanding buffers by adding streams and/or protective widths is encouraged for multiple community benefits: recreation, connectivity, greenspace, and climate/flood resilience to protect property and property value. Nonstructural stormwater management strategies (such as open space preservation and cluster development standards enhance these provisions.



Stormwater infrastructure in newer developments may include practices that treat water quality, such as stormwater ponds, wetlands, infiltration basins, bioretention, sand filters and open vegetated swales. These help infiltrate stormwater, thereby recharging groundwater aquifers and reducing runoff from developed areas. Extended detention also helps protect stream channels from erosion. These practices, combined with the Natural Watercourse Protection Ordinance, help reduce private property concerns and the need for City-funding to correct storm drainage problems in the future. Site plan reviews are designed to assess community risks and benefits, potential damage to property, infrastructure and ensure public health and safety. The City continues to identify recommendations for ordinance revisions regarding floodplains, Engineering Design Criteria, Natural Watercourse Protection, Tree Preservation, etc. to meet MS4 goals to:

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

The City continues to engage stakeholders and develop partnerships to refine development standards, pursue project grant funding opportunities and leverage community energy. Notably, this will benefit efforts across the Peruque Creek Watershed, which is predominantly south of I-70 from Wright City draining east into Lake Saint Louis.

The City joined forces with the City of Lake Saint Louis and Lake Saint Louis Community Association and over 20 other agencies and volunteers to propose the Peruque Creek Watershed Phase I Project for federal 319 grant funding. This three-year grant would construct demonstration projects to reduce pollution per the Peruque Creek Watershed Management Plan in a rural and suburban area. This effort is a great example of how many community benefits can be achieved through integrated planning.

GREEN INFRASTRUCTURE: NATURE INTEGRATED STORMWATER MANAGEMENT

Green infrastructure is a proactive approach to stormwater management and requires investment in local natural resources. Stormwater management is made more efficient and resilient when working ***with*** natural resources. Traditional "gray" infrastructure relies on pipes, curbs and inlets. This system is designed to move water away as quickly as possible, yet generally creates stream degradation downstream. It manages stormwater as waste, rather than a valuable resource. In contrast, green infrastructure treats stormwater as a resource. It uses vegetation, soils, and natural processes to absorb, filter and slow runoff water where it falls. This creates a more sustainable and healthier ecosystem.

Green infrastructure includes systems such as forest canopies, bioswales, permeable pavers, wetlands, rain gardens, and stream buffers. It serves the community in many different ways, such as protecting water quality, reducing flooding, improving system resiliency, providing open space, habitat and cleaner air and water, and more visually appealing neighborhoods. This strategy bolsters social and economic objectives and aligns with the City's focus to manage costs of aging infrastructure and regulatory compliance for MS4 permits, impaired waterways and TMDL requirements.

Integrating Natural Systems into Site Planning

To be the most strategic with the best results, it must be considered at the earliest of planning stages for development, ensuring that nature-based solutions are baked into the initial site layout rather than added as an afterthought. Stormwater quality facilities are certain structural types of green infrastructure practices required by the MS4 Permit. Facilities come in many shapes, styles and sizes. Most work in tandem with traditional infrastructure, using nature-based methods to remove pollutants before stormwater is discharged into local waterbodies.

These facilities often come at the end of the stormwater system in developments. Green infrastructure also includes practices that decrease runoff or disconnect the traditional system to allow water to soak in, rather than run off, thus minimizing the need for larger gray infrastructure. These practices are often less structural, relying more on intentional, thoughtful design. Encouraging or incentivizing green infrastructure can be a cost-effective way to satisfy stormwater management needs while complementing the community desire for more open space, trails, and natural resource conservation.

Implementation and Partnership

Stakeholder feedback from residents and the Stormwater Advisory Committee reflects a clear interest in preserving, integrating, and enjoying natural resources for both practical and recreational uses throughout the city. Because the imagination and implementation of development projects is largely driven by the development community, the City focuses on collaboration with private development and municipal improvement arenas.

Moving forward, the City explores the technical and institutional aspects of green infrastructure to better understand local drivers and support for enabling legislation. To assist with voluntary implementation, potential incentives (such as density bonuses, flexible layout options, or credits to city standards) can be evaluated to foster cooperative success. Highlighting projects built with green infrastructure can serve as a marketable asset to boost home sales while ensuring stormwater practices align with broader community preferences and regulatory compliance.

FUTURE STORMWATER MANAGEMENT NEEDS

Planned growth and development will inevitably increase the demand for stormwater capacity and utility stabilization projects along streams as they change due to increases in runoff volume from land development and impervious surfaces. The community's future needs are largely benefited by continued and enhanced stream corridors and tree preservation, especially through city facility and improvement projects.

The Midwest has been no stranger to climate variability and extreme weather events. Back-to-back flooding and drought years (2007-2008 and 2011-2012), or the increase in local flash flooding due to extreme intense rains (2018, 2021, 2022) has caused many communities to respond to the immediate needs of public safety, while considering ways to construct and/or rebuild infrastructure with resiliency in mind. Similar to most of the St. Louis metro area, enclosed storm systems are designed for certain storm event frequencies. Current standards for enclosed piped systems and flood control facilities are based on climate data statistics that date back to the 1870s, rather than reflecting more recent 20 to 50-year statistics.

Since the 2018 Comprehensive Plan, Wentzville's historical annual average rainfall has increased two inches to 39" based on the same source data from 1874. NOAA Climate Normals show a 44" average over the most recent 30 year period (1991-2020). In St. Louis, 2015 ranks as the #1 wettest year on record with 61.24 inches of precipitation. Historic rainfall in 2022 dumped 9.07 inches of rain in a 24-hour period. Five years over the last three decades (2008, 2009, 2015, 2019 and 2024) 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 must consider refining climate data trends to inform municipal planning and engineering standards to build resiliency, along with community growth for essential stormwater management systems that service land use activities.

A citywide hydrologic assessment found that while more recent channel protection standards are beneficial to reduce streambank issues, it will not be enough to prevent streambank erosive velocities as the city fully builds out. The City continues to explore adaptive management approaches to solve stormwater issues with limited resources. Goals are to mitigate and prevent potential damage to property, infrastructure, stream channels and water quality where feasible, and protect public health and safety. Ongoing iterative review should continue to address:

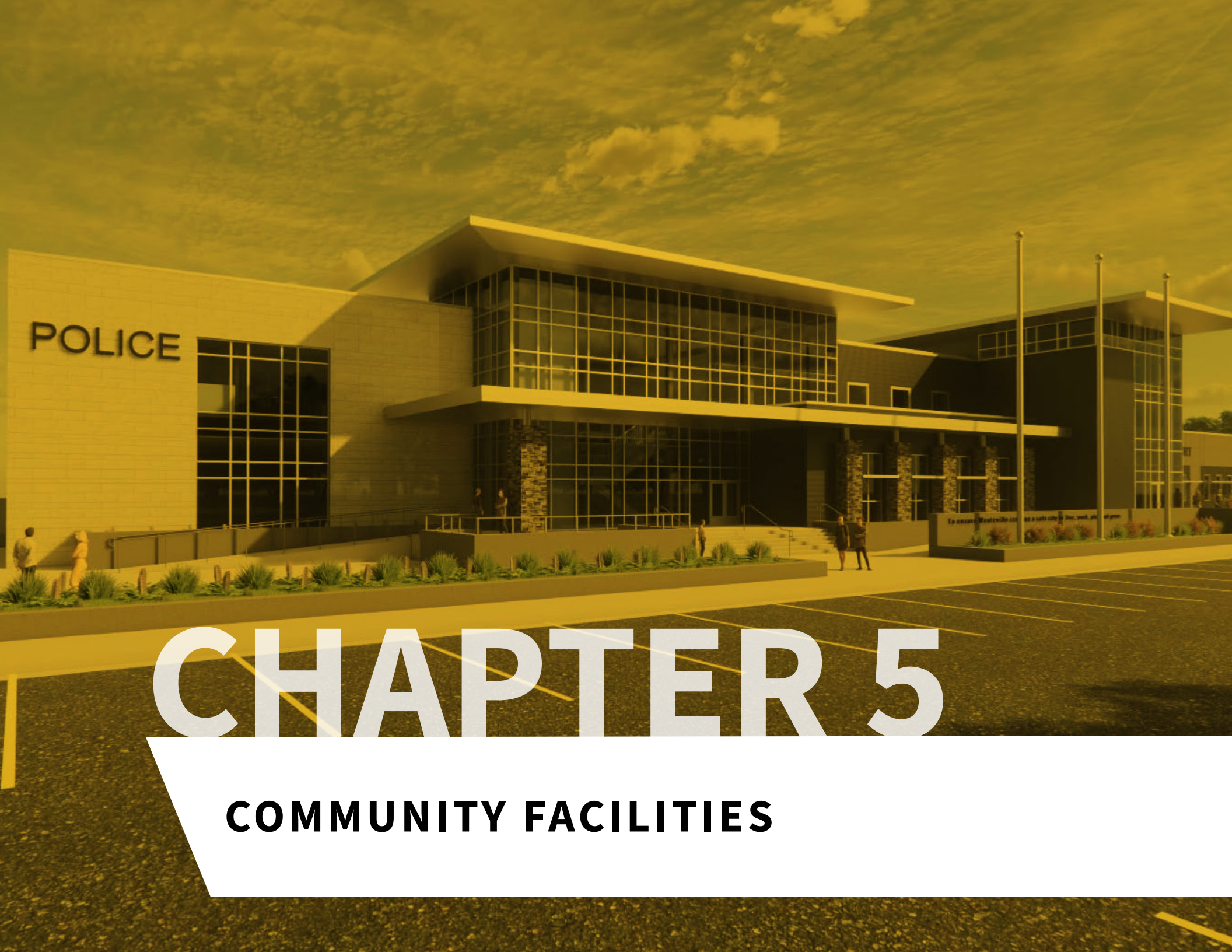
1. The City's existing stormwater management system capacity needs,
2. The City's future stormwater management needs based on planned growth,
3. Immediate, short-term and long-term capital improvements; and
4. Ordinance modifications to support community goals.

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

GIS ENHANCEMENTS FOR ENGAGEMENT

The City's underground public infrastructure (stormwater, water and wastewater) data is digitally stored in ArcGIS maps and databases. Information is maintained by City staff via GPS, field data collection and electronic plan and as-built submittals. Web maps support staff to access data layers for improved efficiency, productivity and convenience. Due to security precautions, data is not available to the general public, but is utilized by City staff, engineering companies, City of Wentzville consultants, etc., to ensure that all utility improvements are providing top-quality service to the Wentzville community. Mapping enhancements continue to evolve to offer opportunities for customer and staff engagement. Examples include:

- Utility Information Mapping portal to automate data requests;
- Stormwater Facility Owner Inspection Portal;
- Capital Improvement Interactive Map; and
- Asset Management Dashboards for planning, technical support and budgeting.



CHAPTER 5

COMMUNITY FACILITIES

Community Facilities

Wentzville's Vision is focused upon the five critical success factors of being a Regional Destination, targeting Infrastructure Connectivity, encouraging Economic Vitality, creating a Safe and Welcoming Community, and offering Exceptional City Services. The City's pursuit of these goals seamlessly align with the collaborative efforts of numerous organizations throughout St. Charles County. These organizations strive on a daily basis to provide quality services to improve the lives of those living and working in the region. While it would be difficult to provide a comprehensive list of these organizations and the services they offer, the purpose of this chapter is to highlight some of the services, facilities and resources available to Wentzville residents.



CITY GOVERNMENT

As previously mentioned, one of the City's functions is to deliver services to its residents as quickly and efficiently as possible. In order to accomplish this, the City employs 351 full-time employees and 343 part-time employees across nine departments. Depending on their role, these employees principally operate out of one of six City-owned facilities. These include City Hall and the Law Enforcement Center located on Schroeder Creek Blvd., Progress Park on Meyer Road, the Public Works Facility on Interstate Drive, the Public Works / Police Annex facility on E. Fourth Street, the Rec. Center on Great Oaks Blvd. and the Wastewater Treatment Plant on Mette Road.

The City was proud to debut a new 93,669 square foot two-story Recreation Center in the Wentzville Bend development in 2022. This WREC facility in the heart of Wentzville provides area residents with a wide range of fitness and recreational opportunities, meeting rooms, senior amenities and classrooms. In 2024, the City completed construction on a new 49.014 square foot Public Works Facility at the southeast corner of Interstate Drive and Wilmer Road. This state-of-the-art facility responds to the City's growing need for more expansive office, storage, and training spaces to serve the City's Public Works and Utilities Departments.

In 2026, the City began working with a design consultant to construct a new 30,265 square foot Public Safety Center having multiple floors and a combined square footage of 75,226 on the eastern side of Schroeder Creek Blvd. This exciting project will provide a new state-of-the-art home for the City's Police Department and Municipal Courts. This new facility is anticipated to open in early 2028.

FIRE PROTECTION SERVICES

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

The District consists of three operational components consisting of administrative, fire suppression and fire prevention. The administrative component manages personnel, budgeting, purchasing and record keeping. The suppression component responds to fires and other emergencies, including medical. The fire prevention component provides fire investigations, safety education and performs regular fire safety inspections of all business properties, including residential properties upon request. The Wentzville Fire Protection District was the first District in St. Charles County to implement Advanced Life Support (ALS) services. These ALS capabilities allow District paramedics to provide a higher level of patient care when responding to emergencies than previously possible.

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

The District has fire stations at five locations:

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

PERSONNEL

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

MUTUAL AID

The Wentzville Fire District has a state-wide automatic aid agreement, including all surrounding fire protection districts. This agreement guarantees that necessary equipment will be dispatched from the station closest to the fire, regardless of which district the fire is located in. This procedure ensures rapid response to calls and prevents unnecessary duplication of equipment and other resources in each participating fire protection district.

FUTURE FACILITIES

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

PUBLIC LIBRARY SERVICES

The St. Charles City-County Library District provides public library services in Wentzville and throughout the County. The District is a special service district governed by a Board of Trustees and is operated by means of a separate tax levy. The District was created in 1973 via the merger of the Kathryn Linnemann Library of St. Charles and the St. Charles County Library District. The District is in the top three largest public libraries in terms of use in the State of Missouri, and has between 1.2 to 2 million visitors annually.

The FY2025 operating budget for the District was $27,008,229. In order to support the District, a maximum tax rate of $0.26 per $100 of property valuation was approved in 1994 by St. Charles County voters. However, state-required rollbacks have reduced the current rate to $0.1668 per $100 of assessed evaluation. This means that the owner of a $100,000 home in Wentzville (for example) pays $31.69 per year for library services. The Library District maintains the following facilities in an effort to accommodate the varied needs of St. Charles County residents.

REGIONAL BRANCHES

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

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

GENERAL PURPOSE BRANCHES

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

- ***Corporate Parkway:*** 12,000 square-foot branch in Wentzville. (Opened 1984)
- ***Deer Run:*** 12,000 square-foot branch located in O'Fallon. (Opened 1995)
- ***Kisker Road:*** 16,000 square-foot branch located in St. Charles. (Opened 1990)
- ***McClay:*** 14,400 square-foot branch located in St. Charles. (Opened 1998)
- ***Cliff View:*** 3,300 square-foot branch located in Wentzville. (Opened 2021)

EXPRESS BRANCHES

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

- ***Library Express at WingHaven:*** 5,000 square-foot branch located in O'Fallon. (Opened 2003)

COMMUNITY BRANCHES

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

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

"LIBRARY TO YOU" BOOKMOBILE

In 2022, the Library launched a new bookmobile program to extend service across the county. This mobile unit currently visits 13 locations and offers a rotating collection of materials, allows patrons to pick up reserved items, offers printing/scanning/copying services, and provides Wi-Fi access.

Benefits to Wentzville Residents

The Library's two branch locations within Wentzville offer a large on-site collection of curated books, movies and music as well as access to the Library's County-wide collection of over five million physical and electronic materials. Residents also benefit from agreements with the St. Louis County and St. Louis Public Library Systems for reciprocal or mutual use of their library facilities. Wentzville residents and businesses have ready-access to the latest technology with on-site computers and internet access and training. An extensive array of courses and programs are offered for children, young adults and adults. Recreational story times and activity classes provide entertainment for preschool and school age children. Monthly book discussion groups and other social activities are also hosted in the available public meeting rooms.

Personnel

The Library District maintains/operates their facilities and provides a wide range of services with the help of 100 full-time equivalent staff members and numerous library volunteers.

Future Facilities

The need for additional library services and facilities in Wentzville and St. Charles County is reviewed annually. The St. Charles City-County Library District updated their strategic plan in 2023, which discusses the future growth needs and goals of the Library District.

EDUCATION

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

COMPULSORY EDUCATION

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

The growth of the Wentzville and western St. Charles County area has challenged the Wentzville R-IV School District to provide sufficient facilities in order to continue their high level of service. The District continues to stay ahead of the growth pressure through the District's facility planning process. The District is the fastest growing school district within the State, with enrollment growth averaging between 500 and 600 students per year since 2001. Enrollment for the 2025-2026 school year is 17,973 students. The District's current schools located within Wentzville City limits are:

Early Childhood

- Samuelson Early Childhood Center

Elementary Schools

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

Middle Schools

- Wentzville South Middle
- Wentzville Middle School
- North Point Middle

High Schools

- Holt High School
- Timberland High School
- North Point High School

Alternative Learning

- REACH Adaptive Learning Center

In addition to the schools listed above, the District's bus transportation facility and administrative offices are also located within Wentzville. The District is in the process of executing a phased capital improvement strategy in response to long-term growth and facility maintenance needs. The growth and sustainability of the school district is vital to serve Wentzville's dynamic growth.

Private schools in the Wentzville area include Immanuel Lutheran School (545 students in grades Pre-K through 8th grade) and St. Patrick School (408 students in Pre-K through 8th grades). With the growth of the City of Wentzville, numerous tuition-based daycare and preschool options are available within the commercial growth areas of the community.

HIGHER EDUCATION

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

St. Charles Community College

Based in Cottleville, the St. Charles Community College is located on a 228-acre campus approximately 15 miles from Wentzville. The college was established in 1986 and provides two-year associate degrees and certificate programs in the arts, business, sciences and career-technical fields. Workforce training and personal and professional development courses are also available to allow County residents to improve job skills or retrain displaced workers and homemakers. The college has actively cooperated with local units of government and private business in providing special training to satisfy current needs. Enrollment for the 2024-2025 year was 8,415 students in credited classes, 75% of which live within St. Charles County. More than 25,000 people were enrolled in non-credit programs.

Lindenwood University

Located approximately 20 miles from Wentzville in the City of St. Charles, Lindenwood University is a private liberal arts institution. Founded in 1827, Lindenwood's 500-acre campus offers 145 undergraduate degree programs, 66 graduate degree programs, four doctoral programs, and 35 advanced certificate programs. Continuing Adult Education at Lindenwood includes non-credit courses, workshops and seminars. The 2024-2025 enrollment was 4,663 undergraduate students and 2,163 graduate students.

Midwest University

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

Urshan University

Wentzville was pleased to welcome Urshan University to the community from its former location in Florissant. Urshan University kicked off its 2019-2020 school year from its new home in the former CenturyLink campus, which had previously been vacant for many years. Urshan University, which consists of both Urshan College and Urshan Graduate School of Theology) offers 12 primary degree programs and six graduate certificate options. This private Christian school's enrollment has grown to approximately 514 students and is anticipated to grow further in future years.

VOCATIONAL EDUCATION

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

Ranken Technical College

Ranken Technical was founded in 1907 in St. Louis as a private non-profit educational institution to train students for employment in a variety of technical and mechanical occupations. In 2013, Ranken expanded its presence into St. Charles County with the opening of a second campus in northeastern Wentzville. Total 2024-2025 enrollment for Ranken, including the Wentzville location, was approximately 1,800 students. .

Lewis & Clark Career Center

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

St. Charles Community College

St. Charles Community College has greatly expanded its vocational educational opportunities within Wentzville in recent years. A 48,000 sq. ft. Regional Workforce & Innovation Center was constructed on the corner of Interstate Drive and Schaper Road. This flagship building for the College's new Innovation West Campus establishes a forward-looking regional hub for workforce development and technical education. In addition, the college has founded a Technical Campus within the former Fire Station on West Pearce Blvd. and a Commercial Driving School on the corner of Parr Rd. and Highway A. This new investment within the Wentzville area is expected to offer a suite of convenient, real-world training opportunities for the region.

MEDICAL FACILITIES

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

SSM HEALTH ST JOSEPH HOSPITAL – WENTZVILLE

This facility, originally known as the Wentzville Community Hospital, was constructed in 1986 in order to provide high-quality healthcare to residents in western St. Charles, Warren, Lincoln, and Montgomery counties. This facility, now known as SSM Health St. Joseph Hospital—Wentzville, specializes in behavioral health services with 77 inpatient beds. Patients with other needs have access to a 24-hour emergency department and ambulatory services, as well as convenient access to outpatient programs, including diagnostic services such as radiology, cardiology, pulmonary and rehab services. An array of smaller medical offices, specialty services, outpatient clinics and pharmacies are located near the hospital campus along Wentzville Parkway and W. Meyer Road.

MERCY HEALTH SYSTEM

Mercy Health Systems currently maintains several clinics and facilities within Wentzville and the nearby area. In addition to these existing services, Mercy received initial City approvals in 2025 to construct a 62-acre, $650 million medical campus within Wentzville's historic downtown area. This exciting project includes a hospital with emergency services support, cancer care, radiology and women's care, among other specialties.

COMPASS HEALTH CENTER

In 2008, the existing Four-County mental health facility just east of Corporate Parkway was expanded into the Crider Health Center. This health center was renamed the Compass Health Center in 2019. While it was originally focused upon the community's mental health needs, it now provides a full continuum of health care services to Franklin, Lincoln, Warren and St. Charles Counties. This location currently provides primary health, dental, behavioral health, crisis and pharmacy services. In 2026, Compass Health opened a new 24/7 Behavioral Health Crisis Center within Wentzville's Rec. Center to expand its services within the area.

BJC HEALTHCARE

In 2026, the City approved development plans for the construction of a 15 acre medical site for a 134,000 BJC Healthcare Children's Specialty Care Center at the corner Wentzville Parkway and Highway 61. This three-story medical building has been specifically designed to offer a friendly and calming environment for pediatric patients, including the addition of a walking trial element with native plantings and sculptures. The addition of this facility offers Wentzville's residents a convenient option for specialized children's medical services at a level never before seen within the community.

URGENT CARE CENTERS

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

SENIOR LIVING

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

SENIOR HOUSING

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

The Boulevard Senior Living
This development, completed in 2018, provides a mixture of health and housing services focused on the full spectrum of senior needs. This facility provides 16 memory care units, 40 assisted living units and 80 independent living units. Open space and courtyard recreational areas have also been provided for the enjoyment of residents.

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

Cedarhurst of Wentzville
Cedarhurst offers 134 senior housing units which include options for independent living, assisted living and memory care within the heart of the Wentzville Parkway commercial corridor. This project, completed in 2023 provides modern senior care opportunities within walking distance of City Hall, grocers, medical services, shopping and dining opportunities. In addition, the site's close proximity to recreational space within the City's nearby Rec. Center and Heartland Park create numerous benefits for senior residents.

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

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

Hampton Manor
2023 saw the completion of a 69,000 sq. ft. assisted living facility at the intersection of Mexico Road and Midland Park Drive. This facility offers a range of care options and 17 apartments of varying sizes to accommodate the unique needs of their residents. In 2024, the City approved the creation of seven villa-style units on the opposite side of Midland Park Drive, which are currently under construction. The addition of these independent living options expands Hampton Manor's service capacity for area seniors.

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

Thousand Springs
In 2024, the City approved applications to accommodate the construction of a four-building (64 unit) senior living facility at the northeast corner of Peine Road and W. Meyer Road. This project, currently under construction, will offer assisted living and memory care options with 24-hour professional care designed to provide an experience similar to living within private homes.

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

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

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

WENTZVILLE SENIOR CITIZEN CENTER

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

On March 17, 1971, local charity organizations began delivering home-cooked meals to area seniors. This effort predates any other continuous senior food delivery service in the State of Missouri. Senior Center activities in Wentzville began in 1973 at a local church. In 1978, these efforts were relocated to a historic building located at 506 South Linn Avenue, known as the Green Lantern Senior Center. In 2023, Aging Ahead relocated its operations to the newly constructed Wentzville REC Center at 100 Great Oaks Boulevard. The new location provides dedicated, purpose-built space within a modern, multi-use recreation facility, offering improved accessibility, updated building systems, and full compliance with current codes and regulations. Locating senior services within the REC Center allows these programs to be more fully integrated with the City's broader recreation system, rather than operating in a standalone facility. This co-location supports shared use of amenities, improved visibility and access, and greater connection between senior services and other community recreation opportunities, while maintaining appropriate dedicated space for program delivery.

In addition to nutrition services, the facility functions as an important social and support hub for older adults. Senior centers provide opportunities for regular interaction with peers, helping to reduce social isolation and support mental and physical well-being. Through this facility, participants have access to a range of supportive services that may include information and assistance programs, care coordination, transportation support, minor home repair assistance, legal and employment services, health screenings, and access to medical supplies.

The facility also supports a variety of recreation, educational, and social activities designed to encourage active lifestyles and continued community engagement. These offerings may include fitness and wellness programs, educational and computer training opportunities, social gatherings, arts and crafts, games, special events, and guest speakers. Together, these services and activities support independence, foster social connections, and help older adults remain active, involved, and connected within the community.

OTHER SENIOR ACTIVITIES

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

SENIOR TRANSPORTATION

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

CULTURAL & RECREATIONAL RESOURCES

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

PUBLIC PARKS

The City of Wentzville recognizes the vital role that public parks serve in providing area residents with active and passive recreational opportunities. In addition to designed features (sports fields, trails, pools, etc.), public parks serve as community gathering places and host a wide range of programming and public/private events. The City currently owns and/or operates approximately 679 acres for current and future public park operations. The 250-acre Quail Ridge Park, located nearby in St. Charles County, also provides a wide range of amenities available to Wentzville residents. Additional information regarding the City's park system can be found in Chapter 6: Parks and Recreation.

AREA EVENTS

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

ART IN WENTZVILLE

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

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

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

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



PERFORMING ARTS

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

The City's Parks and Recreation Department has developed a growing line of recreation programming to begin addressing the performing arts niche and expand access to creative expression within the community. Performing arts offerings currently include instructional and enrichment opportunities such as vocal techniques and audition preparation, beginner tap for young adults and adult tap for beginners. Specialty programming has steadily increased to meet interest, with a long-running summer Musical Theatre Camp that has reached capacity for several consecutive years. In response to demand, the City has expanded offerings to include half-day camps such as Musical Theatre Jr. and an Improv Camp, introducing younger participants to theatre fundamentals while building confidence, collaboration and performance skills.

The City has taken incremental steps to support performing arts opportunities within the parks and recreation system. Between 2022 and 2023, smaller-scale performing arts programming was piloted at Progress Park, including classes in improvisation, teen acting, youth comedy, and movement-based instruction such as stage combat for teens. In 2022, the City also hosted an adult theatrical production, The Dinner Party, demonstrating community interest in locally produced performances. Earlier efforts included the formation of the Wentzville Connection Theatre Company, which produced Annie Jr. in 2021 and represented a foundational step in expanding local theatrical opportunities.

At present, community theatre productions are constrained by the availability of appropriate facilities. The City recognizes the value of performing arts as part of a balanced recreation system and intends to support the continuation and expansion of these offerings as suitable space becomes available. This may include partnerships with local educational institutions such as the Wentzville R-IV School District, St. Charles Community College, Urshan University, and Midwest University to leverage shared resources and venue opportunities. Looking ahead, additional performing arts camps and programming are planned as part of future program offerings, with the goal of continuing to develop this program area and provide residents of all ages with opportunities in theatre, voice, movement, and performance-based arts.

HISTORICAL SITES AND HISTORIC BUILDING PRESERVATION

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

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



MUSEUMS

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

OTHER RECREATIONAL ACTIVITIES

Wentzville residents have access to countless recreational activities and events which may have not been discussed in this section. While it would be nearly impossible to list them all, a few notable ones within the region are the Gateway Arch, the wineries in Augusta, the St. Louis Zoo and the St. Charles County Family Arena. For sports enthusiasts, St. Louis is home to the St. Louis Cardinals, the St. Louis Blues, and the St. Louis CITY soccer club.



MOVING FORWARD

As discussed previously, there are a number of organizations, venues, events, and historic sites already serving the community. Historically, the various groups managing these resources have not effectively coordinated their efforts. Without coordination between government and quasi-governmental agencies, arts and culture planning is fragmented across entities with different missions. In recent years, this situation has somewhat improved due to a shared need to attract public attention to available cultural and recreational resources instead of expanding technological entertainment options. It is the hope of the City that such coordination continues, as it is an important element of Wentzville's continued health and vitality. Not only do arts and cultural resources enhance Wentzville's identity, they further the vision of Wentzville as a regional destination, providing a positive economic impact for the community.

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

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

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

CHAPTER 6

PARKS, RECREATION AND OPEN SPACE



Parks, Recreation, and Open Space

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

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

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



View of lake located within Rotary Park

The City-owned park and recreation system comprises only about 4.8 percent of the total City land area. It includes trails, community centers, flood control facilities, native areas, active use facilities and passive use spaces. From magnificent views to active sports fields and intimate pocket parks, these areas provide opportunities for residents and visitors to relax, enjoy competitive games, exercise or meet with friends and neighbors.

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

SOCIAL/CULTURAL FACTORS

As discussed in ***Chapter 2: Characteristics and Trends,*** Wentzville's demographic composition is changing in a variety of ways. These shifts have implications for parks and recreation services, as participation patterns are influenced by cultural preferences, awareness of available opportunities, and how programs are delivered. As baby boomers reach retirement age, the parks and recreation system will need to offer a broader range of services to meet the varied needs of older adults. At the same time, Wentzville remains a community with a substantial youth population. Recreation programs can support youth and families by providing accessible opportunities outside of the school day that promote physical activity, social connection, and constructive use of non-school hours. The City will continue to consider the needs of children across age groups, including youth and teens, and use local participation trends and community input to guide program offerings over time.

LEISURE TRENDS

National participation trends reported by the Sports and Fitness Industry Association (SFIA) indicate that demand is strongest for recreational activities with low barriers to entry and broad age appeal. In Wentzville, parks, trails, open space, and flexible-use facilities that support walking, informal recreation, and both field and court sports remain central to the recreation system. The City will continue to use local participation trends, facility utilization, and community input to guide program offerings and facility planning over time.

Title IX has influenced participation opportunities and expectations for equitable access to sports and recreation. The City will continue to provide inclusive programs, services, and facilities that serve residents of all ages and abilities and support equitable access across genders. Parks and Recreation will monitor registration trends, waitlists, program feedback, and facility utilization to inform scheduling, program mix, and future facility needs.

Many residents balance work, school, and family responsibilities, increasing demand for recreation opportunities that are convenient, predictable, and available outside of standard weekday hours. The City will continue to prioritize program scheduling and facility access that supports evenings, weekends, and seasonal needs, including structured, supervised opportunities for youth during after-school and school-break periods.

ECONOMIC FACTORS

Parks and recreation provide measurable economic benefits to a community. Research has shown that quality park and recreation facilities contribute to local economies by strengthening property values, encouraging private investment, and supporting tourism and visitor spending. In general, proximity to quality parks, trails, and recreation facilities is associated with increased real estate desirability and value. High-quality parks and recreation also support community competitiveness by contributing to quality-of-life factors that influence employer investment, workforce attraction, and resident retention. Where parks and open space function as green infrastructure, they can also reduce long-term community costs through benefits such as stormwater management and heat mitigation. Signature events and arts offerings, including Wentzville Days, the Fall Festival, and Holiday Night Lights, generate positive economic activity through regional visitation and local spending.

Wentzville's Parks and Recreation Department is intentionally organized around a fee-based service delivery model. This approach supports service sustainability, provides flexibility to scale offerings with demand, and allows revenues to be reinvested into program quality, staffing, maintenance, and long-term facility needs. The City also maintains a core of tax-supported amenities and low-cost opportunities, recognizing that access to parks and recreation is a public benefit and that fees can create barriers for some households. Affordability strategies may include targeted fee adjustments, scholarship support, and partner-sponsored programming to ensure broad community access.

To protect long-term financial sustainability, the Department evaluates program and service performance on a regular basis to ensure offerings align with community demand and anticipated funding. This includes reviewing participation and waitlists, pricing and cost recovery, staffing and operational impacts, facility utilization, and overall net financial performance. Findings from these evaluations are used to adjust program mix, scheduling, and fee structures, and to guide capital and operating investment priorities.

As resources are constrained and community needs evolve, Wentzville will continue to pursue partnerships that expand capacity and accelerate service delivery. Examples include collaborations with health providers for wellness programming, community sports organizations for field development and scheduling efficiencies, local businesses for sponsorship and tournament support, environmental partners for land acquisition and conservation outcomes, and corporate support for arts-related projects and special events. Friends of the Wentzville Parks leverages private fundraising to advance park and recreation improvements and provide financial assistance that supports equitable access.

LAND AVAILABILITY AND DEVELOPMENT CONSTRAINTS

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

A lot of the available land within the City is being developed or has been committed for development. As a result, there may be limited opportunities to expand the parks and open space system. The remaining large tracts of land are largely held in private ownership. As of 2025, asking prices for undeveloped land in the Wentzville area are typically well above the $40,000-$60,000 per acre range cited in prior planning efforts and vary widely based on location, zoning, development potential, and availability of utilities and access.

In addition to land availability and cost pressures, regulatory factors also influence the City's ability to efficiently acquire and develop park land.

PARK ZONING AND LAND USE CONSIDERATIONS

The City of Wentzville does not currently maintain a dedicated zoning classification for parks and recreation uses. Park properties are typically zoned under a range of base districts, including Agricultural, residential, commercial, and Planned Development Mixed (PDM) classifications. While this approach has allowed the City to acquire land opportunistically and maintain flexibility in assembling park sites, it also introduces inconsistency and additional procedural challenges when advancing park development.

Under the current framework, park development or significant improvements often require rezoning, conditional use approvals, or other entitlement actions to establish consistency with the underlying zoning designation. These additional steps can extend project timelines, increase administrative complexity, and introduce uncertainty into the development process. In addition, park projects are frequently evaluated against development standards that were not designed for public recreation or open space uses. This can create inefficiencies in site design, limit flexibility in layout, and complicate coordination with adjacent land uses.

The use of multiple zoning districts for park properties also creates inconsistency in how adjacent development interacts with park land. For example, commercial and Planned Development Mixed (PDM) developments are often designed without a clear framework for how they should orient toward, buffer, or connect to park properties. In some cases, development may be required to install screening or fencing that limits visibility or access to adjacent park land. In other situations, there may be missed opportunities to coordinate shared access, parking, stormwater management, or complementary design elements. Without a defined park zoning classification, these relationships are addressed on a case-by-case basis, which can result in uneven outcomes.

At the same time, the absence of a dedicated zoning district has provided flexibility, particularly in allowing the City to secure land for future park use without the need for immediate rezoning. This has been beneficial in a rapidly developing environment where land availability is limited and acquisition opportunities are often time-sensitive.

As Wentzville continues to grow, the increasing scale and complexity of park development support the need for a more structured and predictable approach. Establishing a dedicated parks and open space zoning classification would formally recognize parks as a primary land use, streamline the development process, and reduce the need for repeated zoning actions. It would also allow the City to adopt standards specifically tailored to park development, including considerations for access, buffering, lighting, parking, and operational needs. This approach reinforces the role of parks as essential public infrastructure rather than ancillary land uses.

A dedicated zoning classification would also provide a framework for how adjacent land uses, including commercial and mixed-use developments, coordinate with park properties. Standards could address when shared access is appropriate, when controlled access or separation is necessary, how stormwater facilities may be integrated or coordinated, and how buffering, fencing, and building orientation should be handled to balance safety, functionality, and visibility. This approach would allow the City to intentionally design the interface between parks and surrounding development rather than relying on inconsistent, site-by-site decisions.

The Parks and Recreation Department recommends that the City evaluate the creation of a dedicated parks and open space zoning district as part of future updates to the Unified Development Ordinance. This approach would improve development efficiency, strengthen coordination between land uses, support long-term land planning, and reinforce the role of parks as essential public infrastructure within the community. The Parks and Recreation Department will continue to actively participate in development review and zoning processes to ensure park and recreation considerations are integrated into community growth decisions.

The goals, objectives, and action steps necessary to implement this approach are outlined in Chapter 10: Goals and Implementation.

ENVIRONMENTAL AND STORMWATER PROTECTION

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

Parks and open spaces are an important part of addressing environmental and stormwater issues in the community. In 2014, the City utilized the Federal Clean Water Act Section 319 Nonpoint Source Management Program to install a regional storm water detention basin as part of developing Heartland Park. Nonpoint source pollution is generally associated with runoff generated by rainfall or snowmelt moving across and through the ground and transporting sediment and other pollutants into streams, wetlands, lakes, and groundwater.. The Heartland Park project provided an opportunity to incorporate stormwater management and water quality measures into a major community amenity while also helping to address downstream flooding concerns associated with changing watershed conditions as development has occurred upstream.



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

CURRENT CONDITIONS

The City of Wentzville continues to be a vibrant community that serves as the nucleus for a growing region. The City maintains an inventory of parks, recreation facilities, and programs that contribute positively to residents' satisfaction with living in the community. While these conditions are consistent with many small rural communities, Wentzville is rapidly evolving in to one of the larger cities in the St. Louis metropolitan area. This growth is presenting a new set of challenges:

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

These issues extend beyond this element of the Comprehensive Plan and influence the City's overall growth, development and long-term livability. Park and recreation amenities affect neighborhood quality, land use decisions, growth management strategies, and the physical and social well-being of residents. How effectively these challenges are addressed will shape community outcomes and quality of life for current and future residents.

The City's 2016 Parks and Recreation Master Plan provides a detailed assessment of existing park, recreation, and open space assets, along with an analysis of future needs. Additional adopted or completed planning efforts provide further guidance, including the Progress Park Feasibility Study (2001), the Bikeable-Walkable Community Plan (2007), the Dry Branch Watershed: Clear Stormwater and Green Park Analysis (2010), the Multigenerational Center Market Assessment (2018), 2020 St. Charles County Greenway Master Plan, the Rotary Park Master Plan (2026), and other related documents available for public review through the City's website.

This element of the Comprehensive Plan does not repeal or replace previously adopted parks and recreation planning documents. Instead, it serves as a coordinating framework for aligning park and open space policies across City departments and initiatives. While generally consistent with prior plans, this element provides updated policy direction where conditions or priorities have evolved. Parks and recreation plans adopted or revised after the adoption of this element should be reflected, where appropriate, through future amendments. The 2016 Parks and Recreation Master Plan, including subsequent revisions, will continue to function as a detailed working supplement to the Comprehensive Plan. In 2026, the Parks and Recreation Department will initiate an update to its systemwide Parks and Recreation Master Plan to reassess needs, priorities, and long-term strategies.

This element also supports the broader vision themes of the Comprehensive Plan. High-quality parks, recreation facilities, and open spaces add value to the community, contribute to neighborhood quality, and support economic competitiveness by helping attract residents, employers, and investment. The equitable distribution of park and recreation facilities throughout the City reinforces the goal of providing access and opportunity for all residents.

As Wentzville continues to expand housing choices across a range of types and price points, parks, recreation, and open space must be planned in coordination with residential development. This coordination is particularly important in more affordable housing areas, where residents may have limited access to private vehicles and greater reliance on walking, bicycling, and nearby neighborhood parks to meet daily recreation needs. Future park planning will prioritize equitable distribution of park land and access across all areas of the community.

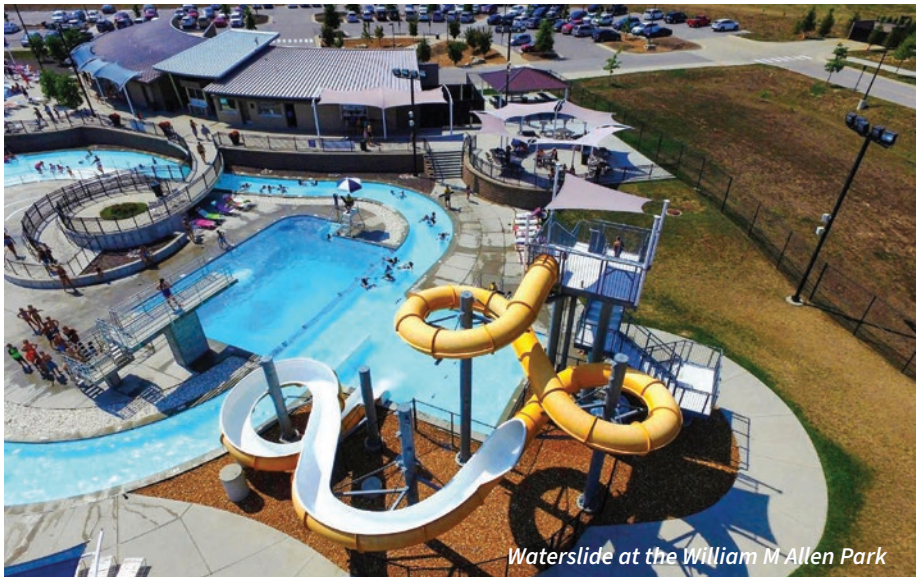
Meeting future demand for parks and recreation facilities will require the strategic acquisition of land over time. Proactive identification of future park sites allows the City to acquire land in advance of development, at lower cost and in locations that best serve long-term needs. Parks also represent significant land uses and activity generators, and their location and design should be coordinated with the City's transportation network to support access by multiple modes and minimize congestion.

Sustainable design practices and green infrastructure principles are increasingly important components of park and recreation planning. Networks of interconnected parks, greenways, and open spaces can guide conservation efforts, protect natural resources, and enhance environmental performance by maximizing ecosystem benefits across the community.

Wentzville's parks and open spaces support daily leisure activities, contribute to physical, social, and cultural well-being, and help create attractive, livable neighborhoods. Collectively, they foster a sense of place and community identity and play a foundational role in the City's long-term success.

In 2023, the City administered a DirectionFinder® Community Survey to assess resident satisfaction with City services and facilities. Survey results indicate that parks and recreation continue to be a strong contributor to overall community satisfaction. Among residents who had an opinion, 86 percent reported satisfaction with the maintenance of City parks, 75 percent were satisfied with the number of City parks, and 73 percent expressed satisfaction with safety at parks and recreation facilities. Overall satisfaction with the quality of parks and recreation services was 85 percent, exceeding both national and regional benchmark averages.

Compared to prior survey results from 2016, satisfaction levels reflect notable improvements in several facility-related areas, including indoor recreation facilities and trail opportunities, while some program- and access-related measures declined. Even with these shifts, the consistently high ratings for core park system indicators affirm that the City's investments in park maintenance, safety, and system coverage are resonating with residents. At the same time, the results underscore the importance of continued focus on equitable access, connectivity, and long-term system sustainability as Wentzville continues to grow.



Waterslide at the William M Allen Park

EXISTING PARKS, RECREATION, TRAILS AND OPEN SPACE SYSTEM

Wentzville's park, recreation, trails and open space system is a key contributor to quality-of-life for both residents and the surrounding area. The system provides opportunities for recreation and leisure while preserving natural features that help define the community's character. Lakes, woodlands, open fields, and wetlands contribute to Wentzville's identity and support livability, environmental stewardship, and long-term community attractiveness.

As of 2025, the City has an estimated population of 48,646 and encompasses approximately 14,026 acres. The City's parks system includes approximately 679 acres of park land, representing roughly 4.8 percent of the City's total land area. Of this total, approximately 267 acres are developed park land, while 399 acres remain undeveloped and are intended to support future park development, resource protection, and system expansion. This balance between developed and undeveloped park land provides both immediate recreational opportunities and long-term flexibility as the community continues to grow.

Significant investment in the parks system has occurred since earlier planning efforts, particularly in the acquisition of park land. Between 2016 and 2025, total park land nearly doubled from 346 acres to approximately 679 acres, reflecting a proactive approach to land acquisition and long-term growth management. However, the pace of park development has not kept up with the demands of a rapidly growing population, resulting in a widening gap between total park acreage and fully developed recreational assets.

During this period, increases in trail mileage were achieved largely through major roadway improvement projects, where multi-use trails were incorporated in place of traditional sidewalks on one side of the roadway. While these projects have expanded overall trail mileage and improved connectivity, they do not fully address the need for park-based trails and destination recreational facilities. The addition of a new recreation center represents a forward-looking investment that significantly improves the City's ability to meet current and future indoor recreation needs. In contrast, the City's acquisition of an indoor ice arena constructed in the mid-1990s has required ongoing reinvestment to maintain functionality, and long-term planning will be necessary to address facility condition, capacity, and evolving program demands.

Table 21 compares the City's existing park land and facility inventory to current and projected needs based on generalized national benchmarks applied to both current population levels and a projected population of approximately 58,200 residents. The analysis indicates that while total park acreage is approaching benchmark ranges, the amount of developed park land remains significantly below current and future needs, highlighting the City's primary challenge of converting acquired land into functional recreational facilities. The table also identifies gaps across several facility types, including athletic fields, courts, playgrounds, shelters, and trails, which will require continued investment as the population grows.

TABLE 6.1: PARK LAND AND FACILITY CAPACITY ANALYSIS

A. Park Land Capacity				
Category	**Existing (2025)**	**Estimated Need (2025)**	**Projected Need (2030)**	**Surplus / (Deficit) 2025**
Total Park Land (acres)	678.79	730	873	(51.21)
Developed Land (acres)	266.80	730	873	(463.20)
Undeveloped Land (acres)	398.90	N/A	N/A	N/A
B. Facility Inventory and Needs				
Category	**Existing (2025)**	**Estimated Need (2025)**	**Projected Need (2030)**	**Surplus / (Deficit) 2025**
Picnic Shelters	12	25	29	(13)
Rectangular Fields	7	9	12	(2)
Ball Diamonds	8	17	20	(9)
Basketball Courts	5.5	10	12	(4.5)
Tennis Courts	0	5	6	(5)
Outdoor Volleyball Courts	2	5	6	(3)
Playgrounds	5	14	17	(9)
Outdoor Swimming Pools	2	1	1	+1
Trails (miles)	22	36	44	(14)
C. Indoor Recreation Facilities				
Category	**Existing (2025)**	**Estimated Need (2025) / Notes**		
Recreation Centers (sq ft)	117,000 SF	Existing capacity supports current service levels; future needs should be evaluated based on utilization patterns, programming demand, and long-term growth.		
Indoor Ice Rinks	1 (2 sheets)	Not standardized - based on regional demand		

While the comparison to national benchmarks indicates that additional park land and facilities will be needed over time, the City has already secured a substantial amount of undeveloped park acreage to help address future demand. The primary challenge will be the phased development of this land into functional recreational assets that meet community needs. In addition, St. Charles County park facilities located within and near the City's planning area provide supplemental recreation and natural resource opportunities for Wentzville residents. Together, these assets position the City to continue strengthening its parks and recreation system in a manner that supports growth, access, connectivity, and long-term sustainability.

CURRENT PLANNING FOR PARKS AND TRAILS

Planning is a core function of responsible park and recreation management and must address both physical development and long-term financial sustainability. The City maintains a coordinated community and park planning strategy that integrates park planning with land use, transportation, infrastructure, and development decisions. Effective planning guides the full lifecycle of park development, from identifying community needs and evaluating potential sites, to preparing detailed master plans and delivering capital projects. The City employs a range of planning tools, methodologies, and processes to support systemwide planning as well as park- and facility-specific initiatives. These efforts are grounded in data analysis, coordination across departments, and sustained community engagement.

As community needs evolve, planning efforts must be periodically revisited to remain relevant and effective. The City's first comprehensive Parks, Recreation, and Open Space Master Plan was adopted in 2004 and recommended updates at ten-year intervals. An update process was initiated in 2014 and culminated in the adoption of the 2016 Parks and Recreation Master Plan. Building on this foundation, the Parks and Recreation Department has funded and will initiate a systemwide update to the Parks and Recreation Master Plan in 2026. In addition, a revision to the Bikeable-Walkable Community Plan (2007) is scheduled for 2027 to ensure that trail and pedestrian planning reflects current conditions, growth patterns, and best practices.

The 2016 Parks and Recreation Master Plan continues to serve as the primary guiding document for short- and long-term system planning. It provides direction related to park design, recreation programming, cost estimates, funding strategies, and future facility development. The plan was informed by extensive community input, staff and steering committee involvement, survey data, and analysis of existing facilities and land use conditions.

The overarching goals of the 2016 Master Plan include engaging the community in establishing a shared vision for parks and recreation, meeting identified park and facility needs, assessing existing recreation assets, creating a framework for capital investment, strengthening financial and operational readiness, and advancing long-term system sustainability. Public participation was a key component of the planning process and included stakeholder meetings, public forums, and a community-wide survey. Major priorities identified through this process included parkland acquisition, athletic field development, trail connectivity, maintenance of existing facilities, and expansion of indoor recreation and aquatic amenities.

In addition to systemwide planning, the Department is actively advancing site-specific and functional planning initiatives. A master planning process for Rotary Park is currently underway to evaluate recently acquired contiguous land and to assess the park's potential role as a primary venue for major community events. Rotary Park currently hosts the St. Charles County Fair, Renaissance Faire, Holiday Night Lights, and other large events, and several City-sponsored events have expanded beyond their traditional locations as attendance and space needs have grown.

To support the pace and complexity of growth, the Parks and Recreation Department established a Park Planning and Development work unit staffed with licensed landscape architects. This team is responsible for guiding park development and capital improvement projects through design and construction, ensuring that projects incorporate community input, adhere to park design standards, are phased appropriately, and address long-term operational needs. This structure reinforces the City's approach of treating park projects as specialized civic investments rather than extensions of public works infrastructure.

The Department has also added a dedicated Trail Manager within the Park Planning and Development work unit. This position focuses on integrating trails into development projects, ensuring consistency with City trail design standards, maintaining safety and maintenance benchmarks, and confirming that new and existing trails meet current ADA requirements. The Trail Manager works closely with the Engineering Department to coordinate trail implementation within roadway projects and capital improvements.

Accessibility planning has also been strengthened. In 2024, the Parks and Recreation Department completed an ADA Transition Plan and Evaluation Report to proactively assess accessibility across parks and facilities. This effort included comprehensive site and building evaluations of multiple parks, facilities, and amenities using the 2010 ADA Accessibility Guidelines and tools developed by the Institute for Human Centered Design. Facilities under design or construction at the time of the assessment, including the Wentzville REC Center and the Parks and Recreation Administration Building, were designed to meet current accessibility standards. This work demonstrates the City's ongoing commitment to inclusivity and equitable access.

Regional coordination is another important component of current planning efforts. City staff collaborated with Great Rivers Greenway, St. Charles County Parks, and partner municipalities on the development of the 2020 St. Charles County Greenway Master Plan. This effort focused on completing an interconnected greenway network, aligning design and maintenance expectations, responding to resident priorities, and improving access across jurisdictions. The City is also working with St. Charles County Parks to develop a Blueway Plan along the Big Creek Greenway to expand canoeing and kayaking opportunities.

In addition, the Parks and Recreation Department coordinates closely with the Engineering Department, St. Charles County Highway Department, and MoDOT on major transportation initiatives, including the I-70 Widening and Realignment project and the Highway N Corridor Improvements. Staff participation in the St. Charles County Quarterly BikeWalk Coordination Meetings further supports regional alignment on bicycle and pedestrian planning, wayfinding, safety treatments, and network continuity across jurisdictional boundaries.

Together, these planning efforts reflect an integrated, forward-looking approach to parks, recreation, and trail development that supports growth, connectivity, accessibility, and long-term system sustainability.

IMPLEMENTING PARK MASTER PLANS

The Parks and Recreation Department uses adopted master plans as the primary framework for implementing park development in a phased, financially responsible manner. Annual strategic work plans are prepared based on six foundational goals established in the 2016 Parks and Recreation Master Plan, and capital improvement projects are prioritized based on needs identified through that plan and ongoing public input. This approach allows the City to align long-term vision with available funding, operational capacity, and community priorities.

The Parks and Recreation Department's annual strategic work plans are guided by six foundational goals established in the 2016 Parks and Recreation Master Plan. These goals continue to provide policy direction for planning, capital investment, and service delivery:

- ***Keep Pace with Growth.*** Acquire and develop adequate parkland, trails, and facilities to meet the demands of a fast-growing population while ensuring equitable access.
- ***Manage by Standards.*** Maintain clean, safe, and high-quality public spaces and services aligned with national benchmarks and community expectations.
- ***Assess Feasibility for Growth.*** Respond to public demand for facilities and programs while meeting cost recovery and sustainability objectives.
- ***Keep Focus on Equity.*** Deliver inclusive, accessible, and financially sustainable programs and services that reflect diverse community needs.
- ***Achieve Financial and Operational Sustainability.*** Balance growth with realistic, transparent, and strategic funding and staffing models.
- ***Enhance Community Relevance.*** Provide meaningful recreational, cultural, and human services that deliver broad community benefit.

In 2009, site-specific master plans were completed for Peruque Valley Park, Heartland Park, and the Splash Station Aquatic Center site, now known as William M. Allen Park. While these facilities were initially considered as a single coordinated development effort, the City elected to advance each park as a separate, phased project to provide greater flexibility in scheduling, funding, and site-specific decision-making. Phased implementation has allowed the City to respond to changing conditions while maintaining consistency with the adopted master plans.





William M. Allen Park was the first of the three sites to be developed. The City partnered with the Wentzville School District to acquire additional land along Piene Road and to jointly address stormwater management needs for both properties. Phase 1 construction included the Splash Station Aquatic Center and a loop access road that also supports school traffic operations. Phase 1 was completed in 2014. Future phases are envisioned to include expanded walking trails, additional aquatic features, a playground, pavilion space, parking, and other supporting amenities, consistent with the adopted master plan.



The Heartland Park Master Plan was originally prepared for a 28-acre site and later expanded to approximately 50 acres following additional land acquisition in 2011. Phase 1 development included two rectangular fields, trails, picnic areas, and a regional stormwater detention feature with boardwalks and interpretive elements, along with supporting infrastructure such as parking and restrooms. Both fields were ultimately constructed with synthetic turf to address programming demand and durability needs. Phase 1 was completed in 2016, and Jake's Field of Dreams, an inclusive playground, was added in 2018. Future phases anticipate additional trails, rental pavilions, a permanent concession facility, and expanded field capacity.



Peruque Valley Park is a large park site located south of Interstate 70 along Peruque Creek and includes areas within the floodplain. The master plan was developed with extensive public input and envisions a multi-field athletic complex supported by trails, playgrounds, pavilions, concessions, and educational features focused on environmental stewardship. Phase 1 development prioritized core infrastructure, including parking, utilities, maintenance facilities, restrooms, trails, and four athletic fields, and was completed in 2017. Several planned amenities were deferred to manage project costs, with future phases intended to complete remaining fields, trails, pedestrian bridges, and educational pavilions.

Funding for second phases at Peruque Valley Park, Heartland Park, and William M. Allen Park was supported through bonds backed in part by a dedicated one-half cent sales tax approved to improve these park facilities. The Board of Aldermen has directed that subsequent phases of development will not proceed until the existing bonds are retired, which is currently scheduled for 2030. To align with the City's five-year capital planning process and ensure readiness when funding becomes available, the Park Planning and Development unit will begin preparing high-level conceptual plans for these future phases beginning in 2027.

EXISTING PARK FACILITIES

The Wentzville Park system consists of nearly 267 developed acres located in 23 different parks and greenways. City parks fall into four distinct categories: regional/City parks, community parks, neighborhood parks and pocket/mini parks. These categories, generally, follow the hierarchy of parks that is commonly used by the National Recreation and Parks Association (NRPA) to define the function and activities associated with each park type. Additional information is provided in the park design section.

The City currently owns approximately 399 acres of undeveloped park land that lacks full vehicular or pedestrian access and, in some cases, has physical or environmental constraints that limit immediate public use. As a result, this acreage remains undeveloped at this time. While not all undeveloped parcels are suitable for traditional park development, many serve an important long-term role within the City's parks, trails, and open space system.

A portion of this undeveloped land has been acquired or donated to support future trail connections, conservation areas, and greenway corridors as opportunities arise. These properties also provide meaningful environmental benefits, including stormwater management and water quality protection through the preservation of natural drainageways, riparian corridors, and vegetated open space. Examples include properties within the Peruque Hills Estates, Glenhurst, and Great Oaks areas, which are intended to protect natural features while supporting future connectivity and watershed health.

As an example, the Peruque Hills Estates property is located adjacent to Quail Ridge Park and includes approximately 2,150 linear feet of frontage along Peruque Creek. While the site currently has limited access, it is strategically positioned for future integration into the park and trail system as surrounding infrastructure develops. Long-range planning anticipates potential access connections as adjacent roadway and utility improvements occur, allowing the property to transition from passive conservation land to a more accessible component of the City's greenway and trail network over time.

TABLE 6.2: PARK MAINTENANCE STANDARDS

Facility Name	Acquired	Acres	Developed (D) vs. Undeveloped (UD)	Park Type	Level of Care
Bicentennial Park	1975	0.12	D	Mini	2
Big Creek Park	2020	8.00	UD	Nature/ Conservation Area	5
Fireman's Park	2014	5.16	D	Community	2
Glenhurst	2003	47.07	UD		5
Great Oaks Greenway	1997	8.23	UD	Nature/ Conservation Area	4
Green Lantern Park	1979	1.00	D	Mini	2
Heartland Park	2005/2011	49.78	D	Community	1
Legion Park*	n/a	7.65	D	Neighborhood	3
Memorial Park	1968	5.34	D	Neighborhood	3
Northview Nature Park	2010	0.54	D	Mini	3
Peruque Hills Estate	2009	21.53	UD	X	5
Peruque Valley Park	2007	68.22	D	City	1
Progress Park	1987/2023	28.79	D	City	1
Rotary Park	1991	261.97	D	City	2
Silvercote Greenway	2012	9.98	UD	X	5
St. Charles County Fair Property*	n/a	5.90	D	X	4
William M. Allen Park	2003/2021	23.32	D	Community	1
Wilmer Road Park	2024/2025	88.96	UD	Nature/ Conservation Area	5
Wentzville Ice Arena	2019	4.68	D	City	2
WREC Center	2020	24.71	D	City	1
Travis Park	2019	4.53	UD	Nature/ Conservation Area	5
Warson Ave Easement Strip	1983	0.95	UD	X	5
Schroeder Green/Blue Way	2006	2.18	UD	X	5

* Indicates park land maintained but not owned by the City of Wentzville.

TOTAL DEVELOPED PARK LAND: 266.80 acres
TOTAL UNDEVELOPED PARK LAND: 398.90 acres
TOTAL PARK MAINTAINED IN SYSTEM: 678.79 acres
Source (above and Table 22): Wentzville Parks and Recreation Department. (Updated 4/23/26)

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

- ***Level 1:*** is reserved for special, high-visibility areas that require the highest level of maintenance.
- ***Level 2:*** is the "norm" one expects to see on a regular, recurring basis and is the desired standard.
- ***Level 3:*** are just below the "norm" and result from staffing or funding limitations.
- ***Level 4:*** is one step before the land is allowed to return to its original state.
- ***Level 5:*** is land that is allowed to return to its original natural state or that already exists in that state.

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



ST. CHARLES COUNTY PARKS

Parks and recreation planning extends beyond municipal boundaries, and this plan recognizes the important role St. Charles County Parks plays in serving both County and City residents. The continued development of County park facilities complements the City's parks and recreation system and expands access to recreational and natural resource opportunities in the Wentzville area. Consistent with the County's 2020 Master Plan, St. Charles County Parks has focused on acquiring and developing large park sites, typically exceeding 100 acres, that emphasize conservation, passive recreation, and regional-scale amenities. This approach has resulted in the preservation of significant open space and natural areas in close proximity to Wentzville.

Several major County park facilities are located near the City and provide a wide range of recreational opportunities. Quail Ridge Park, located near Interstate 64, encompasses approximately 265 acres and includes trails, playgrounds, pavilions, open space, disc golf, and public fishing amenities. To the northeast, Indian Camp Creek Park consists of approximately 600 acres of largely passive park land featuring native prairie areas, trails, pavilions, playgrounds, lakes, and fishing opportunities. Nearby Towne Park, approximately 109 acres in size, preserves the site of a historic tobacco plantation and includes a restored replica of the original home, a botanical preserve, fishing pond, nature trails, and picnic areas.

More recently, St. Charles County has developed Oglesby Park, a 198.62-acre park located west of the City's Rotary Park. This addition further strengthens the regional park system surrounding Wentzville and reinforces the County's emphasis on large-scale parkland preservation and passive recreation. Collectively, these County facilities complement Wentzville's active park system and recreation programming, providing residents with a balanced mix of active amenities and expansive natural areas that support conservation, outdoor recreation, and quality of life throughout western St. Charles County.

BIKE ROUTES AND WALKING TRAIL SYSTEMS

Trails are an important component of both the Comprehensive Plan and the parks and recreation system. Well-planned and connected trail networks support recreation, alternative transportation, and community connectivity, while also contributing to broader economic activity. Recent federal reporting from the U.S. Bureau of Economic Analysis indicates that outdoor recreation accounted for approximately 2.3 percent of U.S. gross domestic product, reflecting a substantial and sustained economic sector that includes trail-related activities such as walking and bicycling. Communities with coordinated trail systems that connect parks, neighborhoods, and destinations are better positioned to capture these benefits while improving access to everyday recreation and mobility.

Local trail usage patterns reinforce the importance of continued investment in Wentzville's trail system. Heartland Park, which contains the City's most heavily used trail segment, experiences consistently high levels of visitation. Location-based analytics from Placer.ai indicate that the park receives approximately 477,000 visits annually, averaging 50,800 visits per month, with peak activity occurring between the months of March to October. Visitor origin data shows that 100% of visits originate within Wentzville demonstrating that the park and trail system functions not only as a neighborhood amenity but also as a regional destination.

These observed usage patterns support the City's emphasis on developing a connected trail network that links parks, residential areas, and community destinations. Trails that function as both recreational amenities and transportation corridors enhance quality of life for residents, support public health objectives, and strengthen the City's broader parks and recreation system. Continued coordination with regional partners and integration of trails into park development and transportation projects will remain important as Wentzville grows.

BIKE ROUTES AND WALKING TRAILS AS CONSERVATION EFFORTS

Bicycle and walking trails can function as both recreation infrastructure and a conservation tool when planned as part of a coordinated greenway system. The City allows trail development within floodplains and riparian corridors when appropriately reviewed and approved, recognizing that these areas can accommodate low-intensity recreational use while preserving open space and protecting natural systems. Trails in these settings are required to meet the City's established park design standards, including the use of ten-foot-wide hard-surface trails, ensuring consistency, durability, accessibility, and minimal environmental impact.

By aligning trail development with stream corridors and connected open space, the City can preserve scenic lands, protect riparian buffers, and support stormwater management and water quality objectives while expanding public access to natural areas. The Parks and Recreation Department has prioritized trail planning along the Peruque Creek and Dry Branch corridors, where substantial residential growth is occurring and where regional connectivity opportunities have been identified. These corridors are also specifically recognized in the St. Charles County Greenway Master Plan, reinforcing their importance as part of a broader, interconnected greenway network. Together, these efforts support conservation goals while providing accessible, well-designed trail experiences that serve both local neighborhoods and regional users.

WALKABILITY/BIKEABILITY AS PART OF THE TRANSPORTATION SYSTEM

Walking and bicycling are integral components of a balanced transportation system and contribute to community health, mobility, and overall quality of life. The presence, design, and connectivity of pedestrian and bicycle infrastructure, along with adjacent land uses, influence whether residents feel comfortable choosing to walk or bike for everyday trips. Strategies that support walkability and bikeability focus on improving safety, reducing conflicts with vehicles, and creating environments that encourage consistent use. Walkable streets enable residents to experience the community at a human scale and support safe, convenient movement between neighborhoods, parks, schools, and commercial areas. Sidewalks, crossings, lighting, and street landscaping all contribute to the pedestrian environment and should be designed in a manner that reflects the surrounding context, including roadway function, traffic volumes, and adjacent land uses. Together, these elements help create streets that function as part of the transportation network while supporting accessibility, safety, and community character.

REGIONAL TRAIL AND GREENWAY CONNECTIONS

Wentzville is situated within a broader network of regional parks and open space systems in western St. Charles County. Residents have access to nearby County and regional destinations, including Quail Ridge Park, Indian Camp Creek Park, Towne Park, Cuivre River State Park, and Founders Park in Lake Saint Louis. While these facilities are owned and operated by other jurisdictions, they provide important recreational and conservation benefits to Wentzville residents. Coordination with regional plans and partner agencies allows the City to strengthen trail and greenway connections to these destinations and expand access to regional amenities.

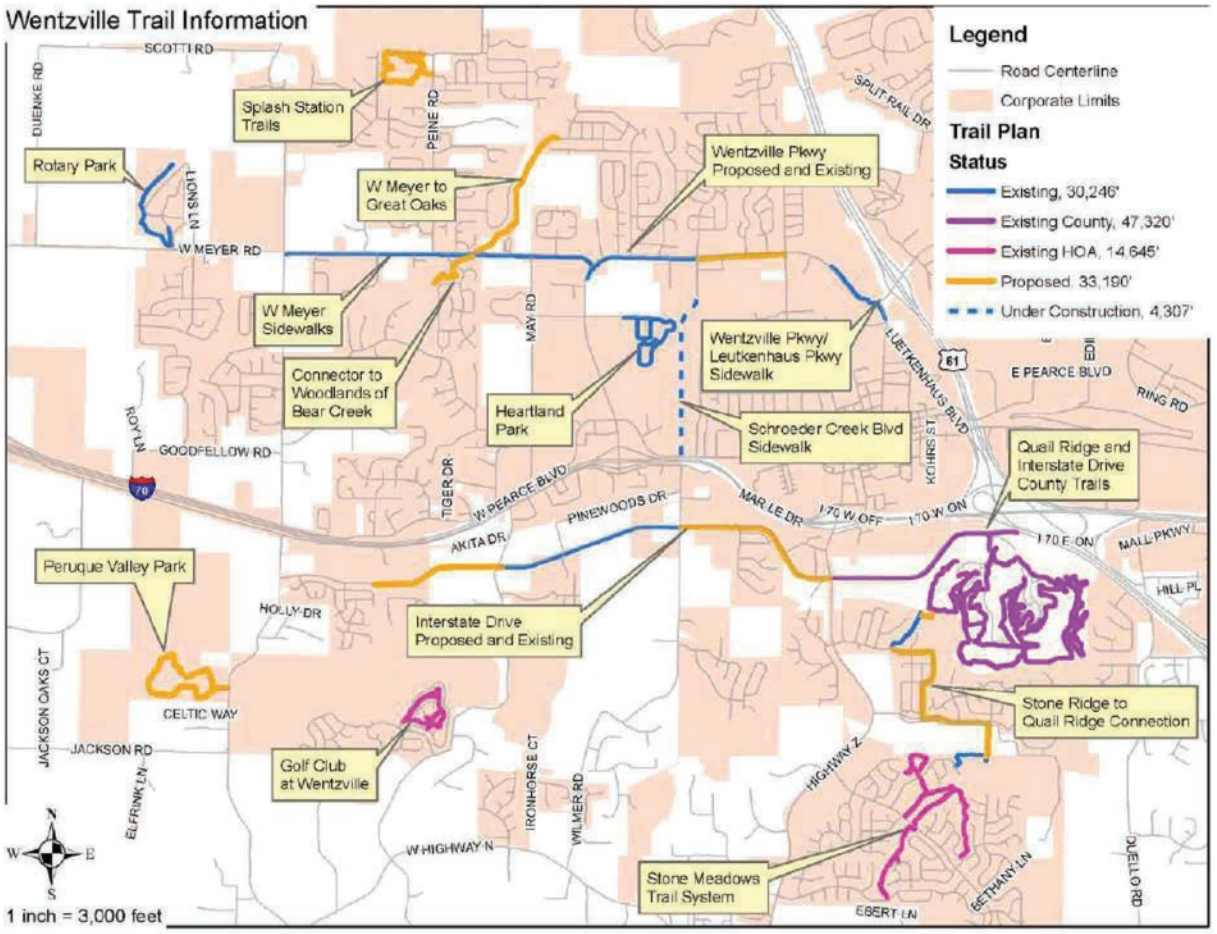
GREAT RIVERS GREENWAY - TRAIL SYSTEMS IN THE REGION

Trail planning and development in the greater St. Louis metropolitan area has increasingly focused on connecting locally developed trail networks into a cohesive regional system. Great Rivers Greenway, a regional public agency established in 2000, has played a central role in advancing this approach by promoting greenways that connect people to parks, rivers, and communities. While much of Great Rivers Greenway's investment has been concentrated in St. Louis City, St. Louis County, and eastern St. Charles County, its planning framework has helped inform regional coordination efforts that can be applied in western St. Charles County, including Wentzville.

EXISTING TRAIL SYSTEMS IN THE COMMUNITY

Wentzville has developed a growing network of public and semi-public trails to serve recreational and transportation needs. Semi-public trails are typically constructed as part of residential developments and maintained by homeowners' associations. While these trails primarily serve neighborhood residents, many are designed to connect to the City's public trail system.

Most trails in Wentzville are multi-purpose facilities accommodating pedestrians, joggers, and bicyclists. Together with sidewalks and shared roadways, these facilities provide alternative travel routes that supplement the street network and support non-motorized movement. Several trail segments experience particularly high use, including trails within Rotary Park, Heartland Park, and Peruque Valley Park, as well as the adjacent Quail Ridge Park. While these park-based trails function well individually, connectivity between them remains limited.



PLANNING FOR TRAILS

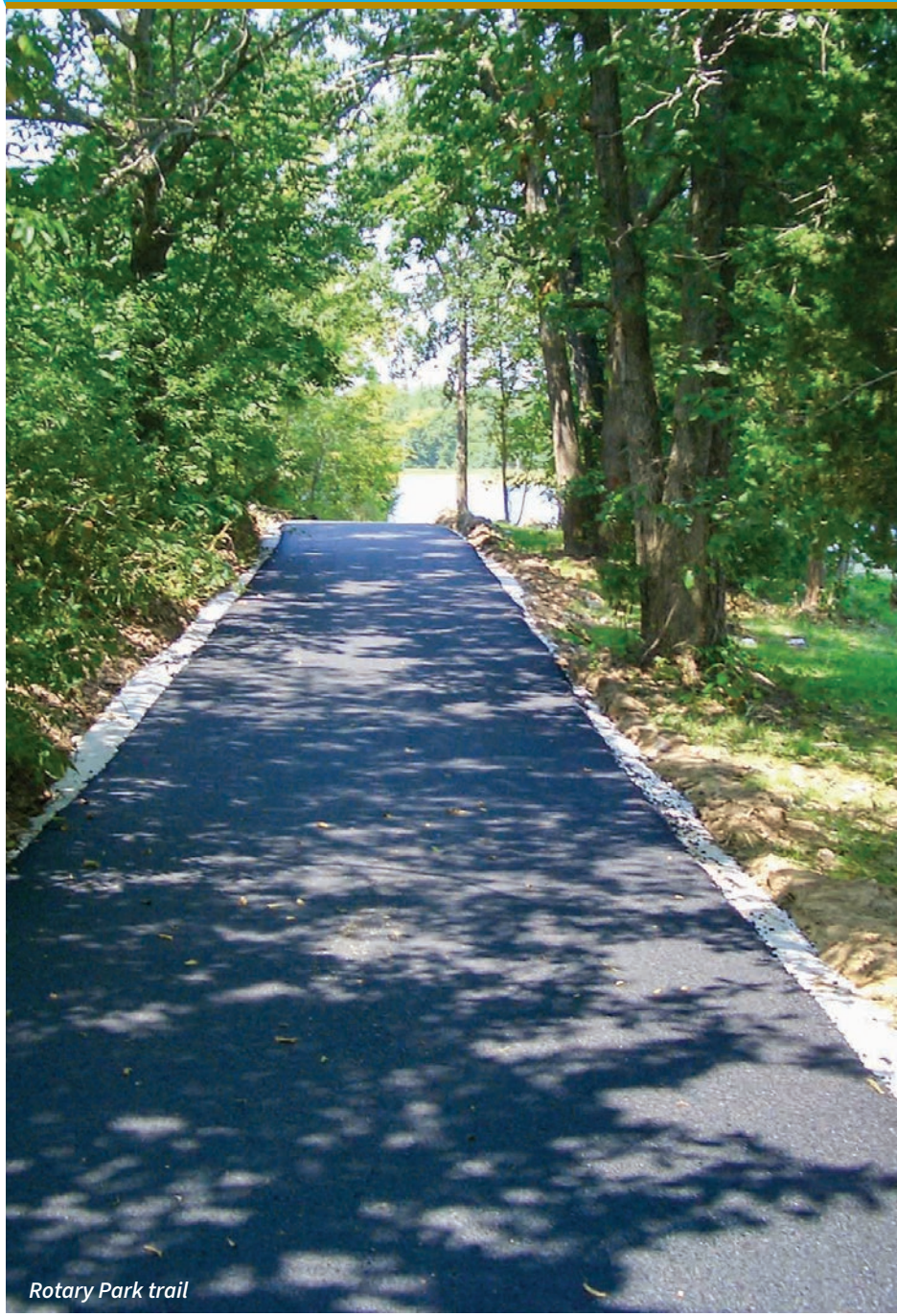
As growth continues, the City will continue to plan for trail connections that link parks, neighborhoods, schools, employment centers, commercial areas, and neighboring communities. Trails have consistently been identified as a community priority, including during the 2016 Parks and Recreation Master Plan process, reflecting strong public interest in infrastructure that supports healthy lifestyles and everyday mobility.

Wentzville participates in the multi-jurisdictional Bikeable-Walkable Community Plan developed in coordination with the cities of O'Fallon and Lake Saint Louis. This plan provides a long-range framework for developing an interconnected system of trails and on-street bicycle and pedestrian accommodations for both recreation and transportation. Implementation is intended to occur incrementally over time, aligned with development activity and funding opportunities, and with an emphasis on leveraging external funding sources.

The City has adopted standards for trail development through the Transportation Master Plan, including guidelines for bicycle and pedestrian facilities. These standards help ensure consistency, safety, and integration of trails within roadway projects and the broader transportation system. Additional information related to transportation planning is provided in Chapter 3: Transportation.

RECREATION SERVICES AND COMMUNITY ENGAGEMENT

Recreational programming and volunteer engagement are core components of the City's parks and recreation service delivery model and together support community well-being, access, and long-term system sustainability.



Rotary Park trail

RECREATIONAL PROGRAMMING AND SPECIAL EVENTS

Recreational programming is a core service of the City's parks and recreation system and a key contributor to community well-being, connectedness, and identity. As Wentzville's population grows and diversifies, residents have expressed consistent support for a broad array of recreation opportunities that encourage healthy lifestyles, provide social interaction across age groups, and support both active and passive interests. Programs are designed to respond to evolving community demand, leverage available facilities, and align with the City's broader goals for equitable access and financial sustainability.

Wentzville offers a diverse portfolio of programs and activities for residents of all ages and abilities, as reflected in the seasonal Fun Times program guide. Offerings include fitness classes, sports leagues, cultural arts and enrichment programs, camps, themed races, aquatic programming, and drop-in recreation opportunities. Examples include youth and adult sports leagues such as soccer, basketball, and pickleball; instructional swim lessons and aquatics classes; fitness and wellness programs at the Wentzville REC Center; and technology-focused activities such as supervised eSports and STEAM-related classes. This breadth of programming supports multiple community objectives, including personal health, social engagement, skill development, and lifelong learning.

In addition to ongoing programs, the Parks and Recreation Department plans and delivers a series of signature community events that reinforce Wentzville's identity and sense of place. Annual events such as Wentzville Days, Holiday Night Lights, the Fall Festival, and the July 4th celebration are managed by department staff and draw participants from within Wentzville and the broader region. These events provide accessible, family-oriented experiences, strengthen community pride, and contribute to local economic activity by encouraging visitation to parks and nearby commercial areas.

Recreational programming decisions are grounded in strategic goals that emphasize both access and sustainability. The Parks and Recreation Department regularly evaluates participation trends, facility capacity, demographic changes, and cost recovery outcomes to ensure programs remain responsive to community needs and fiscally responsible. These evaluations inform annual strategic work plans and help guide investment in facilities, staffing, and program development. Alignment with other planning efforts, including parks master planning and transportation system improvements, further supports cohesive service delivery and long-term system capacity.

VOLUNTEER ENGAGEMENT AND COMMUNITY SUPPORT

Volunteer engagement is a critical component of the City's parks and recreation service delivery model and is managed in a manner consistent with nationally recognized best practices. Each year, the Parks and Recreation Department recruits, screens, and supports hundreds of individual volunteers who collectively contribute thousands of service hours across programs, facilities, and special events. Volunteers serve in a wide range of roles, including youth sports coaches, program aides, event support staff, docents, and members of advisory boards and committees that provide input on programming priorities, facility planning, and policy direction. These roles are clearly defined and structured to support safe, effective, and meaningful participation.

Consistent with efficient, well-established practices observed in many municipalities and accredited agencies, the majority of volunteer involvement in Wentzville occurs within parks and recreation programs, facilities, and community events. Volunteers are integral to the delivery of youth athletics, instructional programs, cultural activities, and large-scale special events, where they expand operational capacity and enhance service quality. Volunteer participation also supports equitable access by helping the City offer programs and events at a scale and cost that would otherwise be difficult to achieve, thereby reducing barriers to participation for individuals and families.

The Parks and Recreation Department maintains a comprehensive volunteer management framework that includes recruitment, orientation, training, supervision, and recognition. This framework supports risk management, promotes inclusive and welcoming environments, and encourages long-term volunteer engagement. As Wentzville continues to grow and demand for recreation services increases, continued investment in volunteer management will remain an important strategy for sustaining service quality, developing future community leaders, and maintaining alignment with CAPRA accreditation standards and expectations.

OTHER FACILITIES (PRIVATELY OWNED OR QUASI-PUBLIC)

In addition to City-operated parks and recreation facilities, Wentzville residents have access to a wide range of recreational opportunities provided by private, nonprofit, and quasi-public entities. These facilities expand the overall supply of recreation options in the community and complement the services offered by the City.

Privately operated amenities include golf courses such as Bear Creek Golf Course and the Golf Club of Wentzville, commercial fitness centers, martial arts studios, and specialty training facilities offering activities such as strength training, CrossFit-style programming, yoga, and personal fitness instruction. Recreation opportunities are also available through local school facilities and subdivision amenities, which may include playgrounds, pools, courts, and informal open space intended primarily for residents or program participants.

While these facilities are not publicly owned or operated by the City, they contribute to the overall recreational environment in Wentzville and help meet diverse interests and preferences. The City's parks and recreation system is planned and evaluated with an understanding of these complementary resources, while maintaining a focus on providing equitable access to public recreation opportunities that are available to all residents.

PARK AND RECREATION NEEDS, STANDARDS AND OPERATIONS

There is no single standard or formula that precisely defines the appropriate amount or type of park and recreation facilities for a community, as local needs vary based on population characteristics, development patterns, available land, and community expectations. Effective park and recreation planning therefore requires a balanced approach that integrates nationally recognized benchmarks with local conditions, fiscal capacity, and long-term operational considerations.

In Wentzville, park and recreation needs are guided by adopted planning documents, including the Parks and Recreation Open Space Master Plan and the Bikeable-Walkable Community Plan. These plans provide direction for future park development, enhancement of existing facilities, and expansion of the trail system, while also informing capital planning, phasing, and prioritization decisions. Together, they support a coordinated, long-range approach to meeting recreation needs in a manner that is responsive to growth and community input.

Beyond physical planning, the City's Parks and Recreation Department operates within a framework of nationally recognized professional standards and best practices that guide how facilities are designed, maintained, programmed, and managed. The Department aligns its operations with guidance from organizations such as the National Recreation and Park Association, which provides industry research, benchmarking, and professional practice resources, and the Commission for Accreditation of Park and Recreation Agencies, whose standards address agency governance, planning, human resources, finance, maintenance, programming, and risk management. These frameworks help ensure that services are delivered in a consistent, accountable, and professionally recognized manner.

Facility-specific standards further inform departmental operations and capital decision-making. Playground design, inspection, and maintenance practices are guided by federal safety guidance and widely adopted industry specifications. Aquatic facilities are operated using nationally recognized health and safety models and professional training frameworks. Accessibility across parks, facilities, trails, and amenities is addressed through established federal accessibility standards and adopted building codes, supporting inclusive access for individuals of all abilities. Recreation centers, shelters, and indoor venues are planned and managed with reference to building and life-safety standards commonly applied to public assembly spaces.

Trail, bikeway, and shared-use path planning and operations are informed by nationally accepted transportation and safety guidance to ensure consistency, visibility, and safe interaction between users and adjacent roadways. Athletic fields, turf areas, and landscaped spaces are managed using professional field management and arboriculture standards that emphasize safety, playability, and long-term asset preservation. Lighting for parks and sports facilities is planned using recognized industry guidance to balance safety, performance, and neighborhood compatibility. For larger capital projects, sustainability and site design frameworks are also considered to support durable, resource-efficient facilities and landscapes.

Together, these planning tools, professional standards, and operational frameworks provide the foundation for how the Parks and Recreation Department delivers services, manages assets, and adapts to changing community needs. This integrated approach supports high-quality recreation opportunities, protects public investment, and positions the City to meet current and future park and recreation needs in a responsible and sustainable manner.

DETERMINING NEEDS - BASED ON POPULATION GROWTH

Demand for park land and recreation amenities is closely tied to population growth. As Wentzville has expanded, the need for additional park acreage, facilities, and supporting infrastructure has increased accordingly. National Recreation and Park Association guidance is used as a benchmarking tool to help evaluate system capacity and identify potential gaps, while recognizing that benchmarks are not prescriptive and must be considered alongside local conditions, development patterns, and service expectations.

Based on the City's current population of approximately 48,646 residents, and using commonly applied national benchmarks ranging from 12.5 to 15 acres of park land per 1,000 residents, Wentzville's long-term park land need would fall within a range of approximately 608 to 730 acres. The City currently maintains approximately 679 acres of total park land, indicating that recent land acquisition efforts have helped the City move closer to nationally recognized benchmarks when evaluated at a systemwide level.

However, growth projections and service expectations suggest that park needs will continue to increase over time. While total acreage is an important indicator, the City's ability to meet recreation demand is increasingly influenced by the amount, distribution, and condition of developed park land and facilities. As population density increases and expectations for programming, scheduling, and access continue to evolve, the availability of fully developed parks, athletic facilities, trails, and indoor recreation space becomes a critical factor in overall system capacity.

Previous planning analyses that considered a future population of approximately 58,200 residents identified park land needs ranging from approximately 582 to 873 acres, depending on the benchmark applied. These ranges underscore the importance of continued evaluation of population trends, development activity, and facility utilization to ensure the park system remains aligned with community needs over time.



DESCRIPTION OF PARKS

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



MINI / POCKET PARKS

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

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

DESIGN STANDARDS:

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

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



Memorial Park

NEIGHBORHOOD PARKS / PLAYGROUNDS

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

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

DESIGN STANDARDS:

Site size:	Service area:	Minimum area:
100 SF to 1,500 SF	½ mile radius	2,150 SF to 3,010 SF per 1,000 population

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

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


Heartland Park

COMMUNITY PARKS

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

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

DESIGN STANDARDS:

Site size:	Service area:	Minimum area:
15 to 40 acres	2 mile radius	2.5 acres per 1,000 population

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



CITY / REGIONAL PARKS

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

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

DESIGN STANDARDS:

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

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

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



TRAILS / LINEAR PARKWAYS / GREENWAYS

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

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

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

DESIGN STANDARDS:

Site size:	Service area:	Minimum area:
8-10 feet wide & sufficient length	Entire City	25 acres per 50,000 population

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



SPECIAL-USE PARKS

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

DEVELOPMENT: Varies according to use.

DESIGN STANDARDS: Varies according to use.

FUTURE PARKS, TRAILS AND OPEN SPACE PLANNING

Future park, trail, and open space planning will continue to be informed by the City's natural systems, including wetlands, stream corridors, and watershed boundaries. These features provide opportunities for conservation, stormwater management, and trail connectivity while shaping how parks and greenways are integrated into developing areas of the community. Planning efforts will emphasize equitable access, coordination with land use and transportation investments, and long-term stewardship to ensure that parks and recreation facilities remain functional, accessible, and sustainable as Wentzville continues to grow.

The goals, policies, and implementation strategies necessary to advance these priorities are addressed in Chapter 10: Goals and Implementation, which establishes the framework for translating this plan's recommendations into coordinated actions over time. Progress toward these goals and strategies will be monitored through the City's annual planning, budgeting, and capital improvement processes and used to inform future updates, funding priorities, and service delivery decisions.

HISTORIC PRESERVATION



Purpose

The purpose of this chapter is to establish a comprehensive, system-based framework for identifying, evaluating, preserving, and integrating cultural and historic resources into the growth and development of the City. Historic preservation is recognized as essential public infrastructure contributing to community identity, economic vitality, education, and quality of life.

CULTURAL-HISTORIC RESOURCE MANAGEMENT FRAMEWORK

The City will manage historic resources through a structured lifecycle approach: identify resources, evaluate their value, prioritize investment, and manage them appropriately over time.

PLANNING AND PRESERVATION PROCESS

Effective historic preservation requires a consistent, structured approach that is integrated into the City's broader planning, development, and capital decision-making processes. Establishing a formal process ensures that cultural-historic resources are identified early, evaluated objectively, and managed in a way that balances community value with practical considerations such as cost, condition, and long-term use. This process shall be applied to all City-led capital projects, land acquisition activities, and applicable private development proposals where cultural-historic resources are present or reasonably expected to exist.

The City will implement the following planning and preservation process:

1. ***Identification.*** Cultural-historic resources will be identified proactively during land acquisition, development review, and capital project planning. Early identification ensures that resources are considered before decisions are made, reducing the likelihood of unintentional loss and allowing for more thoughtful integration into project design and land use planning. Where uncertainty exists, the City may require preliminary assessment or consultation with qualified partners to determine the presence of potential resources.
2. ***Inventory.*** The City will maintain a centralized, GIS-based inventory of cultural-historic resources, including location, description, historical significance, and physical condition. This inventory will serve as the primary tool for tracking resources, supporting internal coordination across departments, and providing a reliable foundation for planning, budgeting, and public information. The inventory could be used as a required reference during development review, capital planning, and land use decision-making processes.
3. ***Evaluation and Ranking.*** Identified resources will be evaluated using standardized criteria, including cultural-historic value, physical condition, community benefit, and lifecycle cost considerations. A consistent scoring system will be applied to ensure that evaluations are objective, repeatable, and defensible, allowing the City to compare resources and make informed decisions. Evaluation results could also be used to inform project design, site planning, and decision-making regarding preservation, modification, or removal of identified resources.
4. ***Prioritization.*** Evaluation results will be used to prioritize resources for action based on their overall significance, condition, and potential community impact. This step ensures that limited time, funding, and staff capacity are directed toward the resources that provide the greatest benefit or are at the greatest risk. This prioritization may also be used to inform capital planning, project scoping, and resource allocation decisions to ensure that the most significant or at-risk resources are addressed in a timely and coordinated manner.
5. ***Preservation Spectrum.*** The City will apply a range of preservation approaches based on the characteristics and priority of each resource. These may include documentation, interpretation, stabilization, adaptive reuse, or full preservation. Recognizing preservation as a spectrum allows the City to respond appropriately to varying conditions and constraints while still capturing historical value and community benefit. Not all resources will warrant full preservation, and the selected approach will reflect a balance between resource value, feasibility, cost, and community benefit.

Proposed Cultural-Historic Resources Study

The City should prioritize the completion of a comprehensive Cultural-Historic Resources Study and Master Plan to establish a data-driven foundation for identifying, evaluating, and managing historic resources.

KEY DELIVERABLES

The Cultural-Historic Resources Study and Master Plan should produce the following core deliverables, each serving a distinct role in establishing a functional and sustainable preservation framework:

1. ***Citywide Inventory and Mapping.*** A comprehensive inventory and GIS-based mapping of cultural and historic resources to establish a clear understanding of what exists, where it is located, and how it relates to current and future development patterns. This serves as the foundational dataset for all planning, evaluation, and decision-making efforts.
2. ***Resource Evaluation and Ranking.*** A standardized evaluation and ranking system to assess the relative significance, condition, and community value of each resource. This allows the City to prioritize efforts, allocate resources effectively, and make consistent, defensible decisions regarding preservation and redevelopment.
3. ***Preservation Strategies.*** A range of preservation approaches tailored to different resource types and conditions, from documentation and interpretation to stabilization, adaptive reuse, or full preservation. This ensures flexibility in implementation while aligning preservation efforts with community goals and available resources.
4. ***Funding Framework.*** Identification of potential funding sources, partnership opportunities, and cost considerations to support preservation efforts over time. This framework helps position the City to leverage external resources and make informed financial decisions without assuming sole responsibility for funding.
5. ***Implementation Plan.*** A clear, actionable roadmap outlining roles, responsibilities, timelines, and integration points with existing City processes such as capital planning, development review, and park planning. This ensures the study translates into real-world application rather than remaining a static document.

PERFORMANCE MEASURES

The City will establish and maintain measurable performance indicators as part of an ongoing management framework to assess progress, guide resource allocation, and support informed decision-making related to historic preservation efforts. These indicators may include:

1. Percentage of identified historic resources that have been inventoried
2. Percentage of resources evaluated using standardized criteria
3. Number of preservation or stabilization projects completed annually
4. Number of interpretive installations, programs, or educational initiatives implemented
5. Degree to which historic resources are integrated into park planning, development projects, and other City initiatives

IMPLEMENTATION

Implementation will occur through coordination across planning, parks, economic development, and capital improvement programming. This chapter is intended to function as an active decision-making tool.

SUMMARY

Historic preservation will transition to a proactive, system-based function supported by data, prioritization, and measurable outcomes to ensure long-term stewardship of community resources.



CHAPTER 7

LAND USE

Overview

FUTURE LAND USE PLAN (FLUP)

This chapter presents the updated Future Land Use Plan (FLUP), summarizes the changes from the previous Comprehensive Plan, and describes the methodology, public engagement, scenario planning, and growth analysis that informed its development.

The Future Land Use Plan is a policy document that establishes the City's long-term vision for growth and development. Rather than regulating individual properties, it serves as a guide for future land use decisions, infrastructure planning, and development patterns. The primary uses of the FLUP are highlighted below.

GUIDE LONG-TERM GROWTH

The Future Land Use Plan establishes the community's long-range vision for how land should develop over the next 10 to 20 years. It provides a framework for making consistent growth decisions while recognizing that development will occur incrementally over time.

HELP COORDINATE INFRASTRUCTURE

The FLUP helps align future development with investments in roads, utilities, parks, schools, and public services. By anticipating where growth is expected, the City can more effectively plan and prioritize infrastructure improvements.

INFLUENCE (GUIDANCE) FOR FUTURE REZONING DECISIONS

The FLUP is not zoning, Instead, it serves as the primary policy document used by elected officials and the Planning & Zoning Commission when evaluating future rezoning requests and development proposals.

IDENTIFY PREFERRED DEVELOPMENT PATTERNS

Beyond identifying land use categories, the FLUP communicates the types of development the community wishes to encourage, including neighborhood design, commercial centers, mixed-use areas, employment districts, and transitions between different land uses.

PROTECT IMPORTANT CORRIDORS AND NATURAL AREAS

The FLUP helps preserve environmental resources, scenic landscapes, floodplains, woodlands, and key transportation corridors while directing growth toward the most appropriate locations. This ensures that future development supports both economic prosperity and the long-term quality of life for Wentzville residents.

METHODOLOGY FOR UPDATING THE FUTURE LAND USE PLAN (FLUP)

RESPECT THE DECISIONS OF THE PREVIOUS FUTURE LAND USE PLAN (FLUP)

The update began with the understanding that the existing Future Land Use Plan represents years of planning, public involvement, and policy decisions. Rather than starting from scratch, the planning process treated the current FLUP as the foundation, making changes only where new information or changing conditions supported a different recommendation.

ADJUSTMENTS BASED ON ACTUAL DEVELOPMENT OR CHANGES NEARBY

Since adoption of the previous FLUP, many areas have developed differently than anticipated or have experienced significant changes in surrounding land uses. The updated FLUP reflects completed developments, approved projects, and changing development patterns to ensure the plan remains realistic and aligned with existing conditions.

CHANGES IN OTHER FACTORS (TRANSPORTATION, NEW PARK SPACES, ETC.)

Infrastructure investments and community improvements can significantly influence appropriate future land uses. The updated FLUP considers new and planned roadways, interchanges, parks, trails, public facilities, and other infrastructure improvements that create new development opportunities or warrant changes in land use recommendations.

CHANGES IN MARKET DEMAND, DEMOGRAPHIC TRENDS, AND POPULATION PROJECTIONS (See Scenario Planning And Market Analysis)

Future land use recommendations should reflect how Wentzville is expected to grow over the coming decades. Population projections, housing demand, employment trends, and market analysis were evaluated to ensure the FLUP provides sufficient opportunities for future residential, commercial, industrial, and mixed-use development while avoiding unnecessary oversupply.

COMMUNITY STAKEHOLDER INPUT FROM FOCUS GROUPS

Stakeholder meetings provided valuable insight from residents, business owners, developers, institutions, and community organizations. Their local knowledge helped identify opportunities, concerns, and priorities that may not be evident through technical analysis alone, ensuring the FLUP reflects a broad range of perspectives.

COMMUNITY INPUT FROM THE CITY-WIDE SURVEY

The city-wide survey allowed hundreds of residents to share their priorities regarding growth, housing, commercial development, transportation, parks, and community character. This statistically broad input helped identify community preferences that influenced updates to the Future Land Use Plan.

PLANNING & ZONING COMMISSION AND BOARD OF ALDERMEN INPUT FROM THE WORK SESSION

A joint work session allowed City leadership to review growth projections, evaluate alternative development scenarios, and discuss potential policy directions before preparing the updated FLUP. Their feedback helped refine recommendations and identify areas where additional analysis or modifications were appropriate.

COMMUNITY INPUT FROM OPEN HOUSE #2

The second public open house gave residents an opportunity to review proposed growth scenarios and provide direct feedback on development preferences. Comments, mapping exercises, and dot-voting results helped confirm areas of community consensus and identify where modifications to the FLUP were warranted before preparing the draft plan.

SYNTHESIS OF THE ABOVE

The final FLUP represents the integration of technical analysis, community engagement, market research, infrastructure planning, and policy direction. The planning process evaluated all sources of information together to prepare a balanced set of recommendations that supports Wentzville's long-term vision while remaining flexible enough to respond to future opportunities and changing conditions.

Board and Planning & Zoning Work Session

Board members and Planning & Zoning Commission members held a joint work session on Wednesday, March 4, 2026, to review growth projections and potential growth scenarios. The scenarios focused on:

- Residential Development
- Commercial Development
- Downtown Wentzville

Prior to the work session, members were encouraged to watch a video presentation outlining the growth projections and scenarios. This same video was later made available to the community as part of the March open house. Members were also asked to complete a short survey indicating their level of support for each scenario, with the understanding that the scenarios were not intended to be mutually exclusive. Elements from each scenario may overlap, and the final recommendations or policies could incorporate aspects of multiple approaches.

The results of the work session survey are included on the following page. The session also included a mapping exercise in which attendees identified locations within the planning area that they felt were potentially suitable for different growth scenarios.





Work Session (Continued)

In addition to reviewing the scenarios, work session attendees had the opportunity to provide feedback on their level of support. Scenarios are a tool to help frame analysis and research on how the City could accommodate future growth, particularly in relation to updates to the Future Land Use Plan (FLUP).

CONSENSUS STRONG SUPPORT

The scenario for commercial 'Regional Destination' received almost consensus "Very Supportive" from the work session participants.

VERY AND SOMEWHAT SUPPORTIVE

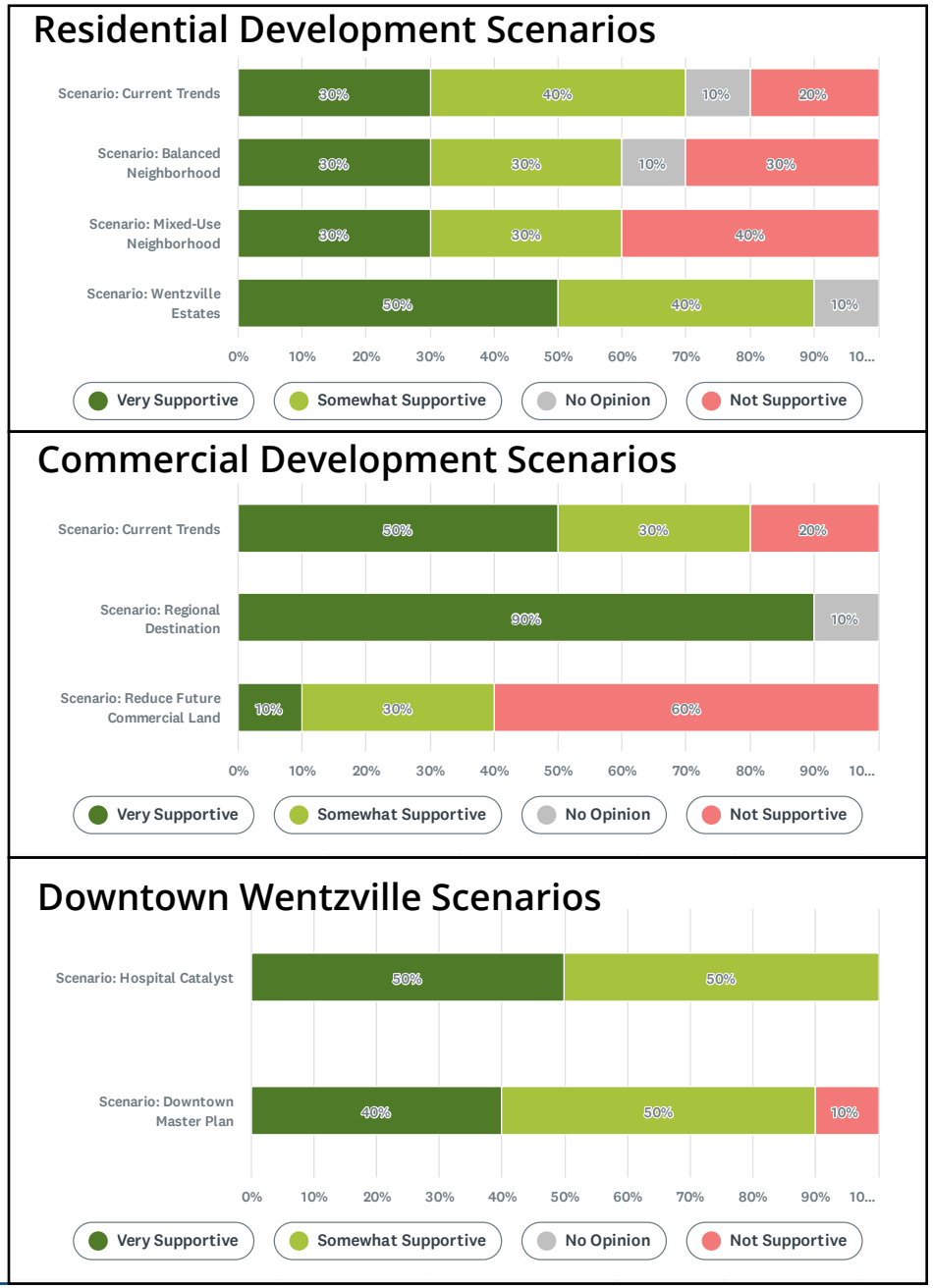
While these scenarios had some different levels of support, overall they received significant support:
Residential - 'Wentzville Estates' scenario.
Downtown - 'Hospital Catalyst' scenario.
Downtown - 'Downtown Master Plan' scenario.

MIXED SUPPORT

Residential - 'Current Trends' scenario.
Residential - 'Balanced Neighborhood' scenario.
Residential - 'Mixed-Use Neighborhood' scenario.

NOT SUPPORTIVE

Commercial - 'Reduce Future Commercial Land' scenario.



Work Session (Continued)

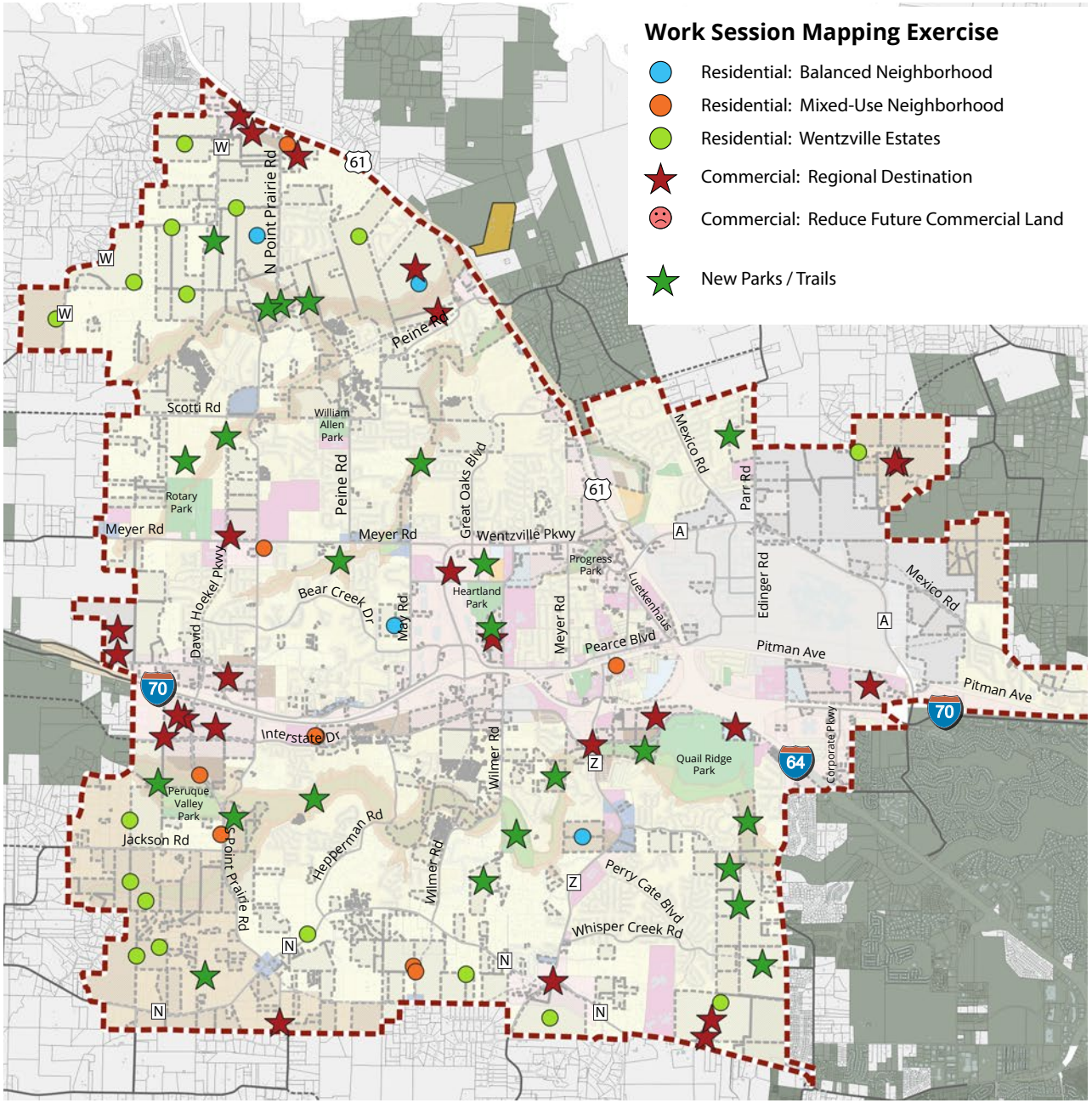
MAPPING EXERCISE

Work session participants were divided into three tables for a mapping exercise to identify potential locations where different scenario types could be applicable, based on each participant's perspectives.

The map to the right summarizes input from all three groups. Key highlights include:

- Regional Destination (Commercial) identified near David Hoekel Parkway south of I-70.
- Wentzville Estates (Residential) suggested along the outer edges of the planning boundary.
- Mixed-Use and Balanced Neighborhoods (Residential) identified at select locations.
- New park and trail opportunities, particularly within riparian and floodplain corridors.
- No group suggested any future commercial areas to be reduced.

These suggestions will help inform updates to the Future Land Use Plan (FLUP). However it is important to note that other factors such as the market analysis, community input, and existing policies will also help guide updates to the FLUP.



Open House #2 (March 31, 2026)



An in-person open house was held on Tuesday, March 31, 2026, at the Wentzville Rec Center from 4:30 - 7:00pm. The meeting was an open house format with no formal presentation, so attendees were able to stop in anytime.

At the open house, attendees had an opportunity to review scenarios regarding:

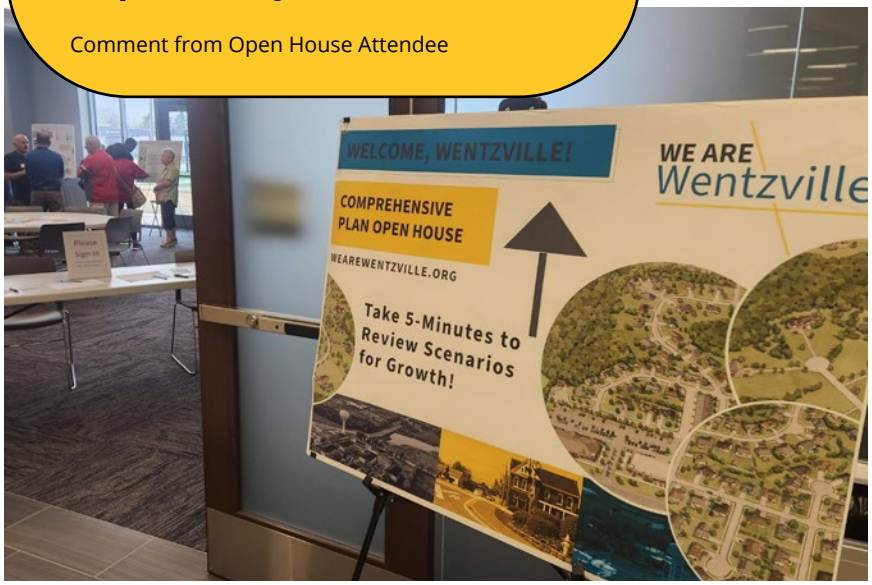
- Residential Development
- Commercial Development
- Downtown Wentzville



Approximately 70 people attended the open house. Input and feedback heard at the open house is discussed in more detail on the following pages.

"I like this format and appreciate the opportunity to provide feedback."

Comment from Open House Attendee







Open House #2 (Continued)

In addition to reviewing the scenarios, attendees had the opportunity to provide feedback on their level of support for different growth scenarios. Scenarios are a tool to help frame analysis and research on how the City could accommodate future growth, particularly in relation to updates to the Future Land Use Plan (FLUP).

As attendees reviewed the scenarios, **they were not intended to be an either–or choice.** Elements from each scenario may overlap, and the final recommendations or policies could incorporate aspects of multiple scenarios. The goal was to better understand community preferences and priorities, as well as which aspects of each scenario attendees found most favorable or supportive.

See the 'Scenario' pages for details on each scenario.

CONSENSUS STRONG SUPPORT

The scenario for downtown Wentzville of 'Downtown Master Plan' received almost consensus "Very Supportive" from open house attendees.

VERY AND SOMEWHAT SUPPORTIVE

While these scenarios had some mixed opinions, overall they received significant support.
Residential - 'Mixed-Use Neighborhood' scenario.
Residential - 'Wentzville Estates' scenario.
Commercial - 'Regional Destination' scenario.
Downtown - 'Hospital Catalyst' scenario.

MIXED SUPPORT

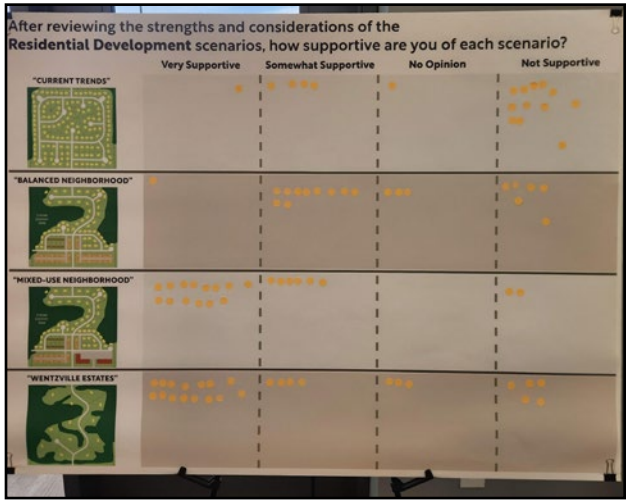
Residential - 'Balanced Neighborhood' scenario.
Commercial - 'Reduce Future Commercial Land' scenario.

NOT SUPPORTIVE

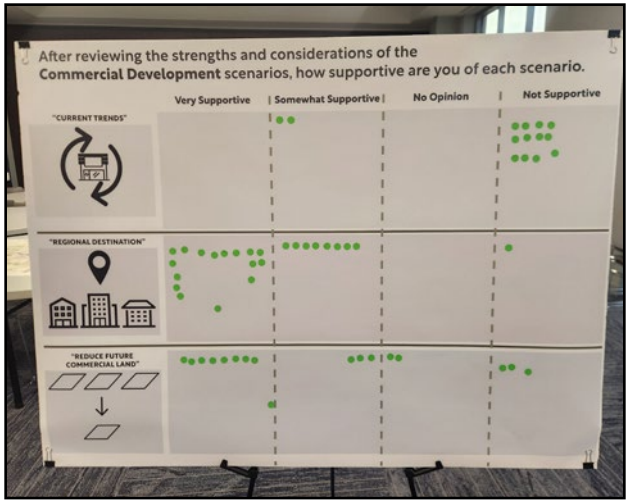
Residential - 'Current Trends' scenario.
Commercial - 'Current Trends' scenario.

DOT VOTING RESULTS:

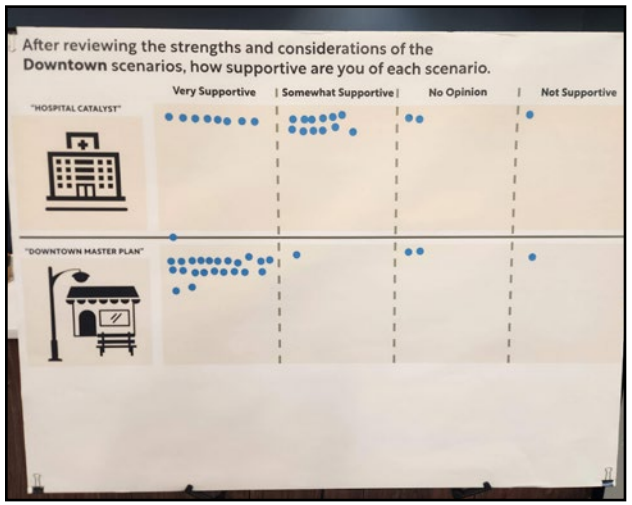
RESIDENTIAL DEVELOPMENT SCENARIOS



COMMERCIAL DEVELOPMENT SCENARIOS



DOWNTOWN SCENARIOS



Key Take Aways of Growth Scenarios Feedback

The below are key take aways of the community open house and the Board and Planning & Zoning Work Session.

CITY SHOULD DEVELOP AN UPDATED "DOWNTOWN MASTER PLAN"

The City should prepare and adopt a detailed Downtown Master Plan that preserves and enhances Old Town's historic identity while identifying strategic infill and redevelopment opportunities. The plan should guide building design, streetscape and infrastructure investments, public spaces, mixed-use development, and incentives to increase employment opportunities, residential density, and overall vibrancy.

This effort provides an opportunity to build upon the 2010 Downtown Revitalization Study while leveraging the upcoming $650 million Mercy Hospital development. The plan should outline coordinated strategies for infill, redevelopment, housing, and employment growth, ensuring that new investment supports and reinforces Old Town's historic character.

ADDITIONAL FUTURE LAND USE PLAN (FLUP) CATEGORIES, INCLUDING:

REGIONAL DESTINATION COMMERCIAL

The Regional Destination category is intended to encourage master-planned, high-quality, and regionally distinctive commercial and mixed-use development. These areas should leverage the City's larger, contiguous undeveloped commercial tracts to support coordinated, well-designed projects rather than fragmented or piecemeal growth. Based on community feedback, a priority location for a Regional Destination is the area south of Interstate 70 along David Hoekel Parkway.

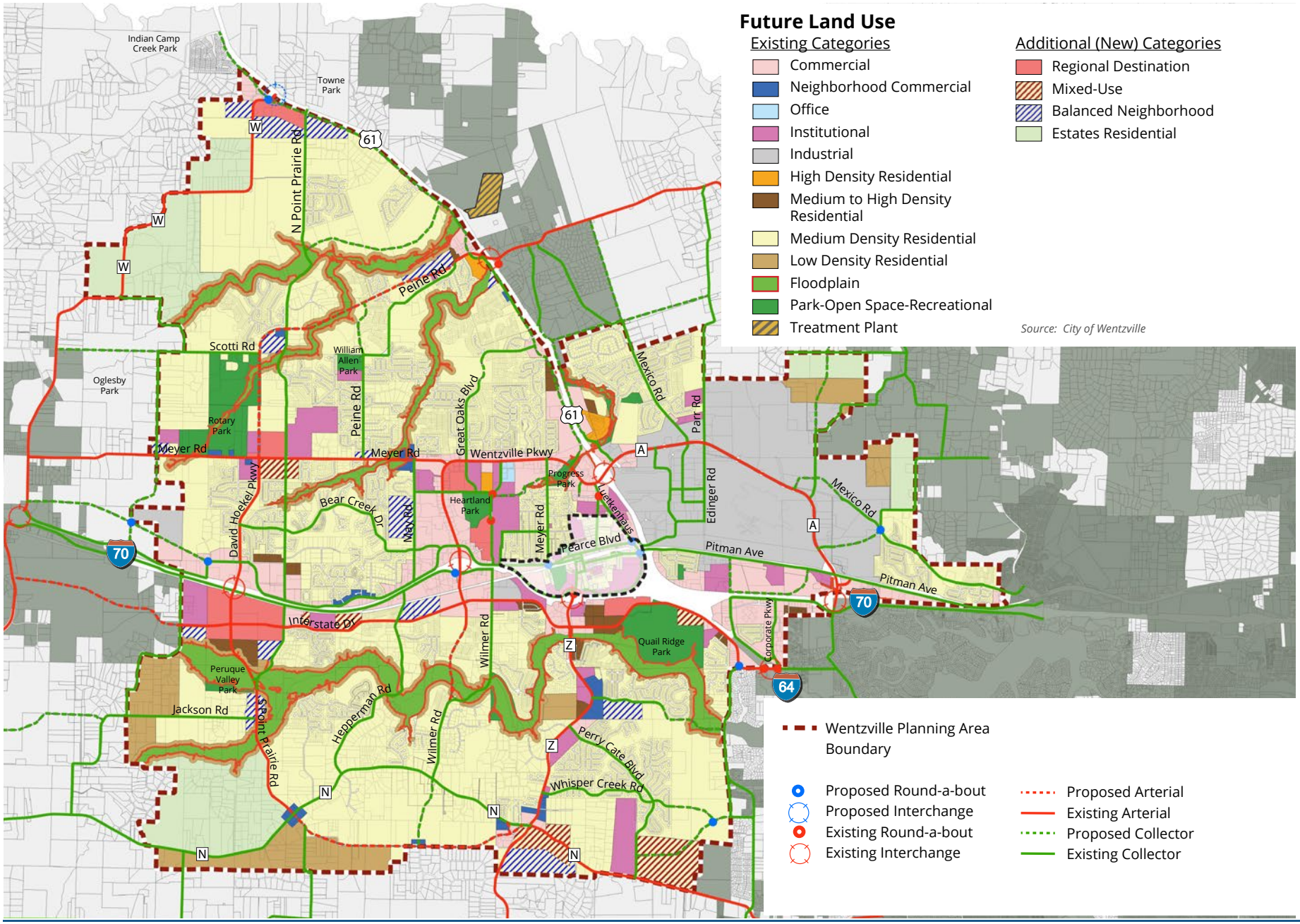
MIXED-USE AND BALANCED RESIDENTIAL NEIGHBORHOODS

Mixed-Use residential neighborhoods are encouraged to incorporate a mix of housing types, including single-family homes, duplexes, and townhomes, along with neighborhood-scale commercial uses and the preservation of community open space (natural areas), while maintaining overall medium (gross) residential densities. Balanced neighborhoods are encouraged to incorporated a mix of housing types.

ESTATES RESIDENTIAL NEIGHBORHOODS

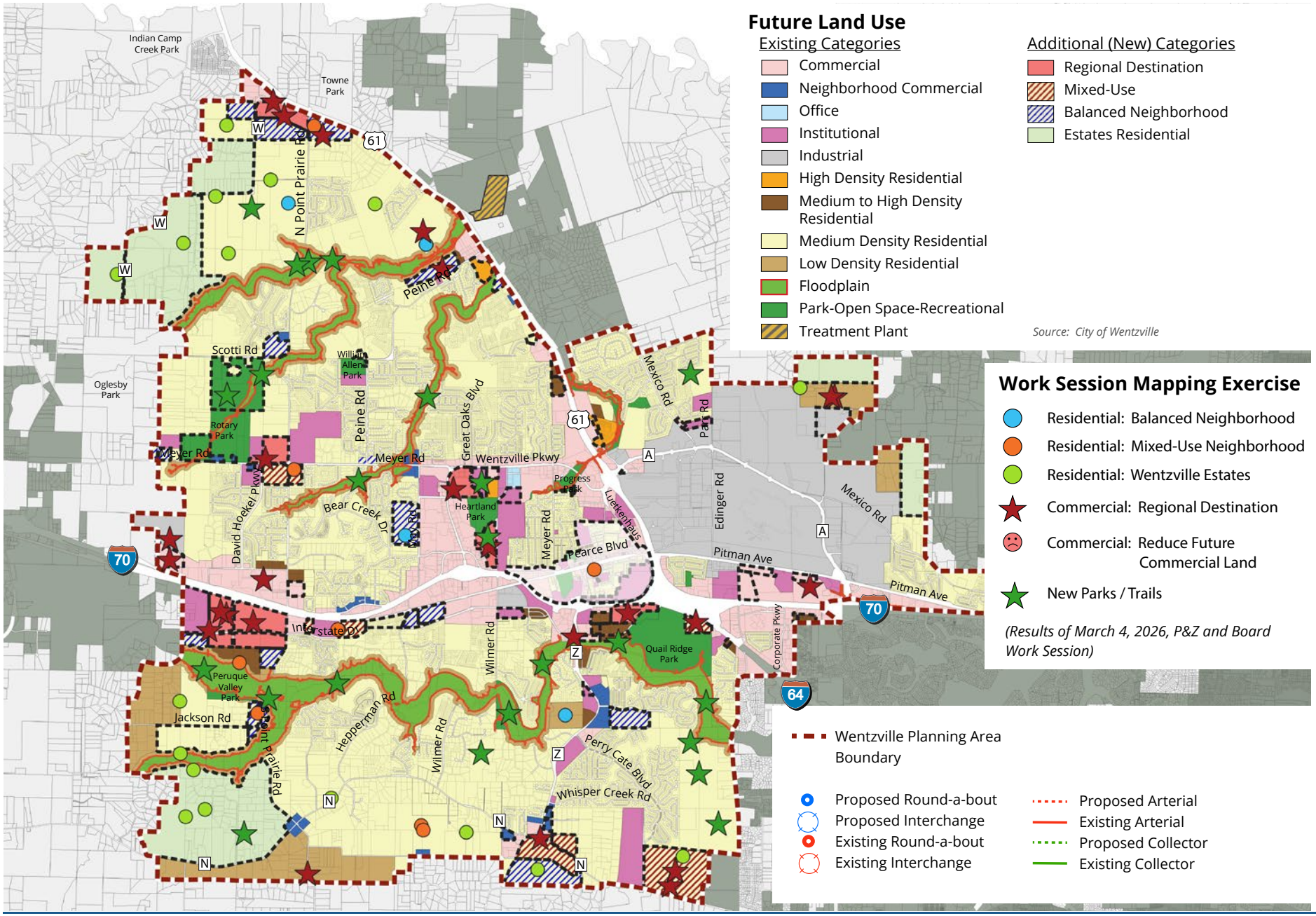
Estates Residential neighborhoods are low-density, single-family areas (1 unit per 2–5 acres), typically serving as transitions to existing low-density development or located where topography or natural features necessitate larger lot sizes.

Future Land Use (Proposed)



Future Land Use (Proposed)

With areas that have changed and recommendations from work session



Existing Future Land Use Categories

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

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

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

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

Park/Open Space/Recreational
This classification includes all of the public and private recreational lands within the City. A full description of these facilities can be found in Chapter6: Parks and Recreation.

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

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

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

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

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

Additional (New) Future Land Use Categories

Regional Destination
The Regional Destination category is intended to encourage master-planned, high-quality, and regionally distinctive commercial and mixed-use development. These areas should leverage the City's larger, contiguous, undeveloped commercial tracts to support coordinated, well-designed projects rather than fragmented or piecemeal growth.

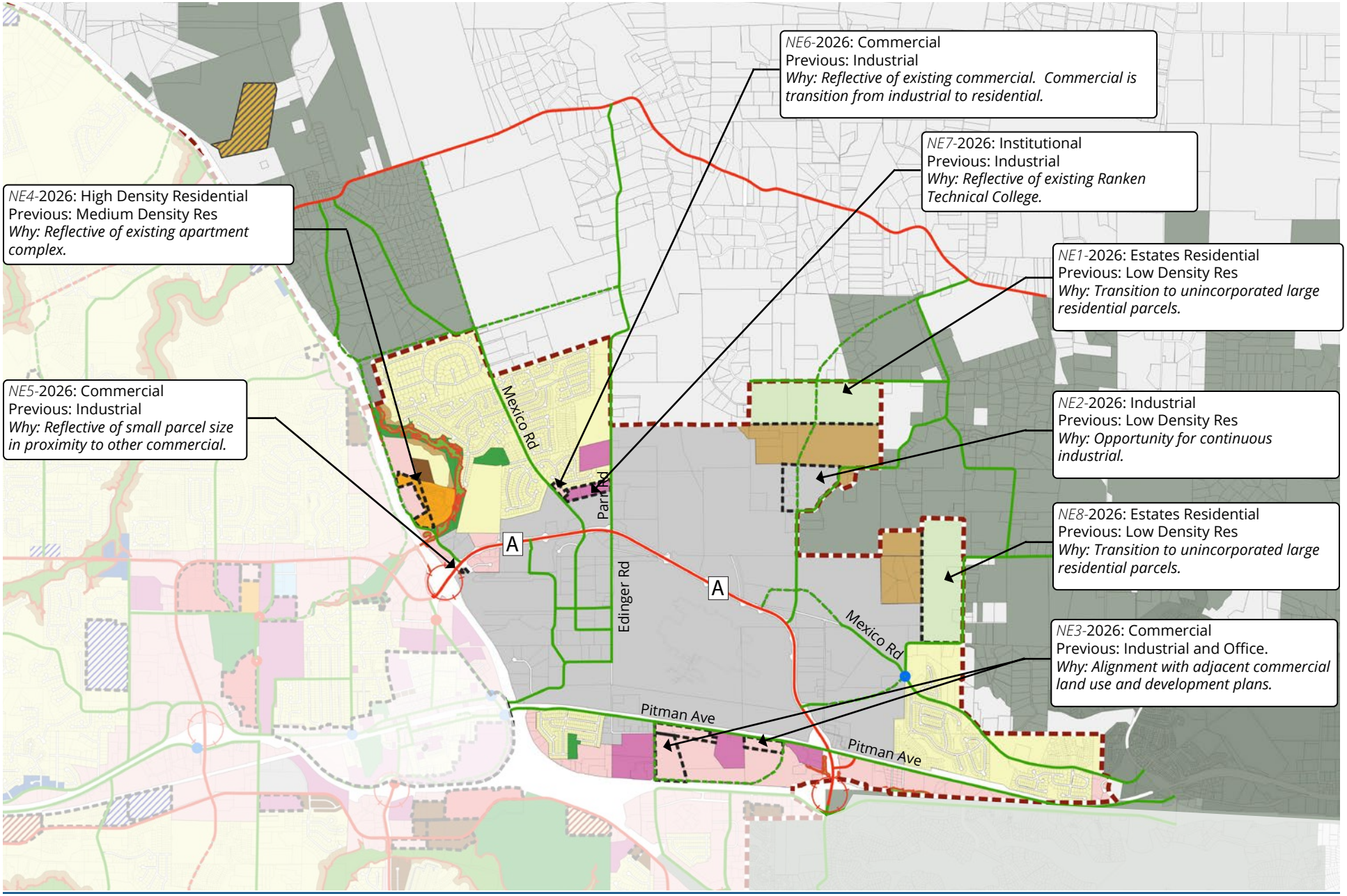
Mixed-Use
Mixed-Use neighborhoods are encouraged to incorporate a mix of housing types, including single-family homes, duplexes, and townhomes, along with neighborhood-scale commercial uses and the preservation of community open space (natural areas), while maintaining overall medium (gross) residential densities.

Balanced Neighborhood
Balanced neighborhoods are encouraged to incorporate a mix of housing types, including single-family homes, duplexes, and townhomes, and the preservation of community open space (natural areas), while maintaining overall medium (gross) residential densities.

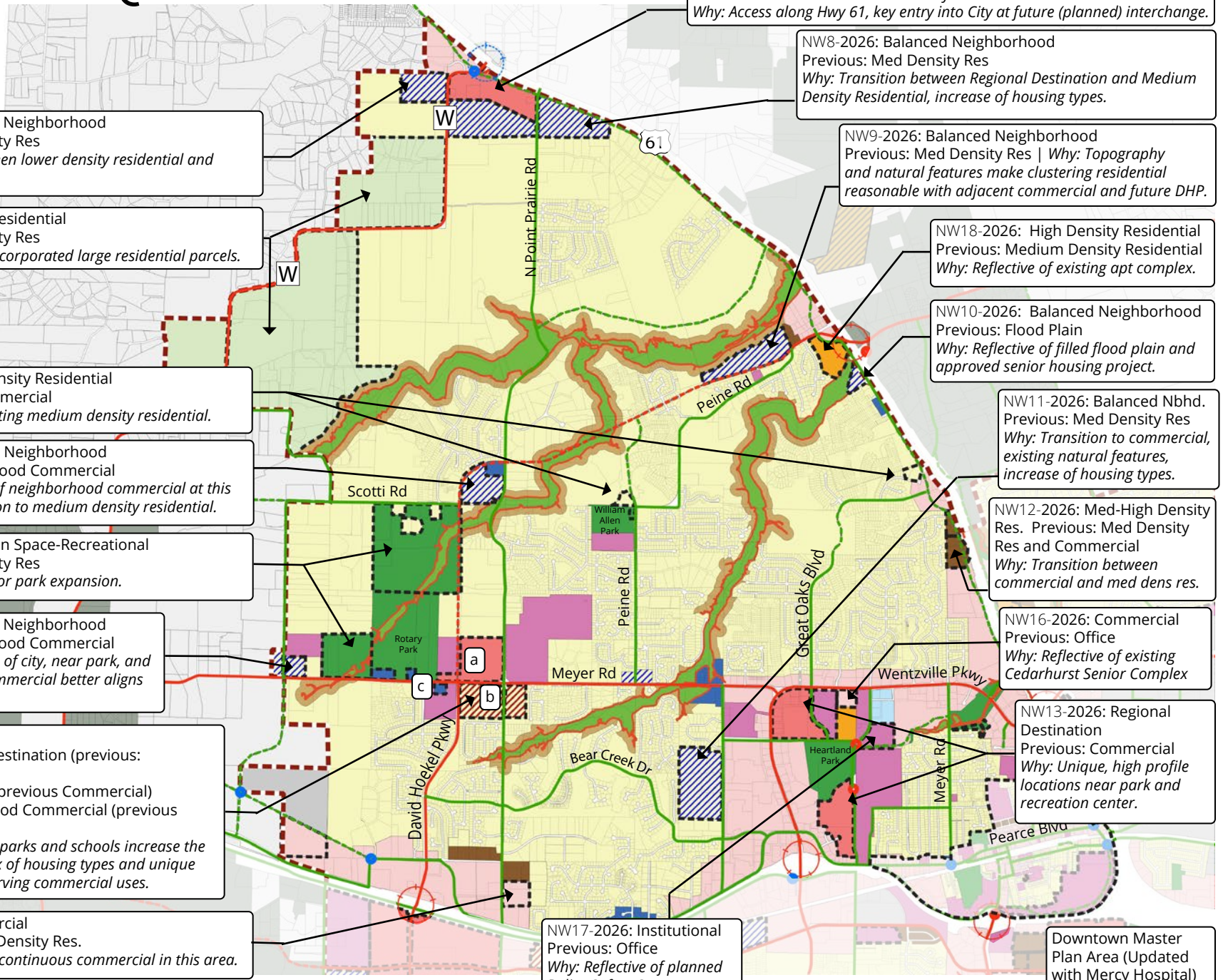
Estates Residential
Estates Residential neighborhoods are very low-density, single-family areas (1 unit per 2–5 acres), typically serving as transitions to existing low-density development or located where topography or natural features necessitate larger lot sizes.

Northeast Quadrant

This and the following pages highlight the changes to the Future Land Use Plan (FLUP) since the previous comprehensive plan. To improve readability and allow for a more detailed review, the FLUP is presented by quadrant on the following pages.



Northwest Quadrant



NW7-2026: Regional Destination
Previous: Commercial / Med Density Res
Why: Access along Hwy 61, key entry into City at future (planned) interchange.

NW8-2026: Balanced Neighborhood
Previous: Med Density Res
Why: Transition between Regional Destination and Medium Density Residential, increase of housing types.

NW1-2026: Balanced Neighborhood
Previous: Med Density Res
Why: Transition between lower density residential and commercial.

NW9-2026: Balanced Neighborhood
Previous: Med Density Res | *Why: Topography and natural features make clustering residential reasonable with adjacent commercial and future DHP.*

NW2-2026: Estates Residential
Previous: Med Density Res
Why: Adjacent to unincorporated large residential parcels.

NW18-2026: High Density Residential
Previous: Medium Density Residential
Why: Reflective of existing apt complex.

NW10-2026: Balanced Neighborhood
Previous: Flood Plain
Why: Reflective of filled flood plain and approved senior housing project.

NW15-2026: Med Density Residential
Previous: Park / Commercial
Why: Reflective of existing medium density residential.

NW11-2026: Balanced Nbhd.
Previous: Med Density Res
Why: Transition to commercial, existing natural features, increase of housing types.

NW3-2026: Balanced Neighborhood
Previous: Neighborhood Commercial
Why: Better balance of neighborhood commercial at this intersection. Transition to medium density residential.

NW12-2026: Med-High Density Res. Previous: Med Density Res and Commercial
Why: Transition between commercial and med dens res.

NW4-2026: Park-Open Space-Recreational
Previous: Med Density Res
Why: City ownership for park expansion.

NW16-2026: Commercial
Previous: Office
Why: Reflective of existing Cedarhurst Senior Complex

NW5-2026: Balanced Neighborhood
Previous: Neighborhood Commercial
Why: Location at edge of city, near park, and proximity to other commercial better aligns with residential.

NW13-2026: Regional Destination
Previous: Commercial
Why: Unique, high profile locations near park and recreation center.

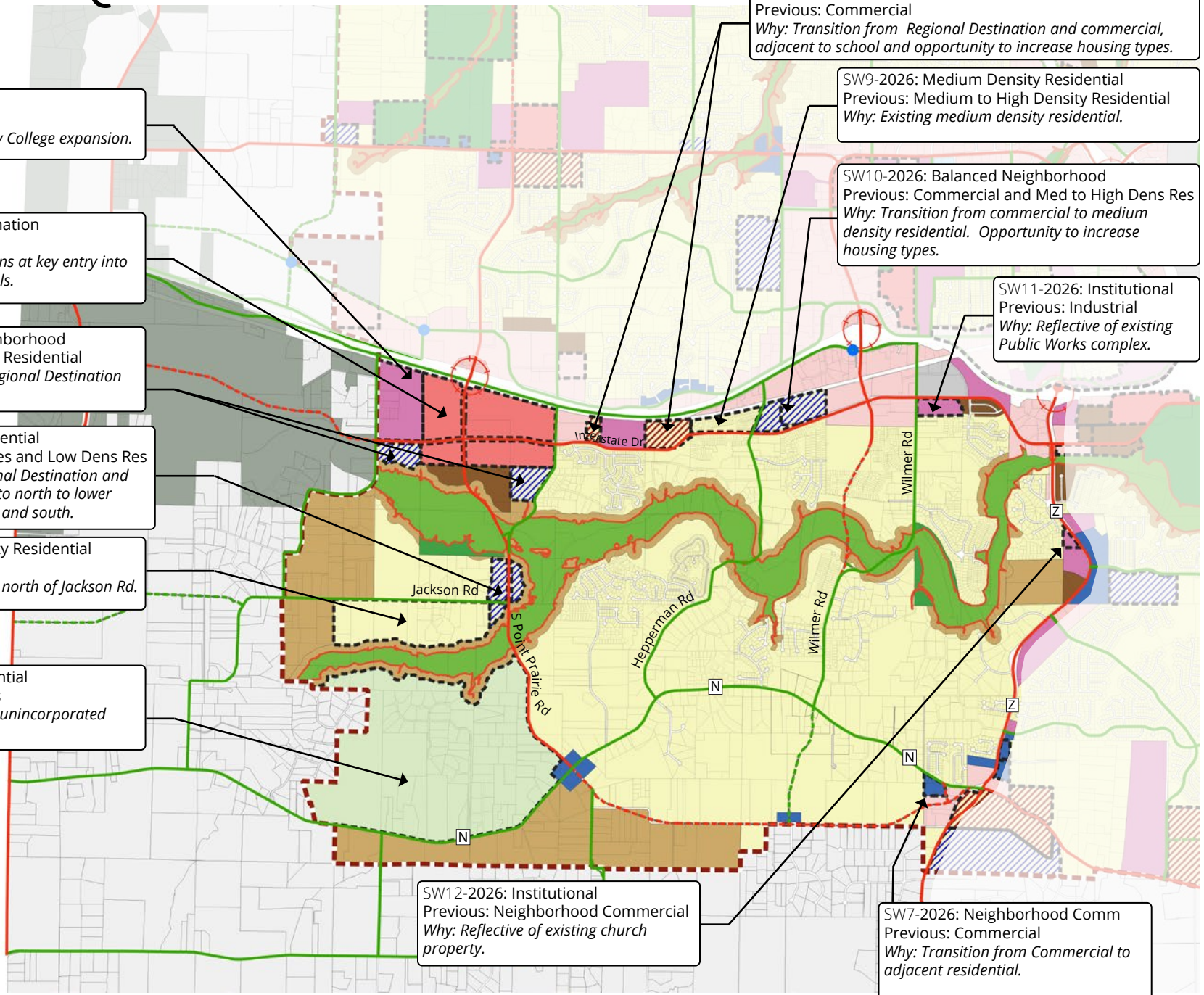
NW6
a. 2026: Regional Destination (previous: Commercial)
b. 2026: Mixed-Use (previous Commercial)
c. 2026: Neighborhood Commercial (previous Commercial)
Why (a,b,c): Adjacent parks and schools increase the need for a greater mix of housing types and unique and neighborhood-serving commercial uses.

NW14-2026: Commercial
Previous: Med-High Density Res.
Why: Opportunity for continuous commercial in this area.

NW17-2026: Institutional
Previous: Office
Why: Reflective of planned Police Safety Center

Downtown Master Plan Area (Updated with Mercy Hospital)

Southwest Quadrant



SW1-2026: Institutional
Previous: Commercial
Why: St. Charles Community College expansion.

SW2-2026: Regional Destination
Previous: Commercial
Why: Location at intersections at key entry into City, large continuous parcels.

SW3-2026: Balanced Neighborhood
Previous: Medium Density Residential
Why: Transition between Regional Destination and low density residential.

SW4-2026: Balanced Residential
Previous: Medium Dens Res and Low Dens Res
Why: Transition from Regional Destination and higher residential densities to north to lower residential densities to west and south.

SW5-2026: Medium Density Residential
Previous: Low Dens Res
Why: Matching med density north of Jackson Rd.

SW6-2026: Estates Residential
Previous: Low Density Res
Why: Adjacent and existing unincorporated large residential parcels.

SW8-2026: Mixed-Use
Previous: Commercial
Why: Transition from Regional Destination and commercial, adjacent to school and opportunity to increase housing types.

SW9-2026: Medium Density Residential
Previous: Medium to High Density Residential
Why: Existing medium density residential.

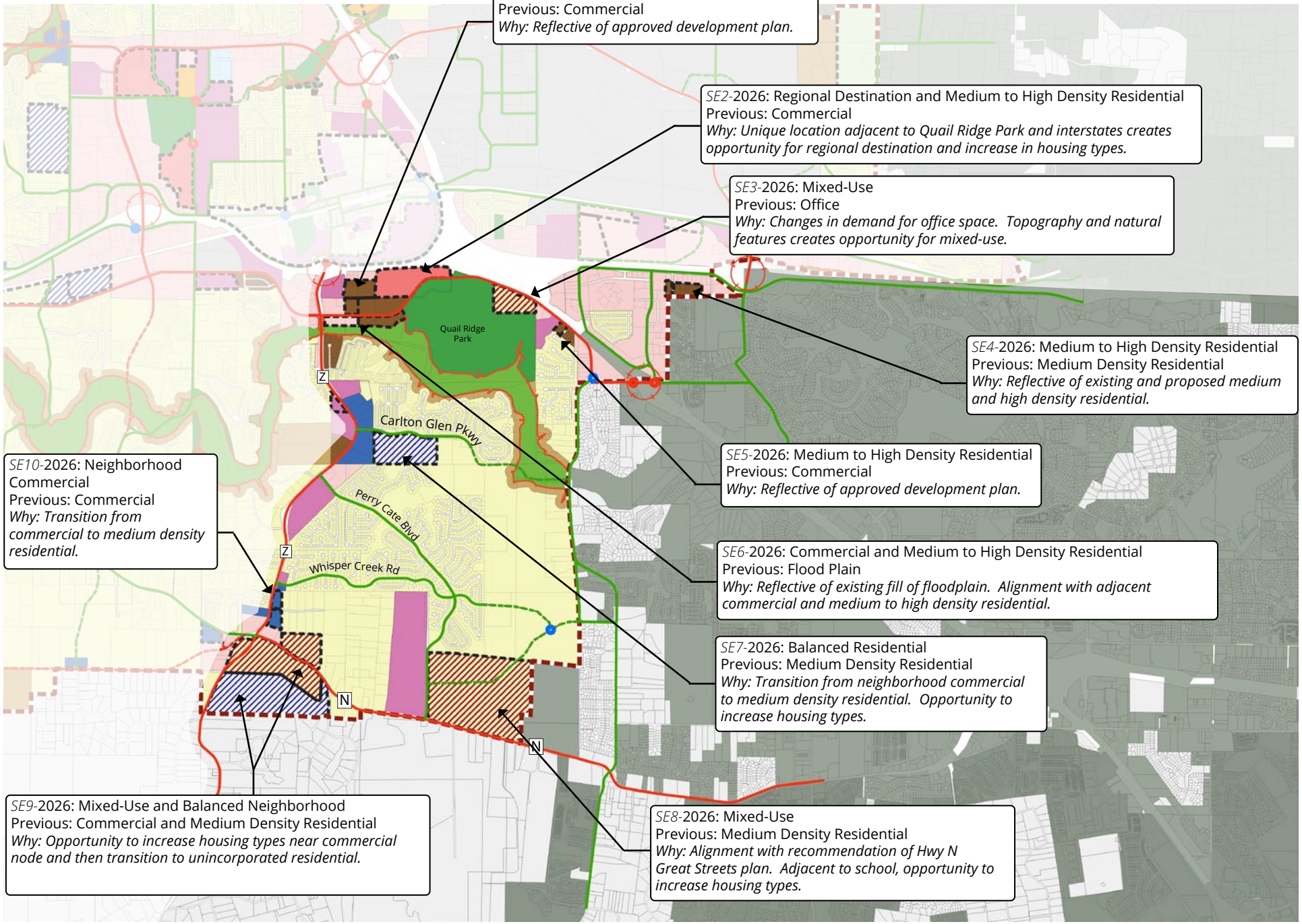
SW10-2026: Balanced Neighborhood
Previous: Commercial and Med to High Dens Res
Why: Transition from commercial to medium density residential. Opportunity to increase housing types.

SW11-2026: Institutional
Previous: Industrial
Why: Reflective of existing Public Works complex.

SW12-2026: Institutional
Previous: Neighborhood Commercial
Why: Reflective of existing church property.

SW7-2026: Neighborhood Comm
Previous: Commercial
Why: Transition from Commercial to adjacent residential.

Southeast Quadrant



SE1-2026: Medium to High Density Residential
Previous: Commercial
Why: Reflective of approved development plan.

SE2-2026: Regional Destination and Medium to High Density Residential
Previous: Commercial
Why: Unique location adjacent to Quail Ridge Park and interstates creates opportunity for regional destination and increase in housing types.

SE3-2026: Mixed-Use
Previous: Office
Why: Changes in demand for office space. Topography and natural features creates opportunity for mixed-use.

SE4-2026: Medium to High Density Residential
Previous: Medium Density Residential
Why: Reflective of existing and proposed medium and high density residential.

SE5-2026: Medium to High Density Residential
Previous: Commercial
Why: Reflective of approved development plan.

SE6-2026: Commercial and Medium to High Density Residential
Previous: Flood Plain
Why: Reflective of existing fill of floodplain. Alignment with adjacent commercial and medium to high density residential.

SE7-2026: Balanced Residential
Previous: Medium Density Residential
Why: Transition from neighborhood commercial to medium density residential. Opportunity to increase housing types.

SE8-2026: Mixed-Use
Previous: Medium Density Residential
Why: Alignment with recommendation of Hwy N Great Streets plan. Adjacent to school, opportunity to increase housing types.

SE9-2026: Mixed-Use and Balanced Neighborhood
Previous: Commercial and Medium Density Residential
Why: Opportunity to increase housing types near commercial node and then transition to unincorporated residential.

SE10-2026: Neighborhood Commercial
Previous: Commercial
Why: Transition from commercial to medium density residential.

Overview

SCENARIO PLANNING AND LAND USE ANALYSIS

The scenario planning process was undertaken to evaluate how Wentzville can best accommodate future growth while maintaining the community character, economic strength, and quality of life valued by residents. Rather than selecting a single preferred development pattern, the process explored a range of residential, commercial, and downtown scenarios to better understand the strengths, tradeoffs, and community preferences associated with different approaches. The scenarios were informed by technical analysis of growth projections, land use capacity, market conditions, and infrastructure, together with extensive public engagement that included a joint Planning & Zoning Commission and Board of Aldermen work session, a community open house, and stakeholder feedback. The resulting input was intended to inform updates to the Future Land Use Plan (FLUP) and the Comprehensive Plan rather than prescribe a single development strategy.

Scenario planning is a tool used to evaluate and compare different approaches to future growth. The scenarios are not intended to be mutually exclusive; rather, elements from multiple scenarios may be combined to develop the final Future Land Use Plan and related policies. The primary purpose of the process is to identify community preferences and priorities that will guide Wentzville's long-term growth and development.

Scenarios include:

- Residential Development
- Commercial Development
- Downtown Wentzville

RESIDENTIAL DEVELOPMENT SCENARIOS



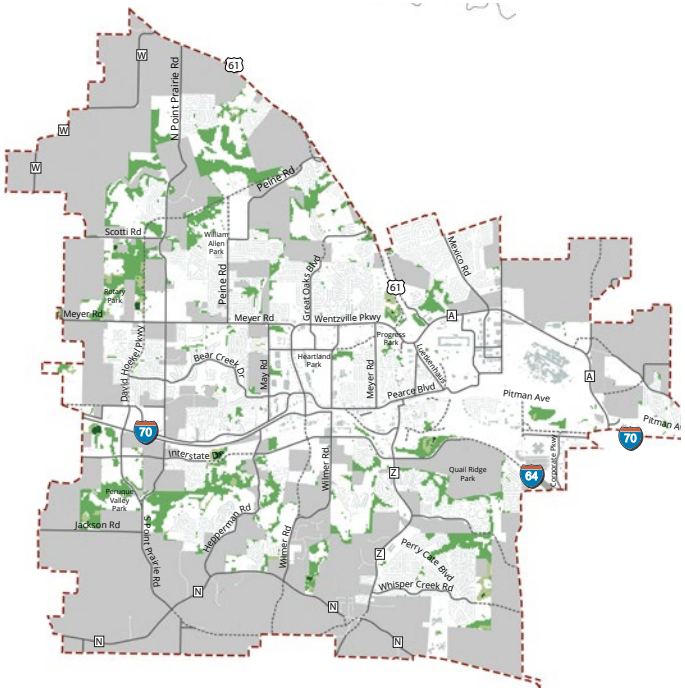
Existing Natural Areas

Residents often mentioned the open spaces and ruralness of Wentzville as key reasons they chose to live there. Younger residents in particular placed a high priority on natural areas, connected greenways, and improved access to parks and trails. However, there are concerns that those qualities are being lost.

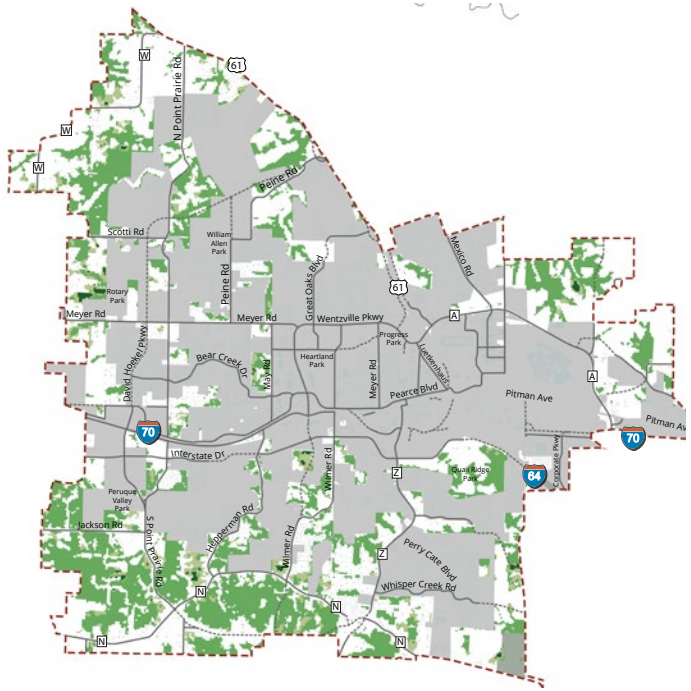
A key component of the residential development scenarios is exploring how Wentzville can accommodate future growth while preserving natural areas, particularly woodlands that contribute to the community's character and environmental quality.

The maps on this page highlight the extensive existing woodland areas within both the city limits and the broader planning area, illustrating the opportunity to thoughtfully integrate development with the preservation of these important natural assets.





WOODLAND (CITY LIMITS)

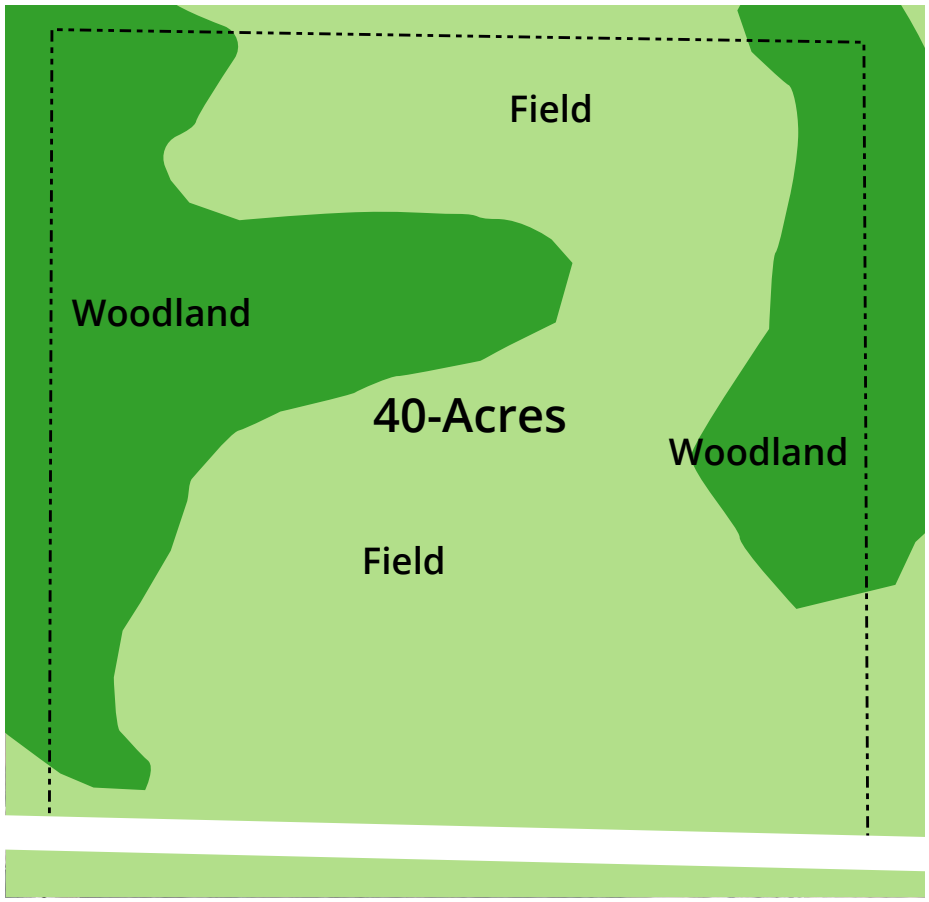


WOODLAND (UNINCORPORATED)





Pre-Development





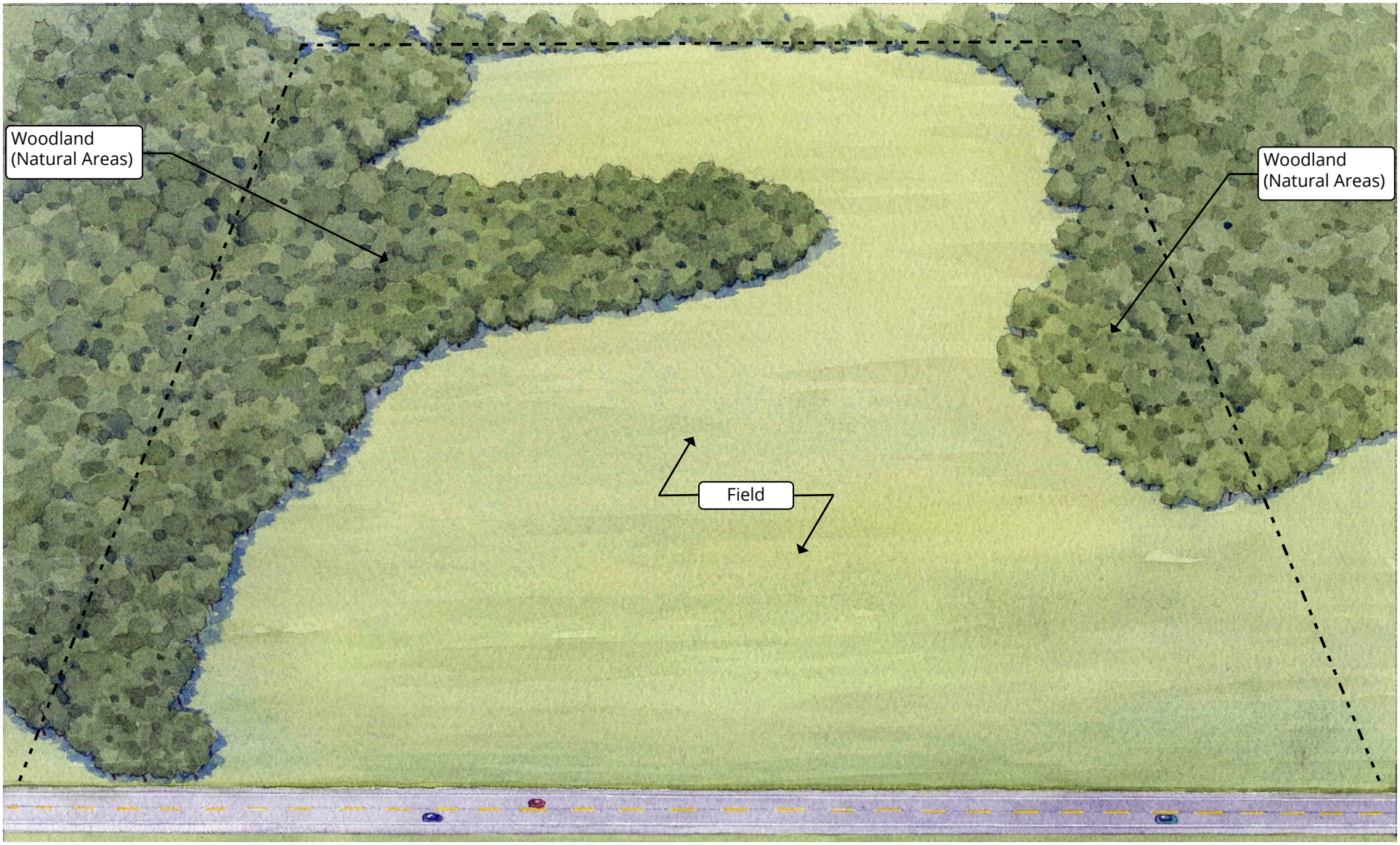
To support visualization and comparative analysis of the residential development scenarios, a prototypical 40-acre site is utilized to illustrate each development approach. While not representative of a specific location in Wentzville, the site is designed to reflect common characteristics of developable land within the city and planning area, including a pre-development mix of woodland and open field conditions.

The following pages present four residential development scenarios:

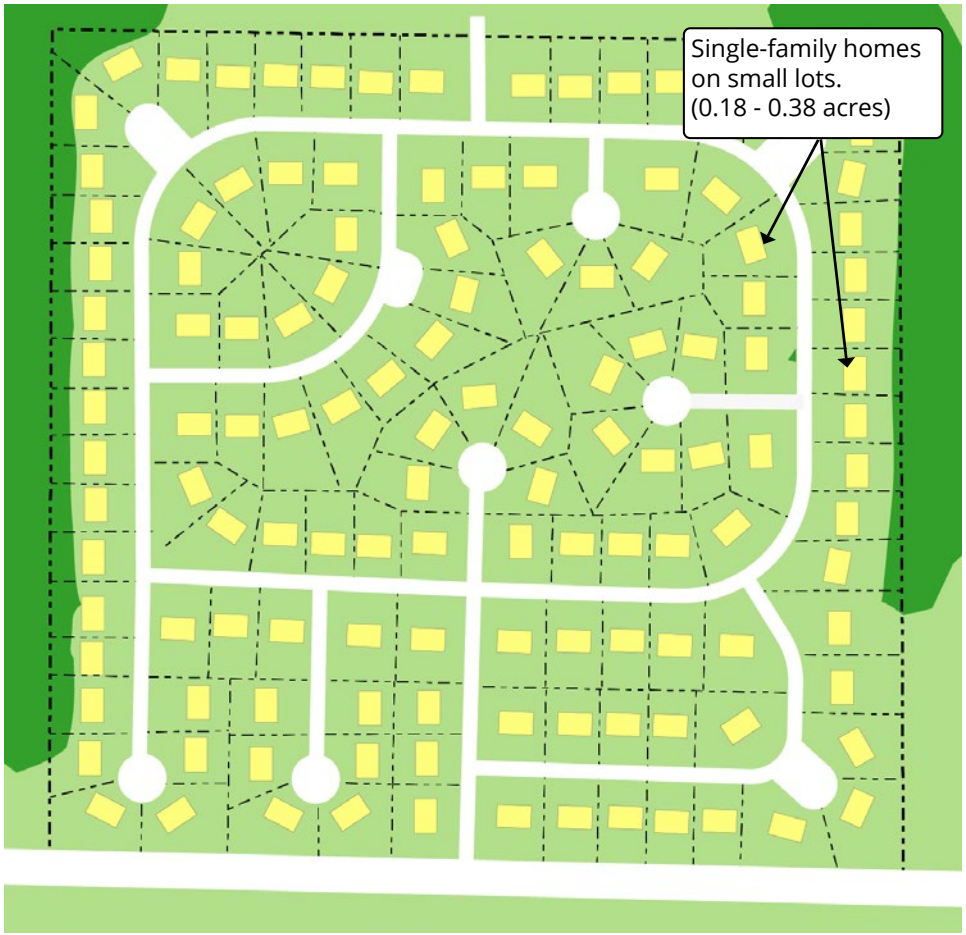
- “Current Trends”
- “Balanced Neighborhood”
- “Mixed-Use Neighborhood”
- “Wentzville Estates”

Each scenario includes a concept plan, supporting metrics, and a summary of key strengths and considerations. A bird’s-eye rendering is also provided for each scenario to aid in visualization and comparison.

Pre-Development



Residential Scenario



Single-Family (small lot)



Single-Family (small lot)



"CURRENT TRENDS"

Total Units
129 units

Gross Density
3.2 units / acre

Parcel Sizes
0.18 - 0.38 acre

Housing Types
Single Family

Streets
- 1.46 miles
- 60 feet per unit

Strengths
- Proven market type.
- Consistency with recent development patterns.

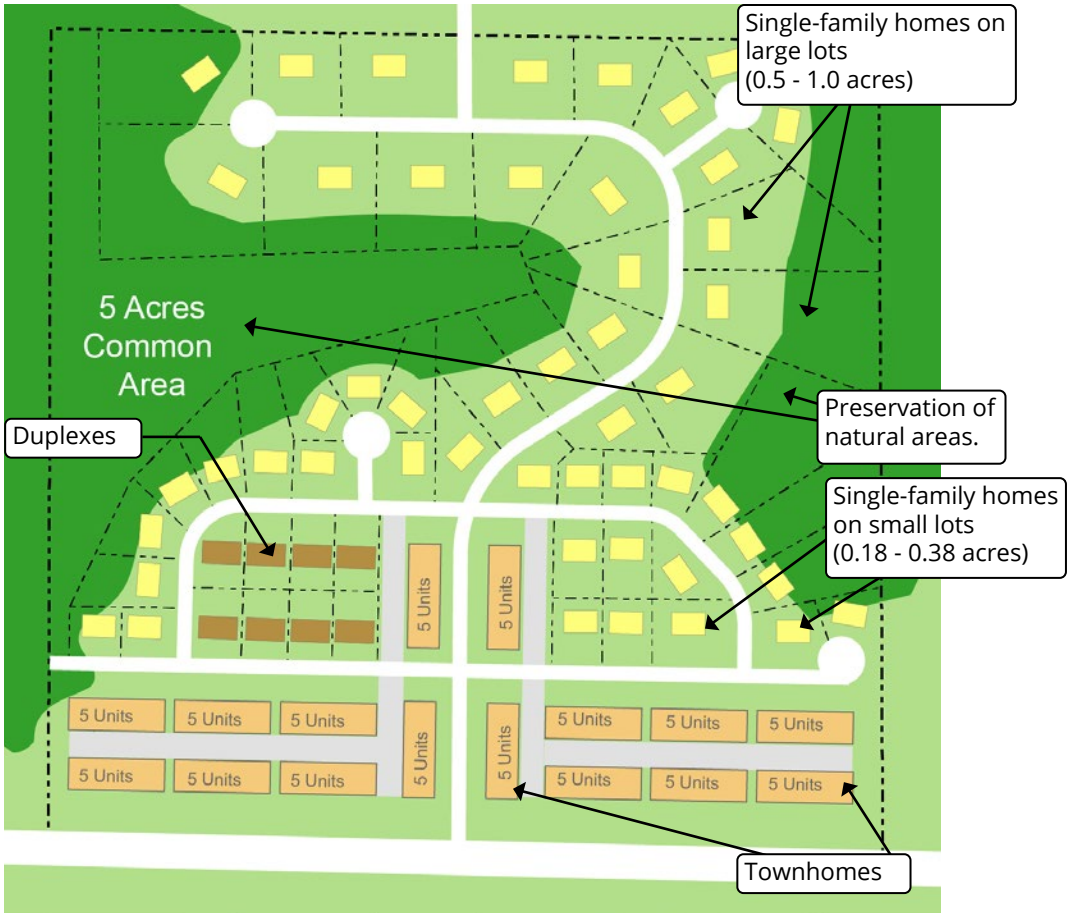
Considerations
- Subdivisions start to be homogeneous.
- Lack of housing types and price points.

Residential Scenario

“CURRENT TRENDS”



Residential Scenario



"BALANCED NEIGHBORHOOD"

Total Units
147 units

Gross Density
3.7 units / acre

Parcel Sizes
0.18 - 1.0 acre

Housing Types
- Single Family
- Duplex
- Townhome

Streets
- 0.96 miles
- 35 feet per unit

Strengths
- Balance of preserving natural areas and development with opportunities for common area open space.
- Mix of housing types and price points.
- Mix of parcel sizes.

Considerations
- Ensuring consistency with potential complexity in policy and regulatory requirements.

Townhomes



Townhomes



Duplex



Single-Family (small lot)

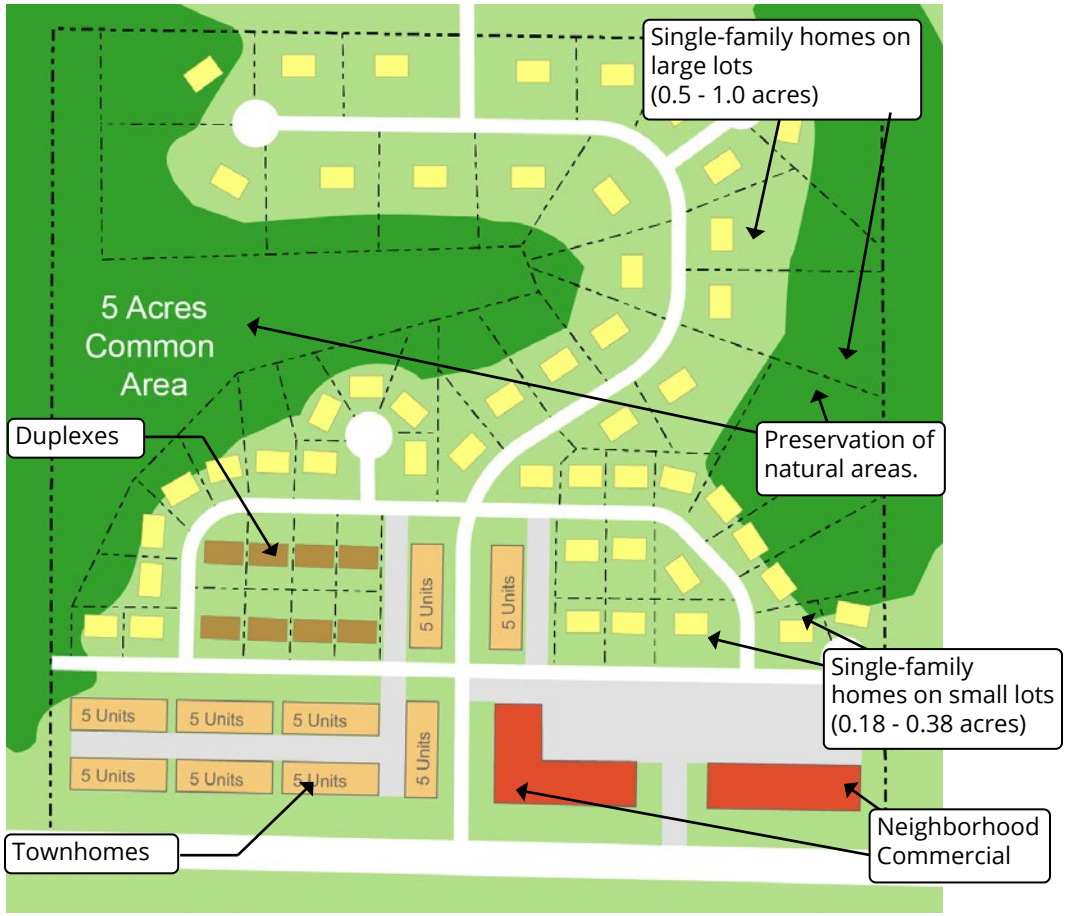


Residential Scenario

“BALANCED NEIGHBORHOOD”



Residential Scenario



"MIXED-USE NEIGHBORHOOD"

Total Units
112 units

Gross Density
2.8 units / acre

Parcel Sizes
0.18 - 1.0 acre

Housing Types
- Single Family
- Duplex
- Townhome

Streets
- 0.98 miles
- 46 feet per unit

Strengths
- Balance of preserving natural areas and development with opportunities for common area open space.
- Mix of housing types and price points.
- Mix of parcel sizes.
- Neighborhood commercial that is walkable from neighborhood.

Considerations
- Ensuring consistency with potential complexity in policy and regulatory requirements.

Townhomes



Neighborhood Commercial



Duplex



Single-Family (small lot)

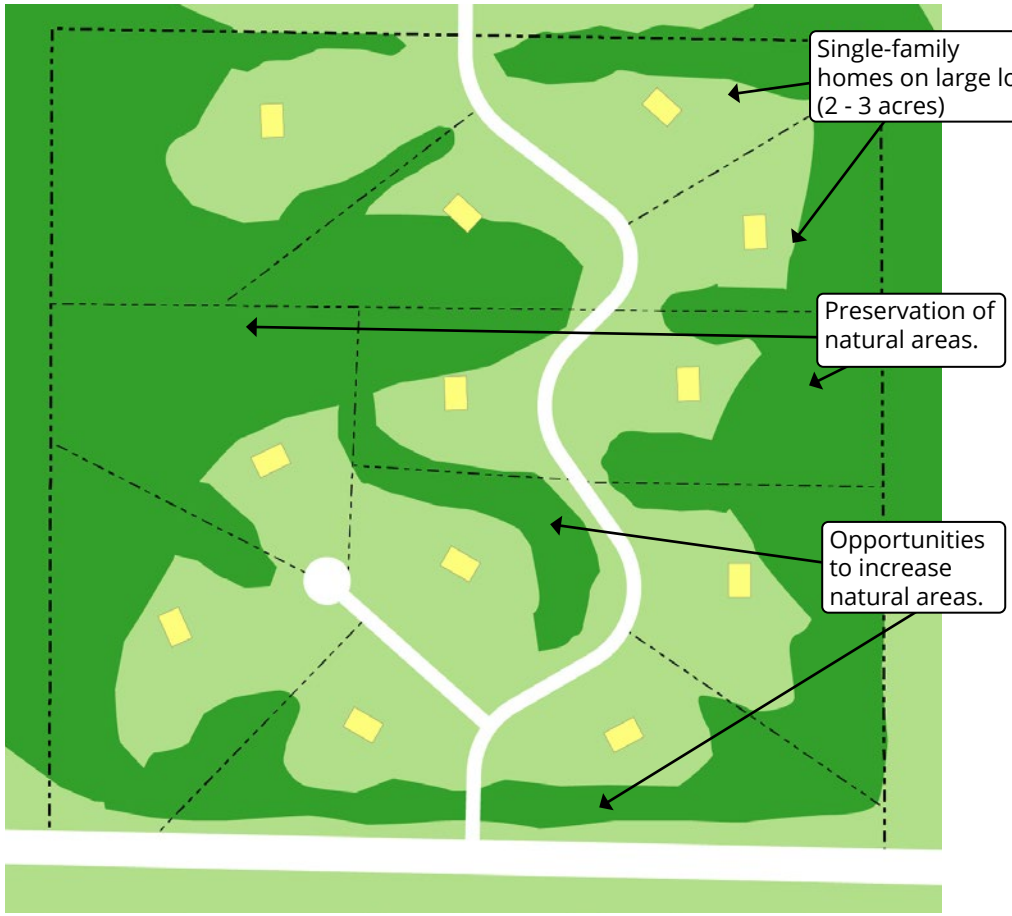


Residential Scenario

“MIXED-USE NEIGHBORHOOD”



Residential Scenario



Single-Family (large lot)



Single-Family (large lot)



"WENTZVILLE ESTATES"

Total Units
12 units

Gross Density
0.3 units / acre

Parcel Sizes
2-3 acre

Housing Types
Single Family

Streets
- 0.39 miles
- 170 feet per unit

Strengths
- Preservation of existing natural areas.
- Opportunities to increase natural areas (buffer areas).
- Attraction of high-income households.

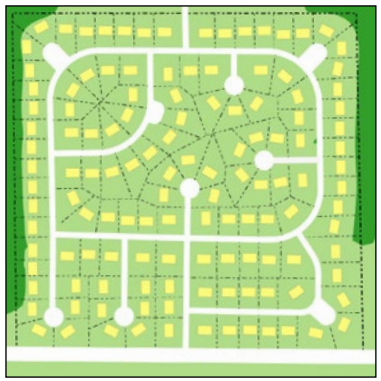
Considerations
- High per capita cost of infrastructure (roads, water lines, sewer, etc.).
- High housing price points may not align with market demand.

Residential Scenario

“WENTZVILLE ESTATES”



Residential Development Scenarios: Summary









	Current Trends	Balanced Neighborhood	Mixed-Use Neighborhood	Wentzville Estates
Common Open Space	0 acres	5 acres	5 acres	0 acres
Woodland	1.5 acres	12 acres	12 acres	21 acres
Residential Units	129 units	147 units	112 units	12 units
Gross Density[1] Med Density (2.1 to 4.0)	3.2 units/acre	3.7 units/acre	2.8 units/acre	0.3 units/acre
Linear Feet (LF) of Public Street per Residential Unit	60 LF / unit	35 LF / unit	46 LF / unit	170 LF / unit
(1) ***The cells highlighted in yellow means these scenarios correspond to the existing "Medium Density" Future Land Use Plan (FLUP) category which has a gross density of 2.1 to 4.0 units an acre.***	Strengths • Proven market type. • Consistency with recent development patterns.	Strengths • Balance of preserving natural areas and development with opportunities for common area open space. • Mix of housing types and price points. • Mix of parcel sizes.	Strengths • Balance of preserving natural areas and development with opportunities for common area open space. • Mix of housing types and price points. • Mix of parcel sizes. • Neighborhood commercial that is walkable from neighborhood.	Strengths • Preservation of existing natural areas. • Opportunities to increase natural areas (buffer areas). • Attraction of high-income households.
	Considerations • Subdivisions start to be homogeneous. • Lack of housing types and price points.	Considerations • Ensuring consistency with potential complexity in policy and regulatory requirements.	Considerations • Ensuring consistency with potential complexity in policy and regulatory requirements.	Considerations • High per capita cost of infrastructure (roads, water lines, sewer, etc.). • High housing price points may not align with market demand.



COMMERCIAL DEVELOPMENT SCENARIOS

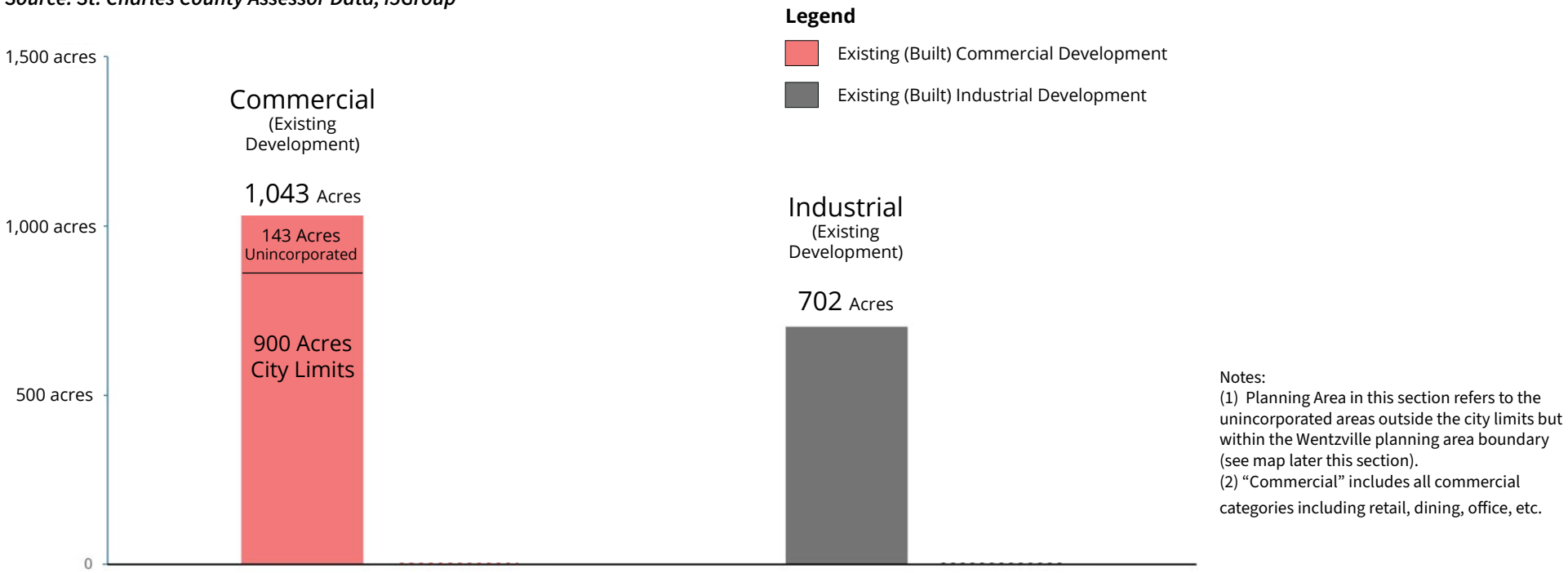
Framing the Commercial Scenarios

COMMERCIAL AND INDUSTRIAL LAND PROJECTIONS

Based on analysis of land use categories as obtained from the St. Charles County Property Tax Assessor, the city of Wentzville currently had, based 2025 parcel data, 900 acres of "developed commercial land" and 702 acres of "developed industrial land." In addition, the unincorporated area within the Wentzvillle planning area has 143 acres of "developed commercial land". This existing commercial and industrial land is shown in the chart on this page.

FIGURE 7.1: CITY LIMITS AND PLANNING AREA[1] - EXISTING COMMERCIAL[2] AND INDUSTRIAL LAND IN ACRES, 2025

Source: St. Charles County Assessor Data, i5Group



Notes:
(1) Planning Area in this section refers to the unincorporated areas outside the city limits but within the Wentzville planning area boundary (see map later this section).
(2) "Commercial" includes all commercial categories including retail, dining, office, etc.

Existing Commercial Types

Commercial figures are based on land use codes utilized by the St. Charles County property tax assessor. Land uses included in that county inventory are shown on the following page together with the number of acres associated with each, though just within the city limits. The list captures 41 specific land use types plus a "not categorized" classification which, in fact, is the largest of the 42 lines at 67.5 acres, or about 7.5 percent of the 900 acres.

A closer review of the 41 categories, however, suggests that many could be collapsed into a shorter list. For instance, there is a "warehouse – mini" category and a separate "warehouse – mega" category that planners and economists would likely combine into the "transportation and warehouse" economic sector of the North American Industrial Classification System (NAICS). Similarly, there are two "restaurant" types listed in the county inventory among other overlapping land uses.

Moreover, some of those classified as "commercial" in the county inventory could readily be classified, instead, as industrial. Warehouses fit this distinction typically. There is also a commercial category for "industrial flex building" which would seem to automatically fit best as an industrial land use. A similar shift could be in order for "industrial light manufacturing."

A more normal land use classification system would, therefore, likely reduce the number of "commercial" categories and shift some of them to the "industrial" side. No attempt is made to do so here, however, so that projections of the amount of acreage that Wentzville should anticipate to accommodate future growth can be illustrated as comporting with the County's classifications.

Moreover, the following chart incorporates traditional commercial uses such as retail stores and restaurants with office buildings and typical office functions. In many cases, retail and office are combined in land use planning because the two are often found together in the same settings. Office buildings often have retail first floors while office functions frequently occupy what might be considered retail storefronts.

Still, this broad classification system by St. Charles County is illustrative of the broad mix of so-called commercial and industrial land uses that are found in robust communities like Wentzville. That is, as Wentzville continues to grow, it can be assumed that a similar mix of land uses will be in demand to serve the growing population and businesses along with their employees. Moreover, projections must account for "outsiders" who shop, use services, and work in various kinds of business establishments in Wentzville.





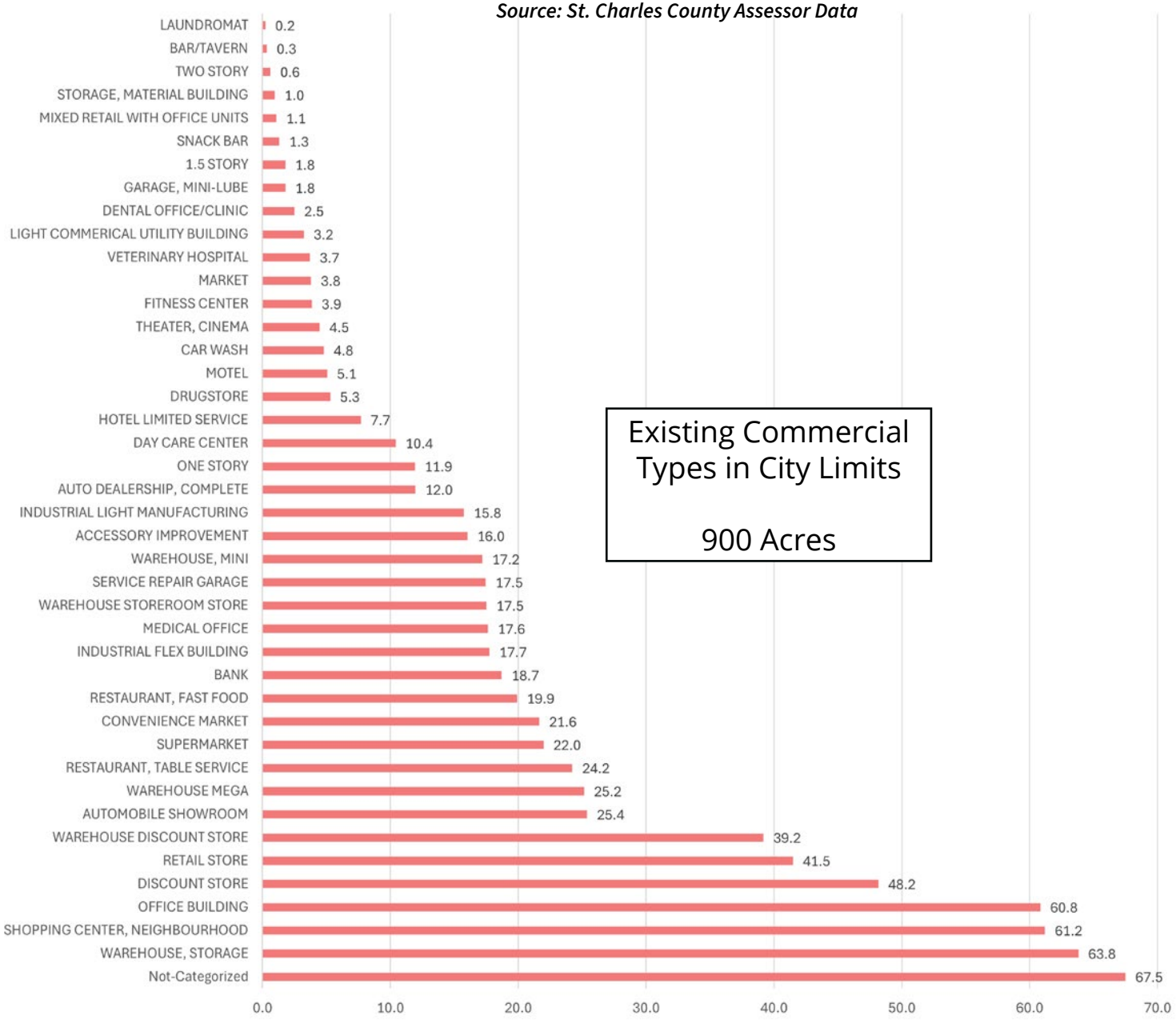






FIGURE 7.2: WENTZVILLE CITY LIMITS - EXISTING COMMERCIAL TYPES IN ACRES, 2025

Source: St. Charles County Assessor Data



Existing Current and Future Demand

This analysis relies on various ratios that compare growth rate scenarios to major land uses in order to make projections of land needs by the year 2050. One approach is the "buying" power of Wentzville residents, both current and future (i.e., 2023 for the latest population estimates and 2050 for future population projections). Buying power for a variety of goods and services that would typically be purchased at retail locations was separated from all other spending by Wentzville residents in a range of household income groups using consumer expenditure data from the U.S. Department of Labor, Bureau of Labor Statistics (BLS). The lowest income group is "Under $15,000 per year" while the highest income group is "Over $200,000 per year."

There are nine income groups for which the BLS determines average incomes and average spending for a full range of household purchases on an annual basis. In essence, spending habits of each income group can be multiplied by the number of households in each group (also obtained from federal databases) to determine total annual spending for a wide range of goods and services within each group. Summing all that spending determines overall citywide spending power. From that aggregate, assumptions are made about likely sales per square foot (in this case, $450 on average for all "retail" businesses). Estimating likely sales per square foot for a long list of retail and service types is all but impossible without extensive independent surveys. The $450 per year is generally accepted as a good average for Midwest communities in the U.S. in the mid-2020s decade.

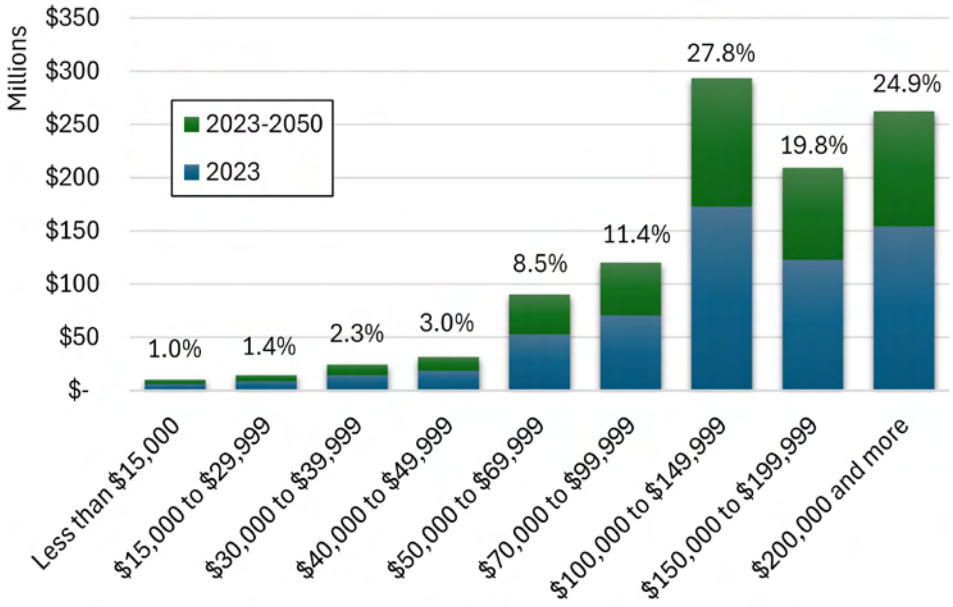
As the graph on this page demonstrates, Wentzville retailing relies heavily on higher income households. The three highest income categories in Wentzville account for almost three quarters of spending power in the city. These are also households with not only ample disposable income for shopping and dining but, in all likelihood, have more expensive tastes and the willingness and ability to support higher-end stores with, frankly, higher prices.

This could readily increase the average sales in the city given that household incomes are so markedly skewed toward affluence. These households might, therefore, support more than the average floor area for retail kinds of businesses, though they are also more likely to be able to take their buying power to other high-value retail locations if higher-end stores and restaurateurs are not found in Wentzville itself.

Moreover, the details of spending for goods and services enables the determination of purchases that would most likely be made for a number of commercial "subsets" including goods, personal services, entertainment, dining, and the like. From that disaggregated spending is projected the amount of land area needed to support a range of business types.

That excludes, of course, other kinds of spending for different kinds of commercial products and services such as, say, hotel nights, medical services, education, and several other common expenditures by households—and most of these categories are included in the St. Charles

FIGURE 7.3: RETAIL PURCHASES BY WENTZVILLE HOUSEHOLDS BY INCOME CATEGORIES, 2023 AND 2050 | ***Source: US Consumer Expenditure Survey and St. Louis University Community Planning Lab***



County land use classification system. In fact, for example, local residents are not likely to spend lodging dollars locally, so it is difficult to estimate demand for hotel nights just from local household spending patterns.

For the moment, however, let's stick with the "retail" category, broadly defined to include goods, dining, services (not medical), entertainment, and so forth.

Using this income and spending approach yields the following for 2023, or current conditions:

Total annual Wentzville household spending in the "retail" category:
$621,377,000
At an average of $450 in sales per square foot, this requires floor area of:
1,380,800 sq. ft.
Assuming a floor area ratio (F.A.R.) of 0.25, land area requirements are:
130 acres

The above F.A.R. is a common, broadly-applied, F.A.R. in retail The floor area ratio compares the amount of building floor area of, say, a retail store, to the amount of land it occupies, often required by zoning, but sometimes "commanded" by market forces. Some of that land is needed for parking, landscaping, utilities, and even outdoor storage. Thus, on average, a retail site is 25 percent occupied by the building itself if the retail store is a single story. This ratio can vary widely depending on the specific business, but the overall average is useful in this land use analysis for the entire city.

A review of the "commercial" land use categories indicates that, of the 42 categories, only 22 should be included in the definition of "retail" including personal services and dining. Thus, a little more than half of the categories can be linked to the buying power noted above. But those 22 retail categories occupy less than half of the designated commercial land (380 acres or 42 percent of overall 900 acres classified as commercial).

Noted previously the buying power of just Wentzville households supports 130 acres of "retail" land but the overall total of "retail" within the 900 commercial acres is 380 acres. This indicates that some 250 acres of "retail" land (380 – 130 = 250) in Wentzville is supported by buying power from outside of Wentzville. Indeed, Wentzville is a major center of retailing in western St. Charles County. Wentzville Parkway, in particular, stands out as the center of "trade" in western St. Charles County.

Similar analysis helps to project the amount of land that may be needed for commercial development such as offices and related places of business and employment. Like retailing, office space demand has diminished in recent years virtually everywhere. Work-from-home trends have reshaped employment and commuting patterns within the information economy. In many traditionally office-intensive areas, such as major downtowns and suburban office parks, demand has not only slowed but declined. As a result, even with strong employment in office-based sectors, less physical office space is necessary.

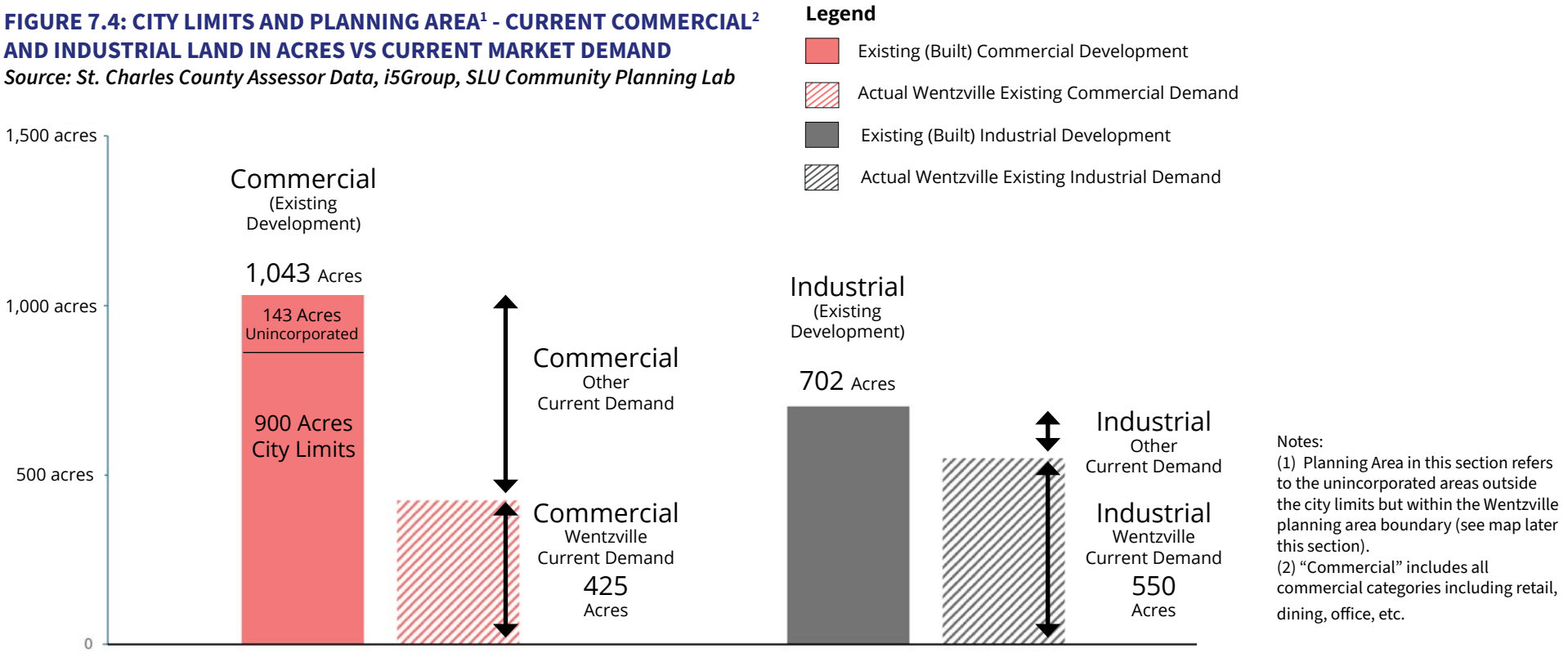
Consequently, even suburban areas are experiencing well-above average office vacancy rates while many office buildings are being converted to other uses or even razed for other land uses.

Thus, it is more challenging than ever to predict office space demand based on growth of employment in economic sectors typically or mostly relying on office space. Still, there is employment growth anticipated in the west parts of the St. Louis metropolitan area, much of it in "office" sectors.

As of 2023 (latest data available), the buying power and office employment analysis currently justifies about 425 acres of land in the city of Wentzville, adjusting for an average floor-area-ratio of less than 0.25 to accommodate sufficient land for market transactions. As shown here, this is less than half of the land considered by St. Charles County as "commercial." The remaining half or so must be justified by some measure of "regional demand" generated by shoppers, diners, and employees outside of Wentzville. Indeed, this is a significant indicator of the importance of Wentzville as a regional concentration of economic activity serving multiple counties.

Meanwhile industrial activity and employment analysis justifies that some 550 acres of industrial land were necessary as of 2023. But a major and unusually large and skewing factor in this analysis is the General Motors plant and adjacent industrial and transportation uses. Using employment data by major industrial sectors cannot distinguish between GM and others, so the existing industrial development includes "demand" triggered by GM.

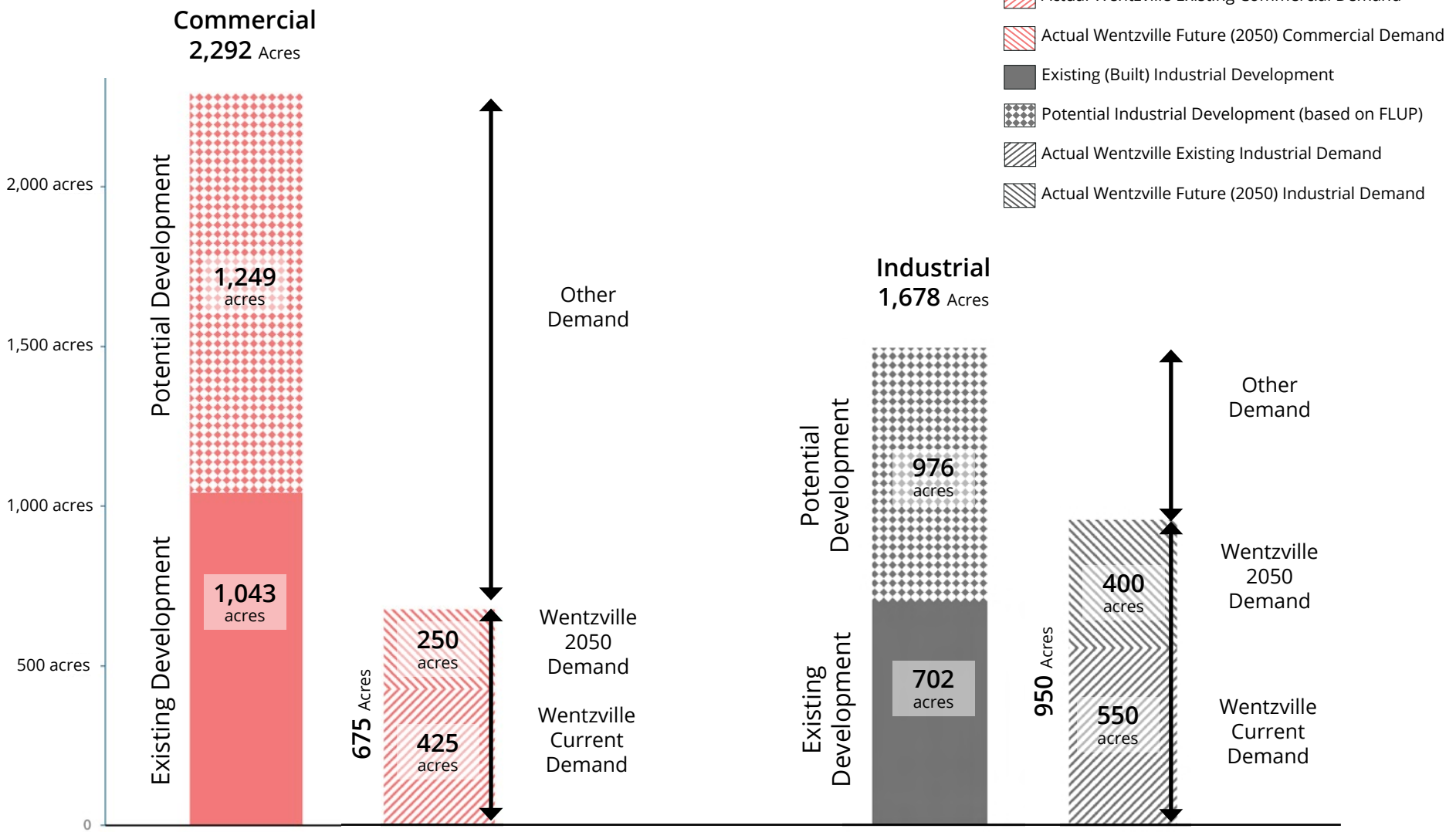
FIGURE 7.4: CITY LIMITS AND PLANNING AREA[1] - CURRENT COMMERCIAL[2] AND INDUSTRIAL LAND IN ACRES VS CURRENT MARKET DEMAND
Source: St. Charles County Assessor Data, i5Group, SLU Community Planning Lab



Notes:
(1) Planning Area in this section refers to the unincorporated areas outside the city limits but within the Wentzville planning area boundary (see map later this section).
(2) "Commercial" includes all commercial categories including retail, dining, office, etc.

FIGURE 7.5 CITY LIMITS AND PLANNING AREA - CURRENT AND POTENTIAL COMMERCIAL AND INDUSTRIAL LAND IN ACRES (Potential Development is based on the current Future Land Use Plan [FLUP])

Source: St. Charles County Assessor Data, i5Group, SLU Community Planning Lab



The preceding page includes a chart showing current and potential commercial and industrial land demand for Wentzville.

Between 2023 and 2050, population and employment projections suggest that Wentzville will need to plan for another 250 acres of commercial land (retail plus offices) while a minimum of 400 acres of industrial land should be planned for.

Thus, by 2050, there should be about 475 acres of land (including some vacancies to enable market flexibility) will be needed for retail, dining, and related activities in the city. Approximately 200 acres should be planned for offices and other kinds of commercial activities. At minimum, another 400 acres should be planned for industrial growth (manufacturing, distribution, warehousing, etc.) for a 2050 total of some 950 acres (although, as mentioned, General Motors and related synergies could justify additional acres).

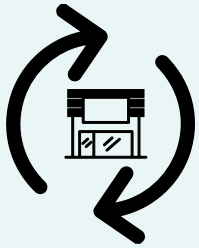
KEY TAKEAWAYS FROM THE COMMERCIAL AND INDUSTRIAL MARKET ANALYSIS

It is important to note that any projection of future acreage needed for commercial and industrial uses is an approximation, based on logical methodologies. However, changes in retail, office, and industrial trends, along with broader market conditions and regional and national economic factors, will significantly influence future demand.

That said, the analysis suggest that Wentzville may have an oversupply of land designated for commercial use in the City's Future Land Use Plan (FLUP). The following commercial scenarios explore strategies for addressing the extent of land currently set aside for commercial development.

While there may also be a modest oversupply of industrial land, Wentzville's existing concentration of industrial uses and strong transportation assets provide a stronger justification for maintaining larger areas designated for future industrial development.

Commercial Development Scenarios



Scenario:
"CURRENT TREND"

Maintain the existing commercial Future Land Use Plan (FLUP) categories (Commercial, Neighborhood Commercial, and Office) and the current amount of land designated for commercial uses.

Strengths
The substantial amount of commercial land identified in the FLUP leverages key transportation corridors and positions Wentzville as a primary economic option for western St. Charles County.

Considerations
Relying on a larger regional market share may create vulnerability in long-term commercial demand. Potential impacts could include weakened commercial centers, higher vacancy rates, pressure for lower-quality development, and fragmented or dispersed commercial growth patterns.

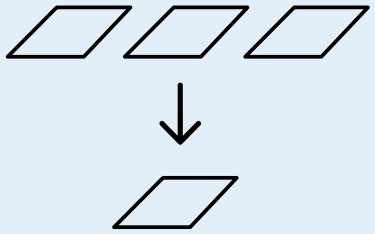


Scenario:
"REGIONAL DESTINATION"

Add one or two new commercial FLUP categories that encourage master-planned, high-quality, and regionally distinctive developments. These categories should leverage the City's larger, contiguous undeveloped commercial areas to support coordinated, well-designed projects rather than fragmented or piecemeal growth.

Strengths
Potential to attract larger employers, mixed-use centers, entertainment destinations, or corporate campuses that expand the tax base, job opportunities. These destination-oriented developments could distinguish Wentzville from nearby communities.

Considerations
Patience. Large-scale, master-planned projects often may not align with market cycles. Balancing the amount of land for specialized commercial categories versus general commercial.



Scenario:
"REDUCE FUTURE COMMERCIAL LAND"

Maintain all currently zoned commercial properties as commercial within the FLUP, while reclassifying select commercial areas in the FLUP to alternative land use categories, such as residential or mixed-use.

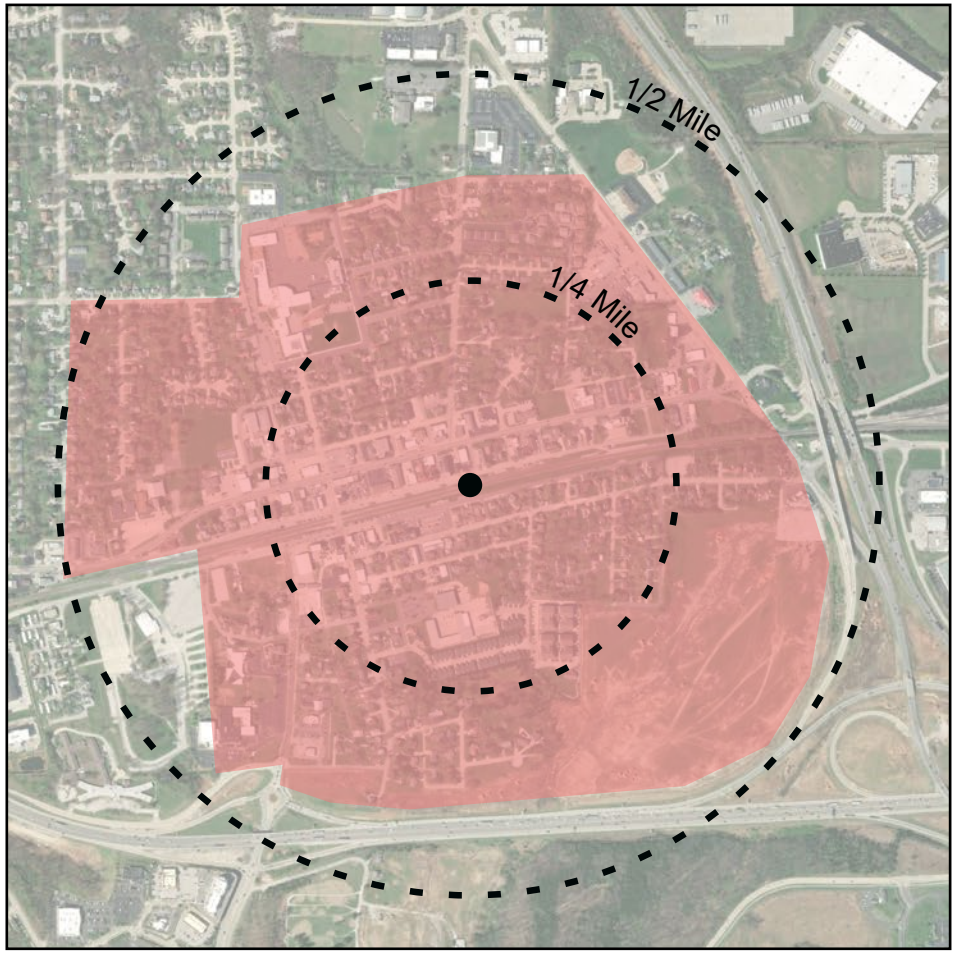
Strengths
Reduces the risk of over-supply of commercial land, helping prevent long-term vacancies and underperforming centers. Concentrating commercial land in fewer, well-defined areas can support higher-quality development and stronger tenant mix. Reclassifying some commercial FLUP areas to residential or mixed-use could help expand housing options.

Considerations
Reducing commercial land may limit ability to capture future regional market share.

DOWNTOWN WENTZVILLE SCENARIOS



Downtown









WENTZVILLE DOWNTOWN

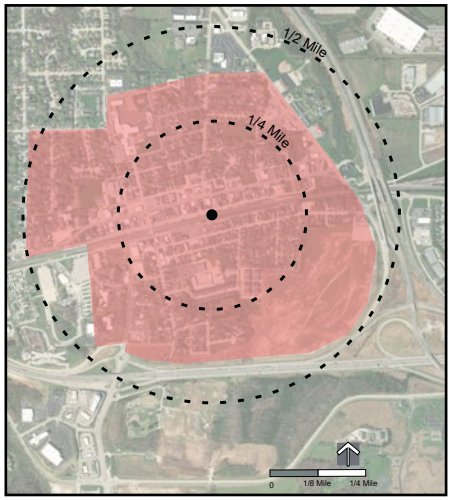
4.4 Population / Acre

3.5 Jobs / Acre

A key theme across community meetings, the survey, and trends analysis is the importance of Wentzville's downtown (Old Town). Residents see Downtown Wentzville as the historic heart of the community and an important opportunity for revitalization.

This page and the following page provide a snapshot comparison of Downtown Wentzville with other regional downtowns in terms of population and job density. This analysis helps frame the two scenarios for downtown.

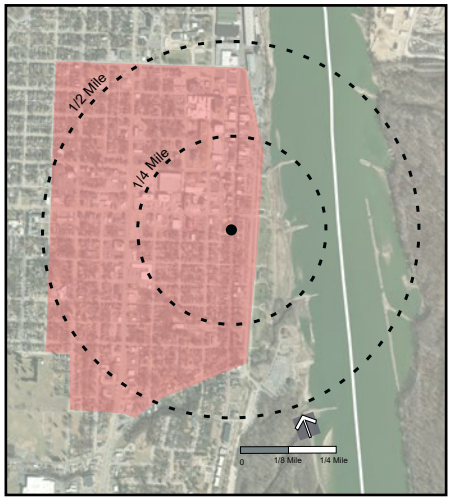
Downtown Comparisons



WENTZVILLE DOWNTOWN

4.4 Population / Acre

3.5 Jobs / Acre



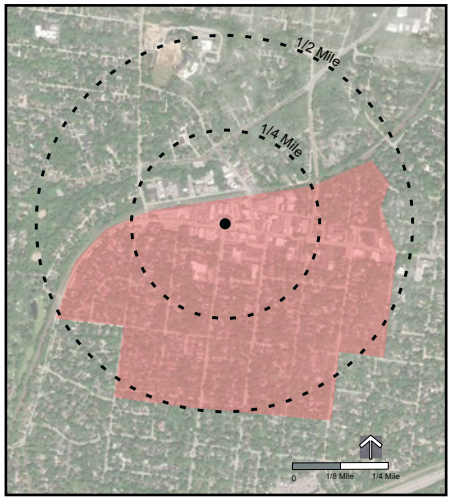
ST. CHARLES MAIN STREET

6.0 Population / Acre

36% Denser than Wentzville

18 Jobs / Acre

414% Denser than Wentzville



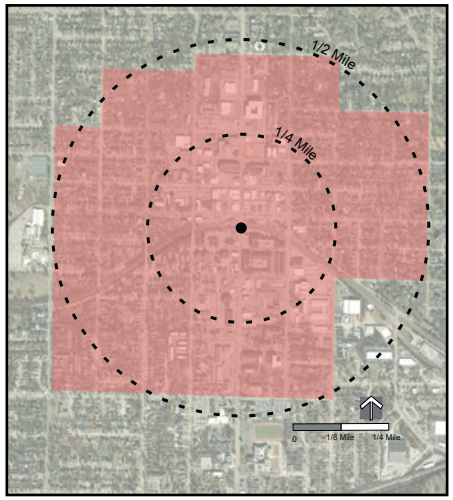
WEBSTER GROVES DOWNTOWN

6.4 Population / Acre

45% Denser than Wentzville

7.7 Jobs / Acre

120% Denser than Wentzville



KIRKWOOD DOWNTOWN

8.1 Population / Acre

84% Denser than Wentzville

7.9 Jobs / Acre

126% Denser than Wentzville

Downtown Scenarios

Scenario:
"HOSPITAL CATALYST"



Leverage the upcoming hospital development as a catalyst to strengthen Downtown Wentzville by attracting jobs, visitors, complementary businesses, and new investment. This approach focuses on supporting medical-related offices, dining, lodging, and walkable amenities that reinforce downtown.

Strengths

Leverages a major institutional investment to stimulate private reinvestment in Downtown.

Creates opportunities for complementary uses (medical offices, lodging, dining, wellness services).

Increases daytime population, which can support restaurants, small businesses, and services.

Considerations
Market-driven growth may occur incrementally and lack cohesive urban design without additional planning guidance.

Risk that development focuses primarily on medical-support uses and limits broader mixed-use vibrancy.

If not integrated thoughtfully, new development may not reflect or reinforce Old Town's historic character.

Scenario:
"DOWNTOWN MASTER PLAN"



Prepare and adopt a detailed Downtown Master Plan that preserves and enhances Old Town's historic identity while identifying strategic infill and redevelopment opportunities. The plan would guide building design, streetscape improvements, public spaces, and mixed-use development to increase employment opportunities, residential density, and overall vibrancy.

Strengths
Protects and enhances Old Town's

historic identity, identified as important by residents.

Coordinates infill, redevelopment, housing, and employment opportunities in a strategic manner.

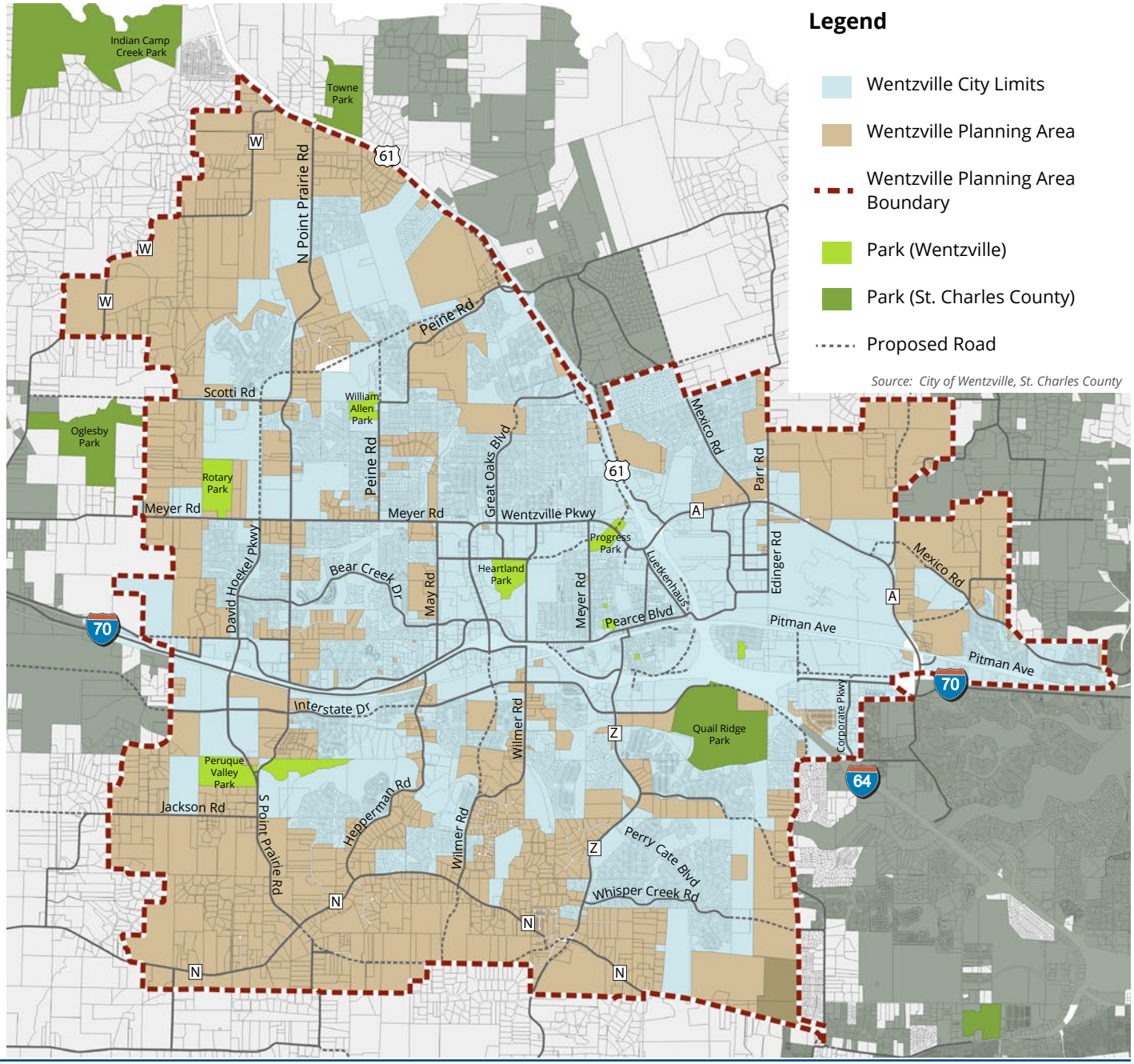
Positions Downtown as the symbolic and functional "heart" of the City.

Considerations
Requires time and resources to prepare and implement effectively.

City Limits and Planning Area

The following pages provide background information and data on potential growth areas for the City of Wentzville. This information helps establish the context for developing the preceding scenarios.

It is important to note that the City plans beyond its municipal boundaries. The map on this page illustrates the overall planning area, which includes both the current city limits and adjacent unincorporated areas.



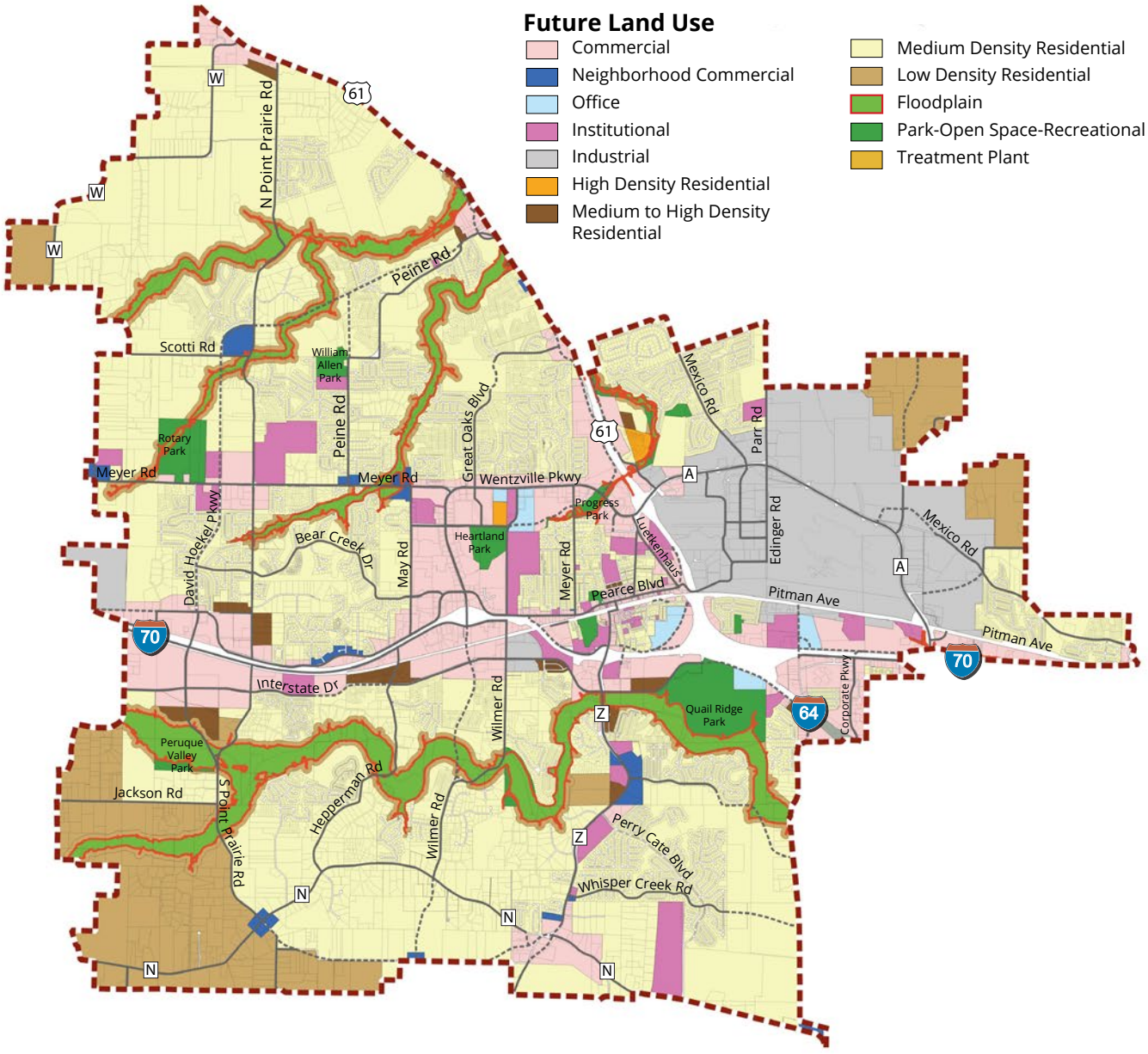
Current FLUP (Future Land Use Plan)

The Future Land Use Plan (FLUP) is one of the most important elements of the City's comprehensive planning process.

The current FLUP is shown on this map. The FLUP identifies, within broad categories, the land uses deemed suitable for a given location related to its access to the transportation network, surrounding utilities, and the existing and planned land uses of adjacent properties.

The FLUP should not be thought of as being the final determinate of specific activities on a parcel, but rather as a guide for future growth-related decisions. The FLUP helps guide decisions on the City's adopted zoning regulations.

The map shown is the current Future Land Use Plan (FLUP) that was adopted in 2022. An important part of this planning process is determining if changes are needed to the FLUP. Feedback from the growth scenarios will help inform recommended changes to the FLUP.



Potential Development

The map on this page represents a composite of areas within the planning area identified as having potential for future development. A detailed methodology was used to evaluate development potential, summarized as follows:

1. Identification of Undeveloped Parcels
The initial screening focused on parcels classified as “Vacant” in St. Charles County parcel data.

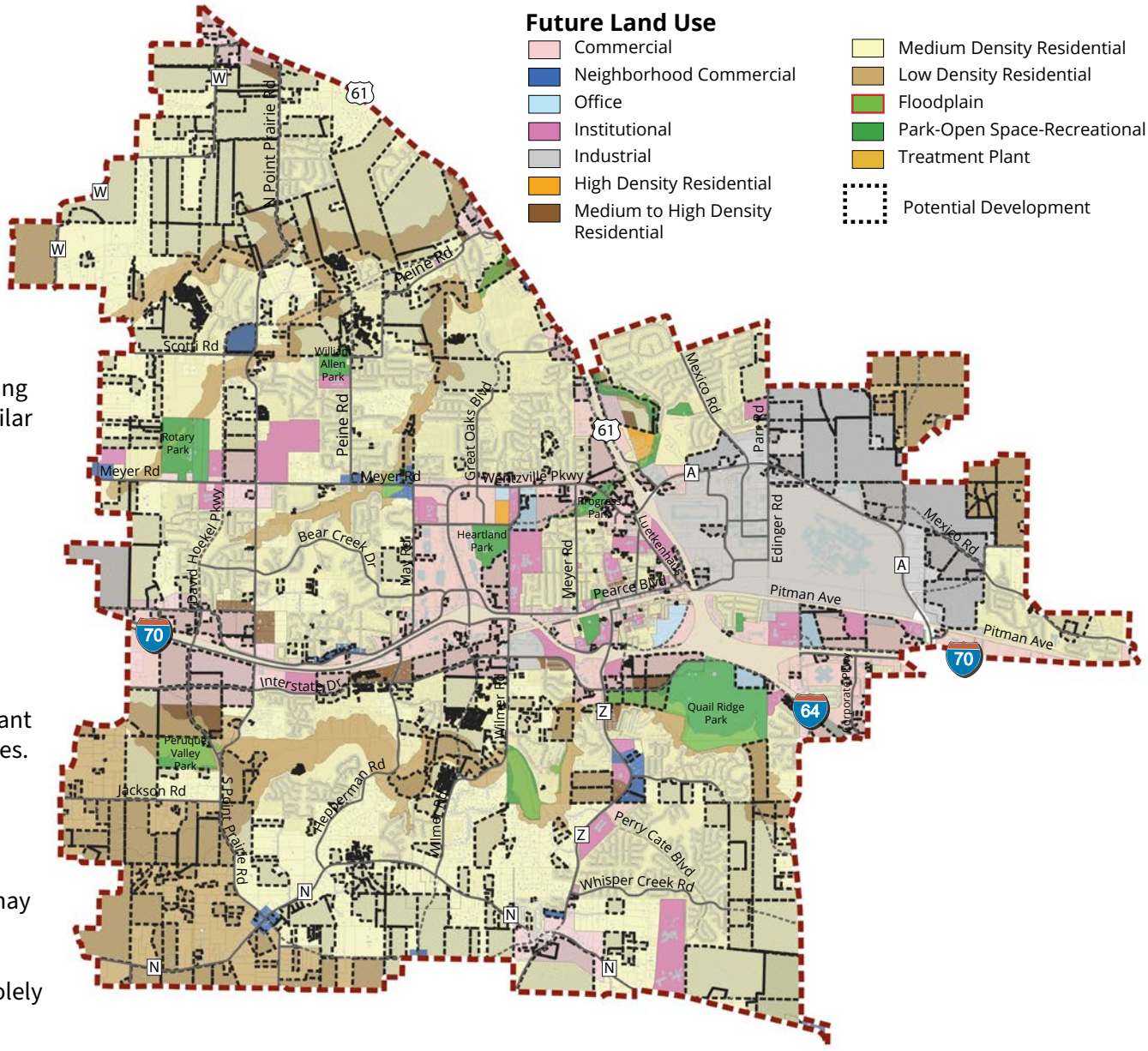
2a. Refinement of Vacant Parcels
Parcels unlikely to develop were excluded, including common areas, golf courses, floodplains, and similar uses.

2b. Verification of Parcel Status
Parcels listed as “vacant” were further reviewed to account for those recently built or under construction.

Assignment of Future Land Use (FLUP)
Each parcel was assigned a FLUP designation. For parcels with multiple designations, the predominant (largest) category was applied for analysis purposes.

Unincorporated Parcel Evaluation
For unincorporated areas, a minimum per-acre valuation methodology was used to identify agricultural parcels with existing structures that may be candidates for future development.

It is important to note that this map is intended solely to evaluate potential growth areas and does not indicate that these areas will be developed.

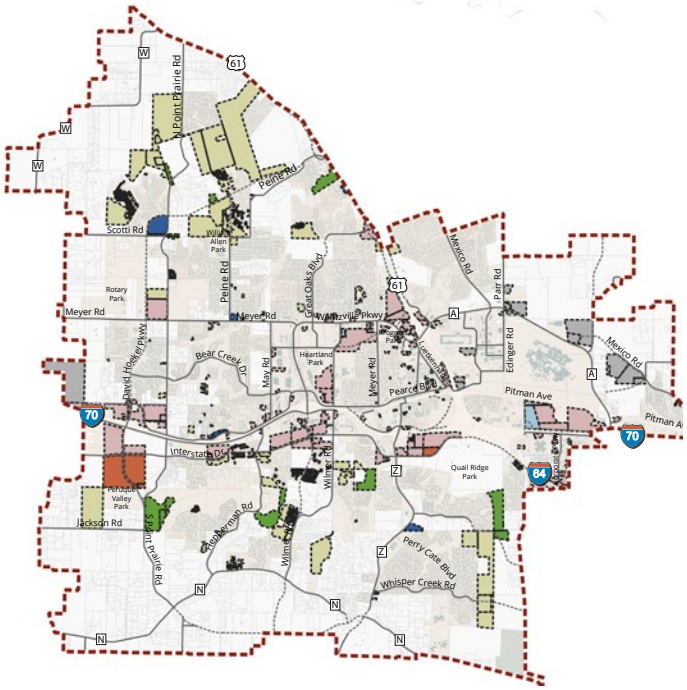


Potential Development

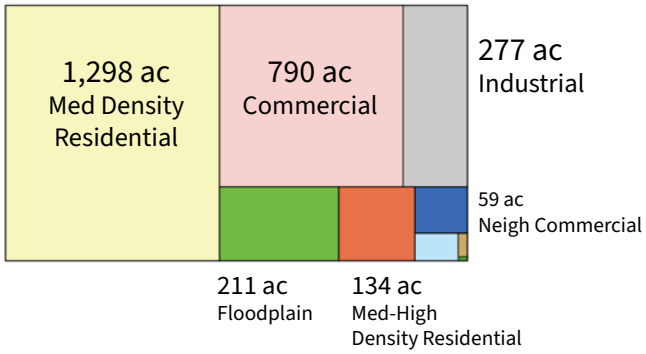
Based on the potential development analysis, this page summarizes the acreage available for future development based on the current Future Land Use Plan (FLUP).

Within the current city limits, there are approximately 2,800 acres of potential development, with an additional 5,850 acres located in unincorporated areas within the City's planning area.

Overall, residential uses (both medium- and low-density) represent the largest share of potential development. There is also a substantial amount of land identified for commercial and industrial uses.



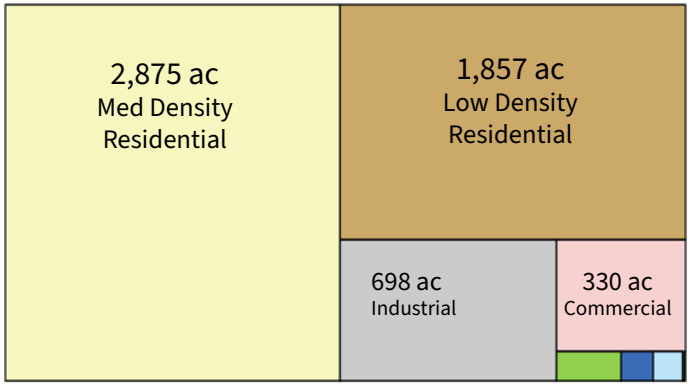
Potential Development (City) Current FLUP



2,800 Acres
Potential Development



Potential Development (Unincorporated) Current FLUP



5,850 Acres
Potential Development

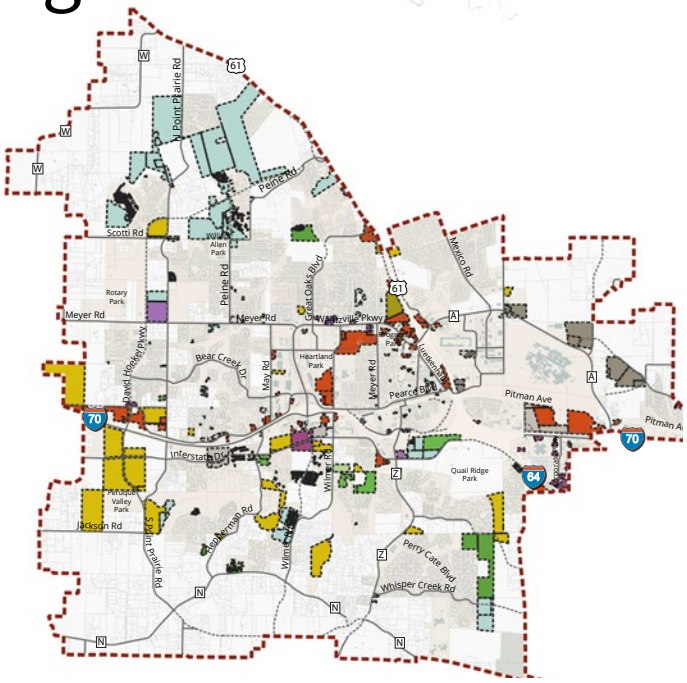
Comparing Zoning and FLUP

Within the current City limits, there are approximately 2,800 acres of potential development, with an additional 5,850 acres of potential development located in the unincorporated areas within the City's planning area.

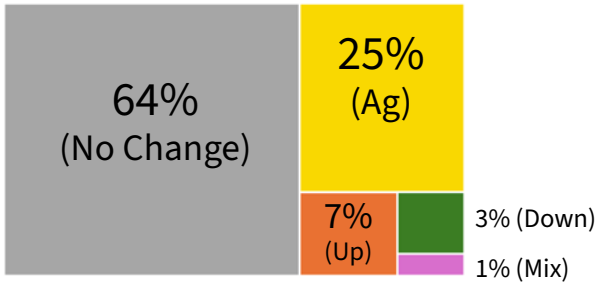
The diagrams at the bottom of this page compare existing zoning with the Future Land Use Plan (FLUP) categories. For example, a "No Change" designation indicates that the FLUP category aligns with the current zoning—such as a commercial FLUP category paired with an existing commercial zoning district.

"Up" identifies areas where the FLUP represents an up-zoning (a higher-intensity use), while "Down" identifies areas where the FLUP represents a down-zoning (a reduction in intensity).

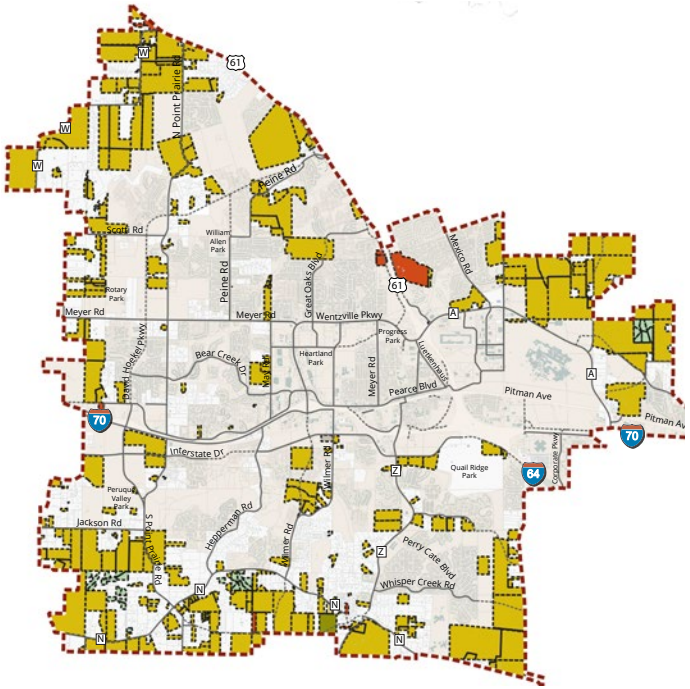
"Ag" identifies areas that are currently zoned for agricultural use.



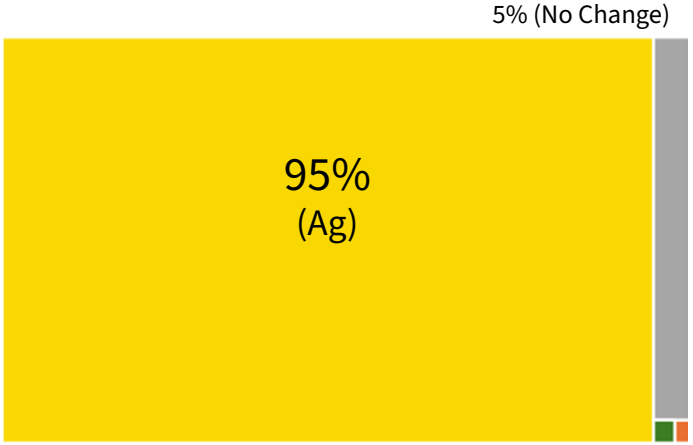
Potential Development (City) Current Zoning



2,800 Acres
Potential Development



Potential Development (Unincorporated) Current Zoning

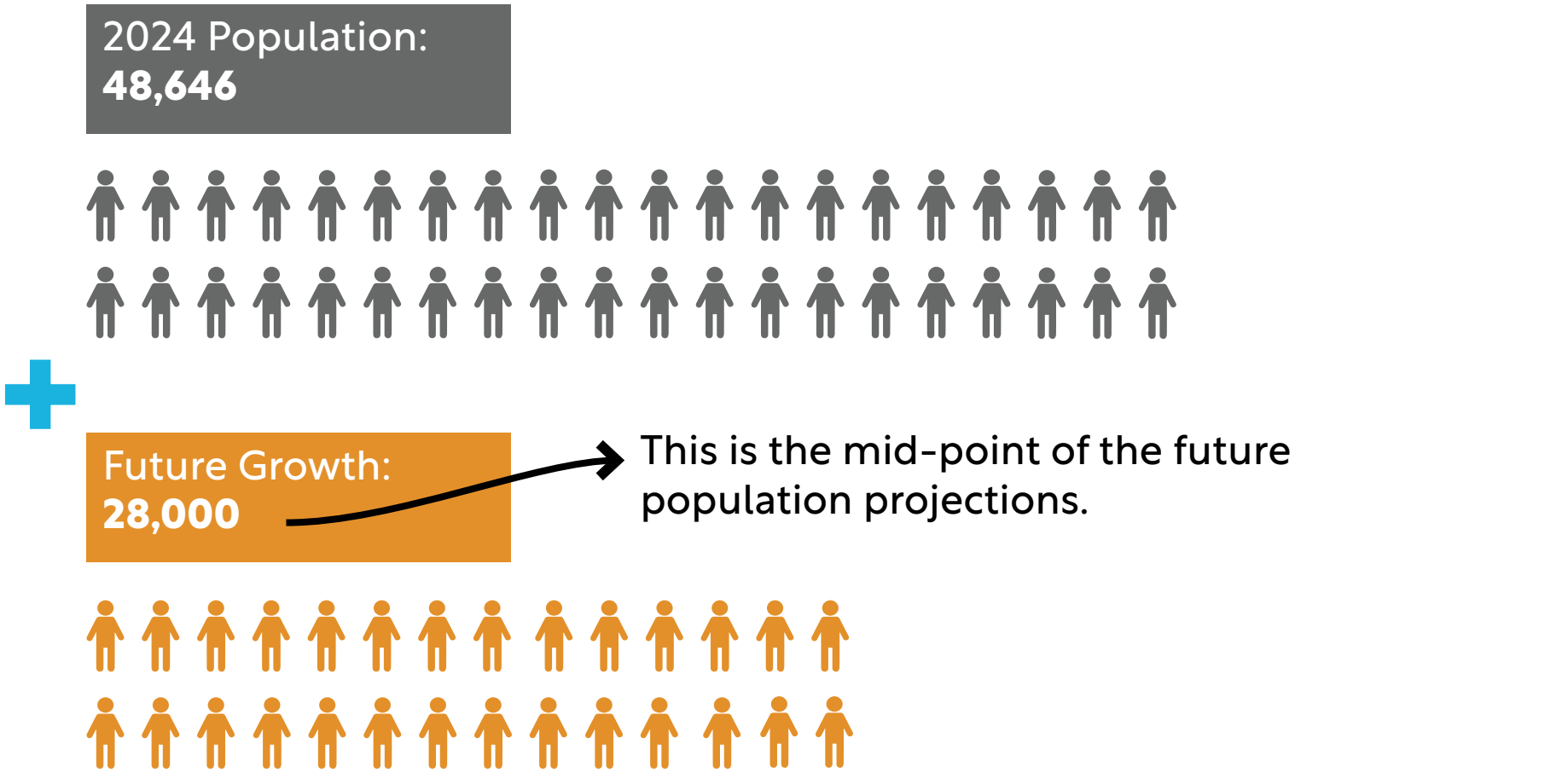


5,850 Acres
Potential Development

Comparing Current Zoning to the Future Land Use Plan Category

Population Projections

Previous population projections for Wentzville estimate a reasonable range of approximately 66,500 to 87,200 residents by 2050. The projected increase of 28,000 residents represents the midpoint of these projections, resulting in an estimated population of about 76,000 by 2050. The following page examines Wentzville's capacity to accommodate this anticipated future population growth.



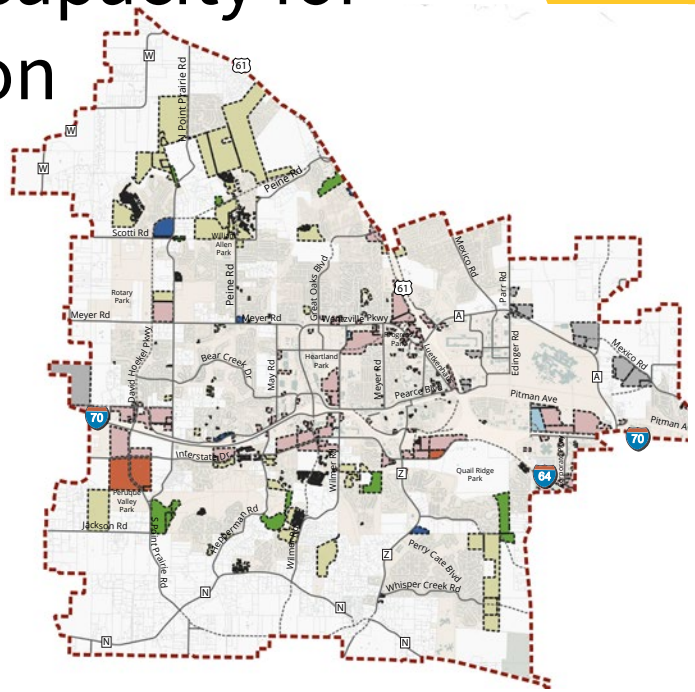
Current Trends Capacity for Future Population

(a)The Discovery Report projected Wentzville's population to increase by approximately 28,000 residents by 2050, with a potential range of 18,000 to 38,000 additional residents.

Based on the current Future Land Use Plan (FLUP), there is capacity to accommodate approximately 12,000 additional residents within the city limits and 30,000 additional residents in the unincorporated portions of the planning area. This results in a total capacity of approximately 42,000 additional residents (or roughly 90,000 total population).

Maintaining some "slack" between projected population growth and overall capacity is beneficial, as market demand, infrastructure availability, and property owner decisions will ultimately influence the timing and location of future development.

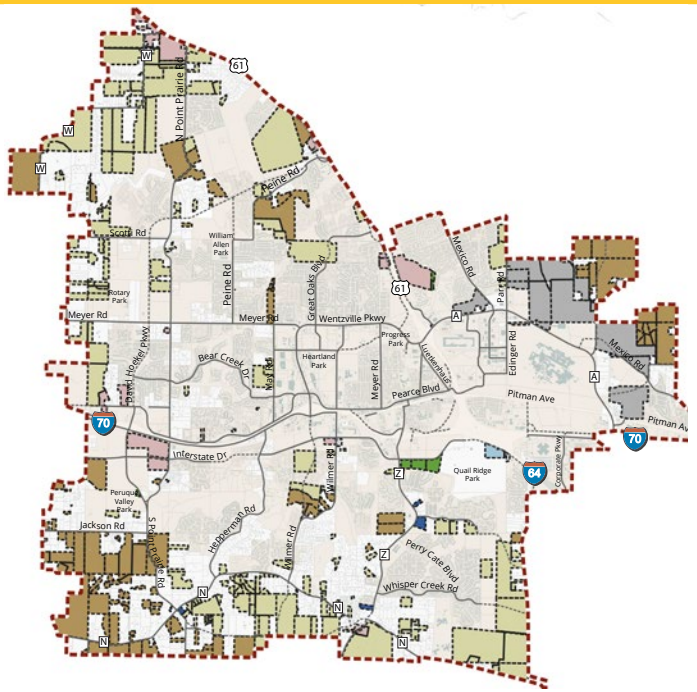
28,000[a] Projected Additional Population by 2050



Potential Population (City) Current FLUP



12,000 Population



Potential Population (Unincorporated) Current FLUP



30,000 Population

42,000 Capacity for Additional Population
(90,000 Total Population)

Planning Comparisons

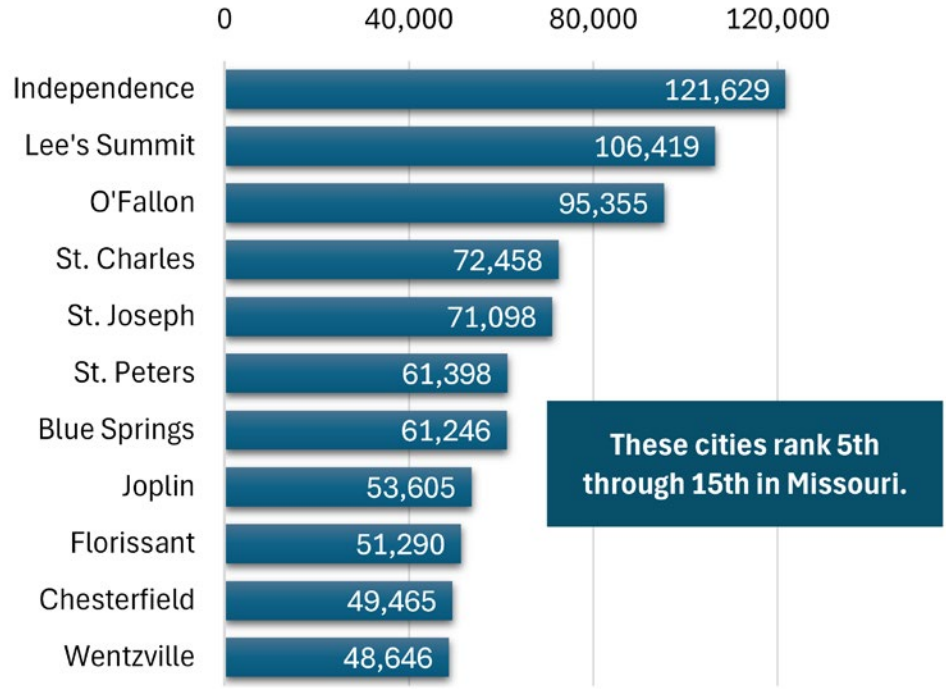
A frequent question in community planning is whether there is a best practice for the ratio of residential, commercial, and industrial land in a community. And within the above categories, further best practices for the ratio of the type of residential, commercial, and industrial (for example, what percentage of housing should be single-family).

For ease of data collection and comparison, let's compare Wentzville with other Missouri cities in the population range of 50,000 to 100,000. It turns out that there are no precise break points at 50,000 and 100,000, so the 11 cities in the state that come close, while still including Wentzville, are shown on the graph. Wentzville is the 15th most populated city in the state at not quite 50,000 residents as of mid-2024.

Not shown are recent growth rates, to the degree that growth rates are indicative of changes in housing types and other land use factors. Generally, however, Wentzville is a relatively rapidly growing city not unlike Lee's Summit and Blue Springs in the Kansas City area. Within St. Charles County, the cities of St. Charles, St. Peters, and O'Fallon continue to grow but currently at very slow rates, though O'Fallon seems to continue to pursue annexation. Independence, St. Joseph, Joplin, and Florissant have very stable populations. Chesterfield is no longer a fast-growing city, although it reflects some large-scale land use shifts with the recent development of Chesterfield Valley and the current redevelopment of the Chesterfield Mall site.

FIGURE 7.6: 2024 POPULATION OF MISSOURI CITIES BETWEEN 48,000 AND 122,000 RESIDENTS

Source: U.S. Census Estimates for 2024



There is no standard "best practice" for the percentage mix of residential, commercial, and industrial land uses. Each community is unique, particularly when considering regional economic conditions, transportation networks, and demographic trends.

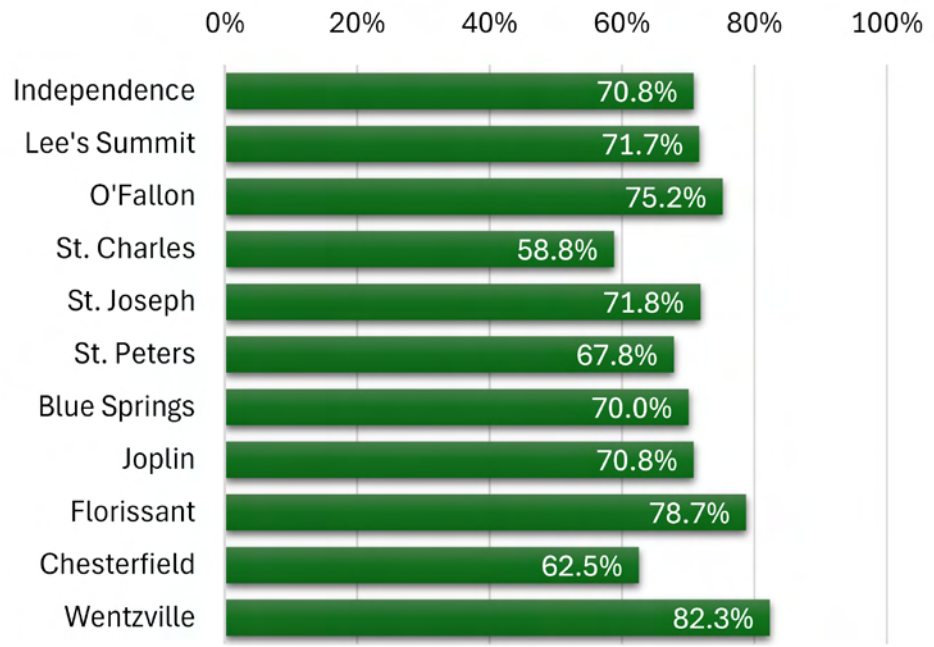
All that said, the graph on this page indicates the extent of single-family, detached housing in each of these 11 cities. There is a broad range in terms of share of housing. Wentzville leads the pack with over 82%a single-family detached housing.

This actually is not surprising since expanding suburbs focus almost exclusively on such housing as they initially grow. Thus, over time, Wentzville might expect to create a higher share of non-single-family detached units as the city matures, like its peers, dropping into the range of 70 percent single-family detached in the next couple of decades.

St. Peters and Chesterfield have reached below that threshold virtually by design. Each has long pursued a more diverse housing stock to attract and retain a wider range of household types, policies which remain evident today in the redevelopment of Chesterfield Mall's location and recent efforts in St. Peters to create denser housing in its core, policies which will likely extend into eventual redevelopment of the Mid-Rivers Mall site, based on draft ideas in the city's current land use planning process.

FIGURE 7.7: 2024 PERCENT OF HOUSING IN DETACHED SINGLE-FAMILY UNITS

Source: U.S. Census Table S0101 for 2024



Notes:

[a] The comparisons in this section are based on 2024 U.S. Census data. When the data for Chapter 2 was prepared, only previous Census data was available. As a result, there may be slight differences due to updated Census estimates and normal variations associated with the margin of error.

Shifting to shares of residential, commercial, and industrial land in each city, the bad news is that there is no comprehensive database for the amount of land devoted to various land uses. Instead, the following graphs rely on the distribution of jobs in each city that generally fit into these land use categories, with the addition of an office classification.

The first graph (red bars) shows the share of jobs in each of the 11 cities that are in "commercial" land uses. It is apparent that there is a wide range, from as low as 16 percent in Chesterfield to a high of 43 percent in Florissant. In some ways, the low percent in Chesterfield can be surprising given the amount of retail space in the city, but keep in mind that Chesterfield has some 54,700 jobs in its borders, the largest share of which are in the city's many office buildings. Florissant, on the other hand, has just 13,600 jobs where commercial jobs are almost the highest share ("all other" actually wins out slightly).

The message seems to be that the share of commercial jobs and, by extension, commercial land, varies widely depending on the other economic strengths or weaknesses of particular cities.

The next graph (blue bars) is indicative of the amount of jobs and land devoted to the office sector. Here, Chesterfield dominates with major strengths in corporate headquarters. Other than O'Fallon and, possibly, Lee's Summit, office jobs are relatively small components of the economies of the subject cities. Presumably, this means low shares of land devoted to office buildings. Although, keep in mind these are observations generalized from job data, not land use data. For instance, many office jobs are found in otherwise retail locations. The office market is clearly not a huge factor in Wentzville, which ranks 10th of the 11 cities in office-related jobs.

Finally, the next graph (gray bars) illustrates the scale of industrial jobs in each city. From an employment and, probably, a land use perspective, Wentzville is an industrial hub. Over a third of the jobs in Wentzville are considered industrial. Only St. Joseph, long an industrial center in northwest Missouri, has a higher share of industrial jobs, though Joplin in not far behind. But St. Joseph has only 18 percent of jobs in commercial sectors compared to Wentzville's almost 28 percent. Wentzville might actually be a better-balanced economy than the much older St. Joseph. St. Joe has only about 11 percent office jobs, very close to Wentzville's ten percent.

FIG 7.8: 2023 PERCENT COMMERCIAL JOBS
Source: U.S. Census "On-the-Map"

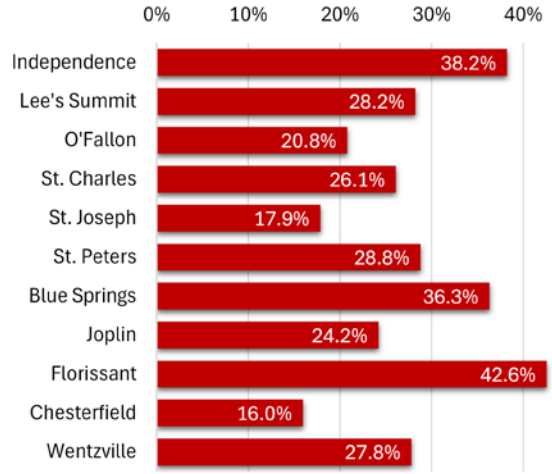


FIG 7.9: 2023 PERCENT OFFICE JOBS
Source: U.S. Census "On-the-Map"

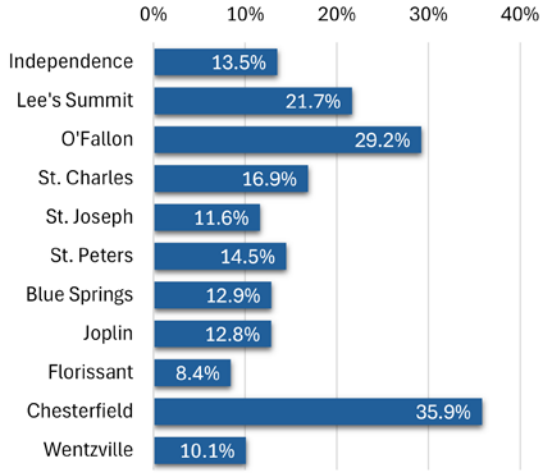
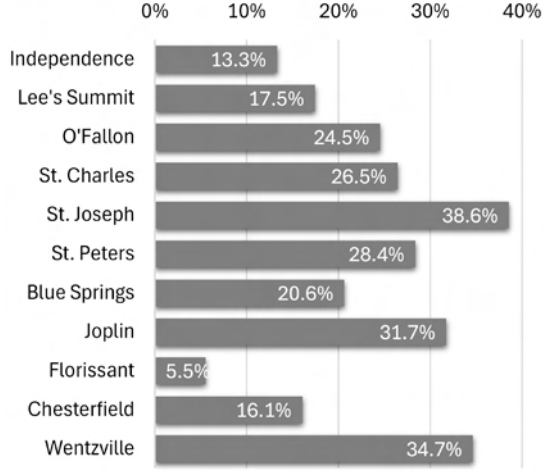


FIG 7.10: 2023 PERCENT INDUSTRIAL JOBS
Source: U.S. Census "On-the-Map"



Florissant, in St. Louis County, has only a very small share of industrial jobs but a very large share of commercial jobs. This does not mean, however, that there a dearth in industrial jobs or land in northwest St. Louis County. Florissant's neighbors of Bridgeton and Hazel-wood, for instance, have high concentrations of industrial land and jobs. As it turns out, Florissant is more of the commercial, though not office, center of northwest St. Louis County while Hazelwood and Bridgeton make up the industrial concentration. Maryland Heights makes up a huge component of the office market. Taken together, these four cities with a combined balance of economic sectors and, presumably, land uses have a population of about 115,200, just under Independence.

CONCLUSION

In summary, there is no standard "best practice" for the percentage mix of residential, commercial, and industrial land uses. Each community is unique, particularly when considering regional economic conditions, transportation networks, and demographic trends. Not each city needs to have a consistent balance in housing, economics, or land uses. Some cities specialize in ways that others do not, yet nearby cities can rely on one another for a collection of diverse housing, economic, and land use alternatives that serve a larger region of urban, suburban, and rural lifestyles.



CHAPTER 8

ECONOMIC DEVELOPMENT STRATEGIC PLAN

Introduction

As part of the City of Wentzville's Comprehensive Plan, this chapter provides a summary of the City's standalone Economic Development Strategic Plan (EDSP). Developed as a focused, action-oriented framework, the EDSP outlines Wentzville's approach to economic development through policies and strategies that guide future growth and investment. Chapter 8 offers a high-level overview of that plan, highlighting its vision, guiding principles, and major initiatives.

Situated at the crossroads of the nation with strategic access to interstate, rail, and air transportation, Wentzville is a dynamic and growing community. The EDSP responds to this growth by emphasizing intentional and economically sustainable development. It builds on the City's history of strong leadership, thoughtful planning, and strategic infrastructure investment, using institutional knowledge to inform a forward-looking strategy. By identifying target industries, supporting redevelopment, and enhancing infrastructure connectivity, the EDSP positions Wentzville for continued success.

To further inform this strategy, current market conditions provide important context for how and where growth can occur. Data on actively marketed commercial properties indicates that Wentzville is approaching full occupancy across multiple sectors, limiting opportunities for expansion within existing buildings. As a result, the EDSP places increased emphasis on development-ready sites, infrastructure capacity, and proactive planning to support new construction. This market reality reinforces the importance of the strategies and focus areas outlined in this chapter, ensuring that Wentzville can continue to accommodate growth while maintaining its competitive position within the region.

Vision and Guiding Principles

The EDSP is guided by the City's adopted Vision Statement and Critical Success Factors. These factors are embedded within the Comprehensive Plan and provide a unifying framework for all City functions, including economic development. Within the EDSP, they serve to align goals, guide decision-making, and prioritize resources in ways that ensure long-term sustainability and inclusivity.

Regional Destination supports economic development through responsible financial stewardship. Wise investments in infrastructure and services create a stable environment for business growth and build confidence among investors, allowing Wentzville to remain competitive within the regional economy.

Economic Vitality drives efforts to attract high-quality employers and support the expansion of existing businesses. By emphasizing workforce readiness and maintaining favorable tax structures, the City enhances its appeal to target industries and promotes job creation and economic diversification.

Exceptional City Services strengthen the local business climate by ensuring operational reliability and enhancing quality of life for residents and workers. These services contribute to business efficiency and help attract and retain a talented workforce.

Infrastructure Connectivity is essential for commerce. Transportation, utility, and communication networks support efficient business operations and improve access to markets. Continued investment in connectivity makes Wentzville attractive to industries such as logistics, manufacturing, and technology.

Safe and Welcoming Community contributes to economic development by creating a vibrant sense of place and supporting a diverse, engaged workforce. A welcoming community enhances the City's image, improves quality of life, and encourages business investment.

Together, these principles ensure that economic growth complements the City's broader vision and remains adaptable to changing market conditions.

Strategic Approach to Economic Dvelopment

The EDSP outlines a coordinated strategy to promote investment, support local businesses, and guide responsible growth. Chapter 8 summarizes the plan's three primary areas of focus:

BUSINESS RETENTION AND EXPANSION (BRE)

The City prioritizes retaining and growing existing businesses, recognizing their vital role in local economic stability. Through regular outreach, engagement, and communication, the City supports business needs and strengthens community relationships. Initiatives such as newsletters and "Business Spotlights" help promote success stories and keep the business community informed.

BUSINESS ATTRACTION

Business attraction efforts focus on aligning new development with community needs. The EDSP emphasizes projects that provide high-wage jobs, support daytime workforce growth, and bring significant capital investment. Smart growth principles guide land use decisions, ensuring compatibility with existing infrastructure and long-term planning goals. Development-ready sites, streamlined processes, and targeted marketing efforts support these initiatives.

REVITALIZATION AND PLACEMAKING

Downtown revitalization remains a key element of the EDSP. Through programs like the Facade Improvement Grant, Business Development Grant, Century Plaque Program, Wayfinding Signage, Mural Program, and public infrastructure investments, Wentzville continues to support small businesses and local entrepreneurs. Efforts to preserve historic character and promote walkability enhance the historic districts' role as a cultural and economic center.

Market Conditions and Development Implications

An analysis of current market conditions highlights a defining factor in Wentzville's economic development landscape: the community is nearing full occupancy across nearly all commercial property types. Based on actively marketed properties tracked through the CoStar online property database, as of Q1 2026, Wentzville's retail market reflects extremely limited vacancy, with approximately 99.02% of 225 surveyed retail properties for lease or sale currently occupied.[1]

When expanded to include all major commercial categories—retail, office, industrial, flex, hospitality, healthcare, and sports and entertainment—the pattern remains consistent. Across 502 surveyed properties for lease and sale, the occupancy rate stands at 99.24%, indicating a highly constrained supply of available space for new or expanding businesses.[1]

Even when land listings are included alongside all commercial categories, overall availability remains limited. Across 1,083 surveyed properties for lease and sale, the occupancy rate holds at approximately 99.2%, reinforcing the conclusion that both existing buildings and development-ready sites currently being marketed are in short supply.[1]

These conditions have direct implications for how Wentzville must approach future growth. With minimal vacancy among available properties, opportunities for economic expansion through backfilling existing space are increasingly limited. Instead, the City's continued growth will depend largely on new construction and the delivery of additional development-ready sites.

As one of the fastest-growing municipalities in the state, maintaining this momentum will require a sustained focus on infrastructure investment, land use planning, and site readiness. Ensuring that utilities, transportation networks, and entitled land are in place will be critical to accommodating business demand and supporting both new investment and the expansion of existing employers.

In this context, the strategies outlined in the EDSP, including targeted growth areas, infrastructure connectivity, and streamlined development processes, are essential to enabling the next phase of Wentzville's economic development. By proactively preparing for new construction and aligning development opportunities with market demand, the City can continue to attract investment and support long-term economic vitality.

[1] CoStar Group, Inc., Commercial Property Database, Wentzville, Missouri market data, Q1 2026.

BALANCING COMMUNITY NEEDS AND WANTS

UNDERSTANDING COMMUNITY NEEDS

The EDSP recognizes that foundational infrastructure and public services are essential to supporting growth. Investments in water, sewer, stormwater systems, roads, and transportation networks are necessary to meet the demands of a growing population and business base. Housing affordability and workforce development also remain central to building an inclusive and sustainable economy.

APPRECIATING COMMUNITY WANTS

Quality-of-life enhancements—including parks, cultural amenities, and walkable districts—are also critical. While not essential in the same way as core infrastructure, these features contribute significantly to resident satisfaction, talent attraction, and business investment. The EDSP acknowledges their role in shaping a vibrant and attractive community. The Economic Development Office targets key retail and entertainment venues, further supporting desired economic development projects that remain popular in the community and surrounding areas.

NAVIGATING THE TENSION

Limited resources require strategic prioritization. The EDSP supports a phased, data-driven approach that integrates infrastructure upgrades with quality-of-life investments. This balance ensures fiscal responsibility while still delivering on the community's aspirations.

IMPLEMENTATION STRATEGIES

The EDSP emphasizes adaptability, using data analysis, infrastructure assessments, and public feedback to inform decisions. Public-private partnerships and flexible policy approaches allow the City to respond to new opportunities while remaining grounded in its long-term goals. Projects like the Wentzville Rec Center and Downtown revitalization serve as examples of integrated investments that meet both needs and wants.

KEY DEVELOPMENT FOCUS AREAS

HISTORIC DOWNTOWN

Historic Downtown Wentzville (HD-1, HD-2, HD-3) plays a vital role in diversifying the local business climate and enhancing quality of life through small business growth and placemaking. Since 2016, more than $380,000 has been budgeted for facade improvements and business development grants, with over $120,000 awarded to projects preserving downtown's historic character. From 2013 to 2024, approximately $10 million has been invested in infrastructure upgrades. The City continues to promote downtown as a regional destination through revitalization efforts, traffic and pedestrian improvements, grant programs, and partnerships with local organizations.

WENTZVILLE PARKWAY

A key commercial corridor anchored by retail and service-sector development, including the 61-acre Wentzville Bend and the Wentzville Rec Center. Future development will focus on strategic land use and retail diversification.

WENTZVILLE PARKWAY SOUTH

This planned thoroughfare extension will connect I-70 and Highway N, enabling new mixed-use development and enhancing regional connectivity. The project includes phased infrastructure improvements and a grade-separated railroad crossing.

DAVID HOEKEL PARKWAY (DHP)

With the opening of the I-70 interchange in 2021, this area is primed for commercial, mixed-use, and institutional growth. Infrastructure upgrades have positioned it for high-impact development consistent with the City's long-range plans.

HIGHWAY A INDUSTRIAL CORRIDOR

Home to the General Motors Assembly Center, this corridor serves as Wentzville's industrial hub. The City aims to diversify the area's industry mix by supporting logistics, advanced manufacturing, and rail access opportunities while continuing to support GM as the City's largest employer and its supplier network.

CONCLUSION

This chapter serves as a supplemental summary of the City's Economic Development Strategic Plan, highlighting the key themes, strategies, and geographic priorities that shape Wentzville's economic future. The EDSP itself functions as a detailed roadmap to guide policy, investment, and engagement with the business community.

Recent market conditions, as reflected in CoStar-tracked and actively marketed commercial properties, further reinforce the urgency and direction of this strategy. With occupancy rates exceeding 99 percent across retail, broader commercial categories, and land listings, Wentzville's capacity for near-term growth through existing building availability is extremely limited. This reality underscores the importance of advancing new construction, expanding infrastructure capacity, and preparing development-ready sites to sustain continued economic expansion.

Through intentional planning, infrastructure investment, and a commitment to both sustainability and inclusion, Wentzville is well-positioned to become a leading regional destination for commerce, innovation, and quality of life. Chapter 8 integrates the EDSP into the broader context of the Comprehensive Plan, reinforcing the City's vision for a prosperous and resilient future.

CHAPTER 9

CAPITAL FINANCIAL PLAN



Financial Overview

The City of Wentzville continues to experience significant residential and commercial growth. This expansion presents both opportunities and challenges, as increased population and business activity lead to heightened demand for high-quality City services. Wentzville strives to meet these demands by managing its financial resources thoughtfully, enabling expansion and maintenance of services across all areas. Each year, the City's Budget and Five-Year Capital Improvement Plan (CIP) are reviewed and updated to ensure the City can meet resident needs in the most responsible manner. This chapter provides a general overview of the City's available financial resources and outlook, complementing but not duplicating the detailed information contained in the full budget documents.

PRINCIPAL FINANCIAL RESOURCES

The primary sources of revenue for City government operations include:

- ***Real Estate and Personal Property Taxes:*** The City levies property taxes to fund general operations and parks. Property taxes provide a stable and predictable source of revenue for City services.
- ***General Sales Tax (1%):*** Local sales taxes fund general operations. Sales tax revenues are expected to grow over time, reflecting continued retail and commercial expansion. These revenues are critical to supporting both operational needs.
- ***Capital Improvements Sales Tax (0.50%):*** The sales tax revenue is dedicated to the City's Capital Improvement Plan (CIP), funding streets, facilities, infrastructure, vehicle and equipment replacement, and supporting debt service for capital projects. Capital funds ensure the City can maintain and improve infrastructure responsibly.
- ***Transportation Sales Tax (0.50%):*** Supports roadway and sidewalk improvements and provides matching funds for grants.
- ***Park Sales Tax (0.50%):*** Funds park operations and capital improvements.
- ***Utility Gross Receipts Taxes (Franchise Taxes) (5%):*** Wentzville collects a gross receipts tax on utility companies based on their sales within the City. This revenue remains a steady contributor to general operations.
- ***Enterprise Funds (Water, Wastewater, Solid Waste):*** Enterprise revenues are self-sustaining and fund operations and capital projects in their respective areas:
  - ***Water Fund:*** Supports operations and debt service for water infrastructure improvements.
  - ***Wastewater Fund:*** Covers operating costs and debt service for treatment plant expansions and wastewater infrastructure upgrades.
  - ***Solid Waste Fund:*** Functions as a pass-through fund; the City contracts with a hauler, bills residents, and remits payments. Rates are reviewed annually to ensure full funding of operational costs and debt service.

OTHER FINANCIAL RESOURCES

In addition to primary revenue streams, the City leverages other mechanisms to support operations and capital projects:

- ***Lease-Purchase Financing,*** used historically for projects such as water towers, wastewater expansions, and municipal facilities.
- ***Water/Wastewater Revenue Bonds and State Revolving Fund (SRF) Loans,*** financing utility capital improvements with debt service covered through enterprise revenues.
- ***Economic Development Tools,*** including Neighborhood Improvement Districts (NID), Transportation Development Districts (TDD), Tax Increment Financing (TIF), and Community Improvement Districts (CID). These mechanisms primarily finance infrastructure improvements for targeted development projects.

2019, and 2020) and Aa2 for Lease Revenue Bonds (Series 2008) and Certificates of Participation (Series 2023).

The budget maintains current service levels, funds the CIP, supports major transportation and utility projects, and strategically draws down fund balances for one-time capital expenses, reducing the need for new debt issuance and associated interest costs.

FUTURE FINANCIAL OUTLOOK

Wentzville's growth is expected to continue, increasing demand for streets, highways, municipal facilities, parks, and utilities. The City must strategically leverage its growing tax base and other revenue streams to meet these needs. Key strategies include:

- Maintaining responsible budgeting and adequate reserve fund levels.
- Adjusting fees and rates to sustain services while remaining equitable.
- Maximizing existing infrastructure before pursuing expansion.
- Strategically extending infrastructure in targeted growth areas.
- Pursuing economic development opportunities to strengthen the tax base.
- Aggressively seeking outside funding from local, state, and federal sources.
- Considering implementation of impact fees where applicable.

The City will continue to invest in transportation and utility projects that support both current residents and future growth. Despite economic and regulatory challenges, Wentzville remains committed to long-term financial stability, sustainability, and maintaining its reputation as a safe, welcoming, and vibrant community for residents, businesses, and visitors.

CHAPTER 10

GOALS AND IMPLEMENTATION



Introduction

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 2026 update of the Comprehensive Plan via Constituency Focus Groups, HOA focus group, Community Survey, completion of the project's existing Conditions, Trends and a market analysis. Each Chapter of the Plan has been provided to the Planning and Zoning Commission at their regularly scheduled meetings, and input gathered from three individual Public Open Houses.

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

GOALS, OBJECTIVES & ACTION STEPS

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

GOALS: Long-range, generalized statements representing the ultimate desires of the City. Each goal is focused upon a certain aspect of the City's desired ultimate physical, social and/or economic environment.

OBJECTIVES: A specific desired result that makes progress toward achieving an established goal. In general, objectives are more specific and easier to measure than goals and are focused on a set timeframe using available resources.

ACTION STEPS: One or more very specific "operational" efforts that the community will undertake to meet an established goal or objective. While an individual action step alone may not appear to have much of an impact, when completed sequentially they can achieve spectacular results.

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

Community Involvement

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

OBJECTIVE 1.1: ACTIVELY SOLICIT INVOLVEMENT OF PUBLIC OFFICIALS, COMMUNITY LEADERS AND THE GENERAL CITIZENRY IN THE PLANNING PROCESS.

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

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

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

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

Action Step 5: Provide training opportunities for members of the Planning and Zoning Commission, via the yearly training offered by the American Planning Association (APA), UMSL Chancellor's Certificate in Fundamentals of Planning & Zoning, City Department Staff, City Legal Counsel, or other land use professionals.

Action Step 6: Maintain the Stormwater Advisory Committee who hold regular meetings, provides guidance and feedback on the Stormwater Management Plan, and supports community initiatives and engages stakeholders in programs that improve stormwater quality.



Transportation

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

OBJECTIVE 1.1: ASSIST/SUPPORT ST. CHARLES COUNTY IN EFFORTS TO PROVIDE TRANSPORTATION IMPROVEMENTS THAT SERVE THE NEEDS AND ECONOMIC GROWTH OF THE REGION.

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

OBJECTIVE 1.2: PRESERVE THE PRESENCE OF NORFOLK SOUTHERN RAIL OR OTHER RAIL SYSTEM THROUGH THE HEART OF WENTZVILLE AND MAINTAIN A GOOD RELATIONSHIP WITH THE RAILROAD ENTERPRISE.

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

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

Action Step 3: 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.

OBJECTIVE 1.3: TO ENHANCE TRAFFIC-CARRYING POTENTIAL AND SAFETY ALONG THE INTERSTATE 70 CORRIDOR 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 optimize the efficiency and capacity of the Interstate 70 interchanges within the City's Planning area.

Action Step 2: Coordinate with MODOT and St. Charles County to create and optimize a connected network of outer roads that reduce dependency on Interstate 70 for local trips.



Transportation

OBJECTIVE 1.4: UPGRADE HIGHWAY 61 TO A CONTROLLED ACCESS HIGHWAY (INCLUDING SERVICE ROADS) NORTH AND SOUTH OF DAVID HOEKEL PARKWAY WITHIN THE WENTZVILLE PLANNING AREA THROUGH COOPERATION WITH THE MISSOURI DEPARTMENT OF TRANSPORTATION (MODOT) AND ST. CHARLES COUNTY.

Action Step 1: Coordinate with MODOT for the planned creation of a controlled-access interchange and supporting outer roads at Highway 61 and Highway W.

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" intersections as priority safety improvements.

Action Step 3: Complete the western outer road along Highway 40-61 between Peine Road and Wentzville Parkway within the next 10 years.

OBJECTIVE 1.5: IMPROVE OR CREATE ARTERIAL AND COLLECTOR ROADS TO SERVE WENTZVILLE, WITH GOOD CONNECTIONS TO STATE OR REGIONAL HIGHWAY SYSTEMS.

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

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

Action Step 2: Utilize the guidance found in the Transportation Master Plan/ Engineering Design Criteria and Chapter 3: Transportation to receive in dedication or acquire right-of-way for planned facilities and roadway improvements via adopted regulations in Chapter 410 Subdivision Regulations as land is proposed, reviewed and approved for development, and to establish building setback lines to avoid creation of crowded, congested and unaesthetic urban conditions.

Action Step 3: Through the approval of preliminary subdivision plats, require connection points of cross-access to adjacent properties, as applicable, to access collector and/or arterial roadways and provide appropriate disbursement of traffic and transportation circulation in the City.

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



Transportation

OBJECTIVE 1.6: PROMOTE BICYCLING AND WALKING AS ALTERNATIVE MEANS OF TRANSPORTATION FROM HOME, TO WORK, TO SCHOOL, TO AND BETWEEN PARKS, TO PLACES OF WORSHIP, TO SHOP, FOR PLEASURE, ETC.

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

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

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

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

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

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.

Goal 2: Explore opportunities, benefits and costs associated with an expansion of available public transit services.

OBJECTIVE 3.1: EVALUATE CURRENT AND FUTURE PUBLIC TRANSIT OPPORTUNITIES AND PARTNERSHIPS IN ORDER TO RESPOND TO RECENT COMMUNITY DEMANDS FOR ADDITIONAL TRANSIT ALTERNATIVES.

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

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

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

Utilities

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

OBJECTIVE 1.1: MAINTAIN COOPERATIVE WORKING RELATIONSHIP WITH UTILITY PROVIDERS AND CAUSE SYSTEMS INSTALLATIONS (SUBSTATIONS AND DISTRIBUTION LINES) TO BE INSTALLED IN AN AESTHETIC MANNER.

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

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

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

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

OBJECTIVE 2.1: INVEST IN INFRASTRUCTURE IMPROVEMENTS IN STRATEGIC LOCATIONS TO SERVE NEW DEVELOPMENT COST EFFECTIVELY AS GUIDED BY THIS PLAN (MAP NOS. 9 & 10).

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

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

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

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



Utilities

Goal 3: Provide resilient and sustainable storm water management to protect public safety, support responsible growth, steward natural resources and adapt to climate variability.

OBJECTIVE 3.1: ACCOMPLISH INFRASTRUCTURE IMPROVEMENTS CONCURRENT WITH DEVELOPMENT TO ENSURE ADEQUATE MANAGEMENT AND CLIMATE RESILIENCY FOR THE COMMUNITY.

Action Step 1: Apply stormwater Engineering Design Criteria to new and re-developments, at developer cost, including water quality, flood and channel protection and drainage emergency relief systems.

Action Step 2: Track and maintain updated stormwater asset condition data in GIS. Develop and maintain a five-year adaptive Condition Assessment Plan. This serves as a comprehensive stormwater infrastructure inventory strategy to evaluate system condition and asset life cycles, maintenance and replacement needs, cost and funding priorities. Regularly assess staffing, technology and financial resources to support long-term asset management. Assess local, regional and state regulations and request Board direction on a future asset management funding strategy.

Action Step 3: Coordinate and leverage watershed studies, modeling, and stream assessments to improve system performance, protect sensitive areas, and support informed land use, infrastructure and policy decisions.

Action Step 4: Conduct iterative review of findings from Action Steps 2 and 3 to implement an adaptive stormwater management approach to update strategies as new information becomes available. Incorporate findings from assessments, watershed studies and modeling into utility infrastructure planning, policy recommendations, maintenance practices, and future capital improvements.Recommend methods of finance and projections for the capital improvement budget.

Action Step 5: Evaluate regional climate projections and periodically update engineering design standards, policies, and infrastructure planning practices to improve community and system resiliency and financial sustainability. Accomplish this by:

- Prioritizing strategies that extend infrastructure service life, reduce maintenance needs and runoff volumes, minimize stream erosion and enhance long-term system reliability.
- Identifying effective strategies to retain upland characteristics to reduce the need to modify or increase infrastructure capacity and reactionary cost (i.e. tree canopy cover, land uses adjacent to streams and sensitive areas, and riparian areas protection).
- Incorporating management strategies to relieve system pressure and downstream waterbody impacts while honoring community benefits of prairie, wetland and woodland ecosystem diversity.

Action Step 6: Incorporate green infrastructure and other nature-based stormwater practices where feasible, as outlined in Chapter 4, to reduce runoff, improve water quality, and enhance community aesthetics, connectivity and quality of life.



Utilities

OBJECTIVE 3.2: MAINTAIN COMPLIANCE WITH STATE AND FEDERAL STORMWATER REGULATIONS, WHILE PROVIDING INNOVATIVE AND EFFECTIVE PROGRAMS TO PROTECT WATER QUALITY, REDUCE POLLUTANT DISCHARGES AND SUPPORT SUSTAINABLE COMMUNITY DEVELOPMENT.

Action Step 1: Update and administer the City's five-year Stormwater Management Plan. To comply with the Municipal Separate Storm Sewer System (MS4) permit and related regulations to address local non-point source pollution. Implement targeted programs including public outreach and education, public involvement, illicit discharge detection, elimination and prevention, construction site runoff control and inspection oversight, post-construction stormwater management and municipal operation and maintenance pollution prevention. Review programs to demonstrate reasonable progress toward reducing stormwater pollutants through annual report submittals.

Action Step 2: Implement policy and program updates to respond to evolving state and federal stormwater requirements, iterative data analysis and research findings, the Stormwater Advisory Committee and community feedback, and Board directives. Goals related to Chapter 4 include:

- Incentivize and prioritize development strategies to reduce stormwater discharges to the maximum extent practicable (i.e. minimal and phased Minimize site disturbance, use of green infrastructure and non-structural stormwater controls, and defining natural resources and sensitive areas for protection).
- Enhancing stormwater quality facilities to provide community co-benefits, reduce maintenance costs and improve long-term facility performance.
- Leverage opportunities for community connection, recreation and enjoyment of natural resources.

Action Step 3: If an impaired waterbody becomes regulated (i.e. subject to a Total Maximum Daily Load (TMDL), develop and implement the required Assumptions and Requirements Attainment Plan (ARAP):

- Evaluate necessary updates to land use planning, development policies and stormwater design standards to demonstrate measurable improvement and attainment;
- Align city and project goals with EPA-approved Watershed Management Plan(s) to open grant funding eligibility;
- Incorporate project opportunities into Capital Improvement Program planning, and pursue interdepartmental and community stakeholder partnerships and funding opportunities to support implementation; and
- Recommend long-term funding strategies to achieve compliance

Action Step 4: Identify and address barriers to long-term stormwater quality facility maintenance and performance. Evaluate policy and design standard updates, program resources and funding strategies, stakeholder education and community engagement.

Parks and Recreation

Goal 1: Integrate parks and open space as a clearly defined and coordinated land use within the City's regulatory framework to improve consistency across zoning districts, strengthen compatibility with adjacent development, and support long-term system planning.

OBJECTIVE 1: ESTABLISH CONSISTENT PARK LAND USE CLASSIFICATION. ENSURE PARKS AND OPEN SPACE ARE NO LONGER DISTRIBUTED ACROSS AGRICULTURAL, RESIDENTIAL, COMMERCIAL, AND PLANNED DEVELOPMENT MIXED DISTRICTS WITHOUT A UNIFIED REGULATORY FRAMEWORK.

OBJECTIVE 2: IMPROVE DEVELOPMENT EFFICIENCY. REDUCE THE NEED FOR REZONING AND CONDITIONAL USE APPROVALS ASSOCIATED WITH PARK DEVELOPMENT AND REDEVELOPMENT.

OBJECTIVE 3: ENHANCE COMPATIBILITY WITH SURROUNDING USES. ESTABLISH CLEAR AND PREDICTABLE STANDARDS FOR HOW COMMERCIAL, RESIDENTIAL, AND MIXED-USE DEVELOPMENTS INTERFACE WITH PARK PROPERTIES, INCLUDING ACCESS, BUFFERING, VISIBILITY, AND SEPARATION WHERE NECESSARY.

OBJECTIVE 4: ENHANCE PARK DESIGN AND OPERATIONAL FUNCTIONALITY. ADOPT STANDARDS THAT REFLECT THE OPERATIONAL, SAFETY, AND PROGRAMMING NEEDS OF PARK AND RECREATION FACILITIES.

OBJECTIVE 5: SUPPORT PROACTIVE LAND USE AND GROWTH MANAGEMENT. ALIGN ZONING TOOLS WITH LONG-TERM PARK LAND ACQUISITION, TRAIL DEVELOPMENT, AND OPEN SPACE PRESERVATION STRATEGIES.

Parks and Recreation

Action Step 1: Evaluate Existing Zoning Conditions. Review how park properties are currently zoned across agricultural, residential, commercial, and Planned Development Mixed districts and identify inconsistencies, conflicts, and inefficiencies.

Action Step 2: Create a Dedicated Parks and Open Space Zoning District. Develop and adopt a zoning classification specifically for parks, recreation facilities, greenways, and conservation areas.

Action Step 3: Establish Park-Specific Development Standards. Define standards addressing buffering, lighting, parking, access, visibility, and operational considerations tailored to park uses.

Action Step 4: Establish Adjacency and Interface Requirements. Define how adjacent development, including commercial and Planned Development Mixed districts, must coordinate with park-zoned properties, including:

- When pedestrian, trail, or vehicular connections to parks are required, encouraged, or prohibited
- When controlled access or physical separation is necessary for safety, security, or operational reasons
- How fencing, walls, or screening should be applied to avoid unnecessarily isolating park land or limiting visibility
- How building orientation, frontage, and site layout should respond to adjacent park properties

Action Step 5: Coordinate Stormwater and Site Infrastructure. Establish criteria for when stormwater facilities, drainage systems, and related infrastructure should be integrated or coordinated between park sites and adjacent development, and when separation is required to protect park function and usability.

Action Step 6: Prevent Unintended Barriers to Park Access. Ensure that development standards in adjacent zoning districts do not unintentionally restrict visibility, access, or usability of park properties through excessive buffering, fencing, or incompatible site design.

Action Step 7: Streamline Park Development Approvals. Allow park development to proceed by right or through administrative review within the designated zoning district where appropriate.

Action Step 8: Integrate with Growth and Capital Planning. Use the zoning framework to identify, preserve, and prioritize land for future parks, trails, greenways, open space, and recreation facilities, and coordinate those priorities with the Parks and Recreation Master Plan and Capital Improvement Program.

Action Step 9: Strengthen Interdepartmental Coordination. Ensure alignment between Parks and Recreation, Planning, Engineering, and Development Review in applying and enforcing park-related zoning standards.

Historic Preservation

Goal 1: Protect and Integrate Cultural and Historic Resources into Community Development

OBJECTIVE 1.1: ESTABLISH A COMPREHENSIVE SYSTEM FOR IDENTIFYING, EVALUATING, AND MANAGING CULTURAL-HISTORIC RESOURCES WITHIN THE CITY.

Action Step 1: Develop and maintain a centralized inventory of cultural-historic resources, including structures, sites, landscapes, and artifacts.

Action Step 2: Establish standardized criteria and a scoring system to evaluate the significance, condition, and community value of identified resources.

Action Step 3: Require consideration of cultural-historic resources during land acquisition, development review, and capital project planning.

Action Step 4: Utilize GIS tools to map and track cultural-historic resources and integrate them into planning and decision-making processes.

OBJECTIVE 1.2: ENSURE THAT CULTURAL-HISTORIC RESOURCES ARE PRESERVED, ENHANCED, OR APPROPRIATELY INCORPORATED INTO DEVELOPMENT AND PUBLIC PROJECTS.

Action Step 1: Encourage adaptive reuse of historic structures where feasible.

Action Step 2: Develop design guidelines to ensure compatible infill and redevelopment within historic areas.

Action Step 3: Incorporate cultural-historic resources into parks, trails, open space, and public facility planning.

Action Step 4: Evaluate potential impacts to historic resources as part of development and infrastructure projects.

Historic Preservation

Goal 2: Establish a Sustainable and Collaborative Approach to Historic Preservation

OBJECTIVE 2.1: STRENGTHEN PARTNERSHIPS AND COMMUNITY ENGAGEMENT TO SUPPORT HISTORIC PRESERVATION EFFORTS.

Action Step 1: Collaborate with the Wentzville Historical Society and/or similar groups to assist with identification, documentation, and interpretation of cultural-historic resources.

Action Step 2: Support public education efforts, including interpretive signage, programming, and community events that highlight local history.

Action Step 3: Encourage community participation in documenting oral histories and contributing to the City's cultural-historic inventory.

Action Step 4: Develop partnerships with regional agencies, educational institutions, and preservation organizations to expand technical expertise and funding opportunities.

OBJECTIVE 2.2: FACILITATE FUNDING, PLANNING, AND IMPLEMENTATION TOOLS TO SUPPORT LONG-TERM PRESERVATION EFFORTS.

Action Step 1: Identify and assist in the pursuit of funding opportunities, including grants, partnerships, and external resources that support preservation initiatives.

Action Step 2: Evaluate lifecycle costs associated with preservation efforts to inform decision-making and long-term planning.

Action Step 3: Support, encourage and assist in the development of a Cultural-Historic Resources Study and Master Plan to guide future preservation efforts.

Land Use and Growth Management

Goal 1: Balance future growth in a manner that is fiscally responsible, coordinated with infrastructure, protects community character, and reflects the Future Land Use Plan.

OBJECTIVE 1.1: MAINTAIN AND IMPROVE LOCAL GOVERNMENT PROCESSES AND COMMUNICATION TECHNIQUES RELATIVE TO DEVELOPMENT ISSUES.

Action Step 1: Continue an intradepartmental team approach in dealing with all development issues.

Action Step 2: Continue regular communications, including sharing of resources, with neighboring communities, county government, economic development entities, state government, and the regional coordinating body.

Action Step 3: Maintain routine communications with the Wentzville Fire Protection District, Wentzville R-IV School District, United States Postal Service, Missouri Department of Transportation, St. Charles County Emergency Management Agency and other applicable agencies in relation to projects and City development.

Action Step 4: Create and maintain growth boundary agreements with remaining adjacent communities of Foristell and O'Fallon associated with the Planning Limits upon the Land Use Plan, and map these agreements displayed in the Wentzville GIS.

OBJECTIVE 1.2: ENSURE AN ADEQUATE SUPPLY OF LAND FOR RESIDENTIAL, COMMERCIAL, INDUSTRIAL, PARKS, AND PUBLIC FACILITIES CONSISTENT WITH THE FUTURE LAND USE PLAN.

Action Step 1: Review available residential and employment land on a regular basis and undertake annexation of contiguous lands or examine areas for redevelopment needs to ensure continuous and orderly development.

Action Step 2: Pursue the incorporation of properties within the Planning area, including incorporation of property in St. Charles County, surrounded by Wentzville, to protect the integrity of future land uses as reflected by the Comprehensive Plan's Land Use Plan, eliminate jurisdictional overlap and create a cohesive community, through implementation of utility access or upon special requests.

Action Step 3: Regularly review the Future Land Use Plan (every 3-5 years) and continue coordinating land use decisions with infrastructure capacity.



OBJECTIVE 1.3: MINIMIZE INITIAL AND FUTURE PUBLIC/PRIVATE IMPROVEMENT COSTS.

Action Step 1: Maintain the community's Subdivision Regulations to implement/require high-quality subdivision design and construction of improvements.

Action Step 2: Maintain high standards for planned improvements, but enable exercise of design flexibility in the Site Plan/Preliminary Plat Review process.

Action Step 3: Require that the cost of all site improvements (on and off site) be borne by the owner and/or developer of the property being developed, if for the exclusive service of the property.

Action Step 4: Ensure that street and utility extensions are designed to serve the greatest area with the least amount of extension, and following the guidance of the adopted Transportation Master Plan, Thoroughfare Plan, and Water and Wastewater Distribution Maps.

Action Step 5: Continue utility infrastructure upsizing policies and procedures upon property development, including the reservation and dedication of right-of-way as depicted within this plan, through enforcement of applicable Chapter 410 Subdivision Regulations.

OBJECTIVE 1.4: PROVIDE FOR HIGH-QUALITY DEVELOPMENT COMPATIBLE WITH ADJACENT USES THAT ENCOURAGE CONTEXT-SENSITIVE DEVELOPMENT, PROTECT NATURAL FEATURES, AND PROMOTE WALKABLE NEIGHBORHOOD DESIGN.

Action Step 1: Update and monitor the community's Zoning Ordinance to ensure desired compatible land use relationships, desired development activities, and to maintain a progressive ordinance document.

Action Step 2: Encourage infill development, as appropriate, to maximize utilization of existing infrastructure and land resources.

Action Step 3: Provide for adequate buffering techniques to minimize incompatible aspects of some land uses.



Land Use and Growth Management

Goal 2: Create high-quality neighborhoods, employment centers, and commercial destinations that strengthen Wentzville's economy and quality of life.

OBJECTIVE 2.1: REGIONAL DESTINATION - ENCOURAGE MASTER-PLANNED, REGIONALLY DISTINCTIVE COMMERCIAL AND MIXED-USE DESTINATIONS THAT ATTRACT VISITORS, EXPAND THE TAX BASE, CREATE QUALITY JOBS, AND REINFORCE WENTZVILLE'S ROLE AS A REGIONAL ECONOMIC CENTER.

Action Step 1: Coordinate with the City's Economic Development Department to implement the Future Land Use Plan and Economic Development Strategic Plan in a coordinated manner.

Action Step 2: Implement the Regional Destination Future Land Use category through zoning, subdivision regulations, and coordinated infrastructure planning.

Action Step 3: Encourage master-planned commercial and mixed-use developments that provide destination retail, entertainment, hospitality, dining, office, and employment opportunities.

Action Step 4: Require high standards for architecture, landscaping, signage, pedestrian amenities, and site design within Regional Destination developments.



Land Use and Growth Management

OBJECTIVE 2.2: COMMERCIAL - SUPPORT VIBRANT COMMERCIAL CORRIDORS AND NEIGHBORHOOD-SERVING BUSINESSES THAT MEET THE DAILY NEEDS OF RESIDENTS WHILE PROVIDING OPPORTUNITIES FOR CONTINUED RETAIL, DINING, OFFICE, AND SERVICE GROWTH.

Action Step 1: Encourage high-quality commercial development that is compatible with surrounding land uses and coordinated with transportation and utility infrastructure.

Action Step 2: Encourage neighborhood commercial centers where planned/identified that provide convenient retail and services for nearby residents while incorporating appropriate buffering, landscaping, and access management.

Action Step 3: Promote coordinated commercial development that minimizes strip commercial patterns, excessive curb cuts, and fragmented access along major corridors.

Action Step 4: Encourage redevelopment and adaptive reuse of existing commercial areas where infrastructure already exists.

Action Step 5: Continue to update zoning and development regulations to encourage attractive commercial corridors, coordinated signage, landscaping, and quality site design. Continue proactive enforcement of property maintenance standards and encourage reinvestment in existing neighborhoods, commercial and Industrial areas.

OBJECTIVE 2.3: INDUSTRIAL - PROMOTE HIGH-QUALITY INDUSTRIAL AND EMPLOYMENT DEVELOPMENT THAT LEVERAGES WENTZVILLE'S TRANSPORTATION ASSETS, SUPPORTS BUSINESS EXPANSION, CREATES QUALITY JOBS, AND IS BUFFERED FROM SURROUNDING LAND USES.

Action Step 1: Continue to actively market and promote industrial development opportunities within designated industrial areas.

Action Step 2: Preserve an adequate supply of industrial land to accommodate future manufacturing, logistics, warehousing, research, and advanced technology employers.

Action Step 3: Coordinate industrial development with transportation improvements, freight mobility, utility capacity, and broadband infrastructure.

Action Step 4: Require appropriate buffering, landscaping, building design, and screening between industrial development and adjacent residential or commercial uses.

Action Step 5: Support business retention, expansion, and recruitment efforts that diversify Wentzville's employment base and create quality jobs.



Land Use and Growth Management

OBJECTIVE 2.4: MIXED-USE - ENCOURAGE MIXED-USE NEIGHBORHOODS AND ACTIVITY CENTERS THAT INTEGRATE A VARIETY OF HOUSING TYPES, NEIGHBORHOOD-SCALE COMMERCIAL USES, CONNECTED TRANSPORTATION OPTIONS, AND PRESERVED NATURAL FEATURES TO CREATE WALKABLE, COMPLETE COMMUNITIES.

Action Step 1: Implement the Mixed-Use Future Land Use categories (Regional Destination, Mixed-Use, and Balanced Neighborhood) through updates to the Zoning Ordinance and Subdivision Regulations.

Action Step 2: Encourage neighborhoods that integrate single-family homes, duplexes, townhomes, neighborhood commercial uses, and community gathering spaces.

Action Step 3: Promote walkability through connected sidewalks, trails, bicycle facilities, parks, and public open spaces.

Action Step 4: Encourage preservation of natural features, woodlands, streams, and common open space as integral components of mixed-use neighborhood design.

OBJECTIVE 2.5: RESIDENTIAL - PROVIDE A DIVERSE RANGE OF HOUSING CHOICES THAT ACCOMMODATE RESIDENTS THROUGHOUT ALL STAGES OF LIFE WHILE PRESERVING NEIGHBORHOOD CHARACTER, PROTECTING NATURAL RESOURCES, AND SUPPORTING FISCALLY SUSTAINABLE GROWTH.

Action Step 1: Encourage a variety of housing types and price points that respond to changing demographics and housing needs.

Action Step 2: Promote Balanced Neighborhood and Estates Residential development in locations identified on the Future Land Use Plan.

Action Step 3: Encourage residential developments that preserve natural areas, woodlands, floodplains, and significant topographic features through creative site design.

Action Step 4: Require new residential development to provide interconnected street networks, sidewalks, trails, parks, and neighborhood open space.

Action Step 5: Continue proactive enforcement of property maintenance standards and encourage reinvestment in existing neighborhoods.

Action Step 6: Avoid introducing incompatible commercial, industrial, or other non-residential uses within established residential neighborhoods.

Action Step 7: Promote neighborhood reinvestment and property maintenance through education, code enforcement, and community outreach.



Land Use and Growth Management

Goal 3: Preserve and enhance Wentzville's natural resources, tree canopy, open spaces, and scenic character while guiding growth in a manner that respects and integrates the community's natural landscape.

OBJECTIVE 3.1: PROTECT AND PRESERVE SIGNIFICANT NATURAL RESOURCES, INCLUDING MATURE WOODLANDS, TREE CANOPY, STREAMS, FLOODPLAINS, WETLANDS, STEEP SLOPES, AND OTHER ENVIRONMENTALLY SENSITIVE AREAS.

Action Step1: Continue to strengthen development regulations that encourage the preservation of mature woodlands, tree masses, riparian corridors, wetlands, floodplains, and other significant natural features during the development process.

Action Step 2: Require applicants to identify special natural features in the preliminary design phase of a project and to offer approaches for preservation, including non-traditional subdivision approaches, in both traditional zoning districts and the planned development district.

Action Step 3: Require applicants to avoid the construction of improvements with the 100 Year Floodplain Boundary as identified on the Federal Insurance Rate Map, under the project design phase and to maintain a riparian corridor adjacent to the top of bank of existing waterways, for the preservation of the natural environment, water filtering, and protection of life and property.

Action Step 4: Require applicants to provide larger residential lot development adjacent to existing floodplain and waterways in the planning area, as identified on the Land Use Plan.

Action Step 5: Per MS4 permit conditions, site plan review procedures shall evaluate threats to water quality factors including soil erosion potential, slope, site size/type, sensitivity of and proximity to receiving waterbodies and discharge flow location and type (pipe vs. sheet flow). Consider ways to minimize disturbed and exposed areas by phased construction requirements, temporary seeding/sodding, and erosion control practices.



Land Use and Growth Management

OBJECTIVE 3.2: ENCOURAGE DEVELOPMENT THAT WORKS WITH THE NATURAL LANDSCAPE RATHER THAN REPLACING IT.

Action Step 1: Promote conservation design, clustered development, and flexible site planning techniques that preserve common open space and natural features.

Action Step 2: Encourage residential neighborhoods to incorporate preserved woodlands, stream corridors, and open spaces as defining community amenities.

Action Step 3: Utilize the Future Land Use Plan to guide development toward areas most suitable for growth while respecting environmental constraints.

OBJECTIVE 3.3: EXPAND AND MAINTAIN THE CITY'S URBAN FOREST AND TREE CANOPY.

Action Step 1: Maintain a Municipal Tree Ordinance to accomplish the stated goal(s).

Action Step 2: Maintain a Natural Resources Map to indicate preservation and conservation areas, waterways, wetlands, sensitive areas, etc.

Action Step 3: Encourage tree planting along public streets upon private property, within parks, trails, civic facilities, and gateways to strengthen the City's tree canopy.

OBJECTIVE 3.4: PRESERVE SCENIC VIEWS, COMMUNITY GATEWAYS, AND THE RURAL CHARACTER THAT CONTRIBUTE TO WENTZVILLE'S IDENTITY.

Action Step 1: Preserve scenic corridors, wooded roadways, and prominent natural features that contribute to the City's visual character.

Action Step 2: Encourage transitions between urban development and rural or low-density areas through thoughtful site design, landscaping, and buffering.



OBJECTIVE 3.5: EXPAND AND CONNECT PARKS, GREENWAYS, TRAILS, AND NATURAL OPEN SPACES BY USING THE NATURAL AREAS, CREEK CHANNELS AND ASSOCIATED FLOODPLAIN AREAS, DRAINAGE AREAS AND STORM WATER STRUCTURES/BASINS, EXISTING PARKS AND PLAY FIELDS, STREETSCAPES AND UNDERUTILIZED LANDS.

Action Step 1: Acquire public pedestrian easements within common ground areas of Wentzville subdivisions, under the plat approval process, which connect to public sidewalks for the construction and maintenance of a public pedestrian trail network, as indicated upon City trail maps.

Action Step 2: Continue expanding the City's network of parks, greenways, sidewalks, and trails to improve recreation, mobility, and access to natural areas.

Action Step 3: Coordinate park, trail, and greenway planning with future development to preserve continuous open space and wildlife corridors.

Action Step 4: Pursue partnerships, grants, easements, and land dedication opportunities to expand public open space and trail connections.

Action Step 5: Encourage new development to provide meaningful connections to existing and planned parks, trails, and greenway corridors.

Land Use and Growth Management

Goal 4: Accommodate innovative and emerging development and technology trends that improve Wentzville's long-term competitiveness and quality of life.

OBJECTIVE 4.1: MONITOR LOCAL, REGIONAL, AND STATE DEVELOPMENTS AND TECHNOLOGY TRENDS, INCLUDING, BUT NOT LIMITED TO: SMART INFRASTRUCTURE, EMERGING TRANSPORTATION (ELECTRIC VEHICLES AND CHARGING STATIONS, DRONES, ETC.), AND FUTURE BUILDING TRENDS.

Action Step 1: Assess current regulatory framework and standardization of the emerging technology and development trends to identify policies or ordinances to position Wentzville for longer-term competitiveness and quality of life.

Action Step 2: Evaluate successful model ordinances, with reasonable restrictions and performance criteria, prior to updating the City's Land Use Regulations.

OBJECTIVE 4.2: ENCOURAGE PUBLIC INVESTMENTS THAT ARE ADAPTABLE TO CHANGING TECHNOLOGIES, MARKET CONDITIONS, AND FUTURE COMMUNITY NEEDS.

Action Step 1: Encourage development and infrastructure investments that are adaptable over time and capable of accommodating evolving transportation technologies, utility systems, communications infrastructure, and changing land use needs.

Action Step 2: Pursue pilot projects and/or public-private partnerships that demonstrate innovative technologies and improve municipal services, transportation, sustainability, or quality of life.

Goal 5: Strengthen Downtown Wentzville as the historic, cultural, civic, and economic heart of the community through strategic planning, coordinated investment, and high-quality redevelopment.

OBJECTIVE 5.1: PREPARE AND IMPLEMENT A DOWNTOWN MASTER PLAN THAT ESTABLISHES A LONG-TERM VISION FOR DOWNTOWN WENTZVILLE.

Action Step 1: Expand upon the 2010 Downtown Revitalization Study while leveraging the upcoming $650 million Mercy Hospital development.

Action Step 2: Establish a Downtown Master Plan boundary that includes Old Town, Mercy Hospital, and adjacent redevelopment opportunities.

Action Step 3: Identify a phased implementation strategy with public and private investment priorities. The plan should include:

- A comprehensive assessment of existing conditions and stakeholder engagement.
- Recommendations for infrastructure and streetscape improvements.
- Strategies for the activation of vacant storefronts and lots.
- Potential business incentives and regulatory review.
- Recommendations for expanded events and programming to increase foot traffic.
- Historic preservation initiatives.
- Parking and accessibility enhancements.
- Branding and marketing strategies.
- Long-term management and funding mechanisms.
- Measurable performance benchmarks.

OBJECTIVE 5.2: LEVERAGE THE MERCY HOSPITAL DEVELOPMENT AS A CATALYST FOR DOWNTOWN REVITALIZATION.

Action Step 1: Encourage complementary medical, office, hospitality, dining, and residential uses.

Action Step 2: Improve pedestrian, bicycle, and vehicular connections between the hospital campus and Old Town.

Action Step 3: Identify redevelopment opportunities that support employees, patients, and visitors.

OBJECTIVE 5.3: PRESERVE AND ENHANCE THE HISTORIC CHARACTER AND IDENTITY OF HISTORIC DOWNTOWN WHILE ENCOURAGING COMPATIBLE REDEVELOPMENT AND INFILL.

Action Step 1: Encourage context-sensitive architecture and site design.

Action Step 2: Improve streetscapes, gateways, lighting, landscaping, and public spaces.

Action Step 3: Promote adaptive reuse of historic buildings where feasible.

Action Step 4: Continue to practice and monitor the success of the appropriate relaxation of the zoning regulations enabling the HD area to grow via private investment.

Economic Development

Goal 1: Business Attraction

OBJECTIVE: ATTRACT HIGH-QUALITY EMPLOYERS AND TARGETED INDUSTRIES THAT DIVERSIFY WENTZVILLE'S ECONOMY AND EXPAND THE TAX BASE.

Action Step 1: Market priority development sites, including the EDSP Focus Areas and Regional Destination Districts.

Action Step 2: Conduct targeted outreach to site selectors, developers, and businesses within the City's target industries.

Goal 2: Business Retention & Expansion (BRE)

OBJECTIVE: STRENGTHEN RELATIONSHIPS WITH EXISTING BUSINESSES TO SUPPORT GROWTH, INVESTMENT, AND LONG-TERM SUCCESS.

Action Step 1: Implement a structured Business Retention & Expansion (BRE) outreach program.

Action Step 2: Identify business challenges through networking, focus groups, business outreach and economic development surveys, then coordinate City resources and partner assistance to address workforce, infrastructure, permitting, and other business needs.

Goal 3: Downtown Redevelopment

OBJECTIVE: ENHANCE HISTORIC DOWNTOWN AS A VIBRANT DESTINATION FOR BUSINESSES, RESIDENTS, AND VISITORS.

Action Step 1: Continue investment through the Downtown Facade Improvement Grant and Business Development Grant programs.

Action Step 2: Recruit complementary retail, dining, entertainment, and mixed-use development while supporting placemaking initiatives and community events that increase downtown activity and outreach.

Implementation Tools

As discussed at the beginning of this chapter, the Comprehensive Plan is intended to assist in the decision–making process. Should City and community leaders decide to act upon the information and recommendations of this document they do so through the implementation of policies, ordinances or guidelines designed to achieve specific goals. While an exhaustive discussion of the City's policy and regulatory structure is beyond the scope of this chapter, it is important to highlight a few key documents which are important tools in implementing the goals of this Comprehensive Plan.

ANNEXATION POLICY: The Annexation Policy, as adopted by the Board of Aldermen in 1998, is designed to facilitate formal analysis and review of requests for Annexation into the City of Wentzville, and of requests for utility extensions and connections from the City of Wentzville. The review process is intended to assist the City in creating orderly incorporation of property into the City of Wentzville and orderly development of the community and to maximize the efficiency of its utility infrastructure. This policy requires annexation into the Wentzville City Limits for access to the City's utilities.

ZONING ORDINANCE: The Zoning Ordinance (Land Use Regulations) is perhaps the most important regulatory tool to ensure implementation of the Comprehensive Plan. The Zoning Ordinance, which consists of text and the Official Zoning Map, reflects the community's minimum quantitative and qualitative standards for development in the community. The text illustrates a variety of zoning districts, specifies permitted, and conditionally permitted land uses, sets standards for placement/mass and governs the appearance of development. Zoning Districts illustrated in the text are typically cross referenced to an Official Zoning Map, which designates a district for all land in the city. The structure of the Zoning Ordinance is that of a traditional or conventional zoning document, having uses expressly permitted or conditionally allowed within a particular stated zoning district, and it must be an appropriate companion to the traditional Land Use Plan as found in this plan.

The City of Wentzville has worked to implement progressive Zoning Regulations. The various districts may require certain building materials and design criteria in order to improve site development proposals, offering flexibility in site design, and allowing the City to manage the level of activity/intensity of uses that are proposed. Implementation of "Planned" Residential, Commercial and Industrial Zoning Districts, and the adopted Overlay Zoning Districts also assist the City of Wentzville in achieving the desired components of the Comprehensive Plan.

In order for the Comprehensive Plan to be successfully implemented, the Official Zoning Map of the City shall strive to be amended to ensure that the location of Zoning Districts coincide with the Land Use Goals of the Comprehensive Plan. Such amendments, if the occur will likely result in making current land uses legally non-conforming, but such uses can continue indefinitely under certain circumstances.

Implementation Tools

SUBDIVISION ORDINANCE: The Subdivision Ordinance is a very important tool to ensure implementation of the Comprehensive Plan. This Ordinance provides the minimum quantitative and qualitative standards for installation of improvements or infrastructure to accommodate or facilitate development. The Ordinance prescribes the framework for development, whereas the Zoning Ordinance sets specific standards for development within such framework.

In response to the adoption of this Comprehensive Plan, continued monitoring of the existing Subdivision Ordinance should be undertaken to ensure its alignment to the goals and objectives of the Comprehensive Plan.

LAND USE PLAN : As discussed within ***Chapter 7: Land Use,*** the City of Wentzville's traditional zoning structure is an appropriate companion to its Land Use Plan (Map No. 15). Conflicts between an applicant's zoning and/or development requests may occur in areas of the City planning limits that involve transitional land uses, or for other unknown reasons.

In the event of a petition/application being received by the City of Wentzville that is in conflict with the adopted Land Use Plan (Map No. 15), or the adopted Goals and/or Actions Steps of ***Chapter 10: Goals and Implementation***, the petition/application shall be closely evaluated prior to a decision. The strict approach to the implementation of the Land Use Plan Map and/or Goals would require the petition to be tabled for further study and review and a formal amendment to a portion of the Comprehensive Plan. The Planning and Zoning Commission may, prior to providing the Board of Aldermen a recommendation on the submitted petition/application, evaluate a specific petition/application as it relates to the existing and planned surrounding land uses, and the existing and planned surrounding zoning.

It is the goal of this amendment process to invite discussion and evaluation of a petition in conflict with the plan and to hear public comments for or against the request; therefore, scheduled public hearings should be accomplished to solicit public input. The Planning and Zoning Commission may choose to hear public testimony, evaluate, and either postpone the petition for further review of the Land Use Plan and its goals, or render a decision (recommendation) to the Board of Aldermen under normal agenda scheduling.

ARCHITECTURAL REVIEW GUIDELINES: Architecture is an important concept as it relates to the growth and continued prosperity of a City. The design of a building is certainly vital for the function of the building and site safety, but it also contributes to the outward appearance of the City as a whole. The following definitions related to this topic are provided by the American Planning Association (APA):

- ***Architecture:*** The art and science of designing and constructing buildings adapted to their purposes, one of which is beauty.
- ***Architectural:*** Regulations and procedures requiring the exterior design of structures
- ***Review:*** To be suitable, harmonious, and in keeping with the general appearance, historic character and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings.

Traditional zoning regulations have historically been challenged on their inability to produce high-quality development. This should not be surprising, as classic zoning regulations have been a quantitative, rather than a qualitative, approach to regulating development. Classic zoning regulations are "bulk" rules, dealing with general themes (height, density and spacing) rather than including aesthetic evaluations to ensure that a proposed project is a good "fit" in the community. After decades of litigation, case law has been established in support of aesthetic based zoning regulations. Such authority has been proven to rest with county or city governments as enabled by State Statutes. The State of Missouri enables cities, such as Wentzville, to impose reasonable regulations, provided standards are not arbitrary, capricious or overly burdensome.

In order to improve its zoning regulations, the City of Wentzville has taken steps over time to enhance and preserve the appearance of key areas within the City via the adopted Zoning Ordinance. All commercial and industrial projects within the City are required to adhere to a specific set of architectural requirements, documented through the review of site plans, in order to promote high quality and economically sustainable developments. In addition to these general requirements, the City has also adopted the Highway Frontages and Wentzville Parkway Overlay Districts, which impose additional aesthetic criteria along the City's important commercial corridors. Following the adoption of the 2026 Plan update, the City plans to proceed with the creation of the Regional Destination Overlay Zoning District. Special attention has also been paid to the City's Historic Downtown area with the requirement that all projects reflect the historic materials and character of the area. The City has created the Historic Downtown ***Design Manual*** for business owners, developers and City staff to utilize when planning projects in an effort to encourage the preservation and redevelopment of this important area.

In order to ensure that these various standards are being met each project must undergo an extensive architectural review. Currently this function is performed by the City's Planning and Zoning Commission and Board of Aldermen during the development application review process. However, there has been discussion in past Comprehensive Plan documents regarding the establishment of an independent architectural review committee formed of design professionals and architects. The establishment of such a committee is not a current goal of this plan, but could be considered by the City in the future should more architectural control be desired by City leaders.

Implementation Tools

FLOODPLAIN MANAGEMENT ORDINANCE: The City of Wentzville is a participating member of the National Flood Insurance Program (NFIP). The Zoning Ordinance contains standards for development within flood-prone areas as identified upon the Federal Insurance Rate Maps (FIRM), first adopted by Ordinance #1255 in the City of Wentzville. Flood-prone areas are highly undesirable for any type of development involving investment in structures. With the obvious dangers associated with floodplains, all improvements must be evaluated for potential damage to life and property, under current Municipal Regulations.

The City views floodplains as a resource for development of recreational open space. The Land Use Plan and ***Chapter 6: Parks, Recreation and Open Space***, and ***Chapter 10 Goals and Implementation*** provide detail about the City's desire to utilize flood-prone areas for potential nature trails and bikeways in the City; i.e., Peruque Creek, Sam's Creek, Dry Branch, McCoy Creek and all other areas identified as floodplain upon the Federal Insurance Rate Maps. Development of Zone AE areas are achievable with proper permitting and coordination with state and local agencies. Wentzville has adopted riparian buffer standards to assist in the preservation of natural low lying areas via a setback prohibiting development from the top of the bank of existing waterways. Larger setbacks on both sides of a waterway are adopted for the larger waterways found in the City's planning area.

ENGINEERING DESIGN CRITERIA: In July of 2017, the City of Wentzville adopted the current Engineering Design Criteria (EDC) and the Standard Specifications and Construction Details (SSCD) via Ordinance #3758. These documents regulate the design, construction, maintenance, and alteration of all roads, sewers, water mains, stormwater drainage facilities, etc. within the City's jurisdiction.

CAPITAL IMPROVEMENT PLAN: This Comprehensive Plan discusses a wide range of projects which are intended to have positive impacts upon the residents of Wentzville and the region as a whole. While each of these projects has merit, they may come with significant financial costs. As financial resources are limited, the City must carefully balance planned expenditures against projected revenues to ensure that adequate funds remain to maintain uninterrupted public services. This means that projects must be prioritized, funded and implemented over multi-year periods. This is managed through the use of a revolving five-year Capital Improvements Program.

A five-year Capital Improvement Plan allows the City to proactively plan for future capital needs well in advance, yet allow flexibility for changing or emergency needs. The City's current ***2026-2030 Capital Improvement Plan*** anticipates approximately $336 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.

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last updated 10/5/2026

City of Wentzville Planning Area & Location Map: 1

Legend

- Wentzville Municipal Limits
- Saint 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.

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Map Revision: July 2026

Wentzville Missouri

City of Wentzville Corporate Limits Map: 2

Legend

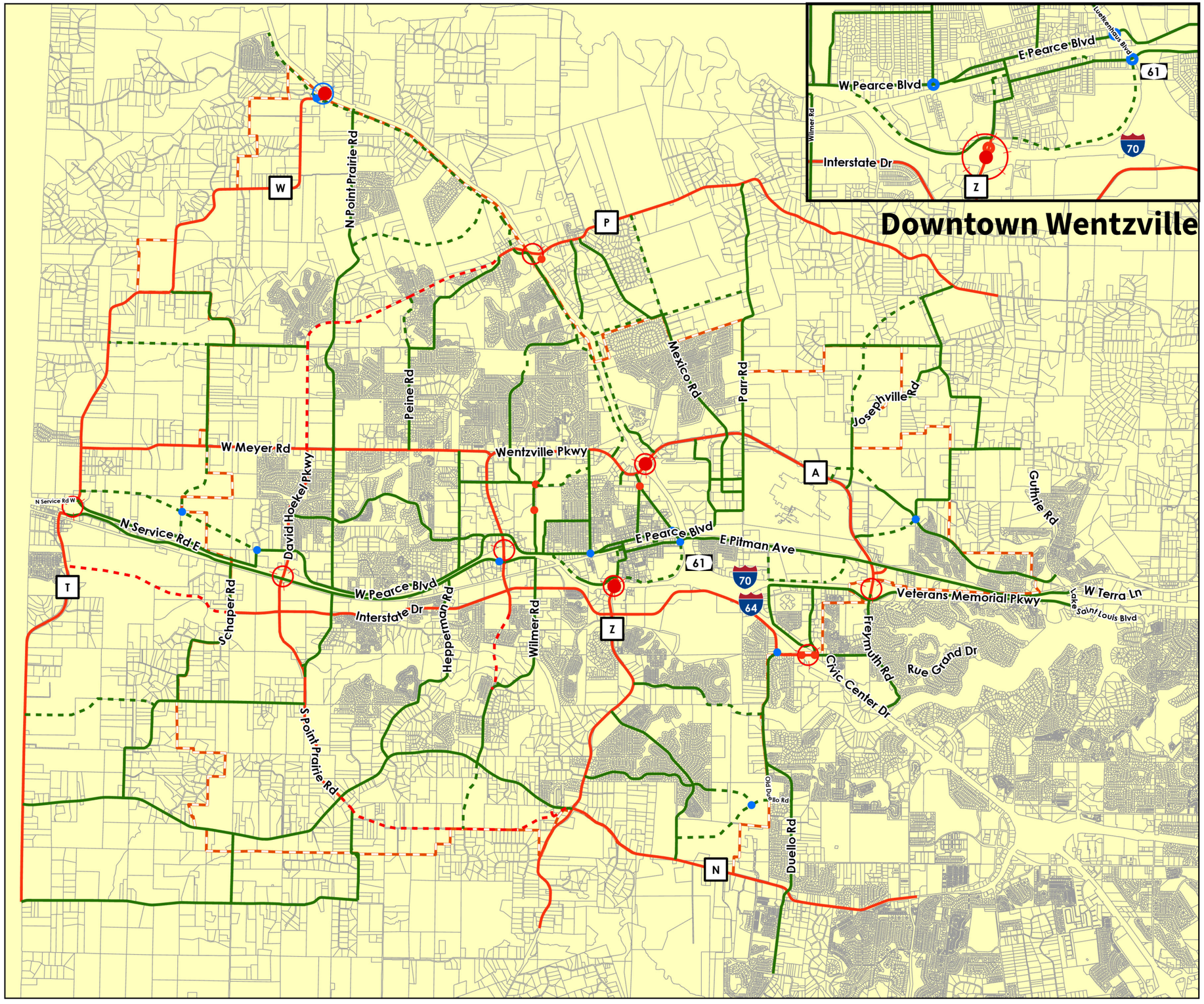
Wentzville Municipal Limits

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City of Wentzville Thoroughfare Plan Map: 3

Legend

- Interchange Improvements
- Proposed Round-a-bout
- Proposed Interchange
- Existing Round-a-bout
- Existing Interchange
- Proposed Arterial
- Existing Arterial
- Proposed Collector
- Existing Collector
- Rail Road
- Planning Boundary

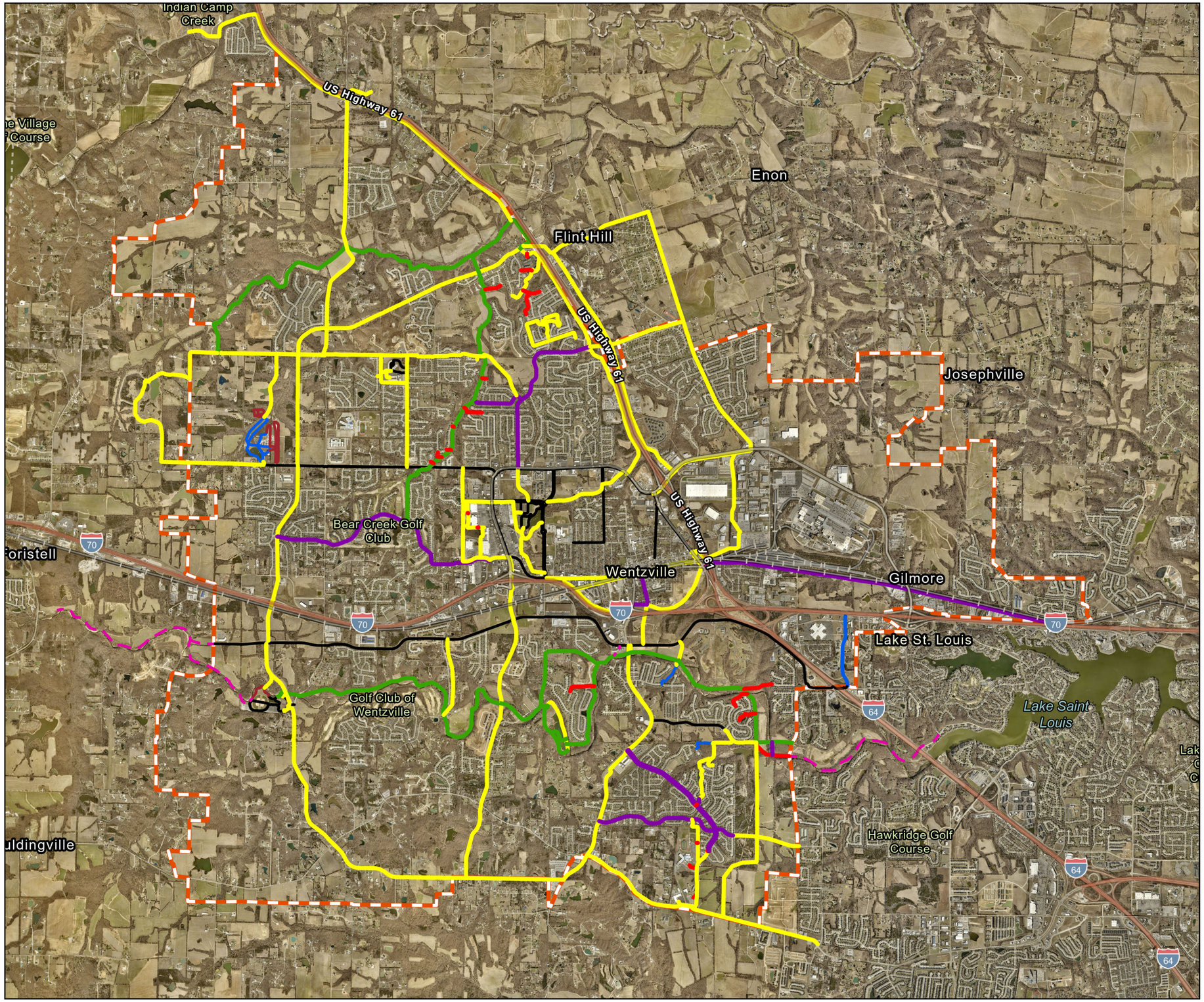
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City of Wentzville Trails & Greenways Map: 4



Legend

Wentzville Proposed Trails

Use

- Potential Connection
- Bike Lane / Shared Roadway
- Greenway
- Multi-use Trail
- Pedestrian Path

Wentzville Area Trails

Surface Type

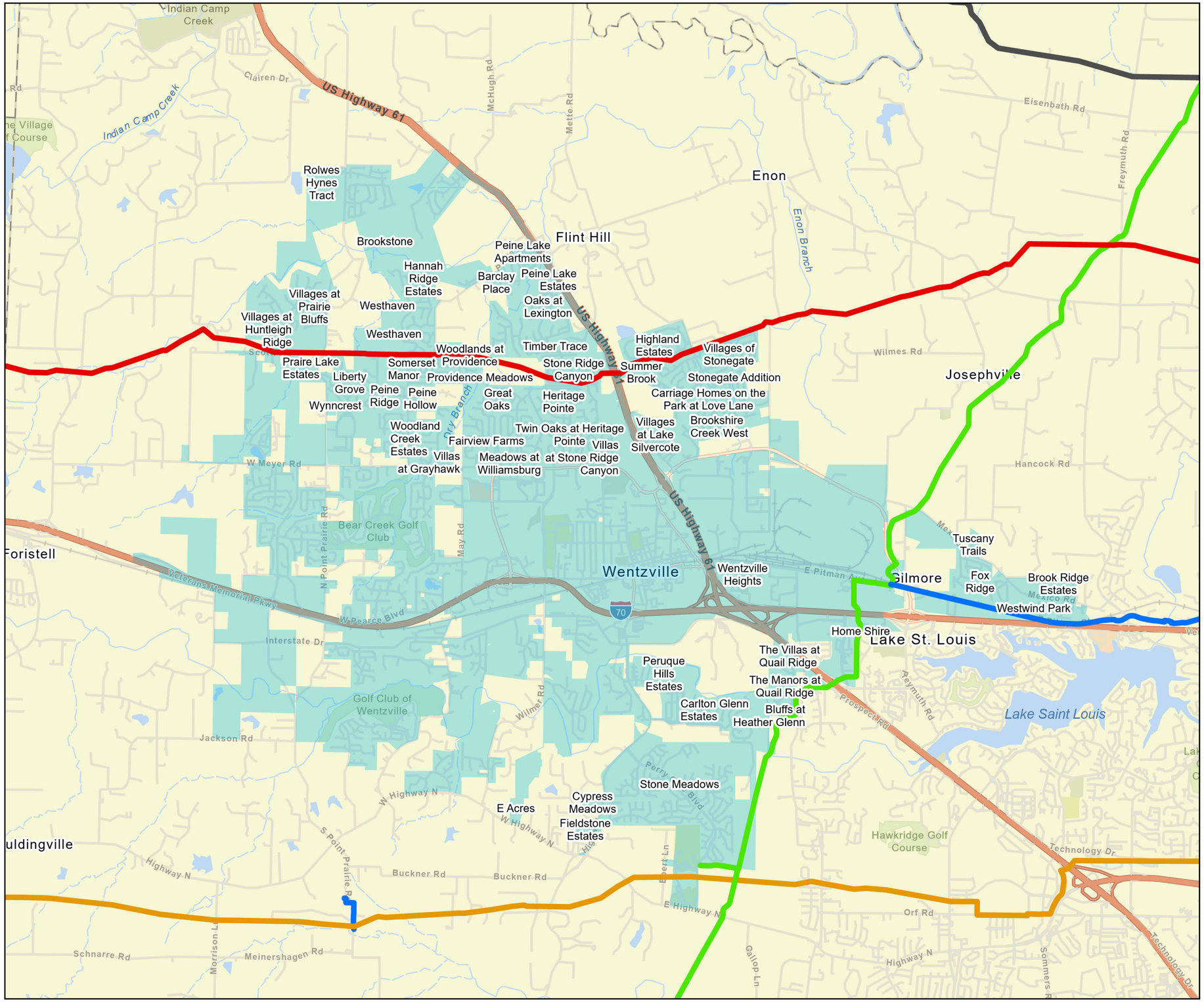
- Concrete
- Gravel
- Paved
- Wentzville Planning Boundary

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City of Wentzville High Pressure Pipelines Map: 5

Legend

Pipelines

Description

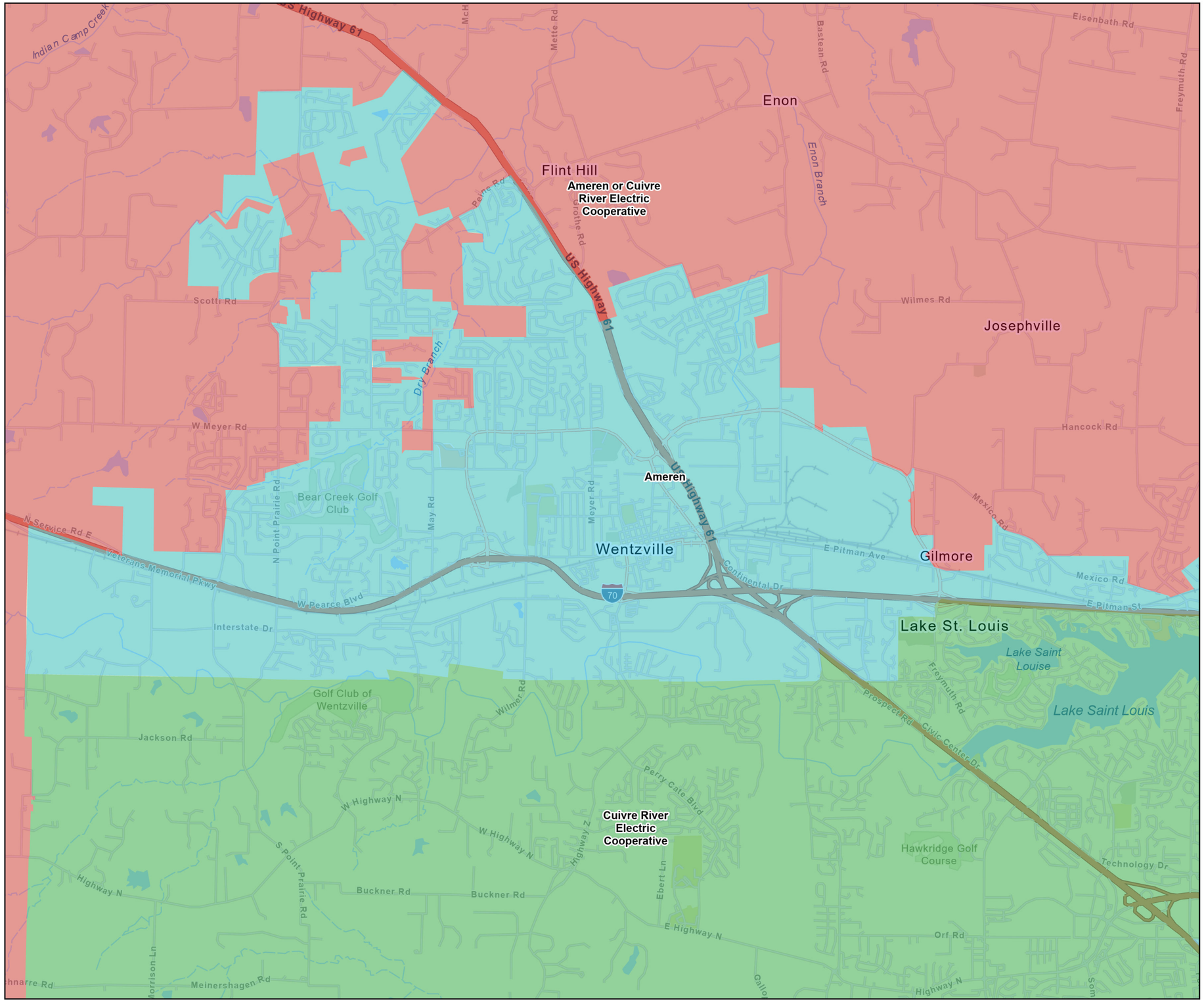
- Koch Pipeline - Crude
- Laclede Gas Co - Natural Gas
- MOGAS Pipeline - Natural Gas
- Nustar Pipeline - Anhydrous Amonia
- Southern Star - Natural Gas
- Wentzville Corporate Limits

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City of Wentzville Electric Service Areas Map: 6

Legend

Electricity Service Providers

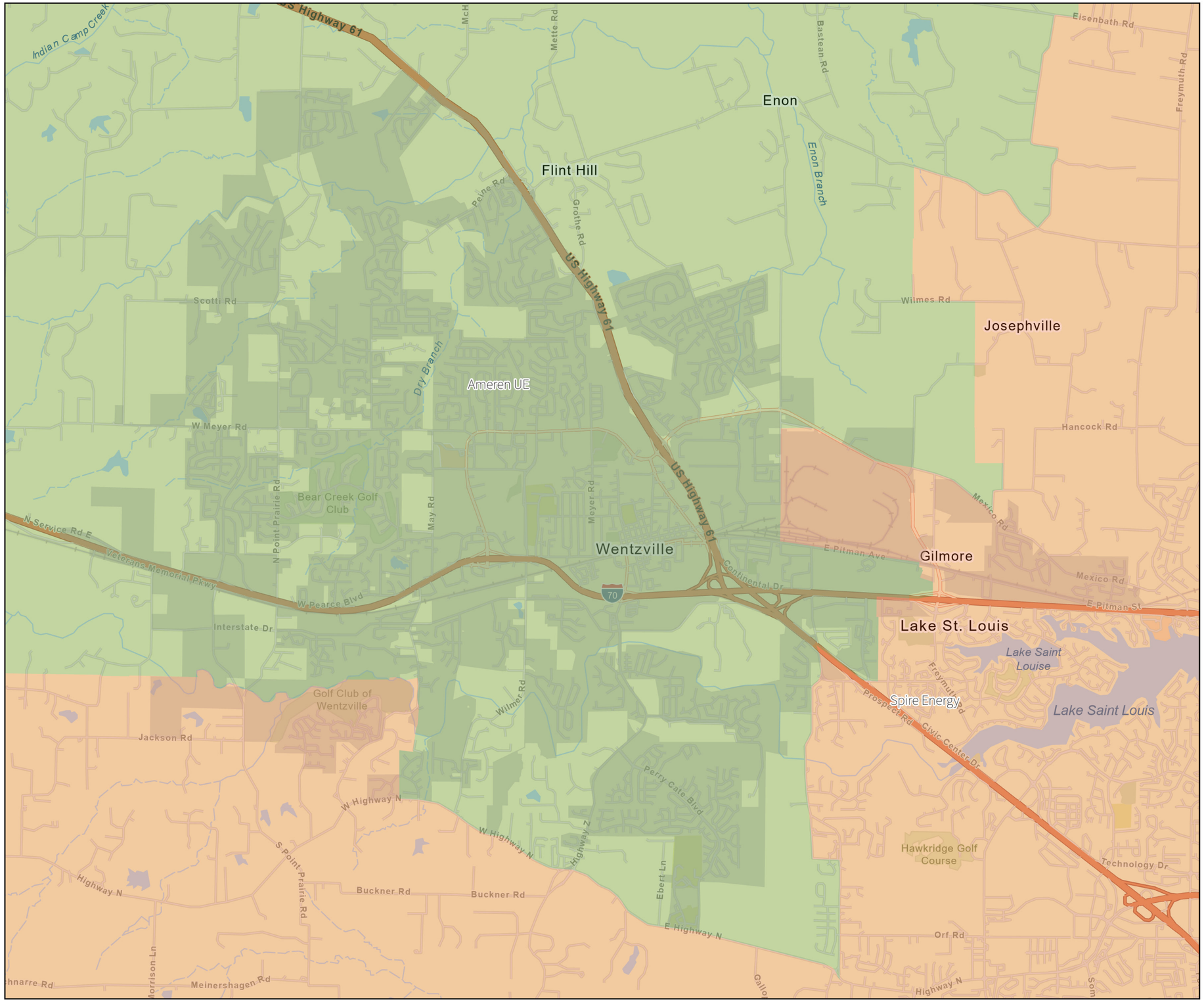
- Ameren
- Ameren or Cuivre River Electric Cooperative
- Cuivre River Electric Cooperative

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City of Wentzville Natural Gas Service Area Map: 7

Legend

Natural Gas Service Areas

Natural Gas Utility

- Ameren UE
- Spire Energy
- Wentzville Corporate Limits

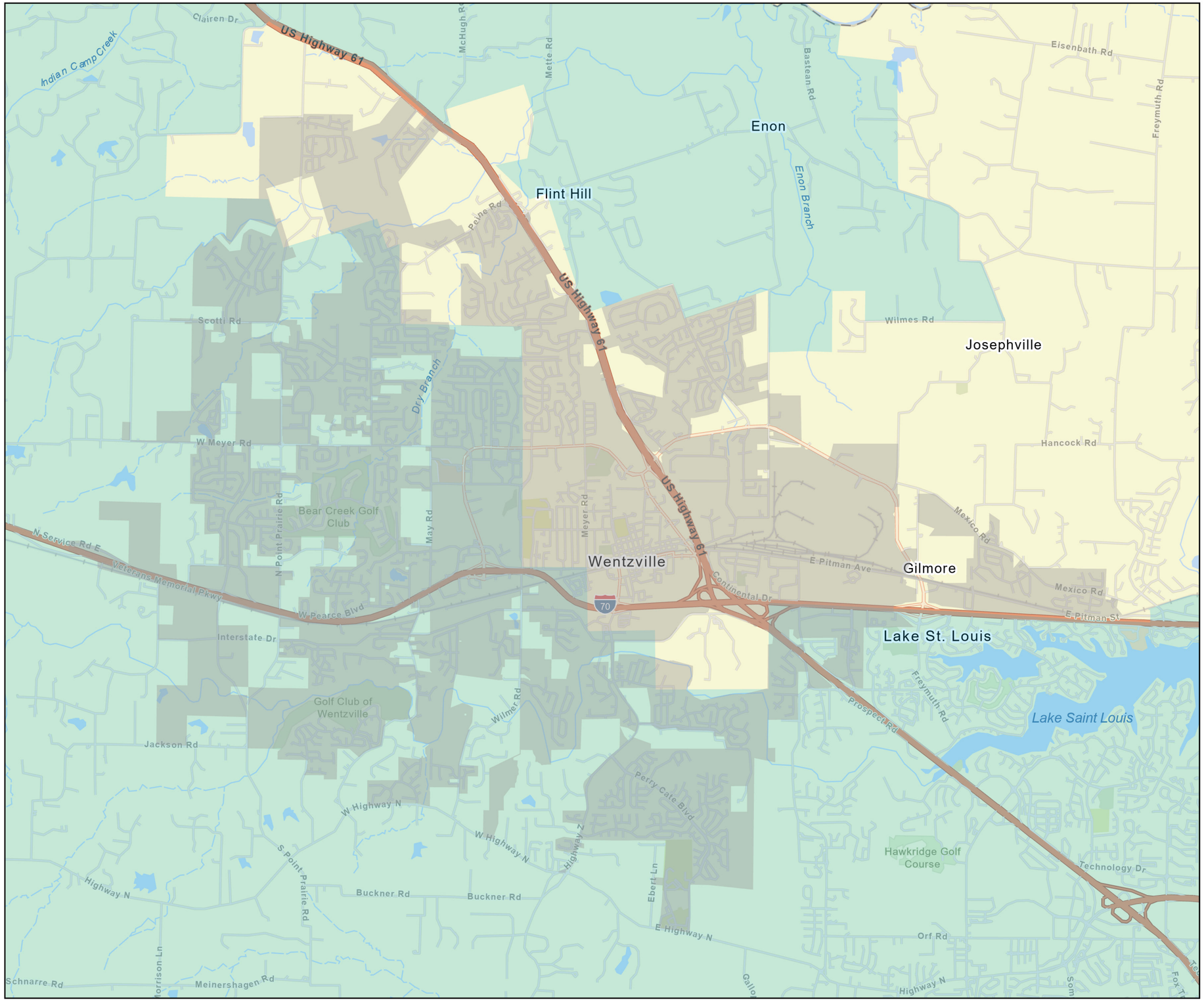
Ameren UE
Spire Energy

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City of Wentzville Water District #2 Map: 8

Legend

- Wentzville Corporate Limits
- Public Water District #2

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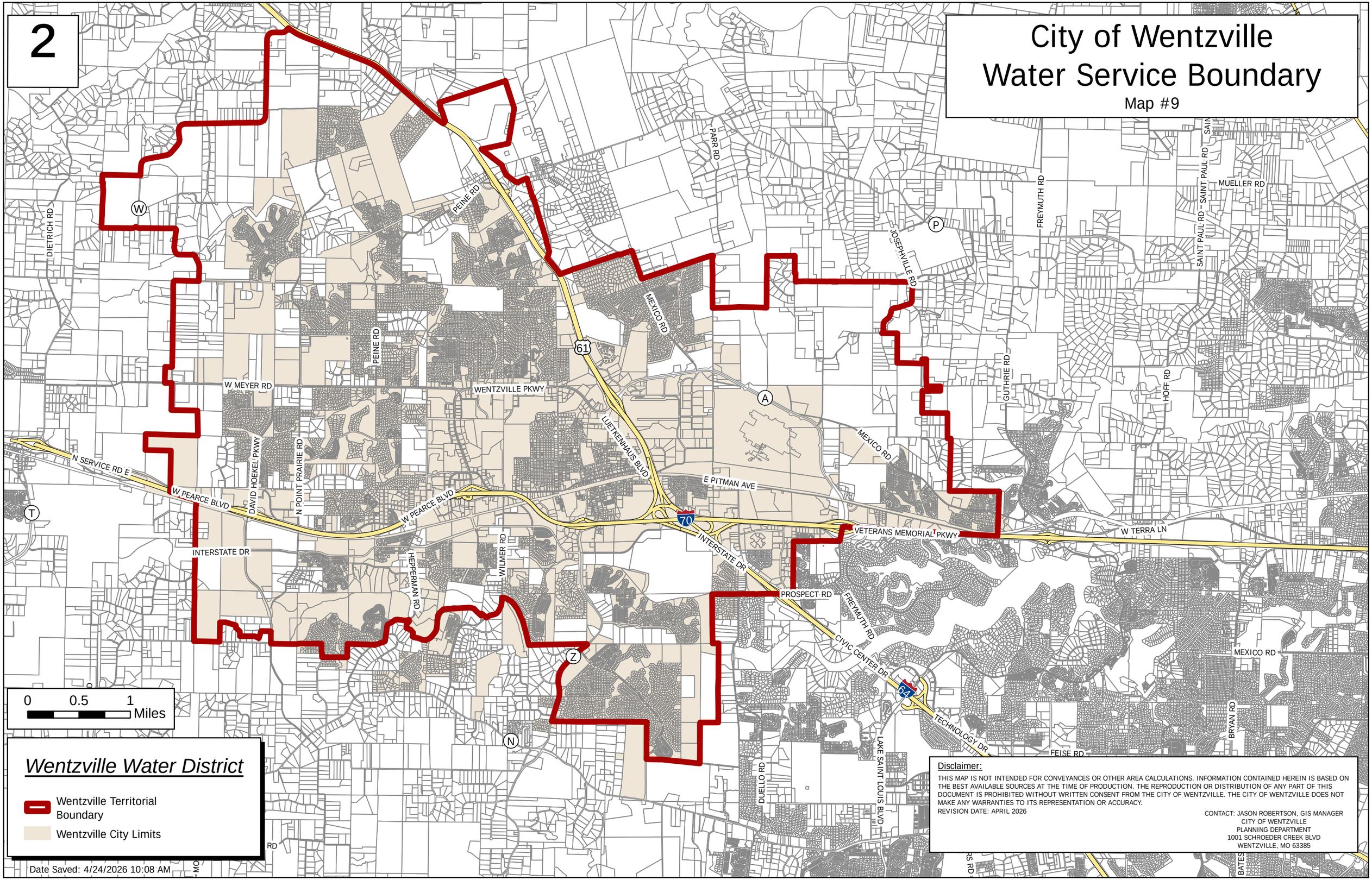
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2

City of Wentzville
Water Service Boundary

Map #9



Wentzville Water District

- Wentzville Territorial Boundary
- Wentzville City Limits

Date Saved: 4/24/2026 10:08 AM

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City of Wentzville
Wastewater Service Boundary

Map #10

2

Wentzville Wastewater Service

- Wentzville Wastewater Boundary
- Wentzville City Limits

0 0.5 1 Miles

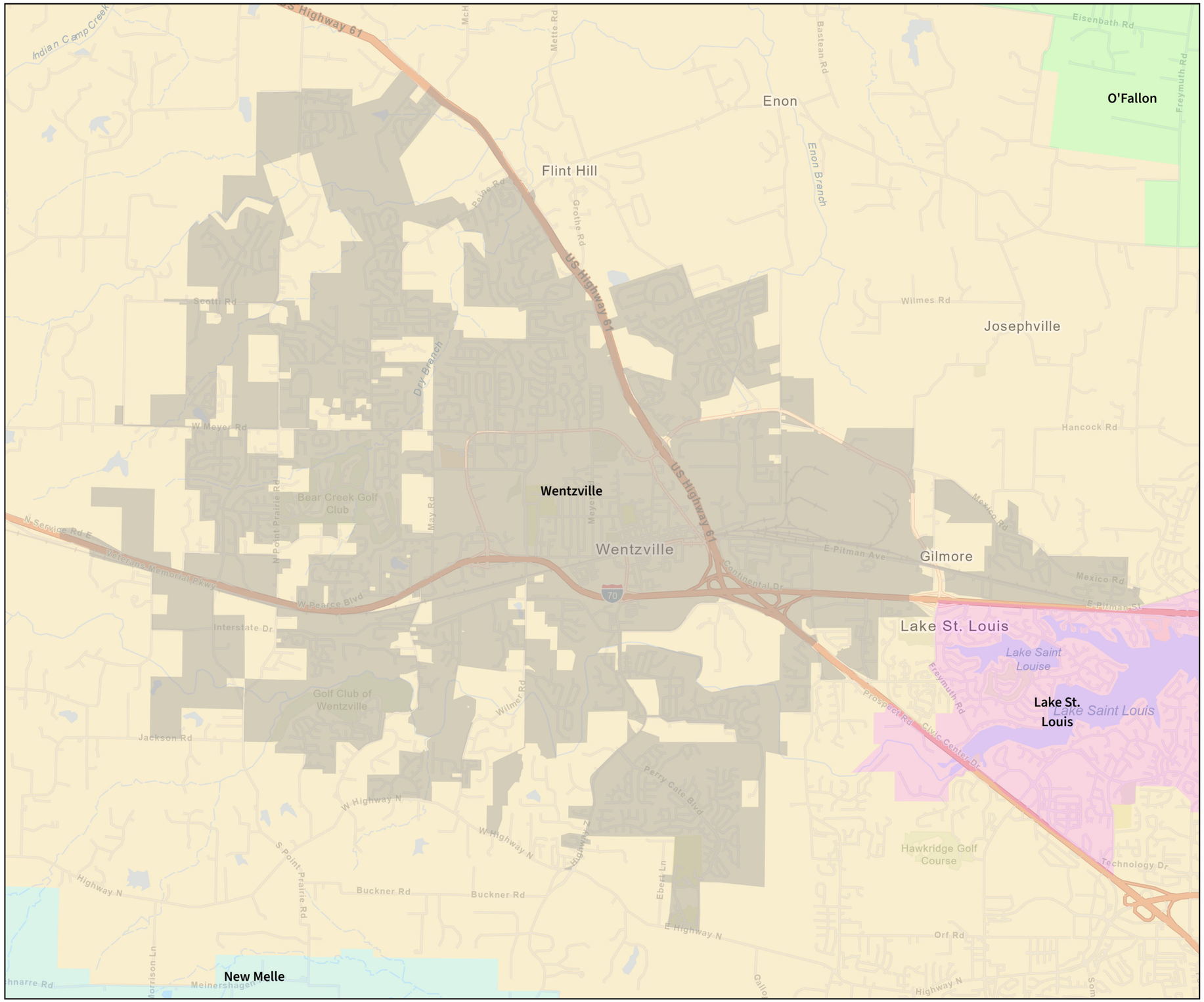
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Fire Protection Districts Map: 11

Legend

Wentzville Corporate Limits

Fire Protection District

- Wentzville
- Lake St. Louis
- New Melle
- O'Fallon

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Saint Charles County School Districts Map: 12

Legend

- Wentzville Corporate Limits

School District Boundaries

School District

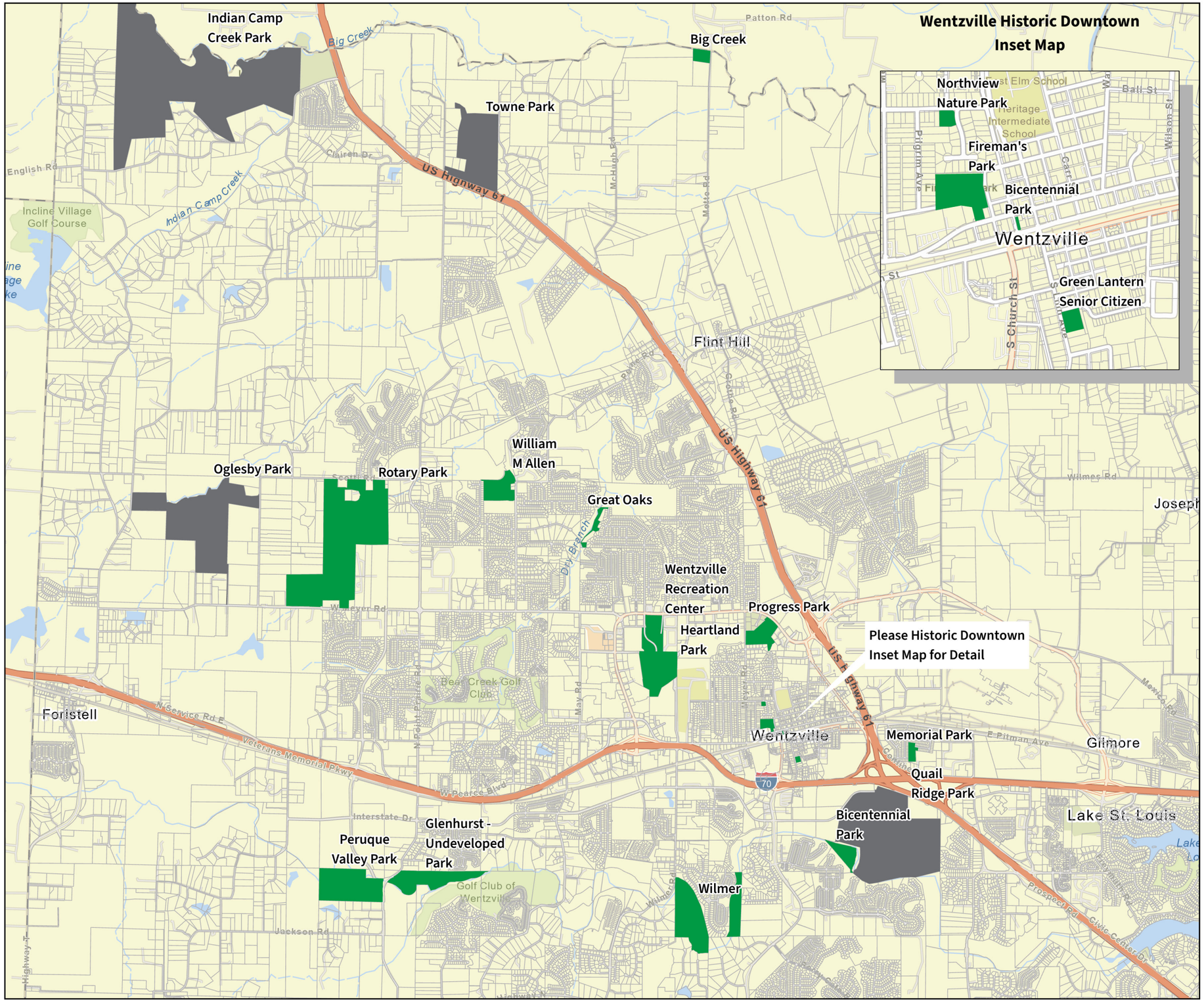
- Fort Zumwalt
- Francis Howell
- Orchard Farm
- St Charles
- Washington
- Wentzville

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City of Wentzville City & County Parks Map: 13

Legend

- County Parks
- Wentzville Parks
- St Charles County Parcels

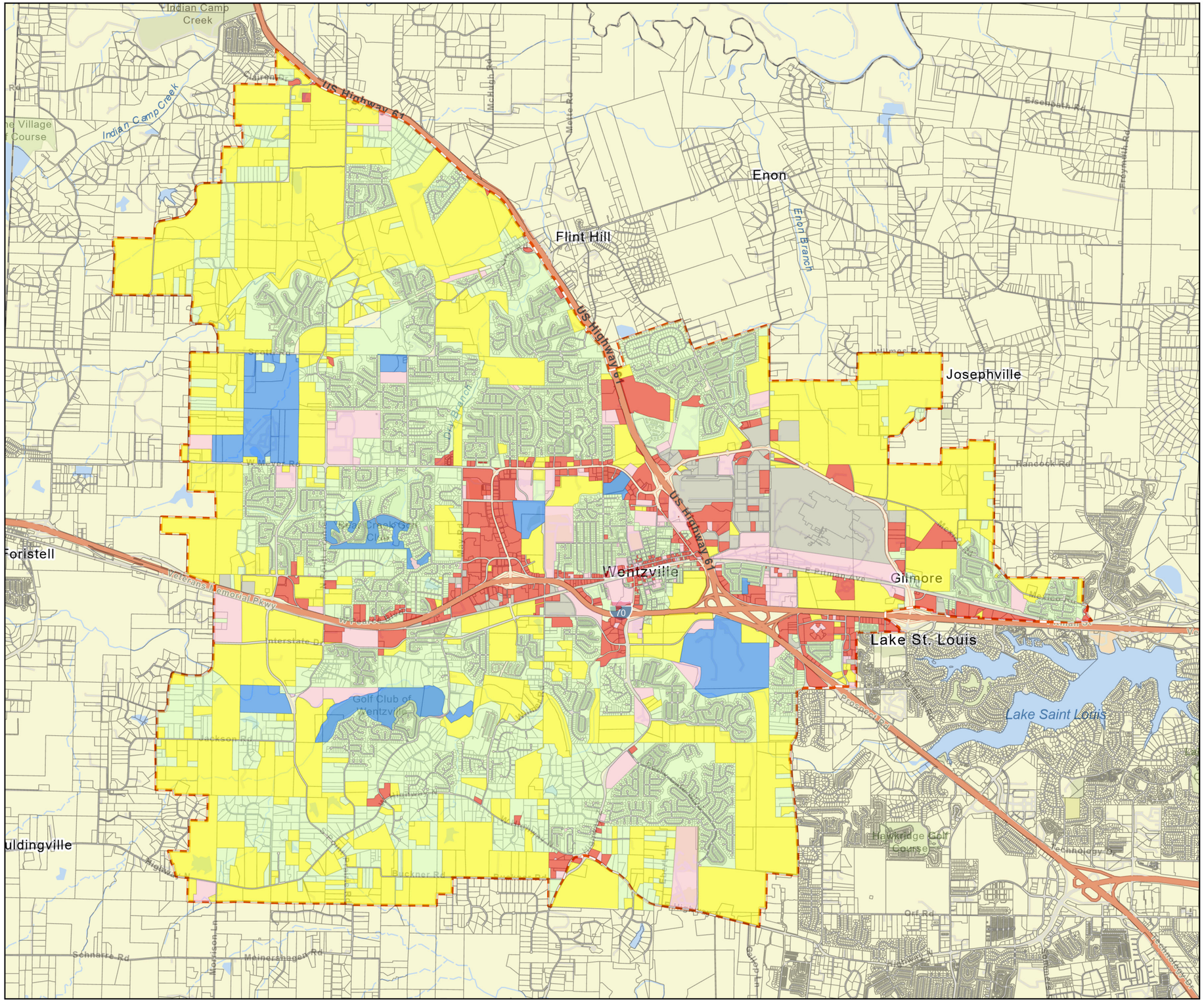
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City of Wentzville Existing Land Use Map: 14



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City of Wentzville Comprehensive Land Use Plan Map: 15

Legend

Comprehensive Land Use

- Balanced Neighborhood
- Commercial
- Estates Residential
- Flood Plain
- High Density Residential
- Industrial
- Institutional
- Low Density Residential
- Medium Density Residential
- Medium to High Density Residential
- Mixed-Use
- Neighborhood Commercial
- Office
- Park/Open Space/ Recreational
- Regional Destination
- Treatment Plant
- Parcels
- Wentzville Planning Boundary

Proposed Thoroughfare Plan

TYPE

- Existing Arterial
- Existing Collector
- Existing Interchange
- Existing Roundabout
- Proposed Arterial
- Proposed Collector
- Proposed Interchange
- Proposed Roundabout

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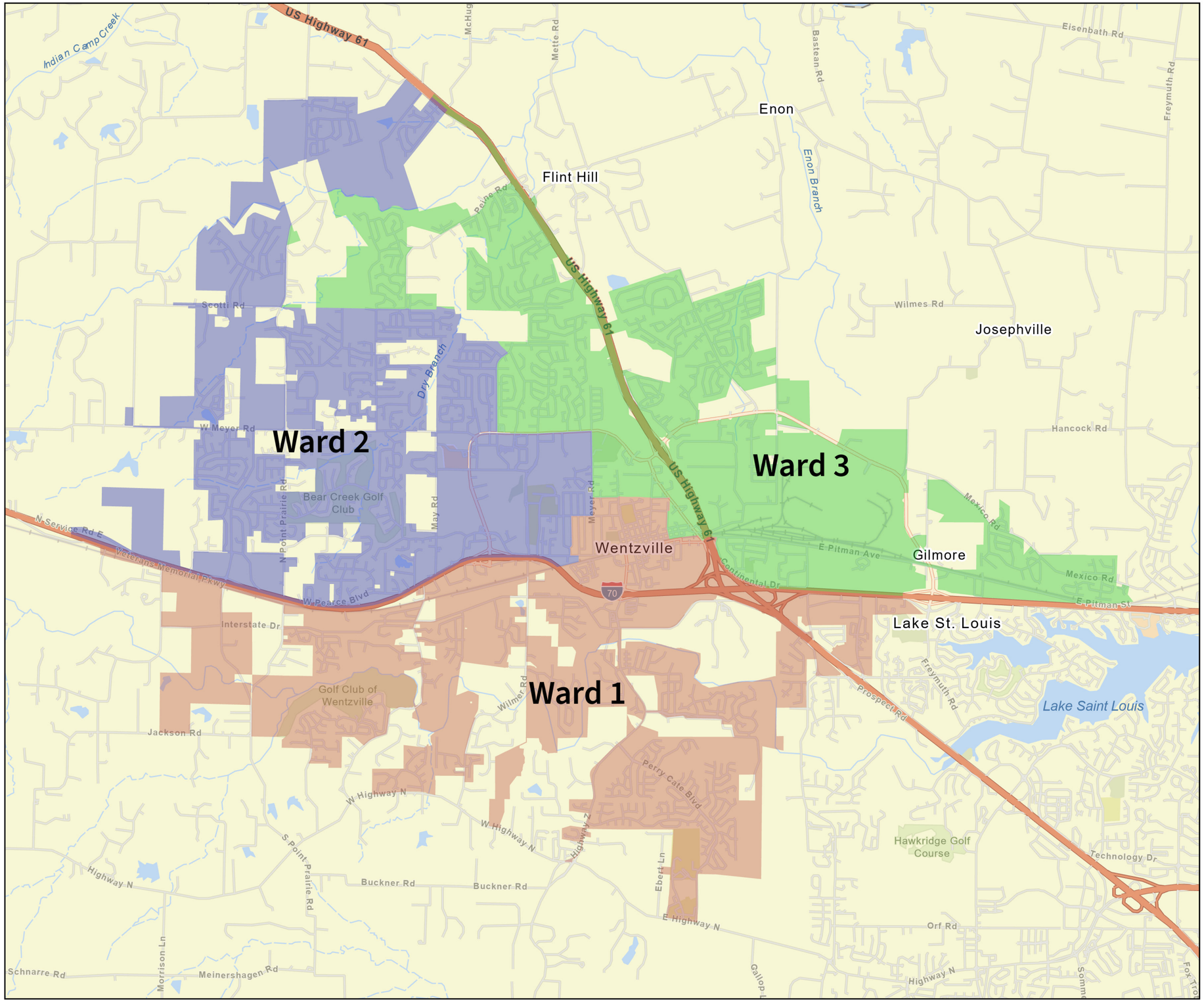
City of Wentzville Municipal Wards Map: 16

Legend

City Wards

WARD

- Ward 1
- Ward 2
- Ward 3

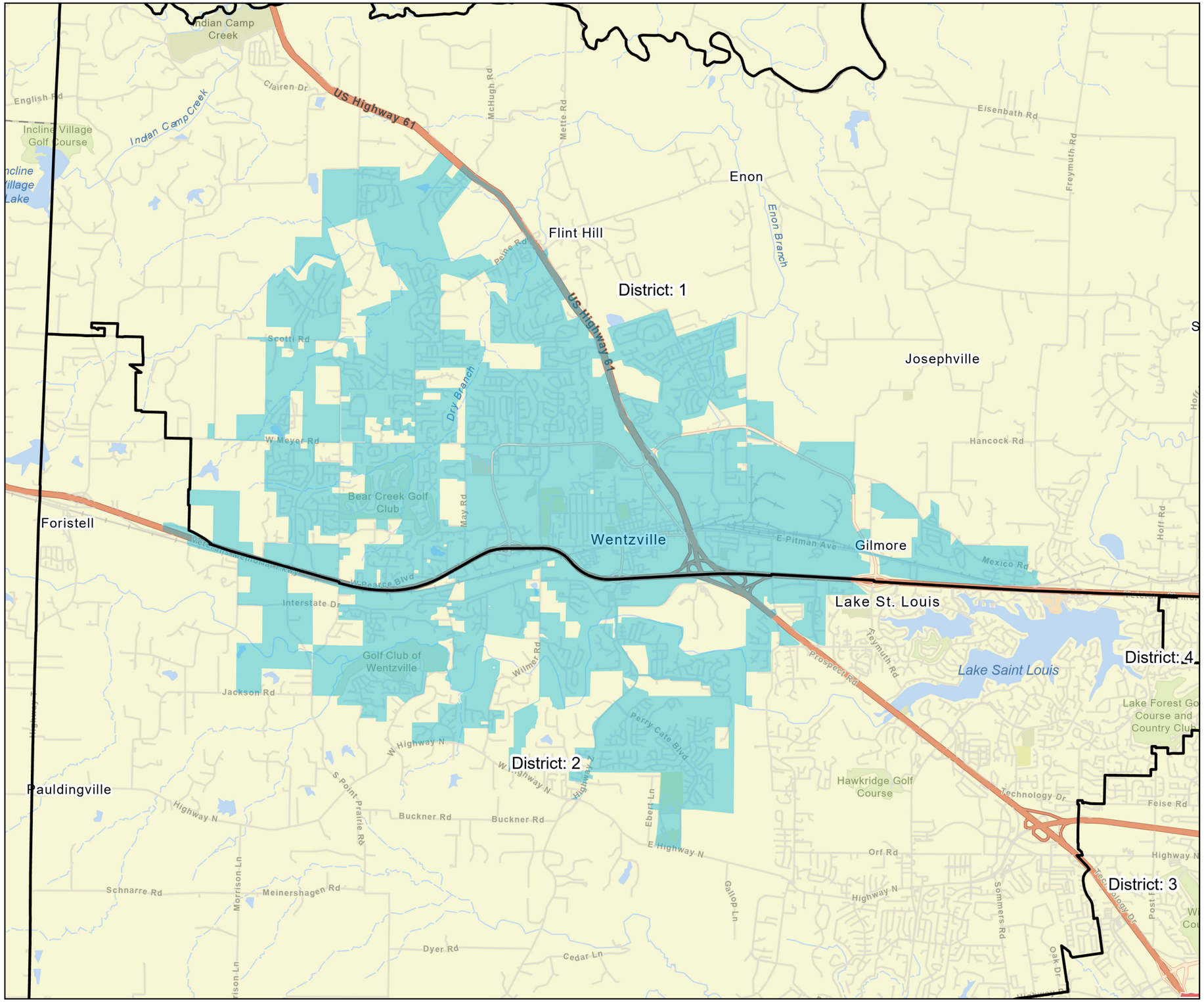


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Saint Charles County Council Districts

Map: 17

Legend

- County Council Districts
- Wentzville Municipal Limits

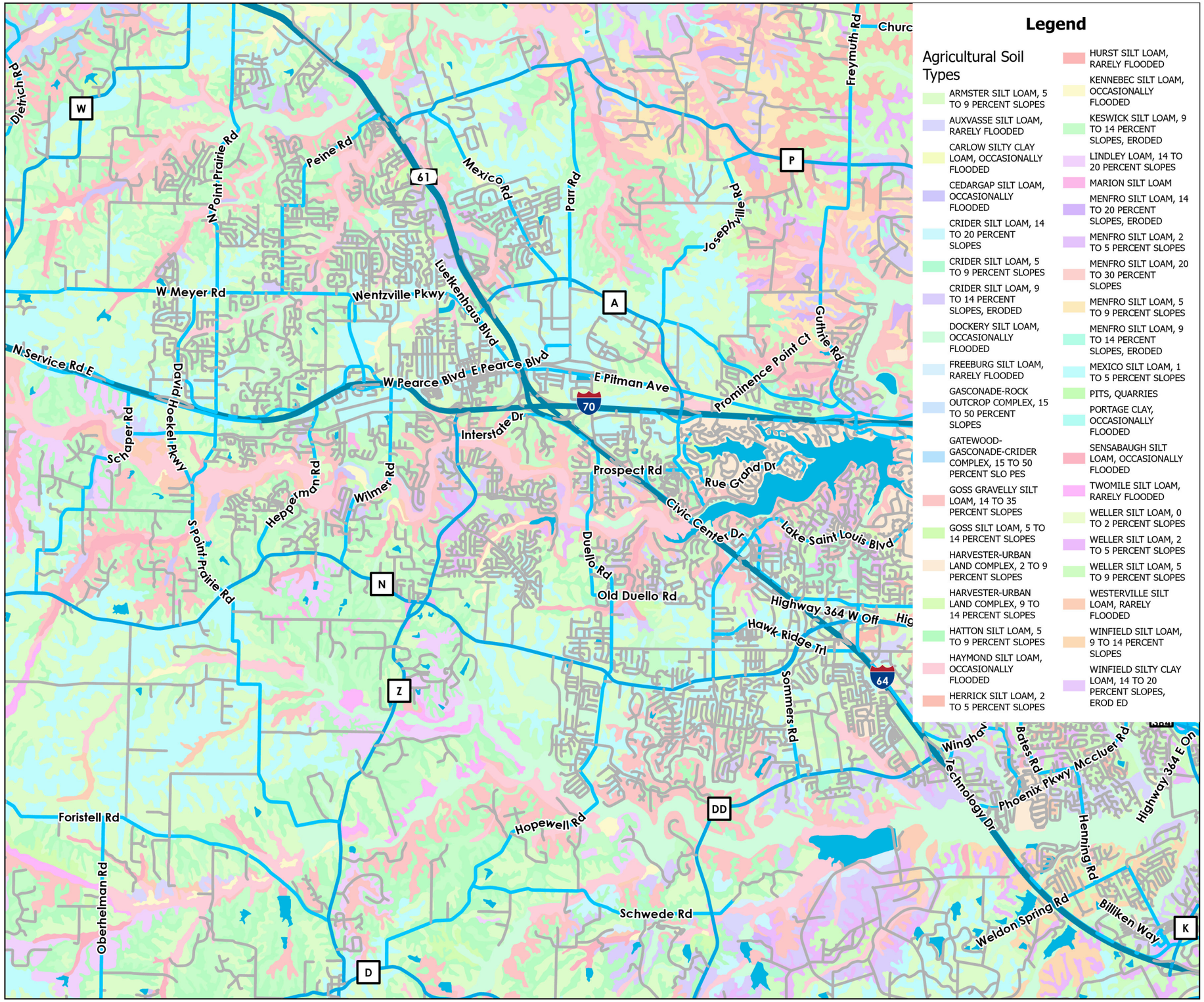
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Wentzville Missouri



Legend

Agricultural Soil Types

- ARMSTER SILT LOAM, 5 TO 9 PERCENT SLOPES
- AUXVASSE SILT LOAM, RARELY FLOODED
- CARLOW SILTY CLAY LOAM, OCCASIONALLY FLOODED
- CEDARGAP SILT LOAM, OCCASIONALLY FLOODED
- CRIDER SILT LOAM, 14 TO 20 PERCENT SLOPES
- CRIDER SILT LOAM, 5 TO 9 PERCENT SLOPES
- CRIDER SILT LOAM, 9 TO 14 PERCENT SLOPES, ERODED
- DOCKERY SILT LOAM, OCCASIONALLY FLOODED
- FREEBURG SILT LOAM, RARELY FLOODED
- GASCONADE-ROCK OUTCROP COMPLEX, 15 TO 50 PERCENT SLOPES
- GATEWOOD-GASCONADE-CRIDER COMPLEX, 15 TO 50 PERCENT SLO PES
- GOSS GRAVELLY SILT LOAM, 14 TO 35 PERCENT SLOPES
- GOSS SILT LOAM, 5 TO 14 PERCENT SLOPES
- HARVESTER-URBAN LAND COMPLEX, 2 TO 9 PERCENT SLOPES
- HARVESTER-URBAN LAND COMPLEX, 9 TO 14 PERCENT SLOPES
- HATTON SILT LOAM, 5 TO 9 PERCENT SLOPES
- HAYMOND SILT LOAM, OCCASIONALLY FLOODED
- HERRICK SILT LOAM, 2 TO 5 PERCENT SLOPES
- HURST SILT LOAM, RARELY FLOODED
- KENNEBEC SILT LOAM, OCCASIONALLY FLOODED
- KESWICK SILT LOAM, 9 TO 14 PERCENT SLOPES, ERODED
- LINDLEY LOAM, 14 TO 20 PERCENT SLOPES
- MARION SILT LOAM
- MENFRO SILT LOAM, 14 TO 20 PERCENT SLOPES, ERODED
- MENFRO SILT LOAM, 2 TO 5 PERCENT SLOPES
- MENFRO SILT LOAM, 20 TO 30 PERCENT SLOPES
- MENFRO SILT LOAM, 5 TO 9 PERCENT SLOPES
- MENFRO SILT LOAM, 9 TO 14 PERCENT SLOPES, ERODED
- MEXICO SILT LOAM, 1 TO 5 PERCENT SLOPES
- PITS, QUARRIES
- PORTAGE CLAY, OCCASIONALLY FLOODED
- SENSABAUGH SILT LOAM, OCCASIONALLY FLOODED
- TWOMILE SILT LOAM, RARELY FLOODED
- WELLER SILT LOAM, 0 TO 2 PERCENT SLOPES
- WELLER SILT LOAM, 2 TO 5 PERCENT SLOPES
- WELLER SILT LOAM, 5 TO 9 PERCENT SLOPES
- WESTERVILLE SILT LOAM, RARELY FLOODED
- WINFIELD SILT LOAM, 9 TO 14 PERCENT SLOPES
- WINFIELD SILTY CLAY LOAM, 14 TO 20 PERCENT SLOPES, EROD ED

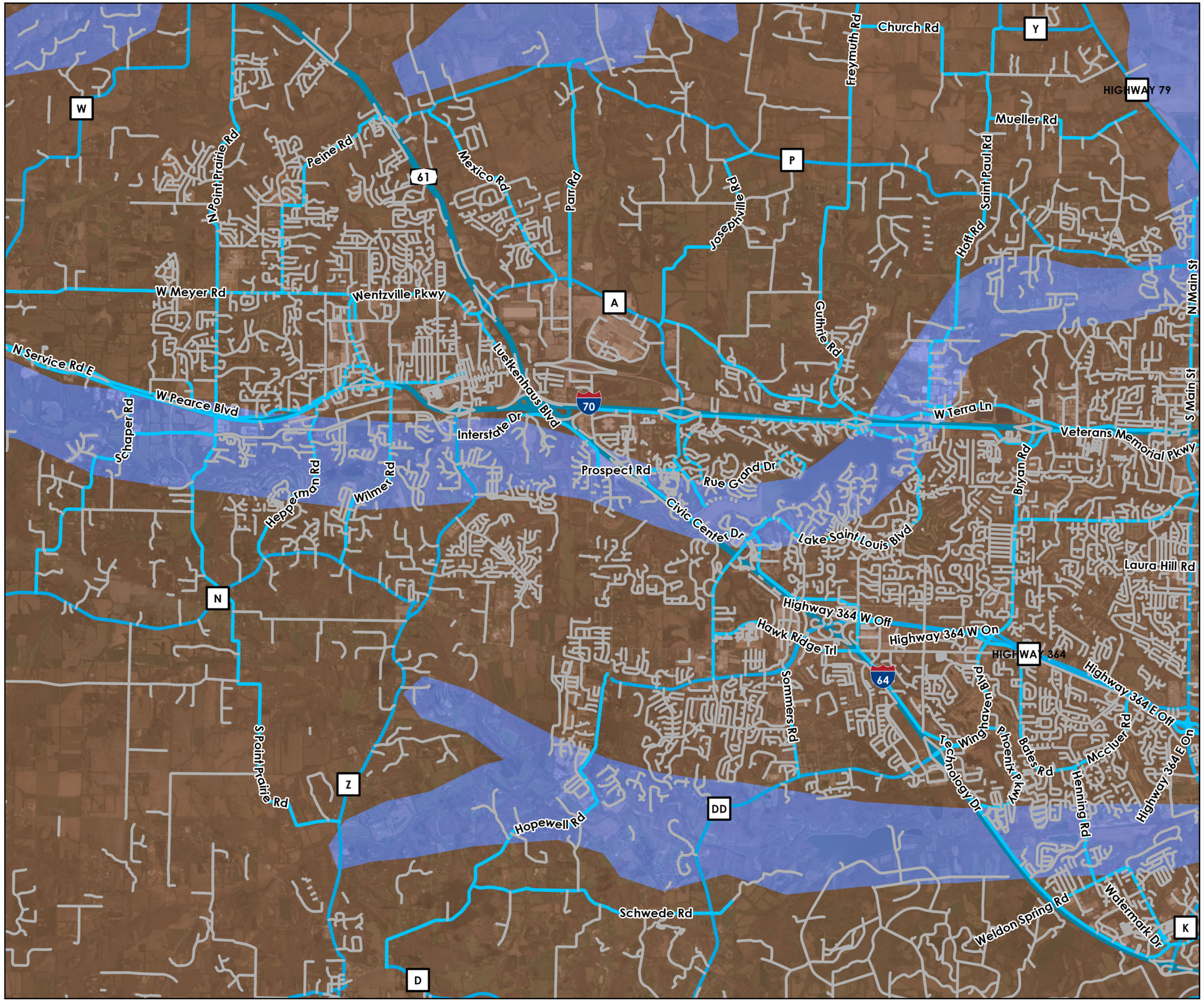
City of Wentzville
Wentzville Area
Agricultural
Soil Types
Map: 18

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City of Wentzville
Wentzville Area
Major Soil Groups
Map: 19

Legend

Major Soil Groups

- Alluvium
- Clay loam till

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City of Wentzville Geologic Groups Map: 20

Legend

Engineering Geologic Groups

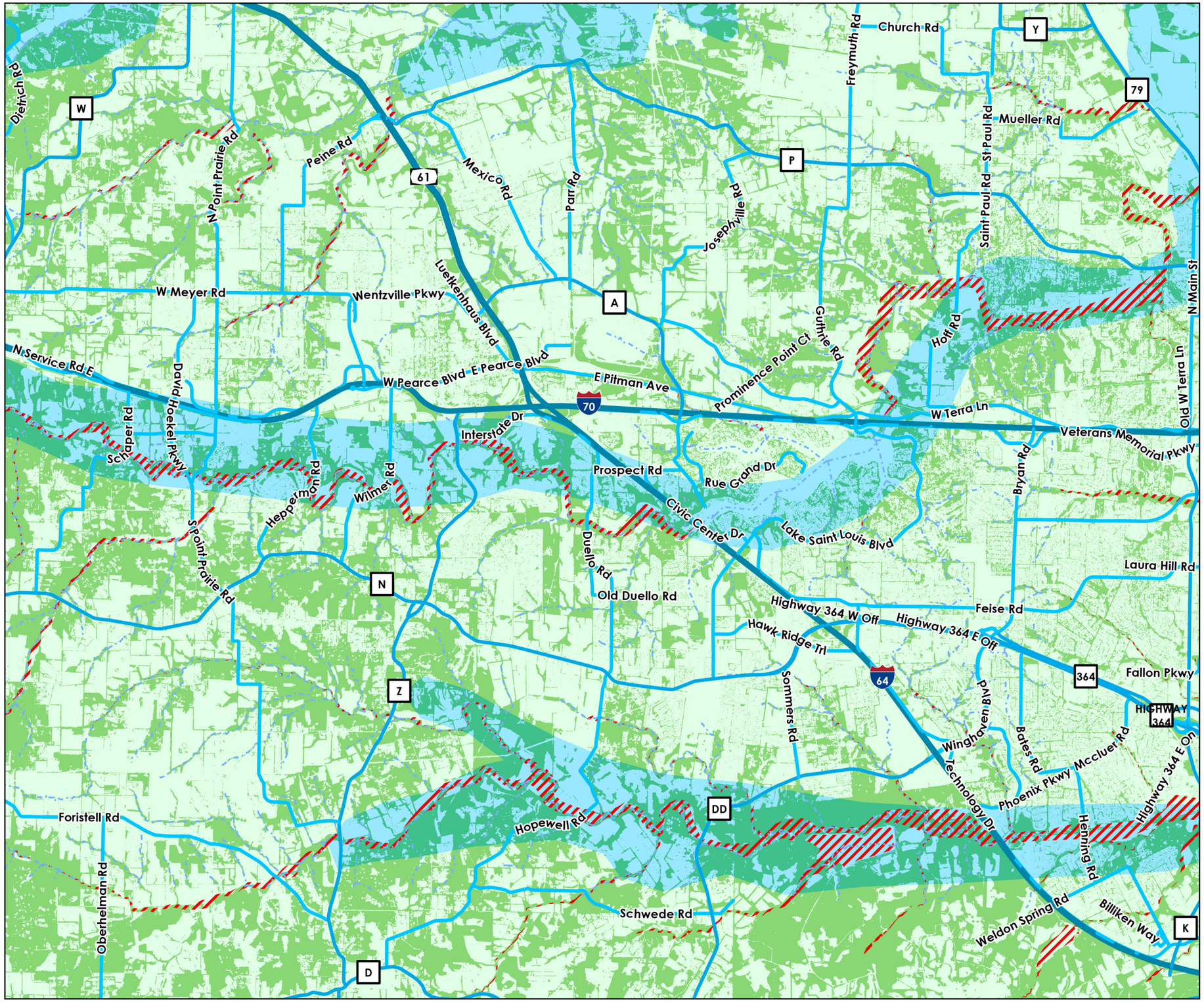
- Mississippian Kinderhookian Limestone/Shale
- Mississippian Meramacian Limestone
- Mississippian Osagean Limestone
- Ordovician Cincinnation/ Champ Dolomite/ Limestone
- Pennsylvanian Desmoinesian Limestone
- Quaternary Holocene Alluvium

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Wentzville Area Natural Resources Map: 21

Legend

- Creeks/Streams
- Floodway

Soil Types

Soil Types

Alluvium	Alluvium
Clay loam till	Clay loam till
Wentzville Tree Canopy	

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Wentzville Area Drainage Areas Map: 22

Legend

Drainage Areas

Watershed

- Big Creek Basin
- Dardenne Creek Basin
- Lower Cuivre River Basin
- Peruque Creek Basin

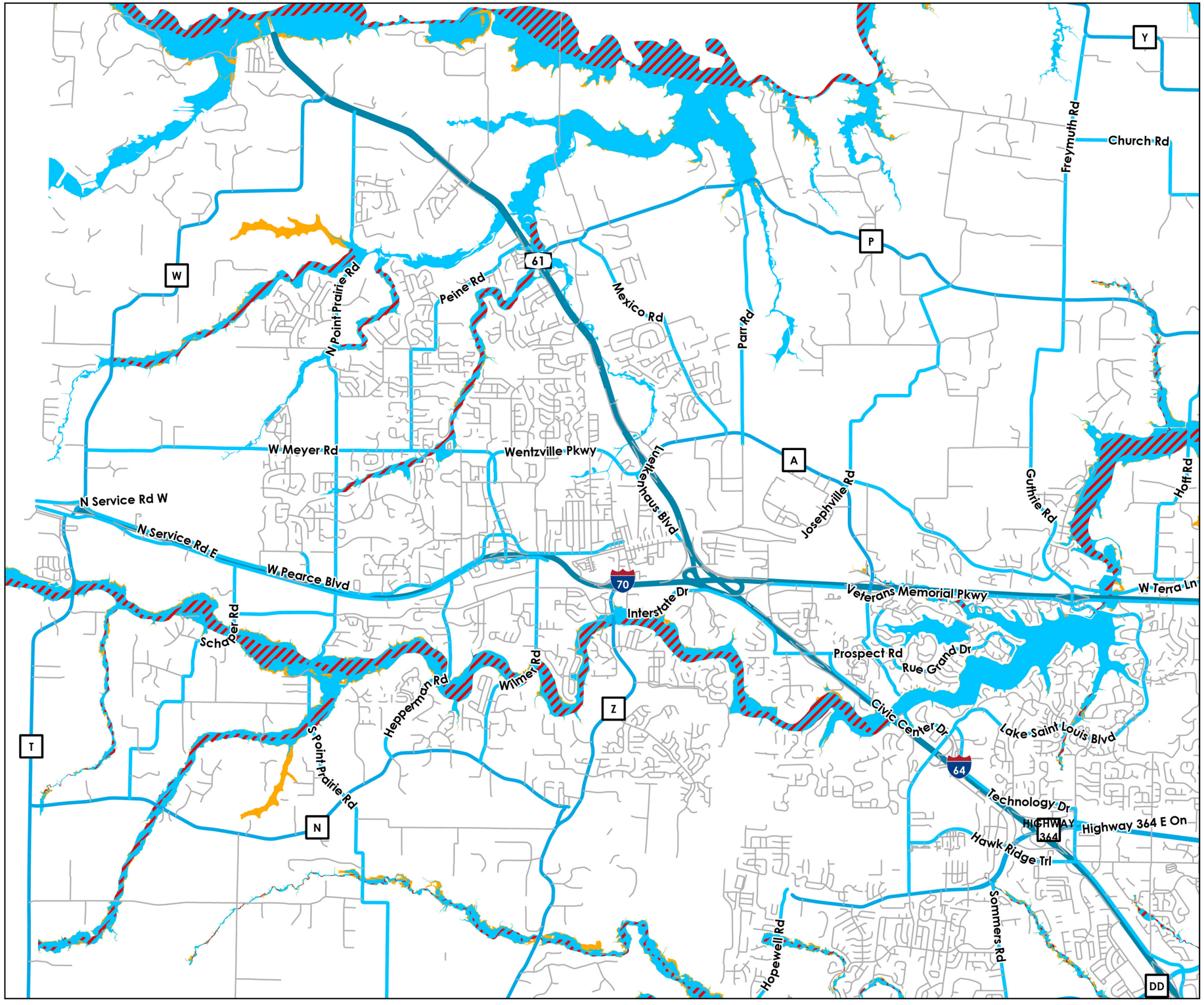
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City of Wentzville
Flood Zones
Map: 23



Legend

- Floodway
- Flood Hazard Area

Flood Hazard Area

- 500 Year Flood Plain
- 100 Year Flood Plain

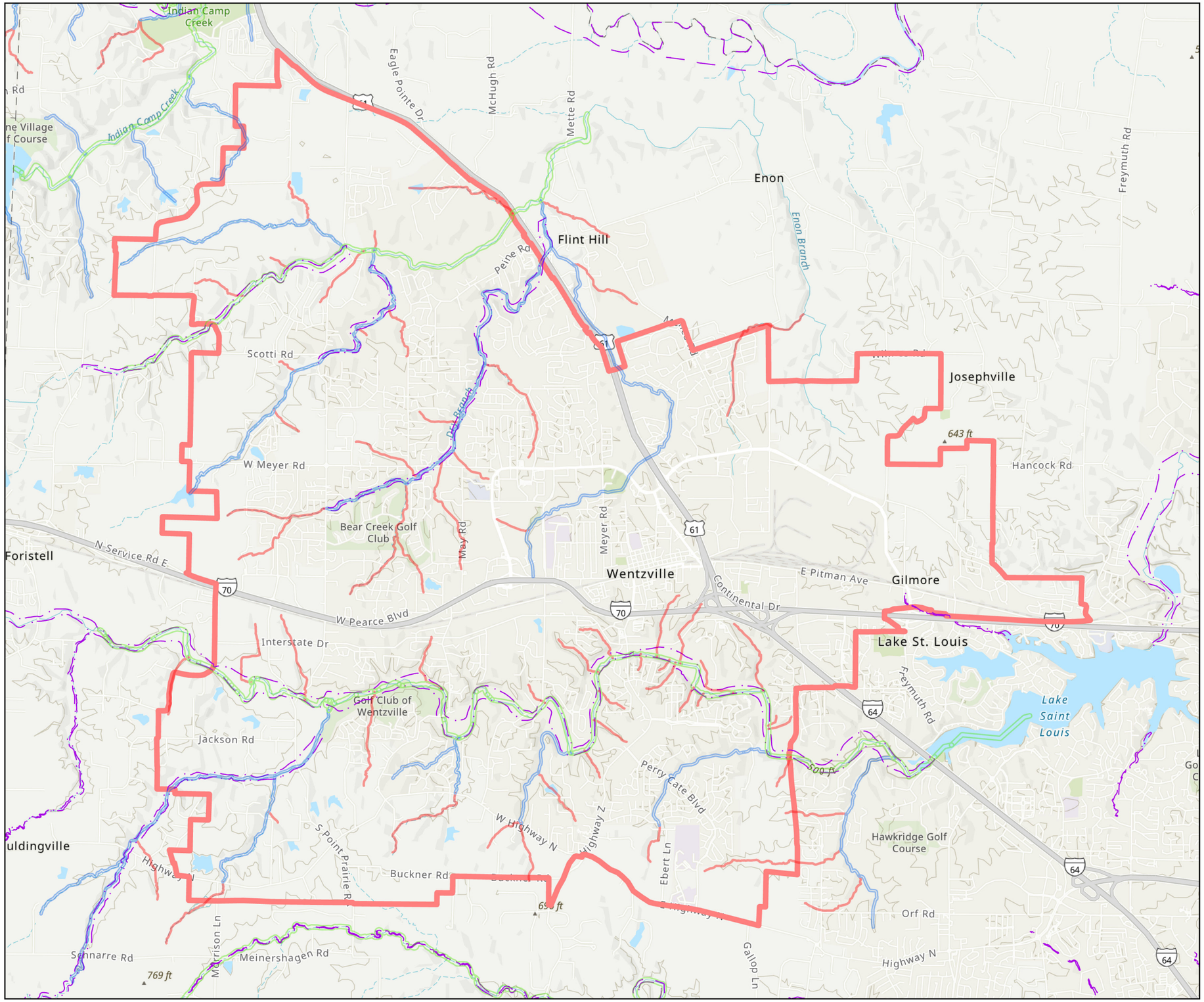
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Wentzville Missouri

City of Wentzville Natural Watercourse & Riparian Buffer Protection Map: 24



Legend

- Flood Plain
- Wentzville Planning Boundary

Storm Riparian Buffer

25	25
50	50
100	100

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City of Wentzville Stormwater System Map: 25

Legend

- Outfalls
- Inlets
- Streams
- Storm Lines
- Wentzville Municipal Limits

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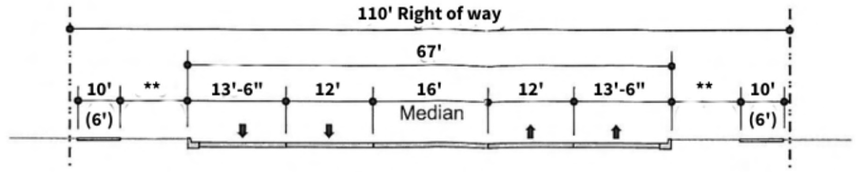
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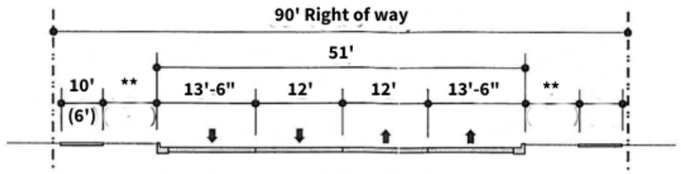
City of Wentzville Roadway Functional Classifications Sheet: 26

1



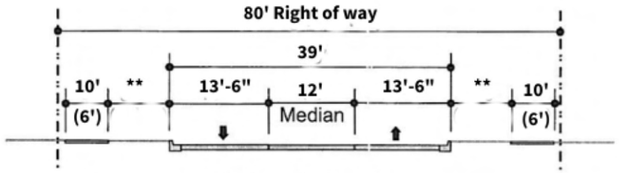
Major Arterial

2



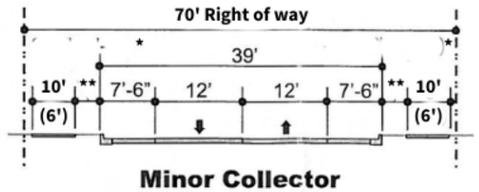
Minor Arterial

3



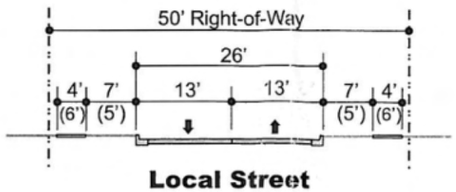
Major Collector

4



Minor Collector

5



Local Street

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**** Width Varies**

These typical sections follow the functional classification of each roadway, as defined by the City's Thoroughfare Plan and by the City's Engineering Design Criteria.

This information is provided for guidance as a minimum standard. Actual roadway designs may vary.

Typical Sections

1 **Major Arterial**
5 Lanes
Speed Limit: 40-50 MPH
AADT Range: 7,000 - 27,000 vpd

2 **Minor Arterial**
4 Lanes
Speed Limit: 30-40 MPH
AADT Range: 3,000 - 14,000 vpd

3 **Major Collector**
3 Lanes
Speed Limit: 30-40 MPH
AADT Range: 2,000 - 7,000 vpd

4 **Minor Collector**
2 Lanes
Speed Limit: 30-35 MPH
AADT Range: 1,000 - 3,000 vpd

5 **Local Street**
2 Lanes
Speed Limit: 25 MPH
AADT Range: < 1,500 vpd

City of Wentzville Microwave Fresnel Zones Map: 29

Legend

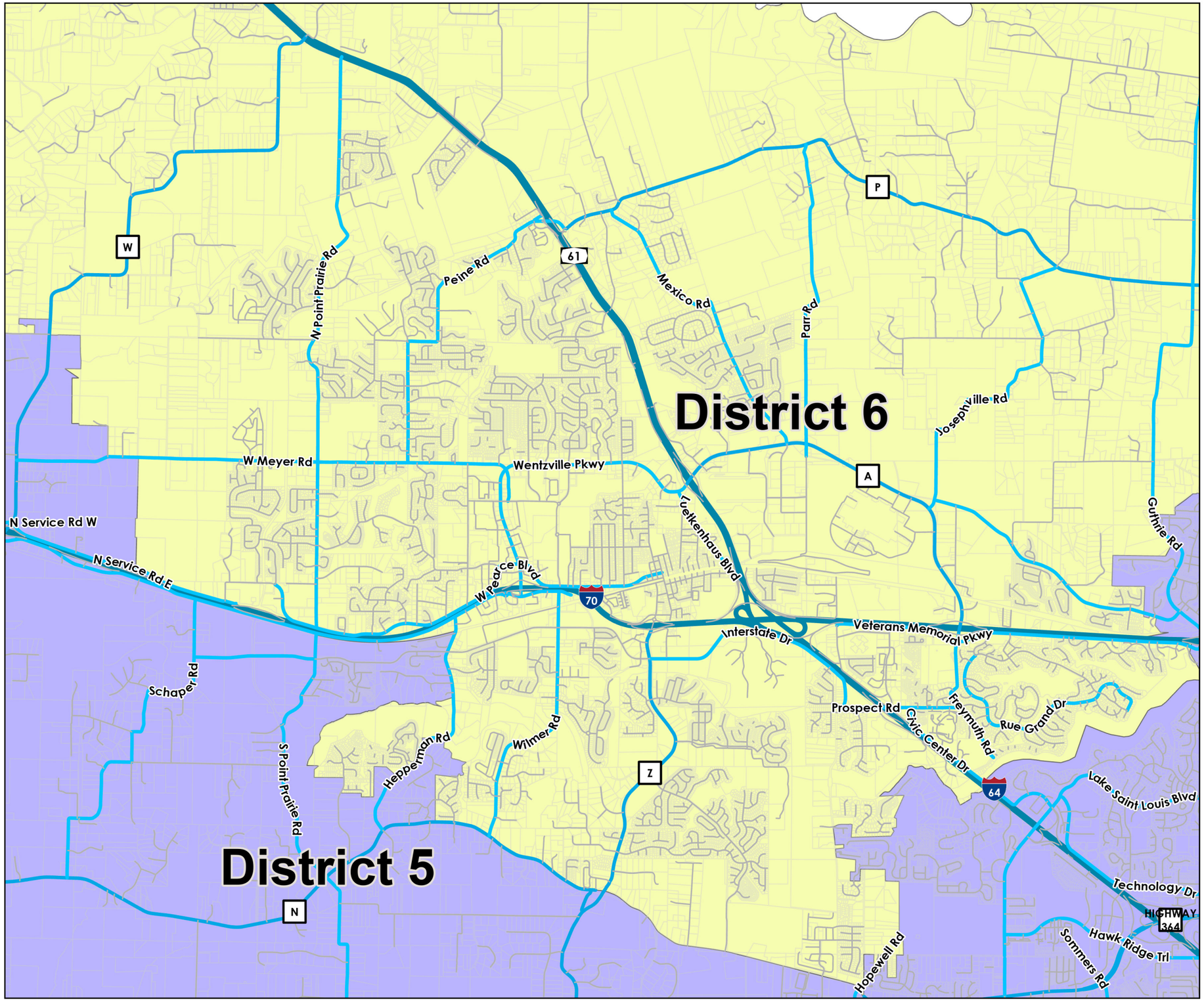
- Microwave Tower
- Fresnel Zone
- Wentzville Corporate Limits

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City of Wentzville Ambulance Districts Map: 30

Legend

St. Charles County Parcels

Ambulance Districts

LONGNAME

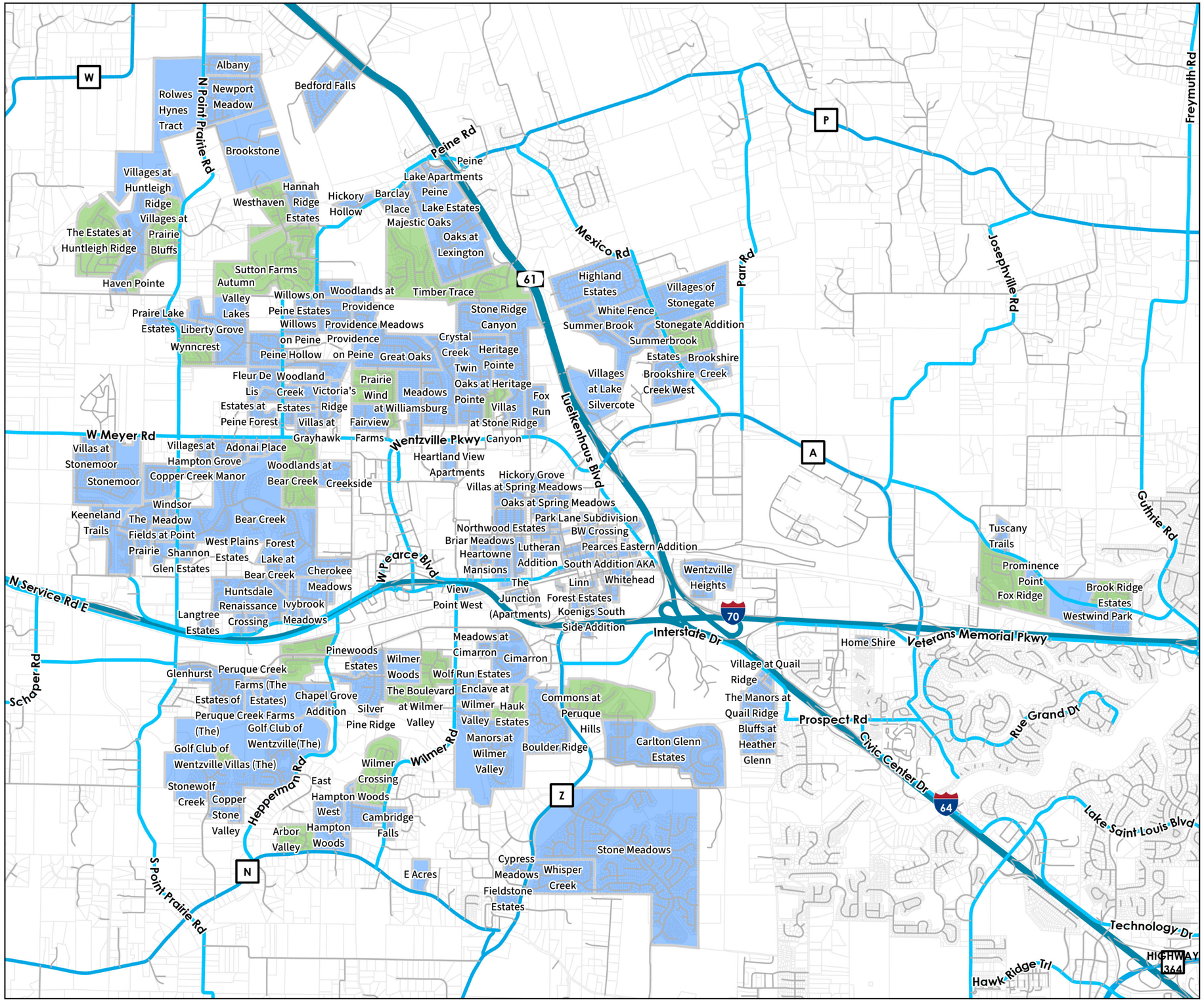
- District 5
- District 6

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City of Wentzville Subdivisions Map: 31

Legend

Wentzville Area Subdivisions

Buildable Lots

- Complete
- Is Buildable

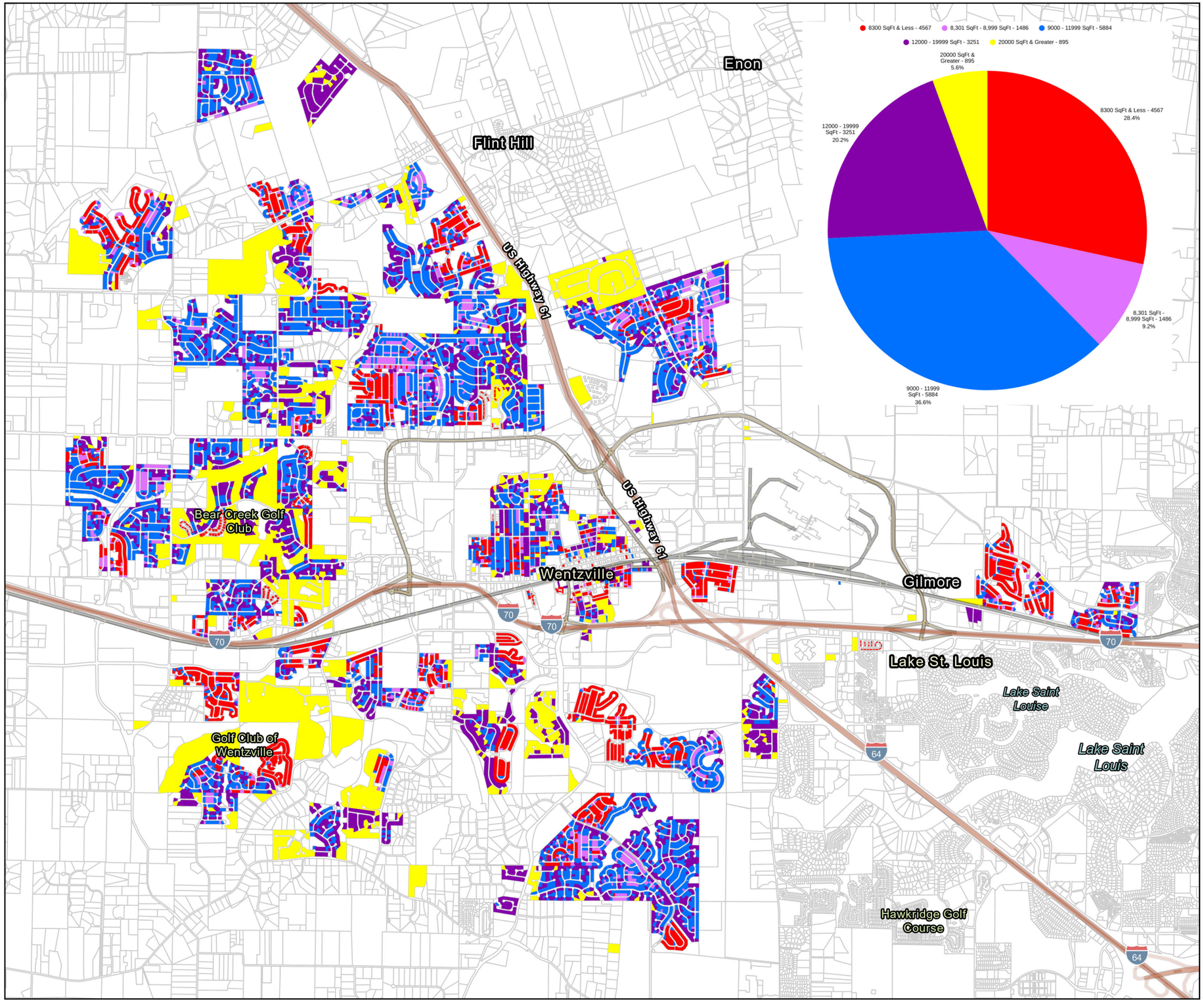
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City of Wentzville Residential Lot Size Map 32



Legend

Lot Size

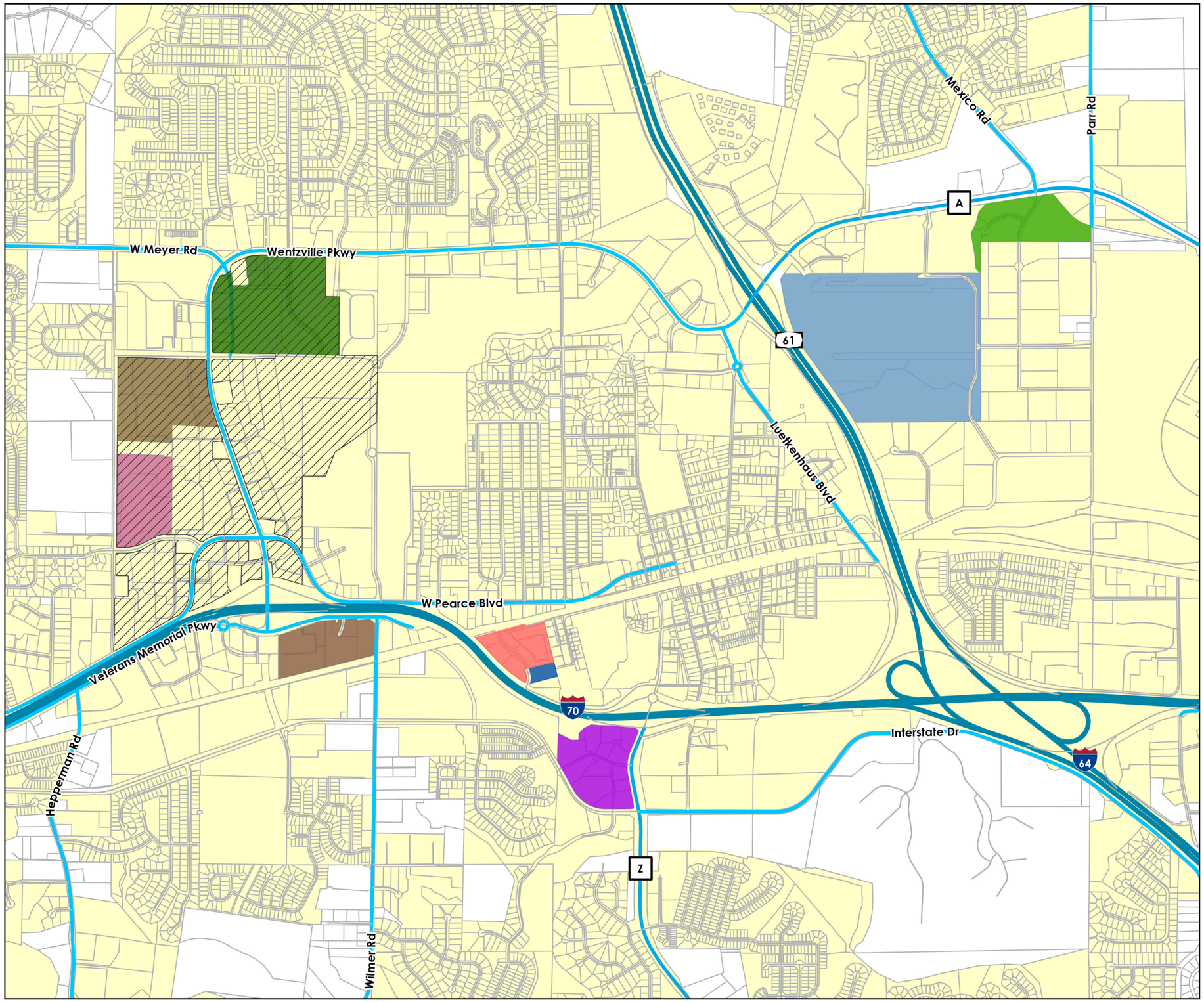
- 8,300 SqFt and Below - 4533/28.4%
- 8,301 SqFt - 8,999 SqFt - 1475/9.2%
- 9,000 SqFt - 11,999 SqFt - 5822/36.5%
- 12,000 SqFt - 19,999 SqFt - 3245/20.3%
- 20,000 SqFt and Above - 895/5.6%
- St. Charles County Parcels

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City of Wentzville Special Taxing Districts Map: 33

Legend

Taxing District

- Bear Creek CID (Sam's) (.5% Sales Tax)
- M and B Sachs Business Park Extention TIF
- Northpoint TDD
- South I-70 Commercial Area TIF
- The Crown Community CID (1% Sales Tax)
- The Junction TDD (1% Sales Tax)
- Wentzville Bend CID (.5% Sales Tax)
- Wentzville Bluffs CID (1% Sales Tax)
- Wentzville Parkway Regional CID (1% Sales Tax)
- Wentzville TDD III (Lowe's/Target) (.25% Sales Tax)

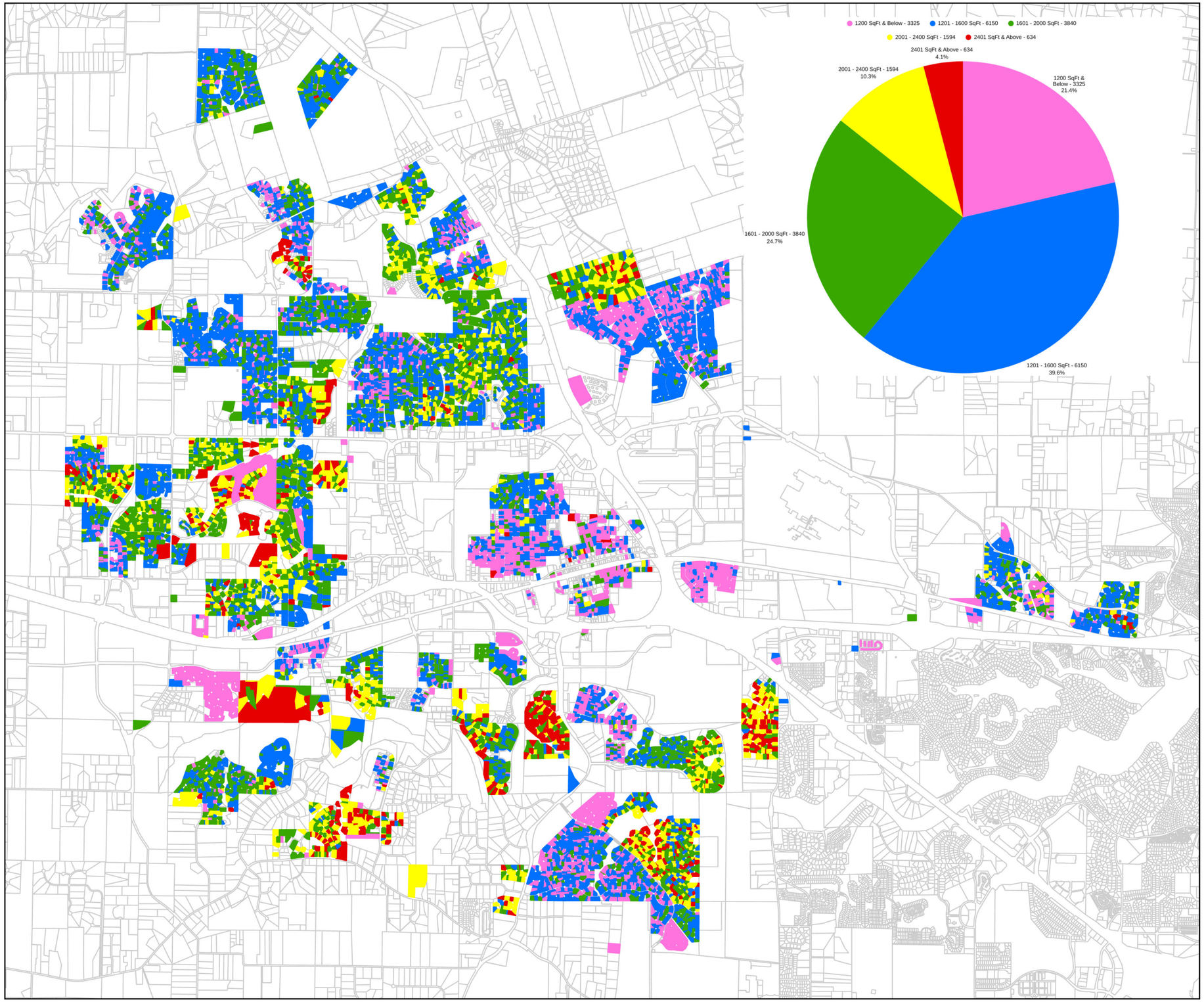
Draft

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City of Wentzville Residential Home Size Map: 34

Legend

Wentzville Parcels by Home Size

Base Area

- 1200 SqFt and Below - 3325
- 1201 - 1600 SqFt - 6150
- 1601 - 2000 SqFt - 3840
- 2001 - 2400 SqFt - 1594
- 2401 SqFt & Above - 634
- St. Charles County Parcels

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APPENDIX

Comprehensive Plan Maps

City of Wentzville Planning Area & Location Map: 1

Legend

- Wentzville Municipal Limits
- Saint Charles County Parcels
- Wentzville Planning Boundary

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Wentzville Missouri

City of Wentzville Corporate Limits Map: 2

Legend

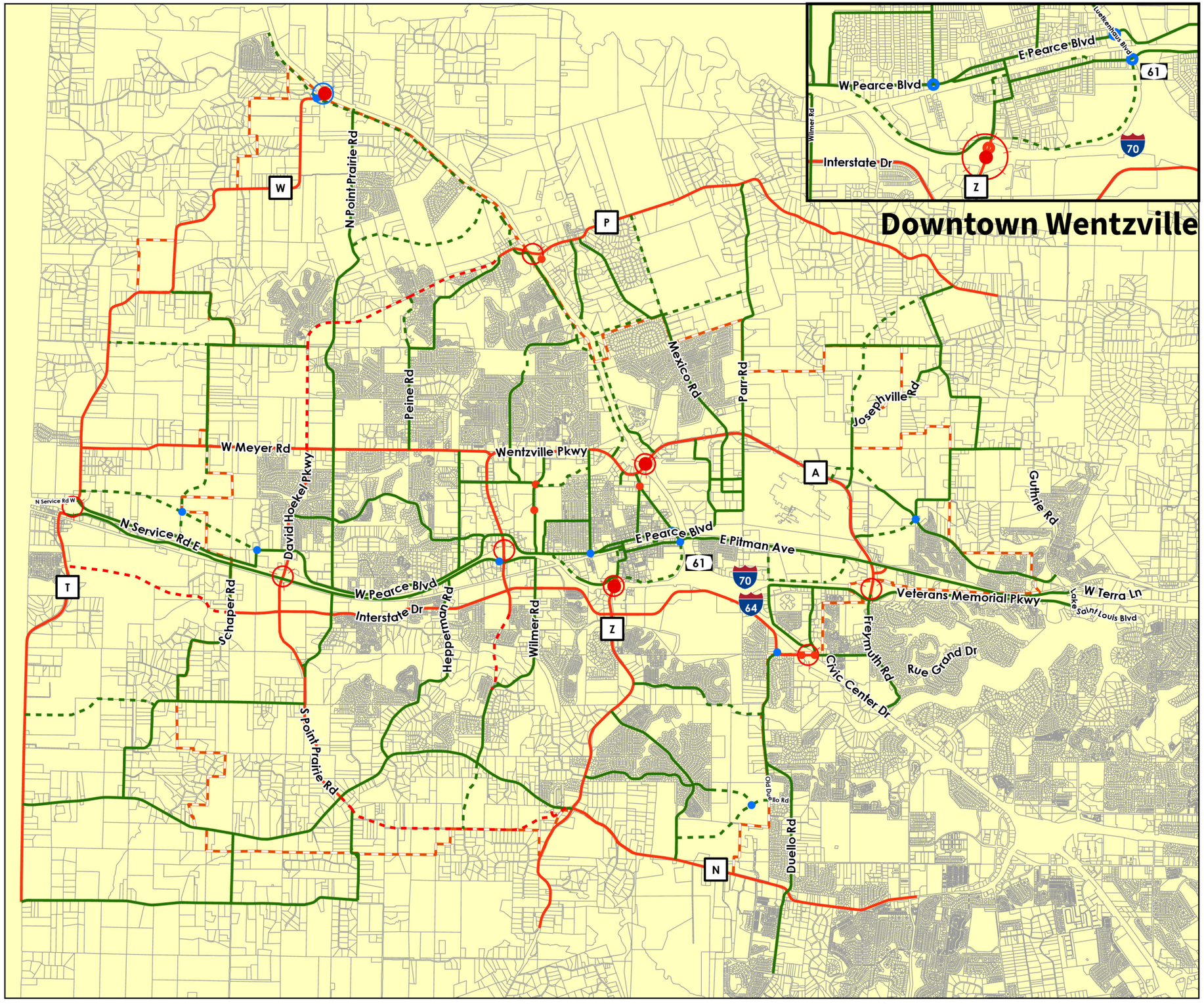
Wentzville Municipal Limits

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City of Wentzville Thoroughfare Plan Map: 3

Legend

- Interchange Improvements
- Proposed Round-a-bout
- Proposed Interchange
- Existing Round-a-bout
- Existing Interchange
- Proposed Arterial
- Existing Arterial
- Proposed Collector
- Existing Collector
- Rail Road
- Planning Boundary

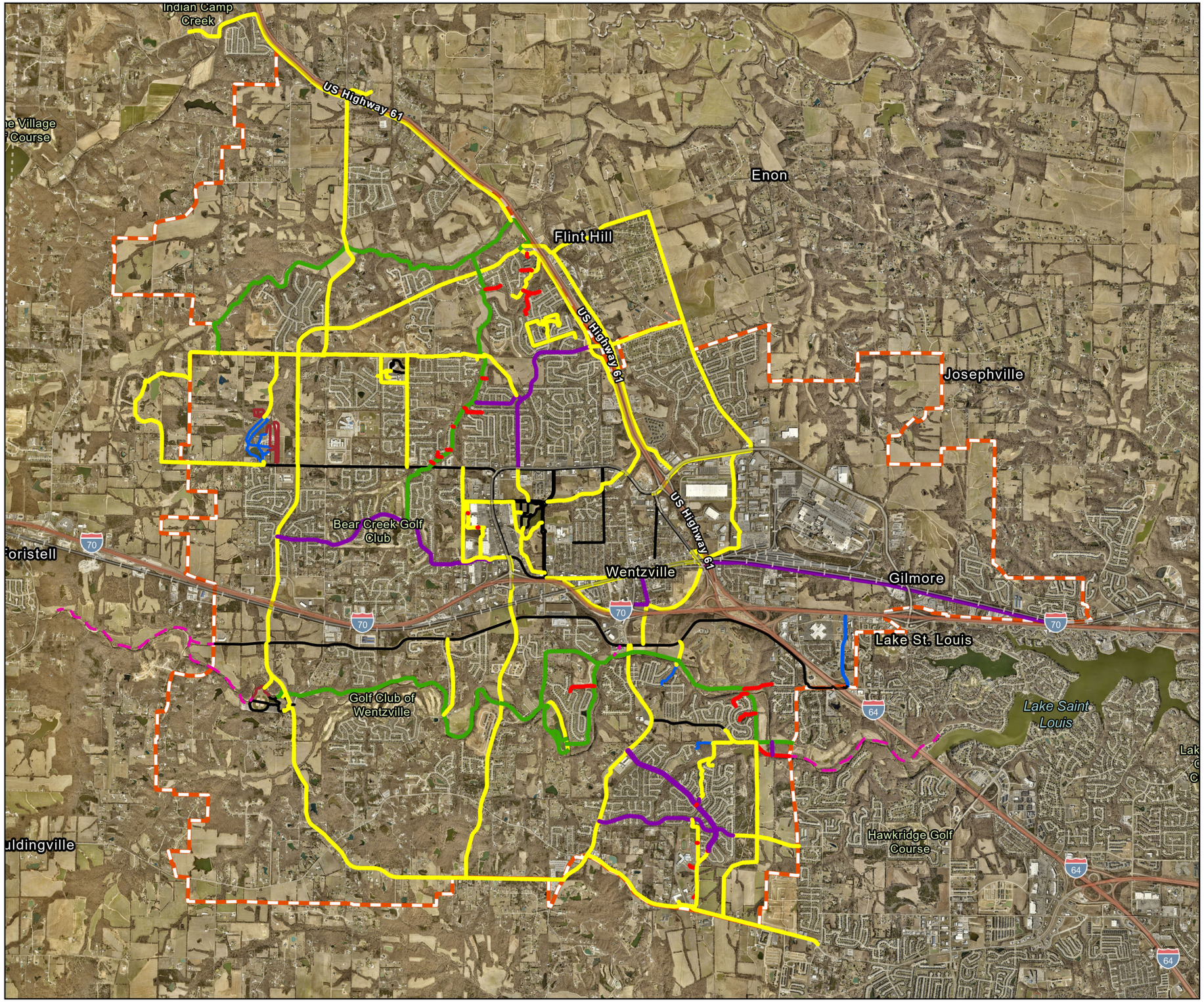
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City of Wentzville Trails & Greenways Map: 4



Legend

Wentzville Proposed Trails

Use

- Potential Connection
- Bike Lane / Shared Roadway
- Greenway
- Multi-use Trail
- Pedestrian Path

Wentzville Area Trails

Surface Type

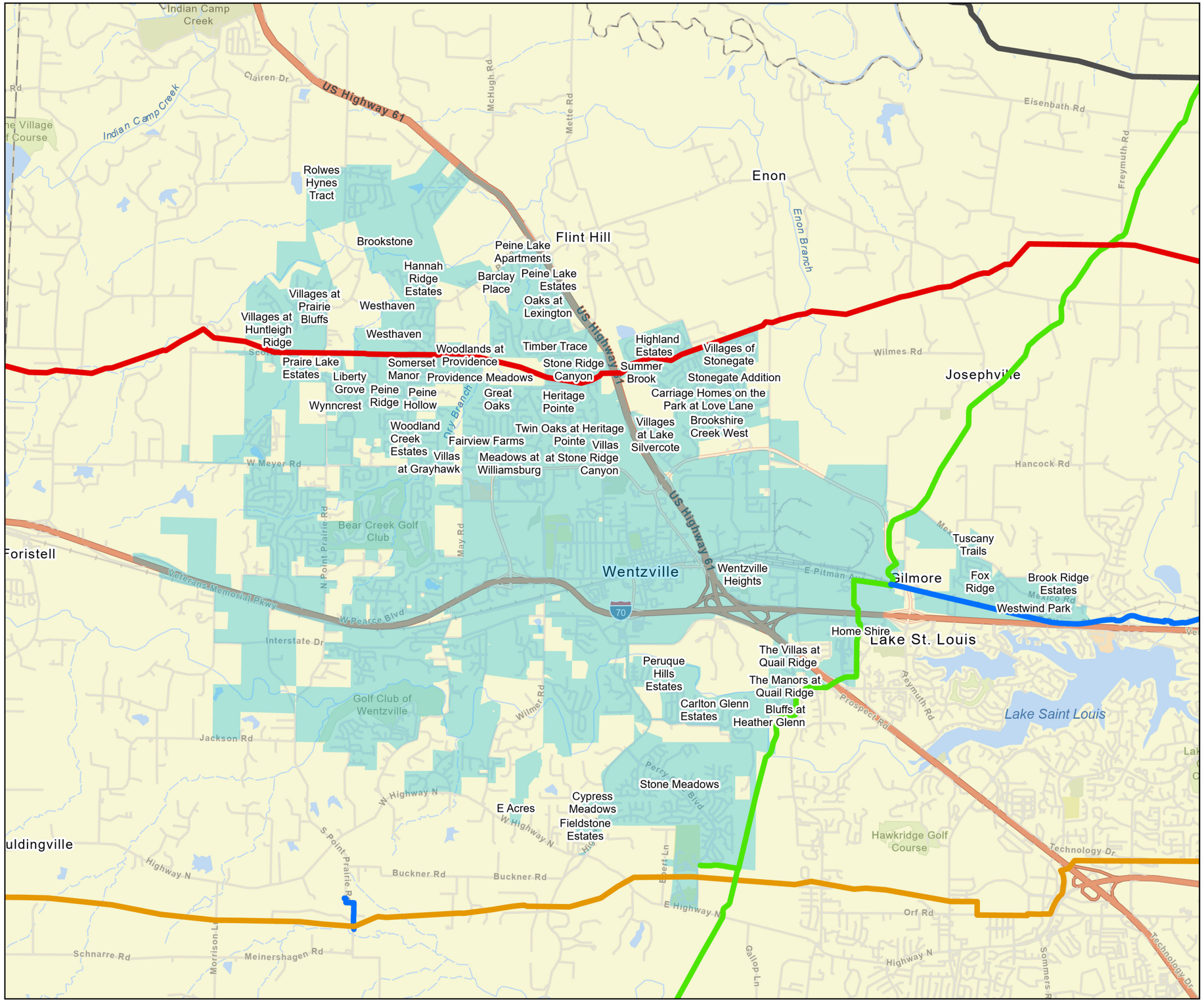
- Concrete
- Gravel
- Paved
- Wentzville Planning Boundary

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City of Wentzville High Pressure Pipelines Map: 5

Legend

Pipelines

Description

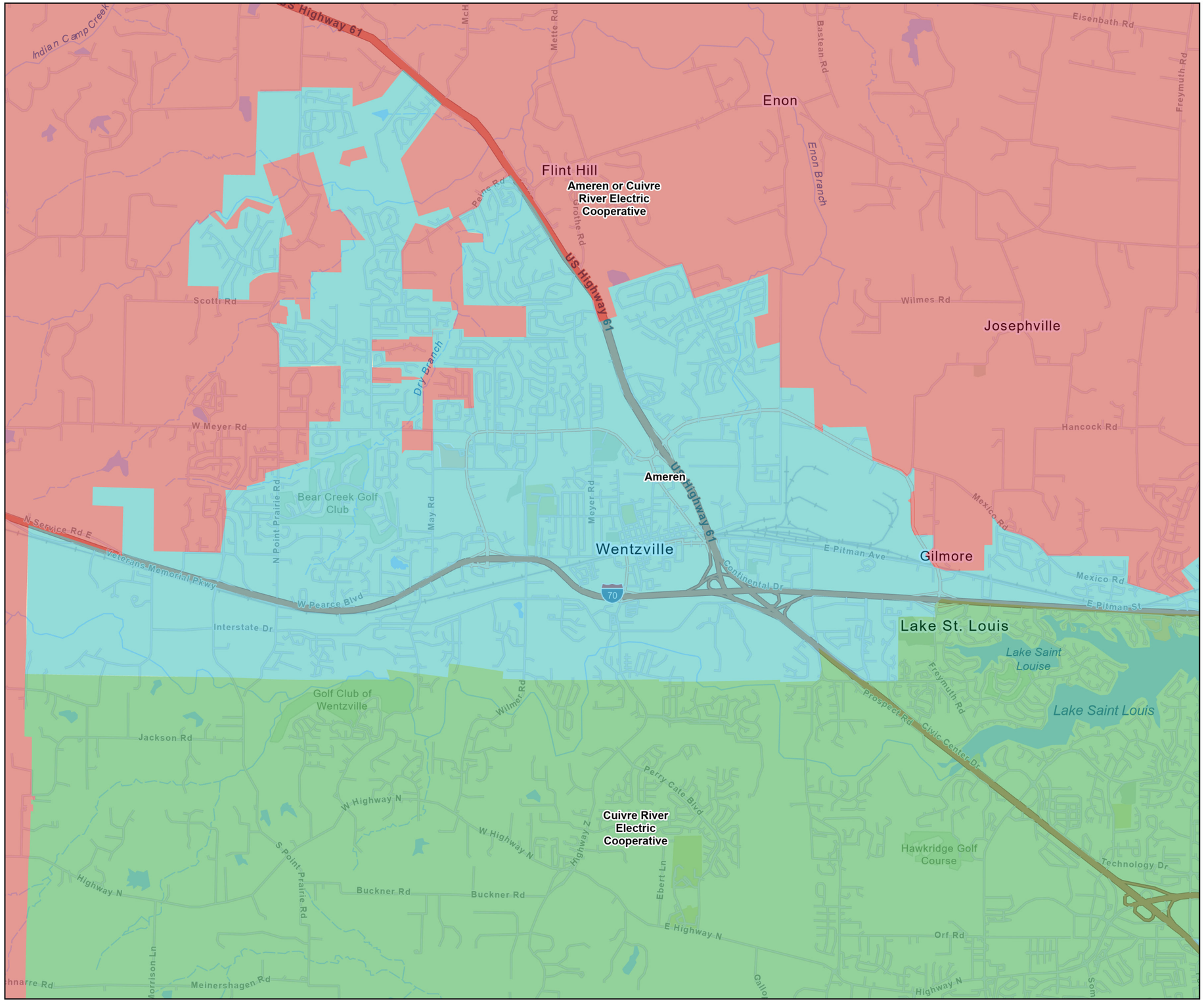
- Koch Pipeline - Crude
- Laclede Gas Co - Natural Gas
- MOGAS Pipeline - Natural Gas
- Nustar Pipeline - Anhydrous Amonia
- Southern Star - Natural Gas
- Wentzville Corporate Limits

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City of Wentzville Electric Service Areas Map: 6

Legend

Electricity Service Providers

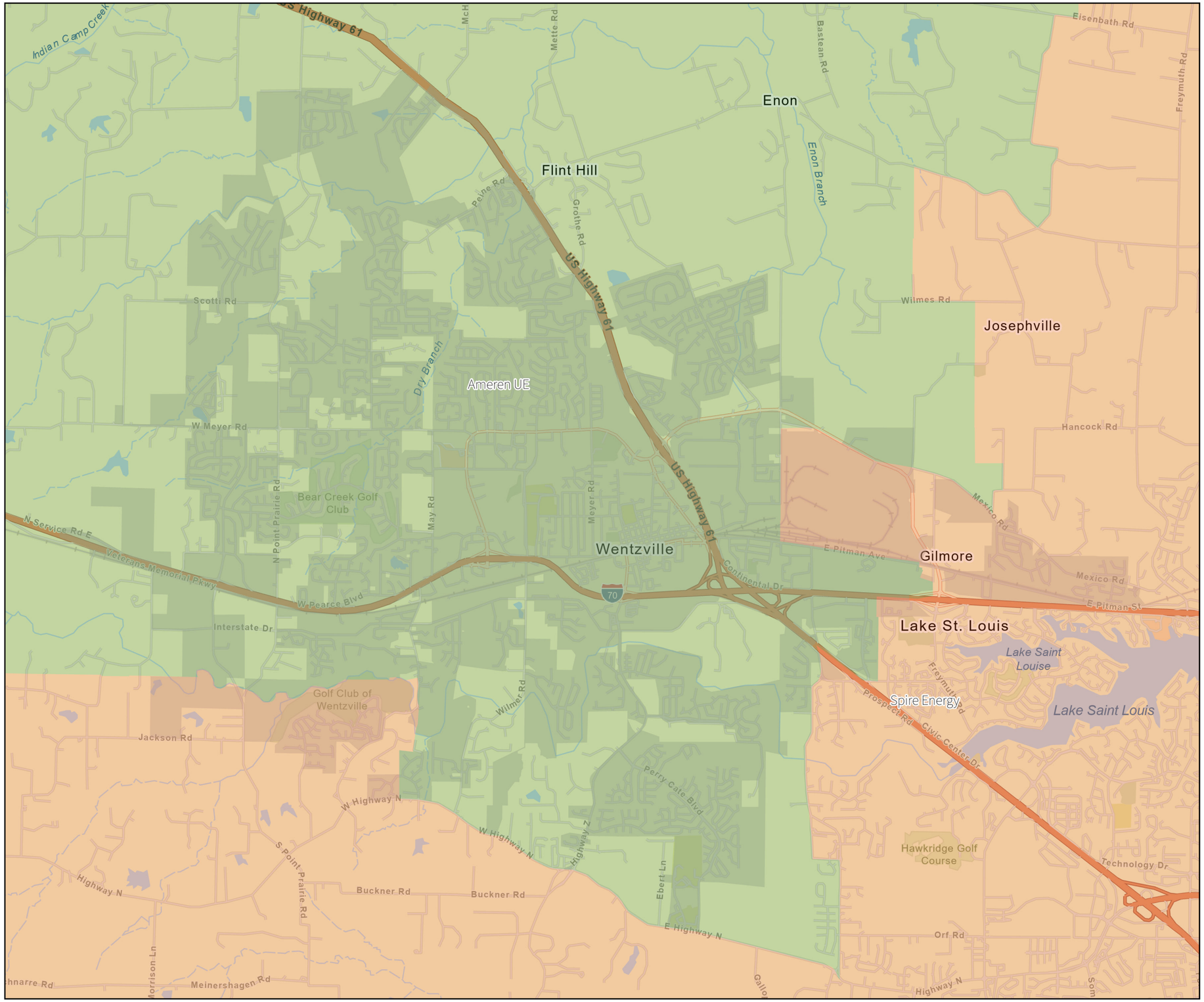
- Ameren
- Ameren or Cuivre River Electric Cooperative
- Cuivre River Electric Cooperative

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City of Wentzville Natural Gas Service Area Map: 7

Legend

Natural Gas Service Areas

Natural Gas Utility

- Ameren UE
- Spire Energy
- Wentzville Corporate Limits

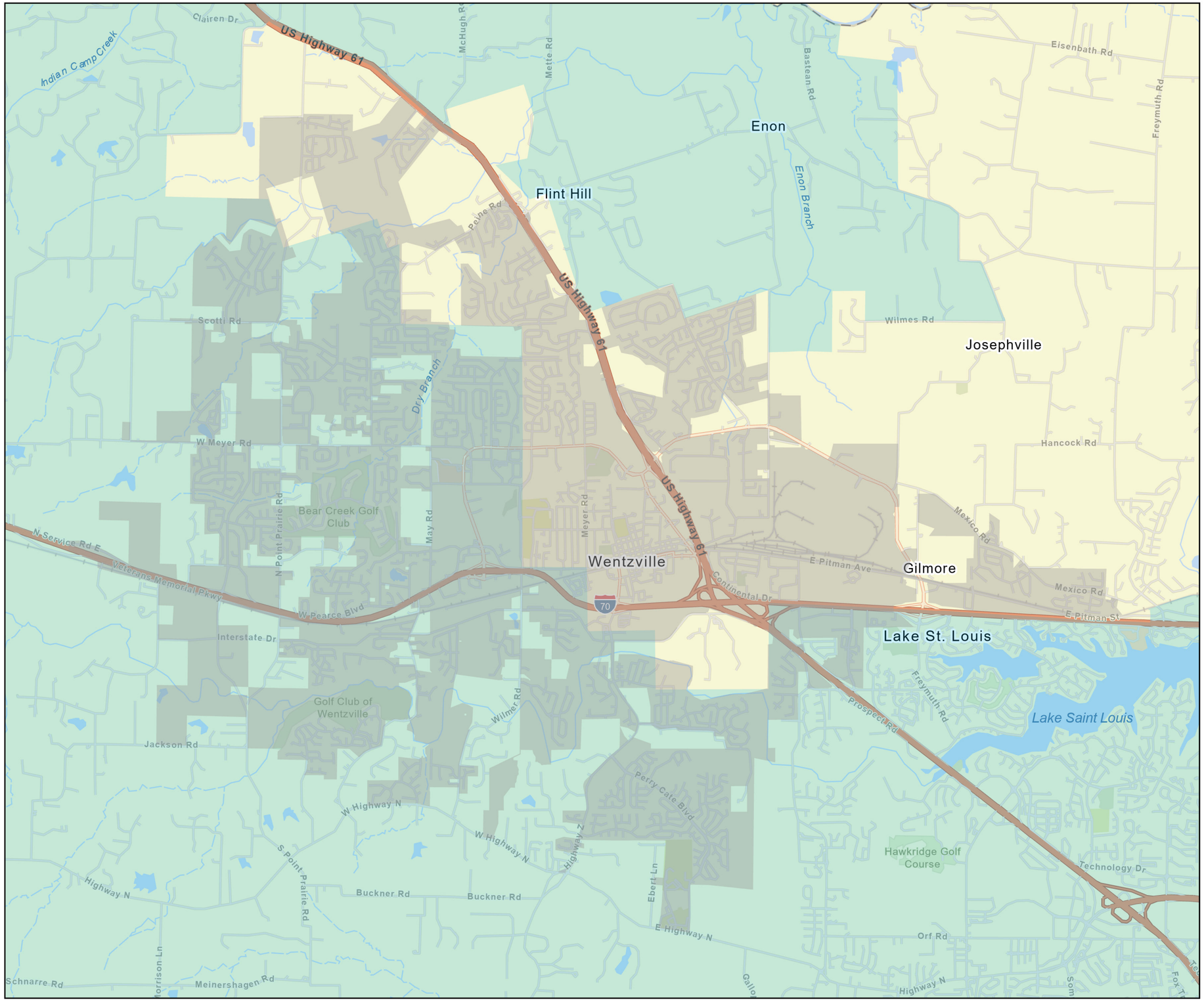
Ameren UE
Spire Energy

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City of Wentzville Water District #2 Map: 8

Legend

- Wentzville Corporate Limits
- Public Water District #2

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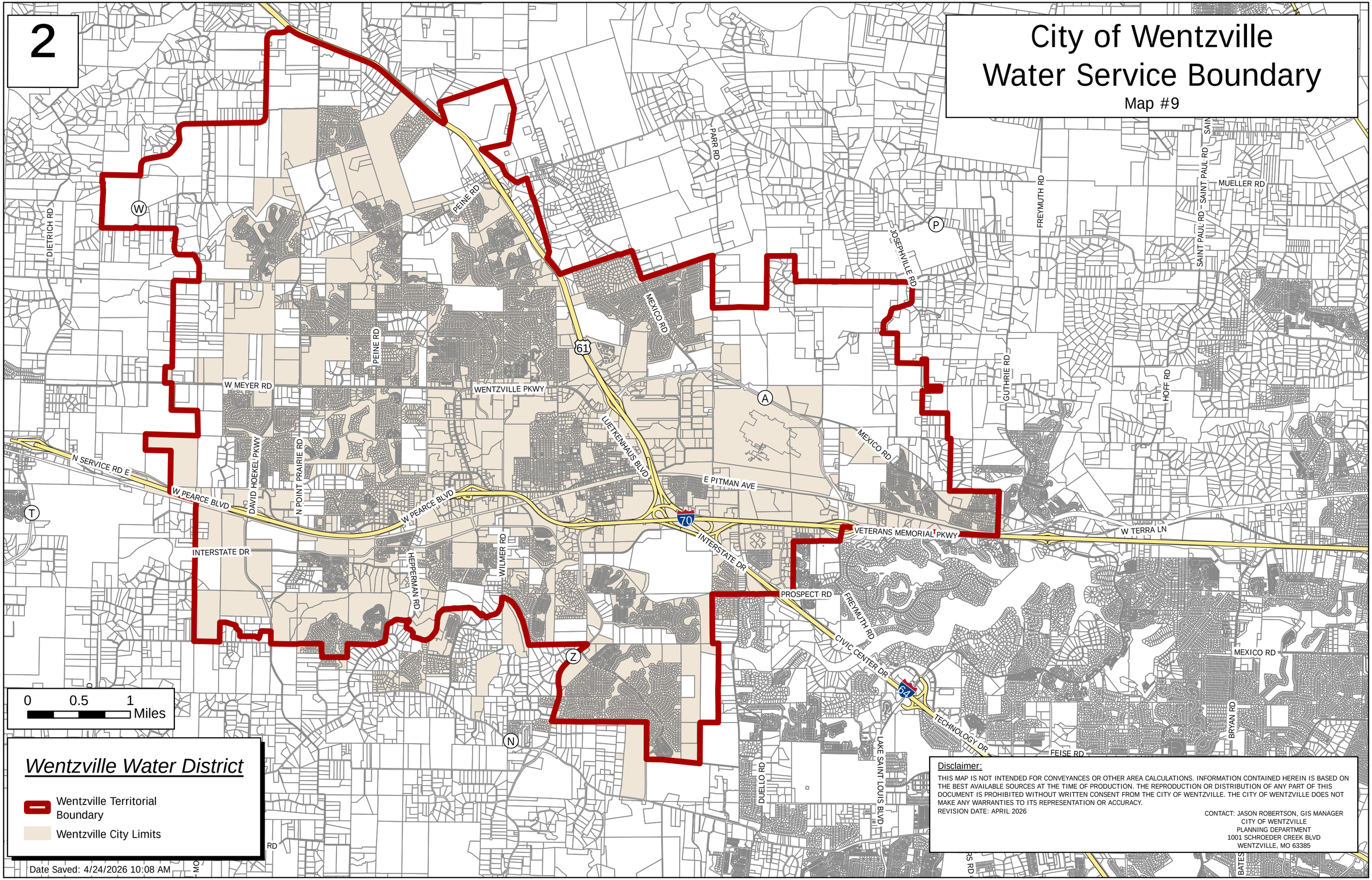
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2

City of Wentzville
Water Service Boundary

Map #9



Wentzville Water District

- Wentzville Territorial Boundary
- Wentzville City Limits

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1001 SCHROEDER CREEK BLVD
WENTZVILLE, MO 63385

City of Wentzville
Wastewater Service Boundary

Map #10

2

Wentzville Wastewater Service

- Wentzville Wastewater Boundary
- Wentzville City Limits

0 0.5 1 Miles

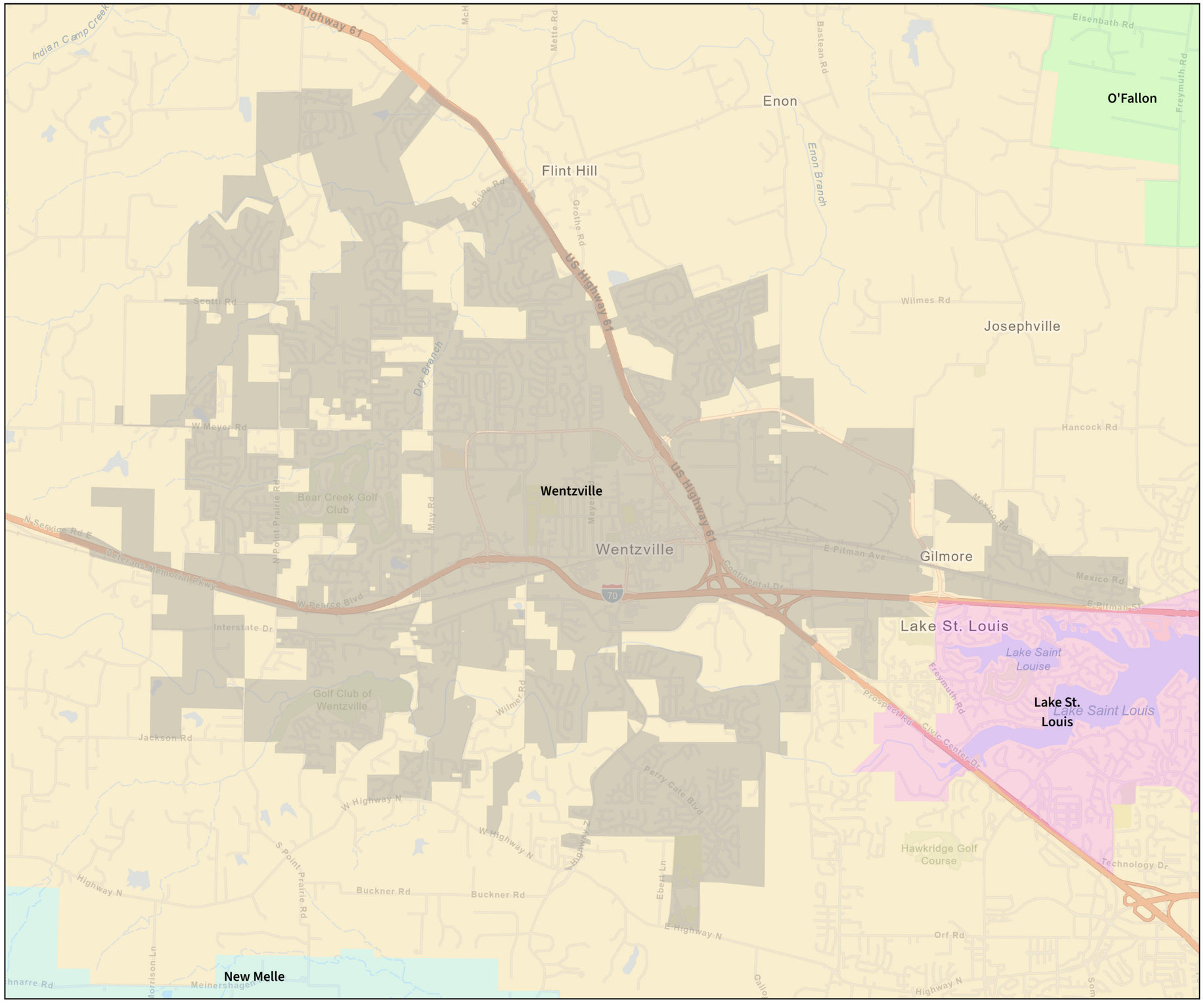
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Fire Protection Districts Map: 11

Legend

Wentzville Corporate Limits

Fire Protection District

- Wentzville
- Lake St. Louis
- New Melle
- O'Fallon

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Saint Charles County School Districts Map: 12

Legend

- Wentzville Corporate Limits

School District Boundaries

School District

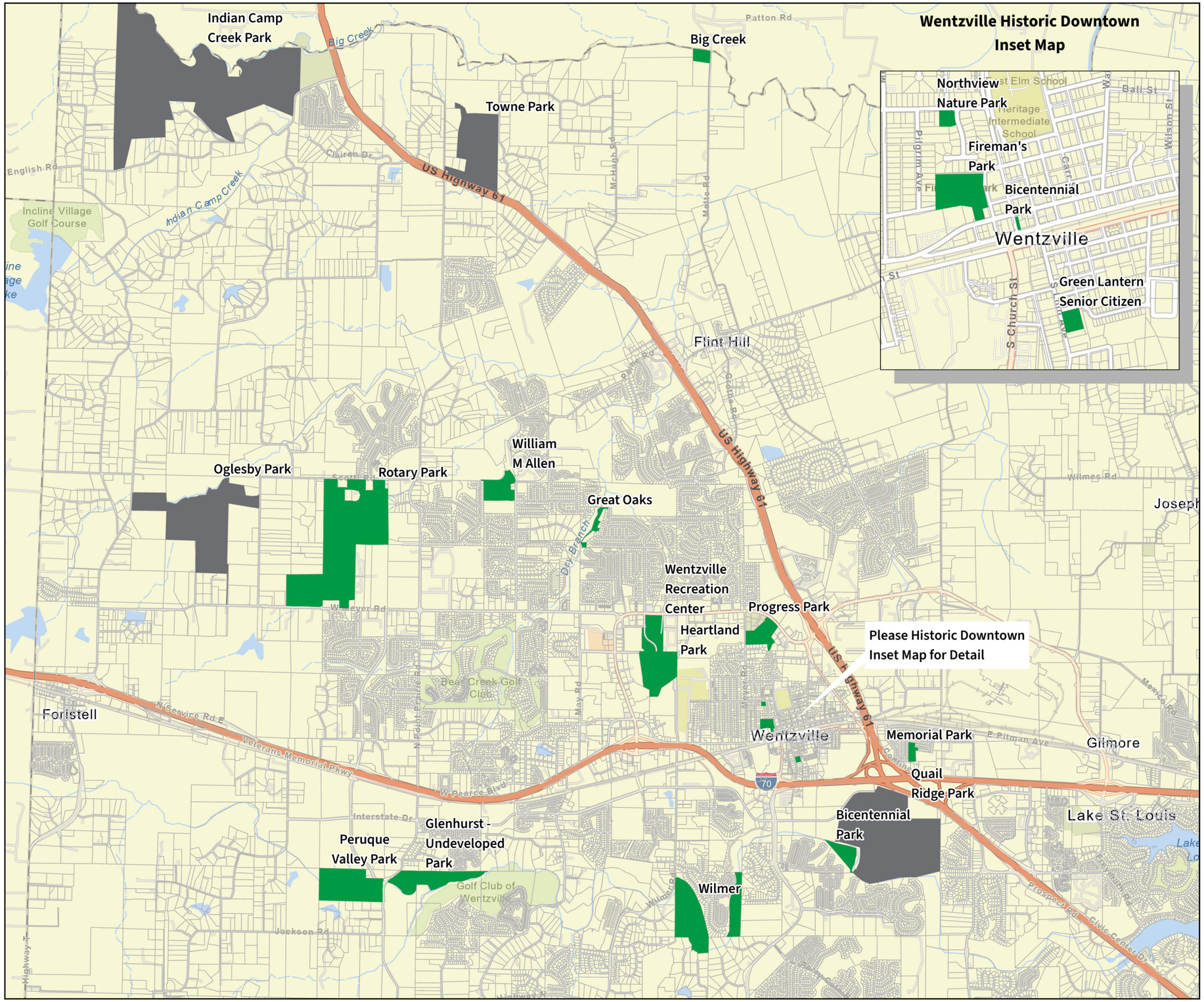
- Fort Zumwalt
- Francis Howell
- Orchard Farm
- St Charles
- Washington
- Wentzville

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City of Wentzville City & County Parks Map: 13

Legend

- County Parks
- Wentzville Parks
- St Charles County Parcels

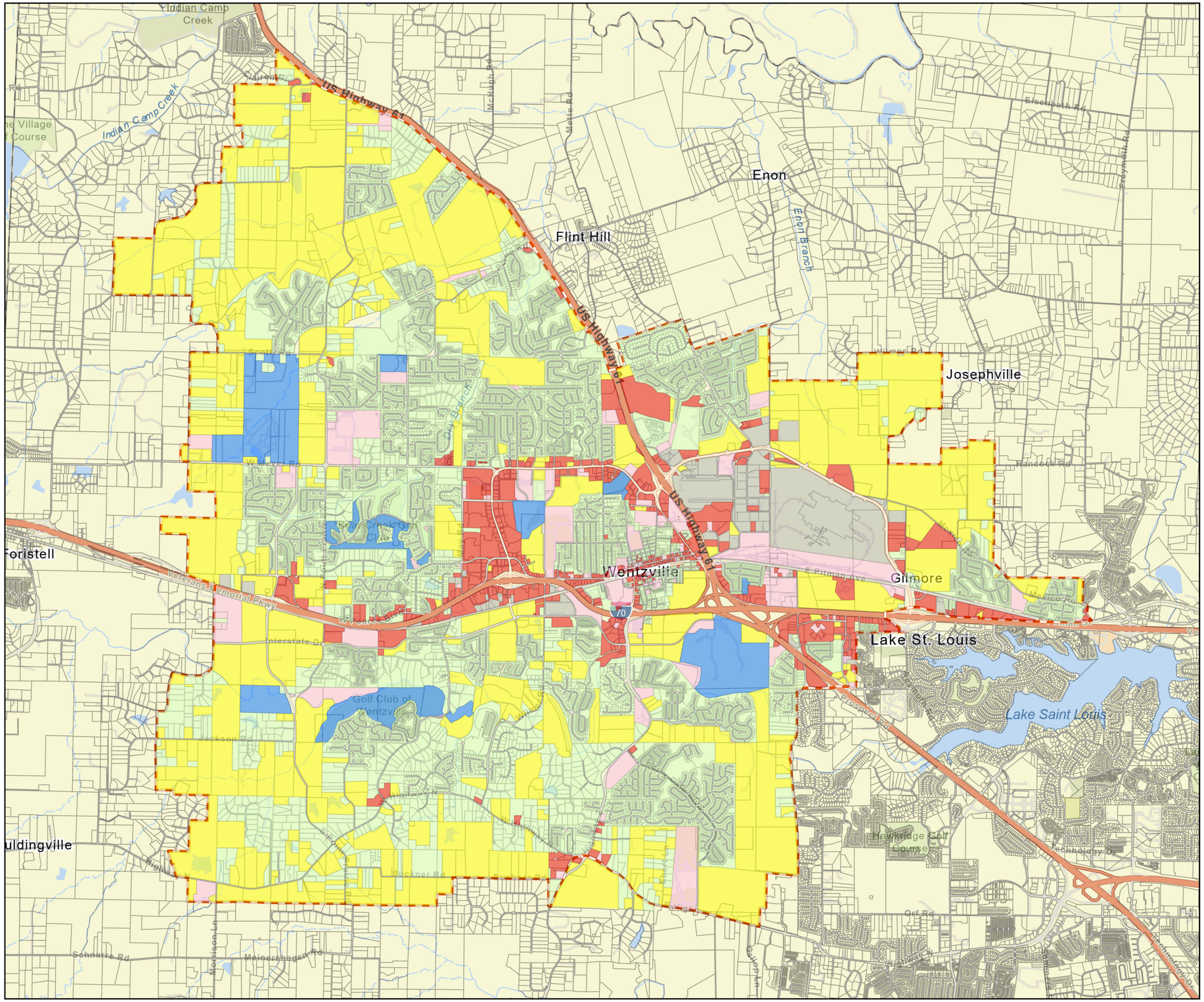
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City of Wentzville Existing Land Use Map: 14



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City of Wentzville Comprehensive Land Use Plan Map: 15

Legend

Comprehensive Land Use

- Balanced Neighborhood
- Commercial
- Estates Residential
- Flood Plain
- High Density Residential
- Industrial
- Institutional
- Low Density Residential
- Medium Density Residential
- Medium to High Density Residential
- Mixed-Use
- Neighborhood Commercial
- Office
- Park/Open Space/ Recreational
- Regional Destination
- Treatment Plant
- Parcels
- Wentzville Planning Boundary

Proposed Thoroughfare Plan

TYPE

- Existing Arterial
- Existing Collector
- Existing Interchange
- Existing Roundabout
- Proposed Arterial
- Proposed Collector
- Proposed Interchange
- Proposed Roundabout

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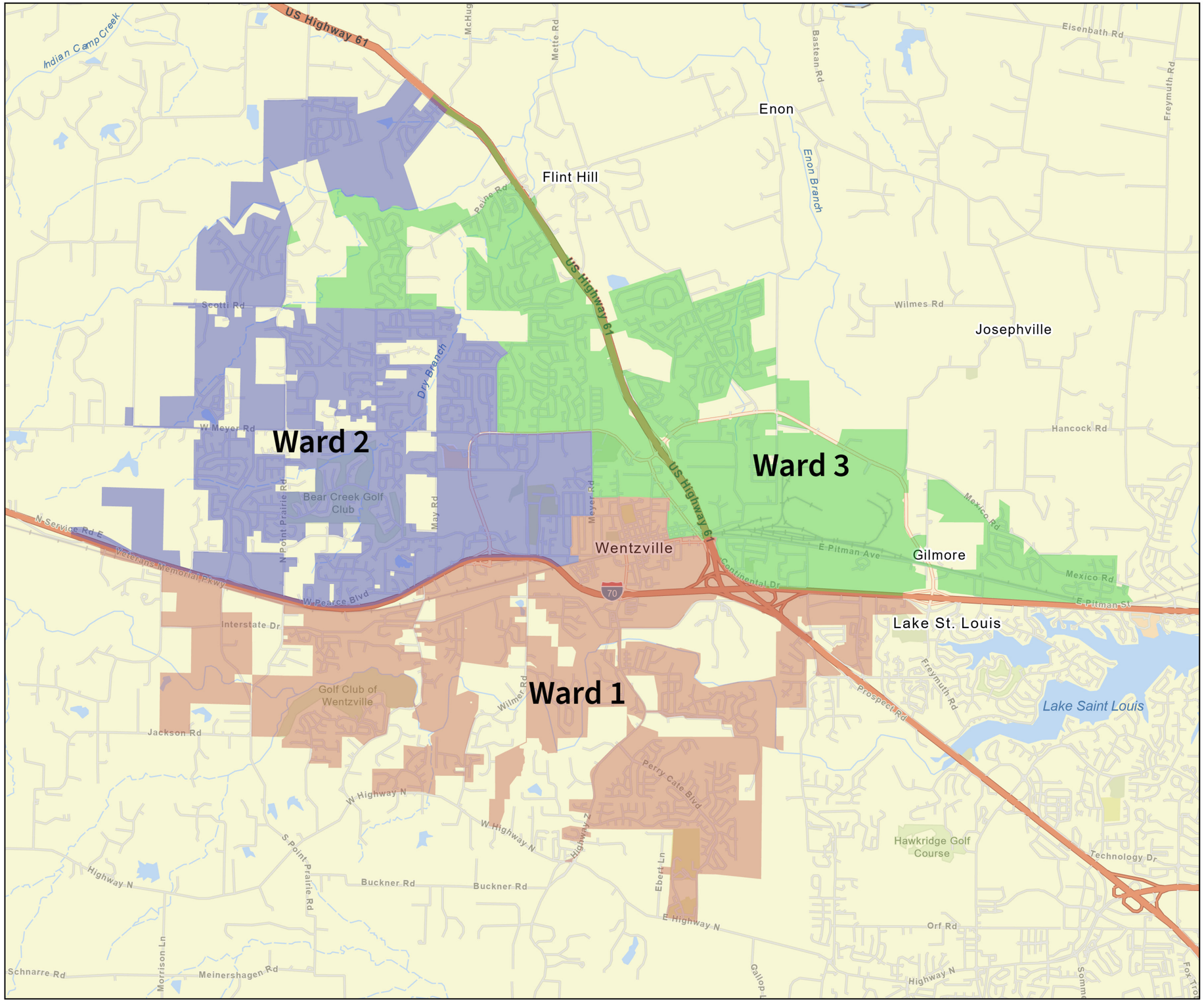
City of Wentzville Municipal Wards Map: 16

Legend

City Wards

WARD

- Ward 1
- Ward 2
- Ward 3

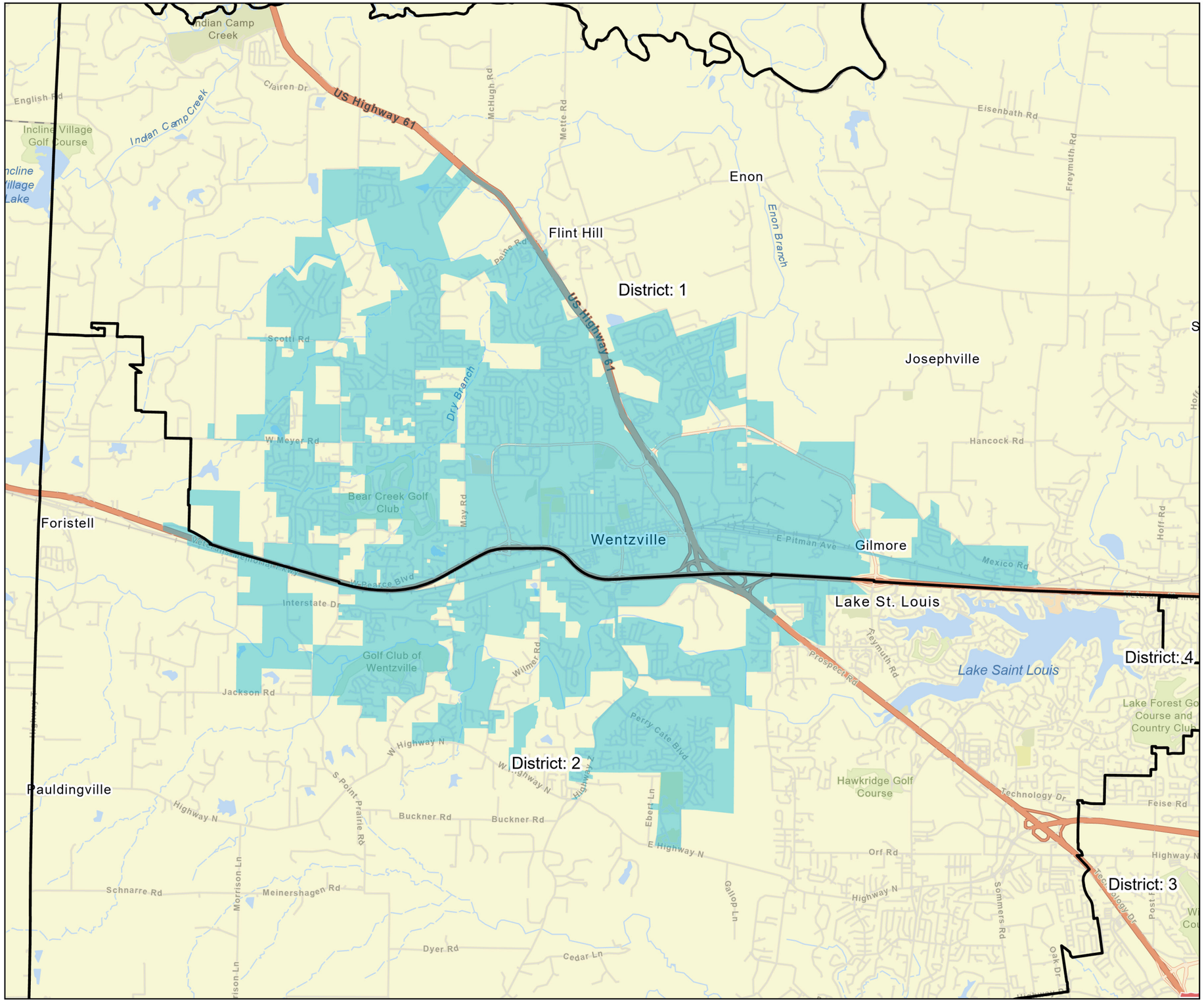


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Saint Charles County Council Districts

Map: 17

Legend

- County Council Districts
- Wentzville Municipal Limits

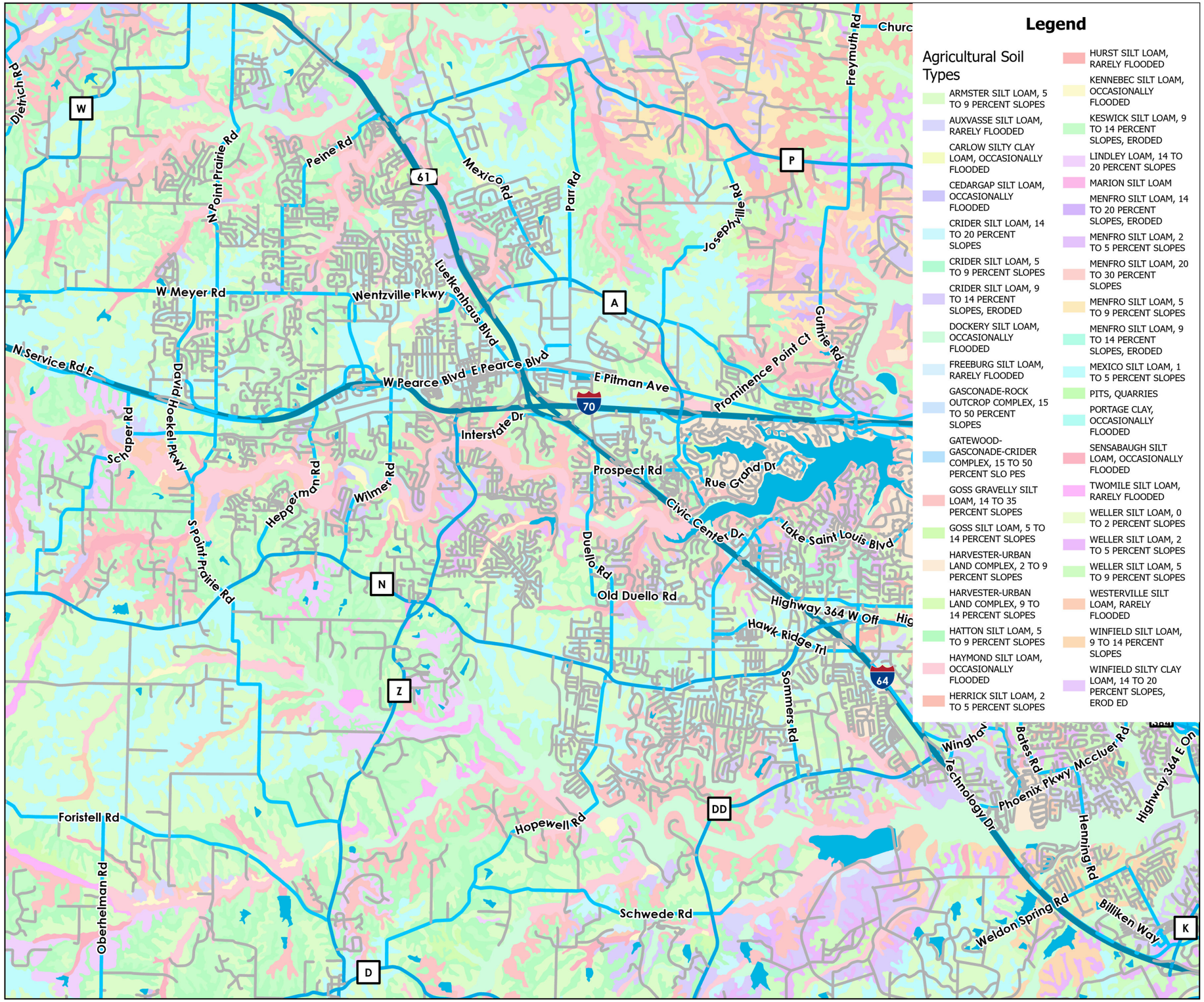
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Legend

Agricultural Soil Types

- ARMSTER SILT LOAM, 5 TO 9 PERCENT SLOPES
- AUXVASSE SILT LOAM, RARELY FLOODED
- CARLOW SILTY CLAY LOAM, OCCASIONALLY FLOODED
- CEDARGAP SILT LOAM, OCCASIONALLY FLOODED
- CRIDER SILT LOAM, 14 TO 20 PERCENT SLOPES
- CRIDER SILT LOAM, 5 TO 9 PERCENT SLOPES
- CRIDER SILT LOAM, 9 TO 14 PERCENT SLOPES, ERODED
- DOCKERY SILT LOAM, OCCASIONALLY FLOODED
- FREEBURG SILT LOAM, RARELY FLOODED
- GASCONADE-ROCK OUTCROP COMPLEX, 15 TO 50 PERCENT SLOPES
- GATEWOOD-GASCONADE-CRIDER COMPLEX, 15 TO 50 PERCENT SLO PES
- GOSS GRAVELLY SILT LOAM, 14 TO 35 PERCENT SLOPES
- GOSS SILT LOAM, 5 TO 14 PERCENT SLOPES
- HARVESTER-URBAN LAND COMPLEX, 2 TO 9 PERCENT SLOPES
- HARVESTER-URBAN LAND COMPLEX, 9 TO 14 PERCENT SLOPES
- HATTON SILT LOAM, 5 TO 9 PERCENT SLOPES
- HAYMOND SILT LOAM, OCCASIONALLY FLOODED
- HERRICK SILT LOAM, 2 TO 5 PERCENT SLOPES
- HURST SILT LOAM, RARELY FLOODED
- KENNEBEC SILT LOAM, OCCASIONALLY FLOODED
- KESWICK SILT LOAM, 9 TO 14 PERCENT SLOPES, ERODED
- LINDLEY LOAM, 14 TO 20 PERCENT SLOPES
- MARION SILT LOAM
- MENFRO SILT LOAM, 14 TO 20 PERCENT SLOPES, ERODED
- MENFRO SILT LOAM, 2 TO 5 PERCENT SLOPES
- MENFRO SILT LOAM, 20 TO 30 PERCENT SLOPES
- MENFRO SILT LOAM, 5 TO 9 PERCENT SLOPES
- MENFRO SILT LOAM, 9 TO 14 PERCENT SLOPES, ERODED
- MEXICO SILT LOAM, 1 TO 5 PERCENT SLOPES
- PITS, QUARRIES
- PORTAGE CLAY, OCCASIONALLY FLOODED
- SENSABAUGH SILT LOAM, OCCASIONALLY FLOODED
- TWOMILE SILT LOAM, RARELY FLOODED
- WELLER SILT LOAM, 0 TO 2 PERCENT SLOPES
- WELLER SILT LOAM, 2 TO 5 PERCENT SLOPES
- WELLER SILT LOAM, 5 TO 9 PERCENT SLOPES
- WESTERVILLE SILT LOAM, RARELY FLOODED
- WINFIELD SILT LOAM, 9 TO 14 PERCENT SLOPES
- WINFIELD SILTY CLAY LOAM, 14 TO 20 PERCENT SLOPES, EROD ED

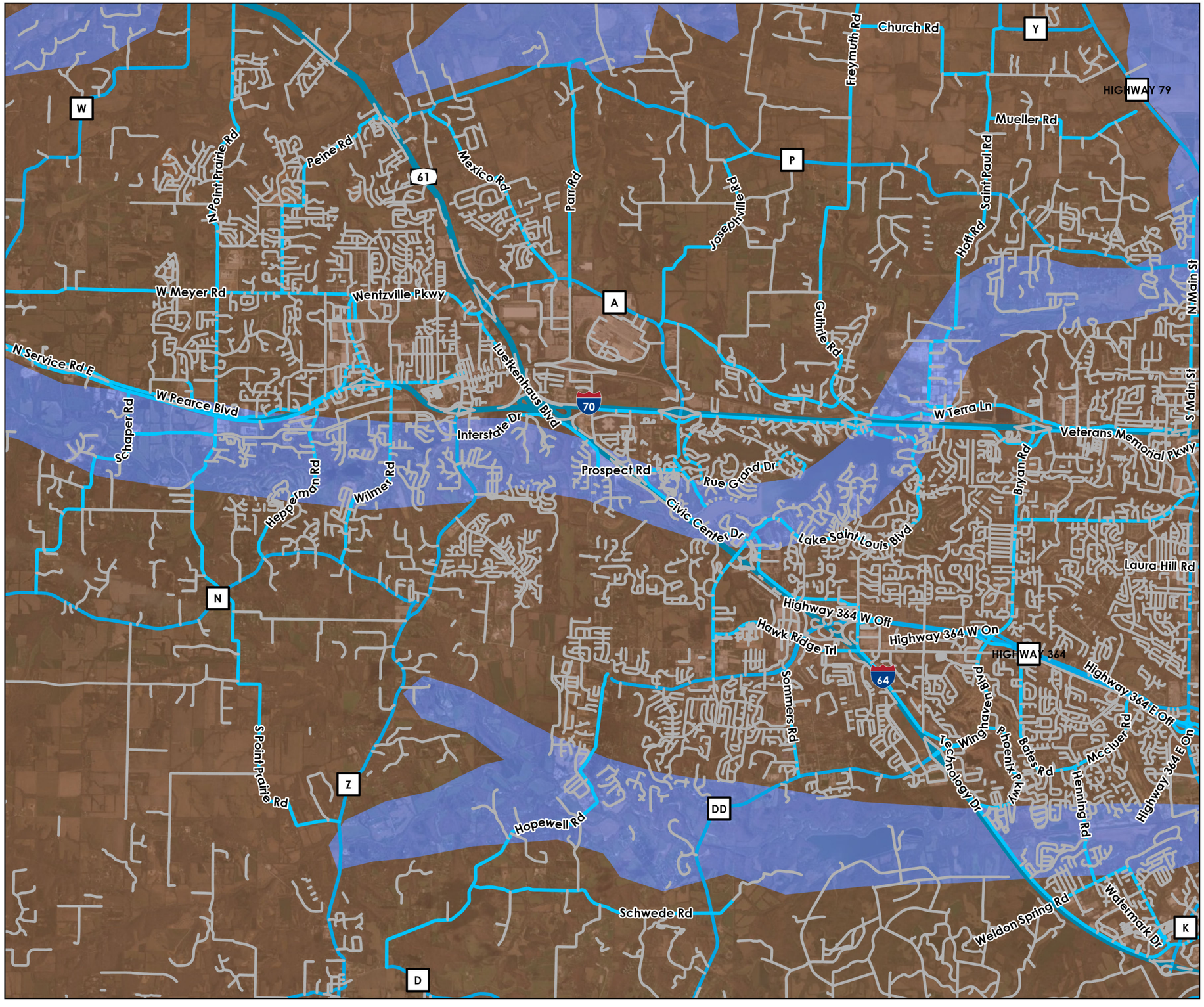
City of Wentzville
Wentzville Area
Agricultural
Soil Types
Map: 18

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City of Wentzville
Wentzville Area
Major Soil Groups
Map: 19

Legend

Major Soil Groups

- Alluvium
- Clay loam till

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City of Wentzville Geologic Groups Map: 20

Legend

Engineering Geologic Groups

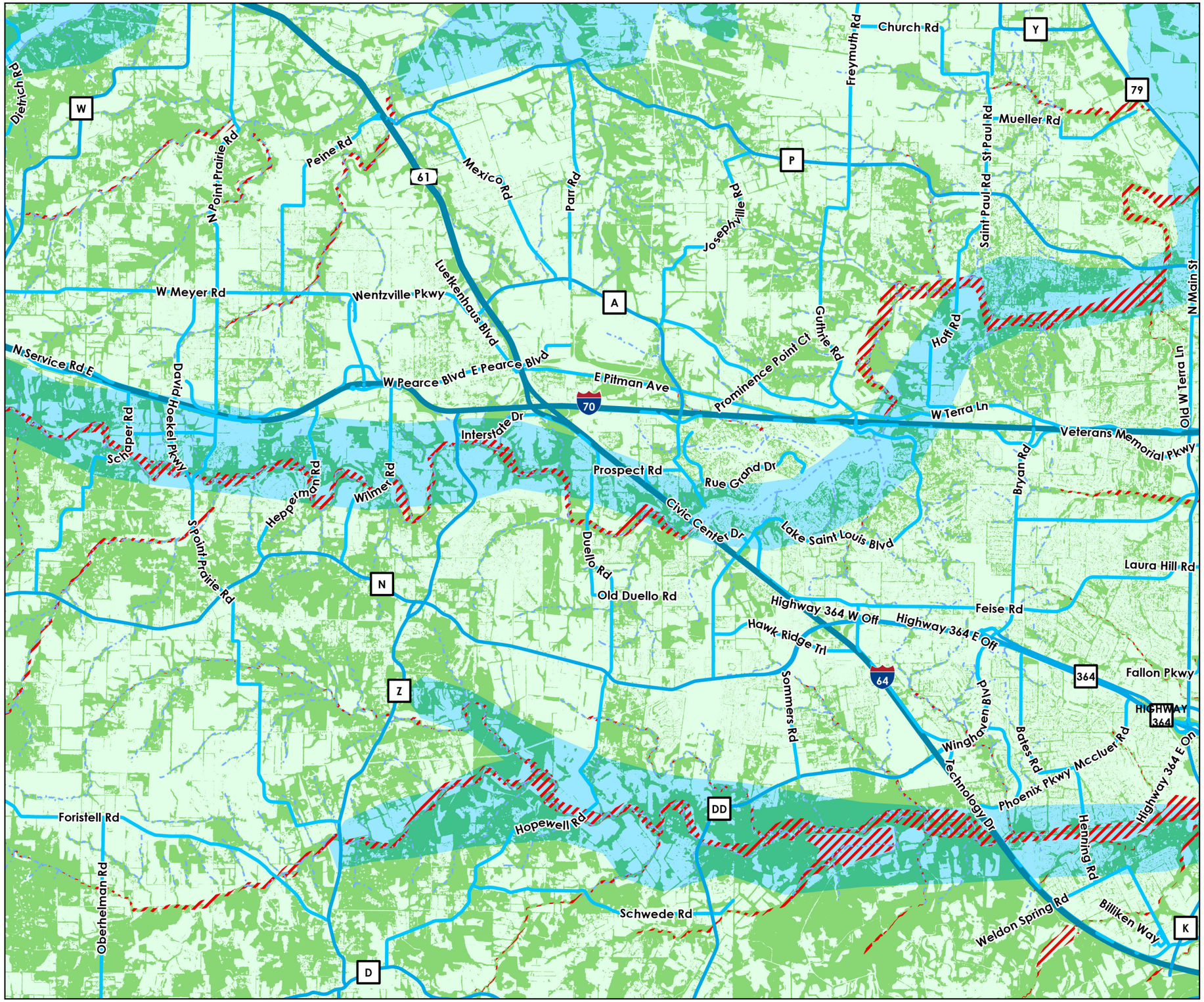
- Mississippian Kinderhookian Limestone/Shale
- Mississippian Meramacian Limestone
- Mississippian Osagean Limestone
- Ordovician Cincinnation/ Champ Dolomite/ Limestone
- Pennsylvanian Desmoinesian Limestone
- Quaternary Holocene Alluvium

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Wentzville Area Natural Resources Map: 21

Legend

- Creeks/Streams
- Floodway

Soil Types

Soil Types

Alluvium	Alluvium
Clay loam till	Clay loam till
Wentzville Tree Canopy	

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Wentzville Area Drainage Areas Map: 22

Legend

Drainage Areas

Watershed

- Big Creek Basin
- Dardenne Creek Basin
- Lower Cuivre River Basin
- Peruque Creek Basin

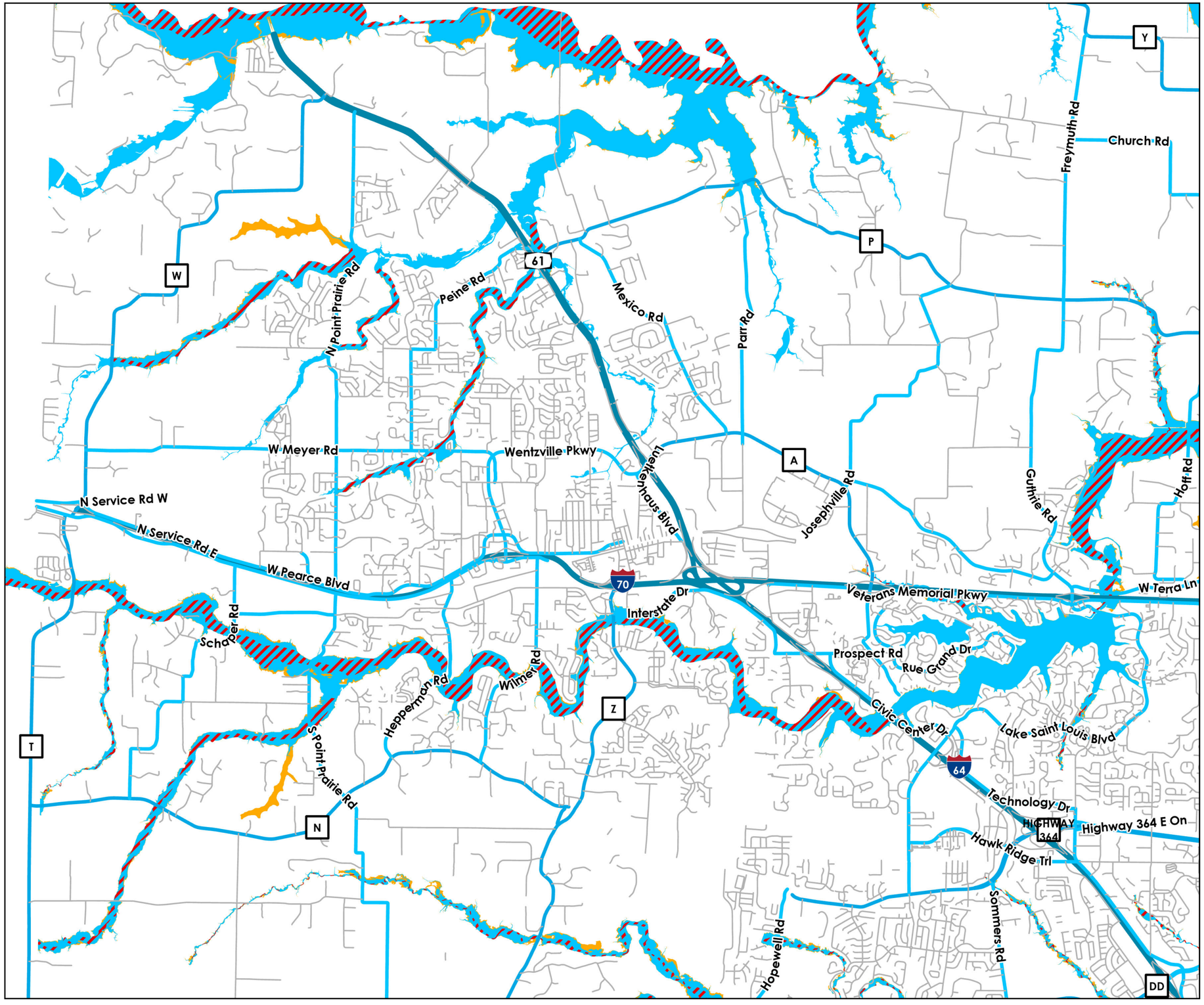
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City of Wentzville
Flood Zones
Map: 23



Legend

- Floodway
- Flood Hazard Area

Flood Hazard Area

- 500 Year Flood Plain
- 100 Year Flood Plain

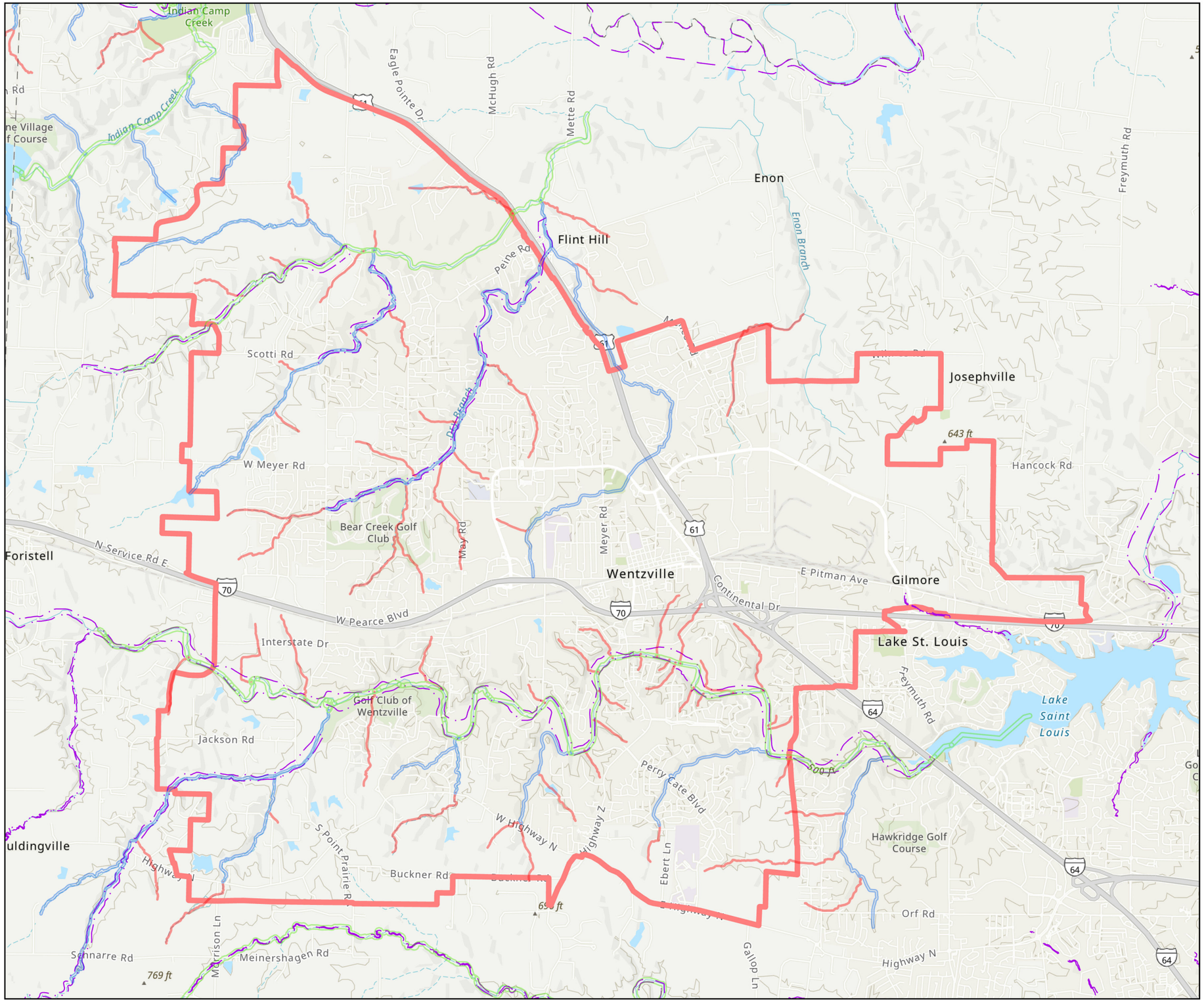
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City of Wentzville Natural Watercourse & Riparian Buffer Protection Map: 24



Legend

- Flood Plain
- Wentzville Planning Boundary

Storm Riparian Buffer

25	25
50	50
100	100

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City of Wentzville Stormwater System Map: 25

Legend

- Outfalls
- Inlets
- Streams
- Storm Lines
- Wentzville Municipal Limits

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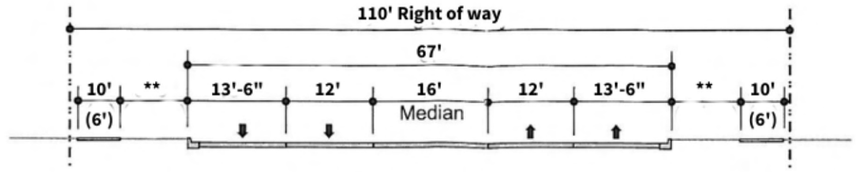
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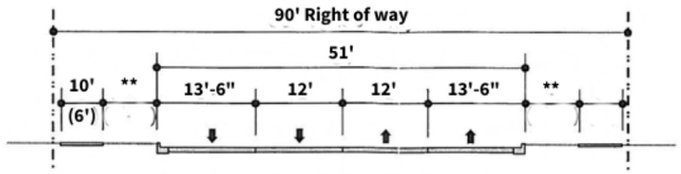
City of Wentzville Roadway Functional Classifications Sheet: 26

1



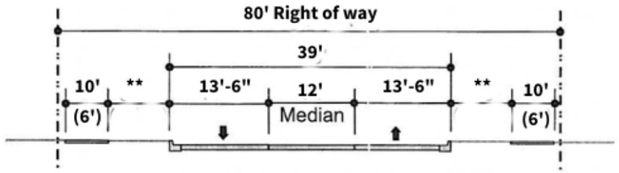
Major Arterial

2



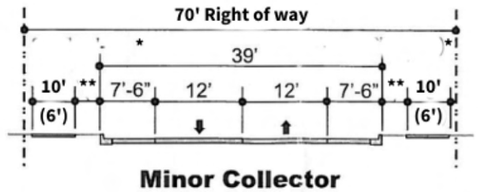
Minor Arterial

3



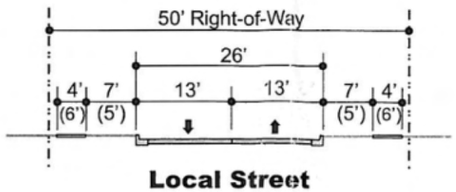
Major Collector

4



Minor Collector

5



Local Street

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**** Width Varies**

These typical sections follow the functional classification of each roadway, as defined by the City's Thoroughfare Plan and by the City's Engineering Design Criteria.

This information is provided for guidance as a minimum standard. Actual roadway designs may vary.

Typical Sections

1 **Major Arterial**
5 Lanes
Speed Limit: 40-50 MPH
AADT Range: 7,000 - 27,000 vpd

2 **Minor Arterial**
4 Lanes
Speed Limit: 30-40 MPH
AADT Range: 3,000 - 14,000 vpd

3 **Major Collector**
3 Lanes
Speed Limit: 30-40 MPH
AADT Range: 2,000 - 7,000 vpd

4 **Minor Collector**
2 Lanes
Speed Limit: 30-35 MPH
AADT Range: 1,000 - 3,000 vpd

5 **Local Street**
2 Lanes
Speed Limit: 25 MPH
AADT Range: < 1,500 vpd

City of Wentzville Microwave Fresnel Zones Map: 29

Legend

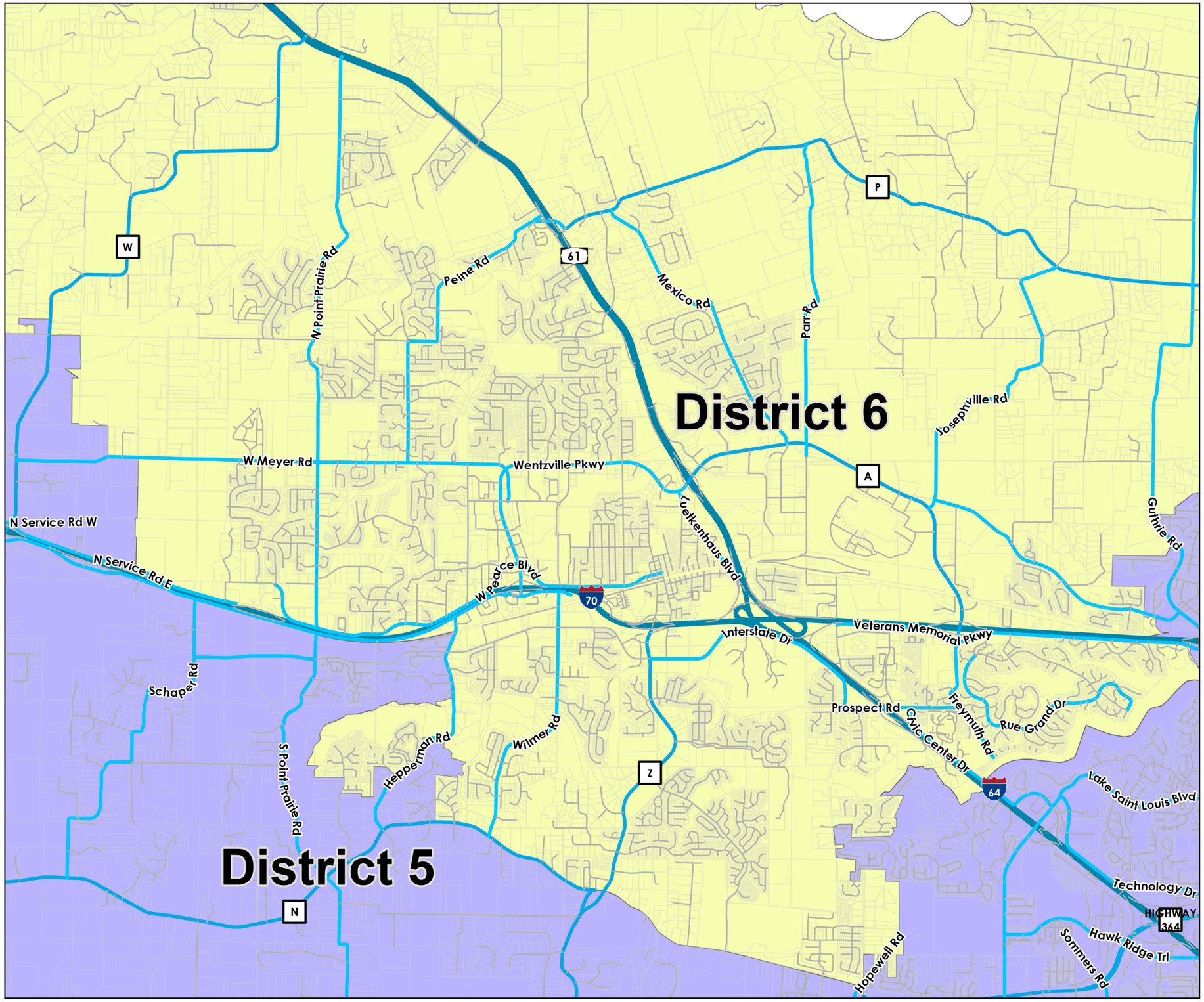
- Microwave Tower
- Fresnel Zone
- Wentzville Corporate Limits

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City of Wentzville Ambulance Districts Map: 30

Legend

St. Charles County Parcels

Ambulance Districts

LONGNAME

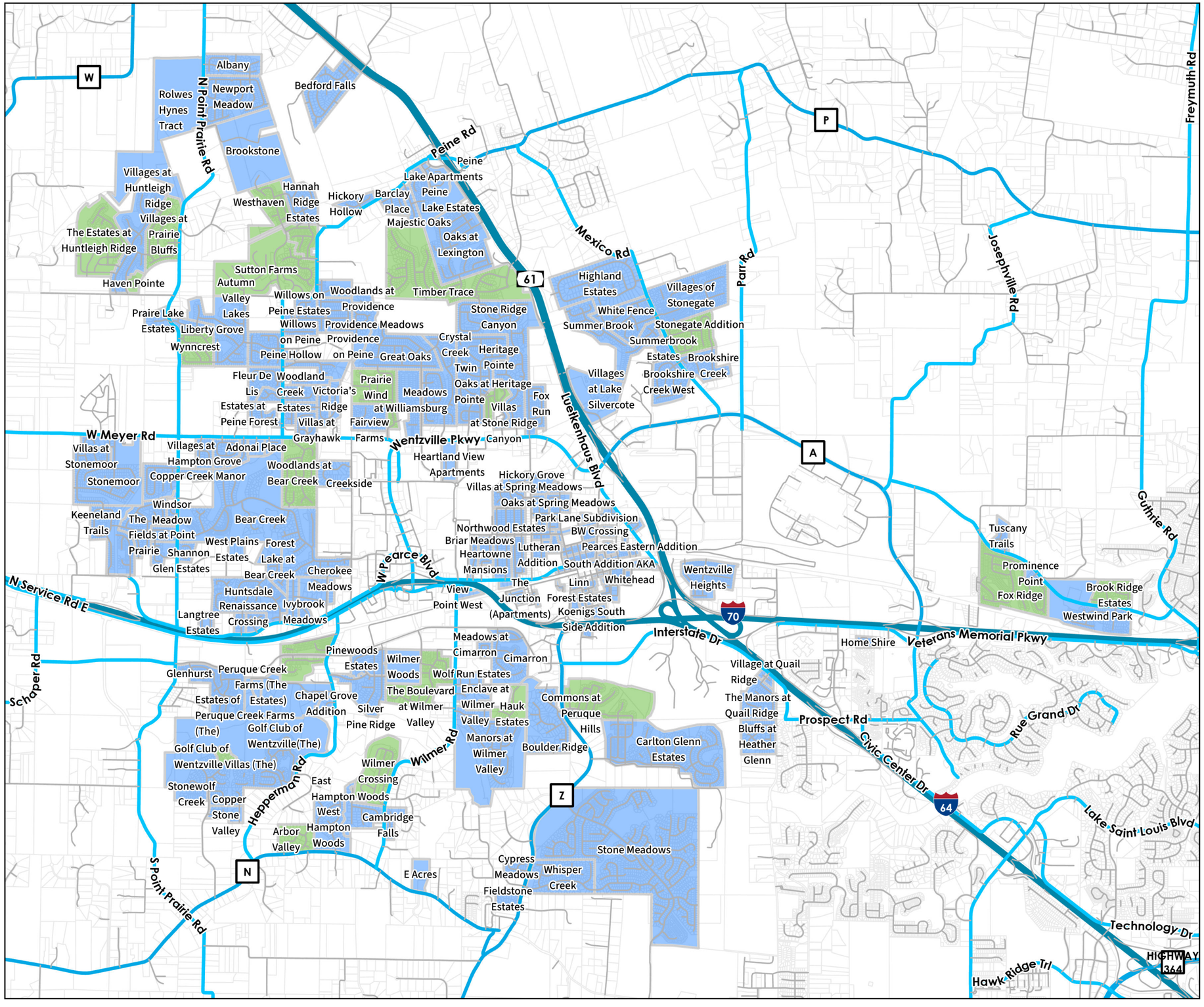
- District 5
- District 6

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City of Wentzville Subdivisions Map: 31

Legend

Wentzville Area Subdivisions

Buildable Lots

- Complete
- Is Buildable

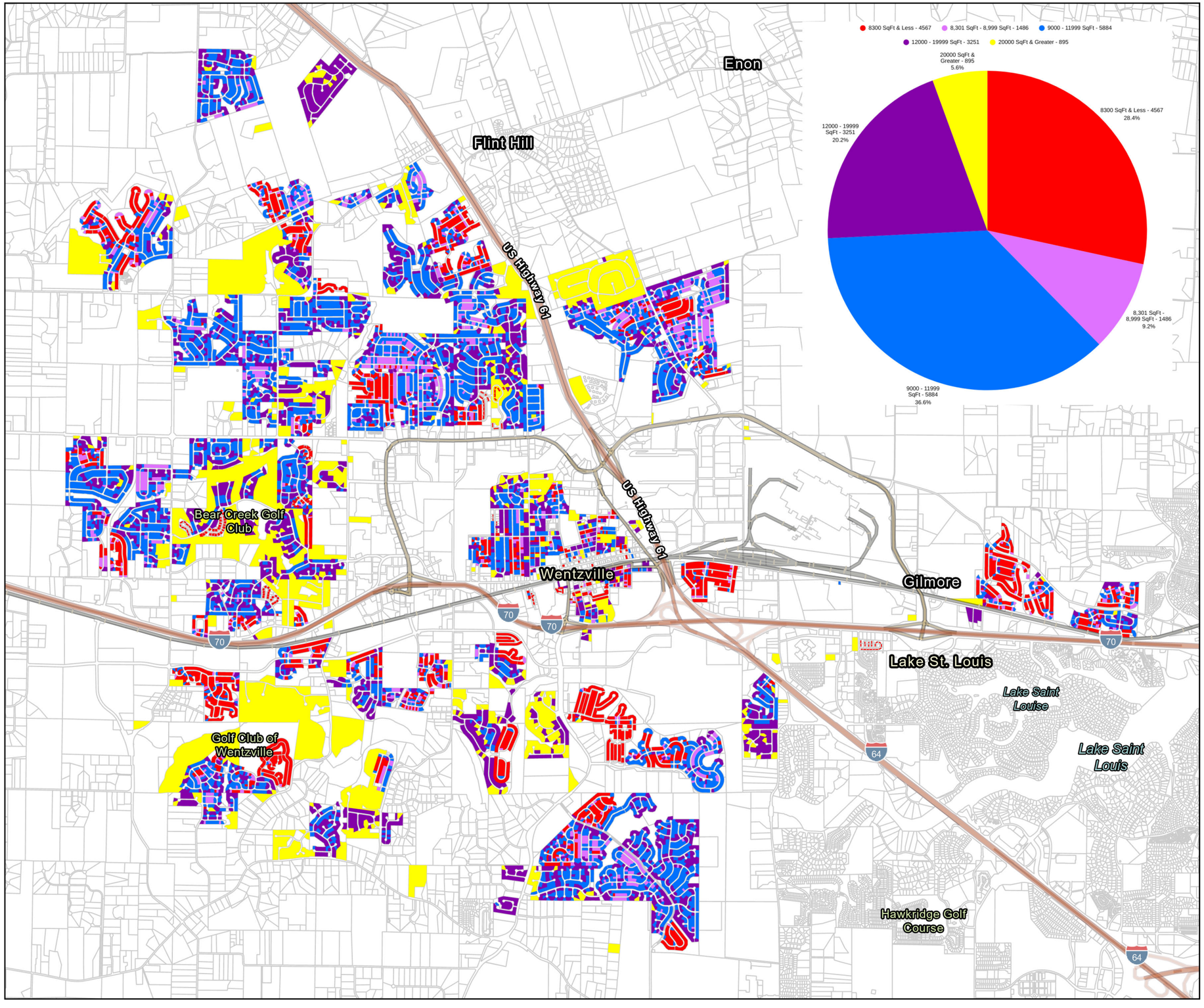
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City of Wentzville Residential Lot Size Map 32



Legend

Lot Size

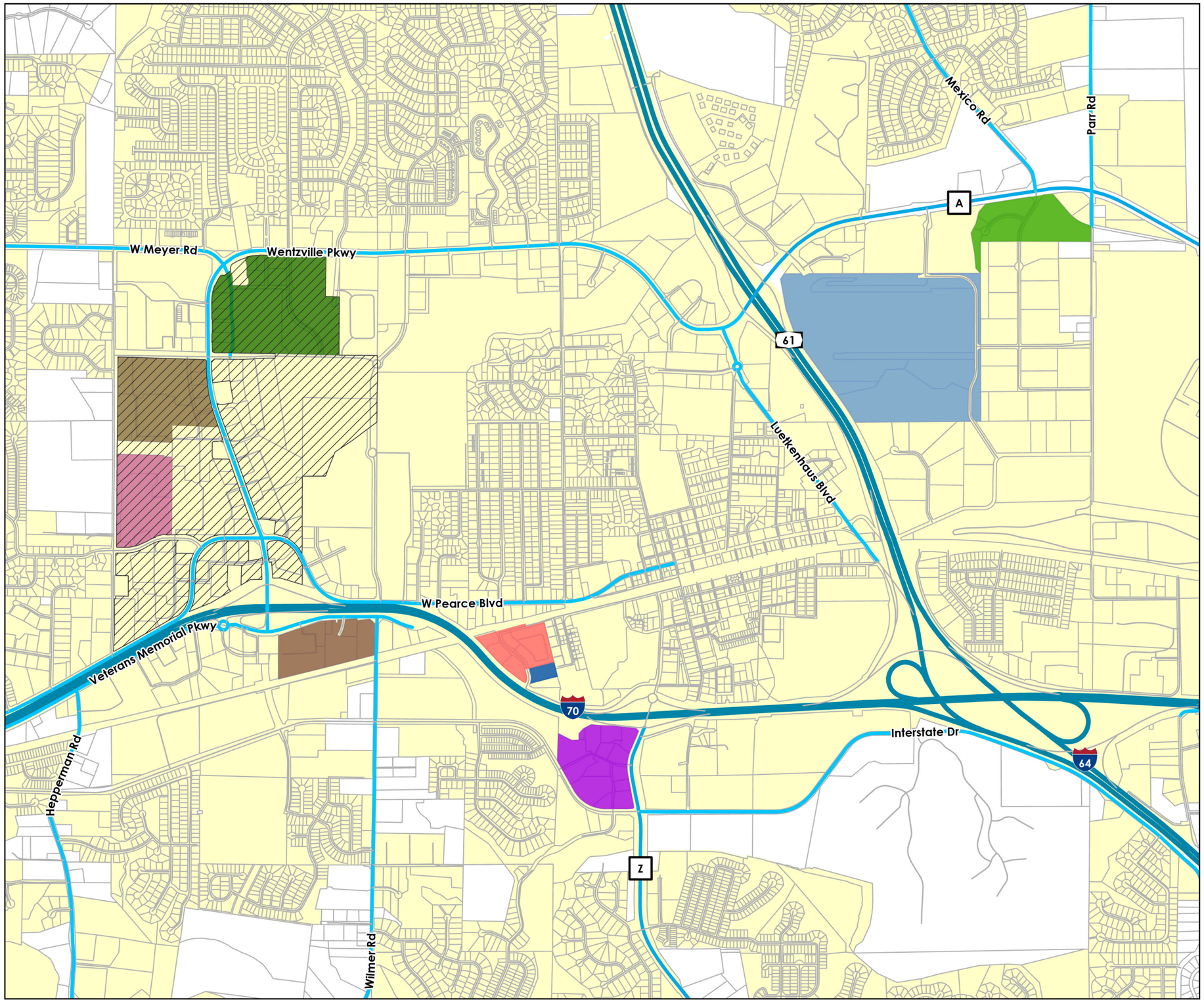
- 8,300 SqFt and Below - 4533/28.4%
- 8,301 SqFt - 8,999 SqFt - 1475/9.2%
- 9,000 SqFt - 11,999 SqFt - 5822/36.5%
- 12,000 SqFt - 19,999 SqFt - 3245/20.3%
- 20,000 SqFt and Above - 895/5.6%
- St. Charles County Parcels

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Wentzville Missouri



City of Wentzville Special Taxing Districts Map: 33

Legend

Taxing District

- Bear Creek CID (Sam's) (.5% Sales Tax)
- M and B Sachs Business Park Extention TIF
- Northpoint TDD
- South I-70 Commercial Area TIF
- The Crown Community CID (1% Sales Tax)
- The Junction TDD (1% Sales Tax)
- Wentzville Bend CID (.5% Sales Tax)
- Wentzville Bluffs CID (1% Sales Tax)
- Wentzville Parkway Regional CID (1% Sales Tax)
- Wentzville TDD III (Lowe's/Target) (.25% Sales Tax)

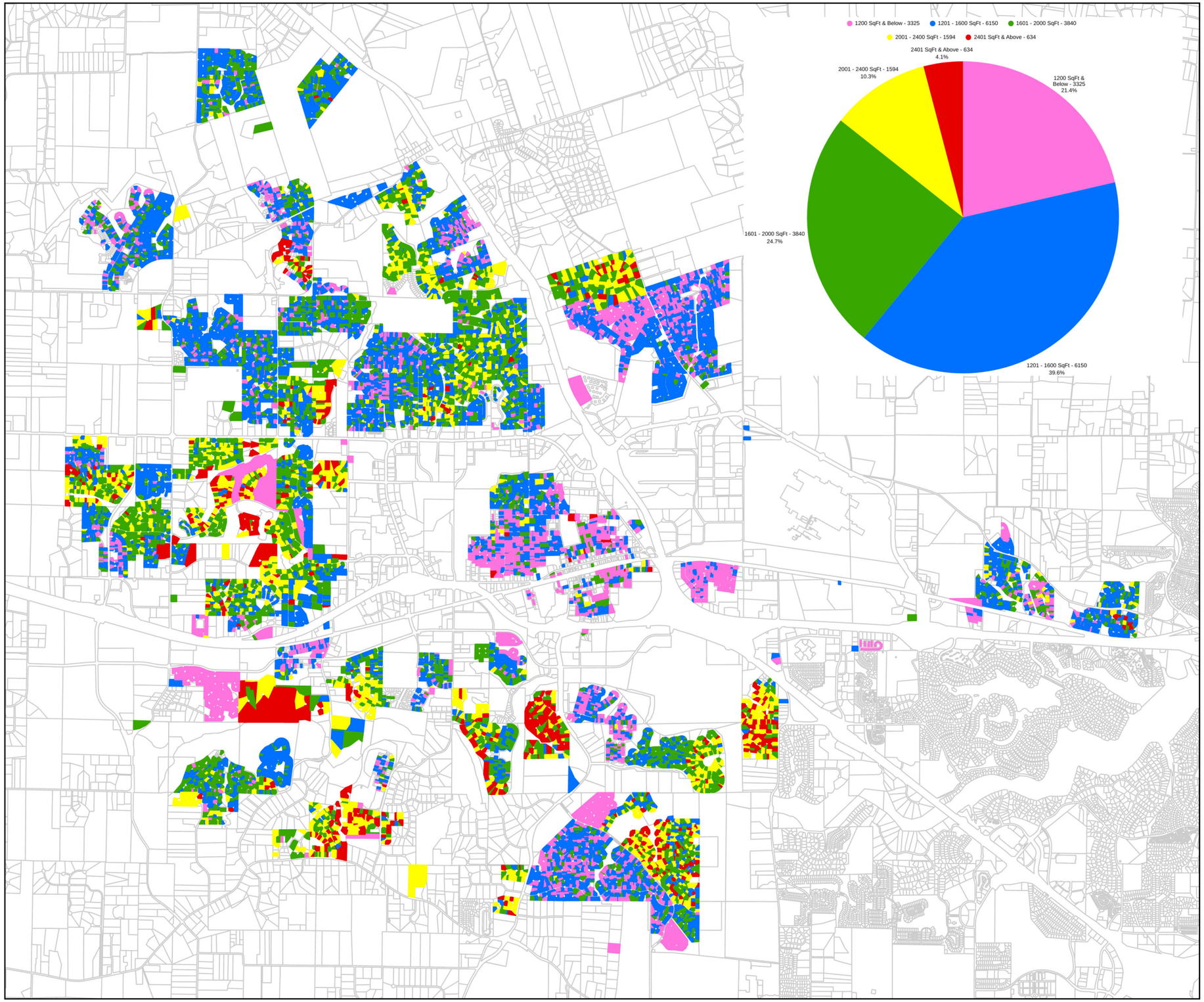
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City of Wentzville Residential Home Size Map: 34

Legend

Wentzville Parcels by Home Size

Base Area

- 1200 SqFt and Below - 3325
- 1201 - 1600 SqFt - 6150
- 1601 - 2000 SqFt - 3840
- 2001 - 2400 SqFt - 1594
- 2401 SqFt & Above - 634
- St. Charles County Parcels

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