



ROUTE N

Great Places

A GREAT STREETS INITIATIVE

JULY, 2026

ACKNOWLEDGMENTS

Project Sponsors

East-West Gateway Council of Governments



St. Charles County



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A Letter from St. Charles County Executive Steve Ehlmann

What is the Route N Great Places Study?

This study is a product of the East-West Gateway Great Streets Initiative and was envisioned as a result of collaboration between the Missouri Department of Transportation (MoDOT) and East-West Gateway on the Blueprint for Arterials, a guidance document to help better address safety, and the complex array of users and needs on arterial roadways in developed communities. While the portion of the corridor being studied is not fully developed, the study acknowledges the growth that has already happened in the area, and the planning needed to avoid having the corridor become another Route K as the municipalities make their decisions about planning and development.

Additionally, the study allowed for valuable input from local residents, landowners, schools, churches, the municipalities and, to the extent there is still unincorporated land on the Route N corridor, to the County. Finally, the study provides the municipalities and landowners a coordinated, well-considered transportation plan to get residents to their schools and churches, to shop and eat, to their job, and back home again.

Why study the Route N Corridor?

The study, in a nutshell, is an opportunity to plan for growth that responds to the land and its natural assets, rather than forcing the land to respond to growth. Those who blazed what became the Boonslick Trail followed the crest between the Dardenne and Peruque creek watersheds to avoid water crossings and maximize dry land. The farmers who came later farmed the rich soils of the unforested rolling hills of the prairies. Any improved Route N will follow the route first established and any residential development should follow the example of the pioneer farmers.

Residents south of Highway 70 and in western St. Charles County along the Duckett Creek sewer line would probably be surprised to know that property owners initially had to annex into a municipality to get sewer service. Historically, owners of land outside municipal sewer systems could build a house with a septic tank on a lot as small as one acre. After septic tanks became an environmental problem, new homes were required to be on three-acre lots. Eventually the County Court created the Duckett Creek Sewer District in 1972 to serve emerging growth in parts of the county not immediately adjacent to existing municipalities. Such special districts were eligible for up to 90% federal and state grants.

Meanwhile, Lake Saint Louis and Dardenne Prairie were incorporated, and joined

Wentzville and O’Fallon in the competition to voluntarily or involuntarily annex land, eventually along the Route N corridor. Availability of sewers allowed greater density, and the extent of density was determined through the planning and zoning process, after a request from the landowner to the jurisdiction in which the land was located.

The type of development appropriate for an area depends largely on the topography of the land and the roadways that service it. Route N, a two-lane farm-to-market state route under MoDOT control, is already very congested and is in an area likely to see more growth in the future, depending on decisions by local zoning authorities, including the cities of Lake Saint Louis, Wentzville, O’Fallon and, if the area remains unincorporated, St. Charles County. Wentzville—with a population that has changed from around 7,000 in 2000 to over 50,000 in 2026—has experienced extensive growth over the last 25 years, especially as new subdivisions were built south of I-70. With 950 new single-family housing permits, the city had over \$140 million in new construction by 2002 and continues to grow.

Residential growth ensured retail commercial growth and tax revenue for the city, which had an operating budget over \$33 million by 2003. That year, Wentzville

condemned a 10-foot wide, 2,038-foot-long strip across a farm to create contiguity so the city could annex land the owner wanted to develop. The area along Route N is designated “medium density” in the 2022 Wentzville Comprehensive Land Use Plan.

Not to be outdone, O’Fallon has continued to promote residential development to its south, beyond the areas identified in its 2021 Comprehensive Plan. Adding Post Farms to the north of Route N, as well as Harvest and the very recently approved Caballo Farms to the south, they have continued moving westward along the Route N corridor toward Perry Cate Boulevard.

There is no doubt that Route N needs more capacity, much as Route K did 30 years ago. While commercial development had begun on Route K south of downtown O’Fallon, after MoDOT improved it to a five-lane road, it spread south, crossing Route N all the way to I-64, and became a much needed (at the time) commercial corridor.

However, demand for brick-and-mortar stores is declining—the entire Route N corridor does not need to contain commercial development. The County Transportation Planning Department has worked with MoDOT on an alternative to a five-lane road. The municipalities of Lake Saint Louis, Wentzville and O’Fallon have been involved in the Route N corridor planning

effort and the Great Places study from the beginning. MoDOT and St. Charles County are planning improvements to Route N between Route Z and the I-64 interchange. This effort began in 2023 and builds on the Planning and Environmental Linkages (PEL) Study completed in 2022, which evaluated transportation needs and potential improvement strategies along the corridor. The county has contributed funding to the project and has a chance to influence the final decision by MoDOT on what to build. A median between two lanes in each direction will dictate that such commercial development is only at the cross streets. The primary purpose of Route N should be as an arterial to get residents from their neighborhoods to I-64 or Highway 364.

Duckett Creek Sanitary Sewer District has built a new sewage treatment facility on Dardenne Creek to serve development on the south side of Route N while Wentzville will continue to serve the north side. This new plant will allow denser residential development than in the past. The municipalities have new subdivision development that will be served by this plant, and the County has just approved the plat for such a development that was approved for rezoning years ago.

The Duckett Creek plant was financed by a bond issue that present and future users will pay off. The district is counting on the types of density already established in the Dardenne

watershed to have the funds to pay off the bonds. If fewer houses are built, the cost to existing houses will increase to retire the bonds.

St. Charles County began working on its next Master Plan in 2024, after several proposed residential developments had been rejected by the County Council. The County staff has realized the early farmers showed us where higher density developments should be allowed. If it was flat enough, lacking trees enough, and with good soil enough to farm it, then it is suitable for higher density subdivision today. If those factors are absent, then development should be minimal.

Should all the surrounding areas annex into a city, County Government would lose any ability to control the growth, except for the layout of Route N and connector roads. Of all the apartments approved in the county in the last 19 years, only one complex, or 1.5 percent of the total, was approved by the County Council. That complex is in the Route N corridor. County Government believes that is enough, but a city, rather than the County, may make that zoning decision.

Therefore, adapting development to the land means the first and most important issue is the type of improvements to make to Route N. Intensive commercial development has already happened on Route N just west of I-64. Route N, a two-lane farm-to-market

state route under MoDOT control, is already very congested and is in an area likely to see more growth in the future, depending on decisions by the local zoning authorities, including the cities of Lake Saint Louis, Wentzville, O'Fallon, and St. Charles County. The roadway needs more capacity, much as Route K did thirty years ago.

The County Road Board has funded north-south arterials throughout the county, including Lake Saint Louis Boulevard, Duello Road, Hopewell Road, and Perry Cate Boulevard along Route N. The recent reapproval of the 1/2-cent Transportation Sales Tax will allow them to continue to do so as additional development occurs along the corridor. However, connecting and parallel roadways are not enough.

In May 2026, East-West Gateway's Transportation Planning Committee recommended \$15 million in federal funds for the Route N widening and improvements project. I am grateful for the support of the Mayors in St. Charles County, all of whom supported the Route N project for funding this year. The estimated \$105 million Phase 1 project would add more traffic lanes and safety features along a four-mile stretch from Hawk Ridge Trail to Perry Cate. A final vote of the executive board of East-West Gateway will take place in August, after public forums on the recommended funding allocations. The remaining portions of the funding

package—from MoDOT and St. Charles County—will also come together this summer.

As the MoDOT project moves forward with the currently planned improvements, developers will look at the Great Places Report for development ideas on parcels property owners are willing to sell. Their property taxes have not and will not go up since the property tax of their farm ground is based on soil grades that do not change. In addition, should any jurisdiction condemn farm property for a public purpose, like road right-of-way, the owners of the property would receive an additional 50% over the fair market value established by the court for Heritage Value. Neither the County nor any municipality has ever condemned property to allow residential development. There is no downside for property owners along Route N.

On behalf of St. Charles County, I would like to thank everyone who participated in this effort and shared their time, ideas, and perspectives. Your involvement has helped create a stronger vision for the future of the Route N corridor.

Sincerely,

Steve Ehlmann
County Executive
St. Charles County



EXECUTIVE SUMMARY

CONTEXT, HISTORY, & PURPOSE

The Route N corridor in Western St. Charles County is a vital regional artery serving a dynamic and growing community. Today, the corridor connects significant commercial developments on its eastern end to residential subdivisions, several churches, multiple schools, farms, new residential developments and smaller commercial uses to the west.

As a critical link providing access to two major interstates, Route N is experiencing a dramatic increase in traffic volumes, bringing a clear need for improved local access, enhanced connectivity and a safer, more efficient network for all travelers.

This growth is driven by private residential and commercial market growth in the area which has increased due to the construction of Duckett Creek Sanitary District's sewage treatment plant on Hopewell Road. Because these changes stem from private, voluntary property sales, rather than government initiatives, local leadership recognized the importance of being proactive. To ensure that local communities have the necessary tools to manage this incoming growth, preserve the area's cherished rural character, and ensure that infrastructure keeps pace with regional demand, the Route N Great Places Study was launched.

At its core, this study was commissioned to answer a fundamental question:

“How can local communities successfully improve traffic safety, manage incoming growth, and maintain their cherished rural character, rather than letting uncoordinated development dictate future growth?”

This planning effort is framed under the foundational principles of the Great Streets Initiative, launched by East-West Gateway in 2006. A central tenet of the Great Streets program is that planning cannot focus on the road alone. Instead, successful corridors look beyond the pavement to see how the surrounding land, local economies, and transportation systems connect to build stronger, safer, and more vibrant communities.

To that end, this study serves as a high-level public planning vision focused on how the areas along the corridor develop and connect over time. It identifies long-term opportunities for future housing, services, and commercial activity while supporting more connected neighborhoods.

The study is built on the separate MoDOT Route N roadway project, which focuses strictly on physical transportation engineering and roadway widening. Because this study is a visionary framework rather than a regulatory construction plan or developer's blueprint, it does not design road improvements, approve specific private development projects, alter zoning regulations, or replace local planning authority.

Furthermore, this study does not suggest or involve any property takings. Any future land decisions remain completely voluntary and firmly under the control of the local property owners. Instead, the study offers guidance, visualization tools, and recommendations to help inform local jurisdiction decisions and maintain local control as the corridor evolves.

WHAT IS THE GREAT STREETS INITIATIVE?

The Route N Great Places Study is part of East-West Gateway Council of Governments' Great Streets Initiative, a regional planning program launched in 2006. The initiative was created to help communities think beyond roadway improvements and consider how transportation investments can support stronger neighborhoods, vibrant destinations, economic opportunity, and long-term quality of life.

Great Streets recognizes that corridors are more than transportation routes. They are places where people live, work, learn, shop, gather, and travel every day. As communities grow and evolve, transportation, land use, housing, economic development, and placemaking must work together to create places that are safe, connected, and reflective of local values.

Rather than focusing solely on moving vehicles, Great Streets studies examine how corridors function as community places. They explore opportunities to improve mobility, strengthen connections between neighborhoods and destinations, support local businesses, preserve community character, and create environments that serve residents, workers, and visitors alike.

Principles of Great Streets



Great Streets are Great Places

Great Streets are more than transportation corridors. They are public places that help define community identity, create memorable destinations, and foster social interaction.



Great Streets Integrate Land Use and Transportation Planning

Great Streets integrate land use and transportation planning to support a community's vision, ensuring development patterns and transportation investments work together at both the local and regional levels.



Great Streets Accommodate All Users and All Modes

Great Streets safely support people walking, bicycling, using transit, and driving while providing access to destinations throughout the community.



Great Streets are Economically Vibrant

Great Streets support local businesses, attract investment, encourage redevelopment, and contribute to long-term economic vitality.



Great Streets are Environmentally Responsible

Great Streets protect natural systems and reduce environmental impacts like stormwater runoff, heat, pollution, and maintenance costs.



Great Streets Rely on Current Thinking

Great Streets use current best practices, innovative solutions, and lessons learned to create effective, context-sensitive outcomes.



Great Streets are Measurable

Great Streets establish clear goals, measurable outcomes, and actionable strategies that can guide decision-making and evaluate progress over time.



Great Streets Develop Collaboratively

Great Streets are shaped through partnerships among residents, businesses, property owners, local governments, agencies, and community organizations to create a shared vision for the future.

For more information, visit: www.ewgateway.org/transportation-planning/great-streets-initiative/

A VISION SHAPED BY COMMUNITY ENGAGEMENT

This study was built on transparent public collaboration and data-driven community feedback. The insights, maps, and concepts presented in this document were informed through an extensive engagement process.

A total of 615 local residents and stakeholders responded to the study's survey, providing a clear roadmap of community priorities, concerns, and desires for the corridor's future. These ideas were developed transparently during an intensive "Study Outcomes Workshop" week held from March 23 to March 27, 2026. Key stakeholders and the public were invited to drop in, view the progress, and provide direct, real-time input.

During this live process, the planning team hand-drafted preliminary concepts based on face-to-face conversations, refining ideas immediately to ensure the graphics effectively demonstrated how street connections could work and how natural assets could be preserved.



150+

In-Person Engagement Participants including

- *Listening Sessions*
- *Project Advisory Committee Meetings*
- *Study Outcomes Workshop*
- *Student Workshop*
- *Open House*



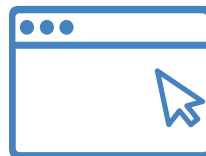
7,079

**Project
Website Views**



4,343

**Unique Website
Visitors**



615

**Responses to Online
Survey**

COMMUNITY ENGAGEMENT IN ACTION

Residents, stakeholders, property owners, and community leaders participated throughout the planning process, helping shape the vision, concepts, and recommendations presented in this study.



STUDY OBJECTIVES & FEEDBACK INTEGRATION

Directly informed by this robust public input, the planning effort focused on balancing real-world market and growth trends with the community's explicit desires to maintain the area's character. Key objectives that emerged through the process include:

- **Traffic Mitigation & Network Connectivity.** Offering alternative roadway options to travel along or cross the corridor, with the clear goal of creating a well-connected grid that naturally limits traffic volume growth on Route N itself. Public feedback included requests for more alternative routes between neighborhoods to allow local traffic to avoid Route N.
- **Market-Aligned Housing Options.** Developing a proposed conceptual study aligned with current housing market trends to provide a variety of housing options at various price points, enabling seniors and young families to remain in the area.
- **Experiential Retail Growth.** Aligning the study with current retail trends specifically designed to encourage unique, walkable destination spaces and avoid standard, uncoordinated traditional strip retail or big-box developments similar to what currently exists on Route K. Feedback showed a powerful community desire for an experiential town center featuring open gathering places, restaurants, services, and unique local experiences rather than sprawling commercial strip malls.
- **Maintaining Elements of Rural Character.** Preserving and utilizing natural features intentionally to protect as much of the corridor's existing topography and tree canopy as possible. Proactive site planning can serve as an excellent tool for conservation and property protection. By allowing targeted, higher-density pockets, local municipalities gain the planning leverage needed to enforce strict tree canopy and natural topography protections on the surrounding land, preserving it from standard "clear-cutting" grading practices often used by commercial developers.



HOW TO USE THIS DOCUMENT:

CONCEPT AND VISION

The concepts, maps, and graphics within this study are entirely conceptual in nature. They are intended to communicate development patterns that could happen as a vibrant alternative to traditional strip malls, fast-food restaurants, and gas station/convenience stores. They do not represent a rigid roadmap. The study team emphasizes that whatever comes to this area in the future will adapt to the community's needs and may look significantly different. Furthermore, any change in use of their property or future development would occur only if independent land owners voluntarily choose to sell their land to private entities in the future.

Because community planning is an ongoing, collaborative process, all presentation boards, maps, and graphics within this document are intended as a **“Concept,”** or **“Illustrative,”** to reinforce their use as visionary tools.

By working together, utilizing smart planning tools, and keeping local decision-making firmly in the hands of the community, the Route N corridor can gracefully navigate the pressures of tomorrow while preserving the unique heritage and peace of mind that residents value today.

We invite you to explore this study and the concepts detailed in the following pages to see how we can actively shape a successful, shared future for our community.







INTRODUCTION

1

ABOUT THE STUDY

Purpose of the Study

East-West Gateway Council of Governments' Great Streets Initiative, with the support and partnership of St. Charles County, led the Route N Great Places Study to offer recommendations that connect and enhance planned and future neighborhoods through public input and feedback.

The Route N corridor is currently undergoing rapid development due to its proximity to interstates, terrain suitable for development, and the recent construction of Duckett Creek Sanitary District's sewage treatment plant on Hopewell Road, which will have capacity to serve an additional 10,000 homes. With the Route N widening project coming soon, this study will influence elements of the roadway design and allow for the possibility of additional federal funding to expedite construction of the Route N widening.

This study is predicated upon the improvement of Route N to a 4-lane divided roadway with controlled access. Although the improved facility itself will influence land uses and development, the study is intended to serve as guidance for avoiding commercial and residential buildout similar to that along Route K in St. Charles County, where numerous side streets and driveways create the need for closely spaced signals and unprotected movements in locations where signals are unwarranted.

Route K



Route N Concept



As Route N continues to change, the plan provides guidance to help align future growth with community priorities and create a stronger long-term vision for the area.

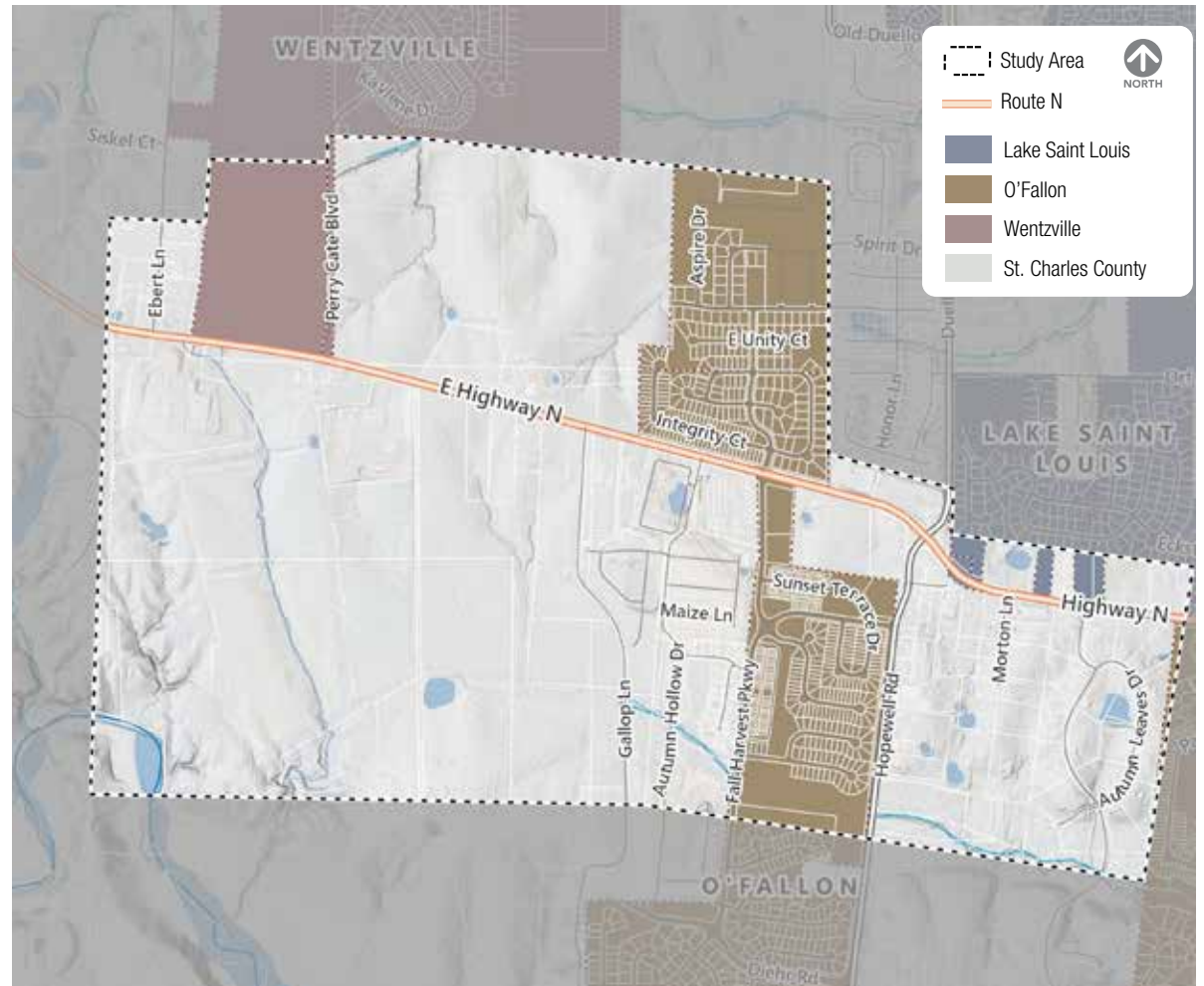
The study explored:

- How the corridor may grow over time
- How places connect and function together
- Where housing, services, and activity centers may be appropriate

ABOUT THE STUDY

Study Area

The Route N study area includes portions of Wentzville, Lake Saint Louis, O'Fallon, and unincorporated St. Charles County. The study area extends from west of Perry Cate Boulevard to east of Duello Road.



UNDERSTANDING THE STUDY

What the Route N Great Places Study **IS**:

The Route N Great Places Study is a planning effort led by East-West Gateway Council of Governments' Great Streets Initiative, in partnership with St. Charles County.

The study:

- Identifies opportunities for housing, services, and commercial activity
- Examines how places along the corridor connect and function together
- Supports the creation of vibrant places and destinations
- Provides a shared vision to guide future decisions

What the Route N Great Places Study **IS NOT**:

This study is not the MoDOT Route N roadway project, but it influences specific final design elements of the roadway.

The MoDOT project focuses on transportation and roadway improvements along Route N. The Route N Great Places Study focuses on how the areas along the corridor develop and connect over time.

This study does not:

- Design roadway improvements
- Approve or initiate specific development projects
- Replace local planning decisions
- Mandate landowners to develop their property

Instead, it provides guidance and recommendations that help inform investments and decisions.



REGIONAL CONTEXT

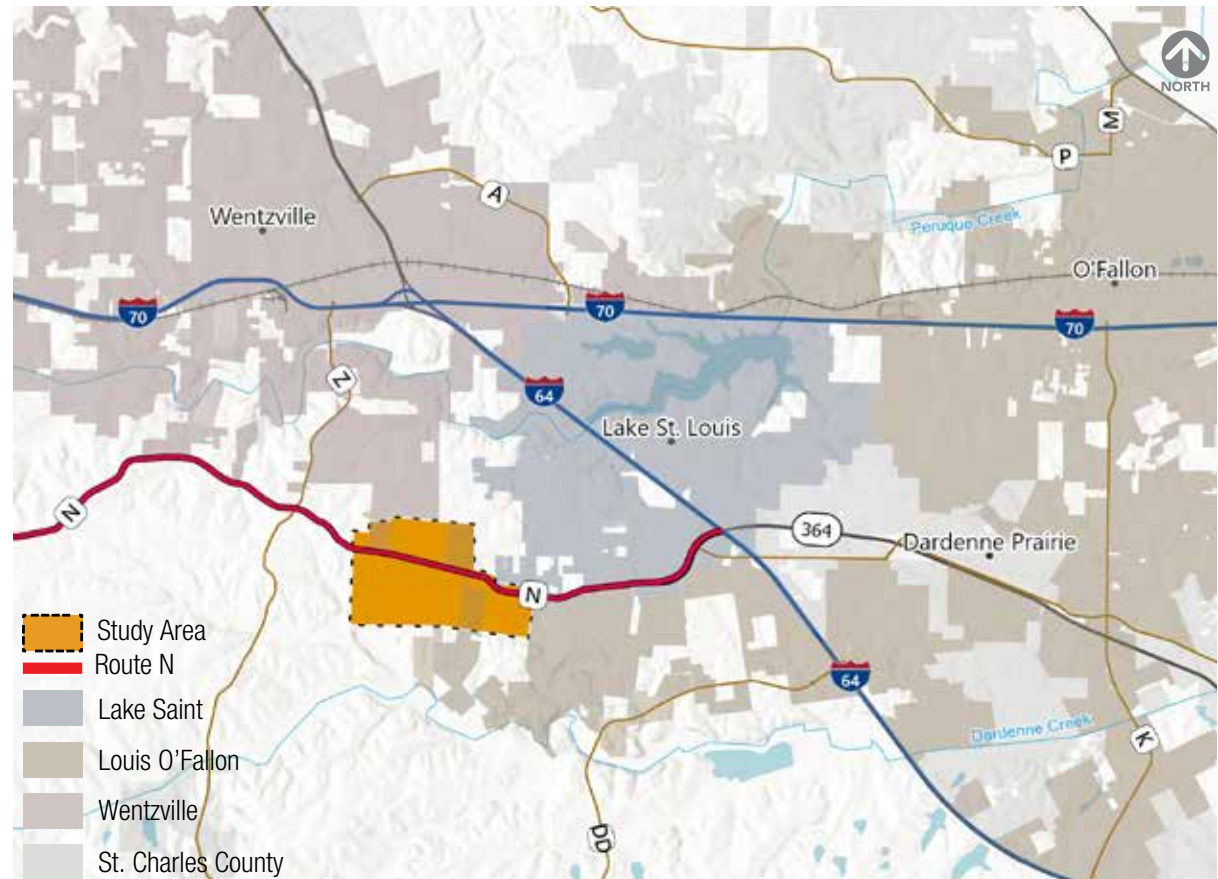
Route N serves as an important east west connection within western St. Charles County, linking growing residential areas, employment centers, commercial destinations, parks, and regional transportation corridors.

The study area is located within one of the fastest-growing parts of the county and connects communities including Wentzville, Lake Saint Louis, Dardenne Prairie, and O'Fallon.

As growth continues across the region, Route N is becoming increasingly important not only as a transportation corridor, but also as a place that connects neighborhoods, services, and future destinations.

Route N also plays a larger role in countywide transportation and connectivity efforts. The corridor is part of a broader vision to improve connections across western St. Charles County, including long-term efforts related to the MO-364 corridor and connections toward David Hoekel Parkway. These investments have the potential to improve regional mobility while also influencing future development patterns along the corridor.

In addition to roadway connections, the corridor is closely tied to regional trail, sidewalk, and bicycle planning efforts.



Existing and future multimodal facilities along Route N can help strengthen connections between neighborhoods, parks, schools, and commercial areas while supporting goals identified in St. Charles County's broader bicycle and pedestrian planning initiatives.

As communities along Route N continue to grow, the corridor has an opportunity to evolve from primarily a transportation route into a more connected series of places and destinations. The Route N Great Places Study helps frame how future growth, land

use, housing, transportation, and public investments can work together to support both local community needs and broader regional goals.

STUDY PROCESS

JANUARY, 2026



Project Kick Off

Project Advisory
Committee
Meeting

FEBRUARY



Listening and Setting the Vision

Stakeholder Interviews

Vision and Goals
Workshop

MARCH



Exploring Ideas

Community Design
Workshop

APRIL



Refining the Preferred Direction

Preferred Development
Concept

MAY



Finalizing and Sharing the Study

Study Outcomes
Workshop

Community
Open House

JUNE, 2026



Final Review & Study Completion

Final Study
Updates & Report

PLANNING PROCESS

The Route N Great Places Plan was built around the idea that the future of Route N should be shaped with the people who live, work, travel, and invest along the corridor.

As Route N continues to grow and change, community input is essential to understanding what people value today, what challenges they experience, and what kind of places they want to see in the future. Engagement helped connect local knowledge with broader planning goals for land use, housing, transportation, services, and connectivity.

Through public meetings, workshops, stakeholder discussions, online input, and surveys, residents, property owners, businesses, local agencies, and community partners shared ideas that helped shape the plan's vision, strategies, and recommendations.

Chapter 3 and Appendix A include a summary of engagement activities, feedback, and materials collected during the process.

HOW PREVIOUS PLANNING EFFORTS INFORM THIS PLAN

Planning efforts over the past several years have helped define how Route N functions today, from transportation and safety to growth and development. The Route N Great Places Study builds on that work, bringing those efforts together into a more coordinated vision for the corridor.

2017 ● Lake Saint Louis Comprehensive Plan



Lake Saint Louis's comprehensive plan lays out a long-term vision for growth, mobility, housing, parks, and community character. It emphasizes planning for future change while protecting quality of life and maintaining the city's identity as it evolves

- **Why it matters.** Route N directly affects Lake Saint Louis, so the city's local priorities are an important part of the corridor context.
- **How it guides this plan.** It helps ensure Route N recommendations reflect the goals of one of the communities most directly connected to the corridor and support its long-term vision for growth and livability.

2018 ● City of Wentzville Comprehensive Plan



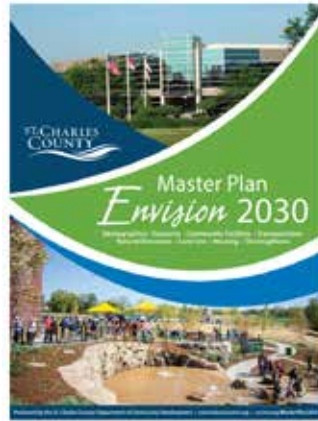
Wentzville's comprehensive plan guides growth, transportation, utilities, land use, parks, and economic development in one of the fastest-growing parts of the county. It reflects the city's long-term focus on infrastructure, development strategy, and planning for future growth areas connected to Route N and the broader corridor.

- **Why it matters.** Wentzville's continued growth affects travel demand, infrastructure needs, and development pressure along the western end of the corridor.
- **How it guides this plan.** It helps align Route N recommendations with surrounding growth patterns, utility planning, and future development expectations on the west side of the study area.

HOW PREVIOUS PLANNING EFFORTS INFORM THIS PLAN

2019

St. Charles County Master Plan Envision 2030

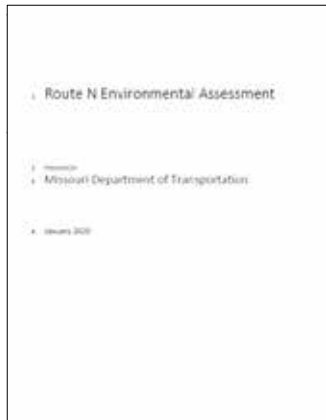


The St. Charles County Master Plan establishes a long-term vision for growth, transportation, land use, housing, economic development, and public services throughout the county. It emphasizes coordinating future development with infrastructure investments while promoting sustainable growth and maintaining quality of life.

- **Why it matters.** Route N is located within one of the county's primary growth areas, making countywide priorities for transportation, development, utilities, and public services important considerations for the corridor.
- **How it guides this plan.** It helps align Route N recommendations with broader county goals related to growth management, transportation connectivity, infrastructure planning, economic development, and community character.

2020

Route N Planning and Environmental Linkages Study



This study focused directly on Route N, evaluating the corridor's purpose and need, existing conditions, and potential improvement strategies. It identified major issues related to access, connectivity, congestion, delays, safety, and bicycle and pedestrian accommodations, while recognizing Route N as an important connection between Wentzville, Lake Saint Louis, O'Fallon, and unincorporated St. Charles County.

- **Why it matters.** It captures the transportation challenges that have made Route N a priority corridor for improvement.
- **How it guides this plan.** It provides the transportation backbone for the Route N Great Places Plan and helps connect corridor design decisions to broader land use and placemaking goals.

HOW PREVIOUS PLANNING EFFORTS INFORM THIS PLAN

2020

St. Charles County Greenway Master Plan

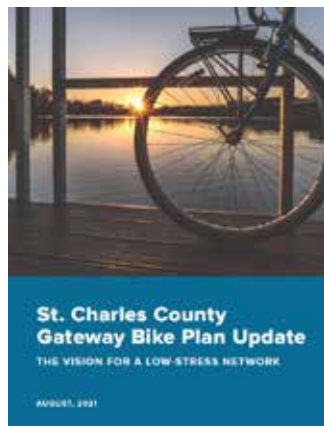


The Greenway Master Plan identifies and prioritizes future greenway expansion throughout the county, with a focus on connecting people and places through a more complete regional network. The plan emphasizes access, destination-based connections, and implementation priorities shaped by community input.

- **Why it matters.** It expands the conversation beyond roads by highlighting how trails and greenways contribute to mobility, recreation, and quality of life.
- **How it guides this plan.** It helps identify opportunities for Route N to connect into a larger network of trails, parks, and destinations, supporting a corridor that is more connected and usable for more people.

2021

St. Charles County Gateway Bike Plan Update



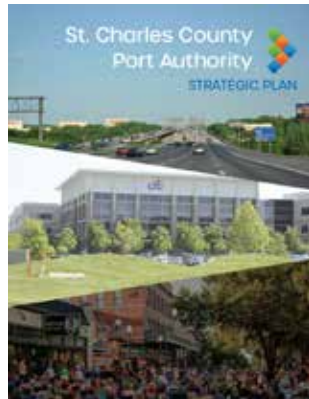
This plan updates the county's bicycle network vision with an emphasis on creating a low-stress, connected system that works for people of all ages and abilities. It focuses on safety, comfort, accessibility, and stronger coordination among local partners.

- **Why it matters.** It reflects a more current approach to multimodal planning and a growing emphasis on safer bicycle infrastructure.
- **How it guides this plan.** It reinforces the need for Route N to provide better bicycle connections and supports a corridor that serves more than one mode of travel.

HOW PREVIOUS PLANNING EFFORTS INFORM THIS PLAN

2021

St. Charles County Port Authority Strategic Plan



The Port Authority Strategic Plan focuses on economic development opportunities across the county, including investment, commerce, incentive tools, and strategic growth areas. It provides a broader look at how the county can strengthen its economic position and support future development.

- **Why it matters.** It adds an economic development lens to the planning context and highlights the importance of strategic investment.
- **How it guides this plan.** It helps frame Route N as more than a transportation corridor by showing how corridor planning can also support long-term economic opportunity and community development.

2021

City of O'Fallon Comprehensive Plan



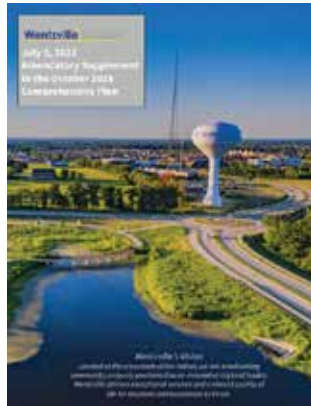
O'Fallon's comprehensive plan provides a roadmap for the next 10 to 20 years, with coordinated recommendations related to housing, mobility, infrastructure, active living, and economic vitality. It calls for stronger connections, more walkable environments, and strategic development that supports long-term quality of life.

- **Why it matters.** O'Fallon is one of the major communities connected by Route N, and its planning priorities help shape the corridor's role in the surrounding area.
- **How it guides this plan.** It supports Route N recommendations that improve connectivity, encourage thoughtful development, and create a corridor that is more livable, functional, and coordinated over time.

HOW PREVIOUS PLANNING EFFORTS INFORM THIS PLAN

2022

City of Wentzville Amendatory Supplement



The 2022 supplement updates the city's 2018 comprehensive plan, including changes to planning area limits, transportation, utilities, land use, and economic development. It reflects continued growth, infrastructure updates, and evolving development priorities in the western part of the county.

- **Why it matters.** It shows that Wentzville's planning context is continuing to evolve as growth and infrastructure needs change.
- **How it guides this plan.** It helps keep Route N recommendations aligned with the most current growth, transportation, and development direction on the west side of the corridor.

2023

St. Charles County Strategic Highway Safety Plan



This plan uses crash data and a Safe Systems approach to identify strategies for reducing fatal and serious injury crashes throughout the county. It sets a long-term goal of eliminating traffic deaths and serious injuries and emphasizes proactive, data-driven improvements.

- **Why it matters.** Safety is one of the clearest and most urgent concerns along Route N, and this plan provides a countywide framework for addressing it.
- **How it guides this plan.** It reinforces the importance of safer design for all users and supports recommendations that reduce conflict points, improve crossings, and create a more comfortable corridor overall.

HOW PREVIOUS PLANNING EFFORTS INFORM THIS PLAN

2024

Blueprint for Success: A Five-Year Resiliency Plan for St. Charles County



This resiliency plan focuses on strengthening St. Charles County's economy, diversifying its target sectors, and supporting long-term competitiveness and quality of place. In addition to employment and investment goals, it recognizes that place-based assets and community quality are important to future success.

- **Why it matters.** It connects economic growth to broader ideas of resilience, livability, and long-term value.
- **How it guides this plan.** It supports the idea that Route N should function not only as an efficient corridor, but also as a place that contributes to quality of life, investment, and long-term community strength.

2025

Route N Conceptual Study



This study updates prior Route N work and provides current analysis of traffic, safety, access management, right-of-way, utilities, and corridor design alternatives between Route Z and Hawk Ridge Trail. It confirms the need to improve access and connectivity, reduce congestion and delays, and better plan for future growth, with current traffic volumes ranging from approximately 9,000 to 25,000 vehicles per day and design-year volumes projected much higher.

- **Why it matters.** It captures the transportation challenges that have made Route N a priority corridor for improvement.
- **How it guides this plan.** It provides the transportation backbone for the Route N Great Places Plan and helps connect corridor design decisions to broader land use and placemaking



EXISTING CONDITIONS & DEVELOPMENT TRENDS

2

INTRODUCTION

The Route N corridor is experiencing continued growth and change driven by its proximity to interstates, terrain well suited for development, and the recent construction of a sewage treatment plant on Hopewell Road. New residential development, transportation investments, and development pressure are shaping how the area functions today. Existing land use patterns, environmental systems, infrastructure conditions, and community assets help establish the foundation for future recommendations throughout this study.

Route N also plays an important role within the larger regional transportation network in southern St. Charles County. The corridor connects growing residential areas, schools, churches, parks, and community destinations while also serving as part of broader county and regional transportation initiatives, including planned connectivity improvements between MO-364 and David Hoekel Parkway.

Together, these existing conditions highlight both the opportunities and constraints to experience changes in land use and development patterns. While the improved roadway will influence future growth, this study focuses on connecting and enhancing neighborhoods, supporting coordinated development, and avoiding development patterns similar to those found along Route K in St. Charles County and portions of Manchester Road in St. Louis County.



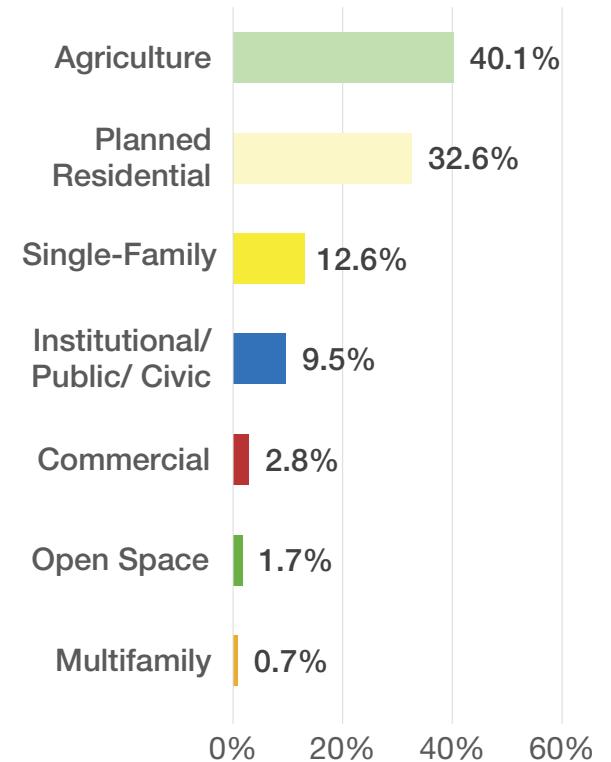
EXISTING LAND USE

The Route N study area is a corridor in transition. Established neighborhoods, civic destinations, and significant agricultural and undeveloped land create clear opportunity to shape how growth occurs. While portions of the corridor are already built out, the amount of remaining developable land signals continued residential growth and growing demand for services along Route N.

- **Agriculture is the dominant land use at 40.1%.** These areas represent the largest opportunity for future development and will strongly influence the long term character of the corridor. Much of this land is located west and south of existing neighborhoods, where development pressure is expected to continue as surrounding communities grow.
- **Planned residential land represents 32.6% of the study area, indicating that substantial housing growth is already anticipated through platting or land use planning.** These areas signal increasing population and activity levels and reinforce the need to plan for future connectivity, services, and corridor function.

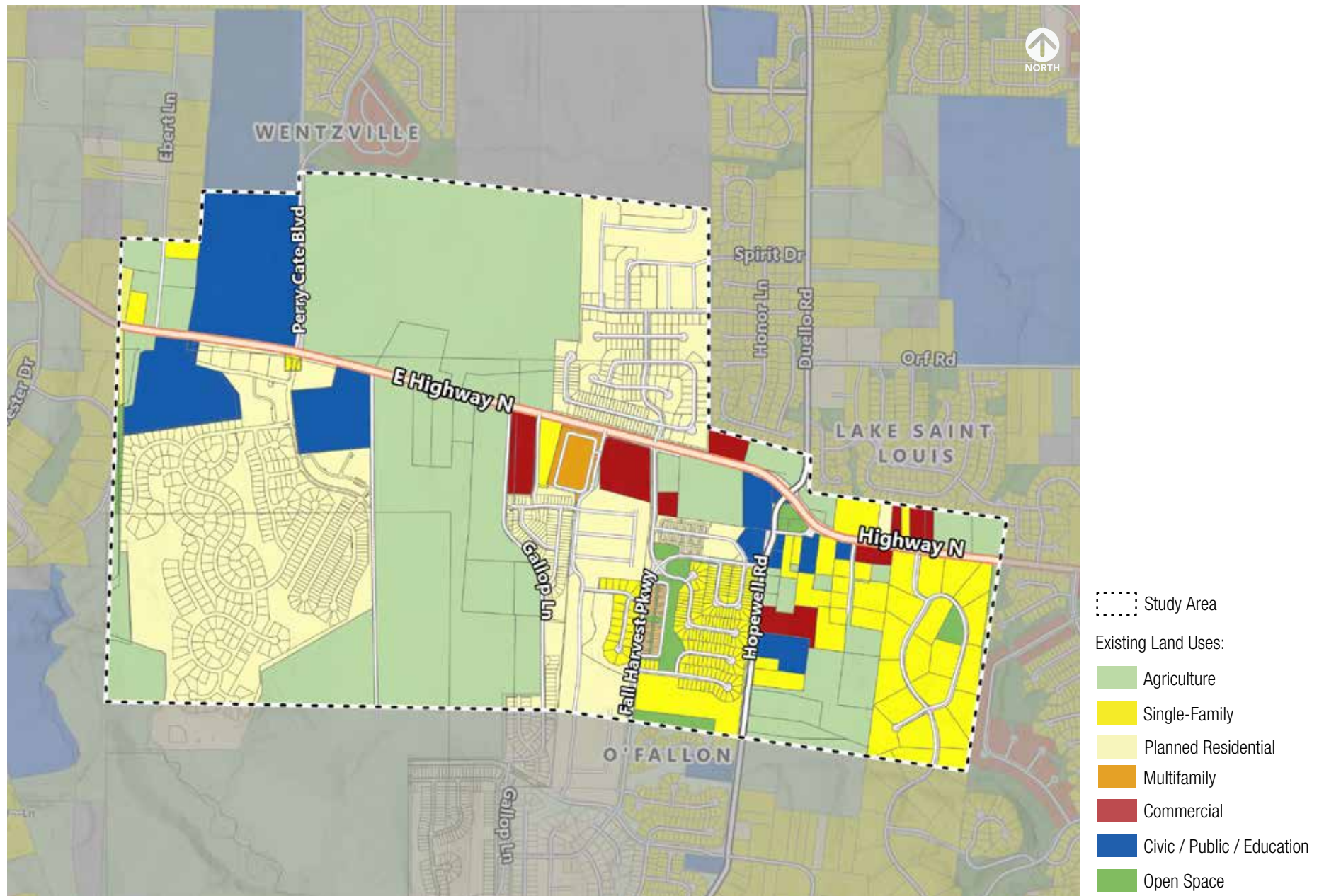
- **Single family residential accounts for 12.6% of land within the study area.** Established subdivisions are concentrated near existing infrastructure and along the eastern portion of the corridor. This pattern reinforces Route N's role as a daily corridor for residents accessing schools, services, and employment.
- **Civic, public, and institutional uses make up 9.5% of land and serve as major activity anchors.** Churches, schools, and public facilities generate regular traffic and function as community destinations. These uses contribute to Route N's role not only as a transportation corridor, but also as a community gathering place.
- **Commercial, open space, and multifamily uses together represent a smaller share of land area, but are strategically located along Route N and near key intersections.** As residential development continues, these areas are likely to play an increasingly important role in meeting demand for services, amenities, and housing options.

FIG. 2.0: Existing Land Use Distribution in the Route N Study Area



Nearly half of the study area remains agricultural or undeveloped, creating a desire to plan ahead in order to influence future growth patterns along the corridor.

FIG. 2.1: Existing Land Uses Within the Study Area



Source: St. Charles County

ENVIRONMENTAL CONSTRAINTS

Environmental constraints are a critical component of land use planning because they help identify areas where physical and environmental conditions influence how land functions and has developed over time. Understanding the location and extent of floodplains, wetlands, hydric soils, and terrain conditions provides important context for evaluating existing land patterns and the corridor's overall physical structure.

To support this analysis, environmental data layers were compiled and evaluated to identify areas with varying levels of environmental sensitivity and physical constraint. This approach allows environmental features to be viewed as a continuous system rather than isolated conditions.

- **Constraint areas align closely with the corridor's drainage framework.** Most mapped constraints occur in lower-lying areas and follow natural drainage corridors rather than appearing as isolated features.
- **Major constraints are concentrated along the southern edge of the study area.** The most continuous constraint corridor occurs near the southern boundary, where floodplain and wetland related features are most prominent and form a connected band across the corridor.

ENVIRONMENTAL CONSTRAINTS SUMMARY

Environmental constraints within the Route N corridor are relatively limited, which is one of the factors driving development interest and activity in the area. The primary constraint areas are associated with floodplain systems, drainage corridors, and low lying land along the southern portion of the Route N corridor.

While only a limited amount of existing development is currently located within these constrained areas, understanding their location is important for evaluating long term land use suitability, infrastructure placement, stormwater management, open space preservation, and greenway connections.

Based on available data, approximately 23 acres of land, 8 dwelling units, 21 residents, and 1 business are located within identified environmental constraint areas.

Source: UrbanFootprint, 2026.

- **Secondary constraint corridors extend north from the southern drainage system.** Smaller constraint areas follow tributaries that extend into the study area, with several corridors visible west of Perry Cate Boulevard and across undeveloped portions of the corridor.
- **Steeper terrain is more evident in the western portion of the study area.** Slope related constraint areas are more common west of existing subdivisions, where the landscape remains largely undeveloped and topography is more variable.
- **Existing development is generally located outside the most concentrated constraint areas.** Residential subdivisions and developed sites are primarily located on higher and more level terrain, with fewer mapped constraints compared to the southern corridor and tributary areas.
- **Hydric soils are soils that are frequently saturated with water or have a high water table for part of the year.** These soils are distributed throughout the study area, especially in lower elevation areas and near drainage corridors. While hydric soils do not necessarily prevent development, they can indicate poor drainage conditions and may require additional site planning, grading, stormwater management, or engineering considerations.

Figure 2.2: Environmental Constraints



Source: Federal Emergency Management Agency (FEMA); U.S. Geological Survey (USGS); UrbanFootprint; compiled by RDG Planning & Design

WATERSHEDS AND FLOODPLAIN

Watersheds and floodplain areas influence how land functions and help establish the physical framework that shapes development patterns within the corridor.

Route N follows the alignment of the historic Boonslick Road, which generally followed a ridgeline between two watersheds. This location helped avoid low lying valleys and river crossings and continues to shape how the corridor functions today. The ridgeline along Route N also generally separates sanitary sewer service areas, with areas north of Route N served by the City of Wentzville and Public Water Supply District No. 2, and areas south of Route N served by Duckett Creek Sanitary District.

Understanding watershed structure and floodplain extent is essential for evaluating existing land conditions and identifying how natural systems have influenced the location and pattern of development. These features help define drainage patterns, terrain conditions, and the distribution of developable and constrained land throughout the study area.

Natural drainage systems within the Route N study area generally flow from north to south, connecting upland areas to a larger regional waterway along the southern boundary. These

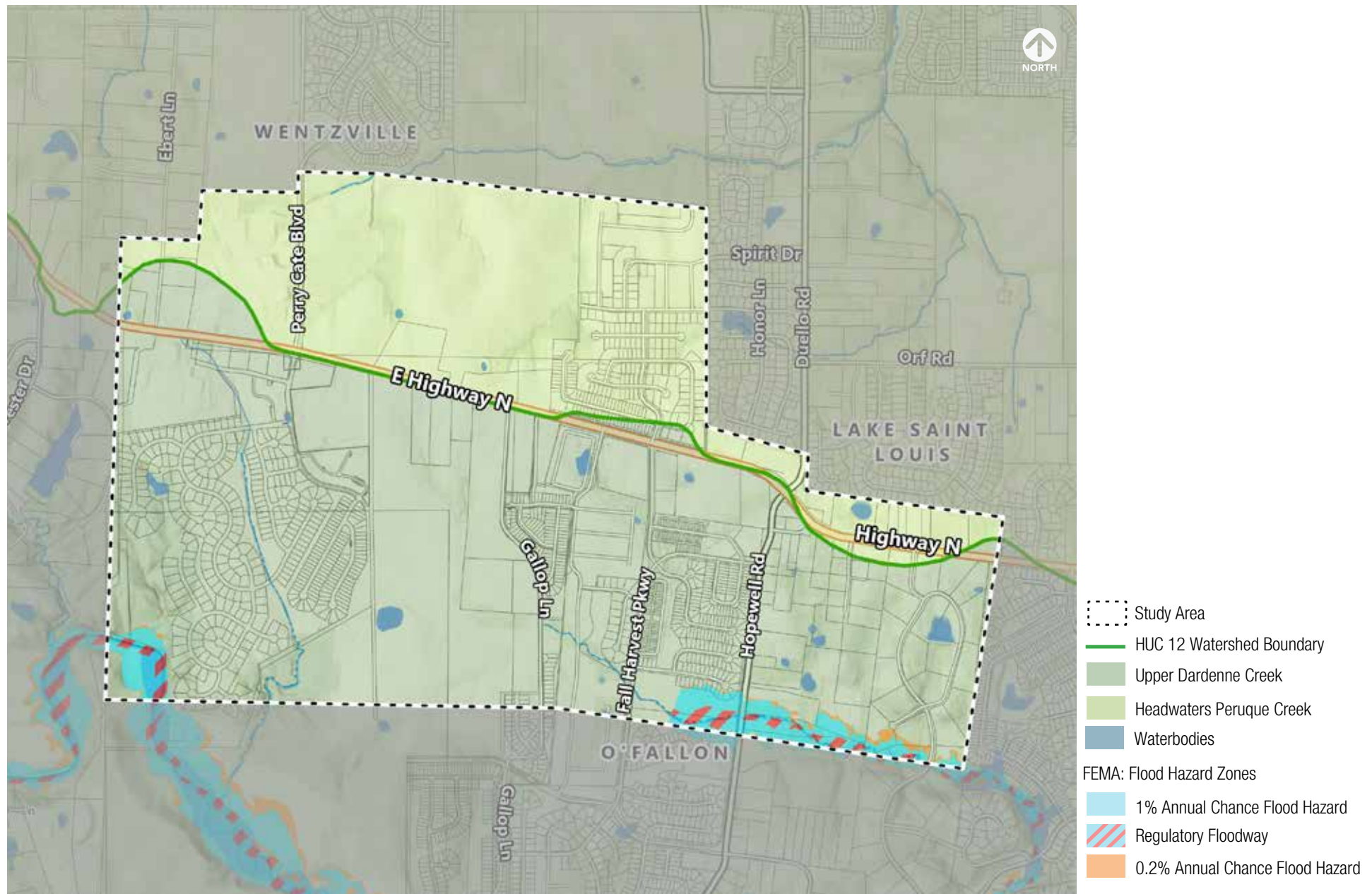
systems form the primary watershed structure and influence surface water movement across the landscape.

- The most prominent floodplain area is located along the southern boundary of the study area where the Little Dardenne Creek, a major regional waterway, flows east-west.
- This floodplain forms a continuous corridor and represents the largest drainage feature influencing land conditions within the study area.
- Smaller tributary drainageways extend north from this primary waterway and cross portions of the corridor.
- These tributaries are more visible in undeveloped areas west of Perry Cate Boulevard and west of Hopewell Road.
- Existing residential subdivisions are generally located outside major floodplain areas, primarily on higher and more level terrain.
- The watershed structure creates a network of drainage corridors that help define the physical landscape of the corridor.



Flooding impacts near Highway 370 following the 2019 Missouri River flood event.

Figure 2.3: Watersheds & Wetlands



Source: Source: Federal Emergency Management Agency (FEMA); U.S. Geological Survey (USGS); UrbanFootprint; compiled by RDG Planning & Design

TREE COVERAGE

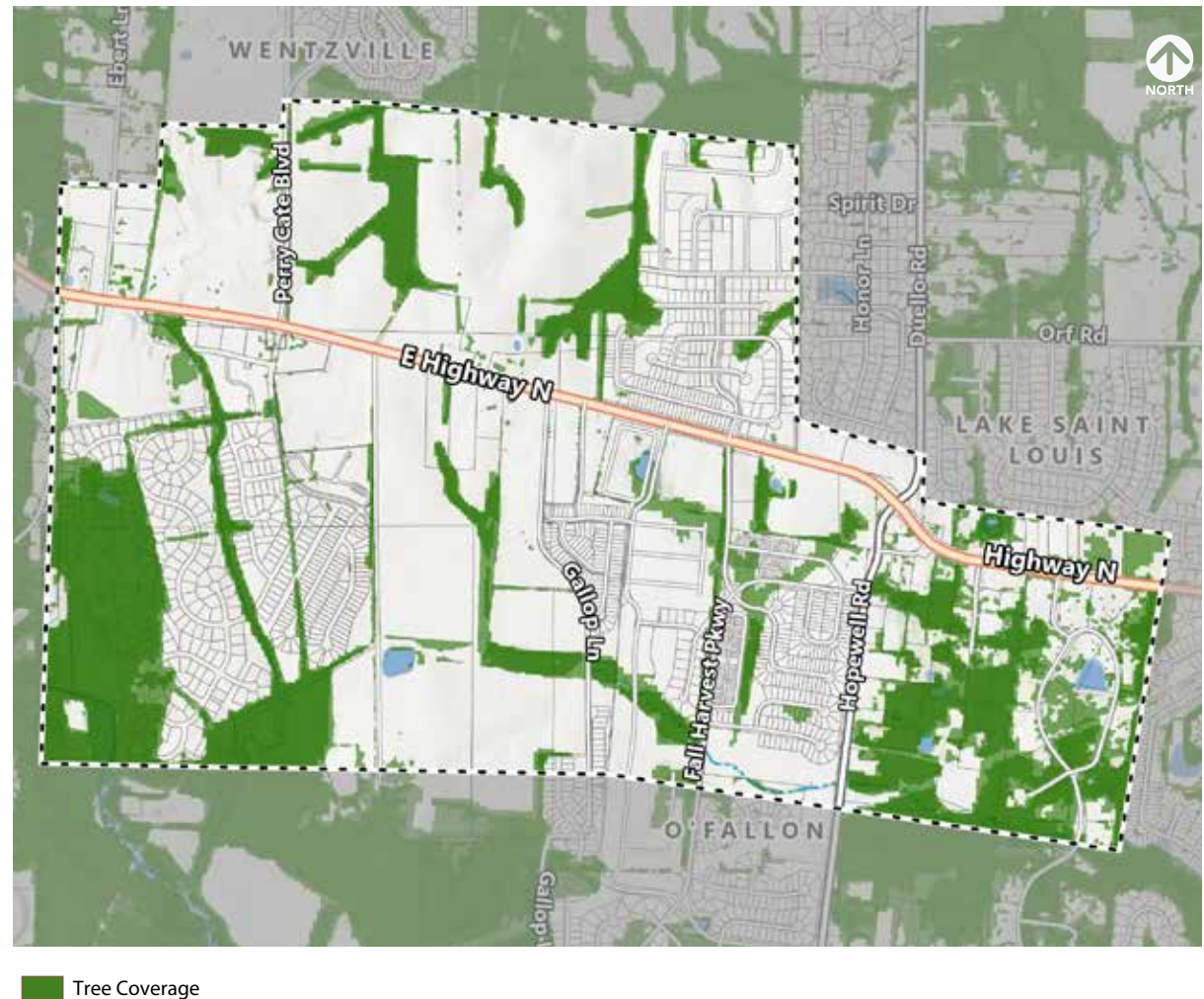
Tree coverage was a recurring topic throughout the planning process and was consistently identified by residents and stakeholders as an important part of the Route N corridor's character and identity. Existing wooded areas, tree lines, and natural landscapes help reinforce the rural character of the corridor while also supporting environmental quality and visual character.

Significant tree coverage is concentrated along drainage corridors, floodplain areas, and undeveloped portions of the study area, particularly west of existing subdivisions and development activity. These wooded areas help create separation between neighborhoods, frame views along the corridor, and provide a transition between developed and undeveloped land.

In addition to contributing to the corridor's character, tree coverage also provides important environmental benefits, including stormwater absorption, shade, habitat connectivity, and reduced heat buildup.

As development continues along Route N, preserving mature tree cover and incorporating landscaping and street trees into future development will be important to maintaining the corridor's identity and overall quality of place.

Figure 2.4: Tree Coverage



Source: East-West Gateway Council of Governments (EWG), Ecological Approach to Infrastructure Development (Ecological Initiative), ecological significance and land cover datasets.

HEAT ISLAND AND IMPERVIOUS SURFACES

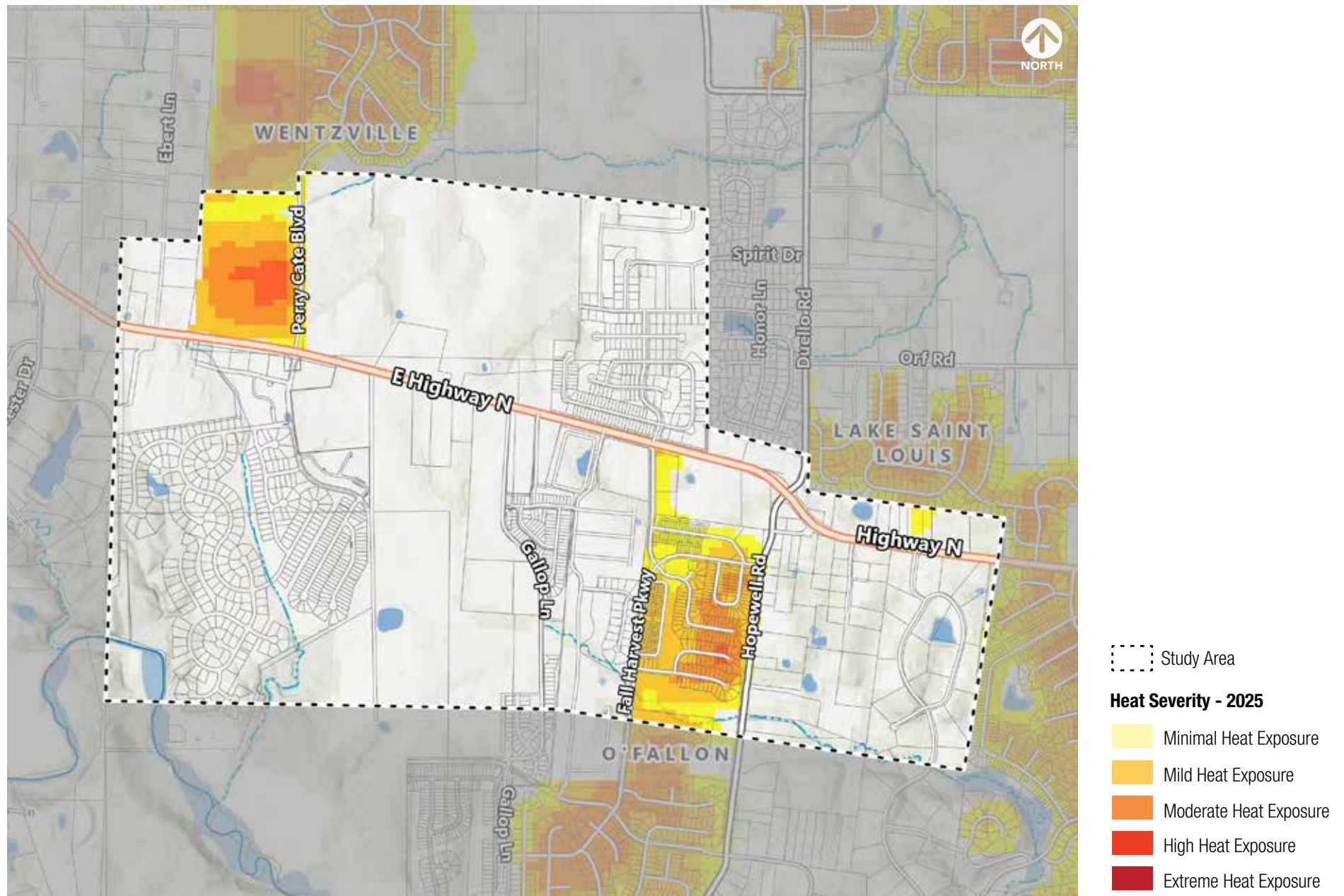
Surface temperature and impervious surface patterns highlight how development intensity affects environmental conditions and long term corridor performance. Areas with greater pavement, rooftops, and reduced vegetation tend to retain more heat and generate more runoff, while undeveloped and vegetated areas remain cooler and more environmentally resilient.

- **Heat island patterns are concentrated in areas with existing residential and commercial development.**
 - *The most intense heat areas are located near Perry Cate Boulevard and in areas near Hopewell Road, where subdivision development, road networks, and built surfaces are most concentrated.*
 - *These areas contain higher levels of pavement and rooftops, which absorb and retain heat throughout the day.*
 - *Established neighborhoods and commercial sites contribute to localized heat buildup compared to surrounding undeveloped land.*

- **Undeveloped and agricultural areas remain significantly cooler.**
 - *Large portions of the study area west of existing development show lower surface temperatures.*
 - *Vegetation and open land help regulate temperature and reduce heat buildup.*
 - *These areas provide an opportunity to incorporate development patterns that minimize future heat island impacts.*
- **Impervious surface coverage directly influences both heat and stormwater conditions.**
 - *Roads, driveways, parking areas, and rooftops increase runoff and reduce natural infiltration.*
 - *As development continues, impervious surface coverage is expected to increase along the corridor.*
 - *Areas with higher impervious coverage correspond closely with observed heat island concentrations.*

- **Future development presents an opportunity to improve environmental performance.**
 - *Incorporating street trees, green space, and landscaping can help reduce heat buildup.*
 - *Site design strategies such as reduced pavement areas and increased vegetation can improve long term corridor resilience.*
 - *Planning for environmental performance now can help ensure Route N develops in a way that supports both growth and long term livability.*

FIGURE 2.5: Heat Severity Index 2025



Source: NOAA National Centers for Environmental Information

FIGURE 2.6: Impervious Surface Coverage



Source: U.S. Geological Survey (USGS) National Land Cover Database (NLCD), 2021 Impervious Surface

EXISTING ASSETS

The Route N area is served by several major community assets that draw people to and through the corridor every day, including Timberland High School, Wentzville South Middle School, Boone Trail Elementary School, St. Gianna Catholic Church, Hopewell Missionary Baptist Church, Immanuel Lutheran Church, and nearby parks and recreation destinations such as Quail Ridge Park.

These schools, churches, parks, and civic destinations support daily activity, community identity, and long-term quality of place. They also reinforce that Route N is more than a roadway. It is a corridor that connects people to schools, worship, recreation, services, and surrounding neighborhoods.

Because these destinations attract regular trips from residents, students, families, and visitors, stronger street, sidewalk, and trail connections will be important as the area continues to grow. Improved local connections can help link neighborhoods to schools, parks, churches, services, and gathering places without requiring every trip to rely only on Route N.

As development continues, these existing assets provide a foundation for future placemaking, safer access, and a more connected corridor.



Immanuel Lutheran Church



Boone Trail Elementary School



St. Gianna Catholic Church



Wentzville South Middle School

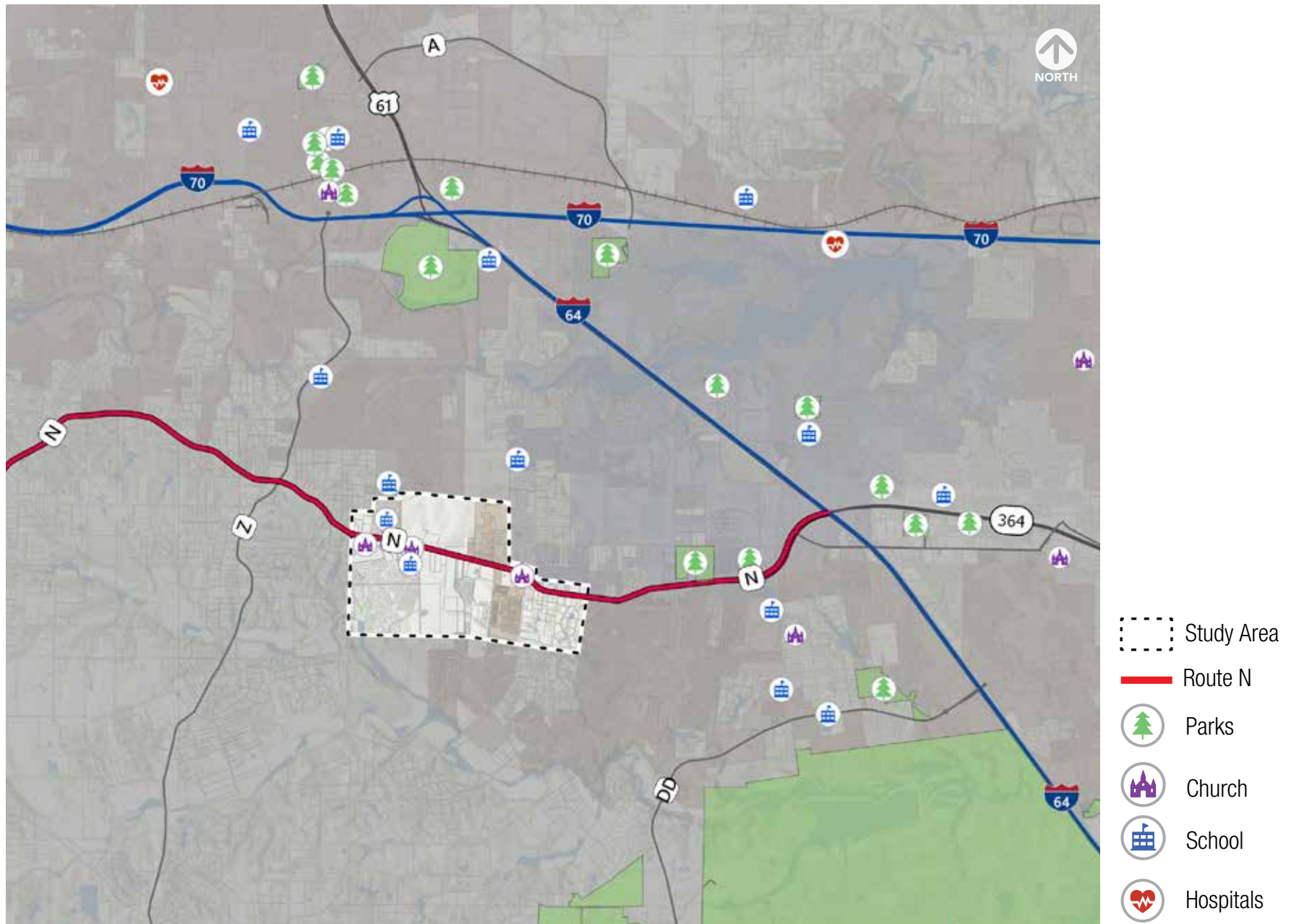


Hopewell Missionary Baptist Church



Timberland High School

Figure 2.7: Existing Assets



Source: East-West Gateway Council of Governments (EWG) open data portal, accessed 2026.

ACCESS TO PARKS

Parks, trails, and open space are important quality-of-life assets for the Route N corridor and surrounding communities. Major nearby destinations, including Quail Ridge Park, O'Day Park, and the August A. Busch Memorial Conservation Area, serve as regional recreation assets and draw residents and visitors to the broader area.

This analysis evaluates access to existing parks using quarter-mile and half-mile walkable distance buffers. A quarter mile generally represents a 5-minute walk, while a half mile represents a 10-minute walk. Much of the Route N study area falls outside these distances, indicating that many existing neighborhoods and future development areas lack convenient walkable access to parks.

When existing sidepaths, trails, and sidewalks are added to the map, the analysis shows that distance is not the only barrier to park access. Gaps in the pedestrian and trail network limit how easily people can reach nearby parks, even when those parks are relatively close by. This is especially important as new neighborhoods are planned and developed along the corridor.

As Route N continues to grow, future sidewalk, trail, and greenway connections can help close these gaps by linking neighborhoods to parks, schools, churches, and other community destinations. Strengthening these connections will support recreation, active transportation, and a more connected corridor over time.



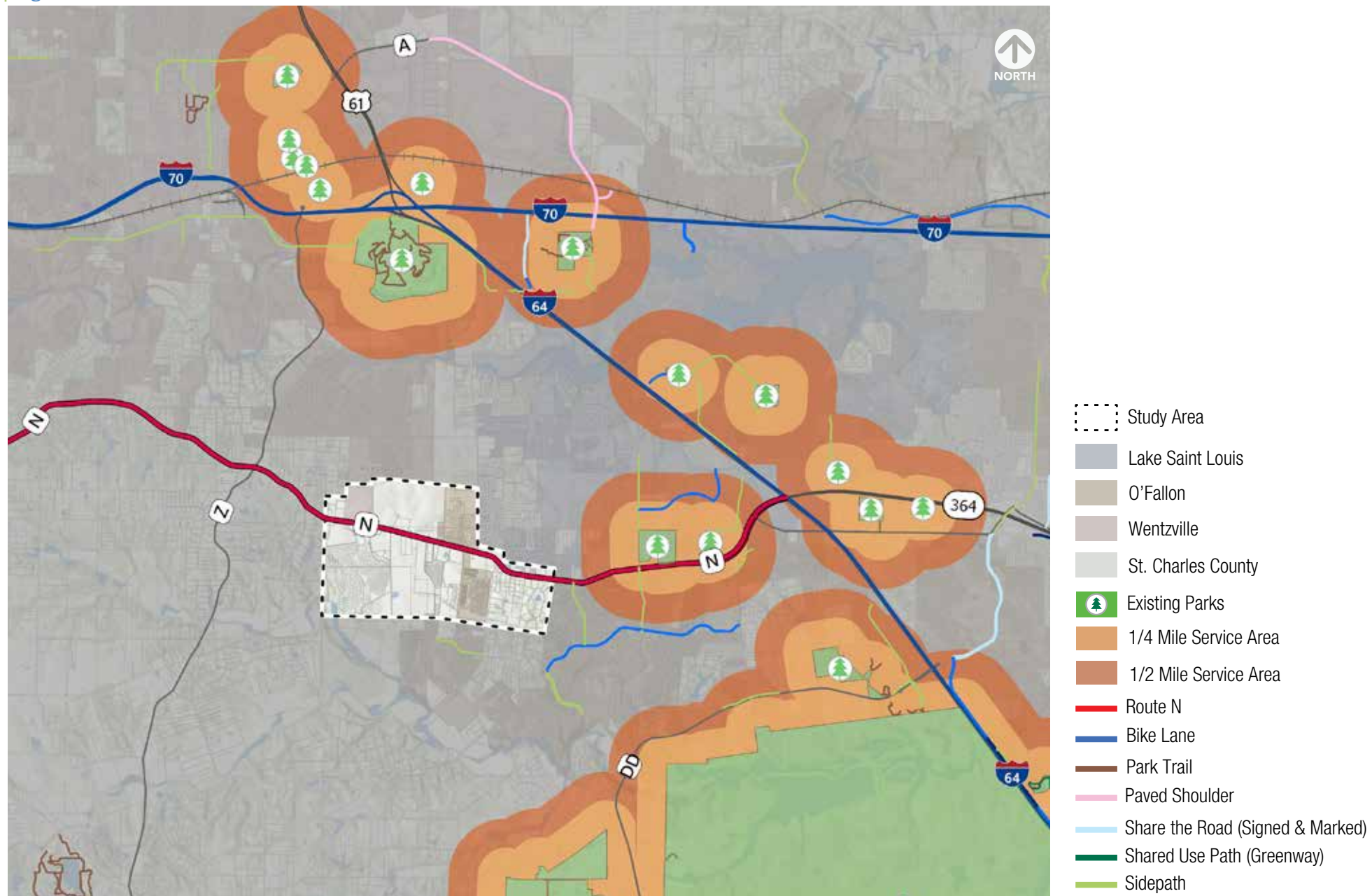
Quail Ridge Park



Quail Ridge Park

Source: St. Charles County

Figure 2.8: Access to Parks



Source: East-West Gateway Council of Governments (EWG) open data portal, accessed 2026.

ACCESS TO SCHOOLS

Schools located within and near the Route N corridor serve as major community destinations and generate significant daily travel activity throughout the area. Existing schools, including Timberland High School, Wentzville South Middle School, Boone Trail Elementary School, and Immanuel Lutheran Church and School attract students, families, staff, and visitors from surrounding neighborhoods and communities.

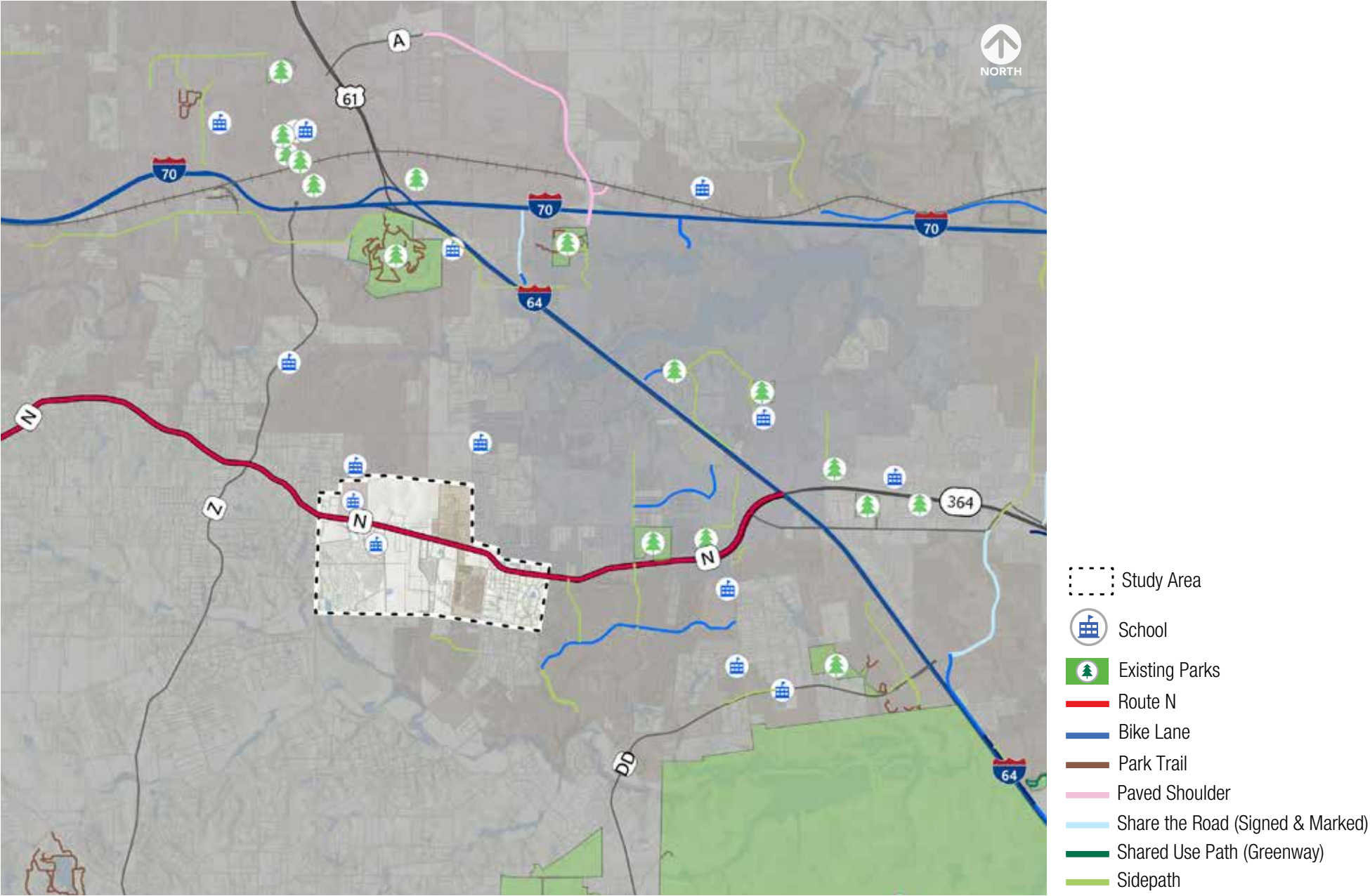
As shown on the access to schools map on the following page, access to schools varies throughout the corridor. While some established neighborhoods near the eastern portion of the corridor are located closer to schools, much of the study area does not currently have convenient walking access to these destinations.

When existing sidewalks and trails are considered alongside school locations, the analysis also highlights gaps in the pedestrian and trail network. In several locations, schools may be located relatively close to neighborhoods, but limited sidewalks, pedestrian crossings, and trail connections reduce safe, direct, and comfortable access for students and families.

As the corridor continues to grow, improving sidewalk, trail, bicycle, and pedestrian crossing connections near schools will be important to support safer and more accessible movement throughout the corridor, while strengthening connections between neighborhoods and community destinations.



Figure 2.9: Access to Schools



Source: East-West Gateway Council of Governments (EWG) open data portal, accessed 2026.

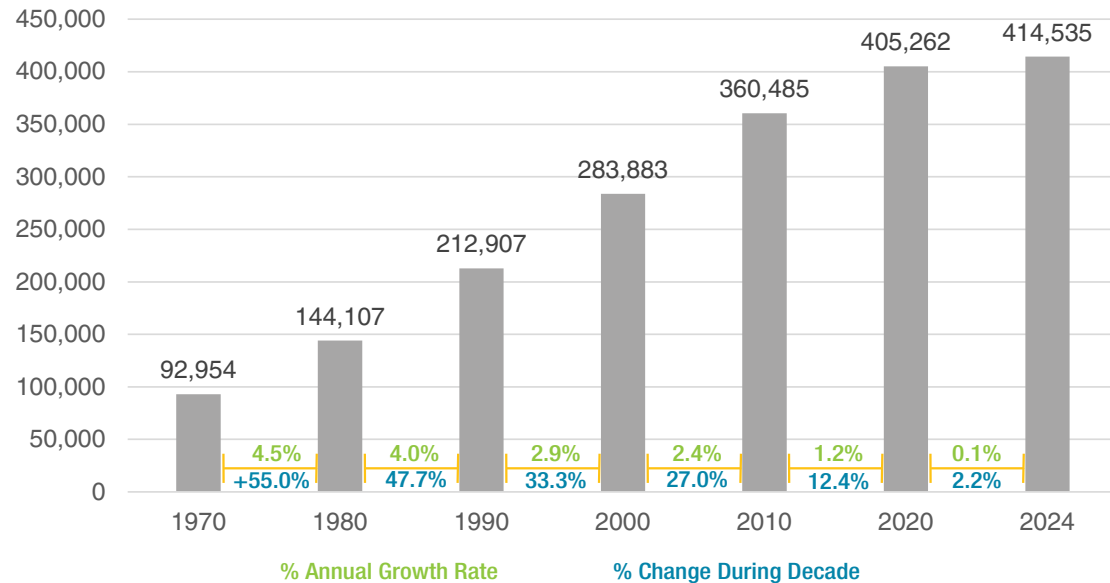
DEMOGRAPHICS AND GROWTH TRENDS

Population growth in St. Charles County has reshaped the corridor and surrounding communities over the past five decades. Understanding where growth has occurred, how quickly it has expanded, and how individual cities compare to the county overall provides important context for future land use, infrastructure planning, and development potential along the corridor.

St. Charles County grew from 92,954 residents in 1970 to 414,535 in 2024, an increase of more than 320,000 residents. While growth occurred throughout the county, a significant portion of this expansion has been concentrated in cities along and near the corridor, particularly O’Fallon and Wentzville.

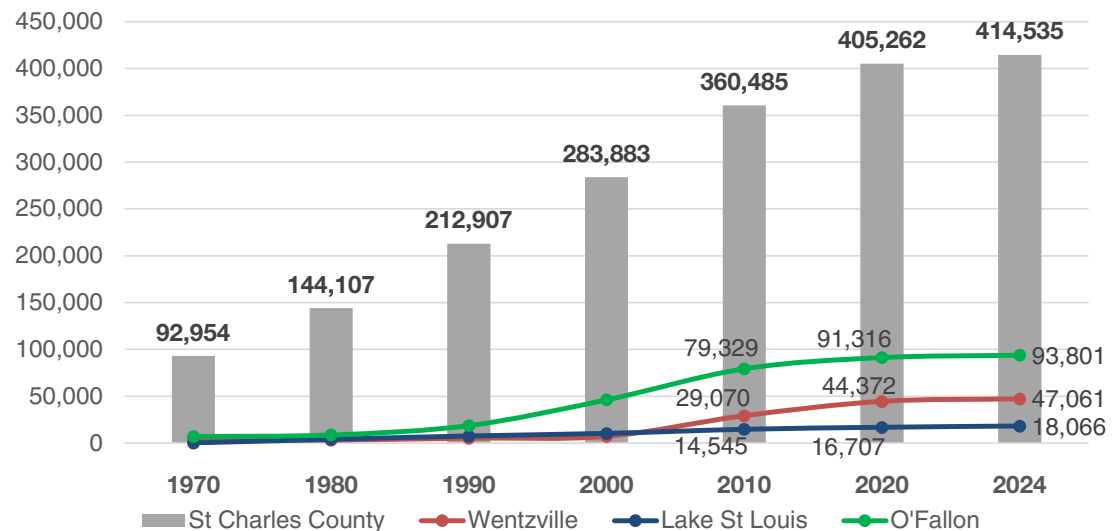
- O’Fallon has become one of the county’s primary population centers.** In 1970, O’Fallon had 7,018 residents, representing approximately 7.5% of the county’s population. By 2024, O’Fallon grew to 93,801 residents, now accounting for approximately 22.6% of the county’s population. This reflects a major shift in the county’s population distribution and highlights O’Fallon’s role as a key driver of regional growth.

FIGURE 1.2: St. Charles County Historical Population Growth, 1970–2024



Source: US Census Bureau; 2024 American Community Survey (5-Year Estimates)

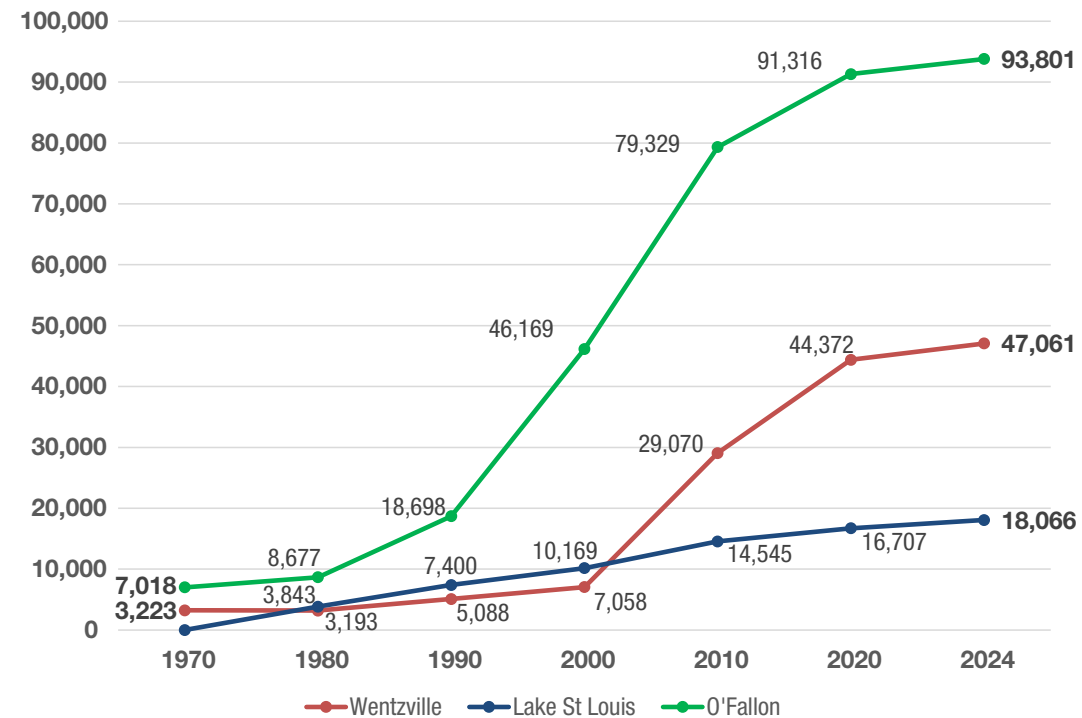
FIGURE 1.2: St Charles Historical Population Change, 1970-2024



Source: US Census Bureau; 2024 American Community Survey (5-Year Estimates)

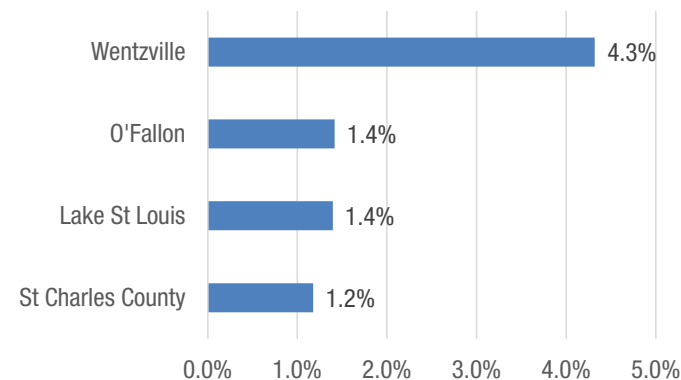
- **Wentzville has experienced the fastest proportional growth.** Wentzville grew from 3,223 residents in 1970, or approximately 3.5% of the county population, to 47,061 residents in 2024, representing approximately 11.4% of the county total. This rapid expansion reflects strong residential development and Wentzville's role in connecting residents to jobs, services, and destinations across the broader region.
- **Lake St Louis has grown steadily, though at a smaller scale.** Lake St. Louis did not exist as an incorporated city in 1970. By 2024, the city reached 18,066 residents, representing approximately 4.4% of the county population. Growth has been steady and reflects continued residential demand in established areas.
- **Growth has increasingly occurred within incorporated communities such as Wentzville and O'Fallon.** While annexation has contributed to this change, these cities continue to serve as major growth centers due to infrastructure, housing activity, and regional access.
- **Recent growth rates show continued momentum, particularly in Wentzville.** Between 2010 and 2020, Wentzville grew at an average annual rate of 4.3%, significantly faster than the county overall (1.2%) and faster than both O'Fallon and Lake St. Louis (1.4% each). This trend highlights Wentzville's continued role as a major growth center.

FIGURE 2.10: Population Growth in O'Fallon, Wentzville, and Lake St. Louis, 1970–2024



Source: US Census Bureau; 2024 American Community Survey (5-Year Estimates)

FIGURE 2.11: Average Annual Population Growth Rate, 2010–2020



Source: US Census Bureau; 2024 American Community Survey (5-Year Estimates)

Migration & Population Shifts

Comparing predicted population based on natural growth (births and deaths) to actual population reveals where migration has influenced overall population change. Between 2010 and 2020, the county's population exceeded projected growth by 35,304 residents, indicating strong net in-migration during this period.

- **Family-forming and mid-career households contributed significantly to migration.** Ages 25 to 44 showed some of the largest increases above projections, reflecting continued demand for housing, employment access, and family-oriented communities.
- **Older adult population growth exceeded expectations.** Ages 65 and older grew well beyond projected levels, indicating that many residents are remaining in the community longer and that the area continues to attract retirees and older households.
- **Young adult population declined relative to projections.** Ages 20 to 24 fell below expected levels, suggesting migration patterns associated with higher education, workforce mobility, or preferences for more urban environments.
- **Children and school-age populations increased beyond projections.** Growth among ages 0 to 15 exceeded expected levels, reinforcing the presence of family oriented migration and sustained demand for schools and neighborhood services.

FIGURE 2.12: Migration Patterns by Age Group, 2010-2020

	AGE GROUP	2010 ACTUAL	2020 PREDICTED	2020 ACTUAL	DIFFERENCE	% VARIANCE
▲	0 - 15	77,124	63,742	77,662	13,920	21.8%
▲	15 - 19	25,276	26,123	27,492	1,369	5.2%
▼	20 - 24	21,443	26,459	23,263	-3,196	-12.1%
▲	25 - 34	47,485	46,303	49,608	3,305	7.1%
▲	35 - 44	50,643	46,962	55,078	8,116	17.3%
▲	45 - 54	57,251	49,466	50,918	1,452	2.9%
▲	55 - 64	40,885	53,687	56,190	2,503	4.7%
▲	65 - 74	22,933	34,794	38,803	4,009	11.5%
▲	75 - 84	12,799	15,815	19,207	3,392	21.5%
▲	85+	4,646	6,607	7,041	434	6.6%
	Total	360,485	369,958	405,262	35,304	9.5%

▼ Negative Difference

▲ Positive Difference

- **Overall trends reflect strong immigration and long-term community stability.** Population growth exceeding natural projections indicates the county continues to attract new residents and retain existing households, supporting continued residential and economic growth.

Commuting Patterns

Census OnTheMap data shows that the Route N area functions primarily as a residential area within the regional labor market. A total of 580 workers living in the Route N area commute to jobs elsewhere, while 249 workers commute into the area for employment. No workers both live and work within the study area.

- **The Route N area exports more workers than it attracts.** More than twice as many residents commute to jobs outside the area compared to those who commute in for employment
- **Employment destinations are distributed across nearby communities and regional job centers.** Major employment locations for residents include O'Fallon, Wentzville, St. Louis, and other parts of the St. Louis region.
- **Why this matters for land use.** These patterns reinforce the Route N area's role as a residential area and highlight opportunities to support neighborhood-serving commercial uses, services, and additional employment opportunities closer to where residents live.

FIGURE 2.13: Job Counts by Places (Cities)

WHERE ROUTE N WORKERS LIVE

CITY	# JOBS	SHARE
All Other Locations	132	53.00%
O'Fallon	26	10.40%
Wentzville	25	10.00%
St. Louis	22	8.80%
Lake St. Louis	13	5.20%
St. Charles city	8	3.20%
St. Peters city	7	2.80%
Hazelwood city	5	2.00%
Dardenne Prairie	4	1.60%
Florissant city	4	1.60%
Arnold city	3	1.20%
TOTAL	249	100.0%

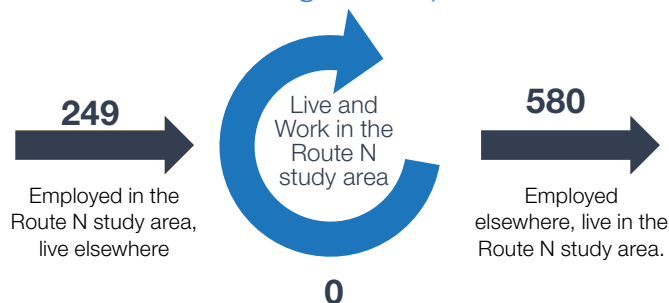
Source: Census OnTheMap, 2023

WHERE ROUTE N RESIDENTS WORK

CITY	# JOBS	SHARE
All Other Locations	238	41.00%
O'Fallon city	67	11.60%
Wentzville city	52	9.00%
St. Louis city	39	6.70%
Chesterfield city	36	6.20%
St. Peters city	32	5.50%
Maryland Heights	31	5.30%
St. Charles city	25	4.30%
Lake St. Louis city	21	3.60%
Creve Coeur city	20	3.40%
Berkeley city	19	3.30%
TOTAL	580	100.0%

Source: Census OnTheMap, 2023

FIGURE 2.14: Commuting Patterns, 2023



Source: U.S. Census OnTheMap, 2023.*

*OnTheMap estimates commuting patterns by comparing workers' home locations with their primary job locations. The "0" shown for workers who both live and work in the Route N study area reflects the limits of this small geography and the area's limited employment base; no workers were identified in the dataset as having both their home and primary job located within the study area.

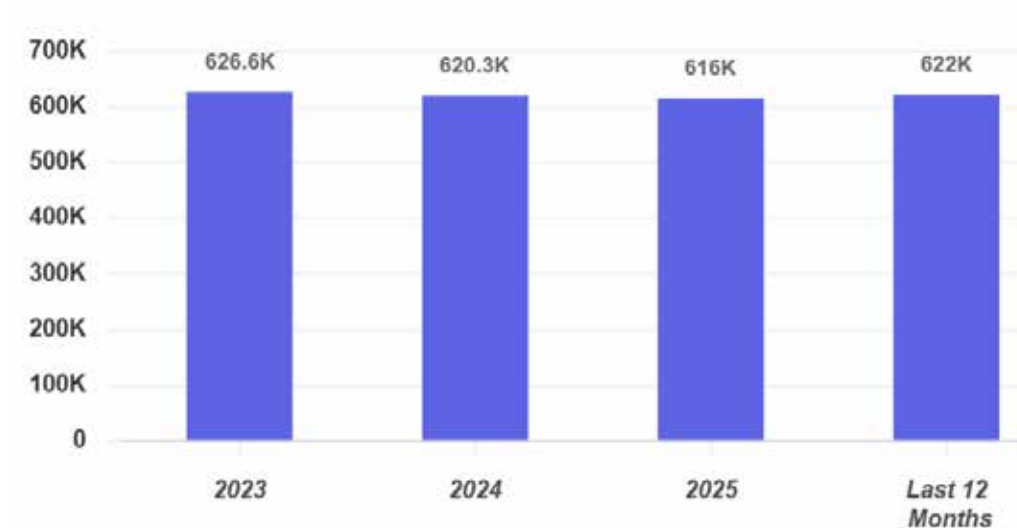
VISITOR ACTIVITY AND REGIONAL TRAVEL PATTERNS

Route N supports steady visitor activity and serves as an important connection between growing communities in western St. Charles County. While commercial uses within the study area remain limited, the corridor experiences consistent travel from nearby cities, reflecting its role in linking neighborhoods to schools, churches, services, and regional destinations. Annual visits exceed 600,000, reinforcing Route N's function as an active and well-used corridor.

What visitor patterns tell us about Route N

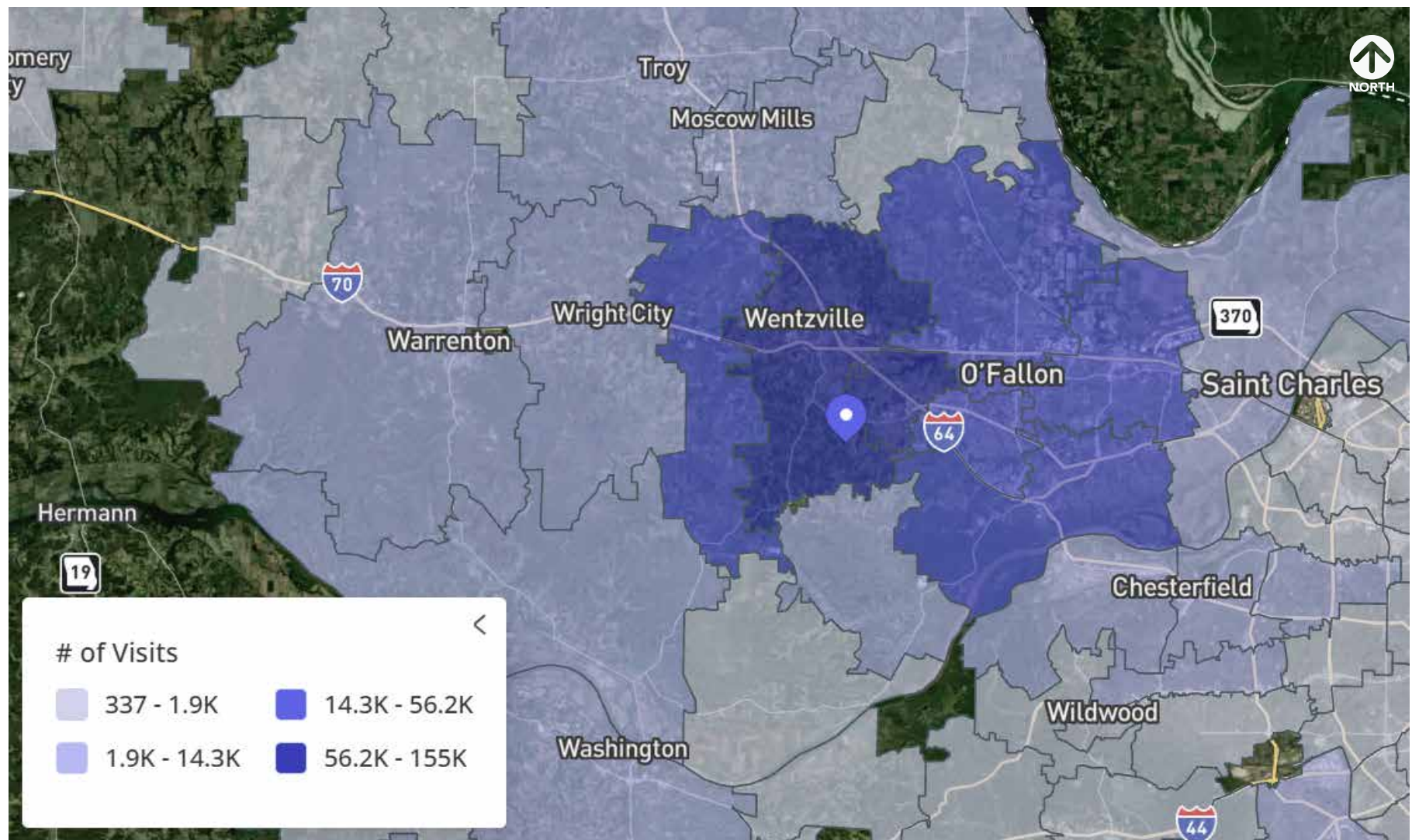
- **Visitor activity is steady and consistent.** Annual visit levels have remained stable in recent years, indicating ongoing use of the corridor by nearby residents and surrounding communities.
- **Most visitors originate from nearby communities.** Wentzville, Lake St. Louis, and O'Fallon generate the largest share of visits, reflecting Route N's role in serving fast-growing residential areas.
- **Travel patterns reflect strong local and regional connections.** The corridor supports movement between neighborhoods and nearby destinations throughout western St. Charles County.
- **Route N functions as an important connector.** Its location and roadway network provide essential access between residential areas and community destinations.
- **Future growth will increase corridor activity.** Continued residential development will bring additional travel demand and reinforce Route N's importance as a transportation corridor.

FIGURE 2.15: Total Non-Resident Visits to Route N Study Area



Source: Placer.ai (2026); RDG Planning & Design

FIGURE 2.16: Route N Study Area Non-Resident Visit Origins by Zip Code



Source: Placer.ai (2026); RDG Planning & Design

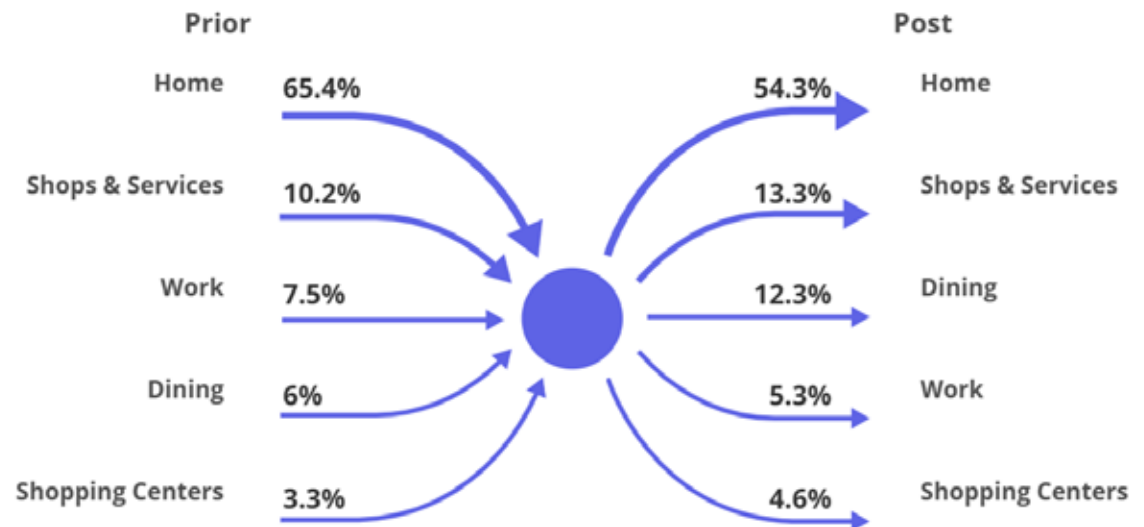
VISITOR JOURNEY AND TRAVEL PATTERNS

Visitor journey patterns show that travel along Route N is closely tied to everyday routines. Most trips begin and end at home and are connected to nearby community destinations such as schools, churches, and services. These patterns reflect the corridor's role in supporting daily life for surrounding neighborhoods rather than serving as a single destination.

What visitor journeys tell us about Route N

- **Most trips begin and end at home.** A majority of visitors originate from residential areas and return home after completing daily activities.
- **Community destinations generate frequent travel.** Schools, churches, and nearby services create consistent daily activity along the corridor.
- **Visitors often combine multiple stops.** Travel patterns show connections between home, services, dining, and work, indicating Route N supports multi-purpose trips.
- **Travel reflects routine daily activity.** Most trips are short and local, reinforcing the corridor's role in serving surrounding neighborhoods.

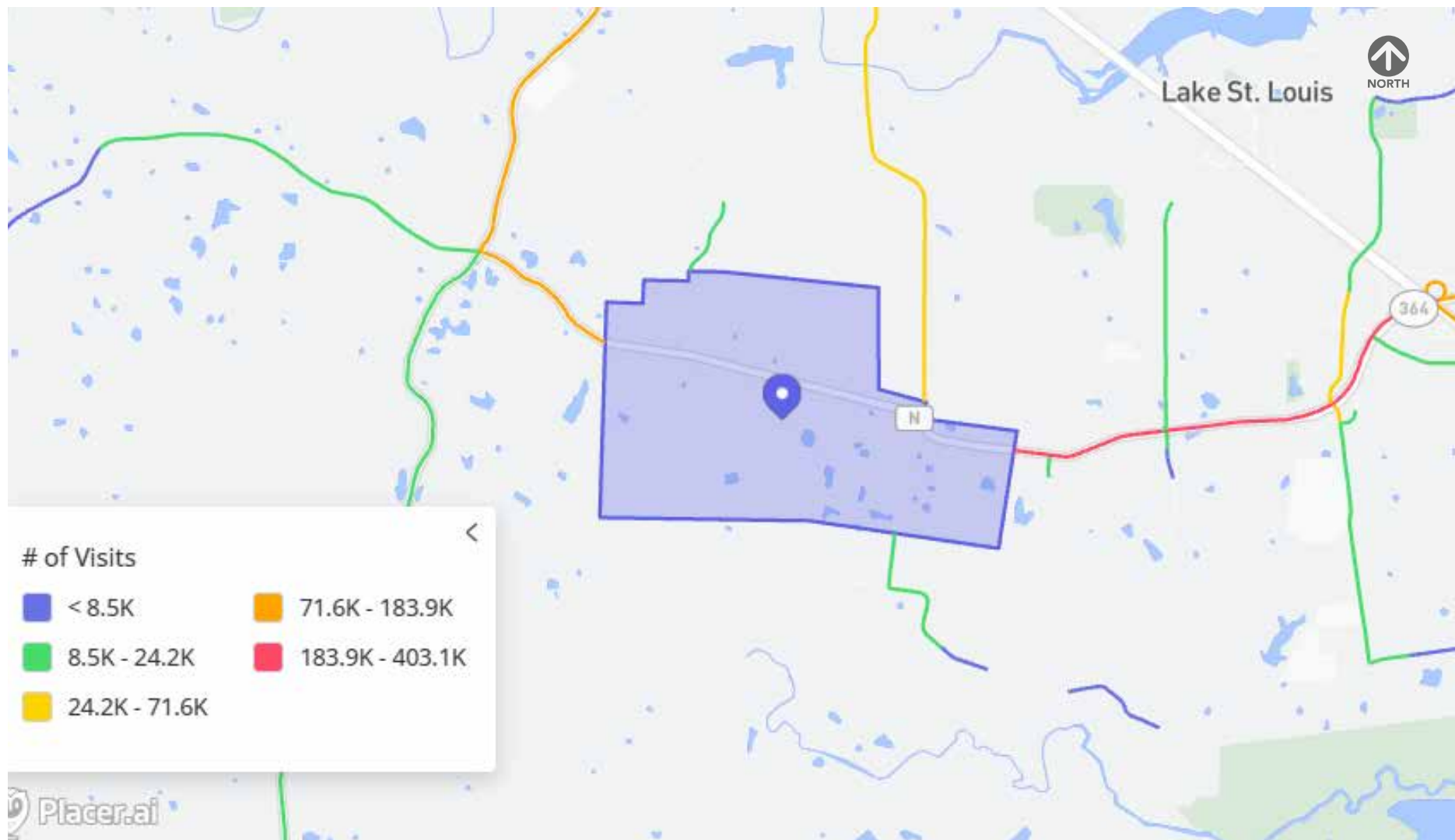
| FIGURE 2.17: Route N Study Area | Visitor Journey



| Source: Placer.ai (2026); RDG Planning & Design

- **Future development will increase daily travel.** As nearby areas continue to grow, Route N will play an increasingly important role in supporting everyday mobility.

FIGURE 2.18: Route N Study Area | Visitor Journey Routes



Source: Placer.ai (2026); RDG Planning & Design

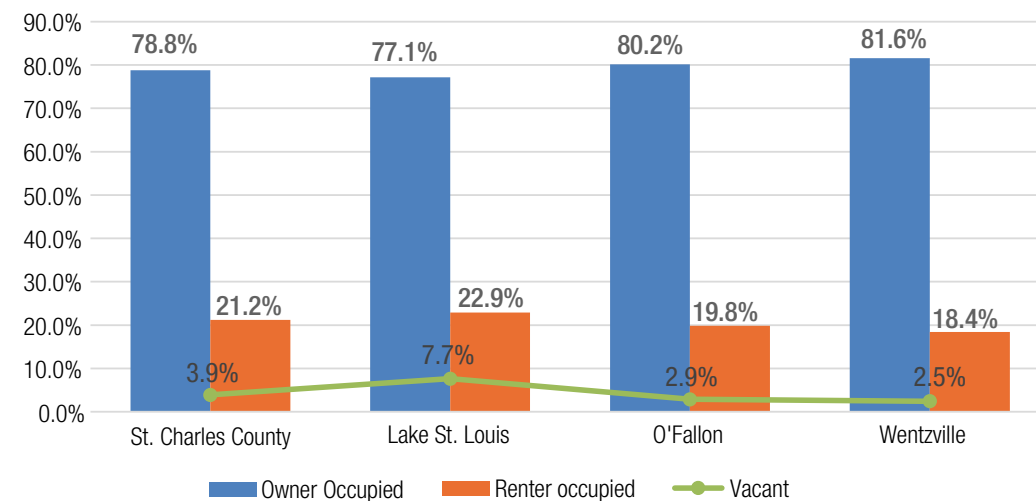
HOUSING OCCUPANCY AND AFFORDABILITY

Housing conditions near Route N reflect broader trends across St. Charles County and nearby communities, including Wentzville, Lake St. Louis, and O'Fallon. U.S. Census Bureau estimates show high occupancy and rising home values and rents, signaling strong housing demand near the corridor. Housing availability and cost are key land use considerations along Route N, shaping where growth occurs, what types of development are feasible, and how daily trip patterns and service needs evolve over time.

What housing trends tell us about the Route N area

- **The market is tight.** High occupancy and low vacancy point to limited available housing and continued demand, adding pressure for new residential growth near the corridor.
- **Housing choice differs by community.** Differences in renter share suggest variation in housing types and options, influencing who can live near Route N and where demand for neighborhood services and community destinations may increase.

FIGURE 2.19: Housing Occupancy, 2020



Source: US Census Bureau;

- Cost pressures are shaping affordability, especially for renters.** Higher renter cost burden highlights the need to consider housing types and land use patterns that support more attainable options over time.
- Home values are high relative to income.** The home value to income ratio compares typical home values to household income. A ratio near 3.0 is often considered more attainable, while higher ratios indicate greater affordability challenges. Ratios near Route N are at or above this level, reinforcing the importance of planning for housing options at a range of price points as the corridor develops.
- These trends guide future land use decisions along Route N.** The location and mix of housing will influence travel demand, infrastructure timing, and the ability to create connected neighborhoods and activity areas near the corridor.

FIGURE 2.20: Housing Affordability, 2024

	VALUE TO INCOME	MEDIAN HOUSEHOLD INCOME	MEDIAN HOME VALUE	MEDIAN CONTRACT RENT	% COST BURDENED
St Charles County	3.06 	\$104,692	\$320,800	\$1,191	Owner: 16.4% Renter: 42.4%
Lake St Louis	2.95 	\$125,693	\$405,900	\$1,389	Owner: 18.4% Renter: 32.5%
O'Fallon	2.95 	\$110,443	\$326,200	\$1,266	Owner: 16.3% Renter: 42.0%
Wentzville	2.95 	\$112,394	\$331,300	\$1,179	Owner: 15.0% Renter: 51.7%

Source: 2024 American Community Survey (5-Year Estimates); RDG Planning & Design

TRANSPORTATION SUMMARY

Rapid residential growth and new development activity have significantly reshaped mobility patterns along the Route N corridor. What is currently a two-lane rural highway is increasingly serving suburban travel demand. This is creating challenges related to safety, congestion, and mobility for all users. As development expands, the transportation network will have to evolve to address capacity and connectivity challenges.

Study Area Network

Route N is the primary east–west connection through the study area and provides access to community destinations, churches, schools, existing and emerging residential neighborhoods. With limited alternative routes and few parallel collectors, the corridor carries the majority of east–west traffic and experiences growing peak-hour pressures. Duello Road, Hopewell Road, and Perry Cate Boulevard function as critical connectors but offer limited redundancy to Route N, reinforcing the state highway’s role as the backbone of local and regional mobility.

Opportunities to expand the street network through extensions to Diehr Road, Perry Cate Boulevard, and Welker Parkway will be essential to relieving pressure on Route N and supporting internal circulation as development continues.



Route N east of Perry Cate Boulevard



Hopewell Road looking south toward Diehr Road

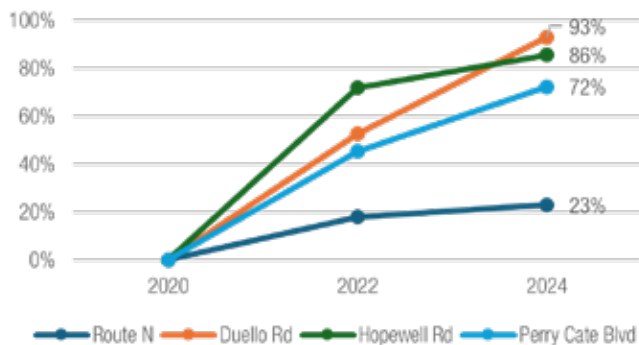
Key Roadways

- **Route N.** As a MoDOT principal arterial, Route N connects Interstate 64 to the east with Route Z and Route T to the west. Within the study area, it operates as a two-lane, 50-mph corridor with 12 side-street stop controlled intersections and one signal at Perry Cate Boulevard. Numerous residential and institutional driveways contribute to access and safety challenges. The corridor currently lacks bicycle and pedestrian facilities, limiting mobility and safety for those not in a car.
- **Duello Road.** A north-south major collector between Route N to the south and Prospect Rd and Interstate 64 to the north, Duello Road provides access to residential neighborhoods in and around the study area. The two-lane, 35 mph road has recently been improved with turn lanes at key intersections, sidewalks, and shared use path.
- **Hopewell Road.** A north-south minor collector, Hopewell Road extends from Route N south to Route D near New Melle and serves residential neighborhoods and properties directly fronting the corridor. The existing two-lane, 35 mph corridor does not currently have sidewalks or bicycle facilities. However, Hopewell Road is planned for upgrades over the next couple of years, including the addition of a connected 10-foot sidepath. The approach at Route N was recently realigned to create a four-leg intersection with Duello Road.
- **Perry Cate Boulevard.** This two-lane, 25 mph major collector provides access to Timberland High School, Wentzville South Middle School, and residential neighborhoods between Route N and Route Z. It contains the study area’s only signalized intersection and plays a central role in daily school-related travel patterns.

Traffic and Operations

Traffic volumes have increased sharply in recent years, mirroring regional growth. Between 2020 and 2024, volumes rose 23% on Route N, 72% on Perry Cate Boulevard, 86% on Hopewell Road, and 93% on Duello Road. In 2023, approximately 7,300 vehicles traveled Route N daily, with queues and delays regularly occurring near schools and high-activity intersections.

Future projections indicate up to a 90% increase in traffic volumes by 2050. Without improvements, peak-hour delays could range from 4 to 25 minutes, significantly degrading corridor operations and diverting travelers to parallel routes outside the study area. It is for these reasons that MoDOT has been working on plans to expand the roadway's capacity.



| Indexed traffic growth, 2020-2024

Multimodal Facilities

Bicycle and pedestrian facilities remain limited across the study area, with no sidewalks or shared-use paths along Route N, or Hopewell Road. Perry Cate Boulevard and Duello Road both include pedestrian facilities but do not reach Route N. New subdivisions like Autumn Hollow, Harvest, and Post Farms are incorporating sidewalks, sidepaths, and shared-use paths, gradually improving local connectivity and recreation options; however, multimodal mobility within the study area and to surrounding destinations is severely constrained.



| Recently constructed sidepath and sidewalk along Duello Road



| A new sidepath and sidewalk have been constructed on Integrity Drive in the new Post Farms development



| Sidewalks and high visibility pedestrian crossings in the Harvest development

Safety

Roadway safety is a concern among residents and visitors to the study area, with increased daily trips and related congestion exacerbating safety issues. Recent crash records retrieved from MoDOT's Crash Statistics Map show an average of 29 crashes per year from 2020 through 2025, with 40 crashes alone in 2025. Of the 167 crashes that occurred in the study area during that period, more than four in every five occurred on Route N.

- **Crash Severity.** Two percent of crashes resulted in serious injury, 25% resulted in minor injury, and 73% resulted in property damage only (no injury). There were no fatal crashes in the study area during the previous six years.
- **Intersection Crashes.** Over half of all crashes (53%) occurred at an intersection, with the Hopewell Road/Duello Road intersection experiencing the highest frequency of crashes.
- **Crash Type.** Rear end crashes accounted for 42% of all crashes, often an indication of congestion, access management, and speeding issues. The second most frequent crash type was right angle (14%), followed by out-of-control crashes (12%), left turn right angle crashes (5%), and passing crashes (5%).

FIGURE 2.21: Crash History, 2020-2025



Source: Missouri Department of Transportation

As development and growth in St. Charles County continues and traffic volumes increase, the safety of the Route N corridor is expected to continue to deteriorate. With rear end crashes being the most common crash type today, future congestion problems will likely only exacerbate these issues. Lack of access control along Route N can lead to unsafe turning movements. Without changes to access along the corridor, gaps for safe movements will likely become fewer and could lead to more aggressive, unsafe turns.

Study Area

Crash Severity

- Orange circle: Serious Injury Crash
- Yellow circle: Minor Injury Crash
- Green circle: Property Damage Only

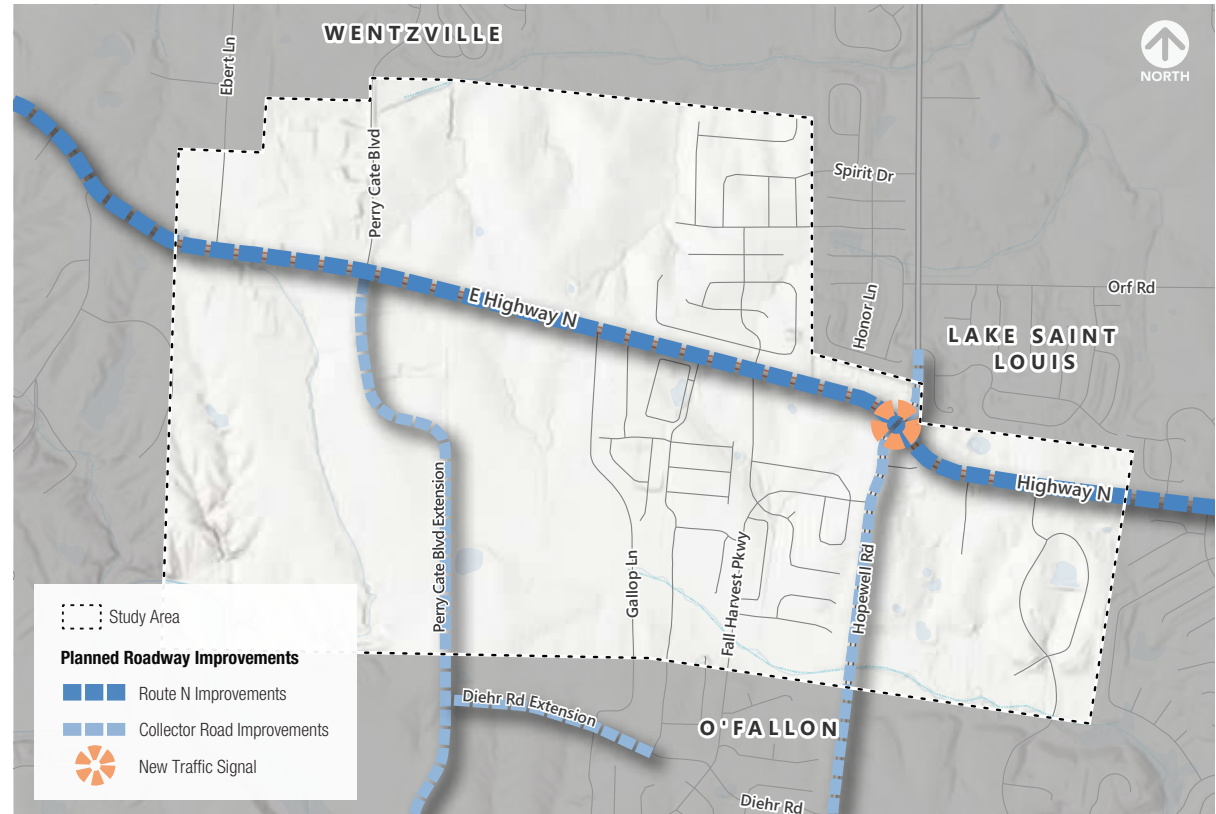
Currently Planned Projects

The improvements described in this section are not proposed as part of the Route N Great Places Study. Instead, they reflect roadway projects already planned by MoDOT, St. Charles County, and local partners that provide the transportation framework for future growth in the corridor. These investments are designed to accommodate rapid growth, reduce congestion and delay, and improve safety for all users. Many are a direct result of the MoDOT Route N Conceptual Study, which is currently in the design phase. Together, these projects will modernize the corridor by increasing capacity, managing access, and introducing high-quality multimodal infrastructure. The combined investments also strengthen north-south connectivity and provide safer, more efficient travel options for drivers, pedestrians, and bicyclists.

• Route N Improvements

- Widening to a four-lane divided highway with a raised median.
- Turn lanes added at key intersections.
- 10' shared-use path along the north side of Route N;
- 5' sidewalk on the south side east of Hopewell Road as needed to connect developments to a safe crossing to access SUP;
- Signalizing the Hopewell/Duello intersection with enhanced pedestrian features.
- Multi-lane roundabout at Welker Parkway with pedestrian crossings.

FIGURE 2.22: Currently Planned Projects



Source: St Charles County

- Access consolidated to right-in/right-out at most local roads; roundabouts and U-turns will support full access.
- **Supporting Network Improvements**
 - Perry Cate Boulevard Extension to enhance north-south connectivity, to be constructed as surrounding parcels are developed.
 - Hopewell Road upgrades including roadway widening, pedestrian facilities, improved sight distance, and a lighted roundabout at Diehr Road.
 - Duello Road sidewalk and sidepath extensions to connect to Route N intersection.
 - Diehr Road extension from Fall Harvest Parkway to Perry Cate Boulevard to support east-west connectivity, to be constructed as surrounding parcels are developed.

INFRASTRUCTURE SUMMARY

Sanitary Sewer Service

The Study area is serviced by three districts:

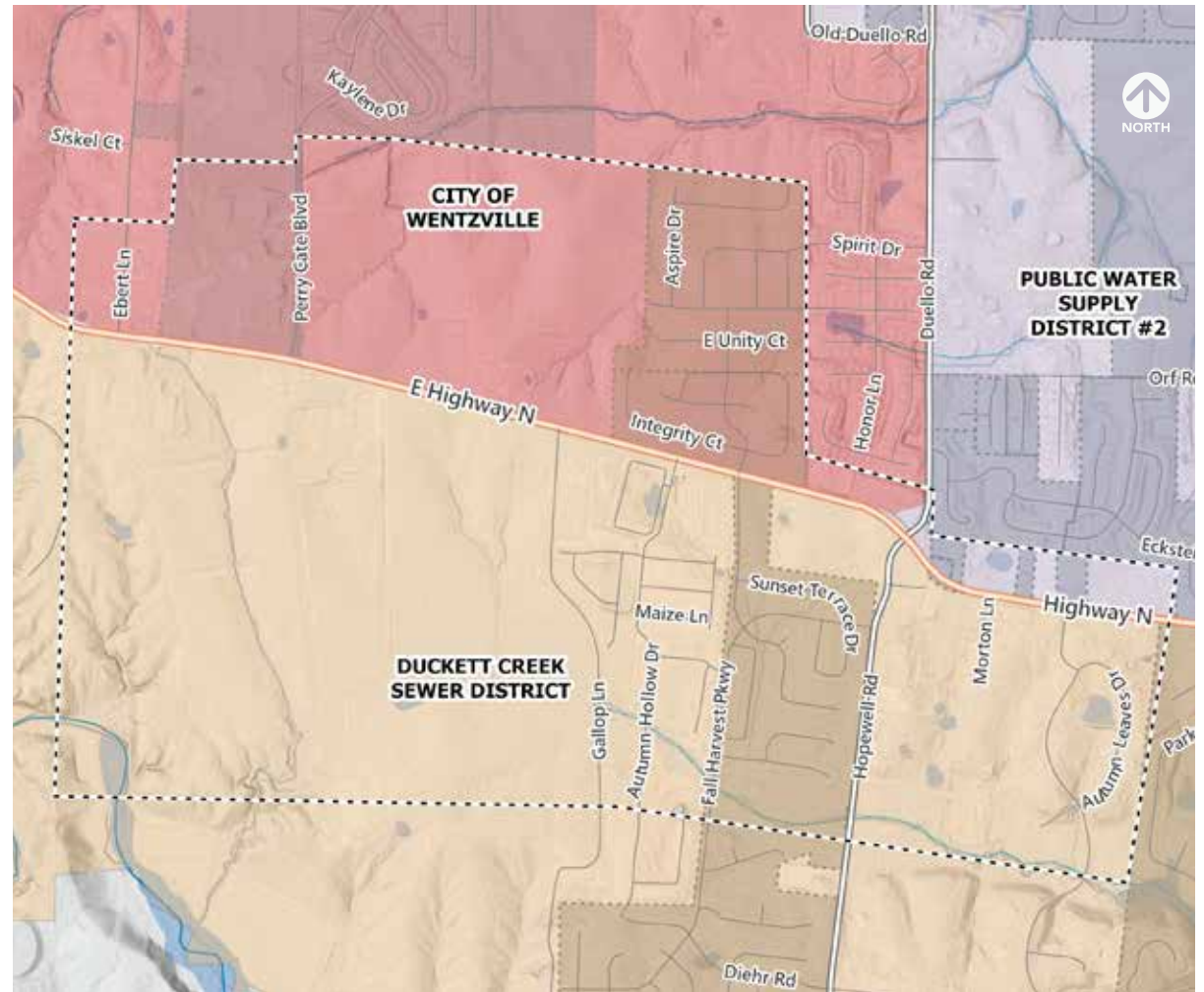
- The City of Wentzville Wastewater Division provides service north of Route N and west of Duello Rd.
- The Public Water Supply District #2 (PWSD2) provides service north of Route N and East of Duello Rd.
- The Duckett Creek Sewer District provides service for the remainder of the study area south of Route N.

PWSD2 and the City of Wentzville have a territorial agreement defining their respective service areas. However, no such agreement exists between PWSD2 and Duckett Creek, leading to competition for customers in overlapping areas. As a result, it is uncertain which additional parts of the growth area will ultimately be served by PWSD2.

Water Service

The entire study area is served by PWSD2, one of the largest water utilities in St. Charles County. The District has multiple projects programmed in the coming years in and around the study area, including a 30" water main extension along Route N.

FIGURE 2.23: Route N Sanitary Sewer Districts



Source: St Charles County





A Vision for the Corridor Area

3

A VISION FOR THE CORRIDOR AREA

The Route N corridor is experiencing continued growth and change, creating opportunities to shape how future development, transportation, open space, and community destinations evolve over time.

This chapter builds on community input gathered throughout the planning process to establish a long-term vision for the corridor area. Across engagement activities, participants emphasized three central priorities: safety, character, and movement for all.

Residents, stakeholders, property owners, businesses, and community partners identified several recurring themes throughout the process, including:

- Protecting rural character and natural features
- Supporting safe and connected movement throughout the corridor
- Expanding trail, sidewalk, and greenway connections
- Encouraging high-quality and community serving development
- Creating a stronger sense of place and community identity

Together, the vision, goals, and guiding principles in this chapter provide a framework for future land use, environmental stewardship, transportation improvements, and placemaking along Route N.



COMMUNITY ENGAGEMENT OVERVIEW

Public engagement is one of the most important pieces of planning, and as such, was carried throughout the entire planning process. Components of the public engagement process included:

Planning Team Meetings

Throughout the process, the planning team (staff and project consultants) met two times per month to discuss project milestones, community engagement techniques, and emerging recommendations.

Listening Sessions

A diverse range of local stakeholders were invited to share their perspectives on the past, present, and future of the Route N corridor. The planning team met with:

- Churches and faith-based organizations
- Wentzville School District
- St. Charles County staff
- Developers and Property Owners
- Municipal representatives

Major takeaways and themes from these conversations included:

- **Growth and development.** Route N is viewed as a major growth corridor, with strong housing demand and continued development pressure.
- **Community character.** Participants emphasized the importance of avoiding strip mall-style development and supporting places that feel intentional, high-quality, and connected to the area's identity.

Project Advisory Committee Meetings

The Route N Project Advisory Committee was an important group of local decision-makers, agency representatives, stakeholders, and involved residents focused on helping guide the planning process.

The committee met six times throughout the development of the study. These meetings helped guide the engagement process, review goals and strategies, discuss emerging ideas, and ensure community voices were heard and considered as the study developed.

- **Transportation and safety.** Traffic, access, cross-connections, and safe crossings were consistent concerns, especially as new development continues.
- **Services and destinations.** Stakeholders identified a need for neighborhood-serving uses such as daycares, medical offices, coffee shops, small markets, and places for students and residents to gather.
- **Trails and connectivity.** Participants supported stronger sidewalk, trail, and street connections between neighborhoods, schools, parks, and future development areas.

Online Engagement

RouteNGreatPlaces.com served as the primary online platform for the Route N Great Places planning process. The website provided project information, meeting announcements, workshop materials, engagement activities, and a way to submit comments and questions.

Online engagement expanded participation beyond in-person meetings and helped keep residents, stakeholders, property owners, businesses, and corridor users informed. During the project, the website received over 4,300 unique visitors.

Feedback collected through the website and online engagement activities helped inform the study's vision, priorities, and recommendations for the future of the Route N corridor.



COMMUNITY ENGAGEMENT OVERVIEW

Study Outcomes Workshops & Students Workshops

Study Outcomes Workshops and a Student Workshop Session were held on March 25 and 26 to gather ideas and feedback from community members and students.

The workshops included eight interactive stations designed to help participants learn about the project, explore key topics, and share ideas for the future of Route N. Participants also had opportunities to speak directly with planners and architects while ideas and concepts were sketched in real time.

The Student Workshop added an important youth perspective to the planning process and helped the team better understand how younger community members think about safety, mobility, gathering spaces, and the future of the corridor.



COMMUNITY ENGAGEMENT OVERVIEW

Community Survey

The community survey was open from February 20 through April 15, 2026, and received 615 responses. The survey provided insight into how people use Route N today, how they experience the corridor, and what priorities should guide future land use, transportation, open space, and development decisions.

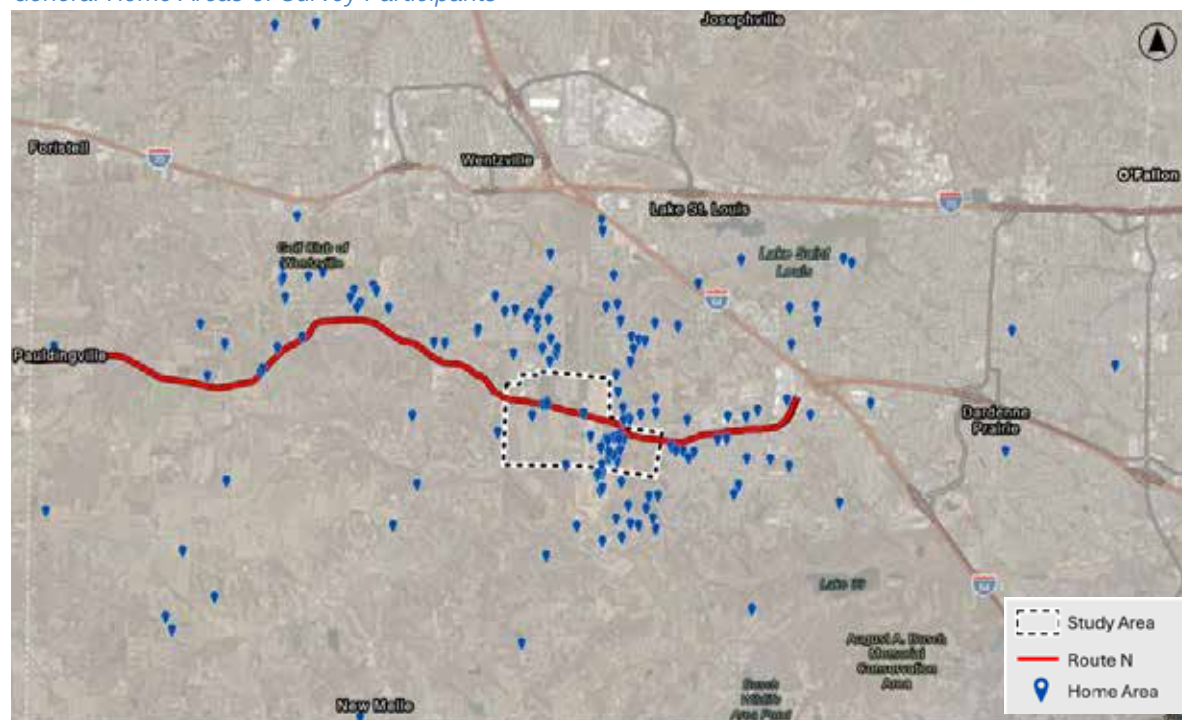
Participants were also asked to identify their general home area on a map. The responses showed input from people living along Route N, within the study area, and throughout nearby communities, including Wentzville, Lake Saint Louis, O’Fallon, and other areas of St. Charles County. This geographic distribution helped capture both corridor-specific perspectives and broader regional relationships.

Survey responses emphasized the importance of balancing future growth with open space preservation, transportation improvements, environmental features, and overall quality of life along Route N.

Key Survey Themes:

- Preserving the rural and natural character of the area
- Improving safety and connectivity for drivers, pedestrians, and bicyclists

General Home Areas of Survey Participants



- Expanding trails, sidewalks, greenways, and connections between neighborhoods
- Supporting well-designed development and community-serving amenities
- Avoiding strip commercial development patterns and excessive congestion
- Creating gathering places and a stronger sense of community identity

The full survey results are included in Appendix A.

80%+
of respondents regularly travel
through or live near Route N.

COMMUNITY ENGAGEMENT OVERVIEW

Open House

The Route N Great Places Study Open House was held on May 21 and provided an opportunity for community members to review and discuss the draft recommendations developed throughout the planning process. The event brought together residents, property owners, stakeholders, and project partners to learn more about the study findings, understand how community input shaped the recommendations, and share feedback on the proposed vision for the corridor.

Participants explored a series of display boards and maps illustrating study recommendations related to land use, transportation, community character, environmental stewardship, and future connectivity. The materials also explained the relationship between the Route N Great Places Study and the MoDOT Route N roadway project. Project team members were available to answer questions, discuss ideas, and gather input through conversations and comment cards.

Feedback received during the Open House helped refine and clarify key aspects of the study, including its purpose as a long-term guiding framework rather than a proposal for specific development projects. Participants

also reinforced key community values and priorities identified in earlier engagement activities, including:

- Creating green spaces and preserving tree canopy.
- Focusing on safety for all users by expanding travel alternatives to Route N, and by making Route N a divided 4-lane roadway with reduced speed limits and improved intersections.
- Improving connections between neighborhoods.
- Avoiding strip commercial development and large-scale commercial uses (avoid a build out like Route K).
- Supporting smaller-scale, neighborhood-oriented commercial options at key locations (major intersections).



VISION & GOALS OF THE PLAN

As described in the preceding pages, the Route N Great Places Study was shaped through an extensive public engagement and stakeholder outreach process.

Planning Team meetings, Project Advisory Committee meetings, listening sessions, study workshops, student workshops, online engagement, and a community survey provided valuable insight into how residents, businesses, property owners, and community partners view the corridor today and what they would like to see in the future.

These perspectives were considered alongside the existing conditions analysis, which evaluated land use patterns, transportation systems, environmental resources, community facilities, development trends, and other factors influencing the corridor. Together, the engagement process and technical analysis helped identify recurring themes, opportunities, and challenges that emerged consistently throughout the study process.

Participants expressed a strong desire to preserve the corridor's rural character and natural features while accommodating future growth in a thoughtful and intentional manner. Improving safety and connectivity for all

users, protecting environmental resources, expanding transportation options, supporting high-quality development, and creating places that strengthen community identity were also common priorities.

The vision and goals presented on the following pages translate these community values and planning considerations into a framework for the future of the Route N corridor.

The vision describes the desired long-term future for the area, while the goals establish a foundation for evaluating future decisions, investments, development proposals, and public improvements. Together, they provide the framework for the recommendations and implementation strategies presented throughout the remainder of this plan.



VISION & GOALS OF THE PLAN



LAND USE

A healthy community is shaped by thoughtful land use. Where homes, businesses, services, and gathering spaces are located matters. How they relate to one another matters even more. Without a shared vision, growth can become disconnected, increasing infrastructure costs, limiting housing options, and reducing opportunities for local businesses and community gathering spaces.

VISION

Route N will reflect the diverse values, culture, and heritage of St. Charles County residents by celebrating the area's natural features, creating a distinctive and vibrant natural and built environment, and creating a home for all.

GOALS

- Integrate civic and institutional anchors, such as libraries, schools, and faith-based institutions, into mixed-use areas where they can support surrounding neighborhoods.
- Provide a variety of housing options to support residents at every stage of life.
- Promote a diverse mix of neighborhood-scale commercial developments that prioritize people-centered design and experiential environments, focusing major commercial uses at key intersections to prevent continuous strip commercial development.
- Improve consistency in land use and zoning regulations throughout the corridor.



ENVIRONMENT

Preservation and protection of environmental assets such as wetlands, tree canopies, and habitats have a variety of benefits. These include improved water quality, reduced flooding, mitigation of heat island effect, and protection for diverse habitats. A connected network of natural areas enhances community character, creates trail opportunities, mitigates the impact of extreme storm events, and provides unfragmented habitat.

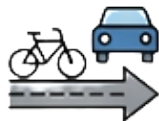
VISION

Development in the Route N area will intentionally preserve and use natural features and connect those features together to protect resources and enhance the sense of place.

GOALS

- Stormwater management features should be amenities that also improve water quality.
- Maintain the rural character by preserving existing tree canopies and natural landforms.
- Minimize land grading to preserve the natural topography and minimize disruption to existing drainage patterns.

VISION & GOALS OF THE PLAN



TRANSPORTATION & CONNECTIVITY

Transportation options significantly impact household economy, quality of life, urban form, and the environment. A balanced transportation network of connecting streets, trails, hike/bike paths provides safe, efficient connectivity and accommodates a variety of mobility needs and preferences.

VISION

Route N will have a well-balanced, safe, and connected transportation system that offers alternative options to travelling along or crossing the Route N corridor and improves the experience and safety for those in or out of a car.

GOALS

- Create a safe environment for bikes and pedestrians crossing the Route N corridor.
- Improve safety at key intersections and crossings along the corridor.
- Provide alternative streets that allow local traffic to move through the area without using Route N.
- Connect the area to key regional destinations.
- Reduce the distance traveled for local trips through proximity between destinations and homes.



COMMUNITY CHARACTER & PLACEMAKING

High-quality places strengthen community identity, improve quality of life, and support long-term economic vitality. Creating well-designed public spaces, gathering areas, and neighborhood amenities fosters a sense of belonging and supports social interaction.

VISION

Route N will create a distinctive place where streets and gathering spaces establish a cohesive community character, are active and safe, and evolve with the needs of future generations.

GOALS

- Create community gathering spaces that foster community interaction and recreation.
- The landscaping and amenities along the corridor should reinforce the rural character of the area.
- Provide accessible neighborhood services that support daily needs and strengthen neighborhood character.
- Encourage new developments to incorporate wayfinding and signage that reflects the area's rural character.
- Design community service centers as uniquely branded destinations that reflect a pedestrian scale.



Corridor Study Area Recommendations

4

MAKING A GREAT PLACE: THE ROUTE N DISTRICT STUDY

The Route N Great Places Study started with a transportation project—the need to address congestion and traffic safety in a rapidly growing suburban area. The existing Route N does not successfully function as an arterial roadway. After significant study and community engagement, the classical solution is clear: increase capacity and reduce traffic conflicts and interruptions to the flow of traffic. In the Route N study area, the solution is a four-lane median divided facility with substantial access control and introduction of roundabouts, modified J-turn intersections, as well as three-quarter and right-in-right-out accesses. In response to active transportation needs, the improved Route N will also include a shared use sidepath.

Major roadway improvements in growing areas can strongly influence how nearby land develops. Without coordinated planning, this growth often takes the form of auto-oriented commercial uses along the roadway, subdivisions with limited connections to surrounding neighborhoods, and site layouts that turn away from the street. This study is based on a different idea: that a major roadway can function as both a transportation corridor and a place, with surrounding development that grows into a cohesive, connected district over time.



This chapter presents principles and illustrates concepts that show how Route N and its surroundings could develop. The study area today is not a blank slate—about half the land area has already been developed or platted. These developments did not have a framework to work within and made decisions based on their individual requirements and goals.

Route N Envisioned as a Great Street

Streets and roadways are both transportation corridors and public spaces. Route N itself is the public space that touches all parts of the study area and is the spine that connects everything around it: homes, schools, churches, workplaces, and the larger

metropolitan region. Considering the nature of a “district” begins with the nature of its spine. The conceptual plan for the roadway itself—a four-lane divided facility—is set, but a corridor is more than the roadway. The area between the edge of pavement and property lines provides flexibility and the possibility of features that help create a distinctive street. We should envision Route N as:

A multimodal corridor and transportation spine for all users. A sidepath (a wider than normal path within the right-of-way that accommodates people both on foot and on wheels) is planned for the north side of the improved Route N. This sidepath should lead to key destinations and be connected to other facilities as part of a larger active transportation network.

A bridge, not a barrier. Divided arterials like the future Route N generally operate at relatively high speeds with high traffic volumes. They naturally create a barrier for pedestrians and bicyclists, making them hard to cross and dividing neighborhoods on either side. The current Route N plan, within the study area limits, includes full intersections at Duello/Hopewell Road and Perry Cate Boulevard (including a speed limit of 40 mph versus the current 55 mph) and a roundabout at Welker Boulevard. But traffic characteristics and controls do not make crossing a busy highway easy or comfortable for pedestrians and bicyclists. One or two additional, well-designed surface street crossings away from turning traffic and a strategically located grade-separated pedestrian/bicycle crossing will greatly reduce the dividing characteristics of this major street.

A linear park. Landscaping and streetscape features can help a functional “spine” become a place that is also enjoyable within the property lines of the right-of-way. Plantings consistent with MoDOT standards can soften the road environment. Studies have shown that landscaping can actually help manage traffic speeds. Also, a sidepath does not have to follow a straight line, gentle curves can provide the user with subtle and interesting changes of view. Public art, thematic shelters, special lighting, and necessary stormwater structures like retention basins can provide a series of experiences along the way, much like pools of light along a building corridor. These

features, thoughtfully designed and placed, can create the sense of a parkway instead of a highway. A delightful central corridor is also good for business and increases the value of surrounding new neighborhoods.

The Route N District Envisioned as a Great Place for Mobility

The areas beyond the right-of-way line should offer a high level of mobility and connectedness by both car and active modes of transportation. Contemporary subdivision street designs make common use of cul-de-sacs because of their popularity with homebuyers. But they also produce pods of development isolated from neighbors, and create difficulties in delivering routine and emergency services. The original idea when cul-de-sacs were introduced in American residential design about a century ago was quite different: the cul-de-sac was a service entrance, and greenways and paths connected neighborhoods together and to larger common spaces. The study envisions both an internal and external street and path pattern that offers the assets and privacy of common design practices, while also creating a higher degree of connection and neighborliness. To that end, the study area’s mobility system should provide:

Regional linkages. The study area is not an island. Rather, its street and active transportation system should fit into a larger regional network to the degree possible. For street connectivity outside the area, Whisper

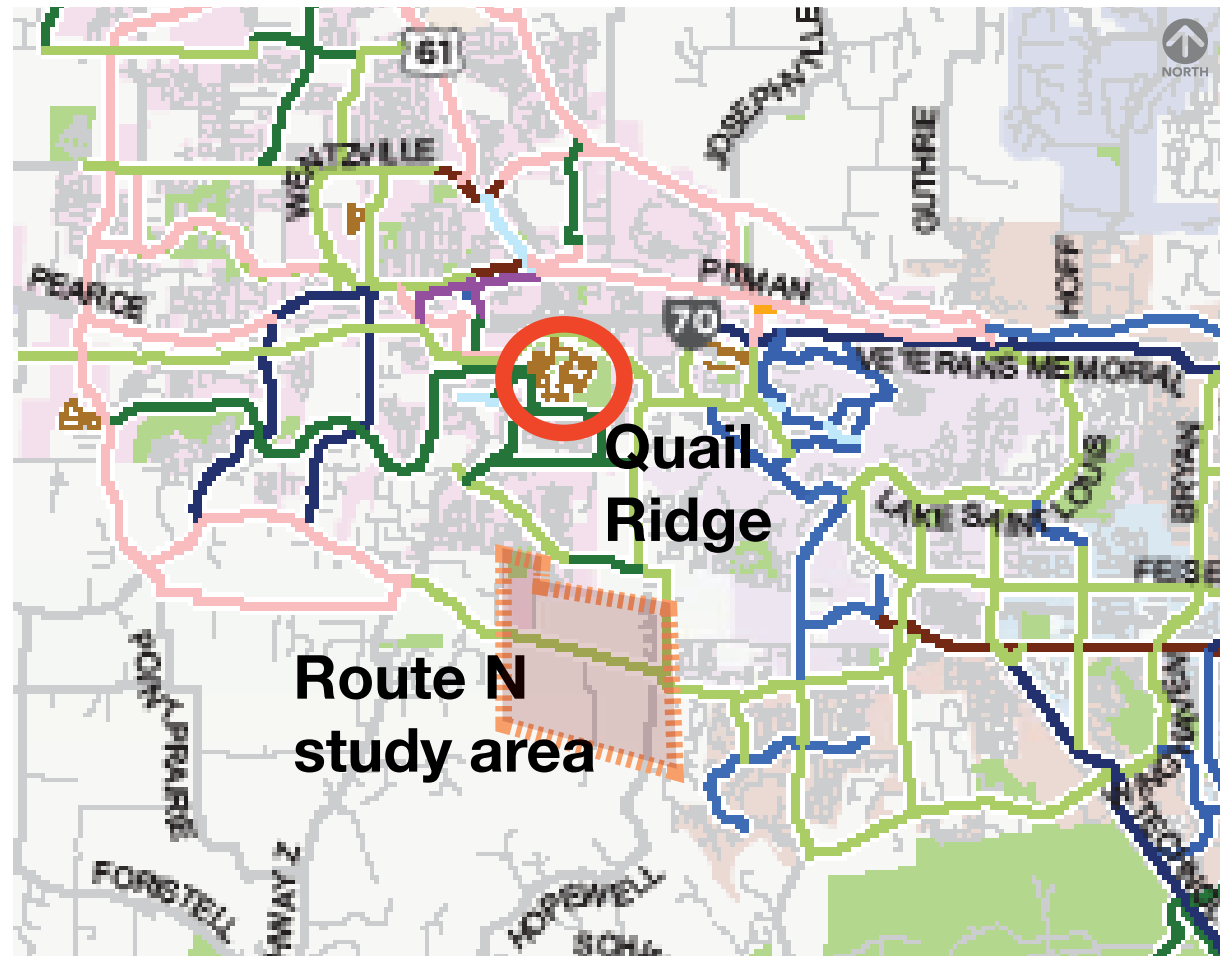
Creek Drive, Spirit Drive, and Old Duello Road north of Route N and Diehr Road south offer the best opportunities for east-west connections. Platting of new areas within and adjacent to the Route N study area should provide rather than prevent these external connections. Similarly, the Route N area should provide open-ended trail corridors, designed to connect to regional opportunities in St. Charles County. One important opportunity, discussed later, is a trail and greenway connection to Quail Ridge Park and Downtown Wentzville.

Mobility network. As Route N itself should be safely and comfortably crossable at strategic points, so should other elements of the study area. New developments should not block or obstruct future street or pathway connections. Short pathways should be provided to connect adjacent cul-de-sacs, and breaks in platting should accommodate links to adjacent trails. In general, people should be able to move freely by all methods of travel within the local area without relying on Route N alone.

Unifying parkway collector. An effective way to provide connections among neighborhoods is a parkway collector: a relatively slow, residentially-scaled street that touches all parts of a development area. These are the streets that people are seen walking or biking along for fun, fitness, or purpose. Perry Cate Boulevard in the neighboring Stone Meadows and Fall Harvest Boulevard in Harvest are examples of this kind of street. Existing development patterns and the geography of open land in the immediate study area create the possibility for this kind of connected parkway.

Maximum secondary connectivity. Participants in the planning process identified secondary connectivity, reducing exclusive reliance on Route N for short distance trips, as a top priority. This principle both provides choices and reduces traffic friction on Route N, creating safer and more efficient road operations. However, pre-existing plats and ongoing developments were not designed for these external connections. New projects in open areas can provide secondary connections and also link to existing and platted streets.

A multi-modal network of interconnected “webs.” A Route N district should include two intertwined systems that are equally important on a neighborhood level: a vehicular web of connected streets and an active web of trails, greenways, and local paths.



Regional connections. The 2021 St. Charles County Gateway Bike Plan Update shows the proposed Route N sidepath, but no other connections to a planned regional system.

Recommended Network Facilities

Katy Trail	Paved Shoulder
Shared Use Path	Calm Street
Sidepath	Marked Shared Roadway
Separated Bike Lane	Signed Shared Roadway
Buffered Bike Lane	Park Trail
Bike Lane	

In some places, these webs coincide and in others they are separated, but together they provide access among neighborhoods and to significant destinations.

Safe paths to destinations. The major destinations within the Route N study area today are civic facilities: the K-12 school campus and the three major churches. But other major facilities are proposed or emerging. A major park in the Trailside Farms development, developing public facilities in the center of Harvest Estates, and other destinations are included in this study. In addition to the benefits of a walkable/bikeable suburban setting, safe paths also have an economic benefit. For example, a safe, well-designed and lighted underpass of Route N would reduce the need for the costly bus service that the Wentzville School District now operates to safely transport students to otherwise nearby neighborhoods south of Route N.

The Route N District Envisioned as a Great Environment

The study area's rolling topography, drainage patterns, stands of mature trees, and streamways can help reduce environmental impact and advance the idea of a suburban community with urban features that maintains an open, rural character. Framework principles that can take advantage of these natural assets include:

Use of topography and stormwater patterns. Landforms should strongly influence project design. While development will inevitably have an impact on land, and



almost always disturb the land, maintaining open drainageways, conceiving stormwater facilities as both functional and aesthetic features, and working with the grades and topography will minimize impact and create better projects. Several projects already under development in and around the study area are following this principle and marketing it as part of the project's development image.

Environmental resources as anchors.

The "conservation design" technique involves defining the major environmental assets of an area—tree stands, streams, historic or distinctive buildings and sites, viewpoints, and others—as landmarks that land plans should protect and use as assets. A corollary is providing economic incentives, such as smaller required lot sizes and higher development intensity on remaining sites, in exchange for preserving these environmental anchors.

Linear greenways with trails. A "green" network in this district includes drainageways and in some cases buffers or common ground



between subdivisions and development clusters. But natural gas pipelines, which typically require an open setback from their centerline, provide an opportunity for the development of a greenway. In these situations, the interests of open space and resource preservation and active transportation merge, and the resulting greenways should become the potential main lines of the trail network.

Extension of the regional network.

The greenway system within the Route N district should not be limited to the study area boundaries, but should extend into the broader region. However, the 2021 St. Charles County Gateway Bike Plan Update shows only a planned sidepath along Route N and very little connection to a planned regional network. This plan should provide a way to fill that void. An especially compelling opportunity is linkage of the Route N sidepath to Quail Ridge Park and eventually to Downtown Wentzville and other parts of the proposed network. The following section describes a more detailed concept for this connection.



Neighboring clusters. At Harvest, these clusters are defined by greenways and environmental features and housing type. The land plan also makes extensive use of cul-de-sacs and street loops.



Neighboring clusters. Homes oriented toward a small common area and unified by an architectural theme. (The Village, Portage, Indiana)

Strategic common space. Residential areas need common open space, and these smaller facilities can reinforce the ideas of community and connectedness. Current research supports a park system that includes both larger community parks and smaller neighborhood open spaces. While larger parks remain important, people of all ages and household types also benefit from common open spaces within walking distance of where they live. These common areas should ideally be accessible through a pedestrian and bicycle circulation system, and should be public spaces available to all people within this service area.

The Route N District Envisioned as a Great Place to Live

Access and environment establish a framework for a great place, just as the structure and mechanical systems create the necessary framework of a house—but these components alone do not bring the place to life. A truly livable district depends on how people experience it: the homes, parks, streets, businesses, and gathering spaces, and how well those places connect to one another.

“New Ruralism:” Suburban Environment/Urban Features/Rural Character. While Harvest Estates and other projects are in a fast-growing part of the St. Louis metropolitan area, they also introduce urban amenities (farmers market, community space, playground, paths and walkability) into a visually rural environment. This theme is evident from the use of the appellation “Farms” in the names of many of these developments. These projects attempt to communicate an alternative to a stereotyped suburban environment of strip commercial centers and housing “tracts.” New land planning should respect this overall theme established by the private sector, but not overlay it in inauthentic ways.

Heart of community. The Route N area needs a center. While the Route N and I-64/40 interchange and Wentzville Parkway are existing substantial commercial destinations, they are not part of this study area, and lack the pedestrian scale and personal quality that participants articulated during the planning process. The public

participants spoke of the need for such a center through stickers and notes placed on images, and personal conversations at the design workshops, and through input on interactive maps and survey responses. Such a center should be visible, located at a place that will maximize the number of people using it, and easily accessible by car and trail. It should mix uses and provide just the right amount of retail and service uses. A multiple purpose, walkable “Heart of Community” could help secure the study area’s emergence as a definable and unique district.

Mixed density transect. Existing development in the general area includes a range of housing types, from residential acreages to apartment complex. The dominant housing forms are single-family detached homes of various lot sizes, single-family attached units, and a limited but growing number of townhomes. While a large majority of people stated a preference for conventional single-family, consumer preferences and affordability issues are causing changes in those markets. Most of the study area’s developed land will continue to be used for single-family development. But it should also include a continuum of housing types, located on sites that are appropriate to their density, and impact and reduce actual or perceived conflicts. This suggests higher density housing like multi-unit condominiums and older adult housing along the major transportation corridor, and a gradient of densities that decreases moving farther away from the road. This is a general, realistic

pattern, not an inflexible rule. Nevertheless, accommodating a variety of types, life-style needs, and price points is an important principle for this district.

Neighboring clusters. A criticism of much contemporary development is that it is more a puzzle of geometry, seeking the maximum number of lots on a parcel of property, rather than creating great living environments. Within that rubric, the cul-de-sac does offer a degree of neighborliness—a group of several households that are closely connected in both their physical setting and their social interactions. But other planning patterns can create that kind of social environment. These include a gently curving street where a group of homes on one arc relate to each other; a grouping of homes around a park or small common area; a group of lots by surrounding greenways; an iconic street or boulevard; and common architectural themes, to name a few. There are examples of these techniques in and around the Route N development area.

Connected identifiability. “Neighboring clusters” does not mean separation into isolated pods. The individual clusters of units should be connected to one another through secondary paths, breaks in the line of lots, street connections, or other techniques to ensure that the entire area is a cohesive whole.



THE CONCEPT: APPLYING THE PRINCIPLES

This section applies the principles presented to the actual study area and illustrates a possible outcome of this application. It integrates currently developing areas and existing preliminary and final plats with relatively little modification, recognizing those levels of commitment and development as given. These existing projects include Harvest, Autumn Hollow, Oakshire, Caballo Farms, and Trailside Farms south of Route N and Post Farms north of the highway. The largest block of open and developable land south of Route N includes the area from Route N to the future Diehr Road between the rough alignment of today's Gallop Drive and the extension of Perry Cate Boulevard proposed by Trailside. North of the highway, open land extends from the western limit of the Post Farms development to Perry Cate Boulevard.



The Route N Corridor

Route N, more than a simple arterial corridor, should be the multi-purpose “main street” of the envisioned development district. The nature of such a district is then determined by the character and function of this main road. The pending road construction project will occur before full development and will set the tone and theme for much of that new growth.

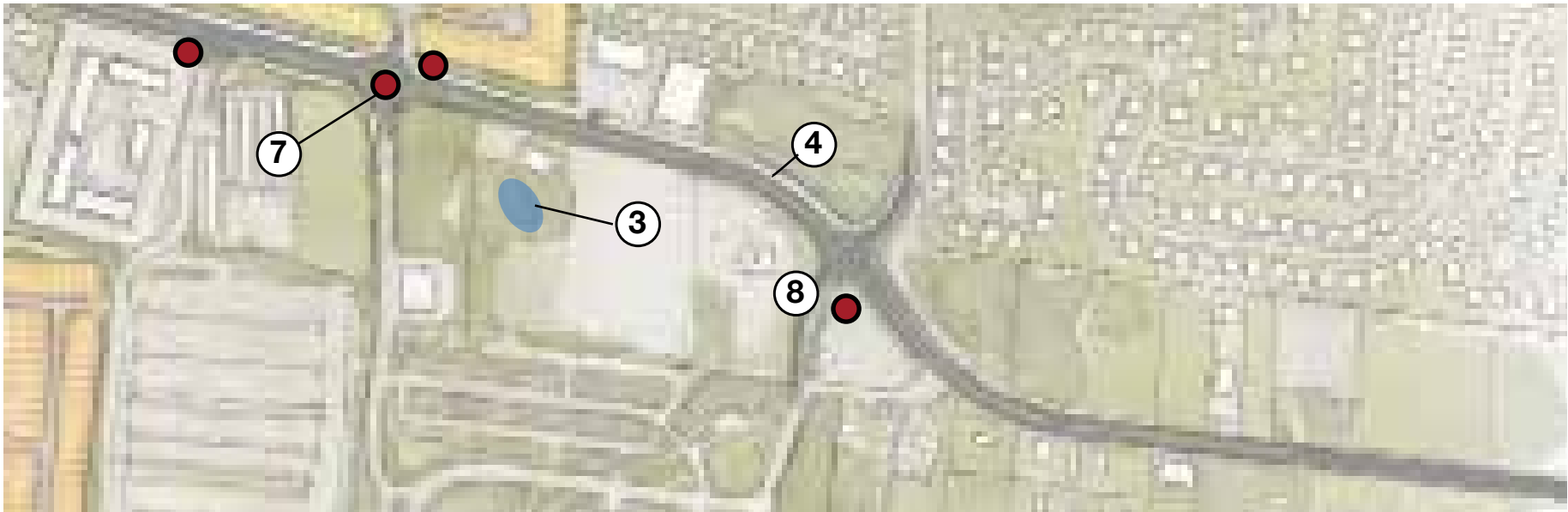
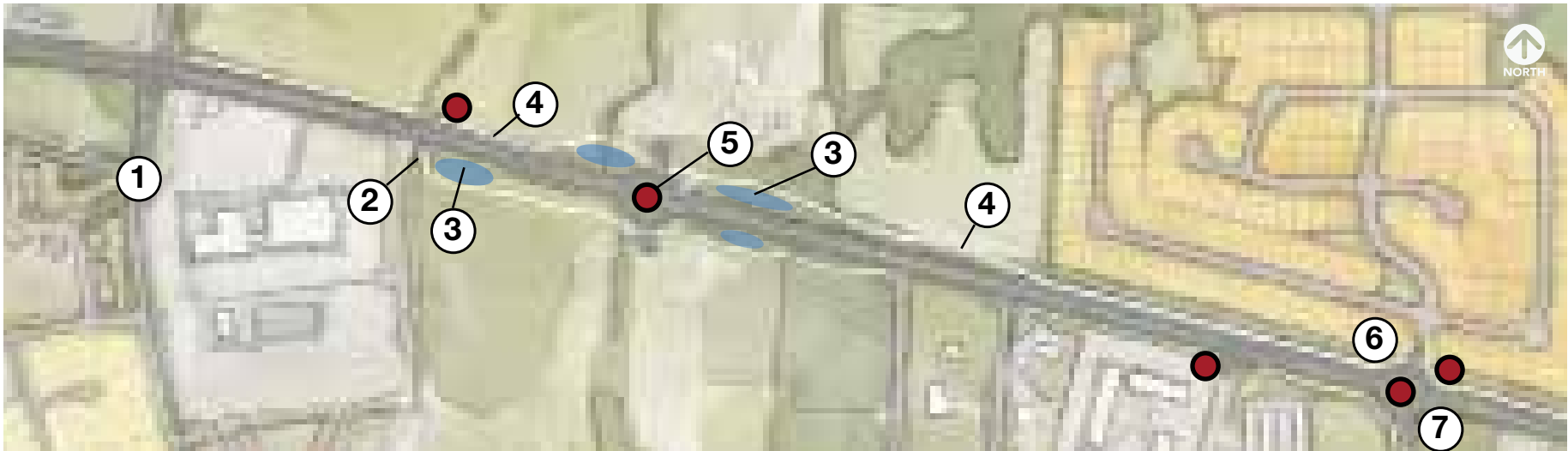
Overall Master Plan Features

- **Continuous Connections.** Route N is the continuous spine that connects neighborhoods to the north and south, and to major destinations of the area – the school campuses, the envisioned major activity center, churches, and regional access routes.
- **The Route N Sidepath.** Like the main road itself, the sidepath along Route N should also connect other trails and paths that branch out into adjacent neighborhoods. The path itself should provide a high quality experience to its users. This could be achieved through subtle curvature and sufficient distance from the edge of the widened roadway.
- **North-South Crossability.** Route N should be easily crossed by pedestrians, bicyclists, and other active users. The Great Streets vision would add crossings to those currently programmed at Hopewell/Duello (signalized intersection), Welker Boulevard (roundabout), and Perry Cate Boulevard (signalized intersection). These could include an additional roundabout related to a north-south collector between Welker and Perry Cate Boulevards, and a grade-separated pedestrian/bicycle crossing (preferably an underpass). An additional pedestrian crossing with refuge median and pedestrian actuation may also be advisable between the two proposed roundabouts.



Illustrative Route N Concept. A curving sidepath, landscaping, effective use of a necessary retention basin, and a placemaking feature to create an environment that works at many levels.

Illustrative Route N Concept



- | | | |
|---|---|--------------------------------|
| 1 Perry Cate extension | 4 Route N Sidepath | 7 Welker Boulevard roundabout |
| 2 Trail Underpass | 5 West roundabout (actual locations to be determined) | 8 Hopewell/Duello Intersection |
| 3 Stormwater retention feature
(actual locations to be determined) | 6 Neighborhood entrance | ● Possible placemaking feature |

- **Linear Park Character and Placemaking.** In addition to its transportation function, the Route N corridor could have the character of a linear park, defined by landscaping and strategically located placemaking features.

Route N Sidepath and Active Transportation

- **Drainage Areas and Structures.** Construction of the upgraded Route N will involve creating stormwater management features, including retention or detention structures. These structures should be designed as amenities that reinforce the linear park environment. Alignments should be coordinated with drainage areas to create integral planting buffers.
 - **Setbacks and Alignments.** Increased separation from moving traffic creates a safer and more comfortable environment for pedestrians, bicyclists, and other vulnerable users. Existing subdivision
- plats limit flexibility in some places, but the proposed 135-foot right-of-way provides ample territory for undulations and curvature in the pathway.
 - **Intersection Design.** Sidepaths on multi-lane corridors can create safety concerns at street intersections. Intersections close to the main road provide greatest visibility of pedestrians crossing at intersecting streets, but can expose active users to left-turning traffic in the opposing direction. The access control proposed in the Route N preliminary plan reduces that problem by discouraging or prohibiting conventional left turns. All intersections should use high visibility crosswalk markings and advisory signage to motorists in both directions of the presence of a sidepath on the north side.
 - **Pedestrian/Bicycle Grade Separation.** An envisioned pedestrian grade separation should be located strategically near primary activity areas. In the overall

concept, these will include the three school campuses, the Immanuel Lutheran Church and School campus, a commercial node, and an envisioned major activity center logically located across from the school campus at Perry Cate and Route N. It should also be aligned with a major north-south trail with regional connections. In terms of level of use and user experience, an underpass is preferable to an overpass. It requires shorter, more direct ramping, a gentler overall grade, and a better opportunity for natural, in-line approaches. Aspects of a successful underpass design include:

- Clear sightlines from end to end to improve visibility, security, and user comfort.
- Adequate width to accommodate multiple users and reduce a corridor or tube effect.
- Effective, integrated lighting with attractive internal aesthetics.



Illustrative Trail Underpass



Placemaking and Streetscape

- **Placemaking Strategy.** Placemaking elements are typically concentrated at key locations where users make directional and orientation decisions. Along Route N, candidate locations include:
 - The Hopewell/Duello intersection
 - Welker Boulevard roundabout
 - Proposed new west roundabout
 - Autumn Hollow entrance road
 - Underpass approaches
 - Perry Cate intersection

Placemaking elements in other parts of the development area are discussed below and relate to the internal street and trail systems.

- **Materials and Signage.** Materials should reflect the theme related to creation of an urban and “urbane” environment that maintains an open and

semi-rural feeling. This is accomplished by using natural materials and landscaping that reflect an organic, informal landscape. Rural or farm imagery should not be used excessively and instead materials and the design of elements should provide this approach and setting. Placemaking elements should also provide some type of functional or practical use.



Illustrative Placemaking features. From left: Gathering space and kiosk with play or fitness area.



Illustrative Route N Concept. View within a typical 135-foot right-of-way.

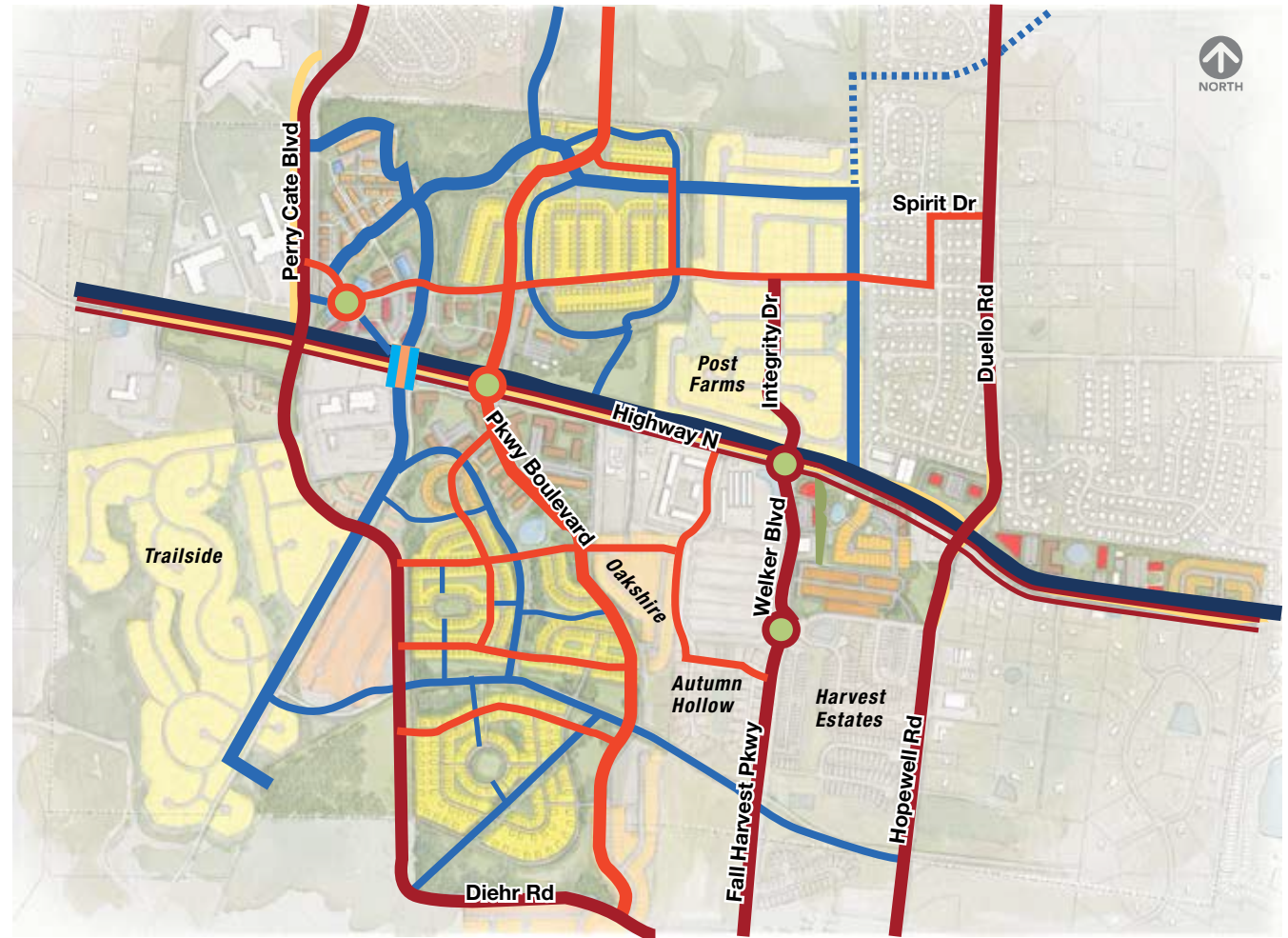
The Frameworks

The principles presented earlier in this section propose interconnecting networks of streets, paths, trails, greenways, and small open spaces. The diagram at right illustrates how this interconnecting network could look with future development. While full connectivity is limited by existing plats, it is possible to establish an effective balanced transportation grid to supplement Route N and reduce dependence on that roadway for local trips. Components of the network follow:

STREETS

Existing Collectors: These streets are either platted or exist today and serve the immediate region but are also part of the overall street network. They include Perry Cate Boulevard, which will connect Route Z to an extended Diehr Road; Welker Boulevard/Fall Harvest Parkway, from Post Farms to Diehr Road; the Duello/Hopewell system, a true regional collector that connects Interstate Drive/Prospect Road to Route D; and Diehr Road from Route DD ultimately to Perry Cate and potentially west.

Parkway Boulevard: This north-south local connection that would unify the north and south parts of the present study area. This boulevard, conceived as a complete street would extend from the extended Diehr Road on the south to a future extension of Whisper Creek Drive to Duello Road.



ILLUSTRATIVE MOBILITY FRAMEWORK

- | | | |
|-------------------------|-----------------------------|------------------------------------|
| Route N Mainline | Route N Sidepath | Existing or Programmed Roundabouts |
| Collectors | Areawide Trails | Additional Roundabouts |
| Parkway Boulevard | Local Trails and Paths | Trail Underpass |
| Neighborhood Collectors | Possible Trail with Consent | |

Neighborhood Collectors: These are short, primarily east-west local streets that tie the collector system together and help distribute local traffic around Route N. One east-west route links from Perry Cate to Duello through potential new development aligning with platted streets in Post Farms and Spirit Drive in Dove Meadows subdivision.

Local streets: These short streets provide local service within individual clusters of homesites. Within proposed new areas, they are shown as short blocks, loops, or circles, but have at least two points of access for safety and convenience for public services.

TRAILS AND PATHWAYS

Route N: The sidepath proposed as part of the Route N improvement project is discussed above and eventually will extend east to Hawk Ridge Trail.

Areawide Trails: These major trails could provide opportunities for longer links to surrounding areas. They include:

- A major north-south trail beginning at the proposed Trailside Park, following a greenway through that development using a natural gas pipeline easement to Route N, continuing north through a major tree stand and could continue north along a route that eventually links further to Quail Ridge Park and Downtown Wentzville. This regional link is discussed more fully below. Where this trail alignment crosses Route N would also be the location for the Route N underpass discussed earlier.
- An east-west trail that runs from the north-south trail along a pipeline easement through an unplatted area

and Post Farms, and along an existing north-south open corridor back to the Route N sidepath. Another possibility is a regional connection north along the same open corridor to a tributary drainage way leading to Peruque Creek and City of Lake Saint Louis.

Local Trails and Paths: These are important links that are mostly internal to the Route N study area. They serve different roles depending on their settings, including connecting neighborhoods to the two areawide corridors and Route N, providing recreational loops through and around development clusters, and linking small common areas within proposed clusters to each other.

One east-west corridor, following a tributary drainage that drains into Little Dardenne Creek, could have more regional implications. Part of this corridor has an existing trail within Harvest and could be extended east along a power line corridor that eventually meets up with Route N at Lake Saint Louis Boulevard. This theoretical route would use the south part of the Falling Leaf Drive and Autumn Leaves Drive loop, going on-street at that point. This could only be done with the full agreement of residents of that neighborhood.

Because of their localized nature, some components designed primarily for pedestrian use could be developed as 6-foot sidewalks. Ten-foot width is adequate for other local trail segments, including those that connect to the areawide facilities.



Parkway Boulevards. Top: Fall Harvest Boulevard, with a 5-foot center landscaped median and dual 18-foot street channels, for a curb to curb width of 41 feet. Above: Perry Cate Boulevard in Stone Meadows, with an 18-foot center landscaped median and dual 18-foot-wide lanes, for a curb to curb width of 54 feet. Both streets have sidewalks on both sides, with a wider sidepath on one side of Fall Harvest.

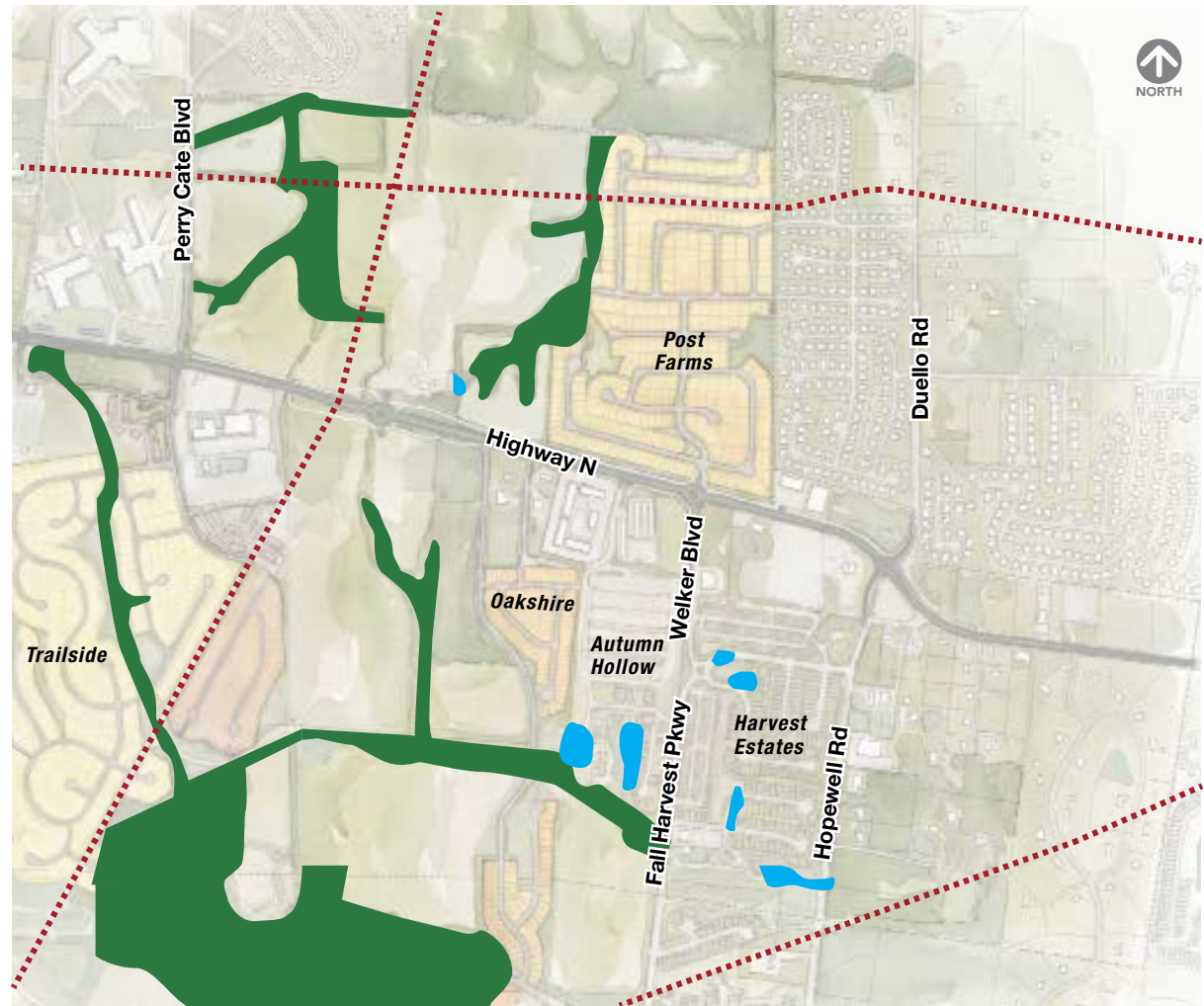
GREENWAYS

The Greenways Framework guides aspects of both the mobility framework elements and conceptual land use and development design, addressed later in this section. This concept plan minimizes impact on these elements that manage stormwater, reduce heat island and other environmental impacts, and contribute to the image value of rural character in a suburban environment. These defining elements include the following.

Tree stands: The relative scarcity of significant groupings of trees makes preservation of those that still exist especially important. These primary tree concentrations are north of Route N and east of Perry Cate, north of Route N and west of the Post Farms Development, and south of Route N along an east-west drainage tributary of Little Dardenne Creek. A smaller tree group is located south of Route N and west of Fall Harverst Boulevard. Several areas of tree cover are also included in the Trailside Farms development. The preliminary plat for the subdivision indicates preservation of these corridors.

Drainageways and ponds. Major drainage corridors in the study area are generally associated with areas of substantial tree cover. Harvest Estates has a system of retention basins and ponds that are located in several other locations. The Route N project itself will generate the need for additional stormwater management.

Pipeline and power easements. While clearly not natural environment, these easements represent open space corridors that must be kept clear. As such, they provide opportunities for path and linear park development.



ENVIRONMENTAL FRAMEWORK

- Tree stands for preservation
- Existing retention basins
- Natural gas pipeline/Power line

REGIONAL CONNECTIONS

In 2020, Great Rivers Greenway published the St. Charles County Greenway Master Plan, a collaborative, visionary blueprint for the development of eight interconnected greenways throughout the county. These greenways provide valuable regional connections while also supporting local travel to nearby schools, parks, and everyday destinations. One of the western-most greenways in the Master Plan is the Busch Conservation Area to Rotary Park Greenway. While the exact trail alignment has not yet been set, the planned greenway travels in the vicinity of the Route N Great Places study area, opening up the potential to weave the greenway alignment into the fabric of the community.

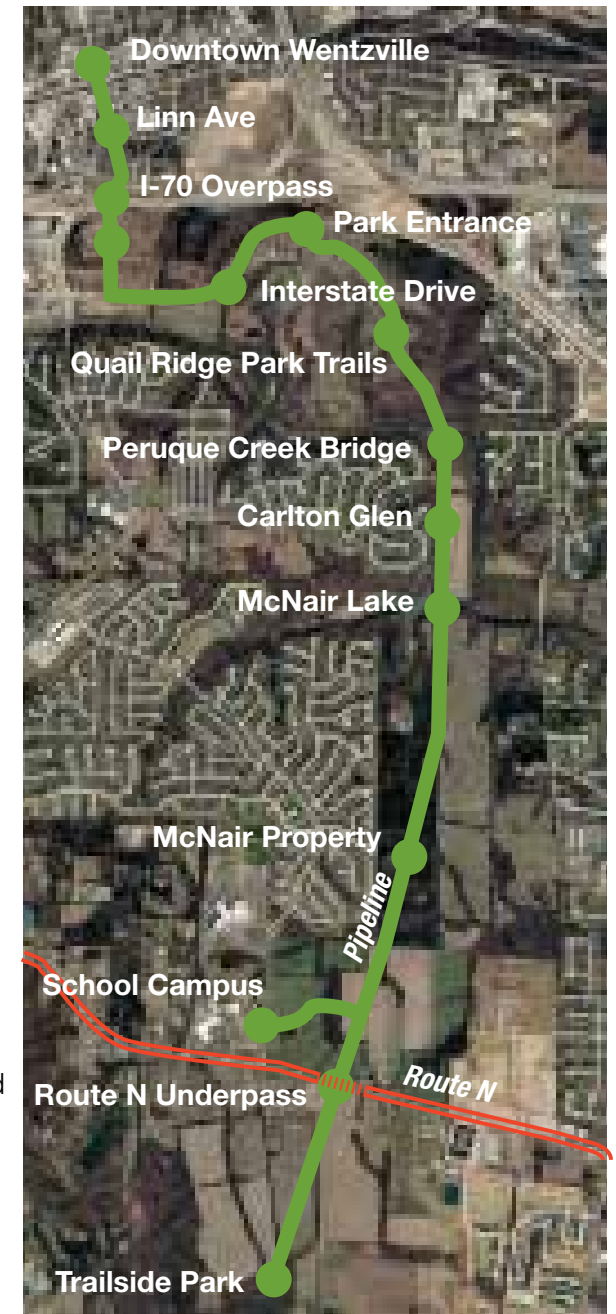
The Master Plan notes that early land acquisition will be critical to the development of the greenway. By integrating a regional trail component into the Route N Great Places conceptual plan, St. Charles County, its municipal partners, and local developers can dedicate easements and coordinate development patterns early, preserving a continuous greenway corridor while reducing future implementation challenges. Integrating the greenway into the conceptual plan also opens the door for trail extensions onto adjacent sites over time, allowing new development to contribute to a growing, countywide greenway and trail network that benefits both current and future residents.

Design for this regional greenway facility should take into account higher usage than connecting local trails and consider wider path widths, increased sight distances, trail connections and roadway crossings. Wayfinding signage, amenities, and other enhancements can

increase the attractiveness and functionality of the greenway. Great Rivers Greenway's Design Guidelines provide a valuable resource for regional and local trail design, and should be used for the development of a regional trail through the study area. This will ensure consistency with Great Rivers Greenway's existing and future facilities, and reduce the need for costly "betterment" enhancements in the future to bring the facility up to Great Rivers Greenway's design standards.

A primary candidate for inclusion in the regional trail system is the connection of the Route N corridor to Downtown Wentzville. This important potential connection begins at the large community park proposed as part of Trailside Farms, continuing along the pipeline easement through that development to Route N. The regional trail route would then continue along or near the pipeline through the tree stand discussed above. It would continue along the pipeline easement or through another agreeable route integrated with future use of the McNair property, following Kammeier Road past Lake McNair. It then continues along the edge of Carlton Glen Estates and crosses Peruque Creek into Quail Ridge Park. From that point, the route uses the existing trail and paths of Quail Ridge and Interstate Drive to a path connecting Interstate Drive to a planned pedestrian/bicycle bridge over Interstate 70 and into Downtown Wentzville along Linn Avenue.

This regional connection of manageable length will serve overall development goals for Wentzville's traditional center and create a safe and high demand link to Quail Ridge Park, enhancing the livability and convenience of the Route N corridor.



Regional Trail Concept. The trail would connect the Route N Corridor to Downtown Wentzville.

Land Use and Development

This section applies the principles for development and completes the concept of the Route N study area as a Great Place. It begins with a concept for the “Heart of Community” - an activity nucleus that is rarely planned as part of a suburban corridor, but which both responds to residents’ demands and is fundamental to the goal of creating a distinctive district. It then moves to land use planning and the types and location of housing—the the dominant use for the district—that accommodates the variety of markets in a comfortable and cohesive way. Finally, it considers how residential development design can reinforce a sense of neighborliness and community—aspects of life and concern for others that we often associate (if perhaps through the filter of nostalgia) with small towns and rural life. All of these ideas work together to create a sense of something different, not solely through the use of artifacts but through building environments for stronger social and civic relationships.

IMAGINED TOWN CENTER DISTRICT CONCEPT: THE HEART OF COMMUNITY

The original scope of the Route N Great Streets project called for consideration of a “town center.” A number of suburban cities that grew up in the auto age after World War II developed commercial strips, but town centers or main street districts were creations of an earlier age. During the last three decades, many of these cities have tried to develop walkable, human-scaled town centers, and some have been quite successful. This movement grew from the realization of the importance of places where people want to hang out, have dinner, listen



Wheeler - Town Center Example. This image of the business area of a mixed use project in Oklahoma City received the most favorable responses at the community workshop that was part of the planning process.

to a musician, and generally enjoy. During the planning process, this sentiment was very evident—people want many of the amenities and community aspects associated with cities, even when they choose not to live in an urban center.

In the Route N study, this desire came from many places. It came from students at the high school, who did not want to drive home in traffic before coming back to school for sports or other extracurricular activity. It came from parents picking their kids up from school who wanted to do something rather than sit in a gym or wait in an interminable pick-up line. It came from the fact that at community open houses, the overwhelming majority of agreement stickers were on a photograph of a successful walkable town center in Oklahoma City’s Wheeler District, pictured above.

Location

A fundamental question is location: if a town center is part of the puzzle, where should it go to have the best chance for success? The proposed design of the roadway widening leads to any commercial activity being best supported at the signalized intersections and possibly at the roundabout locations. The study area has several candidates: the Duello/Hopewell intersection, with good connections to the surrounding region; MoDOT’s proposed roundabout at Welker Boulevard and another conceptual roundabout more central to the undeveloped area; or the Route N and Perry Cate intersection.

The Perry Cate site is the superior location for a town center because:

- The proximity to the school campuses, including a high school, provides a ready market for the center.
- The logical trail framework converges on the site, and the proposed underpass, one of the most important active transportation investments in the corridor, serves it directly.
- The tree cover is a very positive asset. It provides an excellent backdrop for a mixed use district, especially for a new residential neighborhood.
- The site has nearly direct access to I-70 by way of Route Z and Perry Cate Boulevard, both of which are or will be good vehicular and active transportation routes.



Potential Town Center District site. Drone image looks northeast from the Route N and Perry Cate intersection.

The Program for the Town Center District Concept

The next consideration is what types of facilities and uses should be included in a concept plan. While the ideas presented here are not the result of a market analysis, they are based on experience and observation of what works in different settings. Possible elements include:

Retail and Personal Services. Retailing (including food sales and restaurants) is the first thing that people think about in a

new downtown, and it can be a significant component. Potential customers in the area are not excited about the options around them—adverse to driving out of the area on Route N to a commercial area of parking lots, fast food, and big box retail. In discussions with residents, stakeholders, and students, coffee was the most frequently mentioned word, both for the coffee itself and the social ambiance of a coffee shop. But it is easy to overestimate retail demand—one district can only support one coffee shop. At the same

time, the high cost of new construction and the rents that must be charged to pay off the loan often price small businesses and start-ups out of the market. This leads to the need for other uses to create a financially feasible project.

Personal services and small offices are also significant potential markets. These uses are generally compatible with buildings designed for retail use and generate a market free of competition from mass retailers and online sales.

Residential. Residential uses are a fundamental component of town center districts. People who normally state a strong preference for conventional single-family housing are far more tolerant to the town center district when that mixed use district includes single-family homes. In addition, at the Perry Cate site, the tree cover separates this site from low-density areas and divides the Perry Cate site in half, allowing two distinct types of development. Another potential benefit of residential uses is their ability to provide a marketable transitional use for street level commercial space. This provides certainty that space will not remain vacant waiting for a commercial market to emerge.

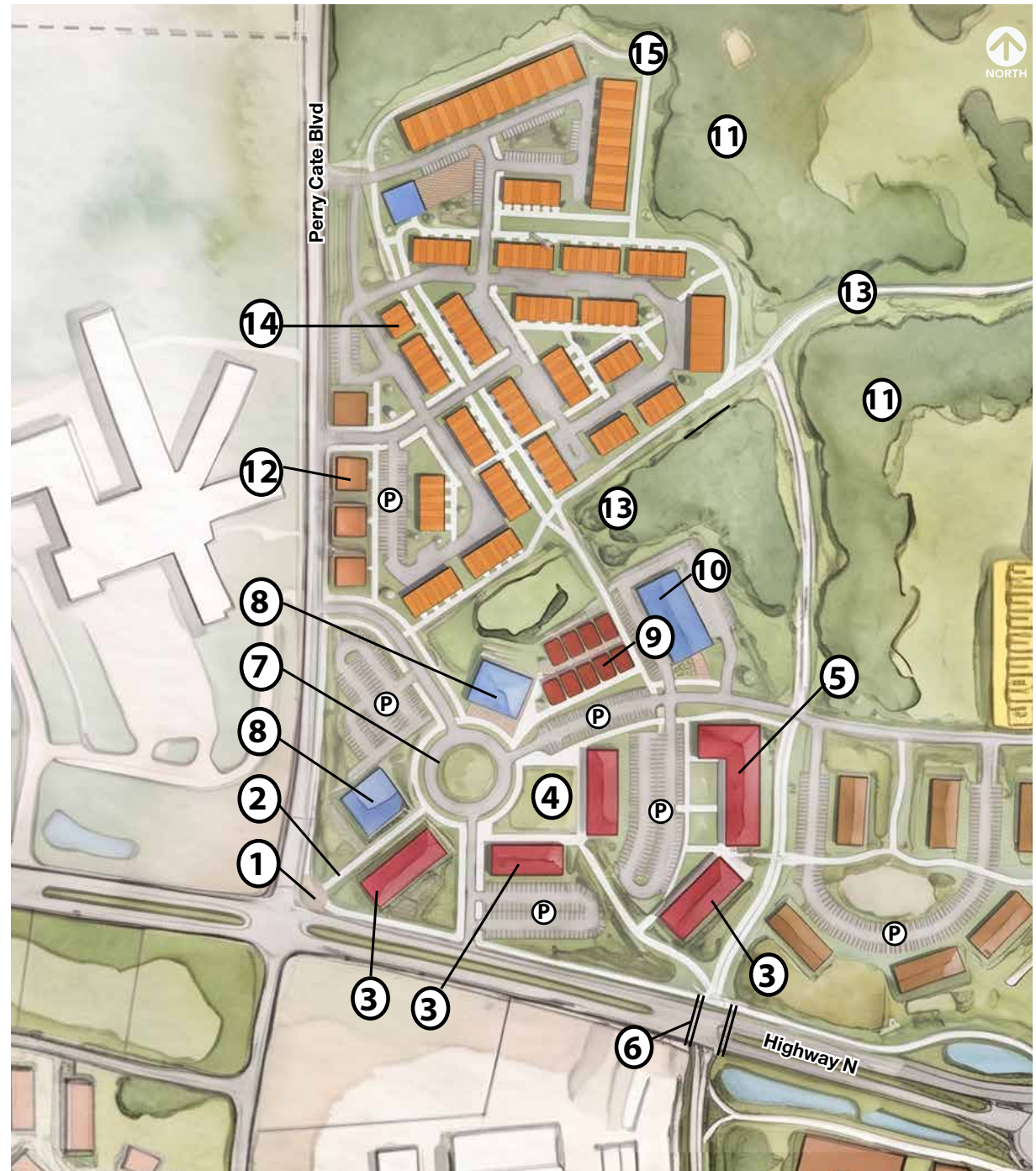
Workshop/loft environments. The Wheeler development has had notable success with small detached buildings, with workshop or small office space at street level and a residential loft on a second floor.

Market Shelter. A multiple use public space can accommodate a farmers market and other personal and public events, and could be a potential use in a town center district.

Public outdoor space. A quality, well-defined multi-use lawn or space can be a valuable placemaker and generator of activity.

ILLUSTRATIVE TOWN CENTER DISTRICT CONCEPT

- 1- Entrance Plaza
- 2- Entrance Promenade
- 3- Mixed Use
- 4- Lawn
- 5- Town Center Condominiums
- 6- Trail Underpass
- 7- Town Center Circle
- 8- Civic or Commercial Building
- 9- Workshop Lofts
- 10- Market Shelter
- 11- Woods
- 12- Small Footprint Condominiums
- 13- Regional Trail
- 14- Townhomes
- 15- Periphery Trail



P PARKING LOT

ILLUSTRATIVE TOWN CENTER DISTRICT COMPONENTS

1) Entrance Plaza. Plaza with placemaking characteristics oriented to the Route N and Perry Cate Boulevard intersection.

2) Entrance Promenade. Wide walkway creating an axis that connects the main intersection and the Route N sidepath to the central traffic circle.

3) Mixed Use. Two-story building with adjacent parking. First floor uses may include a variety of commercial retail uses including restaurants with outdoor dining. Upper stories would either be office or residential in use.

4) Lawn. Open space designed for passive and unstructured play, defined by the main street mixed use buildings on two sides.

5) Town Center Condominiums. Three-story units with either surface or podium parking.

6) Trail Underpass. Underpass under Route N to provide safe connections from neighborhoods south of Route N to the school campus, envisioned Town Center District, and neighborhoods north of Route N. Provides continuity for proposed regional trail connecting Trailside community park to Quail Ridge Park and Downtown Wentzville via projected I-70 pedestrian/bicycle overpass.

7) Town Center Circle. Main organizing element with substantial placemaking feature in the central circle. East leg becomes an east-west local collector street that extends to Duello Road. West leg accesses Perry Cate Boulevard and is aligned with the entrance to Wentzville Middle School. Intersection should be signaled with high visibility crosswalks.



Active use of a lawn. Americana shopping center in Glendale, CA

8) Civic or Commercial Building. Possible library building or other civic use. Alternative may be private offices.

9) Workshop Lofts. Small detached individual buildings with flexible street level use for workshop, studio, or office, with loft unit above, based on successful model in Oklahoma City's Wheeler development. Service access and garages to the rear.

10) Market Shelter. Outdoor or convertible indoor space able to accommodate farmers market, other events and sales, and community events.

11) Woods. Extensive wooded area defining the edges of the project area. Woods would be one of several major tree stands that should be preserved and helps define the open character of the district. Density incentives would be offered in return for preservation of treed areas.



Workshop Lofts. Owner-occupied units above studio, retail, or office space.

12) Small Footprint Condominiums. Residentially-scaled multi-unit buildings with four units per level.

13) Regional Trail. Trail designed to connect Trailside Park at the southern edge of the study area to Quail Ridge Park and Downtown Wentzville.

14) Townhomes. Townhome community defined by woodlands. Most units have front doors facing woods or greenways, with garages in back. Includes an internal park and community building.

15) Peripheral Trail. Public trail around the townhome community lined with unit entrances.



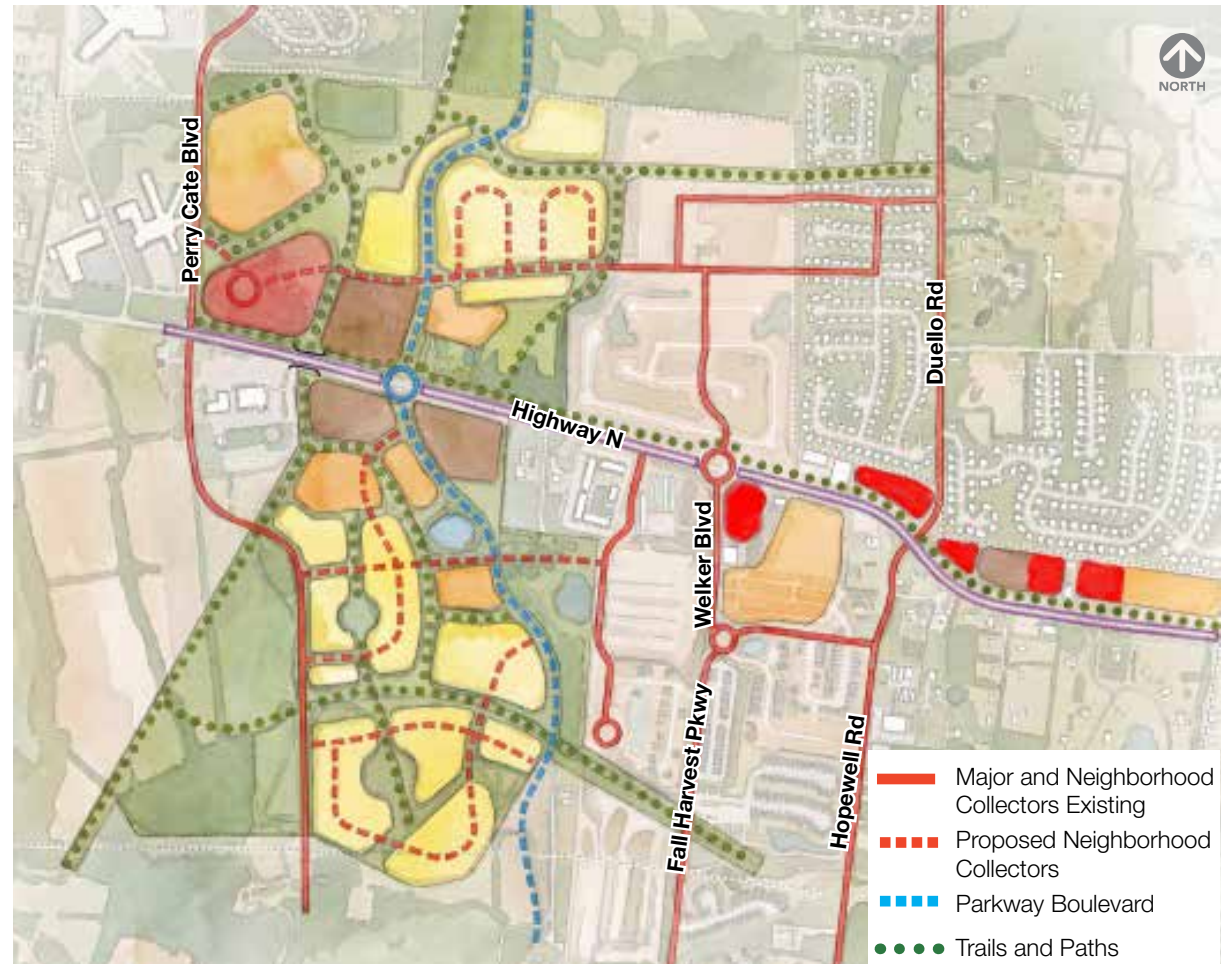
Illustrative Town Center District Concept. This illustrative walkable mixed use neighborhood responds to comments by students and their parents. The vision clusters commercial and mixed-use development at a major signalized intersection for both visibility and convenient access. It also demonstrates the value of concentrating activity centers and destinations at intersections rather than dispersing them along commercial strips.

THE ENVISIONED LAND USE CONCEPT

Despite the mixed use nature of the Town Center District Concept, most land in the Route N District will likely be used for housing, and the conceptual land use plan for the study area reflects that. Existing and proposed developments incorporate a mix of housing types. These include single-family detached and attached homes, townhomes and rowhomes, and one multifamily development at Autumn Hollow. These different housing types have typically been separated. For example, single-family lots make up most of the new Trailside subdivision, but some areas closer to Route N are proposed for small lot and townhome development. Harvest Estates, with the most diversified group of housing types, keeps different unit types separated into groups. Rightly or wrongly, these divisions reflect the nature of the market.

The land use concept illustrated on this page addresses parts of the study area that are not yet developed or platted. These parcels make up less than 50% of the overall area. Land uses illustrated here include the following:

-  **Single-family.** This includes single-family detached and attached homes at densities (number of units per acre) sufficient to make urban services like sewers economically feasible. Density ranges from about 3 to 6 units per acre.
-  **Medium-density residential.** This category includes villas, townhomes, and rowhouses, with a density typically ranging from 6 to 12 units per acre.



-  **Multiunit condominiums and older adult residential.** These areas include single-level units in low-rise buildings, emphasizing ownership of individual units under condominium regimes. These housing types can help respond to demographic changes identified in the Existing Conditions chapter, including the need for more options for older adults who may want to downsize while remaining in the community. Density in these areas will typically range from 12 to 24 units per acre.

-  **Office and limited commercial.** These areas include single-user or low-rise office buildings or low impact commercial facilities such as personal services and small retail establishments. These are limited to specific sites at the Welker Boulevard and Duello intersections with Route N.
-  **Mixed-use.** This category applies to the envisioned Town Center District Concept northeast of Perry Cate and Route N.

In general, residential density would be expected to increase closer to Route N, a pattern exhibited by existing development. The key to keeping this pattern from becoming separate pods is connectivity. These development clusters are connected to each other by streets and especially by greenways and the trail network, in turn creating a cohesive and unified community.

Non-Residential Uses

Participants in the Route N Great Places process clearly were concerned that a widened Route N could eventually develop into the commercial corridor pattern of Route K. Instead, this land use concept proposes only very limited commercial and office use along Route N. Some commercial, office, or service use is anticipated near the Hopewell/Duello intersection and at Welker Boulevard. All commercial uses should orient parking away from Route N and maintain a generally green appearance along the highway. More diverse commercial uses would be focused as part of the imagined Town Center District concept.

Outside of these limited areas and with addition of the three existing churches in the study area, the school campus, and pre-existing non-residential uses, no other significant non-residential use is anticipated in the area.

ILLUSTRATIVE LAND USE CONCEPT



Concept Illustration. The concept displayed above illustrates a possible development pattern that occurs when the land use diagram and development principles are applied.

	Existing Plats		Multiunit Condo/Older Adult Housing
	Single-Family		Office/Limited Commercial
	Medium Density Residential		Mixed Use Town Center

CREATING NEIGHBORHOODS

A land use plan identifies how land is used by placing areas within general categories. But how land is developed and how it relates to its surroundings influences the quality of the place. The principles introduced in this section talk about neighborliness, the way that people can interact positively with the people who live near them. Land use plans cannot mandate people to be good neighbors but they can help produce conditions that encourage people to get together. This study illustrates ways to create these conditions that are generally based on three “C’s”: clusters, common space, and connection.

Clusters

Rather than organizing the remaining development areas in the Route N district into a single large development, the imagined concept illustrated here is organized into residential clusters, typically consisting of 100 to 200 home sites. These clusters would be defined by larger common spaces, including greenways and trails. These arrangements create manageable areas that encourage neighborliness. This concept is not new but it does respond to some of the social changes and priorities of our current period.

Common Space

Clusters do not by themselves create neighborliness. Development design through much of the automobile age emphasized lot size, and conventional urban subdivisions today typically have lots in the 10,000 square foot (or quarter acre) range. These large lots are definitely preferred by a significant part of the market and are common in subdivisions in and around the Route N study area.

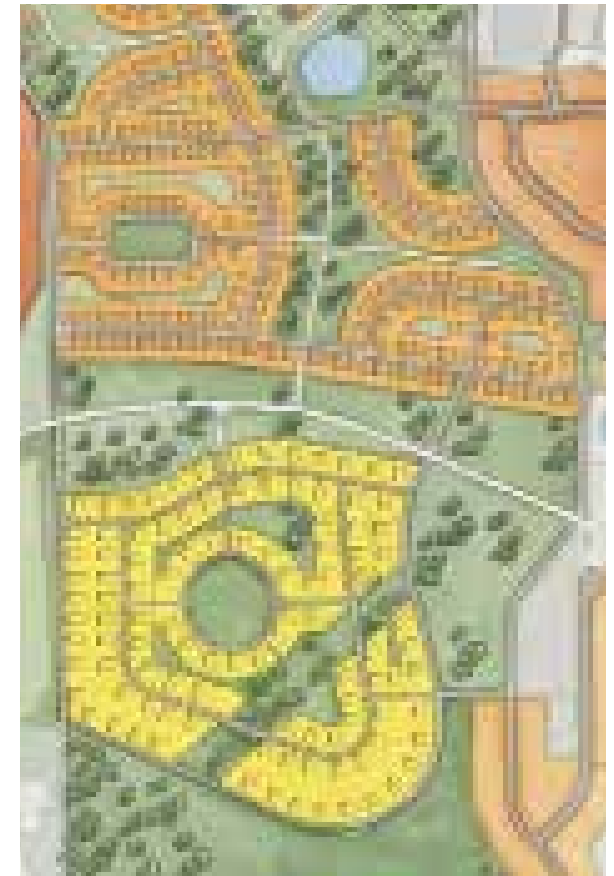
But affordability and lifestyle changes have also changed the housing products that the

market delivers. For example, trails were rare in most communities before 1980. But now, trails are features that many new developments promote. They are great for exercise and other casual recreational activity and provide another place to meet neighbors. Also, small lots and attached housing forms are more affordable to young families, but don’t have outdoor space where their kids can run around. This makes neighborhood parks and small open spaces, once considered obsolete and inefficient, much more desirable.

Common space, then, becomes an important neighborhood feature. In the study area, both Harvest Estates and Trailside feature common space accessible to everyone in the development. In the land use illustration, each proposed development area includes a common space, connected by short paths to all parts of the neighborhood cluster. These common spaces are smaller than full-fledged neighborhood parks, but are large enough to function as social space and play areas for kids. Importantly, they are located in the heart of a neighborhood and are integral to its design.

Connection

The common space must be easily accessible to all parts of the cluster and pathways lead to that central space, but there is a larger district beyond the individual clusters. The local greenway and pathway system ties all of these common spaces together. In a sense, the overall system becomes a network of connected open spaces, starting with the local common areas, continuing to major greenways logically located along drainages and other natural features, and ultimately connecting to Route N, the imagined Town Center District Concept, and the larger region.



Illustrating the 3 “C’s.” This excerpt of the imagined development illustration displays the connection of local common areas to all the cluster’s lots and to a larger trail and greenway system. White lines represent neighborhood trails.





Implementation Strategies

5

TOWARD A GREAT PLACE: IMPLEMENTING THE ROUTE N VISION

An implementation program for the imagined Route N District is complex because it goes beyond specific capital improvements along a key corridor. It also includes guidance for private developers, integration into their previous approved projects, and a substantial unified development project that will require private and public sector cooperation. As a result, this implementation chapter is less a capital improvement program, and more a strategy.

The tables at the end of this section group the ideas discussed in Chapter Four into this study's four goal areas: Transportation and Connectivity, Environment, Character and Identity, and Land Use. The character and identity of Route N is the foundation that starts the process and ties the study together; connectivity establishes the transportation framework that guides development rather than the reverse; environment identifies the assets and constraints that projects must respond to; and finally, land use addresses the life and investment that builds logically on these three factors.

But there are five additional issues that build on these four general areas and merit further commentary related to implementation. They are:

- Route N: Function and Amenity
- Frameworks
- Private Development
- Town Center District Concept
- Management of Common Areas

Route N: Function and Amenity

Route N is the major initial public investment in this project area and the basic project – property acquisition, roadway and sidepath design and construction – may be funded through the Surface Transportation Program or successor Federal programs or other sources. However, conceiving the project as something different from a basic 4-lane divided highway with a routine sidepath requires additional consideration.

The *Blueprint for Arterials*, developed jointly by East-West Gateway and the Missouri Department of Transportation, was designed to provide consistency on arterial projects and more flexibility with design tools and outcomes. It arises from a need to design arterial streets in ways that respond to their context. In the case of Route N, that context is emerging. Part of the purpose of this study was to engage people who live or desire to live in the area to help establish an overall guiding vision of what this roadway could become. Great streets can produce great results, and the premise of the Great Streets Program is exactly that.

However, Route N should be more than a road. A reasonably unified brand for the emerging district will be important. Rules for location and function of specific placemaking elements should be established. This, and other aspects of the Route N program, will require cooperative oversight, comprised of the three affected municipalities and St. Charles County.



Mobility and Environmental Frameworks

The secondary connections that are a critical recommendation of the study will not emerge by themselves. Individual developments are more concerned with internal circulation and rarely plan for connections to collector routes off the main line. While the mobility frameworks are related to a specific development concept, they represent logical links based on existing opportunities.

Streets

- Adoption of the street framework of this study, with modifications as required, as an “official map” with right-of-ways and endpoints that must be respected by new projects. Specific designs may change alignments, but projects must maintain basic street continuity. This again will require agreement and common action

by the three jurisdictions most likely to exercise land use control – the St. Charles County and the cities of Wentzville and O’Fallon.

- Evaluation by approving municipalities of development and subdivision plans and modification to comply with a street and trail framework.
- Municipal or county participation in funding added width or other features necessary for the effective function in higher order streets in the network – the north-south parkway and potentially local collectors.
- In situations where a so-called “spite strip” is blocking extension of a needed neighborhood collector in the “Official Map”, the municipality with jurisdiction over the site should use its land acquisition powers to maintain continuity.

Trails and Paths

The trail and greenway system are also a fundamental framework element, and should also be incorporated into the “Official Map”. Different implementations and funding mechanisms are appropriate for different trail types.

- **Areawide Trails.** These paths would be eligible for at least partial funding through the Transportation Alternatives Program (TAP) or its successor.
- **Local Trails.** Paths within individual developments would be privately financed. Because the primary benefit of neighborhood trails is specific to the development area rather than of general community-wide benefit, their financing

should also be specific. One concept is a contribution on a per lot or per unit basis to a district trail fund to build and maintain trail segments. In cases where a trail or path serves the same purpose as a sidewalk, a contribution to the district trail fund could substitute for sidewalk construction.

Private Development

The decisions related to the development of housing are largely private, as long as the owner or developer complies with the zoning and subdivision codes of the entity with jurisdiction. But, as we have stated frequently in this document, this area may have a different and more unified vision. It is a hope that the concepts in this study resonate with developers and influence the design of their proposals.

However, there is an implementation strategy for a more directive way of guiding project design.

- **Overlay District.** An overlay district can be developed by the three affected jurisdictions and incorporated into their development ordinances. It is possible to go down the road of over-regulation, which could make it impossible to anticipate every situation. This study establishes general principles to guide development design and those principles, rather than numerical regulators or long design standards, can help the vision of this district emerge.

An outcome rather than regulation based overlay district would ask applicants to explain their compliance with the following principles:

- **Compliance with the official map of streets and trails.** It’s the connectivity that counts, and there may be different ways of accomplishing the overall goal than displayed in this study.
- **Residential mix.** Diversity in building types and densities is a key principle of this study. The conventional large lot single-family unit often prices young families out of the market. Features of the Route N District – schools, churches, services, open space, and transportation access – are especially attractive to this important group.
- **Project design and “neighborly clusters.”** The ideas displayed in this study group small residential lots around social spaces, and are based on experience in watching how neighborhoods work. Others may have other ways to accomplish the goal of positive social interaction – the goal requires creativity and thoughtfulness in design.

It is easier to regulate according to numbers and feet, but that has not necessarily created great environments. The numbers won’t go away of course, and this evaluative process will challenge both the applicant and the regulator, but it can result in thoughtful discussion and results. It will provide room for creativity in design and the possibility that other ideas or new ways of satisfying the principles can emerge.

Town Center District Concept

The illustrative Town Center District Concept may be the most ambitious idea in this study. But it follows from the enthusiastic demand from participants in the planning process for an interesting and lively center for the emerging community – a place to have the best of life both in and slightly away from the city. This is a delicate balance and again, the concept shown here is presented as a way to guide this concept into a future reality.

Developing a concept is only the first step in a complicated, long-term process. At the outset, implementing this project requires site control and a development entity. This process is difficult, but by no means impossible. Steps in the initial process follow.

- **Regional Cooperation and Development Sponsor.** There are a number of different routes toward executing this study's concept. A single developer could see the concept, love the idea, buy the site, and build it. While that would be great, things rarely go that smoothly. Often, these project types require a public or semipublic advocate/developer who can raise the capital and make the project happen. That entity could be a community-based developer, a nonprofit development corporation, or a consortium of parties including both public and private interests. The site is currently in St. Charles County's jurisdiction, making the county the logical current convener of individuals or groups with common interests. Ultimately, the Perry Cate site would be annexed by Wentzville, making the City and the Wentzville EDC (Economic Development Council) key partners in the process.

- **Site Control.** There may be development pressures on this site that, while providing a short-term gain, could jeopardize a longer-term reward. For example, a convenience store at the Perry Cate would eliminate the orientation of a future project to a highly visible corner. It can be difficult to turn down development proposals. The one certain way to ensure that the site remains available for a unified development is through option or, better, outright purchase. Site control should also include the wooded areas.
- **Master Developer.** Public entities rarely want to get into the development business. One idea that has proven to be successful is selection of a master developer capable of putting the larger deal together, either by selling parts of the project to individuals who specialize in a specific project type (like townhomes or urban mixed use buildings) or with the capability to complete the project alone. The Saint Louis metro area has a number of high-quality developers capable of executing this role.
- **Development Plan.** The development plan refines the urban design and land use elements, informed by a detailed market analysis, and establishes the financing package, including the role of public financing and incentive programs such as CIDs or TIF districts, one or both of which are likely to come into play. The public sector will also have a significant role to play in financing infrastructure improvements.

Management of Common Areas

The extensive use of lot clustering and a greenway and trail network makes management of common areas an important issue. Harvest, Post Farms, and Trailside have or will have HOAs to maintain and manage common areas. All of these subdivisions are relatively enclosed and common areas generally internal. By contrast, the open space concept contained in this plan is generous and while the primary benefits are to adjacent property owners, people in all parts of the district south of Route N will use these resources. An approach to consider is a larger scale, HOA-type organization with a contribution formula to manage all aspects including maintenance costs –essentially viewing the entire development district as a single entity from a public space perspective. Since HOAs can operate across city lines, this could also address possible jurisdictional issues. The fact that Trailside is using a CID to finance improvements and that the proposed trail network also connects to Harvest's trail creates a rationale for this type of cost sharing.



ROUTE N IMPLEMENTATION

Chapter 3 captured a community-led vision for the Route N study area, establishing goals across four key areas: transportation & connectivity, land use, environment, and placemaking & community identity. Chapter 4 then illustrated concepts that show how the corridor could develop to support those ideals. Now, Chapter 5 looks at how neighbors and local partners can begin working hand-in-hand to bring these ideas to life. Because this study is a reflection of local aspirations rather than a guaranteed mandate, its success relies on forward thinking and planning. This final chapter provides the stepping stones to start building that future together.

The tables below summarize the strategies explored in Chapter 4 and demonstrate how they align with our key goals along with estimating time frames and identifying who has the lead responsibility. Because active work is already underway to increase capacity along Route N, the tables also highlight which immediate needs must be prioritized. Ultimately, Route N serves as the foundation that launches this process and ties the entire study together.

Transportation & Connectivity

Strategies	Goals					Route N Project	Time Frame	Lead Responsibility
	Create a safe environment for bikes and pedestrians crossing the Route N corridor.	Improve safety at key intersections and crossings along the corridor.	Provide alternative streets to allow local traffic to move through the area without using Route N.	Connect the area to key regional destinations.	Reduce the distance traveled for local trips through proximity between destinations and homes.			
Develop a 12' wide sidepath along the north side of the improved Route N, as proposed in the Route N Corridor Study						Yes	Short	St. Charles County, MoDOT
Provide connections from the path to major destinations along the way, including neighborhoods and local paths						Yes	Short	St. Charles County, MoDOT
With the rebuilding of Route N, incorporate grade-separated crossings of Route N for pedestrians and bikes						Yes	Short	MoDOT; St. Charles County
Establish alternative streets that connect to Perry Cate and Hopewell/Duella and to developments outside the study area							Long	Local jurisdictions

Transportation & Connectivity can't

Strategies	Goals					Route N Project	Time Frame	Lead Responsibility
	Create a safe environment for bikes and pedestrians crossing the Route N corridor.	Improve safety at key intersections and crossings along the corridor.	Provide alternative streets to allow local traffic to move through the area without using Route N.	Connect the area to key regional destinations.	Reduce the distance traveled for local trips through proximity between destinations and homes.			
Require incorporation of the County's Gateway Bike Plan and connections to that system with new developments						Yes	Long	MoDOT; St. Charles County
Using easements, rights-of-way, and drainageways, establish a North-South Trail Corridor to be incorporated into the Great Rivers Greenway System and to connect to local and regional parks							Long	GRG; Local Jurisdictions
Require sidewalks on both sides of collector streets							On-going	Local Jurisdictions
Provide two roundabouts on Route N, including Welker Boulevard and a new location serving a parkway boulevard about 1/4 mile east of Perry Cate Boulevard						Yes	Short	MoDOT; St. Charles County
Utilize high visibility crosswalks and advisory signage at all street and driveway crossings							On-going	MoDOT; St. Charles County Local Jurisdictions
Consider a future protected at-grade crossing between the Welker Boulevard and west roundabouts						Yes	Short	MoDOT; St. Charles County
Adopt an "official map" that defines a parkway boulevard and neighborhood collectors for the District							Short	Local Jurisdictions

Transportation & Connectivity con't

Strategies	Goals					Route N Project	Time Frame	Lead Responsibility
	Create a safe environment for bikes and pedestrians crossing the Route N corridor.	Improve safety at key intersections and crossings along the corridor.	Provide alternative streets to allow local traffic to move through the area without using Route N.	Connect the area to key regional destinations.	Reduce the distance traveled for local trips through proximity between destinations and homes.			
Identify a corridor for a parkway boulevard in coordination with Route N roadway design. Ensure connections to larger region and sidepaths							Short	Local Jurisdictions
Identify and preserve three major trail corridors proposed in the study: a north-south alignment and east-west alignments, one north and one south of Route N as identified in this study							Short	Local Jurisdictions; GRG
Identify and comply with standards for using pipeline easements for joint use with trails							Short	GRG
Encourage use of loops and other street designs over long cul-de-sacs to provide two points of access							Long	Local Jurisdictions

Environment

Strategies	Goals			Route N Project	Time Frame	Lead Responsibility
	Stormwater management features should be amenities that also improve water quality.	Maintain the rural character by preserving existing tree canopies and natural landforms.	Minimize land grading to preserve the natural topography and minimize disruption to existing drainage patterns.			
Use incentives to encourage minimal grading					Short	Local Jurisdictions
Require drainageways and low-lying areas to be reserved as greenways with trail access and stormwater features					On-going	Local Jurisdictions
Identify and establish uniform standards across municipalities for the preservation of major stands of trees in the study area					Short	Local Jurisdictions
In land development codes, provide lot size, density, and other incentives for preservation of tree cover and drainageways					Short	Local Jurisdictions
Use utility easements as protected greenways with trail access					Short	MoDOT
Incorporate stormwater retention and other management practices into the design of Route N				Yes	Short	MoDOT
Establish a district wide entity, possibly on the HOA model, to manage and maintain common open spaces in the study area					Medium	GRG as an organizer

Character & Identity

Strategies	Goals					Route N Project	Time Frame	Lead Responsibility
	Create community gathering spaces that foster interaction and recreation.	The landscaping and amenities along the corridor should reinforce the rural character of the area.	Provide accessible neighborhood services that support daily needs and strengthen neighborhood character.	Encourage new developments to incorporate wayfinding and signage that reflects the area's rural character.	Design community service centers as uniquely branded destinations that reflect a pedestrian scale.			
Require greenways and park areas to be dedicated in all new developments							Short	Local Jurisdictions
Require new commercial developments to include outdoor spaces, including patios and plazas							Short	Local Jurisdictions
Design necessary stormwater management structures such as retention basins as amenities and along the roadway						Yes	Short	MoDOT, St Charles County, adjacent communities
Develop and implement a complete landscape plan for the corridor						Yes	Short	MoDOT
Prepare a placemaking master plan for the corridor, identifying locations, types of features, theming, and policies for private sponsorship							Short	MoDOT
Adopt design standard for the parkway							Medium	Local Jurisdictions
Design the path with subtle curvature to improve the user experience						Yes	Short	MoDOT, Project designer

Land Use

Strategies	Goals				Route N Project	Time Frame	Lead Responsibility
	Integrate civic and institutional anchors, such as libraries, schools, and faith-based institutions, into mixed-use areas where they can support surrounding neighborhoods.	Provide a variety of housing options to support residents at every stage of life.	Promote a diverse mix of neighborhood-scale commercial developments that prioritize people-centered design and experiential environments, focusing major commercial uses at key intersections to prevent continuous strip commercial development.	Improve consistency in land use and zoning regulations throughout the corridor.			
New developments will reserve drainageways and low-lying areas for greenways with trail access						Medium	Local Jurisdictions
Use incentives to support a variety of housing price points						Short	Local Jurisdictions
Require new developments over a certain size to include recreational opportunities and/or gathering spaces						Short	Local Jurisdictions
Facilitate coordination between jurisdictions regarding land use and zoning regulations to create a cohesive land use pattern						Short	Local Jurisdictions; St. Charles County
Consult with the property owner of the potential Town Center District Concept to maintain unified ownership						Short	Local Jurisdictions; St. Charles County
Incorporate and/or modify the land use plan proposed in this study into community comprehensive plans						Short	Cities of Wentzville, O'Fallon, Lake St Louis, and St. Charles County
Develop a multi-jurisdictional overlay district based on compliance with key principles of this study						Short	Cities of Wentzville, O'Fallon, Lake St Louis, and St. Charles County

Monitoring Progress

Tracking progress requires a blend of clear data and community sentiment. Specific metrics can be used to monitor tangible progress.

Transportation & Connectivity

- Miles of sidewalks, trails, and greenways increases network density
- Stubbed streets are connected and network density increases
- Number of fatal or injury accidents declines
- Number of buses needed for student transportation declines
- Route N annual average daily traffic (AADT) and truck traffic counts
- All future development has two points of access at a minimum
- Connection to the Great River Greenway system

Environment

- Percentage of tree cover in 15 years is maintained or increased
- No net increase in stormwater runoff into study area drainageways
- At least 50% of new stormwater infrastructure is visible and uses green infrastructure techniques
- Development of consistent standards for tree canopies and buffering of drainageways

Land Use

- Any new commercial development has public space
- Any new development increases the variety ownership types, i.e. residential or commercial
- Public open space and parks have a minimum 10 acre per 1,000 residents
- Development of an overlay district that directs a cohesive land development

Character & Identity

- New developments increase the amount of public space
- Development of an overlay district that directs pedestrian and auto oriented amenities
- Future developments will ensure a 15 minute walking distance to open space, parks, greenways, or trails

Measuring the ultimate success of this study goes beyond tracking completed projects or standard metrics. It is defined by how well the community's core values are reflected in the corridor over time. Success will be seen when transportation choices become safer and more connected, when land use reflects local needs, when environmental assets are preserved, and when Route N truly feels like a distinct, welcoming place to gather. Ultimately, the true gauge of accomplishment lies in whether future growth continues to align with the community's original aspirations, ensuring that the corridor evolves into a place that residents are proud to call home.



Appendix A

ENGAGEMENT OVERVIEW

COMMUNITY ENGAGEMENT OVERVIEW

This appendix documents the community engagement activities completed as part of the Route N Great Places Study. The study was built on transparent public collaboration and data-driven community feedback, with engagement opportunities designed to help the project team better understand local priorities, concerns, and aspirations for the future of the corridor.

Engagement activities included public meetings, stakeholder discussions, online engagement, the community survey, Study Outcomes Workshops, and a Student Workshop. A total of 615 local residents and stakeholders responded to the study's survey, providing important feedback on community priorities, mobility needs, development concerns, and desired improvements along Route N.

The Study Outcomes Workshops, held during the week of March 23–27, provided an opportunity for key stakeholders and the public to view work in progress, speak directly with the planning team, and provide real-time input. During this live process, the planning team developed and refined preliminary concepts based on face-to-face conversations, helping illustrate potential street connections, future development patterns, and opportunities to preserve natural assets.

The table on the following page summarizes the engagement activities conducted throughout the planning process, including the number of participants or attendees for each activity. The remainder of this appendix provides supporting materials and documentation from these engagement efforts, including workshop boards, participant input, website analytics, survey results, and engagement summaries.



150+

In-Person Engagement Participants including

- *Listening Sessions*
- *Project Advisory Committee Meetings*
- *Study Outcomes Workshop*
- *Student Workshop*
- *Open House*



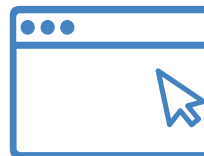
7,079

**Project
Website Views**



4,343

**Unique Website
Visitors**



615

**Responses to Online
Survey**

COMMUNITY ENGAGEMENT ACTIVITIES AND PARTICIPATION SUMMARY

The table below summarizes participation across the engagement activities conducted throughout the Route N Great Places Study.

EVENT	DATE	# OF PARTICIPANTS
Project Website	Launched 2/1/2026	7,079 views 4,343 unique visitors
Community Survey	2/20 - 4/15	615
Listening Sessions	2/11/26	14
Student Workshop	3/25/26	4
Design workshop #1 (morning + afternoon sessions)	3/25 - 3/26/2026	18
Open House	5/21/26	75
Project Advisory Team #1	2/2/26	18
Project Advisory Team #2	2/13/26	10
Project Advisory Team #3	3/24/26	11
Project Advisory Team #4	3/27/26	15
Project Advisory Team #5	4/15/26	12
Total people participating in engagement activities		792

COMMUNITY ENGAGEMENT IN ACTION

Residents, stakeholders, property owners, and community leaders participated throughout the planning process, helping shape the vision, concepts, and recommendations presented in this study.



COMMUNITY ENGAGEMENT OVERVIEW

Public engagement is one of the most important pieces of planning, and as such, was carried throughout the entire planning process. Components of the public engagement process included:

Planning Team Meetings

Throughout the process, the planning team (staff and project consultants) met two times per month to discuss project milestones, community engagement techniques, and emerging recommendations.

Project Advisory Committee Meetings

The Route N Project Advisory Committee was an important group of local decision-makers, agency representatives, stakeholders, and involved residents focused on helping guide the planning process.

The committee met six times throughout the development of the study. These meetings helped guide the engagement process, review goals and strategies, discuss emerging ideas, and ensure community voices were heard and considered as the study developed.

Listening Sessions

A diverse range of local stakeholders were invited to share their perspectives on the past, present, and future of the Route N corridor. The planning team met with:

- Churches and faith-based organizations
- Wentzville School District
- St. Charles County staff
- Developers and Property Owners
- Municipal representatives

Major takeaways and themes from these conversations included:

- **Growth and development.** Route N is viewed as a major growth corridor, with strong housing demand and continued development pressure.

- **Community character.** Participants emphasized the importance of avoiding strip mall-style development and supporting places that feel intentional, high-quality, and connected to the area's identity.
- **Transportation and safety.** Traffic, access, cross-connections, and safe crossings were consistent concerns, especially as new development continues.
- **Services and destinations.** Stakeholders identified a need for neighborhood-serving uses such as daycares, medical offices, coffee shops, small markets, and places for students and residents to gather.
- **Trails and connectivity.** Participants supported stronger sidewalk, trail, and street connections between neighborhoods, schools, parks, and future development areas.

COMMUNITY ENGAGEMENT OVERVIEW

Online Engagement

RouteNGreatPlaces.com served as the primary online platform for the Route N Great Places planning process. The website hosted project information, meeting announcements, workshop materials, informational boards, the community survey, and opportunities for residents and stakeholders to submit comments and questions throughout the study.

The website received 6,079 views, 5,479 visits, and 4,343 unique visitors during the planning process. Views represent the total number of times pages or sections of the site were viewed, including project information pages, informational boards, survey content, and other project materials. Visits represent website sessions, meaning one person could visit the site, review multiple pages and boards, and complete the survey within a single visit. Visitors represent unique users who accessed the site during the reporting period.

Online engagement expanded participation beyond in-person meetings and helped keep residents, property owners, businesses, stakeholders, and corridor users informed throughout the process. Feedback collected through the website, community survey, and other online engagement activities helped shape the study's vision, priorities, and recommendations for the future of the Route N corridor.



Project Website Tracker:



COMMUNITY ENGAGEMENT OVERVIEW

Community Survey

The community survey was open from February 20 through April 15, 2026, and received 615 responses. The survey provided insight into how people use Route N today, how they experience the corridor, and what priorities should guide future land use, transportation, open space, and development decisions.

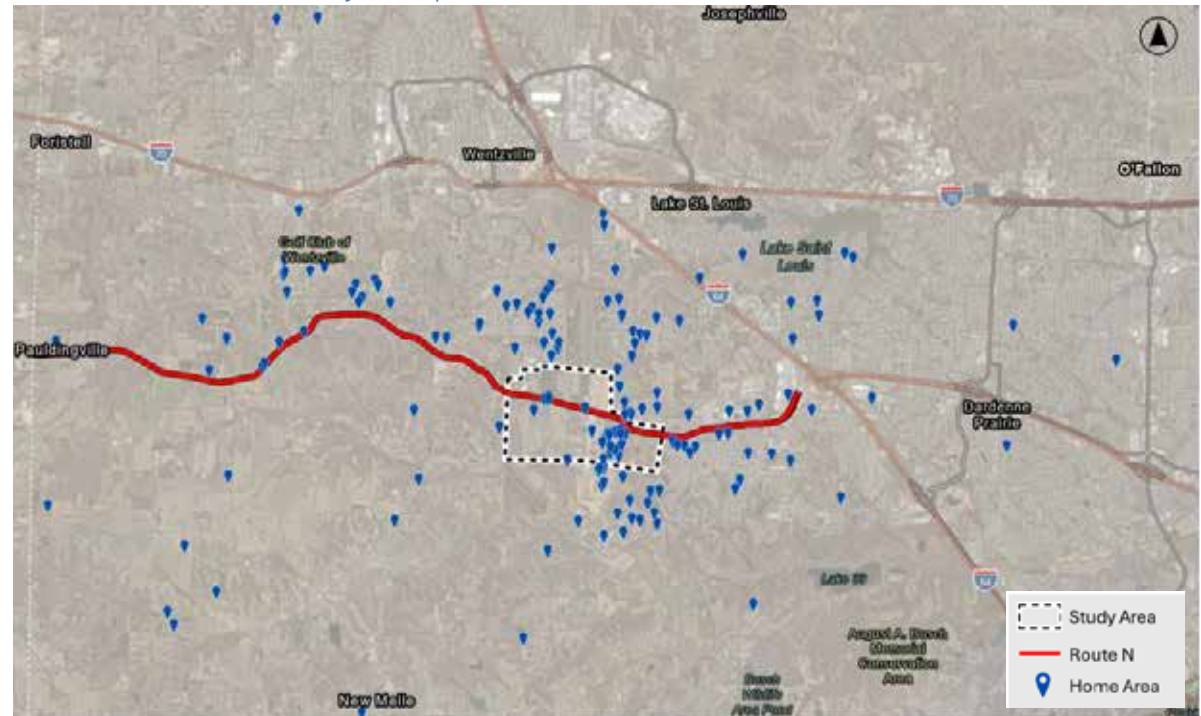
Participants were also asked to identify their general home area on a map. The responses showed input from people living along Route N, within the study area, and throughout nearby communities, including Wentzville, Lake Saint Louis, O'Fallon, and other areas of St. Charles County. This geographic distribution helped capture both corridor-specific perspectives and broader regional relationships.

Survey responses emphasized the importance of balancing future growth with open space preservation, transportation improvements, environmental features, and overall quality of life along Route N.

Key Survey Themes:

- Preserving the rural and natural character of the area
- Improving safety and connectivity for drivers, pedestrians, and bicyclists
- Expanding trails, sidewalks, greenways, and connections between neighborhoods
- Supporting well-designed development and community-serving amenities
- Avoiding strip commercial development patterns and excessive congestion
- Creating gathering places and a stronger sense of community identity

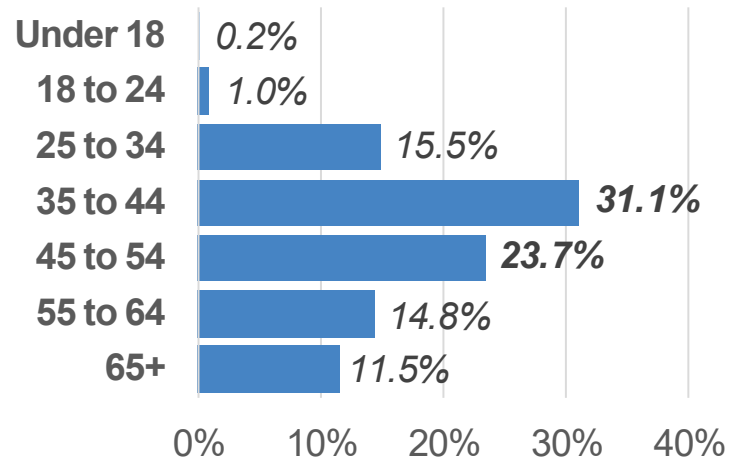
General Home Areas of Survey Participants



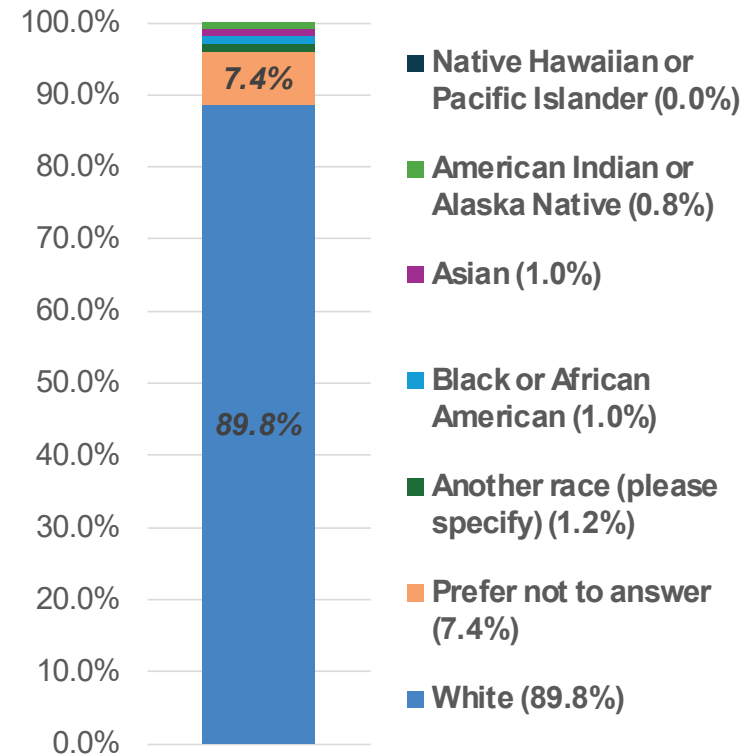
80%+
of respondents regularly travel
through or live near Route N.

Demographics

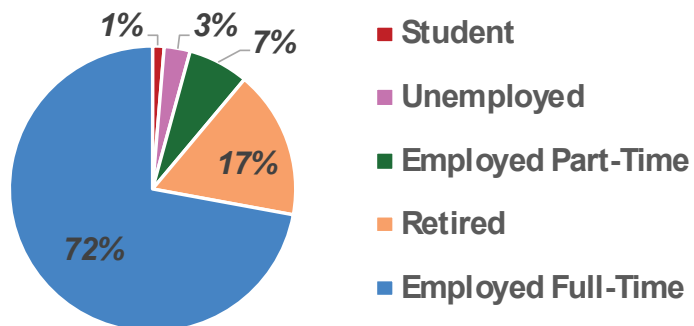
RESPONDENTS AGE GROUP



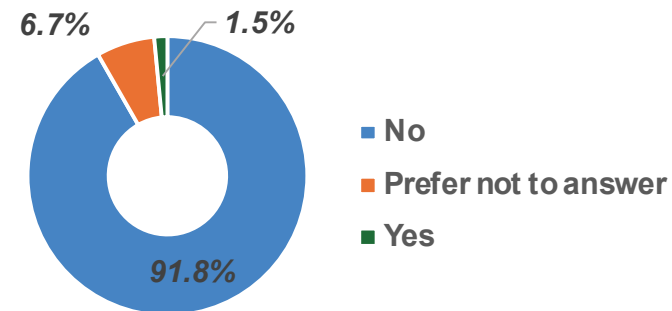
RACE



EMPLOYMENT STATUS

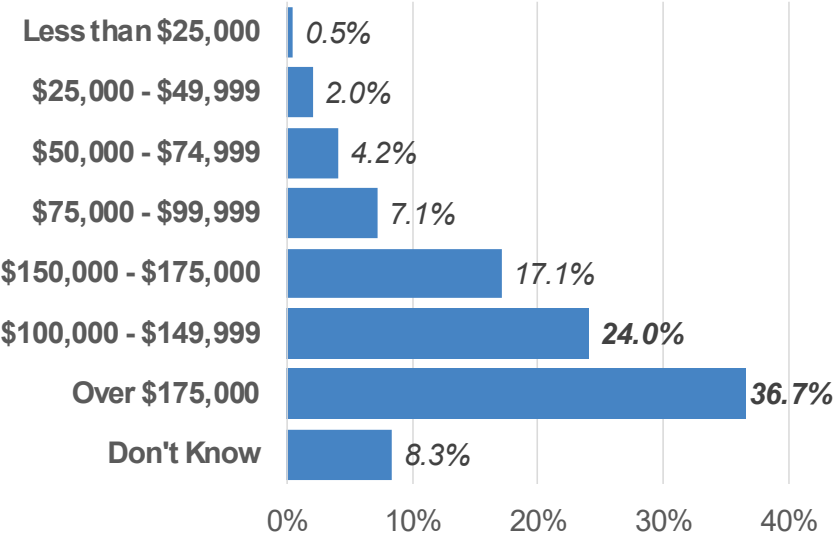


HISPANIC OR LATINO ORIGIN

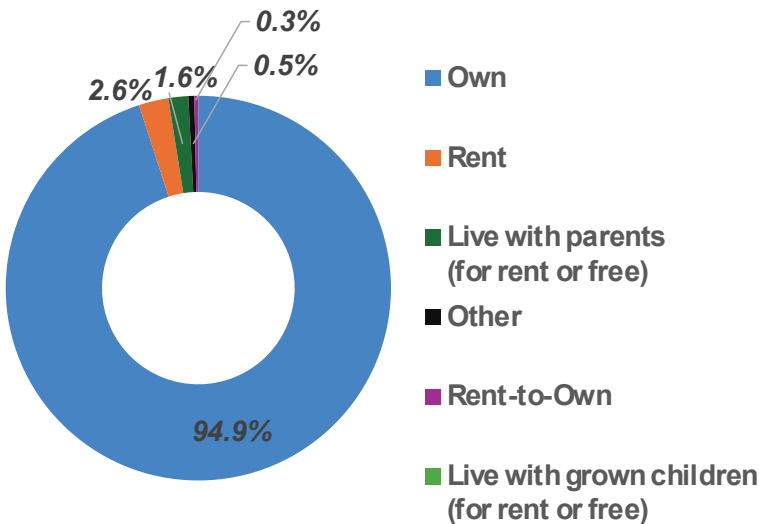


Demographics

INCOME

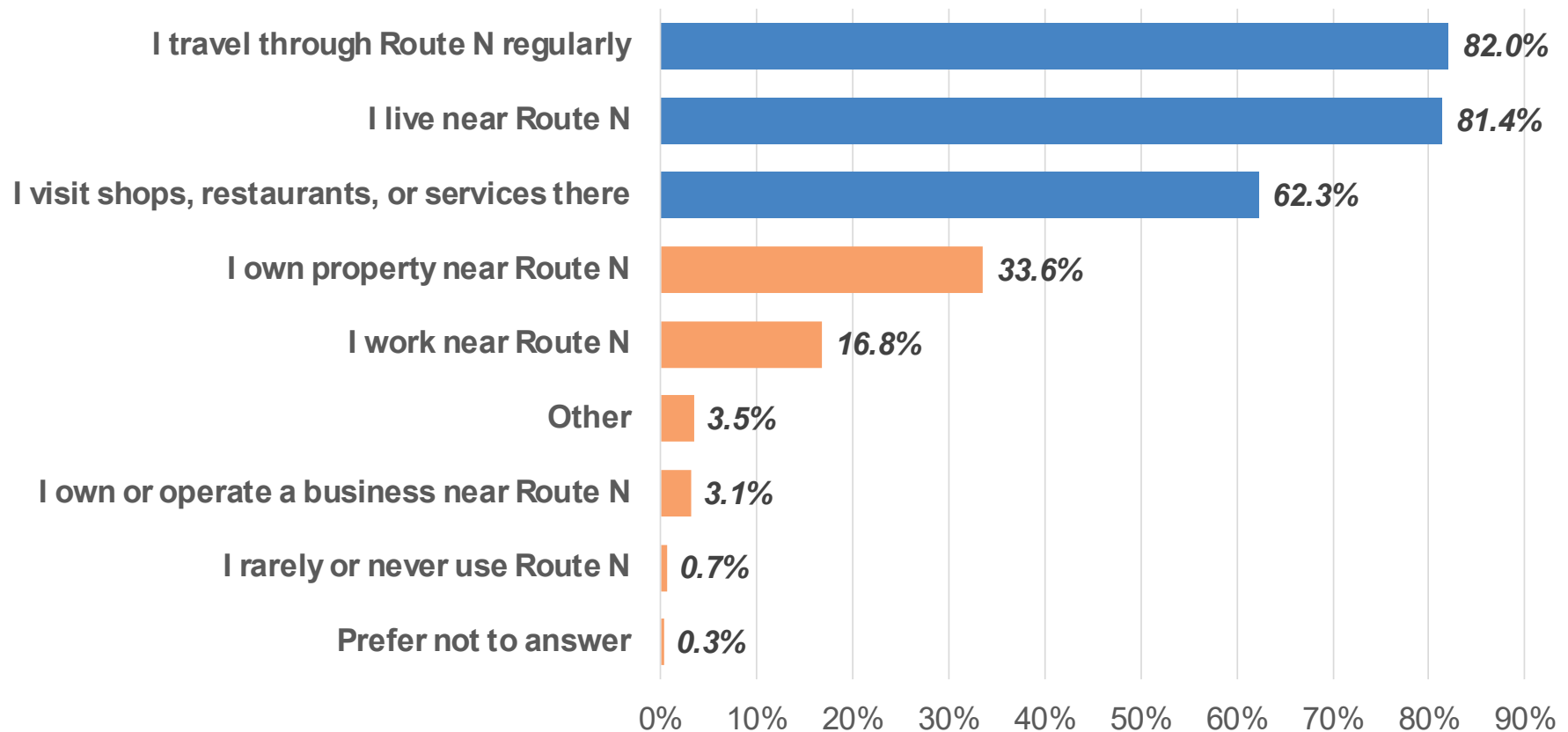


OWN OR RENT A HOME?



How do you typically use the Route N corridor? Select all that apply.

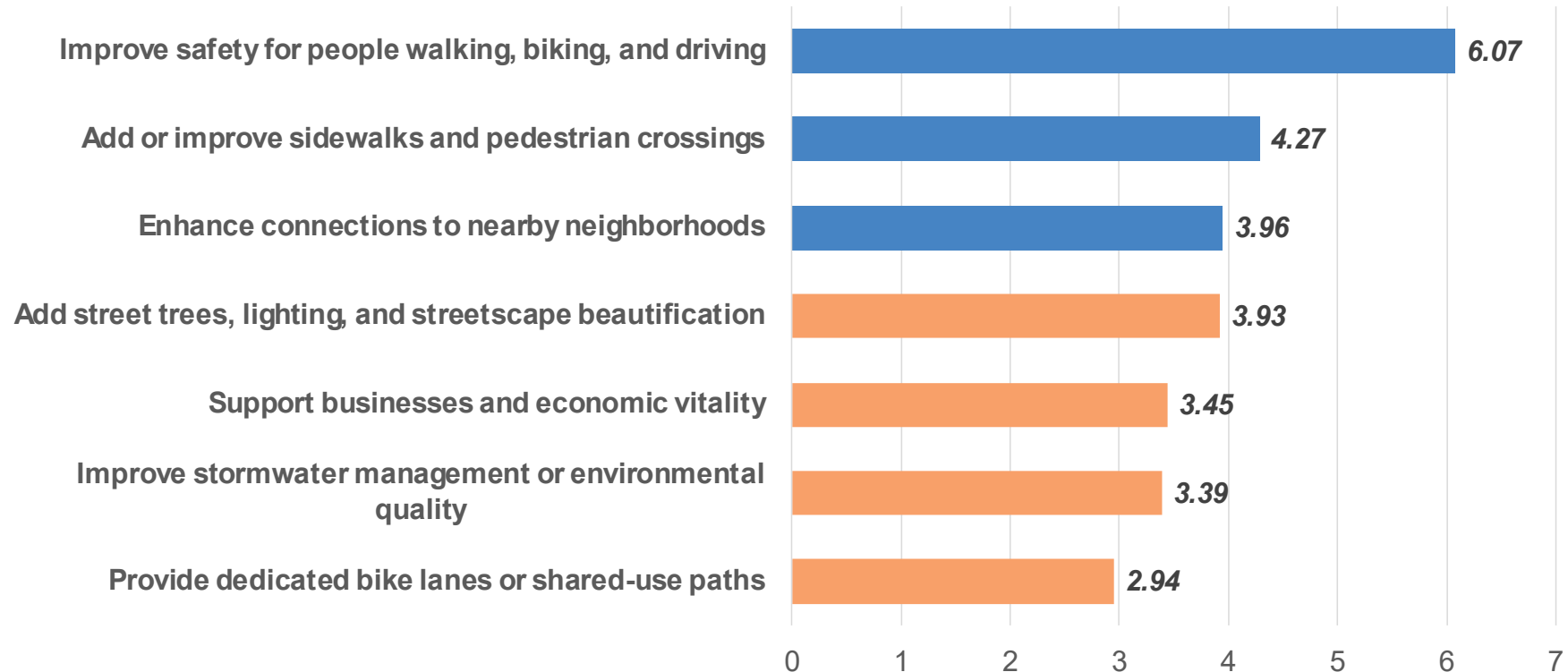
Multi Choice | Skipped: 2 | Answered: 613 (99.67%)



The following outcomes are often desired for Great Streets projects.

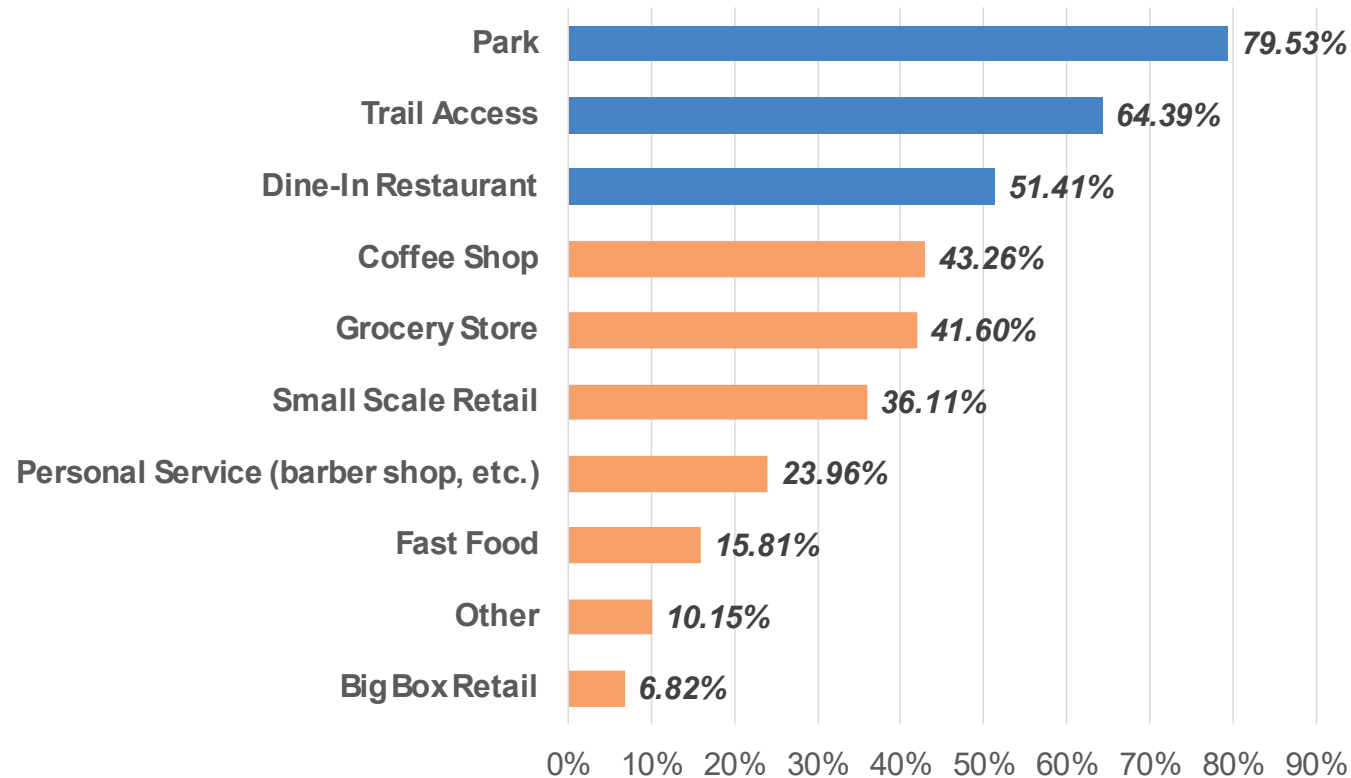
Drag and drop the 7 outcomes below to rank them in order of importance, ***from 1 (highest) to 7 (lowest)***.

Ranking | Skipped: 32 | Answered: 583 (94.8%)



What amenities or services should be within a 10-minute walk (about 0.5 mile) or a 10 to 15-minute bike ride (about 2 miles)? (Select up to 5)

Multi Choice | Skipped: 14 | Answered: 601 (97.72%)



Using stars, rate the role this type of land use should play in supporting a range of households and stages of life in the study area.

More stars = Stronger support

Single-Family Detached



Average: 4.19 ★★★★★

Neighborhood Commercial



Average: 3.2 ★★★★★

Small Lot Single-Family



Average: 2.73 ★★★★★

Mixed-Use Buildings



Average: 2.64 ★★★★★

Regional Commercial



Average: 2.43 ★★★★★

Townhomes



Average: 2.36 ★★★★★

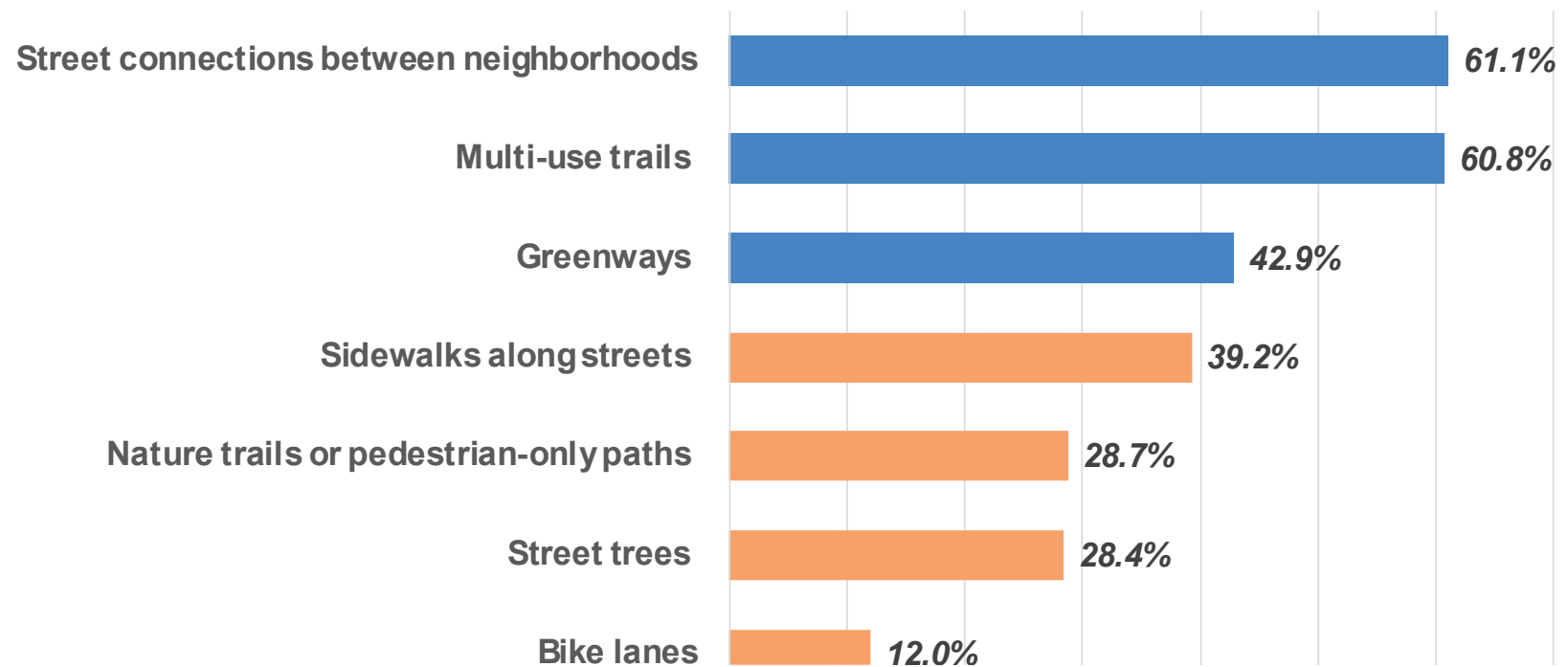
Small Scale Multi-Family



Average: 2.1 ★★★★★

Select up to three transportation features that should be top priorities within the study area. (Select up to 3)

Multi Choice | Skipped: 9 | Answered: 606 (98.54%)



COMMUNITY ENGAGEMENT OVERVIEW

Study Outcomes Workshops & Students Workshops

Study Outcomes Workshops and a Student Workshop Session were held on March 25 and 26 to gather ideas and feedback from community members and students.

The workshops included eight interactive stations designed to help participants learn about the project, explore key topics, and share ideas for the future of Route N. Participants also had opportunities to speak directly with planners and architects while ideas and concepts were sketched in real time.

The Student Workshop added an important youth perspective to the planning process and helped the team better understand how younger community members think about safety, mobility, gathering spaces, and the future of the corridor.

The following pages include all workshop boards presented during the Study Outcomes Workshops and Student Workshop, followed by photographs documenting participant input and comments collected during each activity.



Welcome!

Route N Great Places Plan Design Workshop

Thank you for joining us. Your input will help shape a shared vision for the future of the Route N area!

About the Plan

St. Charles County, in partnership with the East West Gateway Council of Governments Great Streets program, is preparing the Route N Great Places Plan to guide future land use and connectivity in the Route N area.

The planning process began in January 2026 and is expected to conclude in June 2026. Building on previous roadway analysis, this plan focuses on how land use, development, and connectivity can support a stronger and more coordinated corridor over time.

Plan Area Overview

The Route N study area contains portions of Wentzville, Lake Saint Louis, O'Fallon, and unincorporated St. Charles County. It extends from west of Perry Cate Boulevard to east of Duell Road.

Route N connects established neighborhoods, undeveloped land, and growing residential areas. This plan will help guide future development, housing, and connectivity as the area continues to grow.



Route N Great Places — A Project of St. Charles County & EWG Great Streets

What the Route N Great Places Plan IS:

The **Route N Great Places Plan** is a planning effort led by **St. Charles County**, in partnership with the **East West Gateway Council of Governments** Great Streets program.

The plan will:

- Identify opportunities for **housing and commercial activity**
- Consider how places along the corridor **connect and function together**
- Support the creation of **vibrant places and destinations**
- Provide a **shared vision** to guide future decisions

What the Route N Great Places Plan IS NOT:

This plan is not the **MoDOT Route N roadway project**.

The **MoDOT project** focuses on transportation and roadway improvements along Route N.

The **Route N Great Places Plan** focuses on how the areas along the corridor develop and connect over time.

This plan does not:

- Design roadway engineering improvements
- Approve specific development projects
- Change zoning today
- Replace local planning decisions

Instead, it provides guidance and recommendations that can help inform future investments and decisions.

Plan Timeline:

- JANUARY 2026**
Project Kick Off
 - Project Advisory Committee Kickoff Meeting
- FEBRUARY 2026**
Listening and Setting the Vision
 - Stakeholder Interviews
 - Vision and Goals Workshop
- MARCH 2026**
Exploring Ideas
 - Community Design Workshop
- APRIL 2026**
Refining the Preferred Direction
 - Preferred Development Concept
- MAY 2026**
Finalizing and Sharing the Plan
 - Implementation Workshop
 - Community Open House
- JUNE 2026**
Final Review & Plan Approval
 - Plan Approval



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Connectivity & Transportation

Planning for safer, more connected travel along Route N

Connectivity and transportation play an important role in shaping the future of the Route N corridor. As the area continues to grow, safe and efficient travel for drivers, pedestrians, and cyclists will be critical to supporting surrounding neighborhoods, businesses, and destinations. Transportation improvements can also influence land use patterns, development opportunities, and how people connect to places along the corridor. Understanding existing conditions, transportation needs, and planned improvements helps inform future planning decisions for Route N.

MoDOT and St. Charles County Transportation Study

The Missouri Department of Transportation (MoDOT) and St. Charles County are studying improvements to Route N between Route Z and the I-64 interchange.

This effort began in 2023 and builds on the Planning and Environmental Linkages (PEL) Study completed in 2022, which evaluated transportation needs and potential improvement strategies along the corridor.

The purpose of the Route N expansion is to improve safety, reduce congestion, improve connectivity, and plan for continued growth in western St. Charles County. Concept development and preliminary design for the corridor improvements are being completed through 2026.

Transportation Study Public Feedback



Complete Projects

- Lake St. Louis Boulevard Intersection Improvements (2017)
- Hopewell / Duella Realignment (2021)
- Route Z Realignment and Signalization (2024)

Transportation Study Objectives

- Reduce congestion and delays
- Improve access and connectivity
- Improve safety for all users
- Accommodate bikes and pedestrians
- Control access along the corridor
- Plan for growth and development

Proposed Features

- Add Lanes in Each Direction
- Increase Intersection Capacity
- Median Divided
- Manage Access Points
- Shoulder, Roundabouts, Green Space Buffer, Improve Curves
- Shared-Use Path, Sidewalk Connections, Traffic Calming

What the Proposed Features Could Look Like:



Median Divided Street with Apartments



Multi-Lane Roundabout with Multi-Family



Median with Lower Intensity Commercial and Office



Shared-Use Path / Sidewalk Buffer



How the Great Places Plan Differs from the MoDOT Route N Project?

While the MoDOT Route N project focuses on roadway design and transportation improvements, the Route N Great Places Plan focuses on land use, development patterns, housing, economic opportunity, and community connectivity along the corridor. These efforts are separate, but closely connected. Transportation improvements can influence how land is used, how development takes shape, and how people move between neighborhoods, businesses, and destinations. Together, they support a coordinated vision for the future of Route N.

Source: Missouri Department of Transportation (MoDOT), St. Charles County, and the Route N Great Places Plan.

Route N, Great Places — A Project of St. Charles County & EWRG Great Streets



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Connectivity & Transportation

Planning for safer, more connected travel along Route N

As Route N continues to grow, transportation and streetscape improvements can help strengthen safety, mobility, and connections between neighborhoods, businesses, parks, schools, and other destinations along the corridor. Many of these improvements contribute to a Complete Street approach that helps Route N better serve our community.



What is a Complete Street?

A Complete Street is designed to support everyone, including people walking, biking, driving, and using transit. Complete streets combine transportation and streetscape features to create safer, more comfortable, and more connected places.

For Route N, a Complete Street approach can help:

- Improve safety for all users
- Support walking and biking between neighborhoods and destinations
- Strengthen connections to parks, schools, and businesses
- Create a more comfortable and attractive street environment
- Expand transportation options for youth, seniors, and individual with disabilities

SHARE YOUR THOUGHTS!

What mobility elements would make the biggest difference within the Route N area?

Place a **dot** on the elements you think would be most useful for the Route N area.



Sidepaths: Wide paved paths along a roadway for walking and biking, separated from traffic.



Multi-Use Trails: Wide paved trails connecting neighborhoods, parks, and destinations.



Sidewalks: Paved walkways along streets for safe pedestrian travel.



Bike Lanes: Designated space along a street for bicyclists.



Safer Crossings: Crosswalks and other features that make crossing the street easier and safer.



Street Trees: Trees along streets that provide shade and improve comfort and character.



Greenways: Open spaces with trails that connect parks, neighborhoods, and natural areas.



Street Connections: New or improved streets that make it easier to travel between neighborhoods.



Traffic Calming: Design features that slow traffic and improve safety.



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Project of St. Charles County & EWG Great Streets



Natural Resources

How natural systems shape the Route N area

Understanding how topography, drainage, and environmental features may influence future growth.



Developing with the Environment

As part of the Route N Great Places land use plan, it is important to understand how natural systems and environmental constraints may influence future growth. In the Route N area, floodplains, hydric soils, and steeper terrain can affect where development may be more limited or require additional care.

The map to the right highlights these conditions, and the risk categories below show how they may relate to future land use decisions.

Major Risks (Red)

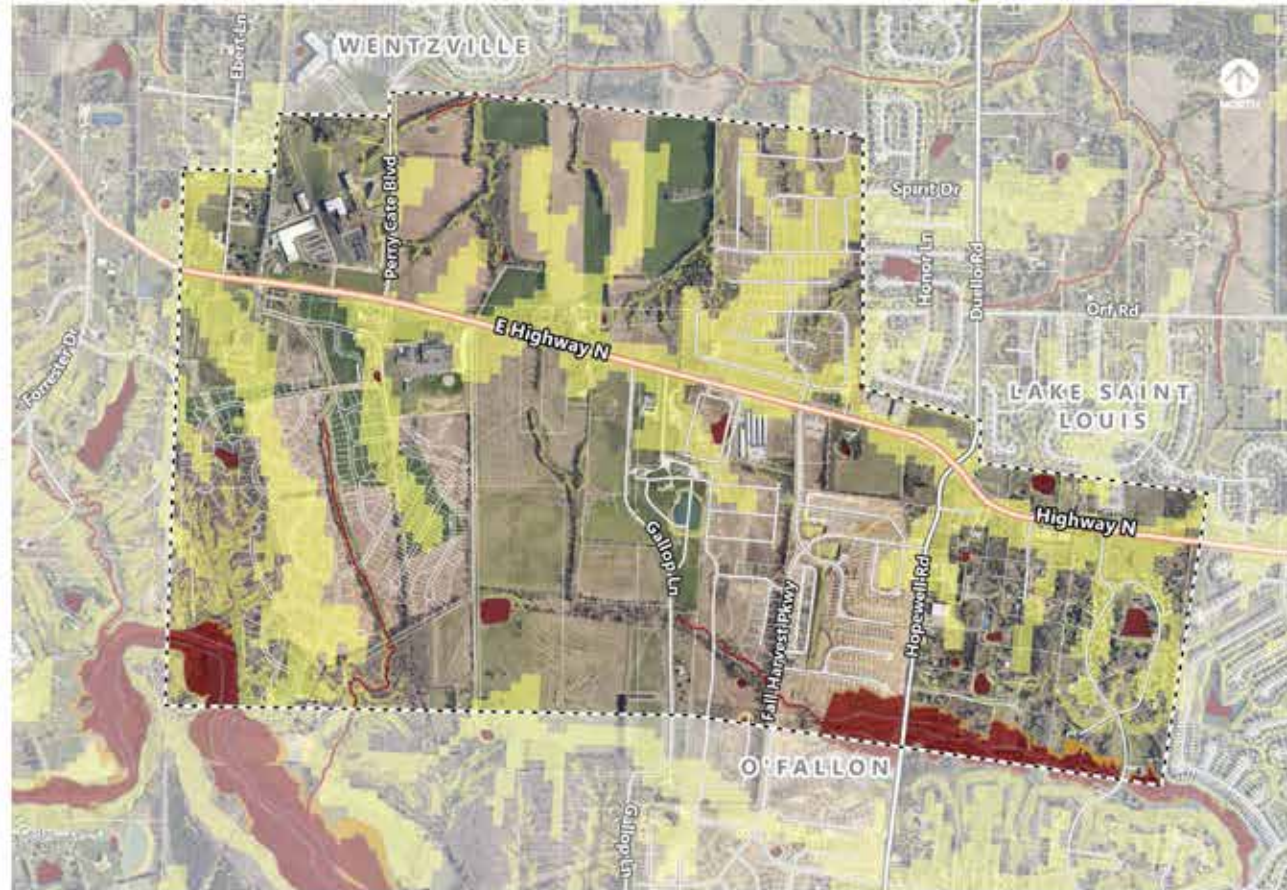
Areas within the FEMA Floodway, 100-Year Floodplain and wetlands. These areas are generally the most sensitive to flooding and are often better suited for open space, stormwater management, conservation, or other low-impact uses.

Higher Risks (Orange)

Include the FEMA 500-Year Floodplain. These areas may be more suitable for development than the floodway or 100-year floodplain, but may still require careful site planning, grading, drainage design, and flood resilience measures.

Minor Risks (Yellow)

Include areas with steep slopes or poor drainage that may still be suitable for development but can be more challenging to build on. Development in these areas may require careful site planning and effective stormwater management.



Source: St. Charles County, RMA Planning & Design

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Environmental Features & Concerns

Help us identify environmental issues and natural features in the Route N area.



SHARE YOUR THOUGHTS!

What environmental features or concerns stand out in the Route N area?

Place a sticky note with your comment to identify locations where you have noticed:



Why This Matters for Route N?

As the Route N area grows, environmental conditions can help inform where development is more suitable, where resilience measures may be needed, and where natural systems should be protected.

This can help:

- Reduce risks related to flooding, erosion, and stormwater
- Protect creeks, drainage systems, and natural areas
- Identify areas that may be more suitable for future development
- Preserve environmental features that contribute to the character of the Route N area



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What environmental features or concerns stand out in the Route N area?

Place a sticky note with your comment to identify locations where you have noticed:

Write your
name and
comment

Protect the farmland -
new homes and more
Nature & wildlife
+111
I added

New developments have
to deal better with
stormwater management

Drainage ways +
protecting creek stream
land runoff
+1

Support smaller lots
if it means the
environmental features
are preserved/less im-
pacted
-the greenest part of the
development

More of these natural features
is a good thing for development
there is opportunity!

Adapt: Green development
better integrated in the
community, which can be
to small lots for example

Protecting the creeks
+ drainage ways
should be a priority

More of the natural features in
the area including green
space, existing trails, parks
trees - natural elements
(check for)

Preserve environ-
ment that
contributes to
character (including
plants/animals)
+1

Larger lots for single
family homes - lots of
open space - lots of
nature & wild life & open
spaces

Habitat Preservation
- Oak Borer
- Bees
- Blue Bird houses
- Oak groves



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This can help:

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- Preserve environmental features that contribute to the character of the Route N area



Housing & Commercial Use

How the Area is Developed Today

Current housing types, commercial uses, and examples of development patterns.

Development Along Route N

As the Route N area continues to grow, new housing and commercial development will help shape how the corridor evolves. Today, much of the area is rural or low-density, but several new developments are planned or underway.

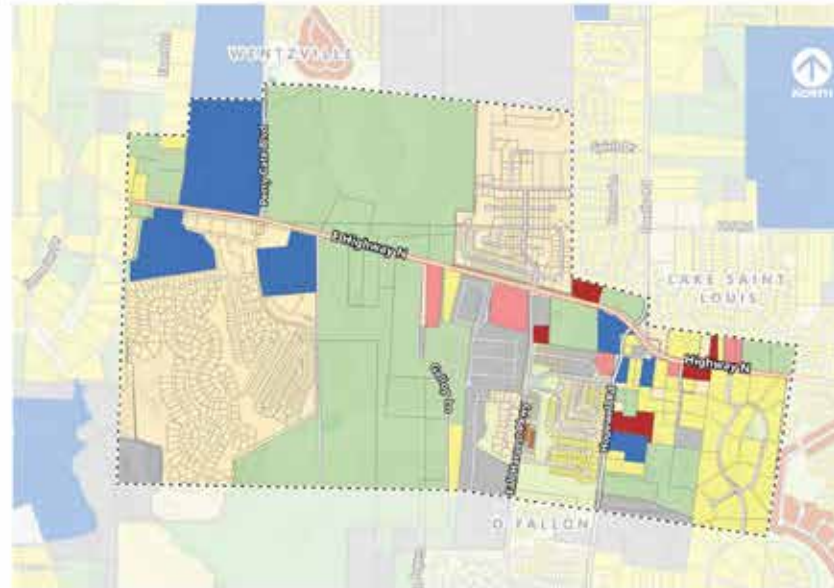
Understanding the types of housing and businesses that may locate here can help create a corridor that supports residents at different stages of life while providing services, jobs, and amenities nearby.

Housing for Every Stage of Life

Healthy communities provide a range of housing choices that support people at different stages of life. As needs change over time, residents may look for different types of homes, from smaller starter homes to family housing and options that support aging in place.

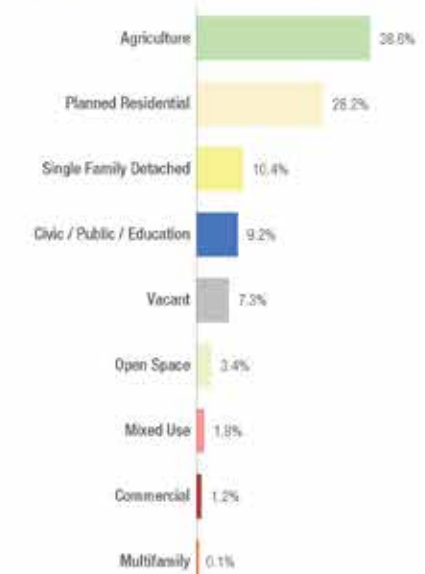
Providing a mix of housing types can help residents stay in the community at different stages of life while supporting long term economic and community stability in the Route N area.

Existing Land Uses in the Route N Study Area



Source: St. Charles County, 2021 Planning & Design

Existing Land Use Distribution in the Route N Study Area



HOUSING STAGES

Each stage often requires the previous to be possible

Housing priorities may include



Housing & Commercial Use

Help us identify environmental issues and natural features in the Route N area.

SHARE YOUR THOUGHTS!

The images below show examples of recent housing and commercial development from within and outside the region. They highlight different types of neighborhoods, buildings, and commercial areas that may be considered as the Route N area grows.

Place a **dot** on the developments that you feel would be a good fit for Route N area.



Single-Family Detached



Single-Family Attached



Small Lot Single-Family



Townhomes



Small Scale Multi-Family



Large Scale Multi-Family



Mixed-Use Buildings



Neighborhood Commercial



Regional Commercial Strip



Rural Commercial

Why This Matters for Route N?

As Route N grows, the types of housing and commercial uses allowed along the corridor will shape how people live, access services, and move through the area. Looking at current development patterns and housing needs can help inform a more complete and connected future.



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Place a **dot** on the developments that you feel would be a good fit for Route N area.

Apartment-style
higher density
along "N" with
lower density further
into the area



Single-Family Detached



Single-Family Attached



Small Lot Single-Family



Townhomes



Small Scale Multi-Family



Large Scale Multi-Family



Mixed-Use Building



Neighborhood Commercial



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Placemaking

Creating Great Places Along the Corridor

How streetscape design, wayfinding, and gathering spaces can shape the identity of Route N.

Building Visual Identity

Placemaking strengthens corridor identity through coordinated art, landscape, and branding elements that reflect the character of the surrounding communities.

- Public art and sculptural markers give visual cues that help define a sense of place.
- Native plantings, landscape beds, and cohesive material palettes reinforce character of natural environment
- Small gathering spaces and seating areas with pedestrian focus help encourage social activity and make spaces feel welcoming.
- Signage helps unify the corridor and highlight important destinations and community assets.

Placemaking Elements

A coordinated mix of art, plantings, furniture, branding, and signage can help shape how Route N looks and feels. These elements work together to create a more welcoming, memorable, and cohesive corridor.



Example of Streetscape Placemaking Elements.

Existing Route N Character

Route N consists of many rural to suburban neighborhood transitional zones.



Roadway without trails or sidewalks.



Commercial facing roadway without pedestrian access.



Community destinations such as schools, churches, and commercial areas.



Neighborhood entries from corridor.



Neighborhood character with unique paving, lighting, & art.



Neighborhood streets with plantings and signage.



Why Wayfinding Matters

Clear and consistent signage can highlight community destinations, strengthen visibility of retail and commercial nodes, and reinforce corridor identity. This makes it easier for people to find schools, parks, neighborhoods, and gathering spaces.



Example of Wayfinding Sign Family

Signage should be installed in areas of high pedestrian, bicycle, and traffic at varied scales to be visible at different user locations and speeds.



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COUNTY



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Making Route N a Destination

What would make this corridor feel welcoming and unique?

SHARE YOUR THOUGHTS!

The images below show examples of various placemaking and wayfinding elements.

Place a **dot** on the elements that you feel would be a good fit for Route N area.

Art and Corridor Branding



Brick border wall with integrated art panels.



Enhanced planting buffer with vertical corridor marker.



Varied art sculptures and signs at within park.



Lit art columns with integrated paving pattern.

Landscape and Street Amenities



Planting and pavers separate sidewalk from road.



Custom pedestrian crossing pillar with plantings.



Street tree buffer and banners on pedestrian lights.



Seating and table pocket parks along sidewalk.

Wayfinding



District gateway sign creates memorable entry point.



Neighborhood specific monument signs.



Trail and park signage highlighting trailhead.



Branded monument sign for district.



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Branded monument sign for district



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A Project of St. Charles County & EWG Street Streets

Regional Connections

Route N in the Bigger Picture

Explore how the corridor connects to the regional park system, creeks, and nearby destinations.

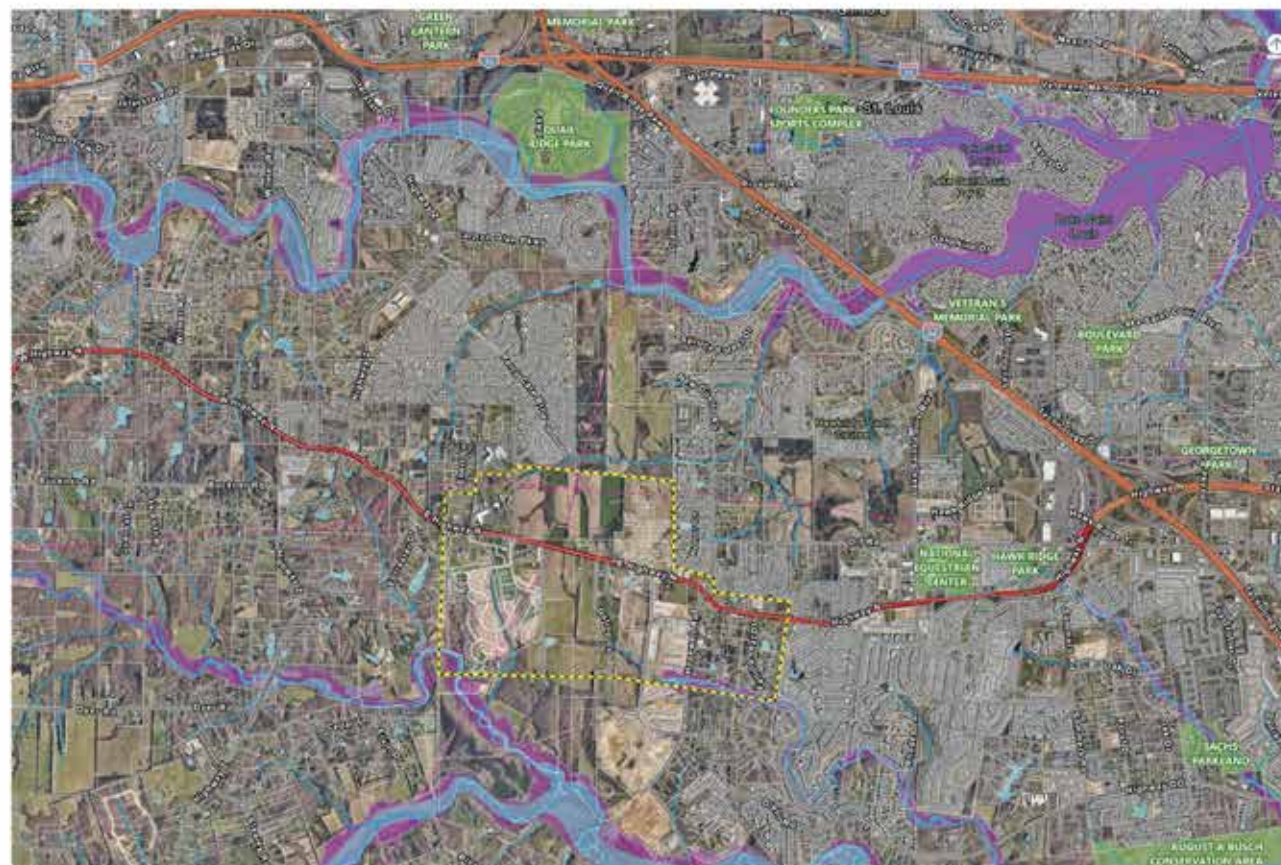


Regional Context

Route N is part of a larger regional network that includes parks, creeks, trails, neighborhoods, and destinations across western St. Charles County. Understanding how the corridor connects to these places can help identify opportunities to strengthen access, mobility, and recreation throughout the area.

The map shows the Route N corridor within the surrounding region, including nearby parks, creeks, trails, and major destinations. These features help shape how people move through the area and highlight opportunities to strengthen connections between communities and natural resources.

What places and features should Route N connect to?



Legend:

- Project Area
- Parcels
- Parks
- Route N
- Primary Roads
- Local Roads
- Flood Hazard Zones
- 0.2% Annual Chance Flood Hazard
- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Pipelines
- Natural Gas
- NHD Waterbodies
- Lake/Pond
- Reservoir
- Swamp Marsh
- Howlines

Source: St. Charles County (FAR), GIS Planning & Design

Regional Connections

Planning for safer, more connected travel along Route N

What places and features should Route N connect to?

Mark locations on the map that should be better connected to the corridor.



Source: St. Charles County, IDG Planning & Design

Route N, Great Places — A Project of St. Charles County & EWG Great Streets

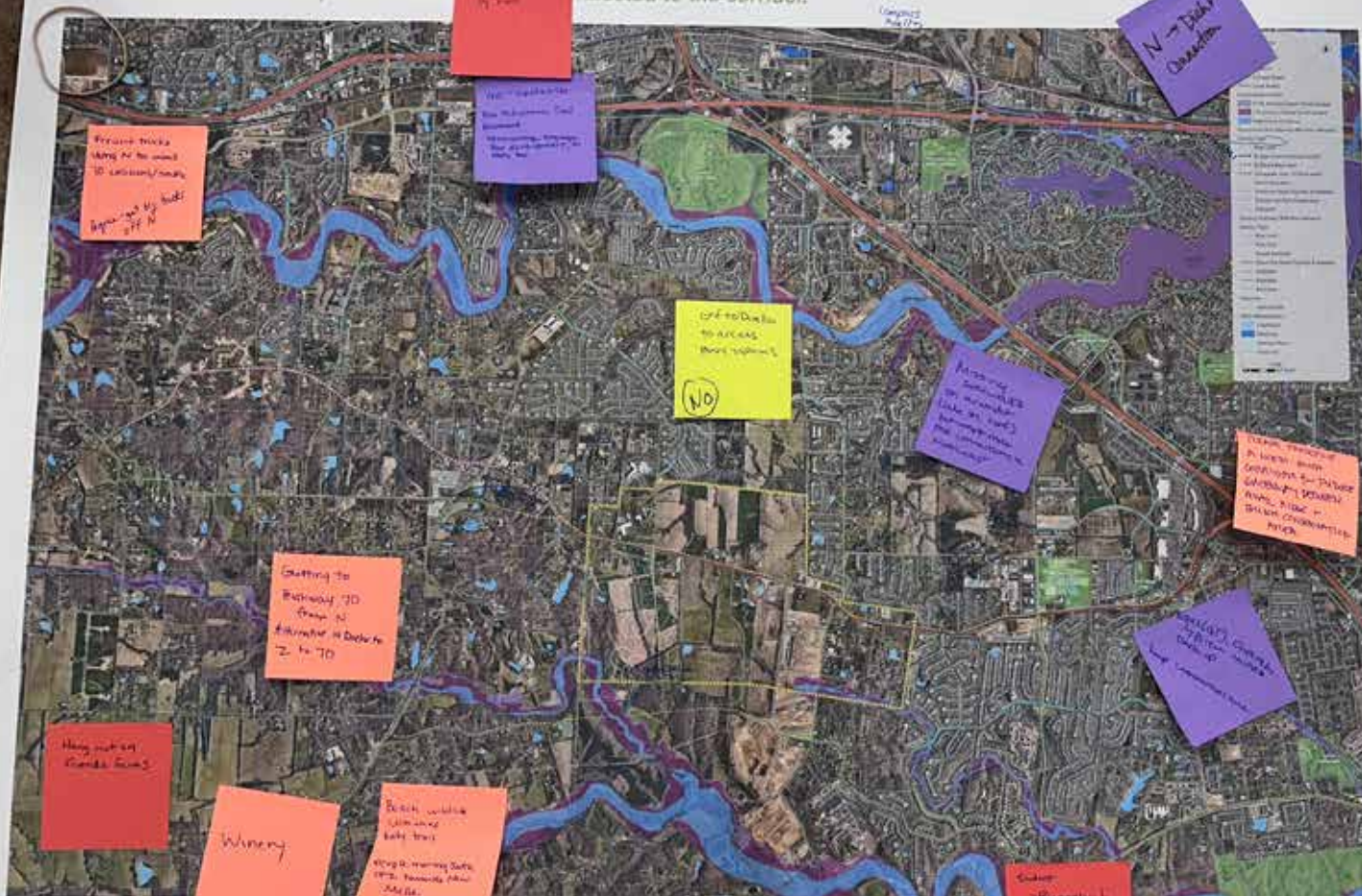


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Mark locations on the map that should be **connected to the corridor.**



Ende
- Big numbers
for PCs



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Final Thoughts & Next Steps

Thank you for joining us today!

Your feedback today will help shape the next phase of the planning process.

FINAL THOUGHTS!

Based on what you've seen today, is there anything we missed that would help make Route N a great place?

Place a sticky note on the board and share your thoughts.



What Happens Next?

Feedback from today's workshop will be reviewed and used to refine ideas, inform the preferred direction, and shape recommendations for the final plan.

Stay Involved!

Scan the QR code to visit the project website, take the project survey, share additional feedback, and respond to a few more questions about the future of Route N.

The survey will remain open until April 15.



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Thank you for participating!

COMMUNITY ENGAGEMENT OVERVIEW

Open House

The Route N Great Places Study Open House was held on May 21 and provided an opportunity for community members to review and discuss the draft recommendations developed throughout the planning process. The event brought together residents, property owners, stakeholders, and project partners to learn more about the study findings, understand how community input shaped the recommendations, and share feedback on the proposed vision for the corridor.

Participants explored a series of display boards and maps illustrating study recommendations related to land use, transportation, community character, environmental stewardship, and future connectivity. The materials also explained the relationship between the Route N Great Places Study and the MoDOT Route N roadway project. Project team members were available to answer questions, discuss ideas, and gather input through conversations and comment cards.

Feedback received during the Open House helped refine and clarify key aspects of the study, including its purpose as a long-term guiding framework rather than a proposal for specific development projects. Participants

also reinforced key community values and priorities identified in earlier engagement activities, including:

- Creating green spaces and preserving tree canopy.
- Focusing on safety for all users by expanding travel alternatives to Route N, and by making Route N a divided 4-lane roadway with reduced speed limits and improved intersections.
- Improving connections between neighborhoods.
- Avoiding strip commercial development and large-scale commercial uses (avoid a build out like Route K).
- Supporting smaller-scale, neighborhood-oriented commercial options at key locations (major intersections).

The following pages include display boards presented during the Open House, photographs from the event, and a summary of comments and feedback received from participants.



What We Heard and Learned at the Open House



Participants provided valuable feedback during the Open House—both through comment cards and in conversations with the project team. Based on this input, several key clarifications and refinements will be incorporated into the final study:

- **Purpose:** This study explores ways to improve the overall circulation system in the study area and to identify transportation alternatives that reduce dependence on Route N. **The study is predicated on the design of Route N as a four-lane divided roadway.** This transportation framework works within a broader land use framework—something that will be clarified in the next iteration of the study.
- The final document will be a guiding framework for potential future development, land use and transportation needs in the area. It is not proposing specific development projects. It is intended prevent Route N and the area surrounding it from becoming another Route K, and it responds to the fact that the new Duckett Creek Sewer Treatment Plant creates housing development opportunities along this portion of Route N.
- **Community Priorities:** Feedback received at the Open House reinforced key community values and priorities identified in earlier engagement activities, including:
 - Creating green spaces and preserving tree canopy.
 - Focusing on safety for all users by expanding travel alternatives to Route N, and by making Route N a divided 4-lane roadway with reduced speed limits and improved intersections.
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 - Avoiding strip commercial development and large-scale commercial uses (avoid a build out like Route K).
 - Supporting smaller-scale, neighborhood-oriented commercial options at key locations (major intersections).

Route K



Route N Concept



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Overview

Route N Great Places Study

Thank you for your participation. Your input will help shape a shared vision for the future of the Route N area!

About the Study

East-West Gateway Council of Governments' Great Streets Program, with the support and partnership of St. Charles County, is preparing the Route N Great Places Study to offer recommendations to connect and enhance new neighborhoods. The study will also provide the County with additional opportunities to receive Federal funding to expedite construction of Route N improvements.

The study process began in January 2026 and is expected to conclude in June 2026. Building on previous roadway analysis, in an effort to catch up with development, the study will ensure that appropriate future land use is supported by the Route N improvements currently in design, by focusing on how transportation routes and land use can be coordinated to create a desirable community and minimize negative impacts.

Study Area Overview

The Route N Great Places study area contains portions of Wentzville, Lake Saint Louis, O'Fallon, and unincorporated St. Charles County. It extends from west of Perry Cate Boulevard to east of Duello Road.

Route N connects established neighborhoods, agricultural land, and growing residential areas due to recent expansion by the Duckett Creek Sanitary District.. This plan will help guide future development, housing, and connectivity as the area continues to grow.



Route N: Great Places

What the Route N Great Places Study IS:

The **Route N Great Places Study** is a planning effort led by **East West Gateway Council of Governments'** Great Streets program, in partnership with **St. Charles County**.

The study will:

- Identify opportunities for **housing and commercial activity** in alignment with goals and feedback from the community.
- Consider how places along the corridor **connect and function together**
- Support the creation of **vibrant places and destinations** for nearby residents
- **Provide a shared vision** to guide future decisions

What the Route N Great Places Study IS NOT:

This Study is not the **MoDOT Route N roadway project**, but will influence specific final design elements of the roadway.

The **MoDOT project focuses** on transportation and roadway improvements along Route N.

The **Route N Great Places Study** focuses on how the areas along the corridor could develop and connect over time.

This Study does not:

- Design roadway improvements
- Approve or initiate specific development projects
- Replace local planning decisions
- Mandate landowners to develop their property

Instead, it provides guidance and recommendations that can help inform future investments and decisions.



Study Timeline:

- ✓ **JANUARY 2026**
Project Kick Off
 - Project Advisory Committee Kickoff Meeting
- ✓ **FEBRUARY 2026**
Listening and Setting the Vision
 - Stakeholder Interviews
 - Vision and Goals Workshop
- ✓ **MARCH 2026**
Exploring Ideas
 - Community Input Workshop
- ✓ **APRIL 2026**
Refining the Preferred Direction
 - Preferred Development Concept
- ★ **MAY 2026**
Finalizing and Sharing the Study
 - Study Outcomes Workshop
 - Community Open House
- ★ **JUNE 2026**
Final Study Completion
 - Final Study Updates & Report



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Alignment with MoDOT Route N Project

Planning for safer, more connected travel along Route N

Connectivity and transportation play an important role in shaping the future of the Route N corridor. As the area continues to grow, safe and efficient travel for drivers, pedestrians, and cyclists will be critical to supporting surrounding neighborhoods, businesses, and destinations. Transportation improvements, such as the four-lane divided roadway plan for Route N, can also influence land use patterns, development opportunities, and how people connect to places along the corridor. Understanding existing conditions, transportation needs, and planned improvements helps inform future design decisions for Route N.

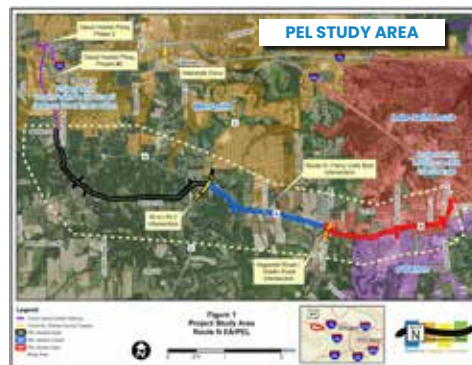
MoDOT and St. Charles County Transportation Study

The Missouri Department of Transportation (MoDOT) and St. Charles County are working to design and fund improvements to Route N between Perry Cate Boulevard and the I-64 interchange.

This effort began in 2023 and builds on the Planning and Environmental Linkages (PEL) Study, funded by St. Charles County and completed in 2022, which evaluated transportation needs and potential improvement strategies along the corridor.

The purpose of the Route N expansion is to improve safety, reduce congestion, improve connectivity, and prepare for continued growth in western St. Charles County. Concept development and preliminary design for the corridor improvements will be complete this summer (2026).

Transportation Study Public Feedback



Complete Projects

- Lake St. Louis Boulevard Intersection Improvements (2017)
- Hopewell / Duello Realignment (2021)
- Route Z Realignment and Signalization (2024)

Transportation Study Objectives

- Reduce congestion and delays
- Improve access and connectivity
- Improve safety for all users
- Accommodate bikes and pedestrians
- Control access along the corridor
- Plan for growth and development

Proposed Features

- Add lanes in each direction
- Increase intersection capacity
- Median divided
- Manage access points
- Shoulder, roundabouts, green space buffer, improve curves
- Shared-use path, sidewalk connections, traffic calming

What the Proposed Features Could Look Like:



Median Divided Street



Multi-Lane Roundabout



Median with Lower Intensity Commercial and Offices



Shared Use Path / Sidewalk Buffer



How the Great Places Study Differs from the MoDOT Route N Project?

While the MoDOT Route N project focuses on roadway design and transportation improvements, the Route N Great Places Study focuses on potential land use, development patterns, housing, economic opportunity, and community connectivity along the corridor. These efforts are separate, but closely connected.

Transportation improvements can influence how land is used, how development takes shape, and how people move between neighborhoods, businesses, and destinations. Together, they support a coordinated vision

Source: Missouri Department of Transportation (MoDOT), Route N Conceptual Study – St. Charles County

Route N: Great Places



routegreatplaces.com

MAKING A GREAT PLACE

A VISION FOR ROUTE N

A connected framework informing future growth decisions by local governing bodies across transportation, housing, and community destinations.

The Route N Great Places Study is based on community input and guided by four framework principles shaped specifically for this corridor through stakeholder conversations, technical analysis, workshops and community feedback.

Together with public input received through this study and during the MoDOT Route N Study, these principles help shape recommendations related to transportation, potential development, environmental preservation, trails and greenways, housing, and community destinations throughout the corridor.



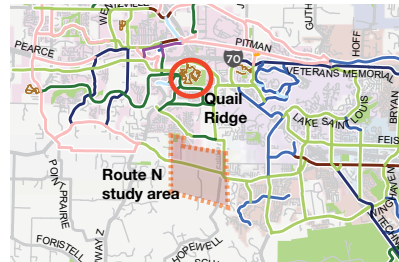
A GREAT STREET

More Than a Roadway

Route N should function as more than just a road people drive through. Streets, trails, sidewalks, landscaping, and gathering spaces can work together to create a corridor that feels safer, greener, and more connected for everyone.

Framework Priorities

- Safer crossings near schools and churches
- Sidewalk and trail connections
- Street trees and landscaping
- Improved neighborhood access
- Corridor gateways and identity features



A GREAT PLACE FOR ACCESS

Connecting Everyday Destinations

Future connections should make it easier to safely reach schools, parks, neighborhoods, churches, and community destinations without relying on a single roadway connection.

Improving Connections

- Expanded trail network
- New neighborhood connections
- Future trail underpasses
- Better access to parks and schools
- Multiple local routes and connections



A GREAT ENVIRONMENT

Working With Nature, Not Against It

Tree cover, drainageways, floodplains, rolling topography, and open spaces help define the character of Route N today. Future growth should preserve and integrate these natural systems while supporting recreation, resiliency, and long-term environmental health.

Designing With Nature

- Preserve mature trees and open space
- Protect watershed drainage corridors and waterways
- Integrate green infrastructure
- Reinforce rural corridor character
- Expand greenways and trail systems



A GREAT PLACE TO LIVE

Creating Connected Neighborhoods

Future development may include a mix of housing types, gathering spaces, neighborhood services, trails, and community destinations.

Supporting Everyday Life

- A mix of housing choices that support residents in all stages of life, from young adults to growing families and older generations.
- Walkable neighborhood destinations
- Community gathering spaces
- Trails and everyday connections
- Neighborhood-serving businesses



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