

CITY OF FLINT HILL, MO

2026 COMPREHENSIVE PLAN

April 15, 2026





2026 Comprehensive Plan

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ACKNOWLEDGEMENTS

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A special thanks to all the citizens of Flint Hill who participated in the development of this Plan and former City officials and Commission members. Without your dedicated support and ideas this Plan would not have been made possible.



CHAPTER 1 EXISTING CONDITIONS

"Comprehensive Plan" is referenced in Missouri Statutes as part of the zoning and land-use regulation framework. Section 89.010, RS Mo., authorizes the City to regulate land use for the purposes of "promoting health, safety, morals and general welfare of the community." Section 89.040, RSMo., provides these regulations "shall be made in accordance with a comprehensive plan."

A City "may make, adopt, amend and carry out a city plan" and the City's Planning and Zoning Commission "shall make and adopt a city plan for the physical development" of the City. § 89.31 O and § 89.340, RS Mo. The Planning and Zoning Commission "may adopt the plan as a whole by a single resolution" and, before adoption, it "shall hold at least one public hearing thereon." § 89.340, RS Mo.

The Planning and Zoning Commission adopts this 2026 City of Flint Hill Comprehensive Plan by Resolution, a copy of which is attached at the end of this Plan. The Board of Aldermen adopted the 2026 City of Flint Hill Comprehensive Plan by Ordinance, a copy of which is attached at the end of this Plan.

The adopted 2026 City of Flint Hill Comprehensive Plan, the adopting Resolution and Ordinance are maintained in the City Clerk's office and available for public inspection during City business hours.

The City's commitment to protecting the quality of life through planning was first memorialized in 2009 with the adoption of the City's first Comprehensive Plan. The 2026 City of Flint Hill Comprehensive Plan replaces that 2009 Plan. Planning is the culmination of more than sixteen (16) years of intense implementation efforts resulting in the development and ongoing updates to the City's Zoning Code and incremental actions to achieve the City's goals and objectives.

Section 1.0 Study Area & Background

Flint Hill is located in far western St. Charles County, five (5) miles northwest of Wentzville and just over 50 miles from St. Louis. Neighboring communities include St. Paul, Dardenne Prairie, Lake St. Louis, O'Fallon, Wentzville, Troy, Wright City and Moscow Mills. The study area includes Flint Hill's current City limits which consists of approximately 2.81 square miles (1,800 acres).

Section 1.1 History & Stages of Occupancy

The following information was sourced from "*Flint Hill: 150 Years, 1836 – 1986*" by Barb Eisenbath Mittelbuscher.

First Settlers: Flint Hill was founded in 1836 by Captain Taliferro P. Grantham. Captain Grantham purchased 160 acres of land from Benjamin Pierce and then donated 10 acres for the town of Flint Hill. The community took its name from Flinthill, Virginia, the native home of many of the first settlers who arrived around 1833. The land shared the same qualities they had grown accustomed to farming tobacco and other crops back home. In 1836 a post office was established with George Myer serving as Flint Hill's first Postmaster. A. Broadhead, whose home is still standing at 5020 Hwy P, served as the first Justice of the Peace.



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Faith: Flint Hill's original settlers were Methodist and between 1848 and 1855 Catholic families arrived in the Flint Hill area. The community welcomed the new Catholic families. By 1854, a missionary priest was holding mass in a large home owned by a Methodist. The first Catholic Church was built in 1883 and named St. Theodore after Rev. Theodore Krainhardt. The church was later converted to a 2-room school house for the parish when the new church was built in 1900. The St. Theodore School building was enlarged in 1913 and again in 2000. The church is located off Highway P next to the school, both are still in use today,

Economy: In its early years, Flint Hill served primarily as a growing, shipping, and trading location for tobacco. This was due to its excellent growing conditions, fertile soils and access to waterways such as Big Creek which were used to transport tobacco from the surrounding area to downtown St. Louis. By 1857, Flint Hill had many successful establishments, including a hotel, three dry goods stores, a saloon, a tailor shop, a tobacco factory, a farm implements factory, a blacksmith shop, numerous medical doctors and an attorney. Stagecoaches carrying both passengers and mail passed through Flint Hill regularly. Flint Hill was becoming a prosperous and growing community supported primarily by tobacco production which was introduced by the first settlers to the area. Some of the world's leading tobacco producers had their start in Flint Hill. In 1868, Paul Brown entered the tobacco business in the Flint Hill area and by 1881, after a few years of bad health, the Brown Tobacco Company was incorporated with Paul Brown serving as president. Between 1860 and 1872 George S. Myers was one of the leading tobacco producers. In 1873 he went into partnership with John Liggett and the Liggett & Myers Tobacco Company was formed. In 1876, Liggett & Myers introduced L&M plug chewing tobacco, in the 1880s it entered the cigarette business, and by 1885 the company had become the world's largest manufacturer of plug chewing tobacco. Today the Liggett Group, located in Durham, North Carolina, and formerly known as Liggett & Myers Tobacco Company, is the fourth largest tobacco company in the United States.

Education: In 1880, the first public school opened in Flint Hill. The school, like many of its time, was segregated; the white school had a 5-month term and the black school had a 3-month term. Many of the family names that are still prominent in the Flint Hill community served as members of the school board during the beginning years: Sachs, Feldewerth, Roettger, Boehmer, Orf, etc. At one time, the building that is presently housing Hakenewerth Drywall was a one-room public school.

Westward Expansion & Urbanization: With the construction of the North Missouri Railroad (aka Wabash Railroad) in 1856, growth in Flint Hill remained stagnant for over 100 years as the railroad bypassed Flint Hill to the south running to and through Wentzville. Once the highways were in place, St. Charles County's population began expanding and it has continued expansion ever since. Land around Flint Hill was sought after for business and residential development as well as access to State Highway 61. Throughout its history, Flint Hill's rural, somewhat isolated setting has enabled the City to focus on issues within its borders, largely unaffected by happenings in the area surrounding the community and the rest of St. Charles County. Today, Flint Hill and the surrounding area of western St. Charles County, Warren County and Lincoln County are experiencing rapid population growth. Keeping the City's Comprehensive Plan and zoning regulations updated to better manage growth and development and preserve open space has never been more important.



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Flint Hill Today: Flint Hill has retained ties to its historic, rural roots, while also being a desirable location for new housing and commercial and light industrial business (see Figure 2-1 Zoning Map). Agriculture is prevalent in the area and defines much of the setting and backdrop for the community. A small and compact downtown area characterizes the history and charm of the community and serves as a central gathering place for commerce, worship, education and recreation. St. Theodore's Parish makes up a large part of the streetscape in downtown Flint Hill and serves as a significant focal point due to its physical and historical presence.

Flint Hill is a short drive from historic Downtown St. Charles and less than (60) minutes from downtown St. Louis and only 2.5 miles north of Wentzville. It offers the calm serenity of the country with easy access to Downtown St. Charles, Downtown St. Louis and all the cities and attractions in between. Flint Hill is considered a low-density area with only 349 people per square mile; or less than 0.5 people or only 0.23 dwelling units per acre, on average. Through tireless efforts by concerned residents, Flint Hill continues to protect its heritage and rural roots through smart, intentional growth and preservation. Flint Hill is governed by a Board of Aldermen composed of four (4) Members who serve a two-year term and meet on the 3rd Wednesday of the month at 6:00 p.m., in the upper level of the Knights of Columbus Building.

Section 1.2 Comprehensive Plan

The 2026 City of Flint Hill Comprehensive Plan builds upon the City's 2009 Comprehensive Plan. The 2009 Comprehensive Plan has served Flint Hill well, however, recent commercial development, increase in traffic, a spike in population growth and changes in our national and regional economy all pointed to the need to reconnect with the residents of Flint Hill to update that Plan. The intent of the Comprehensive Plan is to serve as a rational land use guide for future land use, zoning, subdivisions of land and management of the quality, timing, and intensity of future growth. Missouri State Statutes; 89.340 RSMo, describes the purpose and content of a city plan as follows:

"The commission shall make and adopt a city plan for the physical development of the municipality. The city plan, with the accompanying maps, plats, charts and descriptive and explanatory matter, shall show the commission's recommendations for the physical development and uses of land, and may include, among other things, the general location, character and extent of streets and other public ways, grounds, places and spaces; the general location and extent of public utilities and terminals, whether publicly or privately owned, the acceptance, widening, removal, extension, relocation, narrowing, vacation, abandonment or change of use of any of the foregoing; the general character, extent and layout of the replanning of blighted districts and slum areas The commission may also prepare a zoning plan for the regulation of the height, area, bulk, location and use of private, nonprofit and public structures and premises, and of population density, but the adoption, enforcement and administration of the zoning plan shall conform to the provisions of sections 89.010 to 89.250."*

Section 1.3 Zoning Ordinance

Zoning is one tool the City uses to regulate land use in accordance with the Comprehensive Plan an to promote the health, safety, morals and general welfare of the community. The City is granted this regulatory authority by the State Statutes, Chapter 89, which give the City zoning authority over the entire City. Therefore, all changes in zoning, special use permits, building permits, etc., shall be reviewed and approved by the City. Specifically, a zoning ordinance regulates items



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relative to the use of land, including, but not limited to, height and size of buildings, size of lots, building setbacks and parking. It establishes definitions, standards and procedures for the City's governing body to review and approve specific land developments. There are other ordinances and regulations that supplement the zoning ordinance, such as subdivision regulations, landscaping requirements and sign controls. The description and purpose of the zoning ordinance is stated in 89.049 RSMo.:

“Such regulations shall be made in accordance with a comprehensive plan and designed to lessen congestion in the streets; to secure safety from fire, panic and other dangers; to promote health and the general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to preserve features of historical significance; to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements. Such regulations shall be made with reasonable consideration, among other things, to the character of the district and its peculiar suitability for particular uses, and with a view to conserving the values of buildings and encouraging the most appropriate use of land throughout such municipality.”

Decisions regarding land use and zoning should be consistent with the City's Comprehensive Plan and Zoning Regulations. Therefore, each zoning and land-use regulations proposed, must include a review of the Comprehensive Plan.

Section 1.4 Subdivision Regulations

Subdivision regulations are another legislative tool used to implement the Comprehensive Plan by guiding the subdivision and development of land. Subdivision regulations provide coordination of otherwise unrelated plans as well as internal design of individual sites for all properties within the City. Subdivision regulations should be reviewed and updated periodically to make sure the regulations keep pace with the latest development and building trends. The general purposes of the subdivision regulations are provided in Missouri State Statutes 89.410 RSMo, which provides:

“The planning commission shall recommend, and the council may by ordinance adopt regulations governing the subdivision of land within its jurisdiction. The regulations, in addition to the requirements provided by law for the approval of plats, may provide requirements for the coordinated development of the city, town or City; for the coordination of streets within subdivisions with other existing or planned streets or with other features of the city plan or official map of the city, town or City; for adequate open spaces for traffic, recreation, light and air; and for a distribution of population and traffic; provided that, the city, town or City may only impose requirements for the posting of bonds, letters of credit or escrows for subdivision-related improvements as provided for in subsections 2 to 5 of this section.”

The Comprehensive Plan and regulatory documents used to implement the Plan (the Subdivision Regulations and Zoning Code) should be consistent. Zoning changes and amendments to the Zoning Code should be in accordance with the Comprehensive Plan. Therefore, once the City officially adopts the 2026 Comprehensive Plan, the City's zoning and subdivision regulations should be reviewed and updated as needed to be in accordance with the Comprehensive Plan.



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Section 1.5 The Planning Process

The intent of the planning process was to make sure the community's values and expectations are consistent with the vision, goals, and objectives contained in the City's Comprehensive Plan. The first phase of the Comprehensive Plan update involved the analysis of the project area's existing conditions and the preparation of *the Existing Conditions Report*, contained herein. This Chapter summarizes the purpose of the Comprehensive Plan, Zoning & Subdivision Regulations, history of Flint Hill, socioeconomic characteristics, and Flint Hill's consumer profile (Lifestyle Tapestry). This Chapter serves as the foundation upon which the Plan will be created. Other Chapters will include: Critical Issues (public engagement/survey summary), Vision, Goals & Objectives, Future Land Use and Implementation.

The second phase of the planning process is public engagement. A "values-driven" approach was utilized to manage the public engagement process. This involved looking at planning and urban design issues from the residents' point of view to better understand their values, vision, and expectations for the future. Several different interactive public engagement activities were utilized to help generate community involvement and identify citizen-defined issues and areas of consensus. The activities included one-on-one stakeholder interviews, town hall meetings, ongoing public meetings with the Comprehensive Plan Steering Committee, and a Citizen Survey mailed to each resident and posted on the City's Website. The results of the public engagement program provided the Steering Committee and Consultant with first-hand knowledge of Flint Hill's strengths, weaknesses, opportunities, and threats from the citizens' perspective. An overview of the public engagement process and summary of the information gathered are included in **Chapter 2 Critical Issues**; all results from the Public Engagement Program are provided in Appendix A.

For the third and final phase of the planning process, the goals, objectives, and implementation strategies of the 2009 Plan were reviewed and updated based on the citizen-defined issues, values, and vision statements provided during the public engagement process. Once the goals, objectives, and implementation strategies were updated and accepted in concept by the Steering Committee, they were included in this Plan as **Chapter 3 Vision, Goals & Objectives**. The findings from the public engagement process and development of the vision, goals and objectives will be used to inform the timing, type and placement of future growth and opportunity areas and preservation areas, recommended transportation and thoroughfare enhancements and other capital improvements described and included in **Chapter 4 Future Land Use** and illustrated on the Future Land Use Map and Matrix.

This Plan provides the Board of Aldermen, the Planning & Zoning Commission, and City Staff the focus and direction necessary to make well informed decisions concerning land use, economic development, transportation, and public improvements. The successful implementation of the Plan's goals, objectives, and recommendations will help ensure the community's vision for the future is realized and transcends to future generations. The vision for the future according to the residents of Flint Hill is:

"To preserve Flint Hill's rural atmosphere, family-friendly values, & natural beauty while promoting well-planned development specifically suited to the lifestyles of Flint Hill's residents."



SOCIOECONOMIC CONDITIONS

Section 1.6 Nationwide Population Trends

In 2020-21, the National migration rate stood at 8.4%, which was the lowest domestic migration rate since the late 1940s through 1960s, when roughly 20% of Americans moved annually. Overall, more people moved out of rural areas than moved into them in 2020. This resulted in a reduction in the rate of population growth in rural and small-town America. This reduction in mobility and drop in rural and small-town populations can be attributed to many social and economic conditions present during the last half of the last decade that decreased one’s mobility and, thus, ability to relocate.

Counties that experienced the highest population losses were suburbanizing counties adjacent to metro areas. Another nationwide trend contributing to population decline is the reduction in birth rates, which is evidenced by the declining average household and family size. The overall slowdown in U.S. population mobility contributed directly to a decline in non-metro population growth, causing the first break in suburbanization since World War II. Regions experiencing both natural increase and net in-migration include growing metro areas and the adjacent areas affected by the suburbanization process.

The 2020 Decennial Census revealed some major population changes in Missouri, including declining populations in St. Louis City and other major urban areas, growing populations in the fringe counties, and changes to racial demographics. During the decade following 2010, the US grew by 7.4%, but Missouri only grew by 2.8%. Meanwhile, from 2010 to 2020, the population of the City of St. Louis declined by 5.5%, a loss of 17,716, which continued the City of St. Louis’ population loss for the 7th decade in a row, dating back to the 1950s. The population of St. Charles County grew by 12.4% in the last decade and by 27% from 2000 to 2020. This demonstrates a major population shift from St. Louis City and County west to St. Charles County, Flint Hill and beyond.

Section 1.7 Flint Hill Population Characteristics

According to the 2020 US Census, the population of Flint Hill was estimated at 981, an increase of 86.9% from the 2010 population of 526. By way of comparison, St. Charles County grew by only 12.4%. Table 1.0 below compares the population change for St. Charles County and Flint Hill.

	1980	1990	2000	2010	2020	Est. 2023
Flint Hill	219	229	379	526	981	980
% Change	-	4.6	65.5	38.5	86.9	0.0
St. Charles County	144,107	212,907	283,883	360,485	405,262	423,726
% Change	55.0	47.7	33.3	27.0	12.4	4.6

The City’s location, land availability, affordability, quality of life, natural amenities and low crime and will continue to retain and attract residents. However, future population growth and stability



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will require ongoing investment in the City's infrastructure, well planned growth and future annexation. The City's population is anticipated to experience steady growth over the next three (3) decades, as shown in the following population projections.

Section 1.8 Population Projections

Two (2) growth scenarios were used to identify future population projections for the City of Flint Hill out to 2050. The first scenario uses linear regression to forecast the population based on historical US Census data for the City of Flint Hill (Figure 1). The second scenario is based on historical US Census data for St. Charles County and assumes the City will follow St. Charles County's population growth trends.

According to the linear regression "Scenario A" (Figure 1), Flint Hill's population will continue growing strong and increase by an estimated 48.9% per decade for the next three (3) decades. The projected populations according to Scenario A, following Flint Hill's historic growth pattern, is 1,461 in 2030, 2,174 by 2040, and 3,237 by 2050. The forecasting provided through the "trend extrapolation method" yields similar results, with Flint Hill reaching approximately 1,750 in 2030, 2,150 in 2040, and 2,550 by 2050.

Figure 1: Flint Hill Population Projection "Scenario A"

Source: US Census Bureau

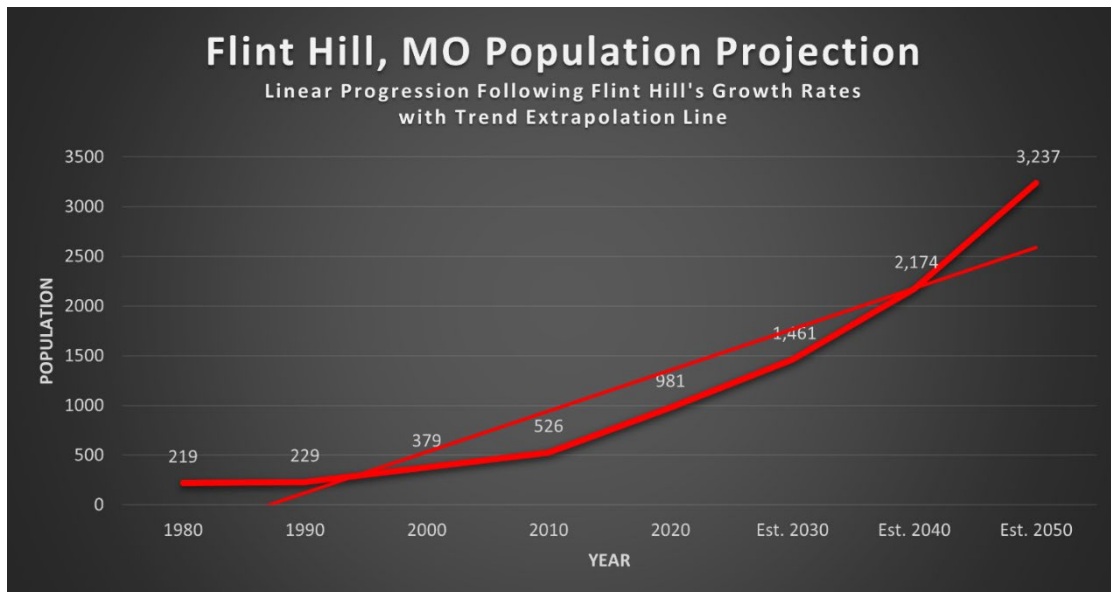


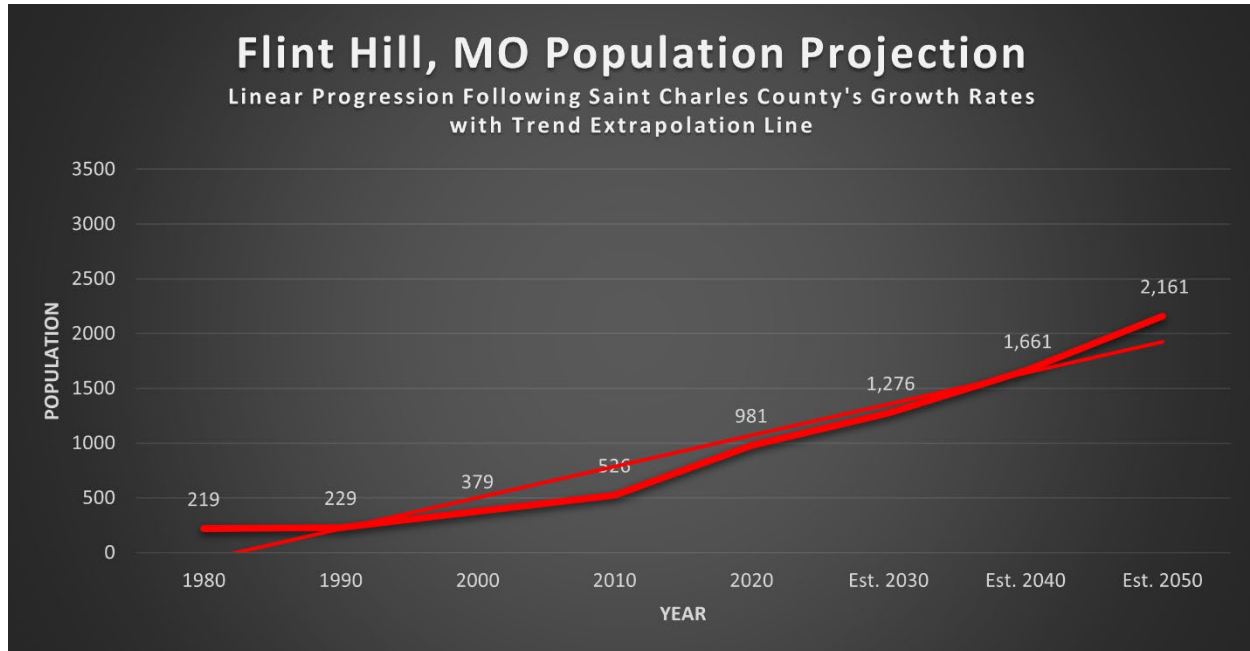
Figure 2 illustrates the linear regression population projection using St. Charles County's growth rate to forecast the future population growth of Flint Hill. The County's average population growth for the last 40 years is 30.1%. For this population projection, we applied the County's growth rate of 30.1% per decade to Flint Hill's predicted population growth. Based on this method of population projection, the City's population will be an estimated 1,276 in 2030, 1,661 by 2040, and 2,161 by 2050. A trend extrapolation line was plotted along Scenario B to project Flint Hill's population. According to the extrapolation trend line, the estimate is 1,350 in 2030, 1,650 by 2040, and 1,925 by 2050.



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Figure 2: Flint Hill Population Projection “Scenario B”

Source: US Census Bureau



The difference between the two scenarios (A & B) was 185 for the 2030 projections, 513 for the 2040 projections, and 1,076 for the 2050 projections. The linear regression model based on St. Charles County’s past growth rates generated higher population projections. The trend extrapolation methods applied to both scenarios resulted in higher projections for 2030, nearly equal ones for 2040, and lower ones for 2050.

As concluded by these commonly used population projections, Flint Hill’s population is anticipated to grow. This growth brings challenges and opportunities often associated with a growing, prospering community. These challenges and opportunities include traffic and congestion, access to affordable public services, and diversifying the City’s economy to ensure revenues remain stable for the long term. This Plan was developed to help address these issues and seize the opportunities that make Flint Hill a great place to live, work, and retire.

Section 1.9 Age Characteristics

Flint Hill’s population is spread out with 21.6% under the age of 18 and 78.4% over the age of 18, according to the 2023 American Community Survey (ACS), a survey conducted on behalf of the US Census Bureau. By way of comparison, in 2010, the City’s population was spread out with 28.5% under the age of 18 and 71.5% over the age of 18. The median age, according to the latest ACS estimate, is 46.2, while in 2010, it was 36.3. More specifically, the age of Flint Hill’s population is broken down below, followed by the 2010 ACS estimates in (parenthesis).

- 4.8% (6.0%) are under the age of 5
- 17.8% (23.8%) are between the ages of 5-19
- 10.1% (16.4%) are between the ages of 20-34



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- 31.7% (30.2%) are between the ages of 35-54
- 15.5% (13.4%) are between the ages of 55-64
- 20.5% (10.1%) are age 65 or older

The percentage of Flint Hill's population over 65 has increased by 10.4% in the last decade, which was the largest increase for any age cohort in the City. On the other hand, the largest decrease occurred among the City's residents between the ages of 5-19, which decreased by 6.0%. The difference between the City's ACS results for 2010 and 2023 reveals that, despite population growth, the population is contracting as the share of younger residents is decreasing while older adult and elderly populations are dominating. Flint Hill's median age of 46.2 is almost eight years older than the Nation's median age of 38.5, with the City having the oldest median age out of its peers, followed by St. Paul (43.1), St. Charles County (39.6), Missouri (38.8), U.S. (38.5), Wright City (37.0), and Cottleville (36.9).

The City's advanced median age (46.2) is also the result of the City's low concentration of children under the age of 18. The percentage of the City's population under 18 was the lowest of all peer entities surveyed except for St. Paul (18.4%). Flint Hill's low percentage of young children is an indicator that the City might not provide the conveniences, comforts, housing, family services, schools, or affordability desired among young, growing families. These are all characteristics of a thriving, self-renewing community.

The findings from the ACS research suggest that mature adults and seniors not only feel comfortable aging in place in the City, but these age cohorts are moving to the City for new housing to live out their retirement. These age characteristics recontextualize the overall population characteristics for the City, suggesting that babies are not being born in Flint Hill as much as older adults are moving in. Table 2.0 provides the median ages and a comparison of the age cohorts for Flint Hill, the peer communities, the County, the State, and the Nation.

Table 2.0 Age Cohort Comparison (2019-2023) Source: 2023 ACS							
Age Cohort	Flint Hill	Cottleville	Wright City	St. Paul	St. Charles County	Missouri	US
Under 5	4.8%	4.5%	3.2%	6.8%	5.5%	5.9%	5.7%
Under 18	21.6%	22.0%	22.5%	18.4%	22.8%	22.3%	22.1%
18 and older	78.4%	78.0%	77.5%	81.6%	77.2%	77.7%	77.9%
65 and older	20.5%	13.1%	15.0%	12.7%	16.4%	17.3%	16.5%
Median Age	46.2	36.9	37.0	43.1	39.6	38.9	38.7

Given various socio-economic factors impacting people across the modernized world, most cities in the greater St. Louis area – including growing regions like St. Charles County, are following the national trend of increasing median ages. By 2030, an estimated 1 in 5 Americans will be age 65 or over: 1 in 5 Flint Hill residents are already 65 or older.



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Section 1.10 Racial Composition

According to the 2020 US Census, 90.4% of Flint Hill’s population is White, 2.2% is Black and 2.1% is Hispanic. This makes the White share of the population of Flint Hill larger than the White share of the population of St. Charles County (85%), Missouri (78.3%), and much larger than the US (63.4%). By way of comparison, according to the 2010 Census, the racial makeup of the city was 99% White, 1.0 % Hispanic or Latino, 0.04% African American, 0.2% from two or more races, and 0.0% Asian. Table 3.0 provides a comparison of the racial composition of Flint Hill and the peer communities in St. Charles County, Missouri, and the US.

Race	Flint Hill	Cottleville	Wright City	St. Paul	St. Charles County	Missouri	US
African American	2.2%	7.8%	4.5%	0.2%	5.1%	11.1%	12.4%
Asian	0.0%	0.5%	0.0%	0.4%	2.9%	2.1%	5.8%
White	90.4%	84.5%	78.2%	95.1%	85.0%	78.3%	63.4%
Hispanic	2.1%	3.9%	14.1%	1.2%	4.0%	5.1%	19.0%

Section 1.11 Gender

Flint Hill’s male population is 0.6% higher than the female population. The City does not depart from the norm of the peer cities surveyed, with all four cities being slightly male-dominated. Nationally, there are 1.0% more females than males, and statewide, there are 0.6% more females than males. The gender differences are minor. According to the 2010 US Census, Flint Hill’s population was 50.7% female and 49.3% male, which is opposite the 2023 findings. Table 4.0 provides a summary of a gender comparison between Flint Hill and the peer entities.

Gender	Flint Hill	Cottleville	Wright City	St. Paul	St. Charles County	Missouri	US
Male	50.3	50.3	53.8	51.8	49.4	49.3	49.5
Female	49.7	49.7	46.2	48.2	50.6	50.7	50.5

Section 1.12 Income

According to the 2023 American Community Survey, Flint Hill’s average household income was \$139,504, and the median family income was \$79,688. The City’s median family income is 101.46% of the U.S. median household income of \$78,538 and an increase of 1,151 (1.47%) from the City’s median household income in 2020 of \$78,537. However, the current median household income is down 38.1% from \$128,787 in 2010; a period in which the City’s population grew by 87%.



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On the other hand, the City’s per capita income estimated at \$57,464 in 2023 increased by 40.4% from \$34,268 in 2010 and 171% from \$21,194 in 2000. Based on these statistics, Flint Hill has a higher per capita income and average household income than the US, State, County and Wright City; and slightly lower incomes than Cottleville and St. Paul. Overall, the average household income and per capita income for the City of Flint Hill are close to the average household and per capita income of all the peer cities. See Table 5.0 for a comparison of the various income characteristics.

Income	Flint Hill	Cottleville	Wright City	St. Paul	St. Charles County	Missouri	US
Median HH Income	\$79,688	\$114,420	\$74,833	\$154,022	\$102,912	\$68,920	\$78,538
Average HH income	\$139,504	\$175,801	\$85,466	\$174,935	\$127,112	\$93,797	\$110,491
Per capita income	\$57,464	\$69,431	\$31,808	\$60,764	\$49,859	\$38,497	\$43,289
Unemployment	1.2%	2.5%	2.9%	0.4%	2.0%	2.6%	3.3%
Persons below poverty level	3.5%	3.3%	4.8%	0.2%	4.7%	12.6%	12.4%
Definitions:							
<i>*Family: A householder and one or more other people related to the householder by birth, marriage, or adoption.</i>							
<i>**Household: A household consists of all people who occupy a housing unit regardless of relationship. A household may consist of a person living alone or multiple unrelated individuals or families living together</i>							

Section 1.13 Housing

According to the 2010 US Census, there were 150 families and 179 households. The households included the following characteristics:

- 45.3% had children under the age of 18 living with them.
- 74.3% were married couples living together.
- 7.3% had a female householder with no husband present.
- 16.2% were non-families.
- The average household size was 2.93.
- The average family size was 3.20.

According to the 2023 ACS, the total number of families was 346 and the number of households was 422, and, an increase of 135% in the number of households from 2010. The following data provides general characteristics of the household makeup and compares the information to the 2010 Census.

- 38.3% had children under the age of 18, a decrease of 7% from the 2010 Census.
- 57% were married couples living together, a decrease of 17.3%.
- 23% had a female householder with no spouse/partner present, an increase of 15.7%.
- 14.6% were non-families, a decrease of 1.6%.
- The average household size was 2.41, a decrease of 0.52 or 17%.
- The average family size was 2.48, a decrease of 0.72 or 22.5%.



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Flint Hill, along with every peer city and the rest of the nation, experienced reductions in its household and family sizes. This nationwide reduction in household size is due to baby boomers reaching retirement age, fertility rates among younger generations continuing to decline, and alternative household models, including single mother-led families and unmarried couple households.

Table 6.0 Housing Tenure and Value (2019-2023) *Source: Us Census*

Housing Tenure and Value	Flint Hill	Cottleville	Wright City	St. Paul	St. Charles County	Missouri	US
Owner-Occupied Housing	*73.3%	78.4%	83.7%	97.6%	80.7%	67.9%	65.0%
Renter-Occupied Housing	*26.7%	21.6%	16.3%	2.4%	19.3%	32.1%	35.0%
Total Vacant Housing Units	4.0%	1.3%	6.4%	2.0%	3.6%	11.6%	10.4%
Average Owner-Occupied Home Value	\$379,800	\$381,900	\$216,800	\$421,900	\$296,800	\$215,600	\$303,400
Avg. HH Size	2.41	2.61	2.88	2.86	2.54	2.42	2.54
Avg Family Size	2.48	3.05	3.24	3.05	3.04	3.04	3.15

**Due to the small sample size, these numbers do not appear to be accurate. Flint Hill has fewer rentals than reported.*

According to the 2023 American Community Survey, Flint Hill had a notably higher rental rate than its peer cities, with its proportion (26.7%) being closer to the Missouri average (32.1%) than the St. Charles County average (19.3%). Considering there are very few rentals and no apartments in Flint Hill, this information does not appear accurate.

Flint Hill's average owner-occupied home value (\$379,800) exceeds the national average (\$303,400) by over \$75,000, as with Cottleville (\$381,900) and St. Paul (\$421,900), making the City an expensive place to live despite maintaining a median household income (\$79,688) only slightly higher than the national average (\$78,538). Lastly, Flint Hill's household size and family size is smaller and closer in size than any of the entities surveyed. The difference between the City's household and family sizes is only 0.07, with the City's average family size being 0.5 less than any of its peers, the US, State and County. This suggests that Flint Hill is a desirable place for retirees and small families.

Section 1.14 Housing Affordability

Housing affordability is a key component in the long-term vitality of a community. Housing affordability is not simply the price one pays for rent or mortgage; it is a function of household income or wealth relative to a housing unit's price or rent. Housing affordability is based on how



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much a household spends on housing costs as a percentage of their total household income. “Affordable housing” is defined as housing that costs occupants less than 35% of their gross income for gross housing costs, including utility costs. A household that spends 35% or more of its income on housing costs is financially burdened. For example, if a family’s income was \$100,000, they would be considered financially burdened if they spent more than \$2,917/month on housing. In other words, “affordable housing” would be housing that costs less than \$2,916.67/month ($\$2,916.67 \times 12 \text{ months} = \$35,000$ (35% of \$100K). According to data from the American Community Survey (ACS), the percentage of homeowners who spend 35% or more of income on housing is 14% and 46% of renters spend over 35% on rent. The percentage of Flint Hill’s homeowners who spend over 35% on housing is slightly lower than the State and National averages, but well above the surrounding peer cities. Due to the City’s low number of rental units, the information on rental units is very limited and therefore may not be accurate.

The median monthly homeowner costs of Flint Hill were \$1,998, which is slightly above Cottleville (\$1,979) and the US (\$1,902) and well below St. Paul (\$2,242), placing the City nearly \$100 above the national average, which is a distinguishing quality for a small town in Missouri to possess. The percentage of homeowners who spend 35% or more on housing is well above the peer cities, but well below the County, State and US.

The average rent in Flint Hill appears to be average for the region. However, due to the number and percentage of rental units being inaccurate, no further analysis is recommended until updated census information is available. Table 7.0 provides a summary of housing costs and affordability.

Housing Cost	Flint Hill	Cottleville	Wright City	St. Paul	St. Charles County	Missouri	US
Median Monthly Homeowner Costs	\$1,998	\$1,979	\$1,384	\$2,242	\$1,809	\$1,478	\$1,902
% of Homeowners who spend 35% or more of income on housing	14.1%	5.1%	10.4%	6.4%	12.3%	15.5%	20.9%
Average Monthly Rent	\$1,124	\$1,693	\$861	\$697	\$1,312	\$996	\$1,348
% of Renters who spend 35% or more of income on housing	46%	29.5%	30.6%	17.9%	31.8%	36.3%	41.2%

Section 1.15 Cost of Living

The overall Cost of Living (+14%) and Housing Expenses (+46%) in Flint Hill are higher than the national average. The information provided in Section 1.19 under “Average Household Budget Index” also found that many of the household spending categories were slightly higher than national averages. Based on data from the Federal Reserve Bank of St. Louis, the average home value in St. Charles County, Missouri—which includes Flint Hill, increased substantially from 2010 to 2020. Furthermore, as indicated in Section 1.13, household values in the City of Flint Hill are 22% higher than St. Charles County, 25% higher than the national average and 43%



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higher than the State average. According to Zillow, the home values in Flint Hill continue to rise, with an estimated increase of 4% over the last year and an estimated median home value of \$581,539.

While housing values and the cost to maintain the City's large homes may be high, utility prices in Flint Hill are 3% lower than the national average, transportation expenses are 13% lower than the national average, and groceries are 3% lower than the national average. Meanwhile, the median household income in Flint Hill has declined by 3.8% between 2022 and 2023, from \$82,837 to \$79,688. This follows a period of increasing household income since 2000. Inflation is a major contributing factor in the cost of living. For example, the U.S. dollar has lost approximately 47% of its value since 2000, meaning that \$100 in 2000 has the equivalent buying power of \$187.60 in 2025. This impacts the cost of living in Flint Hill and across the nation,

As mentioned previously, specific historical data available for small cities, such as Flint Hill, is limited, making direct comparisons challenging. The available information primarily relies on recent data and general economic trends. In summary, while housing costs have significantly increased in Flint Hill since 2000, some other essential expenses, such as groceries, utilities, and healthcare, remain relatively affordable compared to the national average. The recent decline in median household income and potential volatility in housing prices are factors to consider when assessing the changing cost of living in Flint Hill.

Section 1.16 Educational Attainment (ages 25 and over)

Table 8.0 shows the educational attainment of individuals over 25 years of age. According to the latest American Community Survey, 86.2% of persons 25 and older in the City of Flint Hill had a high school diploma or higher, and 24.5% had a Bachelor's Degree or higher, which is lower than the State and National averages for both categories, with the only peer community with lower rates being Wright City. This lower level of educational attainment is currently excusable given that the City is transitioning from a small town to an exurb, but as the City becomes more suburbanized, educational attainment for residents should rise.

	Flint Hill	Cottleville	Wright City	St. Paul	St. Charles County	Missouri	US
Educational Attainment							
High School Grad or GED	26.8%	19.1%	30.2%	22.0%	22.5%	30.3%	26.2%
High School Grad. or higher	86.2%	97.4%	78.7%	97.5%	95.5%	91.6%	89.4%
Bachelors or Advanced Degree	24.5%	54.2%	18.6%	41.3%	42.4%	31.9%	35.0%

Section 1.17 Trade Area Profile

While the City's demographic characteristics are important in determining the level of municipal services and housing needs, a much larger area is typically analyzed by planners and retail experts when looking for new locations for development; one such area is the Metropolitan Statistical Area (MSA). The City of Flint Hill is part of the St. Louis Metropolitan Statistical Area



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(SMSA). The SMSA includes the City of St. Louis and the surrounding counties in Missouri (Lincoln, St. Charles, St. Louis, Jefferson, Franklin and Warren) and Illinois (Madison, Jersey, St. Clair, Clinton and Monroe). As of 2015, the St. Louis MSA had a total population of 2.81 million, an increase of less than 1% (0.8%) from 2010 and an annual average loss of 4,407 due to migration of people leaving the MSA. The MSA is split with roughly 25% residing in Illinois and 75% residing in Missouri. Most residents grew up within the MSA. A 2022 census study found that a majority of people living in the St. Louis region haven't moved away since they were children, or had moved away but returned by their mid-20s. That's why residents commonly ask, "Where'd you go to high school?"

The MSA includes urban core areas with strong economic ties with the surrounding suburban counties resulting in a high percentage of residents who commute to the urban core. The last several decades have been a period of population stability coupled with geographic sprawl. As the population continues to age and new residents migrate to the MSA, they are anticipated to locate within the suburbs or fringe/outer-tier cities. This is especially true in areas where new, accessible housing is available, crime is low and the daily services and shopping are centrally located, such as the case in the City of Flint Hill.

Table 1.09 provides a summary of Flint Hill's primary trade area (2-mile radius) and the secondary trade area (10-mile radius). The control point or axis for the 1-, 2-, 5- and 10-mile circular profiles was the Knights of Columbus Hall. The data shows that the Flint Hill Trade Area consists of a robust population with a solid income base, a highly valued housing stock, and a well-educated workforce. The City's Trade Area demographics support a wide range of market-driven; destination-type uses that would attract consumers and homebuyers from a prospering Metropolitan Service Area that is on the move. The following are the key characteristics of the primary and Secondary Flint Hill Trade areas:

- The trade area has access to a **population of almost 200,000**.
- The estimated 2020 **average household income is \$131,459** which is **well above** the State and National median family income which was \$93,797 and \$110,491 respectively.
- The estimated average percentage of **people living in poverty is less than 5%**, which is well below the State and National poverty rates which were 12.6% and 12.4%.
- The **average vacancy rate within the trade area is less than 3% (2.6%)**, which is well below the State and National rates which were 13% and 9.7% respectively.
- The estimated **average home value was \$346,417** which is **well above** the National and State average which were \$215,600 and \$303,400 respectively.
- The **percentage of high school graduates is 94.7%** which is **well above** the National and State averages which were 91.6% and 89.4% respectively.



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Table 9.0: Flint Hill Trade Area Demographics (2020 ACS)				
Control Point: Knights of Columbus	Primary Trade Area		Secondary Trade Area	
	1 Mile	2 Miles	5 Miles	10 Miles
Population (2020 Census)	2,591	16,438	55,575	189,387
Median Age	38.2	36.2	37.7	39.3
Under 18 years of age	27.58%	28.57%	28.14%	25.27%
18 years and over	72.4%	71.4%	71.9%	74.7%
65 years and over	16.5%	13.6%	15.3%	15.5%
Trade Area Income Statistics				
Median Family Income (2020)	\$118,257	\$119,780	\$122,885	\$129,059
Mean (average) Family Income (2020)	\$133,439	\$133,099	\$144,353	\$147,478
Mean (average) Household Earnings (2020)	\$123,720	\$122,597	\$131,236	\$131,459
Families' w/ Income over \$100K (2020)	61.1%	63.5%	63.5%	64.5%
Per Capita Income	\$43,126	\$43,453	\$46,278	\$48,438
Families in Poverty	45 (6.4%)	247 (5.6%)	582 (3.9%)	1,916 (3.7%)
Trade Area Workforce Statistics				
Employed Civilians	96.7%	97.2%	97.2%	96.8%
Unemployed civilians	3.3%	2.8%	2.8%	3.2%
Management, business, science, and arts	48.7%	48.5%	44.8%	45.4%
High School Graduate or higher	91.3%	92.7%	94.1%	94.7%
Bachelor's degree or higher	35.2%	35.6%	37.7%	37.5%
Trade Area Housing Statistics				
Total Housing Units	955	5,830	19,933	71,883
Owner Occupied Housing Units	81.8%	79.4%	81.5%	82.3%
Renter Occupied Housing Units	18.2%	20.6%	18.5%	17.7%
Average Family Size	3.17	3.22	3.21	3.15
Average Household Size	2.79	2.88	2.77	2.70
Average Home value	\$346,417	\$340,130	\$353,037	\$356,562
Median home value	\$343,467	\$334,292	\$345,686	\$339,420
Owner Occupied Costs with a mortgage	\$2,041	\$1,986	\$1,950	\$1,943
Average gross rent	\$1,320	\$1,398	\$1,392	\$1,395
Owner costs 30% of more of HH income	16.2%	14.1%	17.4%	17.8%
Rent over 30% of HH income	69.6%	46.2%	40.6%	35.9%
Vacant Housing Units	30 (3.2%)	134 (2.3%)	385 (1.9%)	2,146 (3.0%)

Source: <https://mcdc.missouri.edu/applications/capsACS.html>

The following sections provide information to help characterize the lifestyle choices and spending habits of the greater Flint Hill Community.



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Section 1.18 Community Tapestry

The Community Tapestry™ system is a proven segmentation methodology that utilizes 65 segments called “*Tapestry Lifestyles*” to classify communities based on their socioeconomic and demographic composition. These segments are broken down to the U.S. Census Block Group level throughout the United States. The system is used by planners and national retail experts to identify localized purchasing patterns and select future store locations.

The following Section summarizes the top “*Lifestyle Tapestry Segments*” representative of the Flint Hill Planning Area Zip Code 63385. This information has been included in this Plan to provide a better understanding of the spending habits and lifestyles of the consumers within Flint Hill’s general trade area. This information provides retailers a profile of the local trade area and provides some quality of life indicators the City should consider and be prepared to address in the future.

TOP TAPESTRY SEGMENTS

WORKDAY DRIVE: Nearly a third (30.0%) of Flint Hill’s residents fall within the “*Workday Drive*” Lifestyle Tapestry Segment:

Workday Drive is an affluent, family-oriented market with a country flavor. Residents are partial to new housing away from the bustle of the city but close enough to commute to professional job centers. Life in this suburban wilderness offsets the hectic pace of two working parents with growing children. They favor time-saving devices, like banking online or housekeeping services, and family-oriented pursuits.

Our Neighborhood

- Workday Drive residents prefer the suburban periphery of metropolitan areas.
- Predominantly single-family homes in newer neighborhoods, 34% built in the 1990s, 31% built since 2000.
- Owner-occupied homes have high rate of mortgages at 68% and a low (>4%) vacancy rate.
- Most households have two or three vehicles and a long travel time to work; there is a disproportionate number commuting from a different county.

Socioeconomic Traits

- Education: 40.5% college graduates; more than 72% with some college education.
- High labor force participation rate at 71%; two out of three households include two plus workers.



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- Connected, with a host of wireless devices — anything that enables convenience, like banking, paying bills, or even shopping online.
- Well insured and invested in a range of funds, from savings accounts or bonds to stocks.
- Carry a higher level of debt, including first and second mortgages and auto loans.

Market Profile (Consumer preferences are estimated from data by MRI-Simmons.)

- Most households own at least two vehicles; the most popular types are minivans and SUVs.
- Family-oriented purchases and activities dominate, like four plus televisions, movie purchases or rentals, children's apparel and toys, and visits to theme parks or zoos.
- Outdoor activities and sports are characteristic of life in the suburban periphery. They attend sporting events, as well as participate in them like bicycling, jogging, golfing, and boating.
- Home maintenance services are frequently contracted, but these families also like their gardens and own the tools for minor upkeep, like lawn mowers, trimmers, and blowers.

Housing: Median home value is displayed for markets that are primarily owner-occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Environmental Systems Research Institute, Inc (Esri). Housing type and average rent are from the Census Bureau's American Community Survey.

- Own: 84.9% (62.7 US)
- Rent: 15.1% (37.3% US)
- Median Home Value: \$257,400 (\$207,300 US)

Race & Ethnicity: (Esri data) The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity). The diversity index for the Workday Drive is 50.8, the index for the US is 64.0.

Income & Net Worth: Net worth measures total household assets (homes, vehicles, investments, etc.) less any debts, secured (e.g., mortgages) or unsecured (credit cards). Household income and net worth are estimated by Esri.

- Median HH (household) Income: \$90,500 (US \$56,100)
- Median Net Worth: \$284,500 (US \$93,300)

Average Household Budget Index: A value of 100 represents the national average. A value greater than 100 indicates households in the specific market spend more than the national



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average. For example, an index of 120 means average spending is 20% more than the national average)

- Housing: 127
- Food: 128
- Apparel & Services: 134
- Transportation: 128
- Health Care: 129
- Entertainment & Rec: 132
- Education: 132
- Pension & Social Security: 141
- Other: 134

UP AND COMING FAMILIES: Over a quarter (27.3%) of Flint Hill's residents fall within the *“Up and Coming Families”* Lifestyle Tapestry Segment:

Up and Coming Families is a market in transition—residents are younger and more mobile than the previous generation. They are ambitious, working hard to get ahead, and willing to take some risks to achieve their goals. The recession has impacted their financial well-being, but they are optimistic. Their homes are new; their families are young. And this is one of the fastest-growing markets in the country.

Our Neighborhood

- New suburban periphery: new families in new housing subdivisions.
- Building began in the housing boom of the 2000s and continues in this fast-growing market.
- Single-family homes with a median value of \$194,400 and a lower vacancy rate.
- The price of affordable housing: longer commute times.

Socioeconomic Traits

- Education: 67% have some college education or degree(s).
- Hardworking labor force with a participation rate of 71%.
- Most households (61%) have two or more workers.
- Careful shoppers, aware of prices, willing to shop around for the best deals and open to influence by others' opinions.
- Seek the latest and best in technology.
- Young families still feathering the nest and establishing their style..

Market Profile

- Rely on the internet for entertainment, information, shopping, and banking.
- Prefer imported SUVs or compact cars, late models.
- Carry debt from credit card balances to student loans and mortgages but also maintain retirement plans and make charitable contributions.
- Busy with work and family; use home and landscaping services to save time.



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- Find leisure in family activities, movies at home, trips to theme parks or the zoo, and sports, from golfing and weight lifting to taking a jog or run.

Housing

- Own 73.9% (62.7% US)
- Rent: 26.1% (37.3% US)
- Median Value: \$194,400 (\$207,300 US)

Income & Net Worth

- Median HH Income: \$72,000 (\$56,100 US)
- Median New Worth: \$122,700 (\$93,300 US)

Average Household Budget Index A value of 100 represents the national average. A value greater than 100 indicates households in the specific market spend more than the national average. For example, an index of 120 means average spending is 20% more than the national average)

Housing: 104

Food: 105

Apparel & Services: 110

Transportation: 106

Health Care: 100

Entertainment & Rec: 105

Education: 93

Pension & Social Security: 111

Other: 105

BOOMBURBS: Over fourteen percent (14.2%) of Flint Hill's residents fall within the "*Boomburbs*" Lifestyle Tapestry Segment:

This is the new growth market, with a profile similar to the original: young professionals with families that have opted to trade up to the newest housing in the suburbs. The original Boomburbs neighborhoods began growing in the 1990s and continued through the peak of the housing boom. Most of those neighborhoods are fully developed now. This is an affluent market but with a higher proportion of mortgages. Rapid growth still distinguishes the Boomburbs neighborhoods, although the boom is more subdued now than it was 10 years ago. So is the housing market. Residents are well-educated professionals with a running start on prosperity.

Our Neighborhood

- Growth markets are in the suburban periphery of large metropolitan areas.
- Young families are married with children; average household size is 3.25.
- Homeownership is 84%, with the highest rate of mortgages, 71.5%.
- Primarily single-family homes in new neighborhoods, 66% built since 2000.
- Median home value is \$350,000.
- Lower housing vacancy rate at 3.7%.
- The cost of affordable new housing comes at the expense of one of the longest commutes to work, over 30 minutes average, including a disproportionate number (33.6%) commuting across county lines.

Socioeconomic Traits

- Well-educated young professionals, 55% are college graduates.
- High labor force participation at 71.3%; most households have more than two workers.



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- Longer commute times from the suburban growth corridors have created more home workers.
- Well connected, own the latest devices and understand how to use them efficiently; biggest complaints—too many devices and too many intrusions on personal time.
- Financial planning is well under way for these professionals.

Market Profile

- Boomburbs residents prefer late model imports, primarily SUVs, and also luxury cars and minivans.
- This is one of the top markets for the latest technology, from smartphones to tablets to internet connectable televisions.
- Style matters in the Boomburbs, from personal appearance to their homes. These consumers are still furnishing their new homes and already remodeling.
- Enjoy gardening but more often contract for home services.
- Physical fitness is a priority, including club memberships and home equipment.
- Leisure includes a range of activities from sports (hiking, bicycling, swimming, golf) to visits to theme parks or water parks.
- Residents are generous supporters of charitable organizations.

Housing

- Own 84.0% (62.7% US)
- Rent: 16.0% (37.3% US)
- Median Value: \$350,000 (\$207,300 US)

Income & Net Worth

- Median HH Income: \$113,400 (\$56,100 US)
- Median Net Worth: \$357,600 (\$93,300 US)

Average Household Budget Index

Housing: 161
Food: 164
Apparel & Services: 179
Transportation: 162
Health Care: 157
Entertainment & Rec: 169
Education: 163
Pension & Social Security: 186
Other: 172



CHAPTER 2 CRITICAL ISSUES

Section 2.0 Background

The use of citizen participation is an essential component in the development of a consensus or “common philosophy” within a community. To better understand the citizens of Flint Hill’s vision, goals and objectives for the future, a Public Engagement Program was developed that consisted of on-going meetings with the Steering Committee, a Citizen Survey, and Town Hall Workshops. The intent of these public engagement activities was to provide a forum for collecting, organizing and recording citizen input. The activities encouraged participants to become “citizen planners”, with the purpose of utilizing the participant’s first-hand knowledge and experiences to identify problems and solutions related to the update to the City’s 2009 Comprehensive Plan.

Section 2.1 Town Hall Workshop

On September 24, 2025, at 5:30 pm a Town Planning Workshop was held at the Knights of Columbus. The purpose of the workshop was to gather the public’s insight into the planning issues facing the City of Flint Hill. Nineteen (19) residents, The Mayor, the Board of Aldermen, members of the City’s Planning Commission, and City Staff all participated in the workshop. The participants were divided into four (4) random Teams and provided Study Area Maps and Workbooks which included nine (9) discussion topics regarding land use, municipal services, transportation, parks, quality of life and future development and preservation. The Teams were instructed to nominate a secretary to record the Team’s recommendations, concerns and wishes, a cartographer to record information on the Study Area Maps, and at least one presenter to present the Team’s findings.

At the end of the work session, each Team presented their findings. It should be noted that each team following the 1st presentation by Team 4, noted key areas of consensus that aligned with the previous presentations. An open discussion among all participants ensued at the end of the workshop where City Staff was able to address actions the City had already undertaken to address traffic congestion, speeding and pedestrian accessible along Main Street (Highway P). Other key areas of consensus including the need to annex additional property, the desire to preserve farmland and open space and the recommendation to promote balanced growth that included large lot, single-family homes, small, family-friendly businesses and avoided high density residential development such as apartments. The following are the discussion topics included in the Workbooks and a summary of the Team’s findings:

1. *Has living in Flint Hill fulfilled your expectations? If not, what should be done to make Flint Hill a more enjoyable place to live, work and play?*
 - a) Yes, Flint Hill has fulfilled our expectations, and we are very satisfied living in Flint Hill. All Teams agreed that the best way to make Flint Hill more enjoyable, is to keep it the same. Do not allow apartments, row homes or small attached duplexes or commercial businesses that do not reflect the City’s small-town, family-friendly values.
 - b) We are satisfied with the way it is.
 - c) Keep the taxes down
 - d) A pickleball court would be nice.
 - e) Yes, all is OK.
 - f) Yes, but I would really like to see sidewalks on Mexico Road for safety.



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2. *Residents are very proud of Flint Hill's small-town atmosphere and well-maintained, large lot residential properties. What can be done to preserve the City's small-town atmosphere and residential areas surrounded by woodlands or wide-open spaces?*
 - a) The City should encourage the preservation of farmland and open space. The Teams strongly encourage the City to annex unincorporated pockets and open space / farmland outside the City Limits to gain control over the timing, type and preservation of highly desirable farmland and open space.
 - b) Keep farm areas. We do not want to lose the farms.
 - c) There are plenty of box stores in Wentzville; keep them there.
 - d) Keep as much farmland as possible.
 - e) Balance growth with no high-density housing
3. *Identify problem areas relating to Traffic, Parking, Pedestrian Access, Visibility and Image. Where should sidewalks, multi-purpose paths, road improvements, or community beautification efforts be targeted to minimize or alleviate the identified problem areas?*
 - a) Improvements to Mainstreet (Highway P) need to be focused between Broadhead Lane and Mexico.
 - b) Sidewalks are needed along both sides of Highway P – in the downtown area.
 - c) Traffic on Main Street is too fast and too heavy (congested).
 - d) Be mindful of where the sidewalks are connecting, not all traffic is good or in harmony with the Downtown. The Teams agreed that the sidewalks should end at (Verona Hard ?) (Town & Country Acres??).
 - e) Invest in the construction and maintenance of sidewalks.
 - f) Sidewalks from soccer fields & St. Theo (St. Theodore Catholic Church) to ballpark.
 - g) Install speed dips (not bumps) on through downtown.
 - h) Ensure safety along Hwy P (control speed and congestion).
 - i) We already have plans in place to address some of our biggest traffic issues – Hwy P renovation.
 - j) More sidewalks. (All Teams agree)
4. *What can be done to improve downtown? What improvements would have the greatest positive impact?*
 - a) Controlling the speed and making Main Street more pedestrian friendly is all that is needed.
 - b) Slow speed.
 - c) Connectively and walkability.
 - d) We like the current plans to slow traffic and create better share the road facilities and improvements.
5. *Do Flint Hill's businesses offer an adequate range of services, retail selection and employment opportunities? Identify any surpluses or shortages in commercial goods or services. What type of business are desired? What type of business(s) should be avoided?*



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- a) Flint Hill has a good range of businesses. Small, family-owned businesses would work best in the area's commercial districts. No tattoo parlors, smoke shops, pawn stores, payday loans are needed.
 - b) Wentzville is so close; they have all the stores, services and businesses we need. Don't disturb Flint Hill with commercial businesses that are already located in Wentzville or nearby.
 - c) A family-owned restaurant (no chains) and a winery.
 - d) We are happy with that we have.
- 6.** *Does Flint Hill have adequate public services (roads, parks, police, fire, etc.)? What improvements to the City's infrastructure or municipal services are recommended?*
- a) Yes, Flint Hill has adequate public services. Continue investing in sidewalks and better connectivity.
 - b) A bypass for when/ if Highway P is closed would be helpful. Refer to the map for potential locations.
 - c) The City/State does good with road maintenance. All Teams support the City/State keeping up with maintenance to ensure safe, quality roadways.
 - d) Keep the taxes down.
 - e) A small park would be nice.
 - f) Better police presence. More police presence.
 - g) Cross walks, walking trails (Groeth Road)
 - h) Infrastructure and muni services are good, thank you!
 - i) No concerns – maintain roads
- 7.** *What do you think should be done to ensure that future development is desirable? What type of future land use and development is most/least desired? Consider various types of housing, retail businesses, restaurants, commercial services, and entertainment venues.*
- a) All Teams supported "balance growth" with no apartments and require at least ½ acre single family residential lot size or more.
 - b) Future growth should be limited to single family residential with large lots and/or large open spaced preserved.
 - c) No multi-family.
 - d) Future commercial growth is recommended in the form of home-based businesses, provided they are regulated so they are not a burden on the adjacent homeowners.
 - e) All Teams supported new family owned (oriented) businesses. There is also support for a nice sit-down restaurant and/or winery.
 - f) Keep the taxes low.
 - g) Single- family only.
 - h) Small businesses – no big businesses in Downtown. 2x



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8. *The Comprehensive Plan studies property within the current City limits as well as areas located outside the City's current limits. Identify areas outside the City limits that should be considered for future growth, development or preservation, if any.*
 - a) All Treams recommend annexing to the east – to have better control over the timing and type of growth. Future roadway connections should also be contemplated to ensure the City has good traffic circulation and connectivity.
 - b) Talk to Wentzville (Doug Forbeck) about future growth and review their existing/proposed plans for future growth, annexation and new roadways. They treat our sewage, make sure they have capacities for future growth.
 - c) Talk to Robert Meyer, St. Charles County about future growth and review their existing/proposed plans for future growth, annexation and new roadways.
 - d) Continue to annex property to increase Flint Hill's size and to preserve farmland.
9. *What is your vision for the future of Flint Hill? Can that vision be accomplished based on the current conditions? If not, what changes are needed to accomplish your vision?*
 - a) Small town with controlled growth; no apartments.
 - b) Better police presence. Crime is not a problem, but it would feel safer and speeding might be better controlled by a better police presence. The City needs to keep up on regulations addressing E-bikes, mini-bikes, noise and to control speeding.
 - c) When thinking about how best to manage the future of Flint Hill. all Teams agree with the mantra: "If it aint broke, don't fix it".
 - d) Preserve the area's farmland and open spaces.
 - e) Encourage new small businesses while supporting the ones we already have, they are great.
 - f) Better cross-town connectivity is needed.
 - g) A walking trail along Grothe Road to Highway P and the ball fields would be nice.
 - h) Preserve farmland – all Teams.
 - i) Keep the taxes down
 - j) The sidewalks proposed for Downtown are great.



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Section 2.2 Citizen Survey


Another important component of the public engagement process used in the development of the 2025 Flint Hill Comprehensive Plan, was a Citizen Survey. The survey was tailormade for the Flint Hill community mailed to all residents. To provide unlimited access to the survey, a QR code linked to the survey was created and posted on the City’s website and a follow-up post card was mailed to each household two (2) months after the Survey was first distributed. Between June 19th and September 15th 2025, 91 completed Surveys were returned. This represents over % of Flint Hill’s population and 22% of all households.

Section 2.3 Citizen Survey Summary

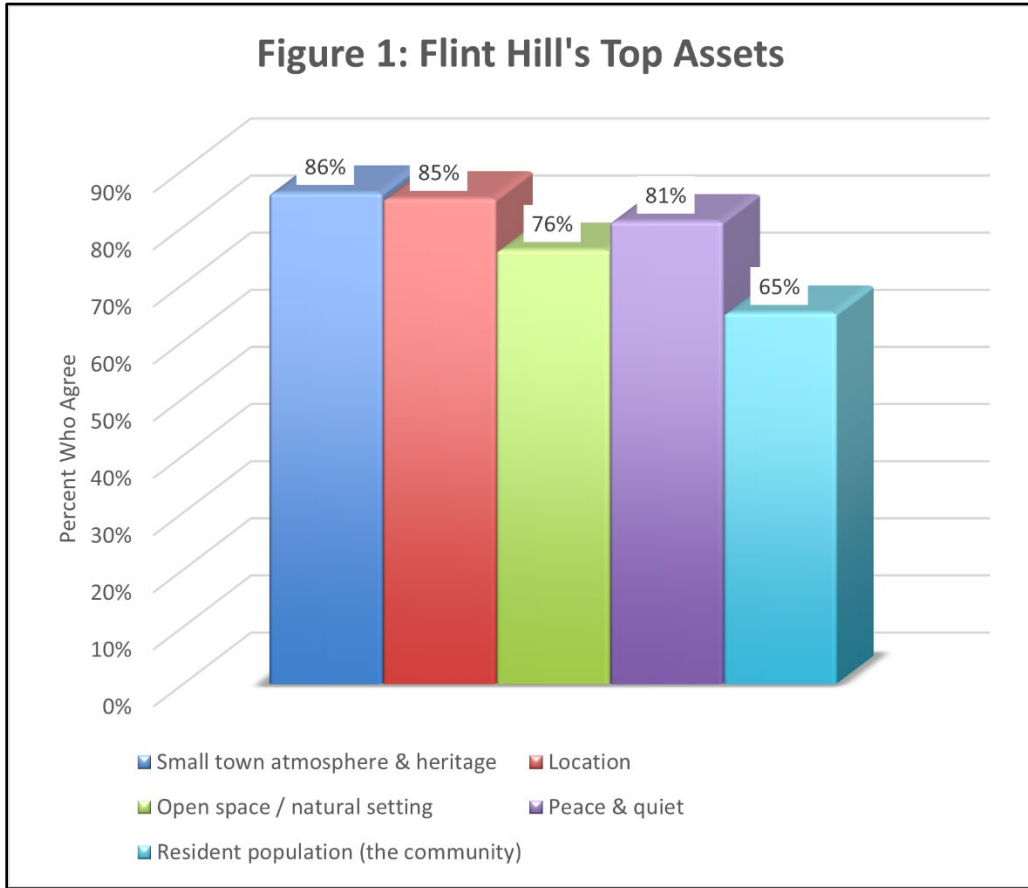
The Survey consisted of (9) nine questions designed to identify citizen values and critical issues facing the City. The Survey responses do not represent the views of the consultant or the elected and appointed officials of the City of Flint Hill. The following is a summary of the Survey findings.

STRENGTHS

Based on Survey respondent ratings of the statements below, most residents that took the Survey agree the City of Flint Hill is a great place to live (85%), raise a family (80%) and retire (79%). Seventy percent (70%) of all respondents **strongly agree** with the statement; “*I am proud to live in Flint Hill*”. These findings reveal residents are happy with Flint Hill the way it is and there is little need (or citizen support) for change. This low desire for change among residents is reflected in their position towards the prospect of future population growth; with only 24% of survey respondents *encouraging growth*.

Statements (in order of rating)	Agree				Disagree
	1	2	3	4	5
	Rating				
The City of Flint Hill is a great place to live	1.64				
I am proud to live in the City of Flint Hill	1.70				
The City of Flint Hill is a great place to raise children	1.80				
The City of Flint Hill is a great place to retire	1.85				
The City of Flint Hill should grow in size and population	3.31				
<i>Source: 2025 Flint Hill Comprehensive Plan Survey</i>					

The Survey asked to rate the City of Flint Hill’s top assets. The five (5) highest-rated assets related to the City’s small-town atmosphere & heritage, location, open space, natural setting, peace and quiet. Flint Hill’s “**Small Town Atmosphere & Heritage**” is a top asset according to 86% of the respondents, which is tied with “**Location**” (85%), and followed by “**Peace & Quiet**” (81%) and “**Open Space/Natural Setting**” (76%). Figure 1 shows the five highest-ranking assets and the percentage of survey respondents who strongly agree and agree with each asset.



<i>Top Community Assets (in order of rating)</i>	Most Important		↔		Least Important	
	1	2	3	4	5	
	<i>Rating</i>					
1. Small town atmosphere & heritage	1.55					
2. Location	1.73					
3. Open space / natural setting	1.77					
4. Peace & quiet	1.78					
5. Resident population (the community)	2.16					
6. Religious institutions	2.17					
7. Housing	2.23					
8. Schools	2.26					
9. Local businesses	2.40					
10. Streets	2.84					
11. Downtown	2.92					

Source: 2025 Flint Hill Comprehensive Plan Survey

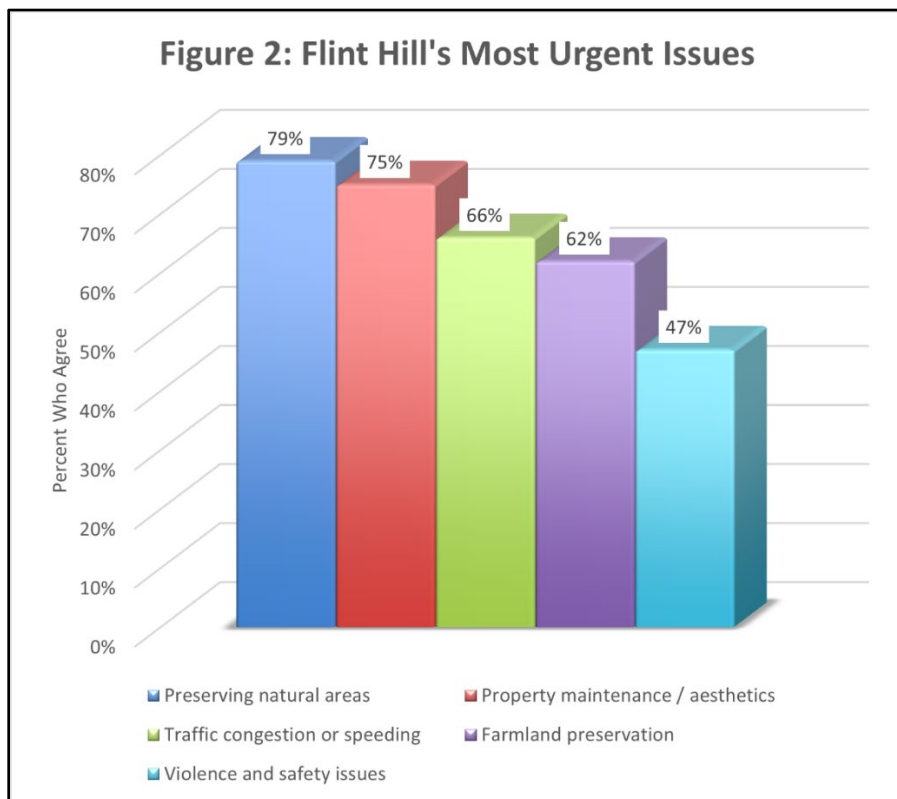


WEAKNESSES

While most Survey respondents agree that the City's "Housing" (68% strongly agree or agree), "Local Businesses" (61%), and "Religious Institutions" (63%) are key assets, the lowest rated assets were "Streets", and "Downtown". Although streets and downtown were the lowest ranked and rated assets, they are an important element of Flint Hill's character, economy and functionality. The lower ratings indicate that the City needs to encourage investment in both the City's transportation system and downtown to ensure residents value these elements as top community assets.

OPPORTUNITIES


The Survey asked to rate the top issues the City of Flint Hill will face in the next 5-10 years. Seventy-nine percent (79%) of respondents agree that "**Preserving Natural Areas**" is the most important issue facing the City, making it the top ranked issue with a rating of 1.79 out of 5 (1 being the most important and 5 being not important). "**Property Maintenance/Aesthetics**" was the second highest ranked issue with a rating of 1.96, followed by "**Traffic Congestion/Speeding**" with a rating of 2.10, "**Farmland Preservation**" (2.15) and "Violence/Safety Issues (2.74). Three (3) out of the top five (5) issues facing the City are related to the City's natural setting and aesthetics while the other two (2) top issues are related to the City's safety concerns. Figure 2 shows the top five issues facing Flint Hill in the future and the percentage of survey respondents who strongly agree and agree with each issue. Table 3 on the following page shows all the issues surveyed in order from highest to lowest rating.





THREATS

The lowest ranked issues facing the City in the future were “**Apartments and Small Lot Residential**” and “**Population Growth**” according to Survey respondents. Based on the wording of the question and comments from Survey respondents, the low ranking/rating for apartments, small lot residences and population growth indicate survey respondents DO NOT support apartments, small lot residences or population growth.

Table 3: The City of Flint Hill’s Top Issues					
<i>Most Urgent Issues (in order of rating)</i>	Most Urgent				Least Urgent
	1	2	3	4	5
	Rating				
1. Preserving natural areas	1.79				
2. Property maintenance / aesthetics	1.96				
3. Traffic congestion or speeding	2.10				
4. Farmland preservation	2.15				
5. Violence and safety issues	2.74				
6. Access to quality shopping and dining	2.85				
7. Recreation activities for all age groups	2.96				
8. Expanding the City’s limits (annexations)	3.24				
9. Outdoor storage	3.44				
10. Population growth	3.47				
11. Apartments and small lot residential	3.58				
<i>Source: 2025 Flint Hill Comprehensive Plan Survey</i>					

CITY GROWTH

When asked if the City of Flint Hill should encourage future growth, 60% of Survey respondents answered "No". Of the 40% who said "Yes" to encourage future growth; they were split on where that growth should occur; 43% recommended future development to the east while 35% recommended future development to the north. Only 15% recommend growth to the west and only 8% wanted growth to the south. Of those encouraging growth, 58% prefer **detached single-family residential development**, while only 2% recommend attached single-family or multi-family residential. Mixed-use development was supported by 22% of the growth supporters and commercial development was supported by 16%. Based on these findings, most Survey respondents are not in favor of future development. The majority of those in favor of future development recommend limiting it to single family housing with limited support for mixed use and commercial development.

PUBLIC SERVICES

Most Important: The Survey asked to rate the City of Flint Hill’s most important public services. Three (3) out of the five (5) highest rated/ranked services were the most basic public services that pertain to the health, safety and welfare of the community. The top ranked public assets were “**Streets**” according to 84% of Survey respondents, followed by **Utilities** (77% agree or strongly agree), **Police** (73%), **Planning & Zoning** (67%), and **Trash Collection** (60%). These findings



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confirm that Survey respondents value and understand the importance of “Streets” and the role they play in public services despite the lower rating “Streets” received in the previous question which asked respondents to rate the City’s Top Assets. These results validate the need and support for future improvement to streets and the City’s overall transportation system, although continued public engagement and awareness is recommended to better understand the specifics or future transportation improvements. Figure 1 shows the five (5) highest-ranking public services and the percentage of survey respondents who strongly agree and agree with each service.

Least Important: The least important public services were “**Animal Control**”, “**Parks & Recreation**” and “**Code Enforcement**”, see Table 4 below for the rating and ranking of City services.

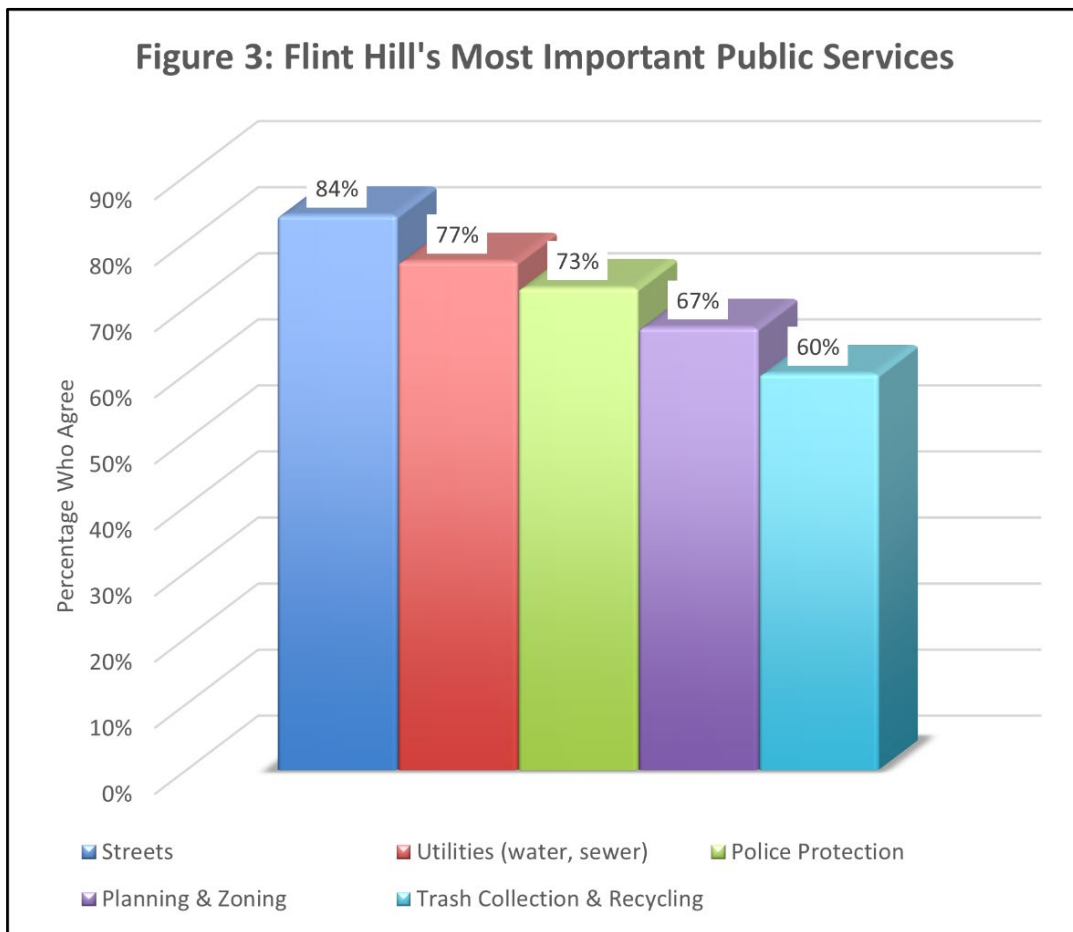




Table 4: The City of Flint Hill’s Most Important Public Services					
<i>Most Important Services (in order of rating)</i>	Most Important		←→		Least Important
	1	2	3	4	5
	<i>Rating</i>				
1. Streets	1.74				
2. Utilities (water, sewer)	1.91				
3. Police Protection	2.01				
4. Planning & Zoning	2.07				
5. Trash Collection & Recycling	2.29				
6. Winter Maintenance (snow removal)	2.34				
7. Code Enforcement	2.36				
8. Parks & Recreation	2.77				
9. Animal Control	3.39				
<i>Source: 2025 Flint Hill Comprehensive Plan Survey</i>					

IMPROVEMENTS

Citizens were asked to rate various types of development and improvements by how necessary they are to enhance Flint Hill’s quality of life and standards of living. According to the responses, the need for housing for retirees and young families is somewhat low, despite national trends. The most supported type of future development is “**Low-Density Residential Development**” with a rating of 2.31 out of 5 (1 being most needed and 5 being least needed). Survey responders also provided support for “**New or Improved Small Businesses**” and “**Better Police & Fire Protection**” ranking them as the top three (3) types of future investments/improvements most needed. The lowest rated future improvements were “**A New Community Center**” and “**New or Improved Big Businesses**” which were ranked 8 and 9 respectively out of 9.

The most supported area of future improvement among Survey respondents were “**Road & Sidewalk Improvements**” with a rating of 2.06 out of five with one (1) being the most needed. This corresponds with the findings reported under the Public Services question in the previous section. Overall, the most needed improvements for Flint Hill are better streets and sidewalks according to Survey respondents, see Table 5.



Table 5: The City of Flint Hill’s Most Needed Improvements					
<i>Most Needed Improvements (in order of rating)</i>	Most Needed				Least Needed
	1	2	3	4	5
	<i>Rating</i>				
1. Road & sidewalk improvements	2.06				
2. Low-density residential development	2.31				
3. New or improved small businesses	2.45				
4. Better police & fire protection	2.70				
5. More parks & trails	2.84				
6. Housing for retirees	3.05				
7. Housing for young families	3.25				
8. A community center	3.77				
9. New or improved big businesses	4.20				
<i>Source: 2025 Flint Hill Comprehensive Plan Survey</i>					

OPPORTUNITIES

The Survey asked respondents to rate improvements based on how much they would make living in and visiting Flint Hill more enjoyable. Most residents want to maximize the City’s connectivity through sidewalks, trails, and improved roads. **“Increased Walkability”**, **“Infrastructure Improvements”** and **“Stores & Restaurants”** are the top three (3) rated and ranked improvements that Survey respondents believe would improve the quality of life in Flint Hill. Meanwhile, entertainment venues and outdoor sports and recreation were the lowest ranked and rated desired improvements. Again, these findings support the previous findings which reveal the high value and need for future investment in the City’s streets, sidewalks, and supporting infrastructure improvements.

Table 6: The City of Flint Hill’s Most Wanted Improvements					
<i>Most Wanted Improvements (in order of rating)</i>	Most Wanted				Least Wanted
	1	2	3	4	5
	<i>Rating</i>				
1. Increased walkability	2.26				
2. Infrastructure improvements	2.48				
3. Stores & restaurants	2.55				
4. More or improved parks & trails	2.67				
5. Community spaces & events	3.06				
6. Sports & outdoor recreation	3.31				
7. Entertainment venues	3.38				
<i>Source: 2025 Flint Hill Comprehensive Plan Survey</i>					



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The citizens were asked why they moved to the City of Flint Hill and how the City could enhance the Flint Hill experience for all. Most people moved to Flint Hill for the benefits of both an urban and rural setting. The City's prime location, with convenient access to U.S. Route 61, provides all needs within a short drive, according to Survey respondents. The City's affordable services/utilities and single-family homes on large lots also attracted Survey responders to Flint Hill. Many residents wanted to escape the crime and congestion of big cities and the monotony of suburban sprawl, while enjoying Flint Hill's small-town atmosphere with easy access to the basic needs absent in many rural settings. Flint Hill's quaint downtown, integrated open spaces, easy access to big city amenities, large residential lots, custom-built homes, low taxes, churches and strong community are all factors that contribute to the small-town character that so many Flint Hill residents value.

The Survey also asked how the City could attract more outsiders. While many residents disagreed with the premise, improving the downtown was recommended, mostly as a means of attracting visitors rather than permanent residents.

QUALITY OF LIFE

According to the Survey, residents are most satisfied with the City's "**Utilities**" (77% strongly agree or agree) followed by "**Housing**", and "**Police Protection**". These are the three (3) most critically important factors directly related to the health, safety and welfare of a community.

Survey respondents **strongly disagree** with the City 1) *investing money in marketing itself* (61% strongly disagree or disagree), 2) *providing incentives to bring new businesses to town* (53%) or 3) *new taxes to fund future development* (47%). These findings support the position of most Survey respondents that do not support future growth (60%). As evidenced by the Survey results and the following comments, **most Survey respondents like Flint Hill the way it is**. According to the Survey, the City should work hard at maintaining Flint Hill's small-town character, reinvesting in the City's streets & infrastructure and resist high-density residential development. Table 7 on the following page provides the top rated and ranked opinions towards a variety of community development and planning elements.



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Table 7: Resident Satisfaction with Living Standards in Flint Hill, MO

Statements (in order of rating)	Agree ←→ Disagree				
	1	2	3	4	5
	Rating				
1. I am generally pleased with the City's utilities.	2.20				
2. There are sufficient housing options in the City.	2.34				
3. I am generally pleased with the City's police services.	2.40				
4. The City should require most roads/driveways to be paved (dust-free).	2.51				
5. There are sufficient recreation programs for youth in the City of Flint Hill.	2.57				
6. The City should have more parks and walking areas.	2.65				
7. We have an adequate supply of restaurants & shopping.	2.84				
8. There are sufficient recreation programs for seniors in the City of Flint Hill.	2.88				
9. Traffic is a problem.	2.92				
10. The City should have more stores, restaurants and commercial services.	2.99				
11. There should be more housing options for young families and retirees.	3.22				
12. I would support a tax to fund future improvements or public services.	3.35				
13. The City of Flint Hill should expand through annexation.	3.35				
14. I would support a tax to fund future development and amenities for all.	3.35				
15. The City of Flint Hill should provide incentives to attract new business.	3.53				
16. The City of Flint Hill should invest money in marketing itself.	3.73				

Source: 2025 Flint Hill Comprehensive Plan Survey

COMMUNITY SPIRIT

The following comments were provided by Survey respondents when asked; ***“Why did you and/or your family move to Flint Hill? How can we promote the City to enhance the Flint Hill experience for all?”*** Seventy (70) survey respondents or households were generous enough to provide the following handwritten personal observations, recommendations and kind words.

1. Small town, little to no crime, peace, quiet, no traffic issues, close to large box stores, close to good highways, close to entertainment, restaurants, doctors, hospitals
2. When we moved 18 years ago, we loved the open space, rural life, and the farms. What mattered then is different for us now: We aged and our children are further away in Saint Charles County and produced grandchildren. At age 71, it's more difficult to mow and keep up 5+ acres.
3. We wanted a large lot.
4. In 1995, we had a custom house built in Flint Hill because we wanted to live in a wide-open, friendly atmosphere with beautiful surroundings. Also, the easy access to all of the major highways in every direction was very important to us. For 29 years, we have enjoyed living here and deeply appreciate the friends we made!



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5. I have lived here all of my life. Some annexation and some housing would be ok. Try to keep farmland. No more apartments!
6. 30-year resident here. Moved here because we liked single family home to 1 acre lot minimum. Our home value is very important.
7. Born and raised here.
8. The rural feel. Always maintain the small-town feel. Plenty could be done in downtown area. Sidewalks, lights, and maybe a little food truck area with movie screen.
9. My wife and I have lived here our whole life. We were here when Flint Hill became a Village. There is nothing you could do to enhance the quality of life in Flint Hill more than it was back then. Try to keep it like with old days of making apple butter - the picnic - fall festival. Grow like the giant redwoods - slowly and live long.
10. Grew up here, I don't think Flint Hill should be on some question to grow in population, would rather see it be a destination town not a high population town.
11. The Neighborhood and the house
12. Our grandparents, parents, us, and our kids have been here our entire lives. We love it here in Flint Hill and don't want it to change - our quiet, rural, residential small-town community. Do not want or need to expand and grow. Flint Hill is great just the way it is!
13. Low population density. Do not need to attract more residents.
14. We moved here for the small-town atmosphere and quiet. Keep taxes low.
15. For the small community and less subdivisions. I think Flint Hill is great as it is. There is no need to grow nor is there any areas to grow that would not affect the feel and desire to live here.
16. At the time the price of housing on a decent size lot. Location
17. Grew up here
18. Large lot to build a house.
19. We moved here because of a housing shortage in the US and Saint Charles County.
20. Small town in a growing city. Escape from urban sprawl.
21. Small n quiet
22. It's in the country but close to amenities - grocery stores, restaurant etc.
23. Born here



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24. The people
25. Small town feel
26. We moved to Flint Hill for the small town living and to get away from high city taxes.
27. To get out of the city and its restrictions
28. Liked the openness and lack of traffic congestion
29. We moved here to be close to family along with close access to a parish and private elementary school. Why is there a need to attract outsiders to Flint Hill? Everything being suggested for growth is already within a 5-mile radius. We do not need those same services in our backyard. If those living here wish to have other/additional amenities then they should relocate to a community that already provides them....THREE miles down the road. There is NO need for additional services to be provided in the tiny town of Flint Hill. It was not developed to be a suburb itself. It's a small rural area that people chose to live in to be removed from congestion but yet be 'close' to those services without having them in the town itself. Please do not continue to develop the area and change it from what it was when those who moved here chose to do so.
30. I was born and raised in Flint Hill and am a part of a multi-generational family that has called Flint Hill home. I hope to raise a family of my own here, but I want to raise a family in a town with the small country feel, not a town that is looking to grow and expand into something that it's not.
31. Location and lot sizes
32. Small town atmosphere with large lots and minimum restrictions.
33. Because it gave us a small town feel and the people were extremely friendly.
34. Quiet and peaceful with LOW population.
35. Lower density housing, more custom-built homes, not cookie cutter. Peaceful.
36. Peaceful and quiet area with larger lot sizes.
37. Rural atmosphere, lot size, no large subdivisions
38. We moved here for the large lot size and quiet atmosphere, yet close to amenities in the area. A small community center with a pool would be nice for residents. It could double as an event space. Maybe expand the K of C Hall? There could be ads in the circulars that go to surrounding areas via US mail to advertise what Flint Hill has to offer.
39. Why - Larger lots, nice housing, small town feel, peaceful and safe neighborhoods.
40. Enhance - Maintenance of houses at corner of Mexico & P; road repair; park(s); and sidewalks. Having a few more restaurants would be nice.



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41. I was born here in 1965. My family has been here since 1914. I would like Flint Hill to stay like it is now.
42. Loved the large lot subdivisions, small town feel.
43. We like the quiet & privacy, larger lot, more rural feel. We like the small-town feeling - we already have a couple of restaurants and a small market which is plenty.
44. Family
45. We wanted more land surrounding our home, quieter neighborhoods away from plants and factories, safe streets to play on without speeding traffic going thru.
46. Location, lot size, available house. Improved streets would enhance the Flint Hill experience.
47. I moved to Flint Hill because of acre lots with water and sewer and I thought it would be a nice place to live.
48. Moved to get away from the way St. Peters was going downhill I think Flint Hill is a hidden gem in STC county. Great the way it is now. Could use a few more restaurants.
49. Quiet area loved density and established neighborhoods
50. We moved the farthest west to Flint Hill to get away from the larger towns like O'Fallon. We are here for the old small town feel that Saint Charles County used to be. In no way should Flint Hill annex farm fields and bring in small homes on small lots. Flint Hill has prided itself on larger homes with larger lots. Wentzville has all the big box chains stores and is only a 10 min drive tops to anything you should need. I feel most residents in Flint Hill are here because they like the green space and small town feel. I do think we need to use some of the tax.
51. Money to improve our park where some of the structures have rotting wood and seem to be unsafe. It could also use a playground for young children to enjoy. Most sidewalks need to be laid were people walk on main roads like Mexico. I have witnessed several occasions were someone almost hits a person walking because the road is narrow and the people are way out in the street.
52. For the rural living-quiet area with some land. Less people and great area to raise our kids. If Flint Hill does grow, we need to keep it with single family housing on larger lots. Not small homes on small lots. Keep the country living in tact.
53. We were downsizing and liked the small-town atmosphere.
54. Love the small-town feel. New construction met our needs. By developing more shopping and restaurants etc. will bring more people to Flint Hill
55. Moved to Flint Hill for the large home lots we do not like real dense subdivisions, full of hundreds of houses. House lots should be one to 5 acres.
56. It is my wife's hometown and we love the family-friendly community.
57. Opportunity to have large lots and yet convenience to most shopping and businesses



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58. Location

59. Quiet and the church

60. Location

61. Large lot and open space. New large homes on large lots with walking paths

62. Small town feel

63. Large residential lots

64. Small town feel, needs some shops and restaurants (not commercial fast food) but destination type restaurants

65. Location. The city needs a public pool and park for recreational use

66. We were born here. Do not believe that any more outsiders are needed.

67. Why do we want more outsiders?

68. Close to everything and maintain that small town country living feel and privacy. More moderately affordable housing for young families and retirees with the beneficial. The electronic billboard on Highway 64 would be a good place to highlight Flint Hill and its assets.

69. I have lived here for 54 yrs as well as parents and grandparents. I do not wish to see increased population. The speeding in town on Hwy P needs to be addressed



CHAPTER 3 VISION, GOALS & OBJECTIVES

Section 3.1 Top Priorities

The purpose of the public engagement used in the development of the 2026 Comprehensive Plan was to identify the core values and critical issues facing the City of Flint Hill and create a citizen-defined vision to inform future land use and planning decisions. The top priorities as identified throughout the public engagement process according to residents and stakeholders are summarized below:

1. PRESERVE THE CITY'S ENVIRONMENT AND COMMUNITY

- ✓ **Respect the City's Small-Town Identity.** The City's historic institutions and establishments should be maintained and protected from future development to preserve the heritage, the sense of community and social cohesion of Flint Hill's residents and businesses.
- ✓ **Protect the City's Nature, Peace, and Quiet.** The natural environment, farmland, and open spaces within and surrounding Flint Hill should be preserved. Any encroachments into the bucolic setting should be restricted and regulated.
- ✓ **Work together.** Improve communication and cooperation among the City's decision-makers, organizations, business leaders and citizens.

2. KEEP THE CITY'S HOUSING STOCK BIG AND BEAUTIFUL

- ✓ **Limit Residential Development.** The City should cautiously permit residential growth and only allow lower density, large lot single-family homes with ample open space and architecturally enhanced designs. High-density single-family development, multi-family development and single-family development with repetitive home designs should be avoided.
- ✓ **Maintain the Existing Housing Stock.** Encourage the reinvestment in the City's current housing stock to keep up with the latest trends in housing designs and floorplans, and ensure existing homes are maintained in a workmanlike manner.
- ✓ **Promote Reinvestment in the City's Housing Stock.** Encourage the construction of new infill homes in existing neighborhoods with empty lots and additions to existing homes to increase the value of the City's housing stock.

3. KEEP FLINT HILL A GREAT PLACE TO RAISE A FAMILY

- ✓ **Improve the City's Streets.** Enhance the City's access to major roadways connecting to adjacent cities offering all the necessary goods and services, and establishments where City residents work.
- ✓ **Make Flint Hill Walkable.** The City should improve and expand its sidewalk system by installing new sidewalks and trails in conjunction with new road projects and new developments, resulting in a comprehensive system of sidewalks connecting the citizens to the City's destinations.



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- ✓ **Support Healthy, Active Lifestyles.** The ongoing maintenance, repair and installation of lighting, sidewalks and trails are needed and supported by the community, which will encourage walking and biking and promote healthy lifestyles.

Section 3.2 Flint Hill's Vision for the Future

The purpose of the Comprehensive Plan is to protect the health, safety, and welfare of the Flint Hill community. The intent is to provide the necessary vision, goals, and strategies to implement the recommendations and purpose of this Plan. The vision, as determined after studying the values and critical issues provided by the community, is to:

“Make Flint Hill the city of choice in western St. Charles County by preserving its small town, family-friendly atmosphere, and increasing the confidence to invest in the City’s neighborhoods and business districts.”

Based on our findings, we have compiled the following tables, which outline goals, objectives and implementation strategies to guide future actions aimed at enhancing the City’s quality of life, housing and public services, with special attention given to the City’s transportation infrastructure.

Section 3.3 Comprehensive Plan Goals

The identification of goals, objectives, and implementation strategies is an essential component of a comprehensive plan. Goals are broadly written statements that represent the outcomes that Flint Hill should strive to achieve in the next ten (10) years. Objectives and implementation strategies are more specifically written recommendations or steps the City should take to implement the Comprehensive Plan’s vision and goals. Together they form an actionable work program the City should follow when making decisions regarding future growth and development. Some strategies will be clear actions the City should take, while others will be recommendations for additional planning work, more study, or further public input. Implementation performance measures are also provided for each planning element to help track implementation efforts. Much of the recommended tracking information is already collected by the City. The intent of including the performance measures is to encourage the City to continue tracking this information to quantify implementation efforts and aid in obtaining grants and other sources of outside funding. Recommended goals, objectives, implementation strategies and performance outcome measures were developed for each of the following planning elements:

1. **Quality of Life**
2. **Housing & Neighborhood Stability**
3. **Public Services**
4. **Transportation**
5. **Future Land Use**

Section 3.4 Quality of Life

During the public engagement program, there was consensus that sidewalks and lighting throughout town would have the greatest positive quality of life impact. Residents also want more things to do and see. Flint Hill needs more places for the youth to gather such as a community center, pool, bowling, soccer fields, etc. The following table provides the recommended quality of life goal, objectives and implementation strategies.



Quality of Life

Goal: Promote healthy, active lifestyles and community beautification by preserving Flint Hill’s small town, family-friendly atmosphere, quality municipal services and recruiting businesses that enhance the comfort, choice and quality of life.

Objective 1: Encourage the reinvestment and expansion of the City’s Downtown to ensure it is well maintained, vibrant, and the buildings and spaces are adaptable for a variety of future uses.

Objective 2: Promote active lifestyles by making Flint Hill more pedestrian and bike friendly, and by providing more indoor and outdoor entertainment, recreation and activities.

Objective 3: Preserve the area’s agricultural land, open spaces, and natural resources that characterize Flint Hill’s small-town and rural atmosphere.

Implementation Strategies:

1. Beautify the Downtown by encouraging routine maintenance and installing new lighting, landscaping, and architectural detailing following a unified theme, period or style and creating land use restrictions for uses that create conditions that are uninviting to pedestrians or downtown establishments.
2. Prioritize small, neighborhood-oriented businesses over high-intensity, national franchises. Family-oriented sit-down restaurants, cafes, bakeries and boutiques should be permitted by-right, while fast-food restaurants, convenience stores, or uses with a drive-through should be restricted or permitted only by conditional use permit. Incompatible uses such as payday loans, pawn shops, tattoo and piercing parlors, smoke shops should be prohibited.
3. Install and maintain sidewalks and lighting throughout the community to encourage walking and active lifestyles.
4. Update the City’s zoning code to require the preservation of trees and open space as a percentage of the site or development area or payment in lieu of tree and open space preservation.
5. Recruit an entertainment venue that provides new recreational and cultural activities that promote active lifestyles
6. Expand upon the City’s annual events/activities and encourage the development of new activities, such as a fair or parade, to help promote local businesses and the people of Flint Hill and its heritage.
7. Establish an, "Adopt a Spot" program which could include the private, public or corporate adoption. The program should encourage residents to participate in a local litter control and beautification program that is intended to beautify the City while enhancing community spirit and pride. Interested groups and individuals could adopt parks, bike trails, streets and other public areas. Groups can pick up litter, paint equipment, plant trees, and perform other tasks. Student organizations, clubs, church groups, and scouting groups should be encouraged to participate.

The following performance measures are recommended to help track the progress of the implementation of the Quality of Life Goals and Objectives.

- Track reinvestment efforts in the City’s downtown by number of signs or building faces improved, windows replaced, money invested, etc.
- Track the number or acreage of trees preserved or percentage of land placed in a conservation easement or protected from development by other means.



- Track the number of miles walked, ran or cycled.
- Track participation rates in walking clubs, athletics and other activities.
- Track the changes in the quality-of-life factors of the region.

Section 3.5 Housing & Neighborhood Stability:

Flint Hill residents would like to see less high-density residential areas (single family homes on small lots) and more single-family homes on large, wooded lots with preserved open spaces. Renter occupied multi-family development such as triplexes, townhomes, condos and apartments should be avoided since the region currently has a surplus of existing and approved multi-family developments. The City should promote the development of single-family homes, preserve trees and open space and annex farmland and open space to help preserve the area’s natural resources. The following table includes the recommended Housing and Neighborhood Stability goal, objectives and implementation strategies.

Housing & Neighborhood Stability
Goal: Provide safe, quiet neighborhoods by controlling the density and intensity of future neighborhoods, encouraging the preservation of open space and farmland and separating residential areas from non-residential uses.
Objective 1: Keep residential development in Flint Hill predominantly low-density, single-family, with an abundance of open space.
Objective 2: Adopt architectural design standards for certain uses in certain highly visible areas to ensure the design and exterior building materials complement the adjacent uses.
Objective 3: Preserve the character and stability of existing neighborhoods through appropriate zoning and code enforcement and encouraging home renovations that create a self-renewing supply of highly desirable homes, which increases the value of the City’s housing stock.
Implementation Strategies:
1. Update the City’s zoning code to prohibit the development of multifamily since it does not fit within the character of Flint Hill and the region has an over-supply of apartments.
2. Limit or prohibit undesirable dwelling types that are inconsistent with or disrupt the harmony within the City’s residential areas, which include, but are not limited to; short-term rentals such as Airbnb and Vrbo, manufactured homes and mobile homes.
3. Encourage reinvestment and redevelopment of the City’s aging housing stock city-wide.
4. Require a minimum percentage of open space to facilitate the preservation of wooded areas, natural wildlife corridors, streams and riparian areas in all new development.
5. Establish an Architectural Review Board (ARB) and develop design guidelines to inform petitioners of the City’s expectations regarding the appearance of new structures and signage and to protect the visual and physical characteristics of Flint Hill.
6. Focus attention on property maintenance ordinances (litter control, grass mowing, home businesses, etc.) in the City’s residential areas and make sure the City’s commercial districts are clean, attractive and welcoming.
7. Encourage new housing development in areas designated as such on the Future Land Use Plan.



The following performance measures are recommended to help track the progress of the implementation of the Housing & Neighborhood Stability Goals and Objectives.

- Track the number of houses and types of units constructed because of Plan implementation efforts.
- Develop and adopt Design Guidelines and bylaws for the establishment of an Architectural Review Board.
- Track the number of families moving into the City.
- Develop a procedures manual to help standardize the City’s code enforcement, zoning and permitting requirements.
- Track the private investments made to homes (remodels, room additions, etc.).

Section 3.6 Public Services:

Community services include, but are not limited to, police, fire, electric, water, sewer, code enforcement, planning, road maintenance, schools, parks, and other community services. The City of Flint Hill oversees the City’s roads, facilities and parks and wastewater, Public Water Supply District #2 provides water services, and Cuivre River and Ameren provide electric services.

According to information gathered during the public engagement process, the existing utilities and public facilities meet the resident’s current needs. However, the City’s public roads are aging and will require improvements to serve in-place demands but will require future system improvements and expansions. This Plan recommends the City provide continued investment in the City’s roads to ensure they adequately serve Flint Hill’s present and future needs. Incremental improvements to the City’s road system are recommended to avoid costly one-time expenditures and allow the City to spread the costs out over several years. While the ongoing maintenance and future improvements to the City’s infrastructure have significant costs associated with them, the City should avoid increasing utility rates to existing customers. New developments should pay for the roads and infrastructure needed.

Public Services

GOAL: Ensure the availability of public services, facilities, infrastructure and emergency services to adequately serve Flint Hill’s present and future needs.

Objective 1: Improve the City’s connections to nearby major roadways and proposed annexation areas.

Objective 2: Make the City more walkable, primarily focusing on the Downtown.

Objective 3: Keep the City’s cost of living low by focusing on maintaining the current level of public services and only expanding incrementally as needed to accommodate growth, with transportation improvements being the only high priority among public services.

Implementation Strategies:

1. Sustain Flint Hill’s low cost of living through the provision of quality, competitively priced public services and reasonable tax rates. Police, Fire, Water, Sewer, Parks and other City Services are currently very good. The intent is to maintain the current level of services and expand only as needed to accommodate growth.



2. This Plan recommends the City provide continued investment in its infrastructure and public services, especially its roads, to ensure quality, affordable utilities are available to serve Flint Hill’s present and future needs. Incremental upgrades to the city’s ageing infrastructure are recommended to avoid costly one-time expenditures and allow the City to spread the costs out over several years.
3. Continue to maintain, enhance and expand the City’s parks and recreation programs.
4. Make improvements, as needed, to keep pace with the latest trends in park and recreation services, facility market demands, the acquisition of additional park land and the establishment of open spaces, trails, restrooms and parking areas as needed to serve the City’s resident population.
5. Provide annual evaluations of the City’s park and recreation services, public safety, public transportation, code enforcement and water and sewer services to ensure they meet the needs of the community.
6. Implement the renovation plans to the new City Hall to ensure it adequately provides the necessary office, storage and meeting needs of City government.
7. Raise the necessary funding to install the improvements planned for the City’s Veterans Memorial and plan a ceremony when the site is complete and annual celebrations to honor veterans.
8. Contract with a grant writer to seek out available resources, coordinate grant writing efforts, and take a proactive role in talking with County, State and Federal representatives regarding financing opportunities, and utilize the resources available to the City from agencies such as the St. Charles Economic Council, St. Charles County Road Board, East-West Gateway, etc.
9. Continue the support and financial resources needed to maintain an effective code enforcement staff and prosecuting authorities.
10. Establish a walking and biking trail starting Downtown, then moving southward along Grothe Road and ending around the park where the Saint Theodore Fall Festival occurs and Flint Hill Fields.

Section 3.7 Transportation

This plan recommends the City take a holistic approach to future transportation planning by considering land use, transportation, economic development, environmental quality, and community aesthetics in all transportation decisions to ensure planned improvements meet today’s needs without compromising the ability to address the needs of future generations. The transportation goal, objectives and implementation strategies are provided in the following table and recommended for immediate implementation.

Transportation
GOAL: Create a safe and efficient road system that is safe and accessible to pedestrians and maintains the small-town character, safety and privacy of Flint Hill’s residents.
Objective 1: Complete the installation of sidewalks along Highway P and Grothe Road. Street lighting and sidewalks are needed to enhance the appearance of Highway P and accommodate pedestrian and bicycle travel. Streetscape improvements are needed to beautify Flint Hill’s historic downtown and commercial districts.
Objective 2: Invest in ongoing maintenance. Continue to repair potholes, perform year-round street maintenance and provide ongoing resurfacing and road replacement as needed.



Objective 3: Install gateways features at major entrances into the City and downtown to create primary focal points and beautify the City’s entryways.

Implementation Strategies:

1. Install sidewalk with crosswalks along both sides of Highway P connecting Downtown institutions and establishments, with the sidewalk extending as far west as Saint Theodore Catholic Church and Spring Hill Soccer Complex at Broadhead Lane and eastward to Flint Hill Market, Da Bears, and the intersection of Grothe Road with Highway P.
2. Establish a Pavement Condition Index (PCI). A PCI evaluates and rates the existing condition of streets. The PCI is then used to prioritize street maintenance projects. Using a PCI can improve efficiency, effectiveness and transparency of street maintenance operations. Developing a PCI involves an extensive inventory of all existing streets and should result in entry of data into the City’s GIS-based database.
3. Continue to seek funding and create strategic public/private partnerships to facilitate the acquisition of right-of-way materials and installation of new sidewalks, the rehabilitation of old sidewalks and the installation of streetlights, primarily along Highway P for the purpose of connecting the City’s neighborhoods to its church and school.
4. Reduce stormwater ponding on City roads by developing and implementing stormwater regulations and fixing the areas that pose the greatest safety risks and property damage.
5. Invest in ongoing maintenance and continue to repair potholes, perform year-round street maintenance and provide ongoing resurfacing and road replacement as needed.
6. Install sidewalks and paths to connect the City’s neighborhoods, schools, downtown and parks/recreational areas for pedestrian and cyclists.
7. Install traffic calming measures, such as speed bumps, on the portion of Highway P between Broadhead Lane and Mexico Road.
8. Invest in better signage and wayfinding to provide attractive, easy to read signage at locations most visible to tourists and visitors to Flint Hill.
9. Improve and maintain current signage to clearly identify entrances into Flint Hill and create a memorable gateway. Major entrances into the City and the downtown are ideal locations for the development of primary focal points. These are highly visible locations that offer sufficient areas for beautification opportunities. The following implementation strategies will provide an immediate impact on the visibility and economic vitality of the City.
 - Brick, stone or other high-quality materials and the City logo should be incorporated into the recommended gateway features.
 - Utilize public/private partnerships to implement gateway features whereby private industries may incorporate corporate logos, etc. within the gateway improvements in exchange for sharing in the costs of implementation and maintenance.
 - Provide accent landscaping along the Highway P corridor and at entryways into Flint Hill and the City’s downtown. A combination of street trees, ornamental trees, shrubbery, ground covers and ornamental plantings should be used to accent and coordinate the design.
 - The use of direct and indirect lighting and other signage/branding elements should be incorporated in these locations to reinforce the strengths and unique qualities of Flint Hill.
 - Install a prominent feature, such as a fountain, statute or agricultural themed monument complimented with professional landscaping.

The following performance measures are recommended to help track the progress of the implementation of the Transportation and Circulation Goals and Objectives.



- Track the linear feet of new sidewalks installed, dilapidated sidewalks replaced and streetlights installed.
- Track the number of gateway features installed or improved.
- Track any streetscape improvements made.
- Track any public investments made to the City’s transportation system.

Section 3.8 Future Land Use:

The Flint Hill community strongly desires to retain its small town, family-friendly atmosphere. In order to maintain Flint Hill’s quality of life and small-town atmosphere, the City must continue providing excellent municipal services and developing innovative approaches to increase the confidence to invest within the community. The City’s schools, local employers, low property taxes, and central location are also factors that need to be promoted to ensure Flint Hill remains a great place to live, work and raise a family. The purpose of the goals and objectives presented in this Chapter is to show how the critical issues listed in Chapter 2 can be addressed while simultaneously ensuring that Flint Hill maintains its small-town character, grows responsibly and works towards the realization of the goals and objectives of this plan

Future Land Use
GOAL: Promote single-family residential development on lots over one acre in size, and family-friendly businesses, while preserving existing neighborhoods, farmland and open space.
Objective 1: Encourage commercial restorative development Downtown and along Highway P, as shown on the Future Land Use Plan, to preserve the City’s historic buildings.
Objective 2: Zone properties for use as open spaces, based on the Quality-of-Life objectives.
Objective 3: Restrict future residential growth to single family homes on large lots with preserved farmland and open spaces integrated into the development.
Implementation Strategies:
1. Restore the Downtown properties into compliance with the “DSD” Downtown Special District zoning regulations and regulate new development to ensure continuity and compatibility with existing development.
2. All rezoning applications or development plans should be reviewed for consistency with this Plan and the City’s Zoning and Subdivision Ordinances.
3. Annex farmlands to the east and keep them zoned agriculture so the land can be preserved rather than developed by another municipality.
4. Zone future residential developments as either “R-1A” or “R-1B” Single Family Residential District. If a more dense/intense residential zoning district is utilized, require a minimum of 25% open space.



The following performance measures are recommended to help track the progress of the implementation of the Future Land Use Goals and Objectives.

- Track all rezonings and make sure they are consistent with this Plan.
- Track the number of new or remolded housing units
- Track the number, square footage and acres of all new commercial and industrial development.
- Track the construction or expansion of all public and semi-public uses (churches, parks, utility facilities, etc.)
- Record and quantify all annexations and monitor and publicize the amount of land preserved or farmland protected.

Section 3.9 Conclusion

Achieving the vision and outcomes presented in this Chapter requires collaboration, unique partnerships, and a commitment from the City's dedicated Staff, appointed board/commission members, elected officials and the community at-large. This Plan recommends the Board of Aldermen establish **implementation committees** made up of staff, elected and appointed officials, citizens and business owners. Ideally, five (5) committees are recommended; one for each of the Plan Elements presented in this Chapter. The committees should be charged with raising awareness of the specific plan element goals and objectives and empowering committee members, staff, and the community to aid in implementation efforts. The implementation committees should meet quarterly to evaluate progress by reviewing the identified performance measures (outcomes) and ensure the community is working towards common goals.

The City already tracks much of the information recommended in the performance measures, therefore, the intent is to have the recommended implementation committees aid in the collection of said information. The intent is not to overburden staff with more data collection, but to provide a source of quantifiable information to help gauge the implementation of this Plan and aid in obtaining grants and outside funding. The following Chapter 4 includes more specific future transportation and future land use recommendations and implementation strategies that should be considered when making future land use, development, and zoning decisions.



CHAPTER 4 FUTURE LAND USE & TRANSPORTATION

The intent of the Future Land Use Plan is to guide future land use decisions that promote the planned, orderly growth, and preservation of land within the City of Flint Hill and its recommended growth areas. The purpose of the Plan is to promote the vision for the future of Flint Hill.

VISION: *“Make Flint Hill the city of choice in western St. Charles County by preserving its small town, family-friendly atmosphere, and increasing the confidence to invest in the City’s neighborhoods and business districts.”*

The Plan includes the Future Land Use Map, Future Land Use Matrix and supporting recommendations, all of which must be considered when making decisions regarding annexation, subdivisions of land, new development or zoning changes. The Future Land Use Plan and recommendations consider the physical, social, economic, and environmental factors and influences. The three (3) main influencing factors were:

1. The past and present land use practices, current zoning regulations and land use policies including the previous Comprehensive Plan.
2. Existing development constraints and land conservation.
3. Information gathered during the Public Engagement Process which was distilled into the vision, goals, and policies developed for this Plan and presented in Chapter 3.

The Future Land Use Map and Plan include strategic growth areas located in unincorporated St. Charles County that should be considered for future annexation. The Map considers the compatibility of various land use categories and shows generally how land should be utilized or preserved to best meet the goals of this Plan. The Future Land Use Map is meant to portray a conceptual plan with the understanding that the boundaries of the Future Land Use categories are general recommendations and slight modifications to their precise boundaries are anticipated during Plan implementation. The placement of transitions such as roads, streams and woodlands between dissimilar land uses is used and recommended to serve as buffers between dissimilar land uses.

The Future Land Use Map is not a zoning map. A zoning map is a graphic representation of locally enacted law that regulates and controls the use of property. The Future Land Use Map is a graphic representation of policy intended to guide future land use decisions regarding the intensity and density of future development and preservation. According to the Missouri State Statutes (RSMo), all future land use decisions must be “in accordance” with this Plan. Therefore, all zoning changes, land subdivisions, new development and redevelopment should be reviewed for consistency with this Plan during the development review process. This language does not mandate approval of re-zoning applications that are consistent with the uses contemplated in this Plan, rather this language implies that zoning should be done in a comprehensive manner and not in a piecemeal, irrational manner.



Legislative discretion should be exercised in all re-zoning decisions. This discretion goes beyond compliance with the City’s Zoning Code. The City should also consider the impact on existing development, capacity of adjacent streets, economic stability, and compatibility between the built and natural environment. The recommendations of this Plan should be used with a sense of flexibility. Development proposals that do not exactly match the Future Land Use Map and Comprehensive Plan recommendations, but reflect market demands, should be given reasonable consideration provided they do not present significant new public service burdens or negatively impact the health, safety or welfare of the community. If a zoning change is made that is not in accordance with this Plan, the Plan should be “forwarded” or updated to align with the re-zoning. In case of a conflict between the provisions of the text of this Future Land Use Plan and the Future Land Use Map, the provisions of the text shall prevail.

The primary goal of the Land Use Plan regarding residential development is to promote single-family residential development on lots 1-acre or larger with provisions for the preservation of open space. With regard to economic development and commercial growth, this Plan recommends recruiting new and supporting existing small family-friendly businesses. The City should encourage commercial restorative development along Highway P in the Downtown area and at key nodes along Highway 61, that are complimentary to the existing adjacent uses. Additionally, the City should preserve areas via zoning, conservation easements or other means to ensure they are protected in accordance with the Quality-of-Life goal and objectives outlined in Chapter 3. In summary, this Plan recommends future land use development is restricted to single-family residential homes on large lots with preserved farmland and open spaces integrated into the development. The Future Land Uses identified on the Future Land Use Map are as follows.

- **Non-Urban**
- **Low-Density Residential**
- **Medium-Density Residential**
- **Downtown**
- **Commercial**
- **Industrial**
- **Park / Institutional**

Section 4.1 Future Land Use Matrix

All land within the City may continue to be used for the same purposes as it was being used prior to the adoption of this Plan subject to the requirements of the City’s Zoning Code. Any change in use shall comply with the City’s Zoning Code and, if required, be re-zoned in accordance with this Plan. If the Comprehensive Plan’s future land use designation is different than the official zoning, the parcel may continue to be used in accordance with the zoning established prior to the adoption of this Plan. If the current zoning is different than the Comprehensive Plan’s future land use designation, the owner could petition to re-zone the property in accordance with the Comprehensive Plan- or continue using the land under the current zoning. The Future Land Use Matrix on the following page provides a description of the recommended Future Land Use Categories and the compatible zoning districts.



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Future Land Use Matrix		
Description (Zoning District(s))	Density	Recommended Uses
Non-Urban (AG, R-1A & R-1B) <i>Shaded light green on the Future Land Use Map</i>	Minimum lot size: Three (3) acres, one (1) acre for PUDs & ten (10) acres for farms	- Farms & Agricultural uses - Single-Family - Nurseries, Farmers Markets & Seasonal Sales. - Parks & Recreational Uses
Areas designated as “Non-Urban” are primarily undeveloped areas that include farms, open space and single-family homes on acreage. These areas are generally not connected to public infrastructure or utilities and not recommended for urban development. Future development should be limited to low density residential uses, agricultural related uses, parks and recreation. New single-family homes should be located on at least 3 acres or as approved by the Board as a PUD. Any utility, infrastructure, or road improvements should be the responsibility of the owner/developer. The preservation of natural areas and open spaces is recommended.		
Low-Density Residential (R-1B) Shaded orange on the Future Land Use Map	Minimum lot size: One (1) acre	- Single-Family - Public & Institutional Uses
The intent of the Future Land Use Plan is to ensure future housing development in Flint Hill is limited to single family homes on 1 acre or more. The subdivisions closest to Downtown and the City’s core are currently serviced by public utilities. New subdivisions located on the fringe of the current City limits will require new or expanded utilities and streets, the cost of which should be paid for and installed by the developer prior to occupancy. All new subdivisions should include open space, preserved woodlands and unified ownership and maintenance of common areas. Private, non-gated streets designed to the City’s standards are recommended.		
Medium-Density Residential (R-1C) Shaded yellow on the Future Land Use Map	Minimum lot size: One half (1/2) acre	- Single-Family -Public & Institutional Uses
Medium-Density Residential areas are located along Mexico Road and Grothe Road, as shown on the Future Land Use Map. Future Medium Density Residential shall be limited to areas already zoned for med-density residential and served with utilities. Lots less than 1-acre should require approval of a PUD or conditional use permit. These subdivisions should adhere to a higher standard of development than Low-Density Residential subdivisions.		
Downtown (Mixed Use) (DSD, R-2) <i>Shaded pink stripes on the Future Land Use Map</i>	Minimum lot size: One (1) acre for residential and no minimum for lots abutting Highway P	- Single-Family - Attached Single-Family - Limited Commercial Uses - Limited Institutional Uses
The Downtown area includes a mixture of vibrant uses and outdoor gathering areas and amenities. It is the heart of the City. All new uses or changes in use should comply with the City’s DSD Design Standards and be scrutinized to ensure the quaint, historic character of the Downtown area is not compromised. Development should be compact, walkable, attractive, and complimentary to other existing uses. Mixed-Use development should be reviewed by the Planning Commission and approved by the Board on a case-by-case basis under the City’s PUD requirements.		



Future Land Use Matrix		
Description (Zoning District(s))	Density	Recommended Uses
Commercial (C-O, C-1, C-2, C-3) <i>Shaded red on the Future Land Use Map</i>	Minimum lot size: 5-acres unless abutting an existing commercial or industrial zone and one (1) acre in the C-1 restricted zone.	<ul style="list-style-type: none"> - Offices - Laboratories - Retail Sales - Services
<p>Areas designated Commercial are intended for revenue generating uses such as retail, commercial services & restaurants. Other permissible uses include financial services, offices, laboratories, automotive & equipment uses, sales and services. This plan recommends requiring a conditional use permit for non-revenue generating uses, large traffic generating uses, and uses with drive-throughs. Commercial uses should be limited to areas with direct access to a collector road or higher. Buffers and screening should be provided between lower intensity uses.</p>		
Industrial (I-1, I-2) <i>Shaded grey on the Future Land Use Map</i>	Minimum lot size: Five (5) acres unless abutting another industrial zone.	<ul style="list-style-type: none"> - Manufacturing / Assembly - Warehouse, Distribution - Vehicle & Equipment Sales - Parks & Institutional Uses
<p>Industrial uses are limited to areas along Highway 61 and buffered from residential areas or lower intensity commercial uses. All industrial uses should have direct access to roads designed to accommodate truck traffic. Outdoor storage of material or outdoor operations should be discouraged and buffered and screened where permitted. Primary facades should be architecturally enhanced; metal buildings should be coated in stucco or other durable materials and include a masonry base course. Pole buildings should be prohibited. Industrial uses should be limited to the areas designated on the Future Land Use map.</p>		
Park / Institutional (All Districts) <i>Shaded green on the Future Land Use Map</i>	Minimum lot size: One (1) acre for institutional uses	<ul style="list-style-type: none"> - Parks and Recreation and Entertainment - Churches - Schools - Clubs - Public Uses - Healthcare Facilities
<p>Public/Semi-Public uses are allowed in all of the designated future land use categories subject to City approval. Uses include, but are not limited to, active and passive public parks, open space and recreational areas, sports fields, schools, community facilities, libraries, churches and other institutional/governmental uses. All public and quasi-public uses and facilities should provide access to public roadways and public utilities and comply with the applicable zoning and design criteria. Should a public or semi-public parcel stop being used as public or semi-public, it should be rezoned to the zoning district most representative of the adjacent zoning.</p>		



FUTURE LAND USE RECOMMENDATIONS

The future land use recommendations are based on past patterns of growth, the analysis of existing conditions, anticipated growth projections and the need to create harmony between the built and natural environment. The intent of the future land use recommendations is to provide the focus and direction necessary to turn community goals into productive community action and replace or significantly revitalize existing deteriorating buildings, homes and underutilized sites with market-driven uses and sustainable site designs.

The vision and goals of this Plan will not become reality unless the daily decisions and implementation activities follow the future land use & transportation recommendations provided herein. The City should consider annexing areas before they are developed or annexed by another City to ensure greater control over the timing, density, use and type of development or preservation. The Growth Management Section at the end of this Chapter provides specific growth recommendations. When an area is annexed, the official zoning district is that which corresponds best to the St. Charles County's zoning. If the zoning is not in accordance with the Future Land Use designation as shown on the Future Land Use Plan, the property owner should be encouraged to re-zone to one of the compatible zoning districts listed on the Future Land Use Matrix.

Section 4.2 Non-Urban

A considerable portion of the city is designated as Non-Urban for the purpose of protecting agricultural areas and conserving open space. These areas help define the rural, small-town character of Flint Hill and should be considered for immediate annexation. The Non-Urban designation is intended to minimize the impact of development by limiting and carefully planning future development. Future development should consist of low density residential development and agricultural related uses. Utility, infrastructure, and road extensions should be the responsibility of the developer. New infrastructure and utilities should be carefully phased and extended to these areas at the expense of future developers. Historic residential and agricultural structures should be preserved and integrated into future development as amenities and celebrated as connections to the City's rich history. All future development should also incorporate strategic woodland and riparian corridors to support wildlife movements and habitat.

The areas designated Non-Urban offer comparably affordable homesites that are becoming harder to find within the region. The demand for these sites has never been higher. Therefore, the City is encouraged to annex areas north and east of the City's current limits to incrementally support low-density residential development. Since these areas are not currently served by roads and utilities, this Plan recommends future homeowners and developers share in the cost of new development. As areas are annexed into the City, development should be limited to Non-Urban uses and re-zoned to Low Density Residential (R-1A) once roads and utilities are planned or provided. Until then, areas designated as Non-Urban should remain Non-Urban and maintain AG Agriculture Zoning.

The identity of Flint Hill is intrinsically tied to its natural setting. This Plan recommends prioritizing the preservation of the natural beauty and agricultural character of Flint Hill in new development by incorporating these characteristics into the design as neighborhood amenities. This reduces construction costs, while reinforcing the rural, small-town atmosphere that Flint Hill residents value. The environmental and social benefits of development planned in this manner are self-evident, however, there are also positive economic effects. Homes surrounded by open spaces with views of nature sell faster and have substantially higher property values than similar houses surrounded by the built environment.



The use value of a home has grown tremendously over the past couple of decades. As internet access and smart device ownership have become ubiquitous, social and economic pressures have forced people into using these technologies at home for work, school, and leisure. The public perception of established educational institutions has dropped dramatically, given perceived declines in public education quality and exponential increases in higher education costs. More than ever, citizens are getting their education, news, information, entertainment, and even church/religion online. The National Economy is largely service and knowledge-based with most work being completed using computers connected to the internet. COVID-19 introduced Americans to working from home, and many still do. Today it was reported that approximately 30% of the office space in downtown St. Louis is vacant and this number is predicated to increase. This is due in part due to the high percentage of the workforce that is either home-based or performs some work from home. As a result, the traditional home has transformed from a place to live into a place to live, work, and play. Today, homes support residential, commercial, and institutional land use functions without significantly increasing the adverse impacts of the use, such as traffic and noise pollution. Although there are necessary land uses outside of the home, these lifestyle shifts in material conditions have made residential developments more attractive in a society that has become dependent on the internet. For this reason, a major focus of this Plan is the reinvestment in the City's existing single-family homes and the future development of well planned, low-density single-family development.

Section 4.3 Low-Density Residential

To maintain the value of Flint Hill's homes, the City should encourage reinvestment in existing platted residential properties and aging housing stock. This reinvestment could come in the form of additions to existing homes, infill development (*the construction of new homes on undeveloped lots in existing subdivisions*), teardowns (*replacing older, outmoded homes with modern homes*) and fixing up and routine maintenance of existing homes. The intent is to keep Flint Hill's existing neighborhoods intact by increasing the confidence to invest in the local housing stock while reducing the demand for new housing in undeveloped areas. In contrast with fixing up old houses and reinvesting in existing neighborhoods, new housing is more expensive- given the high costs of construction materials, labor, utilities, roads and infrastructure. New construction also consumes valuable farmland and open space that, if not planned carefully, could result in negative land use externalities that adversely affect the city's small town, rural character.

Restoring existing homes and encouraging infill development helps modernize the City's housing stock, however these efforts will need to be supplemented with new subdivision developments, given Flint Hill's current and anticipated growth rates.

Section 4.4 Medium-Density Residential

The highest-density residential development recommended in Flint Hill, outside of the Downtown, are dwellings on half-acre (21,780 SF) lots. Half-acre lots are considered low-density throughout St. Louis and St. Charles County. Meanwhile, most residential development in Flint Hill has consisted of lots well over ½ acre. This Plan recommends limited medium density residential development with all new developments governed by the City's planned district procedures for any subdivision with an average density under 1-acre.

Flint Hill falls within the housing market shared by Wentzville, Dardenne Prairie, Lake Saint Louis and O'Fallon. These adjacent cities have a good supply of medium density homes and an oversupply of high-density residential development. This is evidenced by the fact that area cities have recently imposed moratoriums on multi-family development. This was necessary because



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the number of apartment units outpaced demand resulting in increased vacancy rates and reduction in the overall value of multi-family developments. Due to the over-supply of medium to high-density residential development in the immediate housing market, and the fact that such development is not compatible with the character of the existing housing and neighborhoods in Flint Hill, this Plan recommends restricting said dwelling types to the extent legally permissible. This Plan recommends only considering medium density residential development as a planned use governed by the City's PUD procedures.

This Plan also recommends prohibiting short-term rentals (e.g., Airbnb's and Vrbos) until such time the City adopts regulations and fees to address short-term rentals and there is a demand for said uses City-wide.

Manufactured homes should only be considered on a case-by-case basis via a conditional use permit. Mobile homes should be prohibited and the "R-M" Manufactured (Mobile) Home/Park District reviewed and removed provided it is not in accordance with this Plan.

In summary, based on an assessment of the current housing market, the character of Flint Hill's housing stock, and the feedback from residents and public officials that participated in the public engagement process, this Plan recommends future residential development is limited to low-density single-family development to accommodate the latest housing trends and the ever-increasing home-based workforce.

Section 4.5 Downtown

Flint Hill's Downtown is located along Highway P, with intersections at Grothe and Mexico Roads and includes a mixture of residential, commercial and institutional uses. Downtown is the most varied and high-density area of Flint Hill. This Plan recommends small-scale, family-oriented, businesses in areas designated as "Downtown". Large-scale, franchised businesses are recommended in areas designated as "Commercial" on the Future Land Use Map. This Plan envisions sit-down restaurants, cafes, bakeries, and a variety of retail boutiques and specialty shops as the preferred use Downtown. The recruitment of an entertainment venue to host a variety of indoor and outdoor recreational and cultural activities year-round is recommended to boost the physical health and happiness of the community through exercise and social interaction. Uses that create high volumes of traffic and impede the pedestrian realm, such as fast-food restaurants, gas stations/convenience stores, and uses with drive-throughs are discouraged or restricted via the City's conditional use or PUD process. The Downtown area should be designed to the human-scale with unifying architectural designs/materials, professional landscaping, streetscapes, and lighting. All new construction and substantial re-construction should adhere to the City's DSD Zoning District Building Specifications and Design Standards.

More focus should be placed on activating Downtown to make it more vibrant. Physical, mental health, and social well-being are declining across America because of the technological and social trends mentioned in the Non-Urban section. Concerning social well-being, loneliness and social isolation have become a national public health concern according to the U.S. Surgeon General. Furthermore, declines in community engagement and social interaction have been tracked for decades by such sociologists as Robert Putnam in his book "Bowling Alone". These declines have become more acute, primarily since the COVID-19 shutdown. In addition to empirical rises in social isolation, feelings of loneliness among the average American are increasing as the average American's subjective sense of community, social cohesion, and social trust are decreasing. These commonly shared feelings among Americans adversely impact the average person's ability



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to form strong social ties with other people. These are significant trends, as low social well-being results in poor mental health and anti-social behaviors, including crimes.

Factors related to urbanization are frequently referenced as causes for America's poor social well-being. For example, one of the leading causes of this social disintegration in Bowling Alone is mobility and sprawl, with car-reliant, low-density residential environments not being conducive to social interaction. The plausible negative health outcomes that result from the promotion of Low-Density Residential over every other type of land use must be partially offset with a vibrant Downtown with social gathering spaces.

Paving parking spaces behind businesses, installing outdoor seating on patios in front of businesses, and outdoor improvement programs launched by local governments and organizations have been popular among residents in other cities. Community events that activate these spaces, such as events for holidays and cultural events, also improve social well-being. The City should facilitate these events and encourage residents to take part in planning and organizing these events.

Residents' perceptions of neighborhoods can have a greater impact on the formation of social gathering spaces than the actual proximities between residential and non-residential uses. The concept of "placefulness" is not one frequently studied and used as inspiration for public policy, but it helps to understand residents' intuitions that a place's identity, atmosphere, and heritage are more important than objective factors such as housing, schools, local businesses, and streets. Residents need to have a sense of ownership and responsibility over public spaces and a sentimental connection to the environment outside of their house to prevent their neighborhoods from becoming neglected. Landmarks, facade improvement programs, beautification initiatives, and placemaking opportunities are what help create places that have an identity. An example of a beautification initiative would be the installation of professional lighting, landscaping, and seasonal plantings & decorations in the Downtown, which have been proven in other cities to increase property values, and decrease property crimes, such as vandalism.

Section 4.6 Commercial

Flint Hill will not, and should not, become a center of commerce; rather, Flint Hill should function as a "supporting economy" to the region. Flint Hill's businesses should offer specialized goods and services not found anywhere nearby, making these businesses destinations for non-residents. Options for destination uses include, but are not limited to, breweries and cideries, butcher shops, furniture makers, and antique goods restoration services. Commercial development will be primarily low intensity and centered Downtown, while high intensity development will continue to be restricted to the parcels designated Commercial along Highway 61. Although retail stores and financial services are recommended uses in Commercial areas, this Plan recommends restricting incompatible principal and accessory uses that detract from Flint Hill's family-friendly, small town atmosphere to the extent permitted by law. These uses include, but are not limited to, payday loans, pawn shops, tattoo and piercing parlors, smoke shops and gaming machines. This Plan encourages new uses and changes in use that result in increased property values and that diversify the City's economy to ensure the City's revenues remain dependable for the long-term.

Section 4.7 Industrial

The areas designated "Industrial" are envisioned for lower-intensity, clean industrial uses such as light manufacturing, warehousing, food production and packaging. Given the City's industrial area's close proximity to Highway 61 and the greater St. Louis Metro area, this Plan recommends



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the City may consider recruiting a specialty e-commerce distribution center, including refrigerated storage. These industrial uses are necessary to provide jobs and a critical revenue source to the City. This Plan recommends the City imposes a utility tax to serve as an impact fee should a refrigerated storage facility or other energy-intensive use locate within the City.

Section 4.8 Park / Institutional

Institutional uses are necessary for building social ties between neighbors through formal social gatherings, such as at churches and clubs, and will continue to be integrated with Downtown. Parks should become more interconnected with the Downtown through trails. A defining characteristic of Parks / Institutional is they are compatible with all other land use designations. In addition to the natural, outdoor amenities such as trails, streams and lakes, parks and certain institutional uses should be integrated into residential neighborhoods to further the City's goal to improve the mental health and social well-being of the local community through endeavors outside and within the Downtown.

An area of Flint Hill that could be reimagined is the location of the Saint Theodore Fall Festival. This community space should be redesigned as a park for everyday use, rather than accommodating an annual event or two. The redesign should not prevent the continued use of the land for the Fall Festival. Rather, the recommended redesign should give local institutions more opportunities to activate this space for community events. Options for advancing the infrequently used space into an integral part of the community would be to incorporate the space with the proposed City Hall site via walking paths and the installation of a thematic exercise trail looping around the park with shade trees and benches, open lawn areas, picnic shelters, and community gardens.

Section 4.9 Growth Management

The rate, manner and location in which the City allows residential, commercial, industrial and agricultural land uses should result in minimal impact on the existing uses and neighborhoods within the City. The challenge faced by the City is finding a balance between investing in new development and infrastructure versus reinvesting within the City's current limits. The potential for future development exists in the areas as shown on the Future Land Use Map but limited to low-density residential and agricultural uses. Future non-residential development in these areas is discouraged and should only be approved on a case-by-case basis as approved by the Board of Aldermen as a PUD. This Plan recommends balancing future growth with the preservation of agricultural resources, open woodlands and wildlife corridors.

As the City of Flint Hill continues to grow, there are several factors that could hinder efficient, well-planned development, threaten agricultural lands and/or reduce property values. Therefore, this Plan recommends following the general principles of growth management to make intelligent future land use decisions that preserves the City's rural character, low cost of living and high quality of life. Growth management can be described as a conscious public decision to restrain, accommodate or encourage development. This Plan recommends the City develop a Capital Improvement Plan (CIP) for improvements to roads, public infrastructure, parks and community facilities. The CIP should include timing/phasing schedules, cost estimates and justification for the improvements (such as references to this Plan) to aid in obtaining outside funding. The City should also require developers to share in the cost of roads, utilities and other infrastructure costs related to their development.

Growth Management, also known as Smart Growth, can be applied to any type of growth, but of particular concern, is the current and future supply of quality single-family homes and local



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services accessible to the City's residents. The future development of the recommended housing and commercial services is managed in part by proposing areas of for future annexation to accommodate low-density housing and open space preservation and on the Future Land Use Map. Commercial uses are recommended Downtown or other areas already being used commercially or zoned commercial. To ensure that future low-density growth is carefully planned and managed, Flint Hill should review and update its Zoning Regulations and CIP to include strategies and priorities for making improvements to current infrastructure and the installation of new infrastructure in the City's growth areas. The intent is to concentrate future development within the City's jurisdictional and municipal service boundaries. This strategy will minimize the inefficient use of land, resources and municipal services and promote the following growth management principles:

1. Preserve farmland & the income generating potential of the natural land.
2. Prevent overextending municipal services and infrastructure.
3. Minimize vacancies and economic decline.
4. Control the timing, type, density and quality of development.

Section 4.10 Annexation

The community has expressed support for annexation. Many residents and stakeholders believe annexation is necessary to preserve Flint Hill's small town, natural character and provide for future growth. In response to the community's support, the Future Land Use map identifies the City's recommended growth areas. These areas should be considered for voluntary annexation prior to development.

To incentivize future annexations, the City should assess additional fees for providing services and utilities to properties **outside** the current Flint Hill City Limits. Meanwhile, partnerships between the City, adjacent property owners and developers should be established early in the process to help avoid unanticipated repercussions during or after the annexation process. The City should initiate pre-annexation agreements with adjoining landowners. Future development and land use decisions within the City shall comply with the City's Zoning Code and be consistent with the Comprehensive Plan's land use recommendations.

Annexation of any land into the City should be considered carefully. While each situation is different, the end result should provide specific benefits to the City as well as the annexing area. Areas designated as "Non-Urban" on the Future Land Use Map that fall outside the City limits should be considered for future annexation. Before any annexation decisions are made, the City's decision-making bodies (the Planning Commission and Board of Aldermen) should provide affirmative findings of fact for each of the following questions.

1. Will the annexation lessen demand to develop in-fill property or redevelop existing sites and buildings within the current City boundary?
2. Will the annexation place any unacceptable political, financial, physical or operational demands or expectations upon the City for the provision of services or infrastructure?
3. Will the annexation allow for more appropriate guidance of future development within the annexation area?
4. Will the annexation bring existing land uses into the City that are desirable and have some benefit to Flint Hill in terms of revenue, quality of life or additional housing?
5. Is the annexation in the best interest of the City as a whole?



6. Does the annexation make economic sense from both long- and short-range perspectives?

The City should consider the impact of growth and development in all land use decisions and carefully review all annexations to ensure they are either served by utilities or located in areas where pre-annexation agreements exist regarding the provision of future services. The City must also consider updating and expanding emergency preparedness/first responder plans relating to homeland security and natural disasters and other acts of God. It is also important to balance growth with the local schools to avoid overcrowding and provide ongoing educational opportunities to better position the City's workforce for the new job market and quality, salaried jobs.

Section 4.11 Annexation Procedures

Under Missouri State Statutes, the procedures for annexing unincorporated land can be summarized by two methods of annexation: *voluntary* and *involuntary*. All areas being considered for annexation shall be contiguous and compact according to State Statutes. A summary of voluntary annexation follows:

The process is initiated when residents of unincorporated St. Charles County petition the City to request annexation. The petition is then reviewed to determine if the annexation is reasonable and necessary to the property development of the City and that the area to be annexed is compact and contiguous to the current City limits. If the Board of Alderman agrees, the annexation can be approved by ordinance without the time and expense of an election. The procedure for voluntary annexation is as follows:

1. **Petition submitted to the City Clerk requesting annexation:** Petition must have the legal description of the property or properties requesting annexation and must be signed by all recorded property owners and notarized.
2. **Public Hearing:** A public hearing must be held not less than fourteen (14) days or more than sixty days (60) after the petition is filed with the City Clerk. A notice of the public hearing must be published in a newspaper of general circulation within the city at least seven (7) days prior to the public hearing date.
3. **Board Vote:** After the public hearing, the Board of Aldermen may vote to annex the property by ordinance. The Board must determine that the annexation is reasonable and necessary to the proper development of the city and if city has the ability to furnish normal municipal services to the area to be annexed within a reasonable time.
4. **Protest Petitions:** Written objections to the annexation may be filed by five percent (5%) of the registered voters of the city or two (2) registered voters of the area sought to be annexed no later than fourteen days (14) after the date of the public hearing. If a qualified written objection is filed opposing the annexation, the provisions of 71.015, 71.860 and 71.920 RSMo., shall be followed, which calls for an election within the city and the area to be annexed – refer to Involuntary Annexation process below.
5. **Three (3) copies of the ordinance approving the annexation certified by the City Clerk** shall be filed with the County Clerk after the fourteen-day (14) period for written objections to be filed and none being received.

The primary advantage of annexing property by voluntary petition (versus involuntary annexation) is the willingness of both the City and the property owner(s) being annexed. The process is relatively short, easy, and inexpensive. When a person “voluntarily” or willingly annexes their property into the City, they are subject to the same planning and zoning conditions and laws



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imposed by the Municipal Code, unless otherwise specifically addressed in a pre-annexation agreement. The primary disadvantage of voluntary annexation is the growth of the City's boundaries is dependent upon willing landowners to annex. Additionally, residents that are not adjacent to the City (or a proposed annexing parcel) are not eligible for voluntary annexation due to the "contiguous and compact" provisions of State Statutes.

Sections 71.015, 71.86 and 71.920, set forth the process for involuntary annexation. This process also applies if the city wishes to annex an area without receiving a petition. The process calls for the City to prepare a detailed plan of intent on how and when they will extend services to the area and conduct a general election in the areas being annexed and within the City. Involuntary annexations are lengthy, costly and often contentious, and therefore, not recommended. The City should refer to the City Attorney for questions regarding involuntary annexation.

Section 4.12 Future Land Use Goals and Objectives

The following is a summary of future land use goals, which are consistent with and build upon the City's 2009 Comprehensive Plan:

Land Use Goal: "Promote single family residential development on lots over one acre in size, and small family friendly businesses, while preserving existing neighborhoods, farmland and open space"

Objectives & Implementation Strategies

1. Encourage commercial restorative development Downtown and along Highway P, as shown on the Future Land Use Plan, to preserve the City's historic buildings.
 - a. Restore the Downtown properties into compliance with the "DSD" Downtown Special District zoning regulations and regulate new development to ensure continuity and compatibility with existing development.
 - b. Large, single purpose commercial and industrial developments should be located along Highway 61 in designated commercial or industrial areas.
 - c. Enhance entranceways into the City and Downtown via a system of unified gateways.
2. Zone properties for use as open spaces, based on the Quality-of-Life objectives
 - a. Update stormwater regulations to better control and improve the quality of storm water run-off.
 - b. Adopt stream buffer setbacks to protect private properties and delicate riparian areas.
 - c. Prohibit development that negatively impacts steep slopes, karst topography, streams and/or floodplains.
3. Restrict future residential growth to single family homes on large lots with preserved farmland and open spaces integrated into the development.
 - a. Encourage compact development that is contiguous to existing development and public services, utilities and infrastructure. The best way to control future development on the fringe of the City's limits is to annex the property in advance of future development or clearing. See Section 4.11 for more information on Annexation.
 - b. All rezoning applications or development plans should be reviewed for consistency with this Plan and the City's Zoning and Subdivision Ordinances.



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- c. Annex farmlands to the east and keep them zoned agriculture so the land can be preserved rather than developed by another municipality. Adopt and use site plan review to ensure compatibility between existing and new developments.
- d. Zone future residential developments as either “R-1A” or “R-1B” Single Family Residential District. If a more dense/intense residential zoning district is utilized, it should require a minimum of 25% open space and the preservation of any existing vegetation.

Section 4.13 Conclusion

Flint Hill is expected to grow and prosper in the next several decades, however residents are against high-density residential dwellings and high intense commercial development. The preferred development is family-oriented businesses and other uses in the Downtown and low-density residential dwellings in the City’s proposed growth areas. These land use preferences also support the preservation of Flint Hill’s small town atmosphere and the conservation of the natural environment. This Plan envisions a revitalized Downtown with street and pedestrian improvements and places and spaces for people to shop, eat, meet and mingle. To achieve this vision, the City must encourage investment in the public and private spaces Downtown. This will ensure Downtown remains a vital, centralized destination that connects the community to the City’s economic base. The vision, goals and objectives of this plan will not be achieved without the day-to-day implementation of the recommendations and strategies contained herein.

TRANSPORTATION & CIRCULATION PLAN

Section 4.14 Existing Transportation System

The adequacy of a community’s transportation system has a substantial impact on the rate and pattern of future growth and property valuation. Most participants of the public engagement program believe traffic circulation and congestion in Flint Hill is concern. The City has the greatest ability to implement future improvements to the local street system, and this Plan has the greatest ability to influence decisions and expenditures with the local street system, whereas St. Charles County (Road Board) and MoDOT have the most influence over decisions and expenditures on County and State routes. The following are some of the top transportation issues and recommendations provided during the public engagement program:

- 1) Improving crosstown access in the areas designated for future annexation in the areas north and east of the current City Limits.
- 2) Addressing traffic congestion Downtown.
- 3) Providing ongoing maintenance and enhancements to the City’s existing transportation network, including sidewalks, and pedestrian amenities.
- 4) Requiring road improvements as a condition of approval of future development as needed to mitigate the impacts of new development.

The Transportation Goal for this Plan as defined by the participants in the public engagement process is to:

VISION: *“Create a safe and efficient road system that is safe and accessible to pedestrians and maintains the small-town character, safety and privacy of Flint Hill’s residents.”*



The following sections provide an analysis of the existing transportation system and recommendations for preserving, enhancing and expanding the local road network to meet the future needs of the community.

Section 4.15 Street Classification System

Roads are categorized according to the Functional Classification System to differentiate between the various types of streets and their intended purpose. This classification hierarchy is based on the ability of the roadway to carry traffic and provide access to property. Each functional classification includes its own design regulations and construction standards. Traffic volumes and speeds are typically higher on roadways of increasing functional classification while pedestrian and bicycle counts are lower. For a roadway project to be eligible for federal funds, the road must be classified in the region's Transportation Improvement Plan (TIP) as a Collector or higher. Federal and local funding in the St. Charles County Area is managed by the East West Gateway and the St. Charles County Road Board. The City should submit future road improvement plans and other transportation enhancement needs to the St. Charles County Road Board to be considered for future funding.

All roadways within the incorporated areas of the City of Flint Hill are classified in one or more of the following categories: *freeway, arterial, collector, or local streets*. According to the American Association of State Highway and Transportation Officials (AASHTO) the definitions and criteria for these functional roadway classifications are as follows:

Highways/Freeways: Highways carry the largest volumes of traffic for the longest distances and designed for the highest vehicle speeds. Typically, they include **120 feet** or more of right-of-way with four (4) or more lanes. Access is controlled via divided medians; intersections are typically grade separated via overpasses or underpasses and left turning movements are restricted on roads designed to Highway standards. Highways typically carry an Average Daily Traffic (ADT) of 5,000 vehicles or more. Highway 61 is Flint Hill's only designated "Highway".

Arterial Street: Arterial roadways also carry large volumes of traffic for uninterrupted distances at high speeds, but unlike Highways, access is less restricted. Arterial roadways include at-grade intersections with traffic signals, roundabouts, and direct access to adjacent properties. Typically, arterial road right of way is 80 feet in width and capable of carrying ADTs volumes of 2,500 vehicles or more. Arterial Streets are given preferential treatment over lower classified streets (collector and local streets) in signing and signalization of intersections. Generally, Arterial roadways do not allow direct access from Local Streets. Local Streets typically provide access to Arterial Roadways via Collector Roads. Highway P, in Downtown Flint Hill, functions as an Arterial Street.

Collector Street: Collector streets carry lower volumes of vehicles at lower speed for shorter distances than arterials roadways. Collector street right-of-way is typically 60 feet or more in width and collect traffic from local roads and disperse traffic to arterials. Collector streets should provide less restrictive access to developed land and be more pedestrian and bike friendly than arterial roadways. Grothe Road, Mexico Road & Mette Road are classified as Collector Street.

Local Street: Local streets consist of all roads not defined as arterials or collectors. They are 50 feet or less in width and provide access to land with little or no through movement. Local streets carry the lowest volume of traffic, have fewer and narrower lanes, and slower posted speed limits. Local streets allow more safe and efficient points of access to land development than all higher classified streets. Most of Flint Hill's roadway miles are classified as "Local Streets"



Section 4.16 Future Transportation Improvement Map

The Future Land Use and Transportation Improvement Map depict the recommended location of future roadway corridors and extensions of existing streets. All new roadways and extensive improvements to existing roadways should consider pedestrian and bicycle enhancements. The Map and supporting plan contained herein are intended to guide transportation decisions when planning future capital improvements and reviewing future land use development. It is important that the functional classification of the City's roads match the traffic volumes generated by existing land use. As the City of Flint Hill grows, the demand placed on the street network could change. Therefore, it is important that the future land use pattern be considered when making decisions regarding future transportation improvements and development proposals.

Section 4.17 Future Transportation Recommendations

Road improvements are an evolving process, often beginning with construction to one standard, followed by a series of improvements necessary to accommodate additional traffic volumes and eventually reaching the appropriate roadway classification. Roads not designed or improved to the appropriate standards for their functional use or not properly maintained, may result in traffic congestion, safety hazards, and increased financial commitment from the community. This Plan recommends the City require the necessary right-of-way widths and apply the design standards of the planned roadway classification as opposed to the current classification. This is necessary to allow the roadway to evolve over time to accommodate the level of service required of future development and growth. The recommended improvements to the existing transportation network are described below.

Arterial Roadway Recommendations

Flint Hill's sole arterial roadway, Highway P, serves as critical link to Highway 61 and other roadways and destinations throughout the City and the outlying planning area. As growth continues in Flint Hill, the ability of Highway P to safely and efficiently handle the anticipated traffic volumes is essential to the City's economy and quality of life. Highway P intersects with lower classified streets, especially in the downtown area. When arterial roadways intersect with lower classed streets, arterials

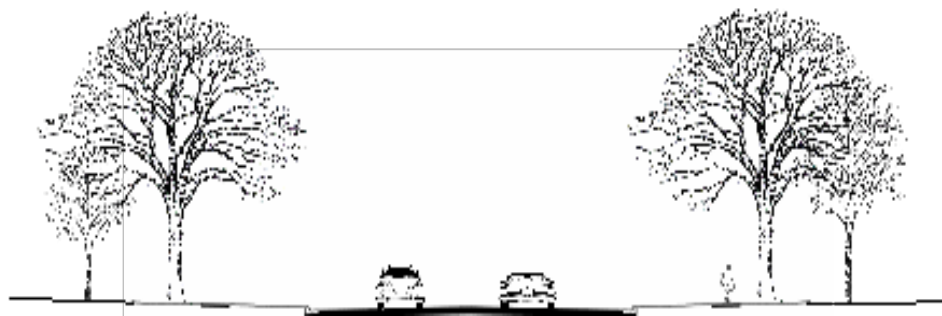


should have the right-of-way. Arterial roadways should also be designed to accommodate pedestrians via sidewalks on both sides of the roadway. Parking should not be allowed on either side of an arterial roadway and direct access (i.e. any curb cuts) should be minimized. The number and frequency of access points along a roadway reduces the ability to safely accommodate traffic volumes. Therefore, access to private property along an arterial roadway should be reduced by requiring shared access for adjacent businesses. Eliminating or reducing the number of access points (driveways, curb cuts, etc.) along a roadway maximizes traffic flow by reducing unanticipated turning movements and traffic slowdowns or stops. Other access control methods recommended to help preserve or increase the capacity of a roadway include improving intersection design (i.e. installing roundabouts), installing medians, or providing a dedicated turn lane.

Collector Roadway Recommendations

Better cross-town circulation is necessary to efficiently and safely serve the area's transportation needs. Additional east-west and north-south collector roads are recommended to improve traffic circulation in the future as shown on the Future Transportation Map. The recommended collector roads are intended to provide the primary connection between future homes/neighborhoods and other collector roads and roads of higher classification. The recommended right-of-way width for collector roads is 60 feet with a pavement width of 36 feet. These dimensions accommodate a two-12' traffic lane with two 6' shoulders or two slightly narrower travel lanes with no shoulder and a center turn lane. The roadway could accommodate traffic volumes well over 1,500 vehicles per day, therefore, additional development setbacks are recommended to minimize impacts on abutting property. On-street parking should be prohibited along collector roads and private ingress and egresses should be limited to preserve the functional capacity of the street, reduce vehicular conflicts and increase safety. Figure 4.3 provides a typical section of the recommended collector street details.

Figure 4.3: Typical Collector Street Cross Section



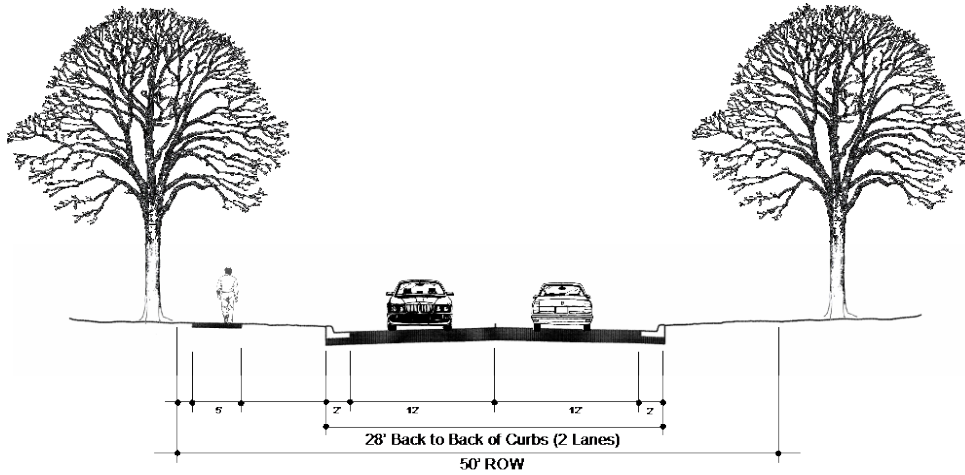
Source: APWA Street Section Details

Local Residential Street Recommendations

All streets in Flint Hill not designated as highways, arterial or collector are considered local residential streets. The right-of-way width recommended for local streets is 50 feet with a minimum pavement width of 24 feet with open ditches and 26' or more with curb and storm gutters. Drive lanes should be at least 12 feet in width. If parking is desired on both sides of a local roadway, additional pavement width should be required. To accommodate local pedestrian circulation, a 5-foot concrete sidewalk should be provided on at least one side of the local street. Figure 4.4 provides a typical section for local streets.



Figure 4.4: Typical Cross Section for Local Streets



Source: APWA Street Section Details

Improved Transportation Circulation

As indicated in Chapter 3, one of the top transportation implementation strategies is to provide an outer road system providing access to the future opportunities areas east of the current City limits. This is necessary to disperse traffic volumes and create an alternative north/south route for emergency access and/or as a detour option in the event Highway 61 or Highway P is blocked or congested. This Plan recommends the following implementation strategies:

- Create an outer road system on the east side of the current City limits connecting to Mette Road to the North and Mexico Road to the south. See the Future Transportation and Land Use Map.
- Work with Wentzville, St. Charles County, MoDOT and affected property owners to determine the best location, roadway alignments, and intersection designs for future overpass connecting to Highway W.
- A grant was approved in 2025 for improvements to Highway P. The improvements will improve traffic flow and pedestrian access. This Plan recommends proceeding with the construction and installation of the approved amenities as soon as practical and continue similar improvements along Highway P as future development warrants the need for further pedestrian access, crossings and traffic calming.

Pedestrian & Bike Recommendations

Pedestrian and bike trails are increasing in popularity as sources of recreation, exercise, and alternative means of transportation, especially for driverless individuals. There was consensus among the participants of the public engagement program that sidewalks, paths and/or bike lanes connecting the City's neighborhoods, schools, downtown, and parks/recreational areas would promote healthy, active lifestyles. Although the City has made substantial investments in infrastructure to better serve pedestrians over the years, Flint Hill's sidewalk network is still incomplete and in need of improvement.

The most effective and efficient strategy to achieve the desired pedestrian and bike connectivity is to implement the policies of "Complete Streets". According to the American Planning Association (APA), "Complete Streets" (aka Great Streets) accommodate pedestrians, bicyclists,



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and vehicles, creating multi-modal transportation networks. Federal and state funding for public roads often require or give preference to projects that include Complete Streets improvements. Therefore, this Plan recommends the City include Complete Street elements in all major road projects. The City should also continue requiring sidewalks on at least one side of local streets and both sides of collector and arterial roadways as a condition of approval of all future developments. Bike and pedestrian-ways are recommended along all streets and more specifically in the following locations.

- 1) Install sidewalks where missing to complete connections along Highway P and provide connections to the new City Hall campus. Sidewalks should line Highway P from the Spring Hill Soccer Complex to Flint Hill Market and eventually across the Highway 61 overpass and along Peine Road.
- 2) A walking and biking trail should be established along Grothe Road from its intersection with Highway P to Flint Hill Fields. Sidewalks and trails should also connect neighborhoods near the Downtown, such as Grantham Estates.
- 3) Continue to seek funding to acquire right-of-way and install the recommended bike and pedestrian improvements and improve pedestrian safety by studying and implementing traffic calming measures to slow traffic and create visual cues and signage at pedestrian/bike crossings and travel routes.

Altogether, these enhancements would make Flint Hill more walkable, improve public health and improve the appearance of the streetscape throughout Flint Hill.

Proposed Gateway Recommendations

Highway 61 is the primary means of access to the City of Flint Hill. The image it projects is very important. Points of interest on this route are a visitor's first impression of the City, therefore the Highway 61 and Hwy P intersection function as a primary "gateway" and should be improved to positively influence a visitors' perception of the City and promote the quality of life and vitality of the community. Secondary gateways leading to Downtown Flint Hill and large residential subdivisions are also recommended. The installation of professional lighting, landscaping, monument signage, art and other aesthetic features should be planned at the City's gateways. The following gateway features are recommended along the Highway 61 exit ramp and roundabout and at key entryways into Downtown Flint Hill:

- 1) A prominent feature such as large-scale public art, statuary, landscaping, and/or fountains to complement the City's rich history and pride should be placed in the center of the roundabout connecting Highway P and Peine Road or other highly visible location as approved by MoDOT. Consider the use of old farm machinery and/or a tree mimicking the City's new Logo or other agricultural themed gateway features.
- 2) A building or structure of special architectural significance should be encouraged. If a building or structure is proposed at the main entryway from Highway 61 and P, special consideration should be given to the building orientation, design and material selection.
- 3) Incorporate professional signage to clearly identify entrance into Flint Hill. Brick, stone or other high-quality materials and the City logo/tree symbol should be incorporated into the signage to further establish the recommended primary gateway at Highway 61 & P as well as establish secondary gateways at Grothe Road, Mexico road and westbound Highway P at the City limits AND approaching the downtown.



- 4) Use landscaping to accent the proposed gateway features. A combination of trees, indigenous plants, shrubbery, natural stone and other ground covers should be used to accent and coordinate the design.

In summary, Gateway features should consist of prominent architecture or local landmarks within the City, welcoming visitors, reminding residents of the City's past, present and future. The City should partner with local developers to ensure adequate aesthetic considerations are given to development near identified gateway locations. As part of the site plan review process, the City should consider the visual impacts of development at the "gateway" locations. Building design, orientation and parking should be carefully planned to minimize negative physical or visual impacts. The City should consider working with businesses and property owners to develop incentives that encourage the private sector to fund the acquisition, installation and ongoing maintenance of gateway features. For example, in exchange for the design, installation and maintenance of a gateway feature, the City might allow a private citizen, group or business to be publicly recognized within the design of the gateway.

Section 4.18 Implementing Future Transportation Recommendations

This plan recommends a holistic approach to future transportation planning by considering land use, transportation, economic development, environmental quality, and community aesthetics in all transportation decisions to ensure planned improvements meet today's needs without compromising the ability to address the needs of future generations. Maintaining a safe and efficient road system that provides multi-modal (bike, ped, and vehicular) access while maintaining the small-town character and the integrity of the original street pattern is a priority of this Plan. To achieve this, the following future implementation strategies are recommended:

1. Include the recommended public facilities and infrastructure improvements included herein as part of the City's Capital Improvement Plan (CIP).
2. Invest in long-term planning, design and property acquisition to make the recommended East Connector road and the other recommended roadway extensions a reality.
3. Partner with Federal, State, and County agencies, including East-West Gateway, to obtain maximum funding for identified projects.
4. Invest in the primary and secondary gateway recommendations contained herein and better signage and wayfinding to create new visual cues that promote access to Downtown and reinforce the branding of Flint Hill.
5. Promote public and private investment in the streetscape to implement Complete Street principles and a more vibrant, aesthetically pleasing environment and promote the use of outdoor spaces such as sidewalk cafés and seasonal sidewalk sales downtown.

Overall, Flint Hill's street system is in good shape or already slated for upgrade. The City's greatest need is to upgrade local roads in older sections of town to include new or improved sidewalks, curbs, and gutters, like the improvements being made to Highway P in the downtown.

Section 4.19 Funding

The ability to provide the public services, roads, facilities and infrastructure is necessary for Flint Hill to continue to grow and prosper in the future. The most cost-efficient solution to accommodate future growth is to concentrate on development in areas which can be served by existing infrastructure. However, future public utility expansions will be needed to support future growth. The City must consider future infrastructure and public services when considering future annexations as well as the availability of alternative sites which could be more easily served prior



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to investing in costly infrastructure projects. The following is a summary of potential funding sources and allied partners the City should include in future public infrastructure and transportation related planning and projects.

Intergovernmental Allied Agencies

The City of Flint Hill relies on several levels of government to help support public infrastructure and transportation services in the community. Local, County, State, and Federal resources are all used to enhance the transportation network for residents. Due to the interdependence of these agencies and the services they provide, it is important that they are all well informed and work together towards public enhancement projects. The following are key allied agencies that City should partner with when making decisions regarding future transportation and public infrastructure improvements:

St. Charles County Government: The City of Flint Hill is under the jurisdiction of St. Charles County Government who collects most of the general revenue and property taxes within the City of Flint Hill. St. Charles County and its Road Board also distribute a limited amount of funds to municipalities within the County designated for transportation purposes. These funds are generated from the county-wide road and bridge tax.

Missouri Department of Transportation (MoDOT): MoDOT works with the public, transportation partners, state and federal legislators, and other state and local agencies to provide a safe and efficient transportation system to the people of Missouri.

Statewide Transportation-Improvement Program (STIP): STIP sets forth the specific construction projects MoDOT will undertake in the next five years. It covers roads and bridges, transit, aviation, rail, waterways, enhancements and other projects. For the City of Flint Hill, these projects are identified through the St. Charles County Road Board and East-West Gateway planning processes.

East-West Gateway Coordinating Council (EW Gateway): East-West Gateway partners with MoDOT to provide transportation planning services including a Regional Transportation Plan, and transportation needs list for the region. EW Gateway assists member communities with transportation planning needs such as assisting with Transportation Alternative Program (TAP) grant applications. This program uses federal and state funds to support land use and transportation planning activities conducted by the regional planning commissions (RPCs) in Missouri. The state funds are appropriated as part of the state biennial budget. State funding supplements federal and local funding to RPCs.

The Western St. Charles County Chamber of Commerce (WSCC Chamber): The Chamber is a voluntary, member-supported organization of business, industry, and professional people who are dedicated to developing, promoting, and maintaining a sound and healthy economic climate for St. Charles County, which includes business in Flint Hill.

St. Charles Economic Development Council (EDC) The EDC simplifies the site selection process in St. Charles County by acting as a central point of contact. Their team helps leverage connections and understanding of the market to identify and vet real estate options that match your specific business' priorities. They provide a wide range of economic development services, connections and resources to help you make the best choice for your business.



Financing Methods and Sources

There are several financing methods and/or sources to be considered in the financing of transportation improvements, public infrastructure and economic development, they include but are not limited to, the following:

General Obligation Bonds: General Obligation Bonds are secured by the issuer's unlimited taxing power and full faith and credit. The bond may be paid from taxes or any unrestricted reserves but requires voter approval and can be used for major street/road projects. The interest rate for bond financing is typically lower than the interest rates a City could typically obtain from a bank.

Revenue Bonds: Revenue Bonds are for self-supporting projects- typically self-supporting water and sewer projects. Revenue bonds require voter approval. The bonds are secured and paid from user revenue. An example is the City of Flint Hill Wastewater project.

Special Assessments: Special assessments and financing districts can be utilized to fund transportation enhancements. Special Assessments are levied on private property for the construction or improvement of street and other public infrastructure specifically benefiting the assessed private property. The levied special assessments are often based on a property's street footage, lot size and/or ability to benefit from the improvements. Special assessment districts include community improvement districts (CID), transportation development districts (TDD), and neighborhood improvement districts (NID) and typically paid off with interest, over a period of years.

Community Improvement District (CID): A CID is either a political subdivision with the power to impose a sales tax, a special assessment, or a real property tax; or a non-profit corporation with the power to impose special assessments. Established by RSMo 67.1401 to 67.1571, public improvements include sidewalks, streets, alleys, overpasses and underpasses, traffic signs and signals, utilities, water, storm, and sewer systems, other site improvements.

Transportation Development District (TDD): Created pursuant to Sections 238.200 to 238.275 of the RSMo, a TDD is a separate political subdivision of the State. In general- a TDD serves to fund, promote, plan, design, construct and/or maintain on or more projects in such activity. Projects may include street, highway, intersection, signalization or signage. Funding of TDD projects may be accomplished through the creation of District-wide special assessments or property or sales taxes with a majority vote or petition approval.

The Neighborhood Improvement District (NID): A geographically bound area within which certain public improvements (i.e. sidewalks) are financed by the city through the issuance of notes or bonds, which in turn repaid by levying assessments against property within the NID. A NID may be established two ways: (1) by a petition of at least two-thirds of the owners of record of all the real property located within the proposed NID requesting that the City approve the NID, or (2) by the City's submission of a question to all qualified voters residing within the proposed NID at a general or special election. A NID is financed by the issuance of a general, rather than limited, obligation bonds. General obligation bonds are secured by the general revenue of the City. A NID can be established anywhere; there is no requirement that a NID suffers from conditions of blight. To pay for the public improvements, the city levies assessments that are above and above any property or sales tax already being imposed.



Tax Increment Financing (TIF): Tax Increment Financing is a method used to build public infrastructure needed for new development. Additional property tax revenue by private development in the project secures and pays debt service. Transportation improvements are also made through private development activities. The City of Flint Hill Land Use Codes) outline requirements for public infrastructure improvements. The developers finance the street, roads, water-sewer lines, and other public infrastructure needed in or serve the subdivisions and developments they build. The developers then donate and the local government accepts the public infrastructure, and the local government becomes responsible for its operation, maintenance, replacement, etc.

Impact Fees: An impact fee is a charge paid by the developers of a new development to cover the cost of major local capital projects necessitated by the development. The entity paying the fee should be directly related to and benefited by the actual identified public infrastructure improvement. The fees are often per residential unit, per finished floor area (FFA) for commercial property. Revenues collected from the impact fees are deposited and earmarked until expenditures for the improvements start.

Missouri Department of Economic Development (DED): The City of Flint Hill is eligible to apply for grants and loans from the Department of Economic Development (DED). Funding can be used to help businesses create and/or retain jobs and priority is given to proposals which support long-term, coordinated and collaborative regional economic development approaches. Programs include Community Development Block Grant, Historic Preservation Tax Credits, Neighborhood Assistance Program, etc.

Downtown Preservation Financing Program: The DED's Downtown Preservation Financing Program is designed to help "reinvigorate downtowns and re-polish those blighted Main Streets and Broadways that help define your town and cultural heritage. Redevelopment areas must be in a "central business district", be classified as "blighted" or a "conservation area" and not exceed 10% of the entire geographic area of the municipality. At least 50% of the buildings in the central business district must be 35 years old or older. This program is exclusively for municipalities with a population of 200,000 inhabitants or less. Other restrictions apply.

Transportation Alternative Program (TAP): The primary sources for grant funds to assist with financing transportation improvements are through the Missouri Department of Transportation's Transportation Alternative Program. This program provides federal funds through a competitive selection process for transportation-related activities and cannot be used for routine highway and bridge construction. The projects can be stand-alone, or part of an ongoing transportation project. These projects can include but are not limited to pedestrian and bike facilities (including sidewalks), safe routes to school (infrastructure and programs), and the recreational trails program. Local public agencies are reimbursed for eligible project costs at a rate of 80 percent with the local agency providing a 20 percent match.

Recreational Trails Program (RTP): The Missouri Department of Natural Resources Recreational Trails Program (RTP) funds recreational trail construction and requires a 20 per cent match.

Land and Water Conservation Fund: The Land and Water Conservation Fund administered by the Missouri Department of Natural Resources funds recreation land development including parks, greenways and multiuse paths.

