



## EXISTING CONDITIONS

### Section 1.01 PURPOSE & INTENT

The Comprehensive Plan (also referred to as “the Plan”) indicates, in general, how citizens want the City to improve and grow in both the near term as well as the next 20 years and beyond. The Comprehensive Plan is an official document adopted by the Planning Commission as a policy guide. The plan helps direct decisions about the physical development of the community. The Comprehensive Plan is the legal and conceptual foundation for the City’s Zoning Code and all other land use regulations in the City. The Comprehensive Plan should be recognized and utilized as a flexible document to be interpreted within the broad spectrum of land development possibilities and ever changing conditions. This document addresses the planning elements defined in Missouri Revised Statutes Chapter 89 Section 340, which sets forth the legal foundation for the authority, objectives, content and adoption of the Comprehensive Plan. The Statue states:

***RSMO Chapter 89.340.** 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.*

The City of Bridgeton’s 2013 Comprehensive Plan reviews and updates Bridgeton’s 1994 Comprehensive Plan entitled “1994 Bridgeton” (as Amended in 2010). The essential characteristics of the plan are comprehensive, general, and long range. “Comprehensive” means that the plan encompasses all geographic parts of the community and all functional elements which influence the physical development of the community. “General” means that the plan summarizes policies and proposals, but does not necessarily indicate specific parcels or detailed regulations related to future land use and development. “Long range” means the plan looks beyond the foreground of pressing current issues to the perspective of problems and possibilities, 10 to 20 years in the future. The City’s Zoning Ordinance and Subdivision Regulations are much more specific with regards to regulating land use and are the key legislative tools for implementing the Comprehensive Plan.

### Section 1.02 ROLE OF THE PLANNING COMMISSION

The Planning Commission directs the development and implementation of the Comprehensive Plan and serves as an advisory body to the City Council. Under the Zoning Ordinance, a primary duty of the Planning Commission is to hold public hearings where public opinion can be expressed. In this sense, the Planning Commission is a sounding board for community attitudes toward



development. The Commission provides recommendations to the City Council regarding rezoning, subdivisions, special use permits, and text amendments to the Zoning Ordinance.

### **Section 1.03 ROLE OF THE MAYOR AND CITY COUNCIL**

The Mayor and City Council are responsible for enacting and amending the Zoning Ordinance after consideration of the recommendations of the Planning Commission. This responsibility includes amendments to the City's Official Zoning Map. The role of the City Council in the subdivision process is to accept or reject record plats, easements, dedications of rights-of-way, establishing financial guarantees or financing mechanisms to ensure construction of all public improvements, and approval of engineering drawings.

As opposed to the Planning Commission, the City Council does not have a direct role in adopting the Comprehensive Plan. Pursuant to State Statute, the preparation and adoption of the Comprehensive Plan is the responsibility of the Planning Commission. However, decisions by the City Council should be consistent with the Comprehensive Plan. It is recommended that the City Council adopt a resolution of support of the Comprehensive Plan, thereby memorializing their support for the policies of the Plan. The role of the Mayor and City Council is summarized as follows:

- Update the Zoning Ordinance and the Zoning Map after considering the Planning Commission's recommendation.
- Approve "Planned Development" applications following consideration of the Planning Commission's recommendations.
- Accept or reject dedications of easements, rights-of-way, and public lands on subdivision final plats after having been recommended by the Planning Commission.
- Approve engineering plans for construction of public improvements.
- Approve financial guarantees or financing mechanisms to ensure construction of all public improvements within subdivision plats.
- Appoint members of the Planning Commission and the Board of Adjustment.

### **Section 1.04 CITY OF BRIDGETON 2020 COMPREHENSIVE PLAN OVERVIEW**

The planning team will utilize a "values-driven" planning approach to update the City's 1994 Comprehensive Plan. This approach integrates both the traditional "data-driven" and "vision-planning" approaches. A key component of the Comprehensive Plan Update is the development of a customized public participation program designed to identify community values and build consensus. The public participation program is needed to provide first-hand knowledge of the citizens' perspective of Bridgeton's strengths, weaknesses, opportunities and threats. The public engagement program includes ongoing meetings with the City's Planning Commission and City Staff, a Comprehensive Planning Workshop and a citizen survey mailed to every resident and business in Bridgeton. All meetings with the Planning Commission are/were open to the public. A summary of the public engagement process is provided in the Critical Issues Chapter. The resulting Comprehensive Plan will include chapters summarizing the City's Existing Conditions, Critical Issues, Goals and Objectives and Future Land Use. The following is a brief summary of the key Comprehensive Plan components:



- 1) The **Existing Conditions** section includes an executive summary of the comprehensive planning process and resulting plan and a demographic analysis of Bridgeton's socio-economic conditions and description of existing zoning and land uses. It also includes a baseline report on the existing services available to residents of Bridgeton, the condition of these services, recommendations for improving these services and implementation strategies to provide ongoing services.
- 2) The **Critical Issues** report is a summary of the most important concerns expressed by the community including citizen-driven vision statements, goal and strategies. Feedback from the Town Planning Meetings and stakeholder interviews will provide the basis for the development of the critical issues contained in this section. The goals and objectives developed for the Comprehensive Plan will directly respond to the citizen-driven critical issues facing the City of Bridgeton.
- 3) The **Vision, Goals and Objectives** Chapter provide the framework for the Comprehensive Plan. This section will include policy statements and development recommendations that emerge during the Town Planning Meetings, interviews with city officials, and general research for the plan. The development and growth decisions made by the City's officials should reflect the community's values and sense of what constitutes a reasonable quality of life. To help guide these decisions, the Comprehensive Plan provides specific, measurable and attainable goals and objectives that reflect the citizen-driven values held by the residents and business owners of Bridgeton. It also includes recommendations for future land use, growth, transportation improvements and open space preservation. The Future Land Use Map will be included in this section. The Future Land Use Map depicts the recommended locations for future land use, including residential, commercial, industrial, recreation and the preservation of open space. The Future Land Use Plan will be accompanied by a future land use matrix that provides a description of each future land use category and recommendations for implementation. Prior to approving future development, the City must review each proposal/petition for compliance with the conditions, policies and standards applicable to the future land use category in which the proposed development is located. The intent of the Future Land Use Plan and Map is to provide the focus and direction needed to make well informed future land use and zoning decisions. The Future Land Use Map does not replace the zoning map; rather it provides the information needed to help implement the preferred future land use and development conditions.

### **Section 1.05 COMPREHENSIVE PLAN SUMMARY**

The local government is the primary body with jurisdiction to coordinate the overall pattern of physical development of the community. As growth and development occurs, elements of the Comprehensive Plan should be adhered to. Therefore, the local government should review the planning documents periodically and implement its objectives as needed to meet the growing demands of the community. Over time, the 2013 Comprehensive Plan may need to be supplemented with additional, more focused planning studies that address the ever-changing climate of a growing, prospering community. By taking careful steps to create a long-range plan and listening to community feedback, Bridgeton is taking positive steps to plan for the future, protect investments and to preserve Bridgeton's rich heritage.

The 2013 Comprehensive Plan update comes at a critical juncture when the City is poised for continued infill development, and renewed commitment to serving growth where redevelopment may be legally accommodated in certain Airport Buyout Areas, as well as in levy protected

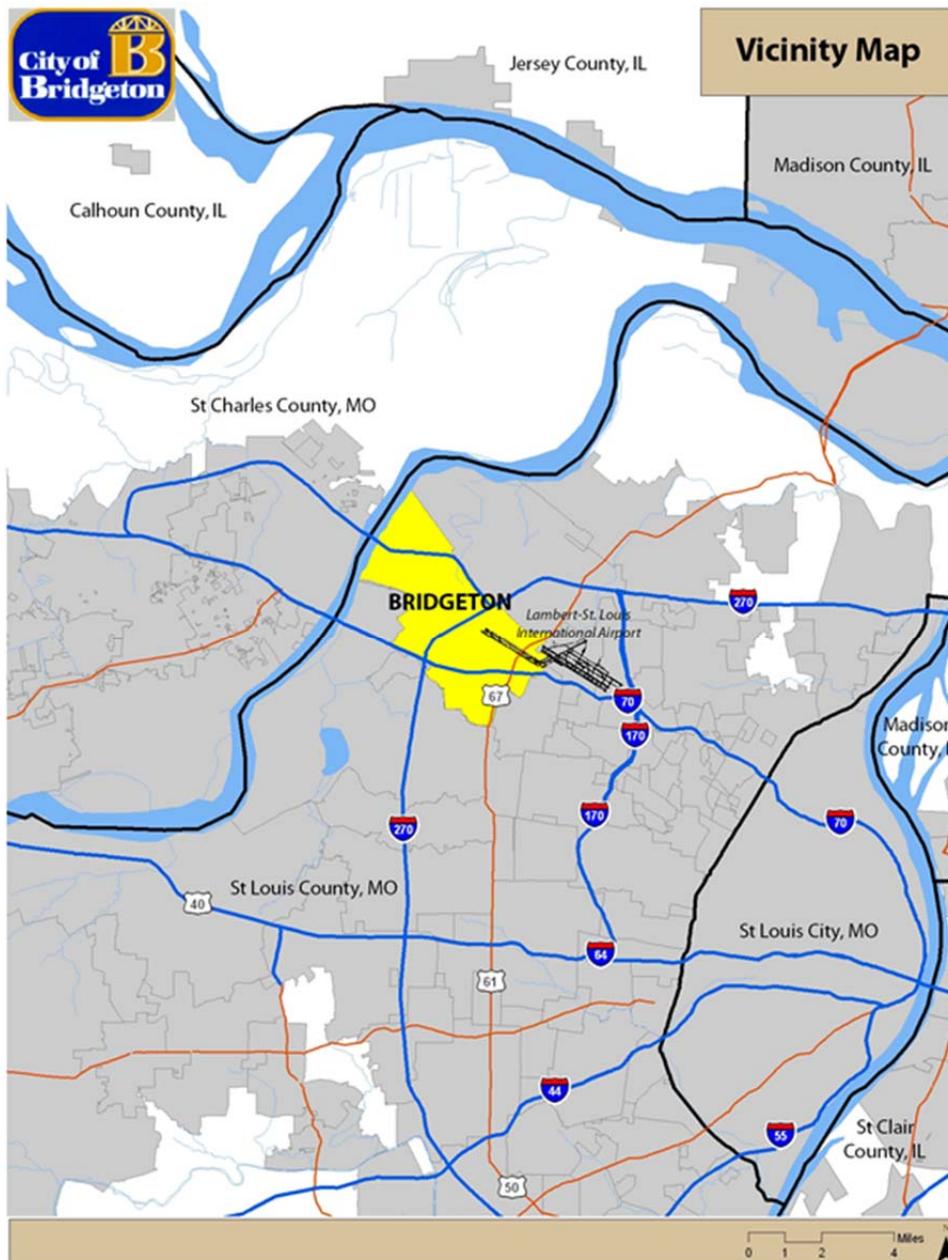


floodplains under FEMA rules. The Plan's underlying purpose is to preserve and enhance investment by all citizens while providing the foundation for quality economic growth and stability. Such actions will result in a safe and healthful environment for future generations; a city that is sustainable.

**Section 1.06 STUDY AREA**

The study area includes all areas within the City's current boundaries including the airport buyout properties within the city's jurisdiction and any areas proposed for future annexation. The City of Bridgeton is centered at 38°45'26" North, 90°25'4" West (38.7573, -90.4179). Figure 1.1 is a map of the study area shown in yellow.

**Figure 1.1: Study Area Map**





### **Section 1.07 HISTORY OF BRIDGETON**

Bridgeton is a 4th Class City with a Mayor-Council form of government. The elected, policy-making body of the City consists of a Mayor and an eight-member City Council. Bridgeton is divided into four wards and each ward has two council representatives. Municipal elections are held on the first Tuesday of April every year. The Administrative Assistant is appointed by the Mayor and is the full-time administrative officer of the City responsible for overseeing all daily operations and the municipal staff. The City of Bridgeton has a long and prosperous history dating back 300 years.

During the late 1700's, St. Louis, St. Charles, Florissant and Marias des Liards (Bridgeton) were founded, making Bridgeton one of the oldest communities in Missouri. Connecting these settlements were two trails, one from St. Louis to St. Charles, now St. Charles Rock Road, and another extending from St. Louis to Florissant and then west to Marais des Liards and St. Charles. The area's first contact with Europeans dates back to 1724 during which time the French explorer, Étienne de Veniard de Bourgmont came to the area. During this time Bridgeton was part of the French Illinois Territory.

Bridgeton was first platted in 1794 and named "Marais des Liards" (Cottonwood Swamp). It was also known as "Village à Robert", named after Robert Owen, its founder, who had received a land grant from the Spanish government. In 1796 the population (including slaves) was 77 males and 47 females, according to a Spanish census. By 1799, the population had grown to 337 whites and 42 slaves. As the area received more and more English-speaking settlers, the village of "Marais des Liards" was changed to "Owen's Station".

Due to its central location and proximity to a ferry crossing at the Missouri River, Owen's Station was a popular stop along the way from St. Louis to St. Charles for fur traders and pioneers. Meriwether Lewis passed through on his way to meet what became known as the Lewis and Clark Expedition. It was granted a state charter in 1843 and continues to hold that charter today, giving Bridgeton the distinction of holding the oldest continuous state charter in Missouri. Throughout the next few years, Bridgeton was a common stop for settlers traveling to the major trailheads of the Oregon and Santa Fe trails. During this time of great Westward Expansion, the Jesuits, a Catholic religious order of priests and brothers, arrived in Bridgeton from St. Stanislaus Seminary and St. Ferdinand Parish of Florissant, Missouri. The order established St. Mary's Church in 1851. The parish closed in 2001 due to the expansion of Lambert-St. Louis International Airport.

By 1950, Bridgeton's population was 276; which was lower than it had been in the late 1790s and early 19th century. However, due to the City's unique form of government- led by a Board of Trustees, Bridgeton exercised a special provision in the state's Legislative Charter that allowed the Board to unilaterally extend Bridgeton's boundaries through annexations. A series of Post War annexations expanded the city's boundaries from 196 acres to an estimated 17 square miles, placing the city in a position poised and ready for growth. As a result, in the 1960's, Bridgeton experienced its most significant growth with the construction of nearly 8,000 single-family and an estimated 2,000 multi-family units. Multi-family development continued at about the same average pace during the 1970s and 1980s meanwhile the construction of single-family homes stabilized during this same time period. By the 1990's residential construction nearly ended as prime residential land was nearly built-out. However, the City experienced significant growth in commercial development during the 1990's following the construction of levees, improved access to interstate highways, rail, and the proximity to the airport. During these periods of residential and commercial growth, municipal services continued to be added, improved and expanded. Parks and



community programs were developed to serve all of the City's residents and visitors. Bridgeton became a way of life.

After thirty (30) years of population growth and economy prosperity, the City would be faced with its greatest challenge to date. In 1995 an expansion plan for the airport known as "W-1W" called for the elimination of almost one-third of the City's housing stock to make way for the proposed airport expansion. In 2000, the City of St. Louis and the Lambert St. Louis International Airport commenced with the W1-W plan by acquiring 1,925 single family homes and 75 commercial properties in Bridgeton and installation of a 9,000 foot parallel runway designed to accommodate projected increases in flight travel. The estimated cost of W1-W was \$1.059 billion. The City lost irreplaceable neighborhoods and businesses resulting in an unprecedented out-migration of displaced families and businesses, population decline and significant reduction in the City's ability to generate revenue.

The challenges facing Bridgeton today are not unlike those of other second tier cities: An aging housing stock with limited areas for new homes and commercial buildings and development that have outlived their usefulness. Despite these challenges, Bridgeton remains a strong and viable economic engine for the St. Louis metropolitan area, and continues to attract new residents, businesses and jobs. However, it is essential that the community consider and plan for these challenges in order to ensure Bridgeton's success and sustainability into the future.



## DEMOGRAPHICS

The current and past socio-economic trends for Bridgeton provide the foundation for the future. The socio-economic data evaluated for this Plan includes statewide population trends, age, housing, workforce, income, employment and median commute time. This section also compares selected Bridgeton demographic data with peer cities to provide a more meaningful socio-economic analysis and help differentiate between local, isolated events and regional trends. For the purposes of this Plan, the cities of St. Ann, Creve Coeur and Maryland Heights were selected as “peer” cities. National, State and St. Louis County demographic characteristics were also included in some socio-economic comparisons. An understanding of the regional socio-economic trends and local issues will help the City plan for the future and meet the needs of its resident population and business community. The data for this analysis is from the US Census Bureau's 2010 decennial census.

### Section 1.08 POPULATION

As of the 2010 Census, there were 11,550 people, 4,760 households, and 2,957 families residing in the City of Bridgeton. The population density was 791.1 inhabitants per square mile. There were 5,088 housing units at an average density of 348.5 per square mile. The racial makeup of the city was 72.4% White, 18.7% African American, 0.2% Native American, 2.5% Asian, 4.1% from other races, and 2.1% from two or more races. Hispanic or Latino of any race was 6.4% of the population.

By way of comparison, in 2000, the City had a population of 15,550, 6,251 households and 4,206 families. Between 2000 and 2010, the City's housing stock was reduced 24% due to the loss of 1,491 homes. During this period, the population declined by 25.7%, a loss of approximately 4,000 displaced residents. According to the 2010 US Census, the City of Bridgeton's population reached the lowest it had been since 1960. Table 1.1 shows the population for the City of Bridgeton dating back to 1880.

<b>Census</b>	<b>Population</b>	<b>Percent Change</b>
1880	197	—
1890	237	20.30%
1900	178	-24.9%
1910	129	-27.5%
1920	121	-6.2%
1930	152	25.60%
1940	169	11.20%
1950	202	19.50%
1960	7,820	3771.30%
1970	19,992	155.70%
1980	18,445	-7.7%
1990	17,779	-3.6%
2000	15,550	-12.5%
2010	11,550	-25.7%

Source: US Census Bureau



The city’s population loss during the last decade is due to the airport buyout. Prior to the buy-out, Bridgeton’s population had stabilized after a period of expansive growth and annexation in the 50’s, 60’s and 70’s. The City’s location, access to regional employment centers and good supply of well-built homes and stable neighborhoods will continue to retain and attract residents. However, future population growth will require ongoing reinvestment in the City’s existing neighborhoods and business districts and future residential redevelopment.

**Section 1.09 AGE CHARACTERISTICS**

The population of Bridgeton has 20% under the age of 16 and 80% over the age of 16. More specifically, the City’s adult population is spread out with 8.1% between the ages of 18-24; 22.5% between age 25-44; 29.2% between age 45-64; and 20.2% were 65 years of age or older. The percentage of Bridgeton’s population over 65 was 20.2% in 2010 which is consistent with Creve Coeur (20.7%), but much higher than the State and St. Louis County which were 14% and 15% respectively. The median age in the city was 44.6, which was the highest of the peer communities, St. Louis County and the State. The City’s mature median age is the result of the City’s high concentration of Baby Boomers and retirees.

Bridgeton’s age characteristics reflect the national trend of population aging due to the high percentage of baby boomers reaching retirement age. It is estimated that 10,000 Baby Boomers will turn 65 today, and about 10,000 more will cross that threshold every day for the next 15 years. While Bridgeton has long been a popular place for young families to raise children, the City lost many of its young families and school –aged children after the buy-out. As a result, the City had the lowest percentage of school age children of all peer communities, with only 20% under the age of 16. In comparison, the percentage of the State’s population under 16 was 23.8% and St. Louis County’s was 23.4%.

In summary, the analysis of the City’s age characteristics suggest Bridgeton is very popular among middle-aged adults and continues to attract and retain seniors. However, the City needs to make sure the amenities, housing and services that attract young families with children are provided. Therefore, it is important for the City to continue offering the services and amenities expected from its middle-aged and senior residents and identify and provide those services, amenities and housing desired of young families.

Age Cohort	Bridgeton	St. Ann	Creve Coeur	Maryland Heights	St. Louis County	Missouri
Under 5 years	5.1	6.4	4.7	6.0	5.9	6.5
16 and older	83.0	80.0	82.1	82.1	79.6	79.0
65 and older	20.2	13.0	20.7	12.2	15.0	14.0
Median Age	44.6	37.1	44.3	35.0	39.9	37.9
Male	47.0	47.5	48.2	48.7	47.3	49.0
Female	53.0	52.5	51.8	51.3	52.7	51.0

X Lowest Percentage X Highest Percentage Source: U.S. Census Bureau, Census 2010



**Section 1.10 INCOME**

According to the 2010 Census, the median household income in the City was \$47,791 and the median income for a family was \$62,946. Males had a median income of \$50,036 versus \$39,811 for females. The per capita income for the City was \$25,810. Just over 15% of the City's population was below the poverty level. By way of comparison, Bridgeton's income levels were above the State and the City of St. Ann, but well below the County and the cities of Maryland Heights and Creve Coeur. The City of Bridgeton had the highest percentage of persons living below the poverty level compared to the peer communities, but just less than 1% higher than the State level. St. Ann had the highest unemployment rate (6.5%) while Bridgeton had the second lowest unemployment rate (4.9%). Table 1.3 provided a summary of the City's income characteristics.

	Bridgeton	St. Ann	Creve Coeur	Maryland Heights	STL Cnty.	Missouri
Per capita income	\$25,810	\$21,579	\$62,056	\$29,529	\$34,334	\$25,371
Median family income	\$62,946	\$50,000	\$128,478	\$68,980	\$75,106	\$59,020
Median household income	\$47,791	\$38,159	\$98,093	\$63,698	\$58,630	\$47,202
Persons below poverty	15.2%	13.1%	5.4%	10.3%	9.7%	14.3%
Unemployment	4.9%	6.5%	2.6%	5.1%	5.2%	5.2%

X Lowest Percentage X Highest Percentage Source: U.S. Census Bureau, Census 2010

**Section 1.11 HOUSING**

There were 4,760 households in the City according to the 2010. Of the 4,760 households, 24.6% had children under the age of 18 living with them, 43.8% were married couples living together, 13.3% had a female householder with no husband present, 5.0% had a male householder with no wife present, and 37.9% were non-families. 32.3% of all households were made up of individuals and 15.6% had someone living alone who was 65 years of age or older. The average household size was 2.97 and the average family size was 2.37, which was consistent with the peer communities surveyed.

The reduction in household size has been a nationwide trend as more and more baby boomers reach retirement age. The fact the average household size in Bridgeton is slightly smaller than that of St. Louis County (3.03), demonstrates that singles, seniors and baby boomers are comfortable living in Bridgeton.

The median home value in Bridgeton, per the 2010 census, was \$164,100. This is significantly higher than the state average of \$138,900 but well below the median home value in St. Louis County, which was \$178,800. On the basis of this data, one might argue that Bridgeton offers more affordable housing than St. Louis County which in turn provides more income for other household expenditures for Bridgeton residents.

The percentage of renter-occupied housing is higher in Bridgeton than the State and County averages, but well below Maryland Heights and St. Ann. The percentage of vacant housing in



Bridgeton (7.6%) was about the same as the County (7.7%) and well below the State average (12.9%) Table 1.4 provides a summary of the City's housing tenure and value.

Housing Tenure & Value	Bridgeton	St. Ann	Creve Coeur	Maryland Heights	STL Cnty.	Missouri
Owner-Occupied Housing	65.2%	56.6%	68.2%	56.9%	72.1%	69.5%
Renter-Occupied Housing	34.8%	43.3%	31.8%	43.1%	27.9%	30.5%
Total Vacant Housing Units	7.6%	8.2%	5.8%	6.0%	7.7%	12.9%
Median value of owner-occupied housing units	\$164,100	\$107,100	\$382,800	\$159,200	\$178,800	\$138,900
Average Family Size	2.37	2.16	2.32	2.14	2.42	2.46
Average Household Size	2.97	2.85	2.87	2.84	3.03	3.02

**X** Lowest Percentage **Y** Highest Percentage Source: U.S. Census Bureau, Census 2010

**Section 1.12 HOUSING AFFORDABILITY**

Housing affordability is a key component of 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. One basic way to measure housing affordability is to look at how 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. Planners and most lenders consider a household that spends 35% or more of its income on housing costs to be financially burdened. For example, if a family's income was \$59,000 (the median family income in Missouri); they would be considered financially burdened if they spent more than \$1,750/month on housing. In other words, "affordable housing" would be housing that cost less than \$1,750/month in this particular situation.

The percentage of Bridgeton homeowners who spend 35% or more of their income on housing is 19.6%, almost 2% less than the State average and 3.5% lower than the County average. The City's percentage of renters who pay 35% or more of their income on rent was the second highest of all peer communities. By way of comparison, the percentage of renters in St. Ann who pay more than 35% of their income on rent is 50.9%, almost 11.5% higher than Bridgeton, State and St. Louis County averages. It is estimated that 15% of U.S. homeowners pay more than 50% of their income on housing. Since the percentages of homeowners who are considered "financially burdened" have reached such high numbers nationally, (an estimated 19 million), the benchmark is moving up from 35% to 50% of income spent on housing.

The median amount homeowners paid on housing/mortgages in the City of Bridgeton was \$1,314. This amount was second lowest among the peer communities surveyed, but slightly higher than the State average (\$1,224). St. Ann had the lowest mortgage cost (\$1,112/month). Meanwhile, the median rent in the City of Bridgeton, according to the 2010 Census, was the second highest. Creve Coeur had the highest average rent and mortgage rate at \$2,410/month and \$966 respectively. Table 1.6 provides a summary of housing costs and affordability. Table 1.6 provides a summary of the housing cost for Bridgeton.



This plan recommends the City monitor the percentage of homeowners who pay over 35% of their income on housing stays below the state average, which is 21.5% and develop a plan to assist residents that spend more than 35% of their income on housing. The plan should first and foremost seek to diversify the City’s housing stock to provide alternative housing options and seek out funding sources to assist with housing costs for the poor. This plan also recommends recruiting more, higher paying jobs, and seeking other educational and financial solutions to minimize the effects of the housing and financial crisis on the City of Bridgeton’s homeowners.

**Section 1.13 COST OF LIVING INDEX**

<b>Table 1.6 Housing Cost &amp; Affordability (2010)</b>						
<b>Housing Cost</b>	<b>Bridgeton</b>	<b>St. Ann</b>	<b>Creve Coeur</b>	<b>Maryland Heights</b>	<b>STL Cnty.</b>	<b>Missouri</b>
Median Mortgage Cost	\$1,314	\$1,112	\$2,410	\$1,332	\$1,455	\$1,224
% of homeowners paying ≥ 35% of income on housing	19.6%	18.4%	25.4%	21.20%	23.1%	21.5%
Median Rent	\$829	\$639	\$966	\$797	\$821	\$693
% of renters paying ≥ 35% of income on housing	39.5%	50.9%	26.1%	25.1%	40.5%	39.1%

✘ Lowest Percentage 
 ✘ Highest Percentage 
 Source: U.S. Census Bureau, Census 2010

According to the Missouri Department of Economic Development, MERIC (Missouri Economic Research and Information Center), Missouri had the 10th lowest cost of living in the US, with a composite cost of living of 92.4 (US = 100). This means, on average, prices in the State are about 92.4% of what they are at the national level. According to Sterling’s, the estimated Cost of Living index for Bridgeton is 91.1, almost 10% lower than the U.S. average and 1.3% lower than the State. With the cost of housing, utilities, transportation, gas, groceries and health care 10% below the National average, the economic advantages in Bridgeton are infinite.

**Section 1.14 EDUCATIONAL ATTAINMENT (AGES 25 & OVER)**

Table 1.7 shows the educational attainment of Bridgeton’s population above 25 years of age. The table shows that 90.2% are high school graduates or higher and 17.7% has a Bachelor’s degree. The educational attainment of the City’s population 25 and older is well above the State levels. However, all the peer cities and County are leading the State in educational attainment with higher high school graduate rates and Bachelor degrees. The City should continue to promote quality education and ensure the City’s schools are safe and secure.



Housing Tenure & Value	Bridgeton	St. Ann	Creve Coeur	Maryland Heights	STL Cnty.	Missouri
High School Graduate	33.9%	34.0%	8.10%	25.2%	23.2%	32.1%
High School Grad or Higher	90.20%	84%	97.3%	91.3%	91.5%	86.8%
Bachelor's Degree	17.7%	11.6%	36.3%	23.3%	23.5%	16%
Graduate or Prof, Degree	7.6%	4.6%	32.4%	13.4%	15.8%	9.4%

*Source: 2010 US Census*

**Section 1.15 EMPLOYMENT CHARACTERISTICS**

The most common occupation in the City falls in the management, business, science and arts occupational category. Over 33% of the City's workforce has occupations in the aforementioned field. The second most popular occupation is sales and office occupations, which include 27.6% of the City's workforce occupations. The top three (3) industries in Bridgeton, in order of percentage of workforce are; **1.** professional, scientific, and management, and administration (20.9%), **2.** wholesale trade (12.9) and **3.** educational, health and social services (12.4%), see also Table 1.8 for a summary of City's workforce occupation characteristics.

OCCUPATION	Bridgeton's Workforce	St. Louis County's Workforce
Management, business, science, and arts occupations	33.1%	42.10%
Service occupations	18.8%	15.60%
Sales and office occupations	27.6%	27.30%
Nat'l resources, construction, and maintenance occupations	7.7%	5.70%
Production, transportation, and material moving occupations	12.7%	9.30%
<b>INDUSTRY</b>		
Civilian employed population 16 years and over	1.0%	0.40%
Agriculture, forestry, fishing and hunting, and mining	7.5%	4.60%
Construction	11.1%	10.40%
Manufacturing	3.2%	3.30%
Wholesale trade	12.9%	11.30%
Retail trade	5.2%	4.60%
Transportation and warehousing, and utilities	2.6%	2.70%
Information	4.1%	9.30%
Finance and insurance, real estate and rental and leasing	9.3%	12.10%
Professional, scientific, and mgt, and admin and waste mgt	20.9%	24.30%
Educational services, and health care and social assistance	12.4%	9.10%
Arts, entertainment, and rec, and hospitality and food services	5.0%	4.70%
Other services, except public administration	4.7%	3.10%
Public administration	1.0%	0.40%

*Source: 2010 US Census*



**Section 1.16 OCCUPATION & COMMUTING**

Approximately 64.2% of workers in Bridgeton work for companies, 15.6% work for the government and 4.4% are self-employed. The percentage of the City’s population engaged in civilian labor and percentage of those self-employed are very similar to St. Louis County; however the City of Bridgeton’s population has a much higher percentage of government workers (15.6%) than the County (10.1%).

According to the 2010 US Census, the median commute time for Bridgeton’s workforce was 18.9 minutes, meaning half the workers in the area have a longer travel time and half spend less time commuting. The median commute time for US workers was 25.2 minutes. The median commute for Missouri was only 23.1 minutes which was just under St. Louis County’s workforce median commute time which was 23.3 minutes. The City had the shortest commute of the peer communities, resulting in less vehicle miles traveled (VMT), less carbon emissions and less fuel consumption. These are fundamental characteristics of a sustainable community.

The percentage of Bridgeton’s workforce who walk or bike to work (2.6%) is below the State average (3.3%) and National average (4.6%). Currently, the percentage of Bridgeton’s workforce who work from home is 2.8%, which is well below the percentage of people who work from home in the County (4.3%), State (4.1%) and National average (4%). However, as gas prices increase, the percentage of people willing to walk or bike to work and/or work from home will increase. Therefore, the City should continue ongoing maintenance of the City existing sidewalks, paths and bike lanes/trails. This plan also recommends the City continue promoting the installation of new sidewalks, bike lanes, and trails; especially when they connect to key destinations within the City, such as schools, parks and local neighborhoods. Table 1.9 provides a summary of the City’s workforce characteristics.

<b>Table 1.9 Workforce Characteristics (2010)</b>		
<b>OCCUPATION</b>	<b>Bridgeton’s Workforce</b>	<b>St. Louis County’s Workforce</b>
Population 16 years and over	9,667	793,141
Civilian labor force	64.2%	66.9%
Not in labor force	35.8%	33.0%
Employed	59.3%	61.7%
Unemployed	4.9%	5.2%
Government Workers	15.6%	10.10%
Self-employed	4.4%	4.8%
<b>COMMUTING TO WORK</b>		
Drove alone	84.5%	83.2%
Carpooled	7.0%	7.3%
Public Transportation	1.5%	2.4%
Walked	2.6%	1.5%
Worked at Home	2.8%	4.3%
Mean travel time to work	18.9 minutes	23.3 minutes
<i>Source: 2010 US Census</i>		



**Section 1.17 TOP EMPLOYERS (2005 & 2002)**

1. DePaul Health Center: 2,838 employees (2,500 in 2002)
2. Hussmann Refrigeration: 1,750 employees (1,800 in 2002)
3. Schnucks: 475 (N/A in 2002)
4. Wal-Mart: 400 employees (200 in 2002)
5. KV Pharmaceutical: 300 employees (N/A in 2002)
6. Hunter Engineering: 300 employees (300 in 2002)
7. Best Buy: 250 employees (N/A in 2002)
8. Home Depot: 250 employees (250 in 2002)
9. Lowe's: 220 employees (N/A in 2002)
10. Target: 200 employees (N/A in 2002)



Section 1.18 SOCIOECONOMIC SUMMARY

<b>Table 1:10 Socioeconomic Summary</b>	
Total population	11,550
Male	47%
Female	53%
Median age	44.6
<b>Bridgeton Housing</b>	
Owner-occupied homes	65.2%
Median home value	\$164,100
Median mortgage payment	\$1,314
Renter-occupied homes	34.8%
Vacant housing	7.6%
Median monthly rent	\$829
<b>Average Income</b>	
Median for all male full-time	\$50,036
Median for all female full-time	\$39,811
<b>Household Income</b>	
Less than \$10,000	4.1%
\$10,000 to \$14,999	8.7%
\$15,000 to \$24,999	14.9%
\$25,000 to \$34,999	9.5%
\$35,000 to \$49,999	15.1%
\$50,000 to \$74,999	15.3%
\$75,000 to \$99,999	13.1%
\$100,000 to \$149,999	15.1%
\$150,000 to \$199,999	2.5%
\$200,000 or more	1.6%

<b>Education</b>	
Less than 9th grade	3.2%
9th to 12th grade, no diploma	6.6%
High school graduate	33.9%
Some college, no degree	23.7%
Associate's degree	7.3%
Bachelor's degree	17.7%
Graduate degree	7.6%
<b>Household by Type</b>	
Total Households	4,760
Family Households (family)	62%
Husband-wife family	43%
Householder living alone	32.1%
Householder living alone-over 65	15.6%
<b>Race</b>	
White	72.4%
Black or African American	18.7%
Asian	2.5%
Other	4.4%
<b>Bridgeton Commute</b>	
Carpool	7%
Work from home	2.8%
Walked	2.6%
Public transportation	1.5%
Average travel time	18.9 min.



**Section 1.19 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 Bridgeton is part of the St. Louis Metropolitan Statistical Area (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). According to the 2010 census, the St. Louis MSA had a total population of 2.8 million people with 25% residing in Illinois and 75% residing in Missouri. The estimated income for the St. Louis, MO-IL MSA was \$50,900.

The defining characteristic of the St. Louis region over the last several decades has been a period of population stability coupled with geographic sprawl. As the population continues to age and transportation costs increase, in-migration from the suburbs to the more urban areas and inner-tier cities is anticipated to increase. This is especially true in neighborhoods and cities where housing is affordable and daily services, shopping and jobs are centrally located, such as the case in the City of Bridgeton.

Planners and retail experts also look into various locational factors such as accessibility, commute, income levels, education and the density and intensity of population (i.e. rooftops). Table 1.11 disregards the City limits and provides a summary of the 1, 5 and 10 mile trade area profiles for the City of Bridgeton. The control point or axis for the 1, 5 and 10 mile circular profiles was City Hall. The data shows that the City’s commercial districts have access to a significant population and a solid income base with relatively inexpensive housing when looking at the greater Bridgeton Trade Area. Therefore, the City’s trade demographics would support a wide range of retail and commercial service offerings, provided the City’s commercial districts were promoted to this greater trade market area and positioned to accommodate a wide range of market driven, destination-type uses that would attract consumers from a greater regional trade area.

<b>Table 1.11: Bridgeton Trade Area Demographics (2000 Census)</b>			
<b>Control Point: Bridgeton City Hall</b>	<b>1 Mile</b>	<b>5 Miles</b>	<b>10 Miles</b>
Population- 2010 Census	4,790	143,117	634,366
Population-2000 Census	7,251	147,967	650,730
Change in Population (2000-2010)	(33.9%)	(3.3%)	(2.5%)
Males / Females (%)	44.1/55.9	48/52	47/53
Land Area Square Miles	3	75	310
<b>Age (2010)</b>			
Age 0 to 17 years	18.2%	21%	23%
18 to 24 years	7.8%	11%	10%
24 to 44 years	21.6%	28%	25%
45 to 64 years	27.8%	26%	27%
65 and over	24.6%	14%	14%
<b>Trade Area Workforce Statistics</b>			
Mean Travel Time to Work	25.2	26.1	27.0
Males w/ Earnings in 1999	914	4,292	15,815



Avg Earnings of Males (2000)	\$29,816	\$31,924	\$38,033
Females w/ Earnings in 1999	662	3,611	13,646
Avg Earnings of Females (2000)	\$19,905	\$19,850	\$19,059
<b>Trade Area Housing Statistics (2010- unless noted)</b>			
Total Households (single-family)	1,992	60,607	255,640
Total Housing Units	2,146	65,895	280,965
Average Household Size	2.31	2.37	2.49
Owner Occupied Housing	54.8%	60.0%	68.0%
Renter Occupied Housing	45.2%	40.0%	32.0%
Average House Value (2000)	\$91,335	\$113,549	\$115,622
Average Gross Rent (2000)	\$463	\$512	\$511
Average Age of Structure (home)	38.5	30.2	29.9
Source: US Census - CARTS)			

**Section 1.20 COMMUNITY TAPESTRY – THE FABRIC OF AMERICAN’S NEIGHBORHOODS**

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 retailers to determine localized purchasing patterns and within the site selection process.

The following paragraphs detail the top “Lifestyle Clusters” that make up the greater City of Bridgeton trade area. It is included in this Plan to provide a better understanding of the spending habits and lifestyles of the consumers within the City of Bridgeton trade area. This information provides retailers a profile of the local trade area and provides some quality of life indicators the City should be prepared to address in the future. These include, but are not limited to, the following conditions;

- Providing continuing educational and training to the areas workforce;
- access to quality, salaried jobs;
- providing healthy meals to a culture “on-the-run”; and
- diversifying the housing stock to provide more choices, especially in the affordable housing/1st time homebuyer market segment.

**Section 1.21 TOP TAPESTRY SEGMENTS**

**Segment 24 Main Street, USA:** Main Street, USA neighborhoods are a mix of single-family homes and multiunit dwellings found in the suburbs of smaller metropolitan cities, mainly in the Northeast, West, and Midwest. This market is similar to the United States when comparing household type, age, educational attainment, housing type, occupation, industry, and household income type distributions. The median age of 36.8 years matches that of the U.S. median. The median household income is a comfortable \$56,882. Homeownership is at 65 percent, and the median home value is \$205,391. Active members of the community, residents participate in local civic issues and work as volunteers. They take care of their lawns and gardens, and work on small



home projects. They enjoy going to the beach and visiting theme parks as well as playing chess, going bowling or ice skating, and participating in aerobic exercise.

**Segment 18 Cozy and Comfortable:** Cozy and Comfortable residents are settled, married, and still working. Many couples are still living in the pre-1970s, single-family homes in which they raised their children. Households are located primarily in suburban areas of the Midwest, Northeast, and South. The median age is 42.1 years, and the median home value is \$174,687. Home improvement and remodeling are important to Cozy and Comfortable residents. Although some work is contracted, homeowners take an active part in many projects, especially painting and lawn care. They play softball and golf, attend ice hockey games, watch science fiction films on DVD, and gamble at casinos. Television is significant; many households have four or more sets. Preferred cable stations include QVC, Home & Garden Television, and The History Channel.

**Segment 29 Rustbelt Retirees:** Most Rustbelt Retirees neighborhoods can be found in older, industrial cities in the Northeast and Midwest, especially in Pennsylvania and other states surrounding the Great Lakes. Households are mainly occupied by married couples with no children and singles that live alone. The median age is 45 years. Although many residents are still working, labor force participation is below average. More than 40 percent of the households receive Social Security benefits. Most residents live in owned, single-family homes, with a median value of \$129,157. Unlike many retirees, these residents are not inclined to move. They are proud of their homes and gardens and participate in community activities. Some are members of veterans' clubs. Leisure activities include playing bingo, gambling in Atlantic City, going to the horse races, working crossword puzzles, and playing golf.



## **DEVELOPMENT CONSTRAINTS**

### **Section 1.22 HISTORIC SITES**

“The National Register of Historic Places” is the nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archeological resources. While there are numerous criteria for listing, it is required that a property must be at least 50 years old to be eligible for consideration. Currently, the Payne-Gentry House is the only property in the City of Bridgeton on the National Registry. However, many of the City's existing properties are now more than 50 years old. Post WWII architectural styles, structures and neighborhoods are now seen as being potentially eligible for such listing.

### **Section 1.23 ENVIRONMENTAL FRAMEWORK**

The environment provides the natural and physical context within which land use activities take place. The intent of this plan is to minimize the negative impacts on the environment. This section provides a brief overview of the environmental framework of Bridgeton and highlights some of the more sensitive environmental elements that must be considered in future development and land use decisions.

### **Section 1.24 FLOODPLAINS**

The riparian zone of a river, stream or other body of water is the land adjacent to the centerline of the channel and includes the stream banks and floodplain. Riparian zones can be broad alluvial valleys or narrow strips of stream bank. Riparian zones help control the intensity and frequency of flooding and contain very sensitive ecosystems that support a diverse range of species and vegetation. Riparian areas are prone to periodic flooding, which helps support and maintain these fragile ecosystems.

Riparian areas are classified into "zones" which refer to the probability of annual flooding. The “100 Year Floodplain” is an area that is expected to flood at least once in a 100-year period. For the purposes of this plan, the 100-year floodplain is also the limits of the “riparian zone” and delineates the recommended greenway locations. The 100-year floodplain can be further divided into two areas based on flood hazard potential. The floodway is the area within and adjacent to the stream banks required to discharge the 100-year flood without raising the water surface elevation more than one foot above base flood level at any point. Obstacles in the floodway can disrupt this function, increasing both the frequency and severity of flood damage. Therefore, no structure, fence or other permanent, manmade obstruction should be constructed in the floodway. The floodway fringe is the area bordering the floodway. This area provides storage during a flood event and functionally reduces the frequency and intensity of downstream flooding by holding floodwaters until they are carried away in the floodway channel. While the floodway fringe's capacity decreases with the presence of obstacles, such as a fence or building, their presence is generally acceptable when regulated properly.

The Federal Emergency Management Agency (FEMA) prepared Flood Insurance Relief Maps (FIRM) for the Bridgeton region. The maps define the boundaries of the areas 100-year floodplains to help identify areas prone to flooding. Any future development proposed near a river, stream or other flood prone areas should be identified on the FIRM maps to verify their location within the floodplain and special precautions taken, as needed, for any future development activity. Map TBD shows the areas floodplains and natural drainage areas.



Levees, usually earthen embankments, are designed and constructed to contain, control, or divert the flow of water so as to provide protection from temporary flooding. Levees are designed to provide a specific level of protection, such as the 100-year or 500-year flood event. The floodplains in the west and northwest sections of the City of Bridgeton are protected by a series of levee systems. The Missouri River floodplain at Bridgeton is part of the St. Peters & Chesterfield Valley Levee Systems (Ref. Figure 1.2); and is protected by the Earth City Levee District and Missouri Bottoms Levee District.

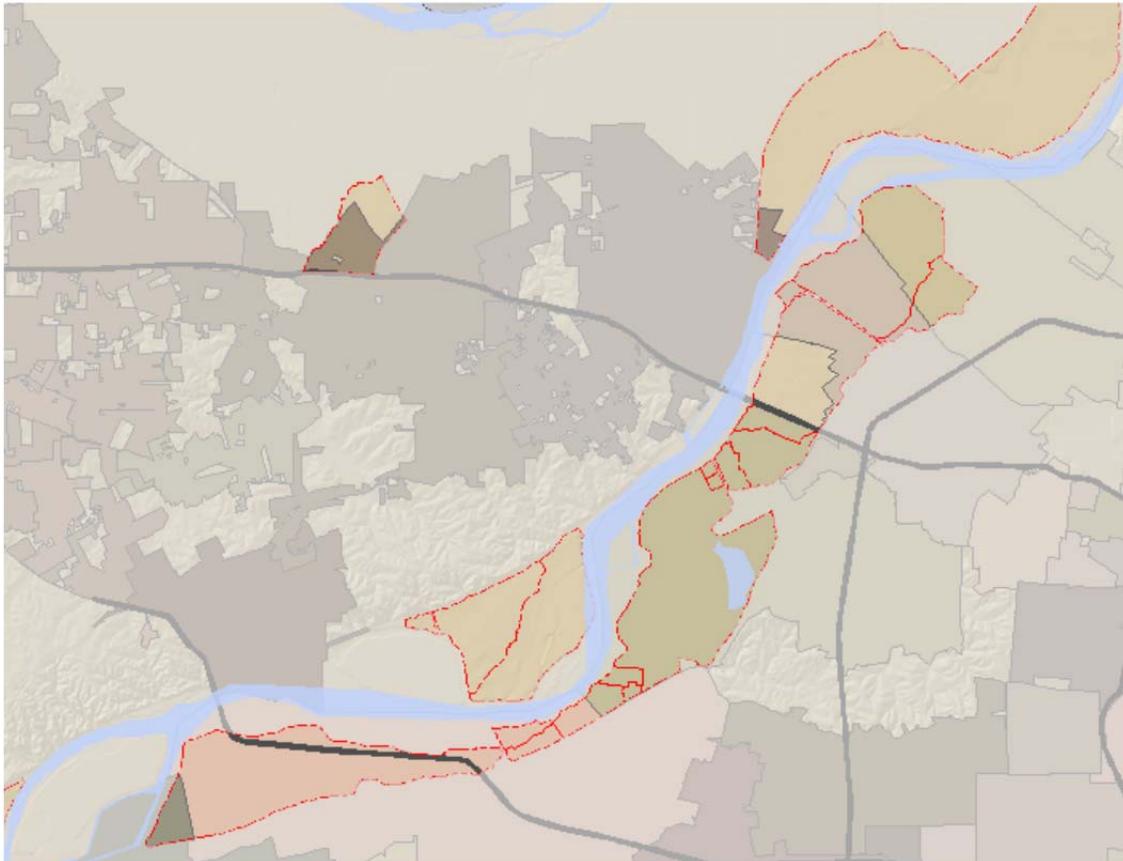
FEMA accredits levees for a 100-year flood event; however, the Earth City Levee west of Bridgeton provides what is considered a 500-year levee protection. In many low-to-moderate risk areas such as this, businesses are eligible for reduced-cost Preferred Risk Policies (PRP). Areas behind levees that are credited as protecting against the one-percent-annual-chance flood are being re-mapped by FEMA over time as areas of “moderate risk” and will not be required to have insurance coverage. However, while not requiring it, FEMA recommends flood insurance for all properties behind levees; and, the City of Bridgeton should encourage property owners to follow those recommendations. Regardless of levee ratings, the flood risk of development behind levees must be evaluated. Before a levee can be shown as providing a level of protection for the one-percent-annual-chance flood, it must meet the Department of Homeland Security’s Federal Emergency Management Agency (FEMA) accreditation criteria. It is important to note that accrediting a levee does not guarantee protection.

FEMA establishes criteria for levee accreditation and identifies risk levels through flood analysis and mapping projects. FEMA manages the National Flood Insurance Program (NFIP), the cornerstone of the Nation’s strategy for preparing communities for flood disasters. FEMA also produces Flood Insurance Rate Maps (FIRMs) that delineate the floodplain and regulatory floodway boundaries, base flood elevations, and insurance risk zones. FIRMs are an essential tool by which states and communities evaluate their flood risks to manage development in the floodplain, insurance agents properly rate flood insurance policies, and lending institutions and Federal agencies determine flood insurance requirements. Identifying the risks behind levees is an important element of FIRMs. The U.S. Army Corps of Engineers (“the Corps”) is responsible for building and maintaining Corp-owned levees, and for inspecting those structures in the programs to determine their level of maintenance.

The City of Bridgeton has long participated in the Federal Emergency Management Agency (FEMA) flood insurance programs and as such, has adopted the floodplain management ordinances required of all participants. The Earth City Levee District contains 1,891 acres of which 784 acres (42%) are within the City of Bridgeton and the remaining 1,107 acres (58%) in unincorporated St. Louis County. The District became operational in February, 1995. Prior to February, 1995, the Earth City Board of Trustees, under the Indentures for the Earth City Business Park, was responsible for the operations, maintenance and repair of the flood control system protecting the Earth City Business Park and 739 acres of industrial land north of St. Charles Rock Road which was not part of the Earth City Business Park.



Figure 1.2: St. Peters & Chesterfield Valley Levee System along the Missouri River



(Source: East-West Gateway MPO)

Even with levee protection, however, the land is still considered to be in the floodplain. The levee-protected areas around the City of Bridgeton—depending on the condition of the levees, their maintenance record etc.—may be classified as “low-to-moderate risk” in the future (as distinct from areas without levee protection which will remain high-risk zones). Careful consideration should be given to all land use decisions relating to floodplain or other development constraints. Future decisions should take into account the flood risks, up to and including levees failing or overtopping. Regardless of any future remapping or re-designation of risk, certain measures are recommended for development in the floodplain. Floodplain development guidelines and recommendations are provided in the Future Land Use Chapter.

### Section 1.25 WETLANDS

Wetlands are included in the definition of waters of the state, which included waters of the United States within the State of Missouri. Wetlands perform many valuable functions including decreasing the frequency and severity of flooding, water purification, provide feeding and breeding grounds for aquatic habitat and support vegetation that absorb harmful greenhouse gasses. They also offer diverse recreational opportunities such as hunting, fishing and wildlife observation. However, Missouri has lost over 90 percent of the wetlands that once covered 4.8 million acres of the state's total land area.



This plan recommends preserving and enhancing wetlands in accordance with the Federal and state regulations that mandate “no net loss” of wetlands. If a wetland or portion of a wetland is disturbed or eliminated, replacement of that wetland with a wetland of equal quality and quantity is required. The major wetland areas in Bridgeton will be shown on the Slopes and Wetland Map. Development should be prohibited from encroaching upon these areas and any other wetland areas found within the project area. The designation of wetlands in itself does not necessarily prevent development, but is an indicator that development will need to be approached in a more sensitive manner. The appropriate state agencies should be contacted prior to any alteration of any wetland area.

### **Section 1.26 TOPOGRAPHY**

Topography is the natural terrain of an area; its slopes, valleys, hills, and similar landscape features. Topography can be a critical element to development. When severe slopes are developed, they frequently become unstable which creates a great deal of erosion. This erosion further destabilizes the slopes and all of the soil that washes off the slope ends up in creeks, streams, and rivers. This degrades the quality of the water body and can increase the severity of local flooding.

Phase II Stormwater regulations by the State are an attempt to control these sorts of impacts through the use of Best Management Practices. One such practice can be limiting development to areas without severe slope issues. This plan recommends focusing development where slope erosion will not be a problem. Topography will be expressed on the Slopes and Wetland Map.

### **Section 1.27 LAMBERT INTERNATIONAL AIRPORT**

The 1,500 acres bought by the Airport Authority in conjunction with the W1-W project included more than 1,900 residences and 80 commercial properties. This plan seeks to identify strategies to better utilize land that was cleared and/or purchased as part of the buy-out. Strategies would be limited to areas that are not impacted by the Airport’s security, sound and height limitations. During the planning process, the Project Team will consider all available options, including an Airport Environs Overlay Zoning District (AEO) as authorized by Missouri Revised Statutes and in conformance with the standards of the Federal Aviation Administration (FAA). The intent of the AEO Zoning District and/or other strategies for the buy-out area is to establish an alternative scheme of land use controls which promotes and safeguards the public health, safety, and general welfare from the establishment or maintenance of airport hazards, thereby protecting the lives, property, and quality of life of the occupants of the land in the vicinity of the airport and preventing the destruction and impaired use of Lambert International Airport and the public investment therein.

### **Section 1.28 FINANCIAL OVERVIEW**

The economic base of Bridgeton is anchored by retail, manufacturing, office/warehouse, restaurants and hospitality establishments that, by their location near the Lambert-St. Louis International Airport and a key junction of two regional interstates (I-70 and I-270), find an advantage to their respected businesses.

Hussmann Refrigeration, Rockwell International, Trane, Hunter Engineering, Midwest Supply, and Virbac are just a few of the companies having important facilities in Bridgeton. Schnucks Markets



Warehouse and Bakery and DePaul Community Health Center serve the metropolitan area and beyond from their strategic Bridgeton location. Well over 2,000 hotel rooms, ten (10) large retailers and hundreds of convenience and service outlets have made the community the 18<sup>th</sup> largest sales tax generator in the State of Missouri. Bridgeton's strong tax base anchored in sales tax has allowed Bridgeton to deliver high quality city services.

The City approved a ½ cent park and stormwater sales tax in 1998 and a ½ cent capital improvement sales tax in 2006. These funds have funded a major athletic complex and aquatic center in the City, and for future parks, stormwater and street improvement projects.

The City entered into an agreement with the City of St. Louis relating to airport expansion project. Under the agreement, the City of Bridgeton received \$10,800,000 from the City of St. Louis for the replacement of the Bridgeton Municipal Complex. The City also issued Certificates of Participation Series 2009 totaling \$5,785,000 to complete the financing of the new Municipal Complex and to repay outstanding debt on the old City Hall. These actions along with sound investment policies have had a positive impact on the City's financial condition.

### **Section 1.29 MAJOR INITIATIVES**

Land acquisition and financing was authorized and completed in 2009 for the relocation and construction of the new City Hall Complex. Construction began in the fall of 2009 and was substantially completed by January 2011. Reconstruction of the Taussig Road Improvement Project was completed in 2010. Improvements to Fee Fee Road, Raymond Avenue, Taplin Avenue, Banks Road and Melody Lane have been designed, rights-of-way acquired and completed or substantially completed during the time of this writing. The design and construction of Parkwood Lane and Locke Avenue are currently underway.

During the last few years, several major development projects have been completed including the relocation and newly constructed Wal-Mart Supercenter, continued expansion of the DePaul Hospital complex, and several other significant commercial, industrial and residential projects. Currently, there are several other warehouse, manufacturing and business expansion plans in the planning and design phase. A redevelopment agreement was approved in 2010 for a major retail project along St. Charles Rock Road. The City of Bridgeton is a good place to locate whether it be residential, commercial or industrial land usage, as witnessed by the many local businesses, industries, institutions and residents who have had invested in the City in the recent past.

Other improvements made during the past few years include the completion of the new City Hall Complex and the establishment of new ward boundaries. Re-grading of ball fields and new parking lot surfaces were installed for the tournament softball fields and concession facilities at the Bridgeton Municipal Athletic Complex (BMAC). The BMAC facility is becoming one of the premier sports complexes in the area. Improvements to the Riverwoods Park Trail and Hickory Wood Trail continue to be made. An EF-4 tornado hit the City of Bridgeton in April 2011 which resulted in a major clean-up effort of debris removal and reconstruction of damaged structures. The City also hopes to replace lost park land due to airport expansion with comparative facilities.

### **PARKS & RECREATION**

Parks: 358 acres (up from 204 acres in 2002)

Playgrounds: 9 (down from 11 in 2002)

Baseball/Soccer fields: 18 (down from 19 in 2002)



Tennis Courts: 9 (down from 11)

Athletic Complex rental dates: 292 (up from 174 in 2002) peaked to 408 in 2008.

Aquatic center admissions: 29,948 (up from 18,678) peaked in 2011.

Golf course rounds: 23,570 (down from 28,143) peaked to 31,277 in 2009.

**Section 1.30 FUTURE PARK IMPROVEMENTS**

This plan recommends the following future park improvements. Estimates were provided by the City:

**BERRY HILL GOLF COURSE**

1. Build new 18 hole golf course, driving range, and clubhouse and maintenance facility.....\$7,000,000.00
2. Build new clubhouse .....\$1,000,000.00
3. Rebuild greens.....\$400,000.00
4. Driving Range.....\$500,000.00

**CARROLLTON PARK**

Remove streets and overhead power lines. Develop plan and design for park.....\$15,000.00

**BRIDGETON MUNICIPAL ATHLETIC COMPLEX**

1. Replace 4 backstops...\$180,000.00
2. New Tennis Court lights.....\$120,000.00
3. Replace old existing field lights.....\$60,000.00
4. Resurface west section of new parking lot.....\$120,000.00
5. Install pour in place surface for 2 playgrounds.....\$245,000.00
6. Remodel Fielder's Choice Concession.....\$250,000.00
7. Scoreboards (6).....\$36,000.00
8. Renovate Field #2.....\$25,000.00

**TOTAL COST \$1,036,000.00**

**O'CONNOR PARK**

1. Pour in place playground surfaces.....\$34,000.00
2. New walkways.....\$35,000.00
3. Resurface tennis courts.....\$45,000.00

**TOTAL COST \$114,000.00**



**RIVERWOODS PARK**

Complete Earth City Levee Trail.....\$2,000,000.00

**MCKELVEY PARK**

Restroom Facility.....\$200,000.00

**SPANISH VILLAGE PARK**

Install Pour in place playground surface.....\$61,000.00

**BRIDGEWAY PARK**

1. Remove both picnic pavilions and replace with one located near bathroom...\$75,000.00
2. Resurface Tennis Courts and Repair fence.....\$35,000.00
3. Install pour in place playground surface.....\$42,000.00
4. Build small walking trail.....estimate not available
5. New sign.....\$6,000.00

**TOTAL COST \$158,000.00**

**MATTHEWS PARK**

1. Replace backstop.....\$10,000.00
2. Hook restroom up to sewer service.....estimate not available
3. Put pour in place surfacing for playgrounds (3).....\$99,000.00
4. New Sign.....\$6,000.00
5. Replace Restroom.....\$150,000.00
6. Replace Pavilion.....\$75,000.00

**TOTAL COST \$340,000.00**

**HELLEBUSCH PARK**

1. Add small walking trail.....\$3,000.00
2. New sign.....\$6,000.00
3. Pour in place surfaces for 2 playgrounds.....\$45,000.00

**TOTAL COST \$54,000.00**

**FAMILY AQUATIC CENTER**

1. Replace umbrella and party area covers.....\$15,000.00
2. Add new water feature.....\$30,000.00



3. Replace Filter Media.....estimate not available
4. Re-Gel Slides....\$10,000.00

**TOTAL COST \$55,000.00**

**COMMUNITY CENTER**

1. Resurface pool and surrounding areas.....\$500,000.00
2. Redo existing locker rooms.....\$1,000,000.00
3. Remove racquet ball courts and enlarge workout facility.....\$100,000.00
4. Install ceiling above workout rooms and racquet ball courts for additional rooms...estimate not available.
5. Build a storage facility.....\$60,000.00
6. Repair and refinish gym floor.....\$25,000.00
7. New Roof.....\$60,000.00
8. security cameras.....\$30,000.00
9. New Cardio Equipment.....\$42,000.00
10. New Storefront Entrance way.....\$30,000.00
11. Rework Electrical panels.....\$1,000,000.00
12. Backup generator.....\$200,000.00
13. Entrance Canopy.....\$50,000.00
14. Gymnasium Dividers.....\$20,000.00
15. Suspended Walking Track.....\$250,000.00
16. Remodel lobby.....\$50,000.00
17. Build new facility.....estimate not available

**TOTAL COST \$3,417,000.00**

**GENTRY PARK**

1. Replace pavilion.....\$60,000.00
2. Playground with pour-in-place for new pavilion.....\$150,000.00
3. Pour in place surfaces for playgrounds (3).....\$117,000.00
4. Workout stations for walking trail.....\$20,000.00
5. Put in backstop at new pavilion play area.....\$10,000.00
6. New sign.....\$12,000.00

**TOTAL COST \$369,000.00**