

**ADDENDUM  
TO  
AGENDA**

**CITY COUNCIL MEETING**

**MONDAY, MARCH 7, 2022**

**7:00 p.m.**

**CITY COUNCIL CHAMBERS, CITY HALL - 45 LYON TERRACE**

**BRIDGEPORT, CONNECTICUT**

**ADDED:**

**COMMUNICATIONS TO BE REFERRED TO COMMITTEES:**

**50-21**

Communication from OPM re: Proposed Budget Transfer to FY 2021-2022  
From: Emergency Communications and Operations Center Account  
#01290000-56180 (\$209,252) To: Health & Social Service Department  
Accounts (\$209,252), referred to Budget and Appropriations Committee.

*(Special Note: All items listed on the agenda can be found on the City Clerk's website within  
24 hours of meeting: City Council Agendas/Minutes; City Council; 2021-2022;  
Full/Minutes/Size; 2022-03-07 pdf)*

**AGENDA**

**CITY COUNCIL MEETING**

**MONDAY, MARCH 7, 2022**

**7:00 p.m.**

**CITY COUNCIL CHAMBERS, CITY HALL - 45 LYON TERRACE**

**BRIDGEPORT, CONNECTICUT**

Prayer

Pledge of Allegiance

Roll Call

**MINUTES FOR APPROVAL:**

Approval of City Council Minutes: February 7, 2022

**COMMUNICATIONS TO BE REFERRED TO COMMITTEES:**

- 34-21** Communication from Tax Collector re: Proposed Assignment of Tax Liens for Fiscal Year 2022, referred to Contracts Committee.
- 35-21** Communication from OPED re: Proposed Resolution Authorizing Administration of the Shared Mobility Device Program, referred to Ordinance Committee.
- 36-21** Communication from OPED re: Proposed Amendments to the Municipal Code of Ordinances, Chapter 12.16 – Street and Sidewalk Use Regulations, amend Sections 12.16.245 – Permit to Use City Streets and Sidewalks for the Shared Mobility Program and 12.16.250 – Miscellaneous Acts Prohibited, referred to Ordinance Committee.
- 37-21** Communication from Mayor re: Appointment of Tobias Watson (D) to the Ethics Commission, referred to Miscellaneous Matters Committee.
- 38-21** Communication from Mayor re: Appointment of Martha R. Dixon (R) to the Harbor Commission, referred to Miscellaneous Matters Committee.
- 39-21** Communication from Mayor re: Appointment of Mary F. Gaits (R) to the Zoning Board of Appeals, referred to Miscellaneous Matters Committee.
- 40-21** Communication from Mayor re: Appointment of John Slater (R) to the Zoning Board of Appeals, referred to Miscellaneous Matters Committee.
- 41-21** Communication from Mayor re: Reappointment of Donald W. Donaldson (D) to the Commission for People with Disabilities, referred to Miscellaneous Matters Committee.

**COMMUNICATIONS TO BE REFERRED TO COMMITTEES CONTINUED:**

- 42-21** Communication from OPED re: Proposed Resolution Authorizing Certain Amendments to the Hollow NRZ Plan, referred to Economic and Community Development and Environment Committee.
- 43-21** Communication from OPED re: Proposed Resolution Authorizing Certain Amendments to the South End NRZ Plan, referred to Economic and Community Development and Environment Committee.
- 44-21** Communication from Mayor re: Proposed Five-Year Capital Plan for Fiscal Years 2023-2027, referred to Budget and Appropriations Committee.
- 45-21** Communication from City Attorney re: Proposed Settlement of Claim #836987 in the Matter of Lexi Black, referred to Miscellaneous Matters Committee.
- 46-21** Communication from City Attorney re: Proposed Settlement of Pending Litigation with Ryan Collins v. Bouchard, Et Al – Case #3:19-cv-01646 (JAM), referred to Miscellaneous Matters Committee.
- 47-21** Communication from City Attorney re: Proposed Request for an Additional Paralegal Position to the Office of the City Attorney, referred to Miscellaneous Matters Committee.
- 48-21** Communication from Central Grants re: Grant Submission: State of Connecticut Department of Public Health – Epidemiology and Laboratory Capacity Supplement (ELC) Enhancing Detection Cooperative Agreement (#22474), referred to Economic and Community Development and Environment Committee.
- 49-21** Communication from Central Grants re: Grant Submission: CT Urban Forest Council – Urban Forestry Climate Change Grant Program (#22396), referred to Economic and Community Development and Environment Committee.

**MATTERS TO BE ACTED UPON (CONSENT CALENDAR):**

- \*25-21** Ordinance Committee Report re: Amendment to the Municipal Code of Ordinances, Chapter 10.12 – Stopping, Standing and Parking Generally, amend Section 10.12.080 – Illegal Parking in a Bus Zone.
- \*26-21** Ordinance Committee Report re: Amendment to the Municipal Code of Ordinances, Chapter 10.16 – Parking, amend Section 10.16.070 – Rates and Charges; Grace Period; Prompt Payment Discount; Immobilization; Exemptions.

**MATTERS TO BE ACTED UPON (CONSENT CALENDAR) CONTINUED:**

- \*21-21** Miscellaneous Matters Committee Report re: Appointment of Ralph R. Ford, Jr. (D) to the Civil Service Commission.
- \*27-21** Miscellaneous Matters Committee Report re: Settlement of Pending Litigation with William Gomez-Perez, Et Al – Docket No. FBT-CV-19-6082893-S.
- \*29-21** Miscellaneous Matters Committee Report re: Refund of Excess Payments – Montrey LLC Re: 1245 Fairfield Avenue.
- \*30-21** Miscellaneous Matters Committee Report re: Refund of Excess Payments – Greystone Servicing Co. LLC Re: 215 Barnum Avenue.

*(Special Note: All items listed on the agenda can be found on the City Clerk's website within 24 hours of meeting: City Council Agendas/Minutes; City Council; 2021-2022; Full/Minutes/Size; 2022-03-07 pdf)*

THE FOLLOWING NAMED PERSON HAS REQUESTED PERMISSION TO ADDRESS THE CITY COUNCIL ON MONDAY, MARCH 7, 2022 AT 6:30 P.M. IN THE CITY COUNCIL CHAMBERS, CITY HALL, 45 LYON TERRACE, BRIDGEPORT, CT 06604.

<b>NAME</b>	<b>SUBJECT</b>
Briana Wahl Green Village Initiative 20 Amsterdam Avenue, 3E Bridgeport, CT 06606	Supporting youth programming and food justice.
Nicholas Flood Green Village Initiative 20 Amsterdam Avenue, 3E Bridgeport, CT 06606	Supporting a new lease for Green Village Initiative at 1469 Reservoir Ave.
Andrés Garcia El Pueblo Unido 219 James Street Bridgeport, CT 06604	1469 Reservoir Ave.
Katie Smuckler FoodCores/Reservoir Community Farm 1469 Reservoir Avenue Bridgeport, CT 06606	Reservoir Community Farm lease ending/ future plans.
Allison Waggener Bridgeport Mutual Aid 72 Park Avenue Bridgeport, CT 06604	Renewing lease for Reservoir Community Farm.
Takina Pollock Shafer Bridgeport Farmers Market Collaborative 49 Sidney Street Bridgeport, CT 06606	Support for Reservoir Community Farm.
Deborah Thomas Sims East End NRZ Market and Cafe 302 Union Avenue Bridgeport, CT 06607	Reservoir Farms.
Cecil Young 99 Carroll Avenue Bridgeport, CT 06607	Follow up: Violation of Civil Rights.
Ellie Angerame Green Village Initiative 497 Laurel Avenue Bridgeport, CT 06605	Council vote for GVI's lease and use of 1469 Reservoir Avenue (Reservoir Community Farm).
Reginald Saint Fortcolin 190 Alice Street Bridgeport, CT 06606	Reservoir Community Farms.

**CITY COUNCIL MEETING  
PUBLIC SPEAKING FORUM  
MONDAY, MARCH 7, 2022  
City Council Chambers, City Hall  
45 Lyon Terrace  
Bridgeport, CT**

**CALL TO ORDER**

Council President Nieves called the Public Speaking session of the City Council to order at 6:32 p.m.

**ROLL CALL**

The Assistant City Clerk Frances Ortiz called the roll.

130<sup>th</sup> District: Scott Burns, Matthew McCarthy  
131<sup>st</sup> District: Jorge Cruz, Tyler Mack  
132<sup>nd</sup> District: Marcus Brown, Rolanda Smith  
133<sup>rd</sup> District: Aikeem Boyd, Jeanette Herron  
134<sup>th</sup> District: Michelle Lyons, AmyMarie Vizzo-Paniccia  
135<sup>th</sup> District: Mary McBride-Lee, Rosalina Roman-Christy  
136<sup>th</sup> District: Avelino Silva, Alfredo Castillo  
137<sup>th</sup> District: Aidee Nieves, Maria Valle  
138<sup>th</sup> District: Maria Pereira, Michele Small  
139<sup>th</sup> District: *Wanda Simmons*, Ernest Newton

RECEIVED  
CITY CLERK'S OFFICE  
22 MAR 15 PM 1:57

A quorum was present. The names in italics did not appear to respond during the roll call. Council Member Newton stated that Council Member Simmons was ill.

**THE FOLLOWING NAMED PERSON HAS REQUESTED PERMISSION TO ADDRESS THE CITY COUNCIL ON MONDAY, MARCH 7, 2022 at 6:30 P.M.**

**Briana Wahl**  
Green Village Initiative  
20 Amsterdam Avenue, 3E  
Bridgeport, CT 06606

Supporting youth programming  
and food justice

Ms. Wahl came forward to speak about food justice and youth programming. She said that in Bridgeport there were some businesses that were teaching children how to prepare high quality and health meals. It will be important to support those types of businesses.

**Nicholas Flood**  
Green Village Initiative  
20 Amsterdam Avenue, 3E  
Bridgeport, CT 06606

Supporting a new lease for Green  
Village Initiative at 1469 Reservoir  
Avenue.

Mr. Flood greeted the Council and asked the Council to work in partnership with the GVI. As it stands, the agreement does not seem favorable to food justice and social justice. It encourages people to open their own businesses. Bridgeport Farm offers a unique opportunity. It will be important to invest in children's futures. Funding school libraries will help the children and the farm can remain.

**Andres Garcia**  
El Pueblo Unido  
219 James Street  
Bridgeport, CT 06604

1469 Reservoir Avenue

Council President Nieves called for Mr. Garcia. There was no response.

**Katie Smuckler**  
FoodCores/Reservoir  
Community Farm  
1469 Reservoir Avenue  
Bridgeport, CT 06606

Reservoir Community Farm lease  
ending/future plans.

Ms. Smuckler greeted the Council and encouraged the Council to support the Farm. She is a teacher. GVI has been in Bridgeport since 2010 and teach not only students, but teachers. The Farm is a source of fresh food and the students learn where the food comes from. The students return to their classrooms with many questions such as what they can grow and how they can do it. It is a safe space for the children in terms of social/emotional learning. The schools are losing resources. This will help the children.

**Allison Waggener**  
Bridgeport Mutual Aid  
72 Park Avenue  
Bridgeport, CT 06604

Renewing lease for Reservoir  
Community Farm

Ms. Waggener came forward and greeted he Council Members. She said that she was speaking in support of the renewal of the Community farm. Bpt. Mutual Aid has delivered over 13,000 meals in the past. This farm is a gem in the City. It doesn't make sense to have a lease that has a clause informing them that they will have 1 year to vacate when the library construction start. The Bridgeport Green Space Coalition has formed in the past week. She displayed some posters that had messages from the residents who came out to show their love for the farm. People care about this.

**Takina Pollock Shafer**  
Bridgeport Farmers  
Market Collaborative  
49 Sidney Street  
Bridgeport, CT 06606

Support for Reservoir Community  
Farm

City of Bridgeport  
City Council  
Regular Meeting  
March 7, 2022

Ms. Shafer said that she was the director of the Bridgeport Farmers Market Collaborative. GVI is one of the partners. They work with WIC and SNAP card holders. Grocery prices. Are skyrocketing and the community should not have to choose between a library or a community farm. It provides bio-diversity in the City.

**Deborah Thomas Sims**  
East End NRZ  
Market and Café  
302 Union Avenue  
Bridgeport, CT 06606

Reservoir Farms

Council President Nieves called for Ms. Sims. There was no response.

**Cecil Young**  
99 Carroll Avenue  
Bridgeport, CT 06607

Follow up on Violation of Civil Rights.

Mr. Cecil Young came forward and said that he had been a community activist for many years. He said that he did not care what color people were. He then displayed some poster boards with photos and documents regarding his termination from City job despite the fact he did go to work on March 15th. He said that he also had a time card showing that he was at work that day. After 27 1/2 years, he was terminated. His wife fought night and day to see Mr. Young get his day in Court. He thanked Council Member Cruz and said JC knew about all that he had done for the community. All the documents have been given to the Council Members. He promised his wife on her death bed that he would not let this issue go.

**Eleanor Angerame**  
Green Village Initiative  
497 Laurel Avenue  
Bridgeport, CT 06605

Council Vote for GVI lease and use of  
1469 Reservoir Avenue (Reservoir  
Community Farm)

Ms. Angerame came forward and greeted the Council Members. She said that she was on a mission to create Fresh food for the community. She thanked each council Member who spoke in favor of the farm. She appreciates the support. There have been some developments in the lease negotiations. She said that she would work with the Council Members to address concerns.

As a farmer, she would like to see this new beginning to continue. They should all work together for Bridgeport.

**Reginald Saint Fortcolin**  
190 Alice Street  
Bridgeport, CT 06606

Reservoir Community Farm

Council President Nieves called for Ms. Sims. There was no response.



**John Marshall Lee**  
30 Beacon Street  
Bridgeport, CT 06605

Mr. Lee said that it was wonderful to be back in the Council Chambers. He then read the following statement into the record:

This past weekend the Stratfield Apartments was the scene of an attempted desperate leap by a resident from her third-floor apartment window to the street below. Two persons helped her abandon her threatened jump. One is a tenant who had been called by the desperate resident to say a last goodbye and also a maintenance worker for the apartments who received a similar message.

The eight/nine story building has 192 units according to its website and houses a population of seniors or disabled who meet low-income requirements of HUD. HUD Section Eight subsidies flow through the corporation managing the property and attain to the building itself. Bridgeport operates housing with Section Eight vouchers of several types and manages them through Park City Communities whose Executive Director is Jillian Baldwin.

Where would a resident of Stratfield Apartments look to record despair at not having someone listen to their pleas? A reference to Bridgeport Boards or Commissions like Fair Housing or Fair Rent created years ago? No. They actually have died in plain sight with expired terms that go without Mayor action. Did you know that? What are HUD rules for any resident associations to be elected, empowered, and supported in their primary mission of using their voice democratically and their eyes and ears to perform timely and regular oversight?

Elected officials of Federal, State and local levels including the Greater Bridgeport NAACP have been listening to Stratfield residents report and protest elevator safety issues including entrapment; of security and safety issues for tenants threatened or actually roughed up by non-tenant outsiders witnessed by landlord administrative employees too busy to intervene and reported to Police; and management determined to avoid doing remedial work to limit water leaking into units year after year, ruining clothing, bedding, carpeting, and way of life. Is it so much easier to scrape wallboard, spackle, and paint over without examining what is at fault with the structure and perform basic structural remedial work? Why? Too expensive?

Council Members Cruz and Mack should be acknowledged as genuinely committed to correcting the number of issues brought to their attention, and now yours as well. Where do your constituent renters turn with their issues today? Will they be told to sign the paperwork and read it later? Will they be threatened with eviction if they raise issues publicly? HUD uses our tax dollars to create support for fellow citizens who meet requirements and are good tenants. What if a landlord is failing in his responsibility as HUD calls for and is still keeping the subsidies? Where are the oversight reports for residents of Bridgeport to see that quality results are routinely delivered and not subject to broad current criticism by physicians, mental health professionals, and others who care for residents who are poor and disabled? Time will tell.

**ADJOURNMENT**

Council President Nieves closed the Public Speaking portion of the Council Meeting at 7:00 p.m.

Respectfully submitted,

Telesco Secretarial Services

**CITY OF BRIDGEPORT  
CITY COUNCIL MEETING  
MONDAY, MARCH 7, 2022**

**7:00 PM**

**City Council Chambers, City Hall - 45 Lyon Terrace**

**Bridgeport, Connecticut**

**CALL TO ORDER**

Mayor Ganim called the Regular Meeting of the City Council to order at 7:01 p.m.

**PRAYER**

Mayor Ganim asked Council Member Newton to lead those present in prayer.

Council Member Newton prayed for Council Member Simmons' quick recovery from illness.

**PLEDGE OF ALLEGIANCE**

Mayor Ganim asked City Clerk Martinez to lead those present in reciting the Pledge of Allegiance.

**ROLL CALL**

The City Clerk Lydia Martinez called the roll.

130<sup>th</sup> District: Scott Burns, Matthew McCarthy  
131<sup>st</sup> District: Jorge Cruz, Tyler Mack  
132<sup>nd</sup> District: Marcus Brown, Rolanda Smith  
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139<sup>th</sup> District: *Wanda Simmons*, Ernest Newton

A quorum was present. The names in italics did not appear to respond during the roll call.

Council Member McBride-Lee said that she had been on the Council for many years and felt disrespected during the last election. Mayor Ganim said that if he allowed Council Member McBride-Lee to speak, he would have to let others speak.

She said that she and Rosalina Roman-Christy had worked very hard with Bill Coleman on the GVI lease. She did not know where people got the idea that they was against GVI.

**MINUTES FOR APPROVAL:**

**• February 7, 2022**

The following corrections were noted:

Page 1, under Public Speaking Roll Call, please change the following from:

The City Clerk called the roll.

130<sup>th</sup> District: Scott Burns, Matthew McCarthy  
131<sup>st</sup> District: Jorge Cruz, Tyler Mack  
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133<sup>rd</sup> District: Aikeem G. Boyd, Jeanette Herron  
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**To:**

The City Clerk called the roll.

130<sup>th</sup> District: Scott Burns, Matthew McCarthy  
131<sup>st</sup> District: Jorge Cruz, Tyler Mack  
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On page 5, please remove the following edits for the December 20, 2021 meeting:

Council Member Pereira submitted the corrections for the December 20, 2021 minutes as follows:

**1) Public Comment- Page 4- Last Paragraph:** *"Council Member Pereira said that she would be meeting with Nate because there is a need for litigation [inaudible]"* I have no idea who "Nate" is and made no such reference regarding speaking with a "Nate" about "litigation." This needs to be eliminated.

2) **Regular Meeting - Page 9 - First paragraph:** Should read I stated *"Everything about Steel Pointe reeks of gentrification. Bass Pro was being sued by the Federal Department of Labor for racist hiring practices when the developers and Mayor Finch decided it was a great idea to bring them to Bridgeport when our community was 78% minority." Boca and Starbucks aren't here for existing Bridgeport residents, they are here to cater to wealthy, white outsiders. I have never had anyone ask me to stop by Starbucks to grab a cup of coffee as the vast majority of residents are Dunkin Donuts coffee drinkers."*

3) **Page-9- Third Paragraph:** It should read as *"When the 400 units are rented, their tenants will be utilizing our public services to include our streets, snow removal, libraries, parks, fire & police and possibly our schools, yet the vast majority of taxes will go right back to the Steel Pointe Special Services District, not the city coffers to offset the costs associated with their use of those public services."*

4) **Pages 11-12- Last Paragraph to First Paragraph:** Approval of October 4, 2021 Regular Meeting Minutes

The minutes show that only Amy Vizzo-Paniccia abstained due to her illness. It shows that Tyler Mack, Aikeem Boyd, Michele Small and Wanda Simmons all voted in favor of the October 4, 2021 Regular Meeting Minutes although all four have previously abstained from voting on the previous regular meeting minutes because they were not members of the Council until December 1, 2021. In consultation with Michele Small she is confident that she abstained. Councilmembers Mack, Boyd and Simmons will have to advocate for their position on this specific vote as cannot specifically recall how they voted on this matter. It just didn't make sense when I reviewed the minutes.

5) **Page 13- Paragraphs 3-8:** The motion is the approval of the Nurses Contract, however all 6 paragraphs referenced are our discussion on the Crossing Guard Contract. This needs to be corrected.

6) **Page 13 - Paragraph Three:** also asserts I stated " These are the lowest union members in the City and this is the worse(sic) contract she has seen in 12 years. It is not codified that they are not pedophiles, or sex offenders." *It should read "These are the lowest **compensated** union members in the City and this is the **worst** contact she has seen in her 12 years of public service. The contract does not codify that national background checks must be conducted to ensure pedophiles, sex offenders, etc.; are not hired as crossing guards."*

7) **Page 14 -15 - Paragraphs 4-9 on Page 14 & Paragraphs 1-4 on Page 15:** The motion is the approval of the Crossing Guard Contract, however all 10 paragraphs are our discussion on the Nurses Contract. This needs to be corrected.

8) **Page 16 - Paragraph 2:** The minutes state "This is an opportunity to allow the people of the 132nd District to vote on a vacant seat. It is not an unfilled seat. In order to vacate something, one must first occupy it." My position was the complete opposite. It should read *"This is an opportunity to allow the people of the 132nd District to vote on this unfilled seat. It is not a vacant seat as in order to vacate a seat one must first occupy the seat."*

**\*\* COUNCIL MEMBER NEWTON MOVED TO APPROVE THE MINUTES OF FEBRUARY 7, 2022 AS CORRECTED.**

**\*\* COUNCIL MEMBER ROMAN-CHRISTY SECONDED.**

**\*\* THE MOTION TO APPROVE THE MINUTES OF FEBRUARY 7, 2022 AS CORRECTED PASSED UNANIMOUSLY.**

**COMMUNICATIONS TO BE REFERRED TO COMMITTEES:**

**34-21 Communication from Tax Collector re: Proposed Assignment of Tax Liens for Fiscal Year 2022, referred to Contracts Committee.**

**35-21 Communication from OPED re: Proposed Resolution Authorizing Administration of Shared Mobility Device Program, referred to Ordinance Committee.**

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**38-21 Communication from Mayor re: Appointment of Martha R. Dixon (R) to the Harbor Commission, referred to Miscellaneous Matters Committee.**

**39-21 Communication from Mayor re: Appointment of Mary F. Gaits (R) to the Zoning Board of Appeals, referred to Miscellaneous Matters Committee.**

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- 49-21 Communication from Central Grants re: Grant Submission: CT Urban Forest Council – Urban Forestry Climate Change Grant Program (# 22396), referred to Economic and Community Development and Environment Committee.**
- 50-21 Communication from OPM re: Proposed Budget Transfer to FY 2021-2022 From: Emergency Communications and Operations Center Account #01290000-56180 (\$209,252) To: Health & Social Service Department Accounts (\$209,252), referred to Budget and Appropriations Committee.**

Council Member Burns requested Agenda Item 47-21 should be amended to be referred to Budget and Appropriations rather than Miscellaneous Matters.

**\*\* COUNCIL MEMBER NEWTON MOVED TO APPROVE THE FOLLOWING ITEMS TO BE REFERRED TO COMMITTEES AS CORRECTED:**

**34-21 COMMUNICATION FROM TAX COLLECTOR RE: PROPOSED ASSIGNMENT OF TAX LIENS FOR FISCAL YEAR 2022, REFERRED TO CONTRACTS COMMITTEE.**

**35-21 COMMUNICATION FROM OPED RE: PROPOSED RESOLUTION AUTHORIZING ADMINISTRATION OF SHARED MOBILITY DEVICE PROGRAM, REFERRED TO ORDINANCE COMMITTEE.**

**36-21 COMMUNICATION FROM OPED RE: PROPOSED AMENDMENTS TO THE MUNICIPAL CODE OF ORDINANCE, CHAPTER 12.16 – STREET AND SIDEWALK USE REGULATIONS, AMEND SECTION 12.16.245 – PERMIT TO USE CITY STREETS AND SIDEWALKS FOR SHARED MOBILITY PROGRAM AND 12.16.250 – MISCELLANEOUS ACTS PROHIBITED, REFER TO ORDINANCE COMMITTEE.**

**37-21 COMMUNICATION FROM MAYOR RE: APPOINTMENT OF TOBIAS WATSON (D) TO THE ETHICS COMMISSION, REFERRED TO MISCELLANEOUS MATTERS COMMITTEE.**

**38-21 COMMUNICATION FROM MAYOR RE: APPOINTMENT OF MARTHA R. DIXON (R) TO THE HARBOR COMMISSION, REFERRED TO MISCELLANEOUS MATTERS COMMITTEE.**

**39-21 COMMUNICATION FROM MAYOR RE: APPOINTMENT OF MARY F. GAITS (R) TO THE ZONING BOARD OF APPEALS, REFERRED TO MISCELLANEOUS MATTERS COMMITTEE.**

**40-21 COMMUNICATION FROM MAYOR RE: APPOINTMENT OF JOHN R. SLATER (R) TO THE ZONING BOARD OF APPEALS, REFERRED TO MISCELLANEOUS MATTERS COMMITTEE.**

**41-21 COMMUNICATION FROM MAYOR RE: APPOINTMENT OF DONALD W. DONALDSON (D) TO THE COMMISSION FOR PEOPLE WITH DISABILITIES, REFERRED TO MISCELLANEOUS MATTERS COMMITTEE.**

**42-21 COMMUNICATION FROM OPED RE: PROPOSAL RESOLUTION AUTHORIZED CERTAIN AMENDMENTS TO THE HOLLOW NRZ PLAN, REFERRED TO ECONOMIC AND COMMUNITY DEVELOPMENT AND ENVIRONMENT COMMITTEE.**

**43-21 COMMUNICATION FROM OPED RE: PROPOSED RESOLUTION AUTHORIZING CERTAIN AMENDMENTS TO THE SOUTH END NRZ PLAN, REFERRED TO ECONOMIC AND COMMUNITY DEVELOPMENT AND ENVIRONMENT COMMITTEE.**

**44-21 COMMUNICATION FROM MAYOR RE: PROPOSED FIVE – YEAR CAPITAL PLAN FOR FISCAL YEAR 2023–2027, REFERRED TO BUDGET AND APPROPRIATIONS COMMITTEE.**

**45-21 COMMUNICATION FROM CITY ATTORNEY RE: PROPOSED SETTLEMENT OF CLAIM # 836987 IN THE MATTER OF LEXI BLACK, REFERRED TO MISCELLANEOUS MATTERS COMMITTEE.**



**46-21 COMMUNICATION FROM CITY ATTORNEY RE: PROPOSED SETTLEMENT OF PENDING LITIGATION WITH RYAN COLLINS V. BOUCHARD, ET AL – CASE #3:19 – CV – 01646 (JAM), REFERRED TO MISCELLANEOUS MATTERS COMMITTEE.**

**47-21 COMMUNICATION FROM CITY ATTORNEY RE: PROPOSED REQUEST FOR AN ADDITIONAL PARALEGAL POSITION TO THE OFFICE OF THE CITY ATTORNEY, REFERRED TO MISCELLANEOUS MATTERS COMMITTEE BUDGET AND APPROPRIATIONS.**

**48-21 COMMUNICATION FROM CENTRAL GRANTS RE: GRANT SUBMISSION: STATE OF CONNECTICUT DEPARTMENT OF PUBLIC HEALTH – EPIDEMIOLOGY AND LABORATORY CAPACITY SUPPLEMENT (ELC) ENHANCING DETECTION COOPERATIVE AGREEMENT (# 22474), REFERRED TO ECONOMIC AND COMMUNITY DEVELOPMENT AND ENVIRONMENT COMMITTEE.**

**49-21 COMMUNICATION FROM CENTRAL GRANTS RE: GRANT SUBMISSION: CT URBAN FOREST COUNCIL – URBAN FORESTRY CLIMATE CHANGE GRANT PROGRAM (# 22396), REFERRED TO ECONOMIC AND COMMUNITY DEVELOPMENT AND ENVIRONMENT COMMITTEE.**

**50-21 COMMUNICATION FROM OPM RE: PROPOSED BUDGET TRANSFER TO FY 2021-2022 FROM: EMERGENCY COMMUNICATIONS AND OPERATIONS CENTER ACCOUNT #01290000-56180 (\$209,252) TO: HEALTH & SOCIAL SERVICE DEPARTMENT ACCOUNTS (\$209,252), REFERRED TO BUDGET AND APPROPRIATIONS COMMITTEE.**

**\*\* COUNCIL MEMBER HERRON SECONDED.**

**\*\* THE MOTION PASSED UNANIMOUSLY.**

**MATTERS TO BE ACTED UPON (CONSENT CALENDAR):**

**25-21 Proposed Amendment to the Municipal Code of Ordinances, Chapter 10.12 – Stopping, Standing and Parking Generally, amend Section 10.12.080 – Illegal Parking in a Bus Zone.**

**26-21 Proposed Amendment to the Municipal Code of Ordinances, Chapter 10.16 – Parking, amend Section 10.16.070 – Rates and Charges; Grace Period; Prompt Payment Discount; Immobilization; Exemptions.**

**21-21 Appointment of Ralph R. Ford, Jr. (D) to the Civil Service Commission.**

**27-21 Proposed Settlement of Pending Litigation with William Gomez-Perez, et al Docket No. FBT-CV-19-6082893-S.**

**29-21 Refund of Excess Payments – Montrey LLC re: 1245 Fairfield Avenue.**

**30-21 Refund of Excess Payments – Greystone Servicing Co. LLC re: 215 Barnum Avenue.**

Mayor Ganim asked if there was any one who wished to remove an item from the Consent Calendar. Council Member Pereira requested that Agenda Items 21-21 and 27-21 be removed from the Consent Calendar.

**\*\* COUNCIL MEMBER NEWTON MOVED TO APPROVE THE FOLLOWING CONSENT CALENDAR:**

**25-21 PROPOSED AMENDMENT TO THE MUNICIPAL CODE OF ORDINANCES, CHAPTER 10.12 – STOPPING, STANDING AND PARKING GENERALLY, AMEND SECTION 10.12.080 – ILLEGAL PARKING IN A BUS ZONE.**

**26-21 PROPOSED AMENDMENT TO THE MUNICIPAL CODE OF ORDINANCES, CHAPTER 10.16 – PARKING, AMEND SECTION 10.16.070 – RATES AND CHARGES; GRACE PERIOD; PROMPT PAYMENT DISCOUNT; IMMOBILIZATION; EXEMPTIONS.**

**29-21 REFUND OF EXCESS PAYMENTS – MONTREY LLC RE: 1245 FAIRFIELD AVENUE.**

**30-21 REFUND OF EXCESS PAYMENTS – GREYSTONE SERVICING CO. LLC RE: 215 BARNUM AVENUE.**

**\*\* COUNCIL MEMBER HERRON SECONDED.**

**\*\* THE MOTION PASSED UNANIMOUSLY.**

**21-21 Appointment of Ralph R. Ford, Jr. (D) to the Civil Service Commission.**

**\*\* COUNCIL MEMBER VIZZO-PANICCIA MOVED AGENDA ITEM 21-21 APPOINTMENT OF RALPH R. FORD, JR. (D) TO THE CIVIL SERVICE COMMISSION.**

**\*\* COUNCIL MEMBER HERRON SECONDED.**

Council Member Pereira then made the following statement:

I am requesting a roll call vote on this matter

Mayor Jasper McLevy established the Civil Service Commission to address the abuses of previous mayors who flooded the city payroll by giving their relatives, friends, and supporters jobs regardless of their qualifications or lack thereof. The point of civil service is to allow every person to have a fair opportunity to apply for city positions, and receive employment based on their qualifications and skills with the cream of the crop rising to the top. It is supposed to be all about what you know, not who you know.

This nominee serves as the antithesis of what Civil Service stands for and has long lobbied administrations to provide patronage employment for those individuals within his sphere regardless of their qualifications.

The Civil Service Commission failed to execute the most basic oversight during the previous National Police Chief search which resulted in the debacle where both Chief Perez and Acting Civil Service Director David Dunn were sentenced to prison.

And as we embark on the critical search for a highly qualified Chief of Police; the last thing the residents of Bridgeport need is to confirm a nominee who was earning \$120,000 working as a state Department of Mental Health and Addiction Services Clinical Director before being terminated in June 2014 for utilizing state resources over a four-year period, including utilizing state employees, to benefit his private practice while being paid by the state.

He paid a \$15,000 penalty for violating the state code of ethics prohibiting a state employee from using state resources to obtain personal gain and accepting outside employment that would impair his independence or judgement as a state employee. The State CT Office of Ethics issued a press release stating "...The pervasive nature of this activity makes it particularly egregious ..."

In 2016, this nominee flagrantly disregarded the CT state Democratic Party Rules which required him as the Chair of the 23<sup>rd</sup> District Senatorial Convention to provide consent forms to both Dennis Bradley, his candidate of choice, and Senator Ed Gomes who had both qualified at the convention to access the ballot without petitioning. The consent form was required to be signed by this nominee, the convention secretary, and each democratic candidate in order to be filed with the secretary of state, however this nominee failed to provide incumbent Senator Ed Gomes with the consent form although he had received 15% of the delegate votes while ensuring his candidate of choice, Dennis Bradley, was provided a completed consent form.

Senator Ed Gomes was forced to go to Superior Court to obtain ballot access. Judge Bellis stated in her decision that this nominee "perpetuated a fraud on the court," that state party officials forwarded him the consent form which he had a duty to present to Gomes, and that he demonstrated "willful misconduct" in not presenting the consent form to Senator Ed Gomes in order to prevent him access to the ballot.

Civil Service Commission members must demonstrate the highest levels of integrity, morality, and values as they have the ability to discipline and terminate civil service employees based on their conduct and performance.

For these reasons, I will be voting no on this nominee.

Respectfully submitted,  
Councilwoman Maria Pereira

Council Member Newton said that everyone has made mistakes. He has known Dr. Ford for over 40 year. The first time Dr. Ford was serving on the Commission, Dr. Ford left because he did not agree with what was being done.

Council Member Newton wished that everyone was as perfect as some of the Council Members. This is slander. When people are asked to serve on Boards and Commission, they don't want to because of the kind of thing that was done today. The City supposedly believes in second chances. This sends a message to the Bridgeport residents, but they should be letting people know that the City wants them to serve on the Boards and Commissions. People don't want to serve because they don't want to hear about things that happened 20 years ago.

Council Member McBride-Lee said that she supports Dr. Ford for many reasons, She said that she has been in a church for more than 50 years and she is not a perfect person. Sin is sin, no matter what shape it is in. Dr. Ford is a gentleman and she is not concerned about what he did 20 years ago.

Council Member Cruz referenced the Bible story referred to in the Gospel of John, Chapter 8 when the Pharisees brought a woman before Jesus for her sins and Jesus said that the man without sin should throw the first stone. Council Member Cruz said that he had his own sins, just like everyone else. Only the Son of God was perfect. This is about doing business, not condemning people. Dr. Ford is a man that loves his community.

Council Member Herron then reviewed the process for appointment, which includes a review by OIA. Dr. Ford was approved by them before the item was presented to the Council. She reminded everyone that United We Stand, Divided We Fall.

Council Member Newton called the question.

**\*\* THE MOTION TO APPROVE AGENDA ITEM 21-21 APPOINTMENT OF RALPH R. FORD, JR. (D) TO THE CIVIL SERVICE COMMISSION PASSED WITH SEVENTEEN (17) IN FAVOR ((BURNS, MCCARTHY, CRUZ, MACK, BROWN, SMITH, BOYD, HERRON, LYONS, VIZZO-PANICCIA, MCBRIDE-LEE, ROMAN-CHRISTY, CASTILLO, SILVA, NIEVES, VALLE, AND NEWTON) AND TWO (2) OPPOSED (PEREIRA AND SMALL).**

**27-21 Proposed Settlement of Pending Litigation with William Gomez-Perez, et al Docket No. FBT-CV-19-6082893-S.**

**\*\* COUNCIL MEMBER NEWTON MOVED AGENDA ITEM 27-21 – PROPOSED SETTLEMENT OF PENDING LITIGATION WITH WILLIAM GOMEZ-PEREZ, ET AL DOCKET NO. FBT-CV-19-6082893-S.**

**\*\* Council Member Herron seconded.**

Council Member Pereira said she was not in favor of this because she had a fiduciary responsibility and will be voting against the item.

**\* THE MOTION TO APPROVE AGENDA ITEM 27-21 PROPOSED SETTLEMENT OF PENDING LITIGATION WITH WILLIAM GOMEZ-PEREZ, ET AL DOCKET NO. FBT-CV-19-6082893-S PASSED WITH SEVENTEEN (17) IN FAVOR ((BURNS, MCCARTHY, CRUZ, MACK, BROWN, SMITH, BOYD, HERRON, LYONS, VIZZO-PANICCIA, MCBRIDE-LEE, ROMAN-CHRISTY, CASTILLO, SILVA, NIEVES, VALLE, AND NEWTON) AND TWO (2) OPPOSED (PEREIRA AND SMALL).**

**ADJOURNMENT**

**\*\* COUNCIL MEMBER NEWTON MOVED TO ADJOURN  
\*\* COUNCIL MEMBER MCBRIDE-LEE SECONDED.  
\*\* THE MOTION PASSED UNANIMOUSLY.**

The meeting adjourned at 7:35 p.m.

Respectfully submitted  
Telesco Secretarial Services



CITY OF BRIDGEPORT  
OFFICE OF THE TAX COLLECTOR

45 Lyon Terrace  
Bridgeport, Connecticut 06604  
Telephone 203-576-7271 Fax 203-332-5628

VERONICA JONES  
Tax Collector

JOSEPH P. GANIM  
Mayor

COMM. 34-21 Ref'd to Contracts Committee on 03/07/2022.

February 9, 2022

To: Frances Ortiz  
Assistant City Clerk

From: Veronica Jones  
Tax Collector

Re: Proposed Resolution

Please place the enclosed proposed resolution on the agenda of the next Council meeting for referral to the Contracts and Appointments Committee. The purpose is to authorize the assignment of liens for the fiscal year 2022.

Thank you.

cc: Honorable Joseph P. Ganim, Mayor  
Kenneth Flatto, Finance Director

RECEIVED  
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22 FEB 22 PM 1:02  
ATTEST  
CITY CLERK

BE IT RESOLVED, That pursuant to C.G.S. Section 12-195h, The City Council of the City of Bridgeport authorize and approve the assignment for consideration of any or all tax liens by the Tax Collector to secure unpaid taxes on real property as provided under the provision of Chapter 206 of the Connecticut General Statutes.

BE IT FURTHER RESOLVED, That pursuant to Connecticut General Statutes, including sections 7-148 and 12-195h, the City Council of the City of Bridgeport hereby authorized the Tax Collector and the Director of Finance and/ or the Mayor of the City of Bridgeport to bid or negotiate, enter into and execute any and all agreements as are reasonably necessary to effectuate the assignment of real property tax liens in form and substance satisfactory to the Mayor, the Director of Finance, the Tax Collector and the City Attorney.



*City of Bridgeport*  
**OFFICE OF PLANNING AND ECONOMIC DEVELOPMENT**

Margaret E. Morton Government Center  
999 Broad Street, Bridgeport, Connecticut 06604

Joseph P. Ganim  
Mayor

Thomas Gill  
Director

February 28, 2022

City Clerk  
45 Lyon Terrace  
Bridgeport, CT 06604

RE: Resolution Authorizing Administration of the Shared Mobility Device Program

Dear Madam City Clerk:

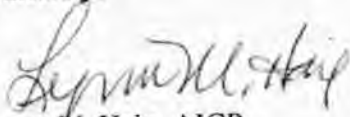
The attached resolution is for the Office of Planning & Economic Development (OPED) to administer a Shared Mobility Device Program. The Shared Mobility Device Program was launched under a pilot during 2020 and 2021 and proved to be a very successful and well received transportation alternative in Bridgeport.

This item is to be referred to the Committee on Ordinances, where they will consider an accompanying amendment to transition the Pilot Program into an ongoing permanent service. The Ordinance Committee will consider both items related to the Shared Mobility Device Program under separate resolutions.

This item furthers *Plan Bridgeport* Goal 1.1, which requires that the City "Improve Usage of Transit and Alternative Modes of Transportation."

I look forward to discussing this in more detail with the Committee.

Sincerely,

  
Lynn M. Haig, AICP  
Director of Planning

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22 FEB 28 PM 1:46  
CITY CLERK



**Resolution Authorizing the Office of Planning and Economic Development (“OPED”)  
to administer an ongoing  
Shared Mobility Program**

**WHEREAS**, on September 3, 2019, the City Council of Bridgeport adopted resolution 125-18, authorizing the City’s Office of Planning and Economic Development (“OPED”) to administer a Shared Mobility Pilot Program (the “Pilot”) of shared bicycles, electric bicycles and electric scooters until November 30, 2020 in furtherance of Plan Bridgeport Goal 1.1, which requires that the City work to “improve usage of transit and alternative modes of transportation;” and

**WHEREAS**, on December 7, 2020, the City Council adopted resolution 192-19, authorizing OPED to extend the Pilot through the end of the 2021 calendar year to provide an opportunity to monitor the Pilot during a timeframe that provided more typical usage; and

**WHEREAS**, during the Pilot, OPED utilized mobility fleet data processing and mapping software to determine where scooters were being used and to make sure they were equitably distributed; and

**WHEREAS**, OPED, through Lynx City, conducted a survey of how and why users ride scooters and their satisfaction with the Pilot; and

**WHEREAS**, OPED has worked interdepartmentally and with citizens of Bridgeport to determine if the Shared Mobility Pilot Program has benefitted Bridgeport; and

**WHEREAS**, through the above combination of feedback mechanisms, OPED has found that the Pilot indeed furthers *Plan Bridgeport* Goal 1.1 by providing a quality alternative mobility option and increasing quality of life for Bridgeport residents, as demonstrated by the 86,000 individual rides during the Pilot, one quarter of which were commuting to work or school; and

**WHEREAS**, for all the reasons cited above, it is in the City’s best interest to establish a permanent, ongoing Shared Mobility Program (the “Program”); and

**WHEREAS**, the establishment of the Program will require ongoing administrative services with respect to such matters as continued data gathering, adjustments in service coverage, response to changes in demand and partnership opportunities, processing of fees, and planning of supportive infrastructure, all of which are functions that OPED is able to manage;

**NOW, THEREFORE, BE IT RESOLVED** that, effective immediately, the Mayor or his designee, the Director of the Office of Planning and Economic Development, is hereby directed, authorized, and empowered to administer the Shared Mobility Program, substantially in the manner described herein, and to execute all documents, subject to the approval of the Office of the City Attorney, and do all other things necessary in the furtherance of, and consistent with, this resolution in the best interest of the City.



*City of Bridgeport*  
OFFICE OF PLANNING AND ECONOMIC DEVELOPMENT

Margaret E. Morton Government Center  
999 Broad Street, Bridgeport, Connecticut 06604

Joseph P. Ganim  
Mayor

Thomas Gill  
Director

February 28, 2022

City Clerk  
45 Lyon Terrace  
Bridgeport, CT 06604

RE: 1) Resolution Amending Chapter 12.16.245 and 12.16.250 of the Municipal Code  
2) Public Hearing Request

Dear Madam City Clerk:

The attached resolution would amend Chapter 12.16.245 and 12.16.250 of the Bridgeport Municipal Code to transition the Pilot Program for Shared Mobility Devices into an ongoing and permanent program within Bridgeport.

This item is to be referred to the Committee on Ordinances. It will require a public hearing.

The Office of Planning and Economic Development is submitting this item in furtherance of *Plan Bridgeport* Goal 1.1, which requires that the City "Improve Usage of Transit and Alternative Modes of Transportation."

I look forward to discussing this in more detail with the Committee.

Sincerely,

Lynn M. Haig, AICP  
Director of Planning

RECEIVED  
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CITY CLERK

**Resolution Authorizing the Amendment of Bridgeport Code of Ordinances Chapter 12.16.245  
and 12.16.250  
In Relation to the  
Shared Mobility Program**

**WHEREAS**, on September 16, 2019, the City Council of Bridgeport adopted Resolution 125-18, authorizing the City's Office of Planning and Economic Development ("OPED") to administer a Shared Mobility Pilot Program (the "Pilot") of shared bicycles, electric bicycles, and electric scooters until November 30, 2020 in furtherance of Plan Bridgeport Goal 1.1, which requires that the City work to "improve usage of transit and alternative modes of transportation;" and

**WHEREAS**, in establishing the Pilot, the Council authorized certain amendments to the *Bridgeport Code of Ordinances Chapter 12.16 – Street and Sidewalk Regulations*, per Item 123-18, approved September 16, 2019, and Item 194-19, approved December 7, 2020; and

**WHEREAS**, through a combination of feedback mechanisms, OPED has found that the Pilot, taking place between September 16, 2019, and December 31, 2021, indeed furthers *Plan Bridgeport Goal 1.1* by providing a quality alternative mobility option and increasing quality of life for Bridgeport residents; and

**WHEREAS**, equitable access led to 86,000 individual rides during the two-year Pilot, with one quarter of riders using the scooters to commute to work or school, and 9 out of 10 riders satisfied with the program; and

**WHEREAS**, in order to establish a permanent Program, certain amendments must be made to the *Bridgeport Code of Ordinances, Chapter 12.16 – STREET AND SIDEWALK USE REGULATIONS*; and

**WHEREAS**, such amendments are specifically detailed in Exhibit A, attached hereto; and

**WHEREAS**, it is in the City's best interest to establish the permanent Program;

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BRIDGEPORT:** Chapter 12.16 of the Municipal Code of Ordinances – Street and Sidewalk Use Regulations – is hereby amended as per the attached Exhibit A, with such amendment to be effective immediately.

## Chapter 12.16 STREET AND SIDEWALK USE REGULATIONS<sup>1</sup>

### 12.16.245 Permit to Use City Streets and Sidewalks for the Shared Mobility [Pilot] Program.

- A. Permit Required. No person shall operate a Shared Mobility System, as defined by City Ordinance Chapter 10.32.010, for use in the City without first having obtaining approval from the Office of Planning and Economic Development.
- B. Filing of Application—Fee. Each applicant for approval to operate a Shared Mobility System, as defined by City Ordinance Chapter 10.32.010, shall file an application with the Director of the Office of Planning and Economic Development and pay a[,] non-refundable fee in the amount of one thousand five hundred dollars (\$1,500.00) plus a Mobility Manager software maintenance fee to the City of Bridgeport upon application submission and by the first day of each subsequent calendar year. A separate fee for use of City right-of-way shall be assessed quarterly. Such applicant and usage fee revenue collected by the Office of Planning and Economic Development shall be deposited and accounted for in a City special revenue account used for Mobility Manager software costs and improving the City's bicycle infrastructure.
- C. Impoundment of Shared Mobility Devices. The Office of Planning and Economic Development shall create one or more shared mobility device pounds to which shared mobility devices may be removed at the direction of any police officer or parking enforcement officer for the city for caused specified below. The pounds to be created under this chapter shall be city-owned storage garages or such other appropriate city-owned places as shall be designated by the Office of Planning and Economic Development.
  1. Devices subject to impoundment:
    - (i) Those devices not removed by a Provider within the allotted time of a removal notice, specifically
      - a. In the event of extreme weather, emergencies, special events or for maintenance activities ("Event"), the owner of the device shall remove all devices from the Event area within ten hours of a notice by the Official;
      - b. When the number of devices deployed within a specific area is deemed excessive, the Provider must reduce its fleet in said area within four hours of receiving notice between 7:00 a.m. and 8:00 p.m., seven days per week. Any notice received outside of these hours will count as being received at 7:00 a.m. the next day;
      - c. Devices deemed inoperable, unsafe, or otherwise failing to meet the standards identified in the application, which the Provider does not remove from the active fleet within two hours of receiving notice between 7:00 a.m. and 8:00 p.m., seven days per week. Any notice outside of these hours will count as being received at 7:00 a.m. the next day;

<sup>1</sup>Editor's note(s)—An ordinance adopted September 16, 2019 Editor's note(s)—, repealed the former Ch. 12.16Editor's note(s)—, §§ 12.16.010Editor's note(s)—12.16.250, and enacted a new Ch. 12.16Editor's note(s)— as set out herein. The former Ch. 12.16Editor's note(s)— pertained to similar subject matter and derived from Prior charter of 1939, § 40(a); SA No. 314 (1941); Prior code §§ 27-11—27-26, 27-29—27-31, 27-50; 27-93—27-96; Ord. dated April 3, 1989; Ord. dated Jan. 22, 1991; Ord. dated Dec. 21, 1992 § 75(a), (f); Ord. dated April 7, 2003; Ord. dated Jan. 20, 2004; Ord. dated June 7, 2004; Ord. dated Nov. 3, 2008; Ord. dated Dec. 15, 2008; Ord. dated May 18, 2009; Ord. dated May 16, 2016 Editor's note(s)—.

- (ii) Those devices parked in violation of the application parking requirements or in one location for more than three consecutive days;
  - (iii) Those devices used in violation of any applicable local, state or federal law, rule, or regulation;
2. Impounding fee. Before the owner or representative of the owner of any device taken into custody in accordance with Section 1 hereof shall be allowed to secure the release of such device, the owner or its representative shall pay to the Office of Planning and Economic Development fifty dollars (\$50.00) per device. Such revenue collected by the Office of Planning and Economic Development shall be deposited and accounted for in a City special revenue account used for the sole purpose of improving the City's bicycle infrastructure.

(Ord. dated 12/7/20 , Exh. A; Ord. dated 9/16/19 )

### **12.16.250 Miscellaneous acts prohibited.**

The erecting or placing of any building, gate, fence, post, box, cask, wood, brick, stone, non-motor vehicle unattached to any animal, or any other thing upon any sidewalk or street; the placing, hanging or maintaining of any flag, banner, article of merchandise or other thing except awnings and signs over or across any sidewalk or street; the opening or making of any vault or cellar in, upon or under any street; and the kindling of any fire or bonfire in any public street are prohibited without consent of the common council; provided, however, that nothing in this section shall be construed so as to prevent or hinder any person, while in the process of building or repairing any building, from placing in any street materials for such purposes under such conditions and restrictions as may be prescribed in each particular case in a permit issued therefore under this section.

A. Exemptions.

- 1. Nothing in Section 12.16.250, above, shall prohibit the implementation committee of any neighborhood revitalization zone whose implementation plan has been approved by the city council from seeking permission from the director of public facilities to provide trash can receptacles for placement within the public right-of-way, provided the design of the trash can has been pre-approved by the director or his or her designee; the placement of said cans is done by the staff of the public facilities department following the issuance of a written approval for said placement by said director, or his or her designee, in accordance with Section 7-148(b)(H) and City Ordinance 8.68 Littering; and conditioned upon the property owner whose property fronts where the trash can shall be located, being notified in writing ten days prior to the placement of the trash can that the acceptance of the trash can at the location requires that the trash can be emptied by the property owner through private methods. The property owners shall also be given a copy of the Municipal Ordinance 8.60 Unlawful Depositing so that they are aware that if the trash can is not maintained in a manner that does not violate that ordinance, the trash can shall be removed by order of the director of public facilities and civil penalties shall be imposed in accordance with Ordinance 8.60. In addition, nothing in this chapter shall prevent the city health director under the statutory authority granted to all municipal health directors in 19a-206, from issuing orders, requesting the imposition of equitable, civil and/or criminal penalties by requesting such action from the State Housing Court at Bridgeport, if it is found that the failure to maintain the trash can also violated the Public Health Code.
- 2. Nothing in Section 12.16.250, above, shall prohibit the placement of bus station shelters within the public right-of-way by the transit authority authorized to provide bus service to the citizens of Bridgeport who are entitled to such access pursuant to Section 7-148(6)(C)(ii) and Section 7-148(7)(H)(xii) of the General Statutes of Connecticut, provided that the design and placement of said shelters has been submitted to and reviewed by the public safety and transportation committee of the city council and approved by the full council.

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The request for such approval shall be submitted to the city clerk for referral to the city council by the director of public facilities, provided the plans for the placement and design of said shelters has been pre-filed with said director a minimum of thirty (30) days before the requested date for submission to the city council; and plans and designs for said shelters have been reviewed by an engineer assigned to the office of the city engineer, with a written recommendation or approval or disapproval provided by said engineer to said director. Following city council approval, the placement of the bus shelters shall not proceed without the issuance of an excavation permit by the public facilities department in accordance with Section 1-148(6)(C)(iii) and (iv) of the General Statutes of Connecticut and City Ordinance Chapter 12.12 Excavations.

3. Nothing in Section 12.16.250, above, shall prohibit the use or placement of a Shared Mobility Device, as defined by City Ordinance Chapter 10.32.010, within and/or on the public right-of-way [during the Shared Mobility Device Pilot Program from September 4, 2019 to December 31, 2021]. Share Mobility Device users may ride Devices on city streets, off-street bicycle lanes, multi-use paths, and sidewalks; users must dismount upon encountering pedestrians. Devices, while they may be parked on the sidewalk, shall be parked in the following manner: (a) in a balanced, upright position; (b) to allow unimpeded pedestrian travel space on a sidewalk to a width of at least five feet; (c) to allow unimpeded access to entrances to public or private property; (d) to allow unimpeded access to all accessibility ramps and fire hydrants; (e) to allow unimpeded access to all bicycles and scooter parking areas, including any stationary fixture designed for the secure attachment of bicycles and scooters or any painted area designated for bicycle and scooter parking; (f) to allow adequate area for unimpeded vehicular travel and parking on public streets; and (g) in an area or location which the City may designate.

(Ord. dated 12/7/20 , Exh. A; Ord. dated 9/16/19 )



OFFICE OF THE MAYOR  
CITY OF BRIDGEPORT, CONNECTICUT  
999 BROAD STREET  
BRIDGEPORT, CONNECTICUT 06604  
TELEPHONE (203) 576-7201  
FAX (203) 576-3913

JOSEPH P. GANIM  
Mayor

COMM. #37-21 Ref'd to Miscellaneous Matters Committee  
on 3/7/2022

TO: Lydia N. Martinez  
FROM: Mayor Joseph P. Ganim  
DATE: February 28, 2022  
RE: Boards & Commissions

---

Please place the following name on the March 7, 2022 City Council Agenda for referral to the Miscellaneous Matters Committee for the purpose of appointment to the **Ethics Commission**:

Tobias Watson (D)  
65 Elmsford Rd  
Bridgeport, CT 06606

This term shall expire on 12/31/2024

JPG/cv


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OFFICE OF THE MAYOR  
CITY OF BRIDGEPORT, CONNECTICUT  
999 BROAD STREET  
BRIDGEPORT, CONNECTICUT 06604  
TELEPHONE (203) 576-7201  
FAX (203) 576-3913

JOSEPH P. GANIM  
Mayor

COMM. #38-21 Ref'd to Miscellaneous Matters Committee  
on 03/07/2022

TO: Lydia N. Martinez  
FROM: Mayor Joseph P. Ganim   
DATE: February 28, 2022  
RE: Boards & Commissions

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Please place the following name on the March 7, 2022 City Council Agenda for referral to the Miscellaneous Matters Committee for the purpose of appointment to the **Harbor Commission**:

Martha R. Dixon (R)  
200 Midland Ave  
Bridgeport, CT 06605

This term shall expire on 9/30/2024

JPG/cv

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APPROX 1  
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OFFICE OF THE MAYOR  
CITY OF BRIDGEPORT, CONNECTICUT  
999 BROAD STREET  
BRIDGEPORT, CONNECTICUT 06604  
TELEPHONE (203) 576-7201  
FAX (203) 576-3913

JOSEPH P. GANIM  
Mayor

COMM. #39-21 Ref'd to Miscellaneous Matters Committee  
on 03/07/2022

TO: Lydia N. Martinez  
FROM: Mayor Joseph P. Ganim *JPG*  
DATE: February 28, 2022  
RE: Boards & Commissions

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Please place the following name on the March 7, 2022 City Council Agenda for referral to the Miscellaneous Matters Committee for the purpose of appointment to the **Zoning Board of Appeals**:

Mary F. Gaits (R)  
100 Sunburst Rd  
Bridgeport, CT 06605

This term shall expire on 12/31/2024

JPG/cv

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APPROVED  
CITY CLERK



OFFICE OF THE MAYOR  
CITY OF BRIDGEPORT, CONNECTICUT

999 BROAD STREET  
BRIDGEPORT, CONNECTICUT 06604  
TELEPHONE (203) 576-7201  
FAX (203) 576-3913

JOSEPH P. GANIM  
Mayor

**COMM. #40-21 Ref'd to Miscellaneous Matters Committee  
on 03/07/2022**

TO: Lydia N. Martinez  
FROM: Mayor Joseph P. Ganim  
DATE: February 28, 2022  
RE: Boards & Commissions

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Please place the following name on the March 7, 2022 City Council Agenda for referral to the Miscellaneous Matters Committee for the purpose of appointment to the **Zoning Board of Appeals**:

John Slater (R)  
241 Wilson St  
Bridgeport, CT 06605

This term shall expire on 12/31/2022

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APPROVED  
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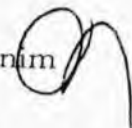


OFFICE OF THE MAYOR  
CITY OF BRIDGEPORT, CONNECTICUT

999 BROAD STREET  
BRIDGEPORT, CONNECTICUT 06604  
TELEPHONE (203) 576-7201  
FAX (203) 576-3913

JOSEPH P. GANIM  
Mayor

**COMM. #41-21 Ref'd to Miscellaneous Matters Committee  
on 03/07/2022**

TO: Lydia N. Martinez  
FROM: Mayor Joseph P. Ganim   
DATE: February 28, 2022  
RE: Boards & Commissions

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Please place the following name on the March 7, 2022 City Council Agenda for referral to the Miscellaneous Matters Committee for the purpose of re-appointment to the **Commission for People with Disabilities**:

Donald W. Donaldson (D)  
87 Rosalie Drive  
Bridgeport, CT 06606

This term shall expire on 2/28/2025

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*City of Bridgeport*  
**OFFICE OF PLANNING AND ECONOMIC DEVELOPMENT**

Margaret E. Morton Government Center  
999 Broad Street, Bridgeport, Connecticut 06604

Joseph P. Ganim  
Mayor

Thomas Gill  
Director

**COMM. #42-21 Referred to ECD&E Committee on 03/07/2022**

TO: Honorable City Council

FROM: Lynn M. Haig, AICP *LH*  
Director of Planning

DATE: February 28, 2022

RE: Referral to Economic and Community Development and Environment Committee  
Hollow NRZ Plan Amendments

The Office of Planning and Economic Development is requesting referral of proposed amendments to the Hollow NRZ Plan to the ECDE Committee.

The amendments specifically relate to chronically vacant properties, and ultimately provide the City with the ability to acquire them.

As you are keenly aware, chronically vacant properties are often detrimental to neighborhoods in a variety of ways. Providing the City with additional means to address these properties and get them back into productive use to benefit the neighborhood and city as a whole is important.

The Hollow NRZ worked with OPED to create the list of chronically vacant properties and review the proposed amendments.

Enclosed in this packet are:

- Resolution
- Letter of Support from Hollow NRZ
- Copy of Hollow NRZ Plan with proposed amendments
- Amendment Excerpts for quick reference

I look forward to discussing this with the Committee in more detail.

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**RESOLUTION**  
**AUTHORIZING CERTAIN AMENDMENTS TO THE HOLLOW NRZ PLAN**

**WHEREAS**, per Connecticut General Statute Chapter 118, (the "Statute"), and as codified in the City of Bridgeport Municipal Code of Ordinances, Chapter 8.97 (the "Ordinance"), the Hollow Neighborhood Revitalization Zone (the "NRZ") Plan (the "Plan") was first duly adopted in 2007 and has since been amended in 2018; and

**WHEREAS**, Section 7-600 of the Statute establishes NRZs "to revitalize neighborhoods where there is a significant number of deteriorated property and property that has been foreclosed, is abandoned, blighted, or substandard or poses a hazard to public safety"; and

**WHEREAS**, Section 7-601(b) of the Statute provides that the Plan "may contain an inventory of abandoned, foreclosed and deteriorated property ... located within the revitalization zone...."; and

**WHEREAS**, Section 7-603 of the Statute provides the legislative finding that the acquisition of property because of substandard, insanitary or blighted conditions, and the removal of blighted structures and the improvements of such sites, and the subsequent disposition of such property for revitalization are public uses and purposes for which public money may be expended and the power of eminent domain exercised; and

**WHEREAS**, the Hollow NRZ Plan has consistently stressed the need to address chronically vacant and blighted properties; and

**WHEREAS**, the Hollow NRZ proposes herewith, to amend the Plan as per the attached summary document entitled *Hollow Neighborhood Revitalization Zone Strategic Plan – Proposed Amendments 2022* (the "Amended Plan") to include an up-to-date inventory of chronically vacant and blighted properties and to identify such properties for acquisition by the City in order to reposition them for redevelopment; and

**WHEREAS**, pursuant to Section 7-601(c) and (d) of the Statute, the Hollow NRZ Planning Committee conducted a duly noticed public hearing on the Amended Plan, and in accordance with its by-laws, voted to adopt the Amended Plan, at its meeting of October 25, 2021; and

**WHEREAS**, pursuant to Section 7-601(c) of the Statute, via transmittal letter dated September 15, 2021, the City's Office of Planning and Economic Development ("OPED") submitted the Amended Plan to the Secretary of Connecticut's Office of Policy and Management for review; and

**WHEREAS**, the Bridgeport City Council finds that it is in the best interests of the City and of the Hollow Neighborhood for the Plan to be amended to identify vacant and blighted properties for acquisition by the City, including by eminent domain, so as to reposition them for redevelopment;

**NOW, THEREFORE, BE IT RESOLVED**, that the City Council hereby adopts the Amended Hollow Neighborhood Revitalization Zone Plan as attached.

# The Hollow NRZ Plan

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Bridgeport, CT



*The  
Hollow*



FINAL DRAFT - March 20, 2017

Proposed Amendments 2022

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# Table of Contents

---

1. Purpose and background of the Hollow NRZ Strategic Plan
    - A. Neighborhood Location and Boundaries
    - B. Hollow Strategic Planning Process
  2. Community Profile
    - A. Demographic and Economic Trends
    - B. Physical Development and Existing Conditions
    - C. Municipal Infrastructure
    - D. Neighborhood Physical Characteristics and Assets
    - E. Zoning
  3. Summary of Development Issues, Constraints, and Opportunities
    - A. Public Safety
    - B. Walkability, Sidewalks and Traffic
    - C. Sanitation
    - D. Blight and Vacancies
    - E. Parking
    - F. Lack of Community Identity
    - G. Lack of Community Centers and Outdoor Space
    - H. Lack of Community Partners
  4. Hollow NRZ Plan
    - A. Vision Statement
    - B. Plan Overview – Goals and Objectives
    - C. Neighborhood Projects: Phase 1 – High Priority Projects
    - D. Neighborhood Projects: Phase 2 – Medium-High Priority Projects
    - E. Neighborhood Projects: Phase 3 – Longer term Medium Priority Projects
  5. Performance and Review Standards
- Appendices
1. Community Survey
  2. Parking Reference Documents

## 5. Vacant and Underutilized Property

The consulting team conducted a survey of the neighborhood and identified 30 vacant and/or underutilized properties in the Hollow. Given the density of development, this is a large number and should be addressed as part of further planning work in the Hollow. Some can be used to alleviate part of the parking issue and others should be used to ensure vacant space is productively used.



There are a few significant underutilized buildings including the Ostermoor site across from Lafayette Park, also known as Nanny Goat Park.

All vacant and underutilized properties listed below should be performing at their highest and best use. Accomplishing this entails working with the property owners to communicate the NRZ vision; providing assistance in connecting the property owner with developers or entities which will purchase and/or develop the property in accordance with the NRZ Plan; or acquisition of properties by the City.

### Details of The Hollow's Vacant and Underutilized Properties

	ADDRESS	UNIT	PARCEL ID	OWNER OF RECORD	OWNER'S ADDRESS	COMMENTS	SIZE (ACRES)
1	394 Madison Avenue	#396	1003-2	Pembroke Laundry & Cleaners	396 Madison Ave. Bridgeport, CT 06604	Unoccupied commercial building	0.26
2	1249 North Avenue	#1255	1005-13A	Pedreira Albertina	1265 North Ave. Bridgeport, CT 06604	Vacant area. Used as parking.	0.14
3	82 Oak Street	#86	1025-1	82 Oak Street LLC	592 Fifth Avenue. New York, NY 10036	Vacant area with vacant garage and outbuildings.	0.11
4	4 Oak Street	N/A	1025-2	82 Oak Street LLC c/o CT Century Gardens LLC	12 East 49th Street, 39th Fl. New York, NY 10017	Unoccupied warehouse.	0.2
5	60 Oak Street	#64	1025-3	82 Oak Street LLC	592 Fifth Avenue. New York, NY 10036	Unoccupied outbuildings and land	0.4
6	304 George Street	N/A	1025-4	Wood Oak Apartments LLC c/o CT Century Garden LLC	12 East 49th Street, 39th Fl. New York, NY 10017	Unoccupied warehouse	0.67

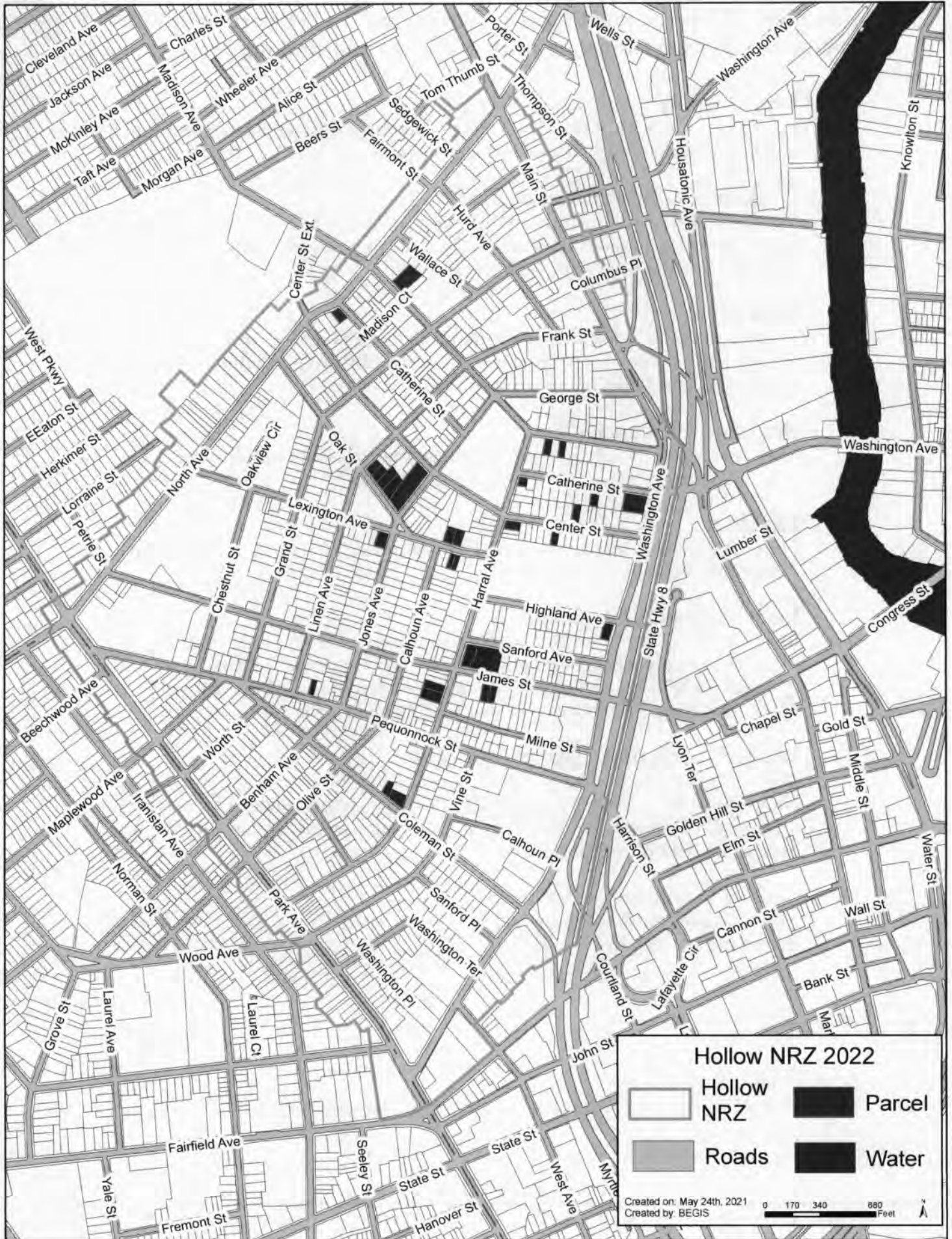
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### Details of The Hollow's Vacant and Underutilized Properties (continued)

	ADDRESS	UNIT	PARCEL ID	OWNER OF RECORD	OWNER'S ADDRESS	COMMENTS	SIZE (ACRES)
7	92 Oak Street	#96	1025-11	82 Oak Street LLC	592 Fifth Avenue, New York, NY 10036	Vacant area	0.11
8	203 Jones Avenue	#209	1027-27	Esteves Maria Et Al	203 Jones Ave, Bridgeport, CT 06604	Lot area (near Lexington) is underutilized and used for Parking	0.15
9	354 Pequonnock Street	#356	1028-7	Alves Ricardo Et Al	215 Country Hill Drive, West Haven, CT 06516	Vacant area used as parking lot	0.08
10	200 Coleman Street	N/A	1034-7	Park City Housing & Development Corporation	Exempt Parcel N/A Bridgeport, CT	Vacant area	0.1
11	191 Herral Avenue	#197	1034-8	Housing Authority of the City of Bridgeport	150 Highland Ave, Bridgeport, CT 06604	Vacant area	0.16
12	323 Herral Avenue	N/A	1037-14	Housing Authority of the City of Bridgeport	150 Highland Ave, Bridgeport, CT 06604	Vacant area enclosed by fence	0.21
13	339 Herral Avenue	N/A	1037-15	Pro Tech Homes LLC	640 Shelton Rd, Trumbull, CT 06611	Vacant area enclosed by fence	0.15
14	211 Lexington Avenue	#213	1038-21	Costa Antonio	189 Lexington Ave, Bridgeport, CT 06604	Vacant area used as parking lot	0.08
15	217 Lexington Avenue	#219	1038-22	Costa Antonio	189 Lexington Ave, Bridgeport, CT 06604	Vacant area used as parking lot	0.06
16	230 Lexington Avenue	#236	1040-7	Paniccia Maria	29 Essex Lane, Trumbull, CT 06611	Vacant area used as contractor yard	0.11
17	222 Lexington Avenue	N/A	1040-8A	Paniccia Americo	36 Essex Lane, Trumbull, CT 06611	Garage and area used as contractor yard	0.16
18	115 Madison Avenue	N/A	1045-20	Criande Properties LLC	179 William St, Bridgeport, CT 06608	Vacant area used as contractor parking	0.09
19	135 Madison Avenue	#141	1045-21B	WCG12 LLC	97 Catherine St, 2 <sup>nd</sup> Fl, Bridgeport, CT 06604	Unoccupied 6-family building	0.11
20	207 Catherine Street	N/A	1046-1	Housing Authority of the City of Bridgeport	150 Highland Ave, Bridgeport, CT 06604	Vacant area enclosed by fence	0.08
21	775 Washington Avenue	N/A	1046-14	Oppedisano David	26 Frost Hill Road, Trumbull, CT 06611	Unoccupied warehouse building with vacant area	0.37
22	117 Catherine Street	#119	1046-18	Carrena Luis	24 Tuckahoe Road, Easton, CT 06612	Vacant area used as parking lot	0.13
23	84 Center Street	N/A	1046-7A	Cabezas Washington	1440 Madison Ave, Bridgeport, CT 06606	Vacant area	0.13
24	552 Herral Avenue	#560	1047-1	Almonte Luis	1217 Iranistan Ave, Bridgeport, CT 06604	Vacant area used as parking lot. Former community garden	0.13
25	103 Center Street	#105	1047-31	Housing Authority of the City of Bridgeport	150 Highland Ave, Bridgeport, CT 06604	Vacant area	0.11
26	621 Washington Avenue	N/A	1049-27	NYCT Management LLC	40 Southport Ridge, Southport, CT 06890	Unoccupied commercial building	0.13
27	136 James Street	N/A	1050-1	Fraser II LLC	17 Twin Circle Drive, Westport, CT 06880	Unoccupied industrial building	0.56
28	140 James Street	N/A	1050-1A	Fraser II LLC	17 Twin Circle Drive, Westport, CT 06880	Vacant area	0.21
29	129 James Street	N/A	1051-24	Mejia Juan	43 Sherman Street, Stamford, CT 06902	Vacant area used as parking lot	0.13
30	135 James Street	#139	1051-25	Mejia Juan	43 Sherman Street, Stamford, CT 06902	Vacant area used as parking lot	0.16

# Vacant and Underutilized Property



### 3. **Summary of Development Issues, Constraints, and Opportunities** (contains info from the community workshop and walking tour)

#### A. **Public Safety**

Public safety is a common concern for residents, and seems to be centered around a small number of locations and groups of people.

#### B. **Walkability, Sidewalks and Traffic**

Many sidewalks are in states of disrepair, and there is a lack of street trees and landscaping throughout the Hollow. Damage to curbs often comes from shortages in parking, causing drivers to park on sidewalks.

#### C. **Sanitation**

There is a lack of trash cans throughout the neighborhood and no service to pick up litter. Litter is a consistent problem, often concentrated around businesses and restaurants, and blowing into vacant lots.

#### D. **Blight and Vacancies**

There are many vacant lots and buildings that present opportunities for redevelopment.

#### E. **Parking**

There are parking shortages in many areas of the Hollow, especially in more commercial sections.

#### F. **Lack of Community Identity**

Residents feel that there is a lack of community identity in the Hollow. This includes both physical geographic identity and community identity among residents. The large population of renters contributes to this, as these residents do not feel as connected to the neighborhood as home owners.

#### G. **Lack of Community Centers and Outdoor Space**

There are few community centers and spaces for outdoor recreation. Lafayette/Nanny Goat Park is the only public park, and is often crowded or unsuitable for activities. There is a community center just outside the Hollow, but the interstate presents a barrier to accessing it.

#### H. **Lack of Community Partners**

The NRZ does not have many community partners that are also invested in improving the neighborhood.

### 4. **Hollow NRZ Plan**

#### A. **Vision Statement**

The Hollow NRZ seeks to make their community a safer and more attractive place to live and raise a family.

## B. Plan Overview – Goals & Objectives

### **GOAL: Cleaner streets and neighborhood lots**

#### Objectives:

- Organize student and community clean up efforts
- Publicize the efforts and activities to cultural and community groups
- Request help from municipal services to enforce ordinances on trash
- Request police to take notice of littering and uncontained trash

### **GOAL: Improve parking within the community**

#### Objectives:

- Ask the City to confirm the conducted survey findings as part of the NRZ
- Use the parking study report to start discussion with residents and the city
- Petition the city to implement parking controls in The Hollow

### **GOAL: Improve streetscapes and gateways throughout The Hollow to build neighborhood identity**

#### Objectives:

- Establish signs and landscaping to indicate the entrances to The Hollow
- Establish “green teams” to care for public landscaping along various streets
- Seek funding from city and local businesses for streetscape improvements
- Reach out to community, religious, and city-wide non-profits for support

### **GOAL: Build Partnerships throughout the Neighborhood**

#### Objectives:

- Work more closely with police to increase safety and reduce crime
- Create partnerships with religious leaders and communities
- Create partnerships with non-profits and private businesses
- Create a communications plan to promote and educate the community

### **GOAL: ~~Develop a program to address vacant and underutilized properties~~**

#### Objectives:

- ~~Ask city to~~ Refer below for new Goal ~~or a consultant to inventory and analyze existing vacant and underutilized properties for potential reuse~~
- ~~Coordinate NRZ meeting with City of Bridgeport, OPED to discuss what potential assistance that owners or future developers could receive in their efforts to bring a productive use to the neighborhood~~
- ~~Work with building owners around Nanny Goat Park to find developers.~~

### **GOAL: Advocate with city for funding assistance to improve The Hollow**

#### Objectives:

- Seek housing rehabilitation assistance for existing housing stock
- Seek funding to assist in home ownership
- Seek funding assistance for facade improvements in commercial areas

## Appendices

1. Community Survey
2. Parking Reference Documents

### **GOAL: Address chronically vacant or blighted properties**

#### Objectives:

- Collaborate with City in outreach to property owners, discussing the need for property (re)development.
- Connect property owners with competent developers.
- Pursue acquisition of parcels where the property owner does not have the desire or means to (re)develop. Eminent domain powers of the City shall be strategically used.

HOLLOW NRZ  
BRIDGEPORT, CT 06604

July 7, 2021

Lynn M. Haig, AICP  
Director of Planning  
City of Bridgeport, CT

Dear Ms. Haig,

Per your request of June 18, 2021 with the recommendations to amend the Hollow Strategic Plans for the City to update the vacant and underutilized properties, and set them up for acquisition, and, in according with the Municipal Ordinances 8.78.050 the Hollow NRZ approves the amendments as recommended by the City.

Should you require anything further, please let us know.

Regards,

Sonia Moncrieffe  
President, Hollow NRZ

# The Hollow NRZ Plan

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Bridgeport, CT



*The  
Hollow*



FINAL DRAFT - March 20, 2017

Proposed Amendments 2022

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# Table of Contents

---

1. Purpose and background of the Hollow NRZ Strategic Plan
    - A. Neighborhood Location and Boundaries
    - B. Hollow Strategic Planning Process
  2. Community Profile
    - A. Demographic and Economic Trends
    - B. Physical Development and Existing Conditions
    - C. Municipal Infrastructure
    - D. Neighborhood Physical Characteristics and Assets
    - E. Zoning
  3. Summary of Development Issues, Constraints, and Opportunities
    - A. Public Safety
    - B. Walkability, Sidewalks and Traffic
    - C. Sanitation
    - D. Blight and Vacancies
    - E. Parking
    - F. Lack of Community Identity
    - G. Lack of Community Centers and Outdoor Space
    - H. Lack of Community Partners
  4. Hollow NRZ Plan
    - A. Vision Statement
    - B. Plan Overview – Goals and Objectives
    - C. Neighborhood Projects: Phase 1 – High Priority Projects
    - D. Neighborhood Projects: Phase 2 – Medium-High Priority Projects
    - E. Neighborhood Projects: Phase 3 – Longer term Medium Priority Projects
  5. Performance and Review Standards
- Appendices
1. Community Survey
  2. Parking Reference Documents



# Hollow NRZ Plan

## 1. Purpose and background of the Hollow NRZ Strategic Plan

In partnership with the Hollow Neighborhood Revitalization Zone (NRZ), Vita Nuova, LLC began work in September of 2016 to create a new comprehensive redevelopment plan for the Hollow neighborhood in Bridgeport, Connecticut. The Hollow NRZ was designated in 2004, and the first comprehensive plan for the Hollow was adopted in 2005. The goal of this plan is to provide the NRZ with an updated action plan for neighborhood improvements based on current conditions, community input, and recommendations from planning professionals.

### A. Neighborhood Location and Boundaries:

The Hollow is located in the center of Bridgeport, and is considered the smallest neighborhood with a total area of .42 square miles.



The boundary of the Hollow has followed more of a roadway definition that is reflected in both topography and old railroads or trolley lines that are now gone. The streets that currently make up the boundary of the Hollow are Park Avenue (on the west), North Avenue (on the north), Main Street (on a portion of the east) and Washington Avenue (on the east and south).

## **B. The Hollow Strategic Planning Process**

### **1. Community Meeting**

On September 26th, 2016 members of the Hollow NRZ and Vita Nuova, LLC and PRE/view Landscape Architects met at the City Hall in Bridgeport to conduct an initial assessment of the Hollow and the topic areas the NRZ members hoped to see addressed in the plan. The workshop began by reviewing and confirming the boundaries of the Hollow, followed by a discussion about the existing neighborhood conditions. Members of the NRZ outlined the primary challenges in the Hollow, and which problems they wanted the plan to address. A process for conducting community interviews was agreed upon, and a schedule was set for the remainder of the planning process.

### **2. Community Interviews**

In order to gain more community input, members of the Hollow community administered a survey by phone or in person. Surveys were conducted from October 1st through November 28th, 2016. An initial list of 39 community members were sought out for participation in the survey. After attempts to communicate with all potential participants, about 25% of the community members completed the full survey.

#### **Survey Content:**

The survey included initial questions about the participant's demographic information, time spent living or working in the Hollow, and occupation.

Participants then ranked their concern regarding a variety of topics: public safety, walkability/sidewalks, traffic congestion, vacant properties, blight, parking, litter and sanitation, community identity, community centers, and outdoor space.

Participants were then asked to list their top 3 concerns for the Hollow and their top three needs for their business, organization, or family. Finally, the survey included information on how the participant could become more involved in the process of creating the new NRZ plan.

## **Survey Results**

### **Demographic Information**

5 people ages 28 – 50

3 people ages 51 – 65

1 person ages 66 – older

4 Black (African American)

3 Hispanic, Latino, Caribbean

3 White (Caucasian)

5 Male

4 Female

#### **Years Lived or Worked in the Hollow**

2 people for 4 - 7 years

2 people for 8 - 11 years

1 person for 12 – 20 years

4 people for 21+ years

## Survey Results (continued)

### Average Ranking of Neighborhood Concerns

(1 = Excellent and 10 = Very Bad)

1. Availability of Trash Cans (8.3)
2. Availability of Parking (7.8)
3. Litter/Sanitation/Trash Collection (7.8)
4. Community or Neighborhood Identity (6.8)
5. Traffic/Congestion (6.4)
6. Public Safety (6.2)
7. Outdoor/Recreation Space (6.2)
8. Walkability/Sidewalks (6)
9. Blight/Graffiti (6)
10. Vacant Property and Buildings (5.1)

### Top Three Issues for Survey Participants:

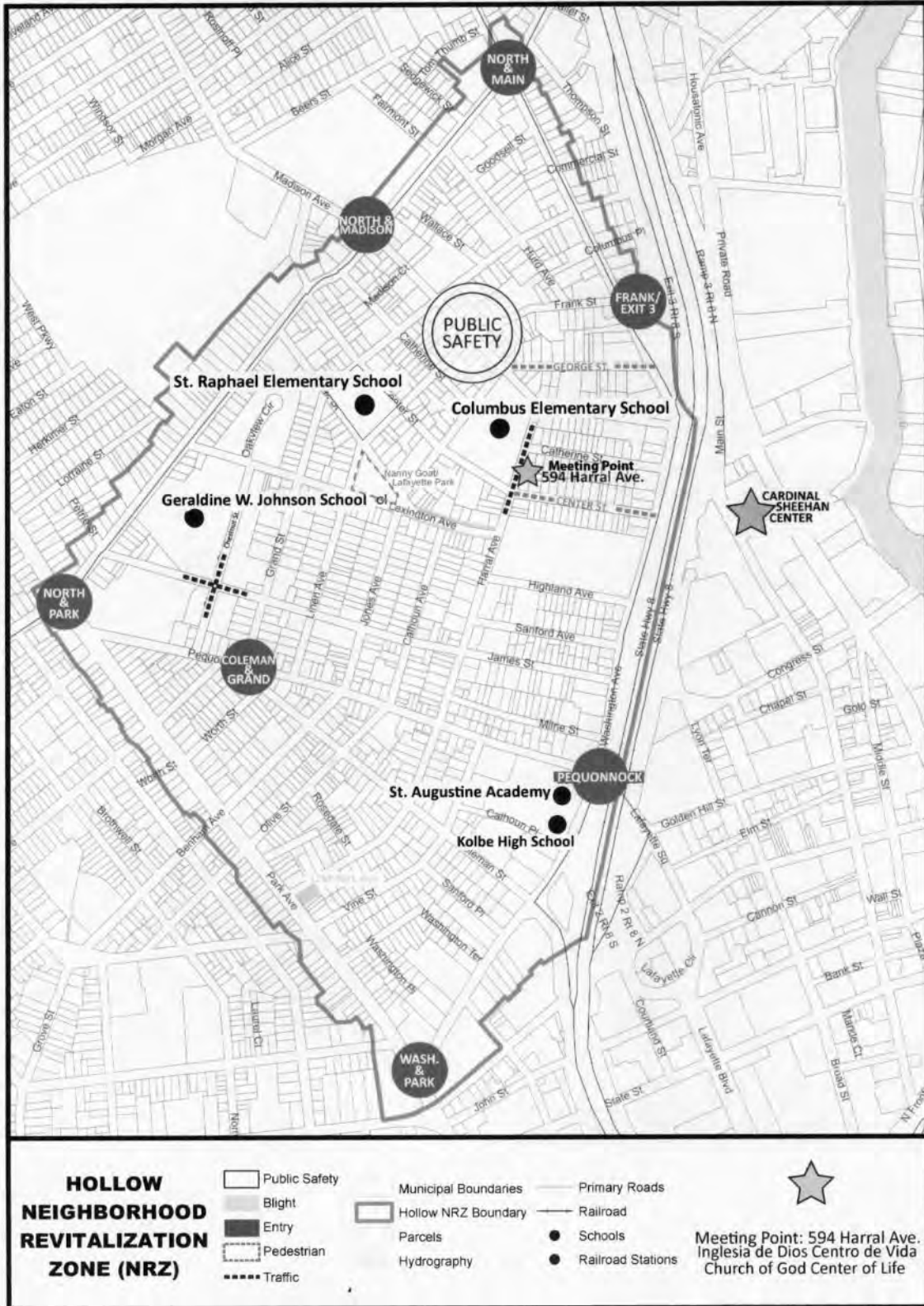
1. Safety (mentioned 8 times)
2. Trash/Cleanliness (mentioned 3 times)
3. Blight/Vacancies (mentioned 3 times)
4. Landlord/Renter Issues (mentioned 3 times)
5. Parking (mentioned 2 times)
6. Community Image/Cohesiveness (mentioned 2 times)
7. Beautification (mentioned 1 time)
8. Congestion (mentioned 1 time)
9. High Taxes (mentioned 1 time)
10. Relationship with the City of Bridgeport (mentioned 1 time)
11. Sanctuary City Status (mentioned 1 time)
12. Poverty (mentioned 1 time)

### Top Three Needs of Survey Participants

1. Safety (mentioned 3 times)
2. Parking (mentioned 2 times)
3. Less Density (mentioned 2 times)
4. Trash/Cleanliness (mentioned 1 time)
5. Additional Park Space (mentioned 1 time)
6. More Plowing in Winter (mentioned 1 time)
7. Fewer Convenience Stores and More Major Retailers (mentioned 1 time)
8. Community Cohesion (mentioned 1 time)
9. Resource Center for Children (mentioned 1 time)
10. Increased Landlord Responsibility (mentioned 1 time)
11. Plantings/Gardens (mentioned 1 time)

### 3. Walking Tour

On October 15th, 2016, the Hollow NRZ members of Vita Nuova, LLC, PRE/view Landscape Architects, and other community members met at the Church of God & Light on Herral Ave in Bridgeport to take a walking tour of the Hollow and further discuss topics to be addressed by the plan. A flier was designed to advertise the event, and was distributed throughout the Hollow by members of the NRZ prior to the meeting. During the tour both broader issues and opportunities were discussed and specific locations were noted.





4. **Framework Meeting**

On November 28th, 2016 the Hollow NRZ team and community members met at City Hall in Bridgeport for a presentation on the framework of the plan and background information on the Hollow. Members of Vita Nuova team presented the outline of the plan, demographic data for the Hollow, and the results from community surveys. The next steps for the completion of the plan were confirmed.

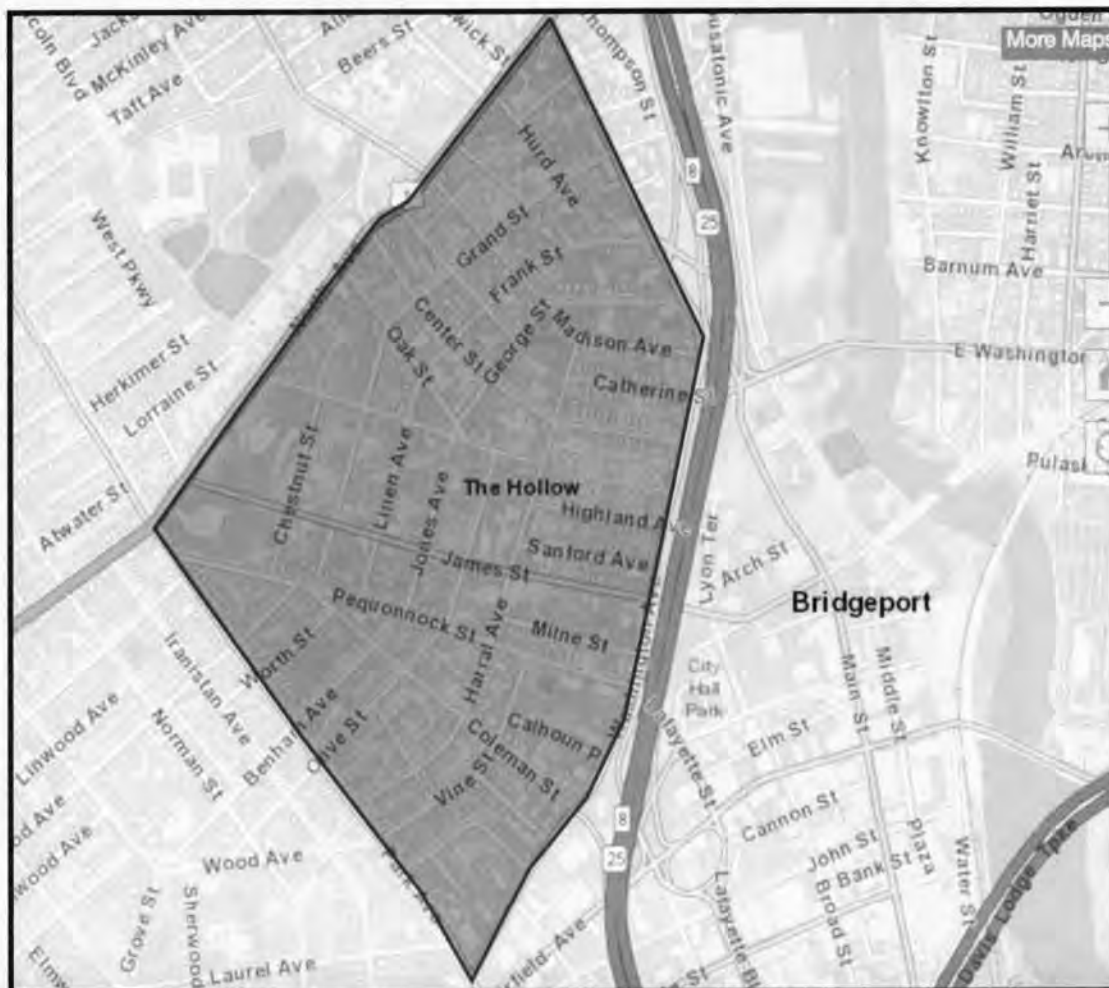
5. **Solutions Scoping Meeting**

On January 30th, 2016 members of Vita Nuova, LLC, PRE/view Landscape Architects, and the Hollow NRZ met at the City Hall in Bridgeport to review the categories of problems to be addressed, and to introduce possible solutions. Feedback was given by community members, and a report on street parking formations was presented.

2. **Community Profile**

A. **Demographic and Economic Trends**

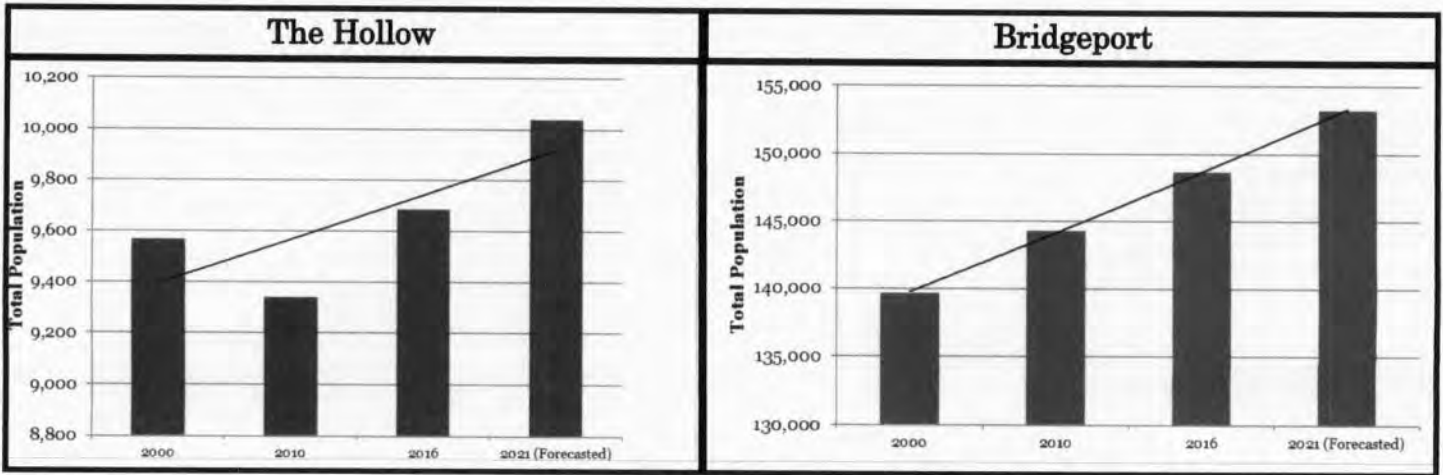
All demographic data was collected using ESRI Business Analyst, based on US Census Bureau data from the 2010 Census and data from the 2010-2014 American Community Survey. Below is the area defined in Business Analyst as the Hollow:



# 1. Population Demographics

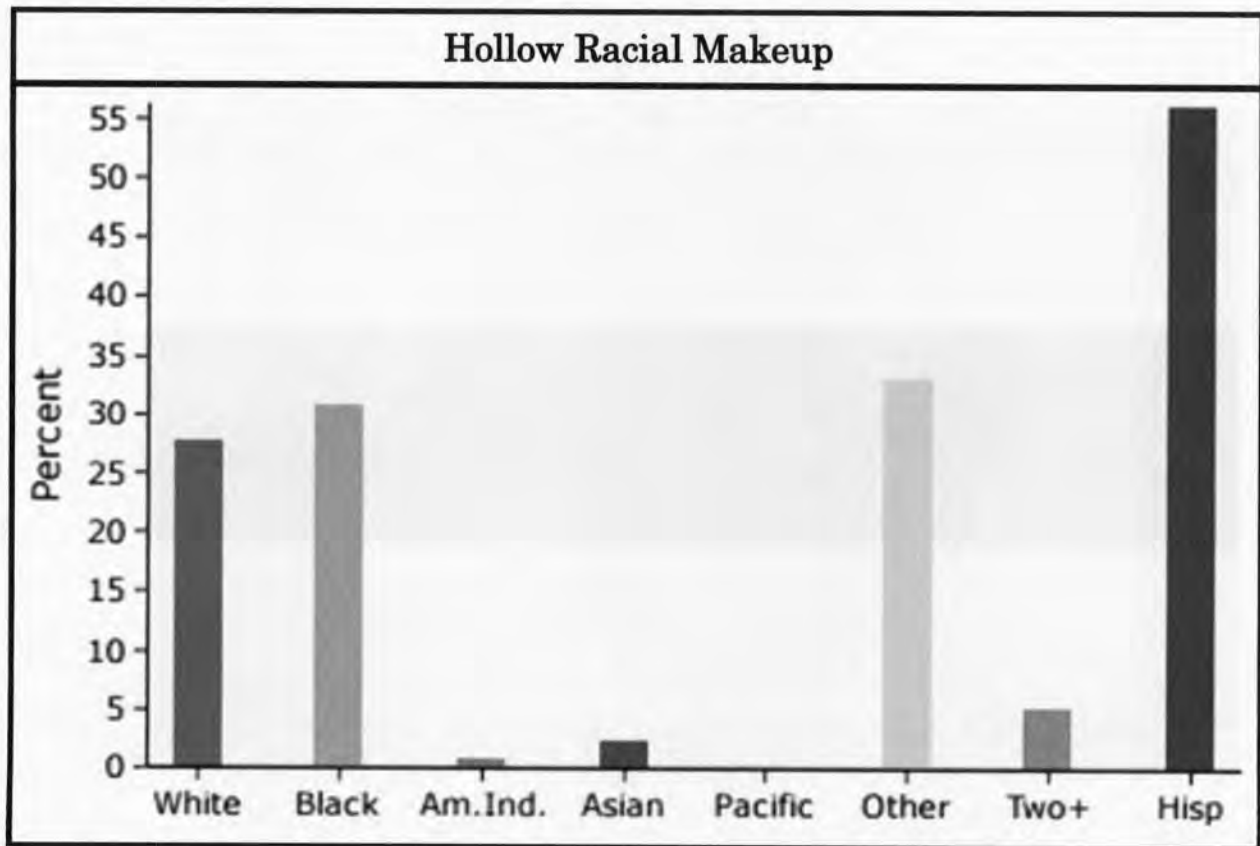
## Population and Growth:

The Hollow population in 2016 was 9,687 residents. The population is expected to grow at a rate of 0.72% per year from 2016 to 2021. This is greater than the City of Bridgeport's expected growth rate of 0.61%.



## Race and Sex:

The Hollow's population is 56% Hispanic, 31% Black, and 28% White. The Hispanic population is growing at a rate of 2.12% annually, while the Black and White populations are decreasing annually. 9% of Bridgeport's Hispanic population lives in the Hollow. The Hollow population is split evenly between men and women: 51% male and 49% female.



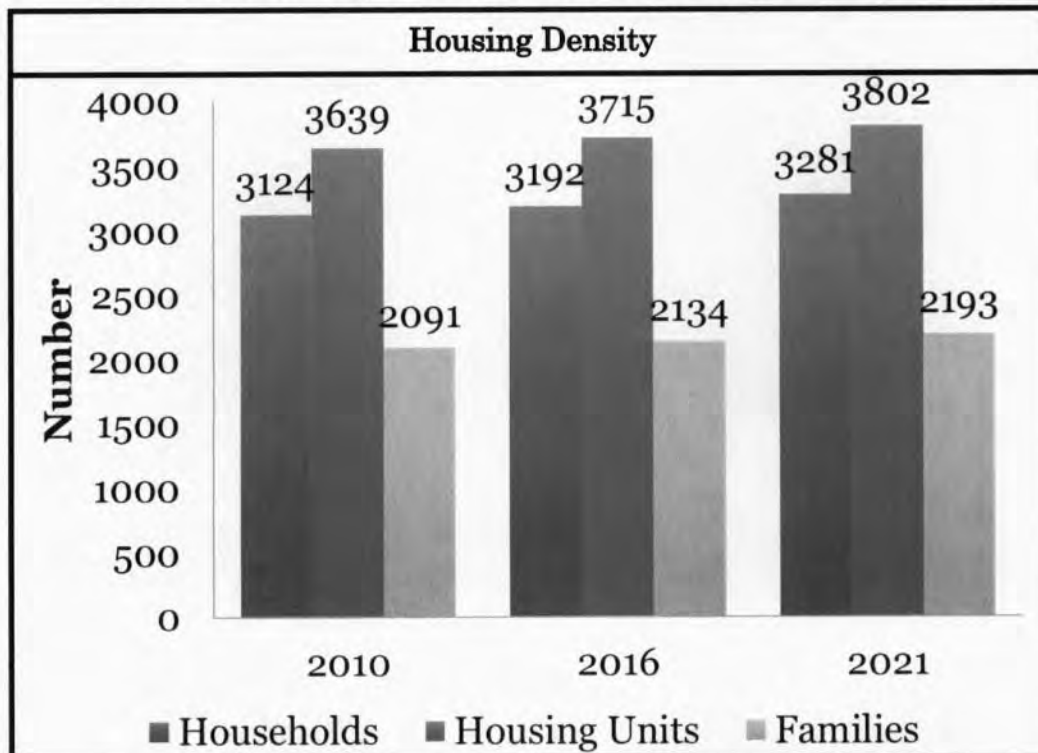
### Age:

The Hollow has a young population: 60.3% of the Hollow's population is under the age of 35.

Population by Age	Number	Percent
Age 0 - 4	897	9.3%
Age 5 - 9	853	8.8%
Age 10 - 14	732	7.6%
Age 15 - 19	717	7.4%
Age 20 - 24	837	8.6%
Age 25 - 34	1,805	18.6%
Age 35 - 44	1,350	13.9%
Age 45 - 54	1,110	11.5%
Age 55 - 64	763	7.9%
Age 65 - 74	393	4.1%
Age 75 - 84	162	1.7%
Age 85+	68	0.7%

## 2. Households and Housing

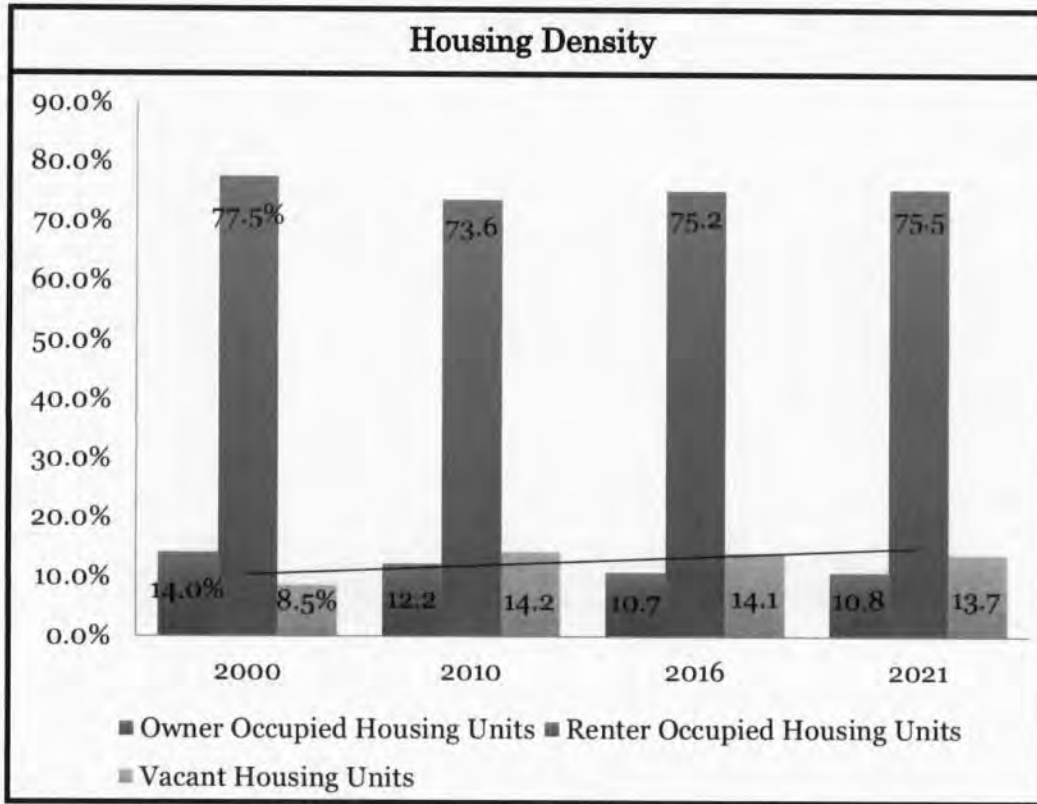
There are 3,192 households in the Hollow, and 3,715 Housing Units. The average household size is 2.97 people. The growth rates of number of households, number of housing units, and household size are relatively equal over time.





Housing in the Hollow is primarily occupied by renters: in 2016, 75.2% of housing units were renter occupied.

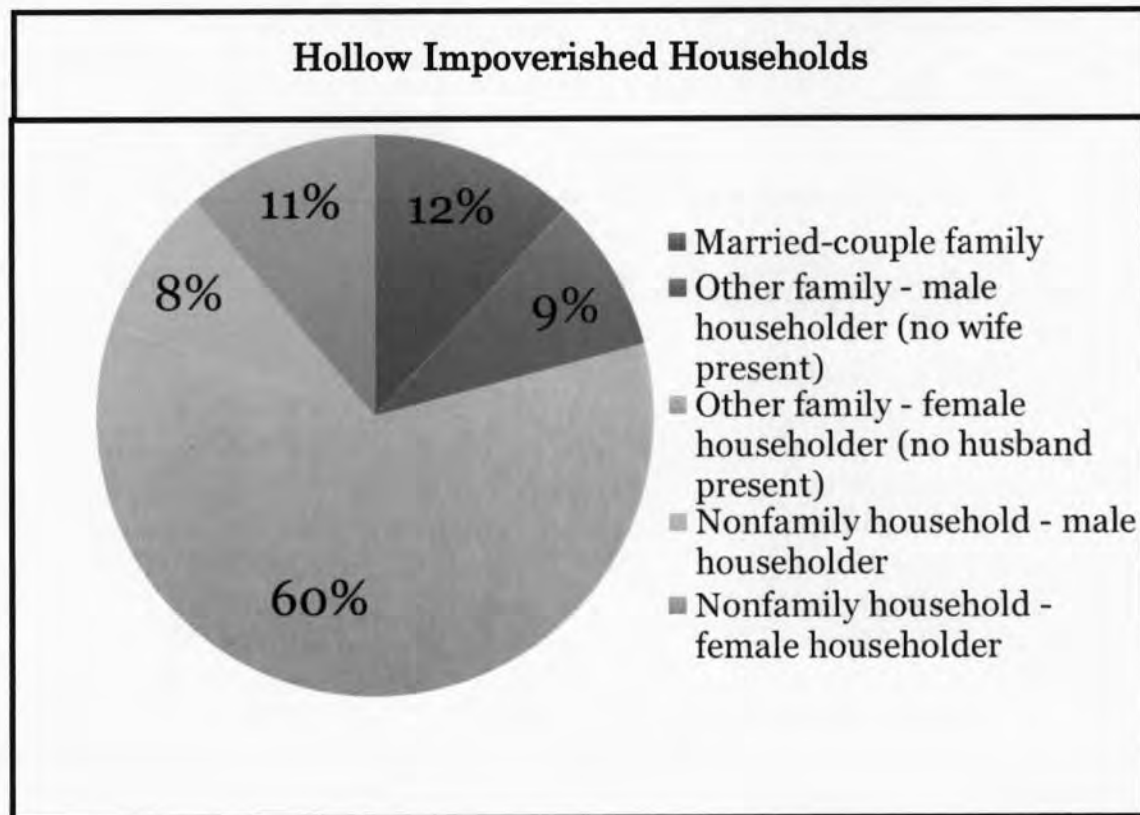
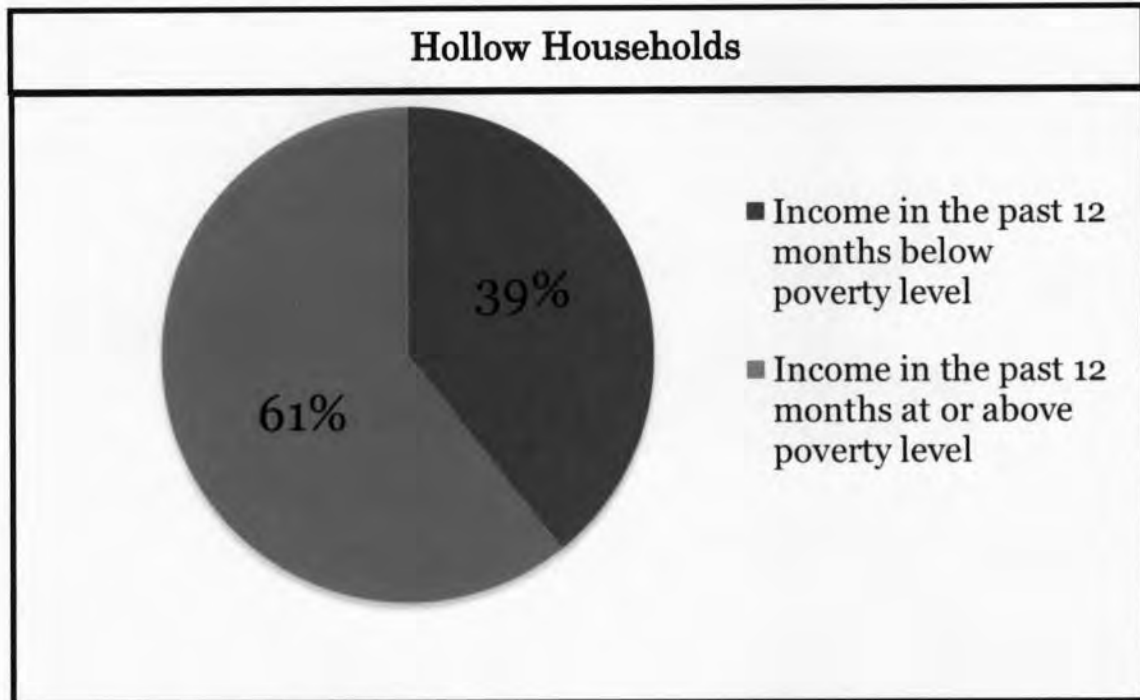
Vacant Housing: There are more vacant homes than owner occupied homes in the Hollow. The trend line below indicates that the number of vacant housing units is rising.



The Hollow has an older housing stock: 0% of housing units were built from 2000 to 2014. The median year housing structures were built is 1940. The median home value in 2016 was \$177,667

Built 2010 or later	0%
Built 2000 to 2009	0%
Built 1990 to 1999	1.1%
Built 1980 to 1989	4.5%
Built 1970 to 1979	7.8%
Built 1960 to 1969	12.8%
Built 1950 to 1959	11.4%
Built 1940 to 1949	11.3%
Built 1939 or earlier	51.1%

39% of the Hollow's households live below the poverty line. Of the impoverished households, 60% were single-parent households with a female householder.



### 3. Education and Employment

High School Graduates comprise the largest educational sector of the Hollow labor force. 63.3 % of Hollow residents have a High School diploma of higher. Most residents work in the service sector.

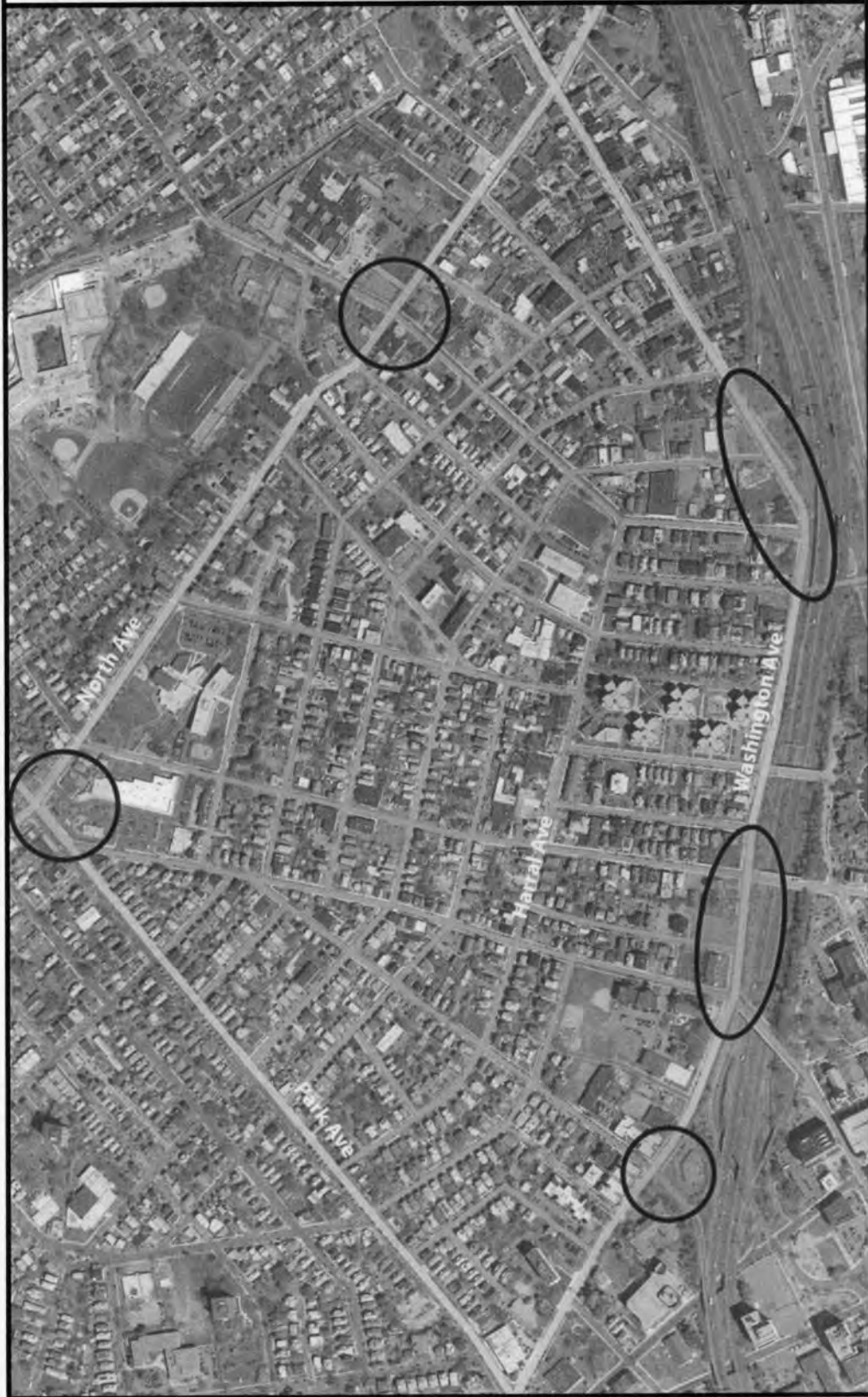
Employed Population by Industry (16+)		Educational Attainment of Population	
Agriculture/Mining	0.0%	Less than 9th Grade	16.5%
Construction	19.4%	9th - 12th Grade, No Diploma	20.2%
Manufacturing	9.5%	High School Graduate	29.1%
Wholesale Trade	2.5%	GED/Alternative Credential	5.0%
Retail Trade	14.2%	Some College, No Degree	15.6%
Transportation/Utilities	3.2%	Associate Degree	3.0%
Information	2.6%	Bachelor's Degree	6.3%
Finance/Insurance/Real Estate	3.3%	Graduate/Professional Degree	4.3%
Services	44.1%	Total Number	5,651
Public Administration	1.3%		
Total Number	4,061		

## B. Physical Development and Existing Conditions

### 1. Gateways to the NRZ

The NRZ neighborhood is bordered by three major roads: Washington Avenue to the east, Park Avenue to the south and North Avenue to the northwest. Existing transportation infrastructure, institutions with large land areas, and topography effectively limit the number of streets that enter the community. As a result, there are no roadways that actually pass through the entire neighborhood, but those that cross the perimeter roads lead to the center of the community. These roadways connect the NRZ to the rest of the city and as one crosses into the neighborhood there is a noticeable change to the street and block pattern, housing orientation and land use. Because the community edge is well defined, this shift from one community to another can be accentuated with subtle changes to signage, landscaping, street lighting and paving patterns to further distinguish the NRZ from the surrounding neighborhoods of Bridgeport.

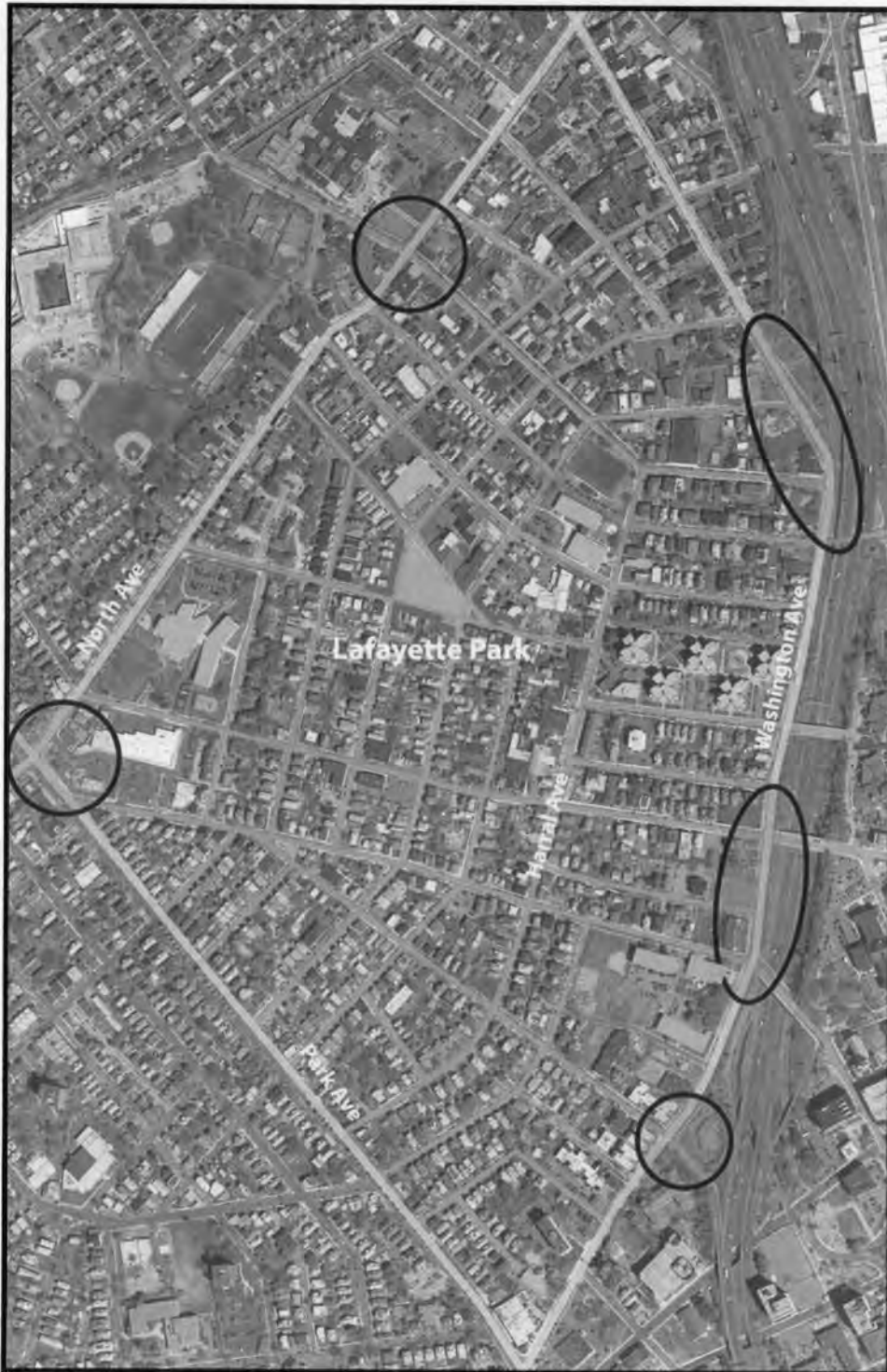
## Gateways



*Map indicates "gateways" that might be enhanced by signage and landscaping.*

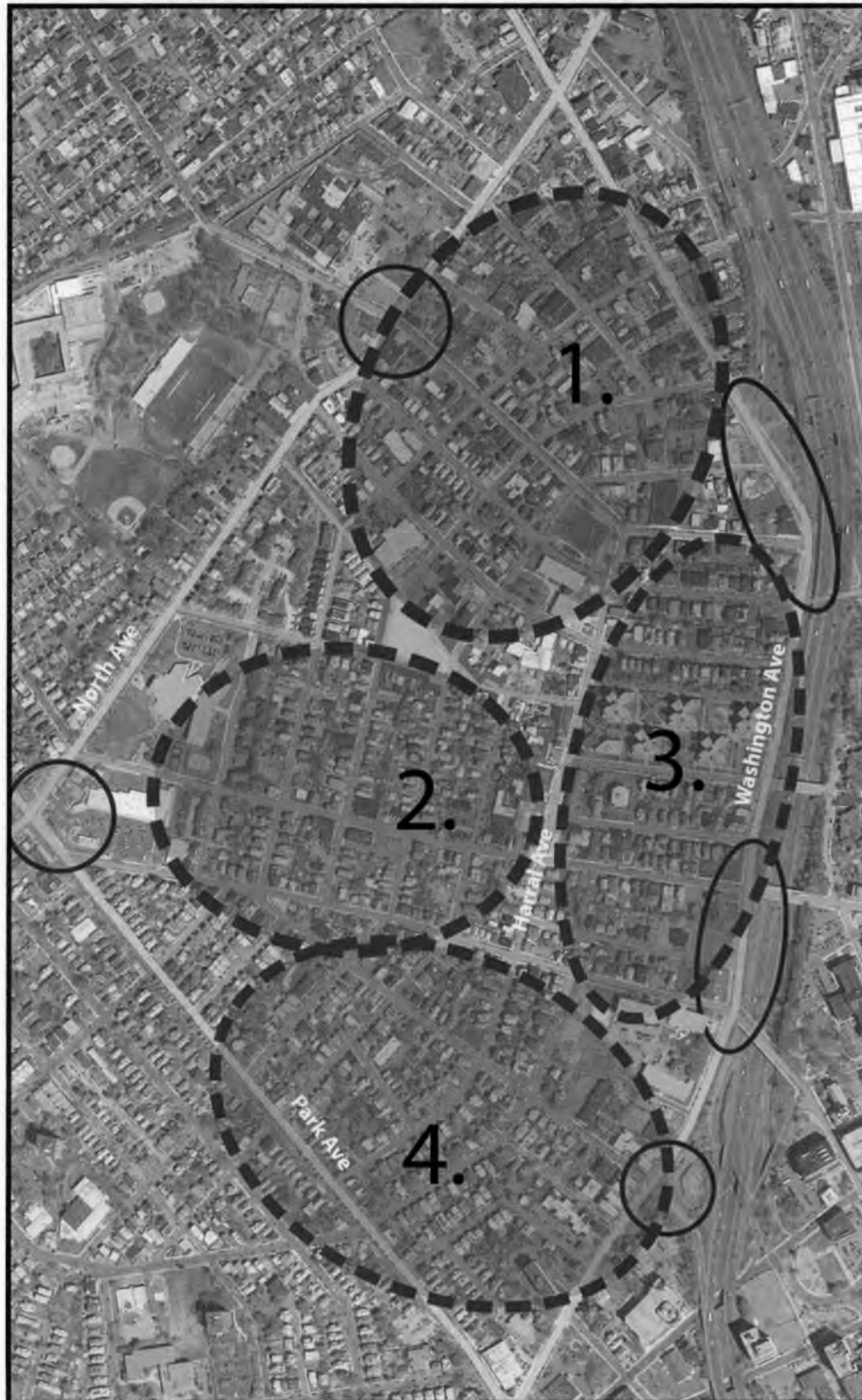
## 2. Lafayette / Nannygoat Park

Lafayette/Nannygoat Park is the apparent middle of the community. It is the only significant public green space in the neighborhood. Other community focal points include numerous schools and churches, that include their own associated open space, but as the largest public space located at the center of the community, Lafayette/Nannygoat Park is unequalled as a symbolic and physical community 'town square'. Despite its prominence, the edges of the park are not well defined – there are vacant buildings along the northern boundary, and the architectural character is not much different from any particular side street in the area. By focusing on the edges, this area could be more established as the "center" of the community.



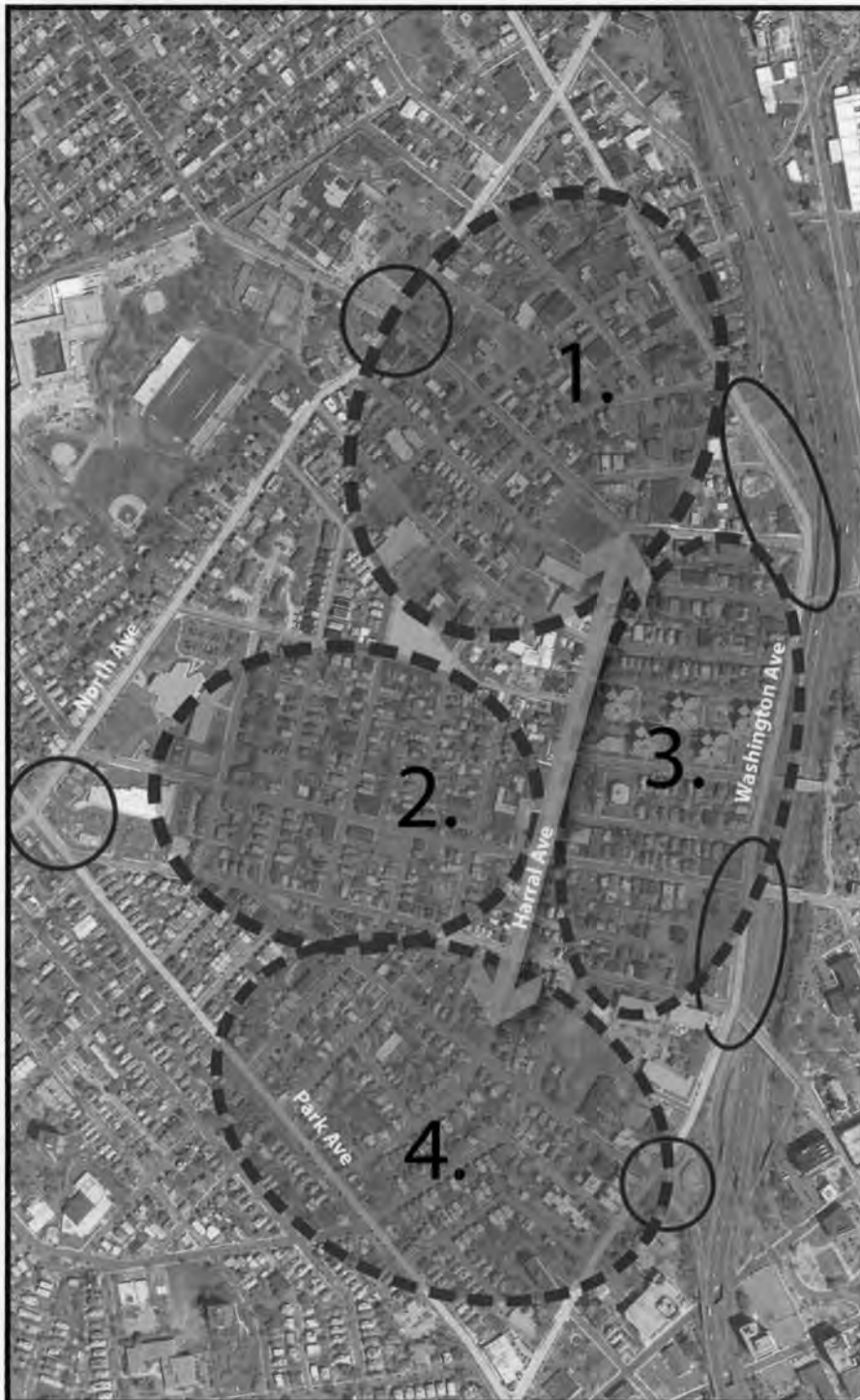
### 3. Community Sub-Districts

The Hollow NRZ area is an angled shape that is a result of the different streets, topography, and historical block patterns. These patterns yield markedly different characteristics that can be seen in the block lengths, frequency of intersections, solar orientation, minimal greenery, street continuity and view sheds. The angled street patterns yield four identifiable sub-districts that show different orientations and special attributes that distinguish these areas.



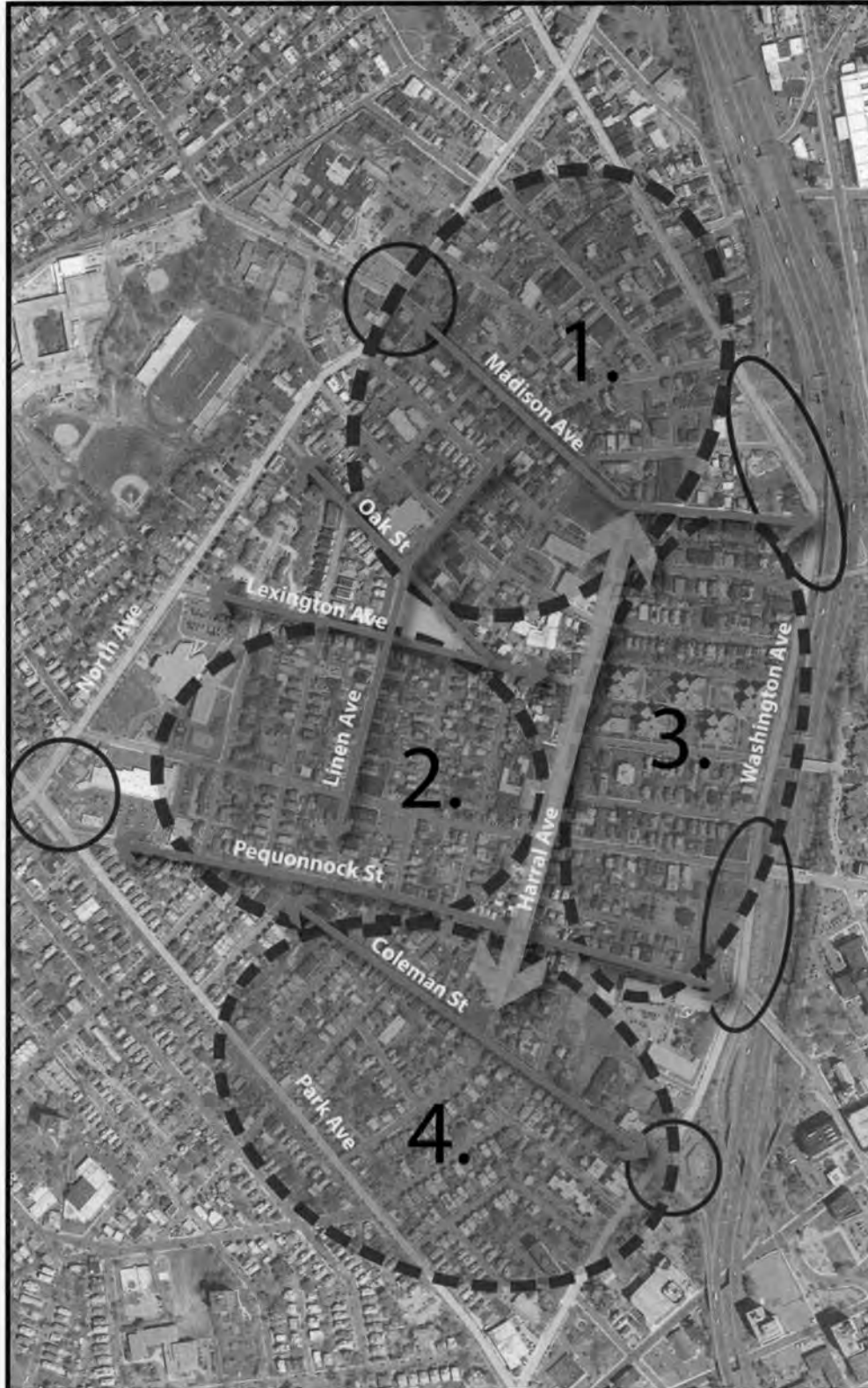
#### 4. Primary Corridor

Harral Avenue is one of the longest straight streets in the entire neighborhood and effectively connects all four sub-districts in the NRZ. It is also indirectly connected to nearby Lafayette Park at its midpoint via Lexington Avenue. It contains an unusual juxtaposition of land uses and a variety of building types that changes in character from block to block. The inconsistency of a recognizable urban design is a result of topographical changes; a mix of commercial, institutional and residential uses; and, the lack of a building and landscape similarity along its length. However, it's heavy daily use is truly a seam between the different sub-districts. In this way it emerges as the major locally used roadway, and as a mixed-use corridor at the middle of the NRZ.



## 5. Secondary Corridors

The roadways that lead to Lafayette Park, the NRZ gateways, Harral Avenue, and link the neighborhood together, generally run east-west. With the exception of Linen Avenue, which runs past the western edge of Lafayette Park, all other secondary roadways intersect with Harral Avenue. These secondary streets also suggest places for public realm improvements such as new street trees, special pedestrian lighting, and green infrastructure improvements.

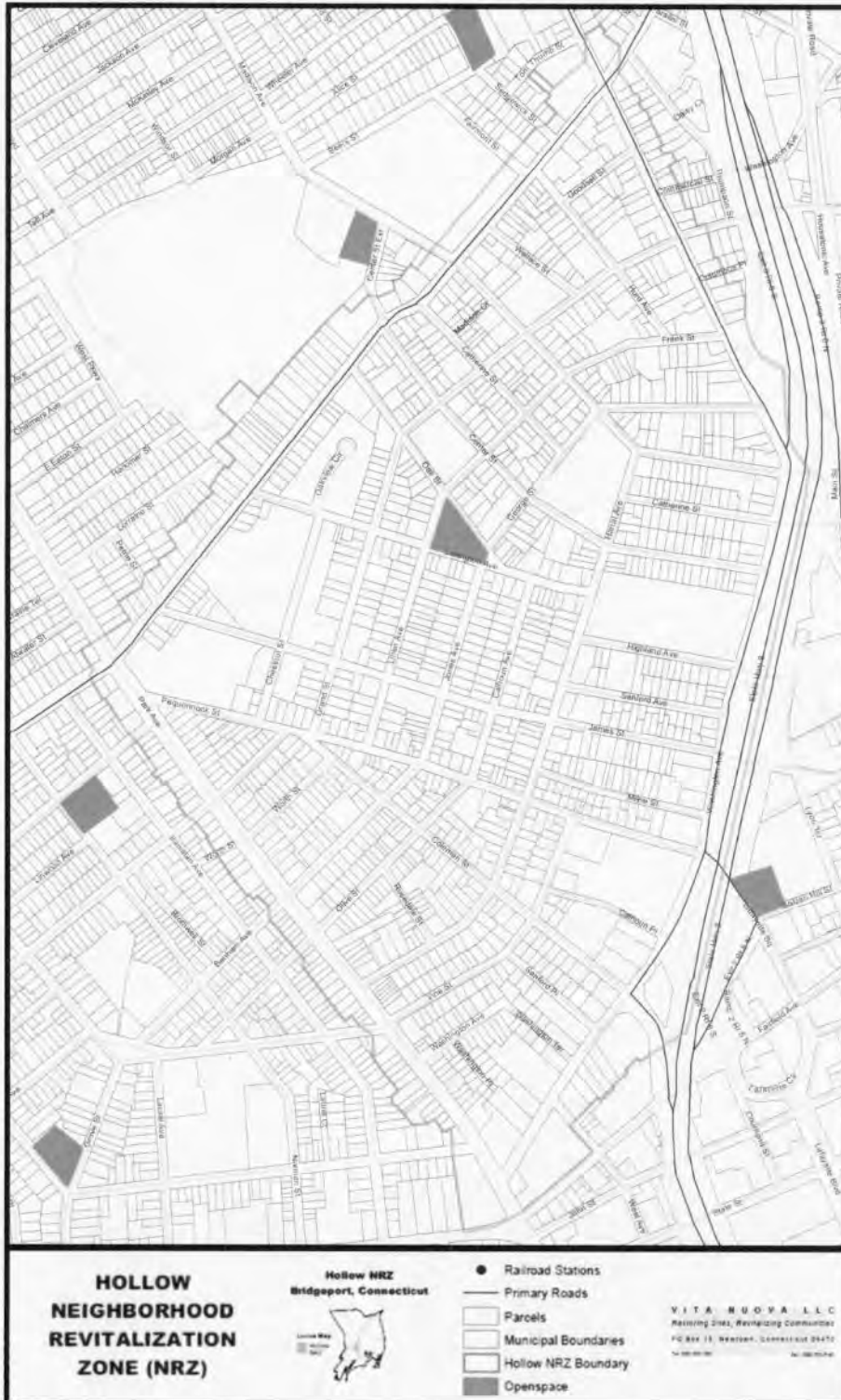




## 6. Density and Open Space Measurements

With 9,687 residents in .42 square miles, the Hollow has the highest population density of all the neighborhoods in Bridgeport. In view of these numbers there is a notable lack of open space with only one park located in the center of the neighborhood. The map below shows a single triangular green space in the center of the Hollow: Lafayette Park. It is also known locally as Nanny Goat Park.

Coupled to the open Lafayette Park are the recently renovated Columbus Elementary School turf playfield and the adjacent splash pad that is open in the warmer months.



## 7. Stormwater Management

Because the overall topographic shape and elevation of the Hollow, there appears to be little or no flood risk. Having said that, the entire NRZ is dependent upon catch basins and municipal storm water lines. This may have been adequate for previous decades; however, that system was built with combined sewage and stormwater lines that, in times of heavy rain, surge and help overflow the capacity of the municipal waste treatment facility. The city is presently trying to fund as many system storm water improvement techniques as possible. One way for the Hollow to contribute to this effort would be to help support the installation of bio-swales and rain gardens where storm water is first filtered with native wetland plants, and allowed to infiltrate into the soil. In public areas, these devices take curbside drainage and let it drain through adjacent gardens. UCONN is one of the leading proponents of this work and offers a cell-phone app for designing rain gardens: <http://nemo.uconn.edu/tools/app/raingarden.htm>.



### A. Rain Gardens & Bio-swales

A simple statement of wanting environmental improvements in our neighborhoods is only the beginning statement of a long and involved process. We need to provide the opportunities at all levels of our community improvements to enhance the qualities of our neighborhoods. An awareness of environmental quality comes from understanding the extent the environment supports us. We need education given to our children where they can see little things that help their lives in the places that they live.

The Hollow has several restrictions on any number of community improvements: narrow sidewalks, little or no publically available land, old houses set very close to the sidewalk, a heavy demand for parking spaces, a large percentage of the community that is rental. In such a place as the Hollow, one very important piece of streetscape greenery that fits within its limits and can readily help improve stormwater runoff conditions is the use of rain gardens or more technically designed bio-swales.

Whereas the rain garden is made more to accommodate typical storm water coming off a building roof, the bio-swales are often made to help filter the water running down the street gutters. In the following five images we can see how these elements can contribute to the Hollow:



1) The potential for color along our streets with plantings that are a minimum of 3' wide.



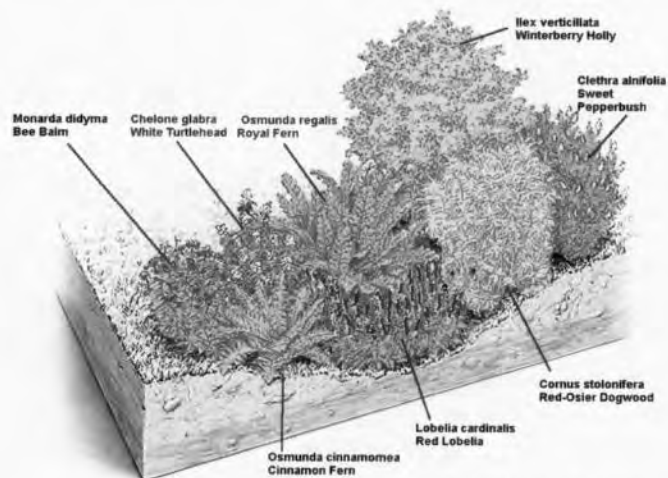
2) Here is shown the curb profile that lets gutter water detour into a planter where it can infiltrate or deposit pollutants and suspended solids (clay, sand, gravel, etc.).



3) This image shows a rain garden or bio-swale emptying water that is filtered during a heavy downpour.



4) A typical bio-swale for Bridgeport



A Typical rain garden or bio swale with Red Lobelia & Royal Fern occupying the lowest, & wettest zone

5) A sketch showing plants that could easily grow throughout the Bridgeport.

## C. Municipal Infrastructure

1. Perhaps the most obvious examples of infrastructure are the ones we use every day, but yet don't think about. Part of the reason we don't see them is because they aren't moving, but they frequently help people move. Our streets are the biggest single infrastructure component and they help support what's above and below them. Electrical lines held high above the street and the gas lines buried beneath them are inaccessible for safety, but bring us our energy for heating and lighting; drinking water, sewers, and storm water lines are also buried to protect them, but also to allow gravity to help collect our waste or unwanted water. Future forms of energy that come from solar or wind energy are beginning to change not only how we think of our communities, but also how they affect them. Utility poles, catch basins, man holes, and street lights are only some of our infrastructure elements that are now being augmented with solar panels, wind turbines, and rain gardens. In the next generation even the Hollow will change it's character as both environmental and economic pressures help us change our environment.

### 2. Streetscape & Parking

The main parking accommodation in the Hollow is parking along both sides of the street. There are a few private businesses that store or repair cars that are parked on private land, but in general, there is a shortage of available parking for residents. Coupled with the minimal parking is the absence of street trees, and that many sidewalks and curbs are damaged from renegade and illegal parking.

In the study of the Hollow, the NRZ team, lead by PRE/view Landscape Architects, looked at parking alternatives that examined alternate side parking, "on and off street" parking, as well as resident permit-only parking. The review, comments, and possible layouts offer the city and residents more questions but also offer a possible solution for the Hollow. The following is a summary of the 3 possible alternatives for added parking.

Studied Parking Alternatives	Pros	Cons
1. Resident Permit-Only Parking	Limits on street vehicles	Bureaucratic operation Expense to operate Expensive to enforce A hassle for residents, visiting guests, etc. Service vehicle access
2. Off Street Parking	Adds more spaces for residents	Purchase of private land Expense to monitor users Added Costs to users for maintenance Potential security risk

(Studied Parking, cont.)

3. On Street Parking

Adds more spaces for residents  
No land to purchase  
No added annual Costs  
Faster Police/Fire Access & Visibility  
Easier Snow Removal  
Easier Street Cleaning  
No Daily Changes  
No Annual Permits  
More Business Parking  
Closer House Parking

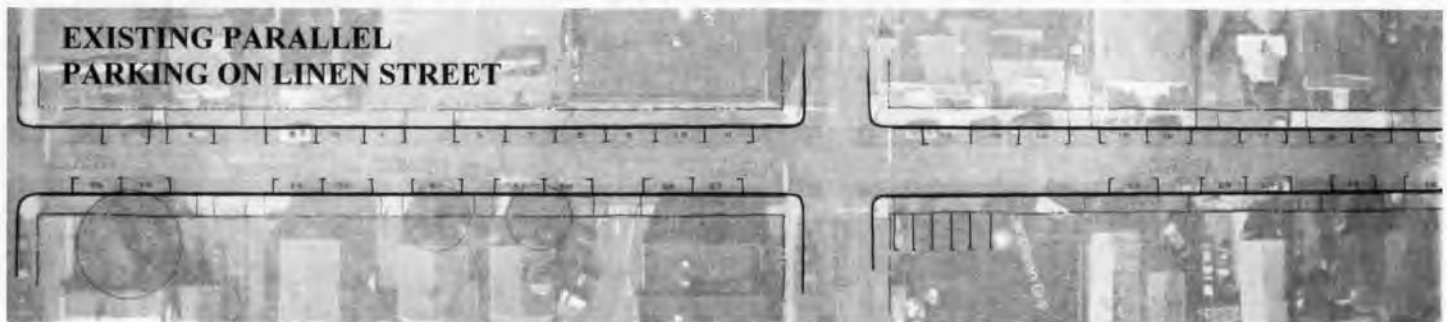
Backing into traffic  
Roads may not be wide enough in all areas  
Service Vehicle Access versus side of street

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Parking on Linen Street

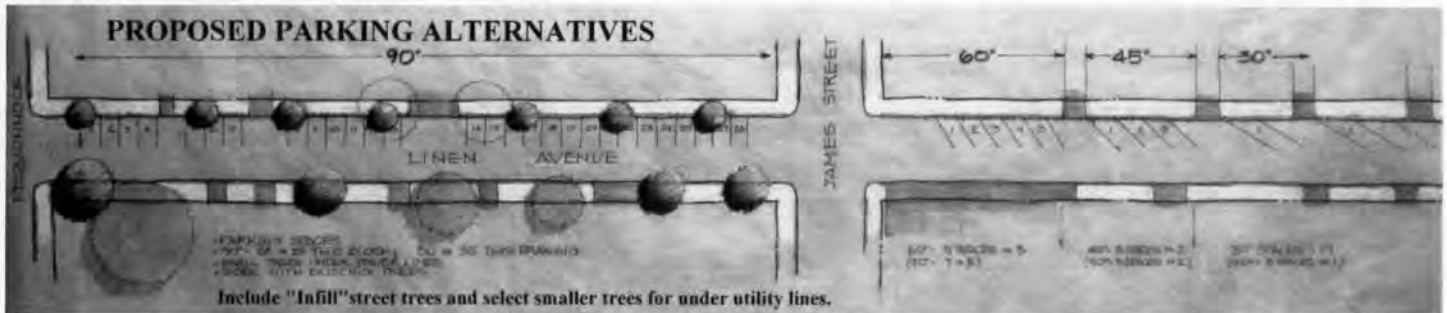
Existing

Upon reviewing the alternatives it was decided that a likely alternative, would include minimal cost to the city as well as residents of the Hollow.



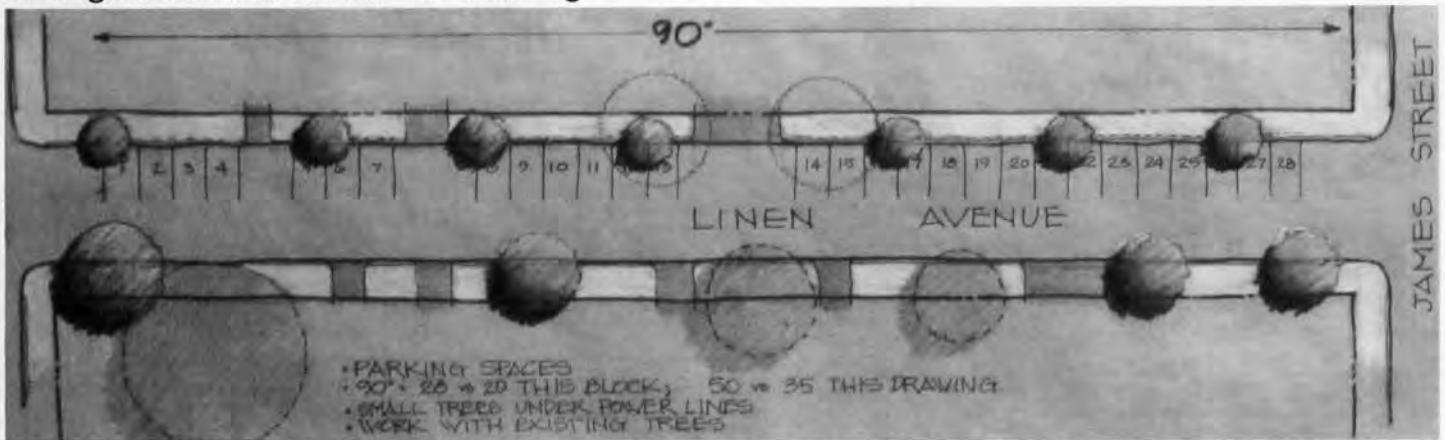
This is the existing theoretical maximum parking (35 spaces) in the area shown; however, fire hydrants, setbacks, etc. reduce actual parking quantities.

Potential



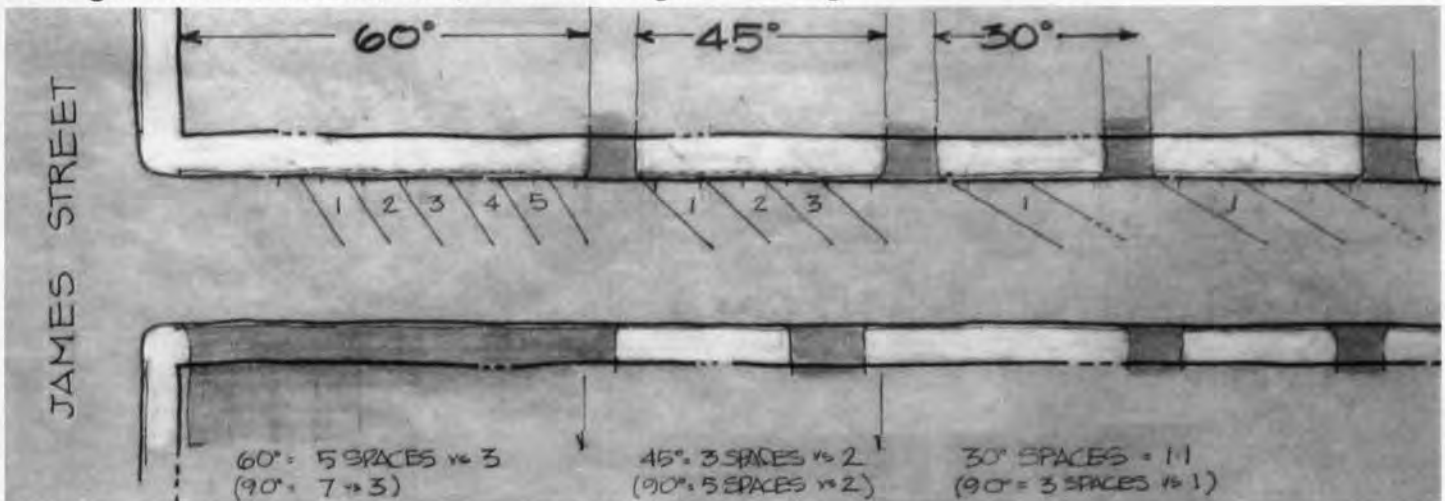
This example of possible parking alignments shows that 90° angle could accommodate as many as 50 cars in approximately the same space. The other angled alignments offer fewer spaces and actually more restrictions on use (e.g., single preferred approach direction). Also note that planting trees in the roadway (the planting space between a curb and walkway) will impact the available space for parking.

### Enlarged Detail (Possible) 90° Parking



*In this drawing, the smaller trees (under power lines) are shown placed at the measured position between two spaces in order to accommodate the vehicle overhang. However, this still leaves them vulnerable to being hit, damaged, and eventually killed.*

### Enlarged Detail (Possible) 60°, 45° & 30° Angled Parking



*Although no trees are shown in this portion of the studied plan, the trees in angled parking areas may have a better chance of surviving because when the passenger-side tires hit a restraint, it prevents an increasing amount of the vehicle from overhanging the curb and accidentally hitting a tree.*

## PARKING CALCULATIONS

(BASED ON FIELD ESTIMATES)

LINEAR FEET OF STREETS WITHIN HOLLOW	50,000 LF
EXCLUDE BOUNDARY STREETS	>13,900 LF
EXCLUDE MINOR STREETS	> 5900 LF
STUDIED ROADWAY (CAD BASED ZONING MAP)	30,900 LF (One Side)
DRIVEWAY OCCURRENCE & SETBACKS*	-20% to 25%
RESTRICTED NO PARKING (HYDRANTS, ETC)*	-5%
INTERSECTIONS & SETBACKS*	-10%
DIMENSIONS WHERE FULL SPACE MAY NOT FIT**	-5%
STUDIED ROADWAY MINUS LOSSES	17,000 LF

# HOW MANY VEHICLES CAN FIT IN 17,000 LF

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## EXISTING PARKING SPACES

ESTM. PARALLEL PARKING @ 23'-0"=	750 CARS
90° PARKING IN STUDIED AREA	
ESTM. RIGHT ANGLE PARKING @ 9'-0"=	1889 CARS
60° PARKING IN STUDIED AREA	
ANGLE PARKING @ 80% OF 90° SPACES	1510 CARS
45° PARKING IN STUDIED AREA	
ANGLE PARKING @ 60% OF 90° SPACES	1130 CARS
30° PARKING IN STUDIED AREA	
ANGLE PARKING @ 50% OF 90° SPACES	945 CARS

Parking Calculations provided by PRE/view Landscape Architects

\* All estimates, made by PRE/view Landscape Architect, are based on field observations, 20 JAN 2017.

\*\* Because vehicles are either parking on an angle, or the increment of each full parking-stall-width totals less than the available curb lengths between restrictions (driveways, fire hydrants, etc.), the cumulative 17,000 LF will need to be adjusted with actual field measurements. Lastly, the varying angles are shown with an approximate percent of "vehicles in an equal area of 90 degree parking."

## D. Neighborhood Physical Characteristics and Assets

### 1. Landscape and Structures



*This attractive stone house sits hidden in plain sight on Pequonnock Street between Harral Avenue & Olive Street and appears to be approximately 100+ years old. In keeping with the skillful masonry building material are a number of carefully built tapered top-stone fence pillars that are topped with pebble & shell encrusted mailbox-like planters.*

## Historical Character

i. Perhaps a simplified description of the area would define the Hollow as in transition from 19th & early 20th Century low and moderate income housing to lower income housing with opportunistic start up businesses that, for the most part, provide local services. There are 2 or 3 construction or manufacturing companies that provide both local and regional sales or service, but these are atypical and show signs of declining businesses. Coupled to the use-changes is the fact that there are far fewer trees remaining in this area than the previous decades. Whether it was urban pollution or the residents wanting to park more vehicles closer to their house (convenience and security), the removal of trees is one of the major life quality concerns for this area.

Accompanying the small typically single lot business are makeshift building additions and high chain link fences (many with barbed wire or razor tape). Whereas the small businesses (frequently automobile repair) are mixed in among converted multi-family residential buildings they provide some jobs and economic aid to the community. We suspect that the area will continue to see an increase in larger multifamily housing units as well as the existing businesses growing and providing more employment. The downside to the commercial growth is that many sites appear to have un-policed zoning violations (outside equipment and material storage, signs, etc.).

## ii. Uniqueness & Private Site Improvements

Part of the charm of the Hollow lies in finding historical elements that are indicative of the previous residents in this area of Bridgeport. Throughout the area are grape arbors that were planted by Italian and Portuguese residents. Before them were Irish workers that added stone and concrete details. Some are set with beach stones and shells. These details are now guarded and used by newer immigrants as they too see this area of Bridgeport as a stepping stone for their future.



*With the houses and garages often relatively close to the streets, so too are many of the arbors. They are a welcome addition of green to a hard urban space and frequently provide summer shade & protection for automobiles.*





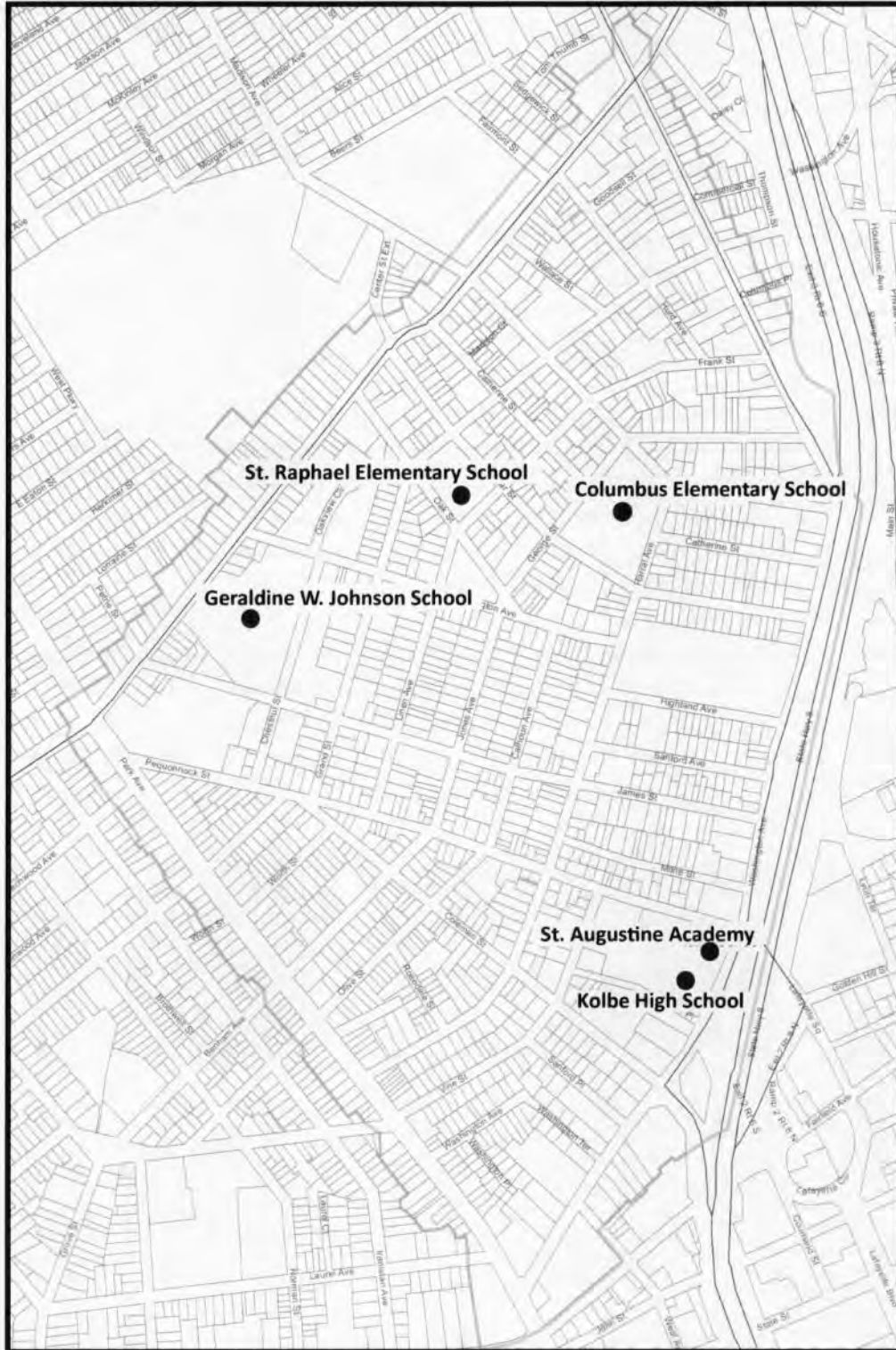
*Backyards, although often used as parking space, are also provided a shade opportunity as well as frequently providing a large amount of table & wine grapes.*



*About ten years ago, the excavation for a house in BPT hit a buried foundation of a 100 year old structure that had this same twisted steel rebar for reinforcing. Perhaps at the same time it was installed for fences to protect the front yards of two large multifamily houses on Madison Avenue between Frank and George Streets. Today this small section is helping protect a peach tree.*

## 2. Schools

In general, the Hollow has two categories of schools: public (Columbus Elementary School, Geraldine Johnson Elementary School) and parochial (St. Augustine Academy elementary, Kolbe High School). However, within a couple blocks of the Hollow NRZ is Central High School – one of the largest public high schools in Bridgeport. As a separate note, it appears the Diocese of Bridgeport may be closing St Raphael church. It is not clear if the school will also be closed. The school is presently part of the Diocesan Academy system and houses pre-K through 3rd grade students with a Catholic-based education of literacy, science, and mathematics.



### 3. Religious Facilities

A lot can be inferred from the number and size of religious facilities that exist in the Hollow. If you stood at the southernmost tip of Hollow NRZ area, near the intersection of Fairfield and Park Avenues, within about 1 block you can see 6 religious buildings. Of the 6 buildings, perhaps the largest building is the gray granite St. John's Episcopal Church. Looking south from St. Johns and within one block are the front steps of a brick church - the former United Congregational Church. It was recently sold to the Islamic Community in Bridgeport for conversion to a mosque. To the east of St. John's about one block is the brownstone First Baptist Church that Google shows as the home of Hope Home Care, LLC.

A block north of St. John's on Park Avenue is the home of New Hope Missionary Baptist Church. The building itself is now a mix of brick, stucco, polished stone and concrete. At the peak of the roof are tablets of the 10 Commandments with Hebrew inscription. Further north and within the New Hope Missionary Baptist Church block is a storefront church: Oasis de Vida Centro Christiana. It is partially covered with a banner asking if you "Need a Miracle?" Lastly, the cross street that borders to the north of St. John's is Laurel Avenue. Within that first block is the cream yellow brick & stucco church: Inglesia Pentacostal Primera Casa de Oracion.

These facilities speak quietly of the influx and change of community members that are no longer here. The community is changing such that the recent wave of immigrants are often not primarily English speaking residents, nor are some Christian. These religious facilities exist within a few blocks of the Roman Catholic, St. Augustine Cathedral, elementary school, Kolbe Cathedral High School, and the outdoor Divine Mercy Shrine.







Clearly religious facilities are numerically the largest single group of cultural facilities in the Hollow. It is recommended therefore, that an effort be made to reach out to all of the facility leaders and try to develop an active set of community links that help to organize activities, requests for municipal services, and greater inter-faith friendships in their neighborhood.



# 4. Land Use



**HOLLOW  
NEIGHBORHOOD  
REVITALIZATION  
ZONE (NRZ)**

- |   |                      |   |                      |
|---|----------------------|---|----------------------|
|  | Institutional        |  | Municipal Boundaries |
|  | Retail / Commercial  |  | Hollow NRZ Boundary  |
|  | Religious / Cultural |  | Openspace            |

**V I T A N U O V A L L C**  
*Restoring Sites, Revitalizing Communities*  
 PO Box 13, Newtown, Connecticut 06470  
 Tel: (860) 326-1750 Fax: (860) 323-7100

## Land Use - Commercial & Retail Activity in the Hollow

A general land use study was conducted in the Hollow and many changes are underfoot. In addition to increases in multi-family and apparent density, commercial/retail establishments are continuing to spread throughout the neighborhood as this map suggests. While no quantitative survey was conducted, and while traditional businesses continue to operate, many newer businesses, some oriented toward new immigrants, are operating throughout the neighborhood. The northeast corner of the Hollow continues as a solidly-commercial area, but commercial/retail can be found on most corners of the Hollow. Behind multi-family residential and commercial/retail, religious or faith-based institutions are the next largest category of land uses. Public open space continues to be a need in the Hollow.

Touring the neighborhood shows the diversity of land uses within the Hollow. The general categories fall into 4 major groups (in somewhat of a rank order although not specifically counted) and a minor last one (although its impact may be more important than known):

1. Construction services and contractor storage facilities along with their labors' housing and vehicle storage;
2. Motor vehicle sales and services including towing, body repair, and gas stations that probably employ the second most number of area residents;
3. Food and consumable sales including restaurants, convenience stores, cultural organizations, taverns, and package stores;
4. Supplies and sales of fabric, paper, plumbing , paint, and glass products;
5. Financial services including banking, check cashing, loan and pawn shops. After excluding the bank, it becomes clear that the area is supported with businesses that may or may not take advantage of the labor pool, however, the typical higher interest rates and marginal loans or sales (pawn shops) indicates that many of the local residents need or depend on expensive financial services that have an effect of draining some of the economic well being of the community.

Perhaps the most significant fact of the commercial and retail businesses in the Hollow is that although the majority of the area is zoned residential (both B & C), it appears that at least 35% of that area has zoning that has been either issued use variances or is a grandfathered operation within the Hollow area. In any typical residential area in Bridgeport this might become a land use issue, but this fact has created a vibrant setting where new residents live, work and obtain services.

## 5. Vacant and Underutilized Property

The consulting team conducted a survey of the neighborhood and identified 30 vacant and/or underutilized properties in the Hollow. Given the density of development, this is a large number and should be addressed as part of further planning work in the Hollow. Some can be used to alleviate part of the parking issue and others should be used to ensure vacant space is productively used.



There are a few significant underutilized buildings including the Ostermoor site across from Lafayette Park, also known as Nanny Goat Park.

All vacant and underutilized properties listed below should be performing at their highest and best use. Accomplishing this entails working with the property owners to communicate the NRZ vision; providing assistance in connecting the property owner with developers or entities which will purchase and/or develop the property in accordance with the NRZ Plan; or acquisition of properties by the City.

### Details of The Hollow's Vacant and Underutilized Properties

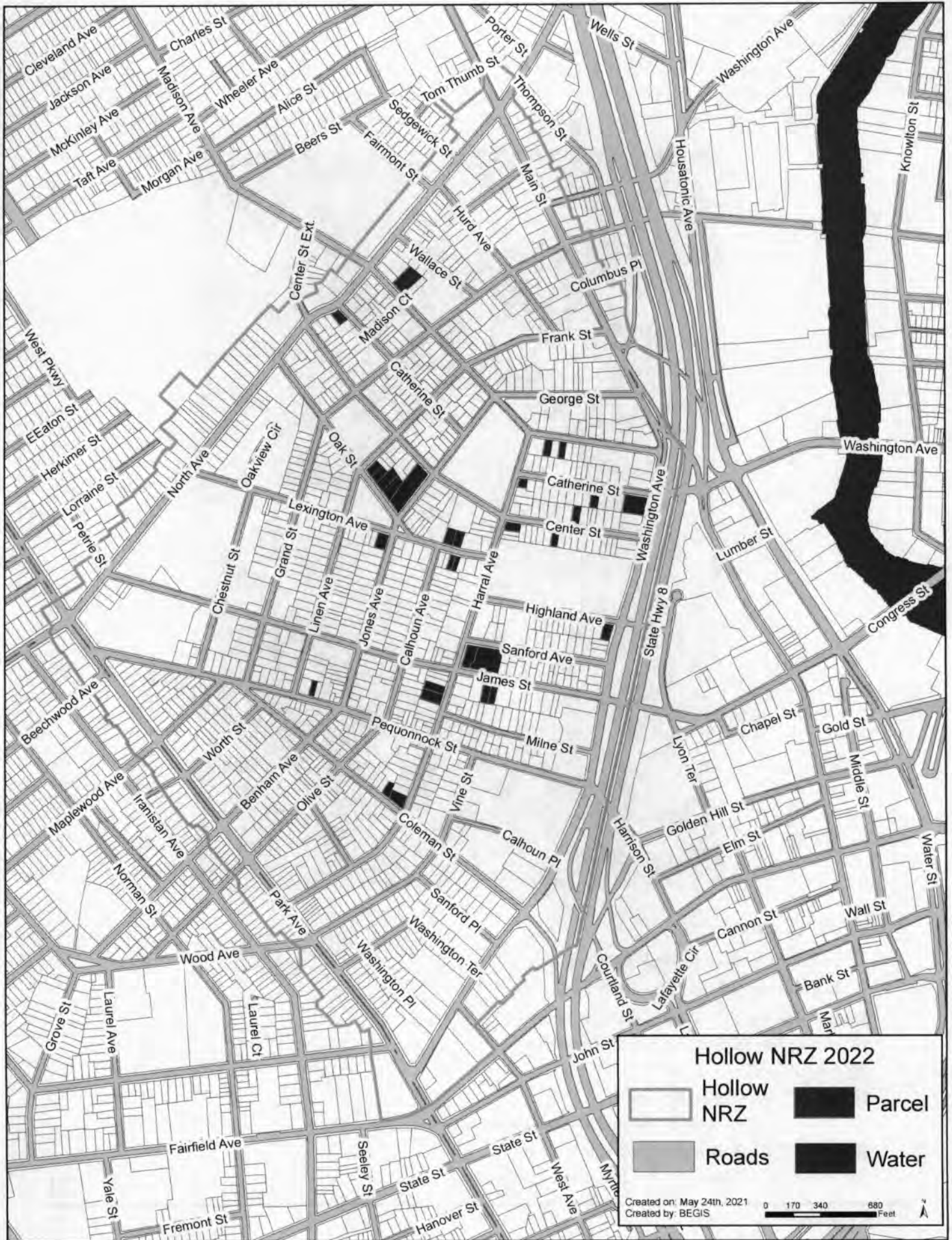
	ADDRESS	UNIT	PARCEL ID	OWNER OF RECORD	OWNER'S ADDRESS	COMMENTS	SIZE (ACRES)
1	394 Madison Avenue	#396	1003-2	Pembroke Laundry & Cleaners	396 Madison Ave. Bridgeport, CT 06604	Unoccupied commercial building	0.26
2	1249 North Avenue	#1255	1005-13A	Pedreira Albertina	1265 North Ave. Bridgeport, CT 06604	Vacant area. Used as parking.	0.14
3	82 Oak Street	#86	1025-1	82 Oak Street LLC	592 Fifth Avenue. New York, NY 10036	Vacant area with vacant garage and outbuildings.	0.11
4	4 Oak Street	N/A	1025-2	82 Oak Street LLC c/o CT Century Gardens LLC	12 East 49th Street, 39th Fl. New York, NY 10017	Unoccupied warehouse.	0.2
5	60 Oak Street	#64	1025-3	82 Oak Street LLC	592 Fifth Avenue, New York, NY 10036	Unoccupied outbuildings and land	0.4
6	304 George Street	N/A	1025-4	Wood Oak Apartments LLC c/o CT Century Garden LLC	12 East 49th Street, 39th Fl. New York, NY 10017	Unoccupied warehouse	0.67

(continued on next page)

### Details of The Hollow's Vacant and Underutilized Properties (continued)

	ADDRESS	UNIT	PARCEL ID	OWNER OF RECORD	OWNER'S ADDRESS	COMMENTS	SIZE (ACRES)
7	92 Oak Street	#96	1025-11	82 Oak Street LLC	592 Fifth Avenue, New York, NY 10036	Vacant area	0.11
8	203 Jones Avenue	#209	1027-27	Esteves Maria Et Al	203 Jones Ave, Bridgeport, CT 06604	Lot area (near Lexington) is underutilized and used for Parking	0.15
9	354 Pequonnock Street	#356	1028-7	Alves Ricardo Et Al	215 Country Hill Drive, West Haven, CT 06516	Vacant area used as parking lot	0.08
10	200 Coleman Street	N/A	1034-7	Park City Housing & Development Corporation	Exempt Parcel N/A Bridgeport, CT	Vacant area	0.1
11	191 Harral Avenue	#197	1034-8	Housing Authority of the City of Bridgeport	150 Highland Ave, Bridgeport, CT 06604	Vacant area	0.16
12	323 Harral Avenue	N/A	1037-14	Housing Authority of the City of Bridgeport	150 Highland Ave, Bridgeport, CT 06604	Vacant area enclosed by fence	0.21
13	339 Harral Avenue	N/A	1037-15	Pro Tech Homes LLC	640 Shelton Rd, Trumbull, CT 06611	Vacant area enclosed by fence	0.15
14	211 Lexington Avenue	#213	1038-21	Costa Antonio	189 Lexington Ave, Bridgeport, CT 06604	Vacant area used as parking lot	0.08
15	217 Lexington Avenue	#219	1038-22	Costa Antonio	189 Lexington Ave, Bridgeport, CT 06604	Vacant area used as parking lot	0.06
16	230 Lexington Avenue	#236	1040-7	Paniccia Maria	29 Essex Lane, Trumbull, CT 06611	Vacant area used as contractor yard	0.11
17	222 Lexington Avenue	N/A	1040-8A	Paniccia Americo	36 Essex Lane, Trumbull, CT 06611	Garage and area used as contractor yard	0.16
18	115 Madison Avenue	N/A	1045-20	Criande Properties LLC	179 William St, Bridgeport, CT 06608	Vacant area used as contractor parking	0.09
19	135 Madison Avenue	#141	1045-21B	WCG12 LLC	97 Catherine St, 2 <sup>nd</sup> Fl, Bridgeport, CT 06604	Unoccupied 6-family building	0.11
20	207 Catherine Street	N/A	1046-1	Housing Authority of the City of Bridgeport	150 Highland Ave, Bridgeport, CT 06604	Vacant area enclosed by fence	0.08
21	775 Washington Avenue	N/A	1046-14	Oppedisano David	26 Frost Hill Road, Trumbull, CT 06611	Unoccupied warehouse building with vacant area	0.37
22	117 Catherine Street	#119	1046-18	Carrena Luis	24 Tuckahoe Road, Easton, CT 06612	Vacant area used as parking lot	0.13
23	84 Center Street	N/A	1046-7A	Cabezas Washington	1440 Madison Ave, Bridgeport, CT 06606	Vacant area	0.13
24	552 Harral Avenue	#560	1047-1	Almonte Luis	1217 Iranistan Ave, Bridgeport, CT 06604	Vacant area used as parking lot. Former community garden	0.13
25	103 Center Street	#105	1047-31	Housing Authority of the City of Bridgeport	150 Highland Ave, Bridgeport, CT 06604	Vacant area	0.11
26	621 Washington Avenue	N/A	1049-27	NYCT Management LLC	40 Southport Ridge, Southport, CT 06890	Unoccupied commercial building	0.13
27	136 James Street	N/A	1050-1	Fraser II LLC	17 Twin Circle Drive, Westport, CT 06880	Unoccupied industrial building	0.56
28	140 James Street	N/A	1050-1A	Fraser II LLC	17 Twin Circle Drive, Westport, CT 06880	Vacant area	0.21
29	129 James Street	N/A	1051-24	Mejia Juan	43 Sherman Street, Stamford, CT 06902	Vacant area used as parking lot	0.13
30	135 James Street	#139	1051-25	Mejia Juan	43 Sherman Street, Stamford, CT 06902	Vacant area used as parking lot	0.16

# Vacant and Underutilized Property





## E. Zoning

The Hollow zoning is largely R-C, residential/multi-family while a section is zoned Downtown Transit-oriented Development Village. An analysis of whether zoning matches any particular area or site was not performed as a part of this study.



### Hollow Zones

- R-A, Residential - A Single Family Zone
- R-B, Residential - B Two Family Zone
- R-C, Residential - C Multi-Family Zone
- MU-LI, Mixed Use - Light Industrial Zone
- OR, Office/Retail Zone
- OR-G, Office/Retail General
- DVD-TOD, Downtown Transit-Oriented Development Village
- DVD-CIVIC, Downtown Civic Village District
- DVD-BLVD, Downtown Boulevard Village District

3. **Summary of Development Issues, Constraints, and Opportunities**  
(contains info from the community workshop and walking tour)

A. **Public Safety**

Public safety is a common concern for residents, and seems to be centered around a small number of locations and groups of people.

B. **Walkability, Sidewalks and Traffic**

Many sidewalks are in states of disrepair, and there is a lack of street trees and landscaping throughout the Hollow. Damage to curbs often comes from shortages in parking, causing drivers to park on sidewalks.

C. **Sanitation**

There is a lack of trash cans throughout the neighborhood and no service to pick up litter. Litter is a consistent problem, often concentrated around businesses and restaurants, and blowing into vacant lots.

D. **Blight and Vacancies**

There are many vacant lots and buildings that present opportunities for redevelopment.

E. **Parking**

There are parking shortages in many areas of the Hollow, especially in more commercial sections.

F. **Lack of Community Identity**

Residents feel that there is a lack of community identity in the Hollow. This includes both physical geographic identity and community identity among residents. The large population of renters contributes to this, as these residents do not feel as connected to the neighborhood as home owners.

G. **Lack of Community Centers and Outdoor Space**

There are few community centers and spaces for outdoor recreation. Lafayette/Nanny Goat Park is the only public park, and is often crowded or unsuitable for activities. There is a community center just outside the Hollow, but the interstate presents a barrier to accessing it.

H. **Lack of Community Partners**

The NRZ does not have many community partners that are also invested in improving the neighborhood.

4. **Hollow NRZ Plan**

A. **Vision Statement**

The Hollow NRZ seeks to make their community a safer and more attractive place to live and raise a family.

## B. Plan Overview – Goals & Objectives

### **GOAL: Cleaner streets and neighborhood lots**

#### Objectives:

- Organize student and community clean up efforts
- Publicize the efforts and activities to cultural and community groups
- Request help from municipal services to enforce ordinances on trash
- Request police to take notice of littering and uncontained trash

### **GOAL: Improve parking within the community**

#### Objectives:

- Ask the City to confirm the conducted survey findings as part of the NRZ
- Use the parking study report to start discussion with residents and the city
- Petition the city to implement parking controls in The Hollow

### **GOAL: Improve streetscapes and gateways throughout The Hollow to build neighborhood identity**

#### Objectives:

- Establish signs and landscaping to indicate the entrances to The Hollow
- Establish “green teams” to care for public landscaping along various streets
- Seek funding from city and local businesses for streetscape improvements
- Reach out to community, religious, and city-wide non-profits for support

### **GOAL: Build Partnerships throughout the Neighborhood**

#### Objectives:

- Work more closely with police to increase safety and reduce crime
- Create partnerships with religious leaders and communities
- Create partnerships with non-profits and private businesses
- Create a communications plan to promote and educate the community

### **GOAL: Develop a program to address vacant and underutilized properties**

#### Objectives:

- ~~Ask city to~~ Refer below for new Goal ~~or a consultant to inventory and analyze existing vacant and underutilized properties for potential reuse~~
- ~~Coordinate NRZ meeting with City of Bridgeport, OPED to discuss what potential assistance that owners or future developers could receive in their efforts to bring a productive use to the neighborhood~~
- ~~Work with building owners around Nanny Goat Park to find developers.~~

### **GOAL: Advocate with city for funding assistance to improve The Hollow**

#### Objectives:

- Seek housing rehabilitation assistance for existing housing stock
- Seek funding to assist in home ownership
- Seek funding assistance for facade improvements in commercial areas

## Appendices

1. Community Survey
2. Parking Reference Documents

### **GOAL: Address chronically vacant or blighted properties**

#### Objectives:

- Collaborate with City in outreach to property owners, discussing the need for property (re)development.
- Connect property owners with competent developers.
- Pursue acquisition of parcels where the property owner does not have the desire or means to (re)develop. Eminent domain powers of the City shall be strategically used.

## HOLLOW CONSTITUENT SURVEY CHECKLIST

### Demographic Information

- 0-10
- 11- 17
- 18 – 27
- 28 – 50
- 51 – 65
- 66 – older
  
- Male
- Female
  
- Black (African American)
- Hispanic, Latino, Caribbean
- White (Caucasian)
- American Indian, Alaska Native
- Asian
- Native Hawaiian-Other Pacific Islander
- Other

Country of origin:

### YEARS LIVED OR WORKED IN THE HOLLOW

- 1 - 3
- 4 - 7
- 8 - 11
- 12 - 20
- 21+

### BUSINESS or OCCUPATION

NEIGHBORHOOD CONCERNS 1 = Excellent and 10 = Very Bad

How Do You feel about the following:

- Public Safety
- Walkability/sidewalks
- Traffic/congestion
- Vacant Property/ Empty Buildings
- Blight/Graffiti
- Parking
- Litter/Sanitation/Trash Collection
- Trash Can/Places to put waste
- Community or Neighborhood Identity
- Is there a Community Center
- How is outdoor space / recreation

# HOLLOW CONSTITUENT SURVEY CHECKLIST

What are YOUR top 3 CONCERNS with regard to the HOLLOW?

1

2

3

What are YOUR top THREE NEEDS with regard to your business, organization or family in order to thrive in the Hollow?

1

2

3

Would you like to be added to the HOLLOW NRZ email list?  No Thank You

YES, please.

Email Address:

Would you like to become involved with the HOLLOW NRZ planning?  No Thank You

YES, please.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

PHONE NUMBER \_\_\_\_\_

Is this a cell phone and if yes, say we send Text Messages  No Thank You

YES, please.

## NEXT PUBLIC MEETING

City Hall (Old high school, not downtown)

145 Lyon Terrace

Wheeler Room A & B (Next to the Common council Chambers)

**November 28<sup>th</sup> 6:30 PM**

# Appendix 2: Parking Reference Documents

Data Book for Civil Engineers, E.E. Seelye, very little has changed in over 75 years with regard to the amount of land needed for automobile parking.

12-77

## PARKING — FIELDS

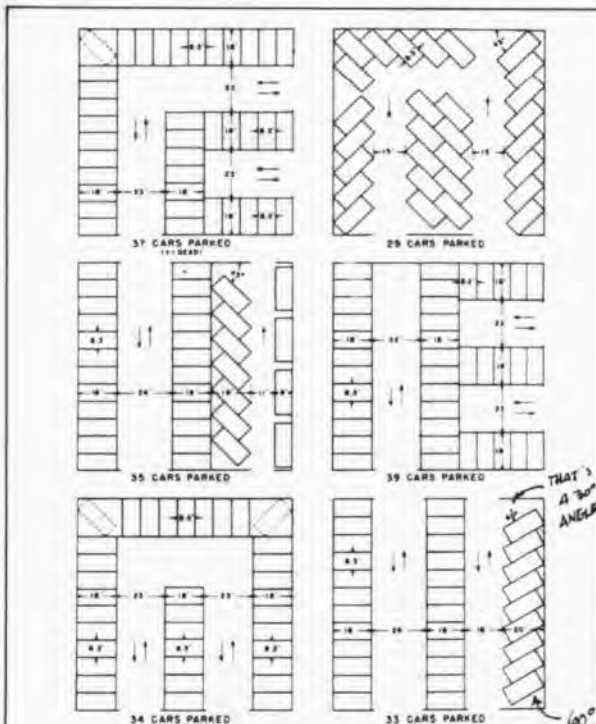
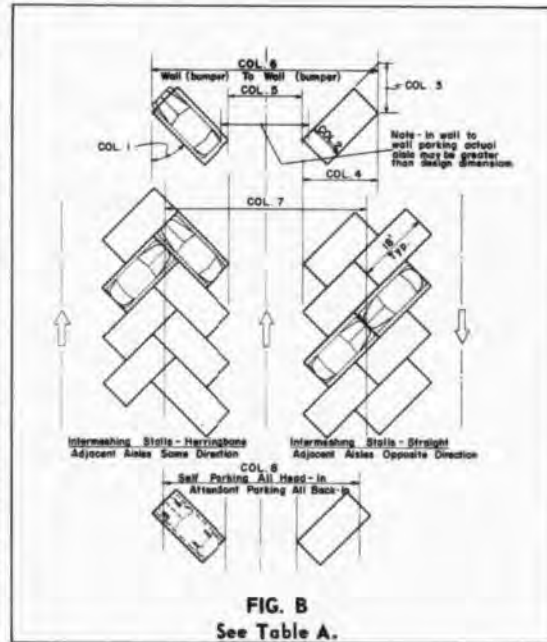
**TABLE A — SELECTED STALL AND AISLE DIMENSIONS FOR HEAD-IN SELF-PARKING FIELDS**

Remarks	See Fig. B							
	Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8
<b>Notes:</b> Dimensions vary with vehicle size, parking function, and degree of activity. Stall and aisle widths generally have an inverse relationship. Dimensions listed are minimum proven effective for U.S. 1958 rates. (When space is no problem, minimum stall width should be 9'-0").								
General All Purpose Standard, 1958	90	8'-9"	8'-9"	18'-0"	26'-0"	62'-0"	-	58'-2"
All-day and low turnover lots (min. COL. 5-23'; COL. 6-59')	90	8'-6"	8'-0"	18'-0"	26'-0"	62'-0"	-	58'-2"
Large all-day parking lots. (Approx. 170 cars/acre)	90	8'-6"	8'-0"	18'-0"	24'-0"	60'-0"	-	-
Inadequate room for opening car doors. Rarely used.	90	8'-0"	8'-0"	18'-0"	22'-0"	68'-0"	-	64'-2"
Typical gay parking field (high turnover)	90	8'-6"	8'-6"	18'-0"	27'-6"	63'-6"	-	59'-8"
Desired dimensions (for 8'-6" stalls)	90	8'-6"	8'-6"	18'-0"	28'-0"	65'-0"	-	61'-2"
Desired dimensions (for 9'-0" stalls)	90	9'-0"	9'-0"	18'-0"	27'-0"	63'-0"	-	59'-2"
Active shopping centers without separate pedestrian walkways and high turnover lots where ample land is available.	90	9'-0"	9'-0"	18'-0"	30'-0"	67'-0"	-	63'-2"
Generally recommended minimum (8'-6" stalls)	60	8'-6"	9'-10"	19'-10"	18'-0"	57'-8"	53'-5"	52'-7"
Generally recommended minimum (9'-0" stalls)	60	9'-0"	10'-5"	20'-11"	17'-0"	57'-2"	52'-8"	51'-10"
General all-purpose minimum and in clear span, one-way aisle, self-park garages.	45	8'-6"	12'-0"	18'-9"	12'-0"	49'-50"	44'-0"	44'-10"
Minimum for special purposes only	45	8'-0"	11'-4"	18'-5"	12'-0"	48'-10"	43'-2"	44'-0"
Minimum for short aisles	45	9'-0"	12'-9"	19'-11"	11'-0"	49'-6"	43'-2"	44'-0"
Generally recommended minimum (8'-6" stalls)	30	8'-6"	17'-0"	16'-5"	10'-0"	42'-10"	35'-9"	40'-11"
Generally recommended minimum (9'-0" stalls)	30	9'-0"	18'-0"	16'-10"	9'-0"	42'-8"	35'-6"	40'-9"

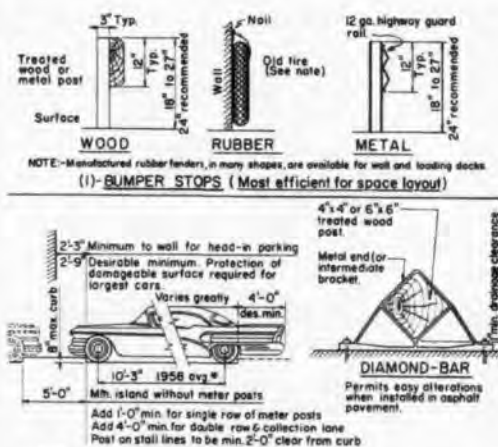
**SELECTED STALL AND AISLE DIMENSIONS FOR BACK-IN PARKING. USED PRIMARILY FOR ATTENDANT PARKING.**

Remarks	Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8
Attendant parking only	90	8'-0"	8'-0"	18'-0"	22'-0"	58'-0"	-	51'-2"
Minimum for customer self-parking. Aisle and unit depth preferably increased by 1' or 1'-6"	90	8'-6"	8'-6"	18'-0"	21'-0"	57'-0"	-	50'-2"
Used where maximum number of two-way aisles is desired.	90	9'-0"	9'-0"	18'-0"	20'-0"	56'-0"	-	49'-2"



**FIG. E — 6 EXAMPLES OF 100' x 100' SELF-PARKING FIELDS**

From *Parking by The* Eno Foundation For Highway Traffic Control. 1957.



**FIG. C — CAR STOPS — PARKING FIELDS**

TABLE F — GRADES: PARKING FIELD	TABLE G — TYPICAL RANGE OF 90° PARKING FIELD, GROSS AREA PER CAR
Minimum . . . . . As required for drainage	Based on commercial lots with greater than 50-car capacity.
Desirable maximum . . . . . 4 %	
Maximum transverse to parking stall . . . . . 6.5%	

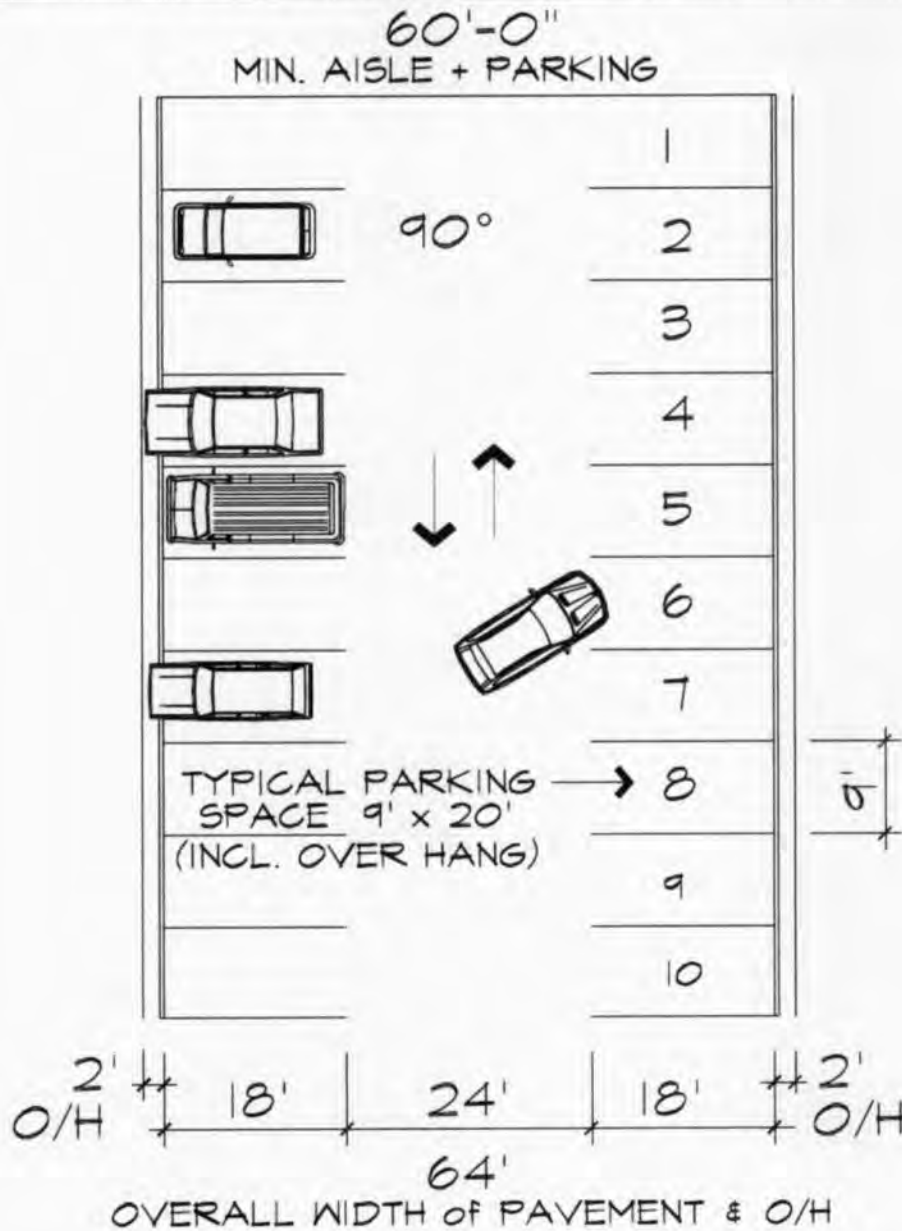
  

TABLE H — AREA LIGHTING: PARKING FIELD	Parking Type	Gross, sq.-ft./car
Desirable minimum: 1/2 to 2 ft.-candle, increase up to 5 ft.-candle for non-attended meter fields.	Attendant, back-in	200
	Attendant, head-in	225
	Customer, minimum	250
	Customer, roomy	300

(Parking Cont.)

City of Bridgeport Zoning Regulations: The City of Bridgeport recently relaxed some of its standards with regard to overhang and the "Standard Parking Space" being 9' x 20'. In February 2017 they accepted a standard for commercial area parking that was 9' x 18'. This is recognition that more and more automobiles are getting smaller. The accompanying drawings below use the typical 9'x20' space.

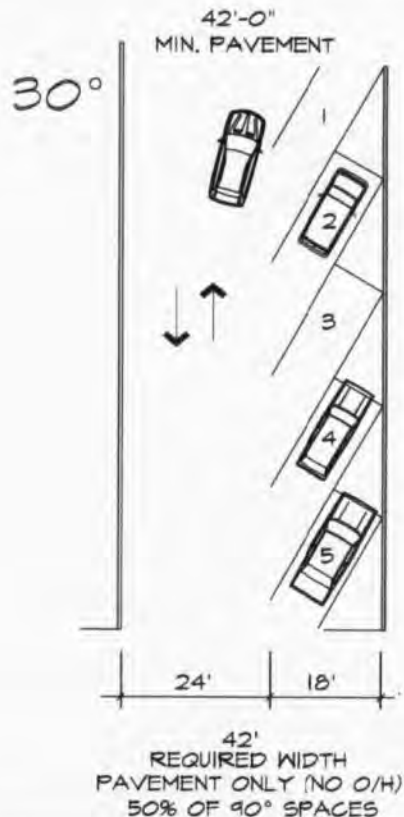
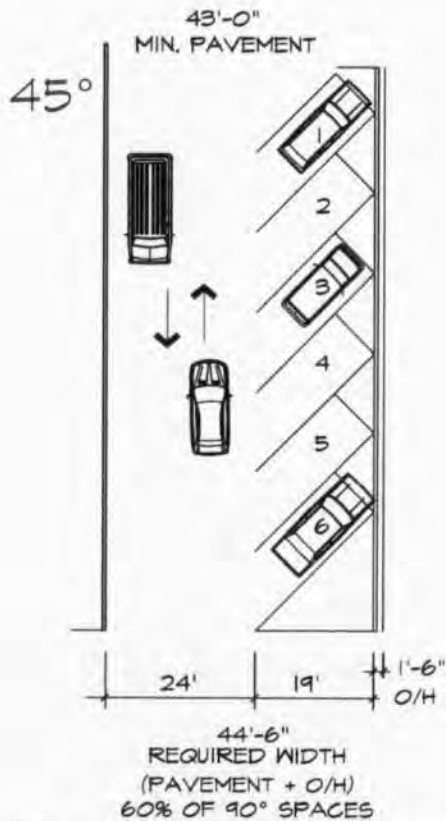
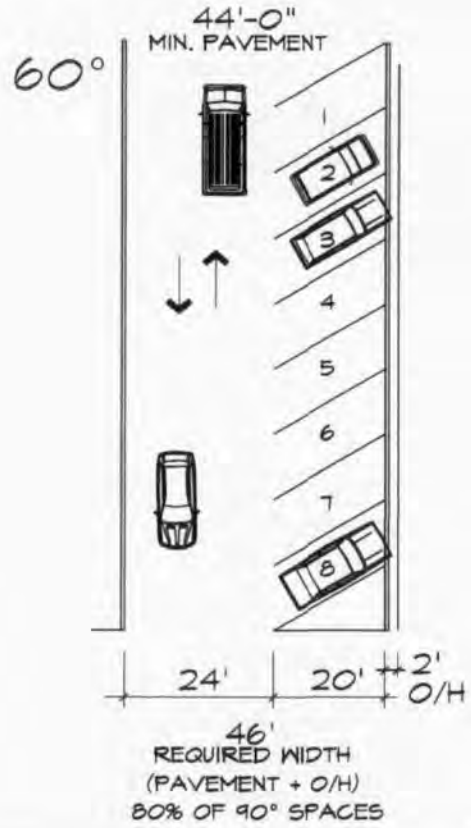
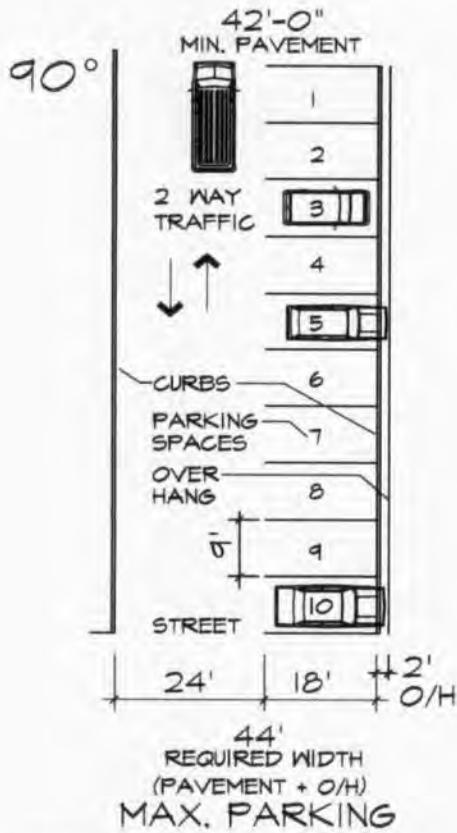
TYPICAL 60' WIDE PARKING LOT





(Parking, cont.)

City of Bridgeport Zoning Regulations: Angled parking spaces





City of Bridgeport  
OFFICE OF PLANNING AND ECONOMIC DEVELOPMENT

Margaret E. Morton Government Center  
999 Broad Street, Bridgeport, Connecticut 06604

COMM. #43-21 Ref'd to ECD&E Committee on 03/07/2022

Joseph P. Ganim  
Mayor

Thomas Gill  
Director

TO: Honorable City Council

FROM: Lynn M. Haig, AICP *mlh*  
Director of Planning

DATE: February 28, 2022

RE: Referral to Economic and Community Development and Environment Committee  
South End NRZ Plan Amendments

The Office of Planning and Economic Development is requesting referral of proposed amendments to the South End NRZ Plan to the ECDE Committee.

The amendments specifically relate to chronically vacant properties, and ultimately provide the City with the ability to acquire them.

As you are keenly aware, chronically vacant properties are often detrimental to neighborhoods in a variety of ways. Providing the City with additional means to address these properties and get them back into productive use to benefit the neighborhood and city as a whole is important.

The South End NRZ worked with OPED to create the list of chronically vacant properties and review the proposed amendments.

Enclosed in this packet are:

- Resolution
- Letter of Support from South End NRZ
- Copy of South End NRZ Plan with proposed amendments
- Amendment Excerpts for quick reference

I look forward to discussing this with the Committee in more detail.

RECEIVED  
CITY CLERK'S OFFICE  
22 FEB 28 PM 1:45  
NOTES  
CITY CLERK

**RESOLUTION**  
**AUTHORIZING CERTAIN AMENDMENTS TO THE SOUTH END NRZ PLAN**

**WHEREAS**, per Connecticut General Statute Chapter 118, (the "Statute"), and as codified in the City of Bridgeport Municipal Code of Ordinances, Chapter 8.97 (the "Ordinance"), the South End Neighborhood Revitalization Zone (the "NRZ") Plan (the "Plan") was first duly adopted in 2010 and has since been amended in 2014 and in 2016; and

**WHEREAS**, Section 7-600 of the Statute establishes NRZs "to revitalize neighborhoods where there is a significant number of deteriorated property and property that has been foreclosed, is abandoned, blighted, or substandard or poses a hazard to public safety"; and

**WHEREAS**, Section 7-601(b) of the Statute provides that the Plan "may contain an inventory of abandoned, foreclosed and deteriorated property ... located within the revitalization zone...."; and

**WHEREAS**, Section 7-603 of the Statute provides the legislative finding that the acquisition of property because of substandard, insanitary or blighted conditions, and the removal of blighted structures and the improvements of such sites, and the subsequent disposition of such property for revitalization are public uses and purposes for which public money may be expended and the power of eminent domain exercised; and

**WHEREAS**, the South End NRZ Plan has consistently stressed the need to address chronically vacant and blighted properties; and

**WHEREAS**, the South End NRZ proposes herewith, to amend the Plan as per the attached summary document entitled *South End Neighborhood Revitalization Zone Strategic Plan – Proposed Amendments 2022* (the "Amended Plan") to include an up-to-date inventory of chronically vacant and blighted properties and to identify such properties for acquisition by the City in order to reposition them for redevelopment; and

**WHEREAS**, pursuant to Section 7-601(c) and (d) of the Statute, the South End NRZ Planning Committee conducted a duly noticed public hearing on the Amended Plan, and in accordance with its by-laws, voted to adopt the Amended Plan, at its meeting of November 11, 2021; and

**WHEREAS**, pursuant to Section 7-601(c) of the Statute, via transmittal letter dated September 15, 2021, the City's Office of Planning and Economic Development ("OPED") submitted the Amended Plan to the Secretary of Connecticut's Office of Policy and Management for review; and

**WHEREAS**, the Bridgeport City Council finds that it is in the best interests of the City and of the South End Neighborhood for the Plan to be amended to identify vacant and blighted properties for acquisition by the City, including by eminent domain, so as to reposition them for redevelopment;

**NOW, THEREFORE, BE IT RESOLVED**, that the City Council hereby adopts the Amended South End Neighborhood Revitalization Zone Plan as attached.

# **SOUTH END NRZ**

South End Neighborhood Revitalization Zone  
"Serving the South End Community of Bridgeport, Connecticut"

July 13, 2021

Ms. Lynn M. Haig  
Director of Planning  
999 Broad Street  
Bridgeport, CT 06604

Dear Ms. Haig,

The document provided by you on March 8, 2021 entitled, "Proposed Amendments 2021" as part of the South End Neighborhood Revitalization Zone Strategic Plan (2014) was accepted by the SE NRZ on April 8, 2021 with the following modification on the 3<sup>rd</sup> paragraph of the 4<sup>th</sup> page under the heading, "Address Chronically Vacant or Blighted Properties."

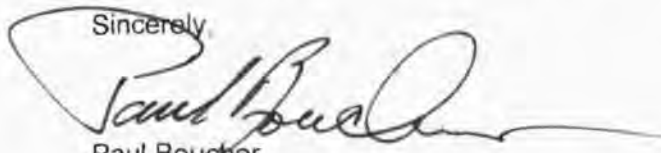
Property acquisition should be strategic, only pursued when a site-specific redevelopment strategy has been identified. If the property owner is unwilling to sell, or demands a price which is significantly higher than appraised value, the City could use its powers of eminent domain. In such cases the City must engage the NRZ in the creation and final approval of a redevelopment strategy, and selection of a developer.

Properties which are chronically vacant or blighted include:

526-528 Atlantic Street (blighted)  
914 Atlantic Street (vacant lot)  
83 & 95 Garden Street (vacant lots)  
434 Gregory Street (blighted)  
181-183 Hanover Street (vacant lot)  
109-111 Johnson Street (blighted)  
61 Lewis Street (blighted)  
330 Myrtle Street (blighted)  
33 Rennell Court (blighted)  
81 Ridge Avenue (blighted)

Thank you for your assistance in this matter.

Sincerely,



Paul Boucher  
Chair, South End NRZ

# South End Neighborhood Revitalization Zone Strategic Plan

2014

Proposed Amendments 2022



Prepared for the South End Neighborhood  
Revitalization Zone Committee by the City of  
Bridgeport, Office of Planning and Economic  
Development, Division of City Planning.



# Urban Village Character

## Key Recommendations

1. **Work with Stakeholders to identify resources to prepare amendments to the City of Bridgeport zoning ordinance and map**
2. **Partner with City Council Representatives, City Staff, UB Staff, private property owners and other Stakeholders to explore the feasibility of creating a rental rehabilitation program**
3. **Work with Stakeholders to establish an affordable housing policy**
4. **Work with Developers to match construction-related training and employment opportunities with area residents**
5. **Build strong, lasting relationships with corporate and institutional members in the South End, and explore ways to work together on:**
  - **Community fair/outreach events**
  - **"Adopt-a-Block" program**
  - **Neighborhood/street cleanups**
  - **Social/entertainment events**
  - **Farmers/Gardeners Market events**
  - **Other**
6. **Work with City Council Representatives, City Staff, Greater Bridgeport Transit, Bridgeport Public Library and other Stakeholders to identify a feasible community gathering space**
7. **Work with Stakeholders to identify resources to initiate a gateways and wayfinding planning and design process**
8. **Work with Stakeholders to initiate an urban**

## Urban Corridor

State St. is a high-volume transportation corridor that connects the Black Rock, West Side/West End and South End neighborhoods with Downtown. This area provides an opportunity for larger mixed-uses with a focus on multi-modal transportation facilities.

## Institutional Campus

The University of Bridgeport continues to implement its Master Plan and improve its facilities, and a new Roosevelt Elementary School campus is under construction. These areas will not experience private redevelopment, but do need to be successfully incorporated into the neighborhood fabric.

## Eco-Industrial

Bridgeport's industrial waterfront continues to evolve. These areas will adapt to become communities capable of supporting technological innovation and 21st century light manufacturing with a focus on sustainability and access.

## Regional Recreation & Entertainment

These areas welcome large amounts of visitors from throughout the City and Region, and are sources of considerable pride. They will not be redeveloped, but will become more attractive gateways into the neighborhood.

**beautification program. Key projects might include murals, sculptures and other public artworks, landscaping and community cleanup efforts**

9. **Assist with Volunteer recruitment for urban beautification projects**
10. **Develop a South End property improvement award program**
11. **Work with City to address chronically vacant or blighted properties**

## Planning District Strategies

Considering existing land use characteristics, the South End NRZ can be organized into six neighborhood planning districts. These generalized areas are meant to help communicate the overall vision for the neighborhood, not to prescribe property-specific strategies or recommendations. The six districts are:

## Neighborhood Residential

These areas are almost exclusively residential, and will remain so. The primary design objective in Neighborhood Residential districts is to preserve and enhance the existing housing stock and require infill development to be of high-quality design and construction that is compatible with surrounding structures. Non-residential land uses will be limited.

## Neighborhood Center

Strategically located and comprised of a number of underutilized properties, these areas will transition into high-activity residential, commercial and civic mixed-use centers with a focus on pedestrian and bicycling facilities.

still home to abandoned factory buildings and continues to have a negative impact on the surrounding properties.

Redeveloping 330 Myrtle with market-rate residential and ground floor retail mixed-use will build upon the success of Lofts on Lafayette, facilitate population growth, and positively influence neighboring property values. Built high enough, this building or buildings would enjoy terrific views and considering the surrounding land uses – mainly surface parking lots to the north and south and medium- to high-density residential to the east and west – it likely could be with minimal impact.

Said parking lots and other underperforming uses along Myrtle Ave., Austin St., Warren St. Gregory St. and Lafayette St. should similarly be redeveloped into high-activity mixed-uses with a focus on high-quality residential units above attractive ground-floor retail/commercial uses.

## Key Recommendations

1. **Work with Stakeholders to identify resources to prepare amendments to the City of Bridgeport zoning ordinance and map which:**
  - **Allow residential/commercial mixed-use development, as-of-right**
  - **Permit residential/artist studio/light manufacturing mixed-use development, via special permit**
  - **Encourage ground-floor design and uses which engage sidewalk, bike lane and street users**

- **Encourage and facilitate significant population and new business growth**
- **Minimize curb-cuts and driveways**
- **Prohibit off-street parking facilities within front and side setbacks**
- **Facilitate a range of buildings heights, with minimums and maximums**
- **Encourage outdoor dining in strategic locations**
- **Encourage and support urban agriculture in strategic locations**

• Acquire chronically vacant or blighted properties for redevelopment

## Urban Corridor

The Urban Corridor district is comprised of the properties fronting along State St., a major State-owned corridor running from the Town of Fairfield into Downtown Bridgeport. The corridor is anchored by the United Congregational Church and YMCA uses at the intersection of Park Ave., but most of the remaining uses are abandoned or in poor condition and vacant lots are prevalent. This area represents an opportunity to develop a high-activity mixed-use corridor more focused on commercial uses than others in the South End.

Development standards within the Urban Corridor should allow for medium-height (two- to six- story) mixed-use buildings, as-of-right with taller buildings allowed via special permit. Vehicular access should only be permitted from side streets. Off-street parking facilities should be permitted, but designed to not be visible from State St. Adequate buffering with screening and landscaping shall be required between these uses and adjacent residential uses.

The Street is very wide with two one-way directional traffic lanes and two parking lanes. Traffic volume and travel speeds are high and accidents are common. Although the sidewalks are wide, they are in poor condition. The streetscape is void of streetscaping, trees and has inadequate lighting. State St. is unsafe for bicyclists and pedestrians, especially at night.

Bump-outs and clearly marked crosswalks will shorten crossing distances and improve pedestrian safety. Street trees and landscaping will improve the urban environment and alter the scale of the street for both drivers and pedestrians, making it more attractive and safer. State St. is a candidate to be converted to two-way directional flow and the City of Bridgeport aims to study the feasibility of doing so. Six Greater Bridgeport Transit bus routes run along State St. Improving bus stops along these routes with well-designed weather-protective facilities would serve dual purposes of distinguishing the corridor and increasing the attractiveness of bus transit.

## Key Recommendations

1. **Work with Stakeholders to identify resources to prepare amendments to the City of Bridgeport zoning ordinance and map which:**
  - **Allow residential/commercial mixed-uses, as-of-right**
  - **Encourage and facilitate sensible population growth**
  - **Ensure pedestrian and bicycling safety and encourage healthy activity**
  - **Do not allow curb-cuts, driveways or off-street parking facilities along State St.**
  - **Allow off-street parking facilities, and re-**



sidewalks, streets, bike-ped facilities and tree plantings. Tree plantings will have a particularly dramatic impact over time. The Iranistan Ave./Gregory St. and Broad St./University Ave. intersections are prime locations for welcoming visitors through the neighborhood and into Seaside Park.

Beautification measures such as decorative landscaping, signage and lighting will emphasize their natural gateway roles. Thinking a little bigger, placing a new landmark such as a significantly scaled monument, statue or sculpture at these locations would firmly establish them as memorable gateways.

## Key Recommendations

- 1. Work with City of Bridgeport, Parks and Recreation and other Stakeholders to implement the Seaside Park Master Plan**
- 2. Work with City of Bridgeport and Harbor Yard and Arena Stakeholders to stimulate landscaping and other urban beautification initiatives**
- 3. Work with City of Bridgeport and other Stakeholders to identify signage and lighting needs in these areas**
- 4. Assist with Volunteer recruitment for associated projects**

## Address Chronically Vacant or Blighted Properties

Several properties in the South End are vacant or blighted and have been in this condition for many years. This is often the result of property owners who live elsewhere and are landbanking the sites. Efforts need to be taken to put these properties into productive use so that they enhance, rather than detract from, quality of life for area residents.

A first step would be to contact the property owner for a discussion about the NRZ goals and assess whether the owner has the desire or ability to turn the property around. If the property owner does not have the desire or means to improve the property then acquisition should be pursued.

Property acquisition should be strategic, only pursued when a site specific redevelopment strategy has been identified. If the property owner is unwilling to sell, or demands a price which is significantly higher than appraised value, the City could use its powers of eminent domain. In such cases the City must engage the NRZ in the creation and final approval of a redevelopment strategy, and selection of a developer.

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109-111 Johnson Street (blighted)  
330 Myrtle Street (blighted)  
33 Rennell Court (blighted)  
81 Ridge Avenue (blighted)  
61 Lewis Street (blighted)

# Implementation Strategy

## Urban Village Character

### Immediate (Less than 3 Years)

Proj. No.	Project	What is the South End NRZ's primary role in this project?	Who are the potential Partners for implementing this project?	Where will the funding come from?	Page No.	Priority
UVC-01	Promote Use of BConnected Platform for Urban Village Improvements	Lead neighborhood-wide promotional efforts.	City of Bridgeport Departments, South End Stakeholders	Local public and private sources		
UVC-02	Develop Civic Partnerships	Lead efforts.	South End Educational institutions, Non-profit organizations, businesses and citizen Stakeholders	Local public and private sources	67, 69	
UVC-03	Initiate Urban Beautification Program	Work with City of Bridgeport to determine role	City of Bridgeport Departments, Stakeholders	State and local public and private sources	67-69	
UVC-04	Conduct Volunteer Recruitment for Urban Village Character Projects	Lead, as necessary.	City of Bridgeport Departments, Stakeholders	N/A	67, 69	
UVC-05	Develop Property Improvement Award Program	Lead efforts.	City of Bridgeport Departments, South End Educational institutions, Non-profit organizations, businesses and citizen Stakeholders	Local public and private sources	67, 69	
UVC-06	Participate in UB Campus Master Planning Process	Support and participate in planning process.	University of Bridgeport	N/A	76	
UVC-07	Identify State St. Improvements	Lobby and support.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local sources	75, 76	
UVC-08	Conduct Comprehensive and Ongoing Zoning Ordinance & Map Amendments	Support and participate in planning process.	City of Bridgeport, Office of Planning & Economic Development, Stakeholders	Federal, State and local sources	63-78	

Proj. No.	Project	What is the South End NRZ's primary role in this project?	Who are the potential Partners for implementing this project?	Where will the funding come from?	Page No.	Priority
UVC-10	Promote Roosevelt School Streetscape Improvements	Support.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local sources	76	
UVC-11	Assist with UB Campus - Area Improvements	Work with University of Bridgeport to determine role.	University of Bridgeport, City of Bridgeport Departments	University of Bridgeport, Local and State sources	76	
UVC-12	Assist with Seaside Park Master Plan Implementation	Work with Bridgeport Parks Department to determine role.	City of Bridgeport Parks & Recreation Department, Stakeholders	Federal, State and local public and private sources	77, 78	

UVC-14 Address vacant, blighted or underutilized properties.

Identify properties and support.

City of Bridgeport, targeted property owners, developers

Local sources.

79

### Short-term (3-6 Years)

Proj. No.	Project	What is the South End NRZ's primary role in this project?	Who are the potential Partners for implementing this project?	Where will the funding come from?	Page No.	Priority
UVC-13	Develop an Affordable Housing Policy	Support and participate in planning process.	City of Bridgeport, South End Educational institutions, Non-profit organizations, businesses and citizen Stakeholders	Federal, State and local sources	64, 69	

# South End Neighborhood Revitalization Zone Strategic Plan

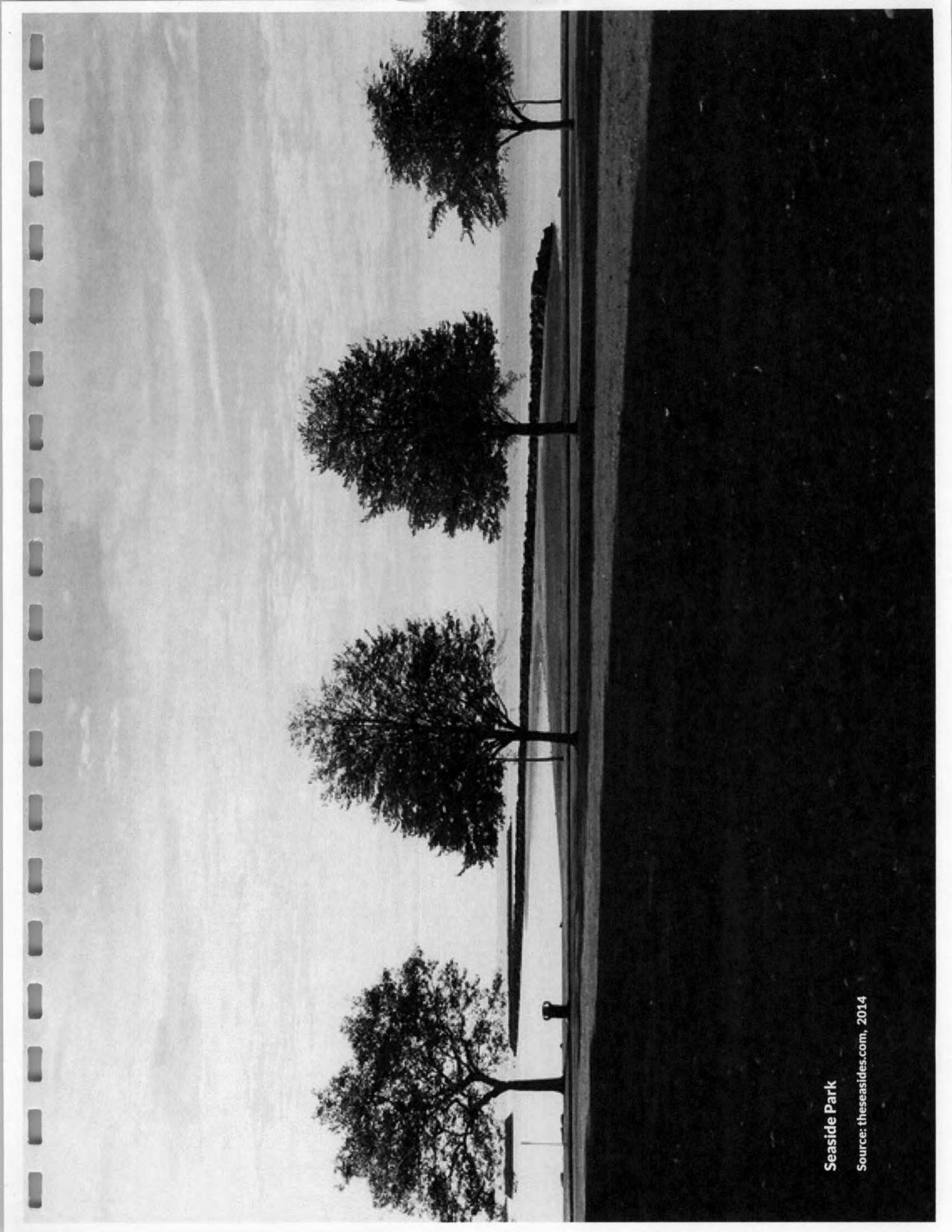
2014

Proposed Amendments 2022



Prepared for the South End Neighborhood Revitalization Zone Committee by the City of Bridgeport, Office of Planning and Economic Development, Division of City Planning.





Seaside Park

Source: theseasides.com, 2014

# Acknowledgments

The South End NRZ Planning Committee wishes to extend special appreciation and recognition to the following stakeholders for their participation and contributions in making this planning process a success.

## Mayor Bill Finch

### City Council

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# Contents

<b>Executive Summary</b>	<b>8</b>
<b>NRZ Process</b>	<b>10</b>
<b>Community Profile</b>	<b>14</b>
Planning Area	15
History	15
Demographic Profile	15
Business Profile	21
Neighborhood Character	22
<b>Community Engagement</b>	<b>36</b>
Challenges	39
Opportunities	41
<b>Community Vision</b>	<b>44</b>
Strengths, Weaknesses, Opportunities & Threats	45
Vision Statement	47
Goals & Objectives	47
<b>Coastal Resilience &amp; Sustainability</b>	<b>48</b>
Goal & Objectives	49
District-Wide Strategies	53
Neighborhood-Level Strategies	54
Site-Level Strategies	60
<b>Urban Village Character</b>	<b>64</b>
Goal & Objectives	65
Neighborhood-Wide Strategies	65
Planning District Strategies	71

# Maps

<b>Mobility &amp; Connectivity</b>	<b>82</b>
Goal & Objectives	83
Essential Roadway Repairs	85
Vehicular Street Network	85
Transit Network	89
Pedestrian Network	91
Bicycling Network	93
<b>Cultural Resources</b>	<b>98</b>
Goal & Objectives	99
Seaside Park	99
Historic Districts	101
Heritage Walking Tours	101
Community Events	102
Community Gardens	104
<b>Implementation Strategy</b>	<b>106</b>
Measuring Performance	107
Coastal Resilience & Sustainability	110
Urban Village Character	113
Mobility & Connectivity	116
Cultural Resources	119
<b>Appendices</b>	<b>122</b>
Community Workshop Discussion	123
SWOT Analyses	125
Draft Feedback	126

1 - South End NRZ Boundary	16
2 - Key Assets	23
3 - Challenges	40
4 - Opportunities	42
5 - Flood Hazard Areas, 2010 & 2013	50
6 - Existing Land Use & Redevelopment Opportunities	67
7 - Neighborhood-wide Strategies	68
8 - Planning Districts	72
9 - Existing Land Use & Redevelopment Opportunities	84
10 - Vehicular Street Network - Existing Conditions	86
11 - Vehicular Street Network - Key Recommendations	88
12 - Transit Network - Existing Conditions	90
13 - Sidewalk Network - Existing Conditions	93
14 - Pequonnock River Trail	95
15 - Proposed PRT Connection	97
16 - Historic Districts	103

# Executive Summary

In June, 2007, the City of Bridgeport and the South End Neighborhood Revitalization Zone (NRZ) Planning Committee began working together to create a comprehensive NRZ designation and strategic plan for the South End. This effort was completed in 2008; however, the Connecticut Office of Policy and Management required substantial updates in order to merit approval. The City of Bridgeport and South End NRZ Planning Committee initiated the update process in March, 2014 and completed it in December, 2014.

The South End NRZ is a peninsula landform on Long Island Sound of approximately 675 acres of land immediately south of Downtown Bridgeport. The South End's most recognizable asset is Seaside Park. Designed by Frederick Law Olmsted and developed by P.T. Barnum between 1865 and 1920, Seaside Park is an iconic product of Bridgeport's heritage and contains numerous landmark statues and memorials. The University of Bridgeport, Sikorsky Aircraft and PSE&G energy generation facilities are also in the South End.

The 2010 Census reports a population of 7,321 South End residents. Excluding the 258 acres of land used by Seaside Park, the South End has a population density of 17.6 persons/acre. This population is characterized as young and racially

and ethnically diverse. Household incomes and educational attainment levels are lower than those in the surrounding area. The housing stock is aging, affordable, and diverse in size and type. Two-thirds of the housing is renter-occupied.

Thanks in large part to Seaside Park, nearly 40% of the land use in the South End is recreational. Other land uses include industrial (19%), residential (17%), institutional (11%), commercial (7%) and vacant (7%). The lack of commercial uses is a priority concern for the South End.

Through a series of workshops, the community identified many challenges and opportunities in the South End. The Vision Statement represents a general summary of how this Plan aims to foster and guide the revitalization of the South End:

**Capitalize on the neighborhood's gorgeous coastal setting and regionally significant institutions, entertainment and public spaces to attract development that ardently preserves the historic and diverse character of the existing neighborhood and improves overall neighborhood quality through neighborhood-scale context-sensitive redevelopment and infill development that increases the population in support of neighborhood retail and amenities along with local employment opportunities in concert with safe and inviting community open spaces all-the-while investing in public and private infrastructure that mitigates the climate risks that befall this coastal community.**

The Plan is organized into four sections—

Coastal Resilience & Sustainability, Urban Village Character, Mobility & Connectivity, and Cultural Resources—which contain broad goals, specific objectives and key recommendations for addressing these challenges and take advantage of the many opportunities present in the South End.

## Coastal Resilience & Sustainability

Two-thirds of the South End is within the FEMA flood hazard area. The South End experiences regular flooding as a result of stormwater runoff, and is vulnerable to storm activity, as evidenced by the effects of Hurricanes Sandy and Irene. The City of Bridgeport is a property tax dependent municipality of less than 17 sq. mi. of which nearly half is tax-exempt. The Plan presents the following conservation and development strategies to mitigate the increasing risks associated with natural hazards without inhibiting necessary economic development:

### DISTRICT-WIDE STRATEGIES

- Multifunctional Elevated Berm
- Living Shoreline
- Seaside as Buffer Zone
- Stormwater Infrastructure

### NEIGHBORHOOD-LEVEL STRATEGIES

- Green Street Design
- Tree Planting Program
- Emergency preparedness education and outreach
- Elevated Singer St. & CSO Park

## SITE-LEVEL STRATEGIES

- **Floodplain Development Standards**
- **Green roofs**
- **Rain barrels**
- **Retrofit Program**

## Urban Village Character

The South End contains a fascinating mix of nearly every type of land use, myriad housing types, a compelling heritage and natural landscape and a demographically diverse residential population in a relatively dense environment—all necessary building blocks of a vibrant urban village neighborhood. The Plan proposes neighborhood-wide and planning district-level strategies to achieve the goal of: ensuring the preservation and enhancement of historic structures and districts; allowing increased densities at appropriate levels and locations; properly guiding development in flood hazard areas; enabling neighborhood-scale mixed uses; and encouraging a high standard of land development, construction and beautification focused on maintaining and enhancing the South End NRZ's walkable, bikeable, and liveable urban village characteristics.

Neighborhood-wide Strategies focus on Land Use & Redevelopment; Housing; Civic Engagement; and Gateways and Urban Beautification. The six planning districts, identified based on common land use characteristics, are Neighborhood Residential, Neighborhood Center, Urban Corridor, Institutional Campus, Eco-Industrial

and Regional Recreation & Entertainment. Key recommendations for each focus on development standards, historic preservation, urban beautification and planning for future land uses.

## Mobility & Connectivity

The South End is surrounded by water on three sides and separated from Downtown by the I-95 and railroad overpass structures, limiting access to and from the area. The Plan goal is to study the feasibility of improvements to the transportation network to enhance mobility within, to/from and through the South End NRZ for all citizens and transportation modes; better connect the NRZ and its assets with Downtown and West End/West side; increase safety; and facilitate redevelopment and infill development at an urban village scale.

To meet this goal, the Plan presents strategies for each of the following: Essential Roadway Improvements, Vehicular Network, Transit Network, Pedestrian Network and Bicycling Network. Key recommendations range from filling potholes and repairing sidewalks to altering street directional flow, constructing new streets, abandoning others, connecting the Pequonnock River Trail to Seaside Park and improving signage and wayfinding throughout the neighborhood.

## Cultural Resources

The South End is rich with natural, cultural and historic assets. It is imperative to preserve, enhance and celebrate the cultural resources of the South End and foster community pride and interaction. The Plan presents strategies for each of the following areas: Seaside Park, Historic Preservation, Heritage Walking Tours, Community Events and Community Gardening.

## Implementation Strategy

The South End has experienced a renewed interest from Developers in the past five years and a number of significant redevelopment projects are currently in the pipeline or under consideration. It is clear the South End is on the cusp of a revitalization and resulting population growth. The Implementation Strategy organizes the Plan's more than fifty key recommendations into sets of actionable projects and outlines a set of performance measures to help the NRZ measure and evaluate progress being made toward accomplishing Plan goals and objectives and establish a process for amending the Plan over time.

# NRZ Process

# NRZ Process

selected Philips Preiss Shapiro Associates, Inc. (PPSA) to produce the South End Neighborhood Revitalization Zone Strategic Plan (the Plan) document. City Staff received additional support to facilitate community outreach and engagement.

The Neighborhood Revitalization Zone (NRZ) process was established by the Connecticut General Assembly in 1995 via Public Act Number 95-340. The legislation outlined a process that encouraged community stakeholders to collaborate with all levels of government to improve neighborhoods that were affected by adverse or blighted conditions. The legislation requires the neighborhood stakeholders to work together to determine its priorities and create a plan to revitalize the area. Once the plan is developed, submitted, and approved, the neighborhood can be designated as a Neighborhood Revitalization Zone, the primary benefit of which is the ability to legally bypass often onerous regulations and rules that might otherwise impede implementation processes.

In 2003, the City of Bridgeport began the process of creating Neighborhood Revitalization Zone development plans. This effort was initiated to address blighted and vacant properties and other threats to economic development. The South End NRZ planning process began in 2007 and received support from the Community Economic Development Fund (CEDF) and City of Bridgeport Community Development Block Grant (CDBG) matching funds. AMS Consulting, Inc. was hired to conduct comprehensive surveying and analysis to identify issues affecting the South End. The South End Selection Committee

needed for a higher degree of social interaction with area institutions to improve the quality of life in the South End.

The final objective of the workshop process was to get feedback on the various stakeholder recommendations generated around the NRZ Plan and Implementation Plan topics. Topics such as land use, capacity, sustainable growth and numerous neighborhood linkages were discussed to set the final groundwork in formulating the Plan. The 2008-2010 planning methodology included:

- Stakeholder surveys;
- Community and business leader focus groups
- Stakeholder design workshop;
- Demographic data gathering and analyses
- Land use and zoning analyses via field work and mapping
- Review of comparable retail areas
- Analysis of housing and retail markets
- Review of best practices.

On April 01, 2008, the South End Neighborhood Revitalization Zone, Inc (the South End NRZ) proposed and made effective its official By-Laws thereby creating the City of Bridgeport's fifth

On April 01, 2008, the South End Neighborhood Revitalization Zone, Inc. proposed and made effective its official By-Laws.

neighborhood redevelopment plan created under the guidelines of Public Act 94-240 and Public Act 99-35 of the Connecticut Public Statutes.

The Plan was completed in 2010 and subsequently approved by the South End Planning Committee and adopted by the Bridgeport City Council; however, the approved Plan was not formally submitted to the Connecticut Office of Policy & Management (CT OPM) for certification. In order to receive certification, CT OPM asked that the Plan be updated to reflect changes which have occurred since the 2010 Plan was completed. City Staff worked directly with the South End Planning Committee to update the Plan. The Plan and this update strive to match, compliment and expand upon the goals and objectives outlined in the following related land use planning documents:

- Bridgeport 2020: A Vision for the Future  
The City of Bridgeport Master Plan of Conservation and Development, 2008
- BGreen 2020: A Sustainability Plan for Bridgeport, Connecticut, 2010
- Parks Master Plan, 2011
- Rebuild By Design Resilient Bridgeport, 2014
- GBRC Complete Streets Policy & Action Plan, 2011  
City of Bridgeport Public Health Emergency Response Plan, 2010
- Emergency Preparedness Plan, 2012

# Community Profile

# Community Profile

## History

The South End was once inhabited by the Paugasette Indians. Bridgeport was subsequently settled by Europeans in 1629, chartered in 1821 and incorporated in 1826. Early development in Bridgeport was heavily influenced by agriculture, aquaculture and water-related industries. In the 1840's, the Naugatuck and New Haven Railroads began operations. The Port Jefferson Steamboat Company was founded in 1883 and established Bridgeport as a regional trade center. Still running today, the ferry transports approximately 1 million customers to and from Long Island yearly. P.T. Barnum, the prodigious showman, businessman and early Mayor of Bridgeport, was an original stockholder in the company and was instrumental in developing the South End, including Seaside Park and Seaside Beach. A number of structures attributed to him still remain. Despite its past, only a few industrial buildings remain in the South End today.

Though the South End retains a moderately healthy mix of uses and economic activity, the shift away from manufacturing and subsequent loss of jobs forced many to seek employment elsewhere, resulting in significant unemployment. Public housing units have been developed and subsequently demolished. The Marina Park development is still standing, but slated for redevelopment. As is true with other post-industrialized urban centers, the South End has begun recovery with new businesses in the service industries and small light manufacturing shops. Efforts have been made to attract mixed-use development.

## Demographic Profile

Bridgeport is a City of 144,229 residents (Census, 2010). The South End is home to 7,321 of those residents. This figure is projected to increase to 7,708 by 2017. Although most likely not counted in the Censes, the University of Bridgeport (UB) enrolls 4,842 students (University of Bridgeport, 2014) many of whom call the school's dormitories "home" for most of the year.

The South End's 2010 female/male population split was 3,757 (51.3%) females and 3,564 (48.7%) males. The UB split is 62% female and 38% male. UB prides itself on being the tenth most racially diverse university in the country. Even without counting UB students, Bridgeport and the South End are much younger and more diverse than Fairfield County and Connecticut.

The South End's 2010 median age was 26.8 years, much lower than Bridgeport (33.1), Fairfield County (40.0) and Connecticut (40.6). The South End's racial makeup is 34.2% Black, 29.7% White, 13% Asian, 18.4% Other and 4.7% 2 or More Races, with 36.6% being of Hispanic origin.

A good 42.2% of the South End NRZ population has graduated high school and attended at least some college, and 26.3% has received some sort of degree. These numbers are lower than the other geographies despite the presence of UB.

## Planning Area

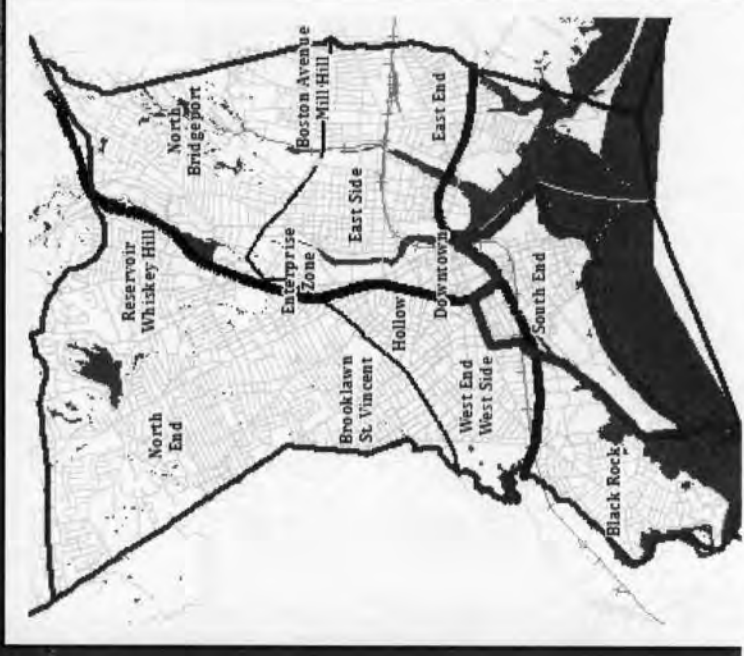
The South End neighborhood is one of Bridgeport's 13 residential neighborhoods, as defined in the 2010 Mater Plan of Conservation & Development. The South End NRZ is one of eight designated Neighborhood Revitalization Zones. The neighborhood and NRZ boundaries do not precisely align.

The South End NRZ consists of 675 acres of land located south of Downtown and southeast of West End/West Side. It is surrounded by the Cedar Creek, Burr Creek, Black Rock Harbor, Long Island Sound, Bridgeport Harbor and Pequonnock River bodies of water. State Routes 8 & 25 terminate into I-95 which runs east through the NRZ, as do the railroad tracks which facilitate MTA MetroNorth and Amtrak Northeast Regional commuter rail services.

The NRZ boundary runs from the intersection of State St. and Norman St. east to Myrtle Ave.; south to Prospect St.; east along Frontage St./I-95 to the Pequonnock River; south along the Bridgeport Harbor shoreline to Seaside Park; west along the Long Island Sound shoreline to Black Rock Harbor; northeast along the shoreline to and then along the centerline of the Burr Creek and Cedar Creek; northeast from where the Cedar Creek centerline meets land to the intersection of Railroad Ave. and Norman St.; and north back to State St.



Map 1 - South End NRZ Boundary



The South End and Bridgeport income levels significantly lag behind those of Fairfield County and Connecticut. The 2012 per capita income in the South End is \$16,535, 53% less than that of the State (\$35, 247) and 60% less than that of surrounding Fairfield County (\$41,516).

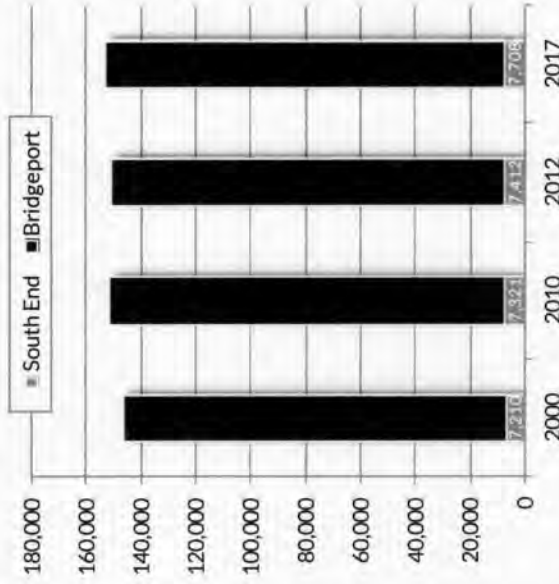
While the median household income figures for Bridgeport, Fairfield County and Connecticut are roughly double their respective per capita figures, this relationship does not exist in the South End where the median household figure is only 23% higher than the per capita. This indicates that there are fewer earners in South End households.

These income levels do translate into high household poverty status levels in the South End. Nearly 40% of South End households were at or below the poverty level during the 2005-2009 American Community Survey (ACS), more than four times the statewide rate of 8.9%.

There are 2,410 households in the South End and the average household size is 2.6 persons. The percentage breakdowns of household size are stable across the four geographies with approximately 56% 1-2 person, 31% 3-4 person, 10% 5-6 person and 3% 7 or more person households.

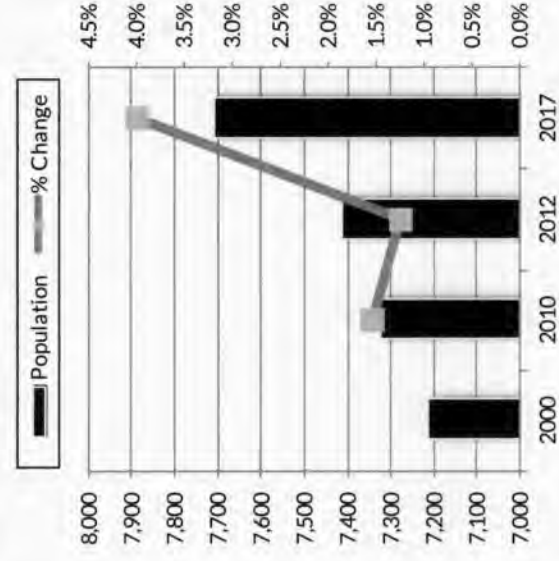
The 2010 homeownership rates in the South End (24.5%) and Bridgeport (38.3%) pale in comparison to those of Fairfield County (63.7%) and Connecticut (62.2%). Conversely, the rate of rental occupancy in the South End (62.2%) is more than double the county (29.2%) and state (30%) rates, and the vacancy rate is high at 13.2%.

### Population



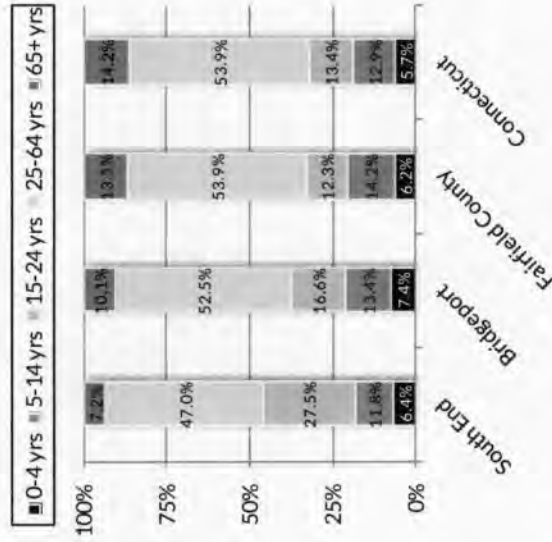
Source: US Census, 2010, City of Bridgeport, 2014

### Population Growth



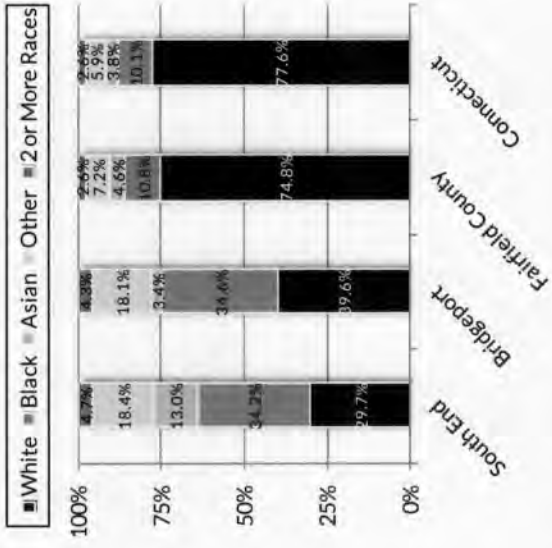
Source: US Census, 2010, City of Bridgeport, 2014

### Age



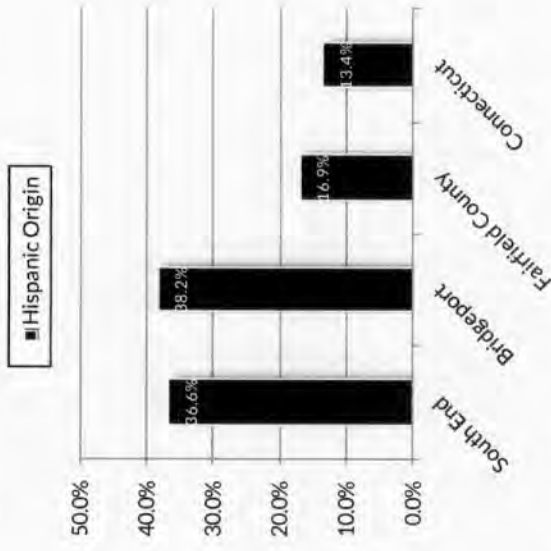
Source: US Census, 2010, City of Bridgeport, 2014

### Race



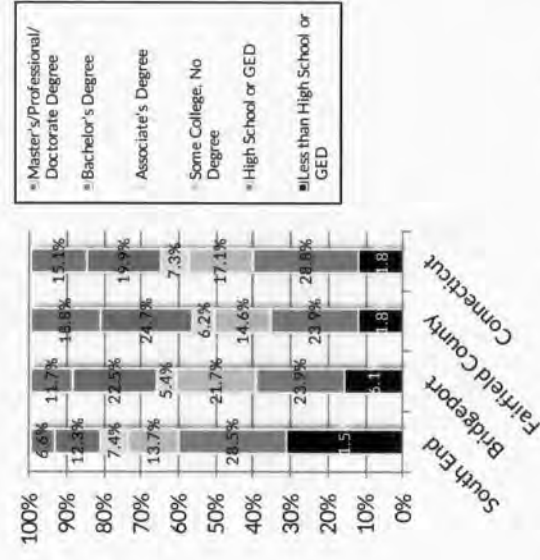
Source: US Census, 2010, City of Bridgeport, 2014

### Hispanic Origin



Source: US Census, 2010, City of Bridgeport, 2014

### Educational Attainment (Age > 25)

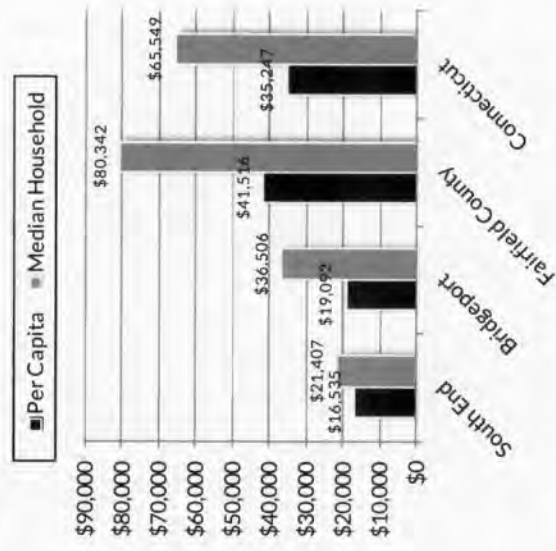


Source: US Census, 2010, City of Bridgeport, 2014

The robust rental market in South End NRZ is likely a result of a few factors, including the presence of the University of Bridgeport, existing multi-family housing units and a combination of large historic homes and high property taxes which work to incentivize rental conversions. The South End has a very diverse housing stock comprised of 683 (27%) 1-2 unit structures; 840 (33.1%) 3-4 unit structures; 691 (27.2%) 5-19 unit structures and 317 (12.5%) structures with 20 or more units. This makeup is very different than the statewide housing unit stock that is comprised of primarily (59.3%) single-family, detached units and no more than 10% of any other type.

Connecticut was chartered in 1639, the same year the settlements of Fairfield and Stratford (Bridgeport was later founded in 1821 with portions of each) were founded, thus it makes sense that the area and state's housing stock is older than that found elsewhere in the country.

### Income



Source: US Census, 2010, City of Bridgeport, 2014

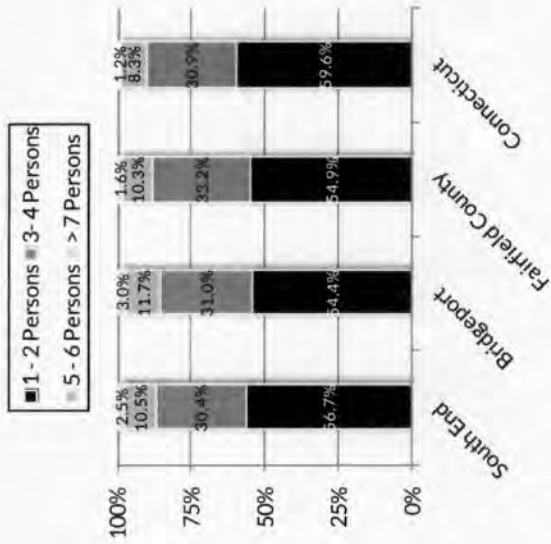
UB Prides itself on being the tenth most racially diverse university in the country. Bridgeport and the South End are much younger and more diverse than Fairfield County and Connecticut

The median years built for structures in the South End, Bridgeport, Fairfield County and Connecticut are 1940, 1949, 1961 and 1962, respectively. An incredible 66.2% (1,679) of the units in the South End were built before 1940, nearly double the rate of Bridgeport and more than three times that of the county and state!

All four geographies experienced a slight post-WWII building boom in the 1950-1959 period, but new residential construction in Bridgeport and the South End has been almost nil since 1990. Only 34 units (1.4%) have been built in the South End since 1990. This isn't surprising considering the South End is built-out with only a handful of vacant properties available for constructing infill single-family homes and the larger industrial buildings requiring significant investment to convert to multi-unit housing.

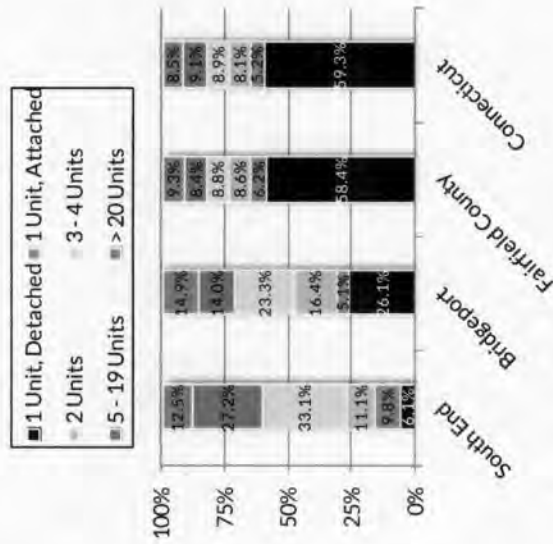
Surrounded by very expensive Fairfield County real estate (nearly \$400K median home value), Bridgeport (\$178K) approaches the statewide median home value of \$238K. Homes in the South End NRZ much more affordable at \$124K. A similar pattern plays out in the contract rent rates.

### Households



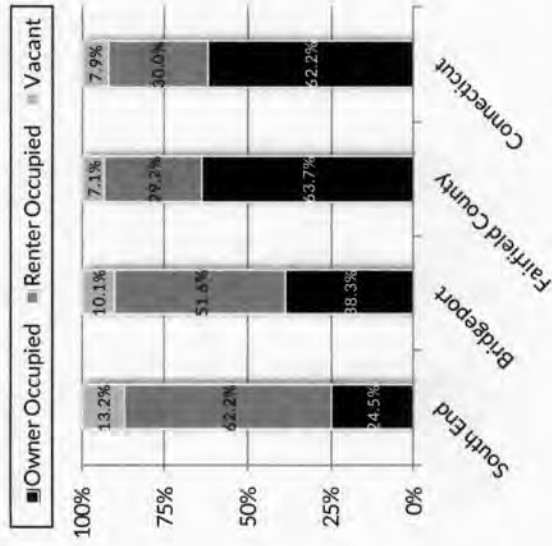
Source: US Census, 2010, City of Bridgeport, 2014

### Housing Units by Units in Structure



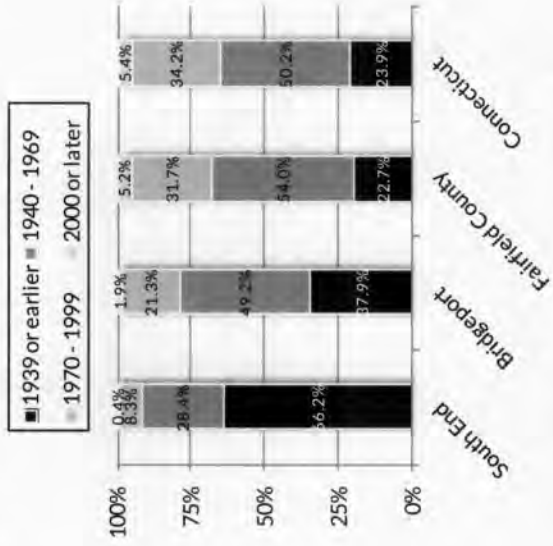
Source: US Census, 2010, City of Bridgeport, 2014

### Household Occupancy Status



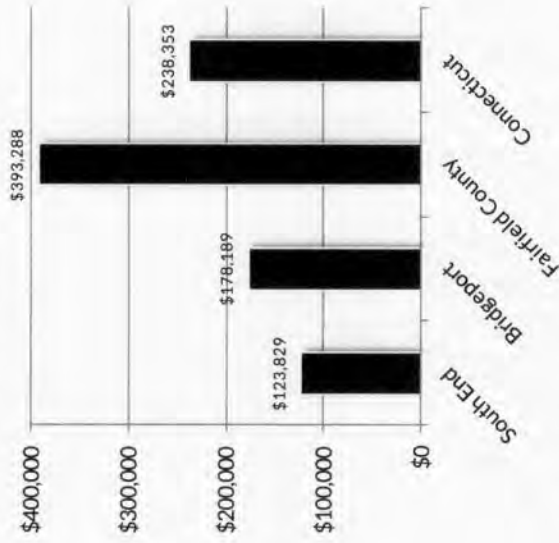
Source: US Census, 2010, City of Bridgeport, 2014

### Housing Units by Year Structure Built



Source: US Census, 2010, City of Bridgeport, 2014

### Median Home Value



Source: US Census, 2010, City of Bridgeport, 2014

# 7,321

South End NRZ population, projected to increase to 7,708 by 2017.

# \$16,535

2012 South End NRZ per capita income, 53% less than CT and 60% less than Fairfield County.

# 2.6

Average household size in the South End.

# 66.2%

Percentage of structures in the South End built before 1940.

# \$124K

Median home value in the South End, 69% lower than those in Fairfield County.

## Business Profile

Historically, the South End neighborhood's economic base was driven through manufacturing, but over the last 50 years the neighborhood has suffered substantial losses of both manufacturing companies and skilled factory employees. The South End cannot support large industrial complexes and must shift to mixed-use corridors that offer opportunities for services, retail shops and light industrial operations with residential units above street level.

Top Five Employers, by No. of Employees

- **University of Bridgeport 875**
- **Sikorsky Aircraft Corporation 638**
- **Public Service Enterprise Group, Inc. 186**
- **Santa Fuel, Inc. 115**
- **Bridgeport Board of Education 50**

Across all industries, there are 227 businesses employing 2,833 Employees in the South End NRZ. In terms of the number of businesses, the five primary sectors are: Administrative & Support & Waste Management & Remediation Services; Professional, Scientific & Technology Services; Retail Trade; Construction; and Other Services; however, in terms of jobs or Employees, the primary sectors are Manufacturing, Educational Services; Health Care & Social Assistance; Public Administration; and Other Services.

Comparing percentage of Employees across industry sectors amongst geographies, the South

End has a considerably higher share of jobs in Manufacturing (25.9%) and Educational Services (23.3%) than its peer locations, and a considerably lower share of jobs in Retail Trade (3.0%); Finance & Insurance (0.9%) and Professional, Scientific & Technology Services (2.5%). These figures support anecdotal observations that the NRZ is lacking in retail and office activity.

Developers have begun to apply adaptive reuse strategies to rehabilitate empty factory space into condominiums. Once fully developed and occupied, the community will be a much improved position to support new and existing mixed use services along designated mixed-use zones. Additional development opportunities are yet realized on several sites throughout the NRZ.

## Businesses & Employees, No. and%

	South End		BPT		FC		CT	
	Businesses		Employees					
	Number	%	Number	%				
Construction	21	9.4%	122	4.2%	6.8%	6.8%	6.8%	6.8%
Manufacturing	8	3.5%	746	25.9%	10.8%	10.8%	10.8%	10.8%
Wholesale Trade	8	3.6%	23	0.8%	2.8%	2.8%	2.8%	2.8%
Retail Trade	24	10.7%	85	3.0%	8.9%	8.9%	8.9%	8.9%
Transportation & Warehousing	6	2.6%	46	1.6%	2.5%	2.5%	2.5%	2.5%
Information	7	3.1%	28	1.0%	1.0%	1.0%	1.0%	1.0%
Finance & Insurance	2	0.9%	25	0.9%	3.3%	3.3%	3.3%	3.3%
Real Estate, Rental & Leasing	9	3.9%	34	1.2%	3.8%	3.8%	3.8%	3.8%
Professional, Scientific & Technology Services	24	10.4%	73	2.5%	4.9%	4.9%	4.9%	4.9%
Admin & Support & Waste Manage & Remediation	27	11.9%	140	4.9%	7.3%	7.3%	7.3%	7.3%
Educational Services	15	6.7%	672	23.3%	9.3%	9.3%	9.3%	9.3%
Health Care & Social Assistance	13	5.8%	306	10.6%	9.4%	9.4%	9.4%	9.4%
Arts, Entertainment & Recreation	9	3.9%	55	1.9%	1.0%	1.0%	1.0%	1.0%
Accommodation & Food Services	14	6.2%	74	2.6%	3.3%	3.3%	3.3%	3.3%
Public Administration	5	2.3%	255	8.8%	17.9%	17.9%	17.9%	17.9%
Other Services	31	13.7%	191	6.6%	6.8%	6.8%	6.8%	6.8%

Source: Dunn & Bradstreet, 2012

## Neighborhood Character

The South End NRZ is often characterized by its proximity to Long Island Sound and access to its waters via Seaside Park & Beach, but the neighborhood is one of Bridgeport's most diverse in terms of population, land use and building types.

There are five residential historic districts: Division Street, Seaside Village, Marina Park, Barnum-Palliser and Cottage Development. The University of Bridgeport occupies a large swath of land (nearly 20 blocks) in the heart of the neighborhood. The campus includes classroom, library, student center, dormitory, and office buildings, athletic fields and plazas and open spaces. Large industrial uses such as the power generation plants and Sikorsky aircraft line the eastern and western waterfronts.

A number of abandoned industrial buildings, vacant lots and blighted properties also contributes to the character of the South End NRZ. Quite a few religious institutions, schools and charitable organizations are located in the South End NRZ. The entire range of housing types—from single-family detached cottages, to the typical Bridgeport 3-4 families, to Seaside Village Coops and Marina village rowhomes to 20+ unit apartment buildings—is present in the South End NRZ. And of course, there is Seaside Park and Beach, a source of deserved pride for the neighborhood, city and region.

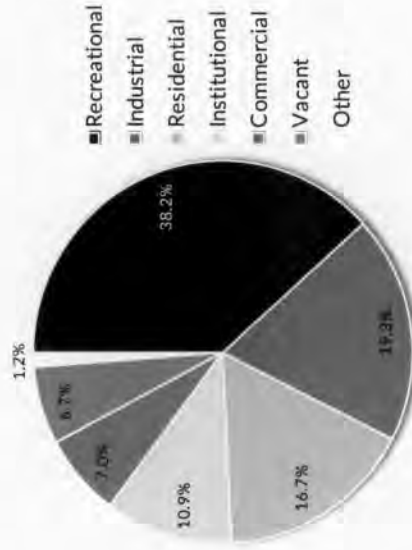
The South End NRZ is also characterized by its paradoxical proximity to Downtown and a feeling of being “cut off” from Downtown by I-95 and the MetroNorth/Amtrak railroad tracks. This is a well-known high-priority issue and will be address throughout the Plan. Like most Bridgeport neighborhoods, the South End NRZ is very walkable and bikeable with sidewalks along all block faces. The street network attempts to follow a grid pattern. It is however broken up by multiple large uses such as the University of Bridgeport, power plants, Sikorsky, Seaside and Marina Villages, the ballpark and arena, and Seaside Park and Beach. A profusion of one-way streets also contributes to a somewhat confusing traffic pattern. There are; however, a number of distinctly “main” north-south streets such as Park Ave., Iranistan Ave., Broad St. and Main St. which define and serve the South End NRZ.

### Land Use, Acres

Recreational	258.19
Industrial	130.35
Residential	112.82
Institutional	73.31
Commercial	47.45
Vacant	44.92
Other	8.33
<b>Total</b>	<b>675.38</b>

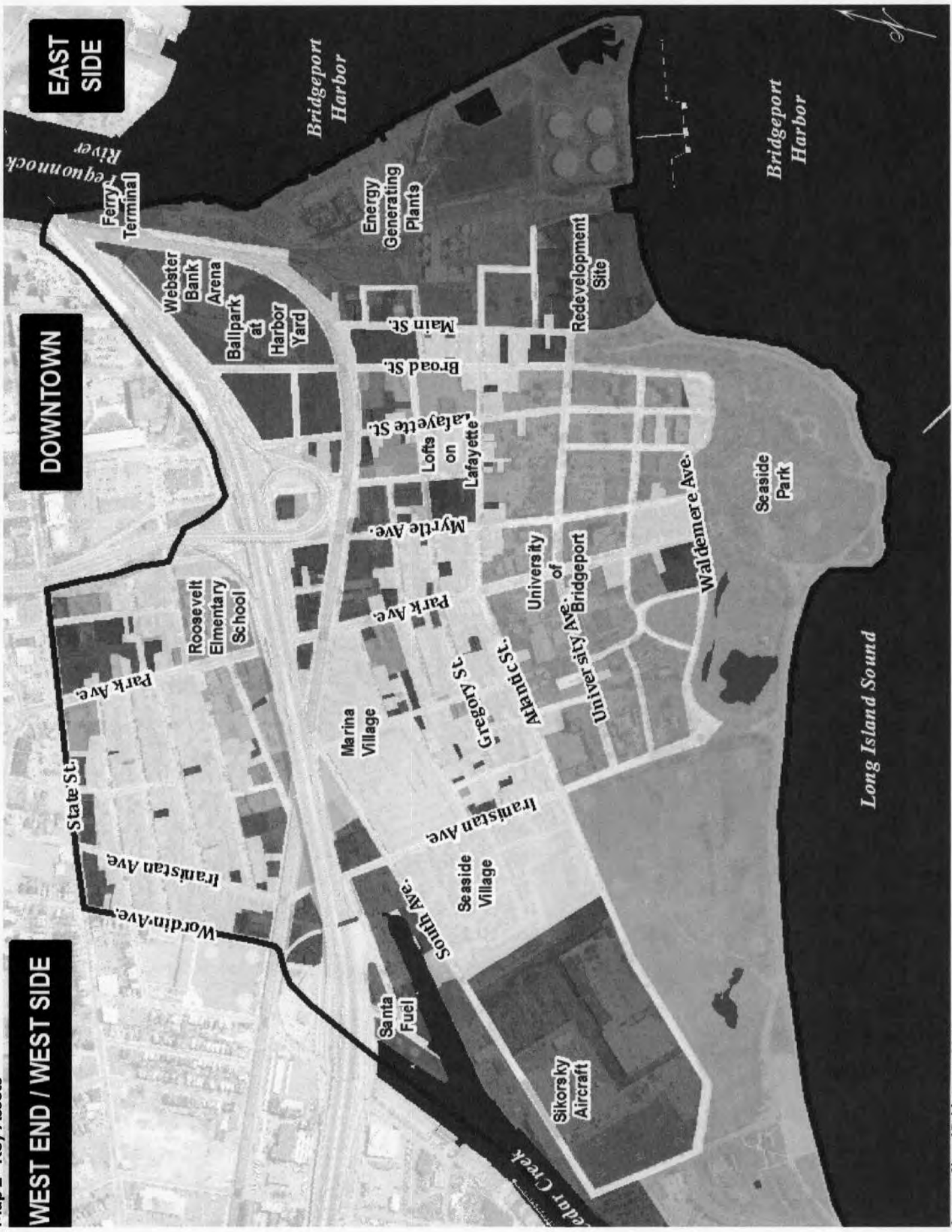
Source: City of Bridgeport, 2014

### Land Use, %



Source: City of Bridgeport, 2014

Map 2 - Key Assets





# Residential

The South End's housing stock is historic in age and character and diverse in size and type. Essentially, every type of housing is present in the South End: Single-, Two-, Three-, Four-, Five- and Six-Family units; Apartment, Condo and Co-op complexes, Dormitories, and Senior/Assisted Living.

Single-Family Units on Broad St.



Source: City of Bridgeport, 2014

2-3 Family Units on Myrtle Ave.



Source: City of Bridgeport, 2014

Townhouses on Atlantic St.



Source: City of Bridgeport, 2014

Townhouses on Broad St.



Source: City of Bridgeport, 2014

**Co-Op Units in Seaside Village**



Source: City of Bridgeport, 2014

**Condominium Units on Myrtle Ave.**



Source: City of Bridgeport, 2014

**Condominium Units on Lafayette St.**



Source: City of Bridgeport, 2014

**Elevated Apartment Units on Broad St.**



Source: City of Bridgeport, 2014

**Apartment Units on Atlantic St.**



Source: City of Bridgeport, 2014

**Apartment Units on Atlantic St.**



Source: City of Bridgeport, 2014

# Commercial

Commercial uses in the South End NRZ are primarily concentrated along State St. in the northwest corner and along Park Ave. between Railroad Ave. and Gregory St.

Mixed-Use on Main St.



Source: City of Bridgeport, 2014

Retail on Iranistan Ave.



Source: City of Bridgeport, 2010

Mixed-Use on LewisSt.



Source: City of Bridgeport, 2010

Mixed-Use on Park Ave.



Source: City of Bridgeport, 2010

Retail on Columbia St.



Source: google.com, 2014

Retail on State St.



Source: City of Bridgeport, 2010

Retail on Iranistan Ave.



Source: City of Bridgeport, 2010

Retail on Iranistan Ave.



Source: City of Bridgeport, 2010

# Industrial

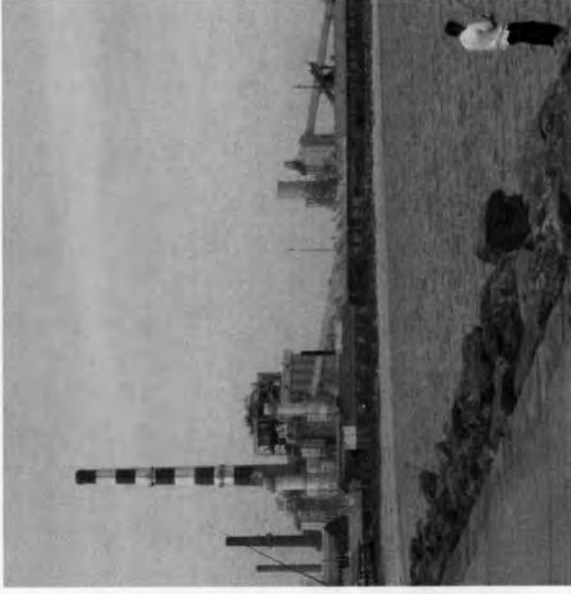
Some of the industrial uses that remain in the South End include Sikorsky Aircraft and the PSE&G, United Illuminating and Bridgeport Energy utilities. The industrial uses are generally located along the Bridgeport Harbor and Cedar Creek waterfronts.

**Sikorsky Aircraft**



**Source: City of Bridgeport, 2014**

**Power Generation Plant**



**Source: City of Bridgeport, 2010**

# Institutional

One of the primary land uses in the South End is the University of Bridgeport (UB). The UB campus lies generally south of Atlantic St. and stretches from Iranistan Ave. to the west to Broad St. to the east. Seaside Park surrounds the campus on two sides. It is a very beautiful location for a university. There are also a number of churches, schools and charities operating in the South End. The new Roosevelt Elementary school is currently under construction, scheduled to open for the 2015 school year.

**University of Bridgeport**



**Source: City of Bridgeport, 2014**

**University of Bridgeport**



**Source: City of Bridgeport, 2010**

**Bridgeport International Academy**



**Source: City of Bridgeport, 2014**

**Walters African Methodist Episcopal Zion**



**Source: City of Bridgeport, 2014**

## Open Space & Recreation

The South End is blessed with one of the most magnificent public parks/beaches in New England. Comprised of 258 acres, Seaside Park makes up 38% of the land area in the South End NRZ. The park has numerous baseball and soccer fields, basketball courts, playgrounds, beach volleyball courts, a skate park, grilling and picnicking facilities, a band shell, a multi-use trail, open spaces, beaches, sculptures, monuments, a fishing pier and the Fayerweather Lighthouse providing abundant active and passive recreational opportunities for the South End, Bridgeport and the entire Region. Multiple large events call Seaside home, including the Gathering of the Vibes summer music festival, Puerto Rican Day Parade of Fairfield County, portions of the Barnum Festival, and others as well as countless sports league games and tournaments.

The Webster Bank Arena and Ballpark at Harbor Yard is home to the Bridgeport Sound Tigers AHL Hockey team and the Fairfield University Stags NCAA Men's and Women's Basketball teams. The arena hosts community and private events and world-class concerts and entertainment events throughout the year. The Ballpark at Harbor Yard is home to the Bridgeport Bluefish unaffiliated baseball team and also holds a number of events such as the annual Harbor Brew Fest.

Seaside Park Bandshell



Source: City of Bridgeport, 2014

Gathering of the Vibes at Seaside Park



Source: City of Bridgeport, 2014

Seaside Park Bike Route



Source: City of Bridgeport, 2014

Perry Memorial Arch at Seaside Park



Source: City of Bridgeport, 2014

**Harbor Brew Fest at the Ballpark**



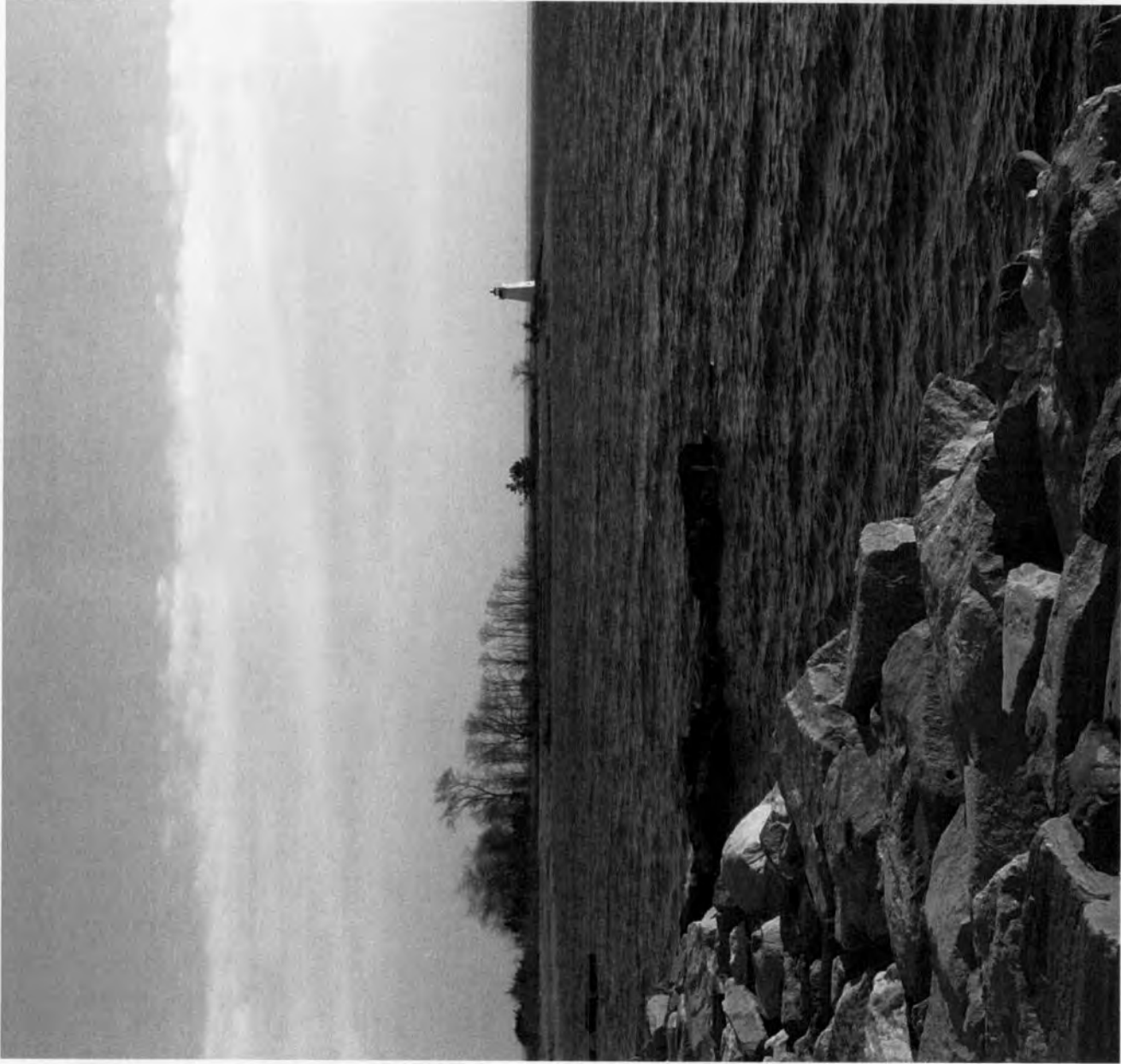
Source: City of Bridgeport, 2014

**Sound Tigers game at the Arena**



Source: City of Bridgeport, 2014

**Fayerweather Lighthouse**



Source: City of Bridgeport, 2014



## Vacant, Abandoned or Blighted Properties

Over the last two decades, the substantial loss of manufacturing jobs and facilities has compelled the labor force to seek work elsewhere thereby reducing the population and the skilled labor force. Additional population loss resulting from the demolition of the Pequonnock apartments further reduced the economic recovery capacity of the South End. Though many South End industrial structures yet remain vacant without prospect of attracting new industry, adaptive reuse in the form of housing is replacing prior industrial uses. Land use reform is necessary to facilitate economic and community development efforts in the South End.

The South End is presently home to numerous abandoned and underutilized industrial lots between Railroad Avenue, Myrtle Avenue, Atlantic Street and Broad Street, and along the southern portion of Railroad Avenue. Properties located on these blocks are presently zoned heavy and light industrial. The growth in housing units and the loss of industrial complexes has rendered much of the South End zoning obsolete. Amendments to Zoning are necessary to facilitate the South End's evolution from a primarily industrial, institutional and residential neighborhood to more of a mixed-use commercial/residential neighborhood.

Remington Shaver Site



Source: City of Bridgeport, 2014

Warnaco Site



Source: City of Bridgeport, 2014

Vacant Lot on Main St.



Source: City of Bridgeport, 2014

Vacant Lot on Atlantic St.



Source: City of Bridgeport, 2014

**Abandoned Conte's Site**



Source: City of Bridgeport, 2014

**Partially Vacated Marina Village Buildings**



Source: City of Bridgeport, 2014

**Vacant Lot on Railroad Ave.**



Source: City of Bridgeport, 2014

**Blighted House**



Source: City of Bridgeport, 2014

# Community Engagement

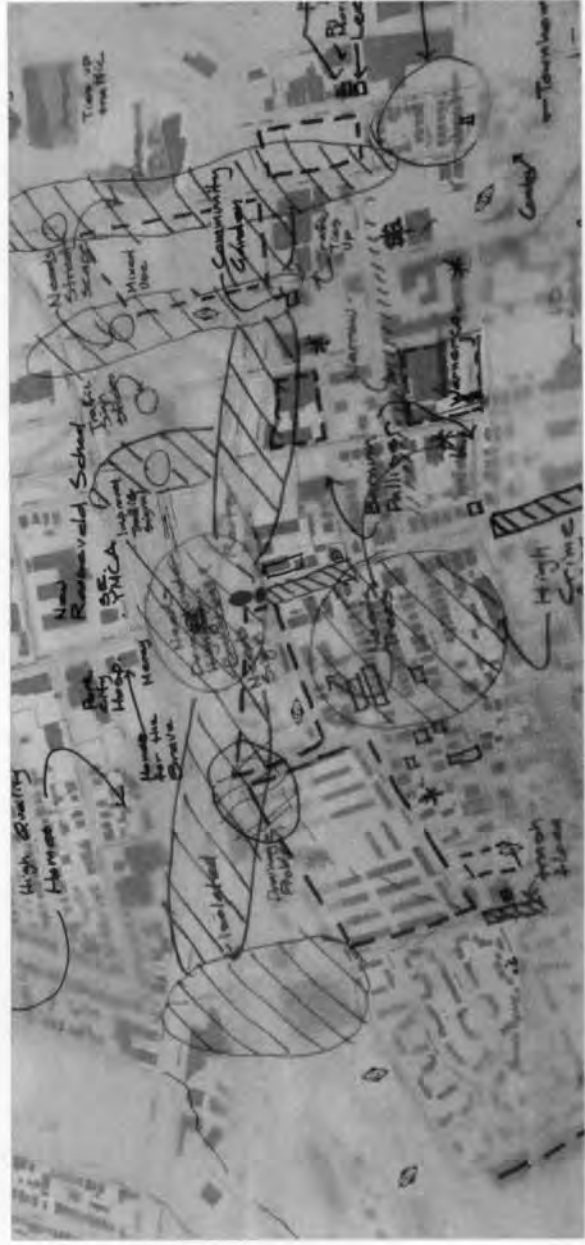
# Community Engagement

During the 2008-2010 planning process, a series of three public meetings was held. The primary objective of the meeting was to introduce the public to the NRZ process, present existing conditions analysis, and gather the gamut of issues, assets and concerns affecting the South End community. After the first meeting, a master-list of issues, assets and concerns were compiled and divided into topic areas and given to the Neighborhood Revitalization Committee for review, comment and supplement before the second meeting. The Committee used the product of the first meeting to create a vision statement that will guide development in the South End over the next 20 years.

A public workshop was held Saturday, October 27, 2007 at the University of Bridgeport Student Center where a list of South End Neighborhood issues, assets and concerns identified in the first meeting, were organized into more specific South End neighborhood topics and then presented to the South End stakeholders (residents, business owners, institutions, et al) for discussion. The purpose of the meeting was to set objectives and action items for each topic area. With stakeholders divided into small break-out groups, the objectives and action items were more clearly identified and prioritized.



Source: City of Bridgeport, 2014



2014 Community Workshop

Source: City of Bridgeport, 2014

The final meeting was used to present the draft of the strategic plan to the public. Stakeholders at the meeting had the chance to suggest modifications to the list, emphasis or themes to ensure that the emergent options and themes are consistent with the longstanding point of view and priorities of the NRZ.

The final objective of the workshop process was to get feedback on the various stakeholder recommendations generated around the NRZ Plan and Implementation Plan topics. Topics such as land use, capacity, sustainable growth and numerous neighborhood linkages were discussed to set the final groundwork in formulating the Plan.

As part of the 2014 plan update, a fourth public workshop and design charrette were held at the Roosevelt Swing Space on March 8, 2014 with a focus on the following five objectives:

- **Provide background regarding the 2014 plan update process**
- **Discuss current development activities in the NRZ;**
- **Conduct a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis**
- **Facilitate breakout sessions for gathering input on urban design issues and community goals and objectives**
- **Allow the Rebuild By Design team to outline aspects of their work which relate to the South End NRZ**

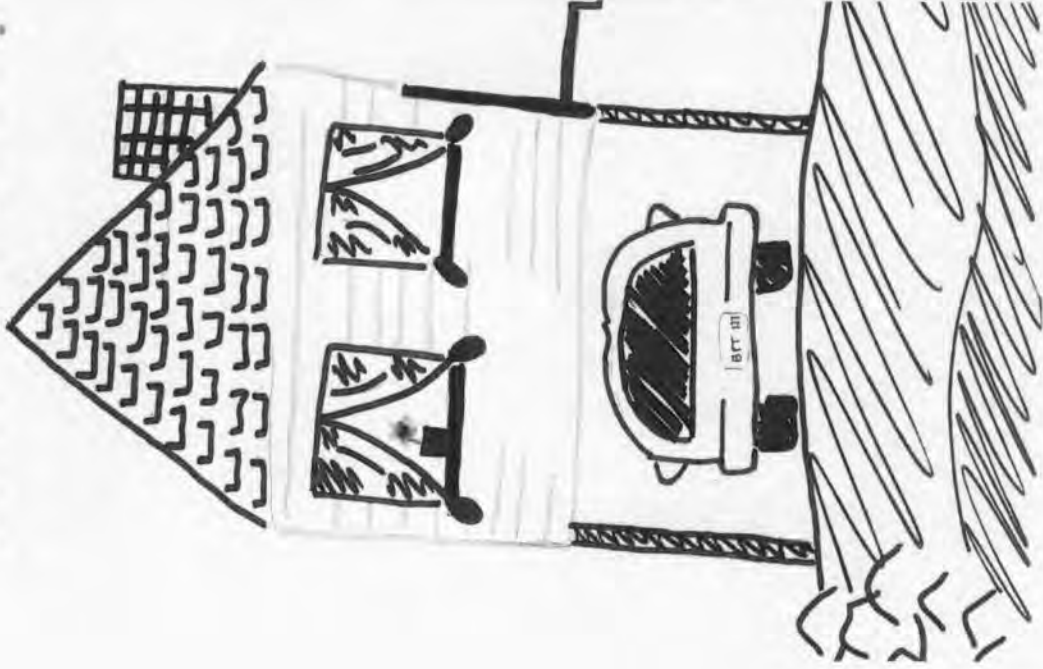
The following pages illustrate and summarize the most commonly identified Challenges and Opportunities.

**2014 Community Workshop**

**Source: City of Bridgeport, 2014**



# Stilt Houses!



# Challenges

## Neighborhood Character

- 1. Vacant/Abandoned Properties
- Highway & Railroad Underpasses
- Retail Conditions

## Mobility & Connectivity

- 2. Highway & Railroad Separation
- One-way & Dead-end Streets
- Dangerous Intersections
- Roadway Conditions
- Traffic Enforcement
- Event-related Traffic & Parking

## Housing & Development

- 3. Aging Housing Stock
- Limited Retail & Dining Options
- Proximity to Industrial Uses & Vacant/Abandoned Properties

## Coastal Resilience

- 4. Expanding Flood Hazard Area
- Impervious Surface Land Coverage
- Aging Stormwater Infrastructure

1. Vacant/Abandoned Properties



Source: City of Bridgeport, 2014

2. Highway & Railroad Separation



Source: City of Bridgeport, 2014

3. Aging Housing Stock

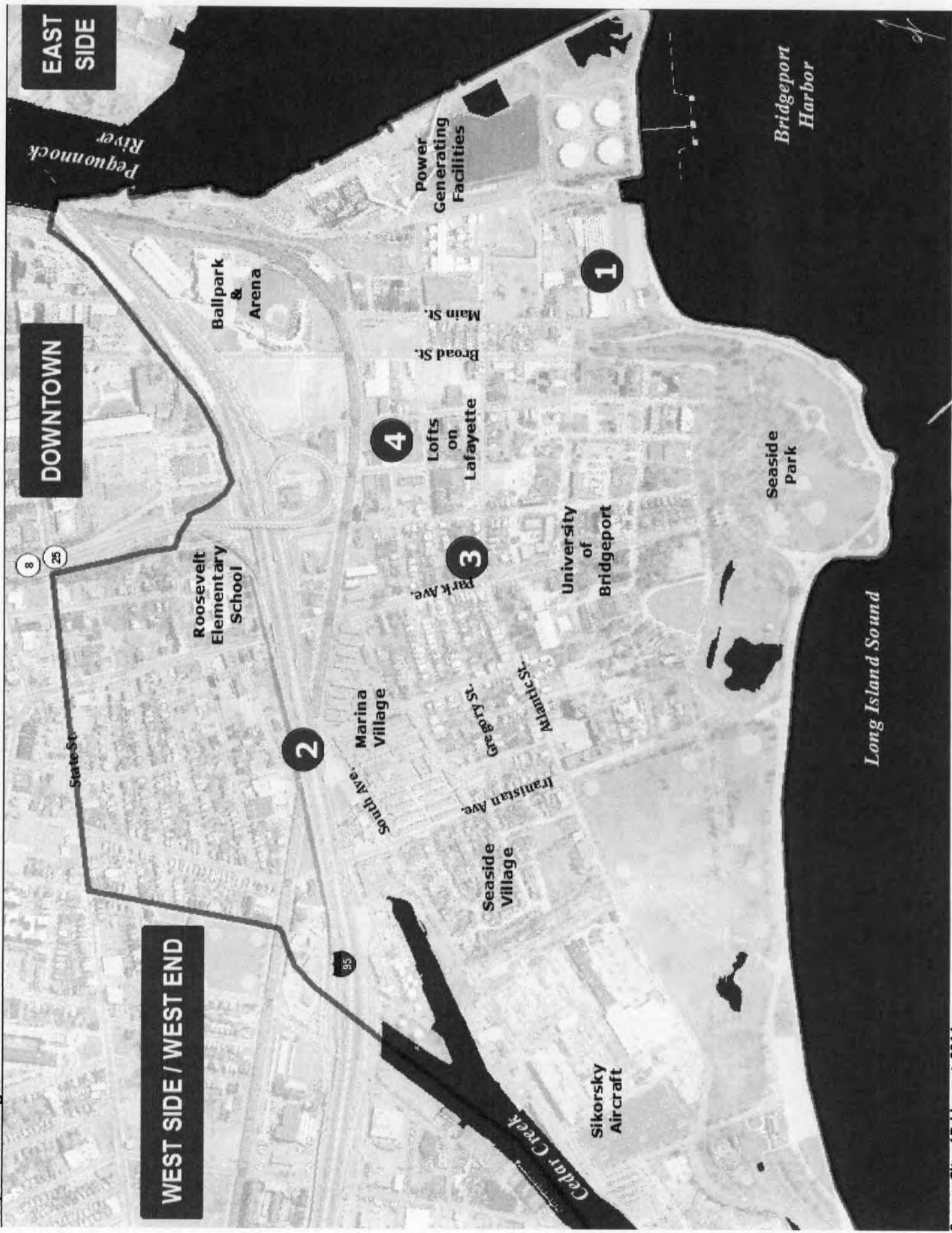


Source: City of Bridgeport, 2014

4. Expanding Flood Hazard Area



Source: City of Bridgeport, 2014



## Opportunities

### Neighborhood Character

1. Seaside Park & Waterfront Location
- Increased Programming and Facilities at Seaside Park
- Urban Beautification & Gateways

### Mobility & Connectivity

2. Proximity to Downtown
- Multi-modal Access
- Bicycling & Pedestrian Network

### Housing & Development

3. Redevelopment Opportunities
- Infill Opportunities
- Historic Preservation
- Mixed-Use
- Affordability

### Coastal Resilience

4. Green Street & Building Design
- Green Roofs
- Rain Barrels
- Retrofit Program

#### 1. Seaside Park & Waterfront Location



Source: City of Bridgeport, 2014

#### 2. Proximity to Downtown



Source: City of Bridgeport, 2014

#### 3. Redevelopment Opportunities



Source: City of Bridgeport, 2014

#### 4. Green Street & Building Design



Source: City of Bridgeport, 2014





# Community Vision

# Community Vision

The community vision is comprised of findings from the 2008-10 and 2014 community outreach efforts; a vision statement that summarizes the overall path the Plan charts; and a set of actionable goals and objectives to improve the South End NRZ.

## Strengths, Weaknesses, Opportunities & Threats

Community outreach conducted over the course of the 2008-10 planning process, and during the 2014 update, to identify the NRZ's strengths, weaknesses, opportunities and threats yielded very similar results. This Plan reorganizes the results into four categorical topic areas:

- **Coastal Resiliency & Sustainability**
- **Urban Village Character**
- **Mobility & Connectivity**
- **Cultural Resources**

The following bullet lists expand further upon the summarized results of the S.W.O.T. analysis conducted with the South End community and NRZ Planning Committee illustrated in the previous section. See Appendix for full results.

### Strengths

- **Seaside Park & Waterfront Access**
- **Historic Districts, Buildings & Landmarks**
- **Proximity to Downtown**
- **Community Gardens**
- **University of Bridgeport**
- **Ballpark & Arena**
- **Multimodal Accessibility**
- **Park Ave.**
- **Neighborhood Character**

### Weaknesses

- **Abandoned, Blighted & Vacant Properties**
- **Highway & Railroad Underpasses & Intersections**
- **Loitering**
- **Speeding**
- **Retail Conditions**
- **One-Way Streets**
- **Separation from Downtown**
- **Flooding**
- **Impervious Surface Land Cover**

### Opportunities

- **Major Redevelopment Opportunities**
- **Scattered Infill Opportunities**
- **Urban Beautification & Gateways**
- **Tree Plantings**
- **New Facilities & Programming at Seaside Park**
- **Broad, Railroad, Iranian & State**
- **Improve Roadways & Sidewalks**
- **Create & Improve Bike Facilities**
- **Community Events**
- **Partnerships & Engagement**
- **Increased Enforcement**

### Threats

- **Parking Issues**
- **Expected Increase in Storm Events**
- **Market Conditions/Economy**
- **Difficulty Identifying Resources**
- **Difficult to Agree Upon Common Goals**
- **Not Acknowledging All Voices**
- **Opposition to Increasing Population**
- **Drivers Threatening Bicyclists**
- **Flood Insurance Costs**

The 2008-2010 and 2014 community outreach efforts reveal a somewhat consistent set of findings with regard to the issues facing the South End NRZ. To summarize, the area is historically significant and the residents are proud of the structures still standing which help define their neighborhood. Vacant lots and abandoned buildings are viewed as positively for their redevelopment potential as much as they are negatively for their current impact. There are abundant recreation and entertainment options, but they serve the entire city and region beyond the South End NRZ, which would benefit from the presence of a local community center of its own. There is also an expressed shortage of small-scale recreational opportunities outside Seaside Park/Beach. Basketball courts, a dog park/run and playground equipment for young children were specifically identified as desirable amenities.

The street network is functional, but compromised by an over-prescription of one-way streets, inconsistent street widths, too many stop signs and signals, lack of street lights, event-related traffic and parking problems, poor roadway maintenance, and lack of enforcement with

regard to speeding, stopping, parking and driving on the wrong side of the street. The NRZ is blessed with a comprehensive sidewalk network, but many walkways and crosswalks are in need of repaired and/or enhancement. Due to its many amenities, proximity to Downtown, and network of neighborhood streets, the South End NRZ is a great place to ride bikes, but would benefit from biking-related improvements such as the creation of a network of dedicated on-street bike lanes

The South Ends NRZ is adjacent to Downtown—one can walk from the center of Downtown to the Long Island Sound shore in Seaside Park in less than 20 minutes—but the real distance seems much greater due to the presence of I-95 and its imposing system of support structures and underpasses; the MetroNorth/Amtrak railroad tracks, which are raised atop somewhat of a “great stone wall” broken only by small underpasses; and the large vacant lots adjacent to the ballpark and arena entertainment complex, which are currently used for surface parking. Combined, this physical landscape creates a vast visual and spatial void between the highway and train tracks, or between Downtown and the South End NRZ. Poor lighting, narrow sidewalks and confusing crosswalks exacerbate this connectivity issue.

Flooding is a chronic issue for South End NRZ residents. Basements, streets and parking facilities regularly flood, causing property damage and health concerns. Hurricane Irene and Superstorm Sandy, major flooding events which occurred in 2013, served to highlight how vulnerable the South End is and the issue of coastal resiliency has emerged to the forefront of community discussions.

The South End NRZ is proud of the presence of the University of Bridgeport and the other educational institutions, and is eager to connect with them, but is unsure how to best do so. It is clear that the University of Bridgeport’s increased investment in its facilities, grounds and surrounding streetscape has had a stabilizing effect on the community.

There are excellent housing opportunities in the South End NRZ, with many different types and styles of housing available in a range of affordable costs. Homeowners, renters and students contribute to an eclectic population mix. Proximity to Downtown and highway, bus, train and ferry facilities provides excellent access to employment throughout the region. There is not a great amount of commercial activity, though, and loitering, vagrancy and crime are persistent issues, most notably along Iranistan Ave. and Gregory St. The community feels that existing police presence and enforcement in these areas should be improved as should the City’s blight remediation efforts.

The South End NRZ is a strong, vibrant, diverse neighborhood steeped in history and pride. There are considerable assets to build upon and issues to address. There is a strong desire to preserve elements of its past and invest in its future, and there are opportunities to do both.

## Vision Statement

The vision statement is a general summary of the overall intent and purpose of the Plan. The Plan is centered on four major planning themes.

- 1. Capitalize on the neighborhood's waterfront setting, historic and cultural amenities and regionally significant institutions, entertainment and public spaces to attract neighbor hood-scale infill and redevelopment that:**
  - Preserves and enhances neighborhood character
  - Improves the overall quality of the neighborhood
  - Increases population, retail options & employment opportunities
- 2. Create safe and inviting community space(s)**
- 3. Invest in public and private infrastructure**
- 4. Mitigate risks associated with natural hazards**

## Goals & Objectives

By applying the planning process; objectively assessing the South End NRZ's demographic, housing, and business profiles and its neighborhood character; seeking, gathering and compiling the community's subjective input; and examining other relevant planning documents, this document aims presents an informed set of goals and objectives centered around four major planning themes:

- **Coastal Resilience & Sustainability**
- **Urban Village Character**
- **Mobility and Connectivity**
- **Cultural Resources**

These themes are explored and illustrated in subsequent sections. These goals and objectives begin to form the base of an actionable implementation strategy.

# Coastal Resilience & Sustainability

# Coastal Resilience & Sustainability

Sea level and coastal hazards are rising, placing communities like the South End at increasing risk. Coastal resilience means adapting communities to thrive within the context of these changes. The South End NRZ experiences periodic flooding as a result of high rainfall, low land elevation, outdated wastewater infrastructure, and a proliferation of impervious surface land cover (buildings, streets, sidewalks, parking facilities, etc.), but is also susceptible to coastal flooding as a result of major storm events. Sea level at Bridgeport is currently rising by 0.1 inch/year (BGreen, 8). It is imperative to take measures to mitigate the increasing risks associated with such natural hazards and climate change in order to protect the community's human, built and natural resources.

In 2013, the Federal Emergency Management Agency (FEMA)'s National Flood Insurance Program (NFIP) updated the Federal Insurance Rate Map (FIRM), which is the official map of a community on which FEMA has delineated both the special hazard areas and the risk premium zones applicable to the community, including flood risk zone boundaries, floodways and base flood elevations (BFEs). The Flood Hazard Areas, 2010 & 2013 map shows how the hazard area boundaries (A, AE, AO or VE flood zones) have been expanded throughout the South End NRZ as part of the update. There are 935 parcels in

the South End NRZ covering 677 acres. The 2010 flood hazard area was 358.9 acres, covering 53.0% of the NRZ. The 2013 update increased the flood hazard area by 100.6 acres to 459.5 acres (67.9%). Two-thirds of the South End NRZ is now located FEMA's flood hazard area.

In October, 2012, Hurricane Sandy struck an enormous swath of the United States, affecting states from Maine to Florida. Many areas of the South End were affected by Sandy—many properties experience coastal storm surge flooding—underscoring the area's vulnerability and the importance of increasing its coastal resiliency. The South End NRZ is a nearly built-out neighborhood of nearly 8,000 residents. The built environment consists of aging structures, some of which are abandoned, and scattered vacant lots. The City of Bridgeport is a property tax-dependent municipality of less than 17 square miles of which nearly half is tax-exempt. Limiting development or reducing the population in the South End as part of a hazard mitigation strategy is not feasible. As such, it is essential to incorporate sustainability into development guidelines and strategies for the NRZ.

## Goal

Apply development strategies and natural conservation solutions to mitigate the increasing risks associated with natural hazards and climate change while not inhibiting economic development; protect the community's human, built and natural resources; and reduce and limit stormwater flow into waste treatment facilities.

## Objectives

To improve its coastal resilience, the South End should investigate the feasibility of each of the following District-, Neighborhood- and Site-level strategies:

### District-level Strategies

- **Multifunctional Elevated Berm**
- **Living Shoreline**
- **Seaside as Buffer Zone**
- **Stormwater Infrastructure**

### Neighborhood-level Strategies

- **Green Street Design**
- **Tree Planting Program**
- **Emergency preparedness education and outreach**
- **Elevated Singer St. & CSO Park**

### Site-level Strategies

- **Floodplain Development Standards**
- **Green roofs**
- **Rain barrels**
- **Retrofit Program**

Map 5 - Flood Hazard Areas, 2010 & 2013





## BGreen 2020

In 2010, as a result of the BGreen Bridgeport partnership between the City and the Bridgeport Regional Business Council (BRBC), the BGreen 2020 sustainability plan was released. Part of an ongoing initiative, the plan details 64 actionable local strategies to combat global warming, protect the global environment and stabilize the national economy. Early priorities include:

- **Creating an Energy Improvement District (EID) and Eco-Technology Park to support energy efficiency and production**
- **Adopting a “transit first” transportation policy**
- **Creating a Conservation Commission to implement strategies in the citywide Parks Master Plan**
- **Expanding recycling and composting efforts**
- **Protecting the Region’s waterways through enhanced stormwater management**
- **Incubating developing green industries and training workers via a Green Collar Institute**
- **Conducting community outreach by way of a youth Conservation Corps**

These citywide strategies will have direct and indirect impacts on the coastal resilience of the South End, and influence this and other sections of the Plan.

## Eco-Technology Park

Perhaps the most significant development project called for in BGreen 2020 is the Eco-Technology Park. This is an assemblage of multiple sites in the South End and West Side/West End NRZs, separated by Cedar Creek. This is a strategic location based on its: reliable electrical interconnections to the grid, access to natural gas, significant amounts of excess heat and gray water that can be harnessed to serve the district, and incredible transportation access via highway, rail and water.

The early components of the Eco-Technology Park include (1st four are South End projects):

- **Renewable energy generating facility**
- **Mattress recycling facility**
- **University of Bridgeport fuel cell**
- **South Ave. green infrastructure improvements**
- **Anaerobic digester for food waste**
- **Bio-Fuels production facilities**
- **Clean fueling stations**
- **Anaerobic digester for sludge waste**
- **Fuel cell energy generating facility**
- **District heating and cooling loop**
- **Permeable paving distribution and installation facility**
- **Hydrocarbon extraction and recycling facility**
- **Green building supplies wholesale facility**
- **Medical waste incineration facility**
- **Industrial symbiosis amongst these facilities’ input/output chains**

## Renewable Energy Park

The 50-acre renewable energy park located on the closed Seaside Landfill site is a key piece of the Eco-Technology Park development. It has the potential to house solar, fuel cells and wind installations and generate between 4 - 5 megawatts of power to the grid. New state legislation that the City supported in Hartford was passed in 2011 to allow each of our electric distribution companies in Connecticut to own up to 10 megawatts of renewable energy in their service territories. United Illuminating Company executives have agreed to make Bridgeport their first investment and is working closely with the State and the City to realize the potential at this site.

## Mattress Recycling Facility

Park City Green, Connecticut’s first mattress recycling facility, opened in the South End in 2012. It is a joint venture between the Green Team and Family Re-Entry (two local non-profits), in conjunction with the St. Vincent’s DePaul Society of Lane County Oregon. The goal is to deconstruct 100,000 mattresses from around the state and sell the component parts back into the recycled commodities market. Presently, mattresses are either incinerated or shipped to remote landfills in Ohio and Pennsylvania, resulting in needlessly large carbon footprints. In 2013, the Connecticut General Assembly passed the first mattress stewardship program in the United States. This legislation requires manufacturers to pay for the recycling of mattresses they sell in Connecticut and is expected to be implemented in 2015.

### Eco-Technology Park



Source: BGreen, 2020

## University of Bridgeport

### Fuel Cell

With help from the Center for Sustainable Business Growth, the University of Bridgeport is now installing a 1.4 megawatt fuel cell power plant on its campus in conjunction with FuelCell Energy of Danbury. The project will reduce carbon emissions by 7,000 tons—equivalent to 1,220 vehicles—per year and save UB an estimated \$3.5 million in energy costs over 12 years. The fuel cell generates energy using natural gas and its exhaust heat will be used to generate hot water and offset consumption of natural

gas for heating and air conditioning for the adjacent Wheeler Recreation Center and its pool, University Place Apartments and Schine Hall.

## South Ave. Green Infrastructure Improvements

Improvements have been made to Iranian Ave. north of South Ave. This project will extend similar improvements along South Ave. and include pervious sidewalk materials and extensive tree plantings, and are intended to beautify the streetscape, increase stormwater runoff capture, and mitigate the urban heat island effect.

## Rebuild By Design

In 2014, Bridgeport was selected to formulate a proposal for funding as part of Rebuild By Design, a collaborative initiative of the President's Hurricane Sandy Rebuilding Task Force that included NYU's Institute for Public Knowledge, Municipal Art Society, Regional Plan Association, and Van Alen Institute as Partners. The Bridgeport team was comprised of Waggonner and Ball, unbridged Architecture, the Gulf Coast Community Design Studio, Yale University's Urban Ecology and Design Laboratory, and ARCADIS. The City of Bridgeport provided assistance throughout the process, which resulted in the Resilient Bridgeport: Claim the Edge, Connect the Center proposal document. The proposal identified the South End as the "most vulnerable geography of the city" (RBD, 24) and called for the following improvement projects geared toward preparedness, protection and response, which will improve the coastal resilience of the South End.

- Multifunctional Elevated Berm
- Elevated Singer Street
- Feasibility Study for Onshore Combine Sewer Overflow (CSO) Park
- Living Shoreline
- Resilience Education and Community Center

## District-wide Strategies

District-wide strategies are large-scale projects which impact an area greater than the South End NRZ.

### Multifunctional Elevated Berm

The elevated berm is designed to be integrated into the existing Seaside Park landscape and would replace Waldemere Ave. It would be elevated to protect against current “worst case scenario” base flood elevations caused by sea level rise of 17'. A bikeway placed atop the berm would serve as a new east-west connection through the neighborhood and park. Considering the berm would primarily be constructed on City-owned parkland lends the project an amount of feasibility.

### Seaside as Buffer Zone

While not entirely retained in a natural undisturbed condition, the vast open space of Seaside Park and Beach provides a tremendous buffer zone between the Long Island Sound shore and the developed and inhabited areas of the South End NRZ. Without the buffer, these areas would be considerably more vulnerable to storm surge flooding.

Buffer zones are defined as “areas of undeveloped, generally vegetated land which can be retained in its natural undisturbed condition, created to resemble a naturally occurring riparian area, or provided as a carefully designed landscaped amenity” (Urban Design Manual, 4). Seaside Park land is legally protected

from extensive development, but the following strategies will increase its effectiveness as a buffer zone:

- Increase landscaping with a variety of native species plants and trees
- Limit construction of additional structures, roadways, surface parking facilities and other impervious surfaces
- Incorporate sustainable stormwater management features into existing and future facilities
- Prohibit land disturbing activities that

### Multifunctional Elevated Berm

- may result in erosion or sedimentation and application of fertilizers, herbicides and pesticides (except as to restore a buffer)
- Maintain public access and recreation opportunities



Source: Rebuild By Design, 2014

## Stormwater Infrastructure

With the exception of Seaside Park, the South End is a built-out urban neighborhood. Land covered by buildings, streets, sidewalks, parking lots and other impervious surfaces requires stormwater infrastructure to adequately drain surface water runoff. This infrastructure is aging. A number of drains regularly clog, vaults fill and in some instances, the outlets which direct stormwater into nearby waterbodies are no longer adequately elevated. This causes reverse flow issues during high tide storm events.

## Neighborhood-wide Strategies

Neighborhood-wide strategies are those which can be implemented throughout the public realm in the South End NRZ, and stand to impact a wide swath of the community.

## Green Street Design

As discussed in other sections of this plan, the South End NRZ would benefit from a variety of roadway improvements, which presents an opportunity to implement sustainable stormwater management infrastructure.

## Key Recommendations

- 1. Act as a Partner in support of a potential multifunctional elevated berm through all project phases**
- 2. Assist with project-related community education and outreach**
- 3. Act as a Partner in support of potential offshore breakwater structures in Long Island Sound**
- 4. Assist with project-related community education and outreach**
- 5. Work with City of Bridgeport, Parks Department staff and other Stakeholders to increase native landscaping of Seaside Park**
- 6. Assist with Volunteer recruitment efforts related to potential landscaping projects**
- 7. Support development strategies to increase the effectiveness of Seaside Park as a buffer zone**
- 8. Work with City Council Representatives and WPCA Staff to identify non-functioning drains and poorly elevated outlets**

Whereas traditional infrastructure was designed and built to move the largest volumes of water away from a site as quickly as possible, sustainable infrastructure captures water close to the source to reduce CSOs, ponding, flooding and flow into treatment facilities. As it does so, stormwater becomes an asset to improve the urban ecology and aesthetic.

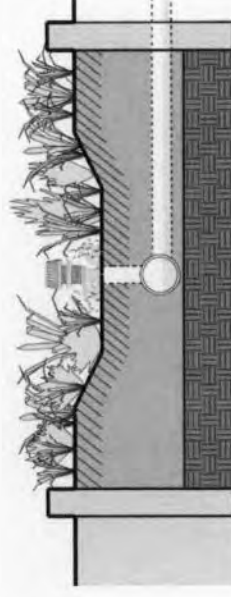
South End NRZ improvements, especially those located within the flood hazard area, should include site-appropriate green infrastructure such as bioswales, flow-through planters, pervious strips, pervious pavement. The South Ave. infrastructure project will include some green street design features. Other streets that logical candidates for similar improvements include: Main St., Broad St., Park Ave., Iranistan Ave., Atlantic St., Gregory St., University Ave. and State St.

## Bioswales

Bioswales are vegetated, shallow, landscaped depressions designed to capture, treat, and infiltrate stormwater runoff as it moves downstream. They are typically sized to treat the first and often most polluted volume of water resulting from a storm event. The National Association of City Transportation Officials (NACTO) calls them the most effective type of green infrastructure facility in slowing runoff velocity and cleansing water while recharging the underlying groundwater table (NACTO.com). Bioswales can be integrated along curb lines or within the street median.

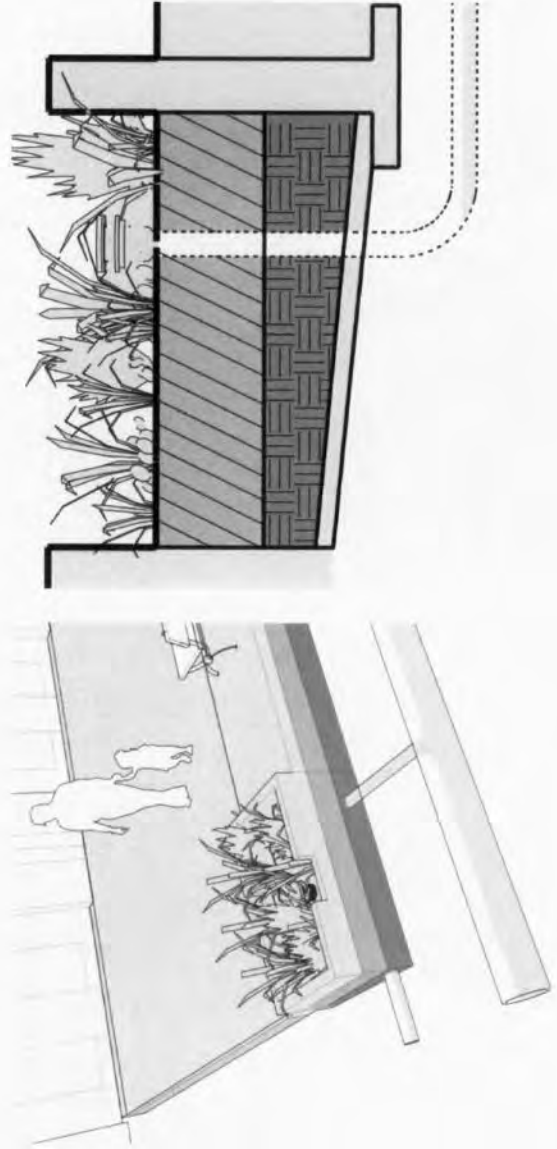
## Bioswales

Source: NACTO.org, 2014



# Flow-through Planters

Flow-through planters are hard-edged stormwater management facilities with an impermeable base, and are appropriate where infiltration of stormwater is unsafe or not possible—typically urban environments. They treat water by allowing runoff to soak through a soil matrix and filter into an underdrain system.

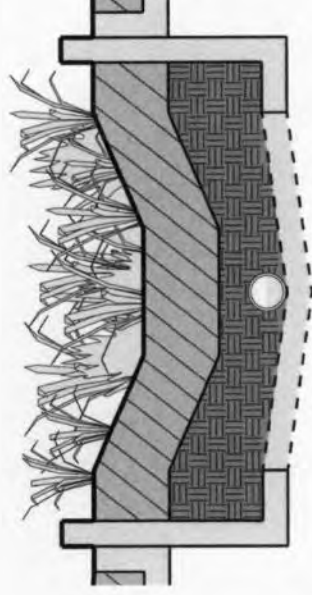
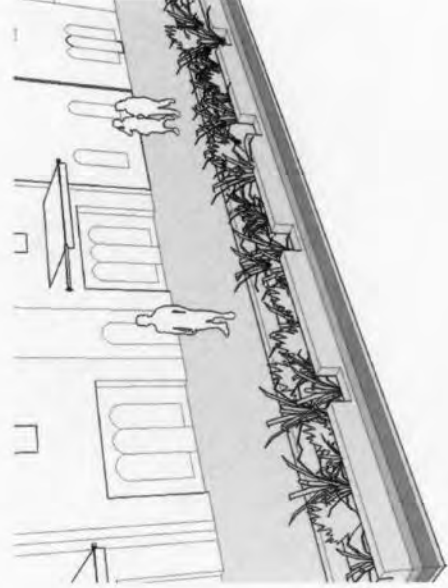


**Flow-through Planters**

Source: NACTO.org, 2014

# Pervious Strips

Pervious strips are long areas of landscaping, pervious pavement or a combination of both. They are less expensive than bioswale systems, but do not provide as much volume or treatment capacity.

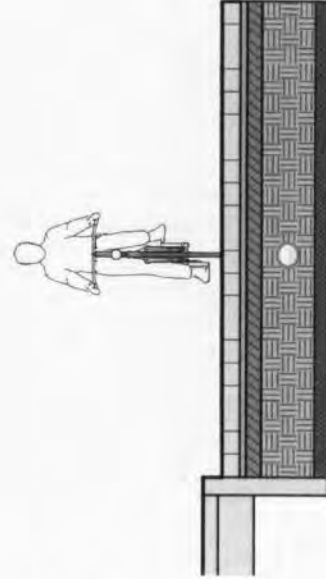
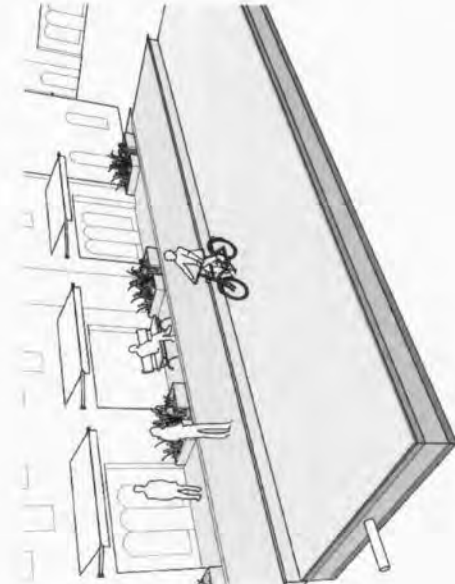


## Pervious Strips

Source: NACTO.org, 2014

# Pervious Pavement

Pervious pavement can be applied as sidewalks, streetscaping areas, parking lanes, gutter strips or entire roadway surfaces. Such treatments are effective where landscape-based improvements aren't feasible or desired.



## Pervious Pavement

Source: NACTO.org, 2014



5

## Tree Planting Program

Trees provide a multitude of environmental and community benefits. Recognizing this, the City's Master Plan of Conservation & Development set a goal of planting 3,000 new trees by 2020. In 2012, the Mayor's Office pledged to plant 2,012 in that year alone and surpassed that mark by working with Groundwork Bridgeport and Northeast Horticultural Services to plant 2,441 trees throughout Bridgeport. South End Stakeholders should expand upon these efforts to increase the number of trees in the NRZ by participating in the City's Adopt A Tree program. Individual Stakeholders can even identify areas where they think trees should be placed by utilizing the City's BCconnected Citizen Service System, available online, by phone and smartphone app.

A Tree Canopy Report was prepared for the City of Bridgeport in 2013 that identifies the majority of the South End in high to moderately-high "Tree Canopy Opportunity" areas. Park Ave. and the streets within Seaside Village offer great examples of how other streets throughout the NRZ could be lined with trees. Broad St., Main St., Lafayette St., Ridge St., Gregory St. and Atlantic St., to name a few, are examples of streets that would benefit from the addition of street trees, but in general, opportunities to plant trees should be explored throughout the South End NRZ, including Seaside Park. Additionally, development guidelines should require the installation of new street trees along the frontage of public roadways.

Lafayette St. - Before

Source: City of Bridgeport, 2014

Lafayette St. - After

Source: City of Bridgeport, 2014

## Emergency Preparedness Education & Outreach

The City of Bridgeport Emergency Operations Center (EOC)'s South End Neighborhood Disaster Plan outlines strategies and resources to help the neighborhood sustain itself during an emergency until emergency personnel and outside assistance arrives. The Plan contains recommendations for general preparedness before, during and after an emergency event, details an emergency supply kit checklist, shows threats to the area at various likelihood of occurrence and level of impact, identifies key community and human resources, gives tips for coping with disaster and caring for children.

THREAT	LIKELIHOOD OF OCCURRENCE	LEVEL OF IMPACT
Severe Storms / Tornadoes	Likely	Major
Extreme Hot/Cold	Moderate	Minor
Winter Storms / Blizzards	Likely	Major
Transportation	Likely	Major
Flooding	Likely	Moderate
School Emergency	Rare	Major
Hurricanes / Tropical Storms	Moderate	Catastrophic
Civil Disturbance	Rare	Major
Hazardous Materials	Unlikely	Major
Fire	Moderate	Moderate
Earthquake	Rare	Moderate

## Elevated Singer St. & CSO Park

Constructing the multifunctional elevated berm would require elevating Singer St. by three feet and adding a 4' floodwall on its eastern side. There is an existing CSO outfall that currently drains into Bridgeport Harbor during "CSO events" or periods of high rainfall which cause stormwater and sewage to combine and flow together. An open space facility to naturally treat the effluent before it reaches the harbor would help mitigate this activity. Designed correctly, the open space would be an attractive amenity supporting mixed-use development planned on adjacent land.

## Key Recommendations

- 1. Work with Stakeholders to ensure green street design features like bioswales, flow-through planters, pervious strips and pervious pavers, are considered when making roadway improvements**
- 2. Assist with Volunteer recruitment for the City's South End NRZ tree planting program efforts**
- 3. Report tree maintenance or issues using the BConnected platform**
- 4. Work with the City of Bridgeport Emergency Operations Center to:**
  - Prepare and conduct community outreach, paying particular attention to communications
  - Host disaster preparedness education and training events
  - Distribute emergency survival kits
  - Recruit Volunteers

- 5. Work with Stakeholders to identify funding resources to study the feasibility of elevating Singer St. and constructing a Combined Sewer Overflow open space facility**

## Site-level Strategies

Site-level strategies are intended to improve private property and future private development.

## Floodplain Development Standards

Understanding that a large area of the South End NRZ is within the flood hazard area and recognizing the South End's need to balance its coastal management requirements and resiliency efforts and economic development progress, it is important to adopt flexible development standards to encourage both. Examples of standards for development and redevelopment in floodplains which would increase the coastal resilience of the South End include:

- **Elevate buildings above Base Flood Elevation (BFE) as per FEMA and City requirements**
- **Measure building heights from the BFE+1' elevation mark**
- **Require use of sound flood proofing materials for habitable space**
- **Require mechanical equipment to be located above BFE**
- **Require use of flood shields to prevent**

- **water from entering areas below BFE**
- **Prohibit residential use within or below BFE**
- **When flood-resistant construction requires raising the lowest floor, preserve a vibrant streetscape by requiring additional planting and landscaping buffers, and façade treatments**

## Green Roofs

A green roof, or rooftop garden, is a vegetative layer grown on a rooftop. Green roofs can be installed on a wide range of buildings, from industrial facilities to private residences. They can be as simple as a 2-inch covering of hardy groundcover or as complex as a fully accessible park complete with trees. Green roofs present many public and private benefits:

- **Aesthetic Improvement**
- **Waste Diversion**
- **Stormwater Management**
- **Moderation of Urban Heat Island Effect**
- **Improved Air Quality**
- **New Amenity Spaces**
- **Local Job Creation**
- **Energy Efficiency**
- **Increased Roofing Membrane Durability**
- **Fire Retardation**
- **Noise Reduction**
- **Marketing**
- **Increased Biodiversity**
- **Improved Health and Well-Being**
- **Educational Opportunities**

Considering the South End's waterfront location:

### Green Roof Installation

abundance of large flat institutional, industrial, commercial and even residential roofs; and visibility from I-95 and the train, green roofs are a strategy that stands to greatly benefit the community. The benefits that green roofs provide with regard to stormwater management alone would have a tremendous impact on the quality of living in the South End:

- **With green roofs, water is stored by the substrate and then taken up by the plants from where it is returned to the atmosphere through transpiration and evaporation.**
- **In summer, depending on the plants and depth of growing medium, green roofs retain 70-90% of the precipitation that falls on them; in winter they retain between 25-40%. For example, a grass roof with a 4-20 cm (1.6 - 7.9 inches) layer of growing medium can hold 10-15 cm (3.9 - 5.9 inches) of water.**
- **Green roofs not only retain rainwater, but also moderate the temperature of the water and act as natural filters for any of the water that happens to run off.**
- **Green roofs reduce the amount of stormwater runoff and also delay the time at which runoff occurs, resulting in decreased stress on sewer systems at peak flow periods.**

### Rain Barrels

A rain barrel is a system that collects and stores rainwater from your roof that would otherwise be lost to runoff and diverted to storm drains



Source: Lindquist Landscape Design, 2014

### Green Roof Installation



Source: Lindquist Landscape Design, 2014

and streams. Usually a rain barrel is composed of a 55 gallon drum, a vinyl hose, PVC couplings, a screen grate to keep debris and insects out, and other off-the-shelf items. Garden and lawn watering accounts for 40 percent of residential water use during the summer, according to the U.S. Environmental Protection Agency. Thanks to a rain barrel's water catch, the typical homeowner can save 1,300 gallons of water during the growing season. Rain barrels have a number of benefits:

- **Reduce amount of treated municipal water used for lawn and gardening purposes**
- **Provide healthier water source for plants and soil than tap water**
- **Provide reliable water source in times of drought or watering restrictions**
- **Reduce surface non-point source water pollution**
- **Reduce stormwater runoff volume and soil erosion**
- **Reduce household water bills**

### Retrofit Program

In order to retrofit structures to better prepare them to withstand coastal hazards and to meet floodplain development standards, property owners will inevitably incur associated costs. To encourage improvements and better protect the community, the South End should work with local, State and Federal stakeholders to identify resources to initiate a coastal retrofit program. There are many ways to fund and structure such a program, and these should be explored in detail.

## Key Recommendations

1. Support the formulation and adoption of effective floodplain development standards
2. Conduct community outreach and education regarding the benefits of using green building features
3. Explore partnerships with area green building supplies manufacturers, wholesalers and retailers and community organizations to reduce costs for construction and retrofitting projects in the South End NRZ
4. Encourage participation in the City of Bridgeport rain barrel program

The tremendous amount of uncertainty about the future—from the effects of climate change and rising sea levels to the frequency of major environmental events—necessitates action to mitigate the increasing risks associated with such natural hazards and climate change in order protect the community's human, built and natural resources. The recommendations and strategies outlined in this section are merely a starting point, and are not meant to be an exhaustive list of improvements.

**City of Bridgeport Rain Barrel**

Source: City of Bridgeport, 2014



# Urban Village Character

# Urban Village Character

In his *The Case for Urban Villages*, Randall Fleming describes urban villages as “a contradiction in place, as they as they blend the intensity of a city with the intimacy of a village.”

Urban villages work because they resolve this contradiction by balancing public interaction and personal privacy; enriching outdoor living with passive open spaces and intense urban places; and by providing diverse living, working, and playing opportunities. The result brings a lot of people together in an urban setting that can accommodate diverse personal and community needs”.

The South End has many of the necessary components to develop into a vibrant urban village neighborhood. This section presents an urban design strategy that targets mixed-use redevelopment and infill development so as to achieve its stated goal and objectives.

## Goal

Guide development to ensure the preservation and enhancement of historic structures and districts; allow increased densities at appropriate levels and locations; properly guide development in flood hazard areas; enable neighborhood-scale mixed uses; and encourage a high standard of land

development, construction and beautification focused on maintaining and enhancing the South End NRZ’s walkable, bikeable, and liveable urban village characteristics.

## Objectives

- **ZONING:** Prepare amendments to the City of Bridgeport Zoning & Subdivision Regulations and Zoning Map to:
  - Better enable mixed-use developments which are compatible with existing and desired neighborhood form factors
  - Ensure a mix of housing types within all ranges of affordability
  - Communicate strategy of focusing preservation and enhancement of structures and areas within historic districts and promoting urban village form factors and uses elsewhere that will help increase the neighborhood’s population;
- **DESIGN:** Prepare a set of design guidelines which aggressively preserve and enhance the nature of any development or physical improvements in historic districts and allow for progressive and context-sensitive development in the South End
- **GATEWAYS:** Improve gateways as physically attractive and welcoming features
- **STREETSCAPES:** Beautify streets and open spaces via tree planting, landscaping, and streetscaping programs
- **OPEN SPACE:** Care for existing open spaces and seek to provide new opportunities

- **ENFORCEMENT:** Improve the overall health, safety and welfare of the community by increasing the City’s zoning, building, anti-blight and police enforcement efforts
- **MAINTENANCE:** Identify creative ways for the neighborhood to collaborate with the City and local residents, agencies and institutions to proactively care for the neighborhood, like implementing a neighborhood maintenance program
- **MARKETING:** Develop an effective marketing strategy for the South End NRZ

## Neighborhood-wide Strategies

The South End NRZ is home to a diverse mix of land uses and related architectural styles and building scale.

Affirming the historic and aging character of the neighborhood, half of the structures were built prior to 1900, and only 15% since 1950; however, the number of redevelopment projects either in progress or planned continues to grow, signaling a renewed interest in the South End.

The University of Bridgeport is also in the early stages of executing its campus master plan. Downtown continues to be redeveloped, and it is clear that the South End is on the verge of a similar surge in activity.

## Land Use & Redevelopment

A primary challenge in the South End NRZ is to balance or rationalize the use, scale, density and design of new development within the context of the existing, considerably historic fabric, and mitigate potential conflicts between adjacent properties.

The South End will strive to increase its overall residential and commercial density in order to accommodate a necessary increase in population and employment. This will be achieved primarily by altering zoning regulations in order to encourage mixed-use redevelopment and multi-family infill development of vacant land.

The South End's historic districts and properties are valuable assets, and should be preserved and enhanced. Infill development within historic districts shall be designed to be compatible with the character of existing adjacent and surrounding structures.

Infill and residential redevelopment will also help attract much-needed commercial uses. As this happens, it is critical to establish an affordable housing policy in the South End. Inclusionary zoning, which requires a certain number or percentage of affordable units to be created when constructing new or rehabbing old units, is one way in which to achieve this. Not all affordable units have to be in new development.

The Bridgeport Housing Authority maintains a considerable number of housing units in this district for low-income residents. To increase the neighborhood's viability as an inclusive community able to attract mixed-use, retail, office and light industrial uses, it needs to attract more workforce and market-rate housing units. As new units are developed, construction-related employment opportunities will become available to the community.

## Housing

Of the University of Bridgeport's 5,000 students, only 1,200 live on campus in the South End.

Improving nearby rental units to provide additional housing opportunities will result in a number of community benefits. One way to achieve this is through a rental rehabilitation program. The City does not currently operate such a program, but could potentially partner with the University, property owners and other Stakeholders to develop one.

The South End will strive to increase its overall residential and commercial density in order to accommodate a necessary increase in population and employment.

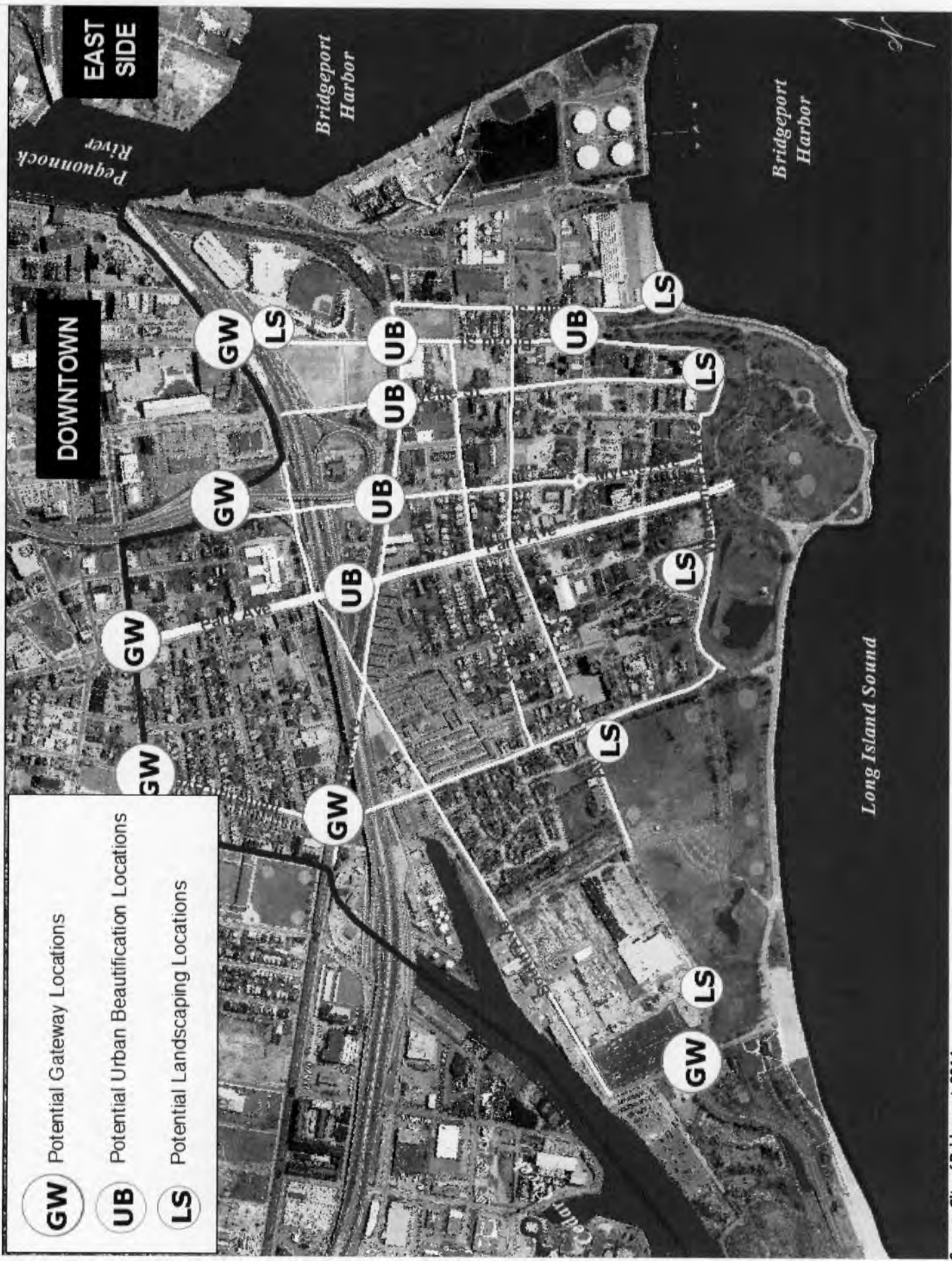
Map 6 - Existing Land Use & Redevelopment Opportunities



Source: City of Bridgeport, 2014



Map 7 - Neighborhood-wide Strategies



Source: City of Bridgeport, 2014

## Civic Engagement

The University of Bridgeport has become a tremendous asset and the community should explore more opportunities to partner with UB to improve the South End. Other large employers, small businesses, and religious and educational institutions in the South End should also be encouraged to play more active roles. Between sponsorship, volunteering or participation, there are plenty of opportunities for these important Stakeholders to do so.

As the South End NRZ Board continues to build organizational capacity, it should look to build strong, lasting partnerships with these members of the community. Even small projects such as "adopt-a-block", street cleanups, and community events can have profound impacts on the quality of life in a neighborhood.

With Downtown and Seaside both so close by, it is unlikely the South End can attract its own library, post office or large park. This further highlights the need to strategically redevelop areas of the South End with a strong emphasis on connectivity and cohesion. Whether it takes the shape of a new community center facility, a bus terminal, an open space or plaza or finds a home within an existing less-formal facility, a clearly designated civic gathering place will benefit the South End.

## Gateways & Urban Beautification

The South End enjoys waterfront views and access—views from taller buildings and the elevated highway and railroad tracks are especially great—but suffers from a lack of attractive gateways to welcome visitors.

From points north, the South End is blocked entirely from view by the highway and railroad structures, and visitors mostly see parking lots and the scattered light industrial uses along Railroad Ave. Redevelopment will solve this issue over time, and gateway treatments in key locations will help in the short-term.

While they currently act as barriers, the elevated highway's underpass structures can be beautified to become welcoming gateways by working with local Artists and Volunteers, and improving them with painted murals. Locally-created artwork instills pride in both the work and the community.

Such a project was recently completed in New Haven, CT. Dubbed "Under 91", the project was initiated by a group of community members who raised funding, obtained approvals and selected Artists themselves. The project brought the community together and transformed the underpass. The South End should explore similar methods for beautifying the underpass locations. Beautified and properly lit, the underpass locations at Iranistan Ave. & Broad St. will both serve as welcoming gateways into the South End.

Property owners are central to the revitalization of the South End. Construction, rehabilitation and landscaping efforts should be recognized and celebrated by the community. The South End should develop an award program and incorporate a ceremony into an annual community gathering or reception.

Myrtle Ave. Gateway - Before



Source: City of Bridgeport, 2010

Myrtle Ave. Gateway - After



Source: City of Bridgeport, 2010

Under91 - Before



Source: ilovenewhaven.com, 2014

Under91 - After



Source: ilovenewhaven.com, 2014

## Key Recommendations

1. **Work with Stakeholders to identify resources to prepare amendments to the City of Bridgeport zoning ordinance and map**
2. **Partner with City Council Representatives, City Staff, UB Staff, private property owners and other Stakeholders to explore the feasibility of creating a rental rehabilitation program**
3. **Work with Stakeholders to establish an affordable housing policy**
4. **Work with Developers to match construction-related training and employment opportunities with area residents**
5. **Build strong, lasting relationships with corporate and institutional members in the South End, and explore ways to work together on:**
  - **Community fair/outreach events**
  - **“Adopt-a-Block” program**
  - **Neighborhood/street cleanups**
  - **Social/entertainment events**
  - **Farmers/Gardeners Market events**
  - **Other**
6. **Work with City Council Representatives, City Staff, Greater Bridgeport Transit, Bridgeport Public Library and other Stakeholders to identify a feasible community gathering space**
7. **Work with Stakeholders to identify resources to initiate a gateways and wayfinding planning and design process**
8. **Work with Stakeholders to initiate an urban**

## Urban Corridor

State St. is a high-volume transportation corridor that connects the Black Rock, West Side/West End and South End neighborhoods with Downtown. This area provides an opportunity for larger mixed-uses with a focus on multi-modal transportation facilities.

## Institutional Campus

The University of Bridgeport continues to implement its Master Plan and improve its facilities, and a new Roosevelt Elementary School campus is under construction. These areas will not experience private redevelopment, but do need to be successfully incorporated into the neighborhood fabric.

## Eco-Industrial

Bridgeport's industrial waterfront continues to evolve. These areas will adapt to become communities capable of supporting technological innovation and 21st century light manufacturing with a focus on sustainability and access.

## Regional Recreation & Entertainment

These areas welcome large amounts of visitors from throughout the City and Region, and are sources of considerable pride. They will not be redeveloped, but will become more attractive gateways into the neighborhood.

**beautification program. Key projects might include murals, sculptures and other public artworks, landscaping and community cleanup efforts**

9. **Assist with Volunteer recruitment for urban beautification projects**
10. **Develop a South End property improvement award program**

11. *Work with City to address chronically vacant or blighted properties*

## Planning District Strategies

Considering existing land use characteristics, the South End NRZ can be organized into six neighborhood planning districts. These generalized areas are meant to help communicate the overall vision for the neighborhood, not to prescribe property-specific strategies or recommendations. The six districts are:

## Neighborhood Residential

These areas are almost exclusively residential, and will remain so. The primary design objective in Neighborhood Residential districts is to preserve and enhance the existing housing stock and require infill development to be of high-quality design and construction that is compatible with surrounding structures. Non-residential land uses will be limited.

## Neighborhood Center

Strategically located and comprised of a number of underutilized properties, these areas will transition into high-activity residential, commercial and civic mixed-use centers with a focus on pedestrian and bicycling facilities.



## Neighborhood Residential

There are four distinctly clustered residential areas in the South End, mostly north of Atlantic St. These areas are generally built-out, with scattered opportunities for infill development. The urban design strategy here is to make sure the existing residential character of these areas is preserved and enhanced and that infill development is compatible with it.

This will be achieved through updated zoning requirements and design guidelines. As outlined in the Cultural Resources section, historic districts which make up the majority of these areas require additional attention to detail. For example, during the 2010 citywide zoning update, the majority of the Cottage Development Historic District was rezoned Office/Retail (OR). To help preserve the desirable character of these residential uses, properties with single-family units should be zoned Residential A (R-A), and those with multi-family units or rowhouses should be zoned Residential C (R-C).

New residential should be scaled and situated similarly to their neighbors, as shown below. As the majority of blocks exhibit consistency with regard to building dimensions, street setbacks and yard sizes, requirements should be dictated by each block's prevailing, or average existing conditions, as shown to the right. By maintaining a consistent building form, developers and home owners have greater flexibility in architectural style and building materials. Requirements should not attempt to force new structures to match the architectural styling of existing ones. These images illustrate that both neo-traditional and modern design are compatible within the existing fabric.

### Infill Development



Source: City of Bridgeport, 2014

### Infill Example - Before



Source: Lindquist Landscape Design, 2014

### Infill Example - After (Neo-Traditional)



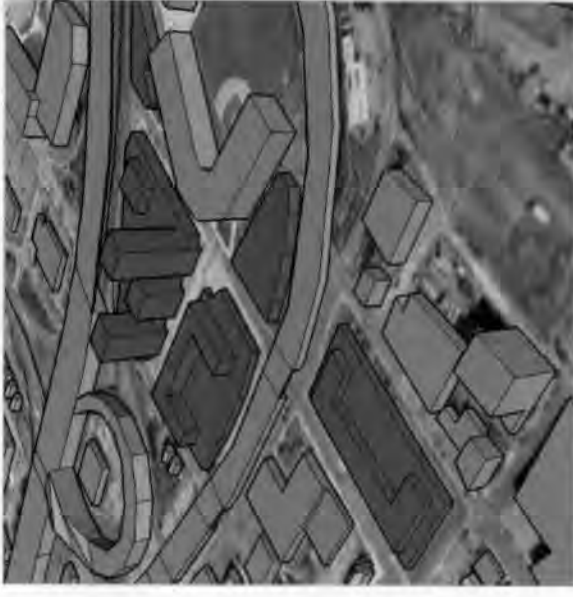
Source: Lindquist Landscape Design, 2014

### Infill Example - After (Contemporary)



Source: Lindquist Landscape Design, 2014

## Neighborhood Center North Design Concept



Source: Lindquist Landscape Design, 2014

## Neighborhood Residential

Despite its diversity and breadth of land uses, the South End lacks a unifying neighborhood center. These areas were identified throughout the planning process as prime opportunities to create a vibrant neighborhood center of mixed residential, commercial and civic uses that seamlessly connects with Downtown and unites the rest of the neighborhood.

These areas are comprised of a number of large underutilized and underperforming properties and uses which, for the most part are outside of the Flood Hazard Area and present an opportunity for transformative redevelopment. The key challenge within the district is to guide that redevelopment along an urban transect that appropriately scales structures and uses within the context of neighboring districts. This will be achieved through zoning.

Broad St. is the primary connection between Downtown and assets in the South End. This corridor is home to a number of very important development opportunities which will redefine the character of the corridor. The scale of these developments will help create a more natural transition from Downtown into the South End, with larger mixed-use buildings and more shallow setbacks.

Considering their proximity to Downtown, visibility and ability to trumpet Bridgeport's revival to the entire region, the two lots next to the Ballpark and Arena are particularly important. They should be developed to accommodate very high-activity mixed commercial and residential uses built tall enough to alter the skyline and take advantage of waterfront and Downtown views. Development standards should allow very

These are residential areas meant to be comfortable places to live. Streets will be narrower and lined with tree plantings and safe sidewalks. Curb cuts, driveways, and all off-street parking facilities will be limited. Permeable materials will be used for the construction of any permitted driveway or surface parking facilities.

## Key Recommendations

1. **Work with Stakeholders to identify resources to prepare amendments to the City of Bridgeport zoning ordinance and map which:**
  - Allow only residential uses, as-of-right
  - Encourage and facilitate sensible population growth
  - Aim to preserve and replicate the existing urban form, without limiting architectural style
  - Ensure pedestrian and bicycling safety and encourage healthy activity
  - Do not allow curb-cuts, driveways or off-street parking facilities, as-of-right
  - Require permeable paving materials for any permitted land cover
  - Prohibit demolition or redevelopment of historically significant structures, except in cases of extreme blight
  - Champion an extensive tree planting program

## Infill Example - After (Contemporary)



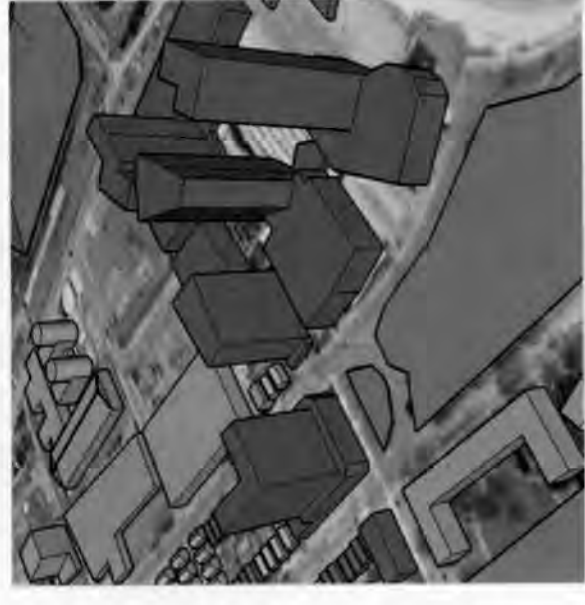
Source: Lindquist Landscape Design, 2014

### 30 University Ave. & 60 Main St. Design Concept



Source: City of Bridgeport, 2010

### 30 University Ave. & 60 Main St. Design Concept



Source: City of Bridgeport, 2010

to the UB campus, doing so is very-ill advised. The single-family homes, known colloquially as "the cottages", are an incredible example of historic housing stock that has survived as a unit and the rowhouses south of them on Broad St. are some of the most recognizable buildings in all of Bridgeport, emblematic of the era defined by its famous forefather P.T. Barnum. Every effort should be made to preserve and enhance them. Their relative difference in scale from the proposed redevelopment around them makes the entire corridor a more interesting place and emphasizes their cultural relevance.

The southernmost portion of the district is comprised of two very important redevelopment opportunities: the former Conte's Restaurant site at 30 University Ave. and the former Remington Shaver factory site at 60 Main St.

Standing next to the UB campus, and between the Cottage Development Historic District and the very edge of Seaside Park the Conte's site has terrific views of the park and waterfront beyond it. The Remington site enjoys sweeping panoramic views of the Bridgeport Harbor and Long Island Sound. Successful redevelopment of this site stands to alter the image of the entire city. Remington Shaver was once an economic powerhouse employing hundreds of South End and Bridgeport residents—a great source of pride for both. The company long ago shuttered the factory and the abandoned site fell into its current state. The redevelopment of this site into highly visible, landmark quality residential uses will inspire a renewed sense of pride in it. The illustrations show how the development could be

tall building heights and shallow setbacks. Off-street parking should be permitted and designed to be out-of-sight. These streets will be designed as complete streets facilitating all modes of transportation, with streetscaping and green design features.

Design will emphasize street-level interactivity and upper floor aesthetics. Sidewalks will be wide to accommodate heavy pedestrian traffic and outdoor dining areas. These properties should be zoned Downtown Village District, Neighborhood Village District, or a combination of both. The site at 375 Main St. is an ideal location for medium-density residential with ground-floor retail/office along its Broad St. and Main St. frontages. A maximum height of fifty feet should be permitted, as-of-right, with additional height permissible via special permit.

The two blocks on the western side of Broad St. contain numerous underutilized properties. These development standards should be extended to both of them to encourage redevelopment in accordance with a high-activity mixed-use corridor. These three blocks of land should be zoned Neighborhood Center Village District (NCVD) to facilitate these recommendations.

Moving south along Broad St., the district is briefly interrupted by the Neighborhood Residential (Cottage Development Historic District) and Institutional Camus (northwestern corner of UB's campus) districts. While it may be tempting to look at a map view and recommend razing the single- and 3- to 4-family units, and replacing them with more medium-density mixed-use buildings to form a more uniform corridor straight from Downtown



### Iranistan Ave. & Ridge Ave. - Before



Source: City of Bridgeport, 2010

### Iranistan Ave. & Ridge Ave. - After



Source: City of Bridgeport, 2010

scaled. The site is zoned Mixed-Use Waterfront (MU-W) which permits building heights up to 500 feet or 50 stories.

The properties along the southern side South Ave. and Railroad Ave. are also prime for mixed-use redevelopment. The Marina Village housing units are inadequate for habitation and require replacement. These properties will be redeveloped into neighborhood-scale mixed-income housing, retail and office uses.

This redevelopment should also consider the improvements outlined in the Mobility and Connectivity section which will create a walkable street network to support these new uses and integrate them into the South End's urban fabric. The before and after images below show how a mixed-use redevelopment and streetscaping improvements fit in and improve the urban environment around the intersection of Ridge Ave. and Iranistan Ave.

There is a slight concentration of commercial uses in the vicinity of the Park Ave./Railroad Ave. intersection. As Marina Village is redeveloped with high-quality medium-density mixed-income residential uses, the area will begin to be able to support additional neighborhood retail uses and the likelihood of other properties along Railroad Ave. doing the same increases.

Running from Seaside Park all the way north into the Town of Trumbull, Park Ave. is one of the most visible and important corridors in the City. This area is a natural fit to become a high-activity center capable of fulfilling the community's

desire for a dining district. Requirements should allow mixed-uses with ground floor restaurant facilities on all properties fronting Park Ave. and Railroad Ave. as-of-right. Outdoor dining areas should similarly be allowed as-of-right within setbacks and permitted within the public right-of-way. Design guidelines should encourage the construction of attractive and comfortable outdoor dining facilities. Off-street parking facilities should only be permitted within rear setbacks, unless designed to be shared amongst multiple uses. Curb-cuts and driveways should be limited, but permitted to access parking facilities.

Moving eastward, Railroad Ave. is lined with properties currently being used for light industrial purposes. The community has expressed a desire to see some of these facilities repurposed with a focus on urban agriculture. Urban agriculture refers to food production through plant cultivation and animal husbandry, non-industrial processing, distribution of that food. Advancements in technology and practice have made urban agriculture feasible, and demand for community access to locally-produced fresh and healthy food products is high and not limited to the South End. The existing Mixed-Use Light Industrial (MU-LI) zoning allows urban agriculture, via special permit, and should be examined to see if it needs to be improved in any way to encourage these uses.

The property at 325 Lafayette St.—or half of the former Warnaco site—was recently successfully redeveloped as a 140-unit residential condominium complex know as Lofts on Lafayette. The remaining property at 330 Myrtle Ave. is

still home to abandoned factory buildings and continues to have a negative impact on the surrounding properties.

Redeveloping 330 Myrtle with market-rate residential and ground floor retail mixed-use will build upon the success of Lofts on Lafayette, facilitate population growth, and positively influence neighboring property values. Built high enough, this building or buildings would enjoy terrific views and considering the surrounding land uses—mainly surface parking lots to the north and south and medium- to high-density residential to the east and west—it likely could be with minimal impact.

Said parking lots and other underperforming uses along Myrtle Ave., Austin St., Warren St. Gregory St. and Lafayette St. should similarly be redeveloped into high-activity mixed-uses with a focus on high-quality residential units above attractive ground-floor retail/commercial uses.

## Key Recommendations

1. **Work with Stakeholders to identify resources to prepare amendments to the City of Bridgeport zoning ordinance and map which:**
  - Allow residential/commercial mixed-use development, as-of-right
  - Permit residential/artist studio/light manufacturing mixed-use development, via special permit
  - Encourage ground-floor design and uses which engage sidewalk, bike lane and street users

- Encourage and facilitate significant population and new business growth
- Minimize curb-cuts and driveways
- Prohibit off-street parking facilities within front and side setbacks
- Facilitate a range of building heights, with minimums and maximums
- Encourage outdoor dining in strategic locations
- Encourage and support urban agriculture in strategic locations
- Acquire chronically vacant or blighted properties for redevelopment

## Urban Corridor

The Urban Corridor district is comprised of the properties fronting along State St., a major State-owned corridor running from the Town of Fairfield into Downtown Bridgeport. The corridor is anchored by the United Congregational Church and YMCA uses at the intersection of Park Ave., but most of the remaining uses are abandoned or in poor condition and vacant lots are prevalent. This area represents an opportunity to develop a high-activity mixed-use corridor more focused on commercial uses than others in the South End.

Development standards within the Urban Corridor should allow for medium-height (two- to six- story) mixed-use buildings, as-of-right with taller buildings allowed via special permit. Vehicular access should only be permitted from side streets. Off-street parking facilities should be permitted, but designed to not be visible from State St. Adequate buffering with screening and landscaping shall be required between these uses and adjacent residential uses.

The Street is very wide with two one-way directional traffic lanes and two parking lanes. Traffic volume and travel speeds are high and accidents are common. Although the sidewalks are wide, they are in poor condition. The streetscape is void of streetscaping, trees and has inadequate lighting. State St. is unsafe for bicyclists and pedestrians, especially at night.

Bump-outs and clearly marked crosswalks will shorten crossing distances and improve pedestrian safety. Street trees and landscaping will improve the urban environment and alter the scale of the street for both drivers and pedestrians, making it more attractive and safer. State St. is a candidate to be converted to two-way directional flow and the City of Bridgeport aims to study the feasibility of doing so. Six Greater Bridgeport Transit bus routes run along State St. Improving bus stops along these routes with well-designed weather-protective facilities would serve dual purposes of distinguishing the corridor and increasing the attractiveness of bus transit.

## Key Recommendations

1. **Work with Stakeholders to identify resources to prepare amendments to the City of Bridgeport zoning ordinance and map which:**
  - Allow residential/commercial mixed-uses, as-of-right
  - Encourage and facilitate sensible population growth
  - Ensure pedestrian and bicycling safety and encourage healthy activity
  - Do not allow curb-cuts, driveways or off-street parking facilities along State St.
  - Allow off-street parking facilities, and re-

- quire them to not be visible from State St.
- **Champion an extensive tree planting program**
- 2. **Work with the State of Connecticut and City of Bridgeport to identify necessary safety improvements, like bump-outs and ensure proper maintenance of State St.**
- 3. **Work with the City of Bridgeport to prioritize the replacement of the sidewalks along State St.**
- 4. **Work with Greater Bridgeport Transit to identify resources for designing and constructing attractive weather-protective bus stops along State St.**

## Institutional Campus

Roosevelt Elementary School was demolished in 2013, and a new facility is under construction. The University of Bridgeport campus is comprised of a mix of smaller historic and larger late-20th century buildings. Many of the newer buildings were sited, oriented and built around the periphery of the campus in such a way that walled off the campus and effectively turned its back on the community.

The UB master plan proposes a wealth of changes to the university's campus. As the University continues to expand and invests in its campus, it has an opportunity to redevelop as a community-facing university village. In particular, as buildings along Broad St. are altered or replaced, plans for their replacements should consider the South End NRZ's desire to see Broad St. transformed into an active and attractive mixed-use corridor. As such, uses and their entrances should be oriented toward Broad St. and the northerly strip of Seaside Park. Doing so would benefit the school,

students and residents alike.

Reintegrating its campus back into the urban fabric of the South End will also make it easier for the university to expand its footprint and add new facilities over time. The development site at 250 Waldemere is a good opportunity for the university to do so. It also presents an opportunity to develop new residential units for faculty, students or non-university residents right across the street from Seaside Park. The images below show how moderately-scaled buildings can be sited, oriented and built to enhance the character and increase the population of the South End.

The University should also work with the City of Bridgeport to coordinate streetscape and landscaping improvements along Waldemere Ave., Iranistan Ave., Atlantic St. and Broad St.

## Key Recommendations

1. **Work with Stakeholders to ensure adequate crosswalks, streetscaping and tree plantings surrounding the new Roosevelt Elementary School facility**
2. **Build upon existing relationship with the University of Bridgeport to better inform its campus master planning process and receive its input during the South End NRZ planning process**
3. **Work toward integrating the university into the neighborhood**
4. **Work with the City of Bridgeport and University of Bridgeport to coordinate streetscape and landscaping improvements along the periphery of the UB campus**

250 Waldemere Ave. - Before



Source: City of Bridgeport, 2010

250 Waldemere Ave. - After



Source: City of Bridgeport, 2010

## Eco-Industrial

The South End's western and eastern waterfronts are lined with industrial uses in varying states of activity. The western area surrounding Cedar Creek and within the City's Eco-Technology Park area. Here, Santa Fuel, Sikorsky Aircraft and Park City Green Mattress stand as the only active uses among a number of large properties lying idle. The properties represent a great opportunity for partners to come together and develop an innovation district.

"Innovation Districts are geographic areas where leading-edge anchor institutions and companies cluster and connect with start-ups, business incubators and accelerators. They are also physically compact, transit-accessible, and technically-wired and offer mixed-use housing, office, and retail." (brookings.edu, 2014)

Early-stage Partners should include the City of Bridgeport, Bridgeport Regional Business Council, Bridgeport Chamber of Commerce, University of Bridgeport and Sikorsky Aircraft and grow to include other area institutions and science- and technology-based businesses which would collaborate to determine the scope and focus of the district and shepherd its development.

Facilities should be designed to be flexible to accommodate ever-changing uses shared operations. Culturing a strong Startup and Entrepreneurial culture is extremely important to the success of the District and programming should be designed to initiate and support such a culture. Supporting uses such as housing, retail, office and entertainment are as vital to the success of the District as they are to the success of the South End neighborhood as a whole.

## Regional Recreation & Entertainment

The Ballpark and Arena at Harbor Yard collectively attract more than 300,000 people to the South End each year. Seaside Park and Beach draws, on average, and hosts some of the region's largest events like Gathering of the Vibes, Barnum Festival and Puerto Rican Day Parade. As discussed in the Mobility & Connectivity section, ensuring convenient and safe regional and local access to these venues while mitigating negative impacts on the community is critical. The Ballpark and Arena facilities are relatively new and will not be redeveloped any time soon and development of Seaside Park is strictly prohibited. Improvements in these areas should focus on urban beautification and gateway enhancements.

Seaside Park has numerous access points for bicycles and vehicles, and nothing prohibits pedestrian access; however, one factor that limits the park's role as neighborhood park is that the University of Bridgeport campus sits between it and the majority of the South End's residential uses. UB has applied streetscaping along the stretch of Park Ave. that runs through the campus. This has helped Park Ave. become an attractive and comfortable street for pedestrians and stand apart as a recognizable connection into Seaside Park and through the magnificent Perry Memorial Arch.

Iranistan Ave. and Broad St. do not terminate into Seaside Park in quite as dramatic fashion, but they are important corridors and will benefit from the aggressive pursuit of the improvements identified in the Mobility & Connectivity section as relate to

The eastern properties on the Bridgeport Harbor are nearly exclusively used for power generation-related purposes. The large PSE&G coal-burning facility, a natural gas-burning facility and storage facilities for both are located here. It is extremely important to mitigate the impacts these uses have on the South End neighborhood.

At a minimum, extensive buffering with screening and landscaping should be implemented. As these facilities age, they should be replaced with modern renewable energy facilities. The land that is freed up as this happens should be reserved for active and passive open space use and—similar to Seaside Park—will serve as a naturalized coastal buffer protecting the neighborhood from coastal flooding hazards.

## Key Recommendations

- 1. Work with the City of Bridgeport, Bridgeport Regional Business Council, Bridgeport Chamber of Commerce, Sikorsky Aircraft and University of Bridgeport to initiate planning of an Innovation District**
- 2. Work with Stakeholders to ensure the properties currently used for fossil-fuel energy generation are reused for renewable energy generation and active and passive open space use**
- 3. Work with the City of Bridgeport and other Stakeholders to identify locations for tree plantings**

sidewalks, streets, bike-ped facilities and tree plantings. Tree plantings will have a particularly dramatic impact over time. The Iranistan Ave./Gregory St. and Broad St./University Ave. intersections are prime locations for welcoming visitors through the neighborhood and into Seaside Park.

Beautification measures such as decorative landscaping, signage and lighting will emphasize their natural gateway roles. Thinking a little bigger, placing a new landmark such as a significantly scaled monument, statue or sculpture at these locations would firmly establish them as memorable gateways.

## Key Recommendations

1. **Work with City of Bridgeport, Parks and Recreation and other Stakeholders to implement the Seaside Park Master Plan**
2. **Work with City of Bridgeport and Harbor Yard and Arena Stakeholders to stimulate landscaping and other urban beautification initiatives**
3. **Work with City of Bridgeport and other Stakeholders to identify signage and lighting needs in these areas**
4. **Assist with Volunteer recruitment for associated projects**

## Address Chronically Vacant or Blighted Properties

Several properties in the South End are vacant or blighted and have been in this condition for many years. This is often the result of property owners who live elsewhere and are landbanking the sites. Efforts need to be taken to put these properties into productive use so that they enhance, rather than detract from, quality of life for area residents.

A first step would be to contact the property owner for a discussion about the NRZ goals and assess whether the owner has the desire or ability to turn the property around. If the property owner does not have the desire or means to improve the property then acquisition should be pursued.

Property acquisition should be strategic, only pursued when a site specific redevelopment strategy has been identified. If the property owner is unwilling to sell, or demands a price which is significantly higher than appraised value, the City could use its powers of eminent domain. In such cases the City must engage the NRZ in the creation and final approval of a redevelopment strategy, and selection of a developer.

Properties which are chronically vacant or blighted include:

- 526-528 Atlantic Street (blighted)
- 914 Atlantic Street (vacant lot)
- 83 & 95 Garden Street (vacant lots)
- 434 Gregory Street (blighted)
- 181-183 Hanover Street (vacant lot)
- 109-111 Johnson Street (blighted)
- 330 Myrtle Street (blighted)
- 33 Rennell Court (blighted)
- 81 Ridge Avenue (blighted)
- 61 Lewis Street (blighted)

# Mobility & Connectivity

# Mobility & Connectivity

The South End is located just south of the Downtown business center and contains two regional activity centers—University of Bridgeport and Seaside Park—of its own. The community workshops revealed that people often travel amongst these uses without ever stopping in the neighborhood itself, and although one can and many may want to walk to and from the centers of Downtown and the South End/Seaside Park in under 20 minutes, this experience leaves much to be desired.

The elevated highway and railroad tracks act as an immense physical and visual barrier between the Downtown and the South End. The two large vacant tracts of land between the highway and railroad structures also present a barren, listless urban landscape that fails to engage pedestrians or foster a sense of liveliness and security. This section focuses heavily on bridging this divide and establishing efficient, convenient and safe multimodal connections between Downtown and the various assets in the South End NRZ.

Mobility refers to the ability of people of all ages, incomes and capacities to travel to and from locations within and outside the neighborhood. Mobility must be ensured so that people are able to conduct the business of their daily lives—get to and from work and/or school; socialize with friends, family and colleagues; access shopping,

dining, healthcare, entertainment facilities and myriad other aspects of living a fulfilling life. Making sure infrastructure and facilities support multiple transportation modes helps ensure mobility for all members of the community.

Connectivity refers to how the various pieces of the transportation network—streets, railroads, transit routes and facilities, sidewalks, trails, paths and bicycle/pedestrian facilities—are connected to one another. Design considerations which contribute to the connectivity of the network include:

- **Street segment length and width**
- **Directional flow;**
- **Street pattern type (conventional grid, curvilinear loop, cul-de-sac, etc.)**
- **Placement and number of traffic controls/like signage, signals, medians, speed bumps/tables, etc.**
- **Wayfinding and informational signage**
- **Surface materials such as asphalt, concrete, cobblestone, brick, gravel, dirt, grass**
- **Connections between different facilities such as crosswalks, intersections, shared/parallel routes, stops and terminals, storage and docking stations, parking facilities, benches and all types of land uses**

## Goal

Study the feasibility of improvements to the transportation network to enhance mobility to and throughout the South End NRZ for all citizens and transportation modes; better connect the NRZ and its assets with Downtown; increase

safety; and facilitate redevelopment and infill development at an urban village scale.

## Objectives

- **Make improvements to Broad St., Park Ave. and Railroad Ave. to realize their potential to serve as primary corridors**
- **Make essential roadway repairs, such as filling potholes, repaving and restoring curbs**
- **Evaluate existing street grid and traffic directional flow system to locate missing linkages and identify appropriate improvements**
- **Repair, improve or add sidewalks and crosswalks via restriping, signage and/or signalization where necessary**
- **Place and replace new traffic signage and signalization, where necessary**
- **Focus on high-incident intersections and consider more progressive traffic-calming measures such as raised tables and textured pavement materials among others**
- **Develop an effective wayfinding strategy and make improvements to implement it**
- **Evaluate parking needs and consider the merits of a residential parking permit program**
- **Evaluate transit system routes, stops and connections to determine needed improvements, if any**
- **Formalize existing "sharrow"-marked bike routes with improved signage, lane demarcation and separation**
- **Expand on-street bike route network**

Map 9 - Existing Land Use & Redevelopment Opportunities





## Essential Roadway Repairs

The first step to improving the transportation network in the South End NRZ is to assess the existing conditions of its current roadways, walkways and other pathways, and make essential improvements to each. During the community workshop, potholes were repeatedly cited as a concern. The City recently began leasing the "pothole killer", a vehicle capable of filling 150 potholes a day, three times the City crew's average. The City's BConnected service request platform is excellent for reporting potholes and enabling them to be patched quickly.

Community workshop feedback also revealed that portions of Gregory St. and Lafayette are good candidates for repaving. The South End should work with its City Council Representatives and Department of Public Facilities to identify and prioritize paving projects and lobby for inclusion in the City's pavement management plan.

Factors which may contribute to persistent street flooding in the South End are the age, condition and maintenance of storm drains and the retention vaults in which they flow. The South End NRZ should work with the Water Pollution Control Authority (WPCA) to identify those drains which are not functioning properly. Again, the BConnected platform empowers all community members to report instances of non-functioning storm drains, and track response efforts.

## Key Recommendations

1. **Promote widespread use of the City's BConnected service request platform to report**

2. **Work with City Council Representatives and City Staff to prioritize Gregory St. and Lafayette St. paving projects and identify subsequent projects**

## Vehicular Street Network

The vehicular street network in the South End serves essentially every type and scale of land use in a compact and geographically constrained area. The street pattern in the South End is a combination of traditional rectilinear and curvilinear grids. The primary north-south corridors are: Park Ave., Iranistan Ave. and Broad St. Myrtle Ave., Lafayette St. and Main St. are important, but limited north-south corridors. The primary east-west corridors are State St., Railroad Ave., Atlantic St., Gregory St. and Waldemere Ave. Geographically, the South End is on a peninsula; as such, traffic flows into and out of the neighborhood exclusively along its northern border.

The network is extensively built out; however a number of large lot uses reduce overall connectivity: University of Bridgeport campus; PSEG facilities, Sikorsky Aircraft facilities and parking/landing area, Ballpark/Arena complex and adjacent lots, Marina Village, Lofts on Lafayette and Warnaco sites, Seaside Park and the elevated highways and railroad tracks. Due to their tight geometries and low clearances, most delivery and freight vehicles are unable to enter the South End from any access point east of Park Ave. Opportunities for addressing these issues and increasing street connections are limited; however, the South End should study the feasibility of the key

recommendations at the end of the section.

Traffic control, or the communication to users as to how to properly use the transportation network, is a very important aspect of mobility and connectivity. The community workshop revealed that signage, signalization, and enforcement can each be improved in the South End. Proper geometry and design of facilities also contributes to a safe and efficient network that is easy to use and understand.

The railroad underpasses, with their poor lighting, reduced sightlines, narrow widths, low clearances, sharp turning radii, and undulating topographies result in poor intersections all along Railroad Ave. Commercial vehicles, which require high clearances are not able to access the South End via many of these routes. Biking can be a harrowing experience due to the very poor sightlines. Due to their hazardous design, these intersections are signalized. Anecdotally, it seems the high number of signals and frequency of stops actually causes an increased rate of drivers running red lights along Railroad Ave. The following intersections were identified during community workshops as of high concern with regard to safety:

- **Each Railroad Ave. intersection**
- **Atlantic St. and Broad St.;**
- **Atlantic St. and Lafayette St.;**
- **Atlantic St. and Iranistan Ave.;** and
- **Gregory St. and Iranistan Ave.**

Map 10 - Vehicular Street Network - Existing Conditions



Source: City of Bridgeport, 2014

The community cites Broad St., Lafayette St. and Iranistan Ave. as streets which experience excessive speeding. Intersection curb "bump-outs" with bioswales and/or tree plantings and extensive street tree plantings alter the visual experience for drivers through such open stretches. As the trees mature and produce more shade, the effect becomes more pronounced.

Infill development will have a similar traffic-calming effect as long as it takes place within a shallow neighborhood-scale setback from the street. A texture treatment consists of using bricks, pavers, cobblestones or textured concrete for the four crosswalks and the "box" area in between them instead of typical pavement. These intersections should also be marked with highly visible striping and signage.

While South Ave. has been improved and can accommodate additional uses and traffic, Railroad Ave. requires a number of improvements realize its potential as a mixed-use corridor. At a minimum, it should be widened to support access to and from these properties, and accommodate a protected bike lane and on-street parking facilities.

It should be beautified with streetscaping to create a welcoming, user- and business-friendly atmosphere and improved with tree plantings and other green street design features. Railroad Ave. is highly visible to MetroNorth and Amtrak riders. In its current state, Railroad Ave. contributes to a poor perception of the neighborhood. Improving it carries the added benefit of altering this audience's perception and improving the overall image of the South End.

## Key Recommendations

### 9. Add a combination of the following for Broad and Lafayette Streets:

- Curb "bump-outs" at intersections
- Bioswales
- Tree plantings

- Work with the City of Bridgeport and other Stakeholders to identify funding resources to examining the feasibility of constructing or implementing the following improvements:

1. Connect Walnut St. to South Ave. and Iranistan Ave. to Park Ave. as part of any redevelopment of Marina Village
2. Connect South Ave. to Atlantic St. to serve the proximate industrial uses and provide additional access for future development
3. Convert Gregory and Atlantic Streets from one- to two-way streets
4. Convert section of Main St. from one- to two-way directional flow
5. Abandon the unnamed and extraneous roadway connecting Broad St. and Main St.
6. Convert the intersection of Atlantic and Lafayette from 2-way normal intersection to a 4-way intersection with a texture treatment Railroad Ave.:

  - Widen the street to facilitate redevelopment and construction of a protected bike lane and parallel on-street parking facilities
  - Execute an extensive tree planting program
  - Add traffic and wayfinding signage
  - Implement intersection and crosswalk improvements
  - Add attractive streetscaping amenities
  - Include green street design features

8. Apply a texture treatment to the intersections of:
  - Atlantic St. and Broad St.
  - Iranistan Ave. and Atlantic St.
  - Iranistan Ave. and Gregory St.

Map 11 - Vehicular Street Network - Key Recommendations



## Transit Network

The Bridgeport Bus Terminal, Bridgeport Train Station and Bridgeport-Port Jefferson Ferry Terminal transit facilities are located one block, respectively, from one another on the eastern edge of Downtown (the Ferry is in the South End NRZ). Since they are so close to one another, they are collectively referred to as the Intermodal Transit Center (ITC).

The South End enjoys walking- and bicycling-distance proximity to the ITC, making it a highly accessible neighborhood. It is served by two Greater Bridgeport Transit (GBT) bus routes. Route 1 runs from the ITC and through the South End via Broad St., Waldemere Ave., and Park Ave. and Route 9 runs primarily along Iranistan Ave. and part of Atlantic St.

UB operates a shuttle service that aligns somewhat with GBT's Route 1, but has additional stops within the campus and Downtown and is free for UB students to use. The South End is very-well served by existing transit routes. The community would like to see a community center and bus stop facility located and constructed jointly in a convenient central location.

## Key Recommendations

- 1. Work with Stakeholders to identify funding resources for studying the feasibility of constructing a potential community center/bus stop facility**

Map 12 - Transit Network - Existing Conditions



## Pedestrian Network

Good sidewalks are essential for a place to thrive as an urban neighborhood. The South End is such a place with a great concentration of various types of uses in walkable proximity to one another and Downtown right next door.

The South End is blessed with an extensive network of sidewalks, and there are very few instances of streets without a sidewalk on both sides. As such, the main priority is to repair segments of sidewalks which are in very poor condition. In some cases, this may mean completely replacing them. The pedestrian ways under the railroad tracks suffer from poor lighting and visibility to motorists. The short distance between crossings with Railroad Ave. North and Railroad Ave. South exacerbates the visibility issue. At a minimum, these facilities should be improved with additional lighting and more visible crosswalks.

As part of the 2014 update, City Staff conducted a windshield survey of the existing conditions of the South End's sidewalks. Sidewalks were rated as being in either Standard, Substandard, or Very Poor condition. Excellent sidewalks are those that meet all of the City Engineer's sidewalk standards and are in excellent condition. Substandard sidewalks show slight signs of cracking, undulation and weathering, or have minimal vegetative growth or debris, but do not meet the City Engineer's standards. Poor sidewalks don't meet the standards and are considerably damaged, eroded, uneven, narrow, overgrown, and/or littered.

Sidewalk Existing Conditions - Standard



Source: City of Bridgeport, 2014

Sidewalk Existing Conditions - Substandard



Source: City of Bridgeport, 2014

Sidewalk Existing Conditions - Very Poor



Source: City of Bridgeport, 2014

A great tool which the community can utilize to support its desires for improvements to the pedestrian network is a complete streets walking audit. Participants walk the streets and rate various elements such as traffic speed and behavior; sidewalk conditions, debris, vandalism and perceived safety; lighting; crosswalk location, striping, signing and signaling; traffic control device location and operability; and intersection widths and ADA compliance as they relate to the ability all members of the community to safely and easily walk the streets. Such an audit was conducted along East Main Street in 2013 by AARP and the Tri-State Transportation Campaign, and the results have enabled stakeholders to develop a clear set of improvements to strive for.

## Key Recommendations

1. **Work with City Council Representatives and City Staff to:**
  - **Address all segments of sidewalks in Very Poor condition as soon as possible**
  - **Prioritize repair and/or replacement of segments in Substandard condition**
  - **Improve lighting and visibility of the railroad underpass walkways**
2. **Conduct an NRZ-wide complete streets walking audit to identify additional deficiencies in the pedestrian network, focusing on crosswalks**
3. **Promote the use of the City's BCConnected services request platform to report deficiencies**



Map 13 - Sidewalk Network - Existing Conditions



## Bicycling Network

Bicycling is an "all-purpose" transportation mode in that it offers multiple personal and community health benefits; helps relieve stress; reduces automobile use; is very convenient and affordable; and promotes social interaction and appreciation of the urban environment. It is no wonder that bicycling has reemerged as a highly desired transportation alternative.

The South End's network of bicycle facilities like marked routes and paths and its existing network of well-connected, residentially-scaled streets are tremendous assets that positions the NRZ as an ideal place for bicycling. Considering most South End streets are appropriately scaled for bicycling, many of the other recommendations in this section, like converting Atlantic and Gregory Streets to two-way directional traffic and improving intersections, will have a positive impact on the entire bicycling network.

## Sharrow

The City has marked an informal on-street bike route through the South End with "sharrows" or shared lane markings (often grouped arrows). This route aims to connect the Downtown, South End, West End/West Side and Black Rock Neighborhoods, and is a very scenic way to visit both Seaside Park and St. Mary's by the Sea. With the varying street geometries over its course, it may not be feasible to formalize the route, but using sharrows is a great way to promote bicycling on these streets.

## East Coast Greenway

The East Coast Greenway (ECG) is a 2,900 mile urban network of existing and planned shared-use trails linking thousands of destinations between Calais, Maine and Key West, Florida, including Bridgeport, Connecticut and the South End NRZ. Alternate routes add an additional 2,000 miles to the ECG trail system. Currently, 30% of the ECG consists of shared-use trails. On street connections make up the difference as the East Coast Greenway Alliance works with numerous Stakeholders to construct and link additional trails. The Bridgeport stretch of the ECG is mostly on-street, save the stretches of trail through Seaside Park. Once complete, and properly promoted, the ECG will attract riders from all over the East Coast through Bridgeport.

## Pequonock River Trail

The Pequonock River Trail (PRT) is a currently incomplete regional trail. The planned 16.2 mile PRT begins in Downtown Bridgeport and runs parallel to the Pequonock River along the path of the abandoned Housatonic Railway, north through Beardsley Park into Trumbull, across the Routes 15/25 interchange area, into Twin Brooks Park, through the Pequonock River Valley and into Monroe, where it follows the old rail bed through Wolfe Park to the Newtown town line. The City of Bridgeport and the Greater Bridgeport Regional Council are working together to secure funding to design and construct an extension of the PRT from its current terminus in Beardsley Park southward to Seaside Park

South Ave. - Before



Source: City of Bridgeport, 2010

South Ave. - After



Source: City of Bridgeport, 2010

## Seaside Park Trail

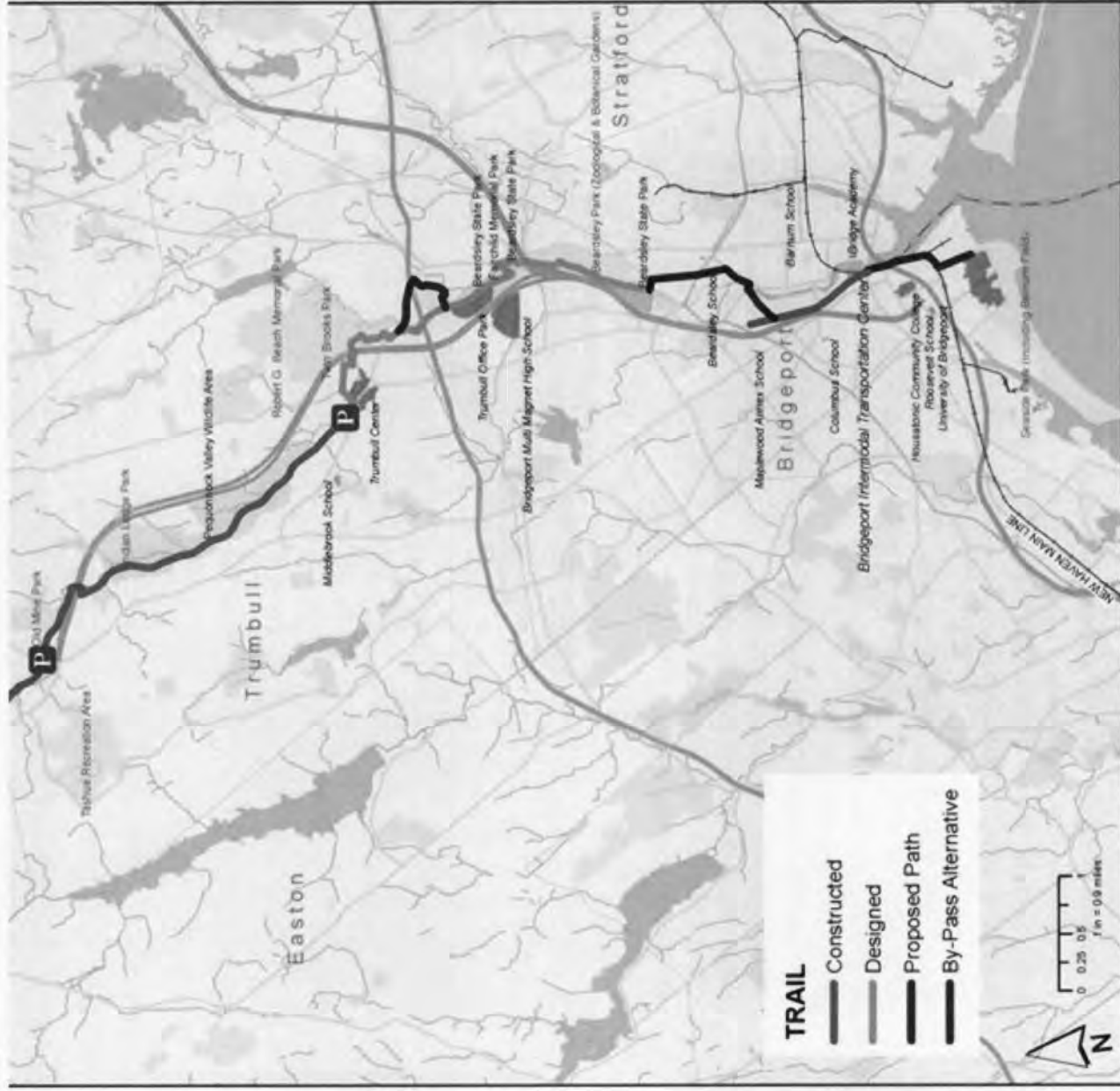
The City's most extensive and well-maintained bicycle facility is a combination of on-street routes and off-street trails running from end-to-end through Seaside Park. Currently, the Seaside Park network is not connected to the Pequotonock River Trail.

Main St. is a secondary street that begins at Seaside Park and runs north, parallel to the busy Broad St., until it meets the railroad tracks. It is a great street for bicycling. The anticipated relocation of the Bridgeport-Port Jefferson Ferry Terminal from its current location in the South End to across the Bridgeport Harbor in the East End provides an opportunity to connect the PRT to the Seaside network via Main St. in a slightly different fashion than shown in turquoise on the map.

This on-street route connection begins at Seaside Park where Soundview Dr. meets Main St; runs north on Main St; and connects via a right-hand turn onto Ferry Access Blvd. to the Water Street Dock. Here, riders are treated to scenic views of Bridgeport Harbor and the Pequotonock River while connecting, via the Water St. railroad underpass, to the existing terminus of the PRT one block north at the Bridgeport Bus Terminal.

Connecting the PRT to the Seaside Park network greatly increases the efficiency, usability and marketability of the entire unified network; enhances local connections between Seaside Park, UB, the South End and Downtown; makes each much more accessible as Regional destinations; and provides a more equitable and healthy transportation alternative.

Map 14 - Pequotonock River Trail



Source: Greater Bridgeport Regional Council, 2014

Ferry Access Blvd. - Existing



Source: City of Bridgeport, 2010

Water St. Dock - Existing



Source: City of Bridgeport, 2010

## Key Recommendations

1. Support the City's efforts to connect the Pe-  
quonock River Trail to the Seaside Park
2. Help identify funding resources to study the fea-  
sibility of constructing the Main St./Ferry Access  
Blvd. connection
3. Encourage inclusion of bicycling facilities in key  
locations
4. Help identify resources to increase bicycling  
signage and wayfinding
5. Work with the City, East Coast Greenway  
Alliance and other Stakeholders to consider  
appropriate improvements to segments of the  
ECG and help foster and promote its status as a  
world-class bicycling route

Map 15 - Proposed PRT Connection



# Cultural Resources

# Cultural Resources

Cultural resources are those physical and intangible assets which define places and communities, and include architecture, arts, sculptures and memorials, physical landscapes, history, folklore, heritage, past and present members of the community and facilities and programs which provide opportunities to celebrate the past and continue creating new assets for future generations.

## Goal

Inventory, restore, if necessary, maintain, protect and celebrate existing cultural resources for the enjoyment, education and enrichment of current and future generations and develop opportunities to enable the creation of new ones.

## Objectives

- **Collaborate with the City of Bridgeport and area arts and cultural organizations to develop a strategy for inventorying, mapping, preserving, restoring and maintaining the South End NRZ's existing cultural resources**
- **Work with Stakeholders to identify resources and develop a strategy for restoring and maintaining historically**

- **significant properties**
- **Seek champions to promote and host walking tours**
- **Focus on enhancing programming and facilities at Seaside Park**
- **Plan, coordinate and produce events to celebrate the South End and welcome visitors into the neighborhood, as well as others focused on encouraging South End residents to socialize with one another and develop strong neighbor relationships**
- **Support the NRZ's community gardening efforts**

## Seaside Park

Seaside Park, with its sweeping views of and access to the waters of Long Island Sound, is easily the most defining feature of the South End. The park was designed by Frederick Law Olmsted and developed by P.T. Barnum between 1865 and 1920. It is a treasure trove of historic structures and monuments and its recreational facilities have been enjoyed by countless families for many generations.

**P.T. Barnum Statue, Seaside Park**

Source: City of Bridgeport, 2014



**Perry Memorial Arch**



Source: City of Bridgeport, 2014

**Wayfinding Signage**



Source: City of Bridgeport, 2014

**Fayerweather Lighthouse & Breakwall**



Source: City of Bridgeport, 2014

**Bird Habitat**



Source: theseasides.com, 2014

## Key Recommendations

1. Work with the City of Bridgeport and other key Stakeholders to preserve and maintain the structures and monuments in Seaside Park
2. Work with the City and other Stakeholders to identify resources to support and extend recreational, educational and entertainment programming at Seaside Park
3. Work with the City and other Stakeholders to identify resources to support construction of new recreational facilities such as:
  - Basketball, tennis and bocce ball courts
  - Dog run
  - Additional playground areas for young children
  - Splash pad
  - Improved skate park facilities
  - Improved beach volleyball facilities
4. Work with Stakeholders to identify resources to support rehabilitation of the historic bath house and mounted police horse stable facilities
5. Oppose restriction of public access to Seaside Park



## Historic Districts

Including Seaside Park, there are six designated historic districts in the South End and a collection of individual properties listed on the National Register of Historic Places (NRHP), which are an excellent collective representation of urban life in the mid- to late 19th century. Some individual structures listed include:

- **The Freeman Houses (352-354 and 358-360 Main Street)**
- **The Seaside Institute (299 Lafayette Street)**
- **The Park Apartments (59 Rennell Street)**
- **Tongue Point Lighthouse**
- **Seely Bolster House**
- **United Congregational Church, 877 Park Avenue**
- **Ingleside Cottage**
- **The David Perry House (531 Lafayette Street)**

Despite their historic designation, the number of historic properties in need of repair and persistent lack of resources for rehabilitating them is a common high-priority issue cited by the community. Partnerships are necessary to secure the funding required to ensure that these legacy properties are collectively restored and maintained as a strong foundation of the community. These buildings and the character they impart on the South End significantly contribute to the neighborhood's positive image and quality of life and attractiveness to visitors and future residents. Potential sources of rehabilitation resources include historic tax credits, grant program funding and conventional financing.

To help celebrate many of these assets and guide people throughout the neighborhood and Seaside

Park, students from the University of Massachusetts at Amherst Planning Department designed three walking tours:

- **Little Liberia Heritage**
- **Statues, Memorials & Monuments**
- **Industry & Architecture**

Maps of the tours are in the Appendix.

## Little Liberia Heritage Walking Tour

The goal of this walking tour is to reconnect the South End and Bridgeport with the history of Little Liberia. Though there is little physical evidence of Little Liberia remaining, other than the Freeman homes. When used in conjunction with the public art installations proposed below and other historic elements of the area, there are ample significant sights to warrant a walking tour to highlight history that otherwise might be slipping away. Significant elements include: Mary and E Freeman homes (1); Historic Cobblestones Singer St. (2); Walter's Memorial AME Zion Church (3); Little Liberia (4); Cottage Village Historic District (5); Palliser Homes (6.); Seaside Park Entrance (7) & Mural (8).

## Statues, Memorials & Monuments Walking Tour

The goal of this walking tour is to reconnect the South End and Bridgeport with the history of Little Liberia. Though there is little physical evidence of Little Liberia remaining, other than the Freeman homes. When used in conjunction with the public art installations proposed

below and other historic elements of the area, there are ample significant sights to warrant a walking tour to highlight history that otherwise might be slipping away. Significant elements include: Mary and E Freeman homes (1); Historic Cobblestones Singer St. (2); Walter's Memorial AME Zion Church (3); Little Liberia (4); Cottage Village Historic District (5); Palliser Homes (6.); Seaside Park Entrance (7) & Mural (8).

## Industry & Architecture Walking Tour

This tour begins in Little Liberia and takes people through the five historic districts located in the south end: Cottage Village Historic District, Barnum Palliser Historic District, Marina Park Historic District, Seaside Village Historic and Seaside Park Historic District. This option highlights the architecture of the South End, along with the industry that was formerly located here. Points of interest include the gateway to Marina Park (all that remains of PT. Barnum's last home), The University of Bridgeport, the site of Warner Company (corset maker), and the site of the Seaside Institute (an educational institute begun by the Warner Company for their female employees).

## Key Recommendations

1. **Work with Stakeholders to seek Volunteers to formalize walking tours and design self-guided tour brochures**
2. **Produce and distribute self-guided tour brochures to promote walking tours**
3. **Seek weekend actors and volunteers dressed in period costumes to conduct tours providing**

commentary and entertainment

4. **Work with Stakeholders to identify resources to support the planning, design and construction of effective and attractive wayfinding signage to enhance the walking tours and their various stops**

## Community Events

Seaside Park is often used to host large events which attract audiences from throughout the Region. While South End residents certainly enjoy these big events, the community workshop revealed a clear dearth of small events designed to encourage South End residents—neighbors—to meet and mingle with each other. The South End is a diverse community with people of all ages, from all “walks-of-life.” Many folks have called the South End home their entire lives and others have just moved in. Some enjoy religious fellowship and/or civic engagement, and others don’t. For many of the residents who participated in the community workshop, the workshop was the first opportunity they had to meet and interact with many of their neighbors.

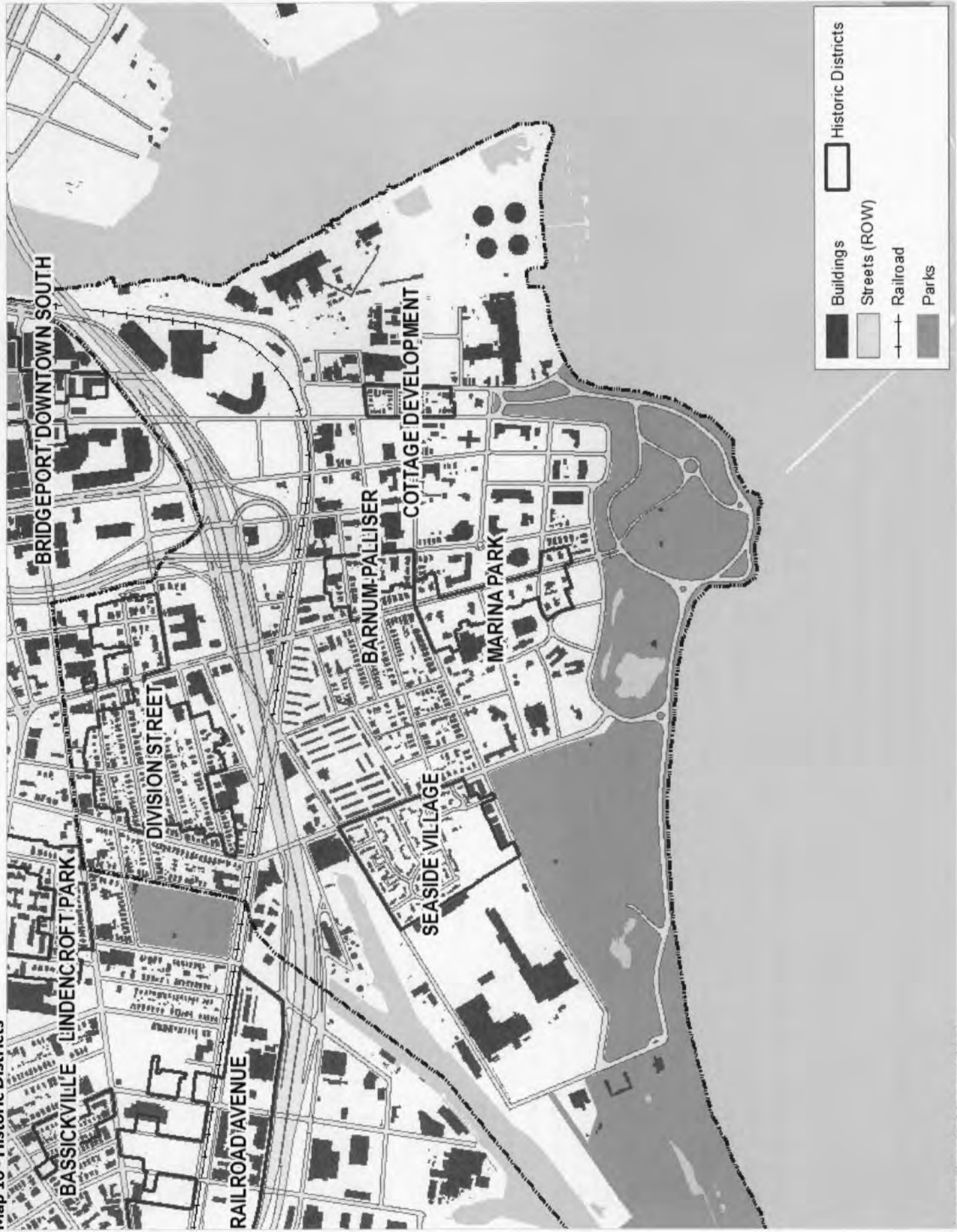
Community events don’t have to be centered around a neighborhood planning process to successfully bring people together. Less formal, more social events like community cookouts, neighborhood cleanups, and block parties provide a more relaxed environment for making introductions, sharing backgrounds and developing relationships. Communities are built upon the solid foundation of relationships amongst residents, business owners, religious and community leaders and other Stakeholders.

## Key Recommendations

1. **Plan, promote and produce small community events open and welcoming to the entire South End community**
2. **Encourage Members of the community to plan, promote and produce similar events**
3. **Work with the City of Bridgeport to gain an understanding of permitting, licensing and fees associate with hosting community events in the public realm**
4. **Work with the City of Bridgeport to reduce bureaucratic and accessibility barriers to hosting events**
5. **In the absence of a formal South End Community Center facility, work with Stakeholders to identify a suitable venue or location for hosting meetings and events**

Communities are built upon the solid foundation of relationships amongst residents, business owners, religious and community leaders, and other Stakeholders.

Map 16 - Historic Districts



## Community Gardens

A number of private and community groups have established community gardens in the South End, and the community workshop revealed a demand for additional gardens. Community gardens are typically collaborative efforts located on shared open spaces. Participants fully or partially share planning, planting, maintaining and harvesting responsibilities. In an urban village setting such as the South End, community gardens can have particularly profound benefits, such as:

- **Actively reusing vacant/abandoned properties**
- **Causing urban beautification**
- **Providing fresh and healthy produce**
- **Creating educational opportunities**
- **Engaging physical activity**
- **Developing and strengthening social connections**
- **Helping remedy food desert conditions**

As the network of active community gardens and Gardeners in the South End continues to grow, it may build the capacity necessary to plan, promote and produce a series of Farmer's or Gardener's Market events. Open to the public, these markets would help attract visitors to the South End and introduce them to parts of the community they may overlook on their way to Seaside Park or the Ballpark and Arena.

## Key Recommendations

1. **Work with Stakeholders to continue exploring opportunities for locating new community gardens**

**Railroad Ave. Community Garden**



Source: Urban Roots, 2014

**Community Gardeners**



Source: Urban Roots, 2014

# Implementation Strategy

# Implementation Strategy

The Plan introduces more than fifty key recommendations for improving the South End NRZ, organized around the four primary themes of Coastal Resilience & Sustainability (CRS), Urban Village Character (UVC), Mobility & Connectivity (MC), Cultural Resources (CR) and Implementation Strategy (IS).

Implementing the recommendations requires partnership between and amongst a number of Stakeholders, including, but not limited to South End NRZ Leadership, City of Bridgeport Representatives and Staff, State of Connecticut Officials and Staff, University of Bridgeport Staff, Greater Bridgeport Regional Council Staff, Greater Bridgeport Transit Staff, South End business and property Owners, religious and community organizations, Residents, Employees, Students and other Stakeholders.

## Organization

The projects matrixes contain lists of potential Partners who will be involved with the implementation of the recommendations which will likely expand over time.

Each project is identified by a unique project number, and page numbers for referring back to the appropriate location in the Plan where

the recommendations are explained in detail. Timeframes of immediate- (less than three years), short- (three to six years), mid- (six to ten years) and long-term (ten to twenty years) have been estimated for each project. These timeframes are meant to illustrate general expectations with regard to implementation times. Many factors may contribute to advancing or expanding of these estimates.

## Timeline

Communities do not sit idle while Plans are being made, and in many ways implementation of the Plan has already begun. This section does not identify specific project commencement points. Intended to become a "living, breathing" document, the Plan – and especially the Implementation Strategy – will be continuously updated through collaboration between the South End NRZ, City Staff and community Stakeholders.

The first step in this collaborative approach is to prioritize projects as High-, Medium- and Low-priority. Project prioritization is a qualitative exercise which takes into account criteria such as community needs, desires and preferences; feasibility; timing; political and community will; and available resources. Prioritization helps determine the order in which projects might commence. Complete implementation of all projects is unlikely and over time with ever changing conditions, the Plan will be amended to reflect new priorities.

## Measuring Performance

During the plan implementation stage, it is important to continuously evaluate progress being made toward project completion. Maintaining awareness with regard to what work is being done today helps sustain the effort and provides a basis for marketing the South End NRZ as a community working to improve itself.

Collaborative Planning Studio has prepared sets of standard performance measures (see Appendix) which can be applied to this and future Bridgeport NRZ planning processes. From this effort, each NRZ Leadership group will determine the data sets it finds to be most crucial and beneficial to monitor, and will help determine the appropriate approach to obtaining them and reporting any results.

While each NRZ plan is unique and addresses physical and social issues particular to individual neighborhoods, one overarching goal common to all NRZs is to strengthen the neighborhood's ability to lead and implement revitalization projects. The plan development process brings the neighborhood together to outline a vision for its future and identify projects that can be undertaken to achieve that vision. Upon adoption of the Plan, the NRZ becomes organized and is designated by the City as the body responsible for implementation.

Providing all NRZs with a uniform tool that allows them to monitor progress towards implementing the Plan is an essential step in helping the NRZs celebrate their successes and understand

# 1. Build Organizational Capacity of the NRZ

obstacles that may be hindering implementation. At times, technical assistance may be necessary for effective monitoring of progress. Monitoring progress also helps keep the City informed on progress and achievements of the NRZ.

The first step towards measuring performance is to establish goals common to all NRZs upon which progress will be tracked. While indicators of the neighborhood's overall success in achieving revitalization would address issues such as improving neighborhood safety, improving neighborhood standard of living and improving education and employment outcomes, indicators of each NRZ's success as an organization addresses the broader concept of building organizational capacity and social capital within the neighborhood.

With this overarching principle in mind, the following goals are recommended as a framework for measuring the performance of the NRZs:

1. **Build organizational capacity of the NRZ**
2. **Build social networks within the neighborhood**
3. **Strengthen community/police relations**

NRZ Leadership should review the Plan annually, focusing on the Implementation Strategy; evaluate progress being made on priority projects; evaluate

Desired Outcome	Measure
NRZ runs meetings independently	<ul style="list-style-type: none"> <li>• NRZ prepares meeting agendas</li> <li>• NRZ takes meeting minutes</li> <li>• # of NRZ Members trained in Roberts Rules of Order</li> </ul>
NRZ has a strong core of dedicated Members	<ul style="list-style-type: none"> <li>• # of Participants at monthly NRZ meetings</li> <li>• # of leadership meetings tp plan for regular NRZ meetings and special events</li> </ul>
NRZ effectively communicates with City Staff	<ul style="list-style-type: none"> <li>• # of NRZ Members trained on how to use BConnected platform</li> <li>• # of NRZ Members who have used BConnected platform within the past 12 months</li> <li>• NRZ submits yearly progress report to City Staff</li> </ul>
NRZ is working to implement its Plan	<ul style="list-style-type: none"> <li>• # of Plan projects underway</li> <li>• # of Plan projects completed (annual breakdown)</li> </ul>

## 2. Build Social Networks within the Neighborhood

Desired Outcome	Measure
NRZ Plans and hosts community events	<ul style="list-style-type: none"> <li># of community events sponsored by NRZ</li> <li># of Partners engaged with NRZ in planning community events</li> <li># of Residents in attendance at community events</li> </ul>
NRZ Residents are engaged with the broader neighborhood	<ul style="list-style-type: none"> <li>% Residents participating in other community organizations</li> <li>% Residents regularly utilizing parks, playgrounds and other public open spaces</li> <li>% Students participating in neighborhood after-school programs</li> </ul>

## 3. Strengthen Community - Police Relations

Desired Outcome	Measure
NRZ has a positive relationship with community police	<ul style="list-style-type: none"> <li>Presence of neighborhood police substation</li> <li>NRZ meetings attended by community police</li> <li># of community events jointly hosted by NRZ and community police</li> </ul>
NRZ has a positive relationship with police patrol Officers	<ul style="list-style-type: none"> <li># and frequency of foot patrols</li> <li># NRZ meetings attended by patrol Officers</li> <li># of crime tips reported to police</li> </ul>

project prioritization (as they are completed and community desires and conditions change); and identify next steps. During plan implementation and review, the NRZ should attempt to include City of Bridgeport Leadership and Staff.

## Key Recommendations

- Collaborate with the City of Bridgeport and key Stakeholders to prioritize projects**
- Collaborate with Stakeholders and project Partners to identify resources for implementing projects**
- Determine key performance measures as relate to:**
  - NRZ Organization
  - Plan Implementation
  - Neighborhood Revitalization
- Identify parties responsible for monitoring performance and report preparation**
- Prepare schedule of meetings to:**
  - Facilitate project planning
  - Identify next steps
  - Discuss performance/progress
  - Evaluate and modify the Plan
- Maintain constant and ongoing communications with project Partners**

A Performance Measurement Handbook is being developed that will include easy-to-understand instructions for implementing performance measures.



## Coastal Resilience & Sustainability

### Immediate (Less than 3 Years)

Proj. No.	Project	What is the South End NRZ's primary role in this project?	Who are the potential Partners for implementing this project?	Where will the funding come from?	Page No.	Priority
CRS-01	Promote Use of BConnected Platform for Coastal Resilience & Sustainability Improvements	Lead neighborhood-wide promotional efforts.	City of Bridgeport Departments, South End Stakeholders	Local public and private sources	57, 58	
CRS-02	Conduct Community Education & Outreach	Assist Partner efforts, upon request.	Project Teams, South End educational institutions, community organizations, businesses and citizens; City of Bridgeport Departments	Local public and private sources	57, 58	
CRS-03	Volunteer Recruitment for Tree Planting & Landscape Efforts	Assist the City of Bridgeport Parks Department with recruitment efforts, upon request.	City of Bridgeport Departments, community organization(s)	Local public and private sources	57, 58	
CRS-04	Emergency Preparedness	Work with the Emergency Operations Center to determine best role.	City of Bridgeport Emergency Operations Center	Local public and private sources	57, 58	
CRS-05	Rain Barrel Program	Help promote the City's rain barrel program.	City of Bridgeport, community Stakeholders	Local public and private sources	59, 60	
CRS-06	Stormwater Infrastructure	Help identify non-functioning drains and poorly elevated outlets. Report issues using BConnected platform.	City Council Representatives, City Staff, WPCA Staff, Save the Sound, Conservation Corps.	Local public and private sources	52	

### Short-term (3-6 Years)

Proj. No.	Project	What is the South End NRZ's primary role in this project?	Who are the potential Partners for implementing this project?	Where will the funding come from?	Page No.	Priority
CRS-07	Floodplain Development Standards	Support and participate in process.	City of Bridgeport Departments, community Stakeholders	Federal, State and local sources	58, 60	
CRS-08	Green Building Features	Support and promote.	City of Bridgeport Departments, community Stakeholders, Industry Partners	Industry Partners; Federal, State and local sources	58-60	
CRS-09	Construction & Retrofitting Cost Reduction	Support and promote.	City of Bridgeport Departments, community Stakeholders, Industry Partners	Industry Partners; Federal, State and local sources	59, 60	
CRS-10	Seaside Park as Buffer Zone (Planning)	Support and participate in planning process.	City of Bridgeport Departments	Federal, State and local sources	51, 52	

### Mid-term (6-10 Years)

Proj. No.	Project	What is the South End NRZ's primary role in this project?	Who are the potential Partners for implementing this project?	Where will the funding come from?	Page No.	Priority
CRS-11	Native Landscaping of Seaside Park	Work with Bridgeport Parks Department to determine role.	City of Bridgeport Departments, South End Volunteers	Local public and private sources	51, 52	
CRS-12	Green Street Design	Support and promote.	City of Bridgeport Departments, CT DOT, Greater Bridgeport Regional Council, other Stakeholders	Federal, State and local sources	52-56, 58	

### Long-term (More than 10 Years)

Proj. No.	Project	What is the South End NRZ's primary role in this project?	Who are the potential Partners for implementing this project?	Where will the funding come from?	Page No.	Priority
CRS-13	Multifunctional Berm	Support and participate in planning process.	City of Bridgeport Departments, CT DEEP, US EPA, Army Corps. of Engineers, Property Owners, Resilient Bridgeport Team	Federal, State and local sources	51, 52	
CRS-14	Offshore Breakwater Structures in Long Island Sound	Support and participate in planning process.	City of Bridgeport Departments, CT DEEP, US EPA, Army Corps. Of Engineers, Resilient Bridgeport Team	Federal, State and local sources	51, 52	
CRS-15	Elevated Singer St. & CSO Open Space	Support and participate in planning process.	City of Bridgeport Departments, Property Owners, CT DOT, Greater Bridgeport Regional Council, other Stakeholders	Federal, State, local and private sources	58	

## Urban Village Character

### Immediate (Less than 3 Years)

Proj. No.	Project	What is the South End NRZ's primary role in this project?	Who are the potential Partners for implementing this project?	Where will the funding come from?	Page No.	Priority
UVC-01	Promote Use of BConnected Platform for Urban Village Improvements	Lead neighborhood-wide promotional efforts.	City of Bridgeport Departments, South End Stakeholders	Local public and private sources		
UVC-02	Develop Civic Partnerships	Lead efforts.	South End Educational institutions, Non-profit organizations, businesses and citizen Stakeholders	Local public and private sources	67, 69	
UVC-03	Initiate Urban Beautification Program	Work with City of Bridgeport to determine role	City of Bridgeport Departments, Stakeholders	State and local public and private sources	67-69	
UVC-04	Conduct Volunteer Recruitment for Urban Village Character Projects	Lead, as necessary.	City of Bridgeport Departments, Stakeholders	N/A	67, 69	
UVC-05	Develop Property Improvement Award Program	Lead efforts.	City of Bridgeport Departments, South End Educational institutions, Non-profit organizations, businesses and citizen Stakeholders	Local public and private sources	67, 69	
UVC-06	Participate in UB Campus Master Planning Process	Support and participate in planning process.	University of Bridgeport	N/A	76	
UVC-07	Identify State St. Improvements	Lobby and support.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local sources	75, 76	
UVC-08	Conduct Comprehensive and Ongoing Zoning Ordinance & Map Amendments	Support and participate in planning process.	City of Bridgeport, Office of Planning & Economic Development, Stakeholders	Federal, State and local sources	63-78	

Proj. No.	Project	What is the South End NRZ's primary role in this project?	Who are the potential Partners for implementing this project?	Where will the funding come from?	Page No.	Priority
UVC-10	Promote Roosevelt School Streetscape Improvements	Support.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local sources	76	
UVC-11	Assist with UB Campus - Area Improvements	Work with University of Bridgeport to determine role.	University of Bridgeport, City of Bridgeport Departments	University of Bridgeport, Local and State sources	76	
UVC-12	Assist with Seaside Park Master Plan Implementation	Work with Bridgeport Parks Department to determine role.	City of Bridgeport Parks & Recreation Department, Stakeholders	Federal, State and local public and private sources	77, 78	

UVC-14 Address vacant, blighted or underutilized properties.

Identify properties and support.

City of Bridgeport, targeted property owners, developers

Local sources.

### Short-term (3-6 Years)

Proj. No.	Project	What is the South End NRZ's primary role in this project?	Who are the potential Partners for implementing this project?	Where will the funding come from?	Page No.	Priority
UVC-13	Develop an Affordable Housing Policy	Support and participate in planning process.	City of Bridgeport, South End Educational institutions, Non-profit organizations, businesses and citizen Stakeholders	Federal, State and local sources	64, 69	

### Mid-term (6-10 Years)

Proj. No.	Project	What is the South End NRZ's primary role in this project?	Who are the potential Partners for implementing this project?	Where will the funding come from?	Page No.	Priority
UVC-13	Initiate Gateways & Wayfinding Program	Promote and participate in planning efforts.	City of Bridgeport Departments, Stakeholders	Local public and private sources	67-68	
UVC-14	Develop Vocational Training Program	Lobby and support.	Property Owners and Developers, City of Bridgeport Departments, Civic Organizations, Stakeholders	Industry Partners; Federal, State and local sources	64, 69	
UVC-15	Initiate Harbor Yard & Arena Urban Beautification Program	Support and participate in planning process.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Local public and private sources	77, 78	
UVC-16	Initiate Innovation District Planning Process	Support and participate in planning effort.	City of Bridgeport Departments, University of Bridgeport, Bridgeport Regional Business Council, Educational Institutions, Industry Partners, State and local Stakeholders	FFederal, State and local public and private sources	77	

# Mobility & Connectivity

## Immediate (Less than 3 Years)

Proj. No.	Project	What is the South End NRZ's primary role in this project?	Who are the potential Partners for implementing this project?	Where will the funding come from?	Page No.	Priority
MC-01	Promote Use of BConnected Platform for Mobility & Connectivity Improvements	Lead neighborhood-wide promotional efforts.	City of Bridgeport Departments, South End Stakeholders	Local public and private sources	83, 90	
MC-02	Prioritize Sidewalk Improvements	Work with Representatives and City Staff.	City of Bridgeport, Department of Public Facilities, Property Owners	Federal, State and local sources	89-91	
MC-03	Complete Streets Walking Audit	Support or lead effort.	City of Bridgeport	Local public and private sources	90	
MC-04	Vehicular Directional Flow Changes	Support.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local sources	84-86	
MC-05	Gregory St. & Lafayette St. Paving Projects	Support.	City of Bridgeport City Council, City of Bridgeport Departments, Greater Bridgeport Regional Council	Federal, State and local sources	84-86	
MC-06	Abandon Broad St.-Main St. Connection	Support.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local sources	85, 86	
MC-07	Help Promote East Coast Greenway	Support.	East Coast Greenway Alliance, City of Bridgeport Departments, CT DOT, Greater Bridgeport Regional Council	Federal, State and local public and private sources	92, 94	

### Short-term (3-6 Years)

Proj. No.	Project	What is the South End NRZ's primary role in this project?	Who are the potential Partners for implementing this project?	Where will the funding come from?	Page No.	Priority
MC-08	Improve Atlantic St. & Lafayette St. Intersections	Support.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local sources	83-86	
MC-09	Make Bikeway Improvements	Support.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local public and private sources	92-95	

### Mid-term (6-10 Years)

Proj. No.	Project	What is the South End NRZ's primary role in this project?	Who are the potential Partners for implementing this project?	Where will the funding come from?	Page No.	Priority
MC-10	Make Bicycling Facilities Improvements	Support.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local sources	92-95	
MC-11	Make Other Intersection Improvements	Support.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local public and private sources	83-86	
MC-12	Identify Location & Funding for Community Center Bus Stop	Lead lobby efforts and participate in planning process.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local public and private sources	87	

### Long-term (More than 10 Years)

Proj. No.	Project	What is the South End NRZ's primary role in this project?	Who are the potential Partners for implementing this project?	Where will the funding come from?	Page No.	Priority
MC-13	Construct New Streets	Support	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local sources	83-96	



Proj. No.	Project	What is the South End NRZ's primary role in this project?	Who are the potential Partners for implementing this project?	Where will the funding come from?	Page No.	Priority
MC-14	Make Railroad Ave. Improvements	Support.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local sources	83-86	

## Cultural Resources

### Immediate (Less than 3 Years)

Proj. No.	Project	What is the South End NRZ's primary role in this project?	Who are the potential Partners for implementing this project?	Where will the funding come from?	Page No.	Priority
CR-01	Produce South End Community Event Programming	Lead event organizer and fundraiser.	City of Bridgeport Departments, South End Stakeholders	Local public and private sources	100	
CR-02	Support & Expand Seaside Park Programming	Work with City of Bridgeport Parks and Recreation Department to determine role.	City of Bridgeport, Department of Public Facilities, Property Owners	Federal, State and local sources	98, 100	
CR-03	Maintain Public Access to Seaside Park	Support, if necessary.	City of Bridgeport	Local public and private sources	97, 98	
CR-04	Conduct Volunteer Recruitment for Cultural Resources Projects	Lead.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	N/A	97-102	
CR-05	Improve Special Event Permitting	Lobby and work with City Permitting Departments (Police, Fire, Health, Zoning, etc.)	City of Bridgeport City Council, City of Bridgeport Departments, Greater Bridgeport Regional Council	Federal, State and local sources	100	
CR-06	Expand Community Gardens Facilities & Programming	Work with community gardening organizations to determine role.	Bridgeport WPCA, City of Bridgeport Departments, Stakeholders	Local sources	102	
CR-07	Produce South End Gardener's Market Events	Lead event organizer and fundraiser.	City of Bridgeport Departments, Community Gardening Groups	Help Identify Non-Functioning Drains	100, 102	

### Short-term (3-6 Years)

Proj. No.	Project	What is the South End NRZ's primary role in this project?	Who are the potential Partners for implementing this project?	Where will the funding come from?	Page No.	Priority
CR-08	Construct New Seaside Park Recreational Facilities	Support.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local sources	97, 98	
CR-09	Initiate Monuments & Memorials Maintenance & Preservation Program	Support.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local public and private sources	97, 98	

### Mid-term (6-10 Years)

Proj. No.	Project	What is the South End NRZ's primary role in this project?	Who are the potential Partners for implementing this project?	Where will the funding come from?	Page No.	Priority
CR-10	Initiate Neighborhood Historic Preservation Program	Support and help promote.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local sources	99, 100	
CR-11	Rehabilitate Bath House & Mounted Police Facilities	Support.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local public and private sources	98	

# Appendices

# SOUTH END NEIGHBORHOOD REVITALIZATION ZONE COMMUNITY WORKSHOP DISCUSSION

## NEIGHBORHOOD CHARACTER

Identify and locate points of pride/cultural assets in the South End. Other than Seaside, what would you "show off" to visitors?

What area(s) do you consider to be the center or "heart" of the South End Community?

When you're not working, or at home, where do you like to "hang out" in the South End?

Are there any areas in the South End where you feel unsafe? Where? When? Be specific.

Do you think the South End is welcoming to visitors? Why? If not, what would help make it more so? Be specific.

Which South End building(s) would you consider to be among your favorites? Locate and explain why.

Which South End blocks (think more about the streetscape than the buildings) would you consider to be among your favorites. Locate and explain why.

What types of streetscape enhancements would benefit the South End most (examples: new street trees, landscaping, parks, community gardens, benches) and where should they occur?

## TRANSPORTATION & CONNECTIVITY

For each of the following, locate and explain problem areas/concerns: walking, biking, transit, roads, parking, signage, signals, enforcement, traffic.

Do you feel connected to or separated from Downtown? If separated, discuss solutions to improve connectivity.

## HOUSING & DEVELOPMENT

What areas of the South End could benefit most from investment and development? Be specific about types and locations.

What types of new uses would you like to see developed in the South End? Where?

Identify uses that hinder the revitalization of the neighborhood, and explain.

Which areas of the South End should not be changed at all? Explain.

## COASTAL ISSUES

Considering the issue of expanding flood zones in the South End, and building codes that require buildings in flood zones to be elevated, discuss: 1) where new uses be located/concentrated and 2) how should design guidelines be drafted to preserve the neighborhood's character.

SERVICES

Categorize the level of service for the following as exceptional, sufficient, or needs improvement (record)

	Exceptional	Sufficient	Needs Improvement
Animal/pest control			
Blight remediation			
Community events/activities			
Emergency response			
Lighting			
Maintenance of parks, open space and recreation facilities			
Parking enforcement			
Safety/Security			
Sidewalks			
Signage/Wayfinding			
Snow removal			
Street cleaning/litter removal			
Traffic enforcement			
Others?			

IF YOU COULD CHANGE ANY ONE THING ABOUT THE SOUTH END, WHAT WOULD IT BE?

# SOUTH END NEIGHBORHOOD REVITALIZATION ZONE

## SWOT ANALYSIS: Coastal Issues

<p><b>STRENGTHS</b></p> <ul style="list-style-type: none"> <li>• Coastal beach and park are tremendous assets</li> <li>• Coastal property is high value</li> <li>•</li> </ul>	<p><b>WEAKNESSES</b></p> <ul style="list-style-type: none"> <li>• Regular surface water runoff/flooding issues</li> <li>• Major storms</li> <li>• Most of the South End is at or below sea level / within the 100-year floodplain</li> <li>• Underpasses experience regular flooding</li> <li>• Seaside and Marina Village experience regular flooding</li> <li>• Neighborhood is relatively built-out and has considerable amounts of impervious surface cover</li> <li>• Concerns about the destination of runoff from highways. Where does it go? How harmful is it?</li> </ul>
<p><b>OPPORTUNITIES</b></p> <ul style="list-style-type: none"> <li>• Chance to develop high-density mixed residential/commercial above floodplain</li> <li>• Rebuild By Design initiative</li> <li>• Reclaim portions of land that can "return to nature"</li> <li>•</li> </ul>	<p><b>THREATS</b></p> <ul style="list-style-type: none"> <li>• Expected increase in regularity and severity of major storm events</li> <li>•</li> </ul>

# SOUTH END NEIGHBORHOOD REVITALIZATION ZONE

## SWOT ANALYSIS: Housing & Development

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> <li>• Park Ave. &amp; Railroad area is ideal for mixed-use redevelopment</li> <li>• Robust mix of housing and building types</li> <li>• Array of historic structures</li> <li>• Supply of viable infill and redevelopment sites</li> <li>• Large-lots provide potential for substantial dev. Projects</li> <li>• Little Liberia houses, Freeman House, theatre apartments ripe for development into historic attraction amenity</li> <li>• Proximity to Downtown, transportation amenities and Arena/Ballpark</li> <li>• Continued UB investments</li> <li>• Old factories</li> <li>• Barnum/Olmsted legacy</li> <li>• Lofts on Lafayette has added new population, with spending capacity</li> </ul>	<ul style="list-style-type: none"> <li>• Main St. site between Atlantic and Henry is prone to flooding</li> <li>• Lack of consensus re. where development should/shouldn't occur</li> <li>• Power plant</li> <li>• Vacant sites</li> <li>• Failed/stalled development projects</li> <li>• Altitude toward new residents, and vice versa</li> <li>• Lack of vibrant retail</li> <li>• Widespread blight</li> <li>• Lack of resources to maintain neighborhood and address blight</li> <li>• Mama Village housing is in poor condition</li> <li>• Limited access to everyday amenities like a pharmacy, small grocery</li> <li>• Lack of outside awareness of what's happening in neighborhood</li> <li>• Seaside and the Arena/Ballpark bring visitors to the neighborhood, but there's no shopping or restaurants in the neighborhood to benefit from these visitors</li> </ul>
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> <li>• Encourage retail/office activity</li> <li>• Broad St. prime for development</li> <li>• Amend zoning regulations and map</li> <li>• Develop design guidelines</li> <li>• Restore the theatre building on Main St</li> <li>• Redevelop building at SE corner of Whiting and Main as high-density residential</li> <li>• Restore the Little Liberia houses</li> <li>• Develop lots next to Arena/Ballpark</li> <li>• Adaptive reuse of old factory buildings</li> <li>• Shared parking using church lots</li> <li>• Add bike sharing/rental at Seaside</li> <li>• Bike co-ops</li> <li>• Chance to foster a "progressive" community</li> </ul>	<ul style="list-style-type: none"> <li>• Not identifying resources to address maintenance and blight issues</li> <li>• Neighborhood opposition to mixed-use and higher density development</li> <li>• Flooding</li> <li>• Property taxes</li> <li>• Flood insurance</li> <li>• Absentee Landlords</li> <li>• Historic vs new</li> <li>• Managing multiple scales of development</li> <li>• Traffic, parking, safety issues</li> <li>• Inability to support market-rate retail and/or residential</li> </ul>



# SOUTH END NEIGHBORHOOD REVITALIZATION ZONE

## SWOT ANALYSIS: Neighborhood Character

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> <li>• Seaside Park and Beach</li> <li>• Perry Memorial Arch</li> <li>• Seaside statues and monuments</li> <li>• Freeman House(s)</li> <li>• P.T. Bamum's Secretary's House</li> <li>• Historic homes throughout</li> <li>• Seaside Village historic homes/district</li> <li>• Cottage historic homes/district</li> <li>• UB ABC building</li> <li>• Greybrook house</li> <li>• Wamaco and P.J. Murphy buildings</li> <li>• Park Ave., Broad St. &amp; Myrtle Ave. are good corridors into South End (could be great)</li> <li>• Community gardens (when maintained)</li> <li>• Webster Bank Arena and Ballpark at Harbor Yard</li> <li>• Location between Long Island Sound/Seaside and Downtown</li> <li>• Historic bus shelters</li> <li>• Potential as a tourist destination</li> <li>• Gathering of the Vibes and Puerto Rican Day Parade</li> </ul>	<ul style="list-style-type: none"> <li>• Abundance of abandoned, blighted and vacant properties</li> <li>• Loitering around stores along Iranistan Ave. &amp; Park Ave.</li> <li>• Loitering along Gregory and at intersections with Iranistan and Park</li> <li>• Loitering and parking underneath the I-95 underpasses</li> <li>• Many factors contribute to neighborhood crime</li> <li>• Area around the Seaside Park band shell floods and is often too "swampy" to use</li> <li>• Seaside Park does not have enough play equipment for younger children</li> <li>• Underpasses are poorly lit and not well-maintained</li> <li>• Area bounded by Iranistan, Atlantic, Park and Gregory is known to be generally unsafe</li> <li>• Retail in neighborhood is not attractive/welcoming and does not support local needs</li> <li>• Community gardens are not all well-maintained</li> <li>• Too many not enough soccer and baseball fields at Seaside</li> <li>• Not enough basketball or tennis courts in the neighborhood</li> <li>• Seaside Park/Beach is closed at night for safety reasons</li> <li>• Not enough business activity</li> <li>• Maintenance is a neighborhood-wide chronic issue</li> <li>• Public intoxication</li> <li>• Arena/Ballpark activity does not contribute positively to the neighborhood</li> <li>• Marina Village is poorly lit</li> <li>• Gathering of the Vibes and Puerto Rican Day Parade are nice, but cause more damage to the neighborhood than good.</li> <li>• Conversely, the South End wants to see more "big ticket" events</li> </ul>
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> <li>• Improve/beautify Park Ave. &amp; Broad St. w/streetscaping &amp; landscaping</li> <li>• Plant trees and landscape wherever possible</li> <li>• Increase lighting wherever possible</li> <li>• Add banners along Park Ave. &amp; Broad St</li> <li>• Remediate or raze blighted properties</li> <li>• Clean up vacant lots</li> <li>• Add sailing, boating, kayaking lessons and rental opportunities at Seaside</li> <li>• Add basketball and tennis courts in the neighborhood/Seaside (under the I-95 underpass? Church parking lots?)</li> <li>• Add disc golf course at Seaside</li> <li>• South End could become a "food hub" with multiple community gardens, indoor agriculture and a farmers market</li> <li>• Add a dog run/park at Seaside</li> <li>• Pet rules public awareness campaign</li> <li>• Restore historic bus shelters</li> <li>• Enforce public intoxication laws</li> <li>• Expand Fourth of July fireworks</li> <li>• Add more "major" events to Seaside</li> <li>• Increase everyday programming of Seaside</li> </ul>	<ul style="list-style-type: none"> <li>• Not allowing community voices to have equal say on issues</li> <li>• Not fostering community engagement</li> <li>• Not supporting anti-blight initiatives</li> <li>• Inability to coalesce common goals and objectives</li> <li>• NRZ Board not functioning as a team</li> <li>• NRZ placing personal interests above those of the community</li> <li>• Planting trees and shrubs which are not appropriate for the climate</li> <li>• Board of Parks Commissioners' pet prohibition</li> </ul>

# SOUTH END NEIGHBORHOOD REVITALIZATION ZONE

## SWOT ANALYSIS: Transportation & Connectivity

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> <li>Walkable/bikable human scale</li> <li>Direct north-south corridors</li> <li>Proximity to Downtown</li> <li>Multimodal accessibility (highway, train, bus, ferry, pedestrian and bicycle)</li> <li>Broad St. as viable complete street candidate</li> <li>Broad/Main ideal for connecting Downtown to Seaside Park, especially bike/ped</li> <li>Park Ave. least ideal for bike/ped, but ideal for automobile corridor into Seaside</li> <li>Bike trail/route through Seaside</li> <li>Park Ave. decorative lights</li> <li>Comprehensive sidewalk network</li> </ul>	<ul style="list-style-type: none"> <li>Confusing traffic patterns, one-ways, intersection alignment</li> <li>East/west flow is interrupted by UB and varied lot sizes</li> <li>Potholes throughout neighborhood, especially bad under railroad underpasses</li> <li>Sidewalks throughout neighborhood need repaired</li> <li>Street lighting is poor throughout neighborhood and park</li> <li>Railroad underpasses are difficult/dangerous bottlenecks for automobiles, pedestrians and bicyclists</li> <li>Numerous intersections along Railroad Ave. and Frontage St.s result in too many traffic stops and uncoordinated signals</li> <li>Highways and railroad physically separate South End from Downtown and West Side/West End</li> <li>Traffic signal missing/needed at Park Ave. &amp; Prospect St.</li> <li>Gregory St. is too narrow with dual-side on-street parking</li> <li>Lafayette St. and Broad St. are impassable during Arena/Ballpark events and parking is an issue</li> <li>Lafayette and Broad are too wide and speeding is an issue</li> <li>Poor maintenance of Seaside bike trail/route</li> <li>Poor enforcement of traffic and parking laws</li> <li>Traffic coming off 8/25 at Prospect &amp; Myrtle is too fast</li> <li>Traffic and parking on Park Ave., north of I-95 (and on Lafayette) are issues due to school and daycare drop-off/pick-up activity</li> <li>West Ave. traffic moves too fast</li> <li>On-street parking supply is short throughout the neighborhood. Lofts on Lafayette, Seaside Village and Waldemere (UB) areas are especially short</li> <li>Too few bus routes and stops</li> <li>Traffic signage and signalization is inadequate (where?)</li> <li>Snow emergency parking</li> <li>Missing bike/ped connections from Seaside to Downtown</li> </ul>
<p><b>OPPORTUNITIES</b></p> <ul style="list-style-type: none"> <li>Address potholes throughout neighborhood</li> <li>Improve infrastructure and facilities for pedestrians and bicyclists (crosswalks, signals, sidewalks, paths, routes, racks, lighting)</li> <li>Implement and enforce resident parking program in vicinity of Arena/Ballpark</li> <li>Speed reduction improvements to Broad and Lafayette St.s</li> <li>Continue sidewalk improvements along Atlantic St. (where UB left off)</li> <li>Repair existing and add new decorative lights along Park Ave.</li> <li>Connect Seaside bike path/route to Downtown and the Peconneck trail via Main St., Ferry Access and the train station boardwalk</li> <li>Review street grid</li> <li>Develop or stage snow emergency parking area(s)</li> <li>Add new bus stops and use as community meeting places</li> </ul>	<p><b>THREATS</b></p> <ul style="list-style-type: none"> <li>Competition for right-of-way between automobiles and bike/ped users</li> <li>Poor on-street bike route turns bikers off rather than encouraging more biking</li> <li>Ferry leaving for East End</li> <li>Emergency evacuation routes</li> <li>Development along Broad St. may exacerbate existing traffic and parking issues</li> </ul>

2014 South End NRZ Plan Update – Community Input

Greg Breland – 1/30/2014

Only comment from my group was suggestion to elevate storm drainage pipes that feed into Cedar Creek from Iranistan Ave. Then won't have problem of back flow or flow stoppage at high tide. This was comment from Jack Banta, City Councilman.

On page 50 under South Ave. Infrastructure Improvements, it refers to a "drawing below" but it is not included.

Carmen Nieves – 1/22/2014

The Implementation Strategy does not include a single project aimed at addressing the issue of housing affordability. The State requires this to be included.

What does "programming" mean in the Cultural Resources section when talking about Seaside Park? There was a lot of discussion around this at our meeting. People didn't understand what kind of programming you were talking about or who is supposed to be paying for it and running it.

Greg Breland – 1/20/2014

I don't understand last sentence of 2<sup>nd</sup> paragraph, Page 67.

"UB has its own library, post office, recreational and student center facilities, and sharing them with the non-student population is ideal for neither group."

Does it mean that sharing our facilities with the community is not a good idea?

Also the South End has a community center on Park Ave in same block as Roosevelt School. So to say it is lacking a community center is inaccurate.



OFFICE OF THE MAYOR  
CITY OF BRIDGEPORT, CONNECTICUT

999 BROAD STREET  
BRIDGEPORT, CONNECTICUT 06604  
TELEPHONE (203) 576-7201  
FAX (203) 576-3913

JOSEPH P. GANIM  
Mayor

COMM. 44-21 Ref'd to Budget and Appropriations  
Committee on 03/07/2022.

February 22, 2022

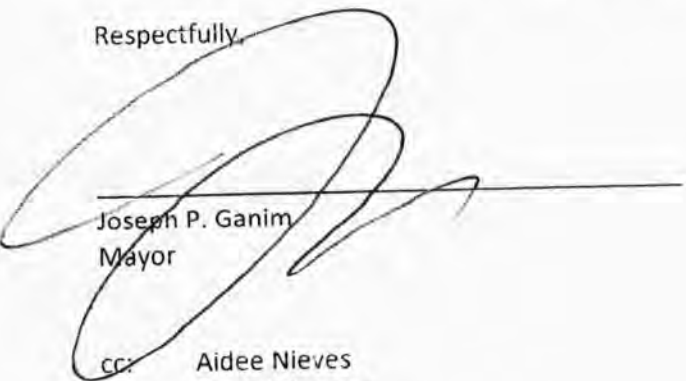
The Honorable City Council Members  
C/O Lydia Martinez, City Clerk  
Office of the City Clerk  
45 Lyon Terrace  
Bridgeport, CT 06604

Dear Honorable Members,

In accordance with the City Charter, I hereby present the City of Bridgeport's Proposed Five-Year Capital Plan for fiscal years 2023-2027 to be referred to the Budget and Appropriations Committee.

Should you have any questions, please don't hesitate to contact my office.

Respectfully,

  
\_\_\_\_\_  
Joseph P. Ganim  
Mayor

cc: Aidee Nieves  
Daniel Shamas  
Janene Hawkins  
Nestor Nkwo  
Ken Flatto  
Thomas Gaudett  
Frances Ortiz

Attachment

RECEIVED  
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APPROVED  
CITY CLERK

CITY OF BRIDGEPORT  
OFFICE OF POLICY AND MANAGEMENT  
FY2023-27 MAYOR'S PROPOSED FIVE YEARS CAPITAL PLAN BUDGET

PROJECT DESCRIPTIONS	FY2019 Council Amended Capital Plan	FY2021 Council Adopted Capital Plan	FY2022 Council Adopted Capital Plan Amended	FY2023 Mayor's Proposed Capital Plan	FY2024 Mayor's Proposed Capital Plan	FY2025 Mayor's Proposed Capital Plan	FY2026 Mayor's Proposed Capital Plan	FY2027 Mayor's Proposed Capital Plan	Total Mayor's Proposed Capital Plan FY2023- FY2027
<b>BOARD OF EDUCATION:</b>									
BOE - Maintenance Veh. Cargo Vans (4 units)				100,000	0	0	0	0	100,000
BOE - Maintenance Veh. Box Truck				0					0
BOE - Maintenance Veh. Dump Truck				200,000					200,000
BOE - Maintenance - Sit on Forklift		0		0					0
BOE - Maintenance - Custodial Equipment				130,000	0	0	0	0	130,000
BOE - Maintenance - Walk Behind Pallet Jack				0		0			0
Central High School -Replace Gym Floor						400,000			400,000
New Bassick High School( City Share) Amended *	27,500,000		3,500,000						0
Nutrition Center-Roof Replacement (21% City Share)		315,000	554,000	88,000					88,000
Nutrition Center-Boiler Replacement				0					0
Dunbar School-Elevator Repairs					0				0
Dunbar School -Resurface Playground (5-12 )					125,000				125,000
Dunbar School -Pavement						0			0
Hooker School HVAC Boiler Replacement (1 unit)						0			0
Hooker School-Playground					0			0	0
Hooker School-Asbestos Abatement					0			0	0
Hooker School-Paving					0			0	0
Hooker School- Restrooms Upgrade					0			0	0
Hooker School- Stage Curtains						0			0
Hooker School - Elevator Repairs				60,000					60,000
JFK Campus -High Horizons - HVAC Controls	400,000								0
JFK Campus-High Horizons-Exterior Door Replacement						0			0
JFK Campus-High Horizons-Loading Dock/Driveway Repairs					0				0
JFK Campus-High Horizons-Asbestos Abatement				0	0	0	0	0	0
JFK Campus-High Horizons-Restrooms Upgrades						0			0
JFK Campus-High Horizons-Student Lockers					0				0
JFK Campus-High Horizons-Boiler Replacement						0			0
Hall School- New Playground				150,000					150,000
Hall School- Masonry Pointing and Sealing						100,000			100,000
Hall School -Pavement Repairs					125,000				125,000
Hall School -Asbestos Abatement							0		0
Hall School-Exterior Door Replacement				0					0
Blackham - Asbestos Abatement				0	0	0	0	0	0
Blackham - Renovate Student/Faculty Bathrooms					0				0
Blackham - Renovate Gymnasium						0			0
Blackham - Masonry-Outside Pool Wall/Heating Syst.		125,000							0
Blackham - Elevator Repairs/Upgrades	40,000								0
Columbus - Asbestos Abatement				0	0	0	0		0
Columbus - Sidewalk Repair/Replace/Main Entrance Stairs						150,000			150,000
Columbus - Renovate Student Cafeteria (Ceiling & Floor )					0				0
Columbus - Replace 2 Boilers								300,000	300,000
Maplewood School -Gymnasium Floor Replacment					0				0
Maplewood School -Playground ( Design & Construction)				200,000					200,000
Maplewood School -Driveway Pavement					25,000				25,000
Maplewood School -Sidewalk & Curbing					65,000				65,000
Maplewood School -Roof Replacement (21%) City Share					1,300,000				1,300,000
Aquaculture - Boiler Replacement (1)					0	0			0
Aquaculture - Conference Room VAVS					0				0
Aquaculture - Install Drop Ceiling in Engine Lab						0			0
Multi-Cultural-HVAC Controls ( 2 roof top Units)	400,000								0
Read School -Elevator Repairs/Upgrades	120,000								0
Skane School - Asbestos Abatement					0	0	0	0	0
Skane School - Bathroom Renovation						0			0
Skane School - Paving					75,000				75,000
Skane Roof Replacement									0
Sheridan School- Playground Resurfacing				35,000					35,000
Sheridan School- Exterior Doors Replacement						0			0
Sheridan School- Heating Controls								100,000	100,000
Sheridan School- Ceiling Repairs								0	0
South End - Exterior Lighting								25,000	25,000
South End - HVAC Controls							0		0
Cesar Batallia - Replace Ice Storage Syst.w/Chiller		850,000							0
Cesar Batallia - Re-Surface 2-5 & 5-12 Playgrounds						125,000			125,000
Cesar Batallia - Upgrade Lighting									0
Cesar Batallia - Steel Cat walk to HVAC Controls					0				0
Jettie Tisdale -Replace Ice Storage Syst. w/Chiller		1,000,000							0
Jettie Tisdale - Windows Repairs							0		0

CITY OF BRIDGEPORT  
OFFICE OF POLICY AND MANAGEMENT  
FY2023-27 MAYOR'S PROPOSED FIVE YEARS CAPITAL PLAN BUDGET

PROJECT DESCRIPTIONS	FY2019 Council Amended Capital Plan	FY2021 Council Adopted Capital Plan	FY2022 Council Adopted Capital Plan Amended	FY2023 Mayor's Proposed Capital Plan	FY2024 Mayor's Proposed Capital Plan	FY2025 Mayor's Proposed Capital Plan	FY2026 Mayor's Proposed Capital Plan	FY2027 Mayor's Proposed Capital Plan	Total Mayor's Proposed Capital Plan FY2023- FY2027
Jettie Tisdale - Turf Baseball Field				0					0
Read School - Renovate Students Bathroom	100,000								0
Read School- Asbestos Abatement				0	0	0	0	0	0
Read School- Exterior Doors Replacement					0				0
Curiale School-Roof Replacement( 21% ) City Share			378,000						0
Curiale School-Exterior Door Replacement					0				0
Curiale School-Sidewalks					100,000				100,000
Curiale School-Replace Gym Floor						80,000			80,000
Cross - Main Office HVAC System Replacement						40,000			40,000
Cross School -New Emergency Generator					0				0
Cross School Masonry Repairs					30,000				30,000
Cross School- Asbestos Abatement						0			0
JFK Multicultural - Elevator Repair/Upgrades	85,000			0					0
JFK Multicultural -Exterior Door Replacement						0			0
JFK Multicultural - Asbestos Abatement				0	0	0	0	0	0
JFK Multicultural - Restrooms Upgrades						175,000			175,000
JFK Multicultural - Playground				250,000					250,000
JFK Campus - Common Area- Elevator Repairs				200,000					200,000
JFK Campus - Common Area- Gym New Partition Drs/Bleachers					0				0
JFK Campus - Common Area- Asbestos						0			0
JFK Campus - Common Area- Paving throughout campus				750,000					750,000
JFK Campus - Common Area- Restroom Upgrades				0					0
Madison - Roof Top Heating Units Replace 4 units								50,000	50,000
Madison School - Elevator Repairs/Upgrades	182,000								0
Madison School - Playground Resurface				60,000					60,000
Madison School - Fire Alarm Panel					0				0
Madison School - Repointing Exterior Walls						150,000			150,000
Bryant School HVAC Equipment Replacement						300,000			300,000
Bryant School -Seal/Replace Basement Floors					75,000				75,000
Bryant School -Resurface Interior Corridor Walls) All Floors)					300,000				300,000
Bryant School -Asphalt Work						100,000			100,000
Edison School - Boiler Controls						0			0
Edison School - Restroom Upgrade					0				0
Edison School - Asbestos Abatement					0	0			0
Edison School - Electrical Upgrade					100,000				100,000
Edison School - Roof Replacement ( 21% ) City Share				900,000					900,000
Park City Magnet - Asbestos Abatement				0	0	0	0	0	0
Park City Magnet - Gymnasium Floor Replacement						250,000			250,000
Park City Magnet - Renovate Student/Faculty Bathrooms					185,000	250,000			435,000
Park City Magnet - New Fire Alarm System								170,000	170,000
Barnum School-Campus- Resurface (2-5) & (5-12)playgrounds					75,000				75,000
Barnum School -New Loading Dock Entrance onto MLK Drive						40,000			40,000
Beardsley School - New Playground (2-5)				150,000					150,000
Beardsley School -Re-Surface Playground (5-12)					85,000				85,000
Beardsley School -Exterior Doors								75,000	75,000
Beardsley School - Asbestos Abatement						0			0
Beardsley School - Paving							100,000		100,000
Beardsley School - Electrical Upgrades				100,000	80,000				180,000
Beardsley School - Restrooms Upgrades						0			0
Beardsley School - Exterior Walls Pointing				150,000					150,000
Marin - Roof Replacement (21% City Share)	504,000								0
Marin School - Elevator Repair/Upgrades	33,000								0
Marin School - Ceiling Tiles Replacement				100,000					100,000
Marin School - Exterior Doors Replacement					0				0
Marin School - HVAC Controls								0	0
Marin School - New Playground				175,000					175,000
Marin School - Paving				250,000					250,000
Hallen - Elevator Repairs/Upgrades	51,000			0					0
Hallen School HVAC Controls						250,000			250,000
Hallen School - Sidewalks				100,000					100,000
Hallen School - Asbestos Abatement					0	0		0	0
Hallen School - Pavement					0				0
Hallen School - Student Bathroom Renovations					0				0
Hallen School - Roof Replacment (21%) City Share						1,800,000			1,800,000

CITY OF BRIDGEPORT  
OFFICE OF POLICY AND MANAGEMENT  
FY2023-27 MAYOR'S PROPOSED FIVE YEARS CAPITAL PLAN BUDGET

PROJECT DESCRIPTIONS	FY2019 Council Amended Capital Plan	FY2021 Council Adopted Capital Plan	FY2022 Council Adopted Capital Plan Amended	FY2023 Mayor's Proposed Capital Plan	FY2024 Mayor's Proposed Capital Plan	FY2025 Mayor's Proposed Capital Plan	FY2026 Mayor's Proposed Capital Plan	FY2027 Mayor's Proposed Capital Plan	Total Mayor's Proposed Capital Plan FY2023- FY2027
Hallen School - Exterior Walls Pointing								50,000	50,000
Hallen School - Boiler Replacement ( 1 unit )						70,000			70,000
Waltersville School -Major Electrical Upgrade-Computer Lab								500,000	500,000
Waltersville School -Replace two boilers					0			0	0
Waltersville School -Heating Controls Upgrades(incl. Library)						150,000			150,000
Waltersville School -Replace 4 Exterior Doors				0					0
Winthrop School - Playground				100,000					100,000
Winthrop - Asbestos Abatement			0	0	0	0	0	0	0
<b>TOTAL BOARD OF EDUCATION</b>	<b>29,415,000</b>	<b>2,290,000</b>	<b>4,432,000</b>	<b>4,248,000</b>	<b>4,545,000</b>	<b>2,630,000</b>	<b>100,000</b>	<b>1,270,000</b>	<b>12,793,000</b>
<b>ECONOMIC DEVELOPMENT:</b>									
Land Management / Acquisition	1,000,000		0	1,000,000		0	1,000,000		2,000,000
Amphitheater Additional Funding		4,500,000							0
City Owned Properties-Development Ready Program	1,000,000						1,000,000		1,000,000
Congress Street Bridge Replacement - City Share(Amended)*	12,000,000								0
Master Plan Update and Zoning Update	150,000								0
Lafayette Blvd/Fairfield Ave./Redesign-(10 %City Match)	290,000		650,000	660,000					660,000
Remington Arms Site Improvement(FY20 Amendment)*			3,000,000	2,000,000					2,000,000
Site Improvement/Public Housing									0
Gateway To South End/Citywide Strategic Acquisition	1,000,000		1,000,000	1,000,000					1,000,000
Crescent Crossing Phase 1B Development (balance)									0
Blight / Demolition / Clean Up/Property Management	1,000,000			1,000,000	1,000,000	1,000,000		1,000,000	4,000,000
Downtown Area Bridgeport Infrastructure (Amended)*									0
Downtown Area Bridgeport Public Buildings(Amended)*									0
Downtown Area Public-Private Partnerships(Amended)*									0
Jetland St. Parking Garage Addition/Expansion			500,000	1,000,000					1,000,000
Seaview Ave Corridor/Waterfront Proj(20% city match)(Amended)*		90,000			500,000				500,000
Preservation Block Acquisition/Demolition (Amended)*	1,000,000								0
Civic Block Demolition/ Clean Up (Amended)*	1,000,000								0
City Wide Acquisition/Clean Up (Amended)*	4,850,000								0
City Wide Streetscapes/Blight/Development(Amended)*	4,000,000								0
<b>TOTAL ECONOMIC DEVELOPMENT</b>	<b>27,290,000</b>	<b>4,590,000</b>	<b>5,150,000</b>	<b>6,660,000</b>	<b>1,500,000</b>	<b>1,000,000</b>	<b>2,000,000</b>	<b>1,000,000</b>	<b>12,160,000</b>

CITY OF BRIDGEPORT  
OFFICE OF POLICY AND MANAGEMENT  
FY2023-27 MAYOR'S PROPOSED FIVE YEARS CAPITAL PLAN BUDGET

PROJECT DESCRIPTIONS	FY2019 Council Amended Capital Plan	FY2021 Council Adopted Capital Plan	FY2022 Council Adopted Capital Plan Amended	FY2023 Mayor's Proposed Capital Plan	FY2024 Mayor's Proposed Capital Plan	FY2025 Mayor's Proposed Capital Plan	FY2026 Mayor's Proposed Capital Plan	FY2027 Mayor's Proposed Capital Plan	Total Mayor's Proposed Capital Plan FY2023- FY2027
<b>PUBLIC FACILITIES:</b>									
Roadway Paving, Culverts, Intersections(Amendment)*	0	3,000,000	3,000,000	4,000,000	2,000,000	2,500,000	2,000,000	2,000,000	12,500,000
Paving City-City Parking Lots				425,000	0	0	0	0	425,000
City / Neighborhood Beautification					0		150,000		150,000
Wonderland of Ice - Roof Replacement			1,000,000						0
Police Hq -Upper & Lower Parking Decks/Rooftop			1,336,000						0
Public Facilities Equipment	1,700,000	2,099,000	1,000,000	1,371,000	1,500,000	1,500,000	1,000,000	1,000,000	6,371,000
Muni Bldg. HVAC / Heating / Elec./ Facilities	0	840,000							0
City Wide Building & Security Improvements	1,500,000	2,073,000		2,500,000		0		0	2,500,000
Public Facilities Buildings at 990 Housatonic Avenue	875,000			375,000					375,000
Municipal Storm Sewer Separator System (MS4 Req.)	500,000								0
New East Side Senior Center-Old Engine 10/Putnam St.	500,000		2,500,000						0
Klein Memorial Auditorium -Masonry/Roof Replacement			1,126,000						0
Facilities Assessments /Planning Studies						150,000			150,000
Arena Rehabilitation (Amendment)*	10,000,000								0
Producto Building Demolition/Remediation (Amended)*	3,000,000							2,000,000	2,000,000
752 East Main Street Demolition/ Rehabilitation	2,000,000	800,000							0
Various Airport Improvements/Equipment's Projects		125,000	213,000	335,000	140,000	245,000	175,000	250,000	1,145,000
Parks Maintenance Equip(Include Golf Course)	200,000	765,000	340,000	463,000	685,000	300,000	310,000	755,000	2,513,000
Various Parks Improvements - Citywide	450,000			384,000	315,000	1,390,000	195,000	945,000	3,229,000
Barnum Museum								1,000,000	1,000,000
Bloom Bulkhead	2,500,000								0
Side Walks/Street scape Replacements	0					1,000,000		1,000,000	2,000,000
Pleasure Beach Bridge and Fishing Pier							1,000,000		1,000,000
Landfill Closure-Stewardship	1,000,000								0
Ferry Terminal Ramp/Loading Dock (20% City Match)	250,000								0
Citywide Signage	125,000								0
Citywide Deco Lights					500,000		0		500,000
Traffic Lights Upgrades					125,000		125,000		250,000
Perry Memorial Arch.	250,000			2,500,000					2,500,000
Tennis Courts Improvement - Citywide	100,000			150,000	110,000	0	0		260,000
Kennedy Stadium		1,525,000		0	0	200,000		1,030,000	1,230,000
Park Restrooms - Citywide	100,000	125,000	0	350,000	0	250,000	0	175,000	775,000
Golf Course Improvements	150,000		150,000	200,000	200,000	0	0	0	400,000
Beardsley Park Improvements					190,000				190,000
Beardsley Zoo Improvements		2,675,000		175,000	590,000	2,500,000	400,000		3,665,000
Beardsley Park Entrance/Nob Ave. Roundabout Design-City Match		200,000							0
Police Fit-Up of Fac./Regional Training Ctr. (If no State Grant)							3,000,000		3,000,000
Police Garage/Evidence Room Building Upgrade				185,000					185,000
Police Parking Lot Purchase				700,000					700,000
Howard Avenue Building Upgrade/Narcotics&Vice				300,000					300,000
Chopsey Hill Road Bridge Design-City Match		250,000							0
Woodrow Avenue Bridge Design - City Match+50% City Share		200,000	150,000	150,000					150,000
Island Brook Ave/ Over Pequonnock Design-City Match			250,000		1,250,000				1,250,000
Old Town Road -Design Realignment/Reconfig. 50% Trumbull			0		250,000				250,000
Citywide Bridges Engineering Assessment		250,000			400,000		400,000		800,000
Additional Bridge Constructions-City Share						1,500,000	0	0	1,500,000
Rooster River Conduit - Design/Rehab./Flood Control				200,000	2,000,000	2,000,000			4,200,000
Johnson Creek Flood Control						1,000,000			1,000,000
Other City Wide Flood Control						1,000,000			1,000,000
Island Brook Flood Control - Design- City Share				350,000	1,000,000				1,350,000
Northeast Flood Control - Design City Share				250,000		1,000,000			1,250,000
Ox Brook Flood Control - Design City Share				100,000			1,000,000		1,100,000
<b>TOTAL PUBLIC FACILITIES</b>	<b>25,200,000</b>	<b>14,927,000</b>	<b>11,065,000</b>	<b>15,463,000</b>	<b>11,255,000</b>	<b>16,535,000</b>	<b>9,755,000</b>	<b>10,155,000</b>	<b>63,163,000</b>
<b>OTHER DEPARTMENTS:</b>									
Fire Apparatus Replacement Program / Vehicles		725,000	750,000	1,650,000	0	510,000	725,000	725,000	3,610,000
Replacement/Construction of New Fire Station 12							12,000,000		12,000,000
City Archives Offsite Storage/Retention				0					0
WPCA Capital Improvements (Amended )*	2,095,000	1,295,000	0	1,267,000	865,000	985,000	995,000	280,000	4,392,000
Emergency Operations / Technology upgrade	300,000	125,000		0	514,650	153,000		976,208	1,643,858
IT Telephony & Computer Replacement Program				1,250,000					1,250,000
ITS Office Cubicles replacement				0					0
Bpt. Library Proj.-Computers, floor,furniture,electrical,windows		675,000		0	600,000				600,000
New North End/Reservoir Avenue Library/Study/Design			100,000		2,000,000				2,000,000
Upper East Side Library Phase 11 Renovation					2,430,000				2,430,000
Citywide Departments -Fiber Optics Installation	3,500,000								0
<b>TOTAL OTHER DEPARTMENTS</b>	<b>5,895,000</b>	<b>2,820,000</b>	<b>850,000</b>	<b>4,167,000</b>	<b>6,409,650</b>	<b>1,648,000</b>	<b>13,720,000</b>	<b>1,981,208</b>	<b>27,925,858</b>
<b>TOTAL ALL DEPARTMENTS</b>	<b>87,800,000</b>	<b>24,627,000</b>	<b>21,497,000</b>	<b>30,538,000</b>	<b>23,709,650</b>	<b>21,813,000</b>	<b>25,575,000</b>	<b>14,406,208</b>	<b>116,041,858</b>



CITY OF BRIDGEPORT

OFFICE OF THE CITY ATTORNEY

999 Broad Street

Bridgeport, CT 06604-4328

CITY ATTORNEY  
R. Christopher Meyer

DEPUTY CITY ATTORNEY  
John P. Bohannon, Jr.

ASSOCIATE CITY ATTORNEYS

Michael C. Jankovsky  
Richard G. Kascak, Jr.  
Bruce L. Levin  
John R. Mitola

Lawrence A. Ouellette, Jr.  
Dina A. Scalo  
Eroll V. Skyers  
Tyisha S. Toms



Telephone (203) 576-7647  
Facsimile (203) 576-8252

March 2, 2022

The Honorable City Council  
City of Bridgeport  
45 Lyon Terrace  
Bridgeport, CT 06604

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22 MAR -2 PM 3:59  
CITY CLERK

**Re: REFERRAL RESUME TO MISCELLANEOUS MATTERS COMMITTEE**  
**Proposed Settlement of Claim #836987 in the Matter of Lexi Black vs. City of Bridgeport**

Dear Councilpersons:

- a. **Submission Title:** Request for Settlement Approval.
- b. **Submitting Entity:** Office of the City Attorney.
- c. **Contact Person:** Associate City Attorney Russell Liskov – contact info. above.
- d. **Approval Deadline:** n/a
- e. **Case Summary:** Claim for property damages arising out of an incident which occurred on November 5, 2021, wherein City of Bridgeport trash truck driving down the road on Knowlton Avenue a struck a parked vehicle at 240 Knowlton Avenue.
- f. **Council Action Requested:** Approval of request for settlement.
- g. **Financial Impact Analysis:** Total cost to the City will be \$15,680.48 payable to Lexi Black
- h. **Funding Budget-Line:** The settlement payment will be made from the City Attorney Office Operating Budget Line-Item "*Personal Property Claims Award. #01-01-006-060-000-53005*".

i. **Proposed Motion:** Motion to authorize and approve payment of \$15,680.48 in full and final settlement of *Claim # 836987*.

**Kindly place this matter on the agenda for the next City Council meeting for referral to the Miscellaneous Matters Committee only. Thank you for your assistance in this matter.**

Very truly yours,

/s/

R. Christopher Meyer  
City Attorney

cc: Lydia Martinez, City Clerk  
Margo Litz (Support Person to contact)

CITY OF BRIDGEPORT  
OFFICE OF THE CITY ATTORNEY  
999 Broad Street  
Bridgeport, CT 06604-4328

CITY ATTORNEY  
R. Christopher Meyer

DEPUTY CITY ATTORNEY  
John P. Bohannon, Jr.

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Bruce L. Levin  
John R. Mitola  
Lawrence A. Ouellette, Jr.  
Dina A. Scalo  
Eroll V. Skyers  
Tyisha S. Toms



Telephone (203) 576-7647  
Facsimile (203) 576-8252

February 22, 2022

The Honorable City Council  
City of Bridgeport  
45 Lyon Terrace  
Bridgeport, CT 06604

**Re: REFERRAL TO MISCELLANEOUS MATTERS COMMITTEE**  
**Proposed Settlement of Pending Litigation in the Matter of**  
***Collins v. Bouchard, et al* – Case# 3:19-cv-01646 (JAM)**

Dear Councilpersons:

- a. **Submission Title**: Request for Litigation Settlement Approval.
- b. **Submitting Entity**: Office of the City Attorney.
- c. **Contact Person**: Associate City Attorney Richard G. Kaseak, Jr. – contact info. above.
- d. **Approval Deadline**: Thirty (30) days from release to avoid statutory interest charges.
- e. **Case Summary**: The plaintiff is claiming damages allegedly sustained on June 4, 2019. He is claiming damages for false arrest. The defendants in this case include two Bridgeport police officers.
- f. **Council Action Requested**: Approval of request for settlement.
- g. **Financial Impact Analysis**: Total cost to the City will be a total of \$40,000.00 to be paid to Attorney Robert Berke of 640 Clinton Avenue, Bridgeport in his capacity as Trustee for Ryan Collins.
- h. **Funding Budget-Line**: The settlement payment will be made from the City Attorney Office Operating Budget Line-Item "*Personal Property Claims Atty. #01-01-006-060-000-53010*".

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22 MAR - 2 AM 10:18

Page Two

**i. Proposed Motion:** Motion to authorize and approve payment of \$40,000.00 in full and final settlement of *Ryan Collins v. Bouchard, et al* – Case# 3:19-cv-01646 (JAM).

**Kindly place this matter on the agenda for the next City Council meeting for referral to the Miscellaneous Matters Committee only. Thank you for your assistance in this matter.**

Very truly yours,

A handwritten signature in black ink, appearing to read "R. Christopher Meyer". The signature is fluid and cursive, with the first name "R." and last name "Meyer" clearly legible.

R. Christopher Meyer  
City Attorney

cc: Lydia Martinez, City Clerk  
Richard G. Kascak, Jr., Esq.  
Jonna Rigon, Paralegal (Support Person to contact)

CITY OF BRIDGEPORT  
OFFICE OF THE CITY ATTORNEY

999 Broad Street  
Bridgeport, CT 06604-4328

CITY ATTORNEY  
R. Christopher Meyer

DEPUTY CITY ATTORNEY  
John P. Bohannon, Jr.

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OF COUNSEL  
Mark T. Anastasi  
Russell D. Liskov  
Ronald J. Pacacha  
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Facsimile (203) 576-8252

Budget & Appropriations (Off the Floor)  
COMM. #47-21 Ref'd to ~~Miscellaneous Matters~~ Committee  
on 3/7/2022

March 2, 2022

The Honorable City Council  
City of Bridgeport  
45 Lyon Terrace  
Bridgeport, CT 06604

**RE: Referral To Miscellaneous Matters Committee: City Attorneys Office Request  
for Additional Paralegal Position**

Dear Councilpersons:

- I. **Submission Title-** Request for Additional Paralegal Position
- II. **Submitting Entity-** Office of the City Attorney
- III. **Contact Persons-** City Attorney R. Christopher Meyer; Associate City Attorneys John R. Mitola, Dina Scalo and Tyisha Toms; Personnel Director Eric Amado
- IV. **Approval Deadline-** ASAP so the position can be filled to meet the needs of the Office as outlined below.
- V. **Substantive Summary of Matter**

A. *Background*

As the City Council may recall in 2017 the City established a portal to receive Freedom of Information Act ("FOIA") requests to streamline the requests in a centralized location and to respond and comply with the requests in an efficient and timely manner. FOIA requests are reviewed by the Office of the City Attorney with one full time Associate City Attorney dedicated to handling the requests and addressing legal issues that may arise from a request. The FOIA portal has been a success because it has made it easier for the public to request public document information, and the centralized nature of the portal enables the City to know what requests have come in so it can timely comply with the requests. However, as will be detailed below, the success of the portal now

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requires that additional resources be funded to maintain the program and comply with the law.

### *B. Request and Justification*

The Office of the City Attorney is requesting the addition of a paralegal position to assist the current associate city attorney in processing and handling FOIA requests. This is required because of the overwhelming FOIA requests that the City Attorneys Office now handles. Over the last 5 years requests submitted to the City have more than doubled and therefore, the City Attorneys Office is having difficulty processing, responding to, and addressing the legal work associated with the requests. The following is a breakdown of the requests over the last 5 years:

**2017 Request Total** (2/1/2017 at 12:00am to 12/31/2017 at 11:59pm): **544**

**2018 Request Total** (1/1/2018 at 12:00am to 12/31/2018 at 11:59pm): **684**

**2019 Request Total** (1/1/2019 at 12:00am to 12/31/2019 at 11:59pm): **978**

**2020 Request Total** (1/1/2020 at 12:00am to 12/31/2020 at 11:59pm): **1,098**

**2021 Request Total** (1/1/2020 at 12:00am to 12/31/2020 at 11:59pm): **1,379**

**2022 Request Year to Date** (1/1/2022 to 3/1/2022): **330**

**2022 Projected Request Total: 2,167.** (See Exhibit A attached hereto)

Moreover, over the last several months the FOI Commission has warned the City about timely compliance and this Office is concerned that the City may face future fines because of untimely compliance with FOIA requests. The additional paralegal position will be dedicated to assist in the processing of FOIA requests and we envision the paralegal to help in the following areas:

- Administrative assistance in processing requests and general management of the FOI Portal, including but not limited to routine correspondence with requesters, coordination with FOI liaisons in various City departments, and assistance with legal review of records overseen by supervising attorney.
- Administrative assistance in appearance before the FOI Commission for appeals, including filing appearances and pleadings and internal case management.

Below are links that you can review to help you understand the City's duty to timely comply with FOIA requests.

- Link below to the Commission's Advisory Opinion #51, which details that requests must be processed "promptly," and highlighting that processing FOI requests is a primary duty of all public agencies:  
[https://www.state.ct.us/foi/Advisory Opinions & Dec/AO 51.htm](https://www.state.ct.us/foi/Advisory_Opinions_&_Dec/AO_51.htm)

- Link to CT Post article discussing the Commission's power to levy fines against public agencies (this article specifically discusses a backlog in responding to requests from the State Police):  
<https://www.ctpost.com/local/article/Requests-to-state-police-for-public-info-pile-up-13564237.php>

The bottom line is that in order to be more transparent and accommodating the City created a simple and efficient way for the public to secure public documents through the creation of the portal. The result has been a tremendous increase of FOIA requests which the City has an obligation to comply with. This in turn necessitates the need to add additional resources so that the City satisfies its legal obligations.

## **VI. City Council Action**

Pursuant to Charter Chapter 17, Section 206(d) the City Attorney submitted a request to the Office of the Civil Service Commission to establish the additional Paralegal position. At its September 14, 2021, meeting the Civil Service Commission heard from the City Attorney's Office about the need for the position and it voted to approve the position. Thereafter in order to comply with Chapter 17 Sec. 206(d) Personnel Director Eric Amado commenced an investigation into the need for the position and he agrees that there is a need for the position.

The next step is for the City Council to vote to approve this request as prescribed in Chapter 17 Sec. 206(d) of the Charter.

## **VII. Financial Impact**

The Office of the City Attorney has communicated with the Office of Policy and Management (OPM) and has confirmed that funds are available to add the position for the current fiscal year because an Associate City Attorney position has been vacant for part of this fiscal year due to a retirement and those funds can be used to pay for the position for the rest of FY 21-22. This position and detail will also be in the City Attorneys requested budget for FY 22-23.

## **VIII. Funding Budget Line - 01060-51099; 51000 and 01060-02**

- IX. Proposed Motion:** Motion to authorize and approve adding an additional paralegal position to the Office of the City Attorney as requested.

Kindly place this matter on the agenda for the next City Council meeting for referral to the Miscellaneous Matters Committee. Thank you.

Very truly yours,

A handwritten signature in black ink, appearing to read 'John R. Mitola', written over a horizontal line.

John R. Mitola  
Associate City Attorney

cc. Lydia Martinez, City Clerk  
Francis Ortiz Assistant City Clerk  
R. Christopher Meyer, Associate City Attorney  
Dina Scalo Associate City Attorney  
Tyisha Toms, Associate City Attorney  
Eric Amado, Personnel Director  
Kathleen Ranger, Paralegal Office of the City Attorney



City Attorney's Office - FOI Matters

Year	Matter Type	Number	% Chg from Prior Yr.
2009*	FOI Requests	44	
	FOI Appeals	7	
	TOTAL	51	
2010	FOI Requests	100	127%
	FOI Appeals	27	286%
	TOTAL	127	149%
2011	FOI Requests	161	61%
	FOI Appeals	20	-26%
	TOTAL	181	43%
2012	FOI Requests	132	-18%
	FOI Appeals	23	15%
	TOTAL	155	-14%
2013	FOI Requests	144	9%
	FOI Appeals	12	-48%
	TOTAL	156	1%
2014	FOI Requests	130	-10%
	FOI Appeals	12	0%
	TOTAL	142	-9%
2015	FOI Requests	142	9%
	FOI Appeals	18	50%
	TOTAL	160	13%
2016	FOI Requests	236	66%
	FOI Appeals	35	94%
	TOTAL	271	69%
2017	FOI Requests	544	131%
	FOI Appeals	23	-34%
	TOTAL	567	109%
2018	FOI Requests	684	26%
	FOI Appeals	22	-4%
	TOTAL	706	25%
2019	FOI Request	978	43%
	FOI Appeals	14	-36%
	TOTAL	992	41%
2020	FOI Request	1,098	12%
	FOI Appeals	15	7%
	TOTAL	1,113	12%
2021	FOI Request	1,379	26%
	FOI Appeals	38	153%
	TOTAL	1,417	27%
2021 Jan - Feb	FOI Request	210	
2022 Jan - Feb	FOI Request	330	
Rate of Increase		1	
2022 Projections (2021 at Current Rate)		2,167	

Exh. b.7 A

CITY OF BRIDGEPORT  
 OFFICE OF POLICY AND MANAGEMENT  
 FY22 CITY ATTORNEY OFFICE PROJECTED SALARY SAVINGS

Description	# Positions	Weekly Budget
Vacant City Attorney position	1	2,981
Projected Vacancy weeks (2 months) (March 01-April 30,2022)	9	
<b>Total Salary Savings (March-April )</b>		<b>26,829</b>
<b>Attorney Merf Vacancy Savings</b>		<b>5,103</b>
<b>Attorney Health Vacancy Savings</b>		<b>4,290</b>
<b>Total 2 months Attorney Vacancy Savings</b>		<b>36,222</b>
<b>Paralegal Position Cost</b>	<b>1</b>	<b>1,179</b>
Projected Cost weeks (2 months) (May 01-June 30,2022)	9	
<b>Total Salary Cost Savings (May-June )</b>		<b>10,611</b>
<b>Paralegal Merf Cost (May-June)</b>		<b>2,018</b>
<b>Paralegal Health Cost(May-June)</b>		<b>4,290</b>
<b>Total 2 months Paralegal Cost</b>		<b>16,919</b>
<b>Net Savings or Cost After Paralegal Hire</b>		<b>19,303</b>

**Notes:**

The City Attorney office has 4 fulltime paralegal positions budgeted in the FY21-22 budget and they are filled.  
 The City Attorney office wants to use the savings that will be attained from the vacated attorney position to hire the fifth paralegal position based on high demand of "Freedom of Information Requests."

Please note that the City Attorney Office will be requesting this additional paralegal position in their FY22-23 budget.



JOSEPH P GANIM  
Mayor

City of Bridgeport, Connecticut  
**OFFICE OF CENTRAL GRANTS**

999 Broad Street  
Bridgeport, Connecticut 06604  
Telephone (203) 332-5662  
Fax (203) 332-5657

ISOLINA DeJESUS  
Manager  
Central Grants

COMM. #48-21 Ref'd to ECD& Environment Committee  
on 3/7/2022

March 2, 2022

Office of the City Clerk  
City of Bridgeport  
45 Lyon Terrace, Room 204  
Bridgeport, Connecticut 06604

**Re: Resolution – State of Connecticut Department of Public Health – Epidemiology  
and Laboratory Capacity Supplement (ELC) Enhancing Detection Cooperative Agreement  
(#22474)**

Dear Ms. Martinez,

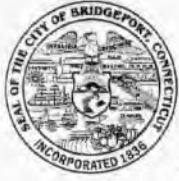
Attached, please find a Grant Summary and Resolution for the **State of Connecticut Department of Public Health – Epidemiology and Laboratory Capacity Supplement (ELC) Enhancing Detection Cooperative Agreement** to be referred to the **Committee on Economic and Community Development and Environment** of the City Council.

If you have any questions or require additional information, please contact me at 203-332-5665 or [Melissa.Oliveira@bridgeportct.gov](mailto:Melissa.Oliveira@bridgeportct.gov)

Thank you.

Melissa Oliveira  
Central Grants Office

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**GRANT SUMMARY**

**PROJECT TITLE:** State of Connecticut Department of Public Health – Epidemiology and Laboratory Capacity Supplement (ELC) Enhancing Detection Cooperative Agreement (#22474)

NEW  RENEWAL  CONTINUING

**DEPARTMENT SUBMITTING INFORMATION:** Central Grants Office

**CONTACT NAME:** Melissa Oliveira

**PHONE NUMBER:** 203-332-5665

**PROJECT SUMMARY/DESCRIPTION:** The City of Bridgeport Department of Health and Social Services is seeking funding made available by the CDC to the State Department of Public Health. CDC has set aside \$20 million to support local public health efforts. The allocations are based on population estimates (2020) and poverty levels (2019) for each jurisdiction.

This funding is intended to enhance local efforts supporting COVID-19 testing activities, surveillance, and prevention of further COVID-19 transmission and preparedness plans for other infectious diseases.

**CONTRACT PERIOD:** March 1, 2022- February 28,2024

FUNDING SOURCES (include matching funds):	
Federal:	\$ 0
State:	\$ 1,278,432.89
City:	\$ 0
Other:	\$ 0

GRANT FUNDED PROJECT FUNDS REQUESTED YEAR 1	
Salaries/Benefits:	\$ 0
Office Supplies:	\$ 1,738.89
Contractual:	\$ 1,164,450.00 (1 RN, 1Epidemiologist, 4 Contact Tracers, 1 Health Educator, 1 Medical Assistant, 2 Programmatic and Financial Assistant, 2 Health Research Associates, 1 Public Health Nurse
Medical Supplies:	\$ 16,404.00 (epi-pens, safety needles, rapid tests)
Technology:	\$ 37,340 (cell phone service, Microsoft 365 accounts, statistical software)
Communications:	\$ 58,500.00 (signage, educational materials, bus wraps and radio advertisements)

MATCH REQUIRED		
	CASH	IN-KIND
Source: N/A		

**A Resolution by the Bridgeport City Council**

**Regarding the**

**State of Connecticut Department of Public Health  
Epidemiology and Laboratory Capacity Supplement (ELC)  
Enhancing Detection Cooperative Agreement (#22474)**

**WHEREAS**, the Center of Disease Control (CDC) has set aside \$20 million to support local public health efforts in response to COVID-19 in Connecticut; and

**WHEREAS**, this funding has been made possible through the **State of Connecticut Department of Public Health Epidemiology and Laboratory Capacity Enhancing Detection Cooperative Agreement**; and

**WHEREAS**, the **State of Connecticut Department of Public Health** is authorized to extend financial assistance to municipalities; and

**WHEREAS**, funds under this agreement are allocated based on population estimates and poverty levels for each jurisdiction.

**WHEREAS**, the intended use of funds is to enhance local efforts supporting COVID-19 testing activities, surveillance, and prevention of further COVID-19 transmission; and

**WHEREAS**, it is desirable and in the public interest that the City of Bridgeport submits an application to the **State of Connecticut Department of Public Health** to support necessary expenses for the enhanced detection, response, surveillance and prevention of COVID19.

**NOW THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL:**

1. That it is cognizant of the City's grant application to and contract with the **State of Connecticut Department of Public Health** for the purpose of the **Epidemiology and Laboratory Capacity Cooperative Agreement**; and
2. That it hereby authorizes, directs and empowers the Mayor or his designee, the Director of Central Grants, to execute and file such application with the **State of Connecticut Department of Public Health Epidemiology and Laboratory Capacity Cooperative Agreement** and to provide such additional information and to execute such other contracts, amendments, and documents as may be necessary to administer this program.



City of Bridgeport, Connecticut  
**OFFICE OF CENTRAL GRANTS**

999 Broad Street  
Bridgeport, Connecticut 06604  
Telephone (203) 332-5662  
Fax (203) 332-5657

ISOLINA DeJESUS  
Manager  
Central Grants

JOSEPH P. GANIM  
Mayor

COMM. #49-21 Ref'd to ECD&Environment Committee  
on 3/7/2022

February 9, 2022

Office of the City Clerk  
City of Bridgeport  
45 Lyon Terrace, Room 204  
Bridgeport, Connecticut 06604

**Re: Resolution – CT Urban Forest Council – Urban Forestry Climate Change Grant Program  
(#22396)**

Dear Ms. Martinez,

Attached, please find a Grant Summary and Resolution for the CT Urban Forest Council – Urban Forestry Climate Change Grant Program to be referred to the Committee on Economic and Community Development and the Environment of the City Council.

If you have any questions or require additional information, please contact me at 203-576-7732 or joseph.katz@bridgeportct.gov.

Thank you,

Joseph Katz  
Central Grants Office

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CITY CLERK



**GRANT SUMMARY**

**PROJECT TITLE: CT Urban Forest Council – Urban Forestry Climate Change Grant Program (#22396)**

NEW  RENEWAL CONTINUING

DEPARTMENT SUBMITTING INFORMATION: **Central Grants Office**

CONTACT NAME: **Joseph Katz**

PHONE NUMBER: **203-576-7732**

**PROJECT SUMMARY/DESCRIPTION:** The CT Urban Forest Council’s Climate Change Grant Program is intended to support projects based in urban forestry that also address the local effects of climate change and include equity and environmental justice considerations. If awarded, the City of Bridgeport will use this funding to establish a Bridgeport Urban Forestry Plan. The Plan will provide direction and guidance for the City, developers, and the general public regarding how and where to maintain and grow the forest canopy. The Plan will identify those areas most in need of trees and outline the most effective and successful locations for planting. Additionally, the Plan will identify priority areas where maintenance of existing trees is crucial. Ideally the Plan will include a tree inventory, however, additional funds will need to be sought for this intensive work.

**CONTRACT PERIOD:** 4/1/2022 – 6/30/2023

Federal:	\$
State:	\$
City:	\$ 12,210.00
Other:	\$ 37,000.00

<b>GRANT FUNDED - \$37,000.00</b>	
Salaries/Benefits:	\$
Equipment	\$
Other:	\$ 37,000.00 (Contractor services)

<b>MATCH REQUIRED – 25%</b>		
	CASH	IN-KIND
Source:	\$	\$12,210.00 (Personnel)



**A Resolution by the Bridgeport City Council**

**Regarding the  
CT Urban Forest Council – Urban Forestry Climate Change Grant Program (#22396)**

**WHEREAS**, the **CT Urban Forest Council** is authorized to extend financial assistance to municipalities in the form of grants; and

**WHEREAS**, this funding has been made possible through the **Urban Forestry Climate Change Grant Program**; and

**WHEREAS**, this funding will be applied towards the establishment of a Bridgeport Urban Forestry Plan; and

**WHEREAS**, once created, this Plan will provide guidance to City stakeholders regarding effective planting and maintenance of Bridgeport's urban forest canopy; and

**WHEREAS**, a healthier and more robust forest canopy will benefit City residents by providing cleaner air, more shade, higher property values, and an overall reduction in the emission of carbon dioxide; and

**WHEREAS**, it is desirable and in the public interest that the City of Bridgeport submit an application to the **CT Urban Forest Council** to establish this plan.

**NOW THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL:**

1. That it is cognizant of the City's grant application to and contract with the **CT Urban Forest Council** for the purpose of its **Urban Forestry Climate Change Grant Program**.
2. That it hereby authorizes, directs, and empowers the Mayor or his designee, the Director of Central Grants, to accept any funds that result from the City's application to the **CT Urban Forest Council** and to provide such additional information and execute such other contracts, amendments, and documents as may be necessary to administer this program.



CITY OF BRIDGEPORT  
**OFFICE OF POLICY & MANAGEMENT**

999 Broad Street  
Bridgeport, Connecticut 06604  
Telephone 203-576-7963 Fax 203-332-5589

NESTOR N. NKWO  
Budget Director

JOSEPH P. GANIM  
Mayor

COMM. 50-21 Ref'd to Budget & Appropriations Committee  
on 03/07/2022.

March 3, 2022

Ms. Lydia Martinez  
City Clerk  
45 Lyon Terrace  
Bridgeport, CT 06604

Ms. Martinez,

The Office of Policy and Management submits the attached budget transfer to be placed on the Council agenda scheduled for Monday, March 7, 2022, for referral to the Budget and Appropriations Committee.

**OPM requests the transfer of \$209,252 from the Emergency Operations Department account #01290000-56180 into Health & Social Service Department account numbers as listed in the attached transfer detail.**

**The transfer is needed for the management of community and police relations in Bridgeport.**

Should you require further information, please don't hesitate to contact me.

Respectfully,

Nestor Nkwo  
Budget Director

- cc: Mayor Joseph P. Ganim
- Daniel Shamas
- Janene Hawkins
- Kenneth Flatto
- Ebony Shaheed-Jackson
- Tammy Papa
- Thomas Gaudett
- Lydia Martinez
- Aidee Nieves
- Frances Ortiz

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Attachment



CITY OF BRIDGEPORT  
**OFFICE OF POLICY & MANAGEMENT**

999 Broad Street  
Bridgeport, Connecticut 06604  
Telephone 203-576-7963 Fax 203-332-5589

NESTOR N. NKWO  
Budget Director

JOSEPH P. GANIM  
Mayor

March 3, 2022

Scott Burns, Ernest Newton III, Co-Chairs  
Budget & Appropriations Committee,  
Members of the Bridgeport City Council:

Enclosed for your review and approval, please find Budget Transfer Document #1 for fiscal year 2021-2022 which has been reviewed by the Office of Policy and Management and is summarized below. This budget transfer is to be added to the City Council meeting agenda, scheduled for Monday, March 7, 2022, for referral to the Budget and Appropriations Committee.

**OPM requests the transfer of \$209,252 from the Emergency Operations Department account #01290000-56180 into Health & Social Service Department account numbers as listed in the attached transfer detail.**

**The transfer is needed for the management of community and police relations in Bridgeport.**

Should you require further information, please don't hesitate to contact me.

Respectfully,

Nestor Nkwo  
Budget Director

cc: Mayor Joseph P. Ganim  
Daniel Shamas  
Janene Hawkins  
Kenneth Flatto  
Ebony Shaheed-Jackson  
Tammy Papa  
Thomas Gaudett  
Lydia Martinez  
Aidee Nieves  
Frances Ortiz

Attachment

**CITY OF BRIDGEPORT**  
**Office of Policy & Management**  
**JUSTIFICATION DOCUMENT**  
**JD #1**

**BE IT RESOLVED:**

That the Common Council of the City of Bridgeport finds that the unencumbered balance of the "transferred from" appropriation(s) listed below equals or exceeds the estimated expenditures of the City required for such purpose during the remainder of the current fiscal year. The Council finding that the remaining amount after transfer is sufficient for all expenditures of the City for the purpose thereof during the budget year is justified by the following determination of facts and actions taken:

OPM request a Budget Transfer from Emergency Communications and Operation Center , account number 01290000-56180 Other Services to Health and Social Services accounts, account number 01585000-51000 , Full Time Salary, 51099, Contracted Salary, 52504, MERF Pension Employer Contribution, 52917, Health Insurance City Share,, 52360, Medicare and 56180, Social Services accounts.

Appropriation Account Number	Allocated To	Approved Budget	Amount of Transfer	After Transfer
01290000-56180	From	\$765,000	<b>(\$209,252)</b>	\$555,748
01585000-5100	To	\$132,899	\$111,731	\$244,630
01585000-51099		\$5,000	\$34,650	\$39,650
01585000-52504		\$20,522	\$21,251	\$41,773
01585000-52917		\$35,176	\$1,620	\$36,796
01585000-52360		\$1,664	\$20,000	\$21,664
01585000-56180		\$35,000	\$20,000	\$55,000
<b>Total</b>		<b>\$995,261</b>	<b>\$0</b>	<b>\$995,261</b>

**REVENUES:**

**A. BE IT FURTHER RESOLVED:**

That the Common Council finds that such transfer of funds will not reduce city revenues or revenue estimates for the current or future fiscal year.

**COMMENTS:**

Please make the above budget transfer revision to reflect a more accurate distribution of funds.

**Chairman Budget/Appropriations Committee:**

**CITY OF BRIDGEPORT**  
**OFFICE OF THE CITY ATTORNEY**  
**999 Broad Street**  
**Bridgeport, CT 06604-4328**

Telephone (203) 576-7647  
Facsimile (203)576-8252

**CITY ATTORNEY**  
R. Christopher Meyer

**DEPUTY CITY ATTORNEY**  
John P. Bohannon, Jr.

**ASSOCIATE CITY ATTORNEYS**

Michael C. Jankovsky  
Richard G. Kascak, Jr.  
Bruce L. Levin  
John R. Mitola  
Lawrence A. Ouellette, Jr.  
Dina A. Scalo  
Eroll V. Skyers  
Tyisha S. Toms



Michael C. Jankovsky (x1154)  
Michael.Jankovsky@BridgeportCT.gov

March 1, 2022

Honorable City Council of the City of Bridgeport  
City Hall  
45 Lyon Terrace  
Bridgeport, CT 06604

Re: Proposed Amendments to the Municipal Code of Ordinances:  
ORDINANCE 10.12.080 (ILLEGAL PARKING IN A BUS ZONE)  
ORDINANCE 10.16.070 (RATES AND CHARGES; GRACE PERIOD; PROMPT  
PAYMENT DISCOUNT; IMMOBILIZATION; EXEMPTIONS)

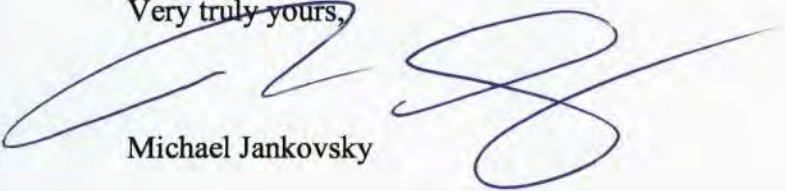
Dear Honorable Councilpersons,

Steve Auerbach, Parking Manager for Meter/Enforcement, proposes to amend the above captioned chapters of the Bridgeport Municipal Code. The proposed amendment to Ordinance 10.12.080 increases the fine from \$45.00 to \$60.00 for illegally parking in a bus zone. The increase in said fine is appropriate to punish and deter individuals from interfering with public transportation.

The proposed amendment to Ordinance 10.16.070 eliminates the ten-minute grace period regarding parking meter violations. Said amendment is necessary, because the City no longer utilizes meters capable of monitoring and reporting when cars enter and leave metered spaces.

The undersigned counsel drafted the proposed ordinance with the assistance of Mr. Auerbach. Kindly be advised that the ordinance, as proposed, is of proper and sufficient legal form for adoption as required by Chapter 5, Section 9 of the City Charter.

Very truly yours,

  
Michael Jankovsky

**Item# \*25-21 Consent Calendar**

Amendment to the Municipal Code of Ordinances, Chapter 10.12 - Stopping, Standing and Parking Generally, amend Section 10.12.080 - Illegal Parking in a Bus Zone.



**Report  
of  
Committee  
on**

**Ordinance**

City Council Meeting Date: March 7, 2022

Attest: *Lydia N. Martinez*  
**Lydia N. Martinez, City Clerk**

Approved by: \_\_\_\_\_  
**Joseph P. Ganim, Mayor**

Date Signed: \_\_\_\_\_

Please Note: Mayor did not sign Report.

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CITY CLERK



# City of Bridgeport, Connecticut

## Office of the City Clerk

*To the City Council of the City of Bridgeport:*

The Committee on Ordinances begs leave to report; and recommends for adoption the following resolution:

**Item No. \*25-21 Consent Calendar**

### **RESOLUTION NO. 25-21**

*AMENDMENT TO ORDINANCE 10.12.080 (ILLEGAL PARKING IN A BUS ZONE)*

WHEREAS, Bridgeport Ordinance 10.12.080 Illegal Parking in a Bus Zone prohibits parking within a bus zone and imposes a fine of forty five (\$45.00) dollars per violation; and

WHEREAS, for many years now, the City has actually been imposing a fine of sixty (\$60.00) dollars on those who illegally park in bus zone, however the ordinance was never amended to reflect said change; and

WHEREAS, the standard form parking violation ticket used by the police includes a sixty (\$60) dollar fine for illegal parking in a bus zone; and

WHEREAS, sixty (\$60.00) dollars is an appropriate fine for illegally parking in a bus zone; and

WHEREAS, there is a need to conform the penalty section of 10.12.080 with the parking tickets being issued and a rational basis to impose a fine of sixty (\$60.00) dollars for illegally parking in a bus zone.

NOW, THEREFORE, **BE IT ORDAINED** by the City Council of the City of Bridgeport that, effective upon publication, the Municipal Code of Ordinances **Chapter 10.12.080 ILLEGAL PARKING IN A BUS ZONE** is hereby amended as follows:



# City of Bridgeport, Connecticut

## Office of the City Clerk

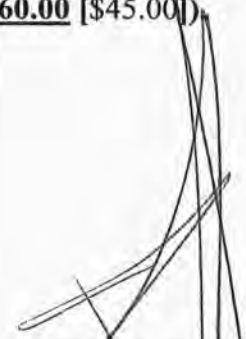
Report of Committee on Ordinances  
Item No. \*25-21 Consent Calendar

-2-

### 10.12.080 - Illegal parking in a bus zone.

- A. No person driving or controlling a vehicle shall stop or park or cause or permit the same to be stopped or parked within an established bus stop zone.
- B. Violators of this section shall be fined sixty [forty-five] dollars (\$60.00 [\$45.00]) payable to the department of police within fourteen (14) days. Violators who fail to pay within this period shall be fined an additional penalty of sixty [forty-five] dollars (\$60.00 [\$45.00]).

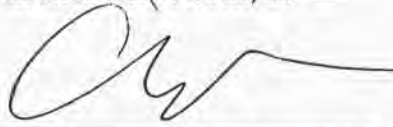
RESPECTFULLY SUBMITTED,  
THE COMMITTEE ON  
ORDINANCES

  
\_\_\_\_\_  
Marcus A. Brown, Co-Chair

  
\_\_\_\_\_  
Rosalina Roman-Christy, Co-Chair

  
\_\_\_\_\_  
Ernest E. Newton, II

  
\_\_\_\_\_  
Michelle A. Lyons

  
\_\_\_\_\_  
Aikeem G. Boyd

  
\_\_\_\_\_  
Maria I. Valle

  
\_\_\_\_\_  
Jorge Cruz, Sr.

City Council Date: March 7, 2022



Item# \*26-21 Consent Calendar

Amendment to the Municipal Code of Ordinances, Chapter 10.16 - Parking, amend Section 10.16.070 - Rates and Charges; Grace Period; Prompt Payment Discount; Immobilization.



Report  
of  
Committee  
on  
Ordinance

City Council Meeting Date: March 7, 2022

Attest: *Lydia N. Martinez*  
Lydia N. Martinez, City Clerk

Approved by: \_\_\_\_\_  
Joseph P. Ganim, Mayor

Date Signed: \_\_\_\_\_

Please Note: Mayor did not sign Report.

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# City of Bridgeport, Connecticut

## Office of the City Clerk

*To the City Council of the City of Bridgeport.*

The Committee on Ordinances begs leave to report; and recommends for adoption the following resolution:

**Item No. \*26-21 Consent Calendar**

### **RESOLUTION NO. 26-21**

*AMENDMENT TO ORDINANCE 10.16.070 (RATES AND CHARGES; GRACE PERIOD;  
PROMPT PAYMENT DISCOUNT; IMMOBILIZATION; EXEMPTIONS)*

WHEREAS, Bridgeport Ordinance 10.16.070 imposes rates for parking meters and allows for a ten minute grace period before payment is made to the meter; and

WHEREAS, the ten minute grace period was instituted to allow operators to park their vehicle and get change for the meter before being fined; and

WHEREAS, the ten minute grace period could be monitored by the MPS parking meters that were in service, which took time-stamped pictures of vehicles as they pulled into metered parking spaces; and

WHEREAS, the City eliminated MPS meters and replaced them with IPS parking meters; and

WHEREAS, the new IPS parking meters do not incorporate photo meters and cannot measure the length of time a vehicle has remained stationary in a metered parking spot; and

WHEREAS, absent the presence of a parking meter attendant, it is impossible to determine whether a vehicle parked within a metered spot is within the ten minute grace period; and

WHEREAS, the ten minute grace period cannot be measured or enforced with the new IPS parking meters, and, therefore, the grace period must be eliminated.

NOW, THEREFORE, **BE IT ORDAINED** by the City Council of the City of Bridgeport that, effective upon publication, the Municipal Code of Ordinances **Chapter 10.16.070 RATES AND CHARGES; GRACE PERIOD; PROMPT PAYMENT DISCOUNT; IMMOBILIZATION; EXEMPTIONS** is hereby amended as follows:



# City of Bridgeport, Connecticut

## Office of the City Clerk

Report of Committee on Ordinances  
Item No. \*26-21 Consent Calendar

-2-

### 10.16.070 - Rates and charges; grace period; prompt payment discount; immobilization; exemptions.

A. Rates and Charges. The city council shall fix the minimum rates, rentals, fees and other charges for the use of, and for the administration, operation, construction, maintenance, replacement, services rendered and facilities furnished or to be furnished by each parking meter and parking facility. Such rates, rentals, fees and other charges shall be so fixed and revised as to provide funds sufficient at all times (a) to pay the cost of maintaining, repairing and operating the parking system, parking meters and parking facilities, including reserves for such purpose and for replacements and depreciation, (b) to pay the principal of and the interest on revenue bonds as the same become due and reserves therefore and (c) to provide a reserve fund as a margin of safety for making such payments as such revenue bonds may require. The rates, rentals, fees and other charges for the service and facilities furnished or to be furnished in the city's parking system are as follows:

Parking meters:

Daily ordinary rate unless otherwise authorized by ordinance ..... \$1.00/hour

Special parking zone rate ..... 2.00/hour

Delivery meter bag permit until midnight ..... 25.00/day

Failure to timely return immobilization device in 24 hours to parking administrator ..... 125.00

B. Grace Period. There shall be [a ten-minute] **no** grace period within which to make initial payment for a metered parking space before a violation is incurred. [Additionally, a vehicle may remain parked in a metered space for not more than ten minutes after the time paid for has expired without incurring a violation.] A vehicle may remain parked in a metered space during Saturdays and Sundays without incurring a violation.

C. Prompt Payment Discount. After the expiration of the time limit paid for by the parking fee has expired, the vehicle owner or operator may obtain a discount from the fine ordinarily assessed for the parking violation upon making payment by phone to the parking administrator in the manner set forth on the parking meter or on signage in the vicinity of the parking meter.



# City of Bridgeport, Connecticut

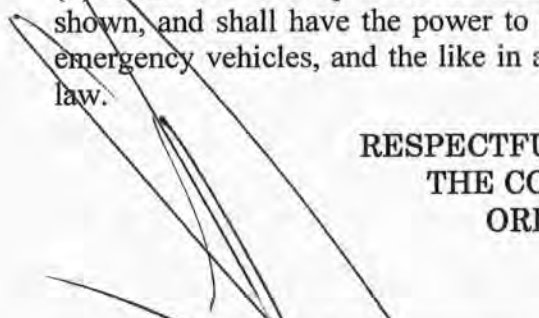
## Office of the City Clerk

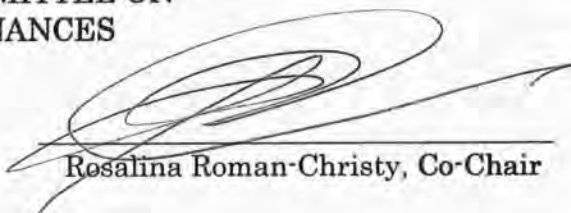
Report of Committee on Ordinances  
Item No. \*26-21 Consent Calendar

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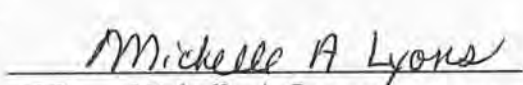
- D. Immobilization Device. In the event that an immobilization device is placed on the vehicle for five or more accumulated and unpaid parking violations, upon making payment by phone to the parking administrator in the manner set forth on the parking meter or on signage in the vicinity of the parking meter, the owner or operator will receive instructions that will enable the owner to immediately remove the immobilization device, which must be returned to the office of the parking administrator within 24 hours after the issuance of the parking violation in order to avoid the imposition of additional fines.
- E. Exemptions. The city authorizes the parking administrator to review and validate parking violations and send notices to owners based upon the data captured by the parking meters and other information available to it, and shall have the power to invalidate parking violations (i) under Chapter 10.12.010 (D) of the Code of Ordinances, (ii) on account of inoperative or inaccurate parking meters, or (iii) for other good cause shown, and shall have the power to exempt certain owners of public service vehicles, emergency vehicles, and the like in a manner consistent with city ordinances and state law.

RESPECTFULLY SUBMITTED,  
THE COMMITTEE ON  
ORDINANCES

  
\_\_\_\_\_  
Marcus A. Brown, Co-Chair

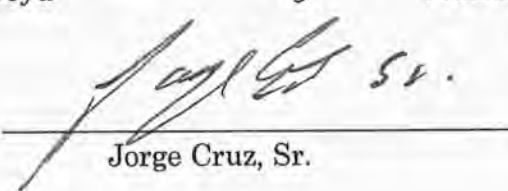
  
\_\_\_\_\_  
Rosalina Roman-Christy, Co-Chair

  
\_\_\_\_\_  
Ernest E. Newton, II

  
\_\_\_\_\_  
Michelle A. Lyons

  
\_\_\_\_\_  
Aikeem G. Boyd

  
\_\_\_\_\_  
Maria I. Valle

  
\_\_\_\_\_  
Jorge Cruz, Sr.

City Council Date: March 7, 2022

Item# \*21-21 Consent Calendar

Appointment of Ralph R. Ford, Jr. (D) to the Civil Service Commission.



Report  
of  
Committee  
on

Miscellaneous Matters

City Council Meeting Date: March 7, 2022

Attest: Lydia N. Martinez  
Lydia N. Martinez, City Clerk

Approved by: Joseph P. Ganim  
Joseph P. Ganim, Mayor

Date Signed: \_\_\_\_\_

Please Note: Mayor Did Not Sign Report

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# City of Bridgeport, Connecticut

## Office of the City Clerk

*To the City Council of the City of Bridgeport:*

The Committee on Miscellaneous Matters begs leave to report; and recommends for adoption the following resolution:

**Item No.** \*21-21 Consent Calendar

**RESOLVED**, That the following named individual be, and hereby is, appointed to the Civil Service Commission in the City of Bridgeport and that said appointment, be and hereby is, approved, ratified and confirmed.


**NAME**

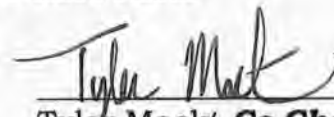
**TERM EXPIRES**


Ralph R. Ford, Jr. (D)  
410 Mill Hill Avenue  
Bridgeport, CT 06610

October 1, 2025


RESPECTFULLY SUBMITTED,  
THE COMMITTEE ON  
**MISCELLANEOUS MATTERS**


  
\_\_\_\_\_  
Amy-Marie Vizzo Paniccia, **Co-Chair**

  
\_\_\_\_\_  
Tyler Mack, **Co-Chair**

  
\_\_\_\_\_  
Rolanda Smith

  
\_\_\_\_\_  
Alfredo Castillo

  
\_\_\_\_\_  
Aikeem G. Boyd

  
\_\_\_\_\_  
Matthew McCarthy

\_\_\_\_\_  
Wanda R. Simmons



# City of Bridgeport, Connecticut

## Office of the City Clerk

*To the City Council of the City of Bridgeport.*

The Committee on Miscellaneous Matters begs leave to report; and recommends for adoption the following resolution:

**Item No.** \*21-21 Consent Calendar

**RESOLVED**, That the following named individual be, and hereby is, appointed to the Civil Service Commission in the City of Bridgeport and that said appointment, be and hereby is, approved, ratified and confirmed.

**NAME**

**TERM EXPIRES**

Ralph R. Ford, Jr. (D)  
410 Mill Hill Avenue  
Bridgeport, CT 06610

October 1, 2025

RESPECTFULLY SUBMITTED,  
THE COMMITTEE ON  
**MISCELLANEOUS MATTERS**

\_\_\_\_\_  
Amy-Marie Vizzo-Paniccia, **Co-Chair**

\_\_\_\_\_  
Tyler Mack, **Co-Chair**

\_\_\_\_\_  
Rolanda Smith

\_\_\_\_\_  
Alfredo Castillo

\_\_\_\_\_  
Aikeem G. Boyd

\_\_\_\_\_  
Matthew McCarthy

\_\_\_\_\_  
Wanda R. Simmons

*City Council Date: March 7, 2022*

Item# \*27-21 Consent Calendar

Settlement of Pending Litigation with William Gomez-Perez, et al Docket No. FBT-CV-19-6082893-S.



Report  
of  
Committee  
on

Miscellaneous Matters

City Council Meeting Date: March 7, 2022

Attest: *Lydia N. Martinez*  
Lydia N. Martinez, City Clerk

Approved by: \_\_\_\_\_  
Joseph P. Ganim, Mayor

Date Signed: \_\_\_\_\_

Please Note: Mayor Did Not Sign Report

RECEIVED  
CITY CLERK'S OFFICE  
22 MAR 22 PM 1:34  
CITY CLERK





# City of Bridgeport, Connecticut

## Office of the City Clerk

*To the City Council of the City of Bridgeport.*

The Committee on Miscellaneous Matters begs leave to report; and recommends for adoption the following resolution:

**Item No. \*27-21 Consent Calendar**

**WHEREAS**, a lawsuit in the following name was filed against the City of Bridgeport and/or its employees and investigation disclosed the likelihood on the part of the City for which, in the event of suit and trial, the City might be held liable, and

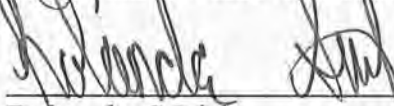
**WHEREAS**, negotiations with the Plaintiff's attorney has made it possible to settle this suit for the figure set forth below, and the City Attorney, therefore, recommends the following settlement be accepted, Now, Therefore be it


**RESOLVED**, That the Comptroller be, and hereby is authorized, empowered and directed to draw his order on the City Treasurer payable as follows:


<u>Name</u>	<u>Nature of Claim</u>	<u>Plaintiff's Attorney</u>	<u>Settlement</u>
Salma Chirinos-Aguilar	Personal Injury	Harrison Robbins-Pesce, Esq. Mills Law Firm, LLC One Whitney Ave., Ste 201 New Haven, CT 06510	\$17,500.00

**RESPECTFULLY SUBMITTED,  
THE COMMITTEE ON  
MISCELLANEOUS MATTERS**


  
\_\_\_\_\_  
Amy Marie Vizzo-Paniccia, **Co-Chair**

  
\_\_\_\_\_  
Rolanda Smith

  
\_\_\_\_\_  
Aikeem G. Boyd

  
\_\_\_\_\_  
Tyler Mack, **Co-Chair**

  
\_\_\_\_\_  
Alfredo Castillo

  
\_\_\_\_\_  
Matthew McCarthy

\_\_\_\_\_  
Wanda R. Simmons

**City Council Date: March 7, 2022**

**Item# \*29-21 Consent Calendar**

Refund of Excess Payments – Montrey LLC re: 1245  
Fairfield Avenue.



**Report  
of  
Committee  
on**

**Miscellaneous Matters**

City Council Meeting Date: March 7, 2022

Attest: *Lydia N. Martinez*  
Lydia N. Martinez, City Clerk

Approved by: \_\_\_\_\_  
Joseph P. Ganim, Mayor

Date Signed: \_\_\_\_\_

**Please Note: Mayor Did Not Sign Report**

RECEIVED  
CITY CLERKS OFFICE  
22 MAR 22 PM 1:34  
CITY CLERK



# City of Bridgeport, Connecticut

## Office of the City Clerk

*To the City Council of the City of Bridgeport.*

The Committee on Miscellaneous Matters begs leave to report; and recommends for adoption the following resolution:

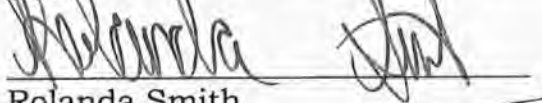
**Item No.** \*29-21 Consent Calendar


**BE IT RESOLVED**, That the Comptroller be, and hereby is authorized, empowered and directed to draw his warrants on the City Treasurer in favor of the following named person and for the amount set opposite said name, all in accordance with the recommendation of the Tax Collector.

<u>Name &amp; Address</u>	<u>Reason</u>	<u>Refund</u>
Montrey LLC 839 Laurel Avenue Bridgeport, CT 06604	12-129	\$12,347.25
Reference: 1245 Laurel Avenue 2019-01-0000523		

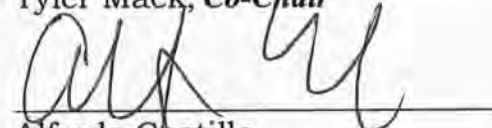
RESPECTFULLY SUBMITTED,  
THE COMMITTEE ON  
**MISCELLANEOUS MATTERS**

  
\_\_\_\_\_  
Amy-Marie Vizzo-Paniccia, *Co-Chair*

  
\_\_\_\_\_  
Rolanda Smith

  
\_\_\_\_\_  
Aikeem G. Boyd

  
\_\_\_\_\_  
Tyler Mack, *Co-Chair*

  
\_\_\_\_\_  
Alfredo Castillo

  
\_\_\_\_\_  
Matthew McCarthy

\_\_\_\_\_  
Wanda R. Simmons

**City Council Date:** March 7, 2022

**REQUEST FOR ABATEMENT OR REFUND OF PROPERTY TAXES**

Sec. 12-81(20), Sec. 12-124, 12-125, 12-126, 12-127, 12-127a, 12-128, 12-129 Rev. as Amended  
 This is to certify that MONTREY LLC

has presented satisfactory proof that he/she is entitled to an exemption on the assessment list of 10/01/2019

- Sec. 12-81 (20) Servicemen Having Disability Rating.
- Sec. 12-124 Abatement to poor.
- Sec. 12-125 Abatement of Taxes of Corporations.
- Sec. 12-126 Tangible Personal Property Assessed in more than one Municipality.
- Sec. 12-127 Abatement or Refund to Blind Persons.
- Sec. 12-127A Abatement of Taxes on Structures of Historical or Architectural Merit.
- Sec. 12-128 Refund of Taxes Erroneously Collected from Veterans and Relatives.
- Sec. 12-129 Refund of Excess Payments.

**MONTREY LLC**  
**839 LAUREL AVE**  
**BRIDGEPORT, CT 06604**

**2019-01-0000523**  
**1140--28A-----**  
**1245 FAIRFIELD AV**



\*2019010000523\*

To Collector of **CITY OF BRIDGEPORT** State of Connecticut.

I hereby apply for refund\* of such part of my tax as shall represent:

The service exemption or Sec. 12-129 Refund of Excess Payments.  
 (State reason -- Cross out service exemption if it does not apply)

*****							
		Tax	Interest	Lien	Fee	Total	Overpaid Tax
Total Due	07/01/2020	24,694.50	0.00	0.00	0.00	24,694.50	
Total Paid	01/29/2021	37,041.75	0.00	0.00	0.00	37,041.75	-12,347.25 ***
<b>Adjusted Refund</b>		<b>-12,347.25</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>12,347.25</b>	

**PLEASE READ, SIGN, AND DATE BELOW:**

I am entitled to this refund because I made the payments from funds under my control, and no other party will be requesting this refund. I understand that false or deliberately misleading statements subject me to penalties for perjury and/or for obtaining money under false pretenses.

\_\_\_\_\_  
 Print Name

*[Handwritten Signature]*  
 Signature of Taxpayer

1/25/22  
 Date

**COLLECTOR'S RECOMMENDATION TO THE GOVERNING BODY**

To the First Selectman, or \_\_\_\_\_  
 It is recommended that refund\* of property taxes and interest in the amount of 12,347.25  
 be made to the above-named taxpayer in accordance with the provisions of Section (s):

Sec. 12-129 Refund of Excess Payments.

DATED AT CITY OF BRIDGEPORT, CONNECTICUT THIS 25 DAY OF January 2022

*[Handwritten Signature]*

\_\_\_\_\_  
 TAX COLLECTOR

**ACTION TAKEN BY GOVERNING BODY**

The First Selectman, as authorized by the Board of Selectman, or \_\_\_\_\_  
 approved on the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_. It was voted to refund  
 Property Taxes and Interest amounting to \$ \_\_\_\_\_ to \_\_\_\_\_.

\_\_\_\_\_  
 First Selectman


\_\_\_\_\_  
 Other Governing Body

Mail To :  
 CITY OF BRIDGEPORT  
 325 CONGRESS STREET  
 BRIDGEPORT, CT 06604

**MONTREY LLC** 1245 fairfield ave  
839 LAUREL AVE Bridgeport, Ct. 06605  
BRIDGEPORT CT 06604

178  
51-309/111  
559

7/27/2020  
Date

Pay to the Order of City of Bridgeport TAX Collector \$ 12,347.25  
twelve thousand three hundred forty seven 25/100 Dollars  Photo Safe Deposit® Details on back



For Real estate tax Shelby Buxton MP

⑆011103093⑆ 4349856976⑈ 0178

Account: 4349856976  
Amount: 12,347.25  
PostDate: 20200803  
Tran\_ID: 755181286  
CheckNum: 178  
DIN: 755181686  
ReturnReasonCode:  
ReturnReasonDescription:  
Orig\_DIN: 755181686  
ECEItemSeqNum: 5250010162953

987691534 60 190 07/31/2020 00000

CREDIT TO THE ACCOUNT OF  
THE WITHIN NAMED PAYEE  
PAYMENT ACCEPTED WITHOUT PREJUDICE  
ABSENCE OF ENDORSEMENT GUARANTEED  
WEBSTER BANK >211170101<

Account: 4349856976  
Amount: 12,347.25  
PostDate: 20200803  
Tran\_ID: 755181286  
CheckNum: 178  
DIN: 755181686  
ReturnReasonCode:  
ReturnReasonDescription:  
Orig\_DIN: 755181686  
ECEItemSeqNum: 5250010162953



SEE BELOW COPY OF DOWNLOADED FILE FOR JULY 29,2020 FOR CORELOGIC COMMERCIAL  
PAYMENTS

P000120191000052300000123472507292020 91904171

SEE BELOW COPY OF DOWNLOADED FILE FOR JANUARY 29,2021 FOR CORELOGIC COMMERCIAL  
PAYMENTS

P000120191000052300000123472501292021 91904171



Item# \*30-21 Consent Calendar

Refund of Excess Payments - Greystone Servicing Co.  
LLC re: 215 Barnum Avenue.



Report  
of  
Committee  
on

Miscellaneous Matters

City Council Meeting Date: March 7, 2022

Attest: *Lydia N. Martinez*  
Lydia N. Martinez, City Clerk

Approved by: \_\_\_\_\_  
Joseph P. Ganim, Mayor

Date Signed: \_\_\_\_\_

Please Note: Mayor Did Not Sign Report

RECEIVED  
CITY CLERK'S OFFICE  
22 MAR 22 PM 1:34  
ATTEST  
CITY CLERK



# City of Bridgeport, Connecticut Office of the City Clerk

*To the City Council of the City of Bridgeport.*

The Committee on Miscellaneous Matters begs leave to report; and recommends for adoption the following resolution:


**Item No.** \*30-21 Consent Calendar

**BE IT RESOLVED**, That the Comptroller be, and hereby is authorized, empowered and directed to draw his warrants on the City Treasurer in favor of the following named person and for the amount set opposite said name, all in accordance with the recommendation of the Tax Collector.


<u>Name &amp; Address</u>	<u>Reason</u>	<u>Refund</u>
Greystone Servicing Co. LLC C/O SLK Global Solutions America 2727 LBJ Freeway Suite 806 Dallas, TX 75234	12-129	\$19,912.27

Reference: 215 Barnum Avenue  
2020-01-0032369

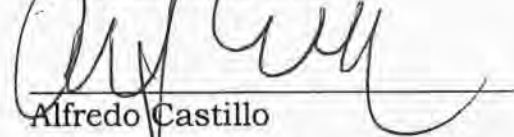
RESPECTFULLY SUBMITTED,  
THE COMMITTEE ON  
**MISCELLANEOUS MATTERS**

  
\_\_\_\_\_  
Amy Marie Vizzo-Paniccia, *Co-Chair*

  
\_\_\_\_\_  
Rolanda Smith

  
\_\_\_\_\_  
Aikeem G. Boyd

  
\_\_\_\_\_  
Tyler Mack, *Co-Chair*

  
\_\_\_\_\_  
Alfredo Castillo

  
\_\_\_\_\_  
Matthew McCarthy

\_\_\_\_\_  
Wanda R. Simmons

*City Council Date:* March 7, 2022

**REQUEST FOR ABATEMENT OR REFUND OF PROPERTY TAXES**

Sec. 12-81(20), Sec. 12-124, 12-125, 12-126, 12-127, 12-127a, 12-128, 12-129 Rev. as Amended  
 This is to certify that BB BARNUM MGNT LLC

has presented satisfactory proof that he/she is entitled to an exemption on the assessment list of 10/01/2020

- Sec. 12-81 (20) Servicemen Having Disability Rating.
- Sec. 12-124 Abatement to poor.
- Sec. 12-125 Abatement of Taxes of Corporations.
- Sec. 12-126 Tangible Personal Property Assessed in more than one Municipality.
- Sec. 12-127 Abatement or Refund to Blind Persons.
- Sec. 12-127A Abatement of Taxes on Structures of Historical or Architectural Merit.
- Sec. 12-128 Refund of Taxes Erroneously Collected from Veterans and Relatives.
- Sec. 12-129 Refund of Excess Payments.

BB BARNUM MGNT LLC  
 PO BOX 430  
 ARMONK, NY 10504

2020-01-0032369  
 1647--06A-----  
 215 BARNUM AV



\*2020010032369\*

Greystone Servicing Co. LLC  
 c/o SILK Global Solutions America  
 2727 LBJ Freeway Suite 806  
 Dallas, TX 75234  
 To Ann. Refunds

Collector of **CITY OF BRIDGEPORT** State of Connecticut.

I hereby apply for refund\* of such part of my tax as shall represent:

The service exemption or  
 (State reason -- Cross out service exemption if it does not apply)

		Tax	Interest	Lien	Fee	Total	Overpaid Tax
Total Due	07/01/2021	39,824.54	0.00	0.00	0.00	39,824.54	
Total Paid	01/31/2022	59,736.81	0.00	0.00	0.00	59,736.81	-19,912.27 ***
Adjusted Refund		0.00	0.00	0.00	0.00	19,912.27	

**PLEASE READ, SIGN, AND DATE BELOW:**

I am entitled to this refund because I made the payments from funds under my control, and no other party will be requesting this refund. I understand that false or deliberately misleading statements subject me to penalties for perjury and/or for obtaining money under false pretenses.

\_\_\_\_\_  
 Print Name

\_\_\_\_\_  
 Signature of Taxpayer

\_\_\_\_\_  
 Date

**COLLECTOR'S RECOMMENDATION TO THE GOVERNING BODY**

To the First Selectman, or \_\_\_\_\_  
 It is recommended that refund\* of property taxes and interest in the amount of 19,912.27  
 be made to the above-named taxpayer in accordance with the provisions of Section (s):

DATED AT CITY OF BRIDGEPORT, CONNECTICUT THIS 03 DAY OF February 2022

\_\_\_\_\_

**ACTION TAKEN BY GOVERNING BODY**

TAX COLLECTOR

The First Selectman, as authorized by the Board of Selectman, or \_\_\_\_\_  
 approved on the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_. It was voted to refund  
 Property Taxes and Interest amounting to \$ \_\_\_\_\_ to \_\_\_\_\_.

\_\_\_\_\_  
 First Selectman

\_\_\_\_\_  
 Other Governing Body

Mail To :

CITY OF BRIDGEPORT  
 325 CONGRESS STREET  
 BRIDGEPORT, CT 06604



250 OAK RIDGE ROAD  
OAK RIDGE, NJ 07438

032839

55-537/212

REF: 0006032839

CHECK DATE: 07/06/21\$ \*\*\*\*113,886.37

ONE HNDRD THIRTEEN THSND EIGHT HNDRD 86 AND 37/100\*\*\*\*\*

Dollars

PAY TO THE ORDER OF

DISBURSEMENT

City of Bridgeport Tax Collect  
45 Lyon Terrace Room 123  
Bridgeport CT 06604

  
AUTHORIZED SIGNATURE

⑈032839⑈ ⑆021205376⑆ ⑈154800028⑈

ORIGINAL DOCUMENT PRINTED ON WATERMARK PAPER WITH HEAT SENSITIVE INK HAND ICON, MICROPRINTED BORDER, AND FOIL HOLOGRAM



SLK Global Solutions America, Inc.  
RETS Payment Processing  
2727 LBJ Freeway, Suite 806  
Dallas, TX 75234  
TEL: 877-923-4829

TEXAS CAPITAL BANK  
RICHARDSON, TX 75082  
32-1797/1110

14471

DATE 1/19/2022

AMOUNT

\$ 93,283.35

Ninety Three Thsnd Two Hndrd Eighty Three and 35/100 \*\*\*\*

DETAILS ON BACK



SECURITY FEATURES INCLUDED

TAX COLLECTOR CITY OF BRIDGEPORT  
TAX COLLECTOR CITY OF BRIDGEPORT  
325 Congress Street  
Bridgeport, CT 06604

VOID AFTER 90 DAYS  
TWO SIGNATURES REQUIRED



AUTHORIZED SIGNATURE

⑈014471⑈ ⑆111017979⑆ 1411026048⑈

ORIGINAL CHECK HAS A WATERMARK ON REVERSE SIDE - HOLD AT AN ANGLE TO VIEW



250 OAK RIDGE ROAD  
OAK RIDGE, NJ 07438

033936

55-537/212

REF: 0007033936

CHECK DATE: 01/07/22\$ \*\*\*\*113,886.37

ONE HNDRD THIRTEEN THSND EIGHT HNDRD 86 AND 37/100\*\*\*\*\*

Dollars

PAY TO THE ORDER OF

DISBURSEMENT

City of Bridgeport Tax Collect  
45 Lyon Terrace Room 123  
Bridgeport CT 06604

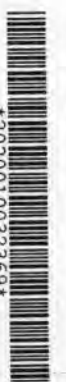
AUTHORIZED SIGNATURE

⑈033936⑈ ⑆021205376⑆ ⑈154800028⑈

2/11/22 - Lakeland Bank said there was no sale of property. They were supposed to make this pay they said to say refund to SLK Global.

GENERAL DATA REAL ESTATE CITY OF BRIDGEPORT

AS OF 02/11/2022



BILL NO: 2020-01-0032369  
 UNIQUE ID: 1647--06A-----  
 LINK#  
 FILE#  
 BANK:  
 ESCROW:  
 VOL/PAGE: 10529-43  
 LIEN VOL/PAGE:  
 DISTRICT:

CURRENT OWNER: BB BARNUM MGMT LLC  
 ORIGINAL OWNER: K 5 BRIDGEPORT LLC  
 C/O:  
 ADDRESS: PO BOX 430  
 ADDRESS2: ARMONK NY 10504  
 CITY ST ZIP:  
 COUNTRY:  
 PROP LOC.: 215 BARNUM AV  
 EXR PROP LOC: 42 1647 6 A  
 M/B/L:

PROP ASSESSED: 916,560  
 EXEMPTIONS:  
 COC CHANGE:  
 NET VALUE: 916,560  
 MILL RATE: 43.4500

ELD CODE: 0  
 EXMPT CHANGE:

	CITY	DSSD	TOTALS
INST1	19,912.27	0.00	19,912.27
INST2	19,912.27	0.00	19,912.27
INST3	0.00	0.00	0.00
INST4	0.00	0.00	0.00
ADJS	0.00	0.00	0.00
TOT TAX	39,824.54	0.00	39,824.54
TOTAL PAID:	59,736.81	0.00	59,736.81

\*\*\* PAYMENTS \*\*\*

TYPE	CYCLE	DATE	ADJ	TERM/BATCH/SEQ	INST	AMOUNT	INTEREST	LIENS	FEES	TOTALS
Pmt	7	01/31/2022		97/2623/270	T	19,912.27	0.00	0.00	0.00	19,912.27
Pmt	7	01/21/2022		24/884/72	T	19,912.27	0.00	0.00	0.00	19,912.27
Pmt	1	07/09/2021		94/1779/10	T	19,912.27	0.00	0.00	0.00	19,912.27
TOTAL PAYMENTS						59,736.81	0.00	0.00	0.00	59,736.81

TOTAL BALANCE DUE AS OF 02/11/2022

	CITY	DSSD	TOTAL
INT DUE	0.00	0.00	0.00
LIEN DUE	0.00	0.00	0.00
FEES DUE	0.00	0.00	0.00
TAX DUE NOW	-19,912.27	0.00	-19,912.27
TOT DUE NOW	-19,912.27	0.00	-19,912.27
BALANCE DUE	-19,912.27	0.00	-19,912.27

\*\*\* FLAGS \*\*\*

Circuit Breaker Amount 0  
 Invalid Address Flag No  
 Benefit Year 0

## **Martinsky, John**

---

**From:** Amanda Mestas <Amanda.Mestas@coforge.com>  
**Sent:** Friday, February 11, 2022 12:56 PM  
**To:** Martinsky, John  
**Subject:** 215 Barnum Ave (Parcel R--0144980)

**Importance:** High

Hello John,

Our client Greystone has requested that the payment received from Lakeland Bank be applied to this property and request that we have a refund issued back to SLK Global in care of Greystone Servicing Company, LLC for the duplicate payment IAO \$19,912.27. Please issue back to the below address as listed.

**Make payable to: Greystone Servicing Company, LLC**  
**Mail to: SLK Global Solutions America**  
2727 LBJ Freeway Suite 806  
Dallas, TX 75234  
**Attention: Refunds**

Please also list future bills as "BB Barnum Management LLC in care: Greystone Servicing/SLK Global America" and mail to:  
SLK Global Solutions America  
2727 LBJ Freeway Suite 806  
Dallas, TX 75234

Please let me know if you have any questions or concerns.

Thank you and have a wonderful day!

Amanda Mestas  
Associate Client Manager  
469-646-8710 (Direct)  
888-777-4850 (Fax)  
Email: [Amanda.Mestas@coforge.com](mailto:Amanda.Mestas@coforge.com)

# **Coforge**

**From:** Tax Escrow Administration <TaxEscrowAdministration@Greyco.com>  
**Sent:** Friday, February 11, 2022 11:02 AM  
**To:** Amanda Mestas <Amanda.Mestas@coforge.com>; Tax Escrow Administration <TaxEscrowAdministration@Greyco.com>  
**Subject:** RE: 067943 (215 Barnum Ave)  
**Importance:** High

**CAUTION: This email originated from outside the organization. Do not click on links or open any attachment unless you recognize the source of this email, trust the sender and know the content is safe.**

Good afternoon Amanda,

Please instruct the tax office to return the SLK/Coforge payment and apply the Lakeland Bank payment.

Thank you,

**Asya Rojas**  
Tax Escrow Administration | Loan Administration  
Greystone | [www.greyco.com](http://www.greyco.com)  
419 Belle Air Lane, Warrenton, VA 20186  
[TaxEscrowAdministration@greyco.com](mailto:TaxEscrowAdministration@greyco.com) | 855.464.7391

**From:** Amanda Mestas <Amanda.Mestas@coforge.com>  
**Sent:** Friday, February 11, 2022 11:00 AM  
**To:** Tax Escrow Administration <TaxEscrowAdministration@Greyco.com>  
**Subject:** 067943 (215 Barnum Ave)

Good morning,

I have received a call from John (203-332-3025) with the Bridgeport City, CT tax office regarding a duplicate payment received IAO \$19,912.27 on this property. Per John, the agency has received the payment from SLK/Coforge on this property and also a payment from Lakeland Bank. Can you confirm if your payment should be applied and that I instruct the tax office to return the duplicate payment back to Lakeland Bank?

Please let me know if you have any questions or concerns.

Thank you and have a wonderful day!

Amanda Mestas  
Associate Client Manager  
469-646-8710 (Direct)  
888-777-4850 (Fax)  
Email: [Amanda.Mestas@coforge.com](mailto:Amanda.Mestas@coforge.com)

