

**ADDENDUM
TO
AGENDA**

CITY COUNCIL MEETING

MONDAY, APRIL 16, 2018

7:00 p.m.

City Council Chambers, City Hall - 45 Lyon Terrace
Bridgeport, Connecticut

ADDED:

COMMUNICATIONS TO BE REFERRED TO COMMITTEES:

- 89-17** Communication from Mayor re: Appointment of Sandra D. Carmichael (D) to the Ethics Commission, referred to Miscellaneous Matters Committee.
- 90-17** Communication from Mayor re: Appointment of Edward J. McLaine (R) to the Zoning Board of Appeals, referred to Miscellaneous Matters Committee.
- 91-17** Communication from Mayor re: Appointment of Wayne A. Mazzoni (D) to the Zoning Board of Appeals, referred to Miscellaneous Matters Committee.
- 92-17** Communication from Mayor re: Appointment of Martha Santiago (D) to the Board of Park Commissioners, referred to Miscellaneous Matters Committee.
- 93-17** Communication from Mayor re: Appointment of Osiba A. Nelson (D) to the Water Pollution Control Authority Commission, referred to Miscellaneous Matters Committee.
- 94-17** Communication from Mayor re: Appointment of Nina Thomas (D) to the Water Pollution Control Authority Commission, referred to Miscellaneous Matters Committee.

MATTER TO BE ACTED UPON (CONSENT CALENDAR):

- *75-17** Contracts Committee Report re: Professional Services Agreement for the City's Master Plan.

AGENDA

CITY COUNCIL MEETING

MONDAY, APRIL 16, 2018

7:00 P.M.

CITY COUNCIL CHAMBERS, CITY HALL - 45 LYON TERRACE
BRIDGEPORT, CONNECTICUT

Prayer

Pledge of Allegiance

Roll Call

Mayoral Proclamation: In Recognition of "National Volunteer Week" and all the volunteers who make a difference in our community.

City Council Citation: In Recognition of "National Volunteer Week" and all the volunteers who make a difference in our community.

MINUTES FOR APPROVAL:

Approval of City Council Minutes: March 19, 2018

COMMUNICATIONS TO BE REFERRED TO COMMITTEES:

- 79-17** Communication from Mayor re: Appointment of Cesar August Cordero (D) to the Commission on Planning and Zoning, referred to Miscellaneous Matters Committee.
- 80-17** Communication from Fire Department re: Proposed Request by the Fire Chief Pursuant to and in accordance with C.G.S. §7-430 and their Collective Bargain Agreement, Fire Fighters Local 834 that Robert Whitbread having or soon to attain the age of sixty-five years or more to remain employed by the City for another year, referred to Public Safety and Transportation Committee.
- 81-17** Communication from Fire Department re: Proposed Request by the Fire Chief Pursuant to and in accordance with C.G.S. §7-430 and their Collective Bargain Agreement, Fire Fighters Local 834 that Daniel Magri having or soon to attain the age of sixty-five years or more to remain employed by the City for another year, referred to Public Safety and Transportation Committee.
- 82-17** Communication from Fire Department re: Proposed Request by the Fire Chief Pursuant to and in accordance with C.G.S. §7-430 and their Collective Bargain Agreement, Fire Fighters Local 834 that Kevin Higgins having or soon to attain the age of sixty-five years or more to remain employed by the City for another year, referred to Public Safety and Transportation Committee.

COMMUNICATIONS TO BE REFERRED TO COMMITTEES CONTINUED:

- 83-17** Communication from Fire Department re: Proposed Request by the Fire Chief Pursuant to and in accordance with C.G.S. §7-430 and their Collective Bargain Agreement, Fire Fighters Local 834 that Clayton Jurgens having or soon to attain the age of sixty-five years or more to remain employed by the City for another year, referred to Public Safety and Transportation Committee.
- 85-17** Communication from OPED re: Proposed Resolution Authorizing the Adoption of the amended Hollow Neighborhood Revitalization Plan, referred to Economic and Community Development and Environment Committee.
- 86-17** Communication from OPED re: Proposed Resolution Authorizing the Adoption of the amended South End Neighborhood Revitalization Plan, referred to Economic and Community Development and Environment Committee.
- 87-17** Communication from City Attorney re: Proposed Settlement of Pending Litigation with Lonnie Dervil Trotman and Nicole Trotman, referred to Miscellaneous Matters Committee.

RESOLUTIONS TO BE REFERRED TO BOARDS, COMMISSIONS, ETC.:

- 84-17** Resolution presented by Council Member(s): Banta & Taylor-Moye re: Proposed resolution requesting that an "All-Way" Stop be designated at the intersection of John Street and West Avenue with appropriate signage, referred to Board of Police Commissioners.
- 88-17** Resolution presented by Council Member(s): Castillo, Viggiano & Nieves re: Proposed resolution requesting the Honorary naming of a portion of Calhoun Street between Lexington Avenue and Pequonnock Street as "Val Esteves Way" with appropriate signage at the requested corners, referred to Public Safety and Transportation Committee.

MATTERS TO BE ACTED UPON (CONSENT CALENDAR):

- *36-17** Joint Committee on Ordinance and Economic and Community Development and Environment Report re: Amendment to the Municipal Code of Ordinances, Title 8 – Health and Safety, amend to add New Chapter 8.09 – Prohibition on Waste Associated with Natural Gas and Oil Extraction.
- *46-17** Public Safety and Transportation Committee Report re: Resolution regarding Sidewalk Repair Pilot Program Cost Estimates (Second Round).
- *51-17** Public Safety and Transportation Committee Report re: Honorary naming of a portion of John Street from Courtland Street to West Avenue as "Linda T. Cervero Way" with appropriate signage.

THE FOLLOWING NAMED PERSON HAS REQUESTED PERMISSION TO ADDRESS THE CITY COUNCIL ON MONDAY, APRIL 16, 2018 AT 6:30 P.M., IN THE CITY COUNCIL CHAMBERS, CITY HALL, 45 LYON TERRACE, BRIDGEPORT, CT.

NAME	SUBJECT
Steven Auerbach 151 Kennedy Drive Bridgeport, CT 06606	Sacred Heart/Classical Academy.
Cecil C. Young 99 Carroll Avenue Bridgeport, CT 06607	Dr. M.L. King and Civil Rights.
Helen Olga Losak 304 Bradley Street Bridgeport, CT 06610	Street Paving for Upper East Side.
Tony Barr 141 Pennsylvania Ave., Apt. 8 Bridgeport, CT 06610	Policing, guns and small Business.
James O'Donnell Bridgeport Public Library 925 Broad Street Bridgeport, CT 06604	Library Update.
Thomas Errichetti Bridgeport Public Library 925 Broad Street Bridgeport, CT 06604	Update on Library Branch Construction/ Relocation.

**CITY COUNCIL MEETING
PUBLIC SPEAKING
MONDAY, APRIL 16, 2018
6:30 PM
City Council Chambers, City Hall
45 Lyon Terrace
Bridgeport, CT**

Council President Nieves called the Public Speaking session to order at 6:40 p.m.

ROLL CALL

The Assistant City Clerk Frances Ortiz called the roll.

130th District: Christina Smith, Pete Spain
131st District: Denese Taylor-Moye, Jack Banta
132nd District: Marcus Brown, Kyle Langan
133rd District: Thomas McCarthy
134th District: Michelle Lyons
135th District: Mary McBride-Lee
136th District: Alfredo Castillo, Maria Zambrano Viggiano
137th District: Aidee Nieves, Maria Valle
138th District: Karen Jackson, Nessah Smith
139th District: Ernest Newton, Eneida Martinez

RECEIVED
CITY CLERKS OFFICE
18 APR 27 PM 2:18
ATTEST
CITY CLERK

A quorum was present.

THE FOLLOWING NAMED PERSON HAS REQUESTED PERMISSION TO ADDRESS THE CITY COUNCIL ON MONDAY, APRIL 16, 2018 AT 6:30 P.M., IN THE CITY COUNCIL CHAMBERS, CITY HALL, 45 LYON TERRACE, BRIDGEPORT, CT.

NAME

SUBJECT

Steven Auerbach
151 Kennedy Drive
Bridgeport, CT 06606

Sacred Heart/Classical
Academy.

Mr. Auerbach came forward and said that he had lived across the street from a group of Sacred Heart students. Previously there hadn't been a problem but now in the North End, parking has become a problem. He said that since he had moved to another location, he can't find any parking, even at 2 a.m. Mr. Auerbach said that this issue had to be addressed, along with the frequent parties and the increase in crime. Frequently, there were six vehicles parked at each residence. It is time to work with Sacred Heart and have the police work with them. While Sacred Heart was a great asset to the City, but it is important to have them address this issue.

Cecil C. Young
99 Carroll Avenue
Bridgeport, CT 06607

Dr. M. L. King and Civil
Rights.

Mr. Young came forward and said that he was asking why this issue was so difficult. He said that he was asking that the head of Labor Relations be told to reopen his unjust termination. He said that his medical benefits had been terminated. Mr. Young said that he had been coming to the Council about this for 12 years. The Council Members talk about representing their constituents, but they are not representing him. He spoke about the people who have gone through foreclosures and those who had large water bills. He then displayed a photo of himself, his family and Mayor Ganim when his daughter was 10 years old.

Council Member McCarthy joined the meeting at 6:50 p.m.

Mr. Young said that Council Member McCarthy knew about the situation and could tell everyone about it since he no longer works for the City. God is watching.

Helen Olga Losak
304 Bradley Street
Bridgeport, CT 06610

Street Paving for Upper East Side.

Council President Nieves called Ms. Losak's name. There was no response. She called it two more times. There was no response.

Tony Barr
141 Pennsylvania Ave., Apt. 8
Bridgeport, CT 06610

Policing, guns and small Business

Council President Nieves called Mr. Barr's name. There was no response. She called it two more times. There was no response.

James O'Donnell
Bridgeport Public Library
925 Broad Street
Bridgeport, CT 06604

Library Update.

Mr. O'Donnell said that he wanted to thank the Council for the opportunity to speak tonight. He was happy to have Council Member Roman Christy on the Council as the liaison.

Mr. O'Donnell said that the library was in the final stretch of the search for the city-wide librarian. The recent election had resulted in the residents giving 1.3 mills to the library. He spoke about how in the past a few branch libraries had to close because there was no funding. Those branches are open and he said that the library is moving towards owning their own buildings and not having to pay rent.

Mr. O'Donnell said that they would like to find a way to meet more regularly to update the Council about the library's new services.

Thomas Errichetti
Public Library
925 Broad Street
Bridgeport, CT 06604

Update on Library Branch Bridgeport
Construction/ Relocation.

Mr. Errichetti came forward and said that he was the Treasurer for the Bridgeport Library.

The Newfield project is waiting for one signature from the State for the funding to go forward on the new library. Everything else is in place. He spoke about how they were looking forward to a ground breaking in the next few months. Mr. Errichetti also said that they were looking to take over the old Salvation Army facility. They will be working on that building in phases. The first floor will be configured and fast tracked so that the East Side residents will have access to the library and its services. The second floor and the lower level will be handled later.

ADJOURNMENT

Council President Nieves closed the public speaking portion at 6:57 p.m.

Respectfully submitted,

S. L. Soltes
Telesco Secretarial Services

CITY OF BRIDGEPORT
CITY COUNCIL MEETING
MONDAY, APRIL 16, 2018

7:00 PM

City Council Chambers, City Hall - 45 Lyon Terrace

Bridgeport, Connecticut

Mayor Ganim called the meeting to order at 7:10 p.m.

PRAYER

Council Member McBride-Lee was then asked to lead those present in prayer. Following the conclusion of her prayer, there was a request for a moment of silence in memory of Judge Howard Owens, who recently passed away, and for the Registrar of Voters who had lost her mother. Another request was for City Clerk Martinez who had lost her son recently.

City Clerk Martinez then thanked everyone for their kind thoughts during this difficult time, particularly Mayor Ganim and Council Member Taylor-Moye

PLEDGE OF ALLEGIANCE

Council Member Spain was then asked to lead those present in reciting the Pledge of Allegiance.

ROLL CALL

The City Clerk called the roll.

130th District: Christina Smith, Pete Spain
131st District: Denese Taylor-Moye, Jack Banta
132nd District: Marcus Brown, Kyle Langan
133rd District: Thomas McCarthy
134th District: Michelle Lyons
135th District: Mary McBride-Lee, Rosalina Roman-Christy
136th District: Alfredo Castillo, Maria Zambrano Viggiano
137th District: Aidee Nieves, Maria Valle
138th District: Karen Jackson, Nessah Smith
139th District: Ernest Newton, Eneida Martinez

A quorum was present.

Council President Nieves announced that Council Member Herron was not present due to illness and Council Member Vizzo-Paniccia was dealing with flooding issues.

MINUTES FOR APPROVAL

Approval of City Council Minutes: March 19, 2018.

**** COUNCIL MEMBER MCCARTHY MOVED THE MARCH 19, 2018 CITY COUNCIL MEETING MINUTES.**

**** COUNCIL MEMBER BROWN SECONDED.**

**** THE MOTION TO APPROVE THE MARCH 19, 2018 CITY COUNCIL MEETING MINUTES AS SUBMITTED PASSED UNANIMOUSLY.**

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RESOLUTIONS TO BE REFERRED TO BOARDS, COMMISSIONS, ETC.:

84-17 Resolution presented by Council Member(s): Banta & Taylor-Moye re: Proposed resolution requesting that an “All-Way” Stop be designated at the intersection of John Street and West Avenue with appropriate signage, referred to Board of Police Commissioners.

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**** COUNCIL MEMBER NEWTON MOVED TO MOVED TO COMBINE THE COMMUNICATIONS TO BE REFERRED TO COMMITTEES AND THE RESOLUTIONS TO BE REFERRED TO BOARDS, COMMISSIONS, ETC. FOR APPROVAL.**

**** COUNCIL MEMBER LYONS SECONDED.**

Council Member Langan said that there had been a number of candidates that were supposed to be appointed to the various Commissions. He wanted to know if the new candidates named in Agenda Items 89-17 thru Agenda Item 94-17 were ready to be presented to the Committee. Council Member Lyons stated that she had been told that the current hold up was because the Ethics Committee did not have quorum.

Council Member Newton said that he had been told that the Committee had been given the names first. Council Member Lyons said that the Public Safety Committee had not received all the paper work on the candidates.

Council Member Newton said that the major hurdle for getting the candidates through the committee has been simply getting the candidates cleared by Ethics. He said that he would like to know if there was another way. The biggest problem is having the Ethics Committee streamline this process so they can get candidates appointed to the Committees and Commissions.

Council Member Langan said that he did not want to refer any candidates unless the candidates were through the process and ready to go before the Committee. He said that his original question had not been answered.

**** THE MOTION TO APPROVE THE COMBINED COMMUNICATIONS TO BE REFERRED TO COMMITTEES AND THE RESOLUTIONS TO BE REFERRED TO BOARDS, COMMISSIONS, ETC. PASSED WITH FIFTEEN (15) IN FAVOR (SMITH, SPAIN, BANTA, TAYLOR-MOYE, MCCARTHY, MCBRIDE-LEE, ROMAN CHRISTY, ZABRANO VIGGIANO, CASTILLO, NIEVES, VALLE, JACKSON, N. SMITH, MARTINEZ, AND NEWTON) AND THREE (3) OPPOSED (BROWN, LYONS, AND LANGAN).**

MATTERS TO BE ACTED UPON (CONSENT CALENDAR):

***36-17 Joint Committee on Ordinance and Economic and Community Development and Environment Report re: Amendment to the Municipal Code of Ordinances, Title 8 – Health and Safety, amend to add New Chapter 8.09 – Prohibition on Waste Associated with Natural Gas and Oil Extraction.**

***46-17 Public Safety and Transportation Committee Report re: Resolution regarding Sidewalk Repair Pilot Program Cost Estimates (Second Round).**

***51-17 Public Safety and Transportation Committee Report re: Honorary naming of a portion of John Street from Courtland Street to West Avenue as “Linda T. Cervero Way” with appropriate signage.**

***75-17 Contracts Committee Report re: Professional Services Agreement for the City’s Master Plan.**

Mayor Ganim announced that the Council was now considering the Consent Calendar and requested anyone who wished to remove an item to raise their hand.

Council Member Spain requested that Agenda Item 36-17 be removed from the Consent Calendar. City Clerk Martinez then read the remaining agenda items into the record.

**** COUNCIL MEMBER BROWN MOVED THE FOLLOWING REMAINING ITEMS ON THE CONSENT CALENDAR:**

***46-17 PUBLIC SAFETY AND TRANSPORTATION COMMITTEE REPORT RE: RESOLUTION REGARDING SIDEWALK REPAIR PILOT PROGRAM COST ESTIMATES (SECOND ROUND).**

***51-17 PUBLIC SAFETY AND TRANSPORTATION COMMITTEE REPORT RE: HONORARY NAMING OF A PORTION OF JOHN STREET FROM COURTLAND STREET TO WEST AVENUE AS "LINDA T. CERVERO WAY" WITH APPROPRIATE SIGNAGE.**

***75-17 CONTRACTS COMMITTEE REPORT RE: PROFESSIONAL SERVICES AGREEMENT FOR THE CITY'S MASTER PLAN.**

**** COUNCIL MEMBER LYONS SECONDED.**

**** THE MOTION PASSED UNANIMOUSLY.**

36-17 Joint Committee on Ordinance and Economic and Community Development and Environment Report re: Amendment to the Municipal Code of Ordinances, Title 8 – Health and Safety, amend to add New Chapter 8.09 – Prohibition on Waste Associated with Natural Gas and Oil Extraction.

**** COUNCIL MEMBER SPAIN MOVED TO AMEND AGENDA ITEM 36-17 BY SUBSTITUTION.**

Council Member Spain said that the figures in the updated resolution had been revised and the penalties had been adjusted to be in line with the State.

**** COUNCIL MEMBER NEWTON SECONDED.**

**** THE MOTION PASSED UNANIMOUSLY.**

**** COUNCIL MEMBER SPAIN MOVED TO APPROVE AGENDA ITEM 36-17 AS AMENDED.**

**** COUNCIL MEMBER BROWN SECONDED.**

**** THE MOTION PASSED UNANIMOUSLY.**

**** COUNCIL MEMBER N. SMITH MOVED TO SUSPEND THE RULES TO AN ITEM TO THE AGENDA REGARDING REFERRING A WPCA MATTER TO MISCELLANEOUS MATTERS.**

**** COUNCIL MEMBER NEWTON SECONDED.**

**** THE MOTION PASSED UNANIMOUSLY. (ITEM #95-17)**

Refer Item 95-17 Appointment of Cynthia Hayes (D) to the Water Pollution Control Authority to the Miscellaneous Matters Committee.

Council Member Langan said that he wanted to commend the Committees in their efforts to fill the vacancies on the Boards and Commissions. However, his question regarding whether the candidates had all their paperwork ready for Committee had not been answered earlier. Mayor Ganim replied that he had been told by the Atty. Anastasi that the tradition was to have the items moved to Committee and then Committee would table the items until the paperwork was completed.

Mayor Ganim then called for a vote.

**** COUNCIL MEMBER N. SMITH MOVED TO REFER AGENDA ITEM 95-17 TO THE MISCELLANEOUS MATTERS COMMITTEE.**

**** COUNCIL MEMBER NEWTON SECONDED.**

**** THE MOTION PASSED WITH SIXTEEN (16) IN FAVOR (SMITH, SPAIN, BANTA, TAYLOR-MOYE, MCCARTHY, LYONS, MCBRIDE-LEE, ROMAN CHRISTY, ZABRANO VIGGIANO, CASTILLO, NIEVES, VALLE, JACKSON, N. SMITH, MARTINEZ, AND NEWTON) AND TWO (2) OPPOSED (BROWN AND LANGAN).**

Mayoral Proclamation: In Recognition of “National Volunteer Week” and all the volunteers who make a difference in our community.

City Council Citation: In Recognition of “National Volunteer Week” and all the volunteers who make a difference in our community.

The various volunteers were called forward and presented with both Mayoral and City Council Citations recognizing their contributions to City residents.

ADJOURNMENT

**** COUNCIL MEMBER N. SMITH MOVED TO ADJOURN.**

**** COUNCIL MEMBER MCCARTHY SECONDED.**

**** THE MOTION PASSED UNANIMOUSLY.**

The meeting adjourned 7:30 p.m.

Respectfully submitted,


S. L. Soltes
Telesco Secretarial Service



JOSEPH P. GANIM
Mayor

OFFICE OF THE MAYOR
CITY OF BRIDGEPORT, CONNECTICUT
MARGARET E. MORTON GOVERNMENT CENTER
999 BROAD STREET
BRIDGEPORT, CONNECTICUT 06604
TELEPHONE (203) 576-7201
FAX (203) 576-3913

**Comm. 79-17 Ref'd to Miscellaneous Matters Committee
On April 16, 2018**

TO: Lydia Martinez – City Clerk
FROM: Mayor Joseph P. Ganim 
DATE: March 26, 2018
RE: Boards & Commissions

Please place the following name on the April ¹⁶~~2~~, 2018 City Council Agenda for referral to the Miscellaneous Matters Committee for the purpose of appointment as an alternate to the **Commission on Planning and Zoning**:

Cesar August Cordero (D)
184 Primrose Avenue
Bridgeport, CT 06606

This term will expire on December 31, 2019.

JPG/ad

ATTEST
CITY CLERK
RECEIVED
CITY CLERKS OFFICE
18 MAR 29 AM 11:00



CITY OF BRIDGEPORT, CONNECTICUT
BRIDGEPORT FIRE DEPARTMENT

30 CONGRESS STREET, BRIDGEPORT, CT 06604 • Telephone (203) 337-2070 • Fax (203) 576-8274

RICHARD E. THODE
Fire Chief

Comm. 80-17 Ref'd to Public Safety & Transportation Committee
On April 16, 2018

March 29, 2018

RECEIVED
CITY CLERKS OFFICE
18 MAR 29 PM 3:57
ATTEST
CITY CLERK

The Honorable Lydia Martinez
City Clerk
City of Bridgeport
45 Lyon Terrace
Bridgeport, CT 06604

Dear City Clerk and Members of the City Council,

Pursuant to and in accordance with *C.G.S. §7-430* and the collective bargain agreement between the City of Bridgeport and Fire Fighters Local 834, Robert Whitbread of the Bridgeport Fire Department, now having attained or soon to attain the age of sixty-five years or more, is requesting approval of the Bridgeport City Council to remain in the employ of the Bridgeport Fire Department for another year.

We respectfully ask that this request be referred to the Public Safety Committee, wherein the individual, as well as representatives of the Department and City, will be present for questioning, and appropriate information on the physical fitness of this individual to continue in his/her position will be furnished to the Council for consideration.

Should you have any questions, please do not hesitate to contact my office at 203-337-2070.

Sincerely,

Richard E. Thode
Fire Chief



CITY OF BRIDGEPORT, CONNECTICUT
BRIDGEPORT FIRE DEPARTMENT

30 CONGRESS STREET, BRIDGEPORT, CT 06604 • Telephone (203) 337-2070 • Fax (203) 576-8274

RICHARD E. THODE
Fire Chief

Comm. 81-17 Ref'd to Public Safety & Transportation Committee
On April 16, 2018

March 29, 2018

RECEIVED
CITY CLERKS OFFICE
18 MAR 29 PM 3:57
ATTEST
CITY CLERK

The Honorable Lydia Martinez
City Clerk
City of Bridgeport
45 Lyon Terrace
Bridgeport, CT 06604

Dear City Clerk and Members of the City Council,

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Sincerely,

Richard E. Thode
Fire Chief



CITY OF BRIDGEPORT, CONNECTICUT
BRIDGEPORT FIRE DEPARTMENT

30 CONGRESS STREET, BRIDGEPORT, CT 06604 • Telephone (203) 337-2070 • Fax (203) 576-8274

RICHARD E. THODE
Fire Chief

Comm. 82-17 Ref'd to Public Safety & Transportation Committee
On April 16, 2018

March 29, 2018

RECEIVED
CITY CLERKS OFFICE
18 MAR 29 PM 3:57
ATTEST
CITY CLERK

The Honorable Lydia Martinez
City Clerk
City of Bridgeport
45 Lyon Terrace
Bridgeport, CT 06604

Dear City Clerk and Members of the City Council,

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Sincerely,

Richard E. Thode
Fire Chief



CITY OF BRIDGEPORT, CONNECTICUT

BRIDGEPORT FIRE DEPARTMENT

30 CONGRESS STREET, BRIDGEPORT, CT 06604 • Telephone (203) 337-2070 • Fax (203) 576-8274

RICHARD E. THODE
Fire Chief

Comm. 83-17 Ref'd to Public Safety & Transportation Committee
On April 16, 2018

March 29, 2018

The Honorable Lydia Martinez
City Clerk
City of Bridgeport
45 Lyon Terrace
Bridgeport, CT 06604

Dear City Clerk and Members of the City Council,

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Should you have any questions, please do not hesitate to contact my office at 203-337-2070.

Sincerely,

Richard E. Thode
Fire Chief



City of Bridgeport
OFFICE OF PLANNING & ECONOMIC DEVELOPMENT

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

JOSEPH P. GANIM
Mayor

THOMAS E. GILL
Director

WILLIAM J. COLEMAN
Deputy Director

Comm. 85-17 Ref'd to ECD&E Committee
On April 16, 2018

March 9, 2018

Dear Honorable Members of the City Council,

In accordance with the Bridgeport Municipal Code of Ordinances, Section 8.78.050, attached please find a resolution that would authorize the adoption of the "Amended Hollow Neighborhood Revitalization Plan, dated May 15, 2017," which is attached to the resolution and incorporated within it.

This item is for referral to the Economic and Community Development and Environment Committee. Thank you.

Sincerely yours,

Thomas Gill
Director

Cc: Alma Maya-Public Facilities
Angie R. Staltaro-Public Facilities

RECEIVED
CITY CLERKS OFFICE
18 APR -9 PM 1:44
ATTEST
CITY CLERK

HOLLOW NEIGHBORHOOD REVITALIZATION ZONE UPDATE

WHEREAS, in 1996, the Connecticut General Assembly adopted Public Act 340, "An Act Establishing a Neighborhood Revitalization Process," establishing a new model for economic and community revitalization of neighborhoods on the local level, and

WHEREAS, the Bridgeport City Council, on May 16, 1996, via Resolution item #111-95, established Neighborhood Revitalization Zones with the City, and

WHEREAS on May 16, 2005, the City Council adopted the Hollow Neighborhood Revitalization Zone Plan, and

WHEREAS, Chapter 8.78.060 of the Bridgeport Municipal Code of Ordinances grants authority to the City Council to amend the Hollow Neighborhood Revitalization Zone Plan, and

WHEREAS, the Hollow Neighborhood Revitalization Zone Committee, duly convened, voted to amend the Hollow Neighborhood Revitalization Zone Plan, with such amended plan entitled, "Hollow Neighborhood Revitalization Plan Update," and dated May 15, 2017, (the "Amended Hollow Neighborhood Revitalization Plan of 2017"), attached hereto by reference and incorporated hereto,

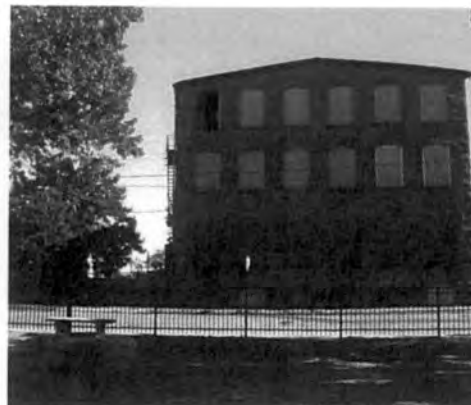
NOW THEREFORE BE RESOLVED, that the City Council hereby adopts the "Amended Hollow Neighborhood Revitalization Plan of 2017."

The Hollow NRZ Plan

Bridgeport, CT



*The
Hollow*



FINAL DRAFT - March 20, 2017

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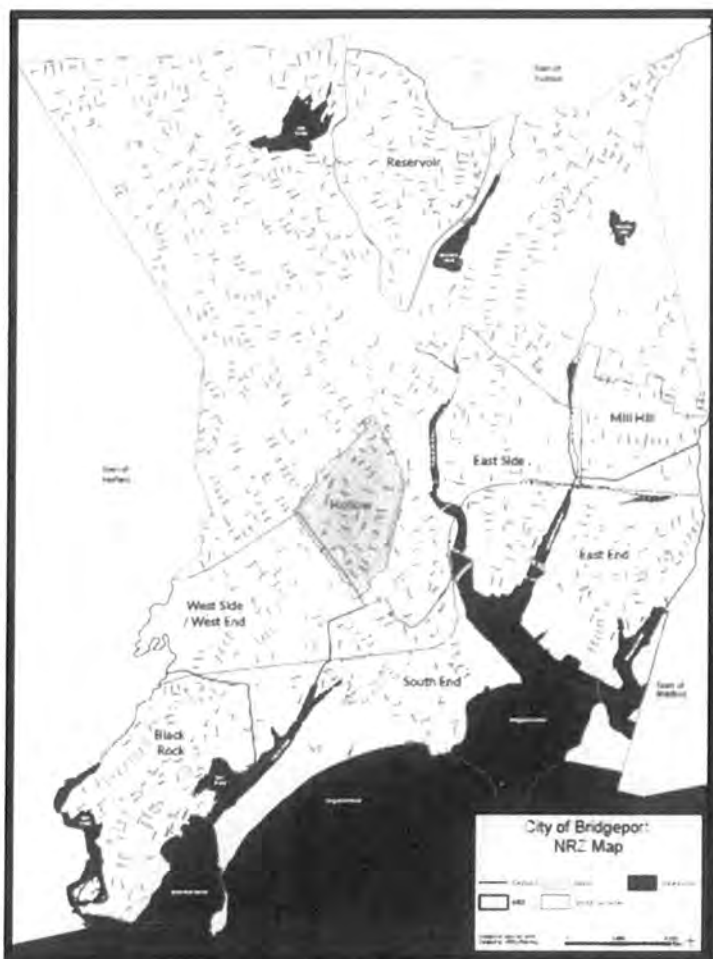
Hollow NRZ Plan

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

5 Male

4 Female

4 Black (African American)

3 Hispanic, Latino, Caribbean

3 White (Caucasian)

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:

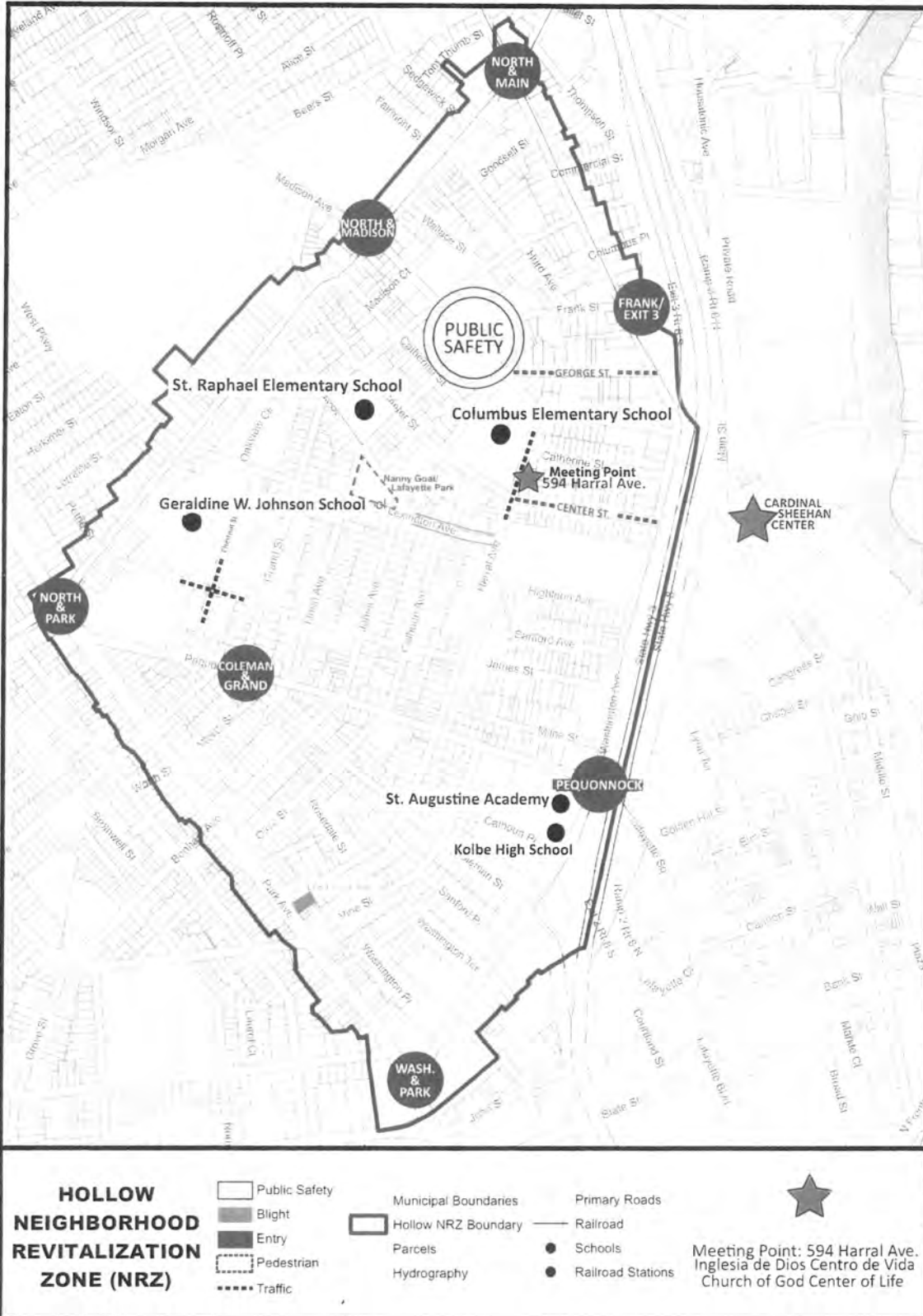
1. Safety (mentioned 8 times)
2. Trash/Cleanliness (mentioned 3 times)
3. Blight/Vacancies (mentioned 3 times)
4. Landlord/Renter Issues (mentioned 3 times)
5. Parking (mentioned 2 times)
6. Community Image/Cohesiveness (mentioned 2 times)
7. Beautification (mentioned 1 time)
8. Congestion (mentioned 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)

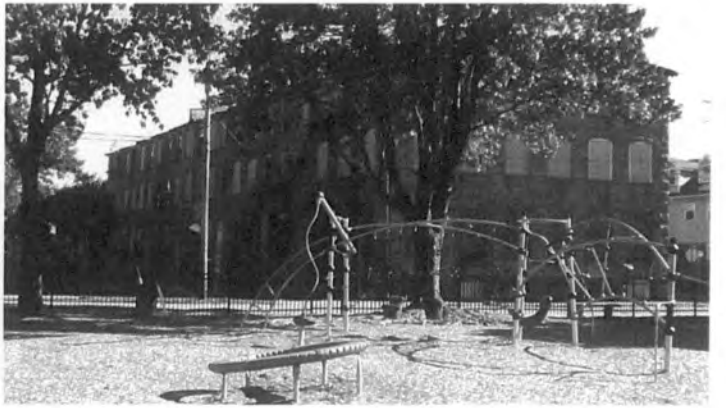
Top Three Needs of Survey Participants

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 Harral 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**

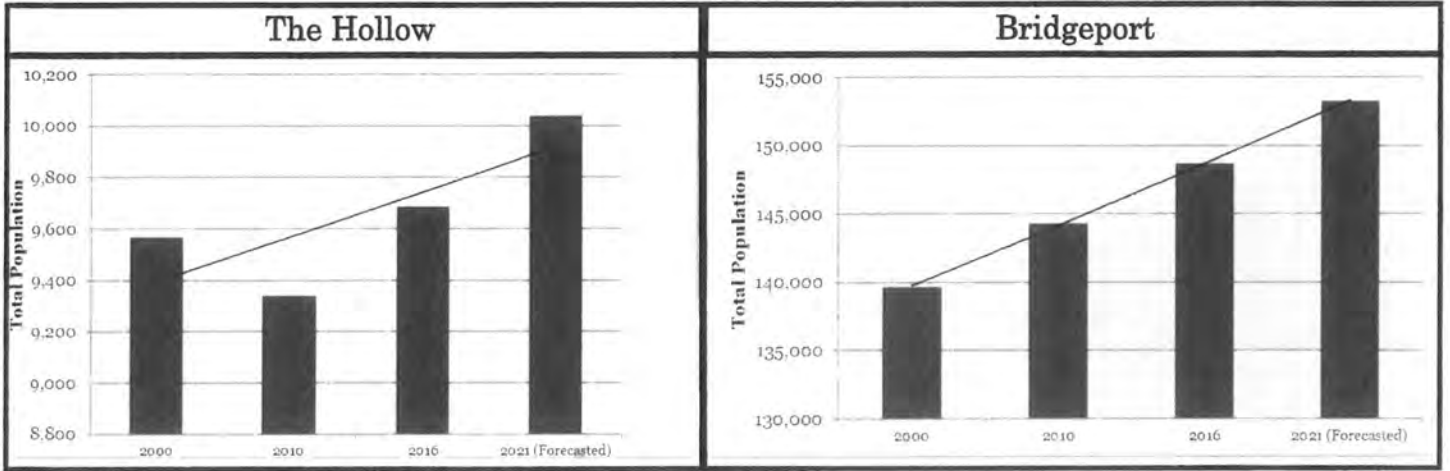
All demographic data was collected using ESRI Business Analyst, based on US Census Bureau data from the 2010 Census and data from the 2010-2014 American Community Survey. Below is the area defined in Business Analyst as the Hollow:



1. Population Demographics

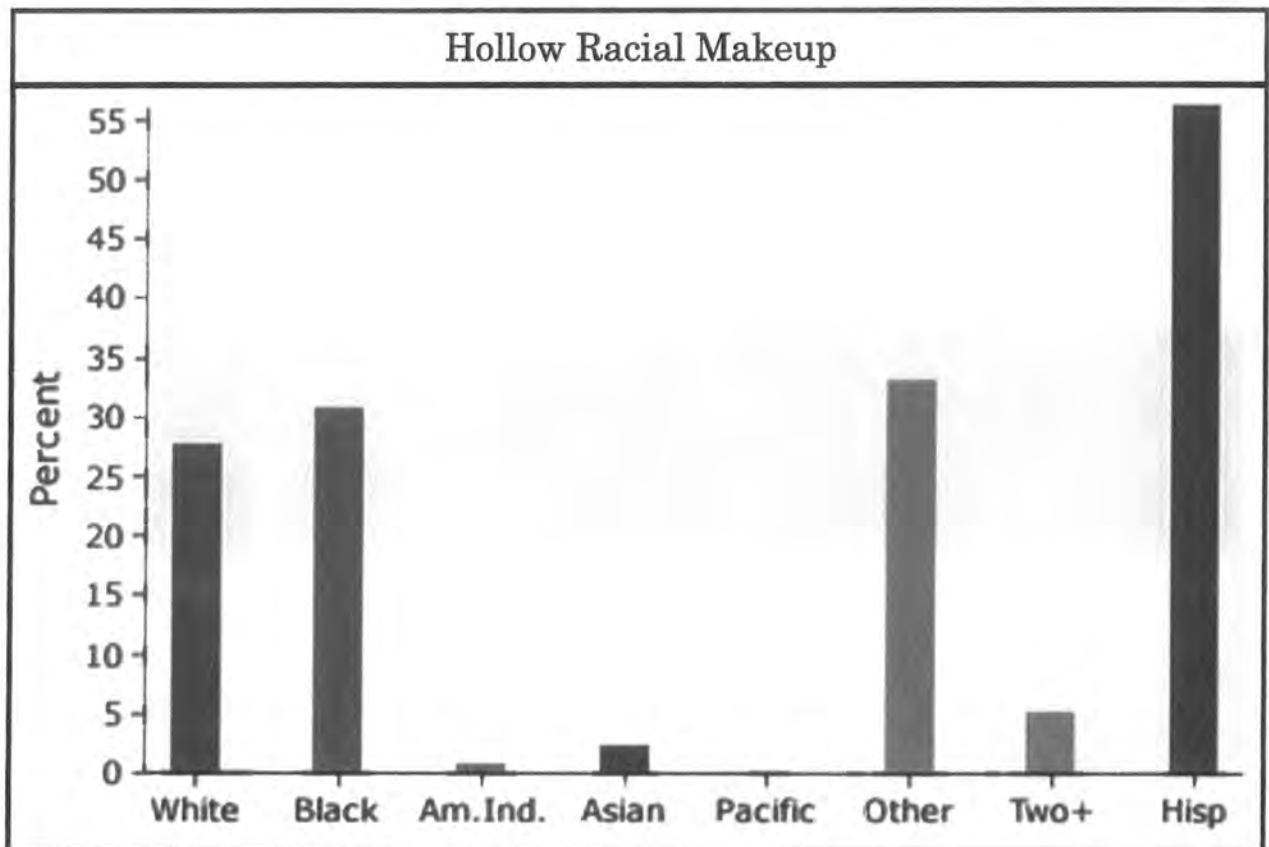
Population and Growth:

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.



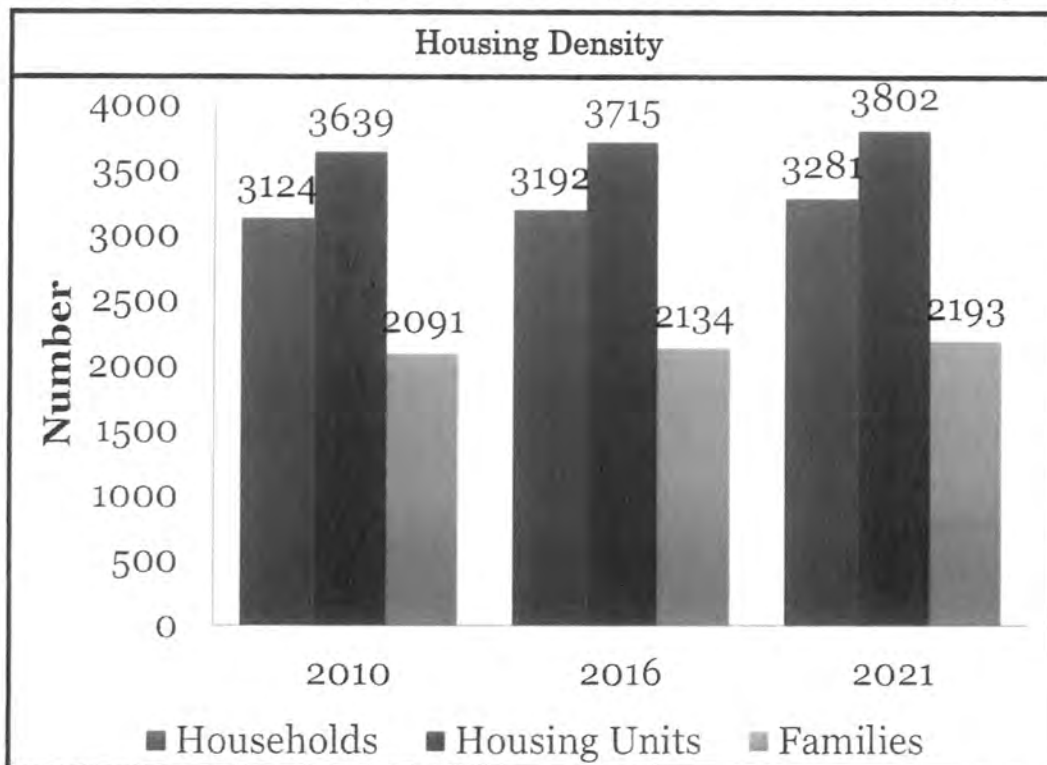
Age:

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%

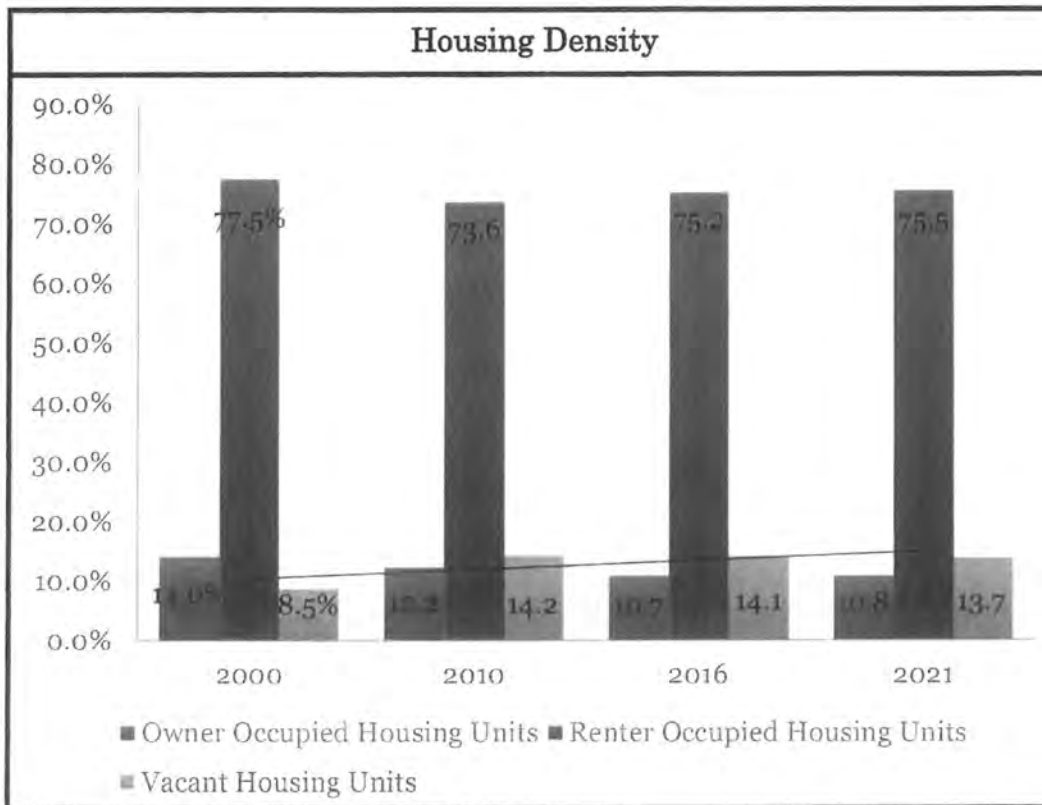
2. Households and Housing

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.

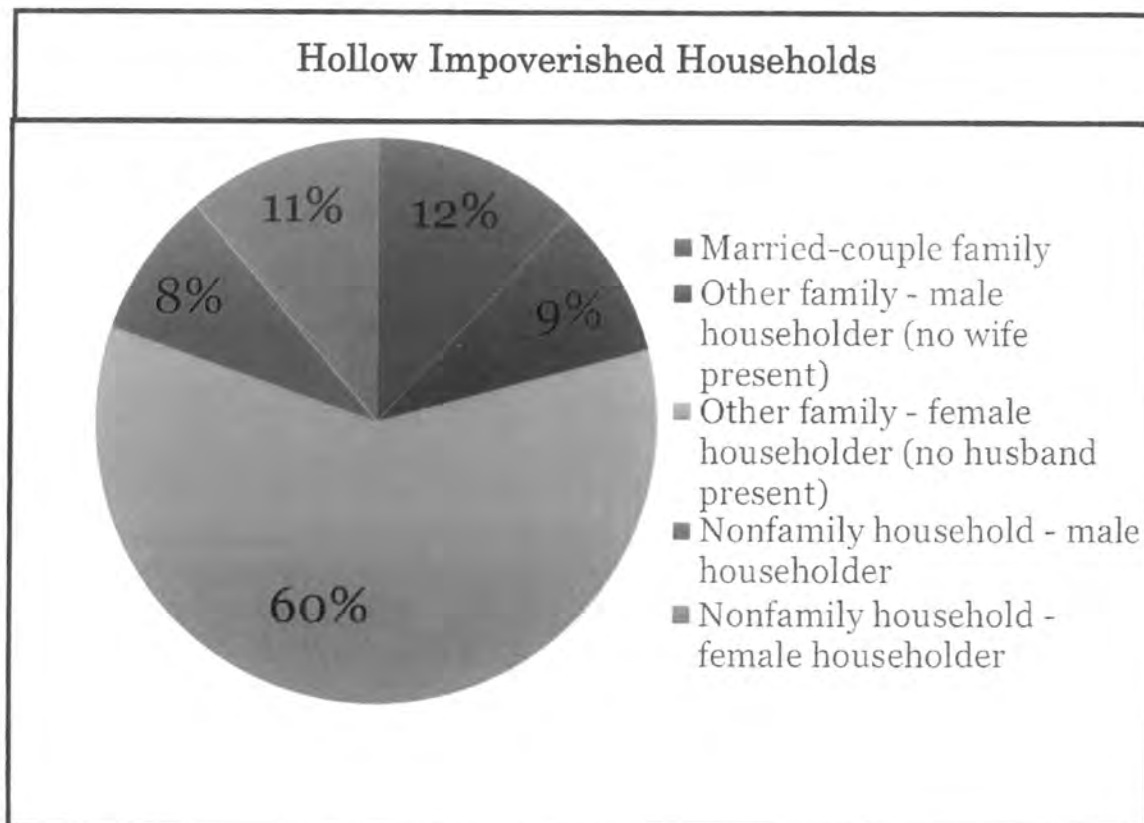
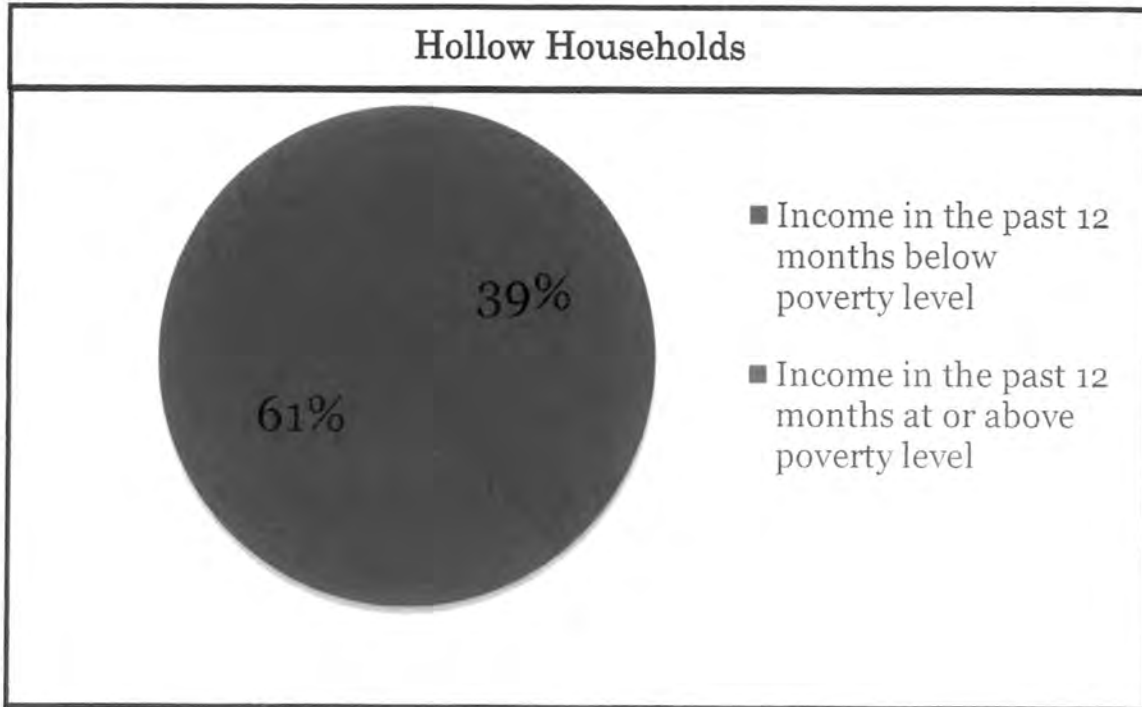
Vacant Housing: There are more vacant homes than owner occupied homes in the Hollow. The trend line below indicates that the number of vacant housing units is rising.



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.

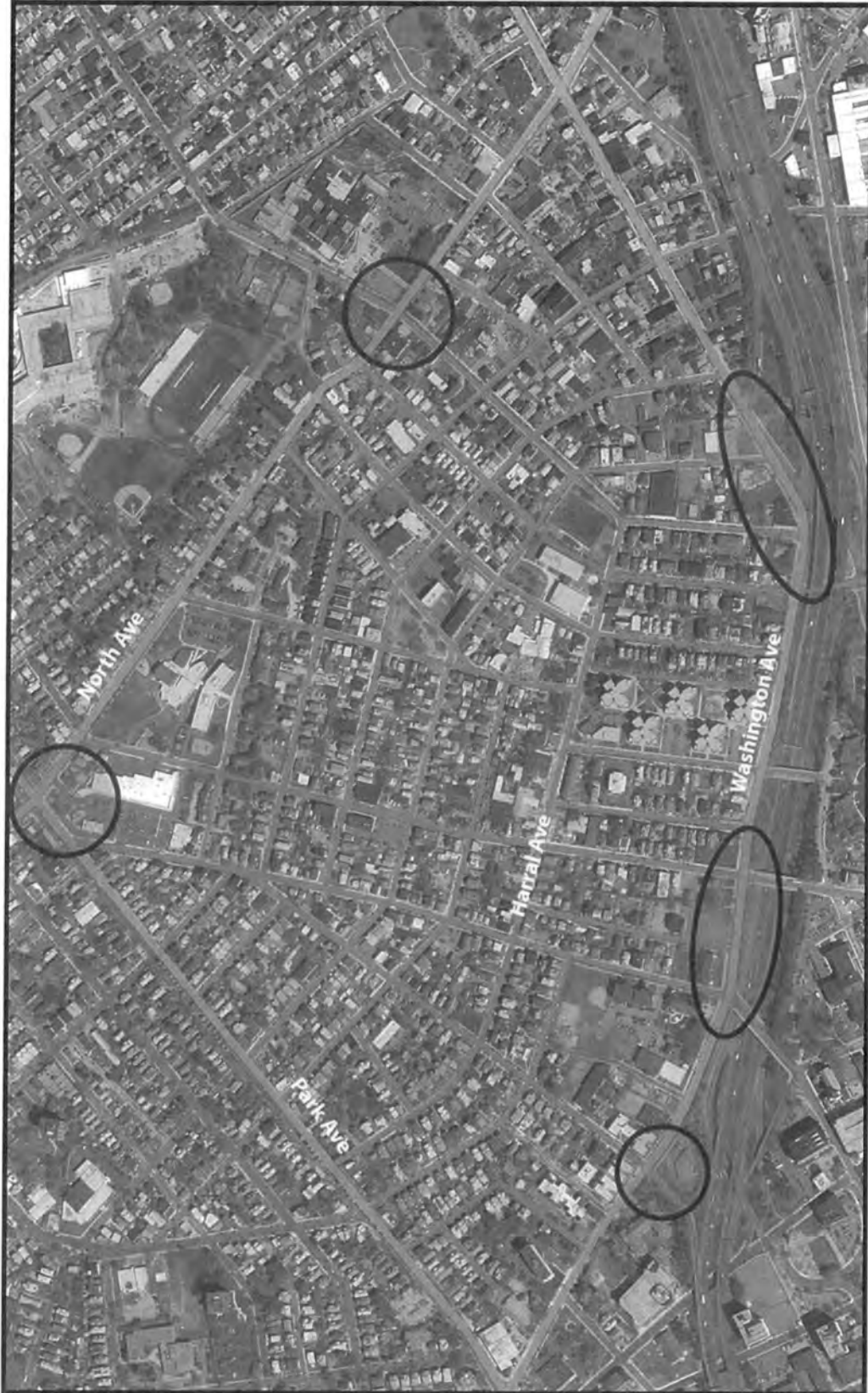
Employed Population by Industry (16+)		Educational Attainment of Population	
Agriculture/Mining	0.0%	Less than 9th Grade	16.5%
Construction	19.4%	9th - 12th Grade, No Diploma	20.2%
Manufacturing	9.5%	High School Graduate	29.1%
Wholesale Trade	2.5%	GED/Alternative Credential	5.0%
Retail Trade	14.2%	Some 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.

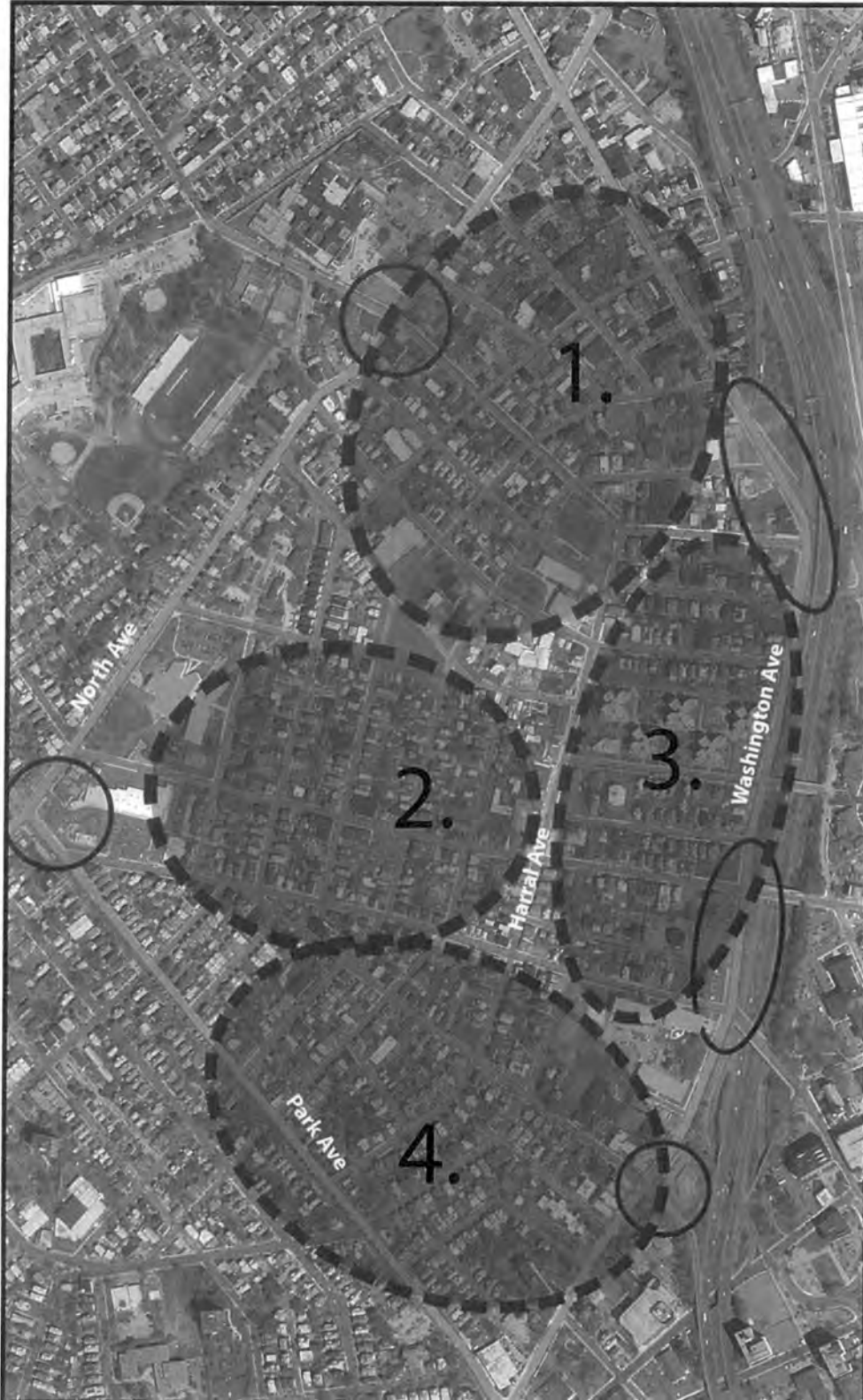
2. Lafayette / Nannygoat Park

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.



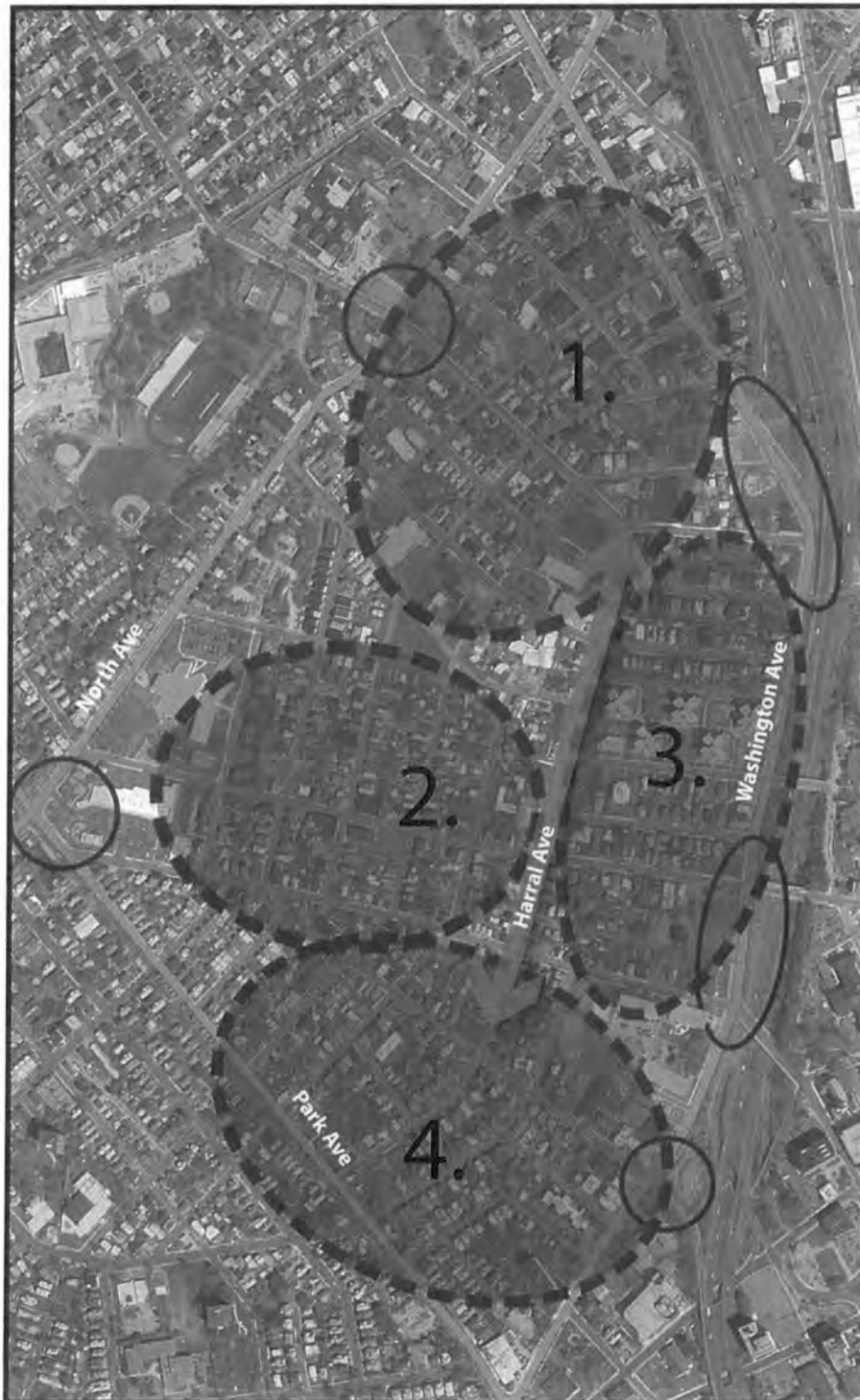
3. Community Sub-Districts

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.



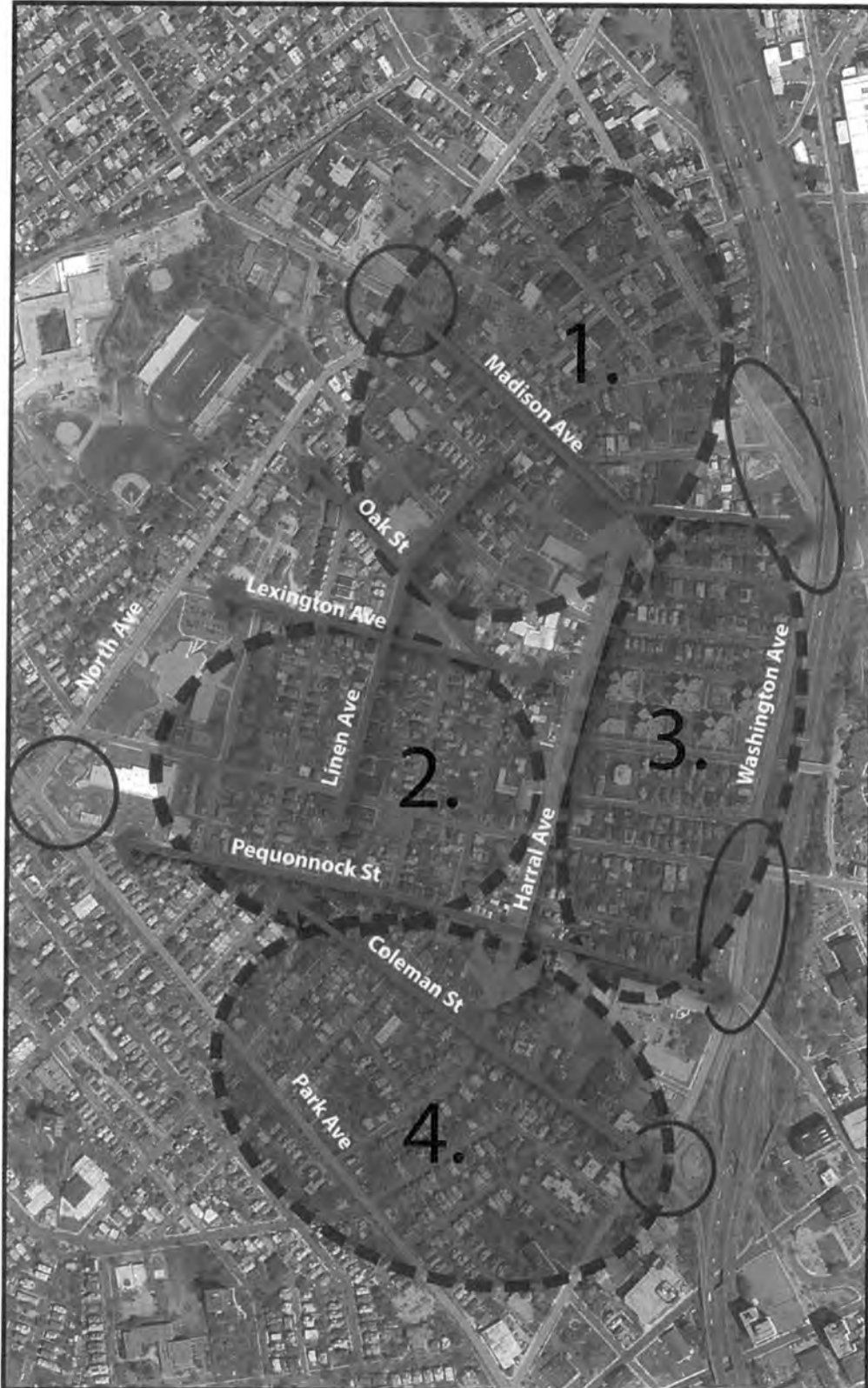
4. Primary Corridor

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.



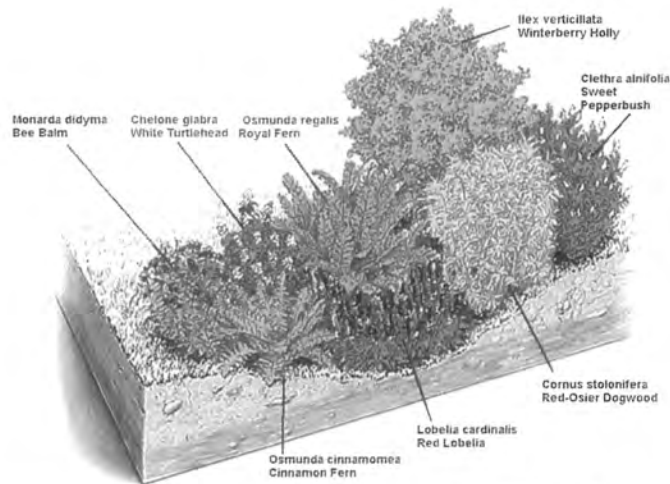
2) Here is shown the curb profile that lets gutter water detour into a planter where it can infiltrate or deposit pollutants and suspended solids (clay, sand, gravel, etc.).



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

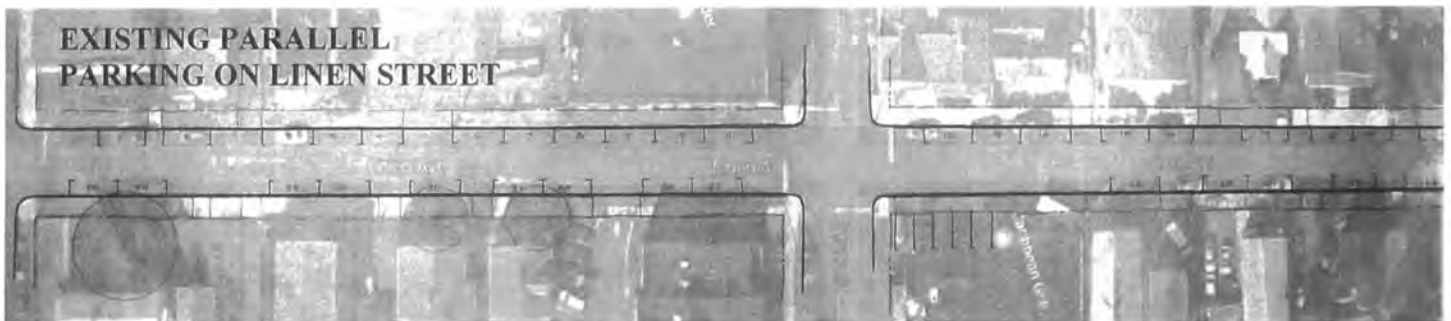
Adds more spaces for residents
No land to purchase
No added annual Costs
Faster Police/Fire Access & Visibility
Easier Snow Removal
Easier Street Cleaning
No Daily Changes
No Annual Permits
More Business Parking
Closer House Parking

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

Parking on Linen Street

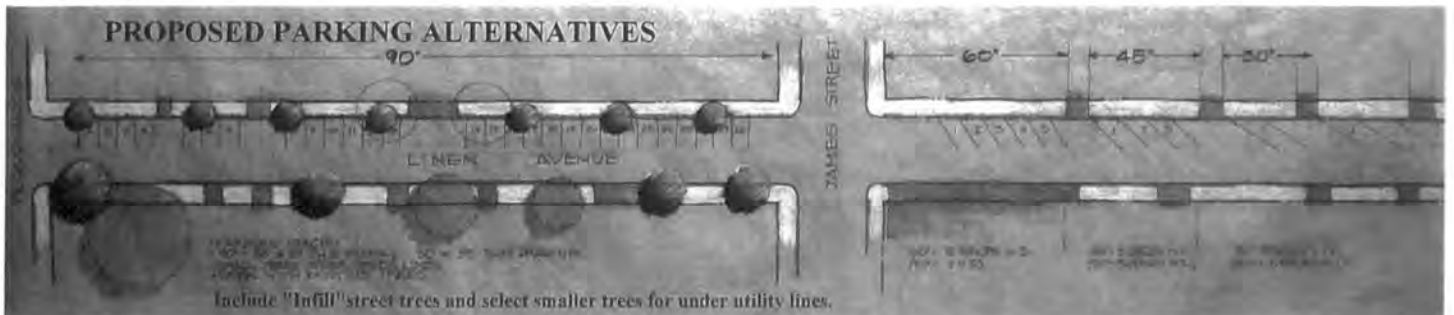
Existing

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.



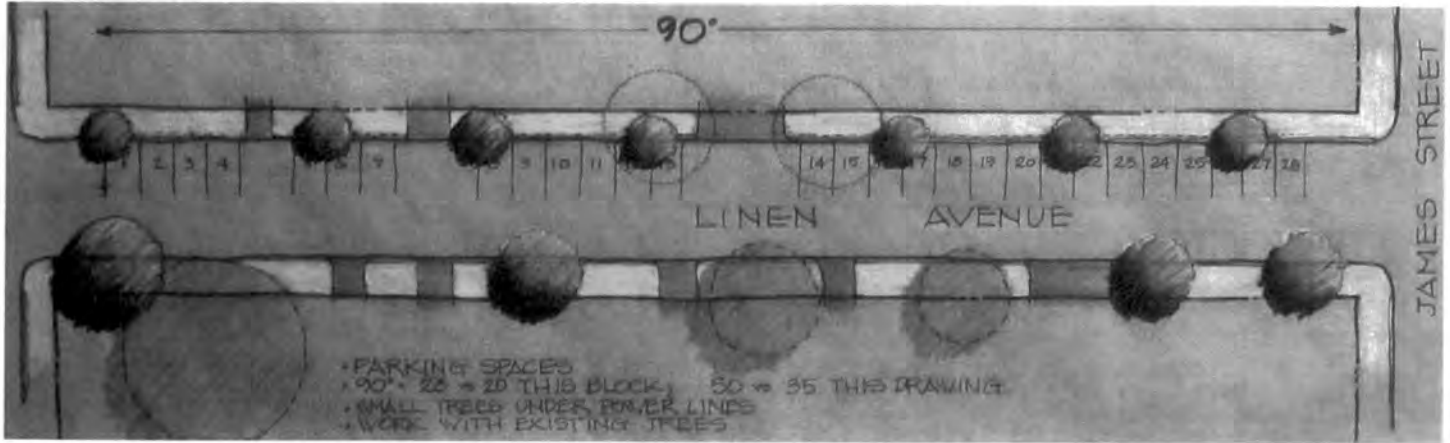
This is the existing theoretical maximum parking (35 spaces) in the area shown; however, fire hydrants, setbacks, etc. reduce actual parking quantities.

Potential



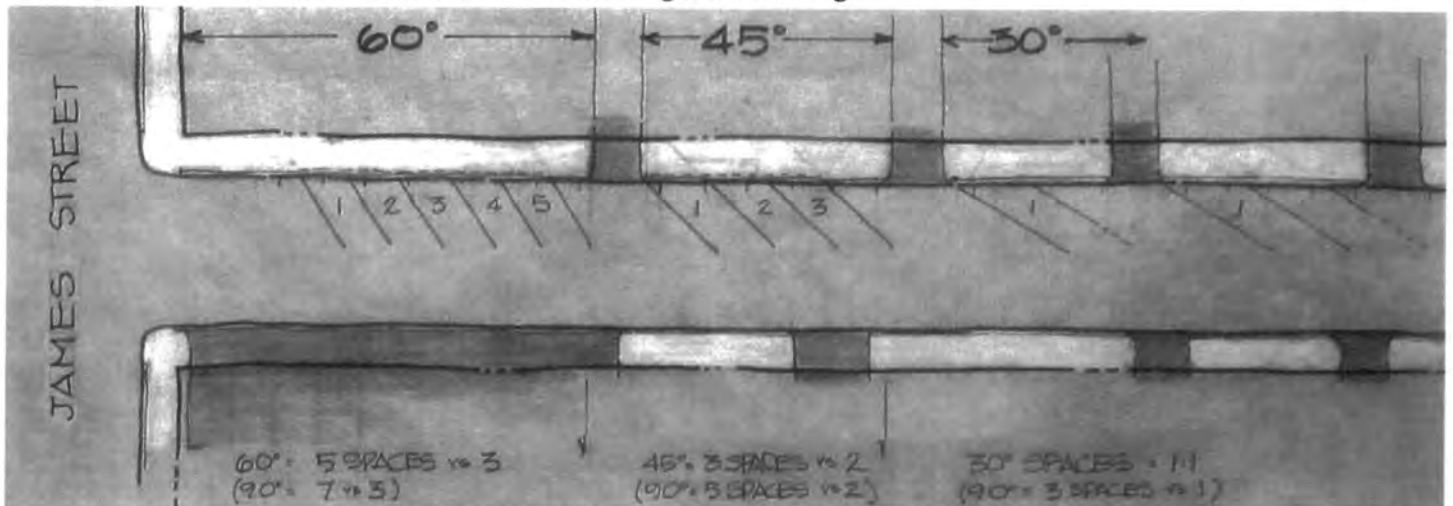
This example of possible parking alignments shows that 90° angle could accommodate as many as 50 cars in approximately the same space. The other angled alignments offer fewer spaces and actually more restrictions on use (e.g., single preferred approach direction). Also note that planting trees in the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

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.

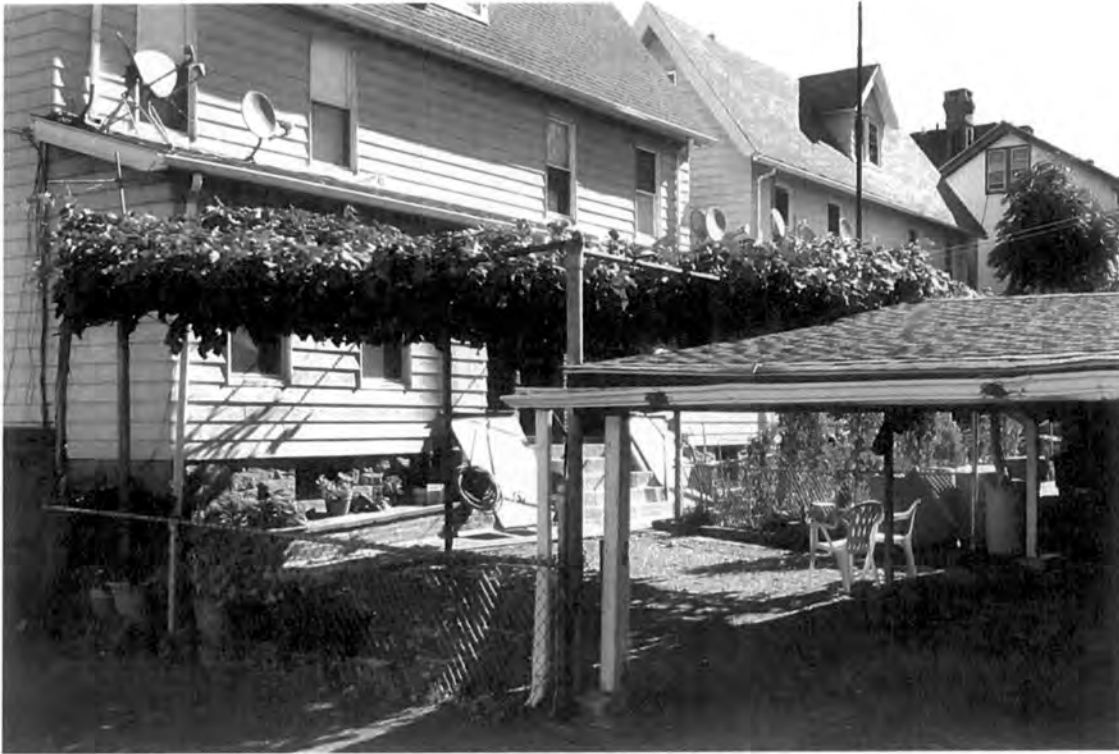
Accompanying the small typically single lot business are makeshift building additions and high chain link fences (many with barbed wire or razor tape). Whereas the small businesses (frequently automobile repair) are mixed in among converted multi-family residential buildings they provide some jobs and 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

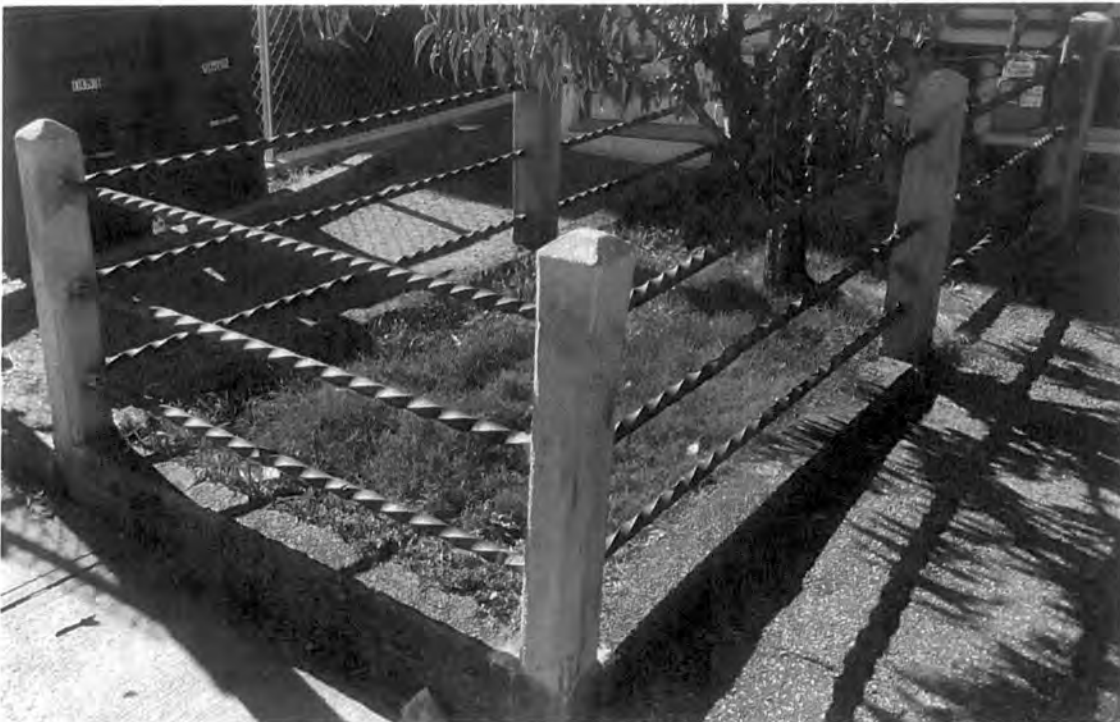
Part of the charm of the Hollow lies in finding historical elements that are indicative of the previous residents in this area of Bridgeport. Throughout the area are grape arbors that were planted by Italian and Portuguese residents. Before them were Irish workers that added stone and concrete details. 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.



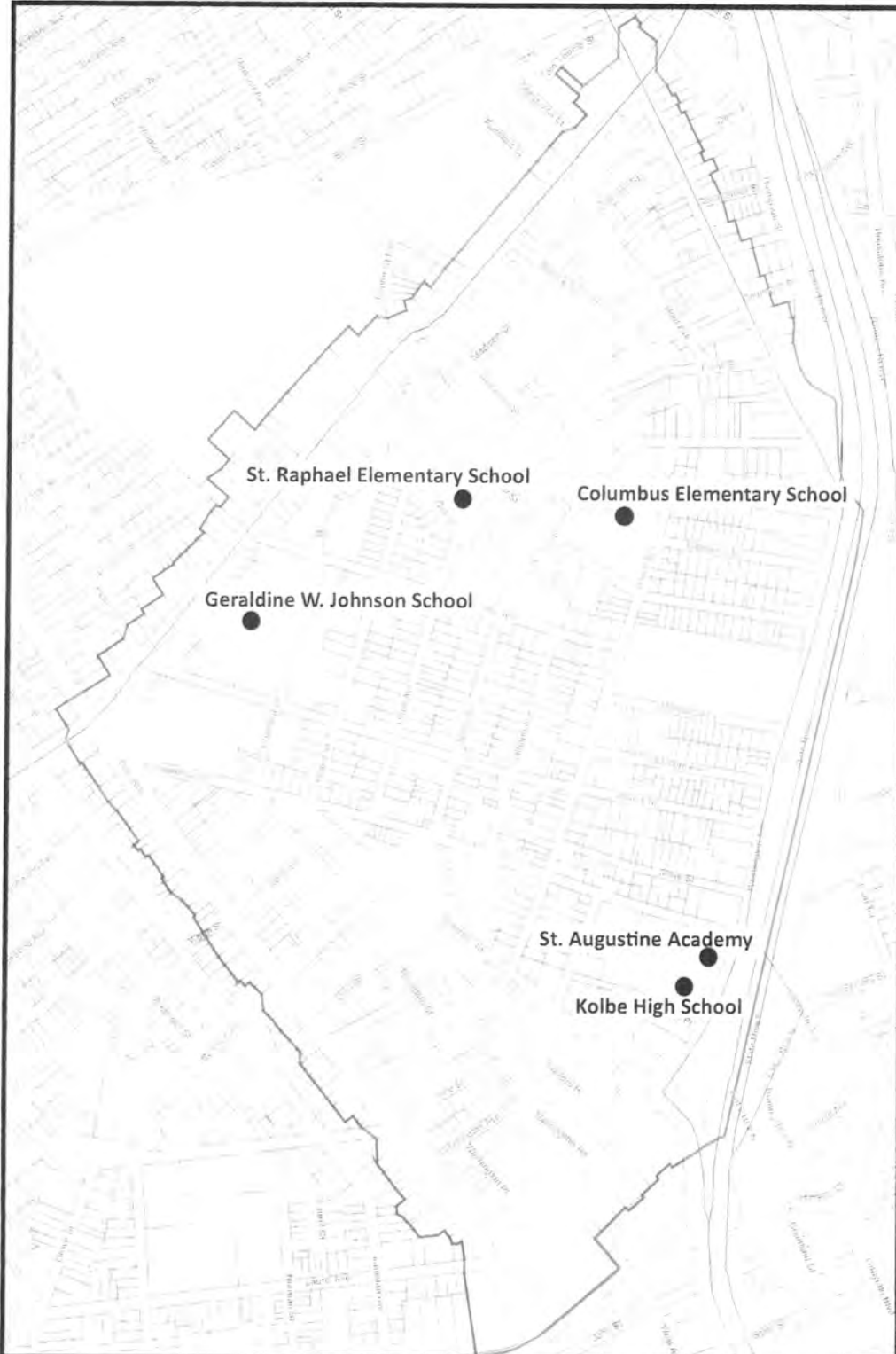
Backyards, although often used as parking space, are also provided a shade opportunity as well as frequently providing a large amount of table & wine grapes.



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



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 33 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. The owners are willing to sell the building and adjoining properties and the consulting team has been working to find a new buyer.

Additionally, during the NRZ planning process, it was announced that the Norwalk Vault Company located at (391, 425, 439 Herral Avenue) would be moving out of Bridgeport. Presumably this property will be vacant until sold as well.

Details of The Hollow's Vacant and Underutilized Properties

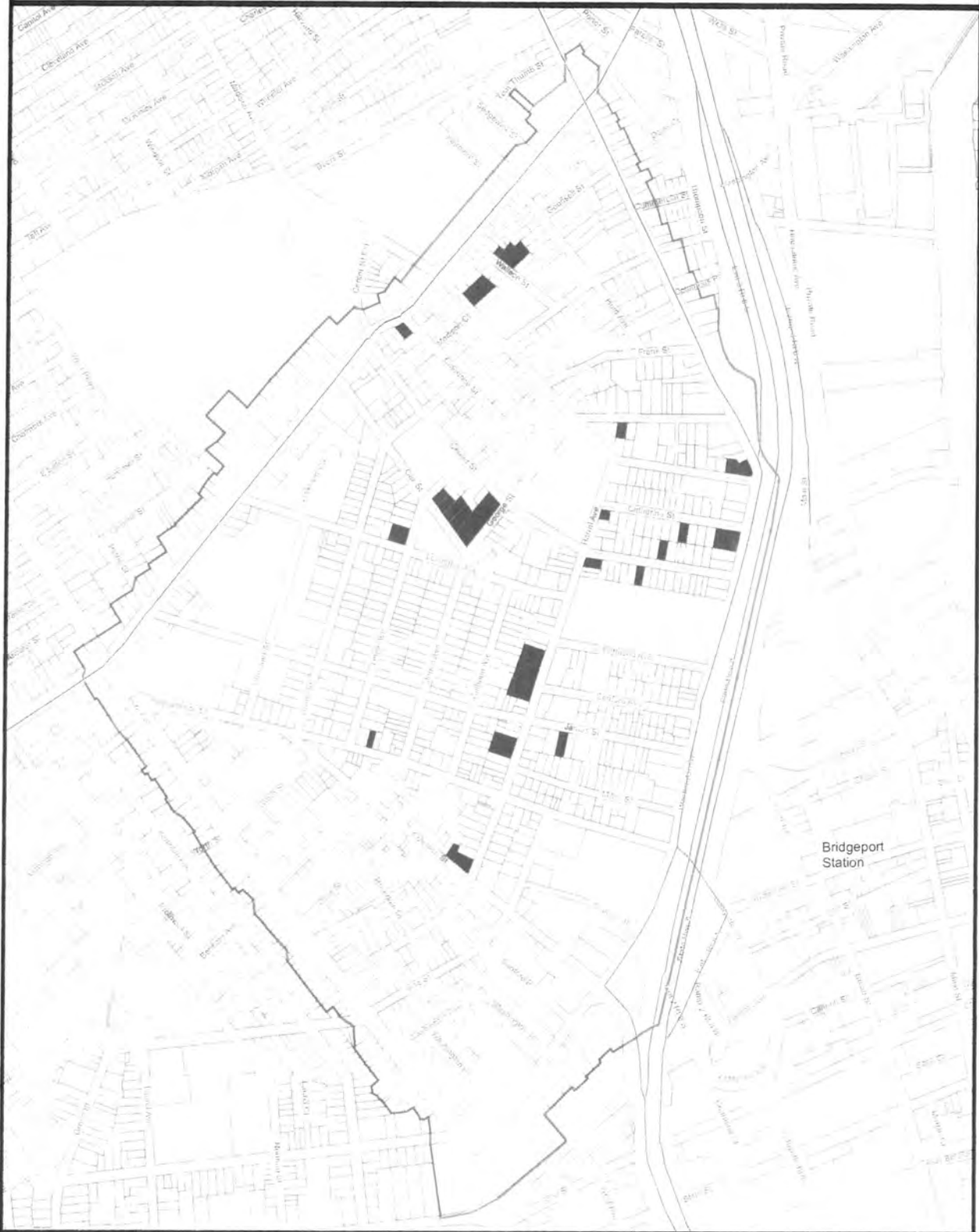
ADDRESS	UNIT	PARCEL ID	OWNER OF RECORD	OWNER'S ADDRESS	COMMENTS	SIZE (ACRES)
207 Catherine Street	N/A		Housing Authority of the City of Bridgeport	150 Highland Ave, Bridgeport, CT 06604	Vacant area. Enclosed by city fence.	0.08
323 Herral	N/A	1037-14	Housing Authority of the City of Bridgeport	150 Highland Ave, Bridgeport, CT 06604	Vacant area. Enclosed by city fence. Used as parking lot and for wood burning	0.21
339 Herral	N/A	1037-15	Curtin Inc	23 Center Terrace, Stamford, CT 06902	Vacant area. Enclosed by city fence. Used as parking lot and for wood burning	0.15
304 George	N/A	1025-4	Wood Oak Apartments, LLC	589 Fifth Ave, NY NY 10017	Unoccupied industrial building	0.67
117 Catherine Street	#119	1046-18	Carrena Luis	24 Tuckahoe Road, Easton, CT 06612	Vacant area	0.13
84 Center Street	N/A	1046-7A	Cabezas Washington	1440 Madison Ave, Bridgeport CT 06606	Vacant area	0.13

(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	121 George Street	N/A	1043-9	Esteves Alfredo	137 George Street, Bridgeport, CT 06604	Vacant area.	0.11
8	235 Linen Avenue	N/A	1016-2	Cape Verdean Assoc. BPT	PO Box 6241 Bridgeport, CT 06606	Unoccupied mixed-use building.	0.23
9	135 James Street	#139	1051-25	Meija Juan	43 Sherman Street, Stamford, CT 06902	Vacant area	0.18
10	68 Wallace Street	#84	1002-3A	House of Prayer & Deliverance	73 Wallace Street, Bridgeport, CT 06604	Unoccupied warehouse building with vacant area.	0.26
11	86 Wallace Street	N/A	1002-2	House of Prayer & Deliverance	73 Wallace Street, Bridgeport, CT 06604	Vacant area	0.05
12	1249 North Avenue	#1255	1005-13A	Pedreira Albertina	1265 North Ave Bridgeport, CT 06604	Vacant area. Used as a parking lot.	0.14
13	775 Washington Avenue	N/A	1046-14	Oppedisano David	26 Frost Hill Road, Trumbull, CT 06611	Unoccupied warehouse building with vacant area	0.37
14	191 Herral Avenue	#197	1034-8	Housing Authority of the City of Bridgeport	150 Highland Ave, Bridgeport, CT 06604	Vacant area.	0.18
15	200 Coleman Street	N/A	1034-7	Park City Housing & Development Corporation	Exempt Parcel N/A Bridgeport, CT	Vacant area	0.10
16	552 Herral Street	#560	1047-1	Almonte Luis	1217 Iranistan Avenue, Bridgeport, CT 06611	Vacant area. Former community garden. Used as a parking lot.	0.13
17	354 Pequonnock Street	#356	1028-7	All Jose	101 Wordin Avenue, Bridgeport, CT 06605	Vacant area. Enclosed by fence	0.08
18	103 Center Street	#105	1047-31	Housing Authority of City of Bridgeport	150 Highland Ave, Bridgeport, CT 06604	Vacant area	0.11
19	1629 Main Street	N/A	1044-8C	Munger Brook Associates LLC	420 East Main Street, Branford CT 06504	Unoccupied commercial building	0.3
20	92 Oak Street	#98	1025-11	82 Oak Street LLC	592 Fifth Avenue, New York, NY 10036	Vacant area.	0.11
21	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
22	74 Oak Street	N/A	1025-2	82 Oak Street LLC	592 Fifth Avenue, New York, NY 10036	Unoccupied warehouse building	0.20
23	60 Oak Street	#64	1025-3	82 Oak Street LLC	592 Fifth Avenue, New York, NY 10036	Unoccupied outbuildings and land	0.4
24	304 George Street	N/A	1025-4	Wood Oak Apartments, LLC	592 Fifth Avenue, 8th Floor, New York, NY 4707	Unoccupied warehouse building and land	0.67
25	394 Madison Avenue	#396	1003-2	Pembroke Laundry & Cleaners	396 Madison Avenue, Bridgeport, CT 06604	Unoccupied commercial building	0.26
26	230 Lexington Avenue	#236	1040-7	Paniccia Maria	29 Essex Lane, Trumbull, CT 06611	Vacant area. Light industrial use Underutilized space.	0.11
27	222 Lexington	N/A	1040-8A	Paniccia Americo	36 Essex Lane, Trumbull, CT 06611	Garage. Light Industrial	0.16
28	217 Lexington Ave	#219	1038-22	Costa Antonio	189 Lexington Ave, Bridgeport CT 06604	Vacant area. Used as a parking lot.	0.06
29	211 Lexington Ave	#213	1038-21	Costa Antonio	189 Lexington Ave, Bridgeport CT 06604	Vacant area. Used as a parking lot	0.08
30	203 Jones Ave	#209	1027-27	Esteves Maria et Al	203 Jones Avenue, Bridgeport, CT 06604	Front area of lot (near Lexington) is underutilized	0.15
31	391 Herral Ave	N/A	1038-12	Black Bear Realty LLC	136 James Street, Bridgeport, CT 06604	Former site of Norwalk Vault Co. Unoccupied industrial building	0.31
32	425 Herral Ave	N/A	1038-13	Black Bear Realty LLC	136 James Street Bridgeport, CT 06604	Former site of Norwalk Vault Co. Unoccupied industrial building	0.31
33	439 Herral Ave	N/A	1038-14A	Black Bear Realty LLC	136 James Street Bridgeport, CT 06604	Former site of Norwalk Vault Co. Unoccupied industrial building.	0.31

Vacant and Underutilized Property



HOLLOW NEIGHBORHOOD REVITALIZATION ZONE (NRZ)

- Hollow_Parcels selection
- Railroad Stations
- Primary Roads
- Parcels
- Municipal Boundaries
- Hollow NRZ Boundary

Hollow NRZ Bridgeport, Connecticut



VITA NUOVA LLC
Restoring Sites, Revitalizing Communities
 PO Box 13, Newtown, Connecticut 06470
 Tel (888) 308-1750 Fax (888) 723-7160

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 request funding for 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

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 28th 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

Remarks	See Fig. B				See Fig. B		
	Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7
Notes: 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. 1956 autos. (When space is no problem, minimum stall width should be 9'-0").	Angle of Parking (degrees)	Width of Stall	Width of aisle to aisle	Depth of Stall perpendicular to aisle	Width of Aisle	Parking spaces Walls or bumper apron	Parking head-in to curb
General All Purpose Standard, 1956	90	8'-0"	8'-0"	16'-0"	26'-0"	62'-0"	58'-0"
All-day and low turnover lots (min. COL. 5-23/ COL. 6-59')	90	8'-0"	8'-0"	16'-0"	26'-0"	62'-0"	58'-0"
Large all-day parking lots. (Approx. 170 cars/acre)	90	8'-0"	8'-0"	16'-0"	24'-0"	60'-0"	58'-0"
Inadequate room for opening car doors. Rarely used.	90	8'-0"	8'-0"	18'-0"	22'-0"	65'-0"	64'-0"
Typical pay parking field (high turnover)	90	8'-0"	8'-0"	18'-0"	27'-0"	63'-0"	59'-0"
Desired dimensions for 8'-6" stalls	90	8'-0"	8'-6"	16'-0"	29'-0"	65'-0"	61'-0"
Desired dimensions for 9'-0" stalls	90	9'-0"	9'-0"	18'-0"	27'-0"	63'-0"	59'-0"
Active shopping centers without separate pedestrian walkways and high turnover lots where ample land is available.	90	9'-0"	9'-0"	18'-0"	20'-0"	67'-0"	63'-0"
Generally recommended minimum (8'-6" stalls)	60	8'-0"	9'-10"	16'-10"	18'-0"	57'-0"	53'-0"
Generally recommended minimum (9'-0" stalls)	60	9'-0"	10'-5"	20'-1"	17'-0"	57'-0"	51'-10"
General all-purpose minimum and in clear open, one-way aisle, self-park garages.	45	8'-0"	12'-0"	18'-9"	12'-6"	50'-0"	44'-10"
Minimum for special purposes only	45	8'-0"	11'-4"	18'-5"	12'-0"	48'-10"	43'-7"
Minimum for short stalls	45	9'-0"	12'-9"	19'-11"	11'-4"	49'-8"	43'-7"
Generally recommended minimum (8'-6" stalls)	30	8'-0"	17'-0"	16'-5"	10'-0"	42'-10"	35'-9"
Generally recommended minimum (9'-0" stalls)	30	9'-0"	18'-0"	16'-10"	9'-0"	42'-8"	35'-6"
SELECTED STALL AND AISLE DIMENSIONS FOR BACK-IN PARKING USED PRIMARILY FOR ATTENDANT PARKING.							Parking Back-in to Curb
Attendant parking only	90	8'-0"	8'-0"	18'-0"	22'-0"	58'-0"	51'-0"
Minimum for customer self-parking. Aisle and unit depth preferably increased by 1' to 1'-6"	90	8'-0"	8'-0"	18'-0"	21'-0"	57'-0"	50'-0"
Used where maximum number of two-way aisles is desired.	90	9'-0"	9'-0"	18'-0"	20'-0"	56'-0"	49'-0"

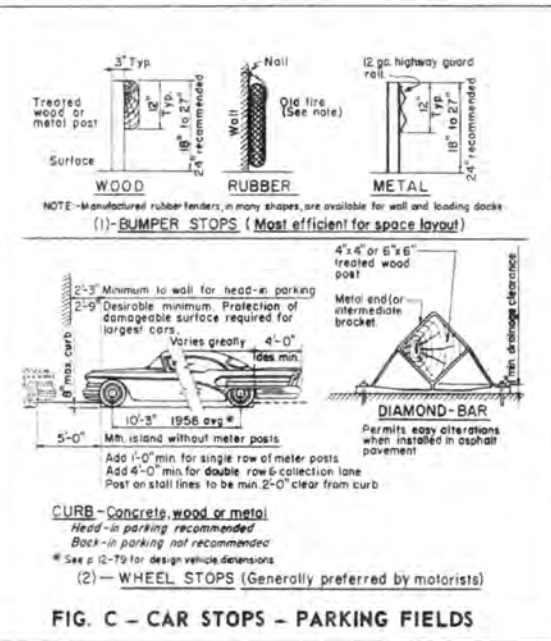
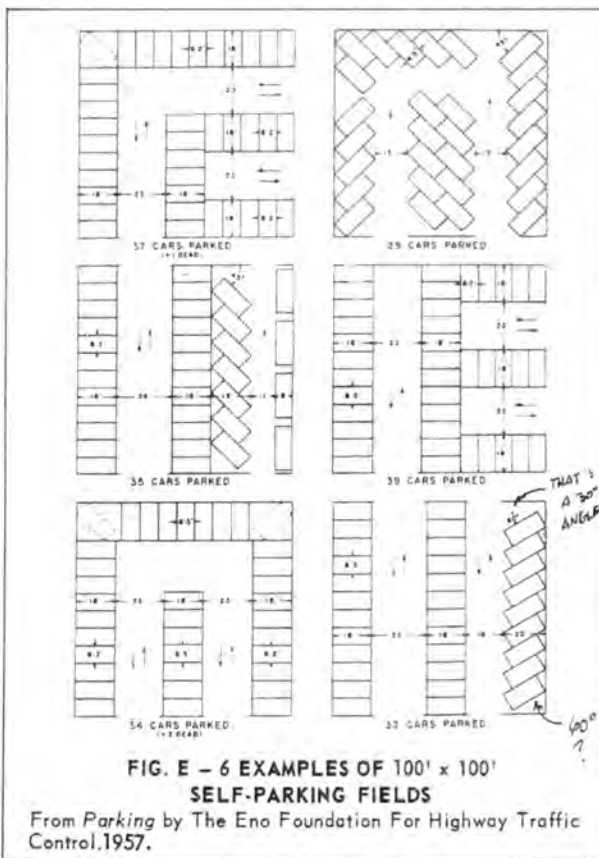
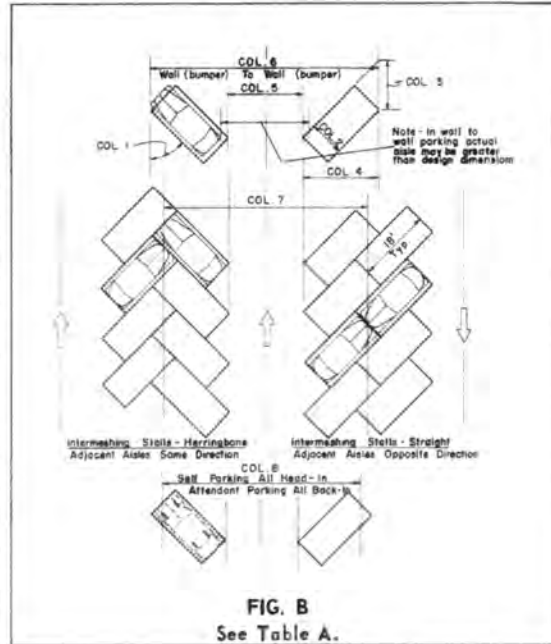
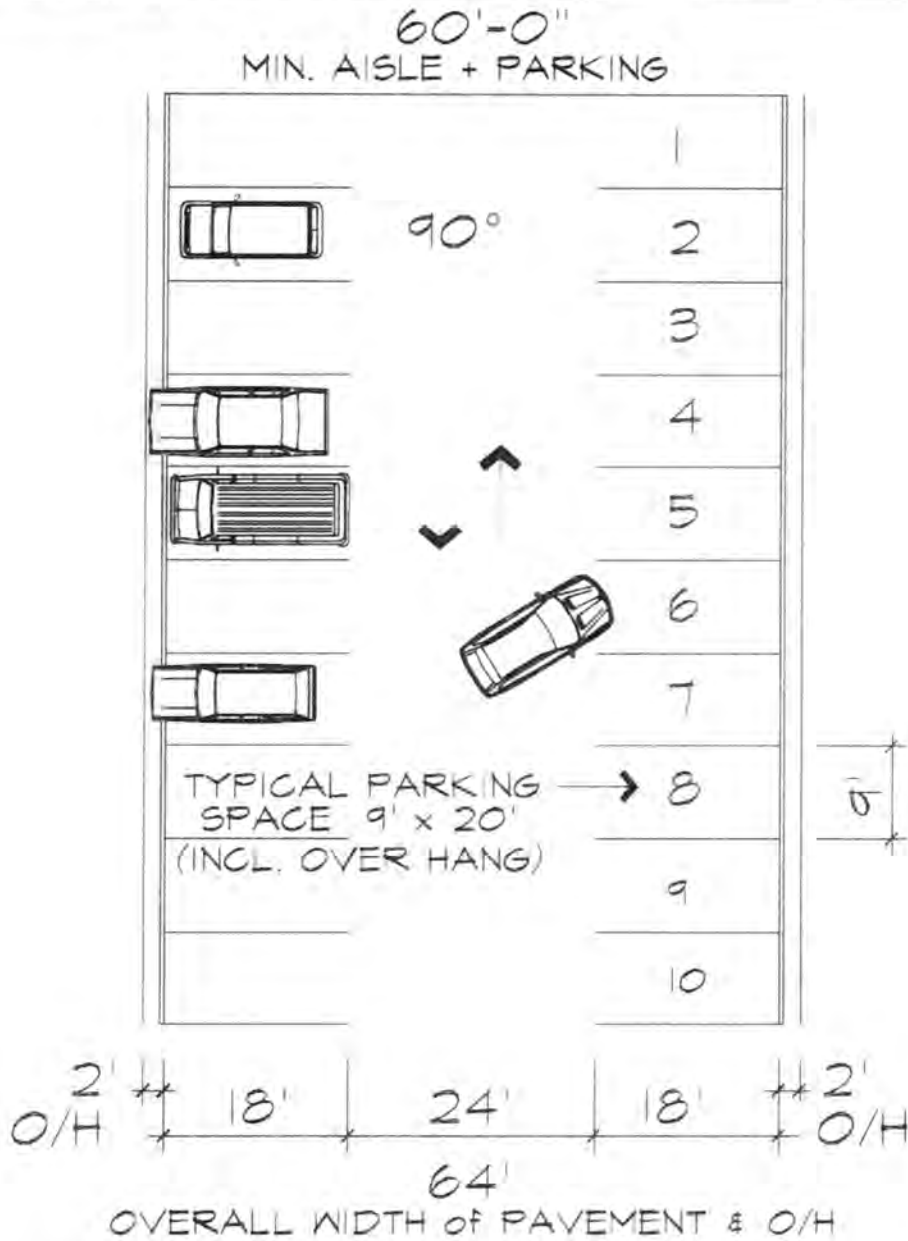


TABLE F - GRADES: PARKING FIELD	TABLE G - TYPICAL RANGE OF 90° PARKING FIELD, GROSS AREA PER CAR	
Minimum As required for drainage	Based on commercial lots with greater than 50-car capacity.	
Desirable maximum 4%		
Maximum transverse to parking stall: 6.5%		
TABLE H - AREA LIGHTING: PARKING FIELD	Parking Type	Gross, sq.-ft./car
Desirable minimum: 1y to 2 ft.-candies, increase up to 5 ft.-candies for non-attended meter fields.	Attendant, back-in	200
	Attendant, head-in	225
	Customer, minimum	250
	Customer, roomy	300

(Parking Cont.)

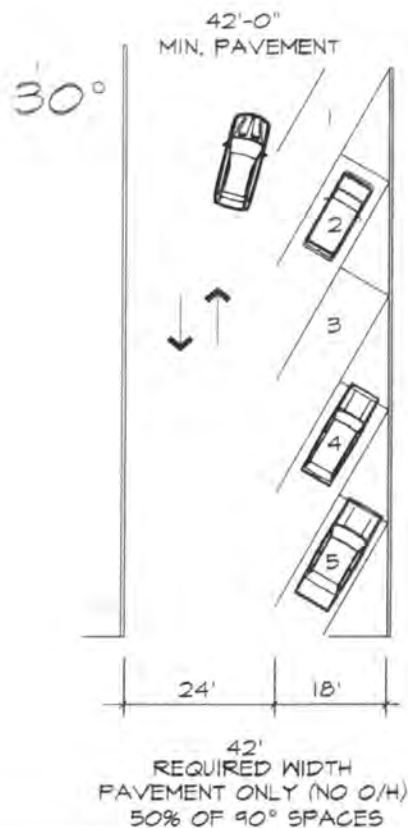
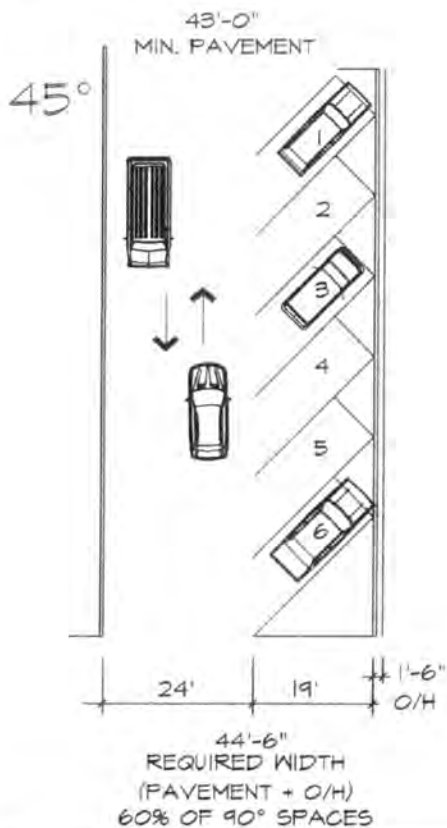
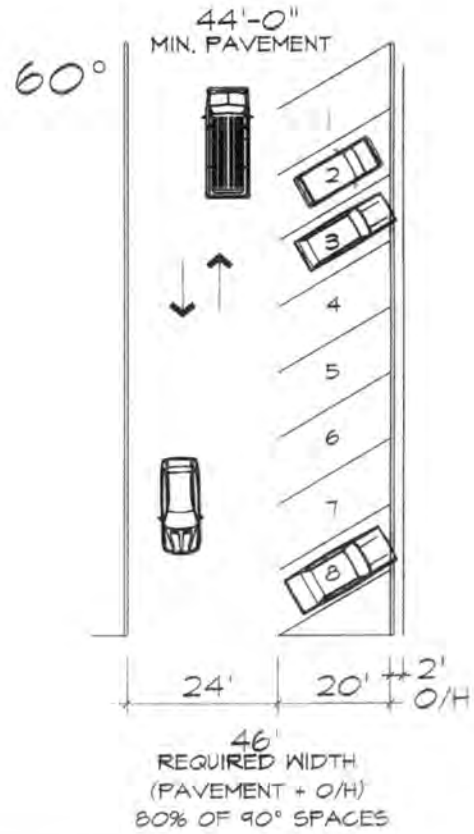
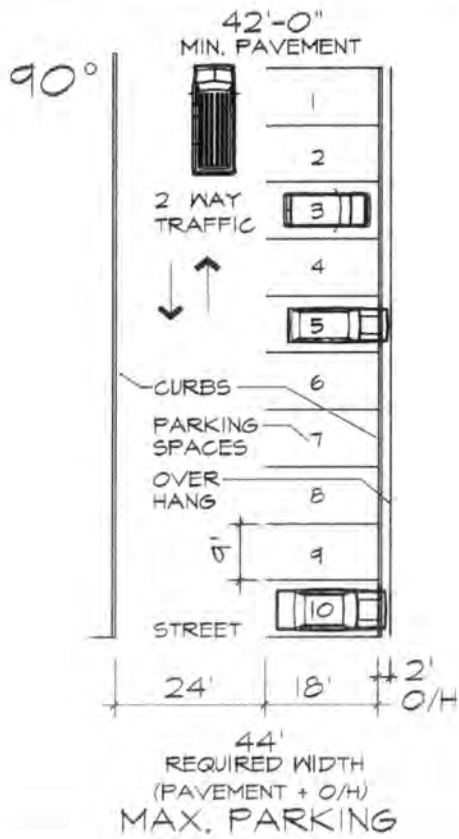
City of Bridgeport Zoning Regulations: The City of Bridgeport recently relaxed some of its standards with regard to overhang and the "Standard Parking Space" being 9' x 20'. In February 2017 they accepted a standard for commercial area parking that was 9' x 18'. This is recognition that more and more 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 & ECONOMIC DEVELOPMENT

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

JOSEPH P. GANIM
Mayor

THOMAS F. GILL
Director

WILLIAM J. COLEMAN
Deputy Director

**Comm. 86-17 Ref'd to ECD&E Committee
On April 16, 2018**

March 9, 2018

Dear Honorable Members of the City Council,

In accordance with the Bridgeport Municipal Code of Ordinances, Section 8.97.060, attached please find a resolution that would authorize the adoption of the "Amended South End Neighborhood Revitalization Plan, dated 2014, which is attached to the resolution and incorporated within it.

This item is for referral to the Economic and Community and Environment Committee. Thank you.

Sincerely Yours,

Thomas Gill
Director

Cc: Alma Maya-Public Facilities
Angie R. Staltaro-Public Facilities

RECEIVED
CITY CLERKS OFFICE
18 APR -9 PM 1:44
ATTEST
CITY CLERK

SOUTH END NEIGHBORHOOD REVITALIZATION ZONE UPDATE

WHEREAS, in 1996, the Connecticut General Assembly adopted Public Act 340, "An Act Establishing a Neighborhood Revitalization Process," establishing a new model for economic and community revitalization of neighborhoods on the local level, and

WHEREAS, the Bridgeport City Council, on May 16, 1996, via Resolution item #111.95, established Neighborhood Revitalization Zones with the City, and

WHEREAS, on July 6, 2010, the City Council adopted the South End Neighborhood Revitalization Plan, and

WHEREAS, the South End Neighborhood Revitalization Zone Committee, duly convened, voted to amend the South End Revitalization Zone Plan, with such amended plan entitled, "South End Neighborhood Revitalization Plan Update" and dated 2014, (the "Amended South End Neighborhood Revitalization Plan of 2014"), attached hereto by reference and incorporated hereto,

NOW THEREFORE BE RESOLVED, that the City Council hereby adopts the "Amended South End Neighborhood Revitalization Plan of 2014."

South End Neighborhood Revitalization Zone Strategic Plan 2014



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



b
green



Acknowledgments

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

Mayor Bill Finch

City Council

Howard Austin, Sr.	Eneida L. Martinez
Jack O. Banta	Lydia N. Martinez
Susan T. Brannelly	Mary A. McBride-Lee
Alfredo Castillo	Thomas C. McCarthy
Richard DeJesus	Richard M. Paoletto, Jr.
Milta I. Feliciano	Richard D. Salter, Sr.
Robert E. Halstead	Patricia Swain
James Holloway	Denese Taylor-Moye
Michelle A. Lyons	Enrique Torres
Michael J. Marrella, Jr.	AmyMarie Vizzo-Paniccia

South End NRZ Planning Committee

Mack Allen	Deidre Perry
Colleen Arthur-Riddick	Effie Riddick
Greg Breland	Ernestine Satawhite
Eva Canales	Hugh Spurgin
Barnabus Duberry	Liz Torres
Donna Hilliard	Dexter Upshaw, Jr.
Carl McCluster	J. C. White
Frances Newby	Marguerite Williams
Carmen Nieves	

Seaside Park

Source: theseasides.com, 2014



City of Bridgeport Office of Planning & Economic Development

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Fayerweather Lighthouse

Source: City of Bridgeport, 2014

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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. The Vision Statement represents a general summary of how this Plan aims to guide the revitalization:

Leverage the neighborhood's gorgeous coastal setting, regionally significant institutions and entertainment to attract development that preserves the historic and diverse character of the neighborhood, while increasing neighborhood retail, amenities and employment opportunities; creating safer and more inviting public spaces; and investing in public and private infrastructure that mitigates risks of climate change.

The Plan is organized into four sections—Coastal Resilience & Sustainability, Urban Village Character, Mobility & Connectivity, and Cultural Resources—which contain broad goals, objectives and recommendations for addressing these challenges.

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.

Coastal Resilience & Sustainability

The Plan presents the following conservation and development objectives to mitigate the increasing risks associated with natural hazards without inhibiting necessary economic development:

DISTRICT-WIDE OBJECTIVES

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

NEIGHBORHOOD-LEVEL OBJECTIVES

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

SITE-LEVEL OBJECTIVES

- 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, a myriad of 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 the following neighborhood-wide and district-level objectives to preserve and enhance historic the neighborhood:

DISTRICT-LEVEL OBJECTIVES

- **Amend zoning to encourage mixed-use development, ensure a mix of housing types and promote preservation**
- **Create a set of design guidelines to preserve and enhance the built environment**
- **Increase enforcement efforts of zoning, building, anti-blight and police**

NEIGHBORHOOD-LEVEL OBJECTIVES

- **Improve and create gateways**
- **Beautify streetscapes**
- **Establish a collaborative maintenance program with City and residents**
- **Develop a marketing strategy**

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 identify 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 for all transportation modes; and facilitate redevelopment and infill development at an urban village scale. The following objectives are presented for the neighborhood:

NEIGHBORHOOD-LEVEL OBJECTIVES

- **Essential roadway improvements**
- **Streetscape improvements for all users**
- **Study traffic patterns and locate connectivity gaps for all users**
- **Repair sidewalks and crosswalks, improve signage and signalization for pedestrians**
- **Enhance traffic signage**
- **Implement traffic calming measures**
- **Develop wayfinding strategy**
- **Evaluate parking needs**
- **Expand bike network and amenities**
- **Connect Pequonnock River Trail to Seaside Park**

Cultural Resources

The South End is rich with natural, cultural and historic assets. The Plan goal is to identify ways to preserve, enhance and celebrate the cultural resources of the South End and foster community pride and interaction. The Plan presents the following objectives:

NEIGHBORHOOD-LEVEL OBJECTIVES

- **Preserve historic monuments, enhance facilities and establish active programming at Seaside Park**
- **Establish historic walking tours**
- **Establish community-wide events**
- **Expand community gardens**

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 Chapter 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

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 submitted and approved, the neighborhood is designated as an NRZ. The primary benefit of NRZ designation 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 NRZ 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 selected Philipps Preiss Shapiro Associates, Inc. (PPSA) to produce the South End NRZ Strategic Plan (the Plan) document. City Staff received additional support to facilitate community outreach and engagement.

On April 24, 2007, the South End NRZ planning committee had its first meeting. The process of establishing an NRZ development plan was outlined and stakeholders were urged to participate in the process.

Over the next six months, community planning workshops were held to collect public input. Of universal concern were the issues of safety, physical development and the need for a higher degree of social interaction with area institutions to improve the quality of life in the South End.

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 and mapping
- Review of comparable retail areas
- Analysis of housing and retail markets
- Review of best practices

On April 01, 2008, the South End NRZ adopted its official By-Laws thereby creating the City of Bridgeport's fifth neighborhood plan 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 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 required 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:

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

Community Profile

Community Profile

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.

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. It links Long Island and Fairfield County, and it is still running today. 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

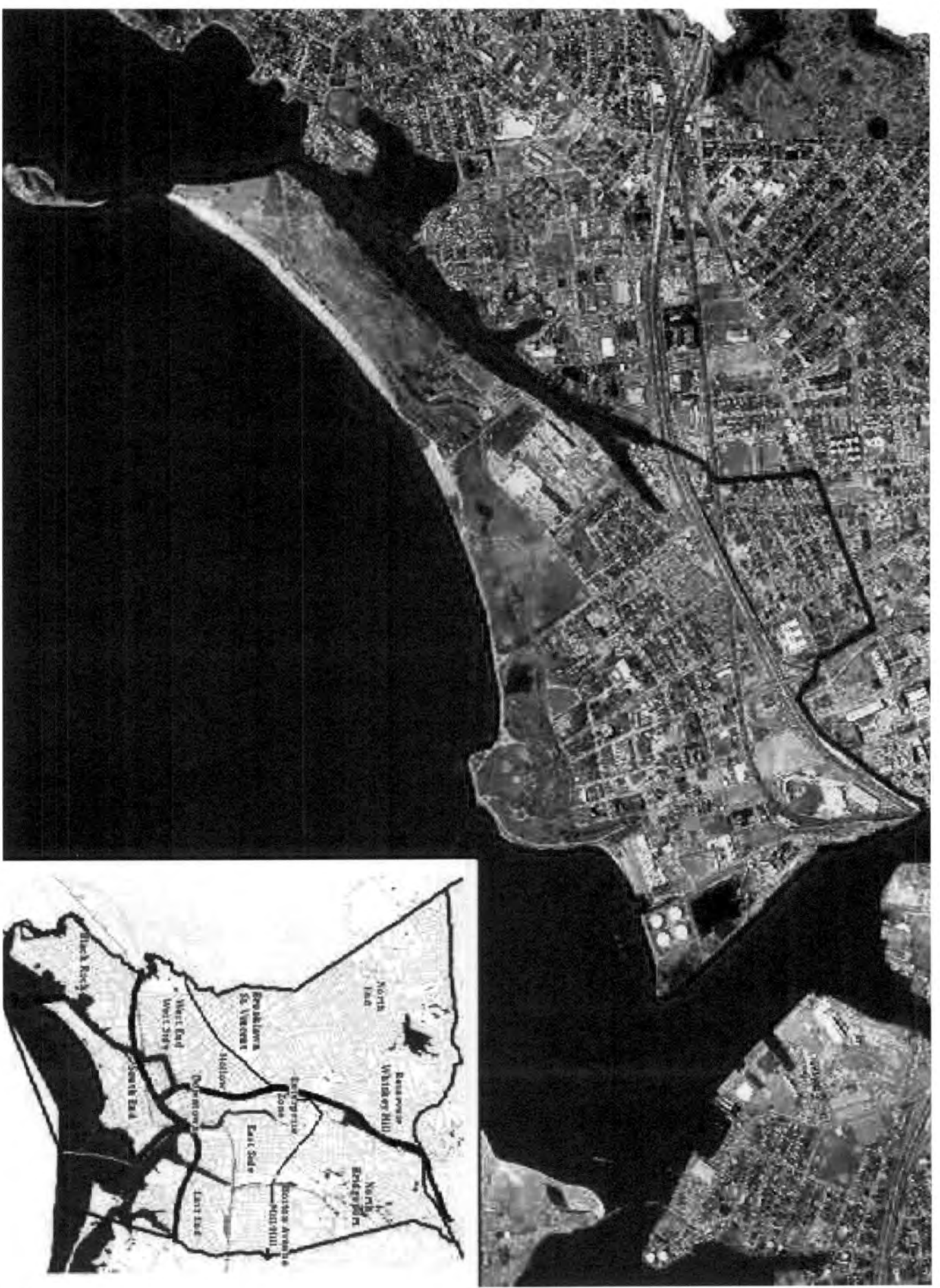
Bridgeport is a City of 144,229 residents (Census, 2010). The South End is home to 7,321 of those residents. This figure is projected to increase to 7,708 by 2017. The University of Bridgeport (UB) enrolls 4,842 students (UB, 2014) many of whom call the school's dormitories home for most of the year.

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.

10th

most racially diverse university in the country.

Map 1 - South End NRZ Boundary



Source: City of Bridgeport, 2014

7,321

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

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% Two or More Races, with 36.6% being of Hispanic origin.

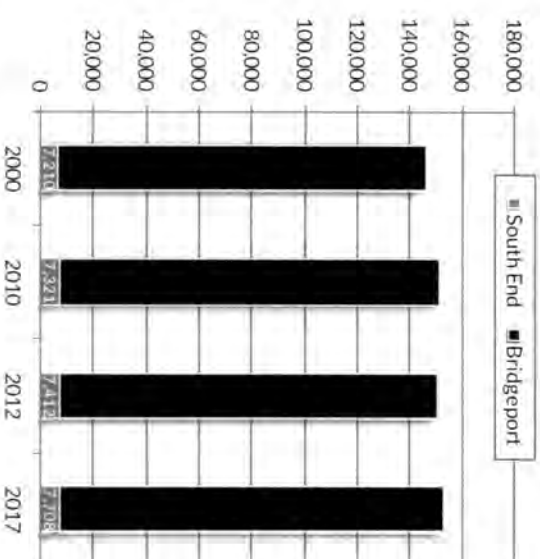
42.2% of the South End NRZ population has graduated high school and attended at least some college, and 26.3% has received some sort of degree. These numbers are lower than the other geographies despite the presence of UB.

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).

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

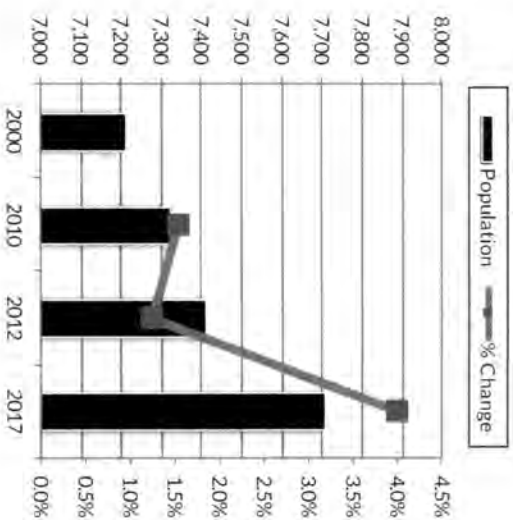
\$16,535

Population



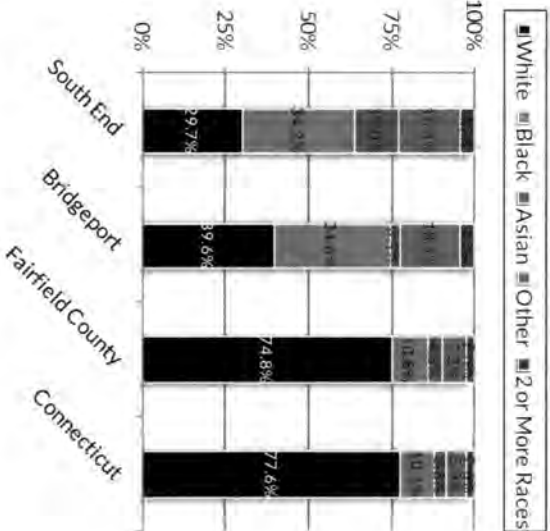
Source: US Census, 2010, City of Bridgeport, 2014

Population Growth



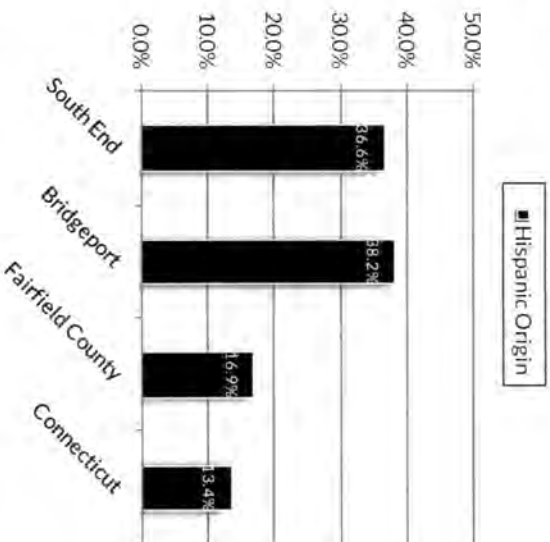
Source: US Census, 2010, City of Bridgeport, 2014

Race



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

Hispanic Origin



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

2.6

average household size in the South End

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.

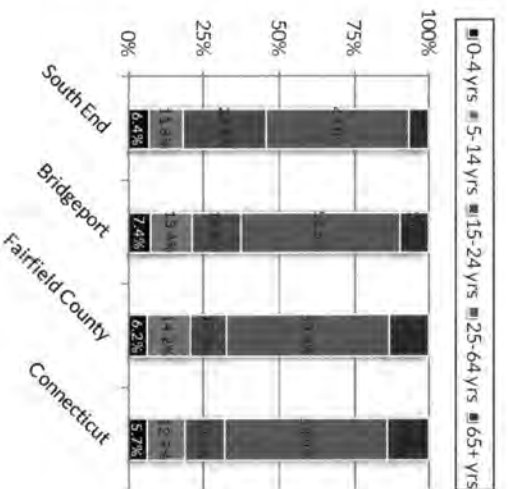
These income levels do translate into high household poverty status levels in the South End. Nearly 40% of South End households were at or below the poverty level during the 2005-2009 American Community Survey (ACS), more than four times the statewide rate of 8.9%.

There are 2,410 households in the South End and the average household size is 2.6 persons. The 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

24.5%

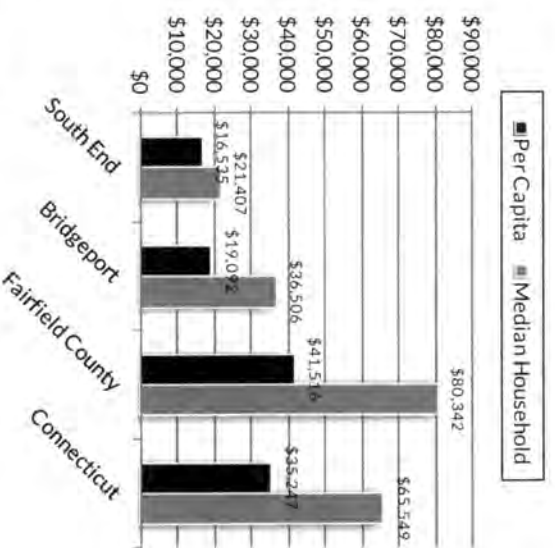
South End homeownership rate pales in comparison to Fairfield County at 63.7%

Age



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

Income



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

13.2%

The residential vacancy rate in the South End

than double the county (29.2%) and state (30%) rates, and the vacancy rate is high at 13.2%.

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.

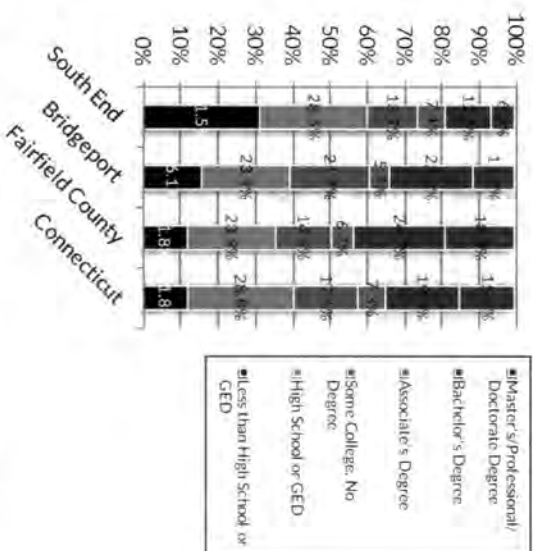
The South End has a very diverse housing stock comprised of 683 (27%) 1-2 unit structures; 840 (33.1%) 3-4 unit structures; 691 (27.2%) 5-19 unit structures and 317 (12.5%) structures with 20 or more units. This makeup is very different than the statewide housing unit stock that is comprised of primarily (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.

66.2%

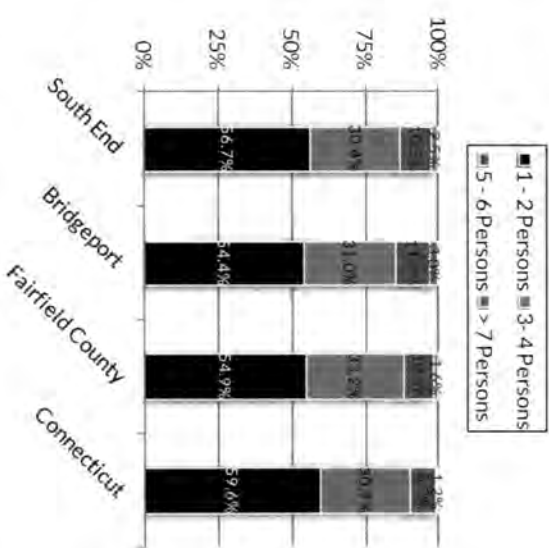
Percentage of structures in the South End built before 1940

Educational Attainment (Age > 25)



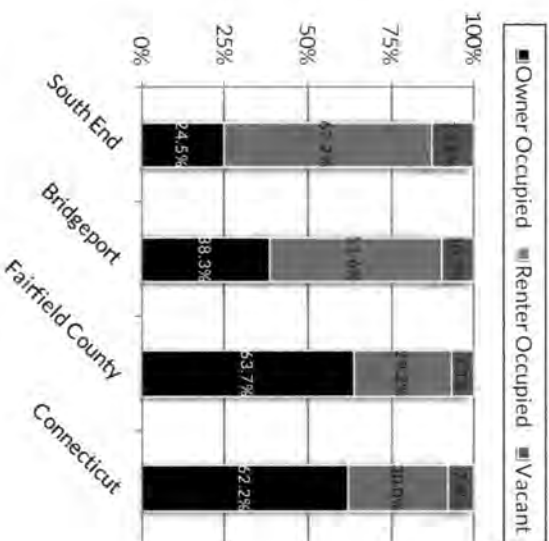
Source: US Census, 2010, City of Bridgeport, 2014

Households



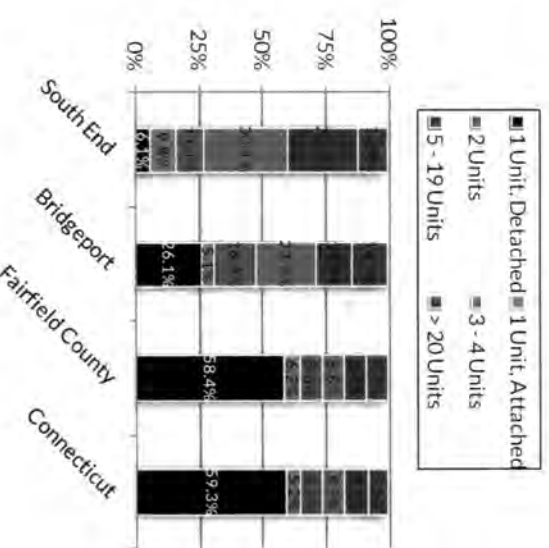
Source: US Census, 2010, City of Bridgeport, 2014

Household Occupancy Status



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

Housing Units by Units in Structure



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

34

Residential units have been built in the South End since 1990

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.

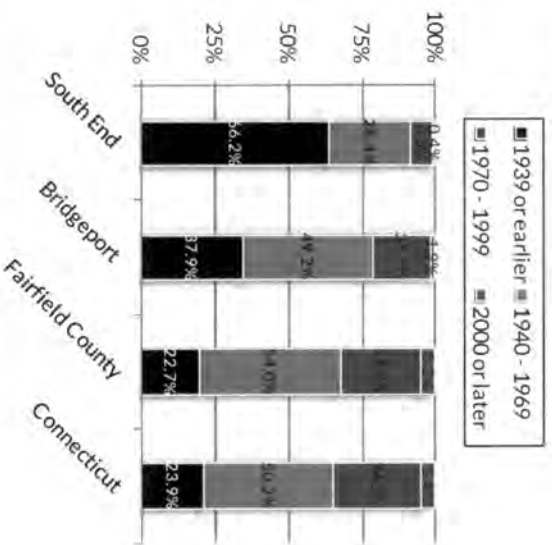
The region experienced a slight post-WWII building boom in the 1950-1959 period, but new residential construction in Bridgeport and the South End has been almost nil since 1990. Only 34 units (1.4%) have been built in the South End since 1990. This isn't surprising considering the South End is built-out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

Surrounded by expensive Fairfield County real estate (\$400K median home value), Bridgeport (\$178K) trails behind the statewide median home value (\$238K). Homes in the South End NRZ much more affordable at \$124K.

\$124K

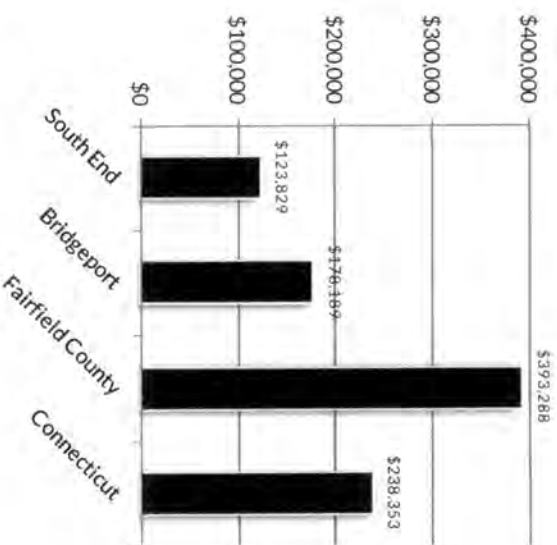
Median home value in the South End, 69% lower than Fairfield County

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

The ratio of median home values in the South End (\$123,829) to the median home value in Fairfield County (\$393,288) is 31.5%. The ratio of median home values in the South End (\$123,829) to the median home value in Connecticut (\$238,353) is 52.0%.

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 in an improved position to support new and existing mixed use services. Additional development opportunities are already realized on several sites throughout the NRZ.

Businesses & Employees, No. and%

Businesses	South End		BPT		FC		CT	
	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.

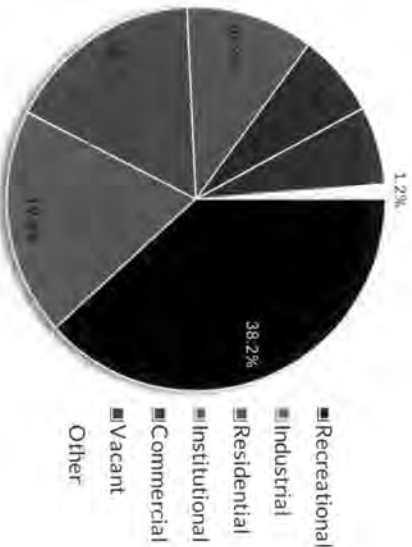
A number of abandoned industrial buildings, vacant lots and blighted properties also contribute to the character of the South End NRZ. Several religious institutions, schools and charitable organizations are located in the South End NRZ. The entire range of housing types—from single-family detached cottages, 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.

Land Use, Acres

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

Source: City of Bridgeport, 2014

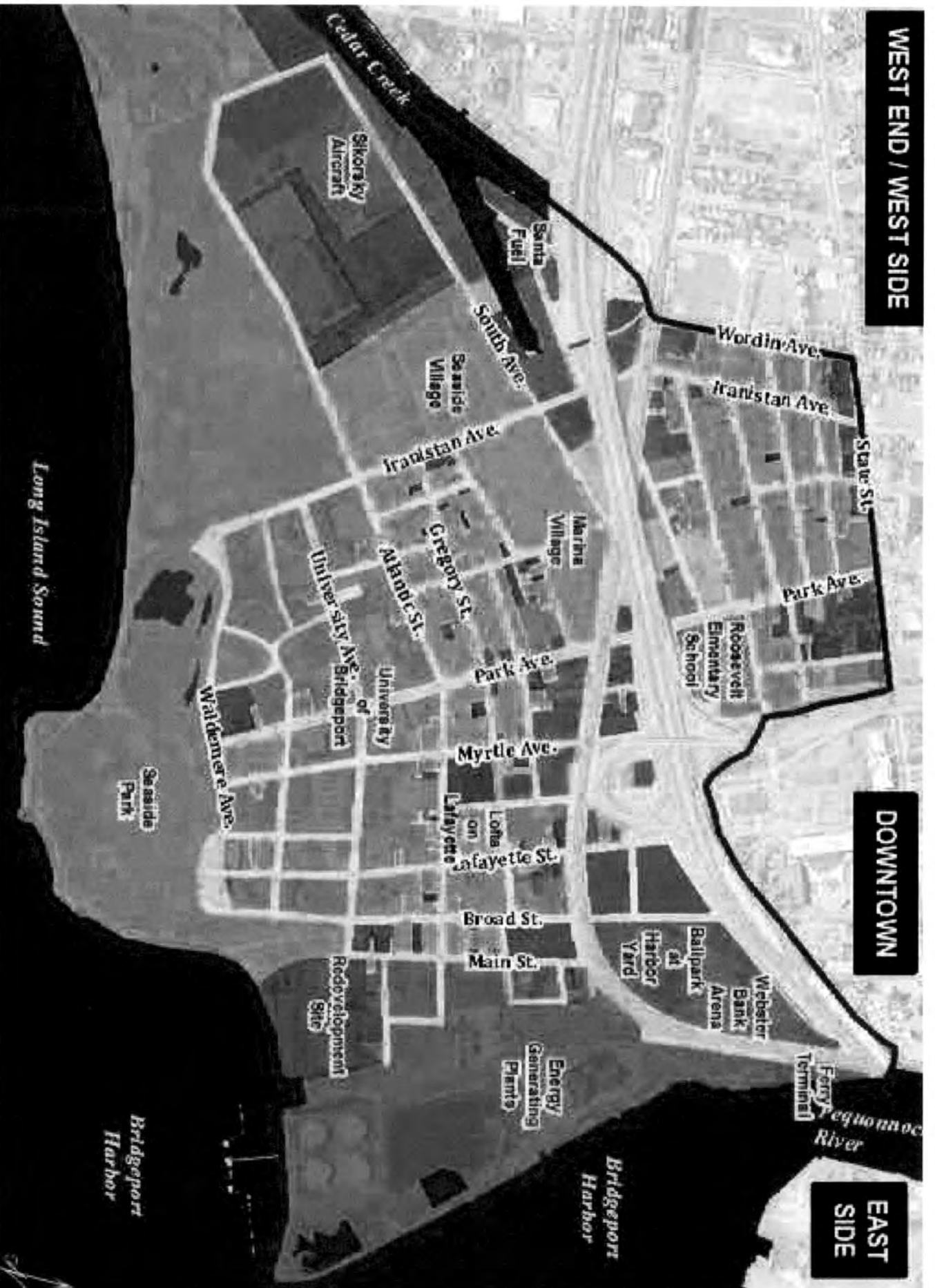
Land Use, %



Source: City of Bridgeport, 2014

The South End NRZ is also characterized by its proximity to Downtown as well as 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 addressed 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 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 the South End NRZ.

Map 2 - Key Assets



Source: City of Bridgeport, 2014

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.



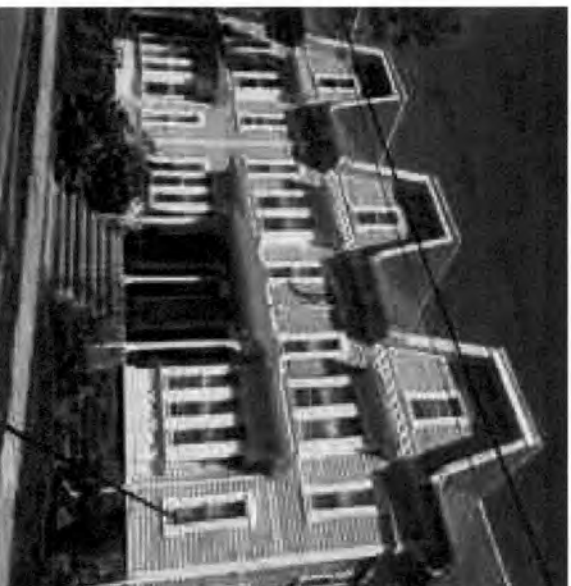
Source: City of Bridgeport, 2014

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

Mixed-Use on Lewis St.



Source: City of Bridgeport, 2010

Retail on Iranistan Ave.



Source: City of Bridgeport, 2010

Mixed-Use on Park 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 and 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

Warraco 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, three public meetings were held. The objectives of the first meeting were 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 NRZ Committee for review, comment before the second meeting. The Committee used this to create a vision statement that will guide development in the South End over the next 20 years.

A second public workshop was held Saturday, October 27, 2007 at the University of Bridgeport, where a list of South End Neighborhood issues, assets and concerns were organized into more specific topics and presented to the South End stakeholders (residents, business owners, institutions, et al) for discussion. The purpose of this workshop 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.

At the final meeting, the draft NRZ strategic plan was presented 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. Topics such as land use, capacity, sustainable growth and numerous neighborhood linkages were discussed.

A fourth public workshop was 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 in the NRZ
- Conduct a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis
- Allow the Rebuild By Design team to outline aspects of their work which relate to the South End NRZ
- Facilitate breakout sessions for gathering input on urban design issues

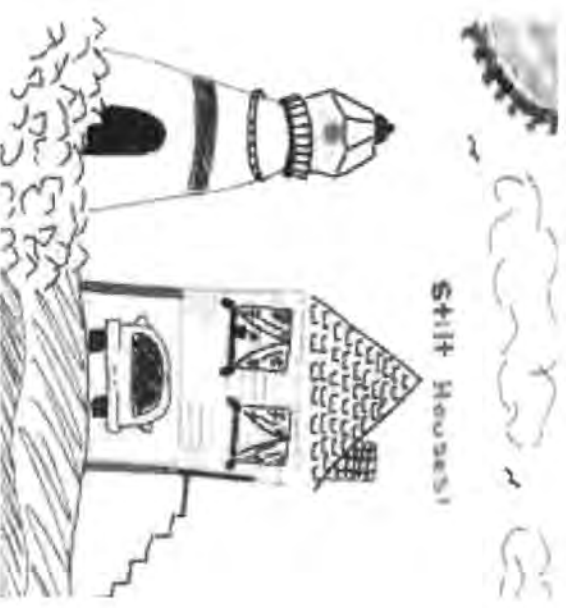
The following pages outline challenges and opportunities according to the South End community.

2014 Community Workshop



Source: City of Bridgeport, 2014

2014 Community Workshop



Source: City of Bridgeport, 2014

Challenges

Coastal Resilience

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

Mobility & Connectivity

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

Neighborhood Character

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

Housing & Development

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

1. Vacant/Abandoned Properties



Source: City of Bridgeport, 2014

2. Highway & Railroad Separation



Source: City of Bridgeport, 2014

3. Aging Housing Stock



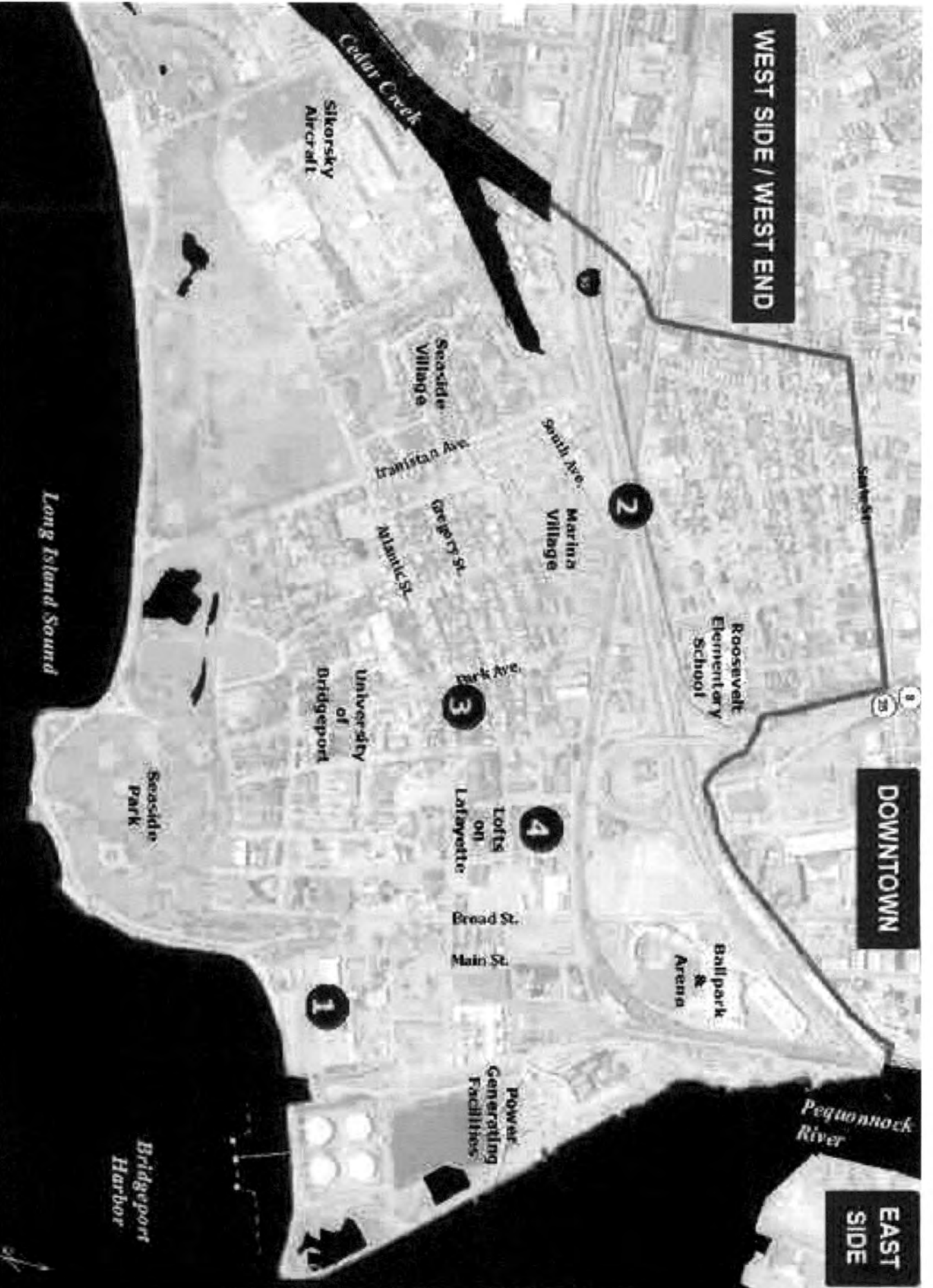
Source: City of Bridgeport, 2014

4. Expanding Flood Hazard Area



Source: City of Bridgeport, 2014

Map 3 - Challenges



Source: City of Bridgeport, 2014

Opportunities

Coastal Resilience

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

Mobility & Connectivity

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

Neighborhood Character

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

Housing & Development

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

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

Map 4 - Opportunities



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

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, Trailway & 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

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 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

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 are-

an 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.



Park Ave Streetscape Improvements

Source: City of Bridgeport, 2014



Gathering of the Vibes

Source: City of Bridgeport, 2014

Vision Statement

The vision statement is a general summary of the overall intent and purpose of the Plan.

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**

Four Major Planning Themes

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

These themes are explored and illustrated in subsequent sections. Each planning theme includes goals and objectives, which begin to form the base of an actionable implementation strategy.



The Urban Village Character of the South End

Source: City of Bridgeport, 2014



Community Garden Volunteers

Source: City of Bridgeport, 2014

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 Objectives

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

Neighborhood-Level Objectives

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

Site-Level Objectives

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

Map 5 - Flood Hazard Areas, 2010 & 2013



Source: FEMA, 2014

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:

- Renewable Energy Facility, a 9000 solar panels and 2 fuel cells generating 5 megawatts (MW) of power to the grid
- Dominion Clean Energy Facility, a 15 MW fuel cell facility
- University of Bridgeport Fuel Cell
- Tri-State Biodiesel, producing 13 million gallons/year of bio-fuels
- Tri-State Flexi-Pave, permeable pavement distribution and installation center
- Green Depot, sustainable building products supplier
- Park City Green, mattress recycling facility
- District Heating and Cooling Loop
- Green Workforce Housing at Cherry St. Lofts
- Anaerobic Digester for Food Waste
- Anaerobic Digester for Sludge
- Natural Gas Fueling Station
- Hospital Waste Processing Facility, autoclave system which sterilizes medical waste through heat and pressure

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 a 2.2 megawatts (MW) Solar Farm and 2.8 MW Fuel Cell Facility, which will generate 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 CT to own up to 10 MW 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.

University of Bridgeport Fuel Cell

With help from the Center for Sustainable Business Growth, the University of Bridgeport is now installing a 1.4 MW 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 Avenue Green Infrastructure Improvements

Improvements have been made to Iranistan Ave. north of South Ave. This project will extend similar improvements along South Ave. and include pervious sidewalk materials and extensive tree plantings, with the intention 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, unabridged 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

Eco-Techology Park

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.



Source: BGreen, 2020

District-Level Strategies

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

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 designed with a gradual grade, armored to provide embankment stability from hydrostatic pressure and hydrodynamic wave loading, and elevated to protect against current "worst case scenario" base flood elevations caused by 17' sea level rise. Since the existing elevation of Waldemere is 8', the berm will need to be 9' tall to prevent 17' sea level rise. Also, there is a 2:1 slope requirement. A bikeway placed atop the berm would serve as a new east-west connection. Considering that the berm would primarily be constructed on City-owned parkland, it increases the project's feasibility.

Seaside as Buffer Zone

While not entirely retained in a natural undisturbed condition, 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 enhance it as a buffer zone:

- 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 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

Key Strategies

- Increase landscaping with a variety of native species plants and trees

Multifunctional Elevated Berm



Source: Rebuild By Design, 2014

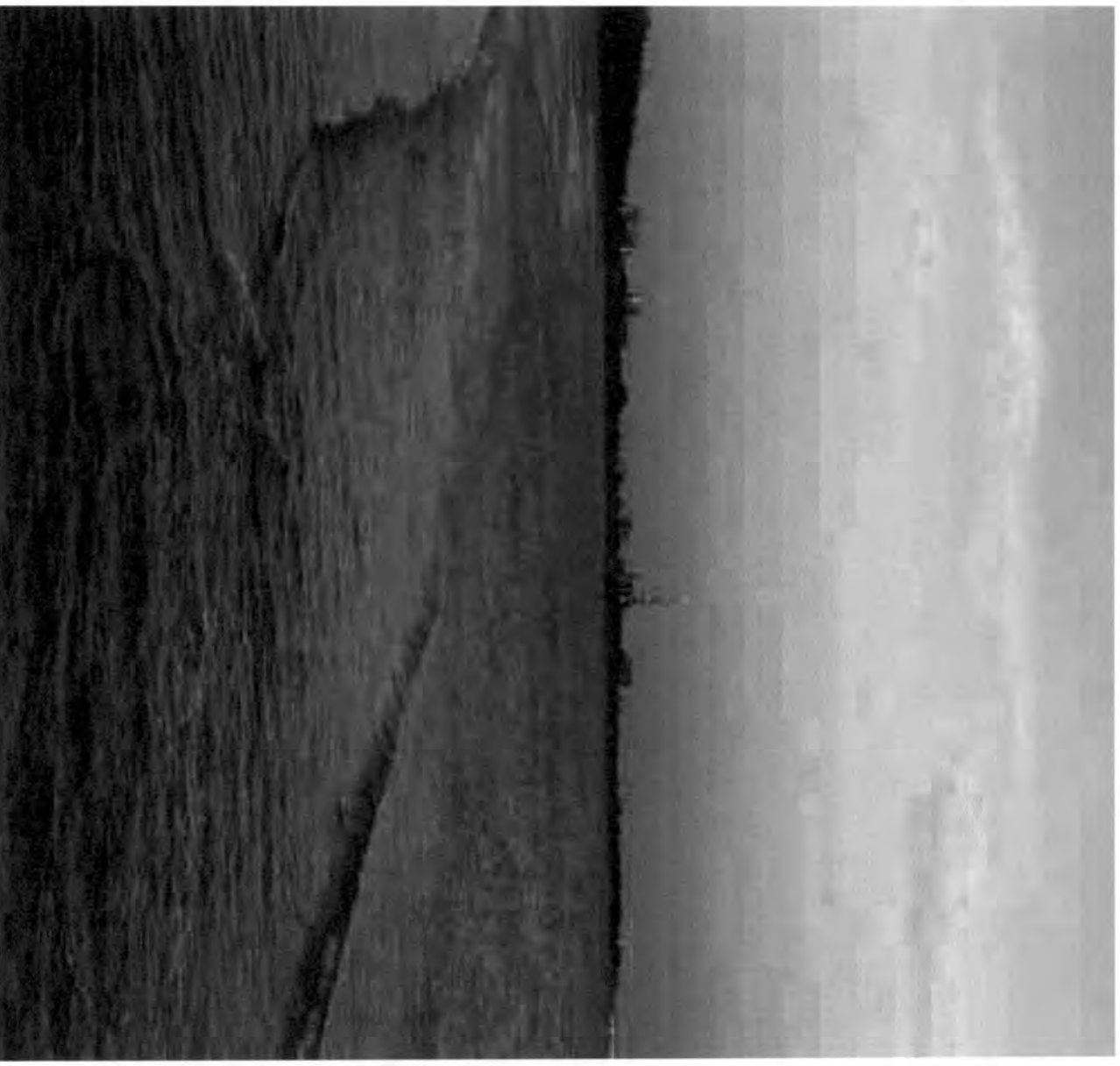
Stormwater Infrastructure

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 the outlets which direct stormwater into nearby waterbodies are no longer adequately elevated. This causes reverse flow issues during high tide storm events.

Key Strategies

1. Act as a partner in support of a multifunctional elevated berm
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. Address storm drainage issues on lower lying streets near elevated highways
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

Seaside Park



Source: City of Bridgeport, 2014

Neighborhood-Level 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.

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.



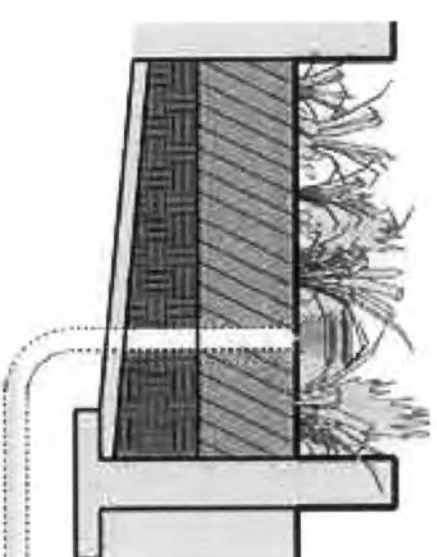
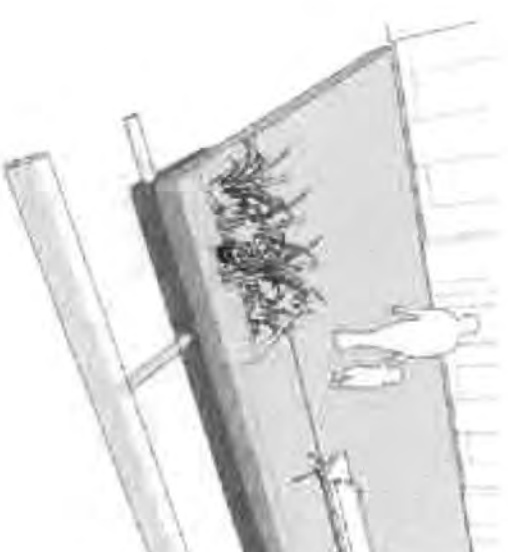
Bioswales

Source: NACTO.org, 2014

Bioswales require a subsurface investigation in order to determine if the site conditions are practical for this type of runoff collection and infiltration. Poor subbase permeability or a potentially high water table may prohibit their use. Such site data should be collected during high tide conditions.

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

Porous Pavement

Porous pavement is an excellent best management practice for treatment of stormwater when designed and installed correctly. It can be applied as sidewalks, streetscaping areas, parking lanes, gutter strips or entire roadway surfaces.

The following include State parameters that may prohibit the use of porous pavement:

- A high water table may prevent water infiltration from the porous pavement subbase
- It should not be used in areas prone to inundation to prevent deposits that would clog the system
- It should not be used in areas with high traffic volumes
- Clear signage should be provided to prevent the application of salt or sand and clog the system
- Regular maintenance, such as a vacuum truck service, is required

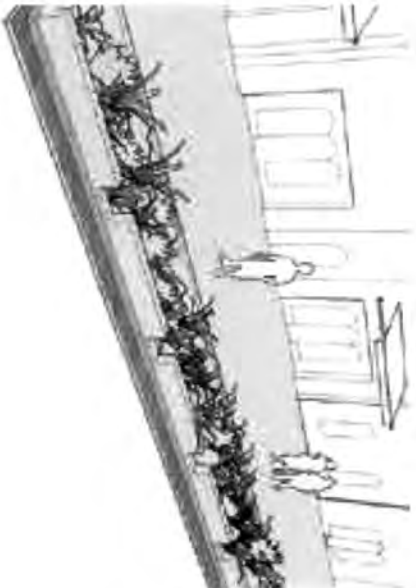
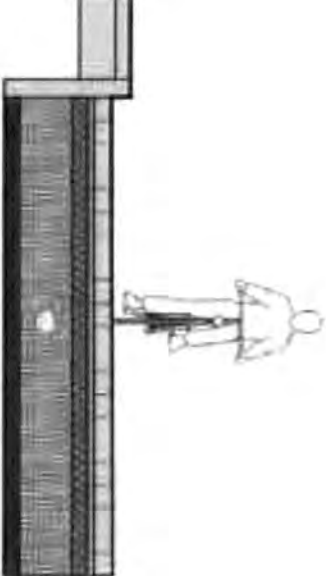
Porous Strips

Porous 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.

Porous Pavement



Porous Strips



Source: NACTO.org, 2014

Source: NACTO.org, 2014

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 BConnected 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. 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

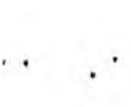


Source: City of Bridgeport, 2014

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.

- 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

Key Strategies

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

Site-Level Objectives

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

Floodplain Development

Standards

A large area of the South End NRZ is within the flood hazard area, thus the City must balance its coastal management requirements, resiliency efforts and economic development progress.

It is important to adopt flexible development standards to encourage both. Examples of standards for development 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 all electrical and mechanical equipment to be located above BFE+1'**
- **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 planting and landscaping buffers, and facade treatments**

Given that over 66% of the homes in the South End were built before 1940, many of which are large multifamily homes, it would require a substantial amount of funding to raise these homes above the FEMA Flood Zone Elevation.

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; 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.

Green Roof Installation



Source: Lindquist Landscape Design, 2014

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 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 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 Strategies

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 to 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
 - Focus 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
 - Create Conservation Overlay Zone
 - Create South End Village District
- **DESIGN GUIDELINES:** 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 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

The South End will strive to increase its

walkability and connectivity in

order to create a more vibrant and

resilient community.

District-Level Strategies

Institutional Campus

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:

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.

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.

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.

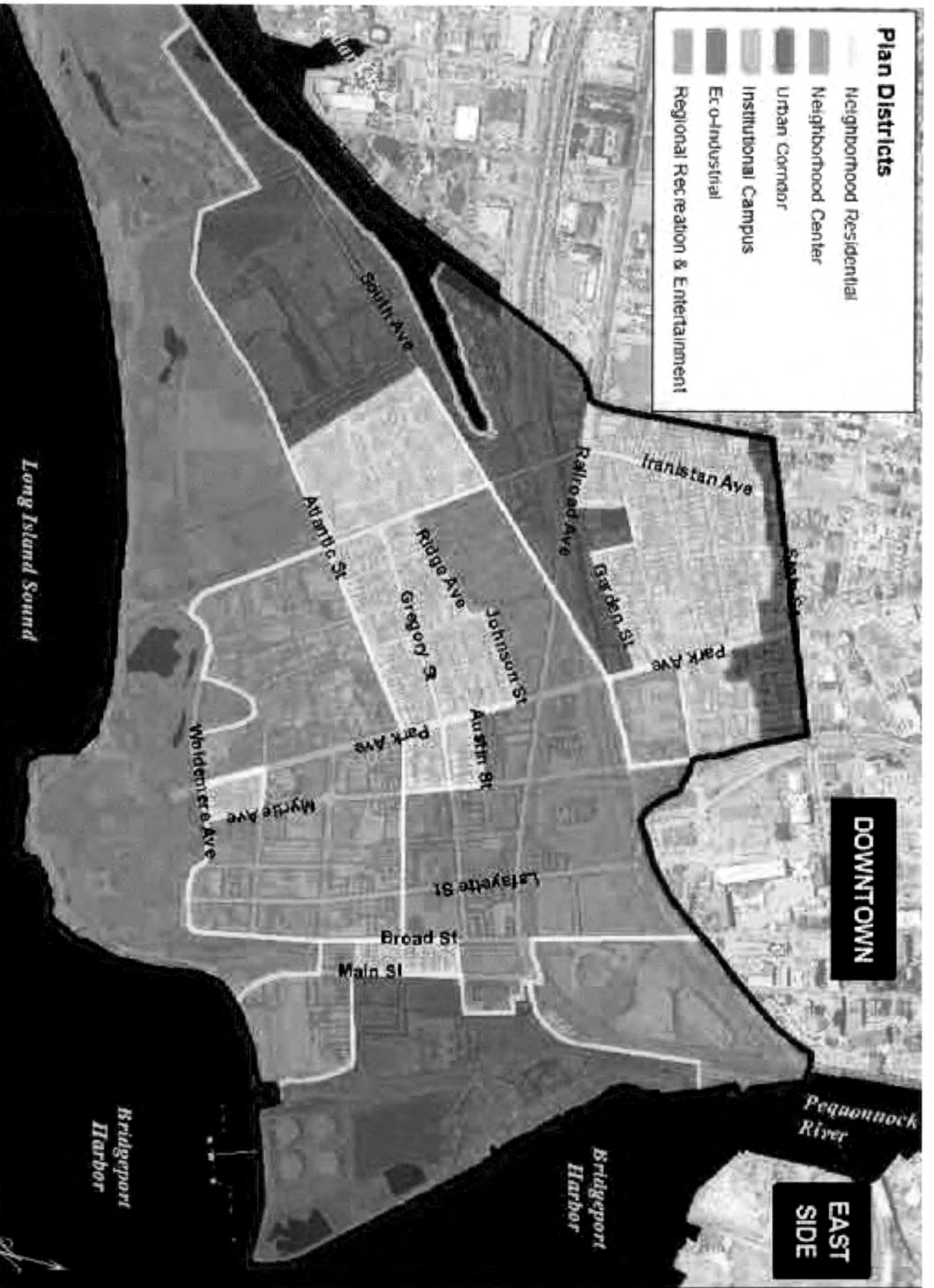
Neighborhood Center

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.

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.

Map 6 - Planning Districts



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

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 Strategies

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

Neighborhood Center

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

Neighborhood Center North Design Concept



Source: Lindquist Landscape Design, 2014

Infill Example - After (Contemporary)



Source: Lindquist Landscape Design, 2014

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 zone 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 Campus (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

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 PT. 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

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

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 Warraco 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

Iranistan Ave. & Ridge Ave. - Before



Source: City of Bridgeport, 2010

Iranistan Ave. & Ridge Ave. - After



Source: City of Bridgeport, 2010

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 Strategies

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

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 streetcapping, 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 Strategies

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-

- **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 to the right 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 Strategies

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. In the western area, 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 collaborate and develop an innovation district. "Innovation Districts are areas where leading-edge anchor institutions and companies cluster and connect with start-ups and business incubators. They are also physically compact, transit-accessible, and technically-wired and offer mixed-use housing, office, and retail" (Brookings.edu, 2014).

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 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 important to the success of the District. Supporting uses such as housing, retail, office and entertainment are as vital to its success.

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 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 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 Strategies

1. **Work with the City, Bridgeport Regional Business Council, Bridgeport Chamber of Commerce, Sikorsky Aircraft and University of Bridgeport to initiate 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**
3. **Work with the City and Stakeholders to identify locations for tree planting or landscape buffering**

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 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 sidewalks, streets, bike-ped facilities and tree plantings. 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 or sculpture would firmly establish them as memorable gateways.

Key Strategies

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

Map 7 - Existing Land Use & Redevelopment Opportunities



Source: City of Bridgeport, 2014

Neighborhood-Level 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.

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.

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.

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.

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.

Key Strategies

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 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

Myrtle Ave. Gateway - Before



Source: City of Bridgeport, 2010

Myrtle Ave. Gateway - After



Source: City of Bridgeport, 2010

Under91 - Before



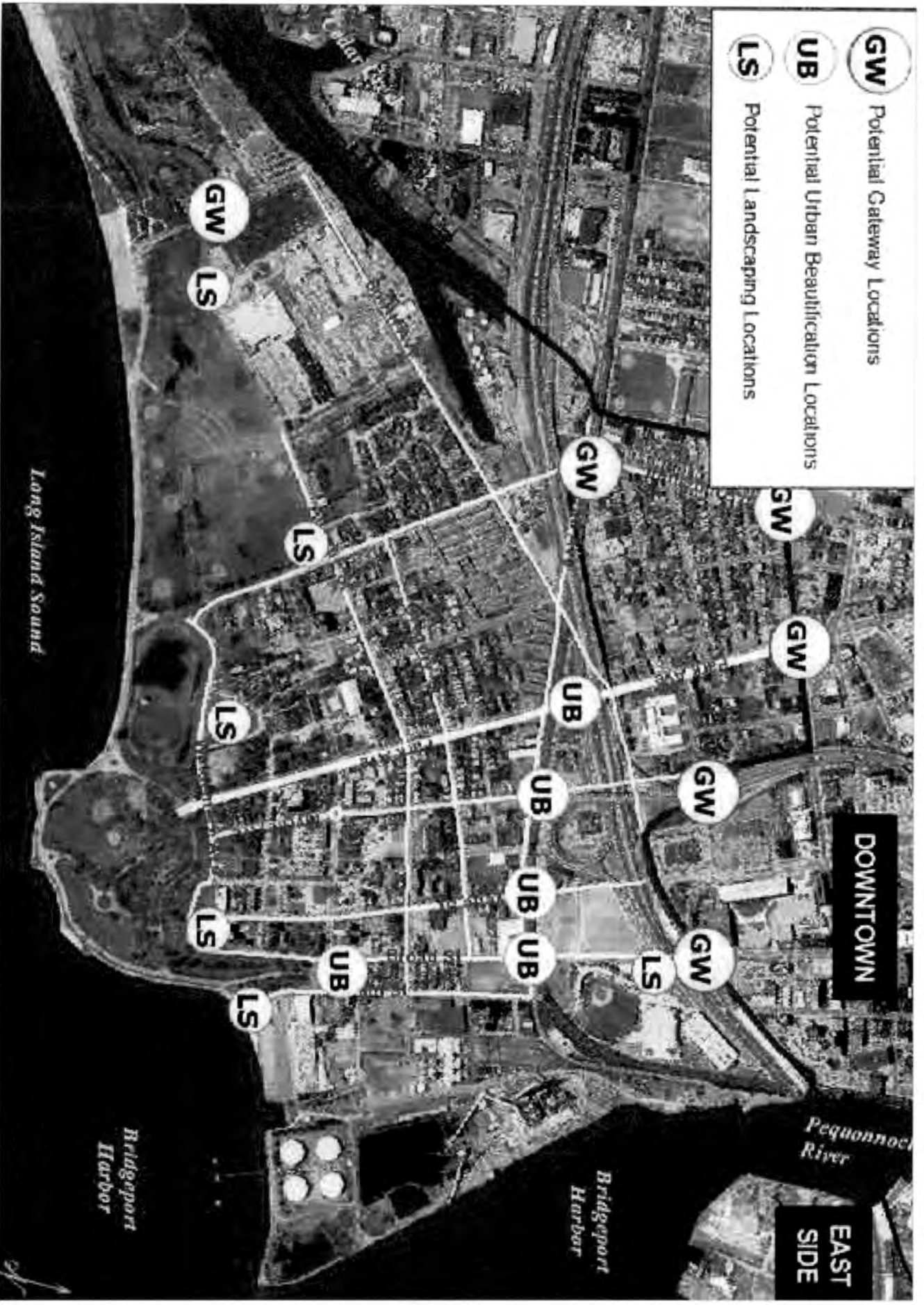
Source: Ilovenewhaven.com, 2014

Under91 - After



Source: Ilovenewhaven.com, 2014

Map 8 - Neighborhood-Level Strategies



Source: City of Bridgeport, 2014

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 city residents often travel to these destinations without ever stopping in the neighborhood itself. Although one can 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 immense physical and visual barriers 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 parts of the transportation network—streets, sidewalks, bicycle and pedestrian facilities, bus routes and stops, and railroads—are connected to one another. Design considerations which contribute to the connectivity of the network include:

- Street scaled at minimum width
- Sidewalk scaled at maximum width
- Two-way street flow for traffic calming
- Street pattern type (conventional grid, curvilinear loop, cul-de-sac, etc.)
- Placement and number of traffic controls (signage, signals, medians, speed bumps/tables, etc.)
- Wayfinding and informational signage
- Surface materials to highlight nonmotorist areas or increase pedestrian visibility
- Public amenities and facility improvements
- Connections between different modes or facilities such as crosswalks, intersections, shared routes, public transit stops and terminals, 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 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**
- **Develop an effective wayfinding strategy and make improvements to implement it**
- **Evaluate parking needs and consider a residential parking permit program**
- **Evaluate transit system routes and connections to determine needed improvements**
- **Improve bus stop amenities with concrete pad, shelter, lighting, bike rack, bench, trash can, signage and route information, landscaping and public art**
- **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



Source: City of Bridgeport, 2014

Neighborhood-Level Strategies

Essential Roadway Repairs

The first step to improving the transportation network in the South End NRZ is to assess the existing conditions of its roadways, walkways and other facilities, and make essential improvements. 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 allows community members to report potholes for quick-response patching.

Community feedback also revealed that portions of Gregory St. and Lafayette need repaving. The South End should work with its City Council Representatives and Department of Public Facilities to add this to the City's repaving budget.

Age, condition and maintenance of storm drains and the retention vaults in which they flow contribute to persistent flooding in the neighborhood. 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 allows community members to report non-functioning storm drains and track response efforts.

Key Strategies

1. **Promote widespread use of the City's BConnected service request platform to report potholes, broken curbs, non-functioning storm drains and request essential roadway repairs**
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.

To improve flow and calm traffic, the neighborhood promotes the study of one- to two-way conversion of State St., Gregory St., Atlantic St., and a section of Main St. Traffic flow studies or analyses should be performed for any traffic calming projects or proposed one- to two-way conversions. These projects may impact State St., I-95 ramps at Myrtle and Lafayette, and Route 8 ramps at Prospect St. as well.

The street 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.

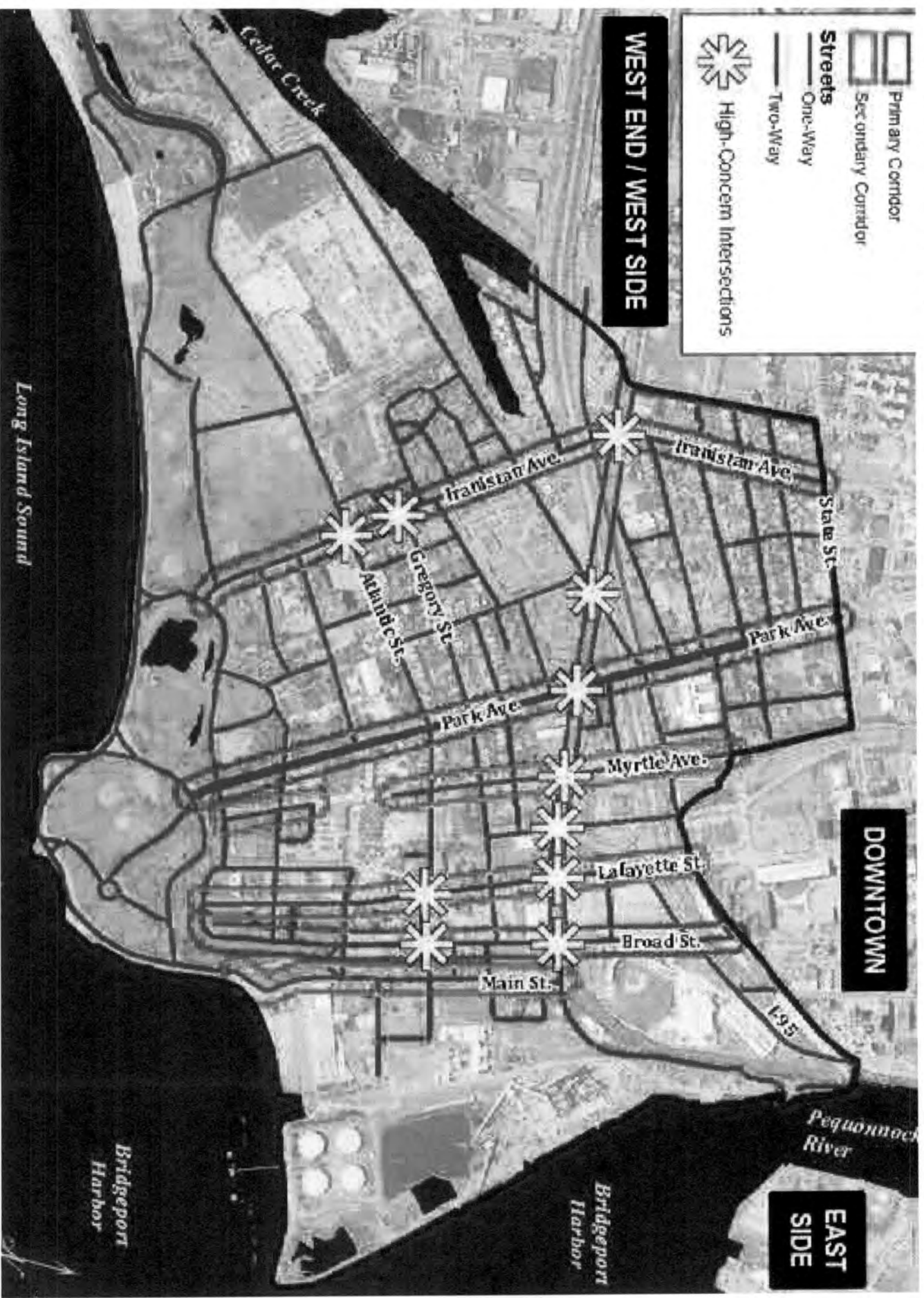
Ballpark/Arena complex and adjacent lots, Marina Village, Lofts on Lafayette and Warrnacco sites, Seaside Park and the elevated highways and railroad tracks.

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.

The community workshop revealed that signage, signalization, and enforcement should 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 poor lighting, reduced sightlines, narrow widths, low clearances, sharp turning radii, and varied 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. Evaluations of traffic signals, especially along Railroad Ave., should be done to determine if they are warranted. 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 Strategies

1. 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. Perform traffic studies and analyses for traffic calming projects or proposed one- to two-way street conversions
 2. Connect Walnut St. to South Ave. and Iranistan Ave. to Park Ave. as part of any redevelopment of Marina Village
 3. Connect South Ave. to Atlantic St. to serve the proximate industrial uses and provide additional access for future development
 4. Convert State Street from one- to two-way street
 5. Convert Gregory and Atlantic Streets from one- to two-way streets
 6. Convert section of Main St. from one- to two-way directional flow
 7. Abandon the unnamed and extraneous roadway connecting Broad St. and Main St.
 8. 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
10. Apply a texture treatment to the intersections of:
 - Atlantic St. and Broad St.
 - Iranistan Ave. and Atlantic St.
 - Iranistan Ave. and Gregory St.
11. Improve connectivity of sidewalks within the South End and between the Downtown and the South End by leveraging CT DOT's Urban Connectivity Program
12. Add a combination of the following for Broad and Lafayette Streets:
 - Curb "bump-outs" at intersections
 - Bioswales
 - Tree plantings

Map 11 - Vehicular Street Network - Key Recommendations



Source: City of Bridgeport, 2014

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 TTC, making it a highly accessible neighborhood. It is served by two Greater Bridgeport Transit (GBT) bus routes. Route 1 runs from the TTC 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.

In addition, public space amenities could be enhanced at the GBT bus stops along major corridors like Iranistan Ave., Park Ave., and Broad St., and/or at stops with the highest ridership. Bus stop enhancements, such as those listed below in the second strategy, improve the transit system for bus riders. The impetus behind these enhancements is to create places for people that are safe, convenient, comfortable, and provide space for community and social interaction.

- Public amenity improvements like this are small investments, but they make a big difference to the bus riding experience.

Bus Stop with shelter at Seaside Park



Source: City of Bridgeport, 2014

Bus Stop Enhancements in Lancaster, PA



Source: Red Rose Transit Authority (RRTA), 2014

Key Strategy

1. **Work with Stakeholders to identify funding resources for studying the feasibility of constructing a potential community center/bus stop facility**
2. **Improve bus stop amenities with:**
 - concrete pad
 - shelter
 - lighting
 - bike rack
 - bench
 - trash can
 - signage and route information
 - landscaping
 - public art
3. **Install bus bays at busiest stops**

Proposed Bus Stop Enhancements in San Francisco, CA



Source: San Francisco County Transportation Authority, 2014

Map 12 - Transit Network - Existing Conditions



Source: City of Bridgeport, 2014

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.

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

Sidewalk Existing Conditions - Standard



Source: City of Bridgeport, 2014

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.

Walking audits can also help planners and community members identify where traffic calming measures should be implemented. Projects that calm traffic and improve safety for pedestrians may include sidewalk widening, street narrowing, curb extensions, pedestrian refuge islands, neckdowns, chicanes, street

Sidewalk Existing Conditions - Substandard



Source: City of Bridgeport, 2014

Sidewalk Existing Conditions - Very Poor



Source: City of Bridgeport, 2014

diversion or closure, gateway installation, landscaping treatments, speed humps, raised intersections or new crosswalk surface treatment for increased visibility.

Key Strategies

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. Identify locations for traffic calming, safety and beautification measures including:
 - sidewalk widening
 - street narrowing
 - curb extensions
 - pedestrian refuge islands
 - neckdowns
 - chicanes
 - street diversion or closure
 - gateway installation
 - landscaping treatments,
 - speed humps
 - raised intersections
 - new crosswalk surface treatment
4. Promote the use of the City's BConnected services request platform to report deficiencies

Traffic Calming Measures at Whitney and Audubon Street in New Haven, CT



Source: CT Bicycle and Pedestrian Advisory Board, 2015

Safety Benefits of Pedestrian Refuge Islands



Source: Richard Drdul Flickr, 2006

Map 13 - Sidewalk Network - Existing Conditions



Bicycle Network

Bicycling offers multiple personal and community health benefits including stress relief, decrease in automobile use, convenience, financial savings, and more social interaction and sense of place. It is no wonder that bicycling has reemerged as a highly desired transportation alternative.

There are bicycle trails in Seaside Park, but there are currently no on-street bike facilities, such as bike lanes or protected bike lanes, in the South End. However, the City has marked an informal on-street bike route through the South End with “sharrows” or shared lane markings. This route aims to connect the Downtown, South End, West End/West Side and Black Rock, and is a very scenic way to visit both Seaside Park and St. Mary’s by the Sea. Due to the challenge of varying street geometry over its course, transforming the sharrows into a bike lane or protected bike facility is a long-term goal that will require re-engineering of the street.

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.

Pequonnock River Trail

The Pequonnock River Trail (PRT) is a 16.2-mile regional multi-use trail that begins in Downtown Bridgeport and runs parallel to the Pequonnock 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 Pequonnock 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 secured funding to design and construct the final 3.3 miles of the PRT from its current terminus in Beardsley Park south through Downtown Bridgeport to Seaside Park, through a \$1.8 million CMAQ (Congestion Mitigation Air Quality) grant.

South Ave. - Before



Source: City of Bridgeport, 2010

South Ave. - After



Source: City of Bridgeport, 2010

Seaside Park Trail

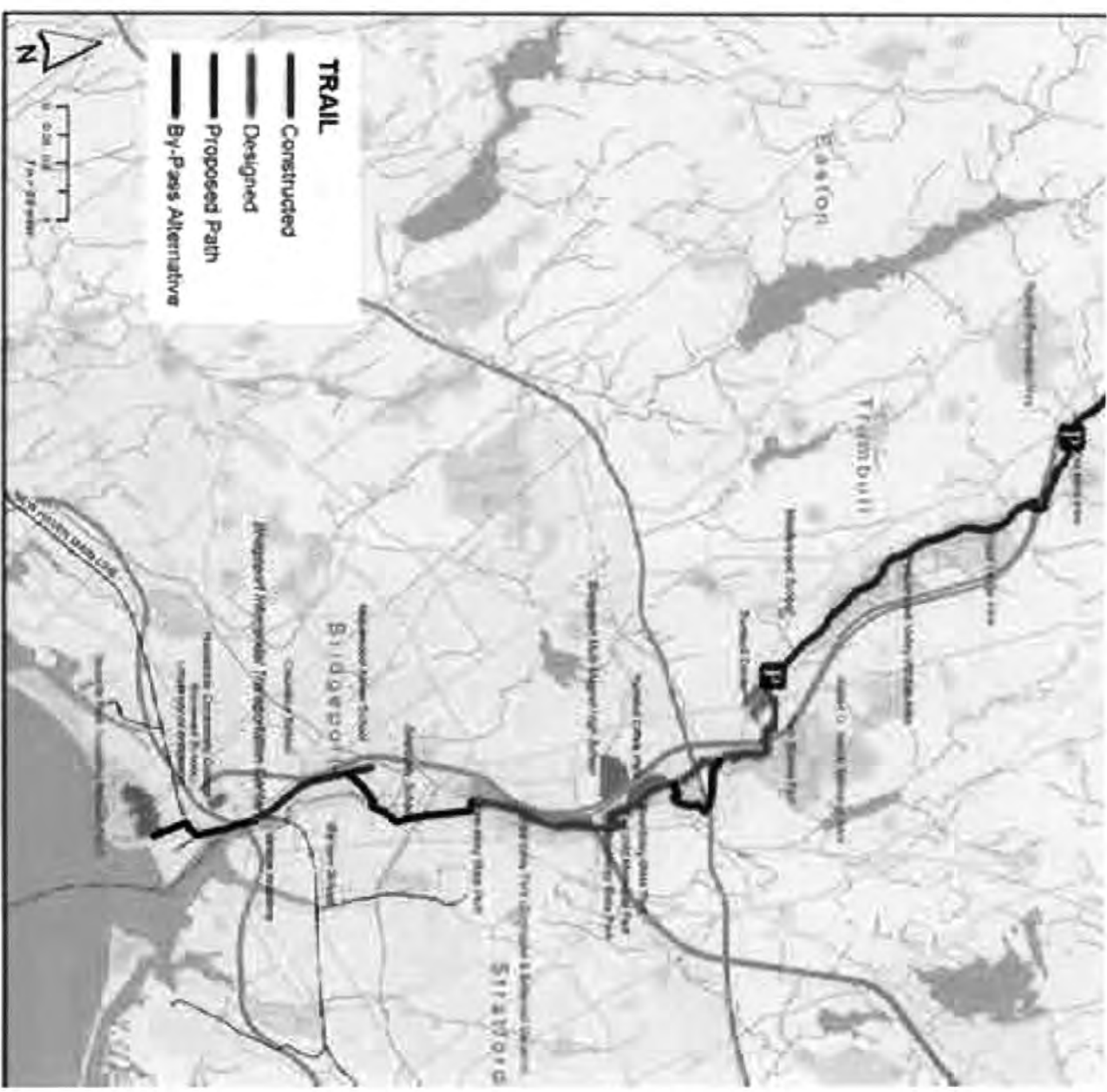
The City's most extensive and well-maintained bicycle facility is a combination of on-street routes and off-street trails running from end-to-end through Seaside Park. Currently, the Seaside Park network is not currently connected to the Pequonnock River Trail, but there is a plan and a design in the process to connect these trails.

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 Pequonnock 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 - Pequonnock River Trail



Source: Greater Bridgeport Regional Council, 2014

Ferry Access Blvd. - Existing



Source: City of Bridgeport, 2010

Key Strategies

1. Support the City's efforts to connect the Pequonnock River Trail to the Seaside Park
2. Help identify funding resources to study the feasibility 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

Water St. Dock - Existing



Source: City of Bridgeport, 2010

Map 15 - Proposed PRT Connection



Source: City of Bridgeport, 2014

Cultural Resources

Cultural Resources

Cultural resources are those physical and intangible assets which define places and communities. It include architecture, arts, sculptures and memorials, physical landscapes, history, folklore, heritage, past and present members of the community, and programs which provide opportunities to celebrate the past and continue creating new assets for future generations.

Goal

Inventory, restore, 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, and restoring 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, encourage residents to develop strong neighbor relationships, and welcome visitors
- Support the NRZ's community gardens

Neighborhood-Level Strategies

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 families for many generations.

Key Strategies

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

PT. 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

- 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, Western side of Bridgeport Harbor at Tongue Point**
- **United Congregational Church, 877 Park Ave**
- **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**

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 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

This tour highlights the many statues, memorials and monuments throughout Seaside Park and the University of Bridgeport Campus, as well as other major monuments throughout the South End.

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 Strategies

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 installation of 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 Strategies

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**

- Active reuse of vacant/abandoned properties
- Beautification
- Fresh and healthy food production
- Educational opportunities
- Physical activity
- Develop and strengthen social connections
- 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 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 Strategies

1. **Work with Stakeholders to locate new community garden opportunities**
2. **Actively seek Volunteers capable of adopting and managing new garden facilities**
3. **Work to build connections between community garden Participants**
4. **Consider organizing a South End Farmer's/ Gardener's Market pilot event**
5. **Work with Stakeholders to help promote community gardens**

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 profound benefits, such as:

Railroad Ave. Community Garden



Source: Urban Roots, 2014

Community Gardeners



Source: Urban Roots, 2014

Map 16 - Historic Districts



Source: City of Bridgeport, 2014

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).

Implementing the recommendations requires partnership with a number of stakeholders, including, but not limited to South End NRZ, City of Bridgeport, State of Connecticut, University of Bridgeport, Greater Bridgeport Regional Council, Greater Bridgeport Transit, South End businesses and property owners, residents, religious and community groups, employees, and students.

Organization

The project matrices 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 recommendation is 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

This section does not identify specific project commencement points. Intended to become a dynamic document, the Plan—and especially the Implementation Strategy—will be continuously updated through collaboration between the South End NRZ, the City 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 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 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

1. **Collaborate with the City of Bridgeport and key Stakeholders to prioritize projects**
2. **Collaborate with Stakeholders and project Partners to identify resources for**

1. Build Organizational Capacity of the NRZ

Desired Outcome	Measure
NRZ runs meetings independently	<ul style="list-style-type: none"> • NRZ prepares meeting agendas • NRZ takes meeting minutes • # of NRZ Members trained in Roberts Rules of Order
NRZ has a strong core of dedicated Members	<ul style="list-style-type: none"> • # of Participants at monthly NRZ meetings • # of leadership meetings to plan for regular NRZ meetings and special events
NRZ effectively communicates with City Staff	<ul style="list-style-type: none"> • # of NRZ Members trained on how to use BConnected platform • # of NRZ Members who have used BConnected platform within the past 12 months • NRZ submits yearly progress report to City Staff
NRZ is working to implement its Plan	<ul style="list-style-type: none"> • # of Plan projects underway • # of Plan projects completed (annual breakdown)

2. Build Social Networks within the Neighborhood

Desired Outcome	Measure
NRZ Plans and hosts community events	<ul style="list-style-type: none"> • # of community events sponsored by NRZ • # of Partners engaged with NRZ in planning community events • # of Residents in attendance at community events
NRZ Residents are engaged with the broader neighborhood	<ul style="list-style-type: none"> • % Residents participating in other community organizations • % Residents regularly utilizing parks, playgrounds and other public open spaces • % Students participating in neighborhood after-school programs

3. **Implementing projects**
3. **Determine key performance measures as relate to:**
 - **NRZ Organization**
 - **Plan Implementation**
 - **Neighborhood Revitalization**
 - 4. **Identify parties responsible for monitoring performance and report preparation**
 - 5. **Prepare schedule of meetings to:**
 - **Facilitate project planning**
 - **Identify next steps**
 - **Discuss performance/progress**
 - **Evaluate and modify the Plan**
 - 6. **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.

3. Strengthen Community - Police Relations

Desired Outcome	Measure
NRZ has a positive relationship with community police	<ul style="list-style-type: none"> • Presence of neighborhood police substation • NRZ meetings attended by community police • # of community events jointly hosted by NRZ and community police
NRZ has a positive relationship with police patrol Officers	<ul style="list-style-type: none"> • # and frequency of foot patrols • # NRZ meetings attended by patrol Officers • # of crime tips reported to police

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, Hydraulics and Drainage and Maintenance Offices (for State Street SR 130), 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, USEPA, 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	

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	Federal, 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, such as STRTS, LOT-CIP, CMAQ, FTA, etc.	90	
MC-04	Vehicular Directional Flow Changes	Support.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local sources, such as STRTS, LOT-CIP, CMAQ, FTA, etc.	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 such as STRTS, LOTCIP, CMAQ, FTA, etc.	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 such as STRTS, LOT-CIP, CMAQ, FTA, etc.	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 such as STRTS, LOTCIP, CMAQ, FTA, etc.	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 such as STRTS, LOT-CIP, CMAQ, FTA, etc.	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 such as STRTS, LOTCIP, CMAQ, FTA, etc.	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, Greater Bridgeport Transit District	Federal, State and local public and private sources such as STRTS, LOTCIP, CMAQ, FTA, etc.	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 such as STRTS, LOT-CIP, CMAQ, FTA, etc.	83-96	
MC-14	Make Railroad Ave. Improvements	Support.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local sources such as STRTS, LOT-CIP, CMAQ, FTA, etc.	83-86	
MC-15	One to Two-way Conversion of State Street (SR 130)	Support.	City of Bridgeport, CT DOT, Greater Bridgeport Regional Council	Federal, State and local sources such as STRTS, LOT-CIP, CMAQ, FTA, etc.	73	

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 Gardeners 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 order/cultural assets in the South End. Other than Seaside, what would you show off to visitors?

What streets 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? When? Where? 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, safety, enforcement, trails.

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 zones 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/pool control			
Blight remediation			
Community events/activities			
Emergency response			
Lighting			
Maintenance of parks, open space and recreation facilities			
Parking enforcement			
Safety security			
Sidewalks			
Signage/Wayfinding			
Street removal			
Street cleaning/snow 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>STRENGTHS</p> <ul style="list-style-type: none"> • Coastal beach and park are tremendous assets • Coastal property is high value 	<p>WEAKNESSES</p> <ul style="list-style-type: none"> • Regular surface water runoff/flooding issues • Major storms • Most of the South End is at or below sea level / within the 100-year floodplain • Underpasses experience regular flooding • Seaside and Marina Village experience regular flooding • Neighborhood is relatively built-out and has considerable amount of impervious surface cover • Concerns about the design of runoff from highways - when does it go? What hazard is it?
<p>OPPORTUNITIES</p> <ul style="list-style-type: none"> • Chance to develop high-density mixed residential/commercial along waterfront • Revived By Design initiative • Flexible patterns of land that can "return to nature" 	<p>THREATS</p> <ul style="list-style-type: none"> • Expected increase in frequency and severity of major storm events

SOUTH END NEIGHBORHOOD REVITALIZATION ZONE SWOT ANALYSIS: Housing & Development

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> • Park Ave. & Seacoast area is ideal for mixed-use redevelopment • Potential mix of housing and building types • Array of historic structures • Supply of viable retail and redevelopment sites • Long-established potential for substantial gov. "highlights" • Little Liberia houses, Freeman House, Trade apartments ripe for development and historic attraction synergy • Proximity to Downtown, transportation amenities and Avera/Bolton • Continued UB investments • Old stations • Barron/Olested legacy • Lots on Lafayette has added new population with spending capacity 	<ul style="list-style-type: none"> • Main St. still between Avera and Henry's prone to flooding • Lack of commercial/rv where development should shouldn't occur • Power plant • Vacant lots • Failed urban development projects • Address vacant new residents, and new users • Lack of vertical retail • Mismanaged light • Lack of resources to maintain neighborhood and address light • Normal Village housing is in poor condition • Limited access to everyday amenities like a grocery, small grocery • Lack of outdoor amenities of which happens in neighborhood • Seaside and the Avera/Walton being visitors to the neighborhood, but there's no shopping or restaurants in the neighborhood to benefit from these visitors
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> • Encourage waterfront activity • Broad St. prove for development • Amended zoning regulations and rules • Develop design guidelines • Restore the theatre building on Main St. • Potentially building at SE corner of Volking and Main as high-density residential • Restore the Little Liberia houses • Develop lots next to Avera/Sidwell • Adaptive reuse of old factory buildings • Shared parking using church lots • Add hair salon/gym/retail at Seaside • Bike shops • Chance to foster a "progressive" community 	<ul style="list-style-type: none"> • Not identifying resources to address maintenance and blight issues • Neighborhood opposition to mixed-use and higher density development • Flooding • Property taxes • Flood insurance • Apartment Landlords • Historic vs new • Managing multiple scales of development • Traffic, parking, safety issues • Inability to support market-rate retail and/or restaurants

SOUTH END NEIGHBORHOOD REVITALIZATION ZONE SWOT ANALYSIS: Neighborhood Character

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> • Seaside Park and Beach • Perry Memorial Arch • Seaside statues and monuments • Fremont Hospital • P.T. Barnum's Seaside's House • Historic homes throughout • Seaside Village historic homes-estate • Cottage historic homes/district • US A&C building • Greenwood house • Winatama and P.U. Murray buildings • Park Ave. Broad St. & Myrtle Ave. are good corridors into South End (could be great) • Community gardens (taken over) • Webster Barn, Kewala and Belgians at Historic Yard • Location between Long Island Seaside and Downtown • Historic bus station • Playfield as a tourist destination • Outfishing of the 1920s and Puerto Rican Day Parade 	<ul style="list-style-type: none"> • Absence of abandoned buildings and vacant properties • Uniting around streets along Franklin Ave. & Park Ave. • Linking along Gregory and at intersections with Hamilton and Park • Landmark and parking underneath the 1950s stripcenters • Many factors contribute to neighborhood crime • Area around the Seaside Park band shell needs and is often too "empty" to use • Seaside Park does not have enough play equipment for younger children • Underpavement are poorly lit and not well-maintained • Area bounded by Hamilton, Atlantic, Park and Gregory is known to be generally unsafe • Parks in neighborhood is not attractive-looking and does not support local needs • Community gardens are not all well-maintained • Too many/not enough soccer and baseball fields at Seaside • Not enough basketball or tennis courts in the neighborhood • Seaside Park/Beach a disaster at night by safety reasons • Not enough business activity • Maintenance in a neighborhood-wide chronic issue • Public recreation • Aerial/aquatic activity does not contribute positively to the neighborhood • Seaside Village is poorly lit • Gathering of the Vices and Puerto Rican Day Parade are nice but cause more damage to the neighborhood than good • Conversely, the South End wants to see more "big solar" events
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> • Improve/beautifully Park Ave. & Broad St. with landscaping & landscaping • Plant trees and landscapes wherever possible • Increase lighting wherever possible • Add banners along Park Ave. & Broad St. • Participate in state budgeted projects • Clean up vacant lots • Add sailing, boating, kayaking lessons and rental opportunities at Seaside • Add basketball and tennis courts in the neighborhood/Seaside under the 540 underground? Church parking lot?? • Add elite golf course at Seaside • South End could become a "food hub" with multiple community gardens, indoor agriculture and a farmers market • Add a dog run/park at Seaside • Pet rules public awareness campaign • Restore historic bus station • Enhance public education laws • Expand Fourth of July fireworks • Add more "major" events to Seaside • Increase everyday programming of Seaside 	<ul style="list-style-type: none"> • Not allowing community voices to have equal say on issues • Not building community engagement • Not supporting art/digit initiatives • Inability to coordinate common goals and objectives • A&C Board not functioning as a team • A&C placing priorities elsewhere above those of the community • Funding issues and events which are not appropriate for the climate • Board of Parks Commissioners not proactive

SOUTH END NEIGHBORHOOD REVITALIZATION ZONE SWOT ANALYSIS: Transportation & Connectivity

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> • Walkable human scale • Diverse neighborhood composition • Proximity to Downtown • Multinodal accessibility (highway, light, bus, ferry, pedestrian and bicycle) • Broad St. as visible complete street candidate • Broad Walk trail for connecting Downtown to Emerald Park, especially bike/ped • Park Ave. West ideal for bike/ped, but ideal for automobile candidate to Seaside • Blue trails/trails through Seaside • Park Ave. decorative lights • Comprehensive sidewalk network 	<ul style="list-style-type: none"> • Confusing traffic patterns, one-ways, intersection alignment • East-west flow is interrupted by US and Vermont for signs • Problems throughout neighborhood, especially but under railroad underpasses • Sidewalks throughout neighborhood need repair • Street lighting is poor throughout neighborhood and park • Railroad underpasses are difficult dangerous barriers for automobiles, pedestrians and bicycles • Numerous intersections along Railroad Ave. and Proville St. result in too many traffic signs and uncoordinated signals • Highways and railroad physically separate South End from Downtown and West Seaside • Traffic signal missing/needed at Park Ave. & Proville St. • Georgia St. is too narrow with dual side on-street parking • Lafayette St. and Broad St. are unmanageable during Memorial Park events and parking is an issue • Lafayette and Broad are too wide and speeding is an issue • Poor maintenance of Seaside bike trails/trails • Poor allocation of traffic and parking lanes • Traffic coming off 825 at Proville & Myrtle is too fast • Traffic and parking on Park Ave., north of I-405 and on Lafayette are issues due to school and daycare drop-off/pick-up activity • West Ave. traffic moves too fast • On-street parking supply is short throughout the neighborhood • Lots on Lafayette, Seaside Village and Waldman (US) areas are especially short • Too few bus routes and stops • Traffic signage and signalization is inadequate (overly slow emergency parking) • Missing bike/ped connections from Seaside to Downtown
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> • Address portables throughout neighborhood • Improve infrastructure and facilities for pedestrians and bicycles (crosswalks, signals, sidewalks, paths, routes, trails, lighting) implementation and enforce resident parking program to vicinity of Adams Bridgeport • Speed reduction improvements to Broad and Lafayette Sts • Coordinate sidewalk improvements along Atlantic St. (where US left left) • Research existing and add new decorative lights along Park Ave. • Connect Seaside bike path/route to Downtown and the Pigeonrock trail via West St., Ferry Access and the train station boardwalk • Review street grid • Develop or adopt more emergency parking areas! • Add new bus stops and use as community meeting places 	<ul style="list-style-type: none"> • Competition for right-of-way between automobiles and bike/ped users • Poor on-street bike route turns taken off rather than encouraging more biking • Ferry leaving for East End • Emergency evacuation route • Development along Bridge St. may exacerbate existing traffic and parking issues

2014 South End NEZ Plan Update – Community Input

Greg Beveland – 1/30/2014

Only comment from my group was suggestion to elevate storm drainage pipes that feed into Cedar Creek from Vanuizen 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 naming it.

Greg Beveland – 1/20/2014

I don't understand last sentence of 2nd 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.

CITY OF BRIDGEPORT
OFFICE OF THE CITY ATTORNEY

CITY ATTORNEY
R. Christopher Meyer

999 Broad Street
Bridgeport, Connecticut 06604-4328

DEPUTY CITY ATTORNEY
John P. Bohannon, Jr.

ASSISTANT CITY ATTORNEYS
Eroll V. Skyers
Tamara J. Titre

ASSOCIATE CITY ATTORNEYS
Mark T. Anastasi
Richard G. Kascek, Jr.
Bruce L. Levin
John R. Mitola
Lawrence A. Ouellette, Jr.
Tyisha S. Toms
Lisa R. Trachtenburg



OF COUNSEL
Russell Liskov
Ronald J. Pacacha

Telephone (203) 576-7647
Facsimile (203) 576-8252

COMM. #87-17 Ref'd to Miscellaneous Matters Committee
on April 16, 2018

April 9, 2018

The Honorable City Council
City of Bridgeport
45 Lyon Terrace
Bridgeport, CT 06604

RECEIVED
CITY CLERKS OFFICE
18 APR 11 AM 11:50
TEST
CITY CLERK

Re: **Settlement of Claim**
Lonnie Dervil Trotman and Nicole Trotman v. Peter Koval and City of Bridgeport

Dear Honorable Members:

The Office of the City Attorney respectfully recommends the following pending lawsuit be settled as set forth below. It is our professional opinion that resolving this matter for the consideration agreed to between the parties is in the best interests of the City of Bridgeport.

<u>Plaintiff</u>	<u>Nature of Claim</u>	<u>Plaintiff's Attorney</u>	<u>Consideration</u>
Lonnie Dervil Trotman	Motor Vehicle	Rubens & Lazinger	\$24,100.00

Kindly place this matter on the agenda for referral to the Miscellaneous Matters Committee for the Monday, April 16, 2018 City Council Meeting. Thank you for your assistance in this matter.

Very truly yours,

R. Christopher Meyer
City Attorney


RCM/kl

COMM.# 89-17 Referred to Miscellaneous Matters Committee on April 16, 2018.



JOSEPH P. GANIM
Mayor

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

TO: Lydia Martinez – City Clerk
FROM: Mayor Joseph P. Ganim 
DATE: April 12, 2018
RE: Boards & Commissions

Please place the following name on the April 16, 2018 City Council Agenda for referral to the Miscellaneous Matters Committee for the purpose of appointment to the **Ethics Commission**:

Sandra D. Carmichael (D)
429 Woodlawn Avenue Ext
Bridgeport, CT 06606

This will fill a vacancy, the term will expire on December 31, 2018.

JPG/ad

RECEIVED
CITY CLERKS OFFICE
18 APR 13 PM 1:22
ATTEST
CITY CLERK

COMM.# 90-17 Referred to Miscellaneous Matters Committee on April 16, 2018.



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

TO: Lydia Martinez – City Clerk
FROM: Mayor Joseph P. Ganim
DATE: April 12, 2018
RE: Boards & Commissions

Please place the following name on the April 16, 2018 City Council Agenda for referral to the Miscellaneous Matters Committee for the purpose of appointment to the **Zoning Board of Appeals**:

Edward J. McLaine (R)
35 Woodrow Avenue
Bridgeport, CT 06606

This will replace the seat held by Linda Grace and the term expired on September 30, 2020.

JPG/ad

ATTEST
CITY CLERK

18 APR 13 PM 1:22

RECEIVED
CITY CLERKS OFFICE

COMM.# 91-17 Referred to Miscellaneous Matters Committee on April 16, 2018.



JOSEPH P. GANIM
Mayor

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

TO: Lydia Martinez – City Clerk

FROM: Mayor Joseph P. Ganim

DATE: April 12, 2018

RE: Boards & Commissions

Please place the following name on the April 16, 2018 City Council Agenda for referral to the Miscellaneous Matters Committee for the purpose of appointment to the **Zoning Board of Appeals**:

Wayne A. Mazzoni (D)
287 Courtland Avenue
Bridgeport, CT 06606

This term will expired on December 31, 2020.

JPG/ad

RECEIVED
CITY CLERKS OFFICE
18 APR 13 PM 1:21
ATTEST
CITY CLERK

COMM.# 92-17 Referred to Miscellaneous Matters Committee on April 16, 2018.



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

TO: Lydia Martinez – City Clerk
FROM: Mayor Joseph P. Ganim
DATE: April 12, 2018
RE: Boards & Commissions

Please place the following name on the April 16, 2018 City Council Agenda for referral to the Miscellaneous Matters Committee for the purpose of appointment to the **Board of Park Commissioners:**

Martha Santiago (D)
410 Kent Avenue
Bridgeport, CT 06610

This appointment will replace Banjed Labrador, the term will expire on December 31, 2019.

JPG/ad

RECEIVED
CITY CLERKS OFFICE
18 APR 13 PM 1:21
ATTEST
CITY CLERK

COMM.# 93-17 Referred to Miscellaneous Matters Committee on April 16, 2018.



JOSEPH P. GANIM
Mayor

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

TO: Lydia Martinez – City Clerk
FROM: Mayor Joseph P. Ganim
DATE: April 12, 2018
RE: Boards & Commissions

Please place the following name on the April 16, 2018 City Council Agenda for referral to the Miscellaneous Matters Committee for the purpose of appointment to the **Water Pollution Control Authority Commission**:

Osiba A. Nelson (D)
1154 Iranistan Avenue
Bridgeport, CT 06604

This will fill a vacancy, the term will expire on December 31, 2018.

JPG/ad

RECEIVED
CITY CLERKS OFFICE
18 APR 13 PM 1:22
ATTEST
CITY CLERK

Comm.# 94-17 Ref'd to Miscellaneous Matter Committee on April 16, 2018.



JOSEPH P. GANIM
Mayor

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

TO: Lydia Martinez – City Clerk
FROM: Mayor Joseph P. Ganim
DATE: April 12, 2018
RE: Boards & Commissions

Please place the following name on the April 16, 2018 City Council Agenda for referral to the Miscellaneous Matters Committee for the purpose of appointment to the **Water Pollution Control Authority Commission**:

Nina Thomas (D)
~~429 Woodlawn Avenue Ext~~ 74 WILLOW STREET
Bridgeport, CT 06606 06610 (APR)

This will fill a vacancy, the term will expire on December 31, 2018.

JPG/ad

RECEIVED
CITY CLERKS OFFICE
18 APR 13 PM 2:39
ATTEST
CITY CLERK

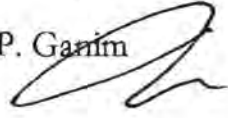


JOSEPH P. GANIM
Mayor

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

COMM. #95-17 Ref'd to Miscellaneous Matters Committee
on 4/16/2018 (OFF THE FLOOR)

TO: Lydia Martinez – City Clerk

FROM: Mayor Joseph P. Ganim 

DATE: April 16, 2018

RE: Boards & Commissions

Please place the following name on the April 16, 2018 City Council Agenda for referral to the Miscellaneous Matters Committee for the purpose of appointment to the **Water Pollution Control Authority Commission**:

Cynthia Hayes (D)
842 Reservoir Avenue
Bridgeport, CT 06606

This will fill a vacancy, the term will expire on December 31, 2018.

JPG/ad

ATTEST
CITY CLERK

RECEIVED
CITY CLERKS OFFICE
18 APR 17 AM 9:26



OFFICE OF THE CITY CLERK RESOLUTION FORM

RECEIVED
CITY CLERKS OFFICE

18 APR 11 AM 8:52

ATTEST _____
CITY CLERK

SECTION I CITY COUNCIL SUBMISSION INFORMATION

Log ID/Item Number:	84-17		
Submitted by Councilmember(s):	Jack O. Banta		
Co-Sponsors(s):	Denese Taylor-Moye	Choose an item.	Choose an item.
District:	131ST		
Subject:	All-Way Stop John Street and West Avenue		
Referred to:	Board of Police Commissioners		
City Council Date:	April 16, 2018		

SECTION II RESOLUTION (PLEASE TYPE BELOW)

WHEREAS, the City Council desires to ensure the safety and wellbeing of its citizens, inhabitants and all other persons traveling on the streets of Bridgeport; and

WHEREAS, our streets and roads are heavily travelled by motor vehicle, commercial truck, bicyclist, motorcyclist and pedestrians alike; and

WHEREAS, recent motor vehicle accidents at intersections or involving innocent pedestrians in crosswalks or on sidewalks has raised the concern for safer roadways throughout the City; and

WHEREAS, John Street at its intersection with West Avenue is an urban, densely developed, commercial and residential street with steady flow of motor vehicles, nearby school bus stops and foot traffic consisting of school children, families, disabled and elderly residents; and

WHEREAS, motor vehicles speed along John Street and upon coming to the intersection with West Avenue do not slow down to enable stopped traffic entering from West Avenue to turn, enter or cross, increasing aggressive driver behavior and risk of an intersection collision; and

WHEREAS, accidents in intersections create substantial risk of an out of control motor vehicle hitting a pedestrian crossing the street, in a crosswalk or walking along the sidewalk; and

WHEREAS, use of all-way stops can reduce aggressive driver behavior and intersection crashes by 53%, overall crashes at urban locations up to 71%, and pedestrian crashes by 39%; and

NOW, THEREFORE BE IT RESOLVED by the Bridgeport City Council that the Board of Police Commissioners designate the intersection of John Street and West Avenue as an "All-Way" stop intersection with appropriate signs being erected and stop lines painted on road surface.



OFFICE OF THE CITY CLERK RESOLUTION FORM

SECTION III SUBSEQUENT REFERRALS/REPLIES AND DATE SENT/RECEIVED

DEPARTMENT	Referral date sent	Response Received	Date reply received
Choose an item.		<input type="checkbox"/> Yes <input type="checkbox"/> No	
Choose an item.		<input type="checkbox"/> Yes <input type="checkbox"/> No	
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Choose an item.		<input type="checkbox"/> Yes <input type="checkbox"/> No	
Choose an item.		<input type="checkbox"/> Yes <input type="checkbox"/> No	
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Choose an item.		<input type="checkbox"/> Yes <input type="checkbox"/> No	
Choose an item.		<input type="checkbox"/> Yes <input type="checkbox"/> No	
Choose an item.		<input type="checkbox"/> Yes <input type="checkbox"/> No	

SECTION IV PUBLIC HEARING INFORMATION

Public Hearing Required	Details	Date
<input type="checkbox"/> Yes <input type="checkbox"/> No	Public Hearing Ordered on: CT Post Publication Date(s): Public Hearing Held on:	

SECTION V AMENDMENTS/EXHIBITS

Choose an item.	<input type="checkbox"/> Yes <input type="checkbox"/> No	Date:
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SECTION VI COMMITTEE ACTION/APPROVAL INFORMATION

Choose an item.	<input type="checkbox"/> Yes <input type="checkbox"/> No	Date:
Choose an item.	<input type="checkbox"/> Yes <input type="checkbox"/> No	Date:
Choose an item.	<input type="checkbox"/> Yes <input type="checkbox"/> No	Date:

SECTION VII WITHDRAWN/SINE DIE INFORMATION

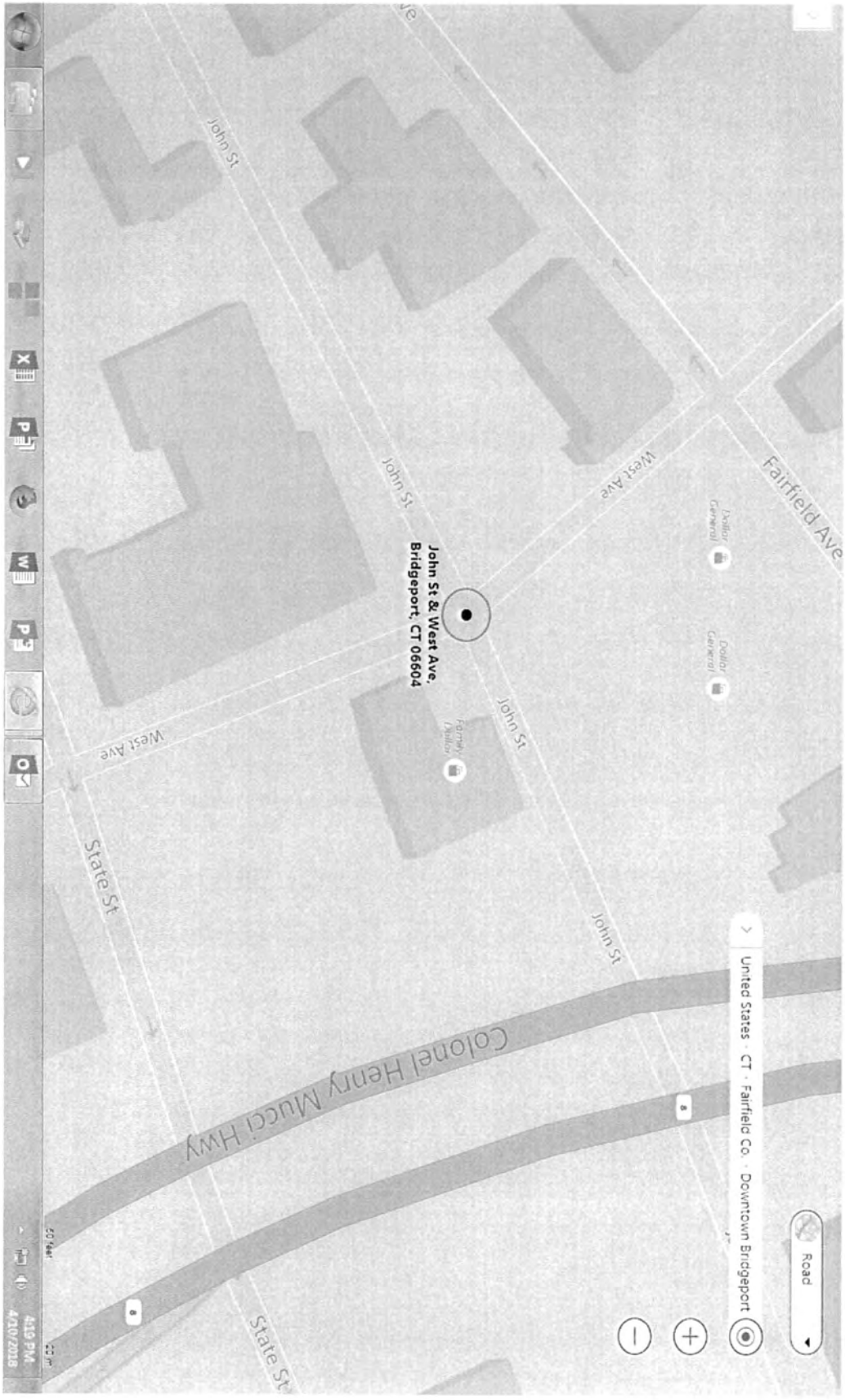
Choose an item.	<input type="checkbox"/> Yes <input type="checkbox"/> No	Date:
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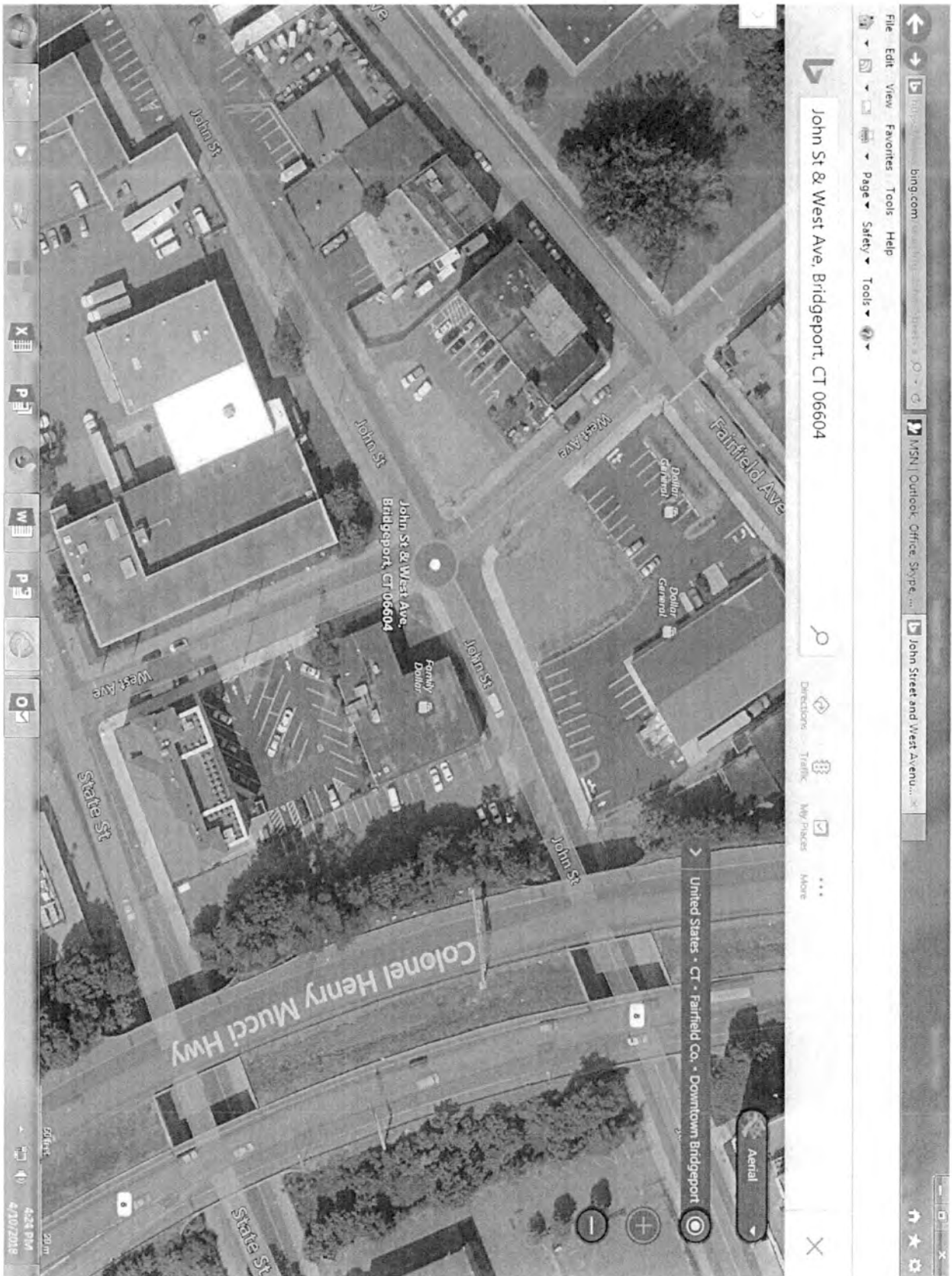
SECTION VIII DATE OF APPROVAL/DENIAL FROM CITY COUNCIL

City Council Approval Date: _____

SECTION IX COMMENTS (if any)

John St & West Ave, Bridgeport, CT 06604





John St & West Ave, Bridgeport, CT 06604



Directions Traffic My Places More

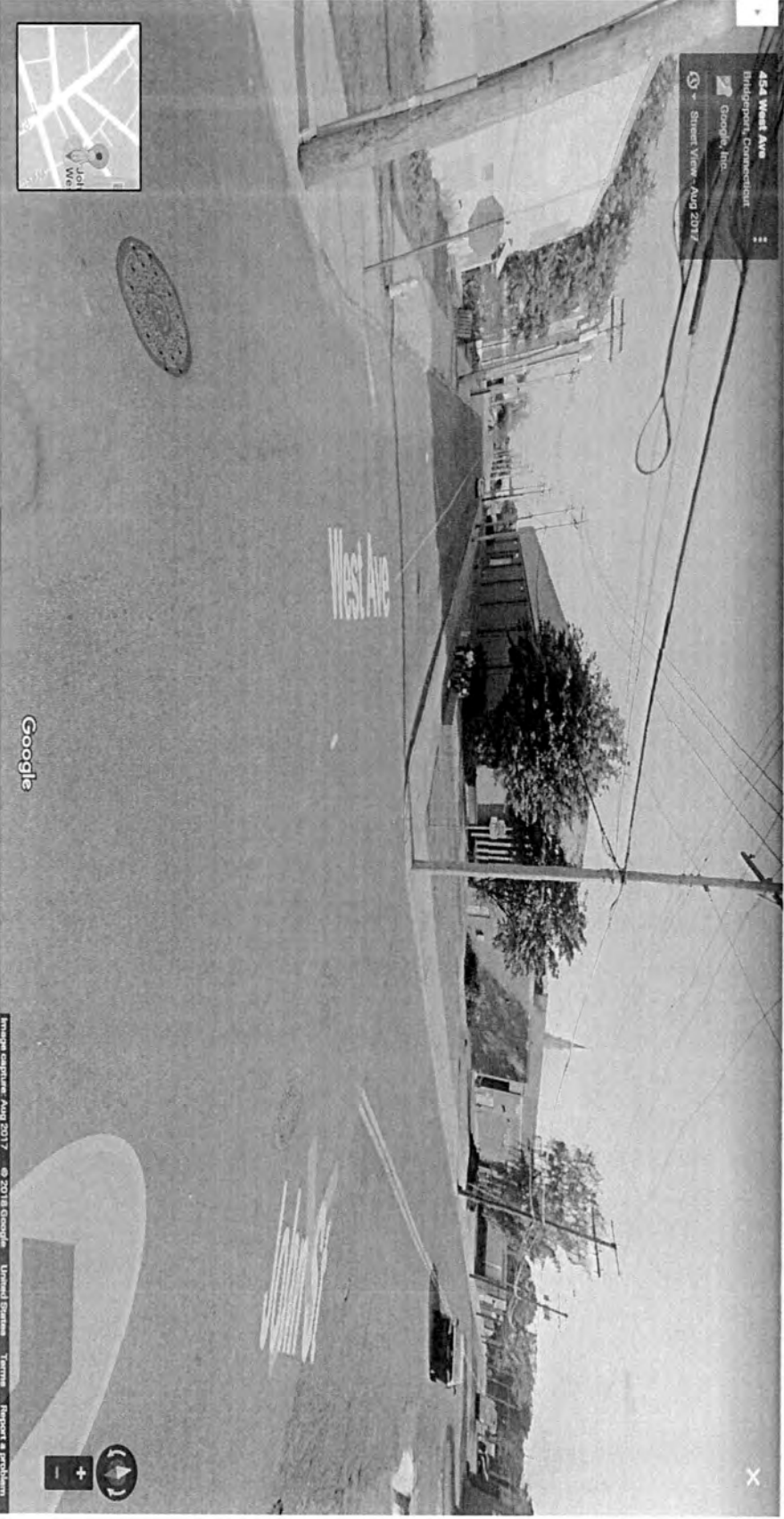


United States · CT · Fairfield Co. · Downtown Bridgeport

Aerial

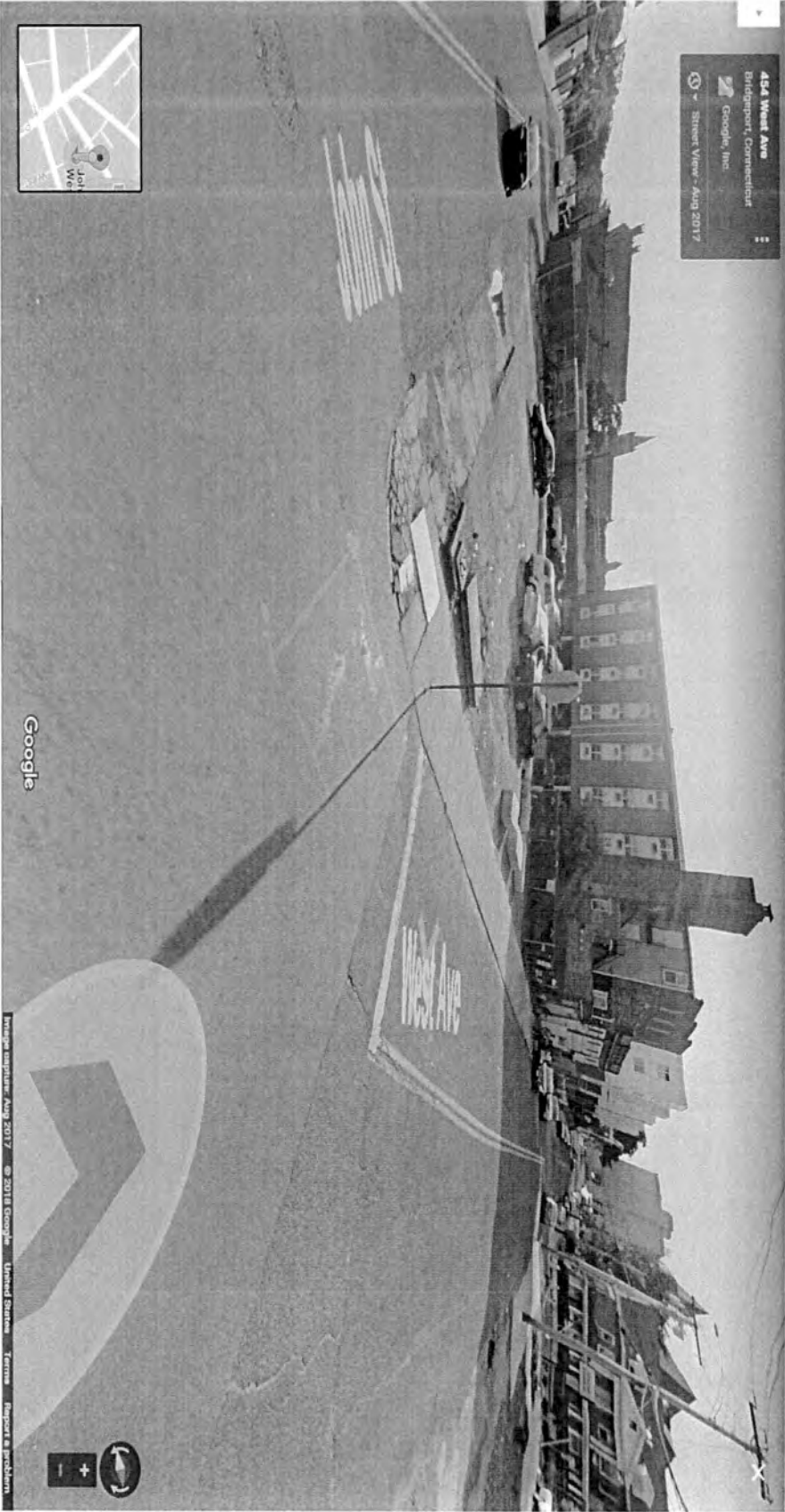


454 West Ave
 Bridgeport, Connecticut
 Google, Inc.
 Street View - Aug 2017

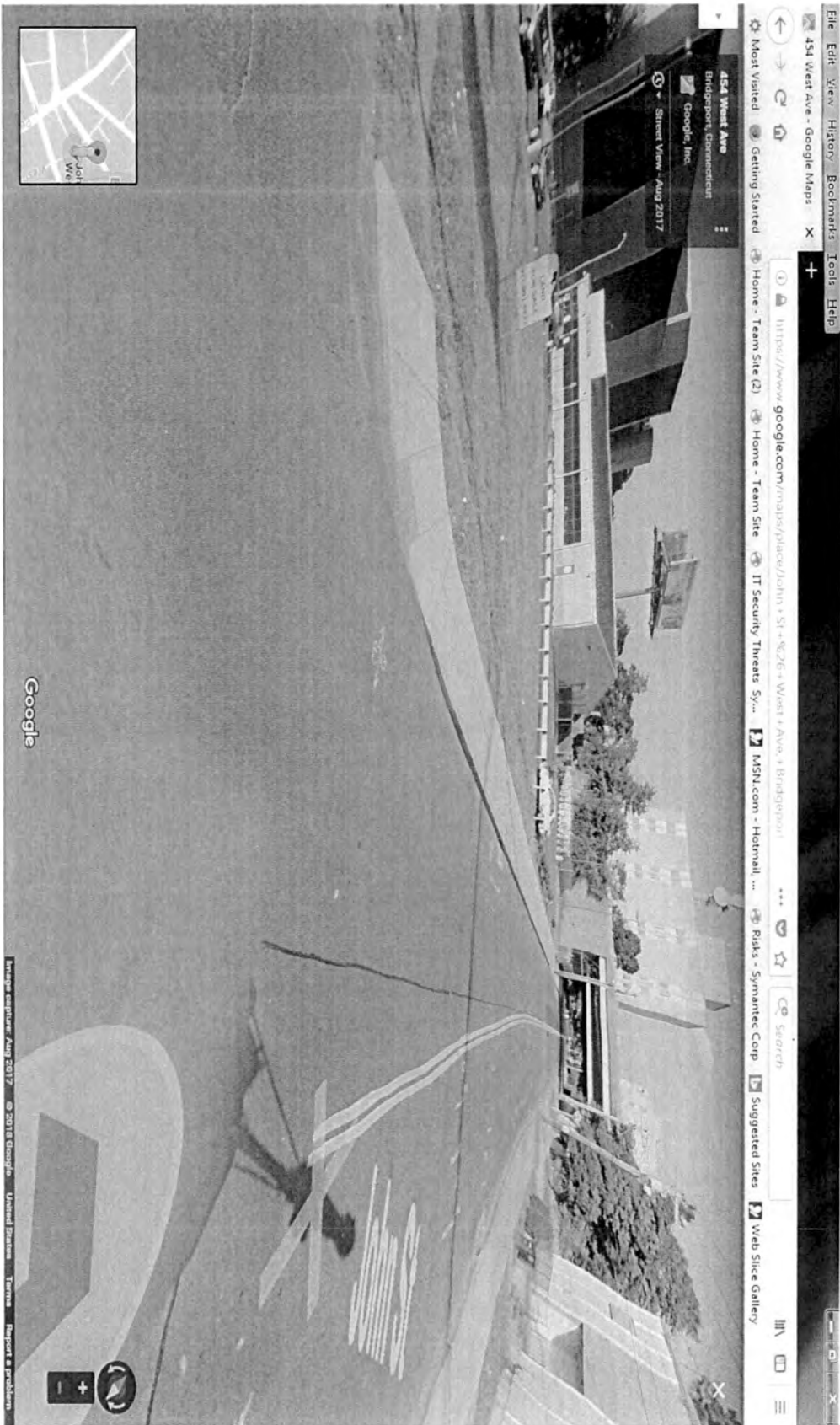


Google

454 West Ave
 Bridgeport, Connecticut
 Google, Inc.
 Street View - Aug 2017



Google





File Edit View History Bookmarks Tools Help

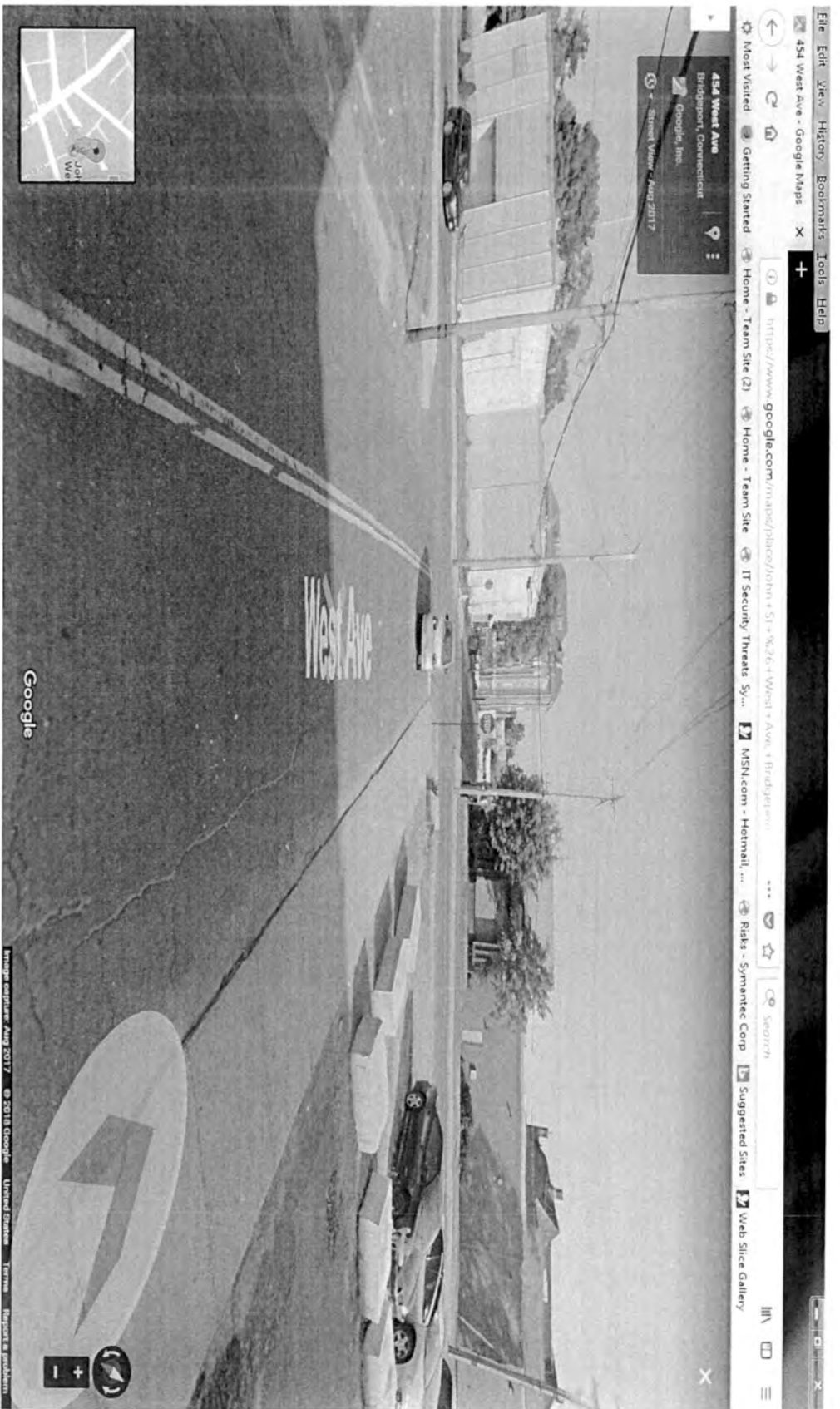
452 West Ave - Google Maps X
Most Visited Getting Started Home - Team Site (2) Home - Team Site IT Security Threats Sy...
MSN.com - Home! ...
Risks - Symantec Corp Suggested Sites Web Slice Gallery

452 West Ave
Bridgewater, Connecticut
Google, Inc.
StreetView - Jan 2016



Google

Image capture: Jan 2016 © 2016 Google United States Terms Report a problem





OFFICE OF THE CITY CLERK
RESOLUTION FORM

RECEIVED
CITY CLERKS OFFICE

18 APR 11 AM 11:11

ATTEST _____
CITY CLERK

SECTION I CITY COUNCIL SUBMISSION INFORMATION

Log ID/Item Number:	88-17			
Submitted by Councilmember(s):	Alfredo Castillo			
Co-Sponsors(s):	Maria Zambrano			
	Viggiano	Aidee Nieves	Choose an item.	Choose an item.
District:	136TH			
Subject:	Honorary Street Naming of Calhoun Street as "Val Esteves Way"			
Referred to:	Public Safety and Transportation Committee			
City Council Date:	April 16, 2018			

SECTION II RESOLUTION (PLEASE TYPE BELOW)

WHEREAS, Valdemar "Val" Esteves Sr., was a lifelong resident of the City of Bridgeport, a true success story and a genuinely nice, humble family man he built his business in the Hollow section of Bridgeport and for many years contributed to the greatness of our City; and

WHEREAS, Val Esteves Sr. was the owner and operator of Nunes Auto Body and Sales at 102 Calhoun Street in the Hollow section of Bridgeport for 43 years; and

WHEREAS, Val Esteves Sr. truly loved going to work and helping people, he valued and treasured working alongside his family every day at the garage; and

WHEREAS, a U.S. Army Veteran, Val proudly serving his country during the Vietnam War; and

WHEREAS, he was a member of the Vasco da Gama Club, where he was instrumental in the formation and building of the club, was the #1 socio, and a well-respected member; and

WHEREAS, he was also a parishioner at St. Augustine Cathedral, where he was an usher for Sunday Mass; and

WHEREAS, while living in the Hollow section of Bridgeport Val always watched out for his neighbors and it would be an honor for his family, friends and those he touched that his love, kindness and generosity be recognized by the City and the portion of Calhoun Street between Lexington Avenue and Pequonnock Street be honorably designated as "Val Esteves Way"; and

NOW, THEREFORE, BE IT RESOLVED that in memory of a community leader and role model; a compassionate family man who loved this City and the people therein; and in recognition of his many contributions to Bridgeport and the Hollow neighborhood that Calhoun Street between Lexington Avenue and Pequonnock Street be named "Val Esteves Way" with appropriate signage being placed at each of the corners of Lexington Avenue, James Street, and Pequonnock Street.

(Attachments)



OFFICE OF THE CITY CLERK RESOLUTION FORM

SECTION III SUBSEQUENT REFERRALS/REPLIES AND DATE SENT/RECEIVED

DEPARTMENT	Referral date sent	Response Received	Date reply received
Choose an item.		<input type="checkbox"/> Yes <input type="checkbox"/> No	
Choose an item.		<input type="checkbox"/> Yes <input type="checkbox"/> No	
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Choose an item.		<input type="checkbox"/> Yes <input type="checkbox"/> No	

SECTION IV PUBLIC HEARING INFORMATION

Public Hearing Required	Details	Date
<input type="checkbox"/> Yes <input type="checkbox"/> No	Public Hearing Ordered on: CT Post Publication Date(s): Public Hearing Held on:	

SECTION V AMENDMENTS/EXHIBITS

Choose an item.	<input type="checkbox"/> Yes <input type="checkbox"/> No	Date:
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SECTION VI COMMITTEE ACTION/APPROVAL INFORMATION

Choose an item.	<input type="checkbox"/> Yes <input type="checkbox"/> No	Date:
Choose an item.	<input type="checkbox"/> Yes <input type="checkbox"/> No	Date:
Choose an item.	<input type="checkbox"/> Yes <input type="checkbox"/> No	Date:

SECTION VII WITHDRAWN/SINE DIE INFORMATION

Choose an item.	<input type="checkbox"/> Yes <input type="checkbox"/> No	Date:
-----------------	--	-------

SECTION VIII DATE OF APPROVAL/DENIAL FROM CITY COUNCIL

City Council Approval Date:

SECTION IX COMMENTS (if any)



Chauffeurs For Hire

Benham Ave

Pete Dell Oriental Supermarket

Goffinho Fish Market

Jelan's

Lancers Gate

Hollow Mini Market

James St

Harrah Ave

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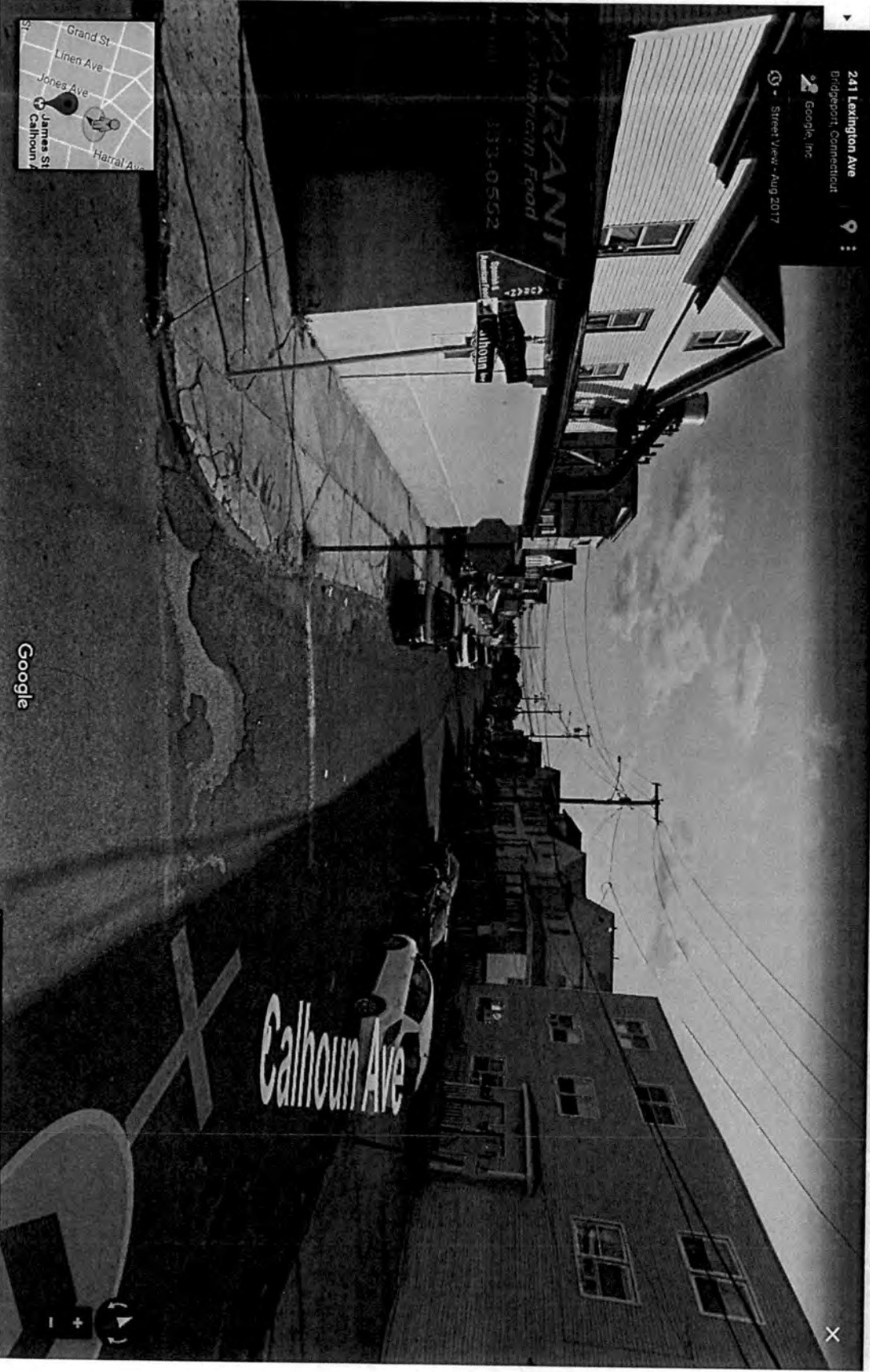
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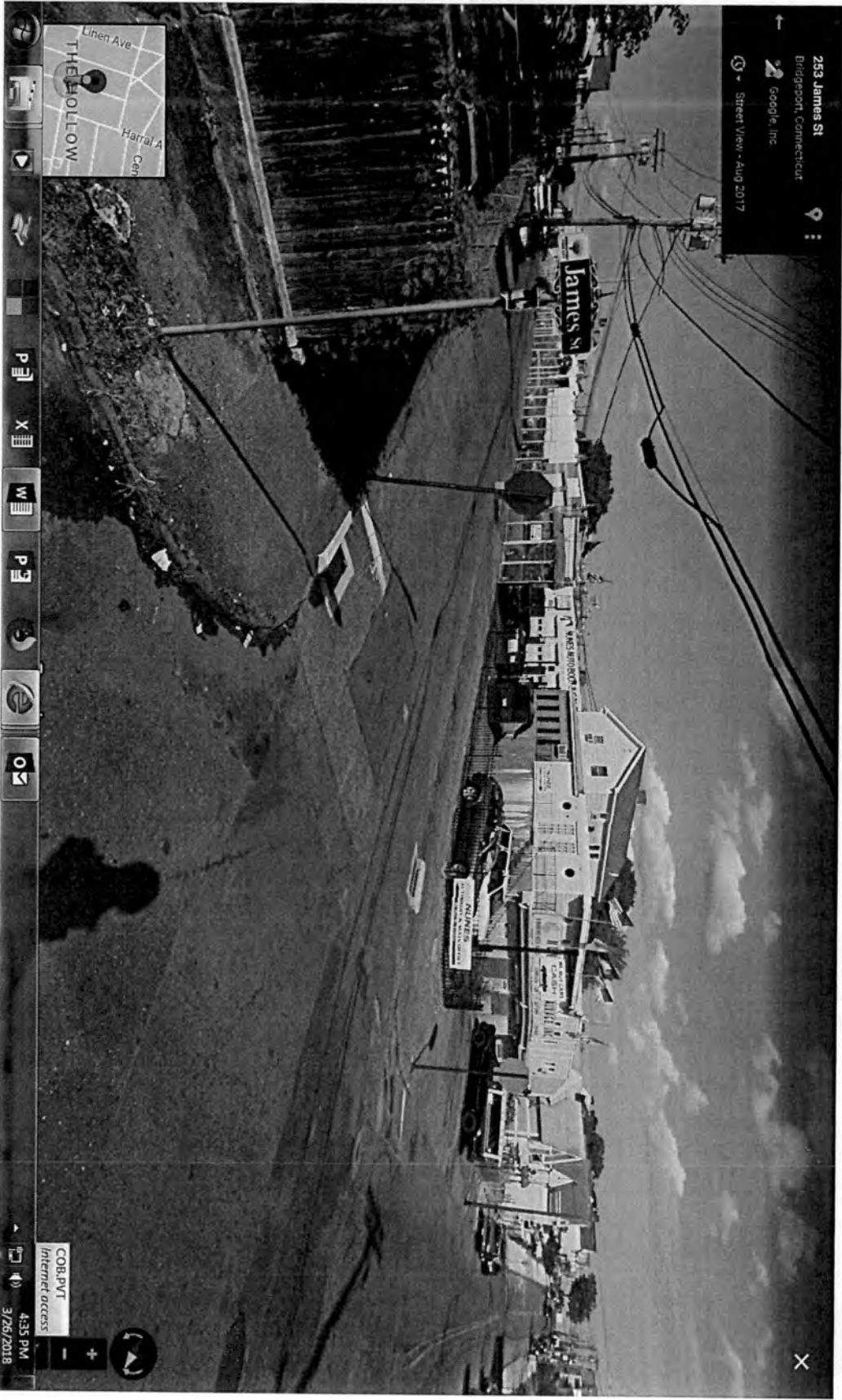


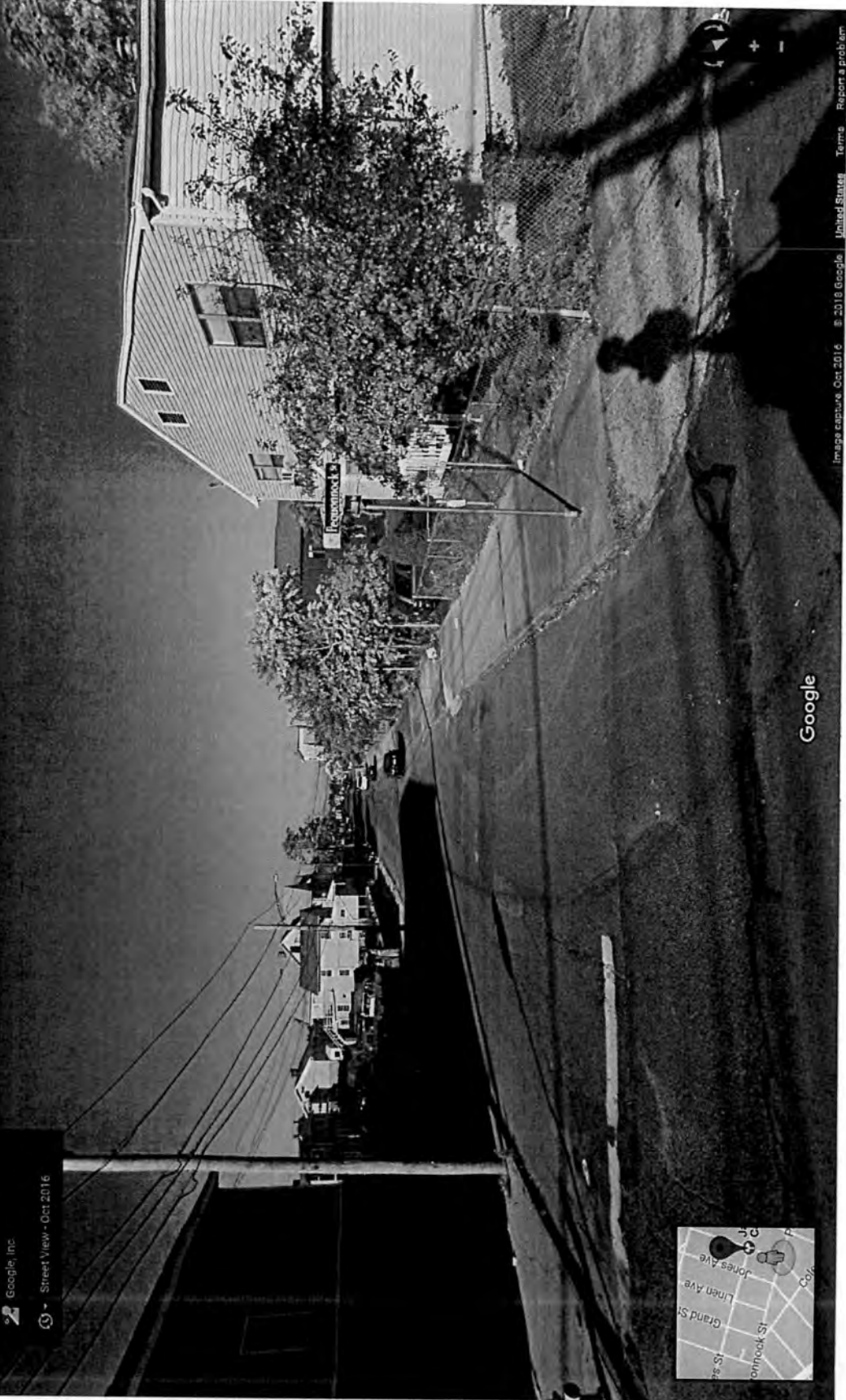
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NO THANKS YES

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Item# *36-17 Consent Calendar

Amendment to the Municipal Code of Ordinances, Title 8 - Health and Safety, amend to add new Chapter 8.09 - Prohibition on Waste Associated with Natural Gas and Oil Extraction.



Report
of
Joint Committee
on

Ordinances and Economic Community and
Development and Environment

City Council Meeting Date: April 16, 2018

Attest: *Lydia N. Martinez*

Lydia N. Martinez, City Clerk

Approved by: *Joseph P. Ganim*
Joseph P. Ganim, Mayor

Date Signed: *4/27/18*

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City of Bridgeport, Connecticut

To the City Council of the City of Bridgeport:

The Joint Committee on **Ordinances** and **ECD & Environment** begs leave to report; and recommends for adoption the following resolution:

***36-17 Consent Calendar**

Whereas, Chapter 8 of the Bridgeport Municipal Code (the "Ordinance") establishes sensible regulations to safeguard and promote the health and safety of Bridgeport residents;

Whereas, medical researchers at Yale University have identified in waste associated with natural gas and oil extraction more than fifty (50) known, probable or possible carcinogens that are potential water contaminants and/or air pollutants (Reference 1);

Whereas, the State of Connecticut Office of Legislative Research has noted that Connecticut's proximity to natural-gas rich New York and Pennsylvania "could make it a potential site for treating and disposing fracking waste if economic and regulatory conditions made it economically feasible" (Reference 2);

Whereas, over 20 Connecticut municipalities have passed local ordinances banning the drilling and extraction of natural gas and oil and the storage of resulting wastes to protect their people and natural resources from the widely reported health hazards and pollution risks presented by such activities; Now Therefore,

Be It Ordained: By the City Council of the City of Bridgeport that, effective upon publication, the Municipal Code of Ordinances, Title 8 – Health and Safety, is hereby amended to include the following new Chapter 8.09 – Prohibition on Waste Associated with Natural Gas and oil Extraction:

NEW:

Chapter 8.09 – Prohibition on Waste Associated with Natural Gas and Oil Extraction

8.09.010 - Purpose

The prohibition of waste associated with the drilling and extraction of natural gas and oil is hereby declared necessary for the protection of the health, safety, welfare and property of the residents of the City of Bridgeport pursuant to the provisions of Section 7-148 of the Connecticut General Statutes that pertain in any way to the protection of health, safety, welfare and property, as the same may be amended from time to time.

8.09.020 - Definitions for the Purposes of this Ordinance

For the purposes of this Ordinance, the following terms, phrases, and words shall have the meanings given here, unless otherwise clearly indicated by the context:



Report of Joint Committee on Ordinances and ECD & Environment
*36-17 Consent Calendar

-2-

- 1) *"Hydraulic fracturing" or "Fracking"* shall mean the fracturing of underground rock formations, including shale and non-shale formations, by manmade fluid-driven techniques for the purpose of stimulating oil, natural gas, or other subsurface hydrocarbon production. More specifically, this is the process of drilling down into the earth before a high-pressure water mixture is directed at the rock to release the gas inside. Water, sand and chemicals are injected into the rock at high pressure which allows the gas to flow out to the head of the well. The term fracking refers to how the rock is fractured apart by the high pressure mixture.
- 2) *"Natural gas extraction activities"* shall mean all geologic or geophysical activities related to the exploration for or extraction of natural gas, including, but not limited to, core and rotary drilling and hydraulic fracturing.
- 3) *"Oil extraction activities"* shall mean all geologic or geophysical activities related to the exploration for or extraction of oil, including, but not limited, to core and rotary drilling and hydraulic fracturing.
- 4) *"Natural gas waste"* shall mean: a) any liquid or solid waste or its constituents that is generated as a result of natural gas extraction activities, which may consist of water, brine, chemicals, naturally occurring radioactive materials, heavy metals, or other contaminants; b) leachate from solid wastes associated with natural gas extraction activities; c) any waste that is generated as a result of or in association with the underground storage of natural gas; d) any waste that is generated as a result of or in association with liquefied petroleum gas well storage operations; and e) any products or byproducts resulting from the treatment, processing, or modification of any of the above wastes.
- 5) *"Oil waste"* shall mean: a) any liquid or solid waste or its constituents that is generated as a result of oil extraction activities, which may consist of water, brine, chemicals, naturally occurring radioactive materials, heavy metals, or other contaminants; b) leachate from solid wastes associated with oil extraction activities; and c) any products or byproducts resulting from the treatment, processing, or modification of any of the above wastes.
- 6) *"Application"* shall mean the physical act of placing or spreading natural gas waste or oil waste on any road or real property located within the City of Bridgeport.

8.09.030 - Prohibitions

- 1) The application of natural gas waste or oil waste, whether or not such waste has received Beneficial Use Determination or other approval for use by the Department of Energy & Environmental Protection ("DEEP") or any other regulatory body, on any road or real property located within the City of Bridgeport for any purpose is prohibited.



Report of Joint Committee on Ordinances and ECD & Environment
***36-17 Consent Calendar**

-3-

- 2) The introduction of natural gas waste or oil waste into any wastewater treatment facility within or operated by the City of Bridgeport is prohibited.
- 3) The introduction of natural gas waste or oil waste into any solid waste management facility within or operated by the City of Bridgeport is prohibited.
- 4) The storage, disposal, sale, acquisition, transfer, handling, treatment and/or processing of natural gas waste or oil waste is prohibited within the City of Bridgeport.

8.09.040 - Provision to be included in bids and contracts related to the construction or maintenance of publicly owned and/or maintained roads or real property within the City of Bridgeport

- 1) All bids and contracts related to the retention of services to construct or maintain any publicly owned and/or maintained road or real property within the City of Bridgeport shall include a provision stating that no materials containing natural gas or oil waste shall be utilized in providing such a service.
- 2) All bids and contracts related to the purchase or acquisition of materials to be used to construct or maintain any publicly owned and/or maintained road or real property within the City of Bridgeport shall include a provision stating that no materials containing natural gas or oil waste shall be provided to the City of Bridgeport.
- 3) The following statement, which shall be a sworn statement under penalty of perjury, shall be included in all bids related to the purchase or acquisition of materials to be used to construct or maintain any publicly owned and/or maintained road or real property within the City of Bridgeport and all bids related to the retention of services to construct or maintain any publicly owned and/or maintained road or real property within the City of Bridgeport: *"We _____ hereby submit a bid for materials, equipment and/or labor for the City of Bridgeport. The bid is for bid documents titled _____. We hereby certify under penalty of perjury that no natural gas waste or oil waste will be used by the undersigned bidder or any contractor, sub-contractor, agent or vendor agent in connection with the bid; nor will the undersigned bidder or any sub-contractor, agent or vendor agent thereof apply any natural gas waste or oil waste to any road or real property within the City of Bridgeport as a result of the submittal of this bid if selected."*

8.09.050 - Penalties

This ordinance shall apply to any and all actions occurring on or after the effective date of this ordinance. In response to a violation of this ordinance, the City of Bridgeport is empowered to a) issue "Cease and Desist" orders demanding abatement of the violation, b) seek any appropriate legal relief, including immediate injunctive relief, as a result of any violation of this ordinance; c) file a complaint with any other proper authority; and d) require remediation of any damage done to any land, road, building, aquifer, well, watercourse, air quality or other asset, be it public or private, within the City of Bridgeport.



Report of Joint Committee on Ordinances and ECD & Environment
***36-17 Consent Calendar**

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The City of Bridgeport may recoup from the offending person(s), jointly and severally, all costs, including experts, consultants and reasonable attorney's fees, that it incurs as a result of having to prosecute or remediate any infraction of this ordinance. For any violation of this Ordinance, the City of Bridgeport may also impose fines in the amount of \$250 per violation per day, or such other amount as is allowed by law, and seek any other remedies allowable under the law.

8.09.060 - Enforcement

The City of Bridgeport's Department of Public Works is hereby empowered and authorized to, if appropriate, issue orders and other directives under this Ordinance and refer matters in connection therewith to the City of Bridgeport's Office of the Corporation Counsel. City of Bridgeport employees, officers and officials are not required to personally carry out testing of waste products to determine chemical contents, as this work may be done via contacting the State of Connecticut Department of Energy and Environmental Protection or the appropriate analytical laboratory or laboratories. If appropriate, the City of Bridgeport's Department of Public Works may request that the State of Connecticut Department of Energy and Environmental Protection pursue civil penalties allowable under the law.

8.09.070 - Severability

If any clause, sentence, paragraph, subdivision, section or part of this Ordinance or the application thereof to any person, individual, corporation, firm, partnership, entity or circumstance shall be adjudged by any court of competent jurisdiction to be invalid or unconstitutional, such order or judgment shall not affect, impair, effect or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, subdivision, section or part of this Ordinance or in its application to the person, individual, corporation, firm, partnership, entity or circumstance directly involved in the controversy in which such order or judgment shall be rendered. To further this end, the provisions of this Ordinance are hereby declared to be severable.

8.09.080 - Conflicts with other Ordinances or Codes

In any case where a provision of this Ordinance is found to be in conflict with a provision of any other ordinance or code of the City of Bridgeport, the provision that establishes the higher standard for the protection of the health, safety, welfare and property of the residents of the City of Bridgeport shall prevail. In any case where a provision of this Ordinance is found to be in conflict with a provision of any other ordinance or code of the City of Bridgeport, which other ordinance or code establishes a lower standard for the protection of the health, safety, welfare and property of the residents of the City of Bridgeport, the provisions of this Ordinance shall be deemed to prevail, and such other ordinances or codes are hereby declared to be repealed to the extent that they may be found in conflict with this Ordinance.



Report of Joint Committee on Ordinances and ECD & Environment
*36-17 Consent Calendar

-5-

8.09.090 - Transportation

Nothing in this ordinance shall be interpreted to ban the transportation of any product or by-product described herein on any roadway or real property within the City of Bridgeport.

RESPECTFULLY SUBMITTED,
THE JOINT COMMITTEE ON ORDINANCES
AND ECD & ENVIRONMENT

Eneida L. Martinez,
Co-Chair

Marcus A. Brown,
Co-Chair

Mary A. Bride-Lee,
Co-Chair

Maria I Valle,
Co-Chair

Michelle A. Lyons

Ernest E. Newton, II

Rosalina Roman-Christy

Pete Spain

Alfredo Castillo

Jeanette Herron

Nessah J. Smith

City Council Date: April 16, 2018 (As Amended from the Floor)

Item # *46-17 Consent Calendar

Resolution regarding Sidewalk Repair Pilot Program
Cost Estimates (Second Round).



**Report
of
Committee
on**

Public Safety and Transportation

City Council Meeting Date: April 16, 2018

Attest: *Lydia N. Martinez*
Lydia N. Martinez, City Clerk

Approved by: *[Signature]*
Joseph P. Ganim, Mayor

Date Signed: 4/27/18

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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 **Public Safety and Transportation** begs leave to report; and recommends for adoption the following resolution:

Item No. *46-17 Consent Calendar

RESOLUTION

(Second Round of City Sidewalk Repair Program list of Repairs)

WHEREAS, numerous sidewalks in the City of Bridgeport ("City") are in varying states of disrepair; and

WHEREAS, the City can be held liable under certain circumstances for injuries which may occur due to disrepair of sidewalks; and

WHEREAS, the City has the right to force sidewalk repairs and recoup from the homeowner 100% of the costs of the repair; and

WHEREAS, the Administration desires to continue its efforts to make the City a safer place for its citizens and visitors to live and work; and

WHEREAS, the City desires to engage in an aggressive and proactive pilot program to have sidewalks repaired; and

WHEREAS, on May 1, 2017 the City Council passed a resolution which stated:

NOW, THEREFORE, in furtherance of public safety and the need for a City-wide program to repair these sidewalks in a progressive, fair, deliberate manner and in accordance with the available funding, it is hereby RESOLVED by the City Council, in support and approval of the pilot program, that the City proceed with sidewalk repair pilot program and to the extent the City causes participants' sidewalks to be repaired, to absorb fifty (50%) percent the cost of the same, apply such Senior Citizen and Social Security Disability credits as may be applicable, and in invoice the homeowner(s) the remaining balance. Should the invoice remain unpaid for thirty (30) days, and should the actual costs NOT exceed 10% of the estimates set forth to the Council in advance, the City Council will approve and accept the then filing of the appropriate lien(s) against the respective property(ies), providing however, the City is not hereby authorized to pursue a foreclosure on a sidewalk repair lien, but rather should await payment from the affected owners, mortgagees, insurance companies, or through a sale of the subject parcel.



City of Bridgeport, Connecticut

Office of the City Clerk

Report of Committee on **Public Safety and Transportation**
Item No. *46-17 Consent Calendar

-2-

WHEREAS, the approval of the Program was contingent on the Department of Public Facilities causing period lists of anticipated sidewalk repairs and estimated costs to be submitted to the Council for permission to lien those parcels in the event that the City causes said repairs to be made and should respective homeowner(s) fail to pay the remaining invoice within thirty (30) days of mailing of the invoice (the City may, prior to completing the repair, work out a payment arrangement with the homeowner as exigencies may require); and

WHEREAS, the City has compiled the second list which is attached hereto and made a part hereof as Exhibit A.

NOW, THEREFORE, pursuant to the approved Sidewalk Repair Pilot Program, it is hereby

RESOLVED, BY THE CITY COUNCIL, that the City proceed with the repairs set forth in Exhibit A and it is further

RESOLVED, that if any of the subject homeowners fail to pay their fifty (50%) percent within the allotted time and/or fails to work out and adhere to an approved payment schedule, the City Council hereby approves the filing of a lien on those respective parcels for the actual cost of repairs, but in no event more than 10% more than the estimates set forth in Exhibit A, but also NOT foreclose or sell such sidewalk repair liens as per the Program's initial approval.




City of Bridgeport, Connecticut Office of the City Clerk

Report of Committee on **Public Safety and Transportation**
Item No. *46-17 Consent Calendar

-3-


RESPECTFULLY SUBMITTED,
THE COMMITTEE ON
PUBLIC SAFETY AND TRANSPORTATION


Michelle A. Lyons, D-134th, Co-Chair


Jack O. Banta, D-131st, Co-Chair


Ernest E. Newton, II, D-139th

Karen Jackson, D-138th


Kyle Piché Langan, D-132nd


Eneida L. Martinez, D-139th


Maria I. Valle, D-137th

City Council Date: April 16, 2018

SIDEWALK REPAIR PILOT PROGRAM - COST ESTIMATES
Submitted for City Council Review - February 6, 2018

At House #	At Street	Zip	Owner First	Owner Last	Homeowner	COB	TOTAL
245	Atlantic Street	06604	Honestalio & Dora	Pimentel	\$3,681.25	\$3,681.25	\$7,362.50
436	Beechmont Avenue	06606	Mary	Gomes	\$4,007.50	\$4,007.50	\$8,015.00
444	Beechmont Avenue	06606	Ulette	Pryce-Williams	\$2,554.00	\$2,554.00	\$5,108.00
797	Beechwood Avenue	06605	Abdul Jabbar &	Shaheda Akiel	\$1,328.50	\$1,328.50	\$2,657.00
55	Blackman Place	06604	Kevin & Nang	Sam	\$1,265.50	\$1,265.50	\$2,531.00
690	Brewster Street	06605	Mary Jane	Corbin	\$2,455.25	\$2,455.25	\$4,910.50
700	Cleveland Avenue	06604	Rebecca	Lewis	\$2,510.25	\$2,510.25	\$5,020.50
49	Crowther Avenue	06605	Johnny & Maria	Colon	\$2,438.25	\$2,438.25	\$4,876.50
66	Crowther Avenue	06605	Sandy	Gavilanes	\$2,252.00	\$2,252.00	\$4,504.00
44	Elmwood Place	06606	Juan O.	Hernandez	\$3,731.50	\$3,731.50	\$7,463.00
291	Grovers Avenue	06605	Christine	Magone	\$3,868.00	\$3,868.00	\$7,736.00
863	Hancock Avenue	06605	Edna & Jeanne	Lazanquiertz	\$3,517.25	\$3,517.25	\$7,034.50
138	Hanover Street	06604	Gilberto	Rivera	\$4,802.00	\$4,802.00	\$9,604.00
196	Harborview Avenue	06605	Stacie	Mookas	\$2,112.75	\$2,112.75	\$4,225.50
23	Harborview Place	06605	James B.	White	\$6,087.00	\$6,087.00	\$12,174.00
566	Hart Street	06606	Camilla	Coelho	\$2,218.50	\$2,218.50	\$4,437.00
35	Hemlock Street	06605	Alexander	Atkinson	\$2,419.75	\$2,419.75	\$4,839.50
163	Hughes Avenue	06604	Leonard	Katz	\$2,715.00	\$2,715.00	\$5,430.00
714	Iranistan Avenue	06605	Elias	Tannous	\$3,773.75	\$3,773.75	\$7,547.50
1078	Laurel Avenue	06604	Roger	Mckenzie	\$2,620.50	\$2,620.50	\$5,241.00
1186	Laurel Avenue	06604	John	Russo	\$10,258.50	\$10,258.50	\$20,517.00
413-417	Lincoln Avenue	06606	Jose & Odette	Santos	\$1,411.25	\$1,411.25	\$2,822.50
31	Mountford Street	06605	Phillip	Stevens	\$2,223.50	\$2,223.50	\$4,447.00
267	Myrtle Avenue	06604	Charles & Keiko	Brelsford	\$2,636.25	\$2,636.25	\$5,272.50
1269	Noble Avenue	06608	Maisy & Jesse	Brown	\$2,434.75	\$2,434.75	\$4,869.50
86	Pixellee Place	06610	Joseph	Milford	\$2,360.75	\$2,360.75	\$4,721.50
259	Pixellee Place	06610	Fred & Gabriella	Perry	\$1,929.50	\$1,929.50	\$3,859.00
413	Putnam Street	06608	Wong & Zena	Walker	\$2,572.25	\$2,572.25	\$5,144.50
259	Ridgefield Avenue	06610	Andrew	White	\$383.25	\$383.25	\$766.50
85	Sanford Avenue	06604	Mercy G.	Lopez	\$1,551.75	\$1,551.75	\$3,103.50
47	Washington Terrace	06604	Jesus M.	Martinez	\$3,786.00	\$3,786.00	\$7,572.00

SECOND ROUND

EXHIBIT A

At House #	At Street	Zip	Owner First	Owner Last	Homeowner	COB	TOTAL
507	West Jackson Avenue	06604	Magalita	Blanc	\$4,264.75	\$4,264.75	\$8,529.50
553	West Jackson Avenue	06604	Marleena	Charles	\$3,947.00	\$3,947.00	\$7,894.00
295	Wheeler Avenue	06606	Orville & Janice	Christie	\$3,375.00	\$3,375.00	\$6,750.00
187	Woodside Avenue	06606	Peter & Rosemarie	Young	\$4,436.75	\$4,436.75	\$8,873.50
	TOTAL				\$107,929.75	\$107,929.75	\$215,859.50

Item # *51-17 Consent Calendar

Honorary naming of a portion of John Street from Courtland Street to West Avenue as "Linda T. Cervero Way" with appropriate signage.



**Report
of
Committee
on**

Public Safety and Transportation

City Council Meeting Date: April 16, 2018

Attest: Lydia N. Martinez
Lydia N. Martinez
Lydia N. Martinez, City Clerk

Approved by: Joseph P. Ganim
Joseph P. Ganim
Joseph P. Ganim, Mayor

Date Signed: 4/27/18

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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 **Public Safety and Transportation** begs leave to report; and recommends for adoption the following resolution:

Item No. *51-17 Consent Calendar

WHEREAS, many people have trouble sympathizing with homeless people because of the many negative stereotypes that the homeless population is burdened with; and

WHEREAS, one of the constant struggles of homelessness is finding enough to eat; and

WHEREAS, Linda T. Cervero was very well known as the "Soup Lady" who as a kind, generous and caring person selflessly helped the poor and underprivileged; and

WHEREAS, Linda was dedicated to feeding the homeless and needy every Sunday during the winter months for 25 years where she faithfully provided hot, homemade soup for Vietnam Vets, street people and children beneath the I-95 John Street overpass to provide protection from rain or snow; and

WHEREAS, she was also very passionately involved in animal rescue for many years, had many accomplishments and won several awards, such as a journalism award for Publisher of the Year for Leisure Life, a civic award for Italian American of the Year, as well as many General Assembly awards for her dedication to the community; and

WHEREAS, it would be an honor for her family, friends and those she touched that her love, kindness and generosity be recognized by the City and the portion of John Street where she helped the homeless and hungry be designated honorarily as "**Linda T. Cervero Way**"; and

NOW, THEREFORE, BE IT RESOLVED by the Bridgeport City Council that John Street from Courtland Street to West Avenue be designated honorarily as "**Linda T. Cervero Way**" with appropriate signage posted at each of the intersections and by the Routes 8 & 25 overpass.



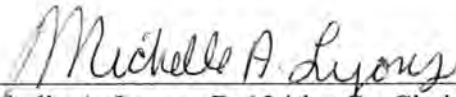
City of Bridgeport, Connecticut

Office of the City Clerk

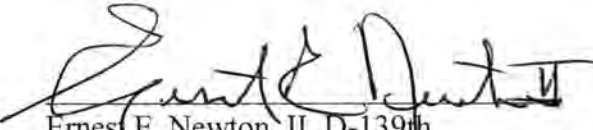
Report of Committee on **Public Safety and Transportation**
Item No. *51-17 Consent Calendar

-2-


RESPECTFULLY SUBMITTED,
THE COMMITTEE ON
PUBLIC SAFETY AND TRANSPORTATION

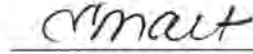

Michelle A. Lyons, D-134th, Co-Chair


Jack O. Banta, D-131st, Co-Chair


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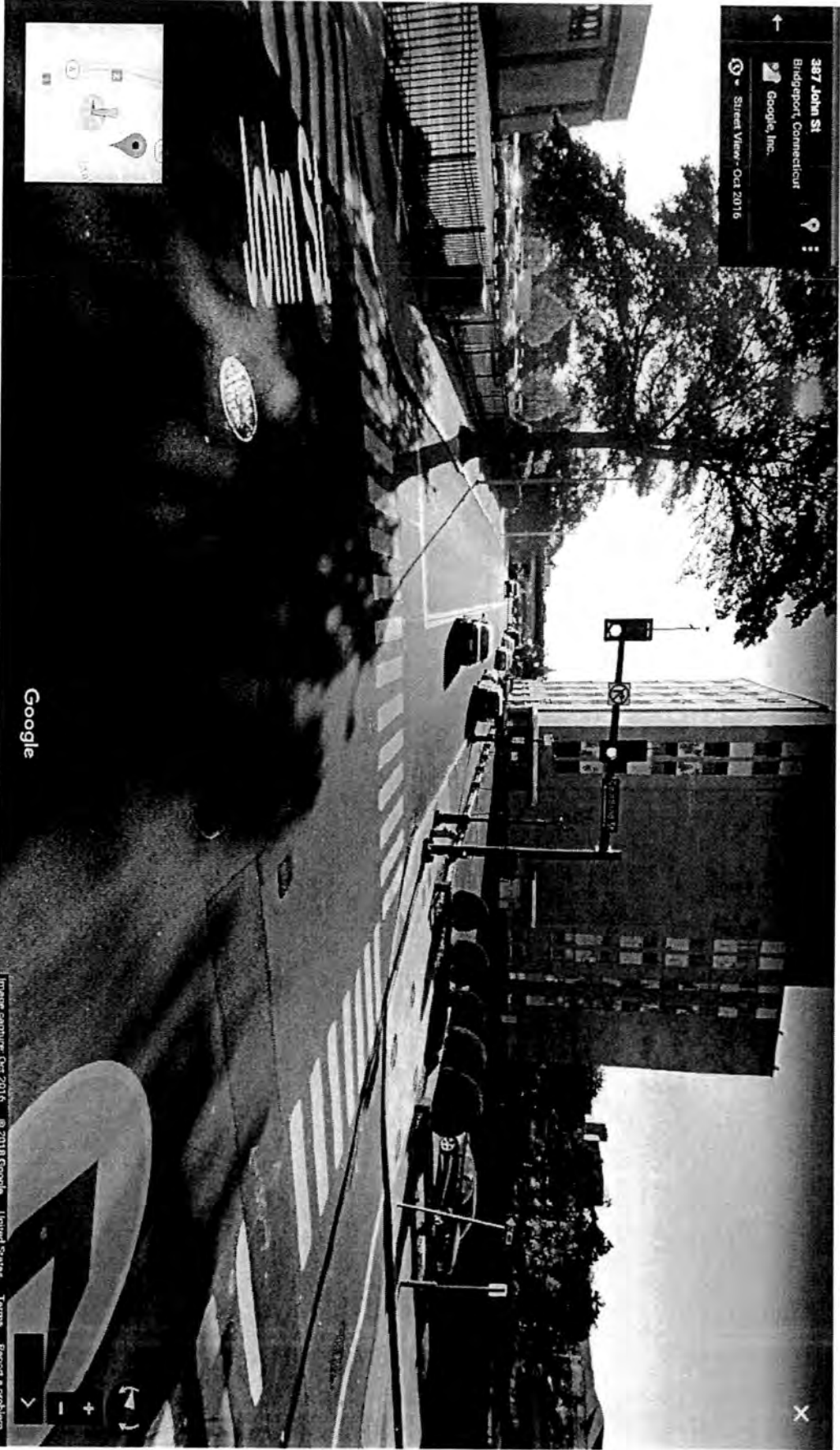

Maria I. Valle, D-137th



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 Google recommends using Chrome
 NO THANKS YES

Images ©2018 DigitalGlobe, New York City, Map data ©2018 Google, United States, 3D Earth view is not available, Terms, Street View feedback, 58 ft

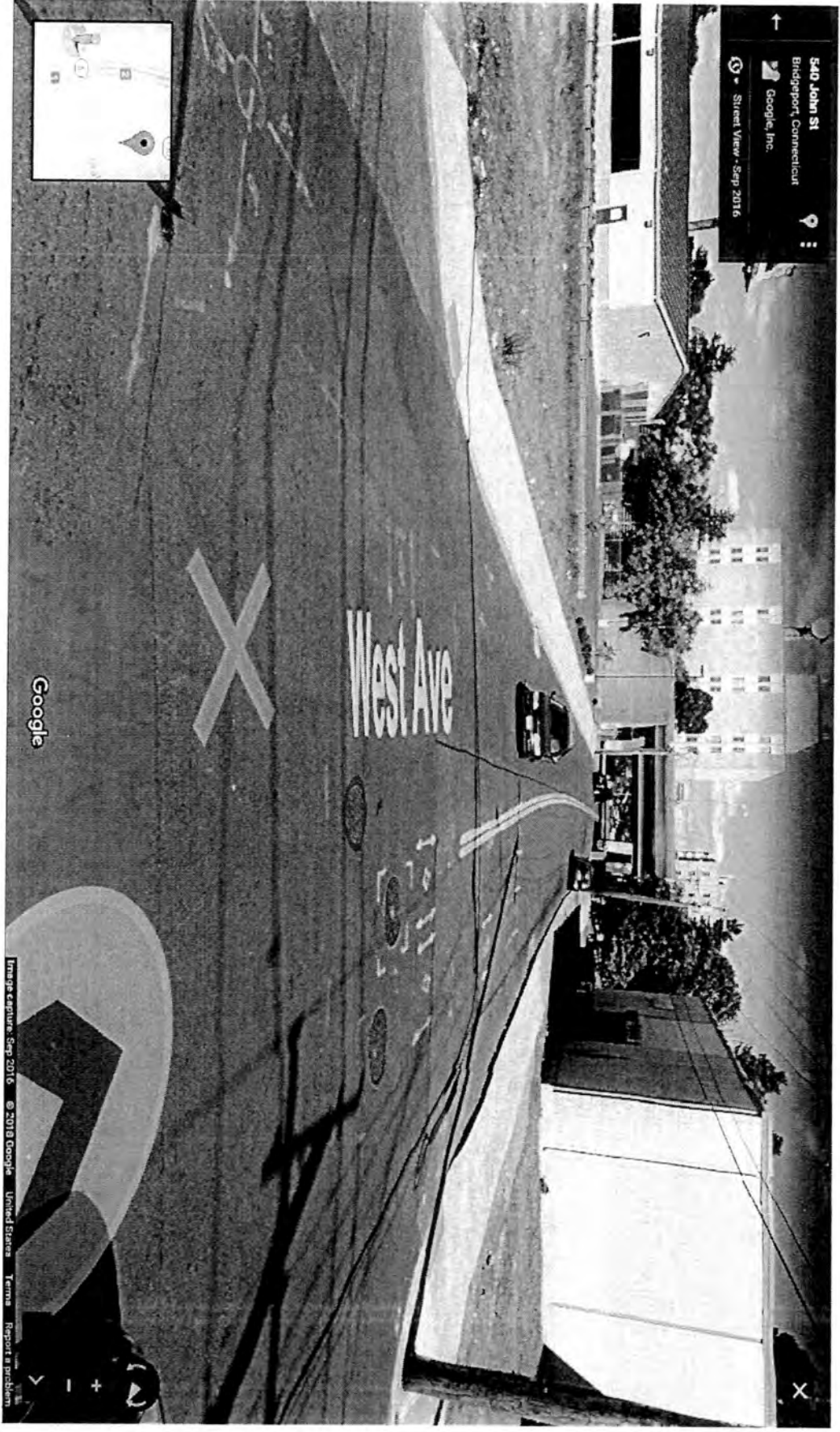
Google recommends using Chrome



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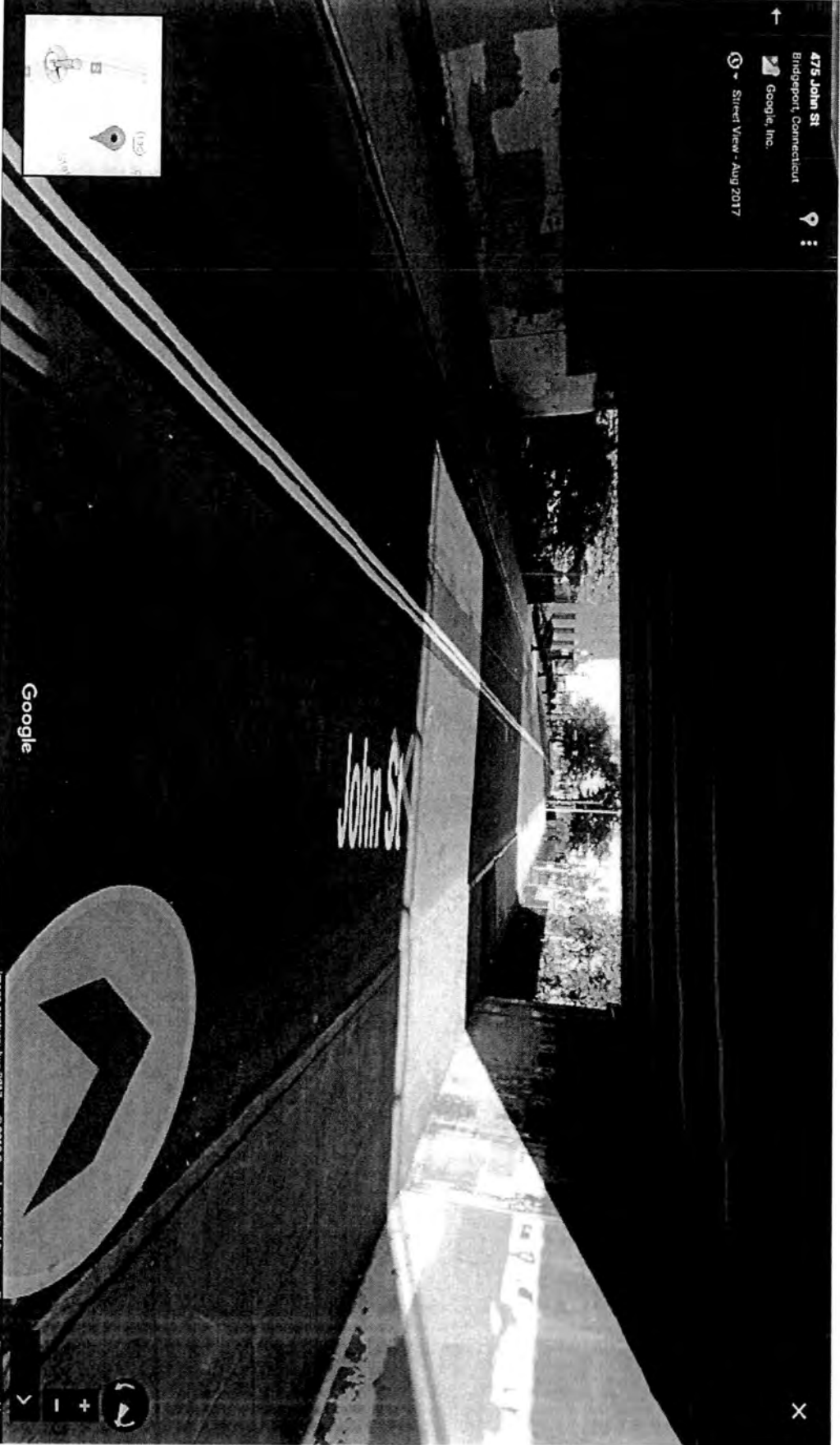
Google recommends using Chrome

NO THANKS YES



Google recommends using Chrome
It's fast, secure, simple and works great.

NO THANKS YES



Google



Item # *75-17 Consent Calendar

Professional Services Agreement for the City's Master Plan.



**Report
of
Committee
on
Contracts**

City Council Meeting Date: April 16, 2018

Attest: Lydia N. Martinez
Lydia N. Martinez
Lydia N. Martinez, City Clerk

Approved by: Joseph P. Ganim
Joseph P. Ganim
Joseph P. Ganim, Mayor

Date Signed: 4/27/18

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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 **Contracts** begs leave to report; and recommends for adoption the following resolution:

Item No. *75-17 Consent Calendar

A Resolution by the Bridgeport City Council

Regarding the Professional Services Agreement for the City's Master Plan

WHEREAS, Connecticut General Statutes Section 8-23 requires updates to the Master Plan of Conservation and Development ("Master Plan") occur every ten (10) years; and

WHEREAS, the City's current Master Plan 2020 was adopted in 2008; and

WHEREAS, the current Master Plan has served the City well and will serve as a solid foundation for the updated Plan, but is missing certain elements such as public health and social equity; and

WHEREAS, updating the Master Plan is a substantial undertaking, requiring the use of outside professionals; and

WHEREAS, the City advertised a Request for Qualifications ("RFQ") on January 19, 2018 and Request for Proposals ("RFP") on March 2, 2018 for the purpose of updating the City's Master Plan of Conservation and Development (see **Exhibit A** attached);

WHEREAS, the Consultant submitted responsive documents on February 14, 2018 (RFQ) and March 9, 2018 (RFP) attached hereto as **Exhibit B**; and

WHEREAS, the Board of Public Purchases reviewed the solicitation and selection process at their special meeting on March 26, 2018, and approved said process; and

WHEREAS, the City selected the Consultant based upon its qualifications and proposal and further based upon the Consultant's statements and representations made therein; and

WHEREAS, the Office of Planning & Economic Development is utilizing capital funding to contract with the Consultant; and

NOW THEREFORE, BE IT RESOLVED, that the Bridgeport City Council approves the Professional Services Agreement between Fitzgerald and Halliday, Inc. and the City of Bridgeport for purposes of updating the Master Plan of Conservation and Development.



City of Bridgeport, Connecticut

Office of the City Clerk

Report of Committee on Contracts
Item No. *75-17 Consent Calendar

-2-

NOW THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL:

1. That it hereby approves the Professional Services Agreement between Fitzgerald and Halliday, Inc. and the City of Bridgeport for purposes of updating the Master Plan of Conservation and Development.
2. That it hereby authorizes, directs and empowers the Mayor or his designee to execute the Agreement entitled "Professional Services Agreement" substantially in the form attached hereto and made a part hereof, subject to the approval of the Office of the City Attorney, with Fitzgerald and Halliday, Inc. and to execute all documents and do all other things necessary in furtherance of and consistent with this resolution in the best interests of the City.

RESPECTFULLY SUBMITTED,
THE COMMITTEE ON
CONTRACTS

Jeanette Herron, D-133rd, Co-Chair

Ernest E. Newton II, D-139th, Co-Chair

Jack O. Banta, D-131st

Alfredo Castillo, D-136th

Thomas C. McCarthy, D-133rd

Maria Zambrano Viggiano, D-136th

AmyMarie Vizzo-Paniccia, D-134th

City Council Date: April 16, 2018

PROFESSIONAL SERVICES AGREEMENT
Master Plan of Conservation and Development

THIS AGREEMENT between the parties dated the ___ day of April, 2018 (the "Agreement") is hereby entered into between **Fitzgerald & Halliday, Inc.** with offices at **416 Asylum Street, Hartford, Connecticut 06103** (the "**Consultant**") and **the City of Bridgeport** through the Office of Planning & Economic Development, with offices at 999 Broad Street, Bridgeport, Connecticut 06604 (the "**City**") on the following terms and conditions:

WHEREAS, Connecticut General Statutes Section 8-23 requires updates to the Master Plan of Conservation and Development ("Master Plan") occur every ten (10) years; and

WHEREAS, the City's current Master Plan 2020 was adopted in 2008; and

WHEREAS, the current Master Plan has served the City well and will serve as a solid foundation for the updated Plan, but is missing certain elements such as public health and social equity; and

WHEREAS, updating the Master Plan is a substantial undertaking, requiring the use of outside professionals; and

WHEREAS, the City advertised a Request for Qualifications ("RFQ") on January 19, 2018 and Request for Proposals ("RFP") on March 2, 2018 for the purpose of updating the City's Master Plan of Conservation and Development (see **Exhibit A** attached);

WHEREAS, the Consultant submitted responsive documents on February 14, 2018 (RFQ) and March 9, 2018 (RFP) attached hereto as **Exhibit B**; and

WHEREAS, the Board of Public Purchases reviewed the solicitation and selection process at their special meeting on March 26, 2018, and approved said process; and

WHEREAS, the City selected the Consultant based upon its qualifications and proposal and further based upon the Consultant's statements and representations made therein; and

WHEREAS, the Office of Planning & Economic Development is utilizing capital funding to contract with the Consultant; and

NOW, THEREFORE, for good and valuable consideration, the parties mutually agree as follows:

1. General Undertaking. The parties are entering into this Agreement for the purposing of engaging the Consultant to update the City's Master Plan, such duties being more detailed and delineated in the Scope of Work attached hereto and made a part hereof as **Exhibit C** and such other tasks as the City may direct the Contractor to perform within the general scope of activities for which the Contractor is being engaged (the "**Services**" or "**Project**").

2. Term of Engagement. This Agreement shall commence within five (5) business days of the date last below written and shall continue in full force and effect until the Services are completed according to this Agreement, or until the earlier termination of this Agreement as provided herein, whichever occurs first ("**Term**"). Termination shall have no effect on the City's obligation to pay for Services rendered through such earlier termination for work that has been completed in accordance with the terms of this Agreement and which has been accepted in due course by the City.

3. Record of Activities. The Consultant shall maintain contemporaneous daily time records of hours and tasks performed in sufficient detail requested by the City, which records shall be submitted to the City bi-weekly during the Term, or unless otherwise directed by the City. Unless otherwise stated, all work schedules shall be considered a material part of this Agreement.

4. Payment.

(a) Source of Funds. The Consultant's activities under this Agreement will be funded from the City Capital Account. The parties understand that the Consultant will provide its Services pursuant to the Scope of Work, including reimbursable expenses, up to a maximum not-to-exceed amount of \$205,000.00.

(b) Payment. The Consultant will submit its invoices with all backup documentation, including hours (to the quarter hour), activities conducted, reimbursable expenses with receipts, and the like, to the City on a monthly basis for the prior month's Services rendered and any reimbursable expenses incurred, which invoices the City shall pay within 45 days of receipt of a complete invoice. The City will promptly review each Consultant invoice and shall, within ten (10) business days of receipt, either approve such invoice for payment or advise Consultant of any revisions or additional documentation necessary to render such invoice so approved.

5. Acceptability of Information and Reports Supplied by the Consultant. Any and all information and reports, whether supplied orally or in writing by the Consultant, shall be based upon consistent and reliable data-gathering methods and may be relied upon by the City. The City acknowledges that all such

information and reports were prepared for the Project at hand and are neither represented nor warranted to be appropriate for reuse on any other project or under different circumstances and that any such reuse shall be at the sole risk of the City and without liability to the Consultant.

6. Proprietary Rights. It is not anticipated that the Consultant will develop or deliver to the City anything other than Services and certain written reports or recommendations. Nevertheless, the City shall own all right, title and interest in such the Consultant's work under this Agreement to the extent such work provides analyses, findings, or recommendations uniquely related to the Services to be rendered. The Consultant expressly acknowledges and agrees that its work constitutes "work made for hire" under Federal copyright laws (17 U.S.C. Sec. 101) and is owned exclusively by the City and, alternatively, the Consultant hereby irrevocably assigns to the City all right, title and interest in and irrevocably waives all other rights (including moral rights) it might have in its work under this Agreement. The Consultant shall, at any time upon request, execute any documentation required by the City to vest exclusive ownership of such work in the City (or its designee). The Consultant retains full ownership of any underlying techniques, methods, processes, skills or know-how used in developing its Services under this Agreement and is free to use such knowledge in future projects.

7. Confidential Information.

(a) Acknowledgment of Confidentiality. Each party hereby acknowledges that it may be exposed to confidential and proprietary information belonging to the other party or relating to its affairs, including materials expressly designated or marked as confidential ("**Confidential Information**"). Confidential Information does not include (i) information already known or independently developed by the recipient; (ii) information in the public domain through no wrongful act of the party, (iii) information received by a party from a third party who was free to disclose it or (iv) information required to be disclosed under the Connecticut Freedom of Information Act.

(b) Covenant Not to Disclose. Each party hereby agrees that during the Term and at all times thereafter it shall not use, commercialize or disclose the other party's Confidential Information to any person or entity, except to its own employees who have a "need to know," to such other recipients as the other party may approve in writing in advance of disclosure, or as otherwise required by court order, statute or regulation. Each party shall use at least the same degree of care in safeguarding the other party's Confidential Information as it uses in safeguarding its own Confidential Information, but in no event shall a party use less than reasonable care and due diligence. Neither party shall alter or remove from any software, documentation or other Confidential Information of the other party (or any third party) any proprietary, copyright, trademark or trade secret legend.

8. Noncircumvention. [INTENTIONALLY OMITTED] [prevents Consultant from hiring City employees involved in project within one year after project completion.]

9. Injunctive Relief. The parties acknowledge that violation by one party of the provisions of this Agreement relating to violation of the other party's Proprietary Rights or Confidential Information rights would cause irreparable harm to the other party not adequately compensable by monetary damages. In addition to other relief, it is agreed that preliminary and permanent injunctive relief may be sought without the necessity of the moving party posting bond to prevent any actual or threatened violation of such provisions.

10. Representations and Warranties.

The Consultant represents and warrants, as of the date hereof and throughout the Term of this Agreement, as follows:

(a) The Consultant represents that it has the requisite experience to undertake and complete the Services pursuant to the requirements of this Agreement and has in its employ or will hire qualified and trained personnel to perform the Services required.

(b) The Consultant represents that it can commence the Services promptly within five (5) days of the receipt of a notice to proceed and will complete the Services in a timely manner on a schedule to be approved by the City.

(c) The Consultant represents that it is financially stable and has adequate resources and personnel to commence and complete the Services required in a timely fashion.

(d) The Consultant's performance of the Services described herein, and its representation of the City, will not result in a conflict of interest, will not violate any laws or contractual obligations with third parties, and is an enforceable obligation of the Consultant.

(e) The Consultant will not subcontract any of the work to third parties without prior written notice to the City and receipt of the City's prior written consent.

(f) The Consultant represents that neither it, nor any of its officers, directors, owners, employees or permitted subcontractors, have committed a criminal violation of or are under indictment of a federal or state law arising directly or indirectly from its business operations or reflects on its business integrity or honesty that resulted or may result in the imposition of a monetary

fine, injunction, criminal conviction or other penal sanction, and further represents that the Consultant, its officers, directors, owners, employees, agents and subcontractors shall comply with the requirements of all laws, rules and regulations applicable to the conduct of its business or the performance of the Services under this Agreement.

(g) The Consultant represents that it will perform the Services in a good and workmanlike manner and will diligently pursue the completion of same in accordance with the terms of this Agreement.

(h) The Consultant represents that it possesses all licenses and permits that may be required to perform the Services required by this Agreement.

(i) The Consultant represents and warrants that the performance of the Services will not infringe upon or misappropriate any United States copyright, trademark, patent, or the trade secrets or other proprietary material of any third persons. Upon being notified of such a claim, the Consultant shall (i) defend through litigation or obtain through negotiation the right of the City to continue using the Services of the Consultant; (ii) rework the Services to be rendered so as to make them non-infringing while preserving the original functionality, or (iii) replace the Services with the functional equivalent. If the City determines that none of the foregoing alternatives provide an adequate remedy, the City may terminate all or any part of this Agreement and, in addition to other relief, recover the amounts previously paid to the Consultant hereunder.

(j) The Consultant represents and warrants that any computer program included as a deliverable Service hereunder operates substantially in accordance with the specifications for such work and in compliance with Year 2000 Standards. For these purposes, "**Year 2000 Standards**" means the deliverable Services and the reports prepared in connection therewith records, stores, recognizes, interprets, processes and presents both 20th and 21st century dates using four (4) digit years and operates at a programming interface level with other programs for which it could reasonably be expected to operate without causing the other programs to violate such Year 2000 Standards.

11. Remedies & Liabilities.

(a) Remedies. In addition to other remedies expressly acknowledged hereunder and except as expressly limited herein, the City shall have the full benefit of all remedies generally available to a purchaser of goods under the Uniform Commercial Code.

(b) Liabilities. THE CITY SHALL NOT BE LIABLE TO THE CONSULTANT FOR ANY CLAIM ARISING OUT OF THIS AGREEMENT IN AN AMOUNT EXCEEDING THE TOTAL CONTRACT PRICE FOR THE DELIVERABLE AT ISSUE. EXCEPT FOR VIOLATIONS BY THE

CONSULTANT OF SECTION 6 ("PROPRIETARY RIGHTS") OR SECTION 7 ("CONFIDENTIAL INFORMATION"), NEITHER PARTY SHALL BE LIABLE HEREUNDER FOR ANY INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES (INCLUDING LOST SAVINGS OR PROFIT) SUSTAINED BY THE OTHER PARTY OR ANY OTHER INDIVIDUAL OR ENTITY FOR ANY MATTER ARISING OUT OF OR PERTAINING TO THE SUBJECT MATTER OF THIS AGREEMENT. THE PARTIES HEREBY EXPRESSLY ACKNOWLEDGE THAT THE FOREGOING LIMITATION HAS BEEN NEGOTIATED BY THE PARTIES AND REFLECTS A FAIR ALLOCATION OF RISK.

12. Notices. Notices sent to either party shall be effective on the date delivered in person by hand or by overnight mail service or on the date received when sent by certified mail, return receipt requested, to the other party or such other address as a party may give notice of in a similar fashion. The addresses of the parties are as follows:

If to the City:

Director, Minority Business Resource office
City of Bridgeport
Margaret E. Morton Government Center
999 Broad Street, Second Floor
Bridgeport, Connecticut 06604

with a copy to:

Office of the City Attorney
999 Broad Street, Second Floor
Bridgeport, Connecticut 06604

If to the Consultant:

At the address specified above.

13. Termination For Default; Termination For Convenience.

(a) This Agreement shall terminate upon expiration of the Term or upon the earlier termination by one of the parties in accordance with the terms hereof. In addition to other relief, either party may terminate this Agreement if the other party breaches any material provision hereof and fails after receipt of written notice of default to advise the other party in writing within five (5) business days of its intentions with respect to such default and in any event corrects or cures such default within ten (10) business days of the receipt of notice of default. If such default cannot be cured or corrected within such 10-day period and the

defaulting party details in writing to the other the reasons why such default cannot be so corrected or cured, the other party shall give an additional thirty (30) day period to correct or cure such default and the defaulting party shall with best efforts and due diligence promptly commence and consistently pursue corrective or curative action reasonably acceptable to the aggrieved party to completion. Either party shall be in default hereof if it becomes insolvent, makes an assignment for the benefit of its creditors, or if a receiver is appointed or a petition in bankruptcy is filed with respect to the party and is not dismissed within thirty (30) days. Termination shall have no effect on the parties' respective rights or obligations under Section 7 ("Confidential Information"), Section 9 ("Injunctive Relief") or Section 10 ("Warranties").

(b) The Consultant may not terminate for convenience. The City may terminate for convenience upon giving written notice of termination.

14. Resolution of Disputes and Choice of Law.

The parties agree that all disputes between them arising under this agreement or involving its interpretation, if they cannot be first resolved by mutual agreement, shall be resolved in a court of competent jurisdiction over the parties located in Fairfield County, Connecticut.

15. Independent Consultant Status. The Consultant and its approved subcontractors are independent contractors in relation to the City with respect to all matters arising under this Agreement. Nothing herein shall be deemed to establish a partnership, joint venture, association or employment relationship between the parties. The Consultant shall remain responsible, and shall indemnify and hold harmless the City, from and against all liability for the withholding and payment of all Federal, state and local personal income, wage, earnings, occupation, social security, worker's compensation, unemployment, sickness and disability insurance taxes, payroll levies or employee benefit requirements (under ERISA, state law or otherwise) now existing or hereafter enacted and attributable to the Consultant, its subcontractors and their respective employees. THE CONSULTANT REPRESENTS THAT IT RETAINS WIDE DISCRETION IN THE TIME, MANNER AND DETAILS OF PERFORMANCE, IS NOT UNDER THE CITY'S DIRECT SUPERVISION OR CONTROL, HAS THE SKILLS AND TOOLS TO PERFORM THE WORK, HOLDS ITSELF OUT GENERALLY AS AN INDEPENDENT CONSULTANT AND HAS OTHER SUBSTANTIAL SOURCES OF INCOME.

16. Security, No Conflicts. Each party agrees to inform the other of any information made available to the other party that is classified or restricted data, agrees to comply with the security requirements imposed by any state or local government, or by the United States Government, and shall return all such material upon request. Each party warrants that its participation in this Agreement does not conflict with any contractual or other obligation of the party or create any conflict of interest prohibited by the U.S. Government or any other

government and shall promptly notify the other party if any such conflict arises during the Term.

17. Indemnification; Insurance.

(a) Indemnification. The Consultant agrees to defend, indemnify and hold harmless the City, its elected officials, officers, department heads, employees and agents from and against any and all claims, liabilities, obligations, causes of action for damages arising out of the negligence or misconduct of the Consultant, including direct damage to the City's property, and costs of every kind and description arising from work or activities under this agreement and alleging bodily injury, personal injury, property damage regardless of cause, except that the Consultant shall not be responsible or obligated for claims arising out of the sole proximate cause of the City, its elected officials, officers, department heads, employees or agents.

B. Insurance requirements: (1) The following insurance coverage is required of the Consultant and it is understood that the Consultant will require other coverage from every contractor and subcontractor in any tier according to the work being performed and shall ensure that the City is named as additional insured with notice of cancellation in the same manner as required for insurance coverages required of the Consultant. The Consultant shall procure, present to the City, and maintain in effect for the Term without interruption the insurance coverages identified below with insurers licensed to conduct business in the State of Connecticut and having a minimum Best's A 15 financial rating acceptable to the City.

Commercial General Liability (occurrence form) insuring against claims or suits brought by members of the public alleging bodily injury or personal injury or property damage and claimed to have arisen out of operations conducted under this agreement. Coverage shall be broad enough to include premises and operations, contingent liability, contractual liability, completed operations (24 months), broad form property damage, care, custody and control, with limitations of a minimum \$1,000,000 per occurrence and \$300,000 property damage.

Business Automobile, if applicable, insuring against claims or suits brought by members of the public alleging bodily injury or personal injury or property damage and claimed to have arisen out of the use of owned, hired or non-owned vehicles in connection with business. Coverage will be broad enough to include contractual liability, with limitations of \$1,000,000 combined primary and excess coverage for each occurrence/aggregate with a combined single limit for bodily injury, personal injury and property damage.

Workers' Compensation insuring in accordance with statutory requirements in order to meet obligations towards employees in the event of injury or death sustained in the course of employment. Liability for employee suits shall not be less than \$500,000 per claim.

(b) General requirements. All policies shall include the following provisions:

Cancellation notice—The City shall be entitled to receive from the insurance carriers **by policy endorsement** not less than 10 days' written notice of cancellation, non-renewal or reduction in coverage to be given to the City at: Purchasing Agent, City of Bridgeport, City Hall, 45 Lyon Terrace, Bridgeport, Connecticut 06604.

Certificates of Insurance—All policies will be evidenced by an original certificate of insurance delivered to the City and authorized and executed by the insurer or a properly-authorized agent or representative reflecting all coverage required, such certificate required to be delivered to the City prior to any work or other activity commencing under this agreement.

Additional insured—The Consultant and its permitted subcontractors will arrange with their respective insurance agents or brokers to name the City, its elected officials, officers, department heads, employees and agents on all policies of primary and excess insurance coverages as additional insured parties **by policy endorsement** and as loss payee with respect to any damage to property of the City, as its interest may appear. The undersigned shall submit to the City upon commencement of this agreement and periodically thereafter, but in no event less than once during each year of this agreement, evidence of the existence of such insurance coverages in the form of original Certificates of Insurance issued by reputable insurance companies licensed to do business in the State of Connecticut and having minimum Best's A + 15 financial ratings acceptable to the City. Such certificates shall designate the City in the following form and manner:

"The City of Bridgeport, its elected officials, officers, department heads, employees, agents, servants, successors and assigns
ATIMA

Attention: Purchasing Agent
999 Broad Street
Bridgeport, Connecticut 06604"

18. Non-discrimination. The Consultant agrees not to discriminate, nor permit discrimination, against any person in its employment practices, in any of its contractual arrangements, in all services and accommodations it offers the

public, and in any of its other business operations on the grounds of race, color, national origin, religion, sex, disability or veteran status, marital status, mental retardation or physical disability, unless it can be shown that such disability prevents performance of the work involved, in any manner prohibited by the laws of the United States or of the State of Connecticut, and further agrees to provide the Commissioner of Human Rights and Opportunities with information which may be requested from time to time by the Commission concerning the employment practices and procedures of both parties as they relate to the provisions of Section 4-114a of the Connecticut General Statutes and any amendments thereto. This agreement is subject to the provisions of the Governor's Executive Order No. 3 promulgated June 16, 1971, and, as such, this Agreement may be canceled, terminated, or suspended by the State Labor Commission for violation of, or noncompliance with, Executive Order No. 3, or any State or Federal law concerning nondiscrimination, notwithstanding that the Labor Commissioner is not a party to this agreement. The parties to this agreement, as part of the consideration hereof, agree that Executive Order No. 3 is incorporated herein and made a part hereof. The parties agree to abide by Executive Order No. 3 and agree that the State Labor Commissioner shall have continuing jurisdiction in respect to performance in regard to nondiscrimination, until the agreement is completed or terminated prior to completion. The parties agree as part of the consideration hereof that this agreement is subject to the Guidelines and Rules issued by the State Labor Commissioner to implement Executive Order No. 3 and that they will not discriminate in employment practices or policies, will file reports as required, and will fully cooperate with the State of Connecticut and the State Labor Commissioner.

19. Communications. All communications shall be made orally or in writing to the Director of Planning and Economic Development for the City of Bridgeport or his respective designee. Any written report requested from the Consultant shall be sent in draft form for review prior to finalization.

20. Miscellaneous.

(a) Entire Agreement. This document and the identified exhibits, schedules and attachments made a part hereof or incorporated herein, constitute the entire and exclusive agreement between the parties with respect to the subject matter hereof and supersede all other communications, whether written or oral.

(b) Modifications. This Agreement may be modified or amended only by a writing signed by the party against whom enforcement is sought.

(c) Prohibition Against Assignment. Except as specifically permitted herein, neither this Agreement nor any rights or obligations hereunder may be transferred, assigned or subcontracted by the Consultant without the City's prior written consent and any attempt to the contrary shall be void.

(d) Excusable Delay. The parties hereto, respectively, shall not be in default of this Agreement if either is unable to fulfill, or is delayed in fulfilling, any of its respective obligations hereunder, or is prevented or delayed from fulfilling its obligations, in spite of its employment of best efforts and due diligence, as a result of extreme weather conditions, natural disasters, catastrophic events, casualties to persons or properties, war, governmental preemption in a national emergency, enactment of law, rule or regulation or change in existing laws, rules or regulations which prevent any party's ability to perform its respective obligations under this agreement, or actions by other persons beyond the exclusive control of the party claiming hindrance or delay. If a party believes that a hindrance or delay has occurred, it shall give prompt written notice to the other party of the nature of such hindrance or delay, its effect upon such party's performance under this agreement, the action needed to avoid the continuation of such hindrance or delay, and the adverse effects that such hindrance or delay then has or may have in the future on such party's performance. Notwithstanding notification of a claim of hindrance or delay by one party, such request shall not affect, impair or excuse the other party hereto from the performance of its obligations hereunder unless its performance is impossible, impractical or unduly burdensome or expensive, or cannot effectively be accomplished without the cooperation of the party claiming delay or hindrance. The occurrence of such a hindrance or delay may constitute a change in the scope or timing of service, and may result in the need to adjust the contract price or contract time in accordance with the terms of this Agreement.

(e) Partial Invalidity. Any provision hereof found by a tribunal of competent jurisdiction to be illegal or unenforceable shall be deleted and the balance of the Agreement shall be automatically conformed to the minimum requirements of law and all other provisions shall remain in full force and effect.

(f) Partial Waiver. The waiver of any provision hereof in one instance shall not preclude enforcement thereof on future occasions.

(g) Headings. Headings are for reference purposes only and have no substantive effect.

(h) Survival. All representations, warranties and indemnifications contained herein shall survive the performance of this Agreement or its earlier termination.

(i) Precedence of Documents. In the event there is any conflict between this agreement or its interpretation and any exhibit, schedule or attachment, this Agreement shall control and take precedence.

(j) Property Access. The parties understand that it is the City's obligation to obtain legal access to City property where the Consultant's Services are to be

performed. The Consultant shall not be held liable for any unlawful entry onto any property where such entry has been ordered, requested or directed by the City in writing.

IN WITNESS WHEREOF, for adequate consideration and intending to be legally bound, the parties hereto have caused this agreement to be executed by their duly-authorized representatives.

CITY OF BRIDGEPORT

By: _____
Joseph P. Ganim
Mayor

CONSULTANT

By: _____
Name:
Title:
duly-authorized

Exhibit A

Requests for Qualification and Proposals

DRAFT

Exhibit B

Consultant's Proposal

DRAFT

Exhibit C

Scope of Work

DRAFT

PEB035182

Request for Proposals

Master Plan of Conservation and Development Update

The City of Bridgeport, acting through its Office of Planning and Economic Development (OPED), seeks proposals from teams of specialists to update its Master Plan of Conservation and Development.

BACKGROUND

The City of Bridgeport is updating its Master Plan of Conservation and Development in accordance with Connecticut General Statutes Section 8-23. The current Master Plan has served Bridgeport well, as it provided clear guidance for the past decade on a multitude of issues, not the least of which include environmental stewardship, housing, and zoning reform.

As the next stage of the consultant selection process, this RFP is being issued to the finalists of the interview process.

SCOPE

The selected Consultant Team will work directly with OPED. A Steering Committee and an Outreach Advisory Sub-Committee will guide the overall efforts.

Breaking from the traditional mold of updating a POCD was a theme clearly expressed by the City during the interviews. This break from tradition was specific to hearing from a wide variety of residents and stakeholders, inclusion of technology in both outreach and the final document, and how the final deliverable looks and is interacted with.

A public outreach strategy will be developed in coordination with the Outreach Advisory Sub-Committee. This strategy will define the most appropriate methods for obtaining input from target constituencies. The City will provide a master list of community contacts for the constituencies and stakeholders whom the Consultant will be targeting. The expectation of the City for this POCD update is to have relatively few large community meetings, several online surveys, several focus groups and stakeholder interviews, and attendance at a number of special events (e.g. farmers markets, festivals) or local gathering spots (e.g. library, transit stops, coffee shops).

The Consultant will be responsible for the creation of fliers and other marketing materials, the cost of any additional advertising initiatives, Spanish translation of appropriate materials, facilitating Steering Committee and public meetings, attendance at events and locations where public input is gathered, creating and administering visually appealing online surveys, establishing and maintaining a project website throughout the process, coordinating all public comments received throughout the process, developing graphics and infographics, and writing the Master Plan of Conservation and Development. It is desired to have a final draft of the Master Plan six (6) months after entering into a contract.

Please note the following items:

- Refreshments for public meetings or interactions will be provided by the consultant
- City will provide consultant with updated Existing Land Use Map, and clarity on accomplishments from existing Master Plan
- Adoption of POCD will be handled by City, with guidance from Consultant on requisite timeframes and requirements
- City and outreach subcommittee will provide the Consultant with target constituent outreach group list, target stakeholders list and contact information for the same

SUBMITTAL

Responses to the RFP shall include the following:

- Outline of tasks and general process being proposed
- Proposed public outreach strategy
- Draft schedule
- Team organizational chart
- Cost Proposal broken down per task; plus an hourly cost sheet **
- Portfolio of infographics and visually appealing documents
- Samples of community outreach materials

Responses shall be submitted digitally no later than **2 p.m. on March 9, 2018** to the following emails:

Dean.Mack@BridgeportCT.gov

Kathryn.Cullen@BridgeportCT.gov

**** PLEASE NOTE:** Cost proposal must be in a document separate from all other submittal documents.

SELECTION CRITERIA

Ability to develop a Master Plan of Conservation and Development in a Policy Guide format	25 pts
Ability to adopt and implement a robust public outreach program, which includes substantial online/alternative engagement	25 pts
Ability to generate engaging and creative infographics and visually appealing documents	25 pts
Capacity to complete project within timeframe	15 pts
Cost	10 pts

Attachments: City of Bridgeport Professional Services Agreement

PROFESSIONAL SERVICES AGREEMENT

THIS AGREEMENT between the parties dated the ___ day of _____, 200_ (the "Agreement") is hereby entered into between _____, with offices at _____ (the "**Consultant**") and **the City of Bridgeport**, with offices at 45 Lyon Terrace, Bridgeport, Connecticut 06604 (the "**City**") on the following terms and conditions:

WHEREAS the City requires the services of the Consultant for the purpose of _____; and

WHEREAS the Consultant agrees to commence its services and perform the same in accordance with this agreement and as specifically directed by the City;

NOW, THEREFORE, for good and valuable consideration, the parties mutually agree as follows:

1. General Undertaking. The parties are entering into this Agreement for the purposing of engaging the Consultant to _____ (the "**Services**"). Such Services will focus primarily on _____. The Consultant's activities shall consist of, for example: _____.

2. Term of Engagement. This Agreement shall commence within five (5) business days of the date last below written and shall continue in full force and effect until the Services are completed according to this Agreement, or until the earlier termination of this Agreement as provided herein, whichever occurs first ("**Term**"). Termination shall have no effect on the City's obligation to pay for Services rendered through such earlier termination for work that has been completed in accordance with the terms of this Agreement and which has been accepted in due course by the City.

3. Record of Activities. The Consultant shall maintain contemporaneous daily time records of hours and tasks performed in sufficient detail requested by the City, which records shall be submitted to the City bi-weekly during the Term, or unless otherwise

directed by the City. Unless otherwise stated, all work schedules shall be considered a material part of this Agreement.

4. Payment.

(a) Source of Funds. The Consultant's activities under this Agreement will be funded from _____. The parties understand that the Consultant will provide its Services on the following basis: _____, including reimbursable expenses, up to a maximum not-to-exceed amount of \$ _____00.

(b) Payment. The Consultant will submit its invoices with all backup documentation, including hours (to the quarter hour), activities conducted, reimbursable expenses with receipts, and the like, to the City on a monthly basis for the prior month's Services rendered and any reimbursable expenses incurred, which invoices the City shall pay within 30 days of receipt of a complete invoice.

5. Acceptability of Information and Reports Supplied by the Consultant. Any and all information and reports, whether supplied orally or in writing by the Consultant, shall be based upon consistent and reliable data-gathering methods and may be relied upon by the City.

6. Proprietary Rights. It is not anticipated that the Consultant will develop or deliver to the City anything other than Services and certain written reports or recommendations. Nevertheless, the City shall own all right, title and interest in such the Consultant's work under this Agreement to the extent such work provides analyses, findings, or recommendations uniquely related to the Services to be rendered. The Consultant expressly acknowledges and agrees that its work constitutes "work made for hire" under Federal copyright laws (17 U.S.C. Sec. 101) and is owned exclusively by the City and, alternatively, the Consultant hereby irrevocably assigns to the City all right, title and interest in and irrevocably waives all other rights (including moral rights) it might have in its work under this Agreement. The Consultant shall, at any time upon request, execute any documentation required by the City to vest exclusive ownership of such work in the City (or its designee). The Consultant retains full ownership of any underlying techniques, methods, processes, skills or know-how used in developing its Services under this Agreement and is free to use such knowledge in future projects.

7. Confidential Information.

(a) Acknowledgment of Confidentiality. Each party hereby acknowledges that it may be exposed to confidential and proprietary information belonging to the other party or relating to its affairs, including materials expressly designated or marked as confidential ("**Confidential Information**"). Confidential Information does not include (i) information already known or independently developed by the recipient; (ii) information in the public domain through no wrongful act of the party, (iii) information received by a party from a third party who was free to disclose it or (iv) information required to be disclosed under the Connecticut Freedom of Information Act.

(b) Covenant Not to Disclose. Each party hereby agrees that during the Term and at all times thereafter it shall not use, commercialize or disclose the other party's Confidential Information to any person or entity, except to its own employees who have a "need to know," to such other recipients as the other party may approve in writing in advance of disclosure, or as otherwise required by court order, statute or regulation. Each party shall use at least the same degree of care in safeguarding the other party's Confidential Information as it uses in safeguarding its own Confidential Information, but in no event shall a party use less than reasonable care and due diligence. Neither party shall alter or remove from any software, documentation or other Confidential Information of the other party (or any third party) any proprietary, copyright, trademark or trade secret legend.

8. Noncircumvention. [INTENTIONALLY OMITTED] [prevents Consultant from hiring City employees involved in project within one year after project completion.]

9. Injunctive Relief. The parties acknowledge that violation by one party of the provisions of this Agreement relating to violation of the other party's Proprietary Rights or Confidential Information rights would cause irreparable harm to the other party not adequately compensable by monetary damages. In addition to other relief, it is agreed that preliminary and permanent injunctive relief may be sought without the necessity of the moving party posting bond to prevent any actual or threatened violation of such provisions.

10. Representations and Warranties.

The Consultant represents and warrants, as of the date hereof and throughout the Term of this Agreement, as follows:

(a) The Consultant represents that it has the requisite experience to undertake and complete the Services pursuant to the requirements of this Agreement and has in its employ or will hire qualified and trained personnel to perform the Services required.

(b) The Consultant represents that it can commence the Services promptly within five (5) days of the receipt of a notice to proceed and will complete the Services in a timely manner on a schedule to be approved by the City.

(c) The Consultant represents that it is financially stable and has adequate resources and personnel to commence and complete the Services required in a timely fashion.

(d) The Consultant's performance of the Services described herein, and its representation of the City, will not result in a conflict of interest, will not violate any laws or contractual obligations with third parties, and is an enforceable obligation of the Consultant.

(e) The Consultant will not subcontract any of the work to third parties without prior written notice to the City and receipt of the City's prior written consent.

(f) The Consultant represents that neither it, nor any of its officers, directors, owners, employees or permitted subcontractors, have committed a criminal violation of or are under indictment of a federal or state law arising directly or indirectly from its business operations or reflects on its business integrity or honesty that resulted or may result in the imposition of a monetary fine, injunction, criminal conviction or other penal sanction, and further represents that the Consultant, its officers, directors, owners, employees, agents and subcontractors shall comply with the requirements of all laws, rules and regulations applicable to the conduct of its business or the performance of the Services under this Agreement.

(g) The Consultant represents that it will perform the Services in a good and workmanlike manner and will diligently pursue the completion of same in accordance with the terms of this Agreement.

(h) The Consultant represents that it possesses all licenses and permits that may be required to perform the Services required by this Agreement.

(i) The Consultant represents and warrants that the performance of the Services will not infringe upon or misappropriate any United States copyright, trademark, patent, or the trade secrets or other proprietary material of any third persons. Upon being notified of such a claim, the Consultant shall (i) defend through litigation or obtain through negotiation the right of the City to continue using the Services of the Consultant; (ii) rework the Services to be rendered so as to make them non-infringing while preserving the original functionality, or (iii) replace the Services with the functional equivalent. If the City determines that none of the foregoing alternatives provide an adequate remedy, the City may terminate all or any part of this Agreement and, in addition to other relief, recover the amounts previously paid to the Consultant hereunder.

(j) The Consultant represents and warrants that any computer program included as a deliverable Service hereunder operates substantially in accordance with the specifications for such work and in compliance with Year 2000 Standards. For these purposes, "**Year 2000 Standards**" means the deliverable Services and the reports prepared in connection therewith records, stores, recognizes, interprets, processes and presents both 20th and 21st century dates using four (4) digit years and operates at a programming interface level with other programs for which it could reasonably be expected to operate without causing the other programs to violate such Year 2000 Standards.

11. Remedies & Liabilities.

(a) Remedies. In addition to other remedies expressly acknowledged hereunder and except as expressly limited herein, the City shall have the full benefit of all remedies generally available to a purchaser of goods under the Uniform Commercial Code.

(b) Liabilities. THE CITY SHALL NOT BE LIABLE TO THE CONSULTANT FOR ANY CLAIM ARISING OUT OF THIS AGREEMENT IN AN AMOUNT EXCEEDING THE TOTAL CONTRACT PRICE FOR THE DELIVERABLE AT ISSUE. EXCEPT FOR VIOLATIONS BY THE CONSULTANT OF SECTION 6 ("PROPRIETARY RIGHTS") OR SECTION 7 ("CONFIDENTIAL INFORMATION"), NEITHER PARTY SHALL BE LIABLE HEREUNDER FOR ANY INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES (INCLUDING LOST SAVINGS OR PROFIT) SUSTAINED BY THE OTHER PARTY OR

ANY OTHER INDIVIDUAL OR ENTITY FOR ANY MATTER ARISING OUT OF OR PERTAINING TO THE SUBJECT MATTER OF THIS AGREEMENT. THE PARTIES HEREBY EXPRESSLY ACKNOWLEDGE THAT THE FOREGOING LIMITATION HAS BEEN NEGOTIATED BY THE PARTIES AND REFLECTS A FAIR ALLOCATION OF RISK.

12. Notices. Notices sent to either party shall be effective on the date delivered in person by hand or by overnight mail service or on the date received when sent by certified mail, return receipt requested, to the other party or such other address as a party may give notice of in a similar fashion. The addresses of the parties are as follows:

If to the City:

Director, Minority Business Resource office
City of Bridgeport
Margaret E. Morton Government Center
999 Broad Street, Second Floor
Bridgeport, Connecticut 06604

with a copy to:

Office of the City Attorney
999 Broad Street, Second Floor
Bridgeport, Connecticut 06604

If to the Consultant:

At the address specified above.

with a copy to:

13. Termination For Default; Termination For Convenience.

(a) This Agreement shall terminate upon expiration of the Term or upon the earlier termination by one of the parties in accordance with the terms hereof. In addition to other relief, either party may terminate this Agreement if the other party breaches any material provision hereof and fails after receipt of written notice of default to advise the other party in writing within five (5) business days of its intentions with respect to such default and in any event corrects or cures such default within ten (10) business days of the receipt of notice of default. If such default cannot be cured or corrected within such 10-day period and the defaulting party details in writing to the other the reasons why such default cannot be so corrected or cured, the other party shall give an additional thirty (30) day period to correct or cure such default and the defaulting party shall with best efforts and due diligence promptly commence and consistently pursue corrective or curative action reasonably acceptable to the aggrieved party to completion. Either party shall be in default hereof if it becomes insolvent, makes an assignment for the benefit of its creditors, or if a receiver is appointed or a petition in bankruptcy is filed with respect to the party and is not dismissed within thirty (30) days. Termination shall have no effect on the parties' respective rights or obligations under Section 7 ("Confidential Information"), Section 9 ("Injunctive Relief") or Section 10 ("Warranties").

(b) The Consultant may not terminate for convenience. The City may terminate for convenience upon giving written notice of termination.

14. Resolution of Disputes and Choice of Law.

The parties agree that all disputes between them arising under this agreement or involving its interpretation, if they cannot be first resolved by mutual agreement, shall be resolved in a court of competent jurisdiction over the parties located in Fairfield County, Connecticut.

15. Independent Consultant Status. The Consultant and its approved subcontractors are independent contractors in relation to the City with respect to all matters arising under this Agreement. Nothing herein shall be deemed to establish a partnership, joint venture, association or employment relationship between the parties. The Consultant shall remain responsible, and shall indemnify and hold harmless the City, from and against all liability for the withholding and payment of all Federal, state and local personal income, wage, earnings, occupation, social security, worker's compensation, unemployment, sickness and disability insurance taxes, payroll levies or employee benefit requirements (under ERISA, state law or otherwise) now existing or hereafter enacted and attributable to the Consultant, its subcontractors and their respective employees. THE CONSULTANT REPRESENTS THAT IT RETAINS WIDE DISCRETION IN THE TIME, MANNER AND DETAILS OF PERFORMANCE, IS NOT UNDER THE CITY'S DIRECT SUPERVISION OR CONTROL, HAS THE SKILLS AND TOOLS TO PERFORM THE WORK, HOLDS ITSELF OUT GENERALLY AS AN INDEPENDENT CONSULTANT AND HAS OTHER SUBSTANTIAL SOURCES OF INCOME.

16. Security, No Conflicts. Each party agrees to inform the other of any information made available to the other party that is classified or restricted data, agrees to comply with the security requirements imposed by any state or local government, or by the United States Government, and shall return all such material upon request. Each party warrants that its participation in this Agreement does not conflict with any contractual or other obligation of the party or create any conflict of interest prohibited by the U.S. Government or any other government and shall promptly notify the other party if any such conflict arises during the Term.

17. Indemnification; Insurance.

(a) Indemnification. The Consultant agrees to defend, indemnify and hold harmless the City, its elected officials, officers, department heads, employees and agents from and against any and all claims, liabilities, obligations, causes of action for damages arising out of the negligence or misconduct of the Consultant, including direct damage to the City's property, and costs of every kind and description arising from work or activities under this agreement and alleging bodily injury, personal injury, property damage regardless of cause, except that the Consultant shall not be responsible or obligated for claims arising out of the sole proximate cause of the City, its elected officials, officers, department heads, employees or agents.

B. Insurance requirements: (1) The following insurance coverage is required of the Consultant and it is understood that the Consultant will require other coverage from every contractor and subcontractor in any tier according to the work being performed and

shall ensure that the City is named as additional insured with notice of cancellation in the same manner as required for insurance coverages required of the Consultant. The Consultant shall procure, present to the City, and maintain in effect for the Term without interruption the insurance coverages identified below with insurers licensed to conduct business in the State of Connecticut and having a minimum Best's A + 15 financial rating acceptable to the City.

Commercial General Liability (occurrence form) insuring against claims or suits brought by members of the public alleging bodily injury or personal injury or property damage and claimed to have arisen out of operations conducted under this agreement. Coverage shall be broad enough to include premises and operations, contingent liability, contractual liability, completed operations (24 months), broad form property damage, care, custody and control, with limitations of a minimum \$1,000,000 per occurrence and \$300,000 property damage.

Business Automobile insuring against claims or suits brought by members of the public alleging bodily injury or personal injury or property damage and claimed to have arisen out of the use of owned, hired or non-owned vehicles in connection with business. Coverage will be broad enough to include contractual liability, with limitations of \$1,000,000 combined primary and excess coverage for each occurrence/aggregate with a combined single limit for bodily injury, personal injury and property damage.

Workers' Compensation insuring in accordance with statutory requirements in order to meet obligations towards employees in the event of injury or death sustained in the course of employment. Liability for employee suits shall not be less than \$500,000 per claim.

(b) General requirements. All policies shall include the following provisions:

Cancellation notice—The City shall be entitled to receive from the insurance carriers **by policy endorsement** not less than 30 days' written notice of cancellation, non-renewal or reduction in coverage to be given to the City at: Purchasing Agent, City of Bridgeport, City Hall, 45 Lyon Terrace, Bridgeport, Connecticut 06604.

Certificates of Insurance—All policies will be evidenced by an original certificate of insurance delivered to the City and authorized and executed by the insurer or a properly-authorized agent or representative reflecting all coverage required, such certificate required to be delivered to the City prior to any work or other activity commencing under this agreement.

Additional insured—The Consultant and its permitted subcontractors will arrange with their respective insurance agents or brokers to name the City, its elected officials, officers, department heads, employees and agents on all policies of primary and excess insurance coverages as additional insured parties **by policy endorsement** and as loss payee with respect to any damage to property of the City, as its interest may appear. The undersigned shall submit to the City upon commencement of this agreement and periodically thereafter, but in no event less than once during each year of this agreement, evidence of the existence of such insurance coverages in the form of original Certificates of Insurance issued by reputable insurance companies licensed to do business in the State of Connecticut and having minimum Best's A + 15 financial ratings acceptable to the City. Such certificates shall designate the City in the following form and manner:

"The City of Bridgeport, its elected officials, officers, department heads, employees, agents, servants, successors and assigns ATIMA

Attention: Purchasing Agent

999 Broad Street

Bridgeport, Connecticut 06604"

18. Non-discrimination. The Consultant agrees not to discriminate, nor permit discrimination, against any person in its employment practices, in any of its contractual arrangements, in all services and accommodations it offers the public, and in any of its other business operations on the grounds of race, color, national origin, religion, sex, disability or veteran status, marital status, mental retardation or physical disability, unless it can be shown that such disability prevents performance of the work involved, in any manner prohibited by the laws of the United States or of the State of Connecticut, and further agrees to provide the Commissioner of Human Rights and Opportunities with information which may be requested from time to time by the Commission concerning the employment practices and procedures of both parties as they relate to the provisions of Section 4-114a of the Connecticut General Statutes and any amendments thereto. This agreement is subject to the provisions of the Governor's Executive Order No. 3

promulgated June 16, 1971, and, as such, this Agreement may be canceled, terminated, or suspended by the State Labor Commission for violation of, or noncompliance with, Executive Order No. 3, or any State or Federal law concerning nondiscrimination, notwithstanding that the Labor Commissioner is not a party to this agreement. The parties to this agreement, as part of the consideration hereof, agree that Executive Order No. 3 is incorporated herein and made a part hereof. The parties agree to abide by Executive Order No. 3 and agree that the State Labor Commissioner shall have continuing jurisdiction in respect to performance in regard to nondiscrimination, until the agreement is completed or terminated prior to completion. The parties agree as part of the consideration hereof that this agreement is subject to the Guidelines and Rules issued by the State Labor Commissioner to implement Executive Order No. 3 and that they will not discriminate in employment practices or policies, will file reports as required, and will fully cooperate with the State of Connecticut and the State Labor Commissioner.

19. Communications. All communications shall be made orally or in writing to _____ or his/her respective designee. Any written report requested from the Consultant shall be sent in draft form for review prior to finalization.

20. Miscellaneous.

(a) Entire Agreement. This document and the identified exhibits, schedules and attachments made a part hereof or incorporated herein, constitute the entire and exclusive agreement between the parties with respect to the subject matter hereof and supersede all other communications, whether written or oral.

(b) Modifications. This Agreement may be modified or amended only by a writing signed by the party against whom enforcement is sought.

(c) Prohibition Against Assignment. Except as specifically permitted herein, neither this Agreement nor any rights or obligations hereunder may be transferred, assigned or subcontracted by the Consultant without the City's prior written consent and any attempt to the contrary shall be void.

(d) Excusable Delay. The parties hereto, respectively, shall not be in default of this Agreement if either is unable to fulfill, or is delayed in fulfilling, any of its respective obligations hereunder, or is prevented or delayed from fulfilling its obligations, in spite of its employment of best efforts and due diligence, as a result of extreme weather conditions, natural disasters, catastrophic events, casualties to persons or properties,

war, governmental preemption in a national emergency, enactment of law, rule or regulation or change in existing laws, rules or regulations which prevent any party's ability to perform its respective obligations under this agreement, or actions by other persons beyond the exclusive control of the party claiming hindrance or delay. If a party believes that a hindrance or delay has occurred, it shall give prompt written notice to the other party of the nature of such hindrance or delay, its effect upon such party's performance under this agreement, the action needed to avoid the continuation of such hindrance or delay, and the adverse effects that such hindrance or delay then has or may have in the future on such party's performance. Notwithstanding notification of a claim of hindrance or delay by one party, such request shall not affect, impair or excuse the other party hereto from the performance of its obligations hereunder unless its performance is impossible, impractical or unduly burdensome or expensive, or cannot effectively be accomplished without the cooperation of the party claiming delay or hindrance. The occurrence of such a hindrance or delay may constitute a change in the scope or timing of service, and may result in the need to adjust the contract price or contract time in accordance with the terms of this Agreement.

(e) Partial Invalidity. Any provision hereof found by a tribunal of competent jurisdiction to be illegal or unenforceable shall be deleted and the balance of the Agreement shall be automatically conformed to the minimum requirements of law and all other provisions shall remain in full force and effect.

(f) Partial Waiver. The waiver of any provision hereof in one instance shall not preclude enforcement thereof on future occasions.

(g) Headings. Headings are for reference purposes only and have no substantive effect.

(h) Survival. All representations, warranties and indemnifications contained herein shall survive the performance of this Agreement or its earlier termination.

(i) Precedence of Documents. In the event there is any conflict between this agreement or its interpretation and any exhibit, schedule or attachment, this Agreement shall control and take precedence.

(j) Property Access. The parties understand that it is the City's obligation to obtain legal access to City property where the Consultant's Services are to be performed. The

IN WITNESS WHEREOF, for adequate consideration and intending to be legally bound, the parties hereto have caused this agreement to be executed by their duly-authorized representatives.

CITY OF BRIDGEPORT

By: _____

Name:

Title:

CONSULTANT

By: _____

Name:

Title:

duly-authorized

Exhibits, attachments, schedule, tasks

Exhibit B



CITY OF BRIDGEPORT MASTER PLAN OF CONSERVATION AND DEVELOPMENT UPDATE


MARCH 9, 2018

PLAN
BRIDGEPORT

Proposal submitted by

 **FITZGERALD & HALLIDAY, INC.**
Innovative Planning, Better Communities

With

 **Horsley Witten Group**
Sustainable Development Solutions

 **AMS**
LAND DESIGN, LLC

TASK 1 Project Coordination

The project coordination task will include the following elements:

Monthly Project Meetings: FHI will conduct monthly project meetings. These meetings will be working sessions intended for the development of guiding principles, review of project deliverables, the collection and sharing of project information, and the coordination of community engagement efforts. The Steering Committee will provide guidance to the planning Team, review Plan deliverables, share existing data, and exchange ideas on action strategies. The meetings will utilize an interactive format that encourages discussion and comments and will provide a work-group setting in which the technical team can learn about relevant local issues and concerns; discuss specific alternatives and establish appropriate methods and approaches to advancing study recommendations.

The Steering Committee will meet up to six (6) times with the following main objectives:

- » Conduct project kick-off meeting, discuss data needs, public outreach plan and schedule

- » Present existing conditions findings and conduct a working session to develop and refine guiding principles and further identify issues and opportunities
- » Discuss findings from community engagement efforts and consider refinements/alternations to engagement plan
- » Conduct topic discussions based on existing conditions findings and community engagement issue items
- » Conduct an action and strategies discussion
- » Present final draft plan

Monthly Online Meetings/Conference Calls: FHI will conduct monthly online meetings/conference calls between project meeting as a means of advancing the project in accordance with the project schedule.

Monthly Progress Reports: FHI will submit monthly progress reports with project invoices.

File Sharing: FHI will provide and maintain a file sharing platform (Dropbox or Sharepoint) for use by the project team and steering committee.



TASK 2 Guiding Principles

Working with the Steering Committee, FHI will develop guiding principles for the project. The goal of establishing these guiding principles is to establish a framework for the collection and assessment of information in support of the plan. The guiding principles will also guide the community's vision and implementation plan. We recommend the following guiding principles as a starting point for this task:



Create and Maintain a Livable Built Environment

Bridgeport's built environment should be conducive to all modes of transport: walking, bicycling, transit, and automobile travel. Development should be focused towards areas best served by that infrastructure with a special focus on areas with high transit access. Development and redevelopment should be appropriate to the surrounding neighborhood. Development should strive for the highest levels of sustainability with respect to location, site design, materials, energy efficiency, and preservation of historic resources.



Ensure Harmony with Nature

Bridgeport will restore, connect, and protect natural habitats and sensitive lands including wetlands, streams, watershed, and floodplains. The City will encourage development that respects natural topography, incorporates green infrastructure and incorporates renewable energy sources. Bridgeport will enact policies that seek to reduce the City's carbon footprint, reduce solid waste, encourage water and energy conservation, and meet air quality standards. Bridgeport will continue to plan for and build a resilient shoreline that protects the City from storm events and sea-level changes while protecting the City's connection to and relationship with the waterfront.



Develop a Resilient Economy

Bridgeport will develop a resilient economy by adopting land use policies that provide physical capacity for economic growth. That policy will allow for community-based economic development as well as conventional central business district and industrial area growth. The City will provide and maintain infrastructure that supports such growth.



Provide Interwoven Equity

Bridgeport will be an equitable community that provides a range of housing types in safe neighborhoods. The City will invest in infrastructure and public facilities in distressed and disadvantaged neighborhoods as a means of promoting environmental justice. Bridgeport will plan for improved health and safety for at-risk populations.



Foster a Healthy Community

Bridgeport will encourage healthy lifestyles by providing access to healthy foods, parks recreation facilities, greenways, and open space from its neighborhoods. Bridgeport will seek to reduce exposure to toxins and pollutants in the natural and built environment and will encourage the remediation and redevelopment of brownfields sites.



Support Responsible Regionalism

Bridgeport will support plans and policies that are consistent with the MetroCOG region's plans and policies. The City's land use policies will be sensitive to regional transportation infrastructure and investments. Bridgeport will work with neighboring municipalities to seek opportunities for the sharing of services and resources. Bridgeport will consider regional trends in local decision making. The City will encourage consistency between local capital improvement programs and regional infrastructure priorities.

TASK 3 Community Engagement

Community engagement will be an important component of the work throughout this study. Local stakeholders and the public have a critical role to play in the successful implementation the plan's elements, and the FHI Team understands the importance of early, thoughtful, and continued engagement with a wide array of stakeholder groups. The Plan depends on consideration and respect for previous planning efforts, an open ear to understand and address priorities and concerns, and effective communication to offer a transparent and effective process going forward.

FHI will conduct a POCD update process that includes **authentic participation**. We will do this by engaging a diverse group of stakeholders at all stages of the planning process. FHI will take directed efforts towards engaging disadvantaged communities throughout the planning process. We will provide a variety of communication channels and understandable, multilingual information to the community.



FHI will work with the Outreach Advisory Sub-Committee in to develop a contact list of project stakeholders and interested members of the public. The contact list will also form the basis for distributing project information, including meeting invitations, updates, and project announcements.

Special emphasis will be geared towards engaging the full diversity of residents and neighborhoods within the City. Outreach strategies will focus on engaging residents within their neighborhoods and at community events and gathering locations such as libraries, religious institutions, festivals, and schools. This focus on broadening the diversity of public engagement can be directly applied to the Plan's outreach efforts and will provide opportunities to reach residents throughout the City. As appropriate, material produced for engagement activities will be bi-lingual and FHI staff will be fluent in Spanish for community events.

Achieving broad participation will be challenging. Therefore the outreach strategy will need to be **innovative** to capture the widest representation of City's population, and **flexible** to account for changing project needs. We have found that using an array of conventional communication techniques, as well as online/virtual and social media applications, offer the broadest level of outreach possible and has been highly successful on our prior projects.



Provide project information in a variety of formats - other languages, use infographics

WEEK 1: CREATIVE MESSAGES



Economy Ad 1

Great Places Ad 1



Resiliency Ad 1

Resiliency Ad 2



Great Places Ad 1

Great Places Ad 3



Safety Ad 1

Safety Ad 2

Planned Facebook advertisements for NJTPA Plan 2045

Key outreach tools, techniques and applications that could be included in the outreach plan include:

Social Media

Social media has emerged to be one of the most common ways people learn about projects and stay engaged. The FHI Team will work with the Steering Committee and Public Outreach Advisory Sub-Committee to identify the appropriate social media platforms to promote the plan, obtain comments and feedback, and utilize these platforms as an advertising tool for attracting interested in the plan and the events. Facebook and Twitter both have survey applications that can reach audiences who would not fill out longer surveys. Additionally, where appropriate FHI staff will live stream events to appropriate social media platforms.

News Coverage

The FHI Team will collaborate with the City to identify the best methods for distributing information about the study to the media. We will develop draft press releases for the City's review and distribution to City-approved media lists. Press releases will inform the public about the study's introduction and how to get involved, as well as dates of public events. In addition to media releases, collateral materials will be developed to get the word out about the study - these include project flyers. These can be developed with brief information about the plan, project contact information, the project/City website address, and upcoming meeting dates/announcements. Flyers can be provided in English, Spanish, and other languages as identified, and can be distributed via email, by traditional mail, or posted on public community boards throughout the region.

Neighborhood Meetings

The FHI Team will work with the City to identify and reach out to key neighborhood associations and groups to provide information about the plan and gather input. FHI has found an effective approach is to ask to be added to the agenda of regularly scheduled neighborhood association meetings when and where participants typically meet. Incorporating input from these meetings into study alternatives development shows the value of participation to the public, fostering further collaboration and consensus for project outcomes. It is envisioned a meeting be conducted with each of Bridgeport's active neighborhood associations or NRZ's.

Pop-up Events

FHI will conduct up to six (6) pop-up events as a complement to the more formal neighborhood meetings. The FHI Team will engage people at local events, thereby making it more convenient to participate. For each meeting, two (2) FHI staff will attend the event and provide opportunities for providing feedback via comment sheets, recorded video, on-line surveys via QR codes and/or iPad apps. Additionally, FHI staff will promote upcoming events related to the Plan and help to educate visitors to the event about the Plan.

Project Website

FHI will develop a website for the Plan update. The website will be stand-alone or a webpage hosted on the City's website. It can be used to provide general project information, findings, and recommendations, as well as announce the dates and times of upcoming meetings or other project events. In addition, interactive mapping, surveys, comment tools, as well as virtual public meetings, provide opportunities for the public to provide input to the process.



The FHI Team has provided graphically-rich flyers, fact sheets, newsletters, and formatted emails on a variety of projects. Materials can be developed to educate, gather feedback, or provide project updates



FHI Team in action, gathering public input at a street festival in Roosevelt Island, NYC



Interactive mapping tool created by FHI for the Capitol Region Complete Streets Plan



FHI developed an online survey for NJTP Plan 2045

Interactive Mapping Tool

FHI will develop an interactive mapping comment tool that is accessible via a desktop computer and mobile platform. This tool will allow a person to provide specific, geographic-based comments, upload pictures, and video that will be geographically linked to the location of the comment or issue. Visitors to the tool will be able to view comments and upvote or downvote comments.

Online Surveys

The FHI Team will prepare a series of online surveys to assess resident's issues, desires, and recommendations for inclusion in the Plan. Surveys may include visual preferences, providing feedback on conditions and City needs, and ranking of action items. The surveys will be available on the project website and a link to the survey will be distributed to project stakeholders via email and project-related publicity. The FHI Team will collaborate with the City on survey question development and format. The FHI Team will collect and summarize survey results in a memorandum for the City.

Thematic Meetings

During the course of the study, the FHI Team and City may identify a specific focus topic requiring a meeting. Technical experts would be invited to this working group meeting to provide expert input on the topic. Potential topics may include housing, mobility, historic preservation, urban farming, etc. It is anticipated up to four (4) thematic meetings be conducted during the process.

Interviews/Focus Group Meetings

The FHI team will conduct interviews with key stakeholder groups and thought leaders. Stakeholder interviews will allow the project team to talk directly with stakeholders with targeted interests and perspectives to better understand and address the needs of the local community. FHI will work with the City to identify and invite stakeholder groups as well as develop guided questions for discussion purposes. It is anticipated up to six (6) interviews/focus meetings.

Virtual Public Meetings

Virtual workshops describe a wide variety of online participation events that either recreate the participation opportunities available at in-person meetings or offer stand-alone tools for the public to provide online input from the convenience of their home, library computer, or smartphone. The events will be posted online for a set duration and allow participants to engage with the site at their convenience any time of day or night. FHI will build interactive tools that would recreate visual preference boards or voting-with-dots exercises employed at in-person meetings. We will build interactive video tools for use in a virtual workshop wherein an educational video would be accompanied by question prompts or exercises at relevant moments in the video. Custom-built virtual workshops offer highly flexible tools that allow the Project Team to ask relevant questions in a useful and efficient format.

The FHI Team recently developed two virtual public meetings for a statewide bus study in Connecticut; more than 500 responses were received on each survey from members of the public across the state.

School Events

FHI will develop a school-based learning toolkit, appropriate for middle school-aged students to learn about the Plan and provide their comments and feedback on issues in Bridgeport. FHI will conduct up to three (3) learning events at Bridgeport schools. Additionally, FHI will develop material for distribution and education for teachers to further promote the Plan effort in other schools.

Traditional Public Meetings

FHI will not conduct a formal "one size fits all" public meeting as part of the Plan development effort. The City will conduct the public hearing process independent of FHI.



FHI will develop a school-based learning toolkit and facilitate learning events geared toward middle school-aged students

TASK 4 Existing Conditions Trends and Findings



The FHI Team will provide an analysis of existing conditions trends and findings so as to inform recommended plan strategies and actions. Information will be provided in narrative, tabular, graphic, and map formats. FHI will focus on the following topic areas and seek to answer the following questions:

Demographic Trends

- » What are the population trends in Bridgeport and how is the population changing?
- » How do demographic trends in Bridgeport compare to the other communities in the region and state?

Housing

- » What is the supply and affordability of housing in Bridgeport?
- » Are new housing units being created at sufficient pace to accommodate Bridgeport residents?
- » How does housing affordability and ownership rates compare to other cities in the state and region?

Land Use and Zoning

- » How are uses distributed through the City and is the City's zoning supportive of desirable land uses?
- » Have there been significant shifts in the use of land in the City over the last ten years?

Conservation, Open Space & Recreation

- » Where are the key open space and recreation assets?
- » How have these facilities been maintained and improved since completion of the Parks Masterplan?
- » Are there deficits in the open space system?
- » What areas are currently in, or targeted for, conservation?

Resiliency and Green Infrastructure

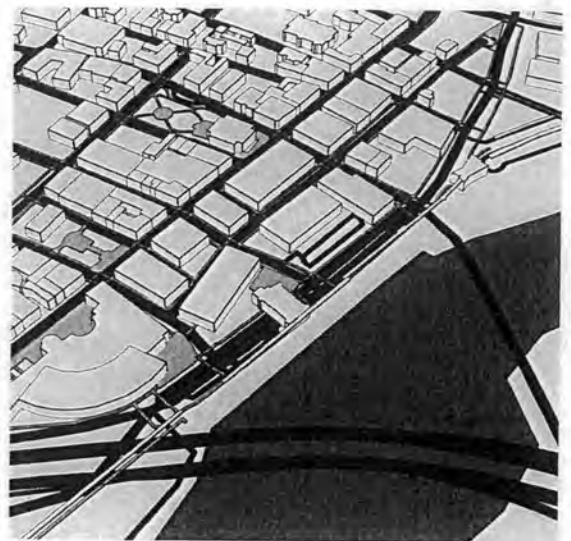
- » What is the status of the City's efforts to build a more resilient shoreline?
- » What areas are most vulnerable to storm surge and sea level rise?
- » Has the City been successful in integrating green infrastructure into projects?

Economic Development

- » What have been the drivers of economic development in the City and region?
- » Are there areas of the City that have been successful in generating economic development?
- » What areas are in need of local economic development?

Cultural and Historic Resources

- » What are Bridgeport's cultural and historic resources and where are they located?
- » Has Bridgeport been successful in protecting these resources?
- » What programs or policies are in place to protect historic and cultural resources?





Mobility

- » What type of facilities comprise Bridgeport's transportation infrastructure?
- » What is the condition of these facilities and where are enhancements planned or needed?
- » What are the transportation services available within Bridgeport and are there deficits in these services?
- » Are there areas of Bridgeport underserved by transportation infrastructure or services?

Infrastructure and Utilities

- » What utilities are available to property owners and residents in Bridgeport?
- » Are there areas that are underserved by utility infrastructure?
- » What is the extent and condition of City-owned infrastructure in the City?
- » Is the City's infrastructure sufficient to support economic development and population growth?
- » What efforts have been or are underway to maintain and expand infrastructure?

TASK 6 Implementation Plan

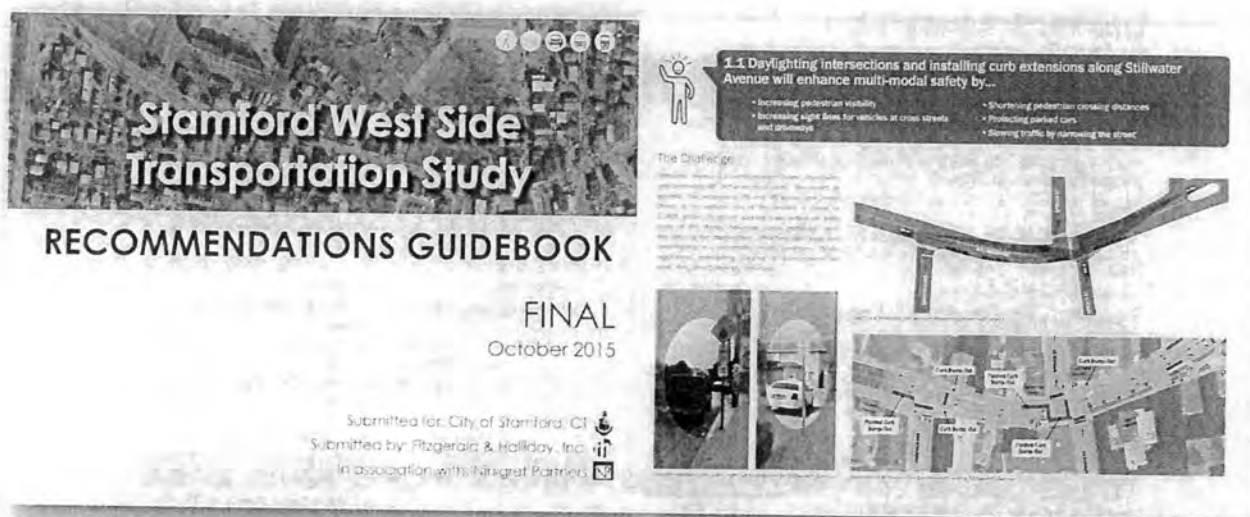
Based upon the Community Vision, community engagement efforts, and existing conditions trends and findings, FHI will develop an accountable implementation plan that provides targeted strategies and actions. The plan will identify responsible parties and/or policy champions for strategies and actions. The plan will also recommend funding sources for implementation items. FHI will identify implementation indicators, benchmarks, and targets as feasible to measure progress towards implementation of strategies.

Recommended Improvement	Timing	Cost	Funding Source	Responsible Parties
Infrastructure				
Route 102/Route 7 intersection improvements	Near Term	\$500,000	LOT/OPM TOD Grants	Town Engineer, CT DOT
Completion of sidewalk network on Route 7 and Route 102 including installation of pedestrian scaled lighting	Near Term	\$1,400,000	LOT/OPM TOD Grants	Town Engineer, CT DOT
Relocation of Route 7 Link bus stops and provision of shelters and waiting areas	Near Term	\$20,000	LOT/OPM TOD Grants	Town Engineer, HART, CT DOT
Realignment of Portland Avenue and construction of new bridge, new Portland Avenue rail crossing, new signalized intersection at Old Town Road	Near Term	\$7,000,000	Federal and State Local Bridge Program, Town	CT DOT, MetroNorth/MTA, Town Engineer
Expansion of Branchville Station Parking	Near Term	\$100,000	State	CT DOT
Elimination of Depot Road vehicular rail crossing, provision of pedestrian crossing	Near Term	\$500,000	Rail Crossing Program	CT DOT, MetroNorth/MTA, Town Engineer
Construction of pathway and pedestrian bridges along and over the Norwalk River	Long Term	\$500,000	DFEP, National Recreational Trails Program	Town Engineer, Norwalk River Valley Trail, WESTCOG
Provision of sidewalk network on local roads	Mid Term		Private Developers, TIF District	Town Engineer, Planning & Zoning Department
Expansion of sewer service into Branchville	Mid Term	\$2,500,000-\$6,300,000	Town, Taxing District STEAP Grant	First Selectman, Board of Selectmen, Town Engineer, WPCA
Expansion of water main service to West Branchville Road	Mid Term	\$500,000	Town	Town Engineer, Aquarion Water Company
Policy				
Adoption of Branchville Village Center Zoning District	Near Term	—	—	Planning & Zoning Department, Planning & Zoning Commission
Adopt an Incentive Housing Zone (IHZ)	Near Term	—	—	Planning & Zoning Department, Planning & Zoning Commission
Establish a Tax Increment Financing (TIF) district	Near Term	—	—	First Selectman, Board of Selectmen, Tax Assessor's Office

The implementation plan, as shown in this example from FHI's TOD work in Ridgefield, should identify discrete recommendations, timing of implementation, cost, funding sources, and responsible parties

TASK 7 POCD Document and Communication Media

FHI will summarize all findings in a POCD document that meets the State's requirements and is a useful resource for City staff, commission and committee members, property owners, business owners, and residents. In addition to a "hard copy" document, FHI will provide the document in an interactive PDF format that provides hyperlinks between related content. The document will be easy to navigate and will be graphically appealing. FHI will also provide key information from the document in a website or webpage format.



1.1 Daylighting Intersections and installing curb extensions along Stillwater Avenue will enhance multi-modal safety by...

- Increasing pedestrian visibility
- Increasing sight lines for vehicles at cross streets and driveways
- Shortening pedestrian crossing distances
- Protecting parked cars
- Slowing traffic by narrowing the street

The Briefing:

Stamford's West Side is a vibrant, walkable neighborhood with a mix of residential, commercial, and institutional uses. The area is served by a network of streets, including Stillwater Avenue, which is a major thoroughfare. The current intersection of Stillwater Avenue and [Cross Street] is a safety concern due to limited sight lines and narrow sidewalks. The proposed daylighting and curb extension project aims to improve safety for all users, including pedestrians, cyclists, and vehicles.

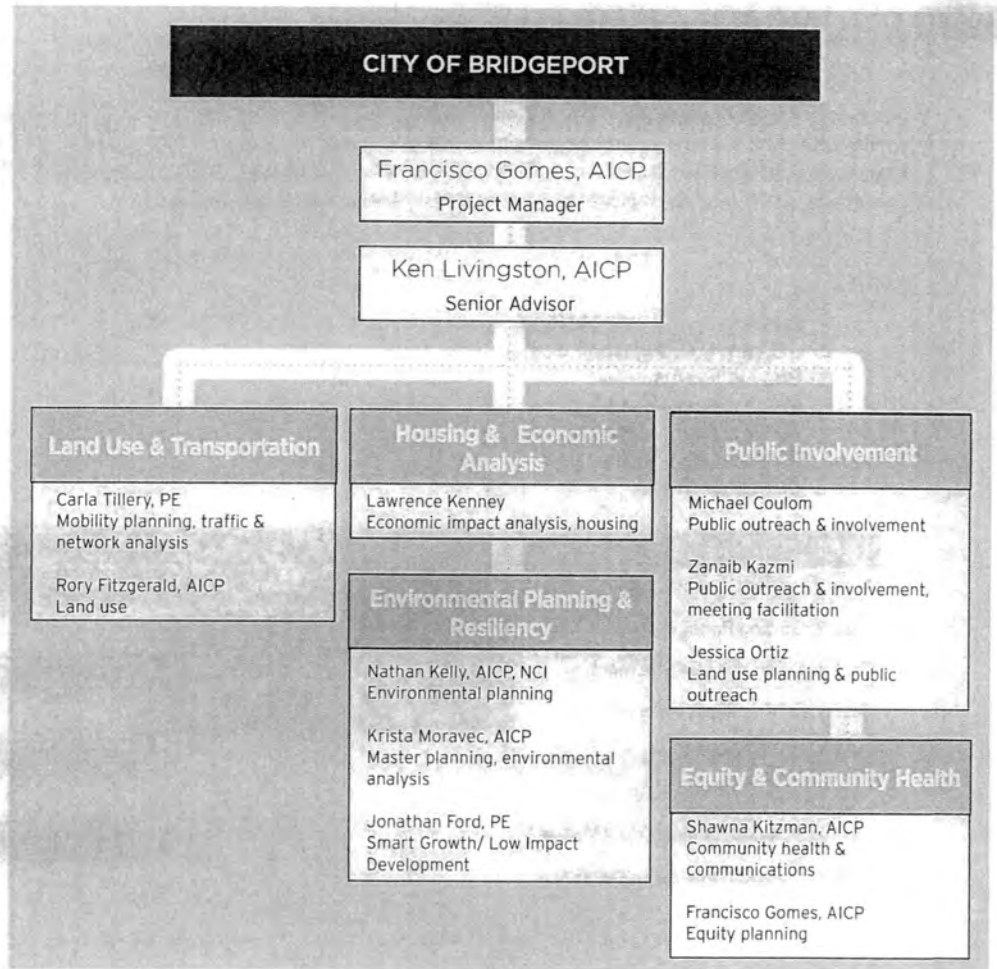
Diagram:

The diagram illustrates the proposed intersection improvements. It shows the layout of Stillwater Avenue, the cross street, and the proposed curb extensions. Key features include:

- Daylighted Intersection:** A clear, unobstructed area at the intersection to improve visibility.
- Curb Extensions:** Narrowed sidewalks and extended curbs to shorten crossing distances and narrow the travel lanes.
- Street Closures:** Temporary closures of Stillwater Avenue during construction.
- Construction Phases:** A sequence of diagrams showing the step-by-step implementation of the project.

The POCD document should be designed for and useful to a wide audience. This report from FHI's work in Stamford was designed for City leaders and neighborhood stakeholders

TEAM ORGANIZATION



PROJECT SCHEDULE

FHI proposes a seven month schedule for the project with delivery of the POCD document within six months of project initiation. We recommend development of an interactive POCD plan in the seventh month, following completion of a POCD document that meets statutory requirements. We anticipate that the community engagement schedule will be fluid, but FHI is committed to completing the proposed community engagement tasks within a five month period. We look forward to working with the City of Bridgeport to adjust this schedule as needed to meet the project goals.

- Steering Committee Meeting
- SC Web Meeting/Conf. Call
- Pop-Up Events
- Neighborhood Meetings
- Focus Group Meetings
- Thematic Meeting
- School Events

Task	April	May	June	July	August	September	October
Task 1: Project Coordination	●	●	●	●	●	●	
Task 2: Guiding Principles							
Task 3: Community Engagement	●	●	●	○	○	○	
Task 4: Existing Conditions							
Task 5: Community Vision							
Task 6: Implementation Plan							
Task 7: POCD Document (Print Version)							
Task 7: POCD Interactive Document							

provide a work-group setting in which the technical team can learn about relevant local issues and concerns; discuss specific alternatives and establish appropriate methods and approaches to advancing study recommendations.

The Steering Committee will meet up to six (6) times with the following main objectives:

1. Conduct project kick-off meeting, discuss data needs, public outreach plan and schedule
2. Present existing conditions findings and conduct a working session to develop and refine guiding principles and further identify issues and opportunities
3. Discuss findings from community engagement efforts and consider refinements/alternations to engagement plan
4. Conduct topic discussions based on existing conditions findings and community engagement issue items
5. Conduct an action and strategies discussion
6. Present final draft plan

1.2 Monthly Online Meetings/Conference Calls: FHI will conduct monthly online meetings/conference calls between project meetings with the City as a means of advancing the project in accordance with the project schedule.

There will be six (6) conference calls tied to deliverables that will bring the project to the point of final draft and at least one (1) conference call to coordinate additional work to complete the plan.

1.3 Outreach Advisory Sub-Committee: FHI will participate in up to three (3) City lead meetings with the Outreach Advisory Sub-Committee as needed to plan the comprehensive outreach strategy for this planning effort. The initial meeting will be held in person, subsequent meetings may be conducted via a conference call.

Supporting Items:

Monthly Progress Reports: FHI will submit monthly progress reports with project invoices. There will be up to seven (7) progress reports prepared by FHI and submitted to the City.

File Sharing: FHI will provide and maintain a file sharing platform (Dropbox or Sharepoint) for use by the project team and steering committee.

Task 1 Deliverables: Six (6) steering committee meetings, seven (7) project management online meetings/conference calls, three (3) meetings with Outreach Sub-Committee, seven (7) progress reports, management of a file sharing platform.

Task 2: Guiding Principles

Task 2.1 Guiding Principles and Plan Framework

Working with the Steering Committee, FHI will develop guiding principles for the project. We anticipate that these guiding principles will also provide a structure for the plan, with each principle being a plan chapter. The goal of establishing these guiding principles is to establish a framework for the collection and assessment of information in support of the plan. The guiding principles will also guide the community's vision and implementation plan. We recommend the following guiding principles as a starting point for this task:

1. Create and Maintain a Livable Built Environment
2. Ensure Harmony with Nature
3. Develop a Resilient Economy
4. Provide Interwoven Equity
5. Foster a Healthy Community
6. Support Responsible Regionalism

Task 2 Deliverables: A document that outlines the main content to be in the six (6) plan chapters – integrating information from the existing conditions analysis and input from community engagements – will be presented to the City at the end of a three (3) month period beginning with the project start date.

Task 3: Community Engagement

FHI will conduct a POCD update process that includes authentic participation. We will do this by engaging a diverse group of stakeholders at all stages of the planning process. FHI will take directed efforts towards engaging disadvantaged communities throughout the planning process. We will provide a variety of communication channels and understandable, multilingual information to the community.

FHI will be provided with a contact list of project stakeholders and interested members of the public by the City. The contact list will also form the basis for distributing project information, including meeting invitations, updates, and project announcements.

Achieving broad participation will be challenging. Therefore, the outreach strategy will need to be innovative to capture the widest representation of City's population, and flexible to account for changing project needs. In support of this effort, FHI may engage a local community group to assist with multiple aspects of community engagement including distribution of flyers and assistance with pop-up events and workshops. FHI has established a community engagement assistance direct cost line item within the fee proposal to provide potential budget for a vendor to assist with community engagement. This budget will not used, nor will cost be incurred by the City, if a vendor is not engaged to assist in these efforts.

Task 3.1 Social Media, News Coverage, and Marketing and Branding

Social media has emerged to be one of the most common ways people learn about projects and stay engaged. The FHI Team will work with the Steering Committee and Public Outreach Advisory Sub-Committee to identify the appropriate social media platforms to promote the plan, obtain comments and feedback, and utilize these platforms as an advertising tool for attracting interest in the plan and the events.

The FHI Team will also collaborate with the City to identify the best methods for distributing information about the study to the media. We will develop draft press releases for the City's review and distribution to City-approved media lists. In addition to media releases, collateral materials will be developed to get the word out about the study – these include project flyers. FHI will also serve as an intermediary between the City and local news media to manage consistent messaging and public exposure for the project.

In addition to press releases and media relations, FHI will create a brand for the planning effort, including a logo, posters for advertising in public spaces and potentially other elements for a marketing campaign that will be discussed during contract negotiations.

3.2 Community Meetings

The FHI Team will work with the City to plan and conduct up to 3 (three) community meetings at key project points throughout the planning project. These meetings will be organized as information sharing sessions as well as information gathering engagements. However, these meetings will be designed to gather input from large groups, likely using best proactive community engagement technologies, and will be preceded by intensive marketing to maximize Citywide attendance and the attendance of key City staff and elected officials. FHI anticipates conducting these meetings at City Hall or at a similar facility.

3.3 Pop-up Events

FHI will conduct up to six (6) pop-up events as a complement to the more formal neighborhood meetings. The FHI Team will engage people at local events, thereby making it more convenient to participate. For each meeting, two (2) FHI staff will attend the event and provide opportunities for providing feedback via comment sheets, recorded video, on-line surveys via QR codes and/or iPad apps. Additionally, FHI staff will promote upcoming events related to the Plan and help to educate visitors to the event about the Plan.

3.4 Project Website

FHI will develop a website for the Plan update. The website will be stand-alone. It can be used to provide general project information, findings, and recommendations, as well as announce the dates and times of upcoming meetings or other project events. The website will be a platform for interactive mapping, surveys, comment tools, as well as virtual public meetings, and provide opportunities for the public to provide input to the process.

Interactive Mapping Tool

FHI will develop an interactive mapping comment tool that is accessible via a desktop computer and mobile platform. This tool will allow a person to provide specific, geographic-based comments, upload pictures, and video that will be geographically linked to the location of the comment or issue. Visitors to the tool will be able to view comments and upvote or downvote comments.

3.5 Online Surveys

The FHI Team will prepare up to four (4) online surveys to assess resident's issues, desires, and recommendations for inclusion in the Plan. Surveys may include visual preferences, providing feedback on conditions and City needs, and ranking of action items. The surveys will be available on the project website and a link to the survey will be distributed to project stakeholders via email and project-related publicity. The FHI Team will collaborate with the City on survey question development and format. The FHI Team will collect and summarize survey results in a memorandum for the City.

3.6 Thematic Meetings

During the course of the study, the FHI Team and City may identify a specific focus topic requiring a meeting. Technical experts would be invited to this working group meeting to provide expert input on the topic. Potential topics may include housing, mobility, historic preservation, urban farming, etc. Alternatively, the meetings could be structured around the plan's guiding principles. It is anticipated up to six (6) thematic meetings be conducted during the process.

3.7 Interviews/Focus Group Meetings

The FHI team will conduct interviews with key stakeholder groups and thought leaders. Stakeholder interviews will allow the project team to talk directly with stakeholders with targeted interests and perspectives to better understand and address the needs of the local community. FHI will work with the City to identify and invite stakeholder groups as well as develop guided questions for discussion purposes. It is anticipated up to six (6) interviews/ focus meetings.

3.8 Virtual Public Meetings

Virtual workshops describe a wide variety of online participation events that either recreate the participation opportunities available at in-person meetings or offer stand-alone tools for the public to provide online input from the convenience of their home, library computer, or smartphone. The events will be posted online for a set duration and allow participants to engage with the site at their convenience any time of day or night. FHI will build interactive tools that would recreate visual preference boards or voting-with-dots exercises employed at in-person meetings. We will build interactive video tools for use in a virtual workshop wherein an educational video would be accompanied by question prompts or exercises at relevant moments

in the video. Custom-built virtual workshops offer highly flexible tools that allow the Project Team to ask relevant questions in a useful and efficient format.

FHI will develop a total of up to nine (9) virtual meetings for each thematic meeting and each community meeting of this project.

3.9 Schools Engagement

FHI will develop a school-based learning toolkit, appropriate for middle school-aged students to learn about the Plan and provide their comments and feedback on issues in Bridgeport. This toolkit may take the form of a lesson plan, mapping exercise, or survey tailored to children. FHI will develop material for distribution and education for teachers to further promote the Plan effort in other schools. FHI will collaborate with Bridgeport Schools in this effort.

Task 3 Deliverables: Maintain a consistent social media presence with Facebook promotions, prepare multiple press releases for media, act as intermediary between the City and local media outlets, prepare a marketing and branding strategy, create and maintain a project website and interactive mapping tool, conduct up to three (3) community meetings, six (6) pop-up events, six (6) online surveys, up to six (6) thematic meetings, six (6) interviews/focus group meetings, and provide virtual meetings for each thematic and community meeting, prepare engagement and educational materials for Bridgeport Schools.

Task 4: Existing Conditions Trends and Findings

The FHI Team will provide an analysis of existing conditions trends and findings so as to inform recommended plan strategies and actions. Information will be provided in narrative, tabular, graphic, and map formats. FHI will focus on the following topic areas:

- | | |
|--|---|
| 4.1 Demographic Trends | 4.5 Resiliency and Green Infrastructure |
| 4.2 Housing | 4.6 Economic Development |
| 4.3 Land Use and Zoning | 4.7 Cultural and Historic Resources |
| 4.4 Conservation, Open Space & Recreation | 4.8 Mobility, Infrastructure & Utilities |
| | 4.9 Public Health |

Task 4 Deliverables: Updated information in the stated topic areas to support creation of thematic policy guides where applicable, with most data being prepared for the plan appendix.

Task 5: Community Vision

5.1 Community Vision

FHI will work with the Steering Committee to develop a community vision, based upon the guiding principles and feedback received from the community through community engagement efforts. The vision will also be informed by existing conditions trends and findings.

5.2 Future Land Use Map

FHI will provide a future land use map based upon the community vision.

Task 5 Deliverables: Community vision document that will act as an introduction to the plan document and a Future Land Use Map.

Task 6: Implementation Plan**6.1 Implementation Plan**

Based upon the six (6) thematic policy guides, community engagement efforts, and existing conditions trends and findings, FHI will develop an accountable implementation plan that provides targeted strategies and actions. The plan will identify responsible parties and/or policy champions for strategies and actions. The plan will also recommend funding sources for implementation items. FHI will identify implementation indicators, benchmarks, and targets as feasible to measure progress towards implementation of strategies. The implementation plan will utilize a Results Based Management (RBM) approach and format the implementation spreadsheet as a logical framework (logframe). Goals will line up with goals from the six parts of the plan framework.

Task 6 Deliverables: Implementation plan in logical framework (logframe) format will be delivered in “hard copy” as well as interactive pdf.

Task 7: POCD Document and Communication Media**7.1 POCD Document**

FHI will summarize all findings in a POCD document that meets the State’s requirements and is a useful resource for City staff, commission and committee members, property owners, business owners, and residents. The document will include narrative, images, maps, and graphical and tabular data. The document will be provided in a hard copy and pdf format and will include an introduction, community vision, six (6) thematic policy guides, and implementation plan.

7.2 Interactive Document or Website

In addition to a “hard copy” document, FHI will provide the document in an interactive pdf or website format that provides hyperlinks between related content. The document will be easy to navigate and will be graphically appealing.

7.3 Technical Appendix

FHI will provide and appendices of all information and data gathered during the planning process that is not included in the six (6) thematic policy guides of the POCD. This will include much of the information from Task 4. The appendices will be provided in hard copy and pdf format.

Task 7 Deliverables: POCD Document (ten hard copies and one pdf copy) including an introduction, six (6) thematic policy guides, and any additional information necessary to meet state POCD regulations as stated in CGS § 8-23. An interactive PDF or website presentation of the plan. A technical appendices of supporting information and data.