

A photograph of an industrial facility, likely a power plant or refinery, featuring a prominent tall smokestack with alternating red and white horizontal bands. The facility includes various structures, pipes, and storage tanks. The image is overlaid with a semi-transparent dark blue banner containing white text.

# Bridgeport Harbor Station **Site Reuse and Planning Study**

**DRAFT - OCT 2024**

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The background image shows an industrial facility, likely a power plant or refinery, under a clear blue sky. A tall, slender smokestack with alternating red and white horizontal bands is the most prominent feature on the right side. To its left, there are various industrial buildings, pipes, and structural elements. The entire image is overlaid with a semi-transparent blue filter.

Section 1.0

# Introduction





## Section 1.1

# Project Introduction

### Overview

For much of the 20th century and up until today, the red and white smokestack of Harbor Station has been the predominant feature of Bridgeport's skyline. Today, as Bridgeport enters a new stage of revitalization, it is no longer the most predominant feature of the skyline. The white material of the Amphitheater roof shines bright, vibrant colors at night, the sprawling Bass Pro Shop lights up the East Side, and Steelepointe Harbor is in the process of seeing major new investment.

Since its decommissioning in 2021, the Bridgeport Harbor Station site remains the most visually and physically prominent site in the City, ripe for reinvestment. The planning study process lays the groundwork for establishing a collaborative vision for its future—one that considers its past use, present conditions, and aspirations of local stakeholders, officials, and residents.

The tall steel fences around Harbor Station have long been in stark contrast to the historic arches that welcome the masses to Seaside Park. The neighborhood's access to Bridgeport Harbor, the shared resource of South End, the East Side, and the East End, has been limited since the establishment of Harbor Station in 1957. The power plant buildings themselves, have long been a visual and physical barrier between the waterfront and surrounding neighborhoods.

In 2016, PSEG met community resistance to their proposal to build a new natural gas-powered energy plant (Unit 5.) As a compromise for the City to support the permit applications and community groups to not oppose them, the company and the City of Bridgeport, the Connecticut Coalition of Environmental and Economic Justice, the University of Bridgeport, and the South End, West Side, and Black Rock Neighborhood

Revitalization Zones agreed to a Community Environmental Benefit Agreement to mitigate environmental impacts, parking, and noise, in which PSEG agreed to:

- Create a Community Environmental Benefit Fund (CEBF) of \$2 million to support community projects which advance the intents and purposes underlying the adoption of the Environmental Justice Act,
- Initiate a \$5 million renewable energy investment program for installations in Bridgeport,
- Refrain from producing energy from Bridgeport Harbor Station Unit #3 (the coal-fired power plant) past the 2021 retirement date,
- Support efforts to reduce carbon emissions,
- Make good faith efforts to hire locals, women, minorities, and veterans, and
- Participate in a joint site redevelopment study with the City of Bridgeport for the property.

According to the CEBA, this site development study will "(1) examine near term deconstruction, remediation, landscaping, and/or interim options to maximize positive impacts to the Community and minimize negative aesthetic impacts of the decommissioned Unit #3 and it is expected that a negotiation between PSEG, the City and ETF will occur at the completion of this stage of the study to determine the minimum amount of work in accordance with that plan to be conducted by PSEG within a set timeframe; and, (2) explore medium- and long-term redevelopment or reuse options for the site with specific focus on ways in which the remainder of the parcel can support the City's coastal resiliency, mobility, waterfront access, and job creation objectives recognizing that any redevelopment or reuse of the site will depend on economic viability of that use."

### South End

The South End neighborhood of Bridgeport

In following the CEBA and continuing the momentum of the environmental justice partnership between PSEG, the City, and the community, the site reuse study will look at short-term and long-term processes, procedures and associated costs for site redevelopment and reuse, and will consider economic viability, community vision, and environmental impacts. The primary objective of the planning process is to create a reuse plan that reflects the community's values and vision for Bridgeport's future.

### What this study does:



#### **Develops a community vision**

Using community feedback, this study depicts the community's and City's vision for a beneficial redevelopment of the Harbor Station site.



#### **Identifies strengths & weaknesses of new land use options**

By conducting a market study and inventory of existing conditions and nearby assets, this study will determine the most feasible future land uses.



#### **Develops several conceptual redevelopment scenarios**

This study will recommend several possible uses of the site that highlight waterfront access, enhance neighborhood vibrancy, support jobs and the tax base, and more.

### What this study doesn't do:



#### **Identify a single alternative that will be implemented**

This study will explore multiple alternatives and assess their feasibility at a high level



#### **Identify a final site design (roads & buildings) that will be constructed**

While some alternatives will be explored in greater detail, this reuse study will not produce shovel-ready design plans for the Bridgeport Harbor Station site.



#### **Specify exact end uses**

This study will evaluate the viability of multiple land use options that align with the community's priorities and aspirations.

## Section 1.2

# Regional Context

**The following overview provides insight into the Bridgeport Harbor Station site's position within the broader regional context, highlighting potential opportunities and constraints that may influence its future redevelopment.**

### Fairfield County

Bridgeport Harbor Station Site is situated in Bridgeport, Fairfield County, Connecticut. As the southwestern most county in the state, Fairfield County borders Westchester County, New York, to the south and west, Long Island Sound to the east, New Haven County to the northeast, and Litchfield County to the northwest. Being the closest Connecticut county to New York City, Fairfield County is home to some of the state's most populous cities, including Bridgeport, Stamford, Norwalk, and Danbury.

### City of Bridgeport

Located approximately 60 miles northeast of New York City, 60 miles southwest of Hartford, and 150 miles from Boston, Bridgeport is strategically positioned and well-connected, offering multiple transit options. State Routes 8 and 25 connect to Interstates 84 and 91, which merge with Interstate 95 in downtown Bridgeport. The city's accessibility, proximity to major transportation routes, and waterfront access are significant assets that can greatly benefit the site and its potential redevelopment.

As of 2020, Bridgeport is Connecticut's most populous city, with 9,253 people per square mile, making it a vibrant and diverse urban center. The city comprises 13 distinct residential neighborhoods, each with its own unique character and community spirit. The Bridgeport

Harbor Station Site is located in the South End neighborhood along the picturesque Bridgeport Harbor waterfront, offering stunning views and a prime location for redevelopment.

Bridgeport is also part of the Greater Bridgeport Planning Region, which includes the surrounding communities of Easton, Fairfield, Monroe, Stratford, and Trumbull. This regional context provides opportunities for collaboration, shared resources, and a broader economic and social network that can support the city's growth and development.

As the city continues to evolve and adapt to the changing needs of its population, the redevelopment of the Bridgeport Harbor Station Site presents a unique opportunity to create a vibrant, mixed-use waterfront district that can serve as a catalyst for the city's ongoing renaissance.



Regional Context



## Section 1.3

# Site Context (Cont.)

### South End Neighborhood

The South End neighborhood, one of Bridgeport's 13 neighborhoods and eight designated Neighborhood Revitalization Zones, is home to Bridgeport Harbor Station. Situated along Bridgeport Harbor and the Pequonnock River, the neighborhood is surrounded by water bodies, presenting both opportunities and challenges related to flooding.

The site is conveniently located near regional destinations, including the Hartford HealthCare Amphitheater, Total Mortgage Arena, Bridgeport & Port Jefferson Ferry, Steelpointe Harbor, University of Bridgeport, Seaside Park, Little Liberia, Freeman Houses, and maritime uses within the port such as Bridgeport Boatworks, Hornblower Marine, and North Sails. It shares a border with the Bridgeport & Port Jefferson Steamboat Company and is located across from Bridgeport Boatworks.

Despite its rich resources, the South End faces environmental challenges due to its location and surrounding infrastructure, including air quality concerns from I-95 and energy production facilities like the Wheelabrator trash-to-energy plant and Bridgeport Harbor Station. Although these facilities have provided waste management and power generation services, South End residents have disproportionately borne the negative externalities. The high proportion of rental properties has made it challenging for residents to organize and advocate for environmental justice issues, potentially contributing to Harbor Station remaining the last active coal-fired power plant in Connecticut for a decade longer than the state's second-to-last closed plant.

### Little Liberia - Then and Now

For most of the 1800s, a portion of the Little Liberia community, a free Black community owning homes and working in factories or on sailing vessels, existed on the current Harbor Station site. The land housed Works Furniture and Bridgeport Mills, and the adjacent waters were significant for water-dependent commercial uses, baptisms, and canoe launches as part of the Underground Railroad. The South End community seeks to redevelop the site to provide similar opportunities it offered its past inhabitants: homes, jobs, and the harbor as a major asset to quality of life.



▲  
1854, Little Liberia, Gardening - John Wright Courtesy of the Freeman Center Collection

### What is a Neighborhood Revitalization Zone?

As per Connecticut General Statutes Sec. 7-600 through Sec. 7-608, a municipality can establish a neighborhood revitalization zone (NRZ) to create collaborative groups that focus on revitalizing neighborhoods with a significant number of deteriorated, foreclosed, abandoned, blighted, substandard, or hazardous properties.



# Site Context





## Section 1.3

# Site Context (Cont.)

### Bridgeport Harbor Station: Units 1-4

The 40-acre site includes the Bridgeport Harbor Station and two additional properties to the north: an energy facility slated for decommissioning and a vacant parcel adjacent to the ferry terminal. Bridgeport Harbor Station, owned by Bridgeport Harbor 1-4 LLC, a subsidiary of PSEG Power LLC, consists of four units (Units #1 through #4).

Units #1 and #2, gas-fired steam turbines, operated from 1957 and 1961 respectively until their retirement in 1999. Unit #3, a coal-fired steam turbine, operated from 1968 until its deactivation in 2021, making it Connecticut's last coal-fired power plant. Unit #4, a jet-fueled combustion turbine, has been active since 1967, providing peaking power.

A new combined-cycle gas turbine (CCGT) power plant, Harbor Station #5, has been constructed, and it is located on a parcel just south of this study site. This state-of-the-art facility will use clean-burning natural gas, offering more efficient and environmentally friendly energy while reducing greenhouse gas emissions.

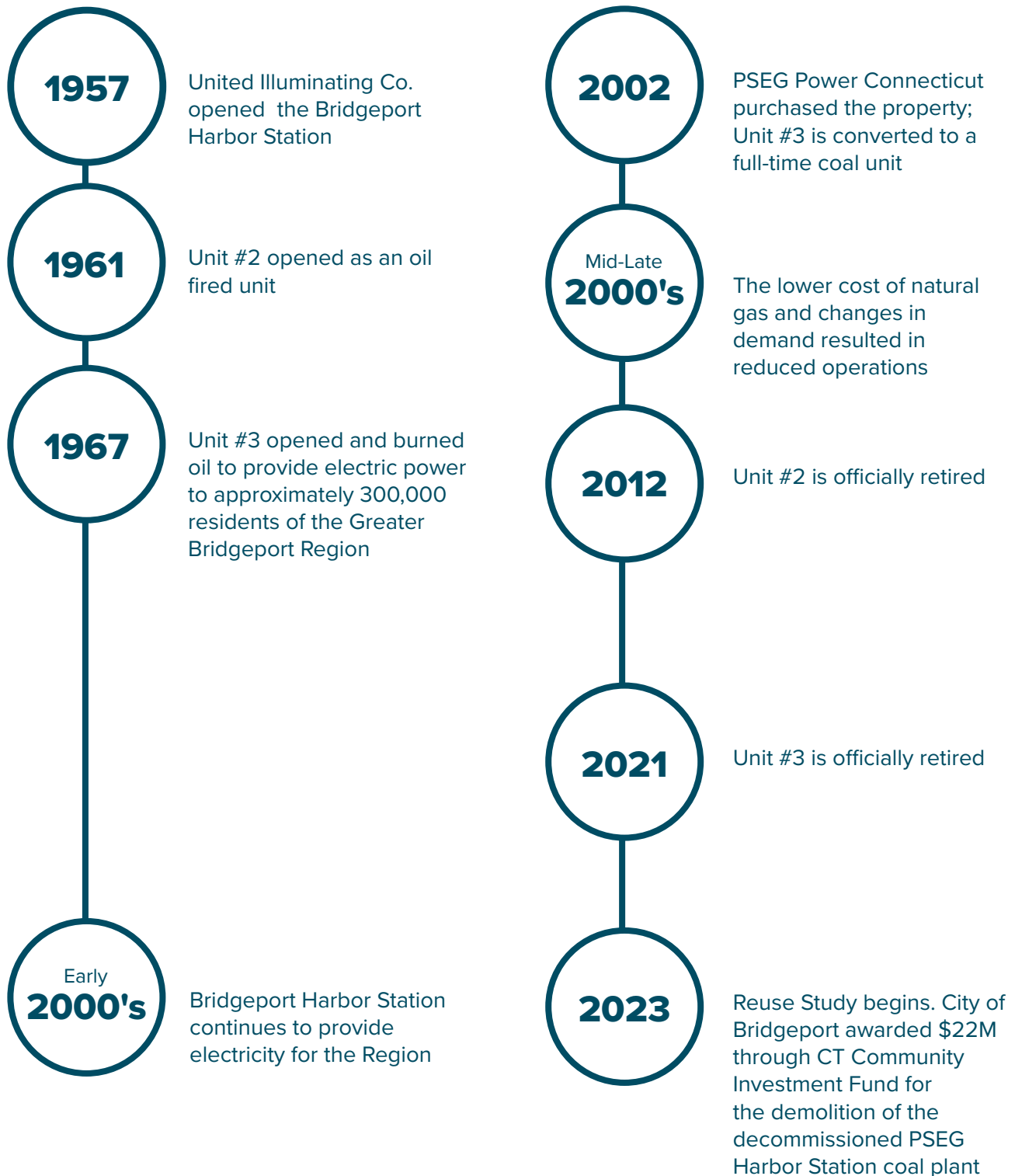
The decommissioning of older units and the construction of Harbor Station #5 present an opportunity to redevelop the site into a mixed-use waterfront district, with community-oriented spaces, recreational areas, and commercial developments. This transformation can create jobs, attract investments, and enhance the quality of life for Bridgeport residents and the surrounding region.



▲ Existing Site Conditions at Bridgeport Harbor Station: Units 1-4



## History of Bridgeport Harbor Station



# Related Planning Studies + Efforts

**The following plans and initiatives provide a foundation for this reuse study, which aims to leverage the momentum generated by these efforts to further explore the site's potential and development opportunities.**

## 2014 South End Neighborhood Revitalization Zone Strategic Plan

The South End Neighborhood was officially designated as a Neighborhood Revitalization Zone (NRZ) in 2014. The 2014 South End NRZ Plan is divided into four sections, which outline goals, objectives, and recommendations specific to the neighborhood; 1. Coastal Resiliency and Sustainability, 2. Urban Village Character, 3. Mobility and Connectivity, and 4. Cultural Resources. Below are the goals and summary recommendations for each subsection in relation to the subject area.

### 1. Coastal Resiliency and Sustainability

The main goal of this section is to mitigate the risks associated with natural hazards.

Recommendations include:

- Green roofs
- Rain barrels
- Green Street Design
- Living Shoreline
- Stormwater Infrastructure
- Multifunctional elevated berm

### 2. Urban Village Character

Goals of this section include:

- Ensuring the preservation and enhancement of historic districts and structures
- Increased densities at appropriate levels and locations
- Properly guiding development in flood

hazard areas

- Enable neighborhood-scale mixed use developments
- Encourage development and beautification in the South End, focused on walkable, bikable, livable characteristics

Recommendations include:

- Establish a rental rehabilitation program
- Create an Urban Beautification program
- Create community gathering spaces
- Address chronically blighted properties

### 3. Mobility and Connectivity

Goals of this section include:

- Study the feasibility of network and transportation improvements
- Safety enhancements
- Facilitate redevelopment and in-fill developments at an urban village scale

Recommendations include:

- Constructing new streets
- Connecting Pequonnock River Trail to Seaside Park
- Encourage bike facilities in key locations

### 4. Cultural Resources

The main goal of this section is to maintain and protect existing cultural resources as well as develop opportunities to enable the creation of new ones.

Recommendations include:

- Encourage volunteers to give historical tours and create self-guided tours
- Support the construction of new recreational facilities
- Look for new spaces for community gardens

## 2017 Waterfront Bridgeport

The 2017 Waterfront Plan identifies five key goals for reimagining the water's edge. These include:

- Increase public access to and along the waterfront
- Create jobs and economic prosperity for residents
- Repurpose vacant or abandoned properties
- Encourage water-based recreation and an active waterfront
- Boost resiliency to protect against climate change effects

While the plan does not directly mention Bridgeport Harbor Station site, it does identify the Ferry Terminal as a key opportunity site, located to the north of the Harbor Station site. The suggested uses and amenities of the Ferry Site include opens space, mixed use, extending the dock, movable furniture, and even a visitor kiosk.

Direct mention of activating the waterfront of the South End offers support for any suggested uses of the site. Consideration included:

- Generally more events/programming here throughout the year
- Performances, music, and other cultural events at the bandshell
- Partner with area non-profits for kids' recreation space
- Concessions stand in greater use, offering Food/Pop-up cafe, Umbrella and chair rentals, Public art—perhaps temporary sculpture installations or an art walk
- Games area – bocce, giant Jenga, etc.
- Kiosks for small local businesses– crafts, art, food
- Community beach cleanup event(s)
- More engagement of UB students—possibilities for UB students to run Seaside Park concession stand or activities rentals as part of business school

- Bike rental station near UB
- Freeman Houses/Little Liberia interpretive signage, neighborhood recognition as a regional and national landmark

## 2019 PLAN Bridgeport

PLAN Bridgeport(2019) is Bridgeport's 10-year Plan of Conservation and Development (POCD). The Plan establishes a vision for Bridgeport's physical form, economic and social health, and quality of life. That vision provides a foundation for policy and funding decisions and informs the City's zoning regulations. There are 6 guiding principles introduced in the plan that each have associated goals and implementation activities. The following key themes could apply to the Bridgeport site:

1. Bridgeport is a livable city
  - Encourage density of development in areas that are well served by transit and are within walking distance of places of residence, employment, goods, and services.
  - Improve and expand public facilities and resources in neighborhoods.
  - Continue improvements aimed at revitalizing the Downtown.
  - Enhance connectivity and accessibility between neighborhoods
  - Improve sustainability and energy efficiency of existing buildings and new construction.
2. Bridgeport has a robust economy
  - Reduce the tax burden on residents by growing the grand list, attracting new businesses, growing existing businesses, and encouraging corporate citizenship.
  - Leverage the inherent economic value of the waterfront.
  - Encourage development of brownfields and other underutilized or vacant properties.
  - Continue to promote the growth of the arts and entertainment industry that includes an economically viable local arts and culture industry.

## Section 1.4

# Related Planning Studies + Efforts (Cont.)

3. Bridgeport is an equitable city
  - Encourage growth and development that is sensitive to the potential for gentrification.
  - Ensure that Bridgeport's economically disadvantaged neighborhoods are not disproportionately impacted by environmental hazards and climate change.

4. Bridgeport is a healthy community
  - Ensure residents are connected with adequate social services to serve their needs.
  - Support the needs of all residents to live in a clean environment.
  - Encourage the remediation and redevelopment of brownfields.
  - Bridgeport values nature
  - Restore and protect the city's waterfront and waterbodies.
  - Improve existing parks and open space network to ensure that functional open space is accessible to residents of all neighborhoods.
  - Continue to shift towards clean and renewable energy sources.

5. Bridgeport Values Nature
  - Restore and protect the city's waterfront and waterbodies.
  - Improve existing parks and open space network to ensure that functional open space is accessible to residents of all neighborhoods.

6. Bridgeport is a regional center
  - Develop a waterfront and open space system that is better connected to, and enjoyed by, the region.
  - Expand Bridgeport's role as the lead economic development engine in the region.
  - Embrace Bridgeport's role as a regional center for arts and culture.

The plan also identifies four areas, or themes, that should be prioritized for implementation; waterfront, transit oriented development, neighborhoods, and housing. These themes follow on the priorities identified in the 2008 POCD, and describe development strategies to pursue over the coming decade.

1. Waterfront as an economic engine and recreational asset:
  - Construct 3.5 linear miles of waterfront pathway by 2029.
  - Reposition and redevelop vacant and underutilized commercial waterfront properties by 2029.
2. Transit Oriented Development: Concentrate dense, mixed use and walkable development around upgraded multimodal transportation infrastructure.
  - Develop 4,300 housing units within ½ mile of Bridgeport Station (expanded Downtown) by 2029
  - Construct 30 miles of bicycle lanes by 2029.
3. Neighborhoods: Strengthen neighborhood centers and corridors by implementing complete streets, improving quality of life, and working to revive local commercial activity.
  - Plant 3,000 trees by 2029.
  - Add resiliency components to coastal neighborhood NRZ plans
4. Housing: Create the necessary conditions for increased residential development, at all price points and of all types, that can be financed without City assistance.
  - Create 1,800 market rate and 440 affordable housing outside downtown



Development of the Bridgeport Harbor Station site would align with the outlined goals and vision of the 2019 plan. Depending on the use of the land, its is possible to achieve the recommendations that have been identified throughout.

## 2020 Resilient Bridgeport

The Resilient Bridgeport effort is focused on identifying a design solution to improve the conditions of the South End in relation to rebuild by design and national disaster resilience. Examples of rebuilding by design outlined in the plan include: proposed flood barriers, a pump station, elevated roadways, and a stormwater channel within the South End. The Project Site is a waterfront property which is susceptible to flooding.

The Plan details recommendations for the project Site which includes an 8-foot tall wall along the edge of the site boundary prior to Russel Street. The 8-foot wall is intended to protect inland parcels from flooding.

## 2022 ZONE Bridgeport

Bridgeport's zoning code became effective on January 1st, 2022 with the purpose of implementing the policies and goals outlined in the Master Plan and other relevant documents adopted by the city.

ZONE Bridgeport is a complete re-write from the previous code, shifting zoning from a euclidean code to a form-based code. The adoption of this zoning code does not require any changes to an existing building or structure that was legally constructed prior to the adoption. However, any proposed or future development must comply with the regulations outlined in the code. Any redevelopment of the Project Site must comply with the outlined regulations.

The zoning code also introduces Master Plan Development (MPD) regulations which are applicable to all parcels larger than 3 acres in order to establish site specific master plans.

## On-Going Plans

Placeholder

The background of the page is a photograph of an industrial facility, likely a power plant or refinery, featuring a tall, slender smokestack with alternating red and white horizontal bands. The sky is a clear, deep blue. The entire image is covered with a semi-transparent blue overlay that serves as a background for the text.

Section 2.0

# Existing Conditions

**This section provides a comprehensive analysis of the City of Bridgeport's social and physical landscape. Gaining a thorough understanding of the existing conditions within the City of Bridgeport as a whole is essential for pinpointing the challenges and opportunities associated with the Bridgeport Harbor Station site and the South End neighborhood.**



# Community Profile

**Examining key demographic characteristics establishes a foundational understanding of the community's composition and helps pinpoint essential revitalization needs, goals, and objectives that can be applied to the Bridgeport Harbor Station site.**

### Environmental Justice

Environmental Justice refers to the principal that all people should be treated fairly under environmental laws regardless of race, ethnicity, culture or economic status and should receive equal shares of both environmental benefits and burdens. Historically, vulnerable populations are the most affected. For example, low-income minority groups are often exposed to above-average amounts of environmental burdens.

In Connecticut, an environmental justice community is defined by the Connecticut General Statutes as a distressed municipality or defined census block groups where 30% of the population is living below 200% of the federal poverty level. A distressed municipality is designated based on several factors, including high unemployment and poverty rates, aging housing stock, and low or declining rates of growth in job creation, population, and per capita income. **The city of Bridgeport is considered a distressed municipality in its entirety.**

Furthermore, there are several Environmental Justice Block Groups located around the Bridgeport Harbor Station site. These are census block groups that consist of vulnerable populations that may be disproportionately impacted by programs, policies, or projects. The future redevelopment of the Bridgeport

Harbor Site should be cognizant of these groups when deciding on end uses to ensure that the needs and concerns of these populations are taken into account as the end uses will affect their environment and well-being.

### Health Impacts.

**Lead.** The South End had an estimated 50% of housing with potential elevated lead risk in 2021, in comparison to an average of 38.2% within the city of Bridgeport. This could be due to the old age of housing within the South Ends. Health complications due to lead exposure include high blood pressure and brain, kidney and reproductive health issues in adults.

**Air Pollution.** In 2022, Bridgeport had an estimated average fine particulate matter concentration of  $9.2 \mu\text{g}/\text{m}^3$ , slightly lower than the  $9.9 \mu\text{g}/\text{m}^3$  average in similar small industrial-legacy cities.\* However, this level slightly exceeded the U.S. Environmental Protection Agency's (EPA) primary standard for safe annual average exposure, which is set at  $9 \mu\text{g}/\text{m}^3$  to protect public health. Impacts of elevated levels of such pollution causes harmful lung and cardiovascular complications.

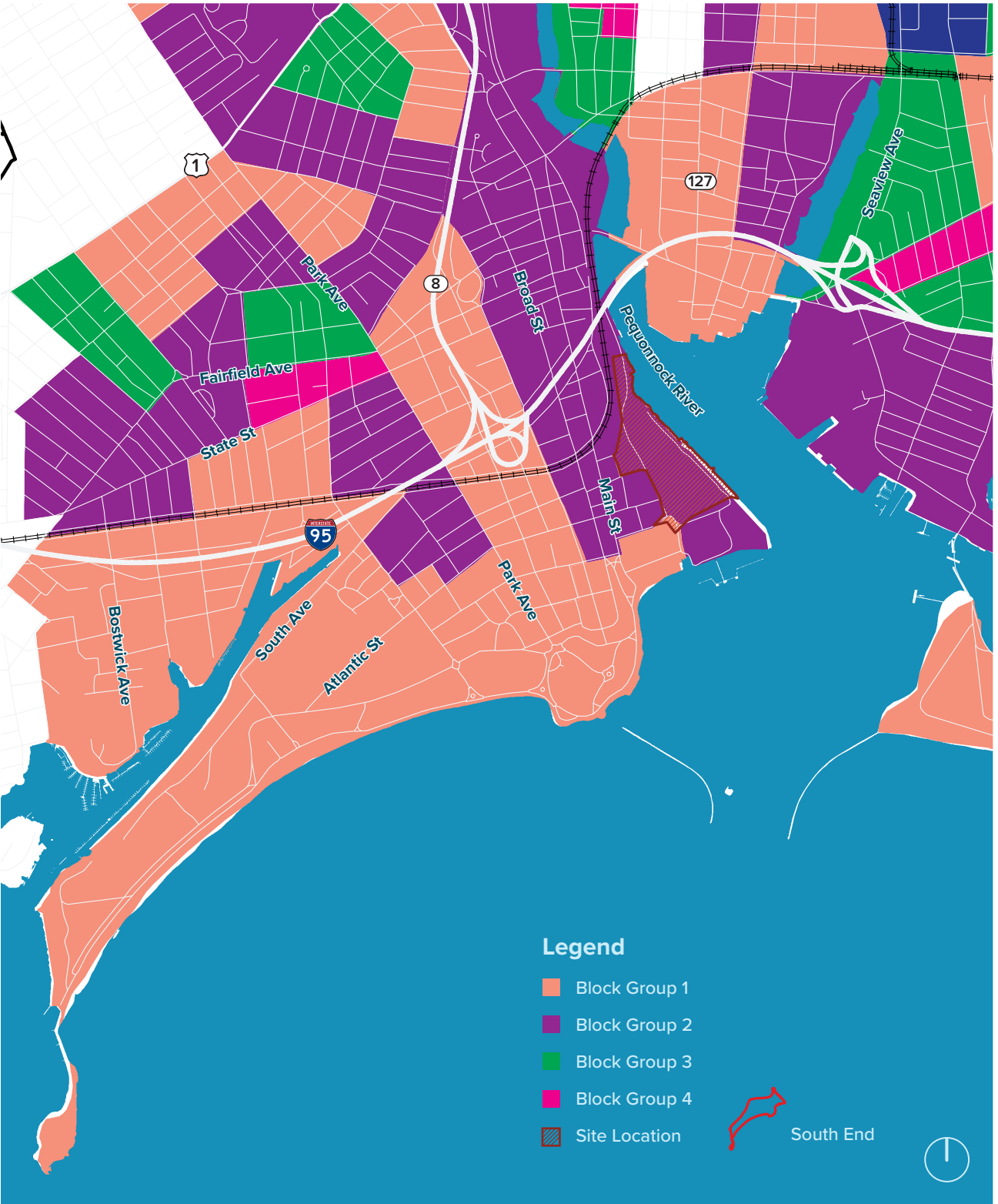
When it was in commission, the Bridgeport Harbor Station contributed the following air pollutant emissions per year:

- 74 tons of  $\text{SO}_2$
- 52 tons of  $\text{NO}_x$
- 80,738 tons of  $\text{CO}_2$

\*Hartford, CT, Wilmington, DE, Lauderdale, FL, Miami Gardens, FL, North Miami, FL, Stonecrest, GA, Gary, IN, Flint, MI, Pontiac, MI, Southfield, MI, Camden, NJ, Trenton, NJ, and Youngstown, OH



Community Profile: **Environmental Justice Communities**



**Data Source:** CT Department of Energy and Environmental Protection (DEEP)

## Section 2.1

# Community Profile (Cont.)

### Population Trends

According to the 2017-2021 ACS 5 year data, the total population of the City of Bridgeport is 148,529 people. The population has experienced growth within the past 10 years and is expected to continue to grow into 2028 at a rate of 0.34%. In comparison, the South End population was approximately 7,321 in 2020.

### Gender and Age

The total population is comprised of 52 percent of women and 48 percent of men. The most prominent group would be those aged 30 to 50 years old (27 percent). This age group is the most susceptible to transitions and moves according to the U.S. Census migration expectancy formula.

### Race and Ethnicity

Bridgeport is diverse in terms of racial and ethnic identities. Approximately 34 percent of the population identify as white, 34.7 identify as Black, 0.4 percent as American Indian, 4.5 percent as Asian, 7.6 percent as two races or more, and around 18.7 percent identify as some other race alone. Approximately 41.7 percent identify as Hispanic (61,917 people). As of 2020, the South End's racial makeup was 34 percent Black, 30 percent White, 13 percent Asian, 18 percent Other, and 37 percent identified as Hispanic.

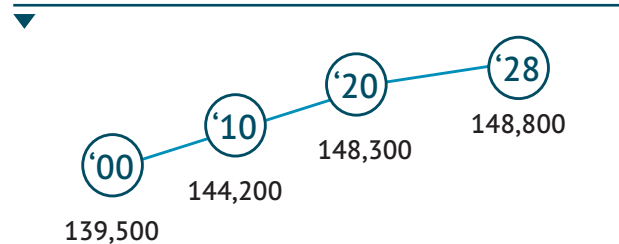
### Employment

The primary industries where residents work are educational services and health care and social assistance (27.2 percent), retail trade (13.7 percent), arts, entertainment, and recreation (10.3 percent), and professional, scientific, management, and administrative services (9.9 percent). A graphic on page 28 depicts the commuting statistics for the city.

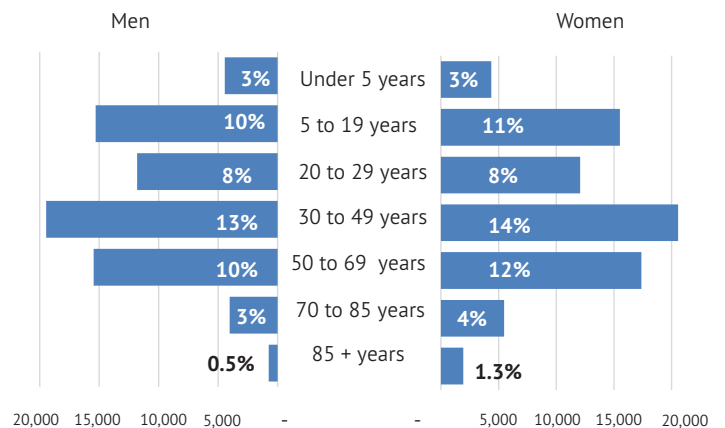
### Unemployment

The unemployment rate is 8.6% as of 2022,

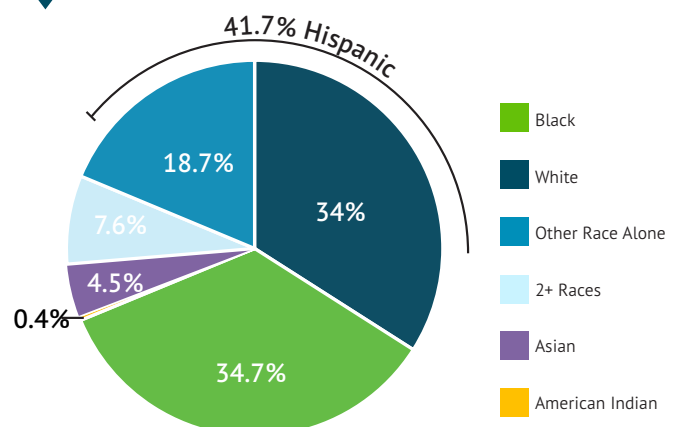
### Population Trend



### Gender & Age



### Race & Ethnicity



whereas unemployment in Fairfield County was 6.4 percent and 3 percent in Connecticut. There are approximately 70,758 employees in the workforce.

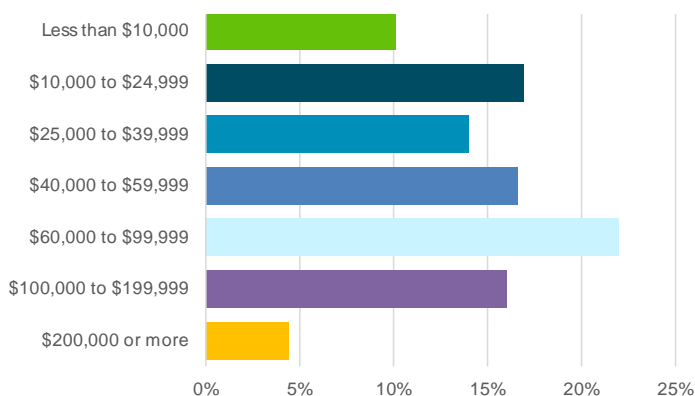
## Income and Poverty

Household income is an important determinant of economic health and quality of life. Households with higher income have higher consumer spending, higher investment, as well the stability that comes from access to better housing, education, health, and other essential goods. The median household income according to 2017-2021 ACS 5 year data is around \$50,597 in Bridgeport. In comparison, the neighboring town of Stratford has a median household income of \$84,000 and Fairfield County has a median income of \$101,000. Bridgeport residents have significantly less spending power. Approximately 23.2 percent of Bridgeport's population lives below the poverty line compared to 7.2 percent in Stratford and 9.2 percent in Fairfield County. Higher percentage of poverty can lead to negative health impacts and under-resourced schools.

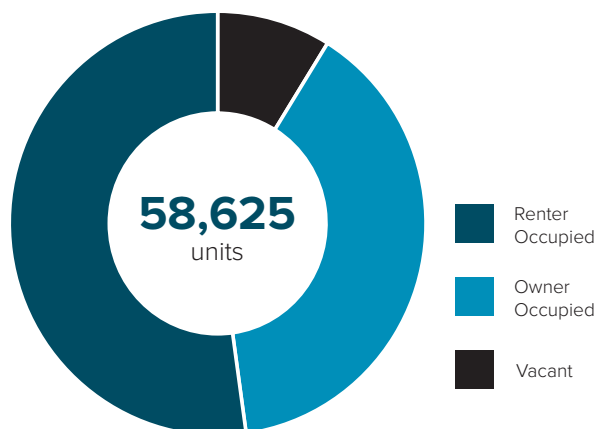
## Housing Units & Tenure

There are approximately 58,625 housing units in the City according to 2017-2021 ACS 5 year data. Of those units 57.3 percent are renter-occupied, 42.7 percent are owner-occupied, and 9.7 percent are vacant. The majority of housing within the City are single family dwellings (35.2 percent) and multi-family dwellings of more than 5 units (29.4 percent). The average household size is 2.7 residents with the average family size of approximately 3.4 members. Median home value is \$194,076 and the median rent is around \$1,225. Approximately 62% of the housing structures were built before the 1960's, 13% built between 1960 and 1999, and 5% built between 2000 and today. Based on this housing data, it can be assumed that newer diversified housing options are needed within the City of Bridgeport, such as multi-family housing developments to attract a diverse range of residents to the area.

## Household Income



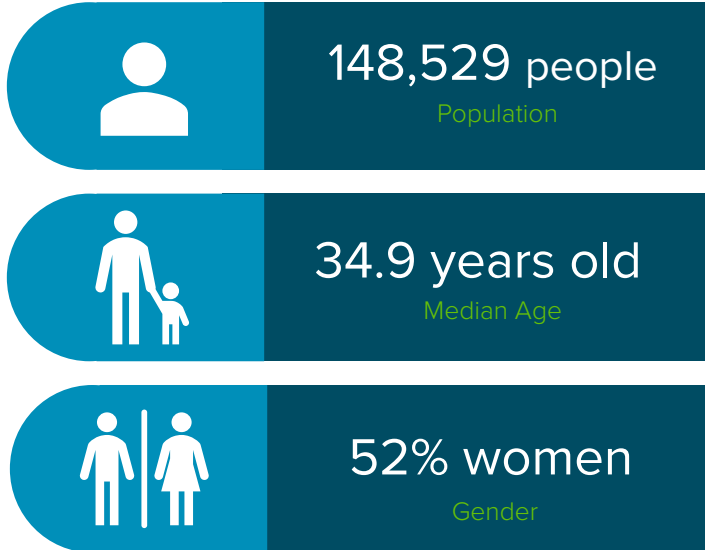
## Housing Units



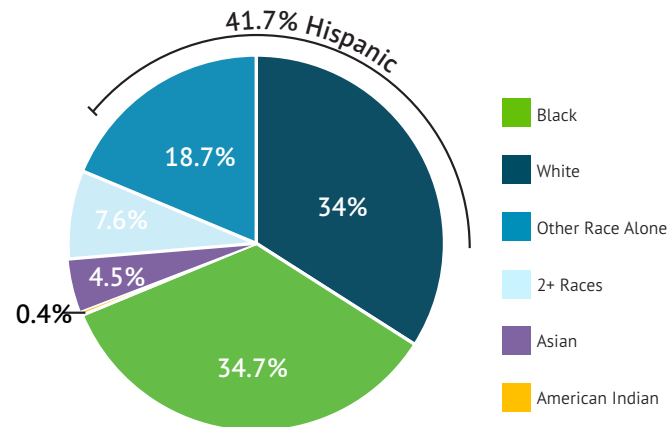
## Section 2.1

# Community Profile (Cont.)

### Demographics



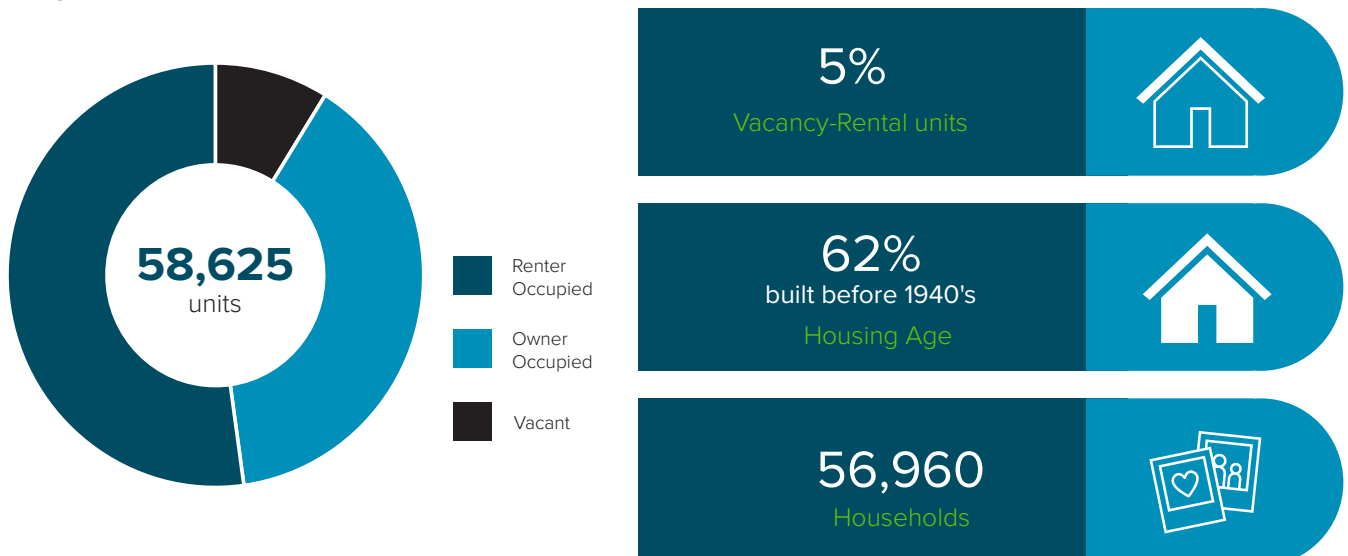
### Race and Ethnicity



### Top Industries

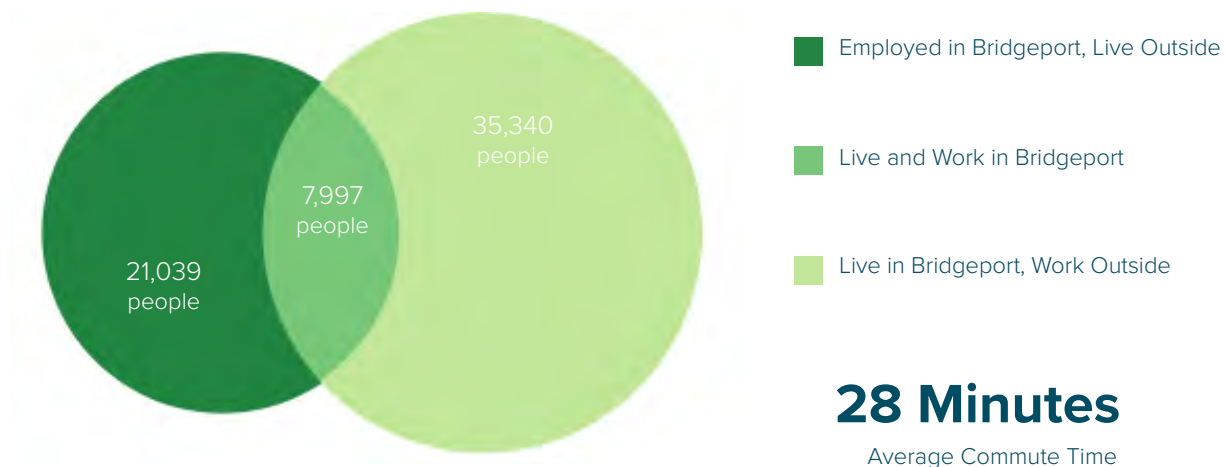


### Housing

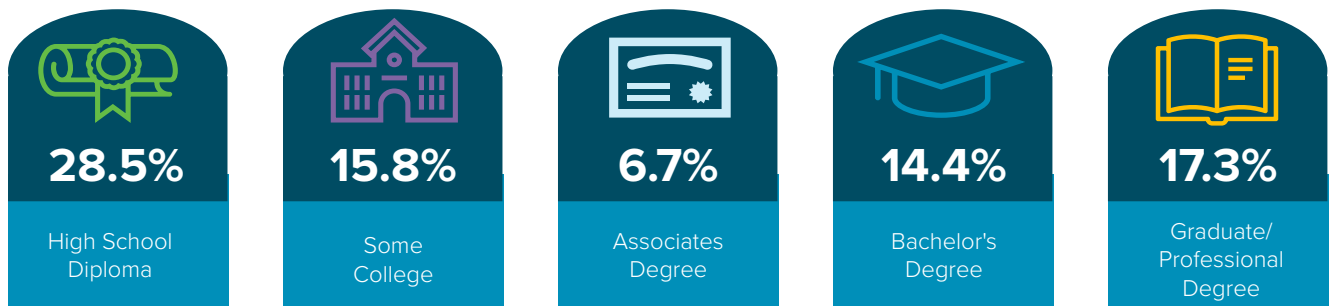


Data Source: American Community Survey (ACS), 2017-2021

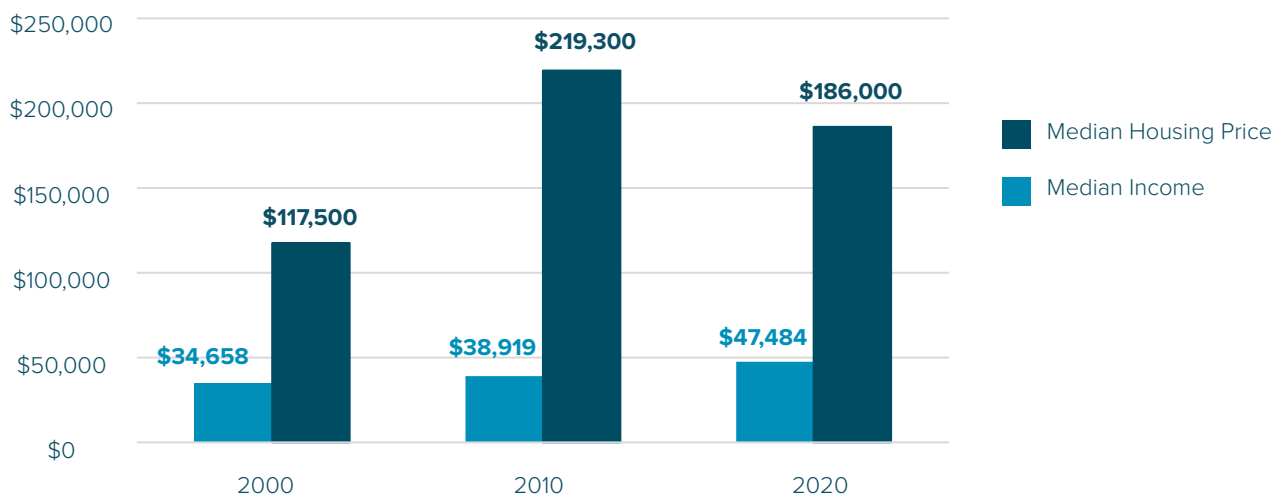
## Commuting



## Education



## Income





## Section 2.2

# Zoning

**The City of Bridgeport has 23 zoning districts, one overlay district, and two legacy districts. Each district has specific permitted uses and regulations. The zoning code can be reviewed online through an interactive zoning code made possible through the Zone Bridgeport initiative.**

### Project Site

The Bridgeport Harbor Station Site falls within the RX2 Residential-Office Center Zone, a designation that encourages a vibrant mix of residential, office, commercial, and production uses in high-intensity areas. This zone allows for four distinct building types—commercial house, general building, row building, and civic building—each with a specific set of permitted uses tailored to its characteristics.

Commercial house permitted uses:

- Household living;
- Group living;
- Short-term rentals;
- Offices;
- Indoor and outdoor consumer services;
- Funeral and mortuary services;
- Small civic spaces, parks and open space; and,
- Minor utilities.

General building permitted uses:

- Household living;
- Group living;
- Short-term rentals;
- Offices;
- Retail and entertainment (permit required if full footprint);
- Indoor and outdoor consumer services;
- Funeral and mortuary services; and,
- Low impact manufacturing, and wholesale.

Row building permitted uses:

- Household living;
- Group living;
- Short-term rentals;
- Offices;
- Indoor and outdoor consumer services (limited to 400 square feet, ground floor only);
- Parks and open space; and,
- Minor utilities.

Civic building permitted uses:

- Small civic uses;
- Civic campuses;
- Parks and open space;
- Minor utilities; and,
- Special permits required for transportation facilities, non-accessory parking, and outdoor consumer services.

There is an opportunity on this site to utilize the MPD regulations in the ZONE Bridgeport document to establish a site specific master plan utilizing a variety of zoning requirements.

### Context Area Zoning

To the south and west, adjacent to Bridgeport Harbor Station is the P4 Utility and Energy Infrastructure Zone and to the north is the P2 Civic and Institutional Zone. The permitted uses within the P4 Zone include parks and open space, utilities, civic campus.

### Opportunity Zone.

The Bridgeport Harbor Site is within an Opportunity Zone which incentivizes investors to develop projects within the zone. Investors are able to decrease their federal tax burden through tax deferrals and tax eliminations if they:

1. Move any realized capital gains to a qualified Opportunity Fund *and*
2. Develop qualifying projects such as real estate projects, businesses, and energy-related projects.

## Zoning Districts



**Data Source:** The City of Bridgeport

# Section 2.3

## Land Use

Bridgeport has a total area of around 19 square miles (12,400 acres) with waterbodies accounting for 17.5 percent of the area. The total land area is approximately 16 square miles (10,240 acres).

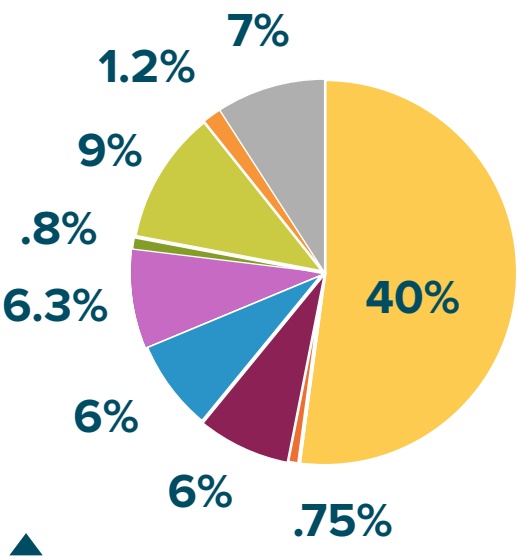
### Project Site

The current land use classification for the Bridgeport Harbor Station site is "utilities." This designation typically applies to land occupied by public or private utility facilities, such as power plants, water treatment plants, electrical substations, or telecommunications infrastructure.

### City of Bridgeport

The table to the right outlines the total acres of each land use category within the City of Bridgeport. The most common category are residential uses which account for 40 percent (4,080 acres) of the total land use area. Residential uses are divided into single family, two to four family, five family and more. Parks, recreation and open space is the second most common land use category in Bridgeport at 8.7 percent (946 acres).

While not technically a use as those above, vacant land use category accounts for 7 percent (766 acres).



Land Use throughout Bridgeport

LAND USE	AREA
<div></div> Residential	4,080 acres
<div></div> Mixed Use	81.3 acres
<div></div> Commercial	661.5 acres
<div></div> Public Services	646.5 acres
<div></div> Industrial	678.4 acres
<div></div> Entertainment	88.9 acres
<div></div> Parks and Open Space	946 acres
<div></div> Utility	132.4 acres
<div></div> Vacant	766 acres

Land Use



Data Source: The City of Bridgeport

# Land Ownership

**Parcels under public ownership or control of the City of Bridgeport present opportunities for prompt action and redevelopment. Similarly, privately-owned sites whose owners are willing to participate in revitalization efforts are considered high-priority, particularly when they align with the existing vision for urban revitalization.**

## Project Site

The Bridgeport Harbor Station and its associated buildings are under the private ownership of PSEG.

## City of Bridgeport

### Private Ownership

The majority of the city's land is privately owned, encompassing residential homes, retail spaces, and other commercial properties. This ownership pattern highlights the importance of engaging private stakeholders and fostering public-private partnerships to achieve comprehensive and cohesive redevelopment outcomes.

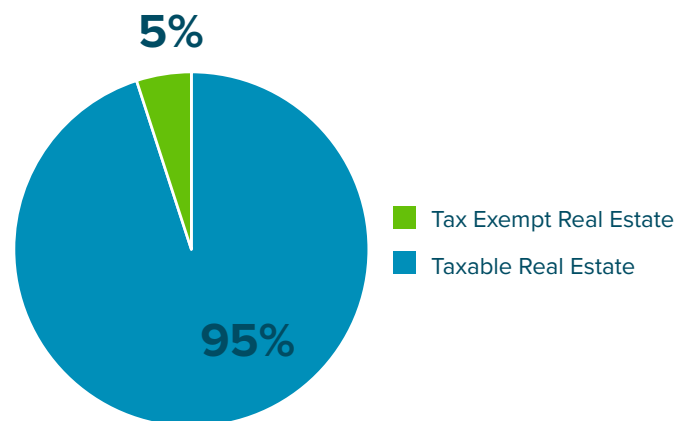
### Public Ownership

Publicly owned land are those owned by a governmental organization. The City of Bridgeport, the State of Connecticut, and the United States government all own land within the city. Those lands are parks, libraries, post offices, government buildings, etc.

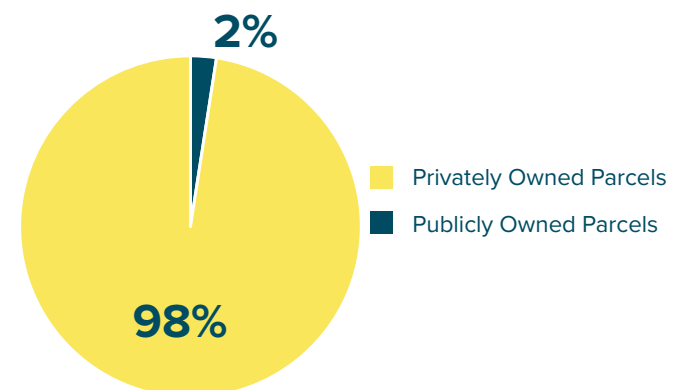
## Taxable vs Tax-Exempt Land

Bridgeport is home to many colleges, hospitals, houses of worship, and governmental buildings that are tax exempt. Taxable land is a significant revenue source for schools, police and fire departments, water and sewer departments, road construction, and other local services which benefit the community.

Taxable land accounted for almost 55% of the local revenue in 2022.



**Taxable land throughout Bridgeport**



**Ownership throughout Bridgeport**



Land Ownership



Data Source: The City of Bridgeport

## Section 2.5

# Community Services

**The Bridgeport Harbor Site benefits from a range of community services and assets in its vicinity, ensuring the safety and well-being of residents and visitors.**

### Emergency Services

#### Police

The Bridgeport Police Department, located in the Downtown area, employs approximately 380 officers and serves the city, including the South End neighborhood where the Bridgeport Harbor Site is situated. Additionally, the Connecticut State Police - Troop G has a station located off the I-95 ramp, providing easy access to the site in case of emergencies.

#### Fire Department

Bridgeport's fire stations are divided into two battalions: Battalion 1 West side and Battalion 2 East side. Both battalions are well-equipped to serve the Bridgeport Harbor Site and its surrounding areas, with a total of 10 locations housing various engines, ladders, and specialized services. The nearest fire department is the West Side Fire Station which is 1.5 miles north west of the Bridgeport Harbor Station site.

#### Hospitals

The Bridgeport Harbor Site is conveniently located within 3 miles of two major hospitals: St. Vincent Medical Center to the north on Main Street and Bridgeport Hospital on Grant Street. This proximity ensures quick access to medical care for those living or working near the site.

### Houses of Worship

Several houses of worship are located near the Bridgeport Harbor Site, providing spiritual support and a sense of community. Shiloh Baptist Church and Cathedral of Paradise are both situated along Broad Street, while the United Congregational Church congregation meets at a building on North Ave. The historic church building at 877 Park Ave now serves as the Bridgeport Islamic Community Center.

### Education

The new Bassick High School, currently under construction just west of the Bridgeport Harbor Station is located, will offer state-of-the-art facilities and advanced trade programs.

The University of Bridgeport, with its rich history and diverse academic offerings, is a valuable educational resource for the community surrounding the Bridgeport Harbor Site. Enrolling approximately 5,000 students, the university offers a significant pool of potential talent and a captive audience for local businesses and services. The site's proximity to the university presents unique opportunities to support the student population through student housing, retail and dining, collaborative spaces, internship and employment opportunities, and recreational facilities. Additionally, the Housatonic Community College (HCC) is located in Downtown Bridgeport. HCC is a public community college offering certificate programs and grants associate degrees.

### Key Opportunity.

The Bridgeport Harbor Site has the potential to create a beneficial relationship with the University of Bridgeport, ultimately enhancing the area's educational, economic, and social fabric.

Public Services



Data Source: The City of Bridgeport

## Section 2.6

# Historic + Cultural Resources

**The City of Bridgeport, specifically the neighborhoods surrounding Bridgeport Harbor Station, boasts a wealth of cultural and historic resources that define its unique character and identity. These resources include both physical and intangible assets that have shaped the city's development and contribute to its sense of place.**

### Historic Districts

The South End of Bridgeport is home to five historic districts:

- **Cottage Development:** A 31 acre residential area with 47 buildings which was added to the National Register of Historic Places in 1982. The district is primarily located on Atlantic Street and Cottage Place, which run east–west between Broad and Main.
- **Marina Park:** A 110 acre residential area which housed wealthy Bridgeport residents in the late 19th century. It was added to the National Register of Historic Places in 1990. The district extends along Park Avenue between Seaside Park and Atlantic Avenue.
- **Barnum-Palliser:** A 5.9 acre late 19th century residential area was built by P.T. Barnum to provide housing for his employees. The district is bounded by Austin Street, Myrtle Avenue, Atlantic Street, and Park Avenue.
- **Seaside Village:** A 165 acre residential area developed for housing WWI factory workers. It was added to the National Register of Historic Places in 1990. The district is bounded by Iranistan Avenue, South Avenue, Forest Court and Alsace Street.

These historic districts are intended to preserve important architectural resources, and any exterior work on buildings within the districts requires approval.

### Historic and Cultural Assets

The South End is also home to several historic and cultural assets:

- **Little Liberia:** Little Liberia was a community for free people of color that existed in the 1800s, featuring 36 structures including a library, resort, school, churches, and businesses. The only existing structures remaining of Little Liberia are the Freeman houses.
- **Freeman Houses:** The last two surviving structures of Little Liberia, significant for their age and the wealth and philanthropy of sisters Mary and Eliza Freeman.
- **Park Apartments:** Built in 1916 by the Bridgeport Housing Corporation to provide emergency housing for war-related industry workers.
- **Seaside Institute:** Erected in 1887 for Warner Brothers Corset Company employees, now used as Bridgeport International Academy. The opening ceremony was attended by First Lady Frances Cleveland.
- **David Perry House/Seery-Bolster House:** A historic 19th-century residence added to the National Register of Historic Places in 1984. Built in 1826 near the waterfront and later moved inland in 1871.



▲ View of the Freeman Houses, Image credit to Preservation Connecticut



Historic + Cultural Resources



Data Source: The City of Bridgeport

# Recreational Assets

**Bridgeport, known as the "Park City," boasts approximately 35 parks spanning around 1,000 acres. These parks offer a wide range of amenities and activities, including splash pads, sports fields, playgrounds, beach access, walking paths, and entertainment venues.**

### Parks and Open Spaces

In the South End of Bridgeport, several notable parks and landmarks contribute to the area's unique character and offer valuable amenities to the community.

#### Seaside Park

Seaside Park offers a variety of amenities, including Seaside Beach, Fayerweather Island, the Dome, and multiple playing fields. The park's eastern edge abuts the former Remington Factory site, which is across the street from Bridgeport Station Unit 5. The park's waterfront access presents an opportunity to create a connection and bike trail between the Bridgeport Harbor site, Tongue Point Lighthouse, and Seaside Park.

#### Pleasure Beach

Pleasure Beach, a 71-acre barrier beach located on the Long Island Sound, just southeast of the Bridgeport Harbor Site, was a popular destination for swimming, sunbathing, and amusement rides from the late 19th century until 1996, when a fire destroyed the bridge connecting it to the mainland. Recent efforts to restore access to Pleasure Beach, including water taxi services and a newly constructed pedestrian bridge, present an opportunity to enhance recreational offerings and attract visitors to the area.

#### Tongue Point Lighthouse

The Tongue Point Lighthouse, also known as "The Bug," is located south of the Bridgeport Harbor Site. Standing at 31 feet tall and still in use today, the lighthouse was added to the National Register of Historic Places in 1990. The waterfront property of Bridgeport Harbor Station site has immense potential to connect existing parks and provide access to Bridgeport's natural beauty.

### Entertainment

The Total Mortgage Arena and the Hartford Healthcare Amphitheater are located north of Bridgeport Harbor Station. The Total Mortgage Arena, renamed in March 2022 from its previous name, Webster Bank Arena, is home to the Bridgeport Islanders, a New York Islanders AHL affiliate, and has a seating capacity of 10,000. The arena hosts multiple high-profile artists and a series of sporting events.

Re-purposed and renamed the Hartford Healthcare Amphitheater in 2021, following a sponsorship agreement with Hartford Healthcare, the venue has quickly become a popular destination for diverse programming, contributing to the city's cultural vibrancy and economic growth. It was previously the Bridgeport Bluefish stadium.

### Community Gardens

The South End provides two operational community gardens--Ridge Ave Community Garden and the Community Garden of Joy. These gardens serve as important gathering spaces for residents, promote a sense of community, and provide access to fresh, locally grown produce in an urban setting. They also offer educational opportunities for residents to learn about sustainable gardening practices.

Recreational Assets



Data Source: The City of Bridgeport

# Transportation Systems

**Bridgeport is a well-connected city with multiple transportation hubs located within and just outside the city limits, catering to both land and water travel.**

### Transportation Hub

The Bridgeport Harbor Station site benefits from its strategic location near various multi-modal transportation options and within one mile of the multi-modal downtown. Situated close to water, road, and freight transportation, the site has the potential to be developed as a well-connected transportation hub, seamlessly integrating these different modes of travel. By capitalizing on its proximity to these transportation networks, the site can enhance accessibility, facilitate the efficient movement of people and goods, and contribute to the overall connectivity of the region. The proximity to multi-modal transportation options presents opportunities for federal and state funding.

### Boat

Bridgeport Harbor, one of Connecticut's three deep-water ports, has a Federal Navigation channel in place since 1836. The Bridgeport-Port Jefferson ferry launch point is adjacent to the Bridgeport Harbor Station property, providing convenient access to Long Island for passengers and vehicles. Construction is currently underway to provide infrastructure for a future high-speed ferry. This project highlights efforts to expand transit-oriented development, which was identified as a key goal in PLAN Bridgeport.

The Bridgeport Harbor Station site itself presents an opportunity to expand boat access and create a more robust maritime hub. By developing additional boat launches, marinas, or water taxi services on the site, the city can

enhance its waterfront offerings, attract more visitors, and provide alternative transportation options for residents and tourists.

### Rail

The Inter-modal Transportation Center in downtown Bridgeport, located just north of the Bridgeport Harbor Station site, serves as the central hub for Metro-North and Amtrak trains within the city, connecting it to other destinations in the region. CSX operates a freight yard within a quarter-mile of the Port of Bridgeport, primarily used by the Connecticut Department of Transportation. This proximity to the Bridgeport Harbor Station site offers potential opportunities for goods movement and logistics.

### Bus

Greater Bridgeport Transit operates numerous bus routes throughout the city, linking the South End to other neighborhoods and nearby towns. While Bus Routes 1, 9, and 10 traverse the South End of Bridgeport, they do not have designated stops directly at the Bridgeport Harbor Station site. The nearest bus stops are situated along Lafayette St, which is less than a half mile from the Bridgeport Harbor Station.

### Air

Sikorsky Memorial Airport, owned and operated by the City of Bridgeport, is a general aviation facility located in Stratford, approximately 5.5 miles (8.9 kilometers) from the Bridgeport Harbor Station site, providing convenient access for private and corporate aircraft. The driving time from the station to the airport is estimated to be around 12-15 minutes, depending on traffic conditions.



Transportation Systems: **Public Transit**



Data Source: The City of Bridgeport

# Transportation Systems (Cont.)

### Road Network

Bridgeport is served by Interstate 95 and State Routes 8 and 25, which provide access to Interstates 84 and 91 as well as State Route 15 (Merritt Parkway). This highway network provides easy access to the Region and major cities along the Northeast Corridor.

### Functional Class

The functional classification of roadways are published online by the Connecticut Department of Transportation (CTDOT). Roadways are defined by the role they play in serving traffic flows. Functional classifications are assigned to roadways within a hierarchy according to the character of travel service each roadway provides.

The following are the functional classifications in order of highest classification to lowest.

- **Interstate:** The highest classification of roadways are defined by their high speeds and high level of mobility over long, uninterrupted distances.
- **Principal/Minor Arterials:** Similar to the interstate, arterials can range from freeways, multilane highways, and other roadways which supplement the Interstate System.
- **Collectors:** These roadways can be separated into major and minor collector classifications. These roadways connect to local roads and streets with arterials. They typically have lower speeds in comparison to arterials and go for shorter distances.
- **Local:** These roads are used primarily for access to residential areas and other local areas. They are the most common.

### AADT

The Annual Average Daily Traffic (AADT) data for the roads near Bridgeport Harbor Station is crucial for understanding the site's accessibility and economic potential. With Interstate 95 and State Route 8 having AADTs of approximately 140,000 and 50,000 respectively in 2022, the site is well-connected to major transportation corridors, ensuring easy access for commuters, visitors, and businesses. The high traffic volumes also increase the visibility of the site, potentially attracting investors and customers to future development projects.

### Annual Average Daily Traffic (AADT)

The Connecticut Department of Transportation (CTDOT) collects data on major roadways for its Local Highway Traffic Volume Report, including the Annual Average Daily Traffic (AADT) counts.

AADT is the number of vehicles that travel on a specific roadway on a typical day.



▲  
Ferry Access Road

Transportation Systems: **Annual Average Daily Traffic (AADT)**



Data Source: CT Department of Transportation (CTDOT)

## Section 2.9

# Natural Systems

**Bridgeport's South End boasts exceptional water resources that, despite their benefits, increase the area's vulnerability to floods and other environmental issues, requiring thorough understanding and proactive measures to mitigate adverse impacts and ensure resilience.**

### Diverse Hydrology

Bridgeport Harbor Station, situated along the city's 24-mile coastline, encompasses approximately 3,000 linear feet (about half a mile) of shoreline, accounting for roughly 3% of Bridgeport's total coastal area. The station's unique location offers a panoramic view of the Pequonnock River, Bridgeport Harbor, and the vast expanse of Long Island Sound.

The site is nestled within a diverse hydrological network, surrounded by creeks, streams, rivers, and low-lying wetlands. The Pequonnock River, Bridgeport's primary waterway, flows into the northern portion of the harbor, just adjacent to the station. To the east of Bridgeport Harbor Station lies the Great Meadows, a significant tidal wetland and barrier beach complex. These wetlands serve vital ecological functions, filtering and temporarily storing stormwater runoff while providing essential habitat for a wide array of plant and animal species.

Bridgeport Harbor Station falls within one of the city's five main watersheds, the Pequonnock River watershed. This watershed, along with the others—Bruce Brook, Yellow Mill, Coastal area, and Rooster River—plays a crucial role in shaping the hydrological dynamics and ecological characteristics of the area surrounding the station.

### Critical Habitats

The waters surrounding Bridgeport Harbor Station have been recognized by the National Marine Fisheries Service as essential fish habitat, particularly for winter flounder. This designation highlights the ecological importance of the area and its role in supporting marine life.

In close proximity to the station, the Pequonnock River has been the focus of ongoing restoration efforts since 2010. These initiatives aim to improve fish passage for several migratory species, including alewife, blueback herring, sea-run brown trout, and American eel. The restoration of fish passage in the Pequonnock River enhances the ecological connectivity between the river and the harbor, benefiting the aquatic ecosystems near Bridgeport Harbor Station.

Despite the presence of essential fish habitat and ongoing restoration efforts, there are currently no known threatened or endangered species in the immediate vicinity of Bridgeport Harbor Station, as identified by the NOAA Fisheries Service or the U.S. Fish and Wildlife Service. This suggests that while the area is ecologically significant, it does not currently serve as critical habitat for any species listed under the Endangered Species Act.



▲  
View of the Pequonnock River from the site



Natural Systems: **Waterbodies**



Data Source: The City of Bridgeport

## Section 2.9

# Natural Systems (Cont.)

### Flood Hazards

As a port city, Bridgeport is particularly vulnerable to flood hazards, with the South End, where Bridgeport Harbor Station is located, being the most susceptible coastal area. The station and its surrounding neighborhood are already affected by inland flooding from regular storm events and coastal flooding exacerbated by sea level rise. Aging infrastructure in the vicinity of the station also contributes to the occurrence and severity of flooding events. During Superstorm Sandy in 2012, the area around Bridgeport Harbor Station experienced the highest storm surge in Connecticut, highlighting its vulnerability to extreme weather events.

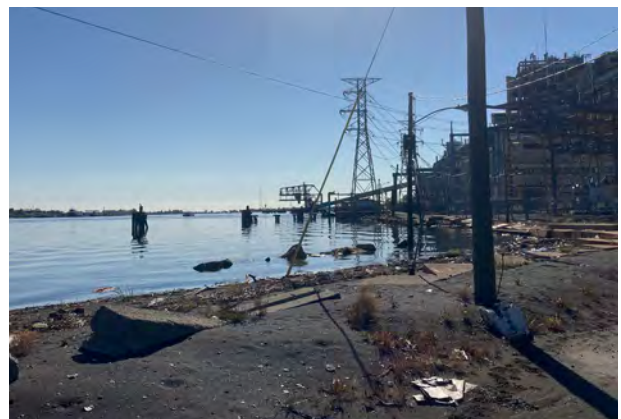
Flooding in the area surrounding Bridgeport Harbor Station can lead to property damage and disrupt access to essential services, including emergency response, utilities, and transportation. These impacts can have significant consequences for the overall well-being of residents in the station's vicinity. It is estimated that approximately 33% of properties in Bridgeport have a high likelihood of experiencing severe flooding within the next 30 years, emphasizing the need for robust flood mitigation measures.

Bridgeport Harbor Station falls within the Coastal Area Management (CAM) boundary, which covers more than 20 percent of the city. This designation ensures that the station and its surrounding area are protected under city and state coastal area management policies, aimed at promoting sustainable development and mitigating flood risks. Notably, the entire Bridgeport Harbor Station site is situated within the AE Flood Zone, indicating that the property has a one percent annual chance of flooding. This classification underscores the importance of implementing effective flood prevention and resilience strategies to safeguard the station and its neighboring communities.

### Topography

Bridgeport Harbor Station is located in a low-lying area, with an elevation close to sea level, making it particularly susceptible to the impacts of coastal flooding and sea level rise.

The terrain surrounding Bridgeport Harbor Station is relatively flat, with a few hills scattered throughout the city. This topography, combined with the station's proximity to the coast, contributes to its vulnerability to flooding events. The flat terrain allows floodwaters to spread quickly and easily, potentially affecting a larger area around the station during storm surges or heavy rainfall events.



▲  
View of the site's existing low-lying coastline

Natural Systems: **Flood Hazards**



Data Source: The City of Bridgeport

# Utility Infrastructure

**The South End of Bridgeport has a long history of power generation, with the Bridgeport Harbor Station playing a significant role in the city's industrial landscape.**

## Energy and Communication

The South End of Bridgeport is home to a diverse array of energy and communication infrastructure, including power plants, microwave stations, and paging transmission towers. These facilities work together to ensure reliable electricity supply and communication services for the area.

In addition to the Bridgeport Harbor Station's combined-cycle natural gas Unit 5, which is the most significant active power generation facility in the South End, there are several smaller, distributed generation plants. These include combined heat and power (CHP) plants that provide both electricity and thermal energy to nearby buildings and industries, offering increased energy efficiency and reduced environmental impact compared to traditional, centralized power plants.

The South End also features microwave stations and paging transmission towers, which play a crucial role in the area's communication infrastructure. Microwave stations facilitate point-to-point communication for various applications, such as cellular networks, public safety communications, and backhaul for wireless internet service providers. Paging transmission towers, although less common in the modern era of cellular technology, still serve essential roles in emergency communication systems and certain industries that rely on paging for critical messaging.

## Utility Services

The Water Pollution Control Authority (WPCA) maintains the sewer system and wastewater treatment facilities near Bridgeport Harbor Station, which is crucial for protecting water quality in the surrounding aquatic environments. Any redevelopment plans must consider the capacity and condition of the existing sewer infrastructure to ensure proper wastewater management and avoid potential environmental issues.

The Southern Connecticut Gas Company and the United Illuminating Company provide reliable gas and electricity to Bridgeport Harbor Station and the surrounding area. Redevelopment plans should assess the capacity and reliability of the existing gas and electric infrastructure to meet the energy demands of new projects. Close collaboration with these utility providers will be necessary to ensure the uninterrupted supply of gas and electricity to support redevelopment efforts while promoting energy efficiency and resilience.



Utility Infrastructure



Data Source: The City of Bridgeport

# Environmental Conditions

### Overview

As part of this study, historical environmental reports for Bridgeport Harbor Station were reviewed to assess the site's remedial activities and understand potential mitigation efforts moving forward, as reuse alternatives are explored. While residual contamination exists at the BHS facility, the Connecticut Department of Energy and Environmental Protection (DEEP) indicates that redevelopment for residential, recreational, or commercial uses can proceed with appropriate environmental controls.

Current contaminant levels necessitate Commercial/Industrial Environmental Land Use Restrictions (ELURs) and/or Limited Engineering Controls (LECs), though these restrictions could potentially be modified through remediation below regulated thresholds or adequate barrier installation with clean fill.

There are several areas that have ongoing ELURs or LECs, while several areas require further review, including Unit 4 which has been identified as requiring potentially significant investigation. Additional investigation is also needed for the transformer area (PRA-8). Post-closure investigation of specific areas, such as existing structures, the coal pile, and the conveyor belt building, is necessary and may require coordination with the United States Environmental Protection Agency (EPA) under the Toxic Substances Control Act (TSCA), depending on polychlorinated biphenyl (PCB) concentrations.

While the Licensed Environmental Professional (LEP) indicates that much of the site is potentially viable for redevelopment, the specific requirements for ELURs/LECs will need to be further evaluated. These environmental considerations will require careful planning but are not expected to fundamentally prevent the site's reuse potential.

### Preliminary Recommendations.

1. **Implement appropriate protective measures to ensure that the contaminated soil is not easily accessible. Protective measures typically include Limited Engineering Controls (LECs), such as certified clean fill, impermeable surfaces, or HDPE liners.**
2. **Conduct regular inspections and maintenance of implemented LECs to ensure long-term effectiveness in protecting against contamination exposure.**
3. **Consider establishing Environmental Land Use Restrictions (ELURs) for building foundations acting as barriers to residual contamination, limiting future demolition or alteration that could compromise their effectiveness.**
4. **Incorporate Federal Emergency Management Agency (FEMA) requirements for effective floodplain management during redevelopment and implementation of remedial actions, buildings, and/or LECs, which may include site modifications such as regrading or terracing**

Environmental Conditions: **Environmental Report Areas**



**Note:** Environmental Report Areas shown are approximate. See appendix for a more detailed map.



# Opportunities + Challenges

**A comprehensive assessment of the Bridgeport Harbor Station site was conducted to identify and evaluate potential opportunities and challenges that may serve as a foundation for guiding future redevelopment.**

## Challenges

The thorough existing conditions assessment of Bridgeport Harbor Station has also brought to light several significant constraints that could pose challenges to the site's redevelopment and future use. These constraints, if not carefully addressed and mitigated, have the potential to limit the range of viable development options and hinder the realization of the site's full potential.

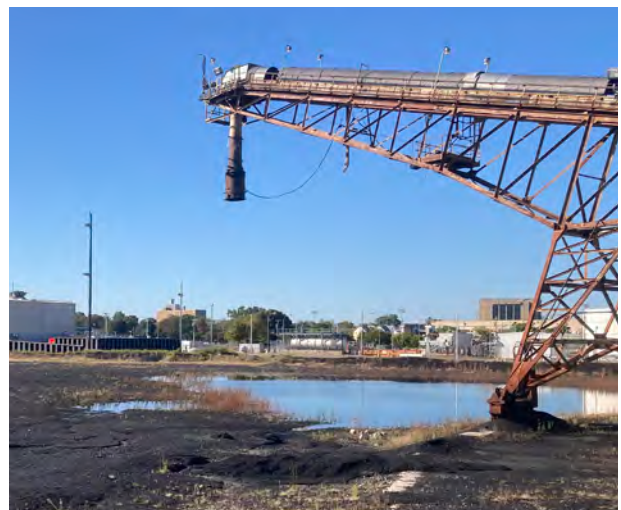
One of the most pressing concerns identified by the assessment is the presence of remnants from the site's previous industrial use, which may require significant mitigation efforts to ensure the safety and well-being of future occupants and the surrounding ecosystem.

Additionally, the site's vulnerability to potential flood hazards, given its coastal location, could further complicate development efforts and necessitate the implementation of robust flood mitigation measures. The assessment has also revealed that the site currently suffers from poor access and connectivity to the waterfront and adjacent community assets, which could hamper efforts to create a seamless, integrated development that capitalizes on the area's unique strengths.

Examining these constraints in greater detail makes it evident that overcoming these challenges will require a thoughtful, multifaceted approach that prioritizes environmental stewardship, resilient design, and enhanced connectivity.

## Key Challenges.

- High **Flood Vulnerability** given Bridgeport Harbor Station's proximity to the coastline and low elevation which could limit development opportunities or require extensive mitigation activities
- Limited **Access and Connectivity** to the waterfront and nearby community assets pose challenges for creating cohesive, integrated developments; Proposed flood mitigation measures may exacerbate these issues, making it more difficult to seamlessly blend new projects with the surrounding area
- Additional **Environmental Remediation** may be necessary in specific areas of the site due to its prior industrial use



▲ Existing conditions; decommissioned equipment





The site's high **flood vulnerability** due to its coastal location and low elevation, along with **limited access and connectivity** to the waterfront and nearby community assets, pose challenges for cohesive, integrated development.

# Opportunities + Challenges (Cont.)

## Opportunities

The comprehensive existing conditions assessment of Bridgeport Harbor Station has unveiled a wide array of compelling opportunities that have the potential to transform the Bridgeport Harbor Station site into a vibrant, sustainable, and economically thriving hub for the South End community and the city of Bridgeport as a whole.

This in-depth analysis has shed light on the station's strategic location, unique maritime advantages, and untapped potential for public waterfront access, integration, and adaptive reuse of existing infrastructure. The assessment has also identified the site's proximity to key recreational, entertainment, historical, and cultural assets, which could be leveraged to create a dynamic, mixed-use development that enhances the quality of life for residents and visitors alike.

Furthermore, the availability of redevelopment incentives and the potential for environmental remediation present significant prospects for attracting investment, stimulating economic growth, and promoting sustainable development practices.

## Key Opportunities.

- Unlock **Waterfront Access** for public use and recreation
- Leverage **Strategic Location** and improve **Connectivity** to surrounding neighborhoods, transportation hubs, and cultural/recreational destinations
- Transition to **Sustainable Design Elements** that builds a sustainable South End neighborhood
- Support **Economic Development Opportunities** that benefit communities of the South End
- Focus on **Community Enhancement** that has the potential to improve quality of life for South End residents
- Complete **Environmental Remediation** to improve environmental health and well-being of the South End and restore and enhance ecological habitats around the site



**The Bridgeport Harbor Station features over 3,000 linear feet of picturesque waterfront, offering stunning views of the serene Pequonnock River and the vast expanse of the Long Island Sound.**

