

CITY OF BRIDGEPORT, CT COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY 2007-2012



Prepared with the participation of the City of Bridgeport.

June 2007

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TABLE OF CONTENTS

	Page
1) OVERVIEW	1
2) ECONOMY	3
OVERVIEW	4
SECTORS (10)	6
OUTLOOK	37
3) DEMOGRAPHICS	38
4) INFRASTRUCTURE	44
5) RECREATION AND NATURAL RESOURCES	47
6) LAND USE AND ZONING	52
7) NEIGHBORHOODS	60
OVERVIEW	61
NEIGHBORHOOD PROFILES (13)	64
8) STRATEGIC ACTION PLAN	116
9) PUBLIC OUTREACH & COMMITTEES	125
APPENDIX A: Methodology and Project Ranking	128
APPENDIX B: CEDS Public Meeting Minutes	137
APPENDIX C: 30-Day Review Comments	145

OVERVIEW

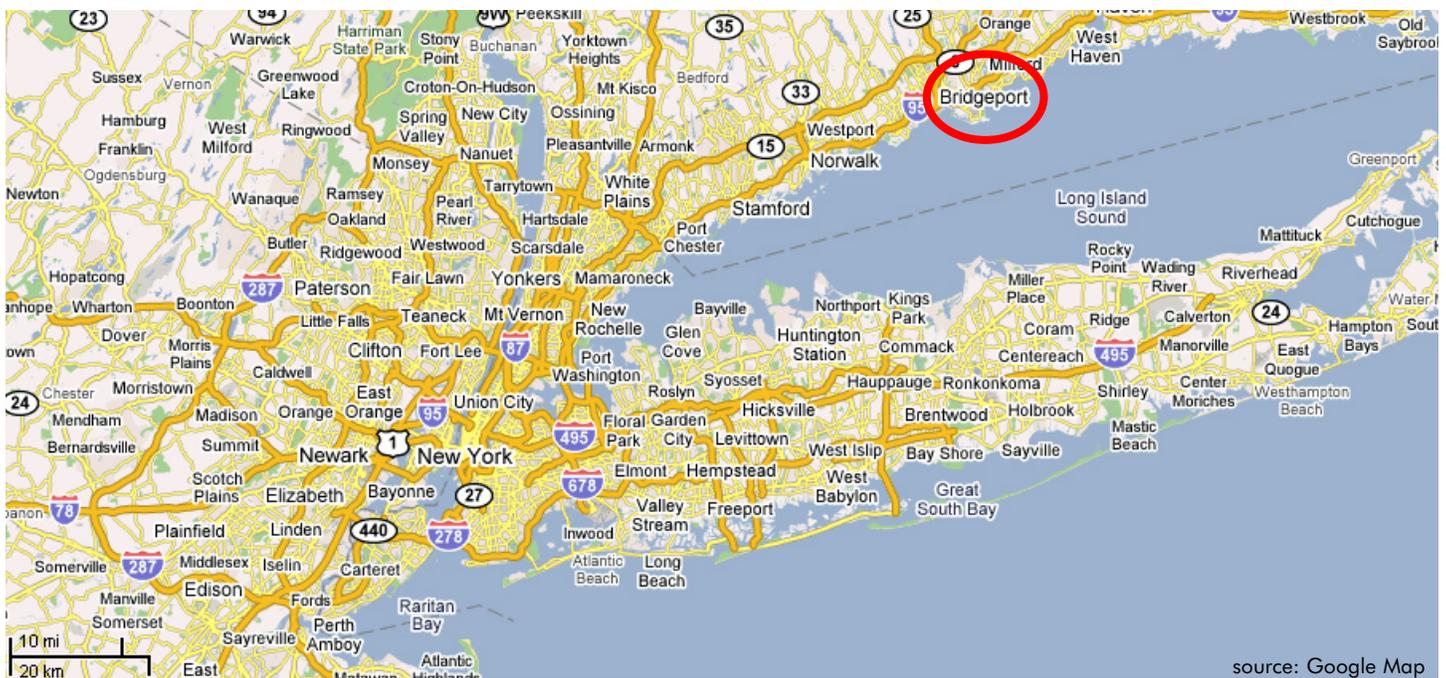
The City of Bridgeport, Connecticut's largest City, is located on Long Island Sound, equidistant by sixty miles from New York City, in the southwest, and Hartford, the State capital, to the northeast. As the principal city of the Bridgeport-Stamford-Norwalk CT New England City and Town Area (NECTA), Bridgeport presides over the second largest official metropolitan grouping in New England, behind the Boston-Worcester-Manchester MA NH CT ME NECTA. Yet, the City and the Bridgeport-Stamford-Norwalk region are also major concentrations in the New York-Newark-Bridgeport CSA, the nation's leading metropolitan area that draws from four states: New York, New Jersey, Connecticut and Pennsylvania.

Bridgeport has a fabled history in the settlement of Connecticut and in the development of the nation's industrial heritage. Now at a crossroads, eclipsed by rapidly evolving trends in the global economy, and overshadowed by competitive initiatives of Stamford, its neighboring city, Bridgeport is aggressively reinventing itself, moving away from its fading manufacturing base. A 2005 assessment of the City's economic

development potential by an Advisory Services Panel of the Urban Land Institute was instrumental in crafting a realistic approach to achieving prosperity. This work was preceded by Bridgeport's first Comprehensive Economic Development Strategy (CEDS), submitted in 2001, which has since been honed by an active CEDS Committee, a highly committed Mayor John Fabrizi and a vigilant Office of Planning and Economic Development (OPED).

The 2007 Comprehensive Economic Development Strategy represents a milestone in many respects. As the blueprint for Bridgeport's economy, it has established the goals, objectives, and strategies of an updated Master Plan and Zoning Ordinance. Its projects and priorities will influence a new Capital Budget and Management Plan. A rigorous process of monitoring and measuring the costs and benefits of its implementation will permeate city planning and economic development actions. The annual updates are expected to report marked improvement in Bridgeport's progress toward creating a vibrant downtown, an accessible and lively waterfront, new job growth in white collar and service industries, stronger neighborhoods and attractive housing developments.

Since 1990, Bridgeport's economy has lost more than 16,500 jobs, or 27 percent of its base, while the metro area has attracted some 13,000. Regionwide, job



recovery has been slow since the high watermark of 2000. Neither the Bridgeport-Stamford-Norwalk metro area, nor the New York-Newark-Bridgeport conurbation, has fully regained year 2000 job levels, though each region has demonstrated employment growth since 2004. Yet the City of Bridgeport continues to exhibit year-over-year job losses in all sectors of the economy. Although it is the principal city, its share of metro area employment has shrunk from 15.4 percent in 1990, to 10.9 percent by 2006.

Alongside the decline in employment opportunities, Bridgeport lost inhabitants. Population plummeted from 141,700 in 1990 to 135,700 in 2005, causing the City to have fewer residents than prior to World War I. In the surrounding region, population growth accelerated as the quality of life in Connecticut attracted more than 75,000 new residents, or 11.1 percent, and housing prices more than doubled. During the past 15 years, Bridgeport's population became poorer with a heavy immigrant influx, and the median household income declined in constant 2005 dollars from \$46,750 to \$36,975.

Despite these ominous trends, Bridgeport retains a unique potential for economic development with its historic character, strategically located waterfront, exceptional transportation access, other infrastructure capacity, cost competitive property markets, and determined business leadership. It is clearly faced with challenges that must be addressed if it is to reach its full

the formulation of strategies and projects that will capitalize on the City's strengths, diminish its weaknesses, and address the challenges to its economic growth and development. The Plan is divided into two main parts: Part I presents an analysis of current conditions, with a special emphasis on the City's neighborhoods. Part II sets forth the CEDS vision, objectives, strategies and projects that were selected and prioritized by the CEDS Committee. These goals, strategies and projects will also be reflected in Bridgeport's updated Master Plan and Zoning Ordinance. Part II also describes the process used to formulate the CEDS and summarizes actions taken on strategies that were suggested in the 2001 economic development plan.



potential.

The 2007 CEDS provides an analysis of existing conditions in Bridgeport that serves as a framework for

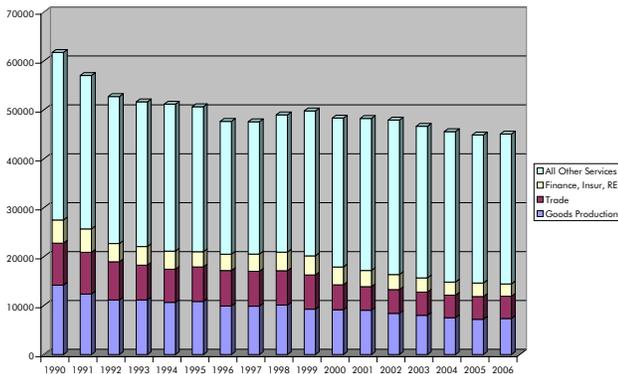
Bridgeport's Economy

Structure and Trends

OVERVIEW

At one time, Bridgeport was the industrial and financial capital of Connecticut. A major center of armaments production, consumer durables, and even luxury automobiles, the heavy manufacturing industry created a secure working and middle class. However, over much of the post-WWII period, employment has been on a continuous decline, as has the City’s population. Industry moved abroad, finance and corporate management were drawn to Stamford or corporate campuses in the Valley, and residents that could afford to suburbanize relocated to other Connecticut towns. Vast areas of contaminated industrial land and idle Downtown offices were left behind.

Chart 2.1: Bridgeport Employment 1990-2006

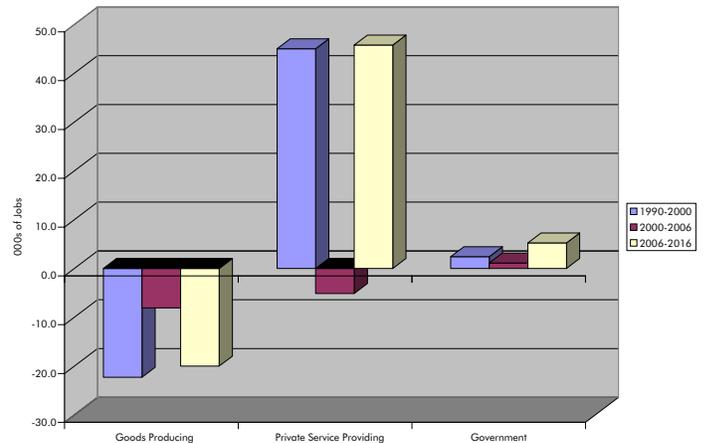


Since 1990, total employment has declined in Bridgeport from 61,750 to 44,863 jobs, with all losses concentrated in private industries. In contrast, the Bridgeport-Stamford-Norwalk region grew from 401,300 to 414,200 jobs with the other principal cities expanding or experiencing fewer losses. Most of Bridgeport’s residents now work outside the City, while the relatively few higher paying jobs in Bridgeport are held by in-commuters. A look at the composition of regional job trends, and Bridgeport’s participation, over the recent past and likely future, depicts the challenges facing Bridgeport.

As total employment in Bridgeport slipped from 15.4 to 10.9 percent of the regional employment, the losses in manufacturing comprised 40 percent of total, amounting to some 6,600 jobs. By 2006, manufacturing comprised one in every eight Bridgeport

jobs, down from one in every five in 1990. Total goods production, including mining and construction, contracted by 48 percent over the period, while virtually similar relative losses were recorded in financial activities and trade, both down 47 percent. Other services, which declined only 14 percent, grew to represent an increasing share of citywide employment, up from 41 percent in 1990 to nearly half of total by 2006. Government alone withstood the job losses, eventually accounting for one in every five Bridgeport jobs.

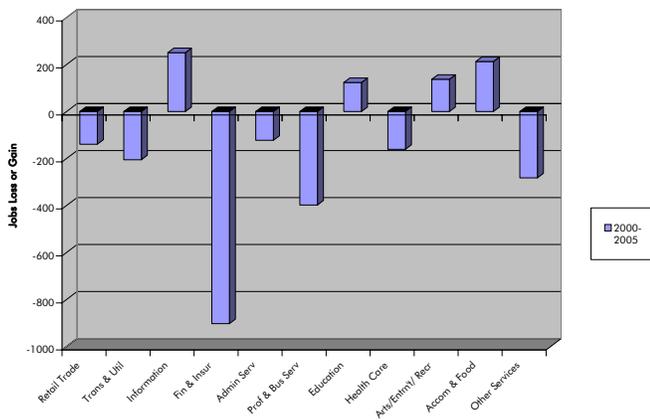
Chart 2.2:



Regionwide, goods production contracted by some 22,300 jobs between 1990 and 2000, followed by losses of 8,100 between 2000 and 2006. Bridgeport’s losses accounted for nearly a quarter of the regional decline over the entire period. However, while all private service providers reduced employment by nearly 8,100 jobs in Bridgeport during the 1990s, they expanded jobs by 45,000 in the region at large. Between 2000 and 2006, service jobs failed to rebound after the recession and both the City and region suffered losses. Bridgeport contributed nearly 30 percent of the service job losses since 2000, or 1,500 jobs in 5,100 lost regionwide. As the chart shows, four service sectors grew in recent years, adding employment in Information Services, Education, Arts & Entertainment, and Accommodations & Food. However, more than half of the City’s net loss was concentrated in Finance & Insurance, and over one quarter in Business & Professional Services, critical sectors for Downtown office growth.

Total employment in the Bridgeport-Stamford-Norwalk region is expected to grow by 7.5 percent between 2006 and 2016, creating some 31,100 new jobs. All of the growth will be concentrated in service providing and government activities, as goods producers continue to lose employment regionwide. A net decline of 20,000 jobs is forecasted for Mining, Construction and Manufacturing, down from 57,200 to 37,200 by period end. Private services are anticipated to gain easily as many jobs as were attracted in the 1990s, adding 45,800 to the base of 310,200 in 2006. Government payrolls, which have not experienced any job losses over the past two periods, will likely expand by some 5,200 workers. By 2016, private service sectors are expected to comprise fully 80 percent of all job opportunities in the region, while government will account for 12 percent, leaving only 8 percent of all employment for goods producing industries.

Chart 2.3:

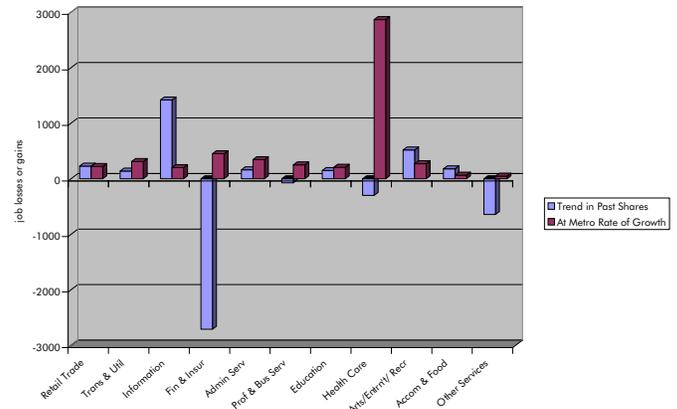


If present trends continue, Bridgeport will hardly participate in the region’s employment recovery. In the service growth sector, continued losses in Finance & Insurance, as well as Health Care and Other Services, will outweigh marginal gains in Information Services, Arts & Entertainment, and other service sectors of the City. Coupled with further erosion in Manufacturing, the net loss in Bridgeport’s employment will likely reduce total jobs to a new low of 41,500, down from 45,000 jobs in 2006.

However, should the City grow at the regional rate of sector-specific job growth, Bridgeport has a chance of attracting some 3,000 new jobs, with virtually all of the net growth concentrated in Health Care. By retaining

its existing share of regional employment, modest gains can also be expected in Finance & Insurance (450 jobs), Administrative Services (300), Arts & Entertainment (270), Business & Professional Services (250), and a host of other services with some 200 new jobs each (Retail Trade, Transportation, Information and Education).

Chart 2.4:



Neither future outlook would do much to revitalize Bridgeport, particularly in the Downtown area. Nor would job attraction alone be cause for a viable economic recovery. As the table shows, the quality of job opportunities in the City needs to be elevated above the low skills implied by the significant wage differences between Bridgeport and the region at large.

The following section looks at the Bridgeport economy by sector in order of their contribution to the City’s job base at mid-decade. The sectors are described using the North American Industrial Classification (NAICS) system for classifying industries.

Table 2.1: Average Annual Wage Comparison 2005

In 2005 \$	Average Bridgeport Annual Wage	Average Region Annual Wage
Professional & Business Services	\$77,123	\$89,370
Finance & Insurance	\$68,457	\$215,436
Transportation & Utilities	\$47,353	\$72,241
Information Services	\$44,252	\$74,986
Health Care	\$43,079	\$43,259
Education Services	\$36,738	\$38,751
Retail Trade	\$30,931	\$33,071
Administrative Services	\$28,444	\$73,022
Other Services	\$26,968	\$28,931
Arts & Entertainment	\$26,968	\$31,122
Accommodations & Food	\$14,820	\$19,334
All Industries	\$44,119	\$68,746

Source: Connecticut State Department of Labor

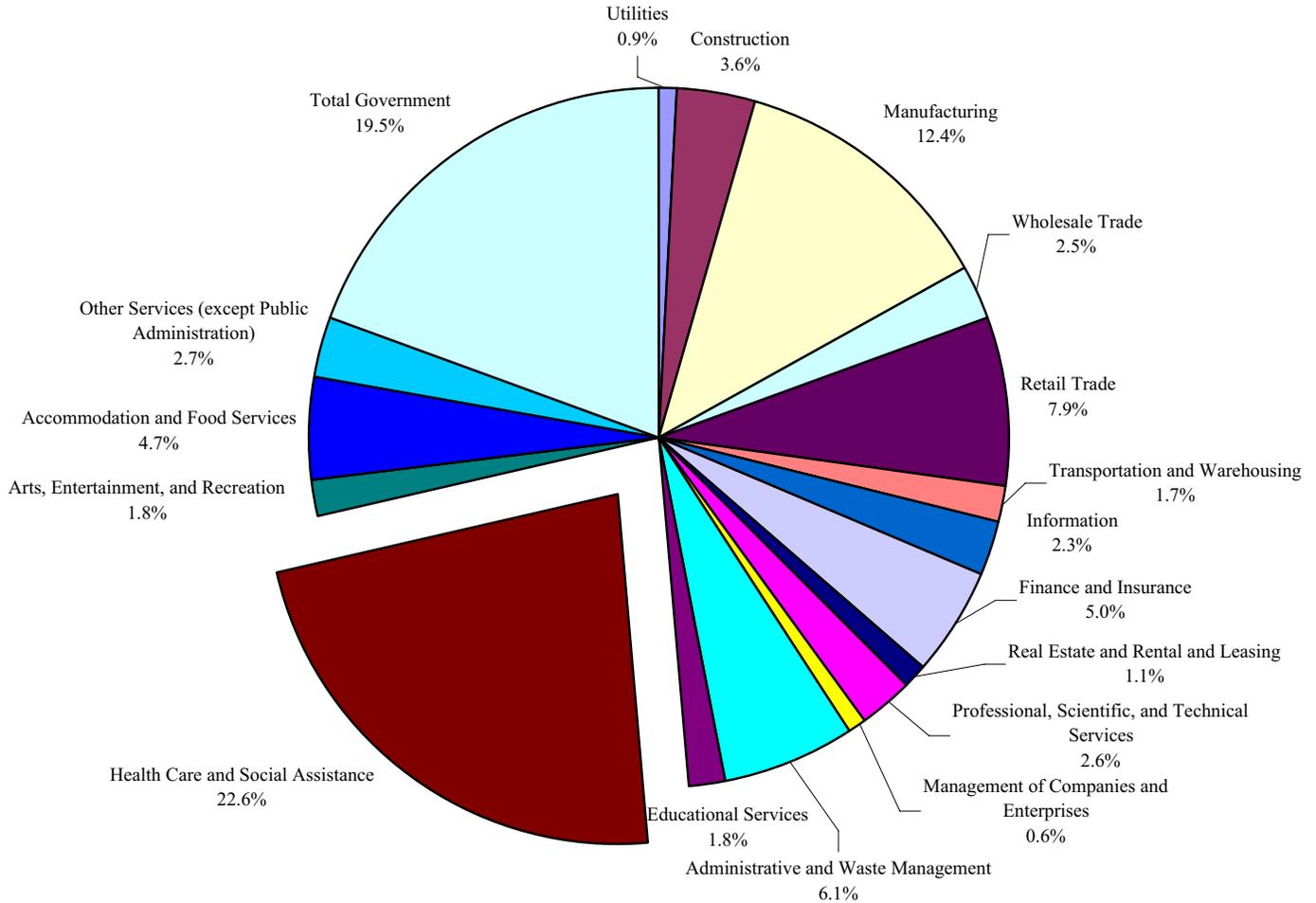


Chart 2.5: Bridgeport Employment by Industry 2005

HEALTH & SOCIAL SERVICES

Sector Overview

Health & Social Services establishments provide health care and social assistance for individuals. All the facilities in this sector share a commonality of process, namely the inputs of health practitioners or social workers with requisite expertise. Examples of the sector facilities include ambulance services, health practitioners, hospitals, nursing care facilities, continuing care retirement communities, and substance abuse facilities, as well as other social assistance. In 2005, Health & Social Services ranked as Bridgeport's largest sector in current employment trends with 303 facilities employing 10,134 workers.

Current Employment Trends:

Health & Social Service providers represent an area of notable success in the Bridgeport economy. Bridgeport

is home to two major hospitals, both of which are currently engaged in major expansion projects, and, relative to state-wide measures, the medical community's share of total employment is extraordinarily high in the City. Although the number of workers employed in the sector underwent a series of

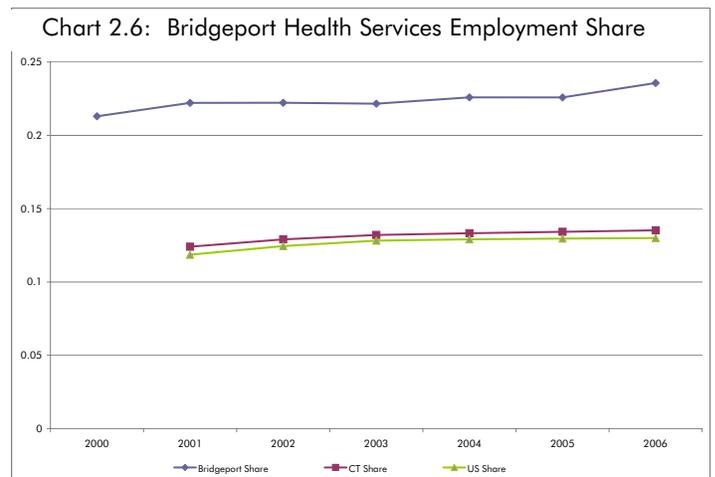
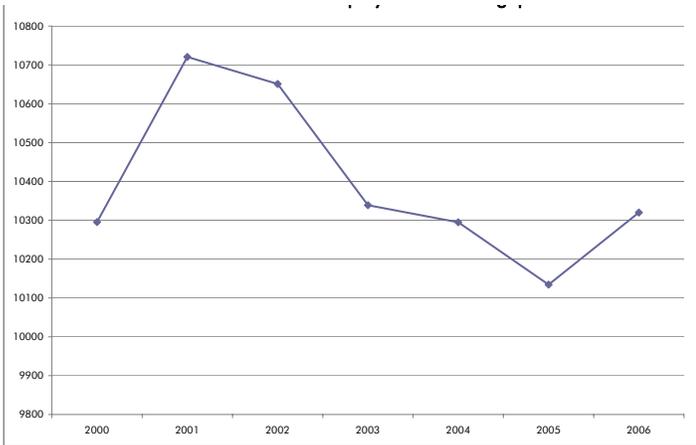


Chart 2.6: Bridgeport Health Services Employment Share

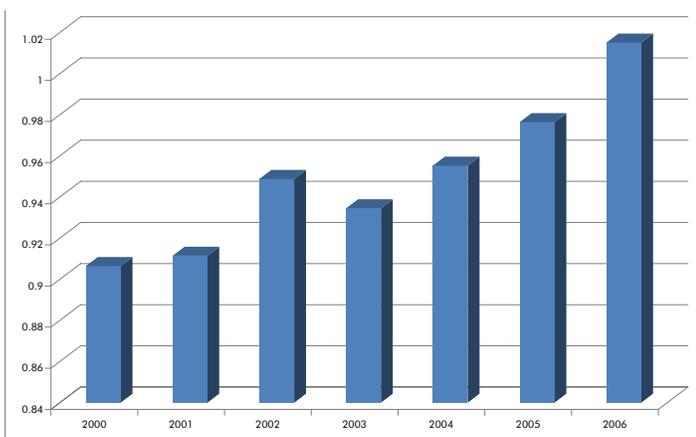
declines in recent years, reducing health service employment by 5.5 percent from 2001 to 2005, a reversal of this trend appears to be underway. The *One Coast One Future* Health Care Assessment noted that healthcare is the region's strongest growth niche. Regardless of the direction of the trend, healthcare will remain a major driver of Bridgeport's economic conditions into the foreseeable future.

Chart 2.7: Bridgeport Health Services Employment



The wages of workers in Health & Social Services have made considerable relative gains on those of other workers in the Bridgeport economy. Whether these gains indicate a change in the composition of the sector's labor force, declines in wages in other areas of the economy, or a real improvement in their well-being, is unclear.

Chart 2.8: Bridgeport Health Services Relative Wage



Examples of major institutions in the City include:

Bridgeport Hospital

Bridgeport Hospital is a private, non-profit institution and the principal affiliate of Bridgeport Hospital & Healthcare Services, Inc.. Bridgeport Hospital has 425 licensed beds, 2,300 employees, 520 active attending physicians representing 70 subspecialties, 227 medical/surgical residents and fellows in programs affiliated with the Yale University School of Medicine, and more than 400 volunteers. Located in the East Side of Bridgeport, a \$16 million expansion will allow the emergency room to handle 75,000 visits per annum over the current load of 45,000 visits. The expansion was completed in 2007.

St. Vincent's Medical Center

St. Vincent's Medical Center is licensed for 397 beds and employs over 1,800 people, with 450 physicians. The Medical Center is the flagship organization of the St. Vincent's Health Services system and offers comprehensive service lines in medicine and surgery, with specialized service lines in cardiology, oncology, orthopedics, women's and family health, geriatrics, and behavioral health. A \$150 million expansion has recently opened including 10 new emergency rooms, 30 new intensive care beds, and an emergency power upgrade. An additional \$140 million expansion will begin in 2007 to create a comprehensive cancer center.

South West Community Health Center

The South West Community Health Center was founded in 1976 with the goal of providing medical and dental services to impoverished neighborhoods. On August 1, 1980, Southwest Community Health Center was incorporated as a not-for-profit entity. Located in the West End/ West Side Neighborhood of Bridgeport, the Center provides a wide variety of medical services including pediatrics, obstetrics and gynecology, internal medicine, as well as specialized care. The Center also provides dental care, substance abuse treatment, mental health care and is home to the Ryan White HIV/AIDS program. They expanded their service to a new Fairfield Avenue facility in 2007. Given the broad base of services offered, the South West Community Health Center provides employment opportunities to Bridgeport's citizens with varying degrees of training and education.

Montano Assistive Technology Center

The Montano Assistive Technology Center in the East

Side neighborhood is specifically designed to assist in the development and recovery of people facing developmental challenges, including cerebral palsy, autism, and a wide variety of other physical or mental disabilities. The Center employs a staff of individuals specializing in physical, speech, and occupational therapy, as well as nutritional therapy.

Caroline House

In 1993, the Sisters of Notre Dame decided to broaden their community's commitment to the education of needy women and children. Beyond traditional programs, settings, and populations, they extended their definition of education to include the basic learning needs of some of the poorest, most isolated women and children in Connecticut. The Caroline House, located in the East Side neighborhood, is focused on helping women and children in need by increasing literacy. The English language skills learned by participants help with the day-to-day living and longitudinal help needed.

Cathedral of the Holy Spirit

A \$7.4 million renovation to the Cathedral of the Holy Spirit in the East End will serve its increased membership by constructing a 1,500 sanctuary, a 500 seat formal dining room, and a new school. Once completed, it will be the largest church in the Park City

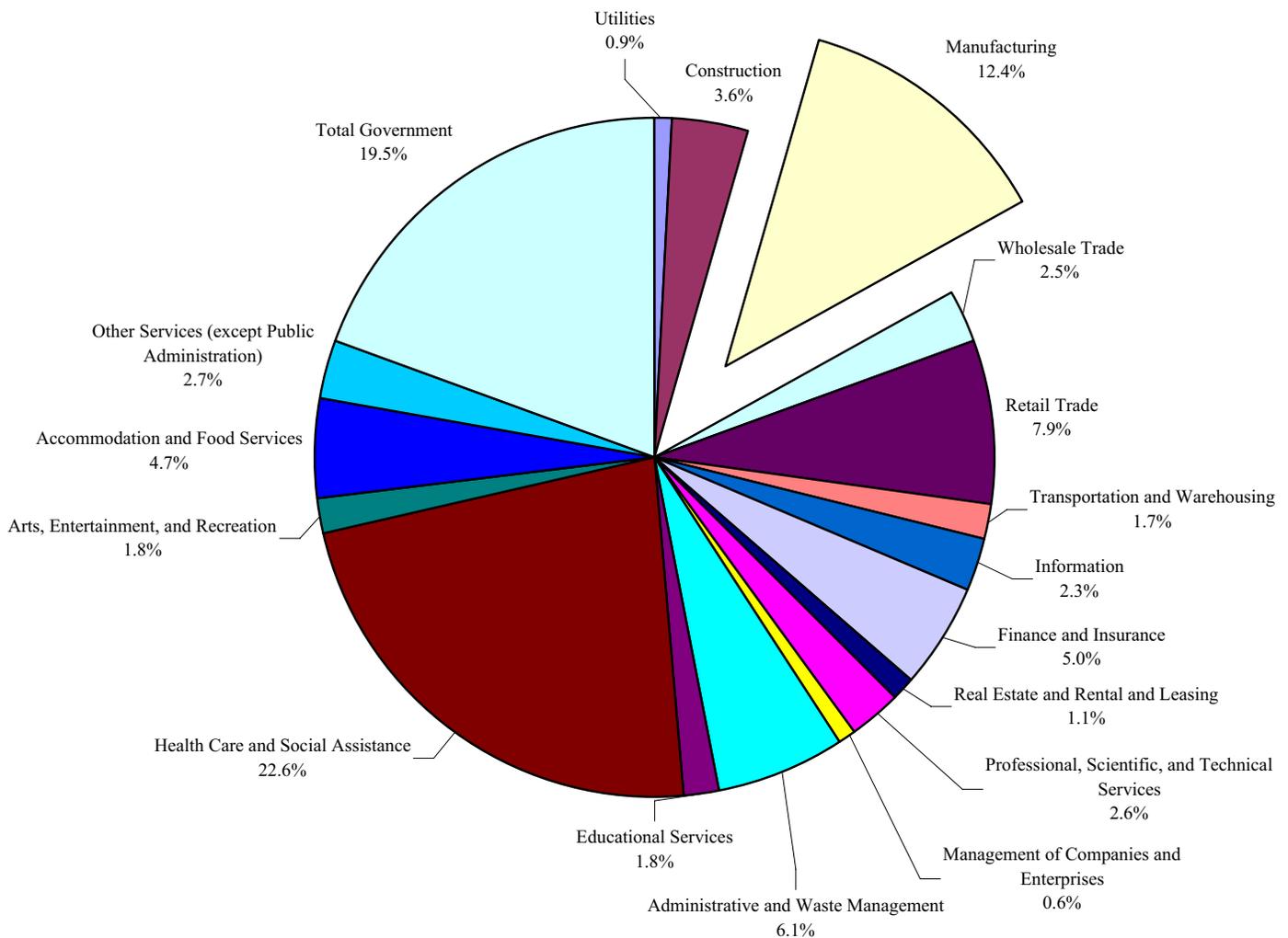


Chart 2.9: Bridgeport Employment by Industry 2005

MANUFACTURING

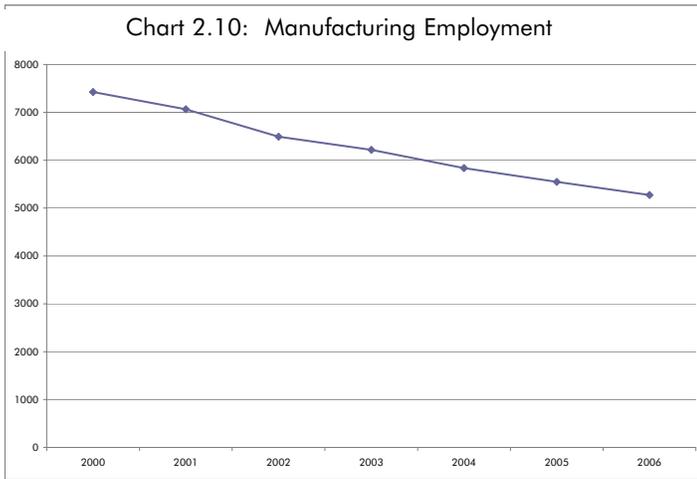
Sector Overview

Manufacturing establishments are engaged in the production of durable and nondurable goods. The durable goods sector, which predominates in Bridgeport, is primarily concerned with the mechanical, physical, or chemical transformation of materials, substances, or components into products. The assembling of parts is also considered as manufacturing, except where activity is strictly classified as construction. Typically, establishments in the manufacturing sector are often described as plants, factories, or mills. Characteristically, they use power-driven machines and materials-handling equipment.

However, establishments that transform materials or substances into new products by hand, or in the worker's home, and those engaged in selling to the general public, such as bakeries, candy stores, and tailors, may also be included in manufacturing, typically in the nondurable goods sector. Subsectors of Manufacturing generally reflect distinct production processes related to material input, production and equipment, and employee skill.

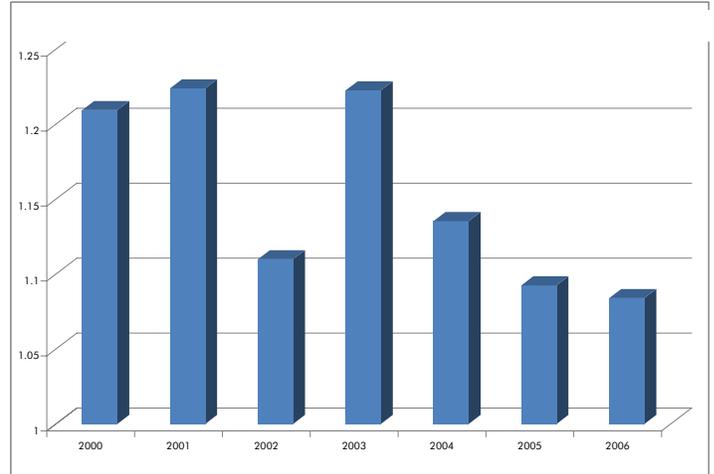
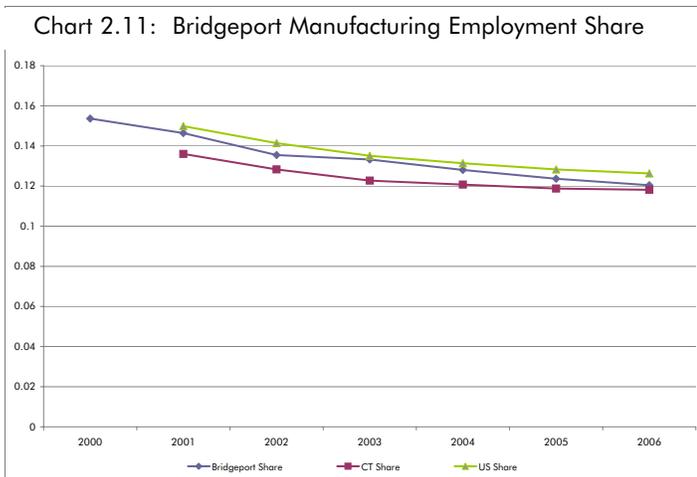
Manufacturing is the 2nd largest private sector in Bridgeport, consisting of 225 establishments that employ over 5,000 workers. Once the largest center of goods production in Connecticut --specializing in armaments, household appliances, and other national brands -- Bridgeport has lost most of its industrial base,

leaving behind outmoded factories, mill buildings and contaminated land.



Current Employment Trends

Bridgeport has seen a steady and significant decline in Manufacturing employment from 2000 to 2006, amounting to 29 percent and reaching a period low of 5,273 workers. This trend is down from 7,424 workers in 2000. In 2006, the Manufacturing sector made up approximately 12 percent of total employment in Bridgeport, falling from over 15% of citywide jobs in 2000. This recent decline, however, is on par with that observed for both the U.S. and Connecticut as whole. The relative wage of Manufacturing has seen a 10 percent drop over the period, reaching its current low of just 8 percent over the city average. After rebounding in 2003 to a period high, the relative wage in Manufacturing has seen a persistent decline along with its declining share and aggregate employment.



Examples of successful operations that function today are as follows:

M.T.J. Metal Manufacturing

M.T.J. Manufacturing, Inc. is a metal fabrication facility which specializes in machining, fabricating and assembling components for commercial or industrial applications, and in vertical lifting systems for the material handling markets. M.T.J. Manufacturing, Inc. has designed and built for the entertainment industry various items that have been used on nationally syndicated and international pay-per-view events, such as wrestling and extreme fighting rings.

METAL

The Metal Manufacturers' Education and Training Alliance (METAL) is a not-for-profit corporation that seeks to improve the competitiveness and productivity of Connecticut's metal manufacturers. In 1999, Bridgeport Economic Resource Center founded the Metal Manufacturers' Education and Training Alliance, a network of local metal manufacturers from the Greater Bridgeport area which employ over 1,650 local residents. Since 1999, METAL has trained 769 employees through its workforce development program and forged a link with Housatonic Community College to establish an associate's degree in metal manufacturing. METAL also exposed a large cross-section of companies to more productive methods of manufacturing through the organization's Lean Expert Development Program.

Lacey Manufacturing

Lacey Manufacturing is a full service, vertically

integrated manufacturer of finished assemblies, subassemblies and precision components. Backed by more than 80 years of experience, Lacey provides turnkey-manufacturing services for the medical device, commercial and bearing markets. The company currently employs 350 workers.

Sikorsky Aircraft Corporation

Sikorsky Aircraft Corporation, a subsidiary of United Technologies Corporation, is a world leader in the design and manufacture of advanced helicopters for commercial, industrial and military uses. Sikorsky's products have been saving lives since 1944, when a Sikorsky performed the world's first helicopter rescue mission. The facility currently has 600 employees.

Derecktor Shipyards

Derecktor Shipyards is one of the nation's foremost leaders in aluminum boat production and a worldwide leader in yacht and commercial construction, service, repair and refit. Located on a 23-acre site in Bridgeport, the port faces deep water with easy access from Long Island Sound, and is unobstructed by bridges or other overhead obstacles. Derecktor Shipyards boasts an all-season 45,000 square foot assembly hall, a 56,000 square foot fabrication shop, and an all-season 30,000 square foot paint shed. It is presently negotiating for an additional \$10 million expansion.



Derecktor Shipyards has announced a contract for a new 85.3 meter motor yacht, the largest yacht to be built in the United States in over 75 years. In fact, at 2800 tons, it is believed that the Derecktor 85, as the project is currently known, may be the largest yacht

ever built in the United States when measured by displacement. Director Shipyards currently employs 180 engineers, architects, and administrators.

AKDO

ADKO Intertrade is an international importer of natural stone and mosaics. Recently completing construction of a new \$7.3 million, 100,000 square foot headquarters including a warehouse, showroom and office complex in the West End/West Side neighborhood. The company's 73 employees work in the largest building constructed in Bridgeport in the last 30 years.

Global Scenic Services

Global Scenic Services has been providing customized scenic production and design to the entertainment industry for 40 years. They will be expanding the current Bridgeport facility by 150% in square footage and increasing the available ceiling height to 40'-0". Along with the expanded facility, will be a fully modernized shop containing all the latest fabrication tools. Currently, they employ 35 people.

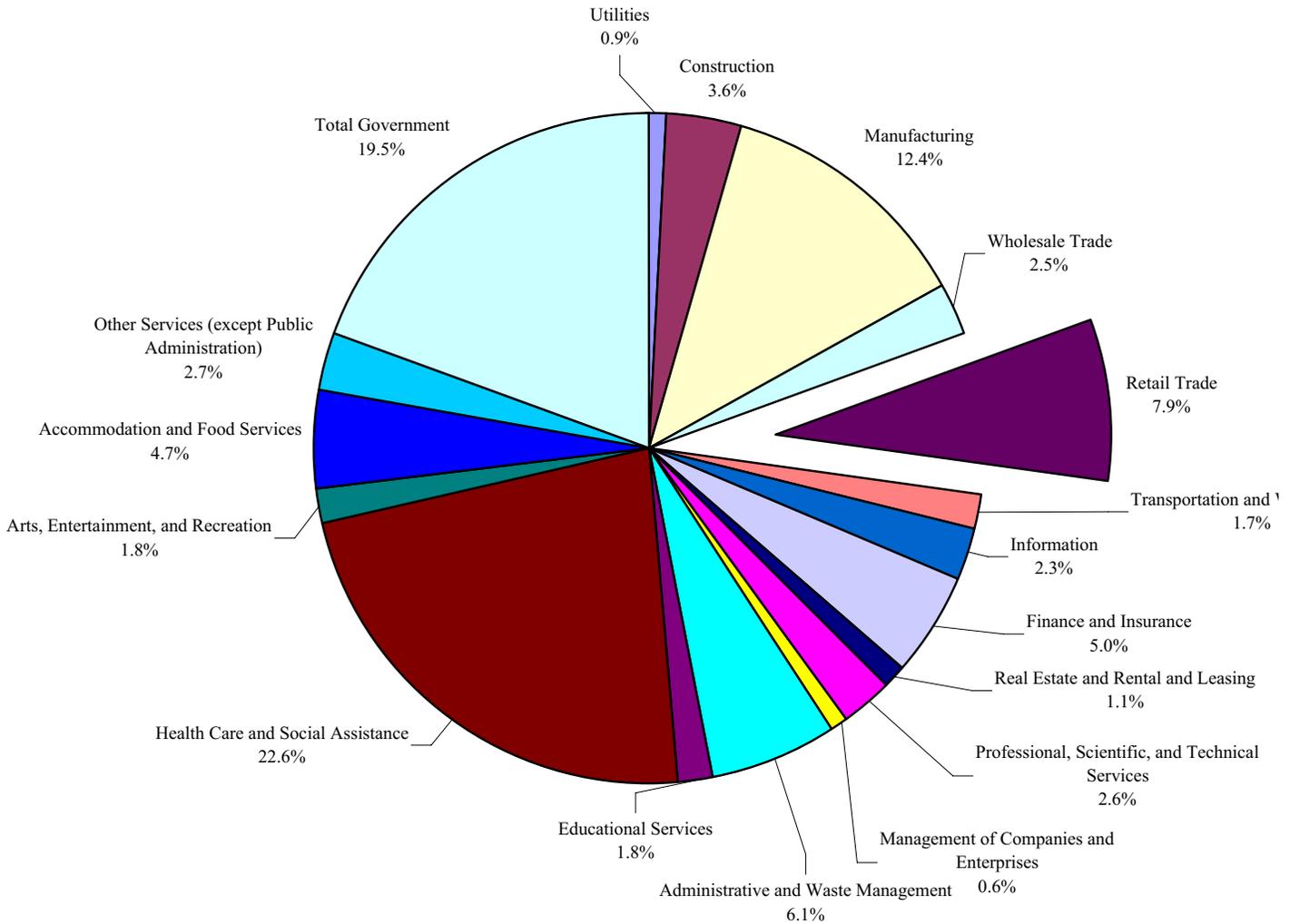


Chart 2.13: Bridgeport Employment by Industry 2005

RETAIL

Sector Overview

The Retail sector consists of establishments primarily engaged in retail merchandise that offer services paired with the merchandise. The retail process is the final step in the distribution of merchandise, with retailers organized to sell merchandise in small quantities to the general public. The industry has two main types of retailers: store and non-store retailers. Unlike the retail store industry, the non-store industry focuses primarily on direct to consumer advertising such as magazines. In Bridgeport, the Retail sector is the 3rd largest employer with some 300 establishments, averaging 12 employees per store. The City is currently undertaking a large-scale redeployment in several retail areas, led by the

Downtown and including mixed-use development, to foster more commercial development. It is anticipated that this transformation will help re-brand the City's

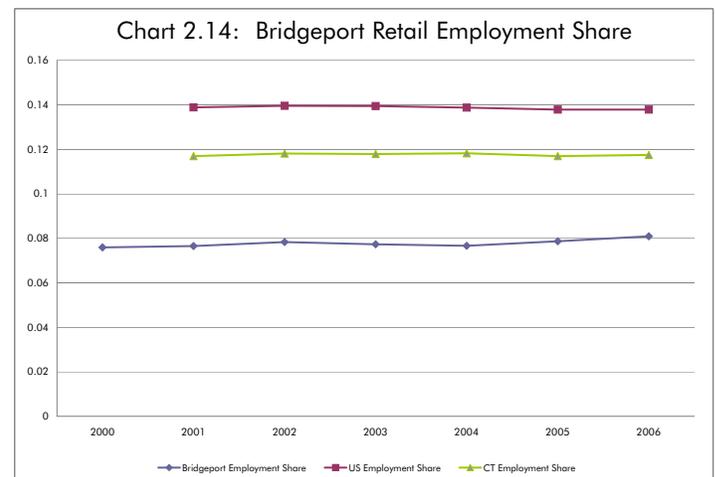


image and attract new consumer dynamics.

Current Employment Trends

Retail employment is relatively under-represented in Bridgeport's economy. With nearly 3,550 jobs in 2006, the Retail share consistently stood around 8 percent of citywide employment between 2000 and 2006, or fell roughly 4 percentage points below the average statewide share. It is this under-performance or market opportunity that redevelopments, such as Steel Point, hope to address. Such expansions in consumer services look to play a role in filling the void left behind by national contractions in manufacturing, a trend acutely felt in Bridgeport.



Between 2000 and 2002, the Retail sector created 85 new jobs in Bridgeport, peaking employment at 3,755. The period 2002 to 2003 showed the greatest single year loss, contracting by 148 jobs citywide. A consecutive fall in 2004 caused Retail employment to trough at 3,494. This drop could be attributable to the recession following 2001 and the overall employment decline in the market. The lagging nature of employment coupled with the increased sensitivity of Retail Trade resulted in a further decline between 2002 and 2004, mirroring the recession. Thereafter, the sector began to recover with a steady increase in employment from 2004 to 2006, when jobs reached 3,544 on an annual basis.

With an average annual wage of \$30,931 in 2005, Retail employees are among Bridgeport's lowest paid workers. As employment in the sector increased from 2000 to 2002, the relative wage experienced a modest rise of 5.4 percentage points, peaking at 74 percent of

the citywide average. Following the recession, the relative wage witnessed a downward trend, despite a marginal increase in 2004.



Examples of new commercial development include:

881 Lafayette Boulevard

Located across from the Housatonic Community College, 881 Lafayette Boulevard will soon turn into a mixed-use development with 38 luxury condominiums. Originally Class B office space, this property will include an upscale health club, a rooftop garden, and 10,000 square feet of retail space. Ground broke on the project June 20th, 2007.

Intermodal Transportation Center (Retail Component)

Upon completions, the Intermodal Transportation Center will consist of 22,000 square feet of street level retail divided among 8 stores. In the final phase, the Center will also have 4,500 square feet of office space on the second floor, 36 residential units, and an 84-space parking deck to facilitate convenient access. The Center is expected to serve 15 percent of the workforce in Bridgeport.

Arcade Hotel

As the third oldest retail arcade in the country, located two blocks from the Bridgeport Railroad Station, the Arcade Hotel is currently undergoing a \$22 million redevelopment. Along with 23 residential apartments totaling 34,000 square feet, the Arcade Hotel will offer 15 street level retail/restaurant spaces as well as 12 mezzanine-level retail/restaurant spaces. The project is scheduled for completion and occupancy in 2007.

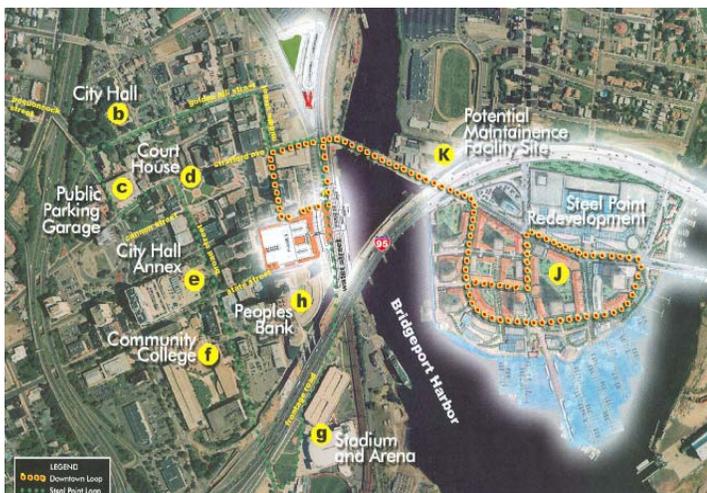
Citytrust Apartments

Citytrust's \$33 million historic rehabilitation created 118 units of mixed income housing, 30,000 sf of retail space and 2 floors (16,500 sf) of office space along with a 277 car garage. The rehabbed building opened in 2007.

Downtown North Historic Rehabilitation

A 3-block portion, including most of Main Street and Golden Hill Street, will be converted into residential and commercial space, including 210 new housing units and 100,000 square feet of retail space. A further phase of development will include the renovation of three 14-story buildings. With implementation of the final phase, 300 units of housing will be added, bringing the total developed square footage to over 300,000 square feet. At a final estimated cost exceeding \$70 million, the project is scheduled for completion in 2008.

Steel Point Peninsula Development



Source: City of Bridgeport

Proposed and under planning/design for over a decade, the ambitious Steel Point Peninsula Development on Bridgeport Harbor has been an integral piece of the Park City's revitalization efforts. Construction will include a 24/7 mixed-use community complete with a waterfront pedestrian esplanade, open space, and a marina. The planned development anticipates 1,005,948 square feet of retail space, a 30,476 square foot yacht club/marina, 168,427 square feet of office space, a hotel totaling 271,361 square feet, 10 acres of open space, and 2,108

residential units. In total, the project will consist of 52 acres and nearly 6 million square feet of floorspace when completed. Slated to begin construction shortly, the total cost of the project is estimated at \$1.39 billion.

Pequonnock Development Site

Located in Downtown Bridgeport, the RFP for site development has initiated intense competition to create a mixed-use residential/commercial/entertainment complex on the 11-acre property adjacent to Harbor Yard. The new development is required to house an, as yet unspecified amount of retail space.

1163-1197 State Street

Located in the West End/West Side neighborhood, the former barn site is being redeveloped into four retail stores. Scheduled for completion in 2007, the 10,000 square foot retail development is estimated to cost \$1.1 million.

Stop and Shop Supermarket

Replacing the Evergreen Apartment complex, a Super Stop & Shop is located at 2145 Fairfield Avenue in the West End/West Side neighborhood. It encompasses 58,000 square feet and was opened in Fall 2006. The total cost of this development was \$12 million, financed by the Bank of America and the Connecticut Department of Economic and Community Development.

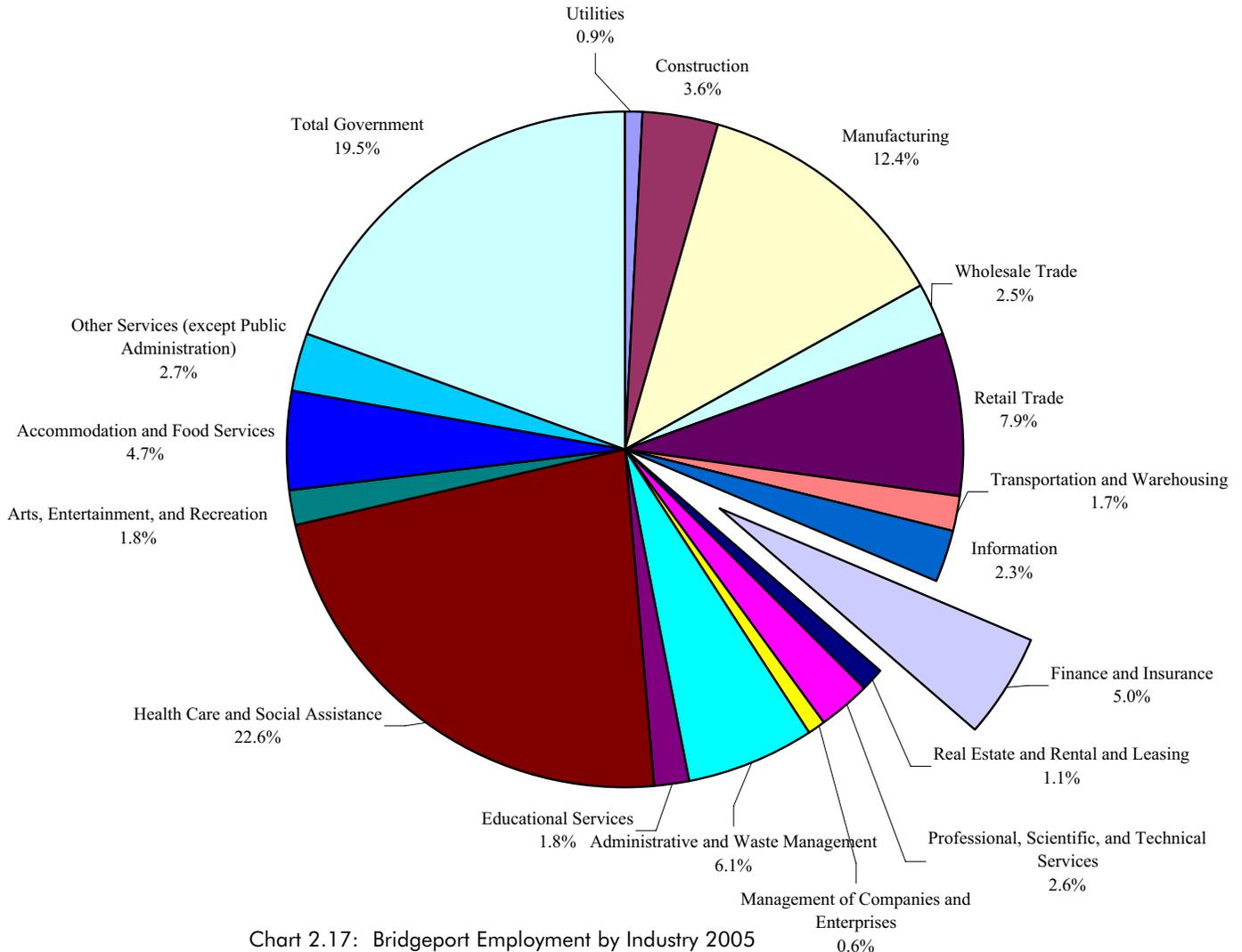


Chart 2.17: Bridgeport Employment by Industry 2005

FINANCE AND INSURANCE

Sector Overview

Finance and Insurance establishments are primarily engaged in facilitating financial transactions, or in creating, liquidating, or changing ownership of financial assets. Three principal types of activities are undertaken: raising funds by issuing securities, pooling of risk by underwriting insurance and annuities, and providing specialized services facilitating or supporting financial intermediation, insurance, and employee benefit programs. The unique production processes of Finance and Insurance establishments that rely on the use of specialized human capital and specialized physical capital, sets them aside from other industries. In Bridgeport, 92 Finance and Insurance establishments employ some 2,250 workers. Although

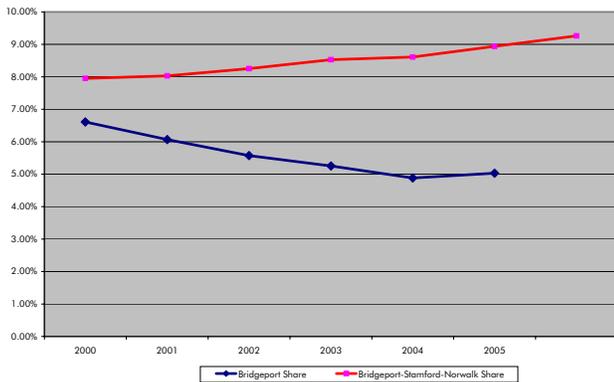
the sector pays considerably more than the average citywide wage, Bridgeport's financial service workers are primarily of mid-level skill. Compared to the average annual financial earnings in the Bridgeport-Stamford-Norwalk Metro Area, which stood at \$215,436 in 2005, Bridgeport's Finance and Insurance establishments paid \$68,457 per worker.

Connecticut has the largest concentration of insurance and financial service firms in the United States, accounting for 21 percent of the gross state product. Fully 8.26 percent of the State's workforce is employed in the sector with a high concentration of financial analysts, underwriters, risk managers, and actuaries. The Connecticut Office of Financial and Insurance Services is dedicated to "helping IFS businesses grow, compete, and prosper," which is realized by offering

incentives such as tax credits. The Urban and Industrial Sites Reinvestment Tax Credit Program, one of Connecticut’s most powerful incentives, offers up to a \$100 million dollar-for-dollar corporate tax credit on an investment.

Bridgeport, once the fourth largest banking city in New England, functions today primarily as an extension of the Metro Area’s Finance and Insurance specialization. The City’s financial district is highly concentrated in the Downtown neighborhood which plays host to the headquarters of the RBS National Bank and People’s Bank. The Downtown also contains branches of larger banks, such as investment services and management companies. The second largest concentration of financial services is located in neighborhoods bordering Fairfield, specifically the North End and the Brooklawn/St. Vincent neighborhood. These two neighborhoods, while still containing bank branches, tend to house small banks such as the Fairfield County Federal Credit Union. Bridgeport is considered a “targeted community” by the State of Connecticut’s community development arm and thus qualifies its businesses for tax incentives upon initiative.

Chart 2.18: Bridgeport Finance & Insurance Employment Share

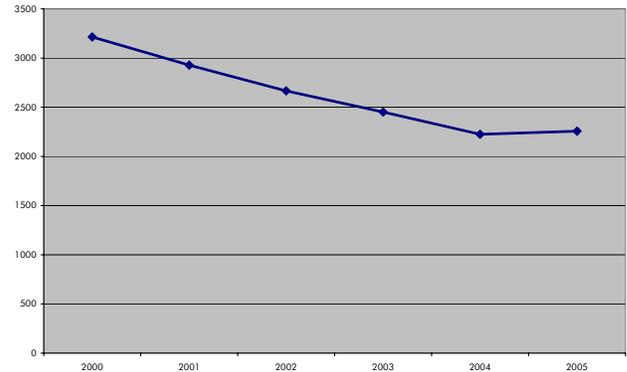


Current Employment Trends

Employment in the Finance and Insurance sector declined steadily in Bridgeport throughout the period. Starting with 3,215 workers in 2000, employment fell to 2,257 by 2005. This trend is in sharp contrast to a rising employment level in the Bridgeport-Stamford-Norwalk Metro Area where financial services jobs advanced by 4,500 jobs from 2000 to 2006. As a share of citywide employment, the sector has fallen

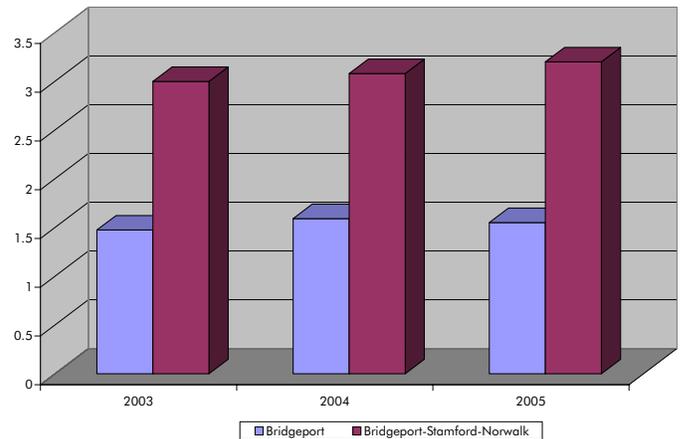
from 6.6 to 5.0 percent, whereas regionwide it has grown from 8 to 9.3 percent of total employment. The importance of financial activities in southwestern Connecticut, many of which have relocated from New York City, attests to missed opportunities in Bridgeport and the City’s potential for eventually attracting growth and rebuilding this sector.

Chart 2.19: Bridgeport Finance & Insurance Employment



Over the recent period, the average annual earnings of finance and insurance workers rose, and then declined, to 55 percent above all citywide wages. Compared to a Metro Area relative wage for Finance and Insurance jobs that represented threefold the regionwide average of all industry wages, the earnings potential of development in this sector holds promise for enhancing the earnings of Bridgeport workers.

Chart 2.20: Bridgeport Finance & Insurance Relative Wage



People’s United Bank

Founded in 1842, People’s Bank is the largest bank in Connecticut with assets of more than \$11 billion. People’s United Financial, Inc., the bank’s parent company, completed the conversion from a mutual

holding company structure to a fully publicly-owned stock form holding company in April 2007. Deeply rooted in Fairfield County, the headquarters of People's Bank is located in the Downtown neighborhood. People's Bank has more than 150 branches and 240 ATMs across Connecticut. Currently, eight People's branches are located in six Bridgeport neighborhoods. People's 16-story office tower at 850 Main Street has acted as a catalyst for the revitalization of Downtown Bridgeport. It has retained 1,500 jobs and is one of the five largest employers in the City. People's is a regional leader in commercial banking, residential lending, savings bank life insurance sales, and in-person banking at more than 70 Super Stop & Shop stores statewide.

RBS National Bank

RBS National Bank, an affiliate of the Royal Bank of Scotland and subsidiary of the Citizens Financial Group, has its credit card headquarters and call center at 1000 Lafayette Boulevard in Downtown Bridgeport. RBS National Bank is a chartered limited purpose bank, providing both consumer and commercial credit cards nationally, while managing 1.6 million U.S. customer accounts. In February 2004, RBS National Bank acquired the \$2.3 billion credit card division of People's Bank, retaining all 420 jobs at the same time. Currently, RBS National Bank has expanded to 550 employees in Downtown Bridgeport. Although credit card services will remain in Bridgeport, future expansion, however will be carried out at the Bank's new consolidated location in Stamford.

A Targeted Community

Connecticut was the first state to establish Enterprise Zones and Bridgeport has one of the first six zones created in 1982. The conditions that qualify an area for Enterprise Zone designation stem from poverty and unemployment, the eligibility of which is determined by census statistics. In a "targeted community," the poverty rate needs to be over 25 percent and the jobless rate double the statewide average unemployment rate. This designation allows many developments to be accompanied by incentives, such as tax credits, in the impoverished areas of the Enterprise Zone. The following program descriptions briefly identify these benefits:

Connecticut's Enterprise Zone Program

Eligible projects include substantial renovation or new construction of a facility, as well as the acquisition of a facility. The wide range of benefits from participation in the program feature a five-year 80 percent abatement of local property taxes, a ten-year 25 percent credit of the Connecticut corporation business tax, and a 100 percent corporate tax credit for the first three taxable years of the enterprise. Bridgeport, along with Waterbury and Norwalk, were the three most active cities in the program in 2005, collectively attaining 18 new certifications and creating 310 new jobs. Bridgeport alone attained 6 certifications: 4 in the Enterprise Zone program, and 2 in the Urban Jobs program which extends to areas of targeted communities outside of the Enterprise Zone.

Community Economic Development Fund

Created in 1994 to revitalize Connecticut's at-risk neighborhoods, the Community Economic Development Fund (CEDF) was initiated to grant greater access to capital, technical assistance to small businesses, and support for community economic development. Over its thirteen year history, CEDF has assisted over 60 groups, allocating more than \$800,000 in development assistance. CEDF's mission is to strengthen neighborhood economies in targeted communities by offering assistance to those of low to moderate-income levels. They are coordinating the City's NRZ Planning process with the assistance of \$2 million in matching grants from the State Bond Commission.

Urban and Industrial Sites Reinvestment Tax Credit Program

The Urban and Industrial Sites Reinvestment Tax Credit Program enables the State to provide up to \$100 million in tax credits over a ten year period to support projects that create significant jobs and capital investment in qualified areas. As a targeted community in the Enterprise Zone program, Bridgeport is eligible to participate in this program.

Economic and Manufacturing Assistance Act

The Economic and Manufacturing Assistance Act provides incentive driven loans for projects where there is strong economic development potential. The loans may be directed to planning, construction, and business support services ranging from engineering

studies to pollution control.

Film Tax Credit

Digital media and motion pictures will receive a state tax credit equal to 30 percent of qualified digital media and motion picture production, preproduction and postproduction expenses incurred in the state that exceed \$50,000. The Connecticut Commission on Culture and Tourism (Commission) and its new Digital Media and Motion Picture Division will administer the program. The tax credit took effect July 1, 2006 and applies to income years starting on or after January 1, 2006.

Community Capital Fund

The Community Capital Fund provides loans to small businesses and multi-property investments to rebuild metropolitan Bridgeport. Leveraging private, bank, and government funding, the Community Capital Fund finances projects that benefit those of low to moderate-incomes. The Community Capital Fund has invested a total of \$30.9 million in the greater Bridgeport region, with an additional \$2.2 million in approved loans pending. The Fund welcomes the investment of local banks and businesses to augment Bridgeport's housing and business development initiatives.

City of Bridgeport Programs

The City of Bridgeport offers own source tax incentives and loan deferment programs for business development. The Tax Incentive Development Program allows businesses both inside and outside of the Enterprise Zone to apply for varying degrees of tax benefits under certain requirements. Those outside of the Enterprise Zone must have over \$3 million in estimated costs (excluding property acquisition costs), while those inside must have over \$1 million to be eligible. The City of Bridgeport also offers a seven year graduated deferral of property taxes for commercial or residential projects within the Enterprise Zone that do not qualify for Enterprise Zone benefits. This abatement eases the increase in property taxes due to property improvements, while significant benefits are granted to projects that entail new construction or substantial renovation.

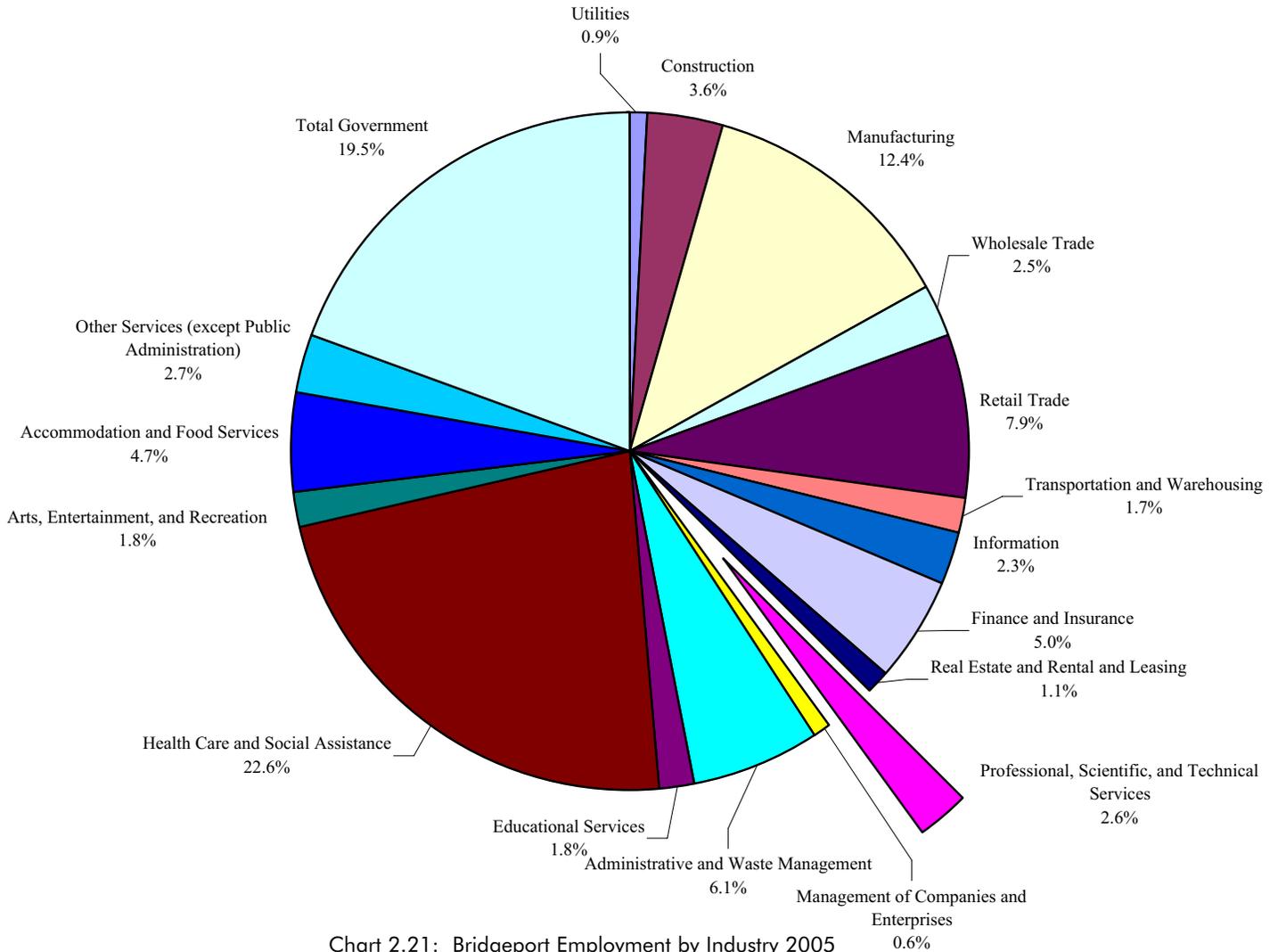


Chart 2.21: Bridgeport Employment by Industry 2005

PROFESSIONAL & TECHNICAL SERVICES

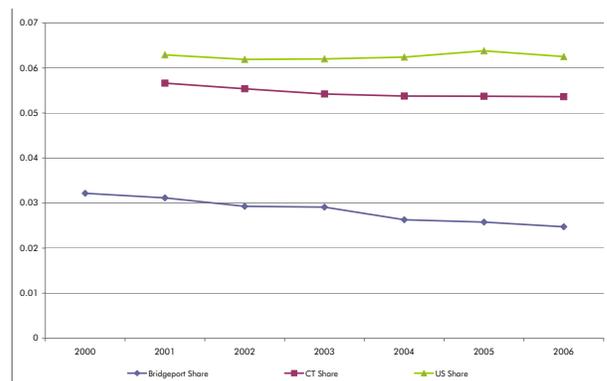
Sector Overview

Professional & Technical establishments specialize in performing professional, scientific, or technical services for others, which require a high degree of expertise and training. Activities performed include: legal advice and representation, accounting, bookkeeping and payroll services, architecture, engineering, computer services, consulting, research, and advertising services. In Bridgeport, this sector ranks 9th among private industries in level of employment, with nearly 1,100 jobs in some 200 establishments. Average annual earnings are 2nd only to Utilities.

Current Employment Trends:

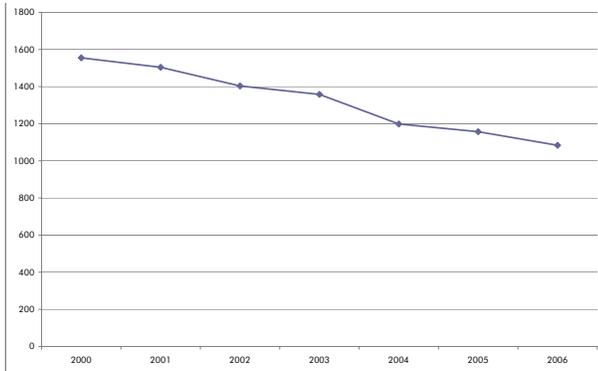
Total employment in Professional & Technical Services declined steadily from 2000 to 2006, losing 471 jobs

Chart 2.22: Bridgeport Professional & Technical Services Employment Share



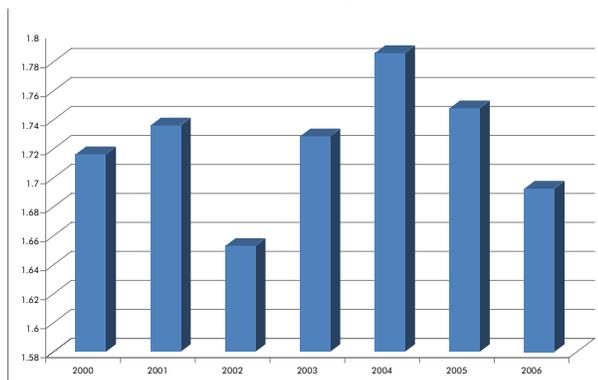
from 1,555 in 2000. The loss amounted to a 30 percent decline for a sector that is growing strongly in the Metro Area. Bridgeport’s Professional & Technical Services sector share is roughly half that of Connecticut and the national average. Similar to total employment, the share of people working in the sector has fallen since 2000, dropping from 3.2 to 2.5 percent in 2006.

Chart 2.23: Bridgeport Professional & Technical Services Employment



The healthy relative wage of Professional & Technical Services workers is a result of the advanced skills needed for participation in this sector. At \$77,123 per worker in 2005, wages are superior to those in nearly all other sectors in the City, ranging from 65 to 79 percent above the citywide average wage.

Chart 2.24: Bridgeport Professional & Technical Services Relative Wage



Notable establishments include:

Career Resources

Career Resources is the regional non-profit workforce development organization. Located in the Downtown, Career Resources enhances their client’s current skills

to make them more desirable to potential employers. The organization also assists clients in career advancement, as well as places their clients in over forty companies that Career Resources works with in the area. Career Resources employs 46 full-time staff members.

Berliner-Gelfand

Founded in 1972, Berliner-Gelfand is one of the largest insurance providers for the Greater Bridgeport area. Located in the West Side/West End neighborhood of Bridgeport, the firm is a liaison for big name insurance companies, such as Travelers and The Hartford. With a staff of insurance professionals, *Berliner-Gelfand* offers home, life, auto, and business insurance policies.

Computer Payroll Services, Inc.

Established in the 1960’s, Computer Payroll Services is an accounting firm specializing in payroll analysis. Their clients include physicians, attorneys, retail stores, restaurants, and non-profit organizations. In addition to preparing quarterly and year-end financial statements, as well as handling payroll, Computer Payroll Services offers tax preparation, estate planning and management, and strategic business analysis. The company pays special attention to consulting with small businesses. Computer Payroll Services hires employees specializing in computer technology.

The Workplace

The Workplace’s mission is to create a seamless, coordinated system of education, training and employment that is customer centered and easily accessible, meeting the needs both of employers and employees. To this end, the Workplace has recently received a \$5 million “second generation” grant from the US Department of Labor Education & Training Administrations’ WIRED program which will further aid in the coordination of job training, employer needs and funding resources throughout southeastern Connecticut and New York’s mid-Hudson region. The third generation of grantees are to be announced in 2007.

Cohen and Wolf, P.C.

Since 1951, Cohen and Wolf, P.C. has provided a wide range of legal services to Connecticut businesses. These include national and public companies, financial institutions, municipalities, professional practices, quasi-public corporations, charitable institutions, and

private individuals. Cohen and Wolf's areas of specialization are business & corporate law, land use & zoning, municipal law, physician's practices, real estate, securities, tax, telecommunications, and utilities. The company has a strong interest in recruiting new attorneys and other non-legal employees.

Ganim Group

Established in the 1980's, the Ganim Group is a financial services firm located in the West Side/ West End neighborhood of Bridgeport. The company offers a wide range of resources for business development and advancement. The Ganim Group has a strong commitment to employee benefits and development, employing individuals from the financial and business services sector, as well as consultants who interact with clients.

InnerTek Software

Formed in 2000, InnerTek Software is a prominent information technology consulting firm in the Bridgeport area. Catering to small, mid-sized, and Fortune 500 companies alike, InnerTek offers support to Windows and Linux operating system users. The firm specializes in hardware and software interfacing, as well as network management. InnerTek Software has a support staff of computer consultants and network professionals.

Strategy Patent

Since its creation in 1987, Strategy Patent has promoted the protection of intellectual property rights, allowing businesses to expand and develop. The service is important to firms whose intellectual property is their strength in a given market. The firm is comprised of three law partners and an administrative staff.

United Staging & Rigging

Having been in business since 1986, United Staging & Rigging recently relocated to Bridgeport from Norwalk, CT. United Staging provides technical design and rental materials for staging theatrical productions. Their services include everything from CAD drafting to rigging to performing permanent point installations and safety inspections. United Staging is very proud of its low employee turnover rate, which enables new employees to be well-trained by experienced leads.

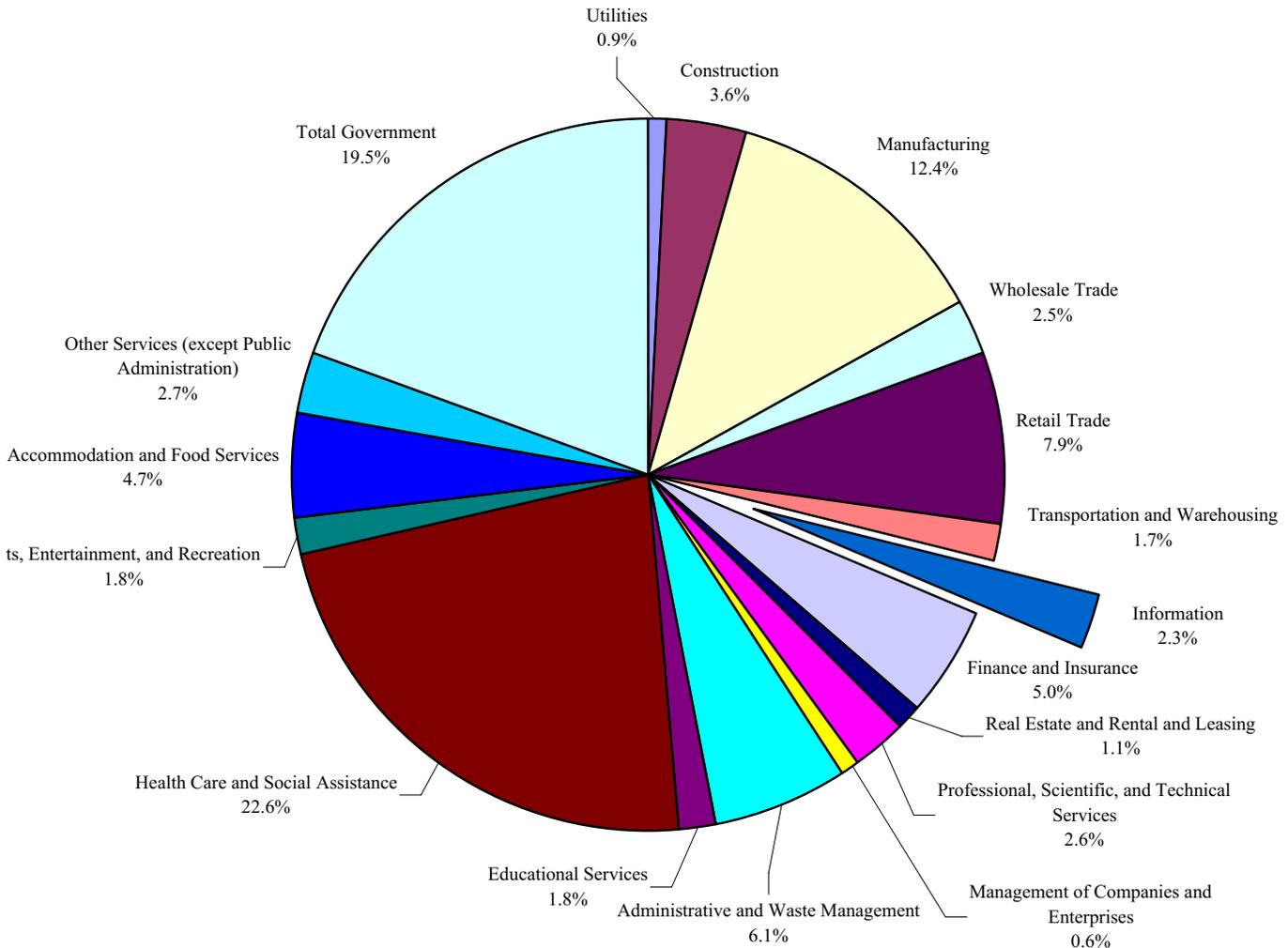


Chart 2.25: Bridgeport Employment by Industry 2005

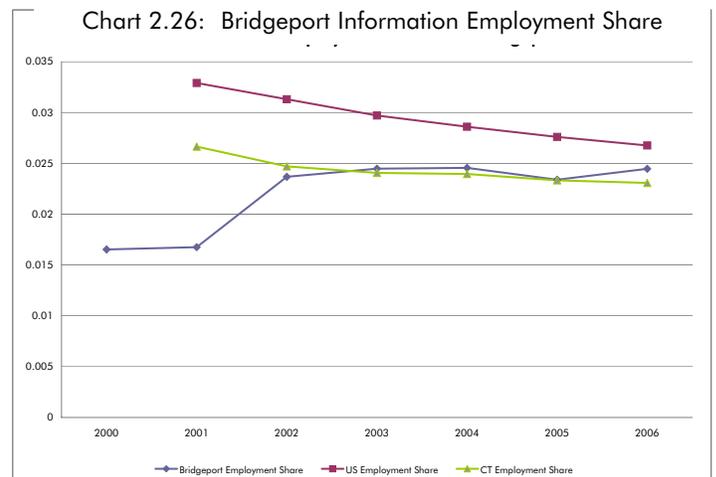
INFORMATION

Sector Overview

Establishments in the Information sector are primarily engaged in producing and distributing information and cultural products, providing the means to transmit or distribute these products as data or communication, and in processing data. The main components of this sector are the publishing industries, including software and traditional publishing, but the sector also consists of motion picture production, telecommunications, broadcasting, and sound recording. In Bridgeport, the Information sector ranks 11th among 18 private sectors and its major employers, among 34 total establishments, are drawn from newspaper publishing and radio broadcasting.

Current Employment Trends

After a major increase in Information employment in 2002, Bridgeport's information and technology sector has shown strong resilience, climbing from 799 in



2000 to 1,135 by 2006. While many other sectors experienced employment losses, Information held onto its job gains and, even more impressive, exhibited this strength while maintaining its relative wage. This contrasts with other sectors that maintained employment levels only at the cost of reducing relative wages. In Bridgeport, the rising employment shares compare with a declining trend at state and national levels.

Bridgeport’s Media establishments include:

Newspapers

Connecticut Post

Founded in 1883 as the Bridgeport Post, a one-cent daily paper to appeal to the working class and “defend the interests of workingmen against the interests of monopolists and capitalists”, the Connecticut Post is now the most widely circulated paper in Southwestern Connecticut. Headquartered in Bridgeport and employing approximately 350 full- and part-time employees, the Connecticut Post has an average weekday readership of 85,168. This makes the Connecticut Post the third most circulated paper in Connecticut behind the Hartford Courant (264,539) and the New Haven Register (89,022).

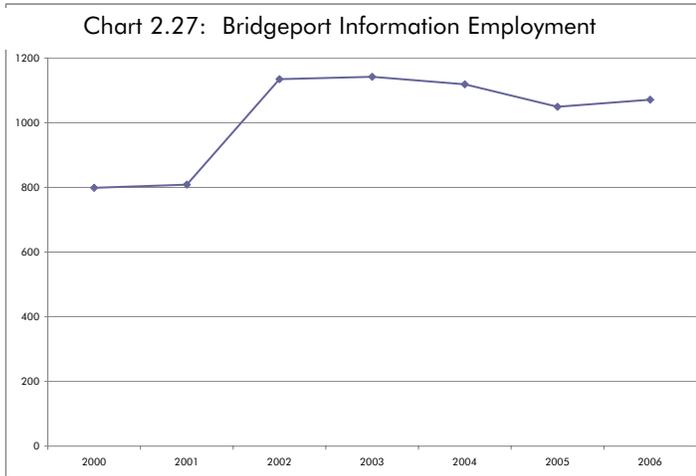
Fairfield Weekly

The Fairfield Weekly is published in Bridgeport and distributed throughout Fairfield County. The weekly publication has a circulation of about 33,000.

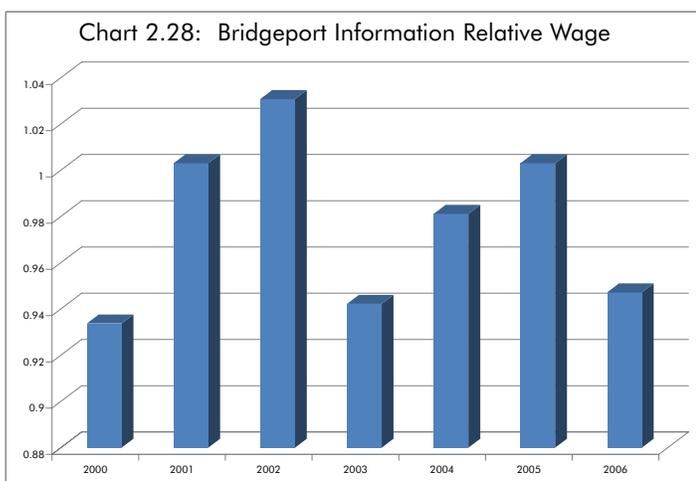
Radio

Bridgeport ranks as the 121st largest radio market in the United States with an estimated 395,900 prospective listeners. Bridgeport headquarters two main radio stations: WEBE 108 (FM 107.9) and WICC (AM 600), both owned by Cumulus Broadcasting Inc. WEBE 108 typically ranks number one in ratings for the Stamford-Norwalk and Bridgeport markets and places among the top 3 in the New Haven market. WEBE 108 provides adult contemporary music, news, weather, and traffic reports. WICC 600, WEBE 108’s sister station, is currently the leading local AM station, providing news, information, weather, and traffic reports to Fairfield County. Combined, the stations provide about 40 full- and part-time jobs to the area.

Other specialized radio stations in Bridgeport include gospel station WDJZ (AM 1530) located on State Street in the Downtown and WPKN (FM 89.5), an open format music station on University Avenue in the South End.



With average annual earnings of \$44,252 in 2005, Bridgeport’s Information sector offered the average citywide wage. Although the relative wage fell to 94.7 percent of the citywide average in 2006, the relative wage has never fallen more than 7 points below the norm since 2000.



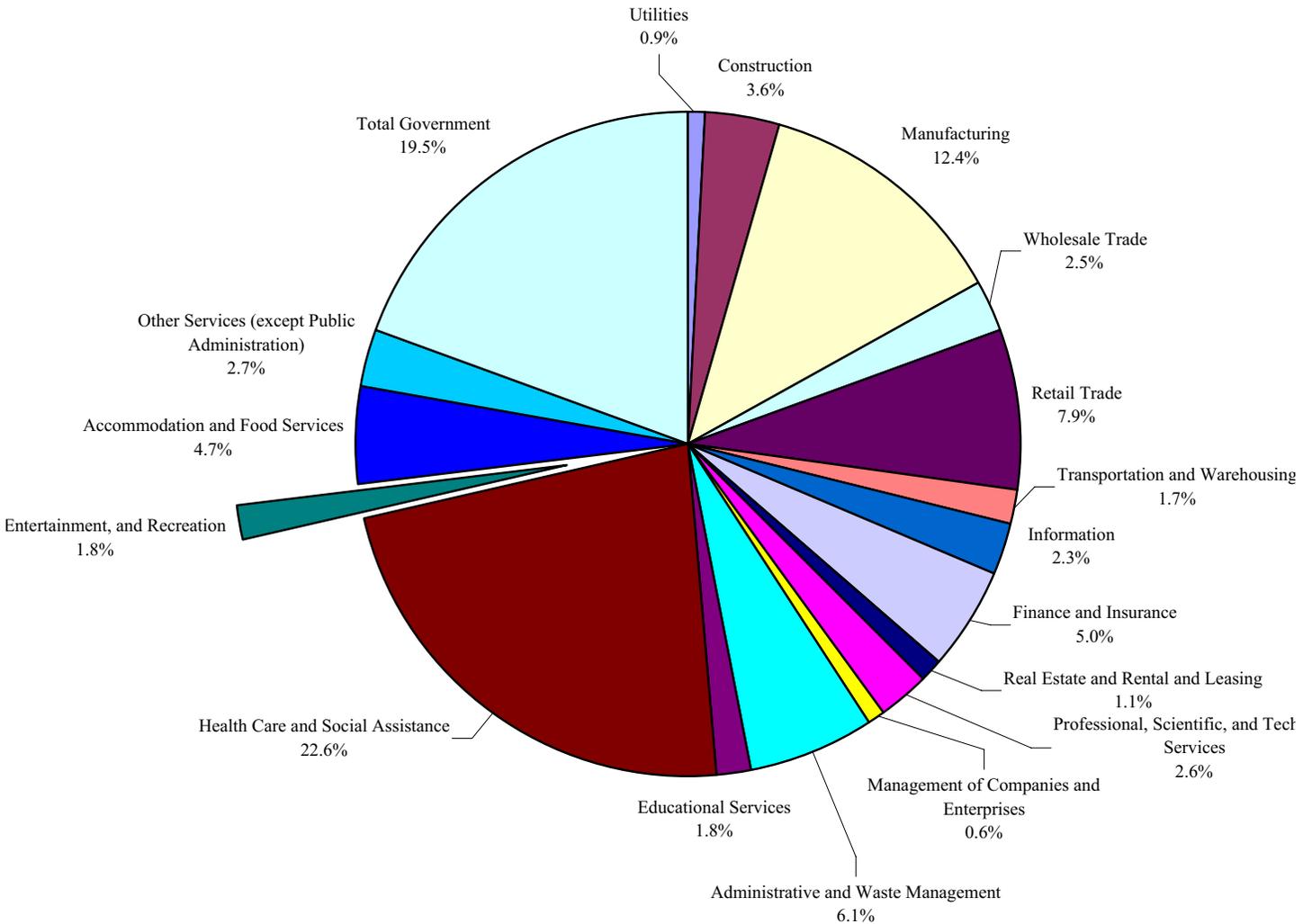


Chart 2.29: Bridgeport Employment by Industry 2005

ARTS & ENTERTAINMENT

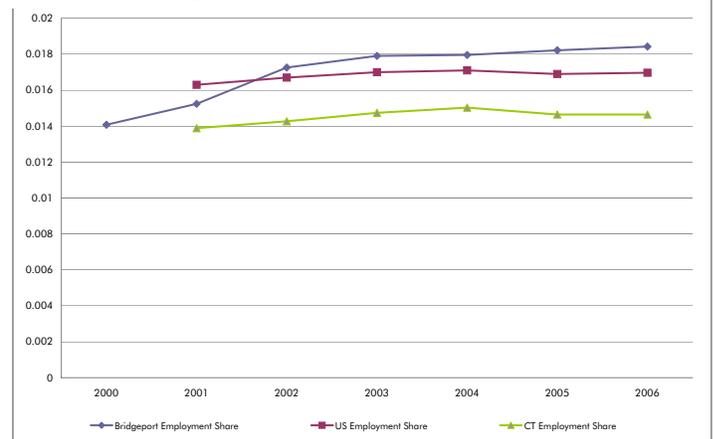
Sector Analysis

Establishments in the Arts & Entertainment sector operate facilities or provide services to meet varied cultural, entertainment, and recreational interests of their patrons. This sector is comprised of establishments that are involved in producing, promoting, or participating in live performances, or exhibits open for public viewing; preservation of objects and sites of historical, cultural, or education interest; and recreation that allow patrons to participate for amusement, a hobby, or leisure-time interests. With 36 such establishments, Bridgeport has more Arts & Entertainment facilities than any other Connecticut city. Employing more than 800 workers, the sector places 12th among all private industries in the City.

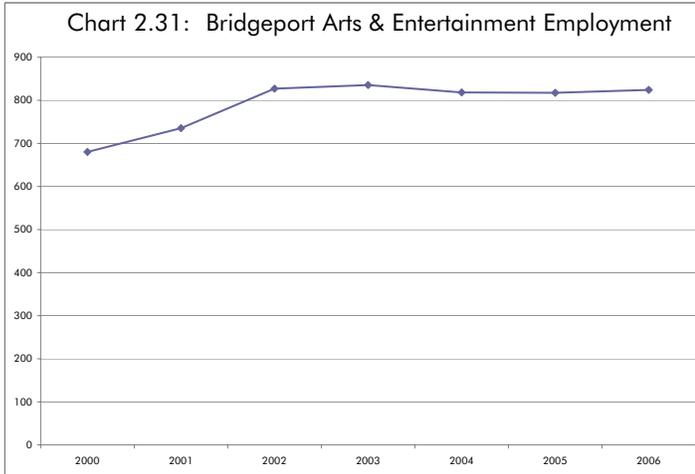
Current Employment Trends

Between 2000 and 2003 the number of workers employed in the Arts & Entertainment sector rose from 680 to 835. Thereafter, employment stayed fairly

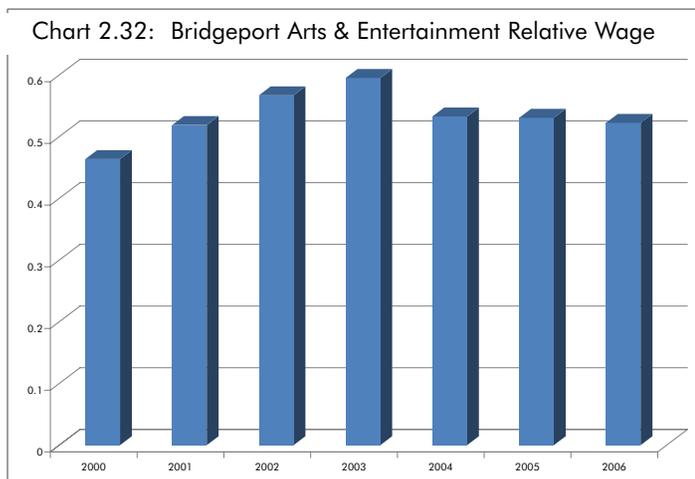
Chart 2.30: Bridgeport Arts & Entertainment Employment Share



constant, between 830 and 824 by 2006. These trends resulted in an upward share of Arts and Entertainment employment in the City, in comparison to a steady or downward share of total employees at the State and national levels.



Relative wages of the jobs in this sector rank consistently among the lowest in the economy. This is to be expected, as these jobs are primarily unskilled and part-time positions employing young workers. The apparent rise seen in the first few periods is likely the result of minimum wages becoming more competitive due to downward pressures on wages under adverse economic conditions.



Major facilities include:

Arena at Harbor Yard

The Arena at Harbor Yard has become a leading entertainment venue in Southwestern Connecticut and its surrounding area. The 10,000 seat arena has

increased the vitality of the City by drawing customers to it. It is home to the AHL Sound Tigers hockey and Fairfield University men's and women's NCAA basketball teams, and hosts over 140 world class events annually. Moreover, the Arena houses major entertainment events that draw a large number of customers to the City of Bridgeport. Among the accommodations offered to guests are: 33 executive suites, 1,300 club seats, 3 large hospitality suites, 13 lodge seats, and wide concourses accommodating ample visitors. The Arena at Harbor Yard employs workers to fill numerous positions, from event promoters to concession and custodial positions. It is a major employer in the Bridgeport area.

Barnum Museum

The Barnum Museum is a testament to one of Bridgeport's most prominent historical figures: P.T. Barnum. The museum, located in the Downtown, is a commemorative establishment that draws on Bridgeport's history. Local institutions such as People's Bank sponsor the museum. The museum employs individuals interested in working in the arts and historical fields.

Barnum Festival

The P.T. Barnum Festival celebrates the life and times of P.T. Barnum and commemorates the history of Bridgeport. The Barnum Festival is a 30-day-long, Fourth of July celebration. The festival employs local concessions and carnival entertainers.

The Beardsley Zoo

The Beardsley Zoo, the only State accredited zoo, is nestled in a 36-acre park-like setting devoted to the wildlife of North and South America. As an accredited member of the American Zoo and Aquarium Association, the Beardsley Zoo is committed to the preservation and protection of endangered animals. The Beardsley Zoo employs a number of animal and species specialists, as well as custodial and concession workers.

Bridgeport Bluefish

Since the 1998 season, the Bridgeport Bluefish have played in the Atlantic League of Professional Baseball, securing the league's championship in 1999. The success of the often sold-out 5,500 seat stadium, built in 1997-1998 on the former industrial Jenkins Valve

site, has brought major redevelopment to an area including the Arena at Harbor Yard and a multi-use parking garage. The Bridgeport Bluefish employ administrators, concession and maintenance staff, and the Park City Nine, an unofficial nickname of the team itself.

Captain's Cove

Captain's Cove Seaport, featuring a 400-seat restaurant overlooking historic Black Rock Harbor, is one of Connecticut's premier tourist attractions. The Cove, along with its restaurant, offers cruises of Bridgeport Harbor, entertainment events, and a variety of unique, miniature shops along its boardwalk.

City Lights Gallery

The City Lights Gallery is a non-profit organization dedicated to promoting the work of emerging and established artists from Bridgeport and surrounding areas. Shows feature painting, drawing, sculpture, photography and mixed media. The Gallery employs a staff of four administrators and graphic artists, and welcomes a thousand visitors annually.

Discovery Museum

The Discovery Museum is dedicated to educating, exciting, and engaging visitors in the exploration of science and technology. The Museum features hands-on galleries, the Challenger Learning Center, daily planetarium shows, high definition movies, and a contemporary art gallery. Over 68,000 customers visited the Discovery Museum last year alone. The museum employs a full time staff of about 15 administrators, educators, and developers, as well as various part time positions depending on the exhibit in process.

Downtown Cabaret Theatre

The Downtown Cabaret Theatre, a non-profit regional theatre, has offered a year-round season of productions since the move to its present home in 1975. Currently, the Theatre attracts approximately 50,000 visitors annually to its On Stage and Children's Company productions. In 1995, the Theatre underwent a \$1.3 million renovation which included serious construction and remodeling. The newly renovated theatre can now hold 276 visitors. The Theatre employs a staff of 45 people, 10 of whom are full-time.

Greater Bridgeport Symphony

Founded in 1945, the Greater Bridgeport Symphony, under the current direction of distinguished conductor Gustav Meier, offers a five concert series annually. The Symphony performs in the Klein Memorial Auditorium, while also offering a "Musicians-To-Go" service, which entails renting professional musicians individually as a small ensemble for an event.

Housatonic Museum of Art

Boasted as one of the most significant collections of any two-year college in the country, the Housatonic Museum of Art at Housatonic Community College includes over 4500 works by artists such as Rodin, Picasso and Matisse. The museum is free for all, as operational revenue comes from patrons of the arts and the College.

Sound Tigers

The Bridgeport Sound Tigers, an American Hockey League team, has played at the 10,000 seat Arena at Harbor Yard since 2001, reaching the championship in the team's inaugural season. The team now serves mainly as a center for developing professional caliber talent for the NY Islanders and as the only professional ice hockey team in southern Connecticut. The team gives the Bridgeport community many "fan days", player visits, and mascot visits to local events and schools.

Wonderland of Ice

The Wonderland of Ice, adjacent to Beardsley Park, is a year-round indoor ice-skating rink offering a variety of services ranging from skating lessons to hosting youth hockey leagues. It expanded to a double rink in 2006 and has the region's only curling court. Open public skating attracts from 100 to 200 visitors daily depending on the season. Along with full-time administration positions, the rink offers part-time positions in concessions, instructions, and maintenance.

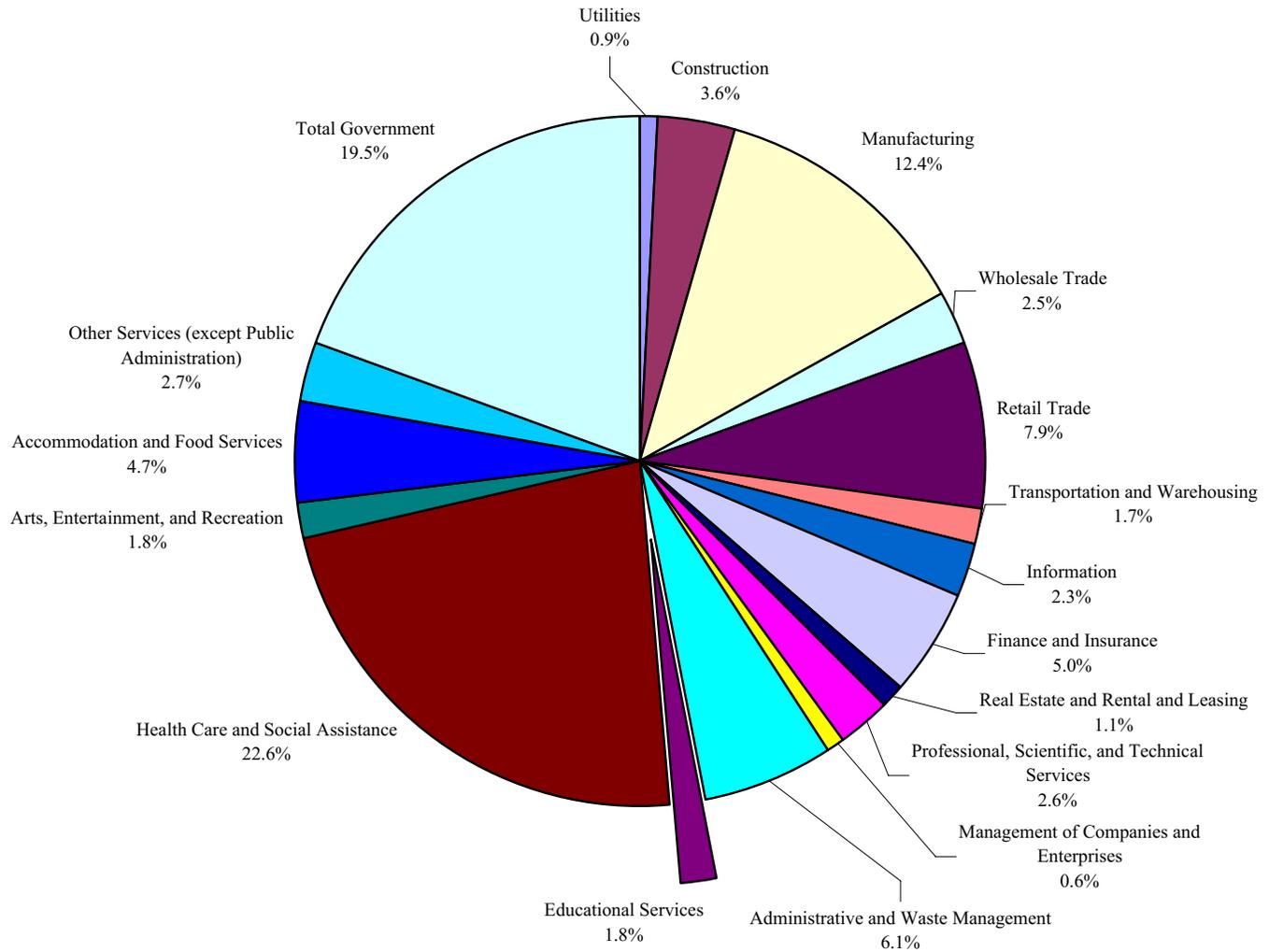


Chart 2.33: Bridgeport Employment by Industry 2005

EDUCATION

Sector Overview

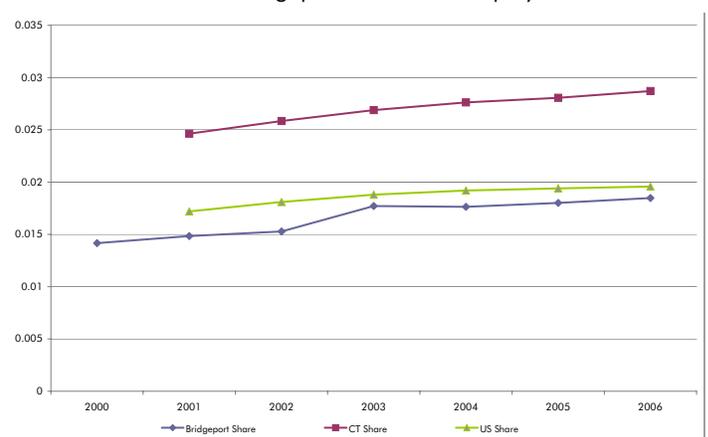
Education establishments, such as schools, colleges, universities, and training centers, primarily provide instruction and training in a wide variety of subjects. In 2005, 27 private educational facilities in Bridgeport employed some 800 workers at an average annual wage of \$36,738.

Current Employment Trends:

Total employment in the Education sector of Bridgeport climbed slowly between 2000 and 2002, from 685 to 732 workers. Between 2002 and 2003, employment increased 13 percent, a 94 person expansion. Since then, employment in Education has declined slightly from 826 in 2003 to 809 in 2006. As a share of the

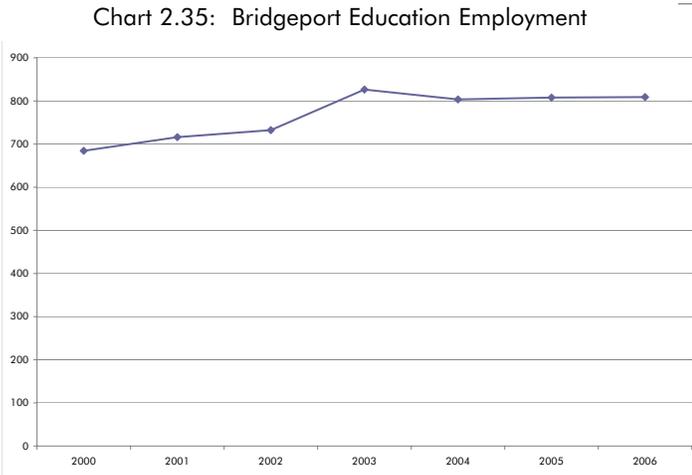
City's total employment, the Education share has trended upward over the entire period, moving in tandem with both the U.S. and Connecticut educational

Chart 2.34: Bridgeport Education Employment Share



employment shares. Starting at less than 1.5 percent, the share climbed annually to a high of 1.8 percent in

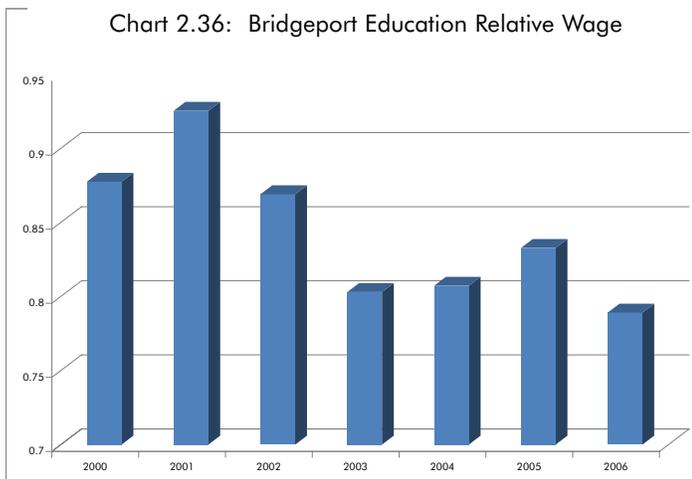
Chart 2.35: Bridgeport Education Employment



2006.

While both the share and level of employment increased, the average wage fell from a high position in 2001, to a low relative wage position in 2006, at 21 percent below the citywide average. Nominal wages increased over the period, from \$33,475 to \$36,738 per worker between 2003 and 2005, barely ahead of

Chart 2.36: Bridgeport Education Relative Wage



inflation.

The leading educational institutions in Bridgeport consist of the following:

The University of Bridgeport

The University of Bridgeport, located adjacent to Seaside Park in the South End neighborhood, offers undergraduate, graduate and professional degrees to

both domestic and international students. Currently, the University of Bridgeport employs 200 full- and part-time faculty members serving a student body of 4,200 students, consisting of 1,700 undergraduates and 2,500 graduate students. Thirty two percent of enrolled students are of minority background, while 16 percent of students are international. In recent years, however, the University curtailed offering generous scholarships to international students in an effort to attract more domestic and local students. Ninety percent of students who receive associate degrees enter health professional fields, while 26 percent of students who receive bachelor degrees go into business, marketing, and related fields.

Housatonic Community College

Housatonic Community College (HCC) is one of twelve regional community-technical colleges in Connecticut aimed at offering both high-quality and affordable higher educational access. HCC offers 66 two-year associate degree programs as well as the opportunity for degree seeking undergraduates to transfer to four-year institutions upon completion of their associate degree requirements. It also offers non-degree adult continuing education programs, as well as professional certificate programs in areas such as computer information and criminal justice. Currently, HCC employs 198 full time staff and faculty persons to serve an undergraduate population of 4,431 students. It is one of the fastest growing community college in the northeast. In Fall 2006, HCC began a campus expansion that will add an additional 20,000 square feet of new space, almost doubling the College space. The \$55 million project, expected to be completed in Fall 2008, will enable HCC to accommodate approximately 5,500 students.

Bridgeport Public School District

The Bridgeport Public School System consists of 31 elementary schools, three high schools, three alternative/opportunity programs, an inter-district vocational aquaculture school, five magnet and three charter schools. These schools serve more than 21,000 students, making Bridgeport the second largest school district in Connecticut. The district employs a professional staff of over 1,700, including 1,423 teachers. Bridgeport Public Schools has recently embarked on an ambitious “Bright Futures” plan, involving the creation of five new pre-Kindergarten

through 8th grade schools, as well as serious renovations on many other schools in the district. The Bridgeport School District is classified in the Education Reference Group (ERG) I, which compares the schools to other targeted low-income neighborhoods such as Hartford, New Britain, New Haven, New London, Waterbury, and Windham.

Bridgeport Parochial Schools

The Diocese of Bridgeport Schools consist of six elementary schools with a total enrollment of 1,373 students and 104 total staff, one high school of 332 students and one special education facility which, due to a recent increase in funding, will serve the needs of 40 children aged five through 21 with developmental disabilities.

In addition to the Catholic school system, the City has several other parochial schools:

Zion Lutheran School: Coed Pre-K-7 school with approximately 150 students and 7 teachers.

Fairfield County Seventh-Day Adventist School: Coed 1-8 school with about 47 students and 11 staff members.

Love Christian Academy: The coed K-12 school with approximately 80 students and 7 staff members, is affiliated with the Prayer Tabernacle Church of Love in Bridgeport.

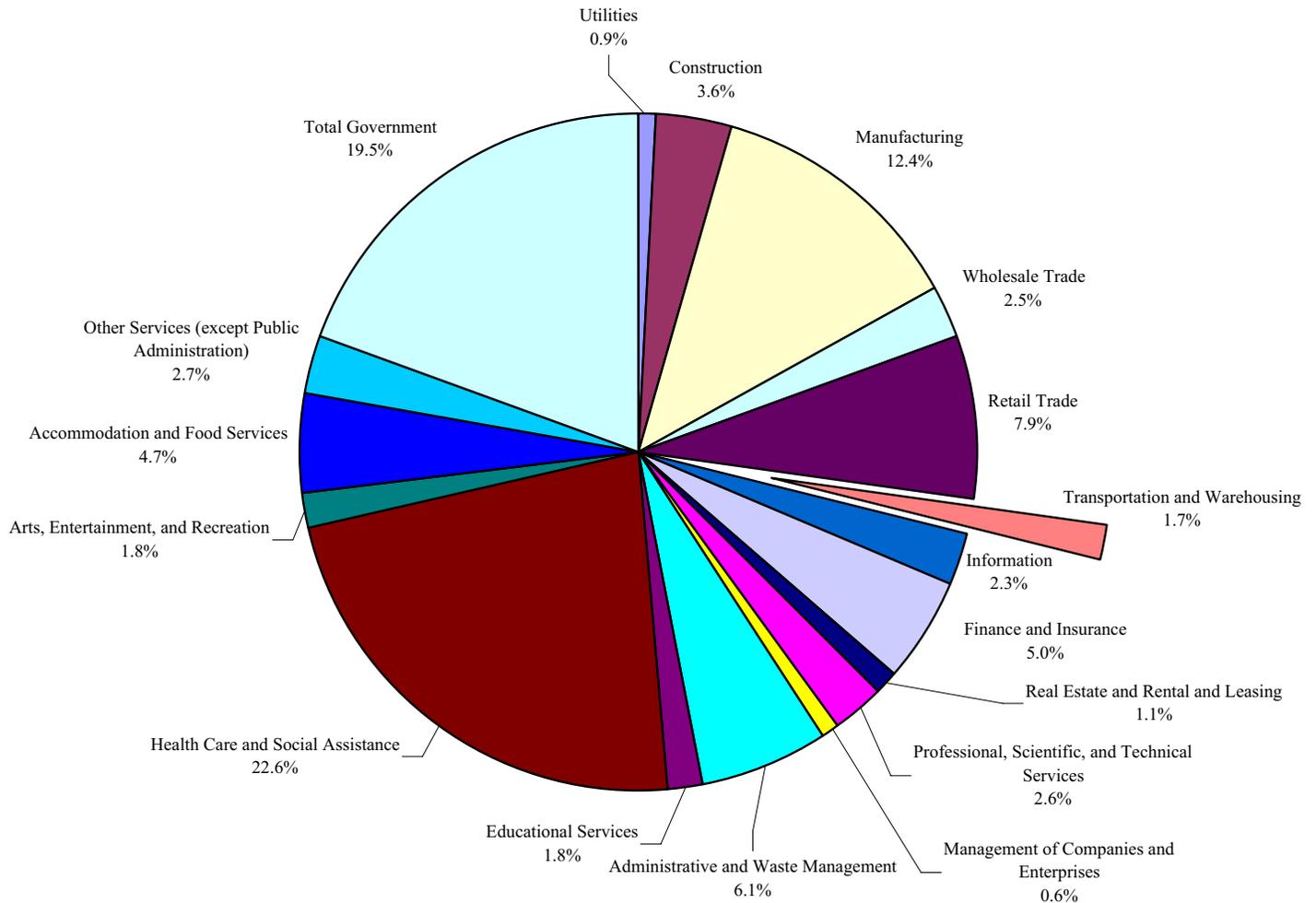


Chart 2.37: Bridgeport Employment by Industry 2005

TRANSPORTATION & WAREHOUSING

Sector Overview

The Transportation & Warehousing sector is primarily engaged in providing transportation of passengers and cargo, warehousing and storage services, scenic and sightseeing transportation, and supporting activities related to modes of transportation. Establishments within this industry use transportation equipment and related facilities as a productive asset. Typically, the type of equipment depends on several modes of transportation: air, rail, water, road, or pipeline. With 776 jobs in 38 establishments, the Transportation & Warehousing sector was Bridgeport’s 14th largest private sector and had an average annual wages of \$29,837 in 2005.

Whether by land, sea, or air, the City of Bridgeport is a crossroad for Fairfield County. Bridgeport’s transportation hub, situated within minutes of Interstate-95, connects southwestern Connecticut with the rest of the state. Heavily frequented by New York and Stamford commuters, the Bridgeport railroad station is the 4th busiest station on the Metro North line, as well as the 5th busiest Amtrak station in Connecticut. The bus system averages 14,500 train transfers per month and annually runs 5 million trips on its 16 route service. Additionally, the Port Jefferson Ferry also moves about a million passengers along with half a million vehicles annually across Long Island Sound. An ambitious Intermodal Transportation Center, currently under development, aims to connect the rail, ferry, and bus systems at one location in the heart of Bridgeport’s commercial district.

Chart 2.38: Transportation & Utilities Employment Share

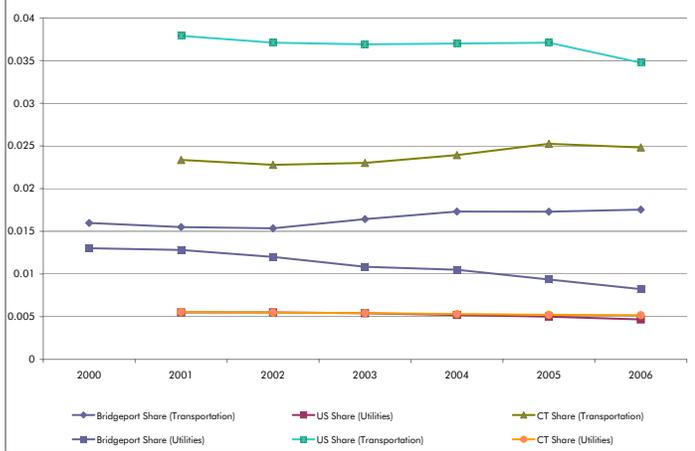
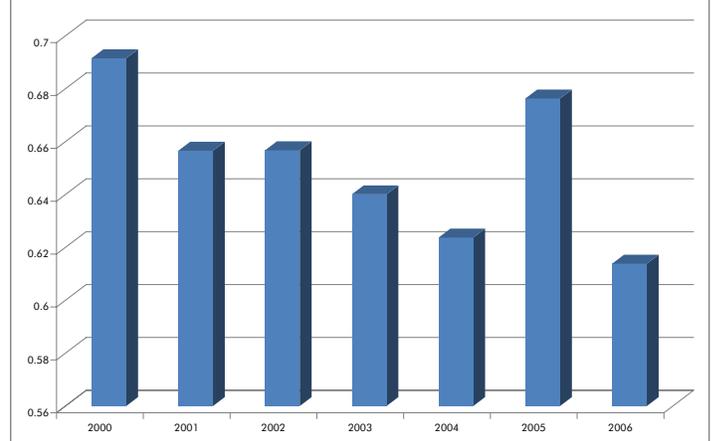


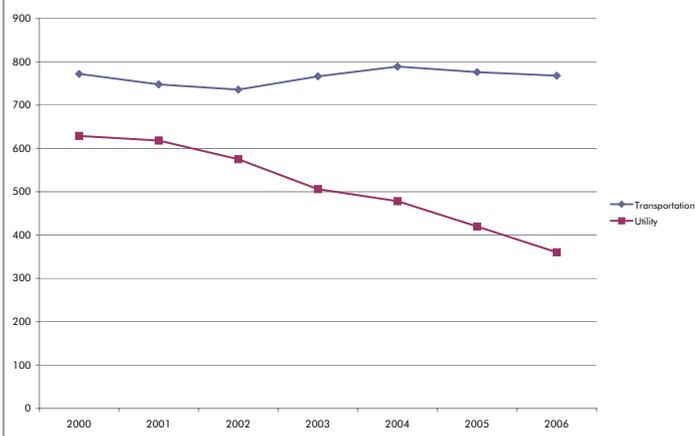
Chart 2.40: Bridgeport Transportation Relative Wage



Current Employment Trends

Total employment in the Transportation sector has remained relatively unchanged over the past six years and the share of employment citywide has climbed from 1.6 to 1.8 percent by 2006. This compares to a precipitous loss in Utilities employment and a perceptible decline in the relative importance of Transportation jobs nationally, though not statewide.

Chart 2.39: Bridgeport Transportation & Utilities Employment



In 2000, wages in the Transportation sector were 31 percent below the citywide average; by 2006, an overall decline in relative wages reached 61 percent, or fully 39 points below the citywide average. Given the stability in Transportation & Warehousing as a function of the Bridgeport economy, especially in light of job losses in other sectors, the erosion in earnings for average workers suggests more emphasis be placed on developing higher productivity Transportation jobs.

Interstates and Expressways

Interstate 95

Interstate 95, the primary north-south highway on the Atlantic Seaboard, travels east-west across Connecticut, while carrying approximately 130,000 vehicles per day through an often congested Fairfield County corridor. Six of I-95's exits, (Exits 25-29; 27A) are located within the bounds of Bridgeport. A \$500 million construction investment was recently completed to improve traffic flow. This endeavor involved widening a six lane I-95 to eight lanes, and adding exit-only lanes between Exit 26, Wordin Avenue, and Exit 29, CT 130/Stratford Avenue. Moreover, it featured the reconstruction of the "trumpet" interchange at Exit 27A, CT 8/CT 25 Expressway, and replaced Bridgeport's Harbor bridge.

Merritt Parkway

The Merritt Parkway, the division of Route 15 extending from the New York border to the Housatonic River, was created to alleviate congestion on the Boston Post Road—Route 1. Although the Merritt Parkway does not directly pass through Bridgeport, it is widely used as an alternate means of commuting to both the New York Metro Area and New Haven County, due to its close proximity to the City (exits 47 and 48 are within a mile of Bridgeport's North End neighborhood).

Railroad

Bridgeport Station

Located at 525 Water Street in Downtown Bridgeport, the Bridgeport Transportation Center on the Metro-North New Haven Line averages a daily commuter ridership of 3,120 passengers. The station can be

easily reached from Interstate 95, as well as by bus or ferry service. For Manhattan-bound commuters, trains typically leave every five to sixteen minutes during weekday morning peak hours. The hour and a half commute to Grand Central, along with high frequency stops in business areas such as Norwalk, Stamford, and Greenwich, account for much of Bridgeport's rail usage. In addition to an expansion of the parking services offered, a new bus terminal just below the north end of the train station is currently under construction. Bridgeport Station, the busiest station between Stamford and New Haven, is open from 5 AM to 12 AM nightly and accounts for 5.5 percent of all Metro North ridership. A preliminary proposal for the creation of a second station in the city is currently under consideration by the Connecticut Department of Transportation.

Metro-North Railroad

The Metro-North Railroad, a subsidiary agency of the Metropolitan Transportation Authority, serves more than one million customers per week over 384 miles of rail that link Grand Central Terminal to 120 stations between New York State and Connecticut. Metro-North employs 5,900 workers across the tri-state area. An estimated 55,000 Connecticut residents ride the Metro-North railroad daily.

Amtrak

Amtrak, America's largest rail provider, operates approximately 46 trains daily in Connecticut. During the 2006 fiscal year, Amtrak employed 547 Connecticut residents, who received total wages of \$33,865,506.

Greater Bridgeport Transit Authority

The Greater Bridgeport Transit Authority (GBTA) operates a family of bus transit services in the greater Bridgeport area. The GBTA features a 16-route region extending from Milford to Norwalk, including the Stamford Commuter Connection and an extensive minibus service for riders with disabilities. The buses have made 5 million trips this year with 85 percent of ridership located in Bridgeport alone. The GBTA employs approximately 200 residents, including 160 drivers and a 40 person support and managerial staff. The 17-bay bus station to open in September 2007 will have a new pulsing system and intelligent transportation systems (ITS) components.

Maritime

Port of Bridgeport

One of only three deep-water ports in Connecticut, the Port of Bridgeport provides an accessible, decongested pathway to the entire Northeast as well as employment to approximately 70 trained workers in the surrounding area. In 2003, the port was ranked 79th among all U.S. ports in total tonnage, moving 4,755,571 tons. The port primarily handles bananas and clementines. The port has also made strides to build a niche in shipbuilding, barge feeder and high-speed ferry services. Millions of dollars are currently being invested in expanding the port's commercial and industrial capabilities, including the Derecktor Shipyard and shipbuilding facility.

Bridgeport Regional Maritime Complex

In May 2003, the Port of Bridgeport was selected by the state of Connecticut as the home of a new barge feeder service for short sea shipping from terminals under the jurisdiction of New York/New Jersey Port Authorities. The 48.5-acre Bridgeport Regional Maritime Complex won an economic development award of \$17 million from the Connecticut Economic Resource Center.

Bridgeport Port Jefferson Steamboat Company

The Bridgeport Port Jefferson Steamboat Company offers hourly ferry departures across Long Island Sound for passengers and automobiles. The 75 minute ride transports an average of 996,000 passengers and 470,000 vehicles annually.

High-Speed Ferry Service

Due to notorious traffic congestion on the I-95 corridor in Fairfield County, alternative methods of transportation for commuters to and from the New York City Metro Area include the creation of a high-speed ferry service. The current \$10 million development, connecting Bridgeport and Stamford to New York City, has been estimated to move daily 1,400 passengers via Long Island Sound. At 70 knots, the service would transport passengers from Bridgeport to the New York City financial district in under an hour.

Intermodal Transit Center

The Intermodal Transit Center will provide a single-site access to the Metro-North railroad, the Port Jefferson Ferry and local buses. The improvements will service companies including Peter Pan, Greyhound, and

Trailways services, and include walkways to a new parking garage, and an improved rail terminal that is easily accessible from I-95 via exit 27. The project includes approximately 250,000 square feet of commercial and residential space in the tower to be built above the Center. The final leg of the bus terminal construction is currently underway while the train station is expected to be completed in concert with private development.

Air

Igor I. Sikorsky Memorial Airport

Owned by the City of Bridgeport and located in Stratford, the Igor I. Sikorsky Memorial is a two runway airport that averages 225 daily flights. Of that, 50% is dedicated to local aviation, 45% to transient general aviation, 3% to air taxi, and 2% to military use. Igor I. Sikorsky Memorial Airport is currently planning safety improvements on its main ramps.

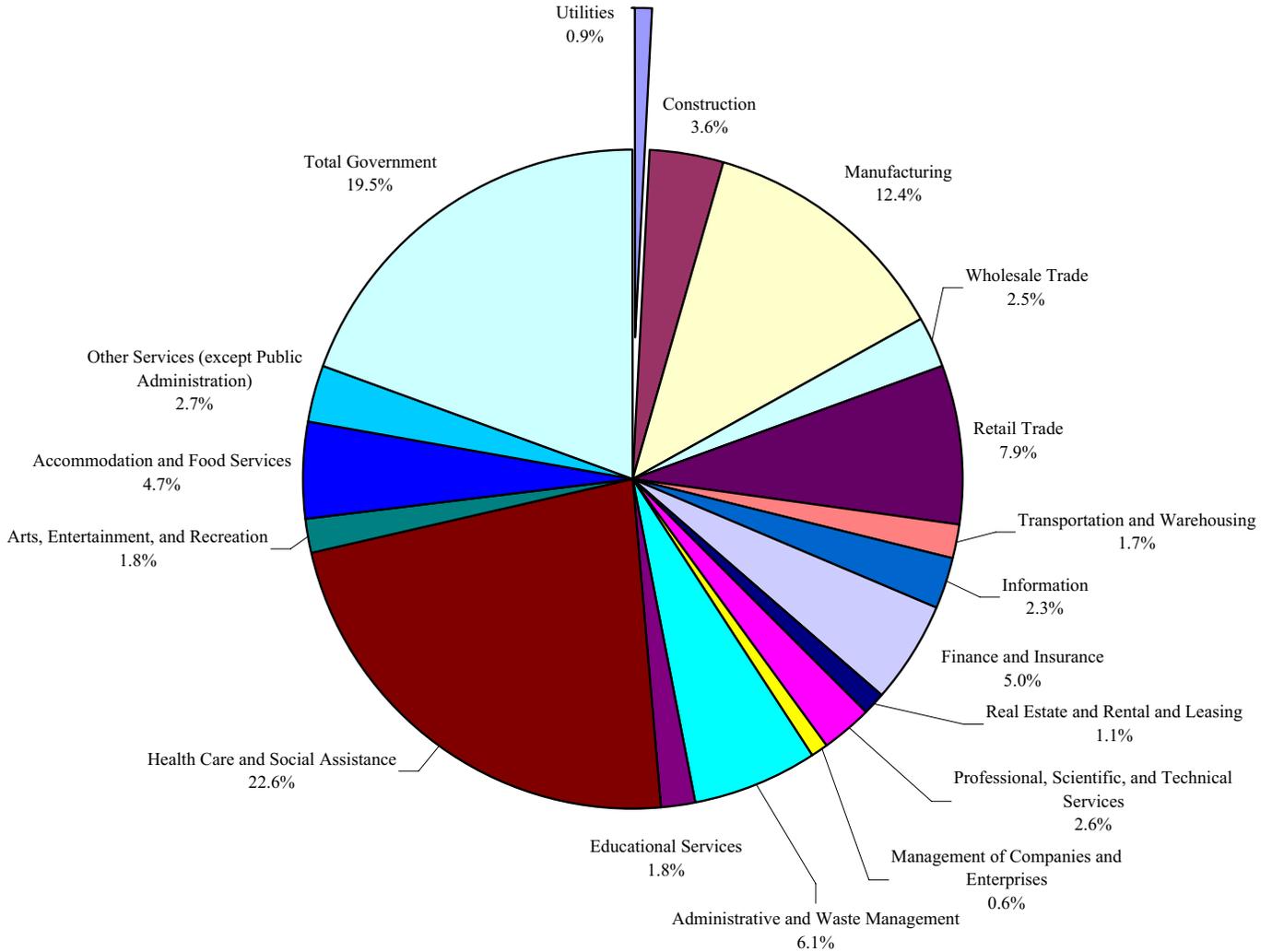


Chart 2.41: Bridgeport Employment by Industry 2005

UTILITIES

Sector Overview

Establishments in the Utilities sector are engaged in the provision of electric power, natural gas, steam supply, water supply, and sewage removal. Utility providers are amongst the largest employers and taxpayers in the City of Bridgeport. The Aquarion Water Company, SBC/AT&T telecommunications, and the Southern Connecticut Natural Gas Company each offer more than 100 jobs. The Bridgeport Power Station, which PSEG Power Connecticut LLC owns, ranks as the fourth largest power-plant in Connecticut. Ranking 16th among 18 private sector employers in Bridgeport, the Utilities sector has 8 establishments, providing an

average annual wage of \$79,738 in 2005, or the highest average payroll per employee.

Chart 2.42: Transportation & Utilities Employment Share

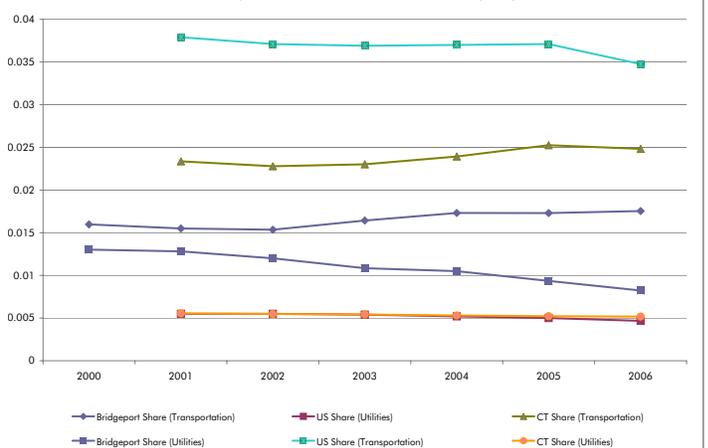
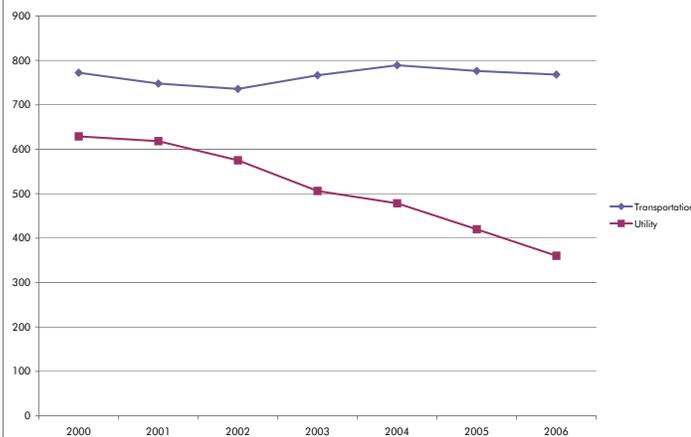


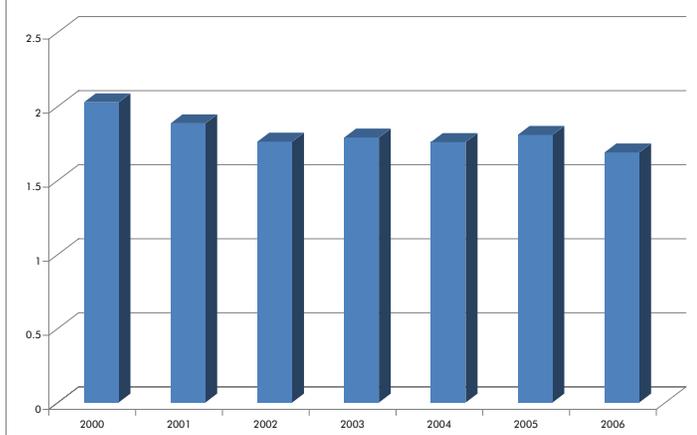
Chart 2.43: Bridgeport Transportation & Utilities Employment



Current Employment Trends

Total employment declined precipitously in the Utilities sector over the 2000-2006 period, falling 43 percent to 360 employees. This loss represents a decline in share of total employment, from 1.3 to 0.8 percent of all Bridgeport jobs, and compares to a relatively stable performance in the Utilities sector statewide or as a share of all employment in the U.S. economy. With an annual wage that is 82 percent above the citywide average, and has retained that relative advantage since 2002, the loss of employment in the Utilities sector is particularly troubling for Bridgeport.

Chart 2.44: Bridgeport Utilities Relative Wage



Water

Aquarion Water Company

Founded in 1857 and headquartered in Bridgeport, the Aquarion Water Company of Connecticut, a subsidiary of Aquarion Water, is a public water supply serving 587,000 people (176,000 customer accounts) across Fairfield, New Haven, Hartford, Litchfield and New

London Counties. As one of the ten largest water utilities in the U.S., the Aquarion Water Company of Connecticut employs some 330 people across lower New England.

Electricity

The United Illuminating Company

The United Illuminating Company, formed in 1899 after a merger between the Bridgeport and New Haven Electric Companies, provides regional electricity and energy-related services. United Illuminating has a subscriber base of more than 320,000 customers in the Greater New Haven and Greater Bridgeport areas. United Illuminating engages primarily in the purchase, transmission, distribution, and sale of power, rather than in electricity generation. The United Illuminating Company serves 335 square miles from North Haven to Fairfield and employs approximately 900 people in the area. After years of research and planning, the Connecticut Siting Council approved an energy project to create a 69 mile electric transmission line, both under- and above-ground, spanning an area from Middletown to Norwalk. The \$1.3 billion line will cross 18 towns, including Bridgeport. Construction is set to be completed by 2009. Bridgeport Energy LLC, a subsidiary of United Illuminating in Bridgeport, has 57,938 subscribers in the City.

United Illuminating Company Service Area



Source: United Illuminating Co.

Fuel Cells

The Connecticut Clean Energy Fund has recommended two proposed fuel cell plants in the City of Bridgeport

UTILITIES

for review by Connecticut's two power companies to see if they will be granted long term contracts. They are: Elemental Power Group, a 19.6 MW project consisting of 8 DFC power plant units. Bridgeport Fuel Cell Park, a 13.7 MW project consisting of 6 DFC3000 power plants that will deliver power to the United Illuminating Company. The latter project is using a remediated brownfield site.

Telecommunications

AT&T/SBC

The acquisition of Southern New England Telephone Company and AT&T Corporation by SBC Communications has made AT&T/SBC the primary phone service in Fairfield County.

Cablevision Systems of Southern CT

Founded in 1973 as a cable television operator with 1,500 Long Island customers, Cablevision currently operates as the nation's single largest cable cluster, serving 3 million households in the New York metropolitan area. Along with major network cable service and national news service, Cablevision offers local programming such as News 12 Connecticut. Cablevision also provides Optimum Online, a broadband high-speed internet service, to more than 1,300 primary and secondary schools and libraries in its service areas through its multi-million dollar "Power to Learn" initiative.

The Bridgeport Economy: A Look Ahead

Future economic growth in Bridgeport will depend upon private investment initiative, guided by an informed public sector. As preceding sections have shown, the Bridgeport-Stamford-Norwalk region is expected to attract some 45,800 private service jobs over the 2006-2016 period. Given national and global market trends, Bridgeport cannot count on goods producers to resuscitate its economy, for even under the best conditions the trend is downward. Assuming recent past performance, the City's private service providers will also not add sufficient jobs to outweigh this drag, but given a share in regional growth rates the gain in service jobs would signal a modest recovery.

However, a robust recovery will require bold initiatives in private housing investment and commercial development. Not unlike Providence and Baltimore, Bridgeport can be turned around by building upon its historic inner city character and by transforming idle industrial areas into vibrant mixed use clusters. The strategy formulated by the CEDS Steering Committee, and embedded in the new Master Plan, will seek to capture some 15,000 new jobs in new developments on rezoned industrial land and Downtown sites, thereby restoring the Bridgeport economy to the level of employment enjoyed in 1990.

By their very nature, new jobs will be drawn from export sectors in which the City has demonstrated some strengths and the region has anticipated new growth. Based upon the market analysis, the sectors are:

Health Care
Finance & Insurance
Professional & Technical Services
Information Services
Arts & Entertainment

To attract export jobs, Bridgeport must first offer a diverse white collar labor force, a strategy which can be accomplished over the long term by improvements to education and training, but in the short term by new inner city housing developments that draw young professionals and seasoned executives. By building

upon the City's labor force and export base, population-serving jobs will subsequently be generated that add not only to overall employment levels, but also to the City's quality of life.

In keeping with this approach, targeted to the above service sectors, the following private developments are illustrative of investment initiatives that are critical to Bridgeport's economic recovery:

Bridgeport Landing Steel Point Mixed Use
Pequonnock Mixed Use High Rise
Downtown North Adaptive Mixed Reuse
60 Main Street High Rise Housing

Collectively, all proposed developments for private services and new housing would accommodate 11,400 jobs, of which 5,900 would be located on rezoned industrial land and 5,500 on primarily Downtown sites.

By rezoning a portion of the City's industrial land for mixed use development, viable concentrations of industry will not be disrupted. Rather, efforts are proposed to buttress important clusters of goods production and transportation, such as:

West End Industrial Corridor
Derecktor Shipyards
Intermodal Transportation Hub
Seaview Avenue Industrial Park

Combined, these and related actions are anticipated to expand more traditional industrial activities by some 3,600 new jobs.

The CEDS Action Plan identifies all proposed projects in the context of overarching goals and strategies.

BRIDGEPORT'S DEMOGRAPHICS

POPULATION TRENDS

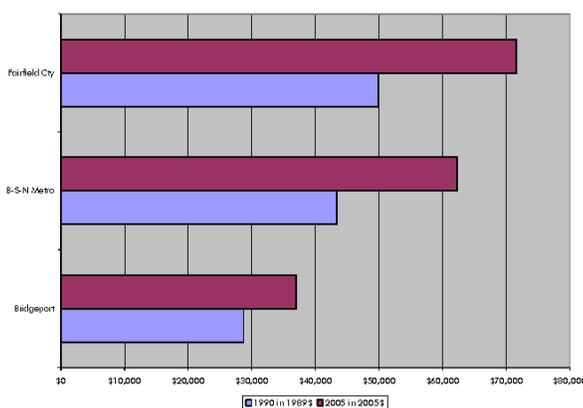
Chart 3.1: Population Trends in Bridgeport & Surrounding Areas
1990-2005

Area	1990	2000	2005	Change 1990-2005	
				Number	Percent
Bridgeport	141,686	139,529	135,676	-6,010	-4.20%
Bridgeport-Stamford-Norwalk CT NECTA	841,941	892,283	913,411	71,470	8.50%
Fairfield County CT	827,645	882,567	884,050	56,405	6.80%

Source: U.S. Bureau of the Census

Bridgeport’s population peaked in 1950, at 158,700 residents, and has since declined continuously to 135,676 by 2005. The loss of residents has occurred in the context of strong growth in the coastal Bridgeport-Stamford-Norwalk metro area and the broader Fairfield County. Moreover, while these areas have attracted many new residents, their population growth has driven the areas’ median household incomes to among the highest levels nationwide. By contrast, the inhabitants of Bridgeport have become poorer in constant dollar terms. As the table below shows, population trends in Bridgeport have diverged sharply from the metro area and Fairfield County over the past 15 years, while as the subsequent table shows, household income has fallen still further below.

Chart 3.1: Median Household Income in Bridgeport &

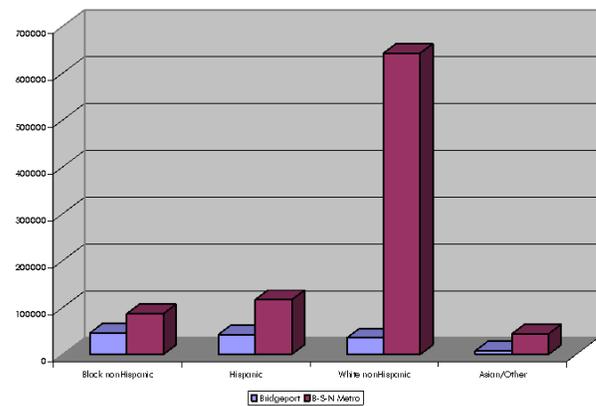


Population Characteristics

Considering household population alone, Bridgeport’s 132,000 residents now comprise one in every seven (14.8%) residents of the metro area, but one in every two (53.0%) black non-Hispanic residents, three in

every eight (36.6%) Hispanics, yet only one in every twenty (5.5%) white non-Hispanic residents of the metro area. American Indians, Asians, or residents or other or multiple races also comprise a disproportionate share of the regional population in Bridgeport. Immigration has been a large factor in the City’s demographic change with nearly one in every three inhabitants (31.6%) in 2005 having been born outside of the United States. Of those 41,700 residents, one in every six (16.4%) arrived since 2000 and, among the foreign-born, most will not likely become U.S. citizens based upon the naturalization rate of all foreign-born residents of Bridgeport.

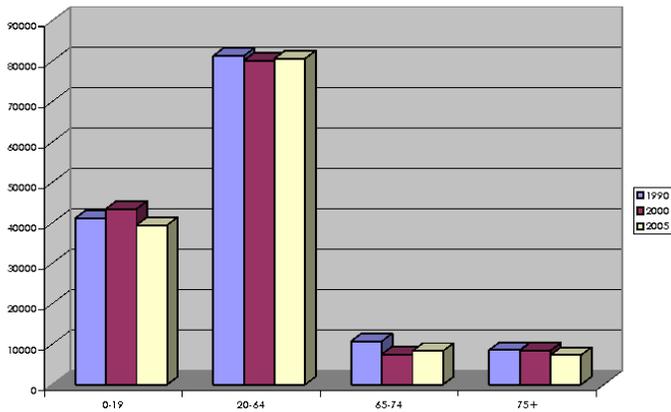
Chart 3.2: Race/Ethnicity in Bridgeport & Bridgeport-



As a consequence of the City’s great diversity, the population is younger, more concentrated in reproductive ages and the non-prime labor force, has a larger family size, a lower death rate, and is more apt not to speak English at home. Bridgeport’s median age is 34.5 years, compared to 39.9 years regionwide. Fully 36.7 percent of the population is under 25 years of age and 27.3 percent is under 18 or school-aged. Persons of retirement age, at 65 and older, account for 11.2 percent of all residents, compared to 13.7 percent elsewhere in the metro area. With more youth and fewer elder residents, Bridgeport’s working age population of 21 to 65 years numbers roughly 76,000 persons or 57.5 percent of all household residents. With nearly 3 dependents for every 4 working aged persons, low household budgets in Bridgeport are strained even further.

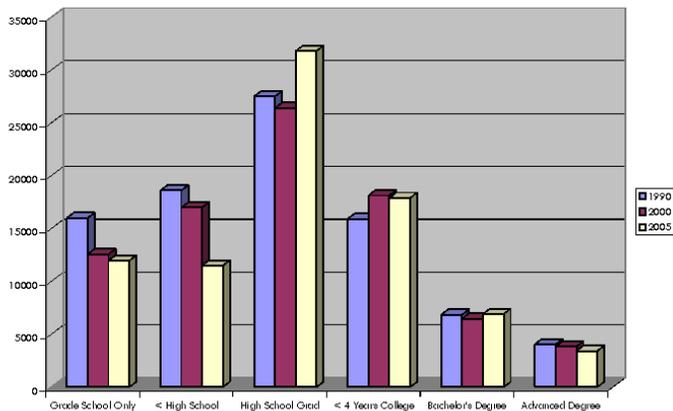
Although 36,900 Bridgeport residents are currently enrolled in school, including nearly 7,000 in college or graduate school, a majority of the adult population has

Chart 3.3: City of Bridgeport Age Cohorts



only a primary or secondary education. As the chart below shows, this relationship has essentially not changed since 1990 though more residents have attained a high school diploma. Of the population 5 years and over, fully 51,400 or 42 percent speak a language other than English at home and, of the total, 18.6 percent do not speak English very well.

Chart 3.4: Educational Attainment of Population 25+



The household structure of Bridgeport residents differs sharply from that of the metropolitan area. Regionwide, some 53 percent of households are comprised of married couple families and 17 percent of single family heads with or without children. In Bridgeport, the proportion of married couple households is only 31 percent while single family heads account for 33 percent of all households. In addition, single people living alone occupy 31 percent of Bridgeport's housing, compared to 26 percent of the region's housing, but 4 percent each of all households in the City and region consist of unrelated individuals living together. The City's weaker family structure is reflected in higher geographic mobility, with a lower proportion of residents living in the same house or

apartment as one year ago, than regionwide, and a higher proportion living in a different residence in the area. It is also reflected in the City's higher fertility rate which stood at 63 births per year per thousand unmarried women, compared to 30 in the region, and 69 births per year per thousand all women in reproductive ages, compared to 53 in the Bridgeport-Stamford-Norwalk area.

Labor Force and Employment Status

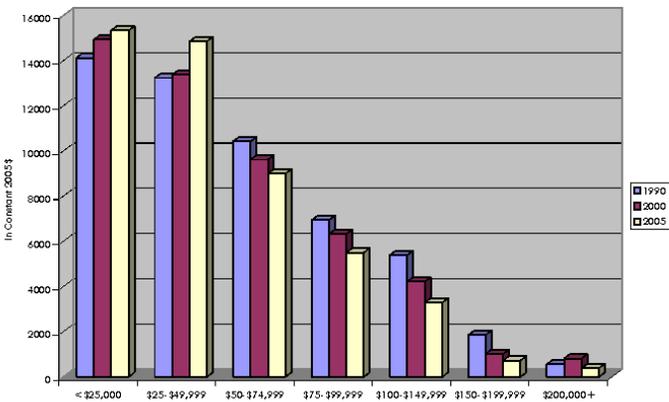
Of the population 16 years and over, 69,150 persons living in Bridgeport were in the civilian labor force (69.6%) in 2005. Of these, 6,875 or 9.9 percent were unemployed. Regionwide, the labor force participation rate was lower at 66.8 percent, but the employment rate was higher at 93.7 percent of the labor force (6.3% unemployed). The City's female employment participation was also greater with a woman representing one in every two jobholders (50.3%) living in Bridgeport, compared to 46.1 percent regionwide. In the City, considerably more families with children under 18 years of age had all parents participating in the labor force, or 74.2 percent, while in the region at large the proportion was 60.1 percent.

The majority of Bridgeport's resident labor force actually works outside the City, in neighboring towns of the region. The mean travel time to work is 28 minutes with driving a single-occupant car, truck or van being the predominant mode, or 70.6 percent of all trips. Although Bridgeport has exceptional rail transport, only 6,570 of 60,970 workers use public transport, fewer than the number of workers who drove with others or 8,549. Elsewhere, in the metro area, nearly 30,000 workers took public transport to work, or more than those who carpoled to work.

The majority of Bridgeport residents who work are employed in the service providing sector, with only one in four (24.0%) employed in construction and manufacturing. Health care and education are the leading service providers with 12,650 residents or 20.3 percent employed. The next largest service employer is retail trade, with nearly 8,000 local public sector engages some 5,250 residents or 8.4 percent of the employed labor force, and roughly 3,000 residents are either self employed or unpaid family workers. Expressed as occupations, roughly half of the resident work force is engaged in service, sales and lower

skilled office jobs, while only 11,300 or 18.2 percent have management, professional or related occupations.

Chart 3.5: Bridgeport Households by Income Bracket



The concentration of Bridgeport’s resident workforce in lower skilled occupations of service providing industries has resulted in a declining real income of households since manufacturing and other relatively well-paying goods producing activities left the City. Bridgeport’s higher paid office jobs are held primarily by in-commuters, while residents hold lower paid jobs or commute to neighboring towns and cities for lower paying employment opportunities. Despite multiple jobholders per household there has been little change in the distribution of household income when measured on a constant dollar basis. As the chart shows, the proportion of households with annual incomes above \$50,000 in 2005 dollars has been declining since 1990. The percentage of families whose income was below the poverty level in 2004-2005 stood at 16.1 percent in Bridgeport, compared to 4.8 percent regionwide.

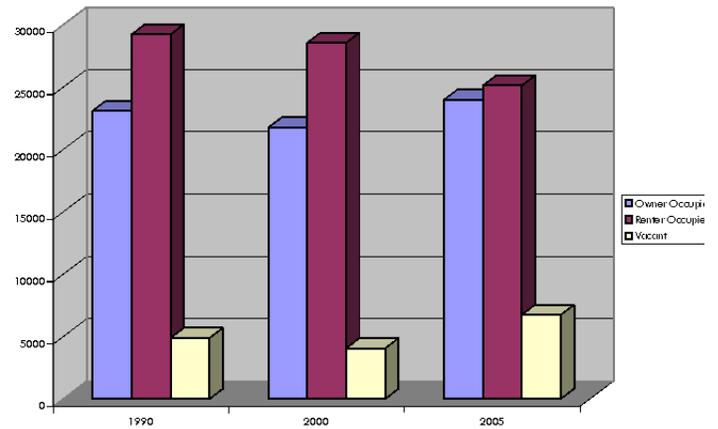
Chart 3.2: Average Annual Wage Comparison 2005: Bridgeport and Bridgeport-Stamford-Norwalk NECTA

In 2005 \$	Average Bridgeport Annual Wage	Average Region Annual Wage
Professional & Business Services	\$77,123	\$89,370
Finance & Insurance	\$68,457	\$215,436
Transportation & Utilities	\$47,353	\$72,241
Information Services	\$44,252	\$74,986
Health Care	\$43,079	\$43,259
Education Services	\$36,738	\$38,751
Retail Trade	\$30,931	\$33,071
Administrative Services	\$28,444	\$73,022
Other Services	\$26,968	\$28,931
Arts & Entertainment	\$26,968	\$31,122
Accommodations & Food	\$14,820	\$19,334
All Industries	\$44,119	\$68,746

Source: Connecticut State Department of Labor

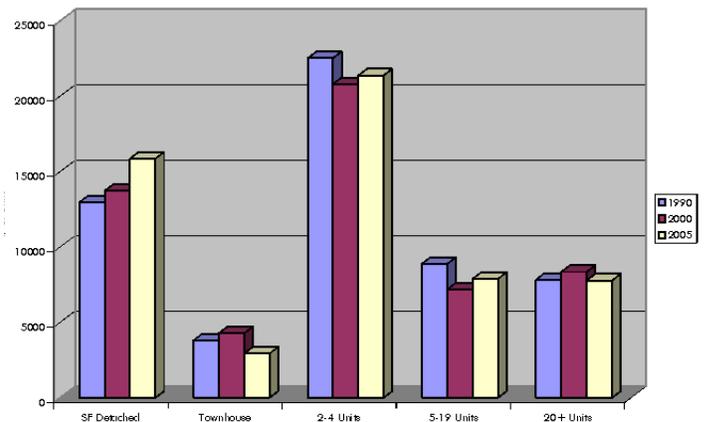
HOUSING

Chart 3.6: Tenure and Occupancy



During the 1990s, while population in Bridgeport was decreasing by 2,150 residents, the City lost 2,850 housing units on balance. Between 2000 and 2005, population and households declined further but some 500 new units were constructed and housing rose overall by nearly 1,500 units. In 2005, the City had 49,100 occupied units in a total housing stock of 55,800 single and multifamily units. Virtually half of all occupied units were owner-occupied, or 24,000 (49.0%), and a low homeowner vacancy rate of 1.0 percent prevailed. A higher proportion of rental units were vacant, 13.3 percent, even though 51.0 percent of all households occupied rental housing.

Chart 3.7: Bridgeport Housing Stock Units in Structure

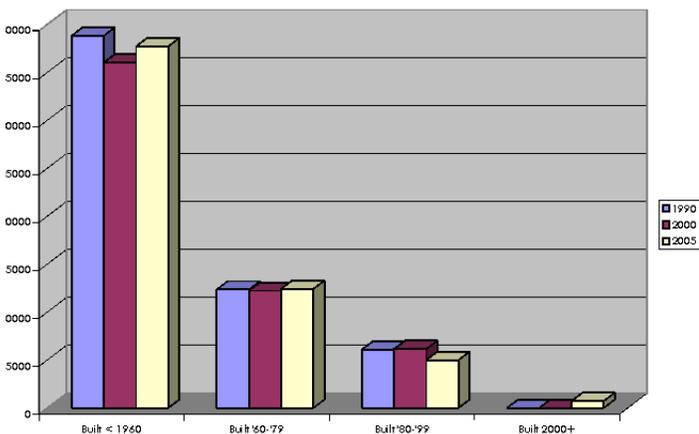


Single family housing comprises one in every three units in Bridgeport with the majority (15,860) being single family detached houses, while some 2,930 units

are single family attached or townhouses. Of the multifamily housing stock, which accounts for two in every three units in the City, structures with 3 or 4 flats were the dominant mode, followed by large apartment buildings of 20 or more units. As the following chart shows, this configuration of Bridgeport's housing market has changed little over the past 15 years, even though most new construction has been in single family stock.

Small multifamily structures were built during the era of robust industrial development in Bridgeport. Small walk-up units that were clustered around factories to house shift workers no longer appeal to today's housing consumer. The majority of units in Bridgeport were built before 1950 and, though the City is actively clearing abandoned structures, vacancies remain heavily concentrated in the factory housing structures. The northern neighborhoods of Bridgeport, where single family development prevails, experienced some of the heaviest new construction in recent years. However, as Bridgeport focuses on attracting a young professional labor force to live and work in the City, the emphasis will shift from single family to multifamily units in the Downtown and waterfront areas. There, adaptive reuse of existing office and loft buildings will combine with new high rise development to satisfy the housing demands of those seeking inner city residences and housing units with a view.

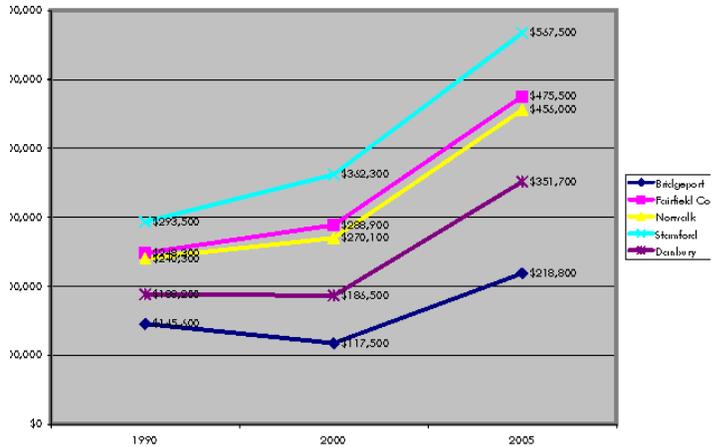
Chart 3.8: Year Residential Structure Built



Since 1990, the median value of owner occupied housing has risen dramatically in Fairfield County and the Bridgeport-Stamford-Norwalk metro area. Bridgeport is situated in a region in which the escalation in homeowner values has been so extensive

as to exclude affordable housing opportunities for many municipal workers and mid-level office personnel. As a consequence, in-commutation to office concentrations along the New Haven rail line, such as Greenwich and Stamford, has greatly expanded from New York City boroughs and lower cost suburban areas. Bridgeport can equally fill this role as well as provide housing for new service firms locating in the Downtown.

Chart 3.9: Median Value of Owner Occupied Housing



OUTLOOK

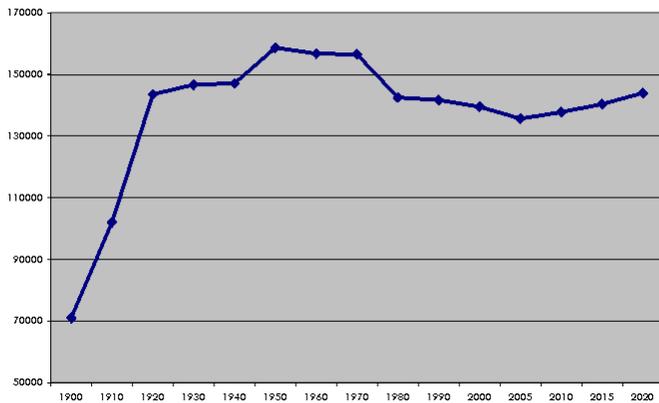
According to the Connecticut Office of Policy and Management, the population of Bridgeport will grow from 135,676 residents in 2005 to 144,006 in 2020, or by 8,330 persons. The Bridgeport-Stamford-Norwalk metro area, which stood at 913,411 residents in 2005, is expected to add another 60,640 persons. For Bridgeport, the forecasted growth represents a major turnaround from more than a half century of population decline.

Chart 3.3: Projected Population & Household Growth Bridgeport & Bridgeport-Stamford-Norwalk NECTA

	1990	2000	2005	2010	2015	2020
Bridgeport						
Population	141,686	139,529	135,676	137,769	140,402	144,006
Households	52,323	50,307	49,095	50,677	52,664	55,110
Ave Hskl Size	2.71	2.71	2.7	2.65	2.6	2.55
Bridgeport-Stamford-Norwalk CT NECTA						
Population	841,941	892,283	913,411	932,492	951,895	974,051
Households			332,726	340,070	347,300	355,600
Ave Hskl Size			2.68	2.68	2.68	2.68

The regional housing demand of lower Fairfield county has escalated commutation patterns both in length and time. Given the character of new transit-oriented housing development proposed for Downtown Bridgeport and the City's waterfront, new residents will

Chart 3.10: Bridgeport Population Trend, 1990-2020



concentration of arts, entertainment, recreation, and other service establishments.

Source: U.S. Bureau of the Census, 1990-2005; Population Projection - CT Office of Policy and Management; Household Projection - Urbanomics

be attracted from throughout the commutershed. As a result, average household size will likely decline. From 2.70 persons per unit in 2005, average household size may shrink to 2.55 by 2020, generating the need for some 6,000 new housing units, or fully one quarter of the region’s net expansion.

Based upon announced housing developments, the Downtown is likely to add 1,150 new housing units by 2010 from adaptive reuse of existing structures and proposed new construction with a developer in process. Another 500 units have been identified at sites including the proposed Pequonnock mixed use development site. Outside the traditional Downtown, in an expansion into adjoining waterfront areas, another two to three thousand units are proposed, including those of the pending Bridgeport Landing Steel Point site. Thus, the majority of new housing demand is expected to be met in Bridgeport’s inner city high-rise and adaptive reuse sites that afford easy access to a vibrant Downtown, the waterfront, and the City’s

Chart 3.11: Bridgeport Household Trend 1970-2020

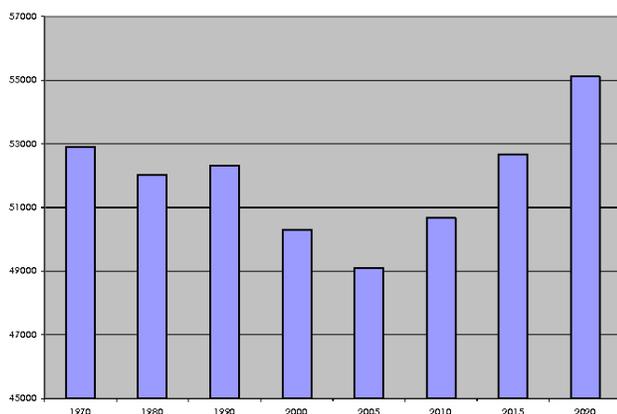




Image: BLA

INFRASTRUCTURE

Business development is highly dependent on the quality of the infrastructure. Infrastructure determines whether workers will be able to travel to the workplace in a timely fashion, the power and water supply available for production, local and international communications, and the ability distribute goods and services throughout the region. Following is an assessment of Bridgeport’s infrastructure.

TRANSPORTATION

Bridgeport’s transportation and transit infrastructure is one of its greatest assets. Road, rail, maritime and air options abound for residents and workers. The overall system has benefited from great improvements to its regional connectivity in the last decade; however, there is still room for improvement, especially on local bridges and roads, and the severe congestion between Bridgeport and Stamford. Bridgeport is poised to provide productive congestion mitigation strategies for lower Fairfield.

Following is an inventory of existing major components of Bridgeport’s transportation infrastructure.

Highways

Interstate 95

Interstate 95, the primary north-south highway on the Atlantic Seaboard, travels east-west across Connecticut, while carrying approximately 130,000 vehicles per day

through an often congested Fairfield County corridor. Six of I-95’s exits are located within the bounds of Bridgeport. A \$348 million construction investment was recently completed to improve traffic flow.

Merritt Parkway

The Merritt Parkway, the division of Route 15 extending from the New York border to the Housatonic River, was created to alleviate congestion on the Boston Post Road—Route 1. Although the Merritt Parkway does not directly pass through Bridgeport, it is widely used as an alternate means of commuting to both the New York Metro Area and New Haven County, due to its close proximity to the City (exits 47 and 48 are within a mile of Bridgeport’s North End neighborhood).¹

Route 8/Route 25

Combined Routes 8 and 25, carrying some 75,000 vehicles per day, extends north from I-95 through Bridgeport, with exits at Fairfield, North and Boston Avenues, to the northern suburbs. Just south of the Merritt Parkway, the highways split; Route 25 continues toward Trumbull, while Route 8 follows a more easterly direction toward Shelton. These highways are fast becoming some of the busiest commuterways in to and out of the City.

Railroad

Bridgeport Station

Located in Downtown Bridgeport, the Bridgeport

Intermodal Transportation Center is a stop for both Amtrak's Northeast Corridor Service and the Metro-North New Haven Line, which averages a daily commuter ridership of 3,120 passengers. The station can be easily reached from Interstate 95, as well as by bus or ferry service. The hour and a half commute to Grand Central, along with high frequency stops in business areas such as Norwalk, Stamford, and Greenwich, account for much of Bridgeport's rail usage.

Bus

The Greater Bridgeport Transit Authority (GBTA) operates a family of bus transit services in the greater Bridgeport area. The GBTA features a 16-route region extending from Milford to Norwalk, including the Stamford Commuter Connection and an extensive minibus service for riders with disabilities. A major upgrade of the regional bus service will be completed in September 2007, with the opening of the new 17-bay pulsing and intelligent transportation systems bus terminal.

Intermodal Transit Center

The Intermodal Transit Center will provide a single-site access to the Metro-North railroad, the Port Jefferson Ferry and local buses. The project consists of a new 17-bay bus station, also including Peter Pan, Greyhound, and Trailways services, walkways to a new parking garage, and an improved rail terminal that is easily accessible from I-95 via exit 27.

Maritime

Port of Bridgeport

One of only three deep-water ports in Connecticut, the Port of Bridgeport provides an accessible, decongested pathway to the entire Northeast. The port has also made strides to build a niche in shipbuilding and ferry services.

Bridgeport Regional Maritime Complex

In May 2003, the Port of Bridgeport was selected by the state of Connecticut as the home of a new barge feeder service for short sea shipping from terminals under the jurisdiction of New York/New Jersey Port Authorities. The 48.5-acre Bridgeport Regional Maritime Complex won an economic development award of \$17 million from the Connecticut Economic Resource Center.

Bridgeport Port Jefferson Steamboat Company

The Bridgeport Port Jefferson Steamboat Company offers hourly ferry departures across Long Island Sound for passengers and automobiles. The 75 minute ride transports an average of 996,000 passengers and 470,000 vehicles annually.

Air

Igor I. Sikorsky Memorial Airport

Owned by the city of Bridgeport and located in Stratford, the Igor I. Sikorsky Memorial is a two runway airport that averages 225 daily flights. The airport is currently planning runway safety improvements on its main ramps and increased hangar space.² It is also home to a new helicopter service to New York City.

POWER DISTRIBUTION

Electrical supply by United Illuminated (UI) is dictated by demand. Downtown Bridgeport is currently fed underground and new energy vaults are planned to meet existing and future demand. Installation of the 345kva upgrade is ongoing and work is scheduled for completion in August 2008. In addition, two new fuel cell plants are being developed within the city.

NATURAL GAS

Existing natural gas service networks are adequate to serve known development projects including Steel Point. The Utility may need to extend high pressure mains and this work should be coordinated with any storm and sanitary separation projects initiated by the City of Bridgeport. Natural gas upgrades will follow demand and rarely are facilities upgraded or expanded based on speculative projects only. Future upgrades are planned and have been coordinated with the State of Connecticut for future roadway upgrades on State owned Fairfield Avenue and State Street.

WATER

Supply

Water distribution by Aquarion has more capacity than the City of Bridgeport currently requires. The system, though dating back to the early 1900's, was constructed to supply major industrial plants with a 70,000,000 gallon per day demand; current demand is 45,000,000 gallons per day. Due to the age of the system, the Utility currently replaces approximately

1,500 linear feet of main per year to avoid future breakage and consequent service disruption. The Utility communicates regularly with the City of Bridgeport for the timely upgrade of existing facilities or extension to new development.

Wastewater Treatment and Stormwater

Wastewater treatment facilities are adequate to serve sanitary flows generated by the City of Bridgeport and neighboring communities that currently purchase capacity within the treatment system. However, capacity is overburdened during particular rainfall events since a majority of the City's storm and sanitary systems are combined.

The treatment plants do not have the capacity to treat sanitary and storm flows at the same time and this results in local area flooding and a discharge of untreated waste to local waterways. The solution lies in separating the storm flows from the existing pipe network so that only sanitary flow is received at the wastewater treatment facility. Considerable investment is required to separate the systems.

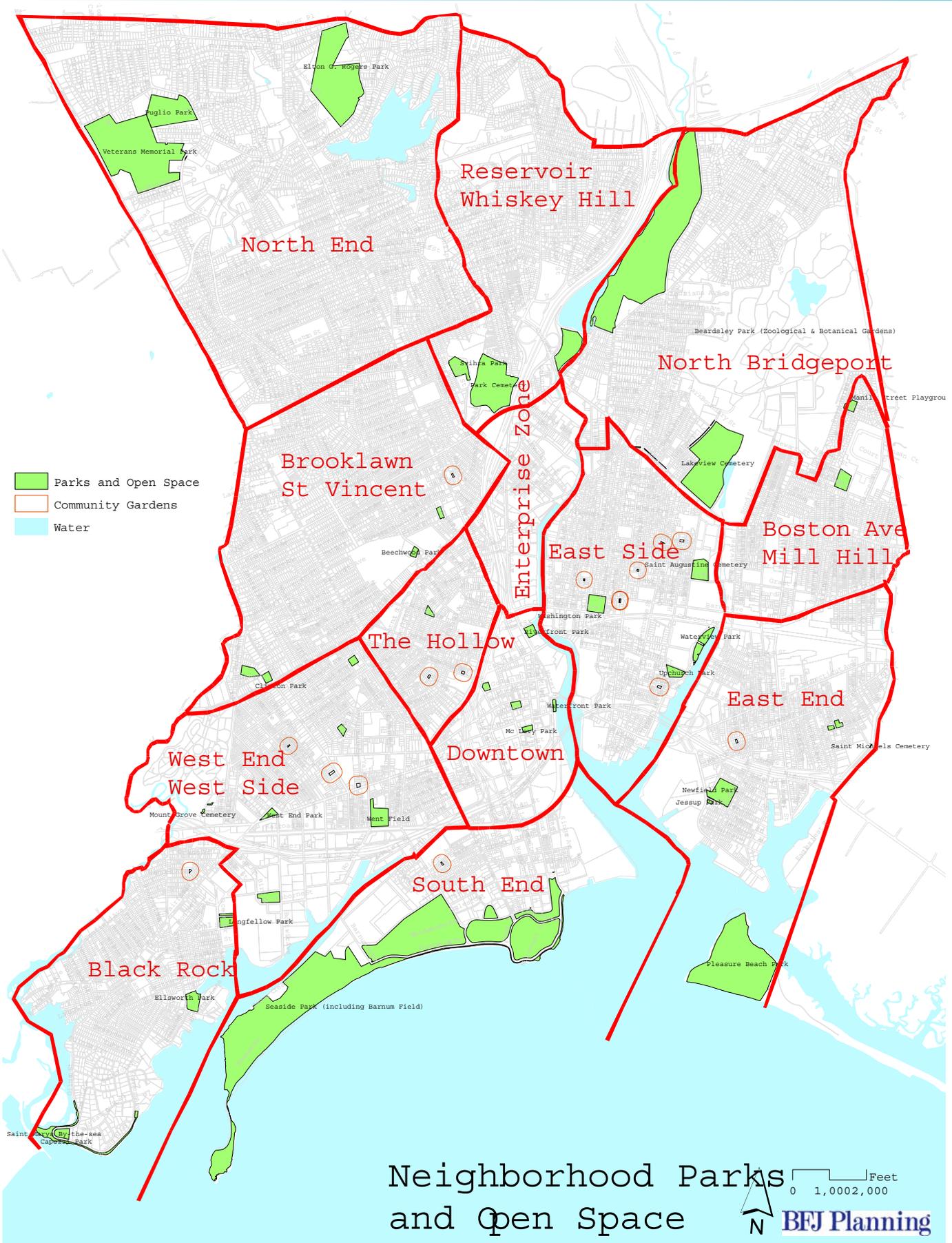
COMMUNICATION TECHNOLOGY

Fiber optic networks are critical to sustain a business community. Some fiber optic vendors distribute service through ATT conduits. Though these conduits are congested in areas, fiber optic service in downtown Bridgeport is sufficient at this time. ATT is in the planning stages for technology and distribution upgrades throughout the State of Connecticut and the City is a target service area. Though the Utility tends to follow demand, new zoning maps should be provided to the Utility so that future plans may be solidified and/or expedited to stay ahead of local demand.

Other vendors have an independent network or share with ATT and are prepared to expand service as development demand is generated.

¹ <http://www.nycroads.com/roads/ct-turnpike/>

² <http://ci.bridgeport.ct.us/airportsikor.aspx>



RECREATION AND CULTURAL RESOURCES

A city's recreational facilities and cultural opportunities are assets that can attract new residents. Bridgeport has a growing stock of both.

PARKS AND OPEN SPACE

Bridgeport, the 19th century Park City, has a 21st century opportunity to reclaim its green heritage. When they were built, Frederick Law Olmsted's Beardsley and Seaside Parks set high regional standards for recreation and leisure activities. The City boasts a significant open space inventory of regional, community, and neighborhood parks as well as community gardens, playground areas, and athletic fields. While Bridgeport's open space system has suffered from disinvestment over time, the City has a solid framework of parks, recreation and conservation areas. Upgrading and integrating this network of open spaces into the fabric of a modern Bridgeport is an important component of Bridgeport's future.

Today Bridgeport's residents are visiting parks at a rate and intensity unmatched in years past. At the same time parks and open space maintenance and capital improvement budgets are struggling to keep up with increasing demand. The City is poised for population and job growth and this will further burden the City's park and open space system. Trends and public demand for recreation and open space are testimony to the public's desire to achieve healthier and more active lifestyles, to observe and appreciate natural resources, and to gather with neighbors and friends. The challenges and costs facing the City's parks and open space network are significant, but the benefits to Bridgeport's residents will far exceed needed investments.

Current Park Conditions, Operations and Management

Since the completion of a Recovery Action Plan (RAP) many of the City's parks have been renovated and enhanced. Many neighborhood parks have been upgraded through the Urban Park Recreation Recovery

program. Likewise, Bridgeport has successfully obtained local, State and federal funding from Land and Water Conservation Fund grants, State Open Space and legislative Special Act moneys and municipal bond funds. However, these capital improvements are presently endangered by the insufficiency of operation and maintenance funds which have cut back not only maintenance staff but park and recreation programming. As park use has increased these capital improvements have become overused and have in some cases begun to deteriorate.

The most recent inventory of recreation and park facilities is reflective of the popularity of sporting activities. The City of Bridgeport provides:

- 21 softball fields
- 7 baseball fields
- 12 basketball courts
- 23 tennis courts
- 4 multi-purpose fields
- 36 hole golf course
- 2 ice skating rinks
- 2 all-purpose stadiums
- 3 outdoor tracks
- 3 saltwater beaches
- 12 horseshoe courts
- 3 Bocce ball courts

Recreational Trends and Preferences

Changing demographics of Bridgeport residents and neighbors have resulted in lifestyle changes, as well as recreational, entertainment and leisure time preferences. This is typical of development patterns in urban areas where recreational opportunities are accessible by foot or transit. Bridgeport is a diverse community with significant populations of baby boomers, empty nesters, young families, and seniors with unique recreational priorities including:

- Community centers with diverse programs and activities
- Wellness programs
- School-based organized sports and recreation
- After-school programs
- Special needs users and ADA accessible facilities

Recent preference surveys, interviews within Bridgeport, and regional trend analyses have identified unmet demand and importance of providing facilities for the

following activities:

Soccer
Basketball
"Nature Activities" (biking, camping, hiking, walking, boating);
Swimming
Tennis
Softball
Ice hockey
Golf

Several neighborhoods within Bridgeport are underserved by either school or community parks. When one examines these neighborhoods' available vacant public and private properties as well as reclaimed or to be reclaimed brownfield sites, many hidden opportunities for open space and parks incorporation within developments arise. Of the City's 13 neighborhoods, a clear majority of eight neighborhoods are underserved, falling well below the 10% land area in parks and open space national standard. Specifically, these neighborhoods are:

Black Rock
Boston Avenue Mill Hill
Brooklawn St. Vincent
Downtown
East Side
Reservoir Whiskey Hill
The Hollow
West End West Side

SPORTING EVENTS

Along with high school and recreational league sporting events, options for attending professional and semi-professional sporting events in Bridgeport are increasing thanks to the recent completion of two first class venues on the waterfront just on the edge of the Downtown.

The 5,300 seat Ballpark at Harbor Yards, completed in 1998, is host to the Bridgeport Bluefish, a member of the Atlantic League of Professional Baseball. The Bluefish play 72 home games a season. The Ballpark features 18 luxury boxes, a party suite and a clubhouse restaurant for suite-level guests. A second restaurant, The Marina, provides an all-you-can-eat ballpark

buffet. There is also a children's play area.

The Arena at Harbor Yard is home to the Bridgeport Sound Tigers Minor League Hockey team and Fairfield University Basketball. The Sound Tigers play 40 home games per year during a season that runs from October to April in front of a crowd of up to 8,500. Basketball seating is even more expansive, with potential for 9,000 spectators. The Arena has also hosts diverse cultural and sporting events and spectacles, including the Boston Pops, World Wrestling Entertainment (WWE) and the Ringling Bros. and Barnum & Bailey circus.

A full service venue, it includes 33 Executive Suites, 1300 Club Seats, a private Club Lounge, 13 Loge suites and 3 party suites, 6 permanent concession areas with 20 points of sale, and a carpeted concourse. It is fully ADA compliant and has adjacent parking in lots and an on-site garage

The Shoreline Star Greyhound Park, located on Bridgeport's East Side, features year-round simulcast horse racing, two restaurants and gift shop.

CULTURAL RESOURCES

The City of Bridgeport is rich in cultural resources, which serve both the City and the region. While many of these resources are centered around Downtown, cultural institutions can be found throughout Bridgeport, providing opportunities to attract visitors from elsewhere in Fairfield County and beyond.

Theaters

The Downtown Cabaret Theatre, located in the former YWCA on Golden Hill Street in downtown Bridgeport, seats approximately 275 people. The theater presents Broadway-style musicals as well as original works, and is also home to a children's theater company. The facility underwent a \$1.3 million renovation in 1995, funded by a state grant and a capital campaign.

The Klein Memorial Auditorium, in the West End/West Side area of Bridgeport, opened in 1940 and seats about 1,400 people. The Art Deco style theater has been the home of the Greater Bridgeport Symphony for the past 60 years, and also hosts operas, theater shows, dance recitals and other local events. It presents a number of curriculum-based educational programs

during the school year.

Playhouse on the Green, formerly the Polka Dot Playhouse, is a 228-seat theater located on McLevy Green in downtown Bridgeport. It offers music, comedy, staged readings, lectures and more, with a focus on educational programming. The theater's marquee and historic façade are local landmarks, and the building once housed People's Bank. The facility also includes an art gallery.

The University of Bridgeport's Arnold Bernhard Arts and Humanities Center, located on Iranistan Avenue on the university's campus, includes the 950-seat Mertens Theatre, the 200-seat Littlefield Recital Hall and the smaller, experimental Mather Theatre, as well as an art gallery, classrooms, studios and reception space.

Bijou Square has an early 20th century historic cinema being renovated, as part of a larger mixed-use project, into an art and independent film theater with three screens.

Outdoor Performance Spaces

McLevy Green is a landscaped plaza abutting Main Street that serves as the setting for Sweetport, a Friday night live music series during the summer, as well as the International Sounds of Summer Music Festival and Bridgeport's holiday tree lighting.

Seaside Park can accommodate a large number of people for concerts, music festivals and other special events on its open lawn, with views of Long Island Sound, directly opposite the University of Bridgeport theater complex.

Baldwin Plaza, located at the intersection of Fairfield Avenue and Broad Street in front of the state courthouse, hosts concerts and other outdoor entertainment.

The Peacock Pavilion at Connecticut's Beardsley Zoo is an outdoor stage nestled in the zoo's picnic grove. The 500-person capacity facility hosts much of the zoo's programming and is also available for rental for corporate and social events. In addition, the pavilion

has been the site of Bridgeport Free Shakespeare, a professional educational theater project that offers annual summer productions of Shakespeare works. In 2006, the group changed its name to Connecticut Free Shakespeare to reflect planned expansion to additional venues, and it began offering performances at the Guilford Green in historic Guilford, Connecticut.

MUSEUMS AND GALLERY SPACES

The Barnum Museum, located in a landmark building in Downtown Bridgeport, opened in 1893 and showcases the City's most famous native, including a scale model of a five-ring circus, a mounted baby elephant and exhibits on Tom Thumb and Jenny Lind. The museum also includes exhibits on Bridgeport's industrial and social history.

The Discovery Museum and Planetarium, a private museum in Bridgeport's North End, draws visitors from throughout the Tri-State area. It features hands-on physical science exhibits, planetarium programs, a space learning center and various other educational programs.

The Housatonic Museum of Art at Housatonic Community College features over 4,500 works by such artists as Rodin, Picasso, Matisse, Miro and Chagall. The museum offers lectures, programs and changing exhibitions in its Burt Chernow Galleries.

The University of Bridgeport Art Galley is housed in the Bernhard theater complex. In addition, the university's collection of modern art is displayed across its campus.

City Lights Gallery, just off McLevy Green in Downtown Bridgeport, seeks to promote emerging and established artists from the City and region. The gallery presents new shows featuring painting, drawing, sculpture, photography and mixed media every four to six weeks, and offers drawing lessons and other events.

Rainy Faye's Bookstore and Gallery is located on Broad Street in Downtown and features live jazz, poetry readings, storytelling, lectures and other events.

Black Rock Arts Center, housed in the former Black Rock Bank & Trust Building at the intersection of

Fairfield Avenue and Brewster Street, includes performance spaces, dance studios and an art gallery. The center hosts five resident cultural organizations and other center users, and partners with local schools for educational programming.

OTHER MAJOR ATTRACTIONS

Connecticut's Beardsley Zoo, the state's only accredited zoo, is open year-round and exhibits almost 300 animals, including several endangered species such as tigers and bears. The facility, located in North Bridgeport, includes an indoor rain forest exhibit plus a New England farmyard, greenhouse, picnic grove, café, gift shop and the former Pleasure Beach carousel.

The Captain's Cove Seaport maritime and amusement center, located on Black Rock Harbor, features a 400-seat restaurant, specialty shops, scenic harbor cruises, live entertainment and the *Nantucket* lightship. The seaport also includes a full-service marina with slip space for more than 400 boats, and overnight slips are available for transient vessels. In addition, the Dundon House, a Victorian structure that was moved to Captain's Cove in 1991, contains a sea museum with photo exhibits, ship models and various artifacts found by divers. The museum is open from April through September.

FESTIVALS

Bridgeport is the site for a number of annual parades and other special events. Reflecting the City's cultural diversity, many celebrate a particular cultural heritage. Festivals held in Bridgeport include:

The Barnum Festival was created in 1948 to celebrate the life and times of P.T. Barnum and to commemorate the history of Bridgeport. The summer-long annual festival includes concerts, parades, art shows, parties and a fireworks show at Seaside Park.

The Nutmeg State Games is a multi-sport festival of Olympic-style competition offering 24 different sports for Connecticut's amateur athletes. The games were held in Hartford until 2005, when they began a three-year stint in Bridgeport. While the event will take place in Danbury in 2008 and 2009, organizers have not

ruled out the possibility of the games returning to Bridgeport.

La Danza, inspired by Puerto Rico's national dance, is a charter event of the Barnum Festival that promotes the cultural diversity of Latin America by an annual salute to a different country. In addition to highlighting the contributions of Hispanics in Fairfield County, the event grants annual scholarships.

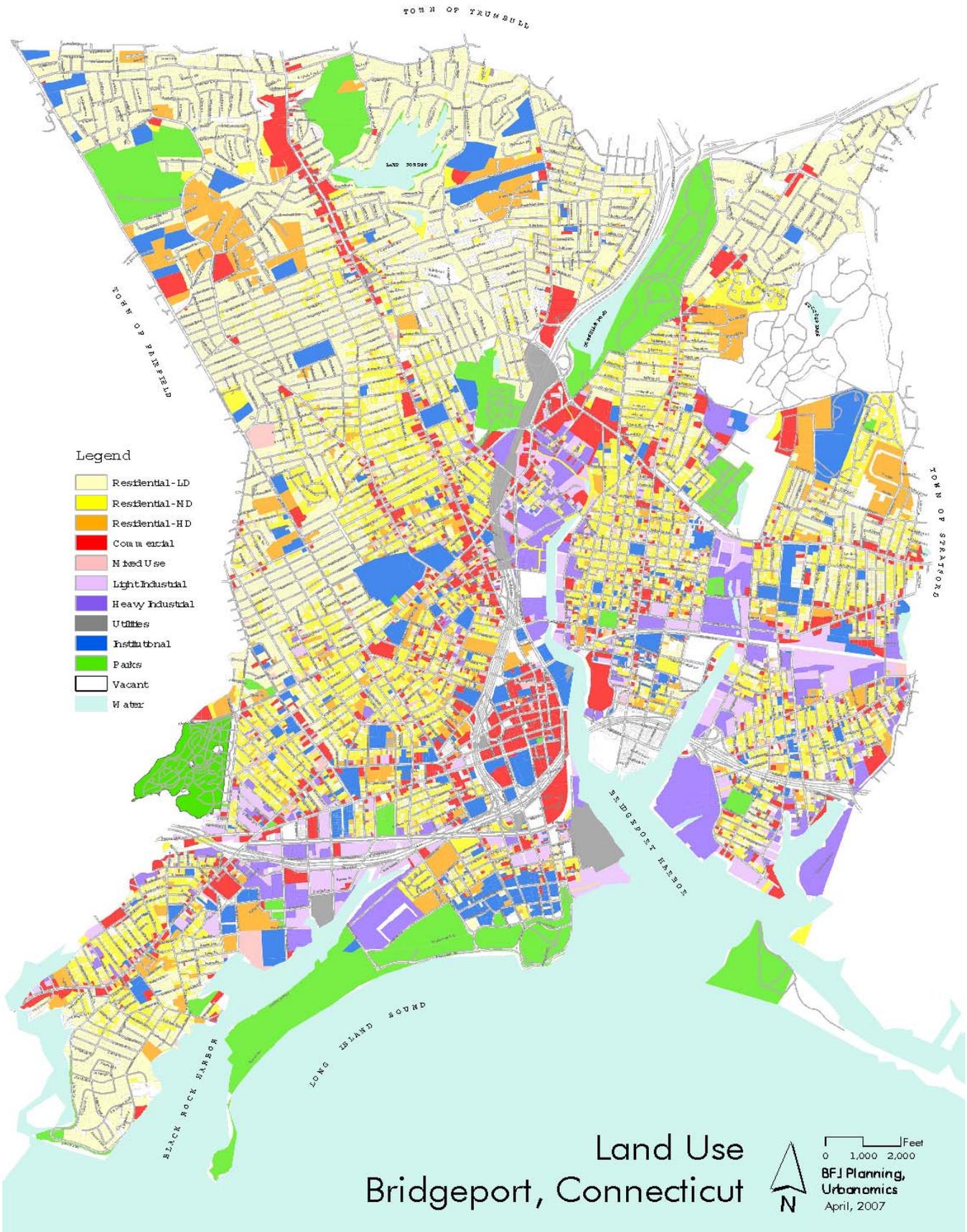
The Greater Bridgeport St. Patrick's Day Parade draws more than 10,000 spectators over its 1.5-mile route through downtown Bridgeport.

The Olympiad Greek Festival is held every May and attracts thousands for Greek food, music, dancing, a flea market and amusement rides. The festival is sponsored by Holy Trinity Greek Orthodox Church, located on Park Avenue in the North End.

The Juneteenth Parade and Celebration is an African-American festival held every June to celebrate and commemorate the end of slavery.

The Puerto Rican Parade of Fairfield County is held annually in Bridgeport in July. The parade begins at Central High School and ends in Seaside Park. The event also includes pageants, music and a banquet.

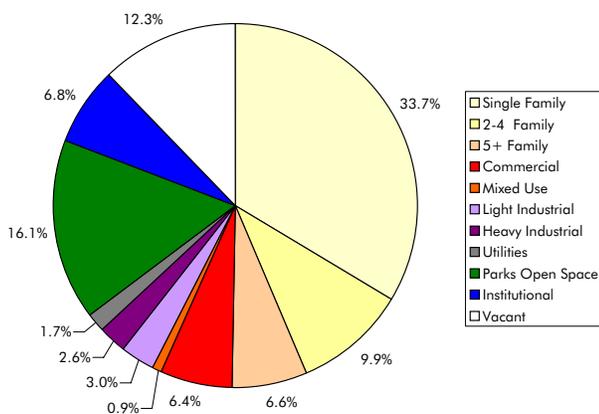
The Columbus Day Parade celebration is held every October.



LAND USE AND ZONING

The built environment – the type, location and intensity of existing land uses – defines the character of a city. Understanding how much land is presently devoted to residential, commercial, industrial and other uses as well as the locations of vacant and under-developed properties and brownfields is an important step in developing an economic development strategy for the future. The following discussion provides an overview of Bridgeport’s existing land uses, zoning and expected development patterns.

Chart 6.1: Bridgeport Land Use Distribution 2005



LAND USE

Existing Land Use

The City of Bridgeport is Connecticut’s largest city and consists of 16 square miles of land area. It is the most densely populated municipality in the state, with a population density of approximately 8,250 people per square mile (12.89 people per acre). In comparison, Danbury has a population density of approximately 1,777 people per square mile, Hartford has 7,026 people per square mile, New Haven has 6,558 people per square mile, and Stamford has 3,102 people per square mile.

Residential uses account for 50.2 percent of Bridgeport’s total land area, followed by parks/open space and vacant land at 16.1 and 12.3 percent,

respectively. Commercial uses make up 6.4 percent of the City’s land area, while industrial totals only 5.6 percent. The majority of Bridgeport’s residential uses are categorized as low- or medium-density.

Mixed-use development, which includes parcels that contain both residential and commercial uses, accounts for 1 percent of Bridgeport’s total land. This percentage is likely to increase in the future as redevelopment of underutilized sites occurs. 6.8 percent of the City’s land is devoted to institutional/public use, and 1.7 percent to utilities and infrastructure.

Mill Rate and Tax Exemption

The mill rate in Bridgeport is an astonishing \$42.28 per \$1000 of assessed value. The higher tax zones of Stamford have the closest mill rate in Fairfield County at \$30.68. A primary reason behind this is that 47 percent of the City’s land area is tax exempt. Of the remaining 53 percent, 80 percent is residential. In terms of actual tax dollars, according to data from the 2005 Assessor’s Grand List, of the \$5.84 billion assessed value of Bridgeport property, 30.5 percent, or \$1.78 billion is exempt.

Major Development Patterns

Bridgeport’s current Land Use Map and a map of 2005-2007 developments are shown on the preceding and following pages, respectively. Urbanomics compiled the Land Use map based upon Bridgeport’s GIS efforts in progress, linked to 2005 City Tax Assessor’s data supplemented with the 1997 Land Use Map and field observations by BFJ Planning staff.

As indicated on the Land Use Map on the previous page, Bridgeport’s commercial uses (shown in red) are mainly concentrated along its major thoroughfares and multiple main streets: Main Street, State Street, Boston Avenue, Barnum Avenue, Fairfield Avenue, East Main Street and Stratford Avenue. Significant commercial areas are also found in the Downtown area, as well as in the Enterprise Zone.

Bridgeport’s Downtown area contains a mix of commercial and institutional uses- City Hall, Housatonic Community College, Federal Courthouse, etc. - and small pockets of open space/parks. The Downtown has very few residential uses; although that

trend will likely change as major adaptive reuse projects that are currently in development are completed.

The South End of Bridgeport contains a significant concentration of institutional uses, such as the University of Bridgeport, and a major park/open space: Seaside Park. Other large park and open space areas in the City are Beardsley Park, Ninety Acres Park and Elton Rogers Woodland Park. Other major institutional uses in the City include St. Vincent’s Hospital, Bridgeport Hospital, Housatonic Community College and other schools and religious institutions. Industrial uses in Bridgeport are concentrated primarily along the waterfront and along Railroad Avenue and in North Bridgeport. The waterfront consists mainly of heavy industrial uses, with light industry generally found along Railroad Avenue.

NEW DEVELOPMENTS

As noted in the preceding segment, recent development in the City is concentrated around the downtown and waterfront areas, with spokes of development spreading out into the residential neighborhoods.

These projects range from large scale adaptive reuse to expansions of education and medical facilities to neighborhood convenience retail. Of special note are the large massings being used for new elementary schools and major developments such as Steel Point.

ZONING

Bridgeport has 18 zoning classifications: five residential districts, four office/retail districts, two mixed use districts, three downtown districts, two industrial districts, a planned development district and a zoological park district. The Zoning Map on the following presents the detailed zoning overlay on a more basic color coded “use” layer. Our discussion of these districts will focus on the commercial and special district zones.

Office/Retail Zones

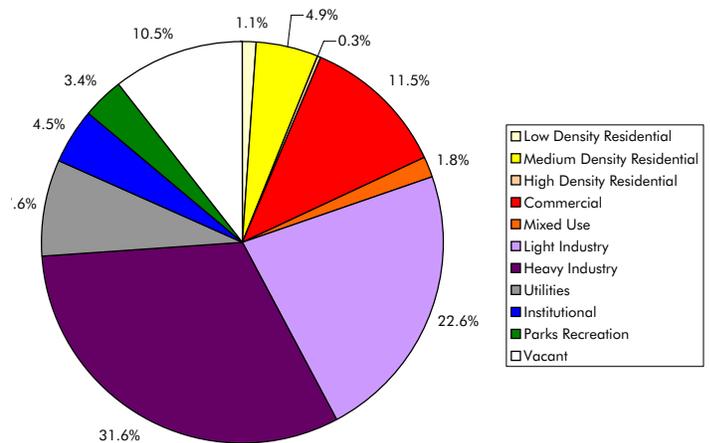
The City’s four office/retail zones, shown in red, are differentiated by allowed uses and intensity of permitted

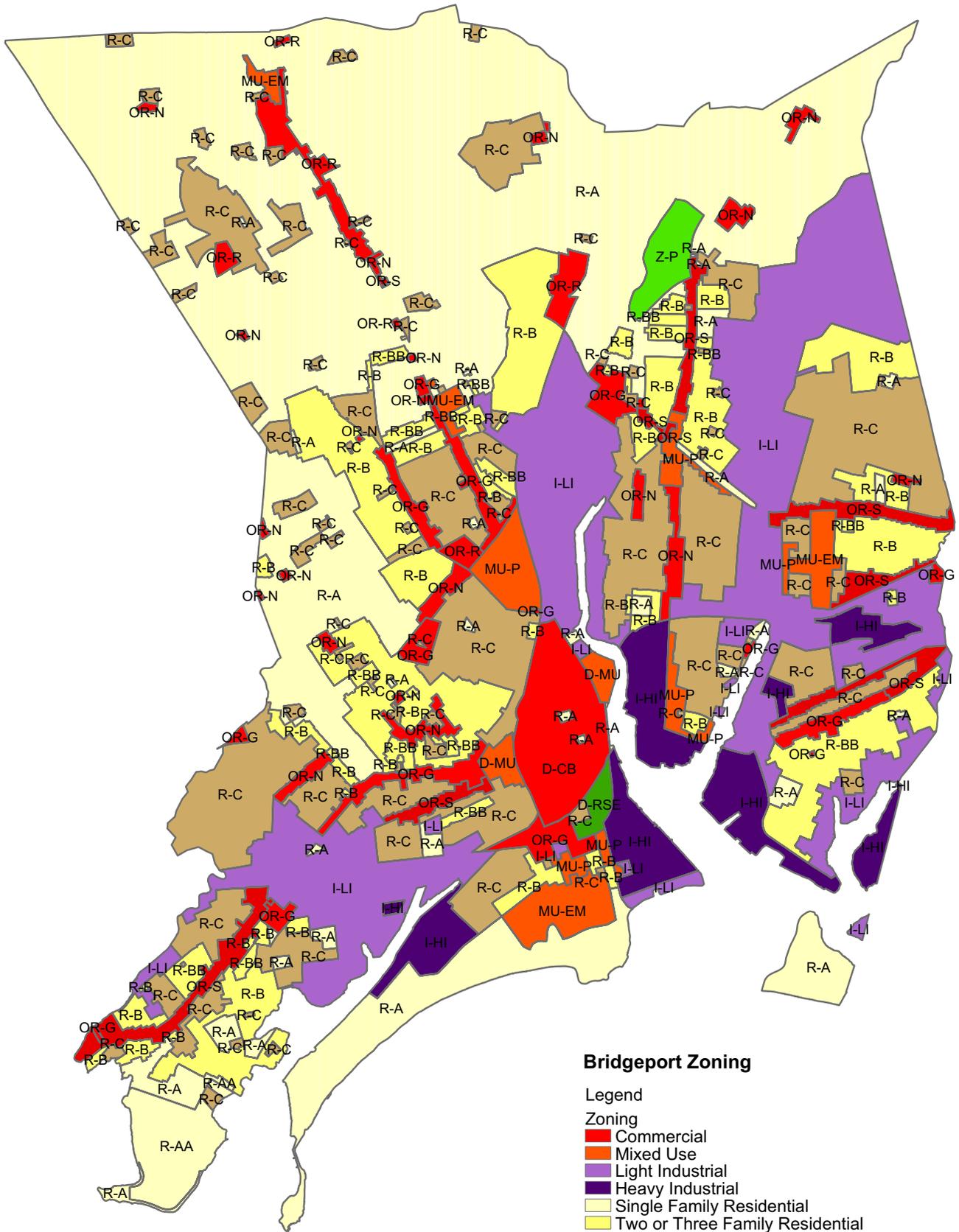
development. The OR-Neighborhood (OR-N) zone promotes small-scale, pedestrian-oriented retail uses for local residents. The OR-Storefront (OR-S) zone allows a range of retail, service and business uses and limited business service and office facilities. This zone seeks to preserve older commercial areas with traditional main street storefronts and it requires new development to be compatible with the existing character of these areas. The OR-General (OR-G) zone allows for more intense commercial development near major roadways. This zone primarily accommodates auto-oriented commercial uses. The OR-Regional (OR-R) zone allows regional scale uses that attract people from outside the City and generate significant traffic. Uses allowed in this zone are office parks, major shopping centers, sports facilities and theater and entertainment complexes, and some limited industrial uses.

Industrial Zones

Bridgeport’s two industrial zones, shown in shades of purple, provide areas for industrial uses and separation between such uses and housing and other incompatible uses. The Heavy Industrial (I-HI) zone is reserved for those industries that produce nuisances such as truck traffic, smoke, dust and other hazards. The Light Industrial (I-LI) zone allows industrial uses that have minimal off-site impacts. This zone includes more stringent development and performance standards than the I-HI zone. For example, the I-LI zone does not allow high-impact resource production/extraction or industrial uses related to chemicals or petroleum

Chart 6.2: Current Land Use of





Bridgeport Zoning

- Legend
- Zoning
 - Commercial
 - Mixed Use
 - Light Industrial
 - Heavy Industrial
 - Single Family Residential
 - Two or Three Family Residential
 - 4 or More Family Residential
 - Zoo
 - Downtown Regional Sports/Entertainment

Map by Urbanomics.

refining and related industries. I-HI zones are concentrated primarily along Bridgeport's waterfront, while I-LI zones are found both on the waterfront and in the Lake Success area.

Comparing the Industrial Zoning with the current land uses, it is notable that only 54.2 percent of industrially zoned land is actively being used for industry.

Downtown Districts

The City has three downtown zoning districts that are differentiated by density and use. The Downtown Central Business (D-CB) zone allows high-density commercial development, while the Downtown Mixed-Use (D-MU) zone allows lower-density commercial and residential development. These two districts include design standards for site layout and facades, which are applicable to all proposed development in these areas. They also provide incentive bonuses that allow for an increase in floor area ratio (FAR) in exchange for the provision of certain improvements or facilities by developers. The Downtown Regional Sports/Entertainment (D-RSE) zone is a special downtown district intended to promote regional spectator sports and entertainment uses as well as professional offices. This zone includes the City's Arena at Harbor Yard.

The 2007 PPSA Downtown plan is developing a Transit-Oriented Development Zone for the downtown, extending from the Downtown core to the beach.

Other Commercial Zones

The City has a number of specialized zones that address particular needs. Mixed use zones are indicated on the map by the color orange, the Zoo zone by bright green.

Mixed-Use Educational/Medical (MU-EM) zone: Allows controlled expansion of major educational and medical institutions while discouraging displacement of residents.

Mixed-Use Perimeter (MU-P) zone: Encourages mixed-use development to buffer residential neighborhoods from major industrial/commercial areas.

Planned Development District (PDD): Permits owners of

large contiguous undeveloped/underdeveloped properties to prepare a comprehensive plan for development. This zone allows a specific mix of residential, commercial, industrial and entertainment uses. Uses in the PDD zone are subject to Development Plan Review by the Planning and Zoning Commission. The PDD functions as a floating district, as the district is mapped only upon successful application to the Planning and Zoning Commission, initiated by a developer for parcels greater than 25 acres.

Zoological Park (ZP) zone: Permits the Beardsley Zoo and zoo-related uses.

Mixed-Use Waterfront (MU-W) zone: This recently adopted classification encourages mixed-use development and residential construction of up to 50 stories in height along the waterfront for parcels greater than 10 acres.

OUTLOOK

Land use patterns in Bridgeport are changing and zoning will need to change with them as recommended by the 2000 Urban Land Institute report. The City is moving away from its historic manufacturing base toward a more diverse local economy. Bridgeport is beginning to take advantage of its prime location within the region and is capturing new housing and job opportunities. The future of built Bridgeport is contingent on the decisions made in the upcoming year. The 2007 Draft Master Plan for Conservation and Development has outlined several key land use and zoning policy issues. Those of direct relevance to the CEDS are outlined below.

Land Uses

The shift in economic focus will have a significant impact on the desired mix of land uses within the City and where those uses should be located.

Waterfront Uses

While the City has a strong industrial past focused on heavy manufacturing along the waterfront, current real estate trends have created interest in allowing alternate waterfront uses, including residential and mixed use development. As in many other waterfront communities throughout the country, there is also a strong interest in

providing public access to Bridgeport's waterfront. This could include uses such as a waterfront esplanade, open space/parkland, boating access, and restaurants, among other uses.

Industrial Uses

Comparing actual land use and zoning shows that only 54.2 percent of industrially zoned land is used for that purpose. Reclaiming the waterfront for uses other than industry will have an impact on industrial land use throughout the City. Bridgeport will need to determine what locations within the City are appropriate for continued industrial operation. It will also need to consider what types of industrial uses it will continue to encourage and how to buffer industrial areas from incompatible uses such as residential, retail, restaurant and office.

Mixed-Use Development

The Downtown Master Plan Study that is currently being completed by Phillips Preiss Shapiro Associates recommends a mix of residential, retail, office and other commercial uses in the downtown. Other areas, such as the waterfront and local retail districts, may also benefit from mixed-use development. A mix of uses along the waterfront that includes residential, recreation and supportive retail uses could have a positive impact in Bridgeport's revitalization. Similarly, a mix of uses in neighborhood "main street" retail districts could strengthen the viability of local commercial uses. This could include residential units located above retail, restaurants and offices. Introducing mixed-use districts within neighborhoods and along the waterfront will require careful consideration of the types of uses that are appropriate to such areas.

Entertainment/Cultural Uses

A mix of entertainment uses and cultural activities within Bridgeport is important to the vitality of the City. Such uses can have a positive impact on the image of the City and play an important role in supporting local retail and restaurants. These uses should be located in areas that maximize these positive impacts and minimize negative effects on traffic, parking, and neighborhood character.

Zoning

The issues apparent in how the City controls development that directly impact the CEDS are described below:

Residential Districts: The residential districts constitute the greatest amount of land in the City. The difficulties in the low-income neighborhoods have less to do with the residential zoning for two-, three- and multi-family structures and more to do with the real estate market, local household incomes, tenure (rental versus ownership) and absentee landlords.

To some degree, the regional market for high-end apartments and condos has begun to turn its attention to Bridgeport's waterfront. The City will need to consider where there are good locations for such housing, and questions of height, density and public access to the waterfront.

In the middle- to high-income single-family neighborhoods, the residential zoning as updated appears to function well. The exceptions are neighborhoods where larger single family lots have been divided without sufficient off-street parking. Any significant changes are expected to occur as the market strengthens and the tax structure is corrected. Over time, some homeowners will add on to their homes and upgrade them. Older homes will be replaced with new and usually larger ones, and large lots may be subdivided to produce infill houses. These changes are based on a healthy real estate market and the desire to invest private capital in stable neighborhoods. The City's objective should be to foster this gradual upgrading. The zoning ordinance's major role in this objective may be to provide design guidelines for new construction and major additions or renovations.

Non-Residential Districts: The first public workshop demonstrated an interest in more local retail in the neighborhoods. Recommendations on the retail zoning should ensure that the new or amended districts provide this convenience shopping function while controlling the design quality of new development.

The two industrial zones were adequate during the city's industrial heyday. Recommendations for the Heavy Industrial (I-HI) and Light Industrial (I-LI) zones will address reducing the industrial acreage; shifting

industrial mapping away from the waterfront and residential areas; eliminating certain industrial uses as no longer compatible with a modern Bridgeport; imposing bulk, performance and design standards; and limiting the non-industrial uses (such as office, retail, and restaurants) that lead to conflicts with preferred industrial activities.

The first public workshop noted the conflicts between residential areas and embedded or encroaching industries. There appears to be a strong interest in keeping clear boundaries between single-use districts, allowing mixed-used districts only in the downtown and along the waterfront.



BRIDGEPORT NEIGHBORHOOD MAP

0 1,000 2,000 Feet
BFJ Planning April, 2007

0 1,000 2,000
BFJ Planning April, 2007

BRIDGEPORT'S NEIGHBORHOODS

Bridgeport is Connecticut's largest city in population, but it has been long since it held that role in employment. Hartford, Stamford and New Haven far exceed the level of Bridgeport's economic development, while even other old cities such as Norwalk and Waterbury are fast encroaching on Bridgeport, and newer suburban areas like Danbury may soon overtake it. The three largest job markets have each evolved with a distinct character – Hartford, as the State's capital, Stamford as its center of corporate headquarters, and New Haven, as a leading university town. The identity of Bridgeport, Norwalk and Waterbury has been grounded in an industrial heritage of millwork, heavy metal manufacturing, shift work, and a blue collar labor force that lived within walking distance of their jobs. Wages were low, and for Bridgeport they remain extraordinarily low today (Chart 7.1).

Map 7.2 Bridgeport, Connecticut Enterprise Zone

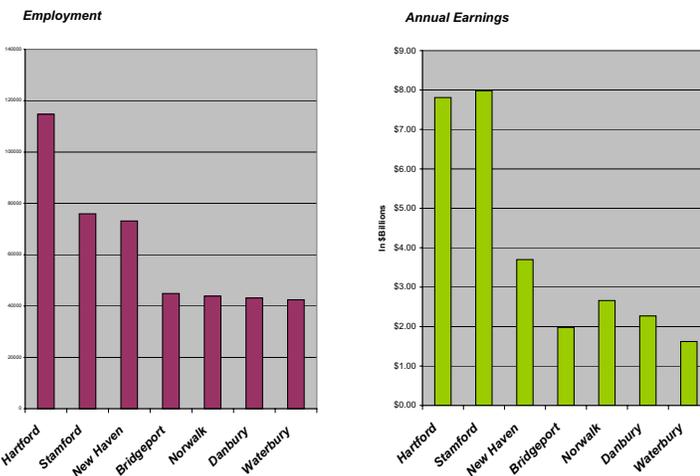
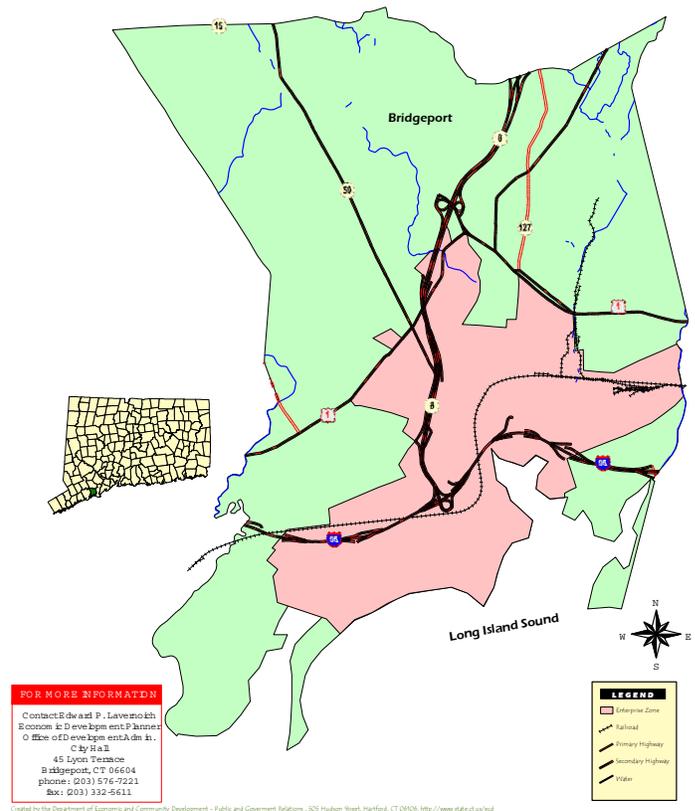


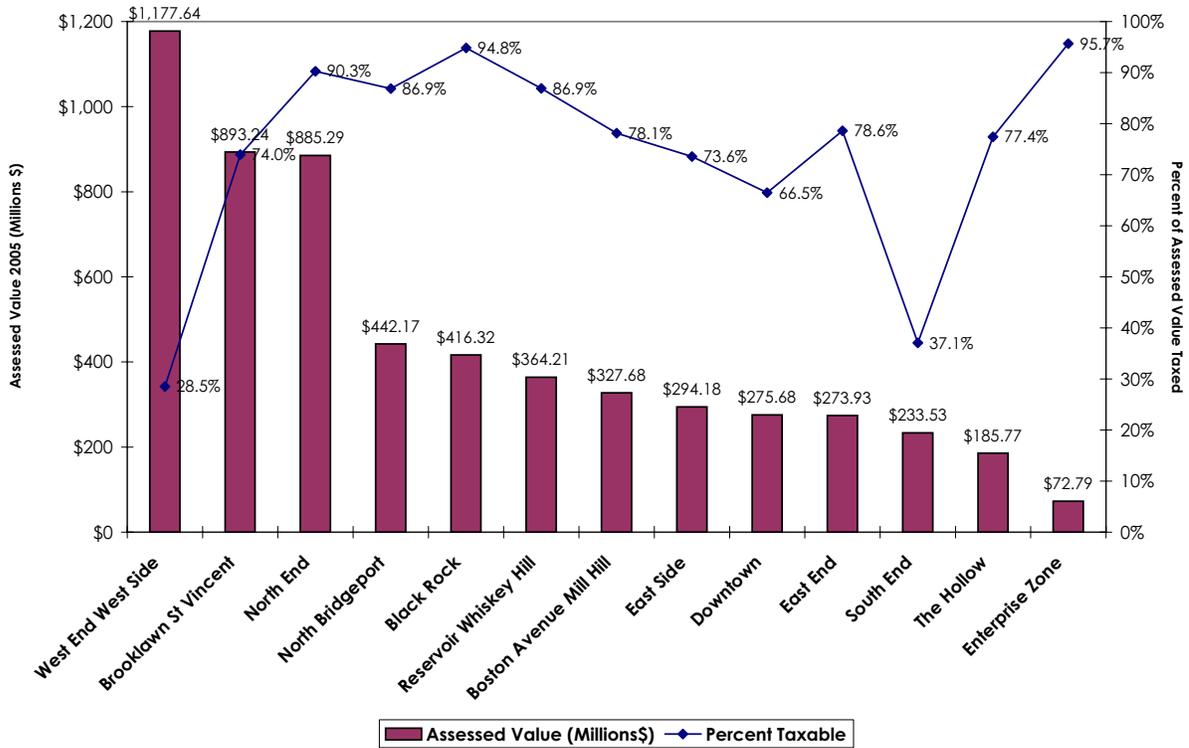
Chart 7.1 Regional Employment and Earnings

Although geographically, Bridgeport is a relatively small-sized town by Connecticut standards, its settlement and neighborhood development evolved in a dense pattern focused on a compact downtown, the harbor and interior watercourses, and large concentrations of industrial activity. Northern portions of the City only underwent extensive residential settlement in the post-war

era. Today, thirteen (13) neighborhoods are defined, including the *Downtown*. One such neighborhood, *Enterprise Zone*, represents a portion of the State designated Enterprise Zone. This targeted investment area (Map 7.2), which spans the earlier settlement of Bridgeport and now encompasses its poorer communities, includes the *Downtown* and portions of *Hollow*, *East Side*, *East End*, *South End*, and the *West End/West Side* neighborhoods. More affluent areas lay to the north and west, in the neighborhoods of *Reservoir/Whiskey Hill*, *North End*, and *Black Rock*. As a whole, these neighborhoods represent both the affluence of Fairfield County, as well as the despairs of an industrialized afterthought.

Rivers, highway corridors, and community perceptions define the neighborhoods of Bridgeport, collectively known to locals and

Chart 7.2: Neighborhood Composition: 2005 Grand List Total Assessed Value and Percent Taxable



politicians alike as the “Park City.” Though parkland is plentiful, open space is not equally accessible to all neighborhoods. Interstate and state highways form barriers between areas and a major intercity rail route cuts through southerly portions of the City. Locally defined districts, such as school and police precincts, do not conform to neighborhood boundaries. Sharp differences exist between neighborhoods in terms of both property values and the portion of properties that are tax exempt (Chart 7.2). As the following analysis shows, there are significant disparities among areas, and recent changes have tended to exacerbate these conditions.

Looking at the neighborhood level characteristics will be useful in the preparation of local plans, such as the *Neighborhood Revitalization Zone (NRZ)* plans adopted or underway in some half dozen neighborhoods, as well as for the monitoring of CEDS progress. But just as important, understanding these differences and the character of Bridgeport’s component neighborhoods is the only way to truly understand Bridgeport as a whole.

Neighborhood Profiles

While neighborhoods are not the geographic units for which demographic and economic data are uniformly collected by government agencies, the following neighborhood profiles build upon available Census information, as well as land use, school test scores, crime rates, housing price, permit authorizations and other development intentions, to portray existing conditions, strengths, weaknesses and new opportunities facing Bridgeport today.

Demographics

Total population, age structure, educational attainment, labor force participation and income help determine the social and economic viability of a neighborhood. The demographic characteristics of race/ethnicity and nativity are important to document in order to ensure that services are equitably distributed and also to ensure that the individual character of a neighborhood is not lost in light of new development.

Housing Tenure and Stock

The total number of housing units, the ownership

rate, structure type and age of structure are key to ascertaining both the quality of housing for current residents, but also the potential for development. Other characteristics, like overcrowding and vehicle access often pinpoint needs for social and transportation services.

Employment

Employment and wage characteristics refer to the jobs are located in a neighborhood, and illustrate development and industry patterns as well as potential opportunities for local residents.

Land Use

The land use data provided show the potential for future development in each neighborhood with the number of vacant properties and identified brownfields that require remediation. Descriptions of existing uses also may be used to determine what new development should be in order to maintain the character of the neighborhood and also help balance the City’s tax rolls. These data also highlight the neighborhood need for park space or convenience retail.

Social Indicators

In order to characterize quality of life differences among areas, a *Neighborhood Development Index (NDI)* has been compiled by the Connecticut Center for Economic Analysis (CCEA). The NDI is described in detail in the CCEA report, *Neighborhood Baseline Report: Bridgeport Connecticut*, which includes the complete methodology for constructing these indices and the source of their time series data from 2000 to 2006. For the purposes of the CEDS, a brief explanation follows.

The components of the NDI include indices based upon *Neighborhood Income, School Efficiency, Neighborhood Education, and Crime*. These consist of standard indicators, such as income, crime rates and test scores per school that are adjusted to account for relative environmental factors such as population or funding.

The Income Index is based on changes in income adjusted for inflation and median housing sales price per neighborhood as reported in Connecticut’s multiple listing service.

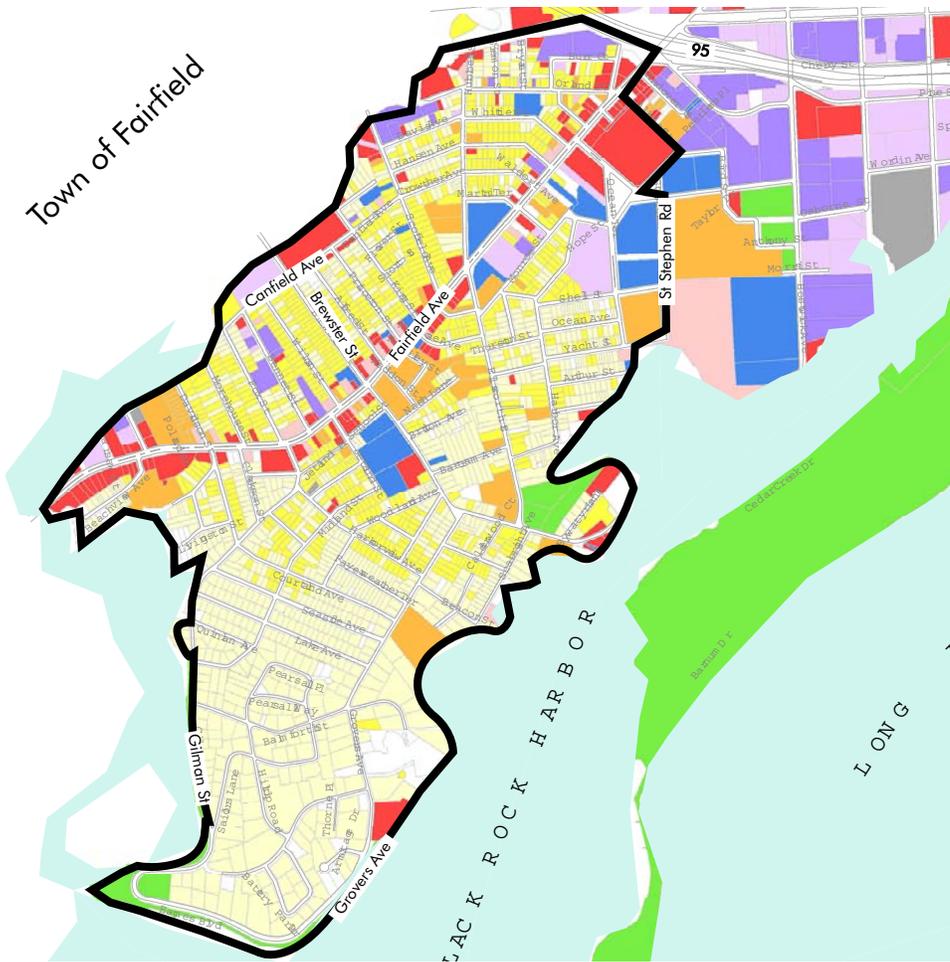
The Education Indices are based on test scores and program participation rates as compiled by the Connecticut Department of Education for public schools. Public schools generally serve only neighborhood residents, whereas private schools may draw their students from anywhere in the City.

The Crime Index was built based on violent crime reports received from the Bridgeport Police Department and aggregated to the neighborhood. These rates (incidents/100 residents) were weighted to reflect murder and rape have more of an effect on the overall Crime Index than assault, auto theft and burglary and averaged to create the overall Crime Index.

Table 7.1 shows the components of the NDI and each neighborhood’s ratings for 2006. These numbers will be referred to in each neighborhood profile. For both the Income and Education indices, data were not available for Downtown, Enterprise Zone and the South End Neighborhoods. Thus in some cases, a neighborhood would be ranked as one of ten comparables, or in the case of the Crime Index, as one of thirteen.

Table 7.1: 2006 NDI and Component Rankings

Neighborhood	Overall Neighborhood			
	Development Index	Income Index	Education Index	Crime Index
Black Rock	5	2	10	13
Boston Avenue Mill Hill	6	8	2	6
Brooklawn St Vincent	3	4	3	10
Downtown	na	na	na	2
East End	8	7	8	3
East Side	10	10	9	4
Enterprise Zone	na	na	na	1
The Hollow	7	6	4	5
North Bridgeport	4	5	5	11
North End	1	3	1	12
Reservoir Whiskey Hill	2	1	6	9
South End	na	na	na	8
West End West Side	9	9	7	7



Existing Land Use

Land Use Type	Percentage
Residential	
Single Family	41.2%
2-4 Family	21.2%
5+ Family	7.4%
Commercial	10.0%
Mixed Use	1.2%
Light Industrial	3.0%
Heavy Industrial	2.4%
Institutional	4.4%
Utilities	0.2%
Parks & Recreation	3.1%
Vacant Land	6.1%
Brownfield Land	2.6%

Proposed Development

1. Riverbank Landing
2. Brewster St. Residential
3. Black Rock Restaurant District
4. Fairfield Metro Center Spinoff
5. DePark Motors Site
6. Fairfield Avenue Corridor

Table 7.2: Black Rock Demographic Profile 2000

Characteristic			Characteristic		
Population	Total	% of Total	Education	Total	% of Total
Total Residents	8863	100.0%	Less than HS	1308	20.4%
In Households	8858	99.9%	HS Graduate	1649	25.8%
In Group Quarters	5	0.1%	Some College	1501	23.4%
			College Degree+	1944	30.4%
Age			Labor Force		
5 Years & Under	644	7.3%	Employed	4820	94.0%
19 Years & Under	1788	20.2%	Unemployed	307	6.0%
20 - 64 Years	5938	67.0%			
30-34 Years	932	10.5%	Housing		
35-54 Years	2696	30.4%	Total Units	4332	100.0%
65 Years & Over	1137	12.8%	Owner Occupied	1653	38.2%
Race, Ethnicity			Renter Occupied	2468	57.0%
Non Hispanic	7126	80.4%	Vacant Units	211	4.9%
White	5014	56.6%	Built Last 20 Years	394	9.1%
Black	1593	18.0%	With 1+ Cars	3450	83.7%
Asian/Other	519	5.9%	Overcrowding	171	4.1%
Hispanic	1737	19.6%			
Nativity			Income		
Born outside the US	1646	18.6%	Household Average ('06\$)*	\$67,514	100.0%
			Persons Below Poverty	1184	13.4%

Source: 2000 Census of Population

* Of Residents in 2000



BLACK ROCK

Location and Background

The Black Rock neighborhood is located along the coast in Bridgeport’s southwestern corner. It is bordered by the Town of Fairfield to the west, Black Rock Harbor to the south, the South End neighborhood to the east and the West End/West Side neighborhood to the north. The area contains two historic districts: The Black Rock Gardens District and the Black Rock Historic District.

Demographics

In 2000, the population of Black Rock was comprised of 8,863 persons, 99.9 percent of whom lived in households. The majority of residents were White non-Hispanic (56.6%), followed by Hispanics (19.6%) and Black non-Hispanics (18.0%). Only 5.6 percent of all inhabitants were Asian and fully 18.6 percent of the total were immigrants born outside of the United States.

In age structure, the neighborhood was considerably less youthful than Bridgeport as a whole, with only 20.2 percent of residents under 20 years of age. A robust 67 percent of the population was of working age (20-64 years), compared to 57.4 percent citywide, and fully 12.8 percent were 65 years and over. Among the working age group, however, a significant share was 55-64 years of age, or nearing retirement. In terms of

educational attainment, Black Rock outranks much of the rest of Bridgeport. Almost one in three resident adults had a college or advanced degree and another 23.4 percent had attended at least some college. One in four had a high school diploma but no further schooling, while one in five failed to graduate high school.

In 2000, the unemployment rate of Black Rock residents was 6 percent, or the normal rate of a full employment economy. Average household income was \$54,145 in 1999 dollars, or the third highest income level in Bridgeport. Despite low joblessness and high participation in the labor force, more than one in eight Black Rock residents (13.4%) lived in poverty. Between 2000 and 2006, the nominal household income rose from \$56,069 to \$63,065 for the average Black Rock household. However, given a period of inflation, the real income recorded a decline in constant dollars to \$52,374.

Housing Tenure and Stock

In 2000, there were 4,332 housing units in Black Rock, the vast majority (90.1%) having been built prior to 1980. Single Family houses predominated but owner occupied units comprised only 38.2 percent of total. Rental units outnumbered owner occupied units by 3 to 2, for 57 percent of all housing. At the time, only 4.9

Table 7.3: Black Rock Employment & Earnings 2000

<i>Economic Characteristic</i>	<i>Total Jobs</i>	<i>% of City Total</i>	<i>Ave '06\$ Earnings</i>
Total	1845	4.0%	\$39,188
Mining	0	0.0%	\$0
Construction	145	4.7%	\$32,505
Manufacturing	149	2.5%	\$45,587
Wholesale Trade	45	3.7%	\$36,853
Retail Trade	245	6.9%	\$29,862
Transport & Utilities	110	5.7%	\$47,325
Information	55	4.6%	\$46,475
Finance & Real Estate	97	2.6%	\$40,845
Professional Services	113	3.1%	\$37,434
Education & Health	334	2.5%	\$38,751
Arts, Entertainment & Hospitality	324	15.7%	\$21,513
Other Services	147	5.3%	\$38,255
Finance & Real Estate	60	1.6%	\$100,011

Source: 2000 Census Transportation Planning Package, Part 2

percent of units were vacant. Of the rental housing, 360 units are located in the P. T. Barnum Housing Complex, eighteen 3-story, 20-unit buildings. The overall quality of housing was high, with only one in every 25 overcrowded, and nearly seven in every eight households (83.7%) with access to at least one vehicle.

Over the 2000-2006 period, Black Rock experienced a significant rise in the value of homes, reported as a 131 percent increase in median sales price. Starting at \$163,000 in 2000, the neighborhood ended the period with a median sales value of \$375,000. Virtually every year experienced a double-digit increase in sales price. While the neighborhood did not lead all Bridgeport areas in the escalation of housing prices, it clearly dominated trends among higher valued areas.

Employment

In 2000, there were only 1,845 jobs in the Black Rock neighborhood, or 4 percent of the City’s total, earning on average an annual wage of \$39,188 in 2006 dollars. The largest number of neighborhood jobs (334) was in Education & Health Services, followed closely by Arts, Entertainment and Hospitality with 324. With a thriving restaurant row, Black Rock is the location of almost one in every six Arts, Entertainment and Hospitality jobs in Bridgeport. Unfortunately, the sector offers the lowest paying jobs of all Black Rock industries, with an average wage of \$21,513. Retail Trade is the third most popular sector with 245 jobs and an average wage of \$29,862. Manufacturing, Other Services and Construction follow suit, with fewer than 150 jobs each, but with higher wages ranging from \$32,505 to \$45,587 annually. The highest paying

sector is Public Administration, with average earnings in Black Rock reaching \$100,011 for 60 jobs.

Table 7.4: Black Rock Land Use 2005

		Assessed Value per Sq Ft	AV psf - Exemptions	% of City Total
Developed Land				
Single Family	8,459,392	\$ 22.76	\$ 22.70	8.2%
2-4 Family	4,352,177	\$ 29.07	\$ 28.82	8.7%
5+ Family	1,519,524	\$ 18.27	\$ 18.27	6.6%
Commercial	2,045,917	\$ 13.73	\$ 13.11	7.2%
Mixed Use	238,987	\$ 28.05	\$ 28.05	4.8%
Light Industrial	612,301	\$ 14.04	\$ 9.88	4.1%
Heavy Industrial	485,177	\$ 10.81	\$ 10.81	2.3%
Utilities	31,450	\$ 6.76	\$ 5.36	0.6%
Parks & Recreation	640,687	\$ 1.24	\$ -	1.6%
Institutional	906,953	\$ 15.60	\$ -	3.5%
Vacant Land				
Total	1,253,494	\$ 4.55	\$ 3.64	3.4%
Brownfield Land				
Total	538,467	\$ 2.08	\$ -	1.6%

Source: 2005 Real Estate Grand List & TPA Design Group

Land Use

Almost 70 percent of the land area in Black Rock is residential, with 41.2 percent being Single Family detached homes, followed by 21.2 percent as 2-4 Family, and the remainder, 5+ Family domiciles. The 2-4 Family class has the highest assessed value of any land use category in the neighborhood at \$29.07 psf. Mixed-uses are the next best taxpayers, assessed at \$28.05 psf, followed by Single Family homes at \$22.76 psf. Commercial use accounts for 10 percent of Black Rock’s land area, while Industrial and Institutional uses are minimal, each taking up 5 percent of total land. Institutional uses are fully tax exempt.

Chart 7.3: Black Rock Land Use

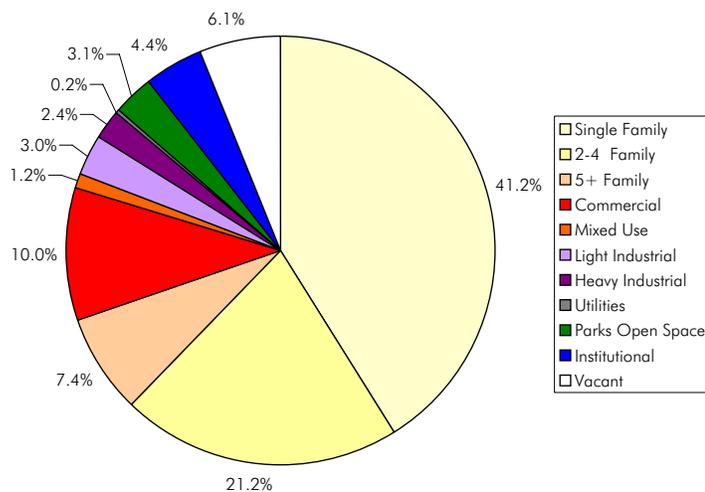
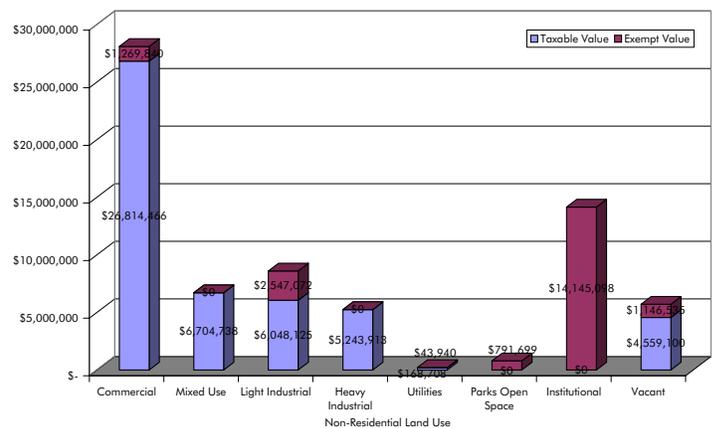


Chart 7.4: Black Rock Land Use by Value and Exempt Status



Parks & Recreation spaces are relatively few, comprising only 3 percent of the Black Rock neighborhood, though the area's shoreline is extensive. Twice as much land is still Vacant (6.1%) and, brownfield areas comprise 2.6 percent of the neighborhood. Brownfields and undeveloped land have the lowest assessed value per square foot.

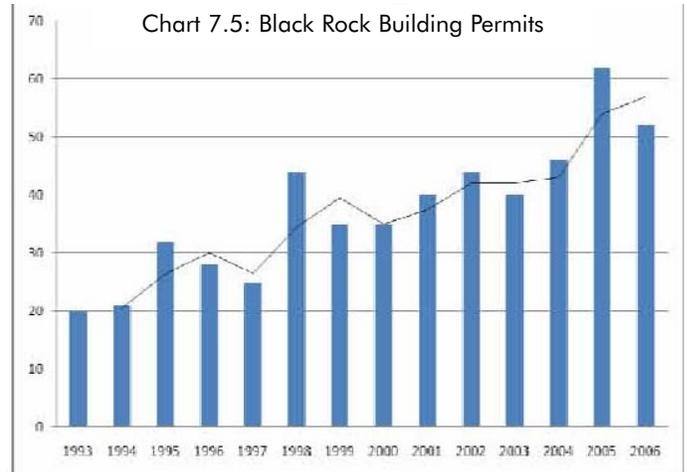
Social Indicators

There are two public elementary schools in Black Rock, educating K-2 and PK-8 students, and the neighborhood is served by the Bassick High School. Based upon the ranking of *School Efficiency by Neighborhood*, the Grade 4 school places 8th in terms of students meeting State goals for reading, writing, and math, when measured by raw score, and it places 4th when school resources are taken into consideration. At the Grade 6 level, the Black Rock performance drops to 10th place when measured by raw test score, and improves only marginally to 9th place when scored by school efficiency. The *Neighborhood Education Index*, which considers high school and elementary school test scores, as well as the activities of its graduates, reflects this worsening performance by assigning Black Rock to the last place among ten neighborhoods for which data were available, after being in 6th position in 2001.

In contrast, the Neighborhood Crime Index ranks Black Rock as best among all 13 neighborhoods, having the lowest relative crime rate in 2006. This is the same position held since 2002 when the neighborhood placed 12th after ranking 10th in 2000. Unequivocally, Black Rock is the safest area in Bridgeport.

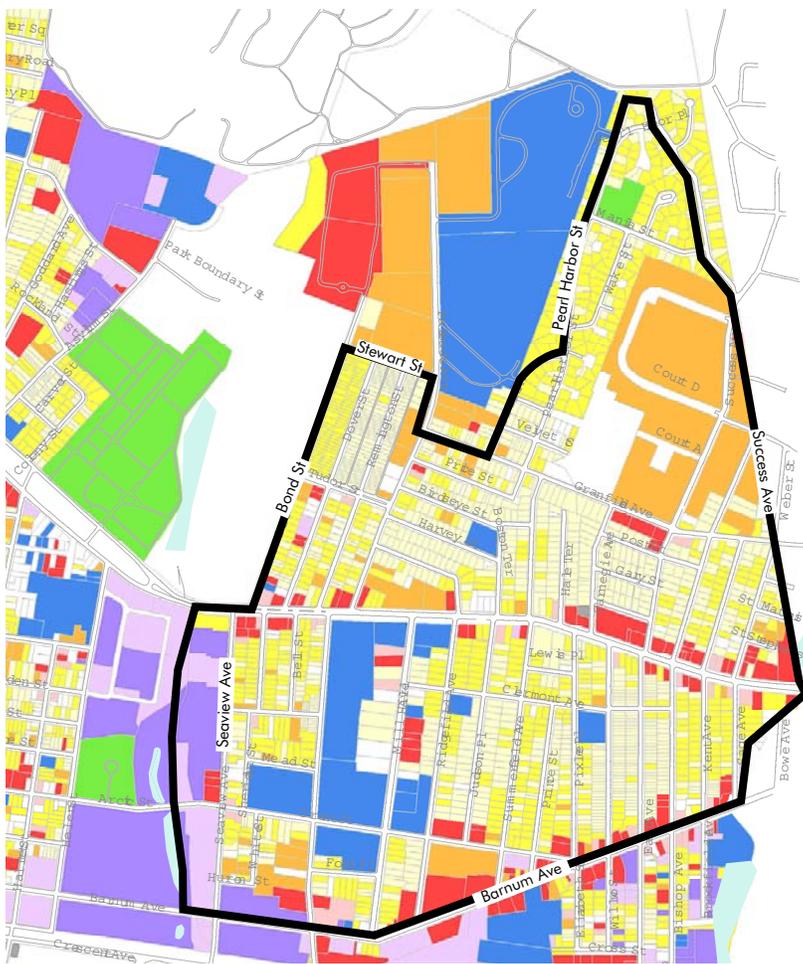
Neighborhood Development

Black Rock saw an impressive rise in the number of building permits issued from 1993 to 2006, increasing by 210 percent. From 1994 to 2006, the City's average annual growth rate in permit issuance was 11 percent. Only 7 percent of all permits were authorized for new buildings, which was 5 percent less than the citywide average. Fully 27 percent were issued for interior renovations and 12 percent for exterior renovations. Repair and roofs each shared 3 percent of total, while 6 percent were for deck constructions and 12 percent for additions.



The *Neighborhood Development Index*, a weighted average of the crime, income and education indices, captures changes in the character of a neighborhood through three major determinants of the quality of life. In 2006, Black Rock ranked 5th among all 10 neighborhoods, a position that represented gradual deterioration in overall quality from 2nd place in 2001-2002, to 3rd place in 2003, and 4th place in 2004-2005. Although the neighborhood experienced low and stable crime rates over the period, the deterioration in educational performance and the lack of growth in real income signaled a decline in quality of life for the area.

Black Rock has an extremely active Community Council and Housing Association, as well as a well-defined sense of neighborhood. Its community activism has included the introduction of a Resolution for a Moratorium on Heavy Industrial uses on the Waterfront, and the promotion of the Fairfield Metro train station. A Black Rock Restaurant District has recently been created, and the neighborhood promotes community activities like an Art Walk and fundraisers for local charities. A new Stop & Shop has opened, helping to fill area needs for convenience shopping, while clustered residential developments have proceeded as well. A new challenge to the area includes how to handle the additional commuters drawn by the Metro Center spin off, which has made Fairfield Avenue an alternate for I-95. Black Rock is preparing a NRZ plan which should address public school, transportation and quality of life issues.



Existing Land Use

Residential		
Single Family	28.5%	
2-4 Family	25.8%	
5+ Family	15.3%	
Commercial	7.5%	
Mixed Use	1.8%	
Light Industrial	2.3%	
Heavy Industrial	3.1%	
Institutional	9.0%	
Utilities	0.1%	
Parks & Recreation	0.6%	
Vacant Land	5.9%	

Brownfield Land 4.6%

Proposed Development

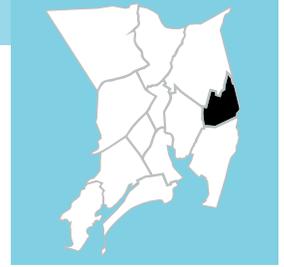
1. Seaview Avenue Corridor
2. Bridgeport Hospital Expansion
3. Carriage Crossing Residential

Table 7.5: Boston Avenue/Mill Hill Demographic Profile 2000

Characteristic	Total	% of Total	Characteristic	Total	% of Total
Population			Education		
Total Residents	10322	100.0%	Less than HS	2457	38.2%
In Households	10234	99.1%	HS Graduate	2151	33.5%
In Group Quarters	88	0.9%	Some College	1379	21.5%
			College Degree+	438	6.8%
Age			Labor Force		
5 Years & Under	1019	9.9%	Employed	3869	87.9%
19 Years & Under	3162	30.6%	Unemployed	533	12.1%
20 - 64 Years	5939	57.5%			
30-34 Years	690	6.7%	Housing		
35-54 Years	2822	27.3%	Total Units	4449	100.0%
65 Years & Over	1221	11.8%	Owner Occupied	1865	41.9%
			Renter Occupied	2193	49.3%
Race, Ethnicity			Vacant Units	391	8.8%
Non Hispanic	6843	66.3%	Built Last 20 Years	348	7.8%
White	2721	26.4%	With 1+ Cars	2921	72.0%
Black	3614	35.0%	Overcrowding	304	7.5%
Asian/Other	508	4.9%			
Hispanic	3479	33.7%	Income		
			Household Average ('06\$)*	\$49,689	100.0%
Nativity			Persons Below Poverty	1690	16.5%
Born outside the US	1754	17.0%			

Source: 2000 Census of Population

* Of Residents in 2000



BOSTON AVENUE/ MILL HILL

Location and Background

The Boston Avenue/Mill Hill area is located on the eastern border of Bridgeport and is bounded by the Town of Stratford to the east, the G.E. Plant, Remington Woods and Lake Success Business Park to the north, Seaview Avenue to the west, and Barnum Avenue to the south. Although largely residential, Boston Avenue/Mill Hill is known for its medical and educational institutions, being home to Bridgeport Hospital, many doctor’s offices, and Harding High School.

Demographics

In 2000, there were 10,322 residents in the Boston Avenue/Mill Hill area, of whom 10,234 lived in households and 88 lived in group quarters. The neighborhood is divided fairly evenly among racial/ethnic groups. Thirty-five percent of the population was Black non-Hispanic, 33.7 percent Hispanic, 26.4 percent White non-Hispanic and 4.9 percent Asian. One in six residents was born outside of the United States.

The neighborhood is fairly representative of the citywide age profile. Over 30 percent of the population was under 20 years of age and 11.8 percent was 65 years and older. Adults in working ages numbered

5,939 or 57.5 percent of all residents. The educational attainment of adults is quite low. Only 6.8 percent have a college degree, and almost two in every five adults have not even graduated from high school. One in three has a high school diploma, while one in every five has attended some college.

In 2000, unemployment of Boston Avenue/Mill Hill residents stood at 12.1 percent, well above the 10.5 percent Bridgeport average. The share of persons living below the poverty line was equally high, at 16.5 percent. High rates of poverty and joblessness were reflected in a household income that was 10 percent below the citywide norm in 1999. Recorded at \$39,850 then, the nominal income subsequently rose to \$44,965 by 2006. However, real household income continued to mirror the neighborhood’s economic problems and experienced a significant decline, dropping to \$37,342 by 2006.

Housing Tenure and Stock

In 2000, there were 4,449 housing units in the Boston Avenue/Mill Hill neighborhood, including 391 (8.8%) that were vacant. Fewer than one in twelve dwellings were built after 1980 and, among all housing, units in multifamily stock predominated. Fully 49.3 percent of total were renter-occupied while 41.9 percent were

Table 7.6: Boston Avenue/Mill Hill Employment & Earnings 2000

<i>Economic Characteristic</i>	<i>Total Jobs</i>	<i>% of City Total</i>	<i>Ave '06\$ Earnings</i>
Total	3525	7.6%	\$50,252
Mining	0	0.0%	\$0
Construction	94	3.1%	\$45,863
Manufacturing	145	2.4%	\$33,043
Wholesale Trade	44	3.6%	\$42,579
Retail Trade	140	4.0%	\$42,105
Transport & Utilities	24	1.2%	\$74,424
Information	4	0.3%	\$77,931
Finance & Real Estate	59	1.6%	\$52,517
Professional Services	45	1.2%	\$57,219
Education & Health	2610	19.4%	\$53,114
Arts, Entertainment & Hospitality	120	5.8%	\$25,717
Other Services	144	5.2%	\$27,925
Public Administration	105	2.9%	\$44,383

Source: 2000 Census Transportation Planning Package, Part 2

owner occupied. Some seven in ten occupied units had one or more cars, and 7.5 percent of all households lived in overcrowded conditions with one or more persons per room.

Over the 2000-2006 period, the neighborhood experienced a 107 percent increase in housing prices. Market volatility was nearly negligible, as prices increased substantially almost every year. Beginning in 2000, with a median price of \$81,900, Boston Avenue/Mill Hill housing increased 23.2 percent in value to \$101,000 by 2002. Thereafter, another major increase of 23.7 percent brought the median sales to \$125,000. Up by another 40 percent within the following two years, the neighborhood peaked at \$175,000 in housing sales prices, and then fell slightly to \$170,000 in 2006.

Employment

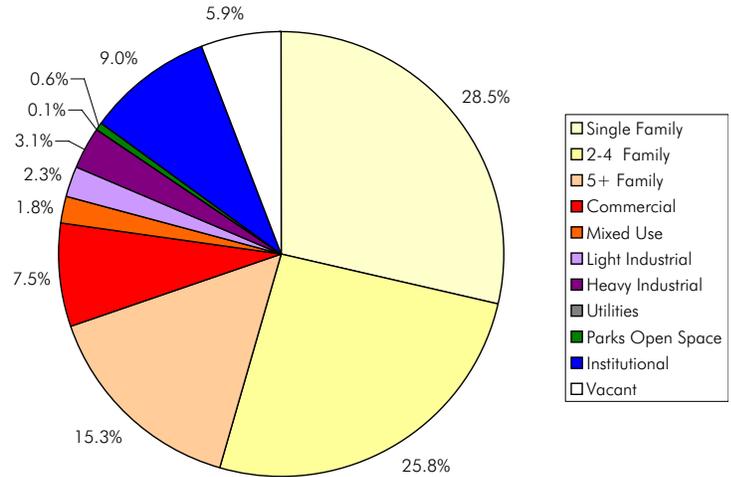
In 2000, there were 3,525 jobs located in the Boston Avenue/Mill Hill neighborhood. At 7.6 percent of total employment in Bridgeport, the neighborhood’s jobs paid \$50,252 in 2006 dollars or an 11 percent higher average wage. Of these, 2,610 or 74 percent were in Education & Health, owing to the number of schools in the area and, more importantly, the presence of Bridgeport Hospital and its ancillary services. The average salary was \$53,114, just above the area average, but more than 18 percent higher than all citywide wages for the sector. The Manufacturing industry employed the next largest number of workers with 145 neighborhood jobs, followed by Other Services with 144, and Retail Trade with 140. These sectors paid considerably lower wages, or an average of \$33,043, \$27,925 and \$42,105 respectively. The highest-paying industry, Information at \$77,931 annually, had the fewest number of positions, or only 4.

Table 7.7: Boston Avenue/Mill Hill Land Use 2005

	Total Sq Ft	Assessed Value per Sq	AV psf - Exemptions	% of City
Developed Land				
Single Family	4,212,139	\$ 18.26	\$ 17.90	4.1%
2-4 Family	3,806,178	\$ 21.63	\$ 21.09	7.6%
5+ Family	2,264,655	\$ 31.18	\$ 30.96	9.8%
Commercial	1,112,002	\$ 23.69	\$ 17.96	3.9%
Mixed Use	269,935	\$ 17.32	\$ 17.32	5.4%
Light Industrial	344,207	\$ 4.94	\$ 4.94	2.3%
Heavy Industrial	453,244	\$ 5.89	\$ 5.89	2.2%
Utilities	8,179	\$ 4.80	\$ 4.80	0.2%
Parks & Recreation	91,589	\$ 0.67	\$ -	0.2%
Institutional	1,321,532	\$ 45.65	\$ -	5.2%
Vacant Land				
Total	872,403	\$ 2.29	\$ 1.36	2.4%
Brownfield Land				
Total	684,417	\$ 5.01	\$ -	2.0%

Source: 2005 Real Estate Grand List & TPA Design Group

Chart 7.6: Boston Avenue Mill Hill 2005 Land Use

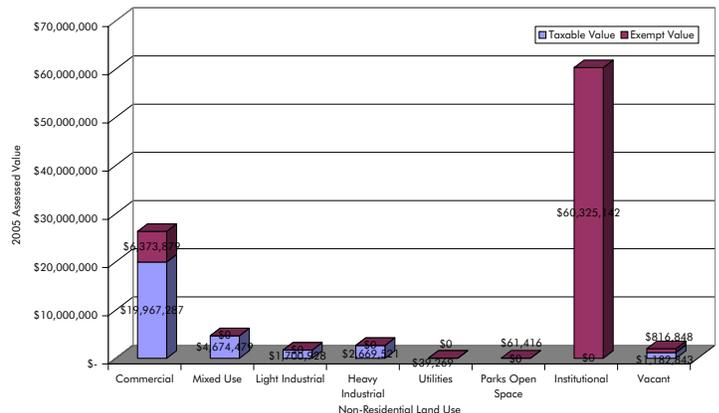


Land Use

Boston Avenue/Mill Hill is primarily a residential neighborhood with 69.7 percent of its land divided between Single Family (40.1%), 2-4 Family (37.0%), and 5+ Family (22.0%) housing. The assessed value per square foot of these uses ranged from \$18.26 to \$31.18 psf, increasing in accord with housing density .

Among non-residential uses, Institutional is the most prevalent at 9 percent of total, followed by Commercial, at 7.5 percent. Institutional uses also have the highest assessed value at \$45.65 psf, but are fully tax exempt. Commercial uses are partially exempt but valued overall at \$23.69 psf. Some Light and Heavy Industry exists but collectively accounts for little more than 2 percent of Bridgeport’s total.

Chart 7.7: Boston Avenue Mill Hill Property Value and Tax Exemption



The Boston Avenue/Mill Hill neighborhood is virtually devoid of Parks & Recreation space, with less than 0.2 percent of Bridgeport's total. Vacant land is not insignificant, amounting to more than all Industrial area, while the latter is largely idle and listed as contaminated.

Social Indicators

There are two elementary schools in the Boston Avenue/Mill Hill neighborhood, both serving K-6 student populations, while the Harding High School that serves several eastern neighborhoods is situated there. Based upon the ranking of *School Efficiency by Neighborhood*, the Grade 4 schools place 6th in terms of students meeting State goals for reading, writing, and math, when measured by raw score and when school resources are taken into consideration. At the Grade 6 level, the Boston Avenue/Mill Hill performance improves to 3rd place when measured by raw test score, but declines to 4th when scored by school efficiency. However, the *Neighborhood Education Index*, which considers high school and elementary school test scores, as well as the activities of its graduates, assigns 2nd position to Boston Avenue/Mill Hill in 2006, after rising from 4th position among ten neighborhoods in 2001.

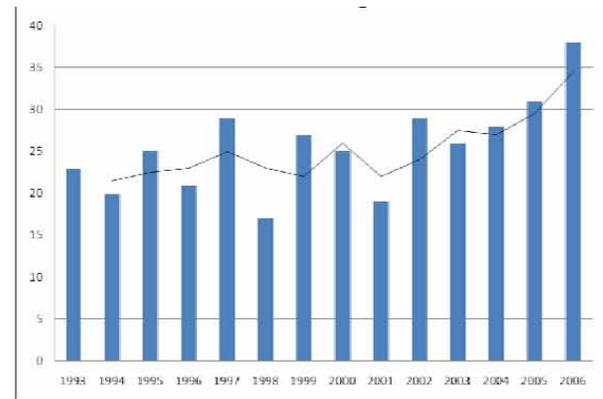
The Neighborhood Crime Index — a weighted average of indices for murder, rape, assault, auto theft and burglary — ranks Boston Avenue/Mill Hill 6th among all 13 neighborhoods as having the highest relative crime rate in 2006. This represents a slippage from 7th place in 2003-2004, and 9th place in 2001, but is a decided improvement over 4th place in 2000.

Neighborhood Development

Building permits in the Boston Avenue/Mill Hill neighborhood grew steadily beginning in 2003, reaching a peak of 38 in 2006. During the 1990s and into early 2000, the number of permits issued in the neighborhood oscillated around 24. From 1994 to 2006, the rate of authorization grew by 8 percent annually. New building permits accounted for 5 percent, while 7 percent were allocated to general repairs, 5 percent to additions, and 6 percent to roofs

and decks. At par with the City, interior renovations made up 31 percent of total permits, exterior renovations 12 percent, and miscellaneous repairs 34 percent.

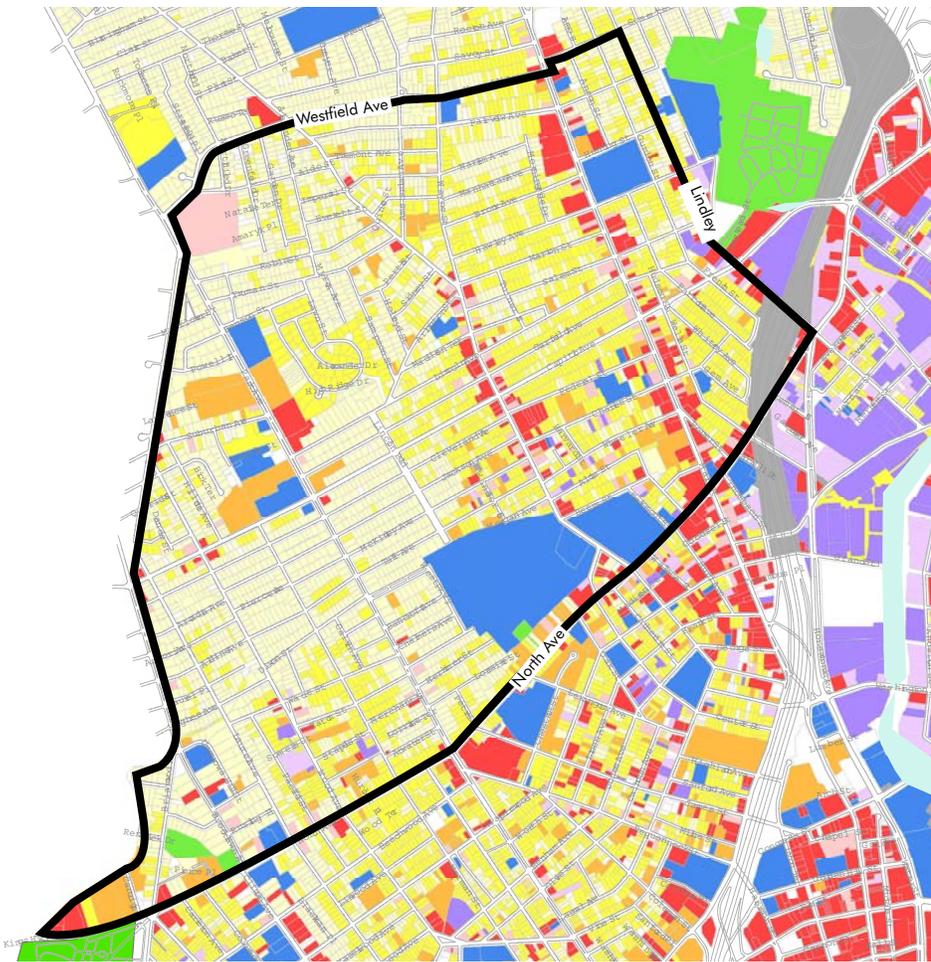
Chart 7.8: Boston Avenue Mill Hill Building Permits



The *Neighborhood Development Index*, a weighted average of the crime, income and education indices, captures changes in the character of a neighborhood through three major determinants of the quality of life.

In 2006, Boston Avenue/Mill Hill ranked 6th among all 10 neighborhoods, a position that it consistently maintained over the six year period. During these years, an increase in crime and a decrease in test scores were later offset by an improvement in schooling and a decrease in the murder rate. Changes in the indices of other neighborhoods minimized the area effects, resulting in no perceptible deviation in the relative attractiveness of Boston Avenue/Mill Hill at just below midpoint among all neighborhoods.

Anchored by the Bridgeport Hospital and the surrounding residential development, the Boston Avenue/Mill Hill neighborhood is solidly mid-level in desirable Bridgeport areas. Recent improvements include the construction of Carriage Crossing, a 22 unit town home development, planned infrastructure upgrades in the Seaview Avenue corridor, and the \$15 million expansion of the Bridgeport Hospital Emergency Room. While these developments bode well for the neighborhood, the Boston Avenue/Mill Hill community needs to assert its vision of the future in a NRZ plan that identifies the future uses of brownfield industrial and vacant land, as well as the future uses of the Seaview Avenue Transitway.



Existing Land Use

Residential		
	Single Family	40.5%
	2-4 Family	28.4%
	5+ Family	6.9%
	Commercial	6.2%
	Mixed Use	3.4%
	Light Industrial	0.4%
	Heavy Industrial	0.6%
	Institutional	9.9%
	Utilities	1.3%
	Parks & Recreation	0.5%
	Vacant Land	2.0%
Brownfield Land		0%

Proposed Development

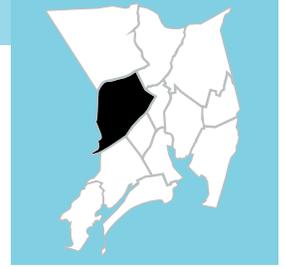
1. St. Vincent's Expansion
2. Federal Arms Condominiums
3. Watermark CCRC Expansion

Table 7.8: Brooklawn/St. Vincent Demographic Profile 2000

Characteristic	Total	% of Total	Characteristic	Total	% of Total
Population			Education		
Total Residents	22600	100.0%	Less than HS	4364	29.3%
In Households	21659	95.8%	HS Graduate	4716	31.7%
In Group Quarters	941	4.2%	Some College	3574	24.0%
Age			College Degree+	2244	15.1%
5 Years & Under	1798	8.0%	Labor Force		
19 Years & Under	6187	27.4%	Employed	10080	93.3%
20 - 64 Years	13494	59.7%	Unemployed	722	6.7%
30-34 Years	2008	8.9%	Housing		
35-54 Years	6427	28.4%	Total Units	9062	100.0%
65 Years & Over	2918	12.9%	Owner Occupied	3772	41.6%
Race, Ethnicity			Renter Occupied	4743	52.3%
Non Hispanic	16970	75.1%	Vacant Units	548	6.0%
White	9516	42.1%	Built Last 20 Years	870	9.6%
Black	4585	20.3%	With 1+ Cars	7138	83.8%
Asian/Other	2869	12.7%	Overcrowding	527	6.2%
Hispanic	5630	24.9%	Income		
Nativity			Household Average ('06\$)*	\$58,578	100.0%
Born outside the US	6217	27.5%	Persons Below Poverty	2709	12.5%

Source: 2000 Census of Population

* Of Residents in 2000



BROOKLAWN / ST. VINCENT

Location and Background

The Brooklawn/St. Vincent neighborhood is located adjacent to the Town of Fairfield, and lies between the middle-income North End and the lower-income West End/West Side neighborhoods.

Demographics

In 2000, Brooklawn/St. Vincent had a population of 22,600 residents, of which 4.2 percent lived in group quarters, by far the largest share of group quarters population in the residential neighborhoods of Bridgeport, most likely due to senior living and nursing care facilities near St. Vincent’s Medical Center. A majority of all residents were White non-Hispanic (42.1%), followed by Hispanic, Black non-Hispanic and Asians, at 24.9 percent, 20.3 percent and 12.7 percent respectively. A high proportion, or 27.5 percent of all residents, was born outside of the United States.

With 13,494 persons between the ages of 20 and 64, roughly three in every five residents were of working age in 2000. Just over one quarter of total was under the age of 20, well below the City average, while the remaining 12.9 percent were of retirement age. The educational attainment of adults living in Brooklawn/St. Vincent was somewhat better than the citywide average, but not as advanced as the neighboring North

End. Those high school graduates without any college represented 61 percent of all residents, while adults having less than a high education added another 29.3 percent.

College graduates and those with post-graduate education represented 15.1 percent of all adults, while those with less than a college diploma accounted for 24 percent.

The neighborhood’s unemployment rate has been lower than Bridgeport as a whole, and stood at 6.7 percent in 2000. Poverty afflicted one in every eight residents and the neighborhood’s average household income was \$46,979 in 1999 dollars. By 2006, nominal household income had risen to \$53,475, which actually represented a decline in real income to \$44,410 per annum.

Housing Tenure and Stock

With 9,062 housing units, Brooklawn/St. Vincent contains one in every six dwellings in Bridgeport. Fewer than 10 percent of all units were built after 1980, and though more single family in character, than multifamily, rental units outnumber owner occupied housing. Renter occupied housing numbered 4,743 units, or 52.3 percent, compared to owner occupied units, at 3,772 or 41.6 percent of total. Vacant housing was a relatively low 6 percent in 2000. Fully 83.8

Table 7.9: Brooklawn/St. Vincent Employment & Earnings 2000

<i>Economic Characteristic</i>	<i>Total Jobs</i>	<i>% of City Total</i>	<i>Ave '06\$ Earnings</i>
Total	4803	10.3%	\$43,783
Mining	0	0.0%	\$0
Construction	366	11.9%	\$34,017
Manufacturing	78	1.3%	\$35,688
Wholesale Trade	110	9.0%	\$30,124
Retail Trade	325	9.2%	\$31,157
Transport & Utilities	14	0.7%	\$20,930
Information	63	5.3%	\$50,519
Finance & Real Estate	276	7.4%	\$42,459
Professional Services	225	6.1%	\$43,498
Education & Health	2498	18.6%	\$47,525
Arts, Entertainment & Hospitality	203	9.9%	\$28,650
Other Services	351	12.6%	\$30,233
Public Administration	272	7.5%	\$56,619

Source: 2000 Census Transportation Planning Package, Part 2

percent of all households had access to one or more cars and only 6.2 percent of all households lived in overcrowded conditions.

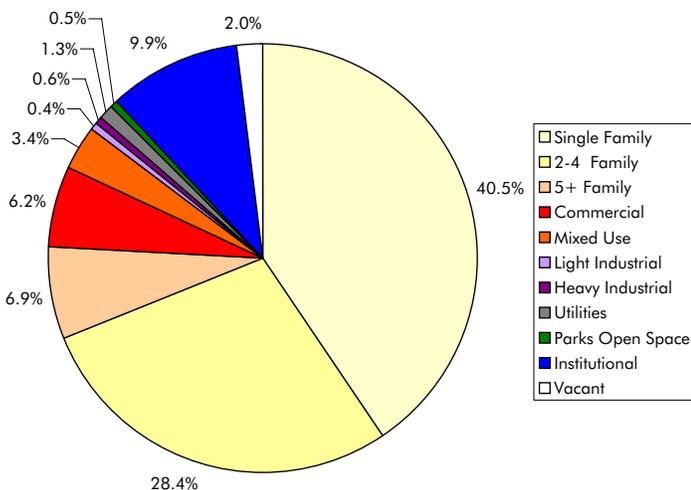
Brooklawn/St. Vincent is one of the only neighborhoods that saw an increase in median house prices over the 2000 to 2006 period. With total growth of 115 percent, the neighborhood is on a decided upturn. In 2000, the median house price was \$130,000, whereas by 2006, the median price struck \$280,000. Economic longevity is more than feasible for the Brooklawn/St. Vincent real estate market, with housing prices continuing to increase.

Employment

Employment in Brooklawn/St. Vincent amounted to 4,803 jobs in 2000. At an average annual wage of \$43,783, the neighborhood’s jobs paid less than the citywide average in 2006 dollars. The largest number of employees worked in Education & Health Services (2,498, or 52%) where they accounted for almost 20 percent of Bridgeport’s workers in this industry. Education & Health Services paid \$47,525 per annum, above the sector’s citywide average and the neighborhood’s going rate. The next highest number of jobs was in Construction with only 366 workers, but failed to pay average Construction wages. Public Administration, with only 272 jobs in Brooklawn/St. Vincent, offered the highest wage at \$56,619, followed by Information Services at \$50,519 with only 63 employees.

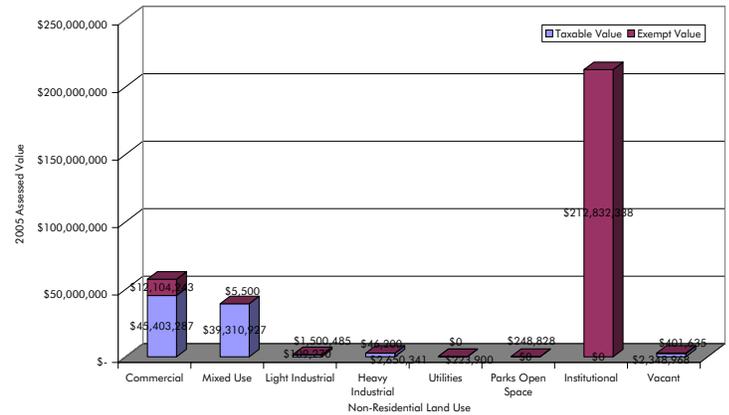
Land Use

Chart 7.9: Brooklawn St Vincent 2005 Land Use



As the most residential neighborhood in Bridgeport, housing occupies 75.7 percent of the land area of Brooklawn/St. Vincent. Of this, Single Family development comprises 40.5 percent, and is valued at \$19.61 psf, while 2-4 Family housing consumes 28.4 percent, and is valued at \$26.24 psf. Some 5+ Family structures exist on 6.9 percent of the land area and are assessed below the Single Family average at \$15.65 psf.

Chart 7.10: Brooklawn St Vincent Property Value and Tax Exemption



Non-residential development is minimal and Industrial uses are virtually non-existent in Brooklawn/St. Vincent. Commercial establishments occupy 6.2 percent of land area, followed by Mixed Use developments at 3.4 percent. Both uses are assessed at levels higher than residential with Commercial valued at \$26.67 and Mixed Use at \$33.38 psf. With 1 percent of neighborhood land in Industrial development, Brooklawn/St. Vincent accounts for only 1 percent of the City’s Heavy and Light Industrial uses. The area is free of brownfield sites.

Table 7.10: Brooklawn/St. Vincent Land Use 2005

	Total Sq Ft	Assessed Value per Sq Ft	AV psf - Exemptions	% of City Total
Developed Land				
Single Family	14,157,554	\$ 19.61	\$ 19.42	13.8%
2-4 Family	9,939,791	\$ 26.24	\$ 25.94	20.0%
5+ Family	2,399,297	\$ 15.65	\$ 15.20	10.4%
Commercial	2,156,537	\$ 26.67	\$ 21.05	7.5%
Mixed Use	1,177,980	\$ 33.38	\$ 33.37	23.7%
Light Industrial	151,470	\$ 10.63	\$ 9.91	1.0%
Heavy Industrial	199,684	\$ 13.50	\$ 13.27	1.0%
Utilities	455,583	\$ 0.49	\$ 0.49	8.9%
Parks & Recreation	191,904	\$ 1.30	\$ -	0.5%
Institutional	3,456,260	\$ 61.58	\$ -	13.5%
Vacant Land				
Total	700,781	\$ 3.93	\$ 3.35	1.9%
Brownfield Land				
Total	-	NA	\$ -	0.0%

Source: 2005 Real Estate Grand List & TPA Design Group

Institutions are strong and consume nearly 10 percent of all land in the Brooklawn/St. Vincent neighborhood. Assessed at \$61.58 psf, they are fully exempt and pay no property taxes. Open space, by contrast, is virtually absent with less than 1 percent of land in Parks & Recreation, while Vacant land, at only 2 percent of total land area, holds relatively limited promise for neighborhood development.

Social Indicators

There are four elementary schools in Brooklawn/St. Vincent, ranging from PK-6 to K-8, and the neighborhood is served by the Central High School. Based upon the ranking of *School Efficiency by Neighborhood*, the Grade 4 schools place 2nd in terms of the percent of students meeting State goals for reading, writing, and math, when measured by raw score, but 7th among 10 neighborhoods when school resources are taken into consideration. At the Grade 6 level, the Brooklawn/St. Vincent performance maintains 2nd place when measured by raw test score, but declines to 5th when scored by school efficiency. The *Neighborhood Education Index*, which considers high school and elementary school test scores, as well as the activities of its graduates, reflects the difference between student performance and school efficiency by assigning the Brooklawn/St. Vincent schools 3rd position among ten neighborhoods in 2006 and 2001.

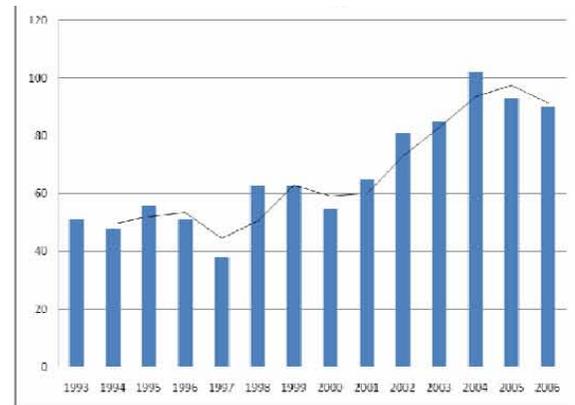
The Neighborhood Crime Index ranks Brooklawn/St. Vincent 10th among all 13 neighborhoods in 2006, with 1 having the highest and 13 the lowest relative crime rate. This represents an average performance of the past seven years, during which the neighborhood fluctuated between 9th and 11th place overall.

Neighborhood Development

With 980 permits issued from 1993 to 2006, the Brooklawn/St. Vincent neighborhood exhibited the second highest demand for permits. The highest level of activity occurred in 2004 when the number of permits exceeded 100. For the 13 year period, the average annual growth in permit activity was 7 percent, and from 1993 to 2004, the demand nearly tripled. In terms of composition, 29 percent of all permits were for interior renovations and 5 percent for the construction of new buildings, which is below the citywide average.

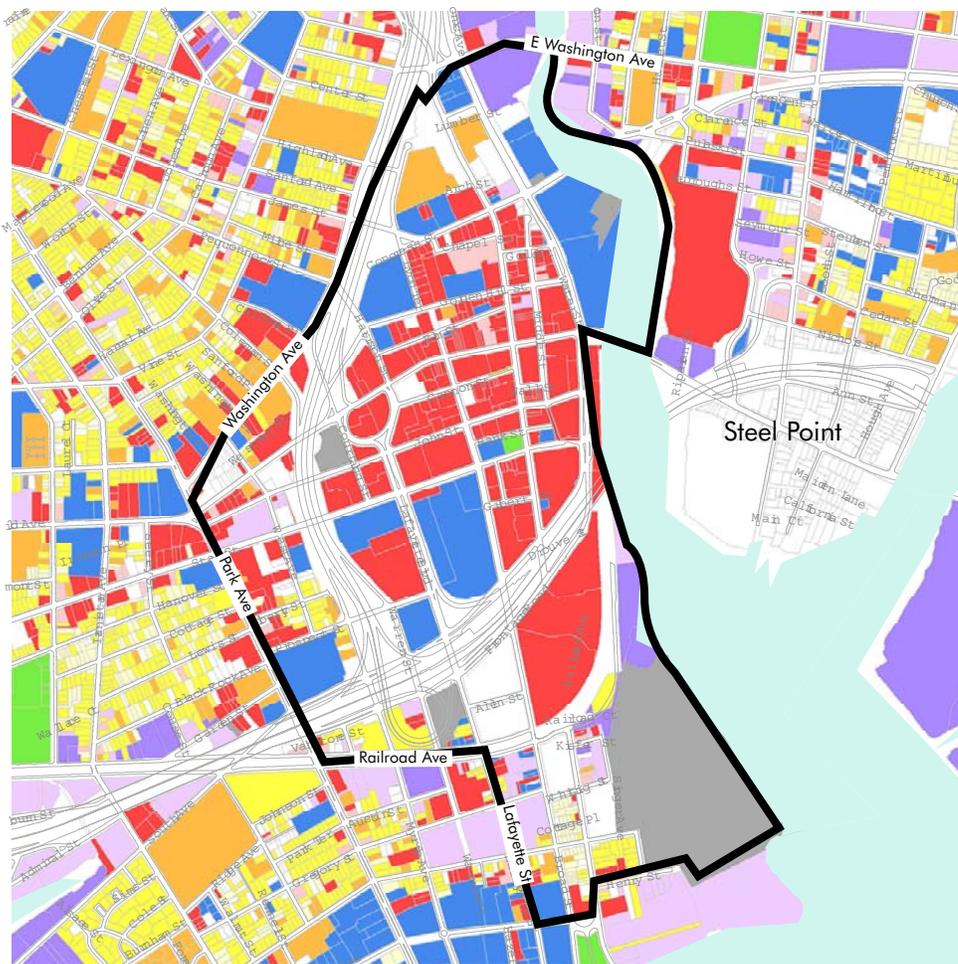
New additions accounted for 10 percent, while exterior renovations, repairs, new roofs accounted for 8 percent, and decks 12 percent of total.

Chart 7.11: Brooklawn St Vincent Building Permits



The *Neighborhood Development Index*, a weighted average of the crime, income and education indices, captures changes in the character of a neighborhood through three major determinants of the quality of life. In 2006, Brooklawn/St. Vincent ranked 3rd among all 10 neighborhoods, a position that represented an improvement in the area's attractiveness from 4th place in 2001 to 2003. Along with lower student test performance, the neighborhood almost doubled its murder, rape and robbery rates in 2003. However, since 2004, these rates have subsided and strong improvements have occurred in test scores.

The Brooklawn/St. Vincent neighborhood is well positioned locationally, and with respect to recent improvements in safety and school performance, to continue to experience increased housing values in the future. Little room exists for more housing development and demand will increase the price of available supply. It is in the interest of the Brooklawn/St. Vincent neighborhood to prepare a NRZ plan for City Council adoption. This community expression of goals and strategies will coalesce the resident's commitment to neighborhood improvement.



Existing Land Use

Residential		
	Single Family	0.4%
	2-4 Family	3.0%
	5+ Family	4.4%
	Commercial	45.1%
	Mixed Use	1.4%
	Light Industrial	2.7%
	Heavy Industrial	4.8%
	Institutional	25.1%
	Utilities	2.8%
	Parks & Recreation	0.2%
	Vacant Land	10.1%
Brownfield Land		18.7%

Proposed Development

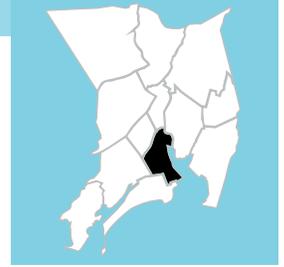
1. Pequonnock Site
2. Intermodal HUB
3. Lafayette Circle

Table 7.11: Downtown Demographic Profile 2000

Characteristic	Total	% of Total	Characteristic	Total	% of Total
Population			Education		
Total Residents	1568	100.0%	Less than HS	512	49.8%
In Households	1386	88.4%	HS Graduate	291	28.2%
In Group Quarters	182	11.6%	Some College	190	18.5%
			College Degree+	36	3.5%
Age			Labor Force		
5 Years & Under	139	8.9%	Employed	361	66.9%
19 Years & Under	391	25.0%	Unemployed	178	33.1%
20 - 64 Years	844	53.8%	Housing		
30-34 Years	107	6.8%	Total Units	896	100.0%
35-54 Years	343	21.9%	Owner Occupied	68	7.6%
65 Years & Over	333	21.2%	Renter Occupied	723	80.7%
Race, Ethnicity			Vacant Units	105	11.7%
Non Hispanic	914	58.3%	Built Last 20 Years	118	13.2%
White	283	18.0%	With 1+ Cars	274	34.6%
Black	558	35.6%	Overcrowding	61	7.7%
Asian/Other	74	4.7%	Income		
Hispanic	654	41.7%	Household Average ('06\$)*	\$24,767	100.0%
Nativity			Persons Below Poverty	505	36.4%
Born outside the US	228	14.5%			

Source: 2000 Census of Population

* Of Residents in 2000



DOWNTOWN

Location and Background

Bridgeport’s current Downtown is centrally located in the southern portion of Bridgeport, directly off the Pequonnock River and Bridgeport Harbor, bounded by I-95 on the south and Route 8/25 on the west. It lies across from the East Side and future Steel Point, and is due south of the Enterprise Zone.

Demographics

In 2000, the number of residents living Downtown was 1,568, with 1,386 in households and 182 in group quarters. Since then, more than fifty new residents have been added as adaptive reuse of two historic Downtown structures, the *Art Space*, have added 64 new units for occupancy. Some 1500 other developments proposed or underway will attract new owner occupants over the next five years. With an increase in inhabitants since the Census, the racial-ethnic profile of the population has changed. However, in 2000, two in every five residents were Hispanic, followed by Black non-Hispanics at more than one in three, White non-Hispanics at fewer than one in five, and Asians at less than one in every twenty inhabitants.

Residents under the age of 20 comprised 25 percent of total in 2000, while those over 65 years of age (in two assisted living facilities) made up 21 percent, both

shares having undoubtedly dropped with the influx of new working age residents. Today, those aged 20-64 years are likely in the range of 56 percent of all Downtown inhabitants, and those anticipated with the redevelopment in progress may raise the working age share to 60 percent. The educational attainment of Downtown adults has also, undoubtedly, improved since 2000. Then, virtually half of all residents had less than a full high school education, while only 22 percent had some college, and a college or advanced degree.

In keeping with a low level of educational attainment in 2000, one in every three residents of the Downtown was unemployed then. Persons living below poverty numbered 505, or 36.4 percent, many of whom were living in institutional housing. Average household income was reported at \$19,863 in 1999 dollars, the lowest overall level in Bridgeport, or fully 55 percent below the citywide average. Since then, with the influx of new home owners in live/work lofts and soon renovated high rise housing, the Downtown’s average household income has not been possible to estimate.

Housing Tenure and Stock

In 2000, there were 896 housing units in the Downtown with 118 or 13.2 percent constructed between 1980 and 2000. Since then, 99 new units

Table 7.12: Downtown Employment & Earnings 2000

<i>Economic Characteristic</i>	<i>Total Jobs</i>	<i>% of City Total</i>	<i>Ave '06\$ Earnings</i>
Total	10415	22.4%	\$50,482
Mining	35	38.9%	\$36,071
Construction	265	8.6%	\$47,288
Manufacturing	116	2.0%	\$43,045
Wholesale Trade	38	3.1%	\$42,402
Retail Trade	335	9.5%	\$35,313
Transport & Utilities	680	35.2%	\$51,727
Information	835	70.2%	\$45,303
Finance & Real Estate	2272	61.1%	\$52,264
Professional Services	1435	38.9%	\$57,718
Education & Health	1654	12.3%	\$42,371
Arts, Entertainment & Hospitality	273	13.3%	\$28,735
Other Services	282	10.2%	\$25,669
Public Administration	2190	59.9%	\$61,597

Source: 2000 Census Transportation Planning Package, Part 2

have been added, 118 more are nearly completed with renovation of City Trust, 933 others are in process of development Downtown, and some 500 are proposed. The vacancy rate was 11.7 percent in 2000, and the ownership rate of housing was 7.6 percent. Clearly, vacancy rates will decline and owner occupancy will rise with new loft and luxury development Downtown. As will the impact on overcrowding and auto ownership. In 2000, roughly one in every fourteen households lived in overcrowded units and only one in three had one or more vehicles.

No data were reported on housing sales Downtown.

Employment

In 2000, nearly one in four jobs in Bridgeport or 10,415 (22.4%) were located in the Downtown. Of these, Finance and Real Estate comprised the greatest share with 2,272 (21.8%), reflecting Bridgeport’s historic role as the financial center of Connecticut. However, recent trends and competing developments in Stamford are expected to have diminished this role. Public Administration, the second largest sector with 2,190 jobs (21.0%) in 2000, may well rank first today. Public Administration also pays more than Finance and Real Estate, with an average \$61,597 annual wage compared to \$52,264. In both these sectors, the Downtown contained roughly 60 percent of the City’s overall jobs.

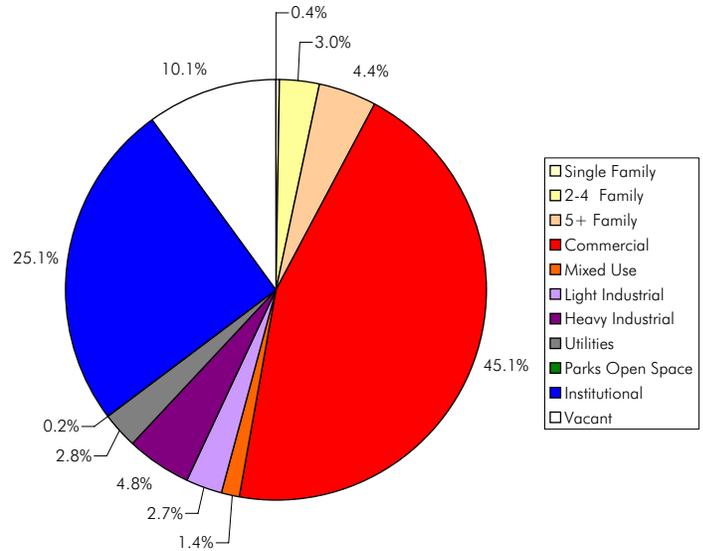
Other big employers included Education & Health and Professional Services, with 15.9 and 13.8 percent of Downtown jobs, respectively. Retail Trade, Other Services, and Arts, Entertainment & Hospitality each averaged around 300 jobs, though concerted efforts have been made to attract more restaurants, personal services and comparison shopping to the Downtown. Appropriately, blue collar jobs like Manufacturing accounted for only a few percentage shares of the City’s total, though Mining was strongly represented by company offices. Manufacturing paid average annual wages of \$43,045 in 2006 dollars.

Land Use

The Downtown is primarily a commercial district, though residential uses comprise 7.7 percent of the area, with 5+ Family structures predominating. Land use in higher density housing is followed rather closely by 2-4 Family usage, which represents underutilization

of a Downtown site. The 5+ Family developments are assessed at \$25.32 psf, 2-4 Family units at \$10.53, and Single Family housing at \$13.07psf.

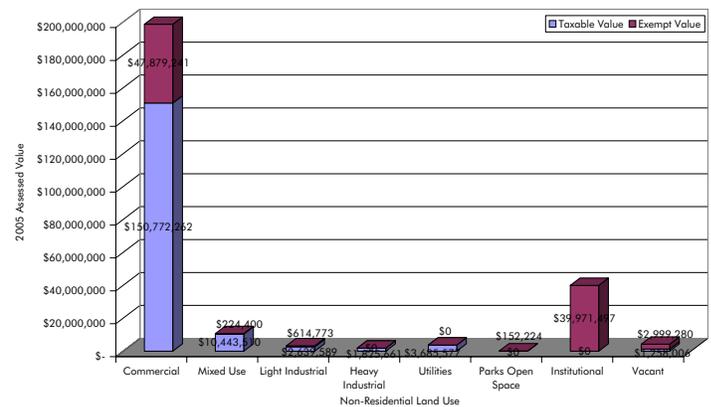
Chart 7.12: Downtown 2005 Land Use



Commercial uses account for 45.1 percent of all land area Downtown and are valued at \$45.88 psf. Only Mixed Use is valued higher (\$82.39 psf), but consists of less than 2 percent of total land area. Twenty-five percent of all Downtown land is Institutional. Consisting mostly of public buildings, they are valued at \$17.69 nsf. but are totally tax exempt

Chart 7.13: Downtown

Property Value and Tax Exemption



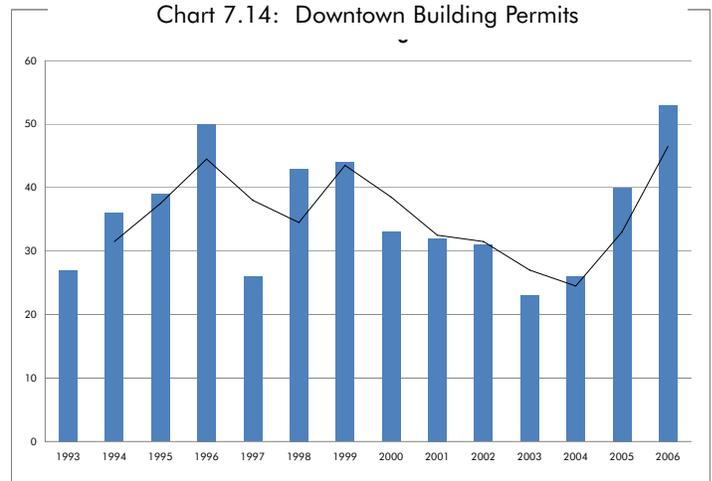
Brownfield properties consume fully 18.7 percent of all Downtown land area. They are drawn mostly from the existing Industrial uses, which collectively comprise 7.6 percent, and the Vacant land area, which represents

10.1 percent of the Downtown. Heavy and Light Industrial are assessed at \$4.18 and \$13.31psf, respectively, while Vacant land is mostly tax exempt but assessed at \$4.68psf overall.

Table 7.13: Downtown Land Use 2005

Developed Land	Total Sq Ft	Value per Sq Ft	AV psf - Exemptions	City Total
Single Family	32,254	\$ 13.07	\$ 12.89	0.0%
2-4 Family	271,246	\$ 10.53	\$ 10.08	0.5%
5+ Family	392,297	\$ 25.32	\$ 24.32	1.7%
Commercial	4,064,132	\$ 48.88	\$ 37.10	14.2%
Mixed Use	129,474	\$ 82.39	\$ 80.66	2.6%
Light Industrial	244,576	\$ 13.31	\$ 10.79	1.6%
Heavy Industrial	437,066	\$ 4.18	\$ 4.18	2.1%
Utilities	251,600	\$ 14.65	\$ 14.65	4.9%
Parks & Recreation	21,935	\$ 6.94	-	0.1%
Institutional	2,259,154	\$ 17.69	-	8.8%
Vacant Land				
Total	910,020	\$ 4.68	\$ 1.38	2.5%
Brownfield Land				
Total	1,684,943	\$ 2.05		5.0%

Source: 2005 Real Estate Grand List & TPA Design Group



renovations.

Because of the absence of income and educational data, the Downtown neighborhood could not be ranked by the *Neighborhood Development Index*.

Social Indicators

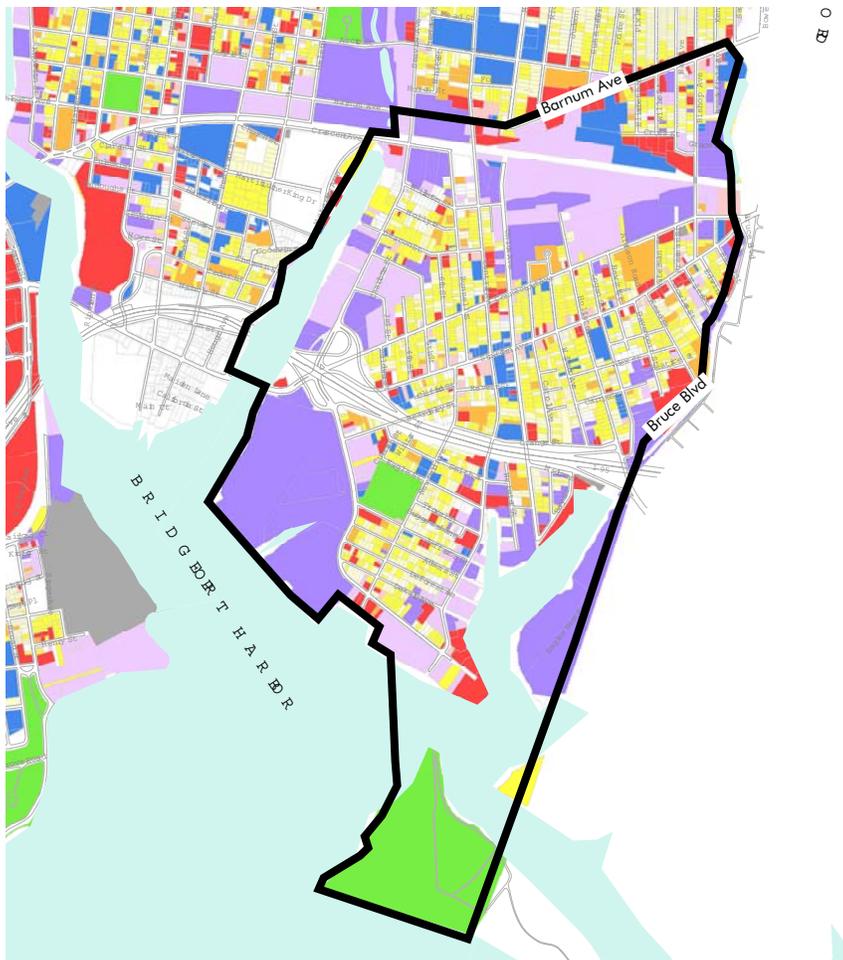
The Downtown does not have any elementary schools. Thus school performance data and indicators are not available.

The Neighborhood Crime Index ranks the Downtown with the second highest relative crime rate among all 13 neighborhoods in 2006. It should be noted that crime rates are greatly skewed by the number of residents. That is, the number of incidents in the Downtown may be the same as in another neighborhood, but due to the small residential population, the crime rate is much higher. If Downtown workers were included in the rating process, the crime rate would be lower still.

Neighborhood Development

In the early 1990s, the Downtown saw a strong increase in the number of permits authorized for construction, reaching a high in 1996 with an annual total of 50. In early 2000, there was a persistent decline, reaching a yearly low of 23 permits authorized in 2003. Demand recovered and permits climbed well into 2006, peaking at 53, or nearly double the level of three years previously. Due to the effort to preserve historic buildings and maintain the architectural character of the Downtown, only 6 percent of all permits were for new buildings, another 6 percent for exterior renovations, and fully 46 percent for interior

Re-imagining Downtown Bridgeport, a Downtown development plan, prepared under the auspices of the Downtown Special Services District was released in March 2007 for a defined area larger than the neighborhood described in this report, including Steel Point and both sides of the Pequonnock. It presents a consensus vision of the Downtown resurgence now underway, identifying new market and investment opportunities. It is based upon a solid analysis of the Downtown transformed by housing first, as an economic development strategy, in concert with the protection of Downtown’s historic fabric, the enhancement of its entertainment, recreation and restaurants assets, and clear identification of an office corridor. It lays out a plan for Downtown as a commuter center and an approach for achieving higher standards and attracting tax-paying investments.



Existing Land Use

Residential		
	Single Family	7.1%
	2-4 Family	16.1%
	5+ Family	3.4%
	Commercial	7.6%
	Mixed Use	1.8%
	Light Industrial	14.7%
	Heavy Industrial	27.6%
	Institutional	4.6%
	Utilities	0.1%
	Parks & Recreation	12.0%
	Vacant Land	4.9%
Brownfield Land		13.6%

Proposed Development

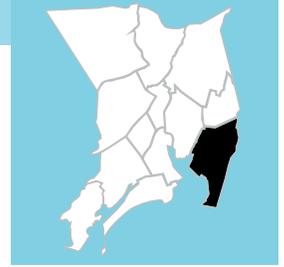
1. Seaview Ave Industrial Park
2. Columbia Towers
3. Derecktor Expansion
4. Pleasure Beach

Table 7.14: East End Demographic Profile 2000

Characteristic	Total	% of Total	Characteristic	Total	% of Total
Population			Education		
Total Residents	8184	100.0%	Less than HS	1654	36.4%
In Households	8159	99.7%	HS Graduate	1666	36.7%
In Group Quarters	25	0.3%	Some College	963	21.2%
Age			College Degree+	255	5.6%
5 Years & Under	941	11.5%	Labor Force		
19 Years & Under	2967	36.3%	Employed	3019	86.3%
20 - 64 Years	4594	56.1%	Unemployed	479	13.7%
30-34 Years	542	6.6%	Housing		
35-54 Years	2107	25.7%	Total Units	3288	100.0%
65 Years & Over	623	7.6%	Owner Occupied	1022	31.1%
Race, Ethnicity			Renter Occupied	1859	56.5%
Non Hispanic	6059	74.0%	Vacant Units	407	12.4%
White	427	5.2%	Built Last 20 Years	332	10.1%
Black	5324	65.1%	With 1+ Cars	2051	71.2%
Asian/Other	308	3.8%	Overcrowding	240	8.3%
Hispanic	2125	26.0%	Income		
Nativity			Household Average ('06\$)*	\$46,914	100.0%
Born outside the US	764	9.3%	Persons Below Poverty	1840	22.6%

Source: 2000 Census of Population

* Of Residents in 2000



EAST END

Location and Background

Located adjacent to the Town of Stratford, just east of the East Side, the East End neighborhood borders the Long Island Sound and is bisected by I-95 and the intercity rail line.

Demographics

In 2000, the East End had 8,194 residents, almost all of whom (99.7%) lived in households. The majority (65.1%) were Black non-Hispanic, while 26 percent were Hispanic, and few were White non-Hispanic (5.2%) or Asian (3.8%). Along with the West End/West Side, and the moderate income Reservoir/Whiskey Hill neighborhood, the East End has the largest concentration of Black residents in Bridgeport. Less than one in ten (9.3%) of East End residents were born outside of the United States.

Just over half of all residents are working aged (20-64 years), while a relatively large share are youngsters (36.3%) and a relatively low share are over 65 (7.6%). The education of adult residents has primarily focused on attaining a high school diploma (36.7%) or less than a full high school education (36.4%), while only 5.6 percent have college degrees and one in five residents (21.2%) has attended some college.

In 2000, unemployment in the East End stood at a citywide high of 13.7 percent. Poverty encompassed nearly a quarter (22.6%) of all residents and the average household income of East End residents was only \$37,624 in 1999 dollars. Over the 2000-2006 period, the nominal income of East End households rose in nearly every year to \$47,392, recording the highest rate of increase in neighborhood income citywide. This advancement saw real income expand to \$39,358 in constant dollars, or caused the East End to be one of only two neighborhoods to experience an improvement in buying power.

Housing Tenure and Stock

In 2000, there were 3,288 housing units in the East End, with only one in ten having been built within the previous 20 years. Units were primarily renter occupied (56.5%). Less than one third (31.1%) were owner occupied and vacant units amounted to one in every eight (12.4%). The dominant housing form was 2-4 Family flats, built in an earlier era for East End factory workers. One in seven households have one or more cars and one in every twelve households is overcrowded, with more than one occupant per room.

Over the last six years, the East End reported a negative

Table 7.15: East End Employment and Earnings 2000

<i>Economic Characteristic</i>	<i>Total Jobs</i>	<i>% of City</i>		<i>Ave '06\$ Earnings</i>
		<i>Total</i>		
Total	4055	8.7%		\$44,669
Mining	25	27.8%		\$36,659
Construction	510	16.6%		\$45,233
Manufacturing	1669	28.1%		\$46,983
Wholesale Trade	118	9.6%		\$43,324
Retail Trade	234	6.6%		\$31,012
Transport & Utilities	259	13.4%		\$44,520
Information	24	2.0%		\$64,293
Finance & Real Estate	95	2.6%		\$40,918
Professional Services	209	5.7%		\$36,780
Education & Health	320	2.4%		\$36,793
Arts, Entertainment & Hospitality	123	6.0%		\$45,162
Other Services	355	12.8%		\$36,379
Public Administration	108	3.0%		\$68,406

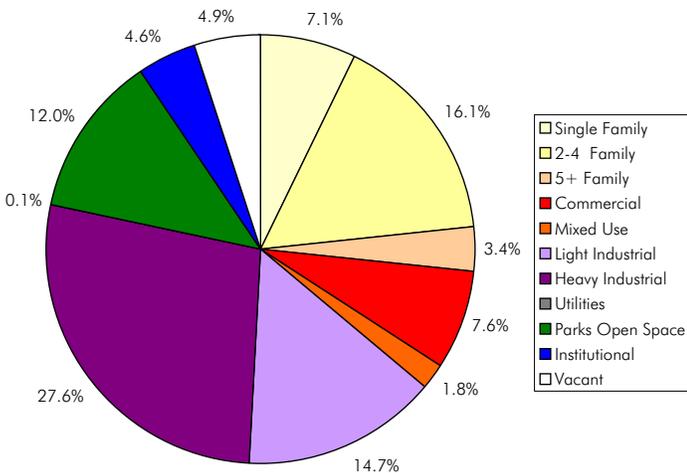
Source: 2000 Census Transportation Planning Package, Part 2

change in housing prices in only one year, 2002. Since then, the neighborhood’s median house value has exploded from exponential increases. In 2003, the median price increased by 46.1 percent to \$95,000, while in 2004 to 2006, the growth in housing sale values rose 20, 30, and 17 percent respectively. Overall, the neighborhood experienced a 203 percent increase, more than doubling housing prices to \$173,200 by period end. Despite this growth, however, the East End remains 3rd from last among the 10 neighborhoods for which data were available in nominal housing price.

Employment

In 2000, the East End had 4,055 jobs, offering an average annual wage of \$44,669. Of these, 41.2 percent (1,669) were in the Manufacturing sector, accounting for 28 percent of citywide blue collar jobs. Other manual work in the City’s economy was also highly concentrated in the neighborhood, including Construction and Mining industries. On average, manufacturing in the East End paid \$46,983 and Construction \$45,233, roughly in keeping with the citywide averages and slightly ahead of all neighborhood wages. Yet, Public Administration was the highest paying industry, employing 108 persons with an average annual paycheck of \$68,406.

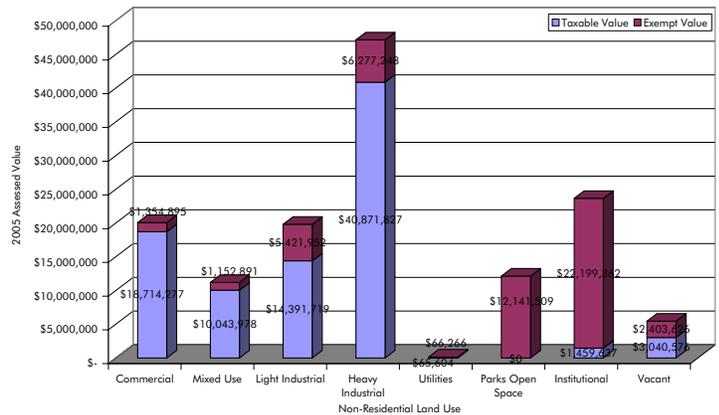
Chart 7.15: East End 2005 Land Use



Land Use

Roughly one quarter (26.7%) of East End land is in residential use, with 2-4 Family housing assessed at \$18.85psf comprising almost two thirds. Higher

Chart 7.16: East End Property Value and Tax Exemption



density multifamily housing is valued at \$19.72 psf, but represents only 3.4 percent of total. Single Family residential, slightly more prevalent at 7.1 percent of East End land, is valued at \$13.83 psf.

Non residential usage is dominated by Industrial development which makes up 42.2 percent of all neighborhood land. Light Industrial (27.8 % of the City total) is valued at \$4.73 psf, while Heavy Industrial (37.8% of the City’s total) is recorded at \$5.98 psf. The highest assessed value is assigned to Mixed Use at \$21.67 psf, yet this use comprises only 2 percent of total land. Commercial development is less represented in the East End than in many other

Table 7.16: East End 2005 Land Use

Developed Land	Total Sq Ft	Assessed Value per Sq Ft	AV psf - Exemptions	% of City Total
Single Family	2,038,626	\$ 13.83	\$ 13.10	2.0%
2-4 Family	4,602,107	\$ 18.85	\$ 17.82	9.2%
5+ Family	981,828	\$ 19.72	\$ 18.32	4.3%
Commercial	2,174,350	\$ 9.23	\$ 8.61	7.6%
Mixed Use	516,603	\$ 21.67	\$ 19.44	10.4%
Light Industrial	4,192,598	\$ 4.73	\$ 3.43	27.8%
Heavy Industrial	7,881,335	\$ 5.98	\$ 5.19	37.8%
Utilities	35,971	\$ 4.88	\$ 1.82	0.7%
Parks & Recreation	3,431,548	\$ 3.54	-	8.7%
Institutional	1,318,826	\$ 17.94	\$ 1.11	5.2%
Vacant Land				
Total	1,410,578	\$ 3.86	\$ 2.16	3.8%
Brownfield Land				
Total	3,880,384	\$ 4.17		11.5%

Source: 2005 Real Estate Grand List & TPA Design Group

Bridgeport neighborhoods.

Fully 12.0 percent of neighborhood land is Park & Recreation space. Institutional and Vacant parcels each comprise under 5 percent of total, but collectively, the three uses pay little or no property tax. Brownfields are

extensive, accounting for 13.6 percent of all land area in the neighborhood and 11.5 percent of the City brownfield total.

Social Indicators

The East End has three elementary schools, ranging from PK-3 to K-8, and is served by the Harding High School. Based upon the ranking of *School Efficiency by Neighborhood*, the Grade 4 schools placed 3rd in terms of the percent of students meeting State goals for reading, writing, and math, when measured by raw score, but 2nd among 11 neighborhoods when school resources were taken into consideration. At the Grade 6 level, the East End performance declines in terms of raw test score to place the two elementary schools 7th among all neighborhoods by raw score, but 3rd when scored by school efficiency. The *Neighborhood Education Index*, which considers high school and elementary school test scores, as well as the activities of its graduates, reflects the poor secondary student performance by assigning the East End schools 8th position among all ten neighborhoods in 2006, down from 5th position in 2001.



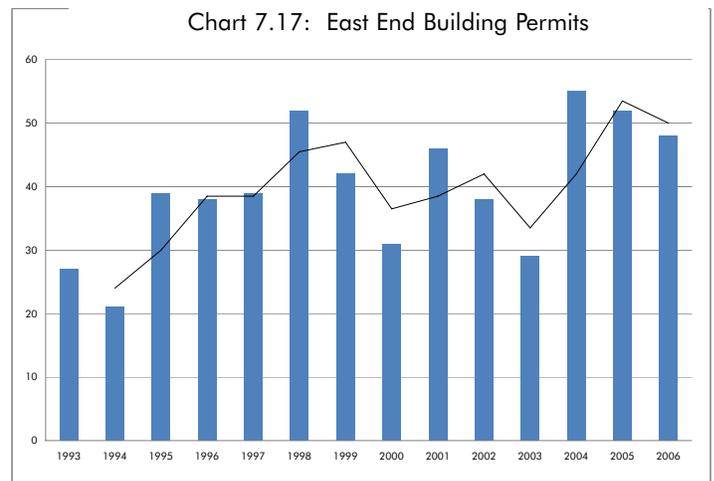
The Neighborhood Crime Index — a weighted average of indices for murder, rape, assault, auto theft and burglary — ranks the East End 3rd among all neighborhoods as

having the highest relative crime rate in 2006. This represents a slippage over 2005, when the neighborhood placed 7th, but was representative of prior years when it fluctuated between 2nd and 3rd place among the highest crime rate neighborhoods.

Neighborhood Development

With an average annual number of 40 permits, the East End ranked 7th among all neighborhoods in terms of total permits issued. The trend in permits has been relatively unstable from 1993 to 2006, with a major uptrend from 1994 to 1998. New buildings make up approximately 9 percent of total permits issued, 3 percentage points below the City average. One in

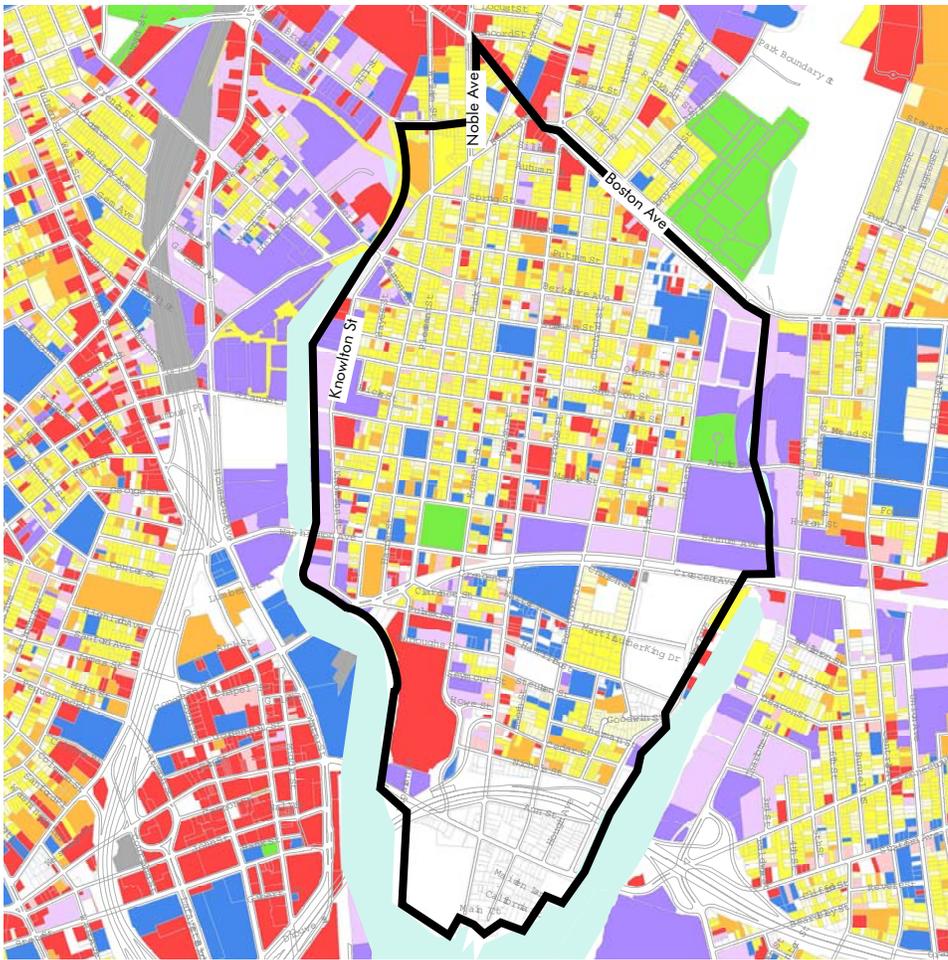
every ten permits was issued for exterior renovations, 5 percent for new additions, and 29 percent for interior renovations. The East End ranked 6th overall, in terms



of annual permit growth, or a rate of 10 percent. The *Neighborhood Development Index*, a weighted average of the crime, income and education indices, captures changes in the character of a neighborhood through three major determinants of the quality of life. In 2006, the East End ranked 8th among all 10 neighborhoods, a position that fluctuated between 7th and 9th place in most of the prior five years. The neighborhood was faced with some of the highest crime rates in the City, specifically in robberies and murder rates. However, a decrease in crime, coupled with the recent increases in income and educational performance, has contributed to the recent improvement.

The East End neighborhood has prepared a NRZ plan that was recently adopted by the City Council. The plan addresses the neighborhood’s physical and social problems, and identifies strategies and investments needed to overcome these challenges. Such an effort is a positive undertaking for the future of one of Bridgeport’s oldest and most contaminated industrial areas.





Existing Land Use

Residential		
Single Family	7.0%	
2-4 Family	22.3%	
5+ Family	5.6%	
Commercial	10.5%	
Mixed Use	2.6%	
Light Industrial	7.8%	
Heavy Industrial	12.4%	
Institutional	7.8%	
Utilities	0.3%	
Parks & Recreation	2.1%	
Vacant Land	21.7%	
Brownfield Land	17.4%	

Proposed Development

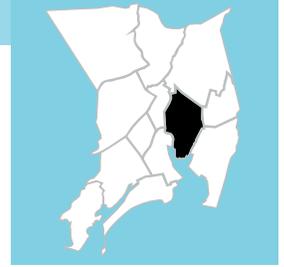
1. Steel Point
2. Barnum & Waltersville Elementary School
3. Remgrit

Table 7.17: East Side Demographic Profile 2000

Characteristic			Characteristic		
Population			Education		
Total Residents	Total	% of Total	Less than HS	Total	% of Total
In Households	13095	100.0%	HS Graduate	3542	53.7%
In Group Quarters	12939	98.8%	Some College	1850	28.0%
	156	1.2%	College Degree+	987	15.0%
				219	3.3%
Age			Labor Force		
5 Years & Under	1642	12.5%	Employed	3975	83.8%
19 Years & Under	5282	40.3%	Unemployed	766	16.2%
20 - 64 Years	7038	53.7%			
30-34 Years	983	7.5%	Housing		
35-54 Years	2989	22.8%	Total Units	4577	100.0%
65 Years & Over	775	5.9%	Owner Occupied	939	20.5%
			Renter Occupied	3056	66.8%
Race, Ethnicity			Vacant Units	582	12.7%
Non Hispanic	4384	33.5%	Built Last 20 Years	523	11.4%
White	798	6.1%	With 1+ Cars	2361	59.1%
Black	3134	23.9%	Overcrowding	681	17.0%
Asian/Other	452	3.5%			
Hispanic	8711	66.5%	Income		
			Household Average ('06\$)*	\$40,344	100.0%
Nativity			Persons Below Poverty	4412	34.1%
Born outside the US	1970	15.0%			

Source: 2000 Census of Population

* Of Residents in 2000



EAST SIDE

Location and Background

The East Side neighborhood is located across the Pequonnock River from the Downtown and the Enterprise Zone, and is adjacent to the East End. With direct access to the Bridgeport Harbor, and bisected by I-95 and the intercity rail line, the East Side is strategically located and functionally divided into several distinct subareas.

Demographics

In 2000, the number of persons residing in the East Side totaled 13,095, 98.8 percent of whom lived in households. Hispanics numbered 2 in every 3 residents, followed by Black non-Hispanics at 23.9 percent, White non-Hispanics at 6.1 percent, and Asians at 3.5 percent. Fifteen percent of all residents were born outside of the United States.

Just over half of the East Side population (7,038) consists of persons of working age, while a disproportionately large 40 percent are youngsters and only 5.9 percent are adults of retirement age. Educational attainment is the lowest in the East Side of any Bridgeport neighborhood. Twenty-eight percent finished high school. Fifteen percent have attended some college and only 3.3 percent have college degrees. A full 53.7 percent of all adult residents do not have high school diplomas.

At 16.2 percent in 2000, unemployment reached a peak in the East Side of Bridgeport. Fully one third of the population (34.1%) was impoverished, and the average household income was tied with the South End as the lowest of all residential neighborhoods. In 1999, East Side households had average incomes of \$32,355. By 2006, their nominal incomes had expanded to \$40,657, while their real incomes had risen to \$33,765. Thus, despite being one of the poorest neighborhoods in Bridgeport, the East Side was one of only two neighborhoods to realize a real increase in income over the seven year period. Yet, notwithstanding this upturn, the area still has the lowest income in the City, and relative to the national average, the East Side is underperforming.

Housing Tenure and Stock

In 2000, there were 4,577 housing units in the neighborhood. Seven in every eight were occupied, with a 12.7 percent vacancy. Roughly nine out of ten units were built prior to 1980, mostly of a 2-4 Family character. Renters clearly outnumber owners by a ratio of three to one, with fewer than one thousand owner occupied units in the East Side. The housing character is not of a style attractive to current owners, for the area was originally developed in closely knit multifamily dwellings to house factory workers that walked to

Table 7.18: East Side Employment & Earnings 2000

<i>Economic Characteristic</i>	<i>Total Jobs</i>	<i>% of City Total</i>	<i>Ave '06\$ Earnings</i>
Total	2620	5.6%	\$36,786
Mining	30	33.3%	\$19,223
Construction	240	7.8%	\$56,513
Manufacturing	294	4.9%	\$38,456
Wholesale Trade	141	11.5%	\$28,785
Retail Trade	269	7.6%	\$25,285
Transport & Utilities	110	5.7%	\$32,164
Information	65	5.5%	\$32,419
Finance & Real Estate	114	3.1%	\$41,454
Professional Services	204	5.5%	\$37,712
Education & Health	704	5.2%	\$36,871
Arts, Entertainment & Hospitality	174	8.5%	\$24,597
Other Services	181	6.5%	\$21,907
Public Administration	74	2.0%	\$51,603

Source: 2000 Census Transportation Planning Package, Part 2

nearby jobs. Today, new Single Family housing has been developed on a portion of the site of the former Father Panik Village, which is changing the residential character and quality of housing in the area. Nearly one in five units is still considered overcrowded, the worst concentration in Bridgeport, and only 59.1 percent of all households have access to a vehicle.

With a median sales price of \$168,000, housing units in the East Side are the most affordable. Yet this level has been achieved by a remarkable growth in value since 2000, with the area's housing prices nearly doubling over the six year period. In 2003 and 2004 alone, prices rose by 42.3 and 52.1 percent, shocking the real estate market and providing one of the best growth figures reported by any Bridgeport neighborhood. The market has since cooled to a 7 percent per annum increase.

Employment

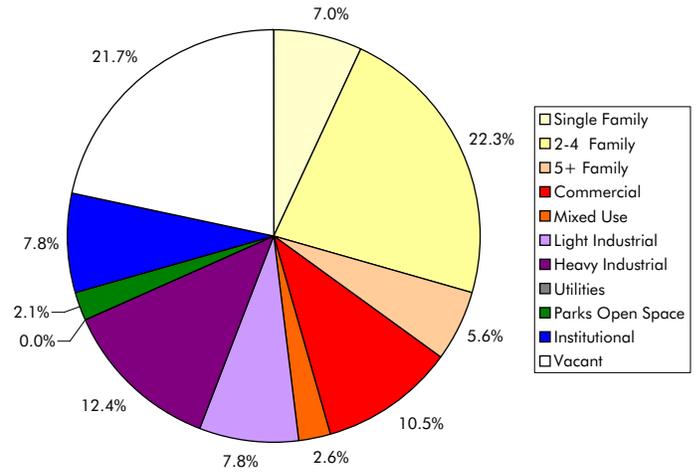
In 2000, there were 2,620 jobs in the East Side, paying an average wage of \$36,786 in 2006 dollars. At 704 jobs, Education & Health Services provided the largest number, but workers earned an average wage of \$36,871, considerably below the industry norm for Bridgeport. Construction work and Public Administration afford the only well-paying positions, in excess of \$50,000 per annum. At 294 jobs, Manufacturing employed only 11.2 percent of workers, well below its earlier shares, but paid \$38,456 on average annually. Activities that provided services to the neighborhood, such as Retail Trade, Entertainment, and Other Services, typically paid workers in the range of \$20,000 to \$25,000 annually.

Land Use

Land use in the East Side neighborhood is more evenly divided between residential and non-residential uses, with public and institutional uses as well as currently undeveloped areas consuming nearly one third of land area. Just over one third of neighborhood land is devoted to housing development, primarily in 2-4 Family structures (22.3%). Single family residences occupy 7 percent and 5+ Family structures another 5.6 percent. The latter are assessed at the highest value (\$28.58 psf) but much is exempted, to the extent that 2-4 Family structures are more heavily burdened at a taxable value of \$20.75 psf.

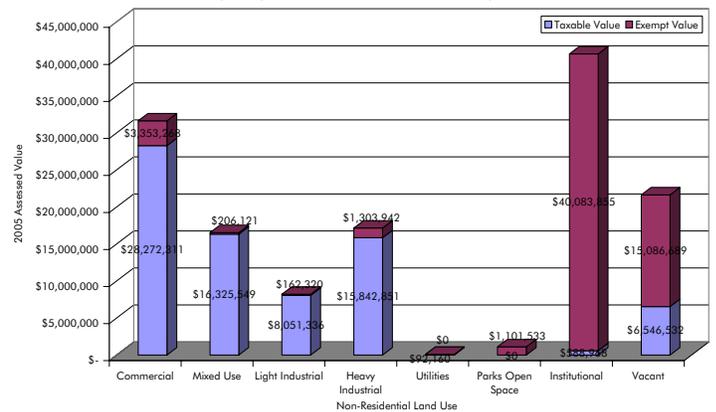
Non-residential development is led by Industrial at 20.3

Chart 7.18: East Side 2005 Land Use



percent of all land area, with 12.4 percent in Heavy Industrial uses, valued at \$6.64 psf, and 7.8 percent in Light Industrial uses, valued at \$5.04 psf. Commercial development occupies 10.5 percent of all land, assessed at \$14.50 psf, and Mixed Use, 2.6 percent of land at the highest value of \$30.08 psf. None of these non-residential uses are fully taxable, though Mixed Use has the least exemption.

Chart 7.19: East Side Property Value and Tax Exemption



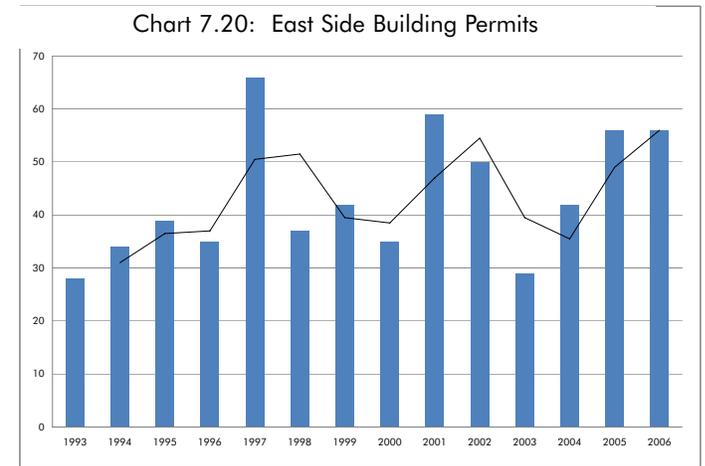
The East Side is considerably underserved by Parks & Recreation, at 2.1 percent of total land, though a good portion of the large expanse of vacant space (21.7%) will soon be redeveloped as Steel Point, a destination retail, entertainment, mixed use development with waterfront access. Once built, a major increase in neighborhood tax generation will be forthcoming, and residents will have more opportunities for recreation and open space activity. Some of the neighborhood's considerable brownfield inventory should also be

Table 7.19: East Side Land Use 2005

	Total Sq Ft	Assessed Value per Sq Ft	AV psf - Exemptions	% of City Total
Developed Land				
Single Family	1,461,332	\$ 18.03	\$ 15.77	1.4%
2-4 Family	4,644,181	\$ 21.03	\$ 20.75	9.3%
5+ Family	1,160,072	\$ 28.58	\$ 18.40	5.0%
Commercial	2,180,989	\$ 14.50	\$ 12.96	7.6%
Mixed Use	549,530	\$ 30.08	\$ 29.71	11.1%
Light Industrial	1,630,378	\$ 5.04	\$ 4.94	10.8%
Heavy Industrial	2,583,531	\$ 6.64	\$ 6.13	12.4%
Utilities	7,208	\$ 12.78	\$ 12.78	0.1%
Parks & Recreation	441,229	\$ 2.50	-	1.1%
Institutional	1,629,869	\$ 24.95	\$ 0.36	6.4%
Vacant Land				
Total	4,504,746	\$ 4.80	\$ 1.45	12.3%
Brownfield Land				
Total	3,613,265	\$ 5.36		10.7%

Source: 2005 Real Estate Grand List & TPA Design Group

over the past 14 years, resulting in an average annual growth of 12 percent, and ranking it 2nd among all neighborhoods in pace of redevelopment. In terms of the number of permits issued, the neighborhood placed 4th, with new building accounting for 18 percent of all permits issued. Another 30 percent were authorized for interior renovation, while 7 percent were for exterior renovation. Some 8 percent were for general repairs, and 37 percent for new roofs, decks, additions and



miscellaneous repairs. The *Neighborhood Development Index*, a weighted average of the crime, income and education indices, captures changes in the character of a neighborhood through three major determinants of the quality of life. In 2006, the East Side ranked last among all 10 neighborhoods, a position that alternated with 9th place in most of the prior five years. The neighborhood was afflicted with some of the higher crime rates in Bridgeport, and ranked lowest on the income index every year, as well as among the lowest three areas on the education index annually.

Given its pending development, the East Side neighborhood is wisely preparing a NRZ plan for City Council adoption. The plan will identify programs and strategies to improve the area’s physical and social well-being. Regeneration will be stimulated by the Steel Point development and property values will rise. Vacant industrial buildings are being earmarked for adaptive reuse and the remaining Father Panik Village site is drawing new home owners to the area. New residents will demand better schools and a safer environment, but will also provide spending power that can raise the quality and earnings of neighborhood retail and services.

eliminated by the proposed development.

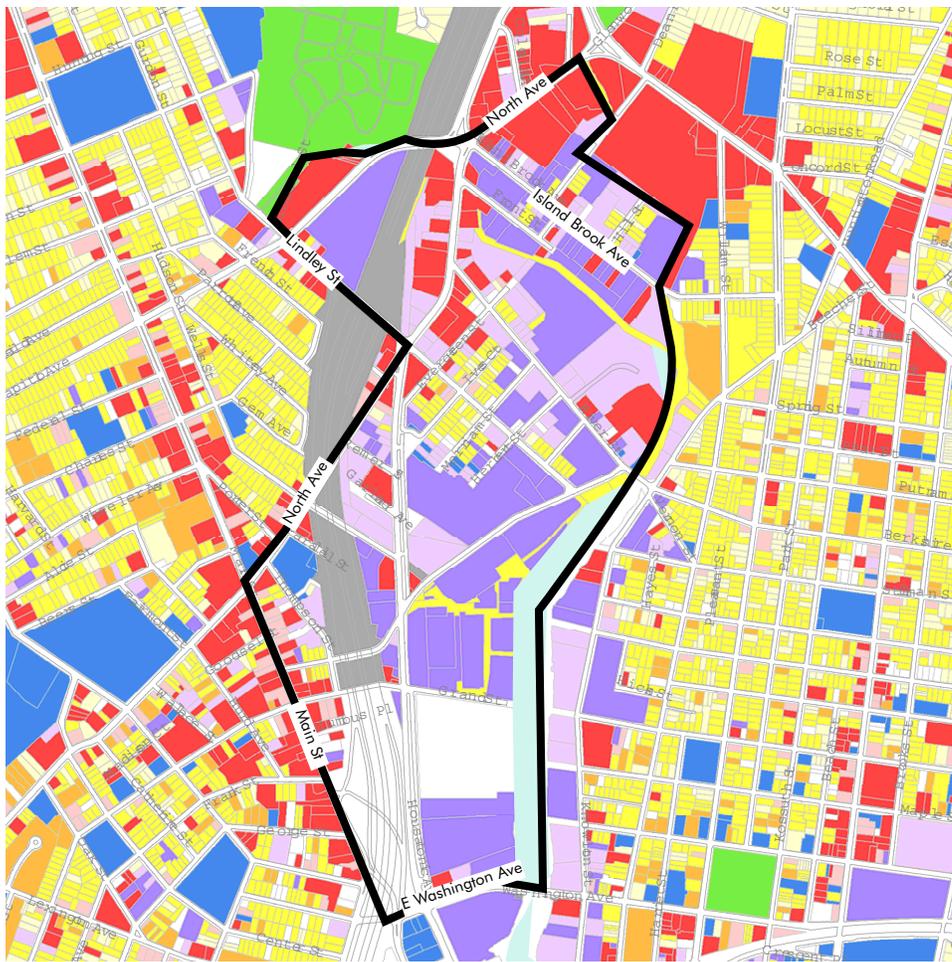
Social Indicators

The East Side has four elementary schools, ranging from PK-4 to PK-8, and is served by the Harding High School. As the following indicator suggests, the elementary schools make remarkable use of their limited teaching resources. Based upon the ranking of *School Efficiency by Neighborhood*, the Grade 4 schools place 9th in terms of the percent of students meeting State goals for reading, writing, and math, when measured by raw score, but 3rd among 11 neighborhoods when school resources are taken into consideration. At the Grade 6 level, the East Side performance remains unchanged to place the elementary schools 9th among all neighborhoods by raw score, but 2nd when scored by school efficiency. The *Neighborhood Education Index*, which considers high school and elementary school test scores, as well as the activities of its graduates, reflects the poor student performance by assigning the East Side schools 9th position among all ten neighborhoods in 2006 and 2001.

The Neighborhood Crime Index — a weighted average of indices for murder, rape, assault, auto theft and burglary – ranks the East Side 4th among all neighborhoods as having the highest relative crime rate in 2006. This represents a slippage over prior years when the neighborhood placed 5th, 6th and 7th among the highest crime rate neighborhoods.

Neighborhood Development

The East Side saw consistent growth in building permits



Existing Land Use

Residential		
Single Family		0.7%
2-4 Family		10.2%
5+ Family		1.5%
Commercial		14.2%
Mixed Use		1.0%
Light Industrial		18.0%
Heavy Industrial		37.3%
Institutional		1.4%
Utilities		8.2%
Parks & Recreation		0%
Vacant Land		7.5%
Brownfield Land		26.5%

Proposed Development

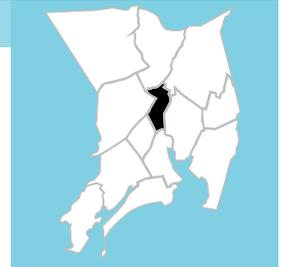
1. Bridgeport Brass
2. Bridgeport Machine Complex

Table 7.20: Enterprise Zone Demographic Profile 2000

Characteristic			Characteristic		
	Total	% of Total		Total	% of Total
Population			Education		
Total Residents	872	100.0%	Less than HS	293	60.3%
In Households	872	100.0%	HS Graduate	84	17.3%
In Group Quarters	0	0.0%	Some College	77	15.8%
			College Degree+	32	6.6%
Age			Labor Force		
5 Years & Under	55	6.3%	Employed	243	71.1%
19 Years & Under	265	30.4%	Unemployed	99	28.9%
20 - 64 Years	512	58.7%			
30-34 Years	96	11.0%	Housing		
35-54 Years	227	26.0%	Total Units	254	100.0%
65 Years & Over	95	10.9%	Owner Occupied	67	26.4%
			Renter Occupied	187	73.6%
Race, Ethnicity			Vacant Units	0	0.0%
Non Hispanic	459	52.6%	Built Last 20 Years	0	0.0%
White	187	21.4%	With 1+ Cars	182	71.7%
Black	168	19.3%	Overcrowding	29	11.4%
Asian/Other	104	11.9%			
Hispanic	413	47.4%	Income		
			Household Average ('06\$)*	\$41,256	100.0%
Nativity			Persons Below Poverty	298	34.2%
Born outside the US	304	34.9%			

Source: 2000 Census of Population

* Of Residents in 2000



ENTERPRISE ZONE

Location and Background

The Enterprise Zone neighborhood is adjacent to the Downtown on the north, bordering the Pequonnock River. As an old manufacturing area, the neighborhood is characterized by more commercial and industrial development than residential.

Demographics

In 2000, there were only 872 residents in the Enterprise Zone neighborhood, all of whom lived in households. The neighborhood is predominantly Hispanic, by nearly half (47.4%), followed by White non-Hispanic with 21.4 percent of total, Black non-Hispanic with 19.3 percent, and Asian with 11.9 percent. With more than one in three residents born outside the United States, the Enterprise Zone has the largest share of immigrant population.

Thirty percent of all residents are under the age of 20, while nearly 11 percent are of retirement age. The population in working age numbers 512 or a representative 58.7 percent. The educational attainment of the adult population of the Enterprise Zone is the lowest of all Bridgeport neighborhoods, with three in every five residents (60.3%) having less than a high school education. Merely 6.6 percent of the neighborhood’s adults have a college degree, while

some 77 or 15.8 percent have attended some college, but only 84 (17.3%) have just a high school diploma.

The unemployment rate reflects the low level of educational attainment and language literacy with 28.9 percent of the resident labor force unemployed. Poverty is endemic with fully one in three residents (34.2%) impoverished, or nearly twice the City rate. In 1999, average household income stood at \$33,087, equivalent to \$41,258 in 2006 dollars. Data are not available on trends in household income for the area, but it is likely that residents experienced a decline in real income terms over the past seven years.

Housing Tenure and Stock

As the least populated neighborhood of Bridgeport, the Enterprise Zone had only 254 housing units in 2000, or less than 1 percent of the City’s total. All of these units were built before 1980 but none are vacant. Only a handful of owners reside in the area (67), outnumbered by renters almost 3 to 1. Nearly three in every four households (71.7%) have access to a vehicle and one in every 10 (11.4%) is considered overcrowded.

No data were reported on housing sales in the Enterprise Zone.

Table 7.21: Enterprise Zone Employment & Earnings 2000

<i>Economic Characteristic</i>	<i>Total Jobs</i>	<i>% of City Total</i>	<i>Ave '06\$ Earnings</i>
Total	2470	5.3%	\$48,027
Mining	0	0.0%	\$0
Construction	245	8.0%	\$38,781
Manufacturing	1010	17.0%	\$48,453
Wholesale Trade	235	19.1%	\$53,417
Retail Trade	225	6.3%	\$39,069
Transport & Utilities	190	9.8%	\$51,106
Information	105	8.8%	\$38,179
Finance & Real Estate	30	0.8%	\$39,485
Professional Services	150	4.1%	\$44,244
Education & Health	80	0.6%	\$54,513
Arts, Entertainment & Hospitality	10	0.5%	\$3,117
Other Services	45	1.6%	\$41,632
Public Administration	150	4.1%	\$65,462

Source: 2000 Census Transportation Planning Package, Part 2

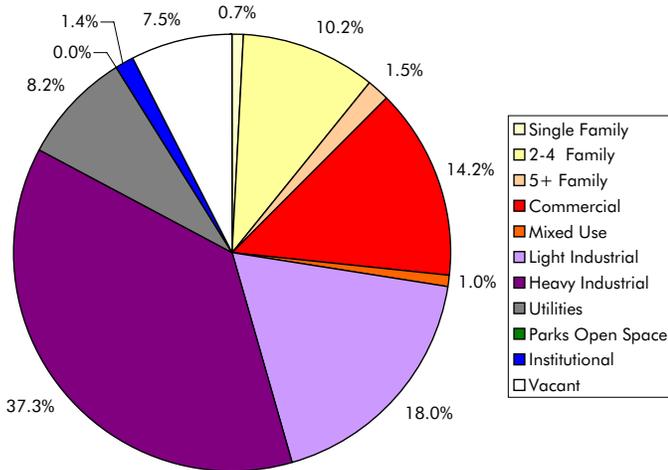
Employment

In 2000, the Enterprise Zone contained 2,470 job opportunities, paying an average annual wage of \$48,027 or marginally more (6.5%) than the citywide average. Four out of every ten jobs were in Manufacturing, with an average wage of \$48,453, but the highest paying sector was Public Administration, with yearly pay of \$65,462. This lead was followed by Education & Health Services at \$54,513 and Wholesale Trade at \$53,417, thus down-playing the relative importance of heavy industry, the neighborhood's industrial heritage. The Enterprise Zone neighborhood is fully within the designated Connecticut Enterprise Zone which confers tax incentives and cost savings on establishments that choose to locate or operate there.

Land Use

Reflecting the industrial character of the area, residential uses comprise only 12.4 percent of the Enterprise Zone land area, with the bulk (10.2%) developed in 2-4 Family structures. Although Single Family units are assessed higher, at \$19.53 psf, 2-4 Family units account for the major share of residential liability, valued at \$13.81. Virtually all housing is taxable.

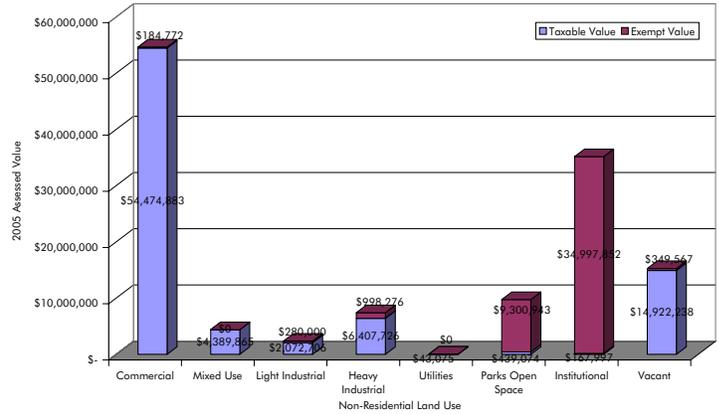
Chart 7.21: Enterprise Zone 2005 Land Use



The predominant land use in the area is Heavy Industrial, with 37.3 percent of all land area, followed by Light Industrial with 18.0 percent. Relative to residential and commercial uses, Industrial pays considerably less per square foot in taxes, assessed at \$7.31 psf for Heavy Industrial and \$6.38 psf for Light

Industrial. Commercial uses, which account for 14.2 percent of land are valued at \$15.20 psf, while Mixed Uses, which represent the highest and best use of land, are assessed at \$31.31 psf. However, they comprise only 1 percent of total area.

Chart 7.22: Enterprise Zone Property Value and Tax Exemption



The Enterprise Zone contains no Park & Recreation area, though Vacant parcels account for 7.5 percent of land and are valued at \$3.06 psf. Brownfields, which take up 26.5 percent of the land area from mostly Heavy Industrial uses, are assessed at little more, or \$4.08 psf. The neighborhood contains only a small percentage of tax exempt institutional uses.

Table 7.22: Enterprise Zone Land Use 2005

Developed Land	Total Sq Ft	Assessed Value per Sq Ft		% of City Total
		Value	Exemptions	
Single Family	62,975	\$ 19.53	\$ 19.37	0.1%
2-4 Family	873,353	\$ 13.81	\$ 13.79	1.8%
5+ Family	132,576	\$ 2.23	\$ 2.23	0.6%
Commercial	1,220,786	\$ 15.20	\$ 15.13	4.3%
Mixed Use	85,474	\$ 31.31	\$ 31.31	1.7%
Light Industrial	1,548,391	\$ 6.38	\$ 6.38	10.3%
Heavy Industrial	3,201,905	\$ 7.31	\$ 6.96	15.4%
Utilities	704,444	\$ 0.91	\$ 0.91	13.8%
Parks & Recreation	-	NA		0.0%
Institutional	122,592	\$ 16.97	\$ 1.29	0.5%
Vacant Land				
Total	642,158	\$ 3.06	\$ 3.04	1.7%
Brownfield Land				
Total	2,273,296	\$ 4.08		6.8%

Source: 2005 Real Estate Grand List & TPA Design Group

Social Indicators

The Enterprise Zone does not have any elementary schools. Thus school performance data and indicators are not available.

The Neighborhood Crime Index ranks the Enterprise Zone 1st among all 13 neighborhoods as having the highest relative crime rate in 2006. Over the seven year history of crime data, the Enterprise Zone has placed either 1st or 2nd in ranking, making it the least safe neighborhood in Bridgeport. Much like the Downtown however, the small population of the Enterprise Zone skews the results, so that relatively few incidents may have a much greater effect on the overall



Crime Rate.

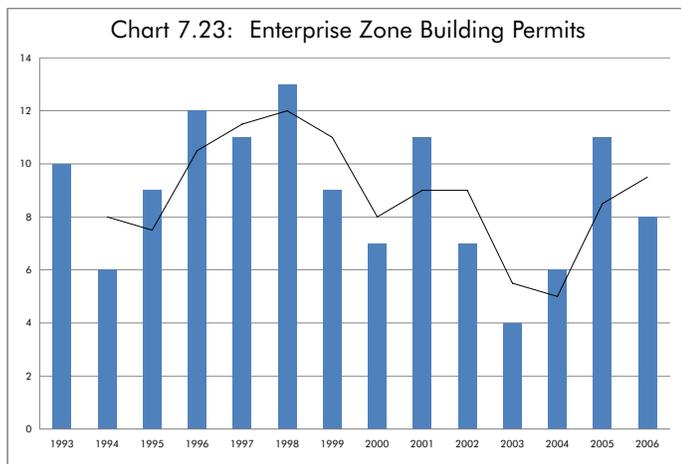
Neighborhood Development

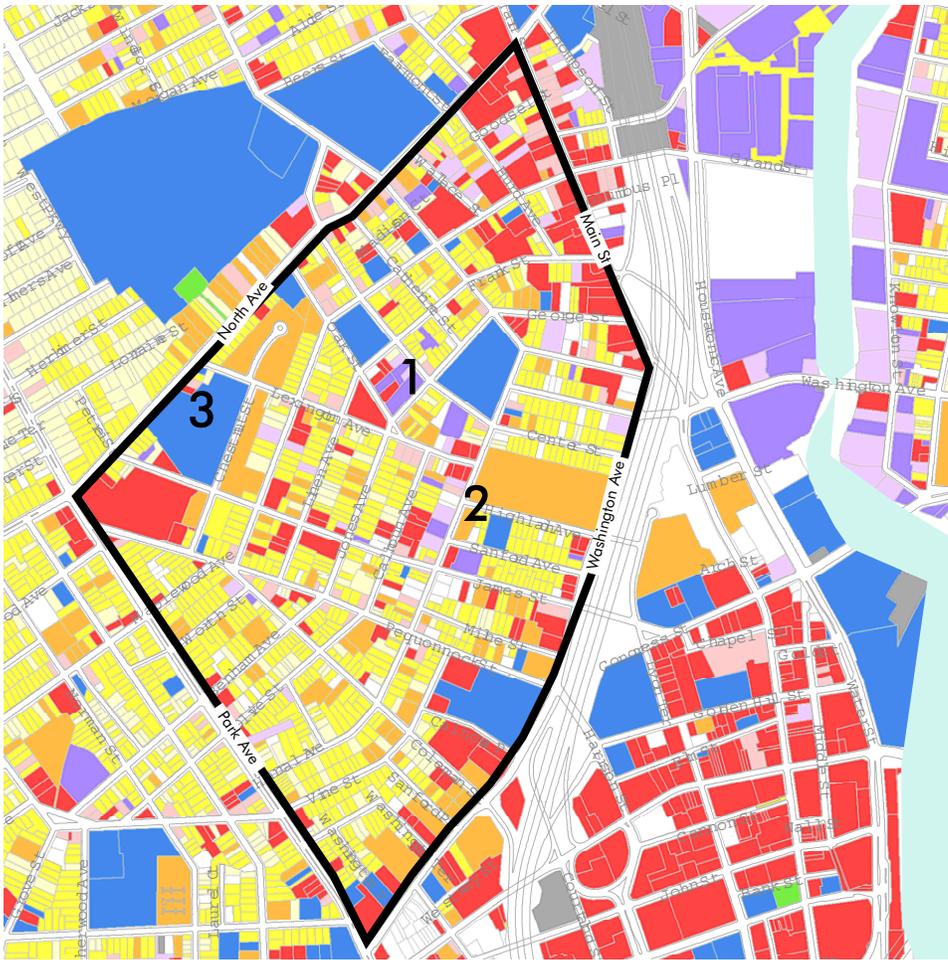
The Enterprise Zone saw a steady downtrend in permits issued from 1998 to 2003, but recently began to recover in 2004. Among all 13 areas, it ranked 11th in average annual growth of permits over the 14 years. It also placed last in total volume with merely 124 permits issued. Only 3 percent were for new buildings, while 33 percent were issued for interior renovations. Additions consisted of 4 percent and the construction of exterior renovations 7 percent. Additionally, 4 percent of permits were authorized for roofs, 1 percent for decks, 10 percent for repairs, and 38 percent for miscellaneous improvements.



Because of the absence of income and educational data, the Enterprise Zone area could not be ranked by *The Neighborhood Development Index*.

Like many older cities, with a downtown encircled by an earlier industrial belt, Bridgeport must prepare for the eventual transformation of this area to higher valued mixed uses. Before that can happen, however, public infrastructure must be upgraded to attract private investment, and the low income inhabitants that will eventually be displaced must be assisted in locating affordable housing opportunities elsewhere.





Existing Land Use

Residential	
Single Family	6.5%
2-4 Family	34.5%
5+ Family	16.1%
Commercial	20.3%
Mixed Use	3.4%
Light Industrial	2.6%
Heavy Industrial	1.9%
Institutional	10.8%
Utilities	0%
Parks & Recreation	0%
Vacant Land	4.0%

Brownfield Land 0%

Proposed Development

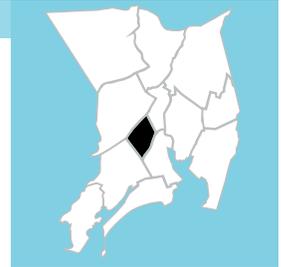
1. Ostermoor Mattress Factory Apartments
2. Harral Square
3. North End Elementary School

Table 7.23: Hollow Demographic Profile 2000

Characteristic			Characteristic		
Population			Education		
Total Residents	9562	100.0%	Less than HS	2626	52.3%
In Households	9405	98.4%	HS Graduate	1326	26.4%
In Group Quarter	157	1.6%	Some College	732	14.6%
			College Degree+	336	6.7%
Age			Labor Force		
5 Years & Under	1220	12.8%	Employed	4007	88.7%
19 Years & Under	3388	35.4%	Unemployed	510	11.3%
20 - 64 Years	5496	57.5%			
30-34 Years	803	8.4%	Housing		
35-54 Years	2162	22.6%	Total Units	3477	100.0%
65 Years & Over	678	7.1%	Owner Occupied	491	14.1%
			Renter Occupied	2672	76.8%
Race, Ethnicity			Vacant Units	314	9.0%
Non Hispanic	5373	56.2%	Built Last 20 Years	192	5.5%
White	1557	16.3%	With 1+ Cars	1995	63.1%
Black	2645	27.7%	Overcrowding	456	14.4%
Asian/Other	1171	12.2%			
Hispanic	4189	43.8%	Income		
			Household Average ('06\$)*	\$48,486	100.0%
Nativity			Persons Below Poverty	2367	25.2%
Born outside the US	2845	29.8%			

Source: 2000 Census of Population

* Of Residents in 2000



HOLLOW

Location and Background

The Hollow neighborhood is located near the center of Bridgeport, northwest of Downtown. It is bounded by three major streets: North Avenue (Route 1), Main Street and Park Avenue. This small neighborhood consists of approximately 0.42 square miles.

Demographics

In 2000, the Hollow had 9,562 residents, 98.4 percent of whom are household members. The Hollow has historically been an immigrant neighborhood, first settled by Irish and English immigrants in the late 1830s. Since then, its diversity has grown. Today nearly half of the neighborhood's residents are Hispanic (43.8%), followed by Black non-Hispanic (27.7%), White non-Hispanic (16.3%) and Asian (12.2%). With three in every ten residents born outside the United States, the largest share among all neighborhoods, other immigrant populations include Portuguese, Brazilian and Cape Verdean residents.

The Hollow mirrors Bridgeport's profile of a large youthful population (35.4% under 20), a small number of retirees (7.1%), and nearly sixty percent (57.5%) of all residents in the working ages of 20 to 64 years. The educational attainment of all adult residents is poor, with more than half (52.3%) without a high school

diploma, just over one quarter having a secondary education, and the remainder with some college or advanced degrees.

In 2000, unemployment affected 11.3 percent of all residents in the labor force. Poverty affected more than one quarter (25.2%), as the lack of training and language literacy hampered their job seeking. At \$38,885 in 1999, the average household income of the Hollow was not the lowest of all Bridgeport neighborhoods, but it did not bode well for the residents' quality of life. Between 2000 and 2006, the average household income rose from \$40,266 to \$47,775 in current dollars, while the real income adjusted for inflation actually declined from \$40,266 to \$39,676. However, relative to other inner city neighborhoods, the Hollow's real wages decreased moderately over the six year period, making the area one of the better performing neighborhoods in terms of stemming real income losses.

Housing Tenure and Stock

As the most densely settled neighborhood in Bridgeport, the Hollow was occupied by some 3,477 housing units in 2000. Most are of older vintage with only 5.5 percent built in the prior twenty years. More than three in every four are renter occupied with a large public housing component. Owner occupied housing comprised fewer than 500 units. A high proportion of

Table 7.24: Hollow Employment & Earnings 2000

<i>Economic Characteristic</i>	<i>Total Jobs</i>	<i>% of City Total</i>	<i>Ave '06\$ Earnings</i>
Total	1540	3.3%	\$34,966
Mining	0	0.0%	\$0
Construction	159	5.2%	\$43,465
Manufacturing	114	1.9%	\$42,657
Wholesale Trade	29	2.4%	\$69,761
Retail Trade	134	3.8%	\$24,659
Transport & Utilities	45	2.3%	\$36,645
Information	0	0.0%	\$0
Finance & Real Estate	110	3.0%	\$47,269
Professional Services	115	3.1%	\$25,073
Education & Health	475	3.5%	\$30,208
Arts, Entertainment & Hospitality	35	1.7%	\$27,075
Other Services	288	10.4%	\$31,021
Public Administration	20	0.5%	\$42,706

Source: 2000 Census Transportation Planning Package, Part 2

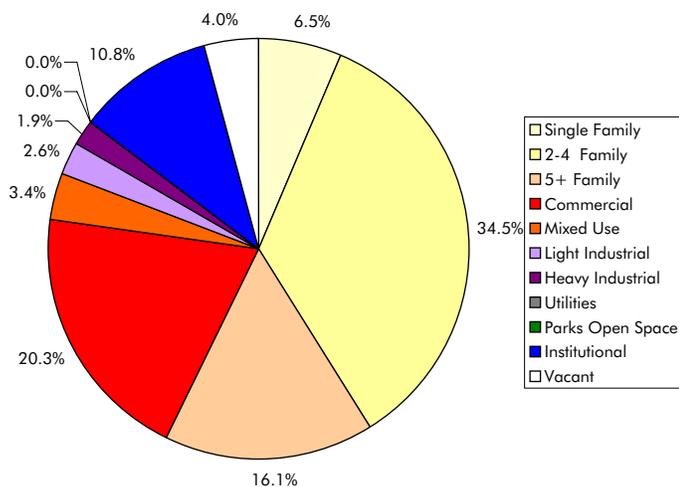
housing in the Hollow is vacant, or 9 percent in 2000, and a significant number is in blighted condition. Fully one in every seven occupied units is overcrowded with more than one occupant per room, and somewhat fewer than average units have access to a vehicle.

Reporting the best neighborhood growth results, the Hollow’s median housing price has increased by 269 percent from 2000 to 2006. Starting at a meager \$55,000 with one of the highest crime rates and poorest educational systems, The Hollow has progressively been improving. From 2001 to 2005 alone, the average growth rate for housing prices rose 29 percent, 30 percent, 30.2 percent, 26.8 percent and 40.1 percent. The Hollow has advanced from being extremely under the national median housing price to just barely below it by \$18,900 in 2006. Compared to the nation’s growth rate, the neighborhood can easily achieve par in a one-year period, if growth in value continues at its current pace.

Employment

In 2000, there were 1,540 jobs in the Hollow, with an average wage of \$34,966 in 2006 dollars. Of these, Education & Health services offered the largest share with 30.8 percent, followed by Other Services with 15 percent. Average wages of these sectors were \$30,208 and \$31,021 respectively. Manufacturing provided only 114 (7.4%) jobs while Wholesale Trade, which paid the highest wage (\$69,761) in the neighborhood, had even fewer, or 29 jobs.

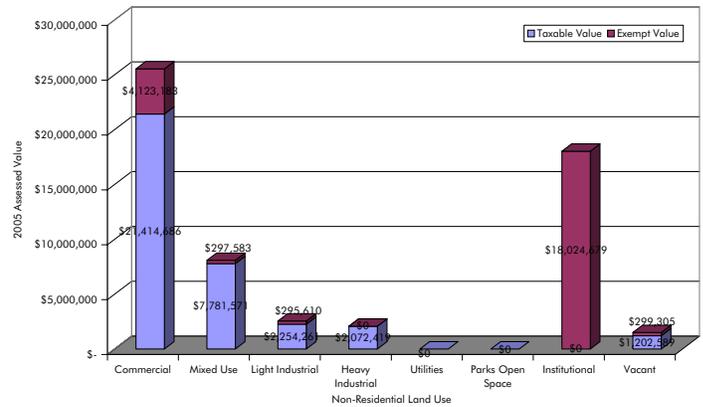
Chart 7.24: Hollow 2005 Land Use



Land Use

Residential uses account for over half (57.1%) of all land area in the Hollow, with Single Family housing at a premium and 2-4 Family development the predominant use. The latter are assessed at \$25.70 psf, below 5+ Family parcels that have the highest assessed residential value at \$29.35 psf.

Chart 7.25: Hollow Property Value and Tax Exemption



At least one fifth of total land area is taken up by Commercial uses which are relatively speaking the strongest among all neighborhoods except the Downtown. With most properties taxable, Commercial development is valued at \$14.55 psf. Mixed use development is also relatively more prevalent in The Hollow, at 3.4 percent of total, and receives a valuation of \$27.41 psf. The neighborhood is notable for the complete absence of any parkland or recreational space. Institutional development is the second most plentiful non-residential use, with 10.8 percent of total land area, and is fully exempt but assessed at \$19.33 psf.

Table 7.25: Hollow Land Use 2005

Developed Land	Total Sq Ft	Assessed Value per Sq Ft	AV psf - Exemptions	% of City Total
Single Family	560,659	\$ 18.30	\$ 17.45	0.5%
2-4 Family	2,990,457	\$ 25.70	\$ 24.58	6.0%
5+ Family	1,393,174	\$ 29.35	\$ 18.53	6.0%
Commercial	1,754,609	\$ 14.55	\$ 12.20	6.1%
Mixed Use	294,727	\$ 27.41	\$ 26.40	5.9%
Light Industrial	221,400	\$ 11.52	\$ 10.18	1.5%
Heavy Industrial	164,996	\$ 12.56	\$ 12.56	0.8%
Utilities	-	NA		0.0%
Parks & Recreation	-	NA		0.0%
Institutional	932,391	\$ 19.33	\$ -	3.6%
Vacant Land				
Total	349,087	\$ 4.30	\$ 3.44	0.9%
Brownfield Land				
Total	-	NA		0.0%

Source: 2005 Real Estate Grand List & TPA Design Group

Social Indicators

The Hollow has two elementary schools, with one ending at Grade 3, and is served by the Bassick High School. Based upon the ranking of *School Efficiency by Neighborhood*, the Grade 4 school places 10th in terms of the percent of students meeting State goals for reading, writing, and math, when measured by raw score, and last or 11th among 11 neighborhoods when school resources are taken into consideration. At the Grade 6 level, The Hollow performance improves to place the elementary school 8th among all neighborhoods by raw score, but 10th when scored by school efficiency. The *Neighborhood Education Index*, which considers high school and elementary school test scores, as well as the activities of its graduates, moderates these poor rankings by assigning The Hollow schools 4th position among all neighborhoods in 2006, up from 10th position in 2001.

The Neighborhood Crime Index ranks the Hollow 5th highest among all neighborhoods. This represents a slippage from the prior two years when the neighborhood placed 6th and 8th, but a return to the earlier 5th position of 2002.

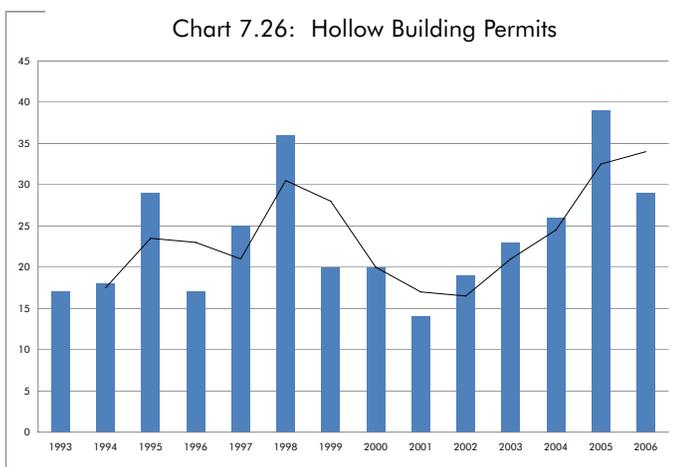
Neighborhood Development

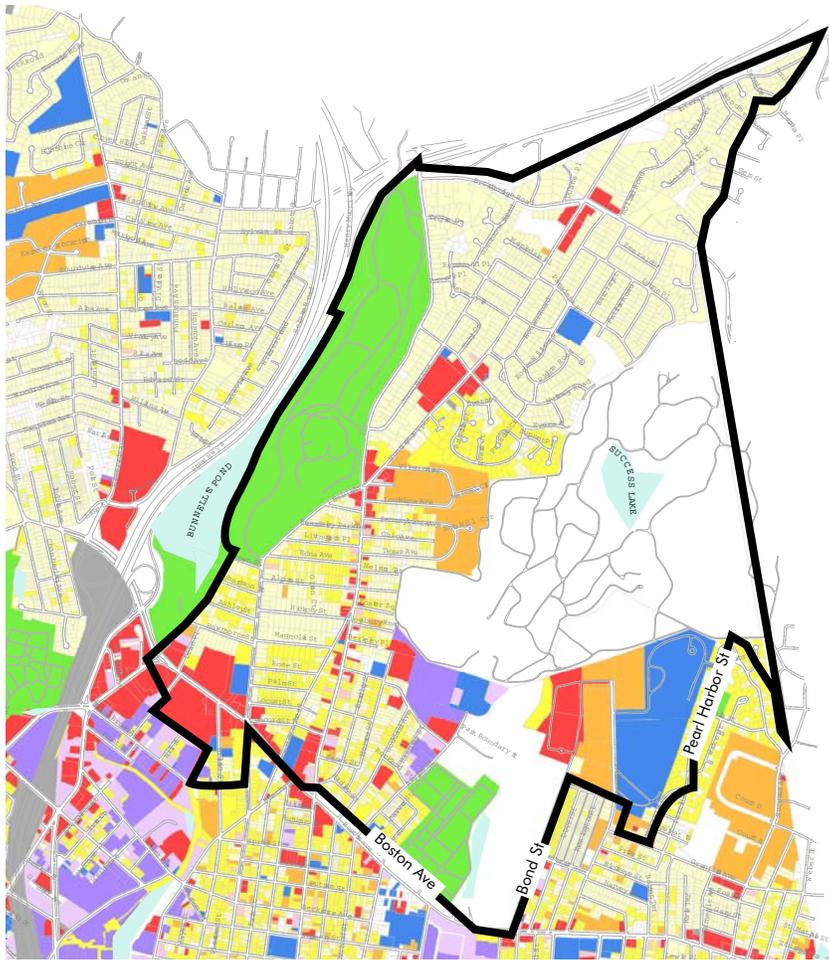
With an average annual growth of 10.5 percent, the Hollow ranked a strong 5th among all neighborhoods in permit issuance. The area saw solid, upward trends starting in 2002 that continued into 2005. One of the main reasons for obtaining a permit in The Hollow was for interior renovation of property. New building made

up only 8 percent of the total authorizations, while 4 percent were for new additions and 3 percent for new roofs.

In the 2006 Neighborhood Development Index, the Hollow ranked 7th among 10 neighborhoods, a position that alternated with 8th place in most of the prior five years. Although The Hollow consistently ranked among the bottom four areas, it saw some improvement over the period. This growth was mainly the result of improved performance of its students on standardized tests, as the indicators of crime and income have ended close to their original ratings despite variations from year to year. The neighborhood started and ended 6th on the income index, while ranking high on the crime index from 2002 onward, a result of increasing murder and robbery rates.

The neighborhood has prepared a NRZ plan which has been adopted by the City Council. The plan’s purpose is to improve the physical condition of neighborhood properties by developing programs and strategies that eliminate blight and other barriers to reinvestment. Issues of major concern in The Hollow include the presence of blighted buildings and vacant lots, the poor quality of infrastructure, the housing density and overall lack of strategic planning. With passage of the NRZ plan, the neighborhood stands a chance to implement the many short and long term strategies the community has devised to address these issues.





Existing Land Use

Category	Percentage
Residential	
Single Family	24.2%
2-4 Family	9.4%
5+ Family	4.5%
Commercial	6.1%
Mixed Use	0.3%
Light Industrial	0.4%
Heavy Industrial	1.2%
Institutional	4.8%
Utilities	0.02%
Parks & Recreation	16.3%
Vacant Land	32.7%
Brownfield Land	29.4%

Proposed Development

1. Lake Success Business Park
- 2.
- 3.

Table 7.26: North Bridgeport Demographic Profile 2000

Characteristic	Total	% of Total	Characteristic	Total	% of Total
Population			Education		
Total Residents	11505	100.0%	Less than HS	2545	32.9%
In Households	10934	95.0%	HS Graduate	2322	30.0%
In Group Quarters	571	5.0%	Some College	2095	27.1%
			College Degree+	773	10.0%
Age			Labor Force		
5 Years & Under	862	7.5%	Employed	4913	92.0%
19 Years & Under	2991	26.0%	Unemployed	430	8.0%
20 - 64 Years	6443	56.0%			
30-34 Years	818	7.1%	Housing		
35-54 Years	3105	27.0%	Total Units	4571	100.0%
65 Years & Over	2071	18.0%	Owner Occupied	2251	49.2%
			Renter Occupied	2108	46.1%
Race, Ethnicity			Vacant Units	212	4.6%
Non Hispanic	8237	71.6%	Built Last 20 Years	589	12.9%
White	4567	39.7%	With 1+ Cars	3644	83.6%
Black	3105	27.0%	Overcrowding	188	4.3%
Asian/Other	565	4.9%			
Hispanic	3268	28.4%	Income		
			Household Average ('06\$)*	\$55,971	100.0%
Nativity			Persons Below Poverty	932	8.5%
Born outside the US	1952	17.0%			

Source: 2000 Census of Population

* Of Residents in 2000



NORTH BRIDGEPORT

Location and Background

North Bridgeport is located in the northeast corner of Bridgeport and borders the neighboring Town of Trumbull.

Demographics

In 2000, North Bridgeport had 11,505 residents, 5 percent of whom lived in group quarters. Two in every five residents are White non-Hispanic, followed by Hispanics at 28.4 percent, Black non-Hispanics at 27 percent and Asians at 4.9 percent. One in every six residents was born outside the United States.

The neighborhood is home to the highest percentage of residents over 65 years of age, some of whom reside in an institutional setting. Working age residents numbered 6,443 persons or a typical 56 percent of total population, while youngsters under 20 years of age comprised one in every four residents. The educational profile of adult residents of North Bridgeport reveals that only 10 percent have a college degree, more than 2 points below the citywide average, while 27.1 percent have some college or technical training. Compared to other northern neighborhoods, North Bridgeport has relatively more less-educated inhabitants.

In 2000, unemployment stood at 8 percent in the neighborhood, below the citywide average but above that of the North End or Reservoir/Whiskey Hill. Residents below the poverty level comprised 8.5 percent of all inhabitants, and the average household income was \$44,888 in 1999 dollars. Since then, real household income has declined in constant dollars to \$40,699 by 2006, while nominal income or price-adjusted income advanced to \$49,006. With no increase in real buying power, the residents of North Bridgeport experienced the greatest losses among all neighborhoods, with negative rates of change in household income every year.

Housing Tenure and Stock

In 2000, the number of housing units in North Bridgeport totaled 4,571, with 12.9 percent having been built in the prior 20 years. Renters nearly equaled owners, at a 46.1 to 49.2 percentage split, while vacant units accounted for the remaining 4.6 percent. Although Single Family homes dominate the housing market, not all are owner occupied. Four in every five households have access to at least one vehicle and only 4.3 percent live under overcrowded conditions.

Table 7.27: North Bridgeport Employment & Earnings 2000

<i>Economic Characteristic</i>	<i>Total Jobs</i>	<i>% of City Total</i>	<i>Ave '06\$ Earnings</i>
Total	2940	6.3%	\$40,366
Mining	0	0.0%	\$0
Construction	70	2.3%	\$49,030
Manufacturing	529	8.9%	\$43,435
Wholesale Trade	69	5.6%	\$34,335
Retail Trade	305	8.6%	\$29,455
Transport & Utilities	194	10.0%	\$49,828
Information	0	0.0%	\$0
Finance & Real Estate	125	3.4%	\$32,020
Professional Services	144	3.9%	\$34,051
Education & Health	925	6.9%	\$41,714
Arts, Entertainment & Hospitality	300	14.6%	\$23,868
Other Services	118	4.2%	\$27,183
Public Administration	155	4.2%	\$66,709

Source: 2000 Census Transportation Planning Package, Part 2

With the 4th highest median housing price in 2000, North Bridgeport has not performed as well as most other neighborhoods. Its housing prices grew every year to 2006, when retrenchment occurred. Overall, the rise in prices was 91.2 percent, or below that of Reservoir/Whiskey Hill and the North End. In part, this may have been due to high initial prices. Therefore, although North Bridgeport is not underperforming; it is increasing at a slower rate than some undervalued areas.

Employment

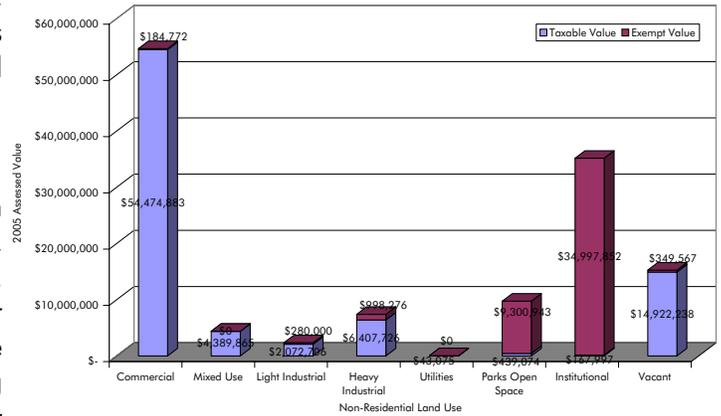
In 2000, there were just under 3000 jobs in North Bridgeport. One in three was in Education & Health, paying an average wage of \$41,714 in 2006 dollars. Even though they are below the citywide average for this sector, institutional jobs exceed the pay rate of the neighborhood average, or \$40,366. Manufacturing provided the next largest number of employment opportunities, with 18 percent of total, but did little to raise the overall pay, at \$43,435 per year. Ten percent of neighborhood jobs (14.6% of the City's total) were in the Arts, Entertainment and Hospitality sector. Although a strong concentration for the neighborhood, these jobs paid just over half of the average wage at \$23,868 per year. The highest paying neighborhood sector was Public Administration which provided an average annual wage of \$66,709.

Land Use

Residential uses constitute 38.1 percent of North Bridgeport's land area. Of this, Single Family housing

comprised 24.2 percent, 2-4 Family 9.4 percent, and 5+ Family 4.5 percent. 2-4 Family residential uses were valued highest at \$18.10 psf, followed by Single Family at \$13.36 and 5+ Family at \$8.32 psf.

Chart 7.28: North Bridgeport Property Value and Tax Exemption



Private non-residential uses consume only 8 percent of neighborhood land, with commercial development accounting for 6.1 percent. Institutional uses draw 4.8 percent of land area and are all virtually tax exempt. Yet their impact is minimal, for fully 16.3 percent of North Bridgeport consists of Parks & Recreation, and another 32.7 percent is vacant land area. With minor exceptions, the parks and open space are non taxable, while the vacant undeveloped land bears an extremely low assessment and tax liability. Most of the vacant land is associated with the Lake Success property, which also explains the high proportion of brownfields in the neighborhood.

Chart 7.27: North Bridgeport 2005 Land Use

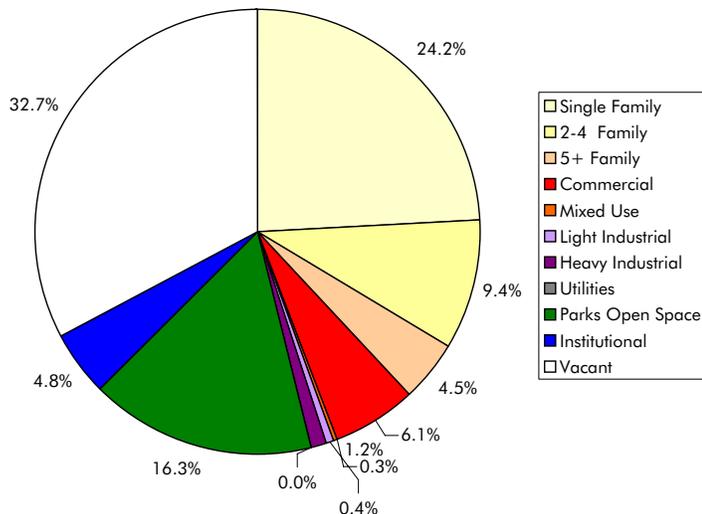


Table 7.28: North Bridgeport Land Use 2005

	Total Sq Ft	Assessed Value per Sq Ft	AV psf - Exemptions	% of City Total
Developed Land				
Single Family	14,266,868	\$ 13.36	\$ 13.21	13.9%
2-4 Family	5,559,715	\$ 18.10	\$ 17.92	11.2%
5+ Family	2,630,038	\$ 8.32	\$ 4.97	11.4%
Commercial	3,608,609	\$ 15.15	\$ 15.10	12.6%
Mixed Use	181,739	\$ 24.15	\$ 24.15	3.7%
Light Industrial	259,840	\$ 9.05	\$ 7.98	1.7%
Heavy Industrial	714,375	\$ 10.37	\$ 8.97	3.4%
Utilities	11,426	\$ 3.77	\$ 3.77	0.2%
Parks & Recreation	9,611,150	\$ 1.01	\$ 0.05	24.5%
Institutional	2,836,779	\$ 12.40	\$ 0.06	11.1%
Vacant Land				
Total	19,319,171	\$ 0.79	\$ 0.77	52.6%
Brownfield Land				
Total	17,357,888	\$ 1.11		51.6%

Source: 2005 Real Estate Grand List & TPA Design Group

Social Indicators

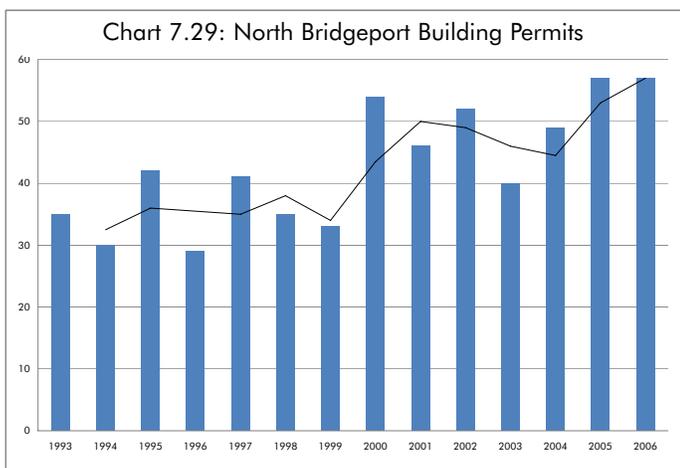
North Bridgeport has two elementary schools, including a PK-6 and a K-8, and is served by the Harding High School which also educates East End and East Side students. Based upon the ranking of *School Efficiency by Neighborhood*, Grade 4 elementary schools place 4th in terms of the percent of students meeting State goals for reading, writing, and math, when measured by raw score, and place 5th among the neighborhoods when school resources are taken into consideration. At the Grade 6 level, North Bridgeport school performance deteriorates to place elementary schools 5th among all neighborhoods by raw score, but 7th when scored by school efficiency. The *Neighborhood Education Index*, which considers high school and elementary school test scores, as well as the activities of its graduates, ranks North Bridgeport schools 5th among all neighborhoods by 2006, with a strong upward trend in performance from 8th place in 2001.

The Neighborhood Crime Index ranks North Bridgeport as having the 11th highest relative crime rate in 2006. Crime has been dropping as this represents an improvement over 2004, when the neighborhood placed 9th highest and 2000, when the neighborhood ranked 6th highest in crime.

construction permits were issued for an average annual growth of 7.2 percent. At 3 percent above the City average, new building permits comprised 15 percent of total authorization. At less than the City average, interior renovations made up 23 percent of total permits. Fully 6 percent were for exterior renovations, 5 percent for repairs, 1 percent for roof construction, 10 percent for new additions, and 35 percent for miscellaneous improvements. The trend for North Bridgeport has been predominantly positive over the entire period, reaching a high in 2006 when 57 permits were issued.



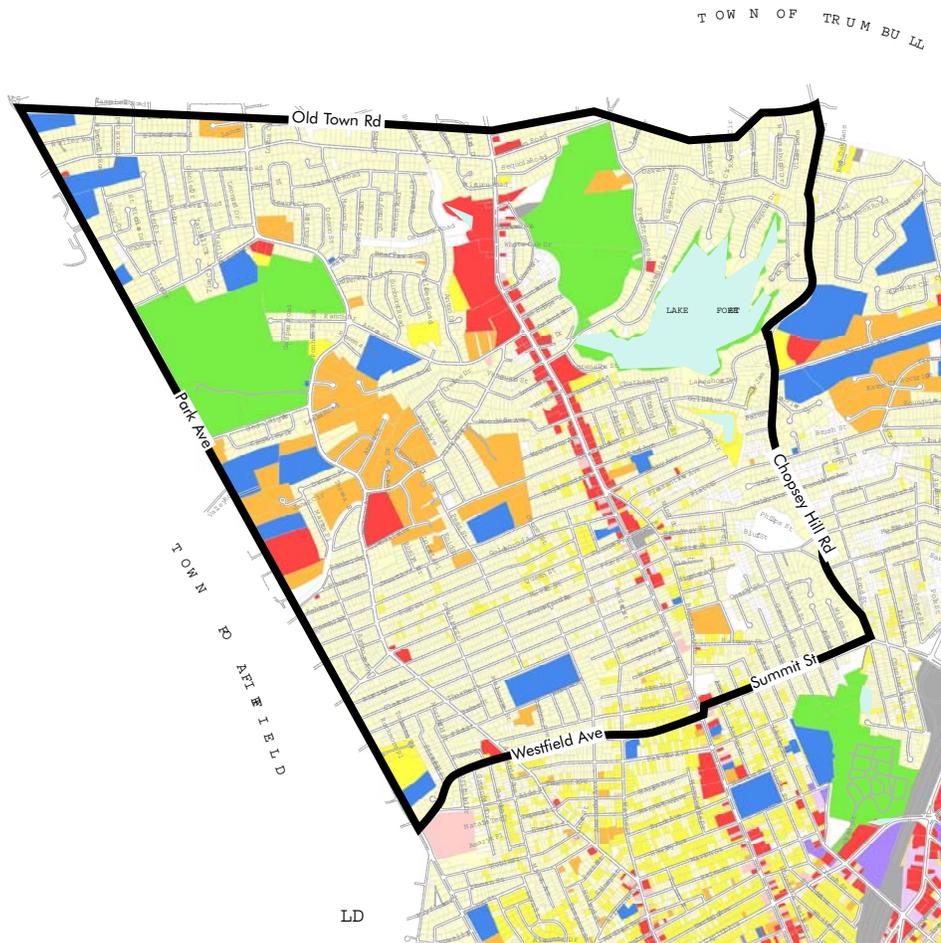
The *Neighborhood Development Index*, a weighted average of the crime, income and education indices, captures changes in the character of a neighborhood through three major determinants of the quality of life. In 2006, the North Bridgeport neighborhood ranked 4th among all neighborhoods. This represented an improvement in attractiveness over prior years when North Bridgeport consistently ranked 5th from 2001 to 2005. Over the period, the neighborhood saw decreasing crime rates and increasing educational performance, which marginally raised its NDI index ranking.



Neighborhood Development

Among all neighborhoods, North Bridgeport ranked 5th in total permits issued, and placed 9th in the average annual rate of increase in permit authorization. Between 1993 and 2006, 600

North Bridgeport’s greatest challenge is the existing condition and potential reuse of the vast Remington Woods/Lake Success property. Conceived of as a business or industrial park, some residents and environmental activists want the site converted to parkland. Regardless of future use, costly remediation and additional access will be required.



Existing Land Use

Land Use Type	Percentage
Residential	
Single Family	57.6%
2-4 Family	4.8%
5+ Family	7.8%
Commercial	5.0%
Mixed Use	0.3%
Light Industrial	0.01%
Heavy Industrial	0%
Institutional	4.6%
Utilities	0.2%
Parks & Recreation	15.5%
Vacant Land	4.4%

Brownfield Land 0%

Proposed Development

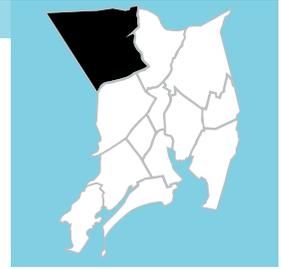
1. 536 Peet St. Residential
- 2.
- 3.

Table 7.29: North End Demographic Profile 2000

Characteristic	Total	% of Total	Characteristic	Total	% of Total
Population			Education		
Total Residents	21566	100.0%	Less than HS	3662	24.8%
In Households	20963	97.2%	HS Graduate	5074	34.3%
In Group Quarters	603	2.8%	Some College	3535	23.9%
Age			College Degree+	2512	17.0%
5 Years & Under	1444	6.7%	Labor Force		
19 Years & Under	5226	24.2%	Employed	10366	93.3%
20 - 64 Years	12532	58.1%	Unemployed	741	6.7%
30-34 Years	1568	7.3%	Housing		
35-54 Years	6140	28.5%	Total Units	8717	100.0%
65 Years & Over	3809	17.7%	Owner Occupied	6016	69.0%
Race, Ethnicity			Renter Occupied	2400	27.5%
Non Hispanic	18103	83.9%	Vacant Units	300	3.4%
White	13090	60.7%	Built Last 20 Years	1355	15.5%
Black	3528	16.4%	With 1+ Cars	7660	91.0%
Asian/Other	1485	6.9%	Overcrowding	307	3.6%
Hispanic	3463	16.1%	Income		
Nativity			Household Average ('06\$)	\$68,258	100.0%
Born outside the US	4609	21.4%	Persons Below Poverty	1673	8.0%

Source: 2000 Census of Population

* Of Residents in 2000



NORTH END

Location and Background

The North End neighborhood borders the towns of Trumbull to the north and Fairfield to the west. It is adjacent to the stable neighborhoods of Reservoir/Whiskey Hill on the east and Brooklawn/St. Vincent on the south.

Demographics

As the second most populated neighborhood in Bridgeport, the North End had 21,566 residents in 2000, 97.2 percent of whom were household members. By race-ethnicity, the area has the highest proportion of White non-Hispanic residents in the City, with 60.7 percent or 13,090 White inhabitants. Blacks make up 16.4 percent of the population and Hispanics 16.1 percent. The remaining 6.9 percent are primarily Asians. The area is representative of the City in terms of immigrants, with one in every five persons born outside the United States.

The age distribution of North End residents is markedly older than the profile of many Bridgeport neighborhoods. Fewer than one in four (24.2%) are under the age of 20, while over one in six residents are of retirement age (17.7%). The working age population is weighted more heavily toward the prime to older labor force years, with 58.1 percent of all

residents aged 20 through 64 years. The neighborhood attracts some of the highest professionally-educated residents of the City, with one in six persons having advanced degrees. Fully one third are high school graduates and nearly one quarter have some college education. The uneducated portion ranks among the lowest of all neighborhoods in the City.

In 2000, unemployment of North End residents stood at 6.7 percent, well below the 10.5 percent Bridgeport average. The share of persons below the poverty line was equally low, at 8 percent of all residents. The area's average household income was \$54,742 in 1999, and is estimated to have risen to \$61,529 by 2006. Nominal income has grown at a relatively slow rate in the neighborhood, resulting in a rather sharp decline in real income values, from \$56,687 to \$51,098 in 2000 dollars. Despite a decline of 9.8 percent in buying power, the area income remains above all but two other neighborhoods and the national average.

Housing Tenure and Stock

In 2000, the total number of housing units in the North End stood at 8,717, with a low 3.4 percent vacant. Fewer than one in six units (15.5%) were built within the two decades that preceded the Census. North End

Table 7.30: North End Employment and Earnings 2000

<i>Economic Characteristic</i>	<i>Total Jobs</i>	<i>% of City Total</i>	<i>Ave '06\$ Earnings</i>
Total	4796	10.3%	\$39,776
Mining	0	0.0%	\$0
Construction	200	6.5%	\$42,476
Manufacturing	275	4.6%	\$43,018
Wholesale Trade	25	2.0%	\$18,080
Retail Trade	688	19.4%	\$22,054
Transport & Utilities	63	3.3%	\$30,084
Information	35	2.9%	\$47,649
Finance & Real Estate	368	9.9%	\$42,478
Professional Services	499	13.5%	\$45,856
Education & Health	1696	12.6%	\$47,985
Arts, Entertainment & Hospitality	271	13.2%	\$19,676
Other Services	366	13.2%	\$25,076
Public Administration	311	8.5%	\$53,707

Source: 2000 Census Transportation Planning Package, Part 2

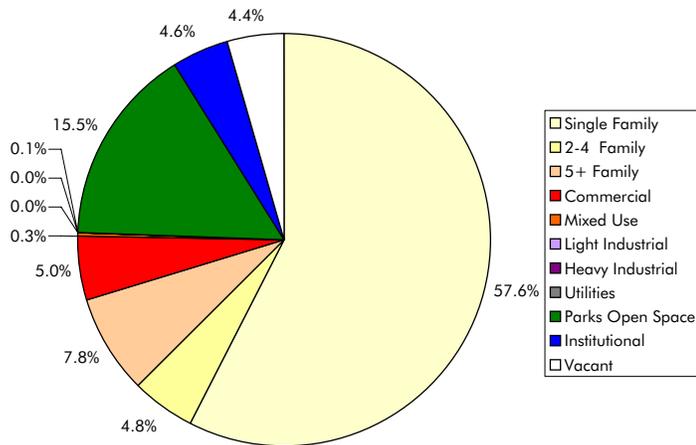
owners outnumber renters by nearly 3 to 1, with 6,016 owner occupied units and 2,400 renter occupied. Nine out of ten households have access to at least one vehicle and only 3.6 percent of all occupied units are considered overcrowded.

Not unlike its trend in household income, North End housing sales have reported relatively weak price performance in recent years. This may be hindered in part by high initial house values, which dampened overall percent growth. However, at \$269,500 the North End house price is far above the national average, although below the Fairfield County profile. The area's strong schools and low crime rates offer a valid explanation as to why housing prices are high in the North End relative to other Bridgeport neighborhoods.

Employment

Of the 4,796 jobs located in the North End, as reported in 2000, more than one third (1,696) are in Education & Health Services. This industry generally pays a relatively low wage, but in the North End workers in Education & Health Services earn more, or \$47,985 per annum. The next largest employer is Retail Trade with 688 jobs paying an annual average wage of \$22,054. Professional services follow with 499 employees making \$45,856 per annum. Relatively few higher paying jobs are available in Manufacturing and Construction, while Public Administration offers the highest paying of all neighborhood opportunities, or \$53,707 per employee per year.

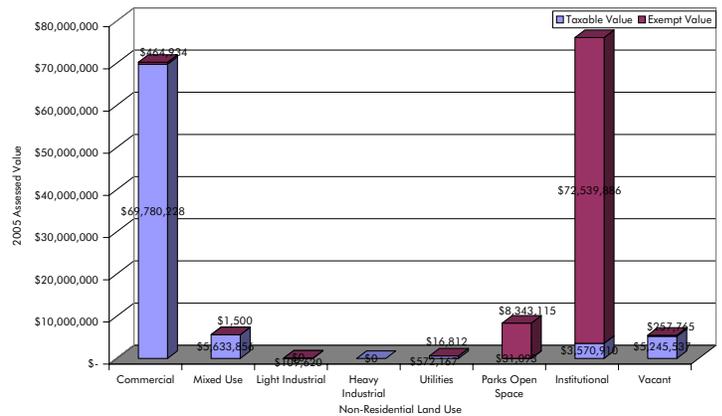
Chart 7.30: North End 2005 Land Use



Land Use

More than 70 percent of all land area in the North End is residential, the vast majority of which is in Single Family development, assessed on average at \$15.58 psf. With less than 6 percent in private non-residential development — like Commercial, Mixed Use and Industrial – roughly 20 percent of the large North End neighborhood is tax exempt in Parks & Recreation and Institutional uses, and nearly 5 percent is Vacant land. Second only to the South End, the North End has the largest extent of open space.

Chart 7.31: North End Property Value and Tax Exemption



Single Family residential development is assessed at \$15.58 psf, virtually all taxable, while 2-4 Family residential is valued at \$19.73, equally taxable. Higher density residential has a lower assessed value per square foot, while in general all residential has less tax liability per square foot than private non-residential development. Although Institutional uses are assessed at \$24.40 psf, only \$1.14 psf is taxable.

Table 7.31: North End Land Use and Value

Developed Land	Total Sq Ft	Assessed Value per		% of City Total
		Sq Ft	AV psf - Exemptions	
Single Family	14,266,868	\$ 13.36	\$ 13.21	13.9%
2-4 Family	5,559,715	\$ 18.10	\$ 17.92	11.2%
5+ Family	2,630,038	\$ 8.32	\$ 4.97	11.4%
Commercial	3,608,609	\$ 15.15	\$ 15.10	12.6%
Mixed Use	181,739	\$ 24.15	\$ 24.15	3.7%
Light Industrial	259,840	\$ 9.05	\$ 7.98	1.7%
Heavy Industrial	714,375	\$ 10.37	\$ 8.97	3.4%
Utilities	11,426	\$ 3.77	\$ 3.77	0.2%
Parks & Recreation	9,611,150	\$ 1.01	\$ 0.05	24.5%
Institutional	2,836,779	\$ 12.40	\$ 0.06	11.1%
Vacant Land				
Total	19,319,171	\$ 0.79	\$ 0.77	52.6%
Brownfield Land				
Total	17,357,888	\$ 1.11		51.6%

Source: 2005 Real Estate Grand List & TPA Design Group

The considerable vacant land of the North End is a development asset, situated in a stable residential area, with fewer social problems, and free of brownfield contaminants.

Social Indicators

The North End has one K-8 elementary school and is served by the Central High School, shared with the Brooklawn/St. Vincent and Reservoir/Whiskey Hill neighborhoods. Based upon the ranking of *School Efficiency by Neighborhood, Grade 4* places 1st among the neighborhoods in terms of the percent of students meeting State goals for reading, writing, and math, when measured by raw score, and also 1st when school resources are taken into consideration. At the Grade 6 level, a similar rating is scored on both a test score and school efficiency basis. As a consequence, the *Neighborhood Education Index*, which considers high school and elementary school test scores, as well as the activities of its graduates, ranks the North End 1st among all neighborhoods in 2001 and 2006.

The Neighborhood Crime Index ranks the North End 12th among all neighborhoods as having the second lowest crime rate in 2006. This near-best ranking has been maintained since 2003. Together with Black Rock, the North End is the safest place to live in Bridgeport.

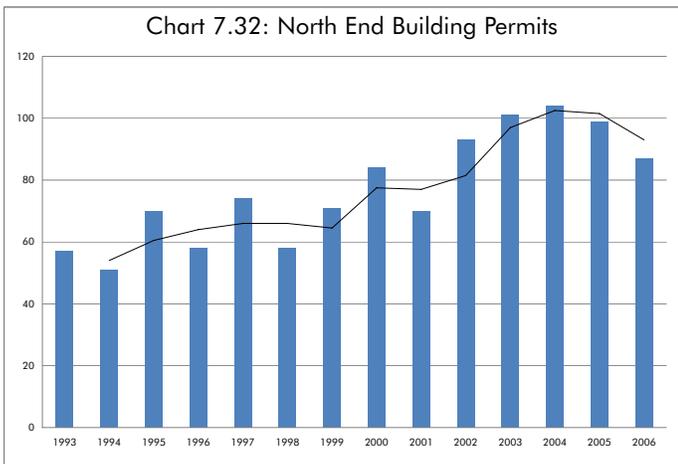
Neighborhood Development

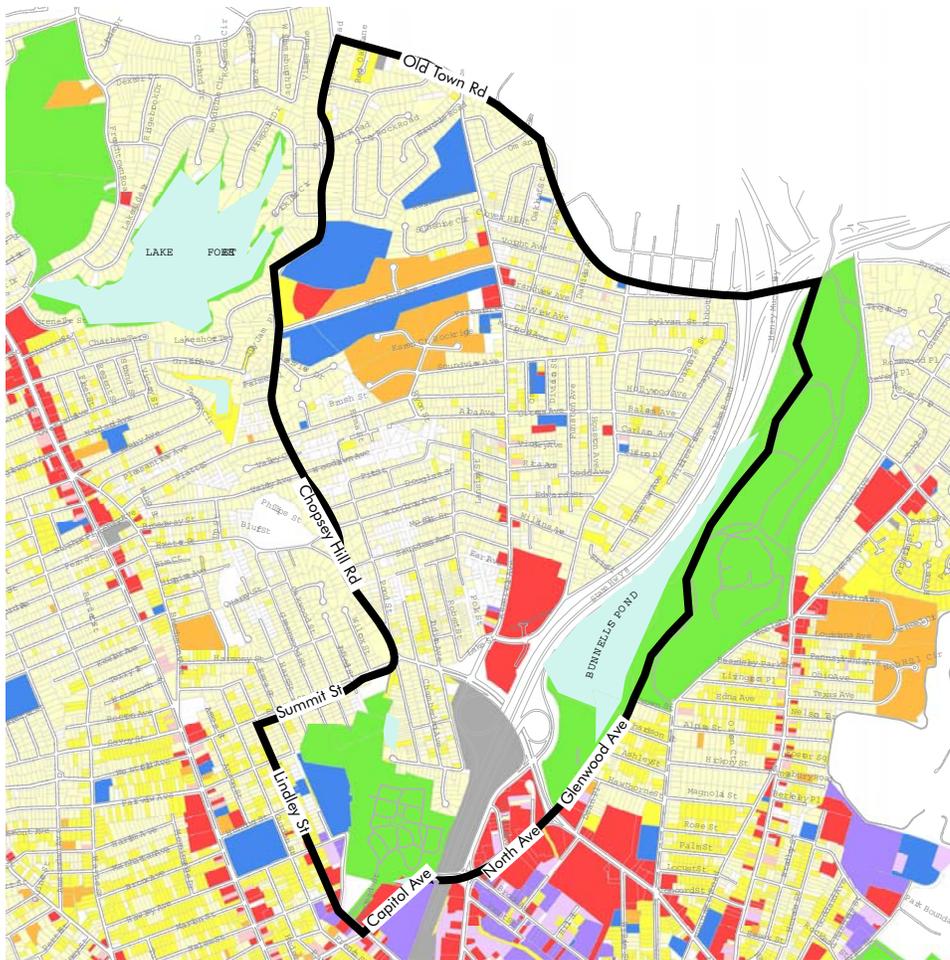
The North End saw a steady rise in the number of building permits authorized from 1993 to 2004, but

then fell during the following years. The average annual rate of growth in permit issuance was 5.2 percent, placing the North End 12th among all neighborhoods by growth rate. However, it ranked 1st in the number of construction permits authorized, or 1,077 over the 14 year period. Matching North Bridgeport, 15 percent of all permits issued in the North End were for new buildings. Interior renovations comprised 19 percent, new additions 12 percent, and exterior renovations 8 percent. The largest volume of permits was issued in 2004, totaling 104, or more than 100 percent greater than the level a decade previously.

The *Neighborhood Development Index*, a weighted average of the crime, income and education indices, captures changes in the character of a neighborhood through three major determinants of the quality of life. In 2006, the North End neighborhood ranked 1st among all neighborhoods, a position it maintained since 2001. This highest rating was achieved by low crime rates, high income and consistently high educational performance. Among the three indices, the largest disparity was on the education index, where the North End consistently outperformed every other neighborhood in nearly every category. Though still ahead of all other areas, the lowest NDI rating for the North End was in 2006, while the peak year was 2002 when the North End earned a nearly perfect score. The slight annual decline since 2002 has been a result of a decrease on the income index and a marginally higher crime rate. Although educational performance has not noticeably declined, an improvement in other neighborhoods has narrowed the difference.

With the second lowest crime rate since 2002 and the best schooling from 2003 onward, the North End is Bridgeport’s premier neighborhood. While its strengths contribute to the City’s economy, the neighborhood contains significant acreage of tax exempt development. Development of vacant properties to mixed or retail uses could be beneficial to the municipal treasury while enhancing the neighborhood.





Existing Land Use

Residential		
Single Family	54.3%	
2-4 Family	5.6%	
5+ Family	5.7%	
Commercial	5.7%	
Mixed Use	0.1%	
Light Industrial	0.3%	
Heavy Industrial	0.1%	
Institutional	9.3%	
Utilities	4.0%	
Parks & Recreation	7.8%	
Vacant Land	6.9%	
Brownfield Land	0%	

Proposed Development

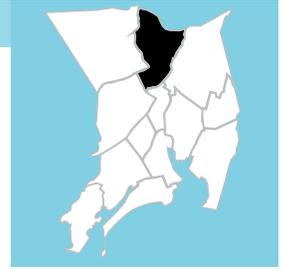
1. Reservoir & Yaremich Residential Site
2. 660 Lindley St. Industrial
- 3.

Table 7.32: Reservoir/Whiskey Hill Demographic Profile 2000

Characteristic	Total	% of Total	Characteristic	Total	% of Total
Population			Education		
Total Residents	9181	100.0%	Less than HS	1510	27.8%
In Households	9174	99.9%	HS Graduate	1996	36.8%
In Group Quarters	7	0.1%	Some College	1323	24.4%
			College Degree+	601	11.1%
Age			Labor Force		
5 Years & Under	800	8.7%	Employed	4126	94.1%
19 Years & Under	3190	34.7%	Unemployed	258	5.9%
20 - 64 Years	5186	56.5%			
30-34 Years	570	6.2%	Housing		
35-54 Years	2699	29.4%	Total Units	3106	100.0%
65 Years & Over	805	8.8%	Owner Occupied	2027	65.3%
			Renter Occupied	876	28.2%
Race, Ethnicity			Vacant Units	203	6.5%
Non Hispanic	7236	78.8%	Built Last 20 Years	637	20.5%
White	1651	18.0%	With 1+ Cars	2495	85.9%
Black	5150	56.1%	Overcrowding	163	5.6%
Asian/Other	435	4.7%			
Hispanic	1945	21.2%	Income		
			Household Average ('06\$)*	\$70,563	100.0%
Nativity			Persons Below Poverty	1015	11.1%
Born outside the US	1249	13.6%			

Source: 2000 Census of Population

* Of Residents in 2000



RESERVOIR / WHISKEY HILL

Location and Background

The Reservoir/Whiskey Hill neighborhood borders the Town of Trumbull in the north, and the neighborhoods of North Bridgeport and North End in the east and west.

Demographics

In 2000, 9,181 persons resided in the Reservoir/Whiskey Hill neighborhood, all but seven of whom lived in households. Black non-Hispanics represent the largest share of population at 56.1 percent, followed by Hispanics at 21.2 percent, while White non-Hispanics account for 18.0 percent and Asians 4.7 percent. One in seven residents is an immigrant to the United States.

Reservoir/Whiskey Hill is a relatively young neighborhood. One in every three residents is under the age of 20, while only one in twelve is of retirement age. The majority, or 56.1 percent, is of working age. The educational attainment of persons 25 years and older is solidly represented by high school graduates, some with college and advanced degrees. Still, this neighborhood lags behind the rest of Fairfield County. With one of the smallest shares of less educated work force among all City neighborhoods, fewer than 30 percent of Reservoir/Whiskey Hill adults do not have a

high school diploma.

As befits an area with higher educational attainment, unemployment among residents was a low 5.9 percent, while the poverty rate stood at 11.1 percent. In 1999, average household income was 28 percent above the citywide level at \$56,591. By 2006, it is estimated that nominal household income had risen to \$66,499, though real income had shown no improvement over prior levels, dropping to \$55,226 in 2000 dollars. Still, the Reservoir/Whiskey Hill neighborhood has the highest level of income relative to the rest of Bridgeport and has maintained that ranking in every year since 2000.

Housing Tenure and Stock

In 2000, there were 3,106 housing units in Reservoir/Whiskey Hill, with two in every three units owned by residents, 28.2 percent rented, and only 6.5 percent vacant. The housing stock is relatively new with one in five units having been constructed in the 20 years preceding the Census. The vast majority of households (85.9%) have one or more cars, and only 5.6 percent of all households live in overcrowded conditions.

With the City's highest household income, housing prices in Reservoir/Whiskey Hill reflect the resident's

Table 7.33: Reservoir/Whiskey Hill Employment & Earnings 2000

<i>Economic Characteristic</i>	<i>Total Jobs</i>	<i>% of City Total</i>	<i>Ave '06\$ Earnings</i>
Total	1190	2.6%	\$40,283
Mining	0	0.0%	\$0
Construction	105	3.4%	\$53,765
Manufacturing	53	0.9%	\$60,286
Wholesale Trade	0	0.0%	\$0
Retail Trade	335	9.5%	\$35,043
Transport & Utilities	40	2.1%	\$42,083
Information	0	0.0%	\$0
Finance & Real Estate	25	0.7%	\$53,616
Professional Services	59	1.6%	\$39,784
Education & Health	394	2.9%	\$39,527
Arts, Entertainment & Hospitality	65	3.2%	\$29,973
Other Services	75	2.7%	\$34,248
Public Administration	40	1.1%	\$51,123

Source: 2000 Census Transportation Planning Package, Part 2

relative well-being. Additionally, crime is comparatively low, but the performance of area schools needs improvement. Between 2000 and 2006, the sales prices of Reservoir/Whiskey Hill houses rose 133 percent to a median price of \$240,000. This failed to keep pace with the rate of change in the Brooklawn/ St. Vincent neighborhood, but nonetheless exceeded the national median at \$221,900.

Employment

Of 1,190 jobs recorded in the Reservoir/Whiskey Hill neighborhood in 2000, one in three was in the Education & Health field. However, this sector paid an average annual wage of \$39,527 per annum, just under the area’s low average of \$40,283. Retail trade, also a low salary sector, was the next largest employer, accounting for 28.1 percent of area jobs. Retail wages averaged \$35,043. Given the residential character of Reservoir/Whiskey Hill, few of the higher paying sectors of the economy are strongly represented, like Manufacturing, Transportation & Utilities. No establishments of Wholesale Trade or Information Services are located in the area, while jobs in Finance & Real Estate or Professional Services are negligible.

Land Use

Residential uses make up 65.7 percent of the neighborhood, with Single Family development accounting for over half (54.3%) and multifamily housing another 12.3 percent. Single Family residences were assessed at \$15.01 psf, while multifamily development exceeded \$20 psf on average.

Chart 7.33: Reservoir/Whiskey Hill 2005 Land Use

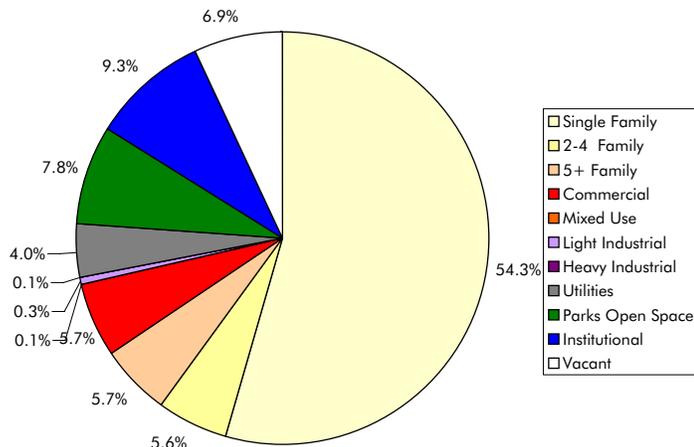
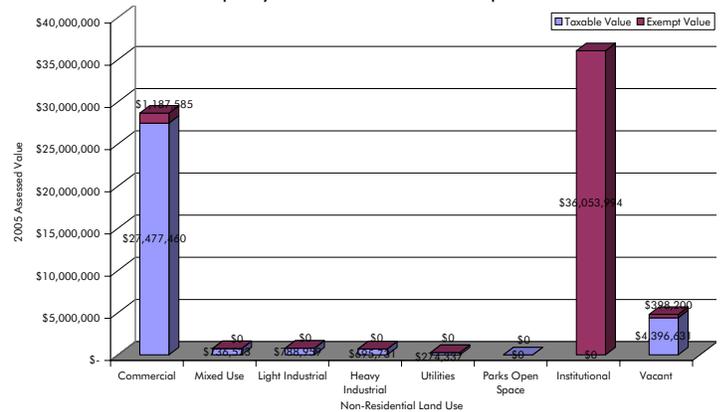


Chart 7.34: Reservoir/Whiskey Hill Property Value and Tax Exemption



Non-residential land is dominated by Institutional and Open Space uses, at 9.3 and 7.8 percent respectively. These uses remove a considerable portion of the neighborhood land from the tax rolls. Little more than 10 percent of the property is developed in Commercial, Mixed Use, Industry or Utilities, which almost all bear a fully taxable burden. Commercial uses comprise 5.7 percent, with an assessed value of \$18.14 psf, while Mixed Uses and Industry account for less than 1 percent, assessed at \$19.34 and \$17.51 psf respectively. A significant amount of land area remains vacant, suitable for future development, with none in brownfield condition.

Table 7.34: Reservoir/Whiskey Hill Land Use 2005

Developed Land	Total Sq Ft	Assessed Value per Sq Ft	AV psf - Exemptions	% of City Total
Single Family	15,021,562	\$ 15.01	\$ 14.91	14.6%
2-4 Family	1,555,981	\$ 19.73	\$ 19.51	3.1%
5+ Family	1,578,740	\$ 22.77	\$ 17.67	6.9%
Commercial	1,580,524	\$ 18.14	\$ 17.39	5.5%
Mixed Use	38,083	\$ 19.34	\$ 19.34	0.8%
Light Industrial	94,151	\$ 8.38	\$ 8.38	0.6%
Heavy Industrial	39,743	\$ 17.51	\$ 17.51	0.2%
Utilities	1,104,721	\$ 0.25	\$ 0.25	21.6%
Parks & Recreation	2,145,811	\$ -	\$ -	5.5%
Institutional	2,571,923	\$ 14.02	\$ -	10.1%
Vacant Land				
Total	1,921,304	\$ 2.50	\$ 2.29	5.2%
Brownfield Land				
Total	-	NA	-	0.0%

Source: 2005 Real Estate Grand List & TPA Design Group

Social Indicators

The Reservoir/Whiskey Hill neighborhood has two elementary schools, one which extends to Grade 8, and is served by the Central High School. Based upon the ranking of *School Efficiency by Neighborhood, Grade 4*

elementary schools place 5th in terms of the percent of students meeting State goals for reading, writing, and math, when measured by raw score, and place 8th among the neighborhoods when school resources are taken into consideration. Reservoir/Whiskey Hill rankings drop most precipitously in writing skills.

At the Grade 6 level, the neighborhood school performance improves to place elementary schools 6th among all neighborhoods by raw score, and equally by school efficiency. At this grade level, writing test scores improve but math scores deteriorate somewhat. The *Neighborhood Education Index*, which considers high school and elementary school test scores, as well as the activities of its graduates, ranks Reservoir/Whiskey Hill schools 6th overall, among 10 neighborhoods in 2006. This, however, represents an upward trend in performance over 2001.

The Neighborhood Crime Index ranks Reservoir/Whiskey Hill 9th among all 13 neighborhoods in 2006. This suggests some slippage over 2003-2004 years when the neighborhood placed 10th highest, but an improvement over 7th and 8th places in 2001-2002. Contributing to the index rank, the neighborhood has reported some of the highest rape rates in the City.

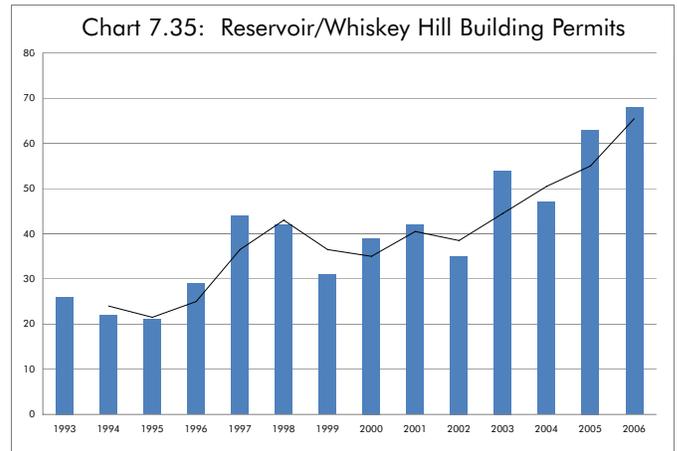


Neighborhood Development

Since 1993, Reservoir/Whiskey

Hill has seen a predominantly upward trend in building permit authorizations, reaching a total of 563 over fourteen years. Measured by rate of increase, the neighborhood has scored an impressive 10.7 percent growth rate annually, or ranked 3rd among all neighborhoods. Nearly one third of permits were issued for new buildings (32%), or more than twice the citywide average. New additions comprised 13 percent of all permits issued, interior renovations 11 percent, while decks and repairs made up 13 percent of total.

In 2006, the *Neighborhood Development Index* ranked the Reservoir/Whiskey Hill area ranked second highest, a position which it has maintained since 2003. In 2001-2002, the neighborhood ranked 3rd highest. Factors accounting for this relative attractiveness pertain largely to income and improvements in school testing scores. The educational growth of the neighborhood over the period, reaching a 2005 peak in writing scores, has buffered the increasing crime rate, while the high income index has stabilized the neighborhood as one of the top ranked in the City.



Reservoir/Whiskey Hill has demonstrated strengths, but also weaknesses. As a location where more residential development is likely to occur, further improvements are needed in safety, education, neighborhood employment, and shopping opportunities.





Existing Land Use

Residential		
	Single Family	1.9%
	2-4 Family	6.7%
	5+ Family	4.9%
	Commercial	2.1%
	Mixed Use	0.3%
	Light Industrial	8.1%
	Heavy Industrial	7.4%
	Institutional	9.3%
	Utilities	8.0%
	Parks & Recreation	48.3%
	Vacant Land	3.0%
Brownfied Land		3.2%

Proposed Development

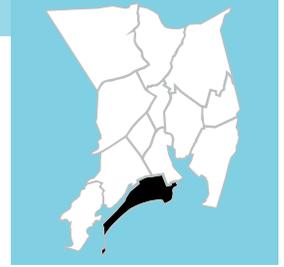
1. Remington Shaver Site
2. Soundgate
3. Seaside Park

Table 7.35: South End Demographic Profile 2000

Characteristic Population	Total	% of Total	Characteristic Education	Total	% of Total
Total Residents	4697	100.0%	Less than HS	991	44.0%
In Households	4099	87.3%	HS Graduate	513	22.8%
In Group Quarters	598	12.7%	Some College	353	15.7%
			College Degree+	394	17.5%
Age			Labor Force		
5 Years & Under	516	11.0%	Employed	1313	64.6%
19 Years & Under	1612	34.3%	Unemployed	720	35.4%
20 - 64 Years	2749	58.5%	Housing		
30-34 Years	260	5.5%	Total Units	1740	100.0%
35-54 Years	969	20.6%	Owner Occupied	404	23.2%
65 Years & Over	336	7.2%	Renter Occupied	1124	64.6%
Race, Ethnicity			Vacant Units	212	12.2%
Non Hispanic	2987	63.6%	Built Last 20 Years	98	5.6%
White	814	17.3%	With 1+ Cars	843	55.2%
Black	1370	29.2%	Overcrowding	174	11.4%
Asian/Other	802	17.1%	Income		
Hispanic	1710	36.4%	Household Average ('06\$)*	\$40,236	100.0%
Nativity			Persons Below Poverty	1565	38.2%
Born outside the US	917	19.5%			

Source: 2000 Census of Population

* Of Residents in 2000



SOUTH END

Location and Background

The South End neighborhood is located on a peninsula between Cedar Creek and Long Island Sound. It is directly south of I-95 and the Downtown, bordering the Bridgeport Harbor with views of Pleasure Beach and the Port of Bridgeport in the East End.

Demographics

In 2000, 4,697 persons resided in the South End, of which 12.7 percent lived in group quarters. As home to the University of Bridgeport, the South End has the highest proportion of institutional residents of any neighborhood. The majority of inhabitants are non-Hispanic (63.6%) with a disproportionate share of Asians and a dominant share of Black residents. Persons born outside the U.S. number roughly two in every five inhabitants.

Roughly one third of all residents are under 20 years of age while those of retirement age number one in every fourteen (7.2%). Persons of working age (20-64) amount to 2,749, or 58.5 percent. The educational attainment of adults 25 years and older tends to split between those of less than high school education (44.0%) and those of college education, with some years of attendance or degree status (33.2%). Relatively speaking, far fewer residents than citywide

have merely a high school diploma (22.8%)

Unemployment reflects the large number of those who did not finish high school or are currently college students, for an exceptionally high rate of 35.4 percent in 2000. This condition is mirrored in the area's poverty rate, the highest of all neighborhoods, which affects over three in every eight residents (38.2%). In 1999, the Census reported the average household income at \$32,269, the second lowest among all neighborhoods. Since then, income trend data has not been available for the area, though the nominal value would be \$39,386 in 2006 if adjusted for inflation.

Housing Tenure and Stock

In 2000, there were 1,740 housing units in the South End, of which only 5.6 percent had been constructed in the preceding 20 years. The majority of units were renter occupied (64.6%), nearly one in four were owner occupied (23.2%), and one in eight (12.2%) were vacant. More than one in ten (11.4%) were overcrowded, or occupied by more than one person per room. Just over half of all households have access to one or more vehicles.

Data are not available on recent trends in housing sales for the South End neighborhood.

Table 7.36: South End Employment & Earnings 2000

<i>Economic Characteristic</i>	<i>Total Jobs</i>	<i>% of City Total</i>	<i>Ave '06\$ Earnings</i>
Total	1270	2.7%	\$58,721
Mining	0	0.0%	\$0
Construction	65	2.1%	\$45,991
Manufacturing	248	4.2%	\$63,768
Wholesale Trade	67	5.5%	\$72,886
Retail Trade	70	2.0%	\$33,132
Transport & Utilities	85	4.4%	\$0
Information	0	0.0%	\$0
Finance & Real Estate	78	2.1%	\$69,703
Professional Services	25	0.7%	\$37,781
Education & Health	465	3.5%	\$43,050
Arts, Entertainment & Hospitality	72	3.5%	\$39,511
Other Services	72	2.6%	\$63,307
Public Administration	20	0.5%	\$62,812

Source: 2000 Census Transportation Planning Package, Part 2

Employment

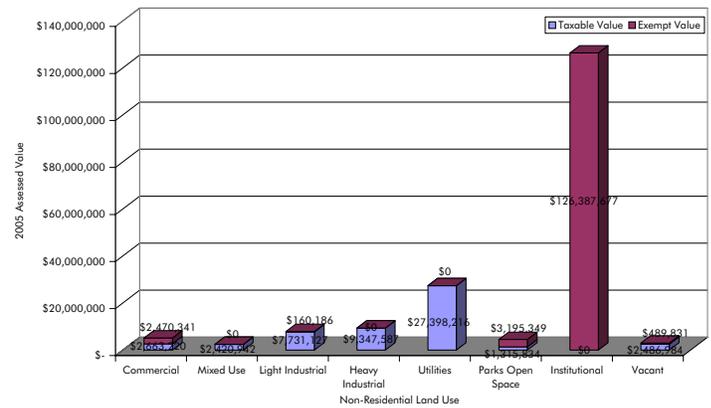
In 2000, there were 1,270 jobs located in the South End, with average annual earnings of \$58,721 in 2006 dollars. Education and Health Services dominate the job profile, yet offer considerably lower earnings. With more than one in every three employment opportunities, the sector pays an average wage of \$43,050. Manufacturing compensates with the second largest number of jobs in the neighborhood (248 or 19.5%) and pays a wage of \$63,768. Other higher paying sectors include Wholesale Trade (\$72,886), Finance & Real Estate (\$69,703) and Other Services (\$63,307), but collectively these sectors account for little more than 200 jobs.

Land Use

Residential uses consume only 13.4 percent of the total land in the South End with Single Family housing accounting for the least amount. The remaining residential land is split between 2-4 Family and 5+ Family developments. At \$17.72 psf, residential assessed value is highest for the largest multifamily structures, but many of these are associated with the University and thus tax exempt.

taxable assessed value at \$32.31 psf, though they contribute relatively little to the tax base because of limited development.

Chart 7.34: South End
Property Value and Tax Exemption



Three percent of the South End neighborhood land is vacant, while only slightly more (3.2%) is identified as brownfields.

Chart 7.33: South End 2005 Land Use

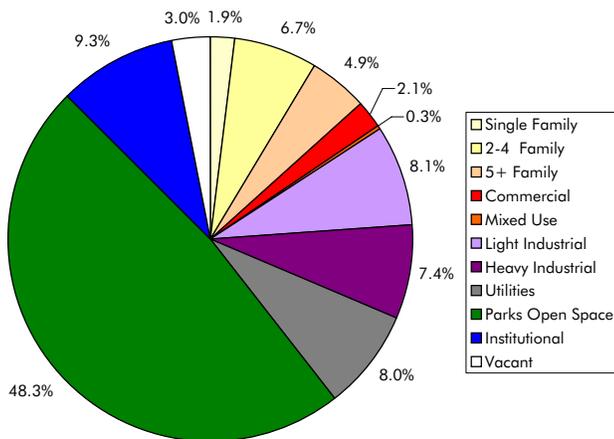


Table 7.37: South End Land Use 2005

Developed Land	Total Sq Ft	Assessed Value per Sq Ft	AV psf - Exemptions	% of City Total
Single Family	440,765	\$ 15.53	\$ 13.72	0.4%
2-4 Family	1,568,363	\$ 12.88	\$ 12.88	3.2%
5+ Family	1,152,113	\$ 17.72	\$ 6.05	5.0%
Commercial	502,126	\$ 10.22	\$ 5.30	1.8%
Mixed Use	74,938	\$ 32.31	\$ 32.31	1.5%
Light Industrial	1,902,953	\$ 4.15	\$ 4.06	12.6%
Heavy Industrial	1,734,664	\$ 5.39	\$ 5.39	8.3%
Utilities	1,887,157	\$ 14.52	\$ 14.52	36.9%
Parks & Recreation	11,355,983	\$ 0.40	\$ 0.12	28.9%
Institutional	2,197,518	\$ 57.51	\$ -	8.6%
Vacant Land				
Total	711,833	\$ 4.18	\$ 3.49	1.9%
Brownfield Land				
Total	743,815	\$ 7.12	\$ -	2.2%

Source: 2005 Real Estate Grand List & TPA Design Group

Not surprisingly, non-residential uses are dominated by open space with Seaside Park comprising nearly half of South End land area (48.3%). Industrial uses follow, divided rather evenly between Light and Heavy Industrial, and assessed at \$4.74 psf on average. Institutional uses comprise 9.3 percent of the neighborhood and, though assessed at \$57.51 psf, are fully tax exempt. Mixed Use properties have the highest

Social Indicators

The South End has one elementary school, attended by PK-8 students, and is served by the Bassick High School, located in the West End/West Side neighborhood. Based upon the ranking of *School Efficiency by Neighborhood*, both Grade 4 and Grade 6 of the elementary school place last in terms of the percent of students meeting State goals for reading, writing, and math, when measured by raw score. Grade 4 ranks

10th among 11 neighborhoods when school resources are taken into consideration, but Grade 6 still remains last when scored by school efficiency.

The Neighborhood Crime Index ranks the South End 8th in 2006, making it the sixth safest neighborhood in the City. This represents a marked improvement over 2005 when the neighborhood placed first, and 2002 when it placed 4th. In other years, it has ranged between the 8th and 9th position, or was moderately



among 13 neighborhoods.

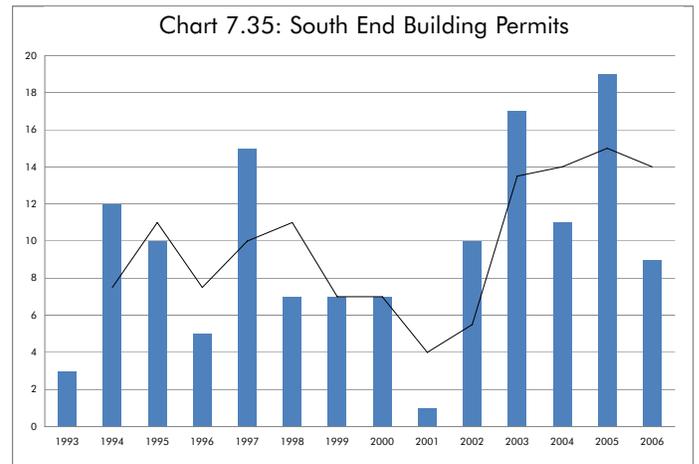
Neighborhood Development

Relatively few permits have been issued for development in the South End over the last 14 years. Among all neighborhoods, the area ranked second to last in volume of permit authorization, but first in average annual rate of growth between 1993 and 2006. Since 2002, an upward trend in issuance has continued as the South End increases in attractiveness. In the past, the main source of permit demand has been for interior renovations, comprising 35 percent of total, while only 4 percent of all permits were authorized for new buildings, and 24 percent for repairs and exterior renovations. In the future, new construction is expected to account for ever larger shares.

A *Neighborhood Development Index* is not available for the South End neighborhood because of the absence of income trend data.

Among all of Bridgeport’s neighborhoods, the South End holds the most promise for improvement. Developer interest has already been focused on

waterfront sites for mixed use high-end construction. Adaptive reuse has been made of vacant industrial buildings, transforming idle space into live/work lofts for sale. Amenities offered by the Seaside Park, improvements in the educational tenor of the University, and accessibility to the adjacent sports/entertainment

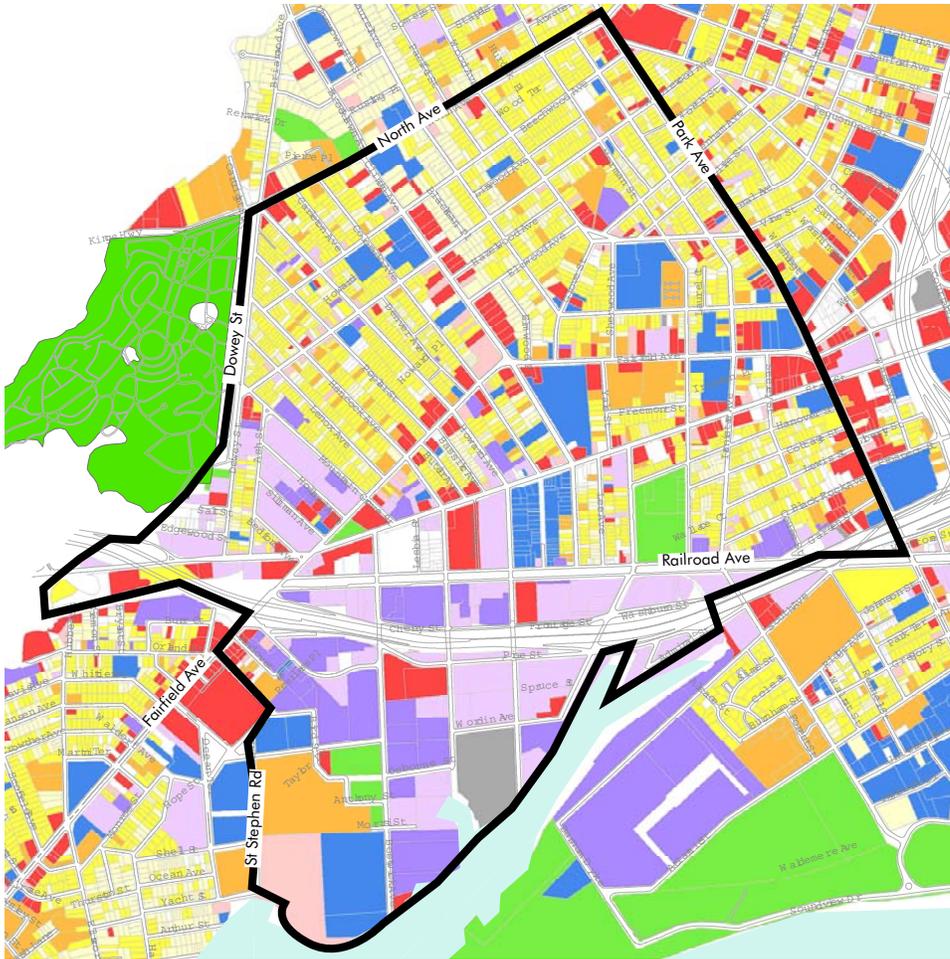


complex will draw new residents with more buying power to the area.

The South End neighborhood is actively engaged in the NRZ planning process, which includes the extension of



Downtown to the Beach in the eastern portion as well as transit oriented development.



Existing Land Use

Residential		
	Single Family	8.7%
	2-4 Family	23.7%
	5+ Family	7.7%
	Commercial	10.4%
	Mixed Use	4.6%
	Light Industrial	14.5%
	Heavy Industrial	11.1%
	Institutional	10.7%
	Utilities	1.9%
	Parks & Recreation	2.5%
	Vacant Land	4.3%
Brownfield Land		10.7%

Proposed Development

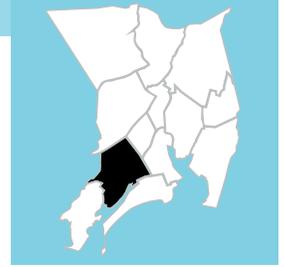
1. Former Park City Hospital Residential Conversion
2. ASAP Bedliners
3. State St. Commercial

Table 7.38: West End/West Side Demographic Profile 2000

Characteristic	Total	% of Total	Characteristic	Total	% of Total
Population			Education		
Total Residents	17514	100.0%	Less than HS	4119	46.5%
In Households	17241	98.4%	HS Graduate	2768	31.2%
In Group Quarters	273	1.6%	Some College	1428	16.1%
			College Degree+	548	6.2%
Age			Labor Force		
5 Years & Under	2318	13.2%	Employed	5824	86.1%
19 Years & Under	7012	40.0%	Unemployed	939	13.9%
20 - 64 Years	9374	53.5%			
30-34 Years	1244	7.1%	Housing		
35-54 Years	4024	23.0%	Total Units	5898	100.0%
65 Years & Over	1128	6.4%	Owner Occupied	1183	20.1%
			Renter Occupied	4140	70.2%
Race, Ethnicity			Vacant Units	575	9.7%
Non Hispanic	10270	58.6%	Built Last 20 Years	678	11.5%
White	2549	14.6%	With 1+ Cars	3334	62.6%
Black	5908	33.7%	Overcrowding	659	12.4%
Asian/Other	1813	10.4%			
Hispanic	7244	41.4%			
			Income		
Nativity			Household Average ('06\$)*	\$44,928	100.0%
Born outside the US	4183	23.9%	Persons Below Poverty	4730	27.4%

Source: 2000 Census of Population

* Of Residents in 2000



WEST END / WEST SIDE

Location and Background

The West End/West Side neighborhood borders the Town of Fairfield and the Black Rock neighborhood. It is bisected by I-95 and upland from Cedar Creek, with views of Seaside Park.

Demographics

As the third most populous neighborhood in the City, it contained 17,514 residents in 2000, 98.4 percent of whom lived in households. With a high proportion of Hispanics (41.4%), the remaining population was largely Black non-Hispanic. Whites and Asians comprised only one quarter of the total. Residents born outside the U.S. numbered 4,183 or 23.9 percent of all persons.

The neighborhood has a very youthful age profile. Only 6.4 percent of residents are of retirement age, while fully 40 percent are under 20 years of age. Some 53.5 percent of residents are working age. The educational attainment of persons 25 years and older is predominantly low, with 46.5 percent without a high school diploma, 31.2 percent as high school graduates, 16.1 percent having attended some college and only 6.2 percent with a college degree.

Over a quarter of the residents (27.4%) live below the poverty level. Unemployment in the neighborhood was

13.9 percent in 2000. Since 1999, when the Census reported the average household income at \$36,032, a near-continuous decline has occurred in real income terms, even though nominal incomes rose (to \$43,269 in 2006). Estimated in inflation-adjusted dollars at \$35,934 in 2006, the neighborhood has the second lowest household income in Bridgeport, a position which it has maintained since 2000.

Housing Tenure and Stock

In 2000, there were 5,898 housing units in the West End/West Side. Of these, 11.5 percent had been constructed in the preceding 20 years. The majority of units were renter occupied (70.2%), only one in five were owner occupied (20.1%), and nearly one in ten (9.7%) were vacant. One in every eight units was overcrowded, occupied by 1 or more persons per room. Most households have access to one or more vehicles.

Given its location, adjacent to the upper income areas of Fairfield and Black Rock, and accessible to a major interstate, housing values in the West End/West Side have risen in recent years. Between 2000 and 2006, it is estimated that the median annual price rose above 9 percent in five out of six years, accounting for an overall 145 percent increase in the value of homes. As such,

Table 7.39: West End/West Side Employment & Earnings 2000

<i>Economic Characteristic</i>	<i>Total Jobs</i>	<i>% of City</i>	<i>Ave '06\$</i>
Total	4985	10.7%	\$46,119
Mining	0	0.0%	\$0
Construction	605	19.7%	\$55,518
Manufacturing	1269	21.3%	\$48,738
Wholesale Trade	307	25.0%	\$43,794
Retail Trade	239	6.7%	\$39,559
Transport & Utilities	118	6.1%	\$58,012
Information	4	0.3%	\$77,931
Finance & Real Estate	68	1.8%	\$54,506
Professional Services	470	12.7%	\$42,759
Education & Health	1293	9.6%	\$39,552
Arts, Entertainment & Hospitality	89	4.3%	\$48,089
Other Services	354	12.7%	\$38,076
Public Administration	149	4.1%	\$53,056

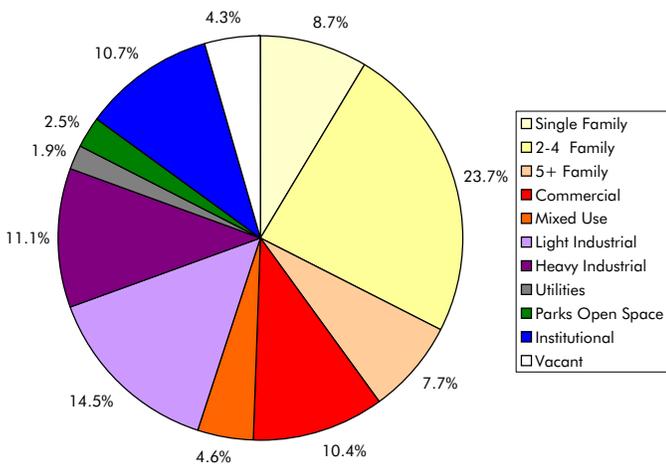
Source: 2000 Census Transportation Planning Package, Part 2

the neighborhood is a key player in the Bridgeport housing market, but a major hindrance to its full recovery is the prevalence of crime in the area. In 2006, the median sales price of housing was \$194,350.

Employment

In 2000, there were 4,985 jobs in the West End/West Side neighborhood. The most popular jobs were in Education and Health, and the Manufacturing sectors, which collectively accounted for half of the area’s employment opportunities. Manufacturing jobs comprised 21.3 percent of Bridgeport’s total, and employees in that sector earned \$48,738 on average in 2006 dollars, or more than the nominal household income of area residents. In fact, overall employment in the neighborhood pays more than the citywide average (at an annual wage of \$46,119), with other well-paying large sectors being Construction, Wholesale and Retail Trade. Information, the highest paying sector, has the fewest employees but pays an average of \$77,931 in 2006 dollars.

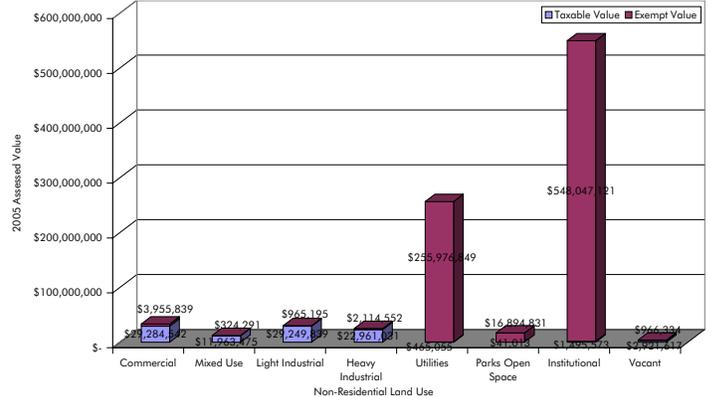
Chart 7.36: West End/West Side 2005 Land Use



Land Use

Forty percent of the land area in the West End/West Side neighborhood is used for residential purposes, with 2-4 Family structures the predominant use. Valued at \$25.20 psf of land, small multifamily structures are assessed higher than Single Family properties (\$21.67 psf) or 5+ Family developments (\$19.62 psf). Industrial uses lead in non-residential share with 28.3 percent of land area. The Light Industrial component is

Chart 7.37: West End/West Side Property Value and Tax Exemption



valued at \$7.62 psf while Heavy Industrial is assessed at \$8.46 psf. Institutional uses follow with 10.7 percent of land area, valued at \$192.35 psf. Utilities are valued at \$550.31 psf, primarily due to the RESCO property on Howard Street. Brownfields, assessed at \$5.20 psf, comprise 10.7 percent of the neighborhood. Interestingly, the West End/West Side neighborhood has one quarter of the Mixed Use properties in Bridgeport, but they are valued at a relatively low rate of \$10.10 psf. Often, they are the most valuable properties in other neighborhoods.

Table 7.40: West End/West Side Land Use 2005

Developed Land	Total Sq Ft	Assessed Value per Sq Ft		% of City Total
		Value per Sq Ft	AV psf - Exemptions	
Single Family	2,331,894	\$ 21.69	\$ 21.25	2.3%
2-4 Family	6,321,260	\$ 25.20	\$ 24.65	12.7%
5+ Family	2,045,979	\$ 19.62	\$ 15.56	8.9%
Commercial	2,782,169	\$ 11.95	\$ 10.53	9.7%
Mixed Use	1,216,814	\$ 10.10	\$ 9.83	24.5%
Light Industrial	3,862,828	\$ 7.82	\$ 7.57	25.6%
Heavy Industrial	2,963,091	\$ 8.46	\$ 7.75	14.2%
Utilities	512,563	\$ 500.31	\$ 0.91	10.0%
Parks & Recreation	673,446	\$ 25.15	\$ 0.06	1.7%
Institutional	2,857,068	\$ 192.35	\$ 0.52	11.2%
Vacant Land				
Total	1,160,496	\$ 3.35	\$ 2.52	3.2%
Brownfield Land				
Total	2,871,867	\$ 5.20		8.5%

Source: 2005 Real Estate Grand List & TPA Design Group
* File does not include Maplewood Cemetery.

Social Indicators

The West End/West Side neighborhood has three elementary schools offering PK-6 grades, including the new Cesar A. Batalla School, and is served by the Bassick High School which is situated in the neighborhood. Based upon the ranking of *School Efficiency by Neighborhood*, Grade 4 elementary schools place 7th in terms of the percent of students meeting State goals for reading, writing, and math,

when measured by raw score, and place 9th among 11 neighborhoods when school resources are taken into consideration. At the Grade 6 level, West End/West Side performance improves to place elementary schools 4th among all neighborhoods by raw score, but 8th when scored by school efficiency. The *Neighborhood Education Index*, which considers high school and elementary school test scores, as well as the activities of its graduates, ranks West End/West Side schools 7th among all neighborhoods by 2006, with a modest upward trend in performance over 2001.



The Neighborhood Crime Index ranks the West End/West Side 7th among all neighborhoods as having the highest relative crime rate in 2006. This represents a marked improvement over prior years when the neighborhood placed 4th highest in 2002, 2004 and 2005, 3rd highest in 2000, and 2nd highest in 2003. In fact, in 2003, the West End/West Side neighborhood had the 3rd highest crime rating of any neighborhood in any year.

In 2006, the West End/West Side neighborhood's *Neighborhood Development Index* ranking was next to last among all neighborhoods. Between 2001 and 2003, the area experienced a dramatic decline, followed by an equally dramatic increase between 2005 and 2006. Despite an increase on the income index, the neighborhood had some of the highest vehicle, robbery, rape, murder and burglary rates in the City. Following 2003, the West End/West Side witnessed a decrease in crime rates as well as an increase in educational performance. Although ranked next to last in 2006, the neighborhood has improved its NDI rating since 2003.

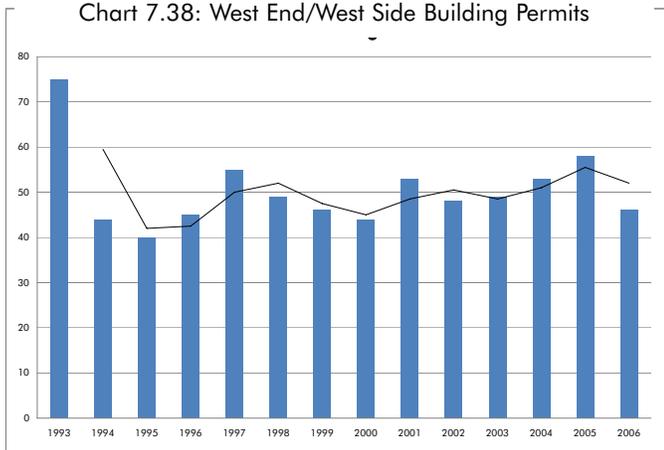
Neighborhood Development

Among all neighborhoods, the West End/West Side ranked last in growth of building permits over the 1993-2006 period, but 3rd in total building activity with 705 permits issued. Only 7 percent of all permits were for new buildings, 32 percent for interior renovations, and 12 percent for exterior renovations. The remaining permits were used for construction of decks, new roofs and additions.



Despite strong locational attributes, quality of life factors influence the development potential of this neighborhood. Better schooling is underway, and crime rates are improving, but residents lack higher paying jobs and home ownership opportunities. A West End/West Side NRZ plan is under discussion and redevelopment of strategic brownfield sites may spur revitalization of the neighborhood.

Chart 7.38: West End/West Side Building Permits



**BRIDGEPORT'S COMMUNITY
ECONOMIC DEVELOPMENT
STRATEGY:**

STRATEGIC ACTION PLAN

BRIDGEPORT STRATEGIC ACTION PLAN

BRIDGEPORT STRATEGIC VISION AND GOALS

Bridgeport is unique among the cities and towns of Fairfield County: an urban city in a land of suburban municipalities. Our assets are numerous: unparalleled transportation and transit access and proximity to New York City and Stamford; a natural deep water port and beautiful beaches; and an industrial past that has not only laid the foundation for a smart industrial base, but left us with beautiful 19th Century brick and stone industrial buildings. As numerous as our strengths, so too are our challenges: heavy industry has also left behind large numbers of brownfields and long vacant buildings; our mill rate is the highest in Fairfield County due to low property values and large tax exempt institutional uses; and the resident labor force is not as prepared for the challenges of the new marketplace as it should be.

Bridgeport is indisputedly unique, but an inward focus will not lead to progress. Regional trends, markets and connections must be looked to and made.

We are at a critical point in our history. Planning and policy decisions made now will either propel Bridgeport into the future or will leave it to stagnation and decline. In order to make the right decisions, the CEDS committee has made the choice to take a comprehensive look at economic development in Bridgeport, looking beyond those projects for which they can receive funding from EDA to a comprehensive strategy that can be used as guide, to the Master Plan and subsequent zoning policies.

In Bridgeport, increasing employment and attracting new business will not only require better workforce preparedness, but more and diverse housing stock, better public schools, and transit-oriented development.

BRIDGEPORT GOALS, STRATEGIES AND PROJECTS

Our Goals and Strategies are described below. They are comprehensive and often work in conjunction by necessity. Each strategy is followed by all projects which had a score of more than 70, or the top two ranked projects in its category, as determined using the balanced scorecard process. The scorecards, designed

to follow EDA funding guidelines, weigh brick and mortar projects more heavily than policy. In cases where policy based projects scored particularly high, the policy project is also listed. The scoring methodology, a full list of supported projects and their overall committee rankings is included in Appendix A.

GOAL 1: INCREASE THE TAX BASE: MAKE DOWNTOWN THE FOUNDATION FOR GROWTH

The mill rate in Bridgeport is the highest of any municipality in Fairfield County, due in part to the large number of publicly owned and tax exempt properties. Increasing the tax base throughout Bridgeport is an absolute necessity.

However, in order to have a real impact, growth needs to be focused in a single area so results are visible, progress is evident to residents and visitors alike, and improvements and developments are in close enough proximity that each one spurs the next. The obvious focal point is the Downtown CBD, the center of the City and the location of the intermodal transit hub. The first impression of Bridgeport is that from the area immediately surrounding the train station and the exits from I-95. Growth needs to begin in this seminal area and thus, the strategies that follow, while they apply throughout Bridgeport, are based on the assets and needs of the Downtown and are in accordance with the Downtown Plan just published by Phillips Preiss Shapiro & Associates (PPS&A).

STRATEGY: ENCOURAGE IN-FILL & HIGH-RISE DEVELOPMENT IN THE CBD

For the Downtown to meet the potential laid out in the PPSA Downtown Plan, the resident population needs to be increased by some 5,000 residents. The comprehensive housing study performed by Charles Buki and Associates recommended increasing the share of high density luxury housing in areas of the City that currently have relatively little existing housing (Downtown and waterfront) in order to attract new residents and increase the tax base while creating relatively little drain on municipal services.

The market the DSSD Plan seeks is young professionals unable to afford homes in the surrounding towns and unwilling to settle in the suburbs for whom proximity to nightlife and transit are important. The other target

market is empty nesters, those who no longer wish the trouble of upkeep on their family homes, and for whom proximity to cultural facilities and convenience retail are important.

Both of these markets are prime candidates for lofts in renovated industrial structures as well as new high-rise luxury buildings with water views. The relatively high property value of this new construction will go far to increase the tax rolls of the City and not only increase the City's capacity to provide services but, with time, lower the mill rate.

Key Projects:

Pequonnock Site: In RFP process for private development of high intensity mixed-use development.

Lafayette Circle Apartments: 156 units in a luxury office/residential tower.

881 Lafayette: Conversion of office space into 38 market rate and affordable condominiums with 10,000 sf of retail space. Currently under construction.

STRATEGY: PRESERVE HISTORIC STRUCTURES BY ADAPTIVE REUSE

Downtown has beautiful historic structures that have outlasted their original purposes. Strolling through the downtown is like passing through a model of 19th and early 20th Century architecture styles. The Committee feels that these buildings are assets to be renovated, retrofitted and converted, where feasible, to new uses. Not only does this strategy increase the value of the properties, many of which have been vacant for years, but also preserves the proud history of the City. Residential conversions are an especially good use of these properties as they convey an urban "edginess" to a domicile that is especially attractive to the youth market.

Key Projects:

Downtown North: Rehabilitation and renovation of three historic buildings on Main & Middle Streets north of McLevy Green as part of a larger residential project. The project is entering Phase III of the conversion to include 210 new housing units; 100,000 sf of retail & commercial space; new 17-story residential tower and historic rehab of 3 buildings. Phase IV will add an additional 300 housing units.

Adaptive Reuse Plans: Retrofit historic Downtown structures and old industrial buildings for residential development, including live/work lofts. Convert obsolete housing stock into lofts, condos and rental apartments.

STRATEGY: BUILD ON EXISTING CBD BUSINESS CLUSTERS (CIVIC, SPORTS/RECREATION, NIGHTLIFE, EDUCATION, TRANSPORTATION, JUDICIAL) & REDUCE TAX EXEMPT PROPERTIES

There are a several clusters already in existence in the Downtown. The most recent clusters to take hold are the entertainment clusters of sports/recreation and nightlife that began with the construction of the Ballpark at Harbor Yards just outside of the neighborhood and the Downtown Cabaret. Restaurants have accompanied the entertainment venues and a new one opens each month. Unfortunately the largest of these clusters—healthcare, civic, judicial and education—are predominantly property tax exempt. They are the largest employers in the City and should be supported wholeheartedly, however, where possible, tax-exempt uses should be consolidated to free up space for taxable development.

Key Projects:

Housatonic Community College expansion: Adding 170,000 square feet to their CBD facilities. Support additional expansion and community partnering.

Congress Plaza Urban Renewal Sites: Restoration and reuse of Majestic & Palace Theaters; explore magnet high school for the arts; attract private development; and consolidate civic uses.

STRATEGY: PREPARE FOR & ENCOURAGE CLASS A OFFICE SPACE

It is unlikely that Bridgeport will immediately capture the large floor plate office uses which have taken hold in Stamford and other places in Fairfield County. However, will an increased population of young professionals in the Downtown core as well as the expansion of the existing business clusters, the need for Class A office space will surely follow. Preparation for this demand is imperative. Whenever possible, new developments should include fitting for broadband and Wi-Fi, it is also recommended that Lafayette Boulevard be preserved as an office corridor.

Key Projects:

Preserve Lafayette Avenue as an Office Corridor: Give office uses preference over other commercial uses on Lafayette Avenue.

Physical Streetscapes and Gateway Improvements: Maintain existing landscaping; assess funding sources for additional improvements to create a more office-friendly environment.

GOAL 2: MAKE BETTER USE OF OUR ASSETS: VALUE OUR WATERFRONT, INDUSTRIAL HERITAGE AND LOCATION

Bridgeport has assets unique to Fairfield County. Our waterfront has not only exceptional beaches, but a natural deep water port, but both have been underutilized and undervalued in recent decades. Bridgeport has a proud industrial past and a smart-manufacturing future, the role of this industry should not be thrown away. The challenge will be in creating and fostering an environment that will enable existing waterfront uses to remain while allowing for new types of business and new types of development. The asset most easily capitalized upon is location—on I-95 and Route 8, 90 minutes from New York City and 30 minutes from Stamford by train—Bridgeport is perfectly placed to be a catchment area for both business and residential development.

STRATEGY: SUPPORT DEEP WATER PORT USES THAT ARE ENVIRONMENTALLY SOUND

Bridgeport has one of the few natural deep water ports in the region, it is the City's goal to make the most of this and maintain the character of the waterfront which not only provides jobs, but is also a vital part of the City's character. However, the CEDS committee believes that maintaining a working port does not exclude residential and recreational waterfront uses. A "good neighbor" approach to choosing what kinds of development are to be allowed in the future should be undertaken, ensuring that businesses in the port area are clean and green and make the most of the natural assets at hand.

Key Projects:

Derecktor Shipyards: Planning 3rd Expansion with 105,000sf of fabrication and storage buildings 2000 sf

bulkheads

BRMC Containers: Provide service to transport goods from NY/NJ port via barge; off-loaded at port.

Marina Development: Ensure marina uses stay in Bridgeport, capitalizing on the deep water asset.

STRATEGY: IMPROVE PUBLIC ACCESS TO AND RECREATIONAL USE OF THE WATERFRONT

The beaches in Bridgeport have a rich history of recreational use. Pleasure Beach's boardwalk attractions made it a summer recreation destination for decades. Seaside Park has one of the most beautiful strips of sand along Long Island Sound. For years however, public access has been cut off from these fantastic recreational spaces—the bridge to Pleasure Beach was damaged and Seaside Park, while occasionally hosting events such as the "Gathering of the Vibes", is underutilized.

The Pequonnock River and Yellow Mill Pond have been lined with industrial uses which were dependent on the waterways for goods transportation. Now that many of these companies are gone and this use of the rivers is obsolete, it behooves Bridgeport to make these waterways a source of recreation to residents who, according to input at public meetings, feel they cannot access the water, even though they live within 50 yards of it.

Recreational uses are not only a nicety for residents; they spawn commercial venues and are a draw for residential development.

Key Projects:

Add Public Access Requirements to New Waterfront Zoning Regulations: Encourage the Master Planning committee to include public access requirements to the waterfront zoning code.

Add Public Access Requirements to Current Waterfront Development RFPs: Before the new zoning code can be authorized, or in case the final zoning regulations do not include this requirement, access requirements should be written into all current waterfront development RFPs.

STRATEGY: ENCOURAGE MIXED USE, RESIDENTIAL/COMMERCIAL/RECREATIONAL

As alluded to in the previous strategy, a mixed use waterfront is advantageous to everyone. Residential development will be attractive to new-comers only if there is a commercial infrastructure to support it. New businesses are more likely to locate somewhere with convenient access to workforce housing. Port industry workers will be thankful for the additional commercial amenities provided in tandem with a residential base.

Key Projects:

Bridgeport Landing/Steel Point: Redevelop 50+ acres into high density lifestyle center with commercial/retail/entertainment/residential, including transit streetcar feature.

60 Main Street/Remington Site: Developer to build 1200 residential units in a mixed use development including a marina and potential for a high speed ferry to midtown Manhattan.

STRATEGY: COMPLETE INTERMODAL TRANSPORTATION NETWORK

Location, location, location. Bridgeport is ideally situated to benefit from its proximity to New York City, Stamford and the suburban residential communities of the rest of Fairfield County. The MetroNorth and Amtrak lines already stop there. The bus HUB is expanding its parking facility. There is already a ferry service from Bridgeport to Port Jefferson on Long Island, it would not be out of the question to have a high speed ferry to Manhattan. Location is an asset to be capitalized upon and Bridgeport is well on its way. Completion of these projects is imperative to the economic life of the City.

Key Projects:

Intermodal Transportation HUB and Joint Development Opportunities: Enhance the intermodal transportation center in downtown, linking the Mechanics and Farmers site with the train station.

High Speed Ferry: Feasibility study positive for high speed ferry service from Bridgeport to Stamford & NYC. Pursue cost-benefit analysis.

GOAL 3: STRENGTHEN ECONOMIC COMPETITIVENESS: ATTRACT, CREATE & RETAIN JOBS FOR OUR RESIDENTS & NEWCOMERS

Bridgeport's ranking in the regional economy is at an all time low. While surrounding towns have capitalized on new industries and technologies, Bridgeport has languished. There are several major growth industries that Bridgeport is ripe for capturing as long as steps are taken now.

Existing industrial businesses are struggling with both physical and labor force constraints. Many remaining industrial buildings are not suited for modern manufacturing and vacant clean industrially zoned land is a rare commodity. These employers are struggling to find suitable replacements for a skilled labor force that is rapidly approaching retirement age. Finding suitable labor is not only affect the manufacturing industry; a regional assessment of workforce needs prepared by The Workplace, Inc. discovered that in every major industry sector on the Southwestern coast of Connecticut, employers are have difficulty finding applicants who have the technical skills required and, more distressingly, the basic work preparedness skills necessary to keep a job.

The declining tax base has led to declining infrastructure and a school system that has, up until recently, been unable to muster the resources to benefit the citizens of Bridgeport. Many things need to fall into place for Bridgeport to make its turnaround. The CEDS committee has chosen to focus upon the five key areas of investing in infrastructure, capturing regional growth industries, retaining existing businesses, building workforce preparedness and reclaiming brownfields sites.

STRATEGY: INVEST IN INFRASTRUCTURE

Infrastructure, be it transportation, utilities or communications, is the foundation for expanding old businesses, creating new and spawning residential development. Bridgeport has many locational and systemic advantages. Improving local and maintaining regional connectivity, improving utility services and laying the technological groundwork for new growth industries can only make Bridgeport better.

Key Projects:

Congress St Bridge: Repair Congress Street bridge to aid east-west access through the City.

Transit Connectivity: Reconfigure local bus lines to improve access between housing and existing centers of employment in the Valley, as well as connect the Downtown and Seaside Park.

STRATEGY: CAPTURE REGIONAL GROWTH INDUSTRIES

As seen in the market overview, Bridgeport has not fared well in capturing the new regional growth industries. Bridgeport has lost jobs in the sectors, such as finance and insurance and professional and business services, in which the other towns in Fairfield County have seen exponential increases. Policy decisions must be made that will aid in attracting industries with a strong future to Bridgeport.

Key Projects:

Encourage and Invest in the Office Sector: Redevelop AT&T buildings; zone Lafayette Boulevard to attract class A office; target small entrepreneurial firms such as tech, law, etc.

Encourage and Invest in Healthcare: Support expansions of St. Vincent's and Bridgeport hospitals as well as their corollary services.

STRATEGY: RETAIN EXISTING BUSINESSES

Existing businesses, whether new startups or older firms that have weathered the economic hard times of the past, need support. Industrial shops with smart-technologies want to expand but cannot find the space. Small businesses are struggling with the additional legal and contractual requirements caused by expansion. Minority firms are struggling with the bureaucracy of the MBE and DBE processes. The following projects were the highest rated in the effort to relieve the pressure on existing business owners.

Key Projects:

West End Industrial Corridor: Redevelop 12 acre State Street site with warehouses and alternative energy plant.

METAL: Support Connecticut's metal manufacturing

cluster.

Minority and Small Business: Encourage outreach and technical assistance for minority and small businesses in terms of legal and fiscal requirements of ownership. Leveling the field in competitive bidding for City Projects and the potential for a "Jobs Funnel" should be examined.

STRATEGY: BUILD WORKFORCE PREPAREDNESS THROUGH EDUCATION AND MANPOWER TRAINING PROGRAMS

Many of the industries which remain in Bridgeport require specialized technical training, computer skills not only for office jobs, but smart-technology industry as well. Employers throughout the region surveyed for a study by The Workplace, Inc., declared that finding new hires with the computer proficiency they require was very difficult. Even more disturbing, the employers agreed that even more endemic was the difficulty in finding recruits with basic workforce preparedness. This skill set includes having the ability to read and write, a basic level of customer services skills, and even a knowledge of workplace etiquette (e.g., proper behavior, being on time). These deficiencies are epidemic at all levels of educational attainment, effecting applicants from high school dropouts to college graduates throughout the region.

In order to better prepare the workforce, not only are specialized training classes required so new skilled workers may replace retirees, but the current education system must be reexamined. Bridgeport has begun to take these steps: industrial training programs and ESL courses are available and must continue to be supported. The City is also in the process of building 5 new elementary schools to improve the educational standards which have fallen behind.

Key Projects:

Upgrade K-12 School System throughout Bridgeport: Build resident workforce preparedness by investing in our children and taking part in the CT State Vanguard Schools initiative. To this end, the Bridgeport Regional Business Council, the K-12 Board of Education (BOE) and non-for-profit agencies hired an independent agent who has been working diligently since the beginning of 2007 to separate the BOE budget from the city. This will allow transparency in the BOE funds

and enable the city to acquire additional funding from the State for education.

Training Programs: Continue to invest in manpower training for existing sectors to fulfill expansion and retirement needs.

Coordinate with WIRED Regional Program: This newly awarded, \$5 million multi-year federal program takes a comprehensive approach to creating talent and training linkages between business, educational and funding sources throughout the region from Fairfield County, CT to Westchester, NY.

ESL/Literacy Training: Support better outreach of the existing ESL and literacy programs.

STRATEGY: RECLAIM BROWNFIELDS SITES

Brownfields are a major problem in Bridgeport—many of the old heavy industries left behind contaminated sites which require remediation before any further use can be made of them. Some 447 parcels consisting of 772 acres were identified as brownfields in 2005, there are most likely more but the number is unknown. Contamination limits development of all types, both industrial expansion as well as residential conversion. A comprehensive effort is required to assess and oversee cleanup so that the City may reclaim this valuable commodity.

How to go about financing the cleanup is another story. Bridgeport has recently received \$3,400,000 in EPA and EDA grants for clean-up, but this is a mere drop in the bucket given the City's heavy industrial history.

Pressure should be brought to bear on the corporations who created the pollution in the first place, and legislative actions such as FIN47 would require that businesses list their contaminated holdings on their balance sheets and clean them up to remove them. In Bridgeport, this legislation would backfire because the City itself has long since taken control of many of these sites—being required to list them on its balance sheet would be devastating to Bridgeport's bond rating. The projects underlying the strategy in the CEDS are a combination of administering the overall scope of the problem and cleaning up the sites for which there are currently resources.

Key Projects:

Seaview Avenue Industrial Park: This industrial park, encompassing land assembly, relocations, demolition, remediation, house removal, land sales is nearing completion. The new space is already leased. Expansion is required, perhaps through rehabilitation of older vacant space.

Lake Success Business Park: Support the continued clean-up and improved access to the privately-owned site for balanced open space and development.

Remediate and Redevelop on a Site by Site Basis: Assessment, remediation and redevelopment of sites in citywide brownfield inventory.

Hire A Full-Time Brownfields Coordinator: To date, no comprehensive survey has been completed, nor has a database of the status of these sites been maintained. The City Council has voted down the funding for a Brownfields administrator in the past and while the City has received more than \$3,400,000 in brownfields grants; the costs of cleanup for major sites such as Steel Point and Lake Success have left nothing for the administration and oversight of the remediation programs. Recent discussions have suggested expanding the role of this individual to include the coordination of all the "green" efforts of the City.

GOAL 4: BUILD STRONGER NEIGHBORHOODS: MAKE BRIDGEPORT A BETTER PLACE TO LIVE AND WORK

Improving the business climate and worker training will not be enough to make Bridgeport the city it can be. The City of Bridgeport is working to overcome the poor perceptions of the past, which have made the highest wage earners working in Bridgeport choose to live elsewhere. Bridgeport needs to become a place where people WANT to live. This means creating diverse housing options throughout the City; developing neighborhood commerce to include local convenience retail; encouraging personal involvement and investment in the community; and, enhancing community services to high standards for every neighborhood.

STRATEGY: ENCOURAGE HOUSING DIVERSITY THROUGHOUT BRIDGEPORT

Bridgeport has the lowest property values and the

highest mill rate in Fairfield County. The city's housing is primarily single family and 17.1 percent of units are classified as "affordable" by the State of Connecticut, meaning that they are accessible to households earning up to 80 percent of the county's median income, or costing less than \$900 per month for a 2-3 bedroom. The Buki study recommended a greater share of medium and high income housing in order to take up the fiscal slack.

It is not the intent to destroy the character of the neighborhoods, but to enhance it by encouraging a blend of affordable, workforce and upscale housing options of different densities throughout the City. By creating a more balanced mix, the City will be able to provide better services and hopefully, bring the mill rate more in line with the rest of the County.

Key Projects:

Columbia Towers: Two building conversion to market-rate and workforce housing in the East Side neighborhood.

Brewster Street Residential Development: Pursue market-rate proposal on environmentally challenged site in Black Rock.

800 Seaview: New construction of 54 owner occupied units in the East End neighborhood

Former Jefferson School: Renovate former South End school into 27 condos.

STRATEGY: DEVELOP NEIGHBORHOOD COMMERCE

Residents in all of the public meetings to date have bemoaned the lack of accessible neighborhood convenience retail. Many residents drive across city lines to shop in the mega-marts of Trumbull. Convenience retail is not only a nicety for current residents and a boon for new residential development, but these small businesses keep Bridgeport's income in Bridgeport.

Key Projects:

Retail Corridors and Restaurant Rows: Continue to support commercial development on East Main, State and Stratford Avenue Retail Corridors as well as the Black Rock and Madison Avenue Restaurant Rows.

These corridors act as transitions from the focused development of Downtown out through the residential neighborhoods, distributing revitalization throughout the community.

Expand Small Business' Access to Capital funds: Strengthen and support access to Community Capital and CEDF funds, including the newly announced \$4 million CEDF loan pool.

STRATEGY: PROVIDE EQUITABLE COMMUNITY SERVICES

Access to community services of all types is essential to strengthening a neighborhood. Projects under this strategy included everything from public library expansion to health care to better provision of emergency services. All of which make Bridgeport a better place to live.

Key Projects:

Hospital Improvements and Expansions: Support Bridgeport Hospital and St. Vincent's Medical Center in their improvement and expansion plans, especially those pertaining to neighborhood treatment centers and clinics.

New Public Facilities/Emergency Operations Center: create a centralized site to consolidate all DPF, Parks and EOC operations to improve efficiency in provision of services.

STRATEGY: ENCOURAGE COMMUNITY INVOLVEMENT IN PLANNING BRIDGEPORT'S FUTURE

Bridgeport has had a somewhat murky political history which has engendered a level of distrust and disconnect between residents and the City. This unfortunate circumstance has led to an overwhelming feeling that no resident can impact the decisions made at City Hall and thus, with a few notable exceptions, people have stopped trying. The more recent administrations have attempted to shatter the status quo in this instance, and create an atmosphere in which residents can inform the municipality about the path it should take.

While this is not a direct economic development strategy, the CEDS committee thinks that community involvement translates into community investment—a sound basis for the economic development of the City.

It is also the way to ensure that the City's past doesn't get lost in its future.

Key Projects:

Downtown Plan: Prioritize plan recommendations for implementation.

Master Plan: Coordinate CEDS recommendations with the current 10-year Master Plan process in order to ensure that where applicable, the recommendations become part of the legislative document.

CEDS MANAGEMENT AND PLANNING PROCESS

The CEDS committee consists of the following members, their place of business and the interest they represent:

Chair: Paul Timpanelli, Bridgeport Regional Business Council, Economic Development

Rina Bakalar, City of Bridgeport Central Grants Office, Municipal

Lori Baker, Washington Mutual Bank, Business

Peter Brestovan, People's Bank, Business

Joe Carbone, The Workplace, Inc., Community/Non-Profit Workforce Training (Tom Sobocinski, representative)

Rosa Correa, Bridgeport Housing Authority, Community/Business development-Non-Profit

Gregg Dancho, Connecticut's Beardsley Zoo, Business/Tourism Organization/Entertainment

Georgia Day, Rainy Fay Bookstore, Minority Business

John Dobos Jr., Southern Connecticut Gas Company, Utility

George Estrada, City of Bridgeport Public Facilities, Municipal

James Geraghty, Chase Manhattan Bank, Business

Nancy Hadley, City of Bridgeport Office of Planning and Economic Development, Municipal

Adrienne Houel, The Warrenton Network, Minority Business

Kathleen Hunter, City of Bridgeport Department of Housing and Community Development, Municipal

Alanna Kabel, City of Bridgeport Department of Housing and Community Development, Municipal

Philip Kuchma, Kuchma Corporation, Business
Edward Lavernoch, City of Bridgeport Office of Planning and Economic Development, Municipal

Kris Lorch, Alloy Engineering Company, Inc., Business

Millie Maldonado, Spanish Merchants Association, Hispanic Business Community

Hugh McCann, Jr., Identification Products Corporation, Industry

Richard McHugh, City of Bridgeport Economic Development Office, Municipal

Karen McIntosh, McGiveny Community Center, Community Organization

Ted Meekins, East End Community Council, Community Organization

Kevin Nunn, BEREC, Economic Development Organization- Non-Profit Business Retention/Recruitment

Joseph Riccio, Bridgeport Port Authority, Public leadership- Port Authority (Martha Klimas, representative)

Ann Robinson, Community Capital, Business Development/Non Profit

Humberto (Burt) Sacco, Jr., TPA Design Group, Business

Robert Schneider, Jimmy's Army & Navy Store, Business

Robert Thornton, Housatonic Community College, Education Organization-Regional Business Association

James Wang, Greater Bridgeport Regional Planning Agency, Regional Planning Agency

Brian Williams, City of Bridgeport Chief Administrative Officer's Office, Municipal

Meetings were also attended by Lynn Haig of Bridgeport OPED in her role as CEDS/Master Plan Project Manager.

A total of eight CEDS Strategy Committee meetings were between January 11th and April 12th 2007. The choice was made NOT to have subcommittees because in the past, this has led to areas of expertise for groups of people, but a lack of knowledge on the "big picture" or how each sub-category effected and affected the others.

At each of these meetings, discussion was informed by presentations prepared by experts in their fields, including:

Regina Armstrong, Urbanomics, Bridgeport's Economic Development Consultant

Charles Buki, Charles Buki & Associates, Bridgeport's Housing Consultant

Dr. Fred Carstensen, Connecticut Center for
Economic Analysis, Consultant on
Regional Economics
Frank Fish, BFJ Planning, Bridgeport's
Consultant for the Master Plan Process
Jo Shute, The Workplace, Inc., Regional
Workforce Specialist

In an effort to ensure a full knowledge base for comprehensive economic development, CEDS Strategy Committee members also attended the public meetings for the Master Plan and Downtown Plan process, including seminars and workshops on Downtown, Neighborhoods, Infrastructure, Housing, Land Use and Zoning, Open Space and, of course, CEDS. Many served as facilitators for group discussions at each of the public workshops and three Committee members also served on the Master Plan Steering Committee: Dr. Georgia Day, Kris Lorch and Millie Maldonado. Committee members also took part in NRZ plans and the corollary discussions on establishing Neighborhood Indicators to monitor the comparative social and economic health of the neighborhoods.

PUBLIC OUTREACH

Public opinion and outreach are key to a successful CEDS. Local stakeholders have insight into the real needs of the City's business owners and residents. To this end, public opinion has been solicited not only from the stakeholders who have taken part in the CEDS committee, but also through website (www.bridgeportmasterplan.com/ceds.htm) dissemination of documents pertaining to the process, as well as public presentations.

The CEDS effort has been concurrent with the preparation of the City's Master Plan of Conservation and Development and has also followed on the heels of several NRZ plans and the Downtown Strategy previously mentioned. An economic development strategy cannot be successful without taking other events into consideration, thus the economic development related components of all of these efforts have been incorporated into the CEDS plan.

The kick off meeting for the Master Plan of Conservation and Development presented an overview of that process and its components, one of which was

economic development. After the presentation, the public split into groups to discuss topics of interest. The Economic Development tables had roughly 40 residents and business people who discussed at length the economic development needs of Bridgeport as guided by topic questions provided by the consultants. Discussant tables were provided with large City maps and markers and were encouraged to utilize these tools to illustrate and facilitate the conversation. The consultants preparing the CEDS were observers at the tables and incorporated these notes into the original goals and strategies to be vetted by the CEDS committee.



The first CEDS-only presentation was held at the Ralphola Taylor Center on March 15, 2007, at which time an overview of the economic conditions of the City in a regional context were presented and attendees were then asked to split up into groups covering each of the four basic Goals to discuss strengths, weaknesses, opportunities and challenges and come up with strategies and projects they would like to see completed. (The full notes on this event are included as Appendix B.)



Master Plan seminars and public opinion sessions have been held on other topics relevant to the overall Goals and Strategies of the CEDS, including Housing, Infrastructure, Neighborhoods and the Downtown. The input gathered from these meetings has also been incorporated into the CEDS process.

A meeting was held with the stakeholders involved in preparing the NRZ Plans throughout the City regarding a method for tracking the evolution of the different neighborhoods of the City via a series of economic (via the CEDS) and social (via the Master Plan) indicators. Recommendations in each of the completed NRZ plans have been incorporated in the CEDS strategies.

The completed draft CEDS document was presented to the public on May 24th, 2007. This seminar initiated the 30 day public comment period before the CEDS is presented to the EDA. Comments received during the review period will be incorporated into the document or responded to in Appendix C.



The Draft CEDS was also posted on the Bridgeport Master Plan Website:

www.bridgeportmasterplan.com/docs/ceds/draft_ceds.pdf

Additionally, an email link for comments was established: ceds@bridgeportmasterplan.com.

APPENDIX A: METHODOLOGY FOR RANKING PROJECTS AND COMPLETE LISTING OF PROJECTS BY RANK

Each CEDS Committee member was asked to fill out a balanced scorecard for each of the projects listed under each Goal and Strategy. The results of the individual scorecards were tallied and averaged to ascertain the overall project ranking. What follows is the methodology of the Balanced Scorecard and the final list of Projects considered and supported by the CEDS Committee including a brief description, ranking, average score and the standard deviation in member response scoring.

METHODOLOGY FOR THE BALANCED SCORECARD

Incorporated into the Bridgeport CEDS process several years ago, the Balanced Scorecard is a method developed by two Harvard social scientists in the early 1990s for rating the economic importance of a project or policy that. The Balanced Scorecard Institute of Washington, D.C. currently promotes the method to both community and business ventures. Using this method, each project is rated by Strategic Importance (Financial, Customer and Internal impacts) and Project Importance (Project Impact, Project Implementation and Management Capacity).

STRATEGIC IMPORTANCE: Relates the project to the overall goals of the CEDS plan

Financial: Criteria pertaining to the fiscal bottom line

- Grows the Tax Base
- Effective use of Public Resources

Customer: Criteria pertaining to marketability

- Improves Bridgeport's Image and Reputation
- Creates Economic Multipliers
- Create/Retain Jobs that Develop Workforce
- Enhance Quality of Life

Internal: Criteria matching stated CEDS goals and

strategies

- Make Downtown the Foundation for Growth
- Build Workforce Preparedness
- Support Industries to Remain in/Relocate to Bridgeport
- Value the Waterfront and Other Assets
- Develop Neighborhood Commerce
- Transportation/Infrastructure Investment
- Increase Housing Opportunities.

PROJECT IMPORTANCE: Relates the project to potential for completion of individual projects

Project Impacts: Scores pertaining to final benefits of project to the City

- Will create or retain jobs
- Will create tax revenues/PILOT Payments/lease revenues
- Will leverage private sector investment
- Facilitates development of Clusters, Targeted Industries, Downtown or Neighborhoods

Project Implementation: Scores pertaining to the timeliness/reality of physical completion

- Project Status
- Market Feasibility
- Site Control
- Financial Viability
- Time required for implementation

Management: Scores based upon the financial status of the project developer.

- Entities responsible for implementation have been identified
- Rating of financial condition of entities responsible

The scorecard process is not only a good way to establish the importance of a project, but also a good method for evaluating the progress a project has made for the subsequent CEDS Annual Evaluation reports.

2007-2012 CEDS STRATEGIES & PROJECTS: Rankings by Committee
GOAL 1: Increase the Tax Base: Make Downtown the Foundation for Growth

Strategy	Project	Activity	Rank	Average Score	Standard Deviation
Encourage In-fill & High-rise Development in CBD	Pequonock Site	Developers propose office/housing/parking development; short term parking usage	1	87.2	17.2
Preserve Historic Structures by Adaptive Reuse	Downtown North	Adaptive Re-use of existing buildings for commercial/residential.	2	82.7	16.3
Build on Existing CBD Business Clusters (Civic, Sports/Recreation, Nightlife, Education, Transportation, Judicial) & Reduce Tax Exempt Properties	Housatonic Community College Expansion	Addition of 170,000sf to HCC's CBD facilities. Support additional expansion/community partnering.	3	80.9	23.7
Encourage In-fill & High-rise Development in CBD	Lafayette Square Apartments	Mixed use building	4	79.8	25.9
Encourage In-fill & High-rise Development in CBD	881 Lafayette	Conversion of office space into luxury condominiums	5	74.8	26.1
Preserve Historic Structures by Adaptive Reuse	Adaptive Reuse Plans	Retrofit historic structures & old industrial buildings for residential development downtown, including live/work lofts. Convert obsolete housing stock near downtown into lofts, condos & rental apartments.	6	72.5	24.3
Encourage In-fill & High-rise Development in CBD	Congress Plaza Urban Renewal Sites	Restoration of Majestic & Palace Theaters; explore magnet high school for arts; attract private development	7	67.1	26.0
Encourage In-fill & High-rise Development in CBD	County's Site	12-Story Office Building being converted into residential units.	8	64.2	32.3
Prepare for & encourage Class A Office space	Preserve Lafayette Avenue as an Office Corridor	Give Office uses preference on Lafayette Avenue over other commercial uses	9	56.2	32.5
Prepare for & encourage Class A Office space	Physical Streetscapes & Gateway Improvements	Maintain existing; assess additional improvements & funding sources.	10	50.9	32.4
Build on Existing CBD Business Clusters (Civic, Sports/Recreation, Nightlife, Education, Transportation, Judicial) & Reduce Tax Exempt Properties	Congress Plaza/Golden Hill Government Center	Building new Superior Court. Build on 3 existing courts and new juvenile facility.	11	44.1	25.8
Preserve Historic Structures by Adaptive Reuse	Façade Program	Create a program to help new businesses retain, existing businesses maintain facades of historic buildings.	12	41.5	31.1
Build on Existing CBD Business Clusters (Civic, Sports/Recreation, Nightlife, Education, Transportation, Judicial) & Reduce Tax Exempt Properties	Consolidate Governmental Uses w/ Shared Parking and TOD incentives	Encourage government agencies to consolidate office space in order to return properties to the tax roles	13	40.4	28.0
Preserve Historic Structures by Adaptive Reuse	Design Review	Require renovations comply with/maintain the characteristics of the downtown.	14	40.0	30.5
Preserve Historic Structures by Adaptive Reuse	Transfer of Development Rights	Allow transfer of development rights so it will be worthwhile for owners to maintain their historic buildings.	15	33.4	23.7

2007-2012 CEDS STRATEGIES & PROJECTS: Rankings by Committee
GOAL 2: Make Better Use of Our Assets: Value our Waterfront, Industrial Heritage and Location

Strategy	Project	Activity	Rank	Average Score	Standard Deviation
Encourage Mixed Use: Residential/Commercial/R ecreational	Bridgeport Landing Steel Point	Redevelop 45+ acres into high intensity lifestyle center with commercial/ retail/entertainment/residential, including transit streetcar feature.	1	103.3	6.9
Support Deep Water Port Uses that are Environmentally Sound	Derecktor Shipyards	Planning 3rd Expansion with 105,000sf of fabrication and storage buildings 2000 sf bulkheads	2	88.0	25.0
Complete Intermodal Transportation Network	Intermodal Transportation HUB and Joint Development Opportunities	Develop intermodal transportation center in downtown.	3	87.2	17.0
Encourage Mixed Use: Residential/Commercial/R ecreational	60 Main Street (Remington) Site	Developer to build residential tower.	4	83.1	15.4
Support Deep Water Port Uses that are Environmentally Sound	BRMC Containers	Provide service to transport goods from NY/NJ port via barge; off-loaded at port	5	68.7	31.9
Encourage Mixed Use: Residential/Commercial/R ecreational	Captain's Cove	Mixed use waterfront venue	6	62.9	10.4
Support Deep Water Port Uses that are Environmentally Sound	Marina Development	Ensure working marina stays in Bridgeport	7	60.5	26.7
Complete Intermodal Transportation Network	High Speed Ferry	Route/Service Feasibility study completed. Positive for service from Bridgeport to Stamford & NYC	8	60.2	29.6
Encourage Mixed Use: Residential/Commercial/R ecreational	Pequonnock Riverfront	Plans complete; assess development options & opportunities	9	59.5	31.5
Complete Intermodal Transportation Network	Walkway Connecting Ferry Landing to Sports Complex	Port Authority Ferry Complex Plan continued improvement	10	55.0	31.5
Encourage Mixed Use: Residential/Commercial/R ecreational	Seaside Landfill	Seek mixed use development for landfill site	11	52.5	10.9

**2007-2012 CEDS STRATEGIES & PROJECTS: Rankings by Committee
GOAL 2: Make Better Use of Our Assets: Value our Waterfront, Industrial Heritage and Location**

Strategy	Project	Activity	Rank	Average Score	Standard Deviation
Support Deep Water Port Uses that are Environmentally Sound	Fish Farming	Encourage further development of local fishing/lobstering/clamming industry connected to Black Rock at the Aquaculture School	12	52.2	34.6
Complete Intermodal Transportation Network	Trolley Access	From Steel Point to Intermodal Center, South to Seaside Park & 60 Main St.	13	46.2	29.4
Improve Public Access to and Recreational Use of Waterfront	Add Public Access Requirements to New Waterfront Zoning Regulations	move that public access requirements be written into new zoning code update	14	45.6	30.9
Improve Public Access to and Recreational Use of Waterfront	Public Access Requirements in New Waterfront Developments	New RFPs should require public water access to be incorporated in private development plans	15	43.1	27.6
Encourage Mixed Use: Residential/Commercial/Recreational	Downtown Waterfront Development Site	4-acre City-owned site for development; north of Stratford Ave	16	42.0	26.1
Improve Public Access to and Recreational Use of Waterfront	Dredge Channel & Black Rock Harbor	ACE to test uses of contaminated dredge; dredge 5000 cf; anticipate work on shoal in harbor; prepare plan for development options	17	38.9	36.3
Improve Public Access to and Recreational Use of Waterfront	Pleasure Beach	Seek bridge replacement alternative; feasibility planning of ferry service	18	36.3	28.5
Improve Public Access to and Recreational Use of Waterfront	Rails to Trails Program along Pequonnock River	Seek funding to participate in federally planned Rails to Trails program	19	32.7	26.3
Improve Public Access to and Recreational Use of Waterfront	Pequonnock River Boat Houses	Support rowing facilities on the Pequonnock River	20	29.7	16.8
Improve Public Access to and Recreational Use of Waterfront	Transfer Ownership of Pleasure Beach to U.S. Fish & Wildlife	Reserve Beach Use	21	23.6	14.5

2007-2012 CEDS STRATEGIES & PROJECTS: Rankings by Committee
GOAL 3: Strengthen Economic Competitiveness: Attract, create & retain jobs for our residents & newcomers

Strategy	Project	Activity	Rank	Average Score	Standard Deviation
Retain Existing Businesses	West End Industrial Corridor	Redevelop 12 acre State Street site with warehouses, alternative energy plant	1	88.5	18.5
Reclaim Brownfields Sites	Seaview Avenue Industrial Park	Land assembly, relocation, demolition, remediation, house removal, land sales, final site work. Needs to be expanded.	2	85.3	26.0
Retain Existing Businesses	METAL	State's metal manufacturing cluster.	3	79.1	24.4
Build Workforce Preparedness through Education & Manpower Training Programs	Upgrade K-12 School System throughout Bridgeport	Build resident workforce preparedness by investing in our children. Take part in CT State Vanguard Schools Initiative.	4	78.0	25.3
Reclaim Brownfields Sites	Lake Success Business Park	Support privately owned, cleaned-up and improved access for balanced open space and development	5	76.3	28.8
Build Workforce Preparedness through Education & Manpower Training Programs	Training Programs	Continue to invest in manpower training for existing sectors to fulfill expansion and retirement needs	6	76.3	24.1
Invest in Infrastructure	Congress St. Bridge	Repair Congress St Bridge	7	74.6	25.0
Build Workforce Preparedness through Education & Manpower Training Programs	Coordinate with WIRED Regional Program	Regional Federal Program takes a comprehensive approach to creating talent and training linkages between business, educational and funding sources.	8	74.0	32.0
Reclaim Brownfields Sites	Remediate and redevelop on a site by site basis.	Assessment, remediation & redevelopment of sites in citywide brownfield inventory.	9	72.0	29.4
Build Workforce Preparedness through Education & Manpower Training Programs	ESL/Literacy Training	Support better outreach of the existing HCC ESL programs	10	71.3	21.1
Invest in Infrastructure	Transit Connectivity	Improve bus service between housing and jobs	11	70.1	20.0
Retain Existing Businesses	Minority and Small Business	Outreach and training for minority and small businesses	12	69.3	26.0
Invest in Infrastructure	Support the wiring of Downtown for Hi-Speed Access/WiFi	Keep service providers informed of new developments.	13	68.6	34.6
Invest in Infrastructure	Seaview Avenue Transitway	Improve Seaview Avenue for Better Transit and Transportation Access through corridor	14	67.9	30.2

2007-2012 CEDS STRATEGIES & PROJECTS: Rankings by Committee
GOAL 3: Strengthen Economic Competitiveness: Attract, create & retain jobs for our residents & newcomers

Strategy	Project	Activity	Rank	Average Score	Standard Deviation
Build Workforce Preparedness through Education & Manpower Training Programs	Higher Education & Model School	Support partnerships between business and the University of Bridgeport, HCC and the University of Fairfield including projects such as the development of a model/charter school.	15	67.7	28.4
Capture Regional Growth Industries	Encourage and Invest in Office Sector	AT&T Building	16	66.4	18.1
Reclaim Brownfields Sites	GE Plant	Cleanups yet to be funded. Seek legislation to enable more ready cleanup.	17	65.7	32.9
Retain Existing Businesses	Adaptive Reuse for Small Business & Creative Incubator Space	Encourage adaptive reuse of industrial space: on East Side, RemGrit complex & 1558 Barnum Avenue; in East End, the Bridgeport Innovation Center; in West End, Cherry Avenue site, Hubbell complex, 110 Mountain Grove; Remington Arms, and American Fabrics .	18	65.3	23.7
Capture Regional Growth Industries	Encourage and Invest in Healthcare	Hospital Expansions	19	65.0	28.2
Reclaim Brownfields Sites	RemGrit	Cleanups yet to be funded. Seek legislation to enable more ready cleanup.	20	64.9	21.9
Reclaim Brownfields Sites	Hire a Full-time Brownfields Coordinator	Hire by the City or apply to EPA to have one of their contracted remediation experts fill the position on EPA budget.	21	64.0	29.1
Reclaim Brownfields Sites	Bridgeport Brass	Cleanups yet to be funded. Seek legislation to enable more ready cleanup.	22	63.5	23.1
Capture Regional Growth Industries	Encourage and Invest in Green Energy Industries	Fuel Cells & Plasma Torches	23	61.6	31.9
Invest in Infrastructure	Railroad Viaduct	Examples: Crescent Ave, Seaview, Fairfield and Park	24	60.4	34.8
Capture Regional Growth Industries	Encourage and Invest in Arts & Entertainment	Support Marketing and Access to Venues	25	60.2	23.3
Invest in Infrastructure	Separate Sewer Systems	Separate Storm Sewer from Wastewater Sewer System to Increase capacity and prevent flooding	26	58.5	31.3

2007-2012 CEDS STRATEGIES & PROJECTS: Rankings by Committee
GOAL 3: Strengthen Economic Competitiveness: Attract, create & retain jobs for our residents & newcomers

Strategy	Project	Activity	Rank	Average Score	Standard Deviation
Capture Regional Growth Industries	Create new business incubators	Seek new growth in commercial, high-tech, small business & service sectors by capturing regional activities	27	57.9	22.2
Capture Regional Growth Industries	Encourage and Invest in Tourism	Take advantage of existing draws such as the Barnum Museum, Arena and Zoo through cross-promotional activities and transportation links	28	57.3	23.9
Invest in Infrastructure	Sikorsky Memorial Airport improvements	New 15-bay aircraft hangar and implementation of runway safety improvements	29	54.5	31.9
Invest in Infrastructure	Bridge improvements	various: Brewster St; Cleveland Ave	30	49.1	31.6
Invest in Infrastructure	Flood Control Projects	Ox Brook; North East Corner; Lake Forest Dam	31	47.6	33.3
Invest in Infrastructure	Road improvements	various: US Route 1; SR 130 Fairfield Ave; traffic control devices	32	46.3	27.4
Capture Regional Growth Industries	Attract and promote senior living	various: The Watermark at 3030 Park Avenue	33	46.1	19.1
Invest in Infrastructure	Proposed 2nd train station	Barnum and Seaview	34	42.0	25.6

2007-2012 CEDS STRATEGIES & PROJECTS: Rankings by Committee
GOAL 4: Build Stronger Neighborhoods: Make Bridgeport a Better Place to Live and Work

Strategy	Project	Activity	Rank	Average Score	Standard Deviation
Encourage Housing Diversity throughout Bridgeport	Columbia Towers	2 building conversion to market-rate and workforce housing	1	79.6	23.1
Encourage Housing Diversity throughout Bridgeport	Brewster Street Residential Development	Pursue market-rate proposal on environmentally challenged site	2	78.8	16.2
Encourage Housing Diversity throughout Bridgeport	800 Seaview	New construction of 54 owner units at 800 Seaview	3	76.7	28.8
Encourage Housing Diversity throughout Bridgeport	Former Jefferson School	Renovation of former school into 27 condos	4	75.3	18.8
Encourage Community Involvement in Planning Bridgeport's Future	Downtown Plan	Prioritize plan recommendations for implementation	5	74.7	20.9
Develop Neighborhood Commerce	East Main, State Streets & Stratford Avenue Retail Corridors and Black Rock & Madison Avenue Restaurant Rows	Continue to support Commercial development on these streets	6	73.3	27.3
Provide Equitable Community Services	Hospital improvements and expansions	Bridgeport Hospital and St. Vincent's Medical Center	7	72.2	29.7
Encourage Community Involvement in Planning Bridgeport's Future	Master Plan	Coordinate recommendations with the current 10-year master planning process	8	72.0	16.7
Develop Neighborhood Commerce	Expand Small Business' Access to Capital Funds	Strengthen and support access to Community Capital and CEDF funds.	9	70.6	28.8
Encourage Housing Diversity throughout Bridgeport	Reservoir/Yaremich	City-owned site; developer selected through RFP	10	70.0	21.3
Encourage Housing Diversity throughout Bridgeport	Rezone Abandoned Parcels	Rezone significant tracts of vacant industrial land to support new residential & mixed use construction.	11	67.3	23.8
Encourage Housing Diversity throughout Bridgeport	Riverbank Landing	Private development of 56 luxury condos along Ash Creek	12	66.0	23.7
Develop Neighborhood Commerce	Expand Entertainment and Arts District Venues	Support and improve public access to and marketing of venues	13	63.5	29.1
Encourage Housing Diversity throughout Bridgeport	Adaptive Reuse	various: Ostermoor mattress factory	14	63.0	27.5
Encourage Housing Diversity throughout Bridgeport	Encourage Owner-occupancy	Continue supporting existing home ownership programs, explore potential new programs	15	62.8	27.1
Encourage Housing Diversity throughout Bridgeport	Soundgate	private development of luxury condo tower at Seaside Park	16	60.4	23.3
Develop Neighborhood Commerce	Site and Zoning Review	Identify sites suitable for convenience retail in under-served neighborhoods.	17	58.9	31.2

2007-2012 CEDS STRATEGIES & PROJECTS: Rankings by Committee
GOAL 4: Build Stronger Neighborhoods: Make Bridgeport a Better Place to Live and Work

Strategy	Project	Activity	Rank	Average Score	Standard Deviation
Encourage Community Involvement in Planning Bridgeport's Future	Neighborhood NRZ Plans	Continue partnership with LISC to strengthen & build new neighborhood groups	18	57.3	22.8
Provide Equitable Community Services	New Public Facilities/Emergency Operations Center	Build centralized site to consolidate all DPF, Parks and EOC operations	19	55.9	25.8
Develop Neighborhood Commerce	Black Rock Bank & Trust	Support the sale for conversion to retail/commercial use in accordance with the existing RFP	20	54.4	21.8
Encourage Housing Diversity throughout Bridgeport	Implement Housing Options Policy	Create balanced mixed income neighborhoods	21	54.4	27.8
Encourage Community Involvement in Planning Bridgeport's Future	Johnson's Creek Residential	Seek residential and health related services on an environmentally challenged site.	22	52.8	24.7
Provide Equitable Community Services	Black Rock Library	4000 sf addition; installation of handicap accessible elevator	23	51.6	28.5
Provide Equitable Community Services	New Health & Social Services Building	New administrative complex and clinics to combine all operations	24	51.2	27.4
Provide Equitable Community Services	Park Improvements	Seaside and Veteran's Memorial Parks	25	49.8	18.1
Provide Equitable Community Services	Develop Community Indicators and utilize to allocate resources	Address health care, education, housing, welfare & safety issues at neighborhood level to enhance city's desirability.	26	48.0	27.2
Develop Neighborhood Commerce	Streetscape Improvements	Support DSSD plan re: curbing and landscaping of areas such as East Main St, East End, Madison, Westmore	27	45.1	21.5
Provide Equitable Community Services	City/Non-profit Partnerships	Consider affiliations with nonprofit organizations, making city-owned or -controlled property available to them for housing, youth development and support services for families.	28	38.7	19.5

CEDS PUBLIC MEETING

RALPHOLA TAYLOR CENTER, EAST END NEIGHBORHOOD
MARCH 15, 2007

Paul Timpanelli welcomed the crowd of 36 and introduced the CEDS and Master Plan projects. Mayor John Fabrizi made an appearance at the meeting to add his welcome.

Regina Armstrong of Urbanomics gave a powerpoint presentation of an economic and demographic overview of the economy in order for the participants to see predominant market characteristics in Bridgeport as well as how the City compares to other towns in Fairfield County.

Several questions were raised:

Vacant Land is an issue:

How much vacant property is City-owned vs. Privately owned?

How many properties which previously had residential uses are too small to comply with current zoning requirements?

Future Jobs/Workforce Development: Growth industries in Bridgeport (health) are tax exempt. Will expanding in those sectors really help the City?

Brownfields: How to create a database? How to take care of them? (Melissa said Trenton had their own borrowed employee from EPA who was assigned to them for 3 years to help with tracking, remediation and sales.)

A coffee break followed and then the participants divided into 4 CEDS Strategy topic tables for discussion. The tables were:

Value the Waterfront
Improve Economic Competitiveness
Put the Downtown First
Strengthen our Diverse Neighborhoods

Each table included a CEDS Committee Member



who acted as a facilitator and a “scribe” who volunteered from the group to take notes on the discussion and then report on the tables’ conclusions at the end of the meeting. Tables were provided with questions on each topic to stimulate and guide the discussion, however participants were encouraged to provide their own ideas as well.

Each table’s discussion was facilitated by members of the CEDS Committee. At the end of the discussion period, a scribe or reporter from each table presented to the larger group the highlights and conclusions of that topic table’s discussion.

Summary of Table Presentations

The presentation content as garnered from BfJ and Urbanomics Staff notes is followed by the written notes of the presenters. As always when using participants as the presenters/scribes, the level of detail varies, however, it has been found that using participants helps stimulate and keep the interest of all the persons in the group.

Downtown

Table notes as transcribed below were so complete, inclusion of staff summary was not necessary.

Downtown Table Notes taken by Marie Dallas:

Before the group began its discussion of the suggested topics, it addressed the issue of parking downtown, and particularly the issues visitors to the

Arena have experienced with parking. The Group was surprised to learn that there are 11,500 off-street parking spaces in the downtown. Everyone at the table agreed that the problem was poor signage and traffic management. It was noted that traffic should be encouraged to exit the highway at more than one exit, and that cars should be directed to the many parking garages downtown. This would also encourage foot traffic in the downtown.

Another measure would be to post parking information on the Arena and Ballpark's websites, and to distribute this information to visitor to the venues. The group was asked to consider whether or not the downtown should be the main focus of the city's economic development and revitalization efforts. Everyone at the table agreed that it should. It was felt that once the residential is built, retail would follow, as the residents would demand amenities. If the downtown became a cultural center for the region, this prosperity would positively affect the entire city, and the revitalization would spread to the neighborhoods

be undertaken concurrently. It was noted that there are already several entertainment venues, and that no doubt more restaurants would follow as the downtown population increased.

The group noted that streetscapes were an important part of the downtown revitalization. They felt that design review was vital, and that regulations should be built into the zoning regulations to ensure that the downtown streets walls were attractive and pedestrian friendly. Two areas that were noted were setbacks (which would open the possibility of sidewalk cafes, etc.), and lighted storefronts twenty-four hours a day, both for safety and to provide an attraction for pedestrians. The group felt that monies should be made available for education, outreach and implementation of these concepts.

The table also discussed a trolley, but there were mixed opinions as to its value, given that the downtown is so small, and the objective is to get pedestrians on the street. However, it was noted that, as of now, visitors to the Arena and Ballpark do not visit the downtown; a trolley might encourage them to do so. The financial feasibility was discussed, as well as the possibility of free trolley service.

The third question dealt with the Pequonnock site, which is currently being used as atgrade parking for the Arena and Ballpark. Initially, some at the table felt that it was important that the sites remain as they are. However, Mr. Nunn, President of BEREC, which has been asked by the city to issue an RFP for the site, explained the city's concept for the development, which comprises over a million square feet of space. It is to be developed as a mixed use, high energy development that includes residential, retail and entertainment space. The sites proximity to the downtown, the Arena and Ballpark, the Intermodal and the highway give it the potential to provide a vibrant, life-infusing urban center. The participants at the round table discussion saw the value of such a development for



Question two asked the group to prioritize strategies for the downtown revitalization, including adaptive reuse of old buildings as live/work space, developing office space, and creating and renovating retail and entertainment venues. The group agreed that adaptive reuse and developing retail were the first priorities and must

the city, and agreed that it was a better use of the site, always providing that parking and access issues were addressed.

Question four asked if there should be a limit as to the amount of housing that should be allowed downtown. The round table participants felt that the city should build as much housing as it could; an ideal critical mass downtown would be 8,000-10,000. However the group agreed with the concept contained in the proposed downtown plan, which would discourage residential development on Lafayette Boulevard so that, in the future, it could be developed as office space, similar to what has been done in Stamford. The group believed that, once there are residents downtown, office users would relocate to Bridgeport to take advantage of the available workforce

The last question the group had time to address was the value of maintaining Bridgeport's historic buildings. Everyone at the table agreed that this should be a priority.

Staff additional notes:

One of the key issues for the discussion was that the City is not taking advantage of the existing venues in the downtown. Directions and signage to parking, making the gateways to the City attractive and having traffic police who are able to direct cars to parking would all be great strides. Parking further out from the venues with a convenience shuttle that would enable visitors to stop off along the way would be incredibly helpful. A shuttle running from the Barnum Museum to the Zoo from the ferry and train station would also be a boon to tourism.

Throughout the downtown they'd like to see commercial ground floors with residential on top— all the amenities all in one place make living downtown worthwhile.

Waterfront

Unanimous: waterfront not being used to highest potential; no more industry or factories on the

waterfront; mixed-use land use is more desirable; there is a place for water-related activities like the port functions, but also waterfront should have restaurants, possible chandlery for 90' boats (nothing between Old Saybrook and Rye). Later is not appropriate for Captains Cove because of sewer outflow; probably should be at Steel Point – requires local shopping/yacht refit Roundtable liked idea of ferry shuttle to Pleasure Beach and elsewhere in the harbor; also Family entertainment center on Peq Riv gravel pile site See need to better control existing land uses; e.g., O&G on Seaview Avenue Waterfront should have boardwalk for riverfront activity and public access; neighborhood folks want to walk by the water, not just see it; in general, need more recreational uses and parkland; Re port uses, development should be upward, not outward, do not expand the footprint or port boundaries. Relationship to Downtown: Make the waterfront an integral part of the downtown by commuter transportation (trolley & ferries), corporate & professional offices, a trolley system linkage Steel Point: would like to see cruise shipping and ferry transportation Waterfront Priorities: Steel Point #1, High speed ferry #2, Luxury condos #3, industrial #4, recreational uses #5. Linkage referred to in Q.6, = very important

Regarding housing policy for the waterfront: NO AFFORDABLE HOUSING



Waterfront Table Notes Taken

Clams, oysters, lobsters (3 fish farms)

Manufacturing 7-8 new manufacturing companies of last 7-8 years

Bridgeport Innovation Center

Tourism – not strong

Education organizations

Regional services (tank farms, hospitals)

What uses should be on the Waterfront:

6 areas qualify for waterfront uses

Highrise up to 50 stories – mixed use

Commuters going into Stamford

High speed ferry to Stamford and New York

Water dependent users: shipyard, tank yards, powerplants, etc.

- Steel Point east
- Maybe the dump becomes a golf course
- Area behind Seaside Park Residential
- O&G site should be a family entertainment center
- Theater, skating, recreation, bowling alley
- Fairfield University Boat House – crew competitions
- Footbridge to Pleasure Beach, no motor access. Perhaps a ferry to go across? Footbridge needs to open to let boats through.

• Cruise ships in deep water port

• Juvenile center over train station

• Need cleanup money.

Black Rock won't go for high rises on waterfront blocking water views for existing residents.

Waterfront access for residents is key to any project Tie Steel Point to train station to downtown ferry or trolley system.

Active recreation and connections need a commercial base so it can be financially sustainable.

Do not want to eliminate fare trade/enterprise zone

Brownfields are the major development sites

What about pollution from industry into the water

Economic Competitiveness

Economic Competitiveness

How to deal with declining median income:

Focus on the kind of businesses developed in Bpt

Make them connect with the educational system

Bpt has lost business expertise – residents want

their kids trained in the most highly developed areas

Brownfields:

A potential space to develop a competitive edge; should we let the City bring them back, or wait for developers; Grants are needed. 160 acres have been cleaned; still have 250 brownfield acres to clean. CT has spent more money on brownfield reclamation in Bpt than elsewhere

Legislature considering a bill on brownfields; implications for GE, Remington sites, Lake Success & Seaview Avenue

We have enough light industrial; need to empty light industrial zoning and rezone to encourage other activities;

Vacant industrial spaces (15+ years) should be rezoned to surrounding use

Workforce training & office development

Need good public education connected with growing business sectors; need to correct education to bring high growth jobs like finance & insurance

Also, Class A office space and attractive residential development would attract these jobs



Fiber Optic – see www.coastalfairfieldcounty.com, go to WIFI, Bpt (10-15% of teardrop is wireless) Workforce training should be directly connected to business needs Invest in small and minority business enterprises to create growth from within

Economic Competitiveness Table Notes

Difficult to bring in New Business with the same number of manufacturers as 30 years ago.

300 manufacturers, with a number looking for space. Tax credits for brownfields less stringent clean up requirements.

FIRE sector declined in Bridgeport, banks went under.

Training hub

Education

Reading Programs

Clean up (like Baltimore)

RFO to develop 3 lots

City needs to go all the way with assessment

Largest investment that they

Rezoning banks of Pequonnac River

Grant-ledc@G

City gets grants

Most brownfields cleanup in State

Business comes in – training = jobs

Environment and set aside

Change corridor

Prepared for jobs

Critical thinking skills

El Paso Region HS – trades mold with employers

We don't have business comm.

RANKS:

Training/Education

Business

Housing

Increase City's sensitivity for set asides for minority business

Disparity study 2001

Waterfront change for

Neighborhoods

Neighborhoods

Build more Affordable Housing and more Middle Income Housing in Bpt

Definition of Affordable @ 203BR rent < \$900/mo, where as market rate is >\$1200-\$1300/mo. For Middle Income residents, \$900-\$1100/mo is all they can afford

Downtown Bpt should have mixed use housing with commercial on 1st floor; property in downtown is conducive to this

Need owner occupied housing in and around the downtown

Neighborhood shopping – some commercial districts have come back with specialized stores, they can compete with larger stores if they cater to immigrants

More renters in low income neighborhoods; have fewer cars and need to walk to commercial;

Off street parking needs throughout Bpt

Put more emphasis on historic districts – keep buildings from being torn down

Future of Remington Woods controlled by Dupont; neighborhood issue re vacant industrial buildings; when rezoned, it should revert back to neighborhood uses now.

Neighborhoods Official Table Notes

1) Define what affordable housing costs are according to income. We need to increase both affordable and middle income housing.

2. Crime – big box stores have impacted commercial development, the smaller stores cannot compete unless they specialize. Smaller stores that are displaced have not been helped relocate their businesses.

3. 20% property is light industrial that is underutilized.

4. Environmental or conservation commission to address all open areas.

5. Commercial development should go into industrial property that could not be remediated to residential property.

6. Address spot zoning

7. Strengthen historic commissions.

8. Create mixed use areas with arts themes, perhaps with tax breaks.

Table Topic Questions and Notes from Individual Participants

Topic Questions by category and notes gathered from individual participants are as follows. Some tables did not have any participants returning their question sheets. Other tables had up to 6 participants turn in their notes.

Downtown

1. The presentation suggests using the Downtown

area as the starting point for redevelopment in Bridgeport. Do you think the Downtown should be the main focus of the economic development and revitalization efforts? If not, where or what should the focus be?

Yes

2. The strategies presented for revitalizing the downtown include adaptive reuse of old buildings as live/work space, developing office space for new industries, creating and renovating retail and entertainment venues, and finishing the intermodal transportation center. How would you rank these in order of importance? Are there other goals that are more important?

Live/work space, office space, streetscapes

3. The Pequonnock site is currently being used for parking. A recently released RFP has solicited strong interest from developers. What do you think the final use of that site should be?

4. New housing stock is being created downtown through adaptive reuse of older buildings as well as some new waterfront luxury condominiums. Do you think there should be a limit as to how much housing should be allowed downtown?

5. Adaptive reuse of older buildings is happening on a large scale in the downtown neighborhood. Is it important to Bridgeport's identity that it maintain its historic buildings?

6. Some Downtown strategies focus on the appearance and marketing of the area. How important is making improvements to the physical streetscape or creating a website to market downtown real estate and advertise downtown events?

7. What, if any, other possible projects should be undertaken in the Downtown?

Waterfront

1. The presentation suggested that Bridgeport's waterfront is not being used to its highest potential. Would you agree? Ideally, what should be on the waterfront?

2. Suggested projects for the waterfront strategy include: 1) upgrading and expanding existing industrial port facilities, 2) improving and creating recreational uses and parkland, 3) the mixed use development at Steel Point, 4) luxury condominiums with water views, and 5) the establishment of a high speed ferry to Manhattan. How would you rank these in order of importance?

3. A large part of Bridgeport's waterfront is located in the Downtown neighborhood. How important is this relationship and how should it be capitalized on?

4. The current plan for Steel Point is to develop a commercial/retail/residential neighborhood. Is this the right use for these 45 acres? What else would you like to see on this site?

5. Derecktor, BRMC Containers, the new refrigeration warehouse at the Port and the dredging of the channel are all projects that will support industry on the waterfront. Should more waterfront projects be dedicated to industrial uses or is this enough?

6. One of the methods for maximizing the waterfront is to use it to provide not only public access to a natural resource, but attractive linkages between existing attractions: the Sports Complex to the Port Authority Ferry and/or Seaside Park and on a larger scale, Bridgeport and Manhattan. How important do you feel these uses are to Bridgeport's Economic Development?

Neighborhoods (several participants filled out the questionnaires on their own, the comments follow)

1. Bridgeport has an average housing value that is roughly half that of surrounding towns. The housing report just completed for the City suggests that resources should be focused on creating middle-income housing stock instead of additional affordable housing. Should the City continue shifting its focus from creating affordable housing to middle income housing?

*Need both affordable and middle income so people have a choice of staying in neighborhoods
New Homes are helping neighborhoods
Need definition of middle-income housing costs and affordability
Not enough focus on affordable housing, too much on market-rate
Should be creating affordable owner occupancy in diverse locations.
Different types of housing: apartments and single/multi family
More middle income housing for better educated residents to steer the city better than it has been.*

2. The need for commercial development in all neighborhoods has been mentioned in past CEDS and ULI plans. Is retail necessary in all neighborhoods? If so, what kind of retail would you like to see?

*lack of strong commercial strips
big box stores have put mom and pops out of business
ethnic stores are thriving
demolition has hurt neighborhoods
need diversity of uses – houses, stores, mixed-use,
sense of place: architecture
niche retail unique to neighborhood and residents
small scale retail in neighborhoods within walking distance will create streetlife
engage ethnic populations to become civically involved*

3. Other than improving housing stock and creating more retail development, what other

strategies could be implemented to create strong diverse neighborhoods? Are additional community services, such as satellite health centers, needed?

*eminent domain: there has not been a focus on finding relocation sites for
businesses/keeping businesses in Bridgeport
conservation committee to preserve green and open space—green strips to
connect the “dots”
commercial should be in heavy industrial areas
“incubation neighborhoods”
Use funding to make a showcase w/out of box ideas
Smaller pedestrian streets, bike paths
Gathering places: Pocket parks and small community centers*

4. Housing investment is a key factor in expanding the City of Bridgeport’s tax base. Projects like the Lofts on Lafayette (former Warnaco Factory) and the Village at Black Rock (former Mack Truck site) have converted unused factories and warehouses into luxury condominiums. Is this an appropriate use of these old buildings? If no, what would be a better use?

*Yes, maintain architectural/historic buildings
Street signage
Clean and green program*

5. Along with the downtown, corridors of retail development on East Main Street and Stratford Avenue have been suggested. Are these streets good choices for this effort or should commercial development be focused elsewhere? What kind of retail would you like to see on these streets?

*Refocus commercial development in waterfront and southern areas
Pockets of cultural/arts and specialty shops and restaurants
Small grocery marts/bodegas
Get artists to spread throughout the City
Grants for retail start-ups*

6. Currently, about 20% of the City's land is zoned for heavy and light industry. ULI suggested rezoning underutilized industrial land for mixed use residential and commercial development. Is this a good idea, or should the industrial land be maintained for possible future industrial uses?

*Remington Woods what do you do? Open space?
Loss of factory buildings is hurting urban fabric
Mixed-use downtown is way to preserve buildings while using revenue to help whole city and prevent sprawl.
Need provision that says industrial uses lying vacant for 10+ years should revert to surrounding neighborhood uses
Possible future industrial for viable industries.*

Other Comments:

*Conservation commission to protect open spaces and existing parks
Historic districts and commissions need to be strengthened
Setting up districts, i.e., arts districts, develop corridors as something specific. Give incentives and tax breaks in neighborhoods, not just waterfront.
Get public to parks: create park security
Support neighborhood anchors: benches, theaters, parks
21 Community Gardens
Streetscapes and signage very important*

Economic Competitiveness

1. As seen in the slide show, old manufacturing based industries have declined in the region and new service industries are on the rise. Should Bridgeport's resources be more focused on maintaining the manufacturing base or on attracting new service industries to the City? What kinds of new—i.e., goods producing or service providing—industries would you like to see in Bridgeport?

Entertainment

Communications

Education

Newer Housing

2. Bridgeport does not compare well to neighboring towns when it comes to economic development. What factors do you see as causing this? What are the most important changes to be made?

*Streets need major clean-up
Property taxes are too high
Higher wages offered elsewhere*

3. In the initial public meeting for the Master Plan, the residents at the economic development table mentioned a need for workforce development. What kinds of workforce development programs are needed in Bridgeport to make residents more competitive in the new service economy?

Education

4. The Seaview Avenue Industrial Park, BEDAC's Light Industrial Building, the West End Industrial Site, Hubbel (Eastern Block) and Lake Success Business Park are all projects focused on providing opportunities for local industrial businesses to expand. Are these facilities sufficient for current needs or should more land be set aside for industrial uses?

5. How should the City handle brownfields sites and cleanup funds? Explain why these sites are important for you.

6. New public elementary schools are in the process of being built in order to create a better education base for Bridgeport's children and make Bridgeport more attractive to new residents. What other projects should be undertaken to make Bridgeport more attractive to prospective companies and residents?

7. What other things should be done to increase Bridgeport's economic competitiveness?

CEDS PUBLIC COMMENT PERIOD MAY 24, 2007 TO JUNE 25, 2007

As discussed in Appendix A, the CEDS public comment period ran from the public presentation of the draft document on Thursday May 24, 2007 to Monday June 25, 2007.

At the public presentation, CD-Roms with the full document were handed out to attendees. By the following morning, the PDF was up on the Bridgeport Master Plan website and flyers advertising the document (see the next page) were distributed throughout Bridgeport.

The website kept track of the number of times the document and its chapters were accessed. A summary follows:

The CEDS portion of the Bridgeport Master Plan website was accessed a total of 383 times by 120 users. The summary CEDS presentation of May 24 was downloaded by 27 persons, while 24 users downloaded the full plan and 12 downloaded Chapter 8, The Strategic Action Plan.

Hard copies of the draft were placed in all four Bridgeport Public Library branches as well as at City Hall for review.

The public was given the option of commenting via email, or via regular mail to Urbanomics office in New York, NY.

No public comments were received.

READ the Draft CEDS Report online!!!!

http://www.bridgeportmasterplan.com/docs/ceds/draft_ceds.pdf

Be heard by EDA--comment by June 23rd!

email: ceds@bridgeportmasterplan.com

mail: CEDS Comments
c/o Urbanomics
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New York, NY 10003

CITY OF BRIDGEPORT, CT COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY 2007-2012



Prepared with the participation of the City of Bridgeport.