

**The Bridgeport Downtown Implementation Task Force
Presents:**

The Impact of Regional Development on Downtown Bridgeport

January 29, 2009

4:00-5:30pm

Golden Hill United Methodist Church

The Impact of Regional Development on Downtown Bridgeport

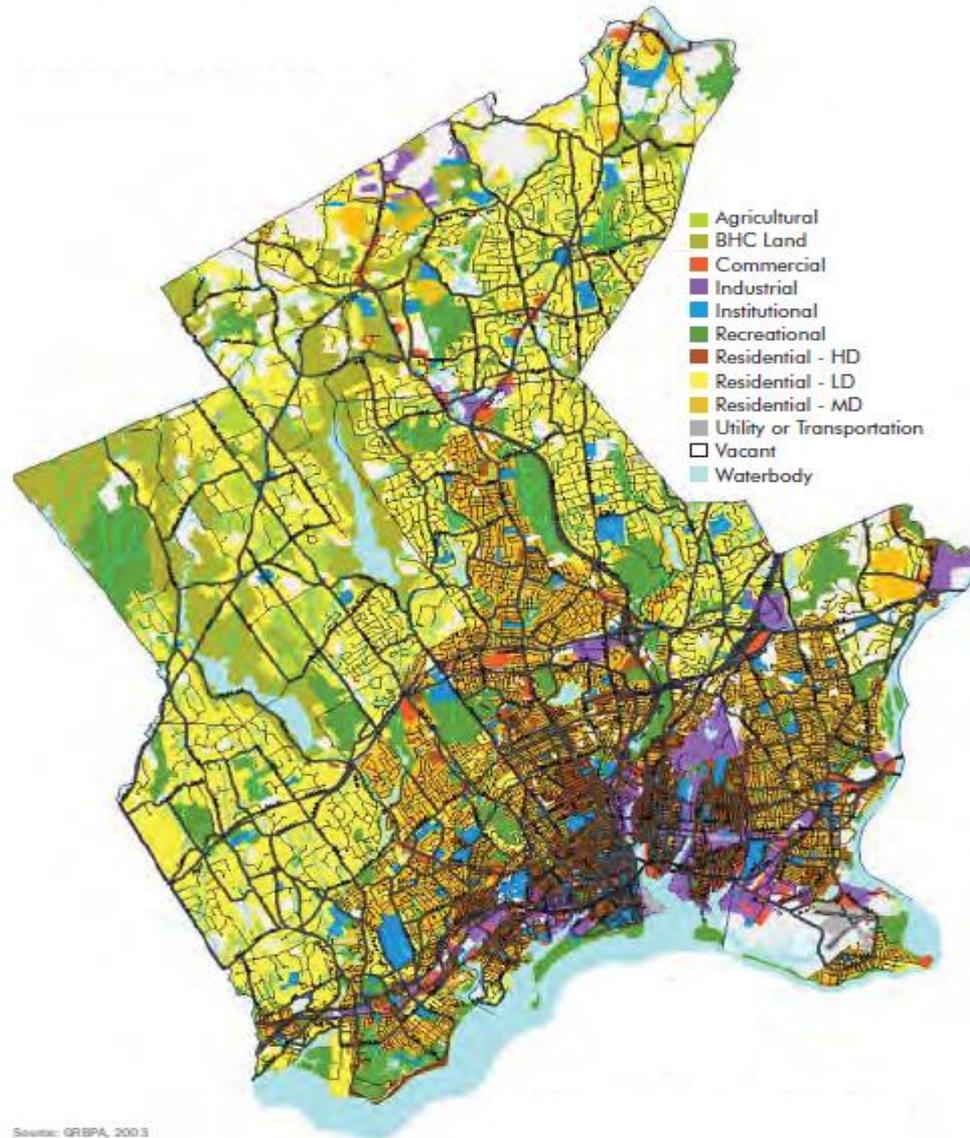
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**George Estrada Co-Chair, Downtown
Implementation Task Force**

Figure 2-4 | Greater Bridgeport Planning Region Generalized Land Use, 2000



Source: GRBPA, 2003

In October 2006, Governor M. Jodi Rell issued Executive Order No. 15 establishing the Office of Responsible Growth.

This Office has now established support and incentives for communities to actively increase the use of renewable energy sources, reduce our reliance on fossil fuels, embrace sound growth principles, and protect our natural resources.

Tomorrow's Bond Commission agenda (January 30, 2009) has over \$175 million in incentives for Smart Growth Projects.

We need to work together as a region.

There is finally State support to make it worthwhile.

The 2009 Legislative Agenda of the Bridgeport Regional Business Council states:

“The State must prioritize added progress in **transportation** infrastructure **investment** to avoid stagnation, at the same time grow efforts to **prevent** further urban **sprawl** and concentrate development efforts in urban centers and around transportation infrastructure.”

BRIDGEPORT IS THIS REGION'S CENTER CITY

We take this role seriously and contribute much to make this region strong.

BRIDGEPORT IS THE HOME OF.....

The Region's transportation assets



Metro-North Railroad
Source: Stantec



Inter-modal Center (front view) | Source: Stantec



Sikorsky Airport, East Terminal | Source: City of Bridgeport

The Region's judicial centers



**3 State
Courthouses**



**Federal Court
House**

**North Avenue
Detention Center**



**State Police
Barracks**

The Region's energy suppliers

Power generation in the South End | Source:



Yellow Mill Channel looking toward the East End | Source: BfJ Planning

The Region's first class medical facilities



St. Vincent's Medical Center



Bridgeport Hospital

The Region's cultural treasures



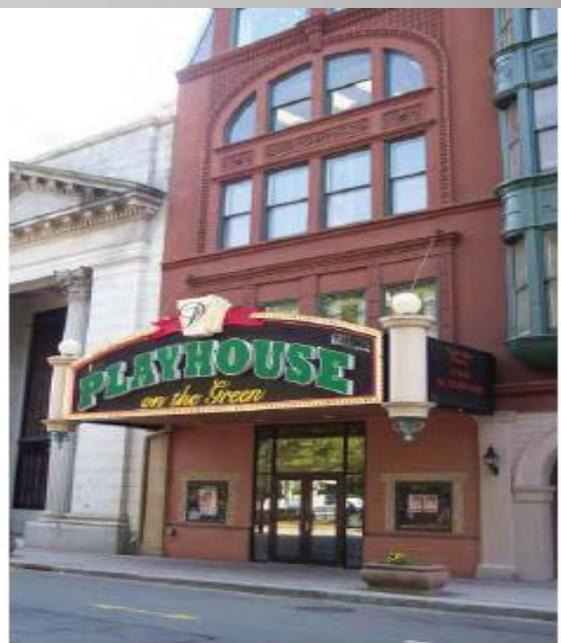
Barnum Museum | Source: The Barnum Museum



Housatonic Museum of Art | Source: Housatonic Community College



Discovery Museum | Source: The Discovery Museum



Playhouse Theater | Source: BFJ Planning

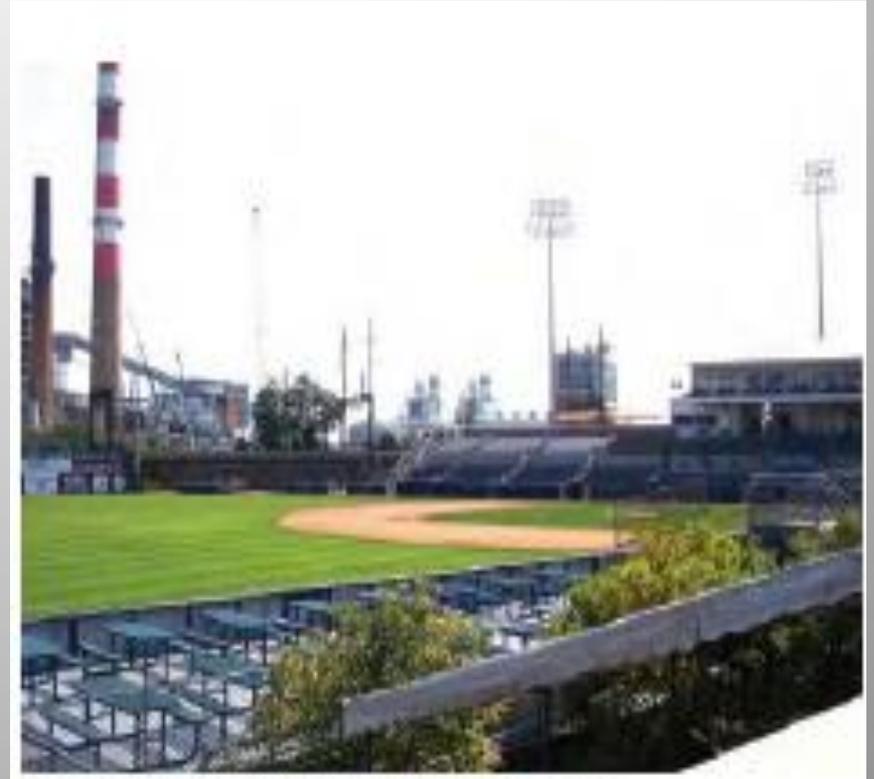


Klein Memorial Auditorium | Source: BFJ Planning

The Region's entertainment venues



Arena at Harbor Yard | Source: City of Bridgeport



Ballpark at Harbor Yard | Source: BFJ Planning

The Region's first class higher education facilities



Housatonic Community College in Downtown Bridgeport
Source: Housatonic Community College



University of Bridgeport | Source: BJ Planning



St. Vincent's
COLLEGE



A panoramic view of the University of Bridgeport
Source: University of Bridgeport

Regional access to Long Island Sound



Black Rock Harbor | Source: BfJ Planning



Perry Memorial Arch, Seaside Park | Source: BfJ Planning

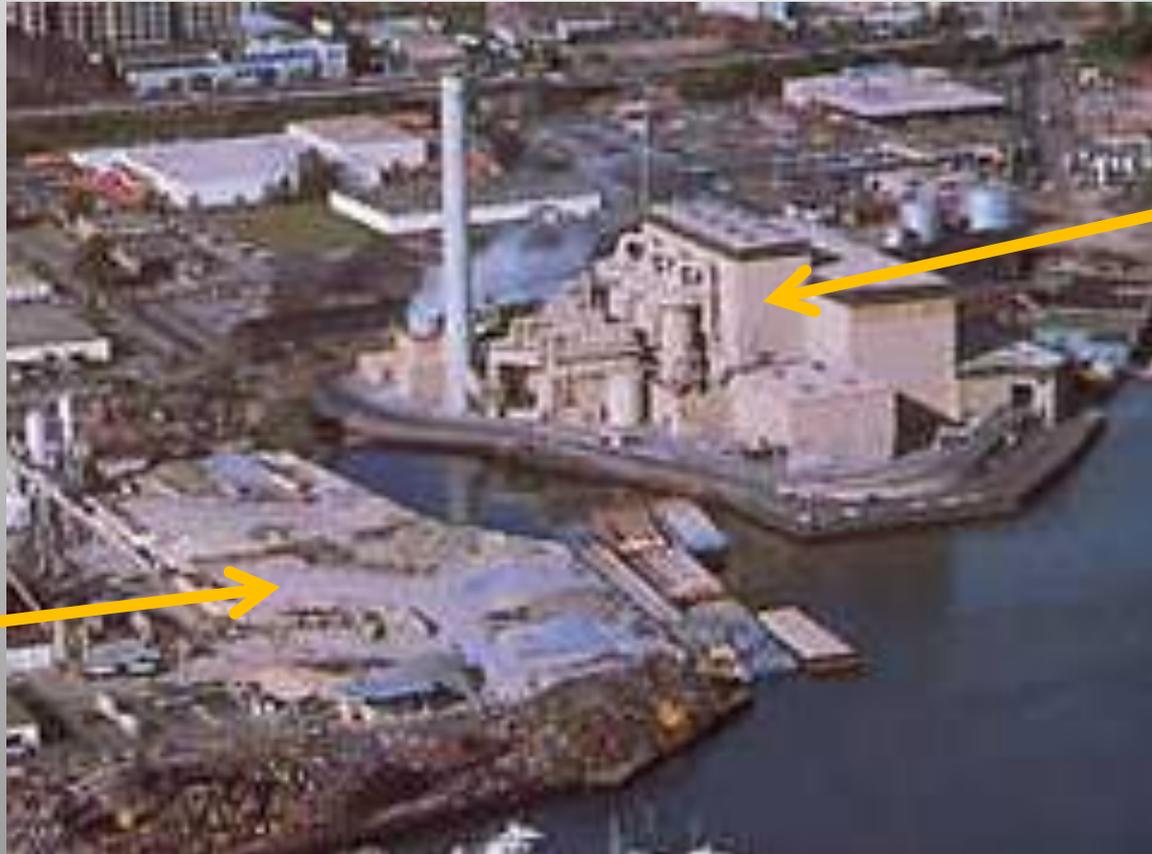


The Region's construction assets

Asphalt plant, construction yards, lumber mills, cabinet makers, rock splitting plant et al. If you are in need of construction materials, they probably come from Bridgeport.



The Region's resource recovery plant



The
RESCO
Plant

O&G
asphalt
and
concrete
plant

The Wheelabrator RESCO Plant in Bridgeport's West Side which is landlocked.

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Downtown Implementation Task Force

The Region's two sewage treatment facilities



East Side Plant -Seaview Avenue

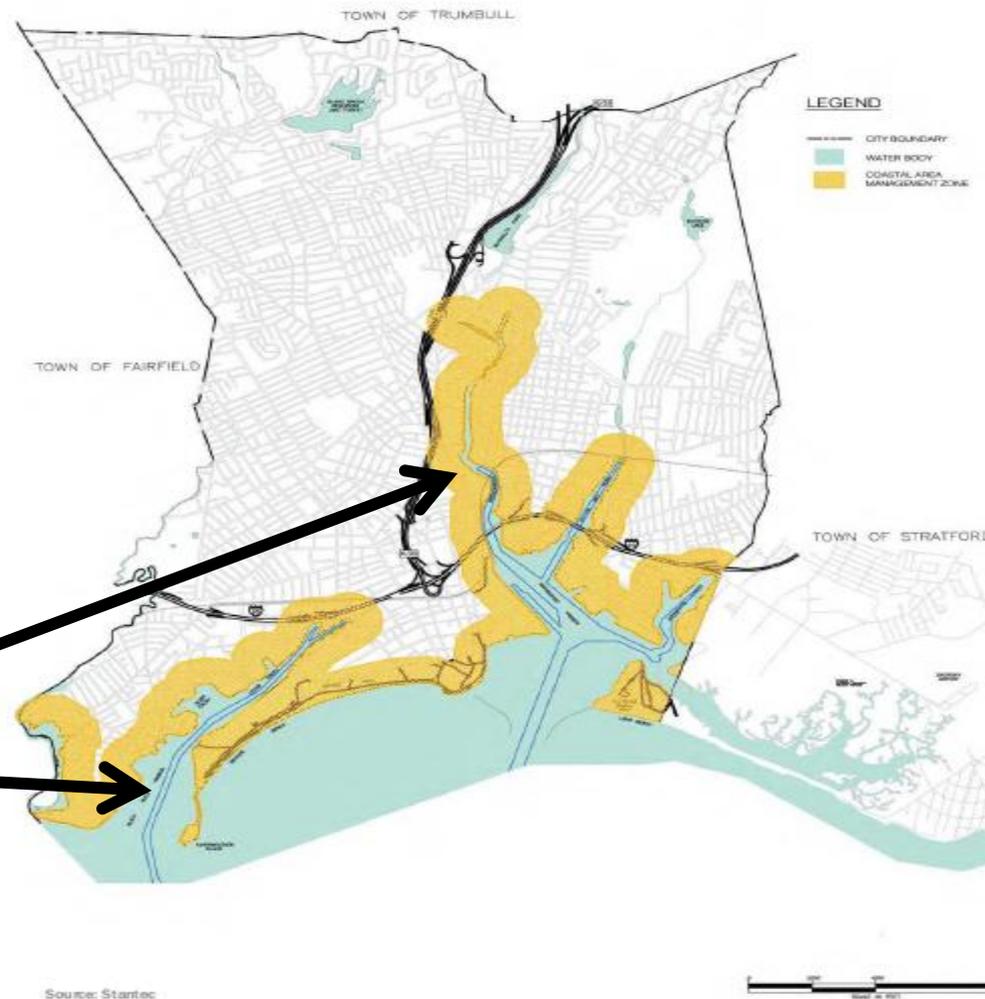


West Side Plant – Bostwick Avenue

The Region's storm water management

**Bridgeport's Storm Water
Management Manual
includes Flood Zone and
Combined Sewer Outflow
(CSO) Maps.**

Figure 6-1 | Coastal Area Management



22 miles of waterfront to protect.

BRIDGEPORT MUST GROW ITS TAX BASE AND REDUCE ITS MIL RATE

- Providing the home for all of these regional facilities, not-for-profit, and civic venues comes at a cost/burden to Bridgeport's taxpayers.
- **Approximately 47% of the Bridgeport Grand List has a tax-exempt status.** Where PILOT payments are made, they only cover a portion of the actual cost of services.
- **Bridgeport does not have the fiscal health to bond or tax itself to meet future regional growth.**

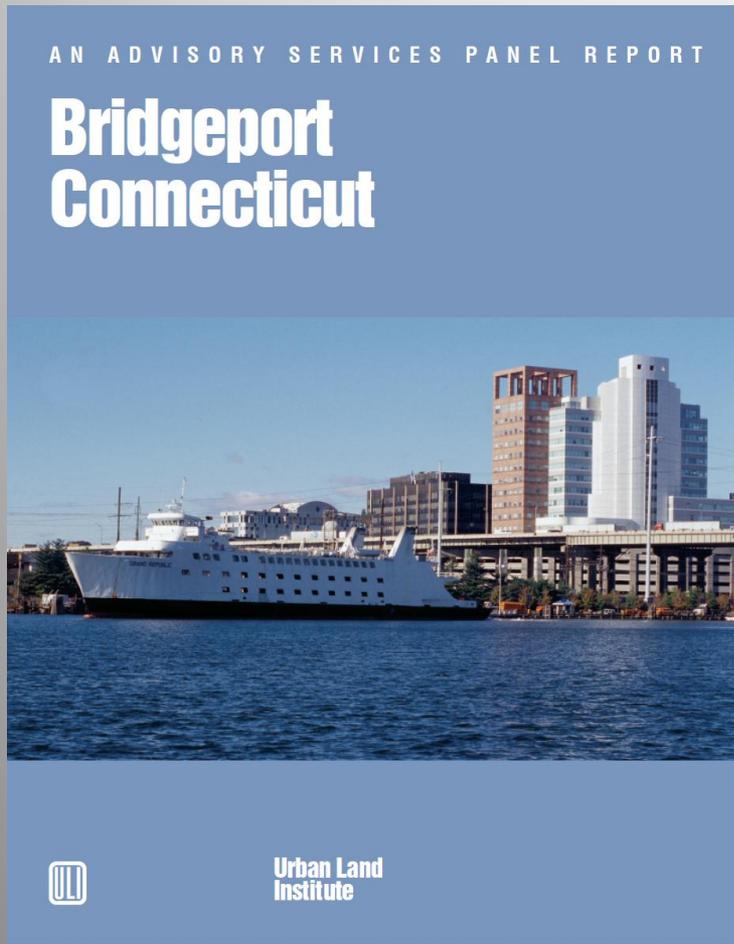
**So how does Bridgeport grow
and still be the region's
center city?**

What impact will the region's growth have on the systems on which both the City and Region are dependent?

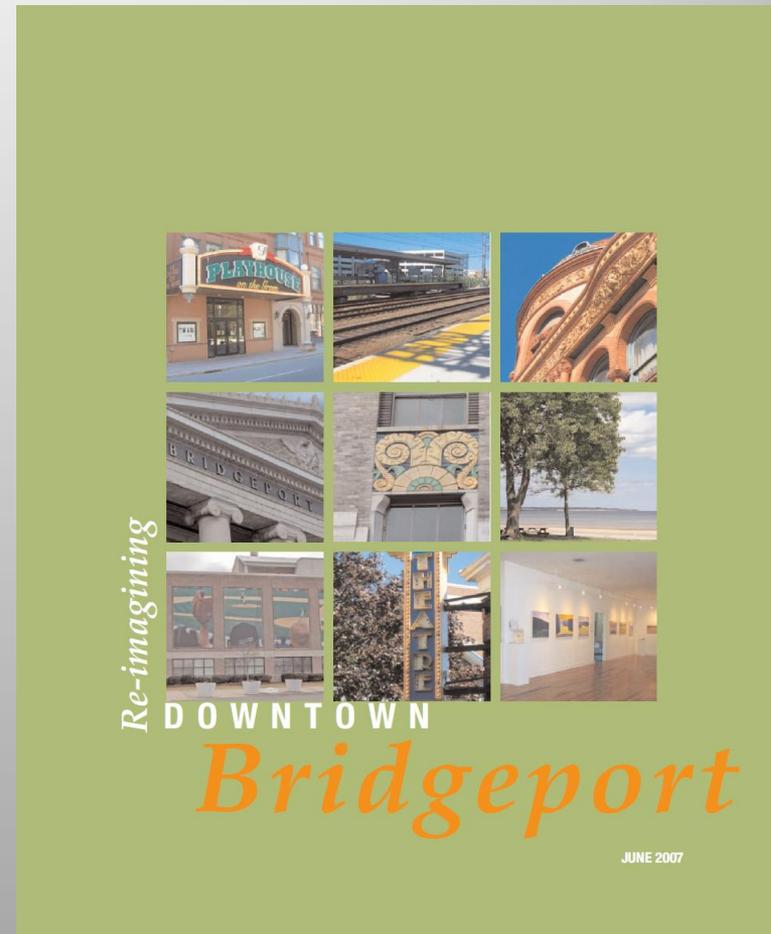
To answer these two questions, Bridgeport needed to first define how it would grow.

Ten major planning and information technology efforts were initiated by the City over the last four years. The final products will come to a conclusion this summer.

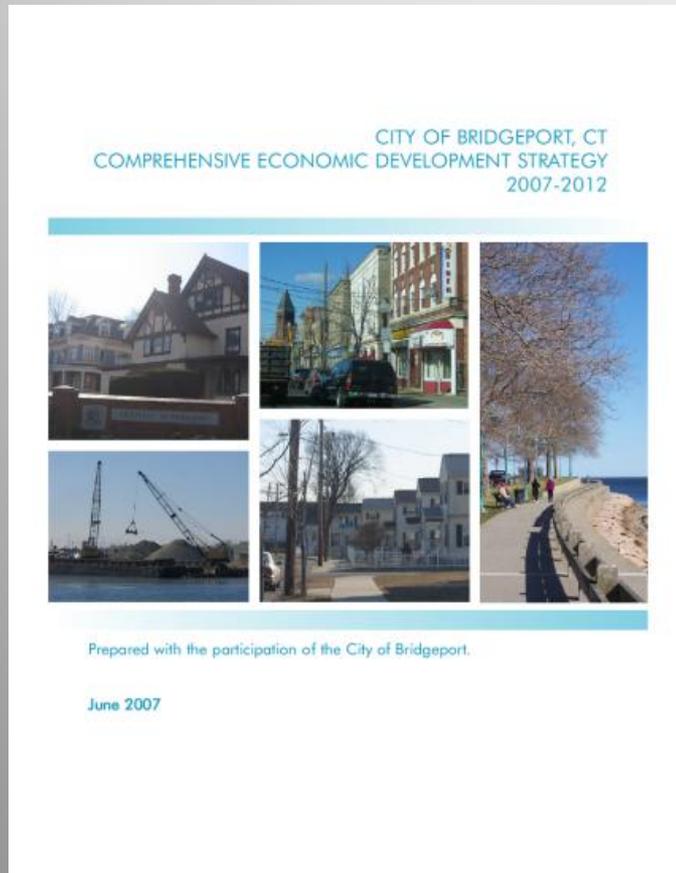
1. The **Urban Land Institute** issued their report in 2005.



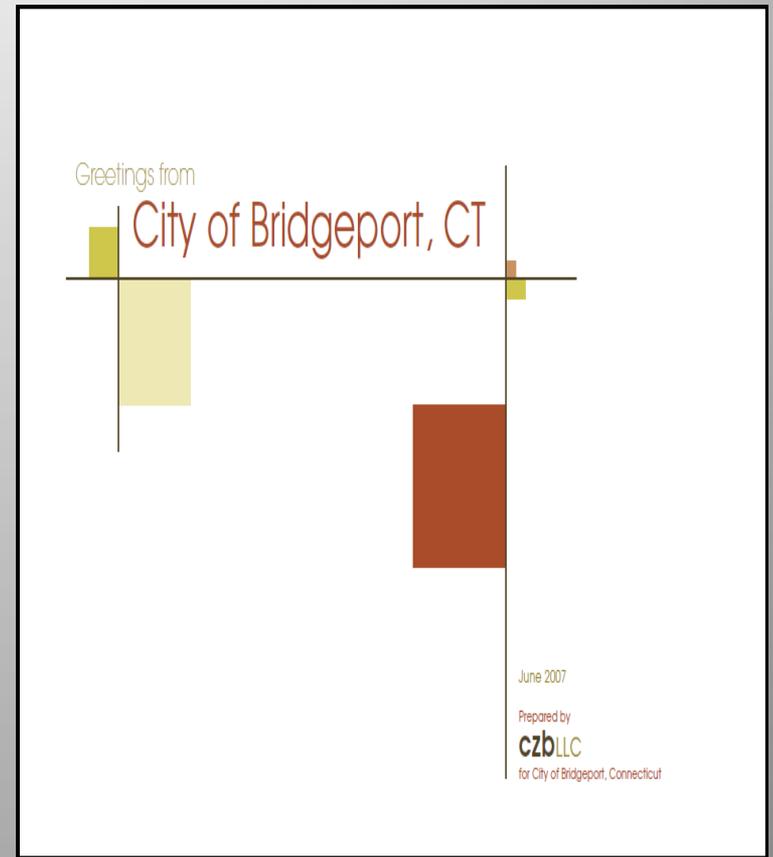
2. The Downtown Special Services District issued their **Downtown Master Plan and Action Strategy** funded by the State DECD in 2007.



3. The BRBC led the development of a **Comprehensive Economic Development Strategy (CEDS)** that was issued in 2007.



4. The City issued its **Housing Policy Report** in 2007.

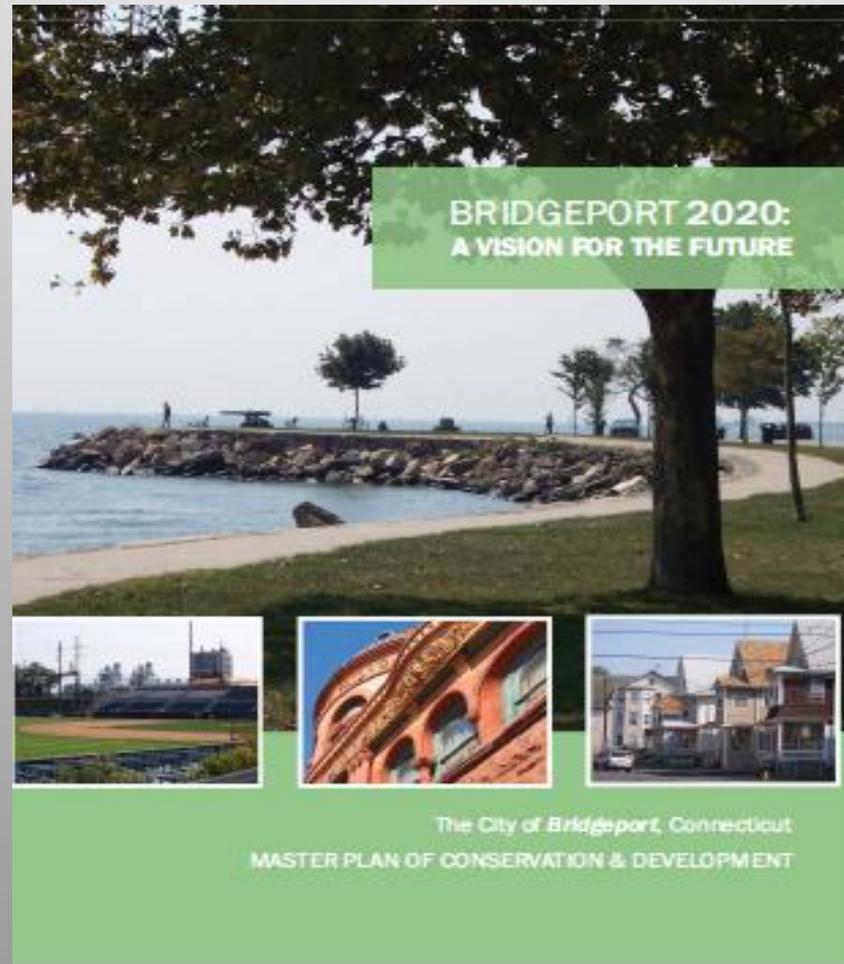


5. The City has an **Enterprise Geographic Information System (EGIS)** operational and on-line with all of the parcel information and infrastructure (storm and sewer pipes) digitized.

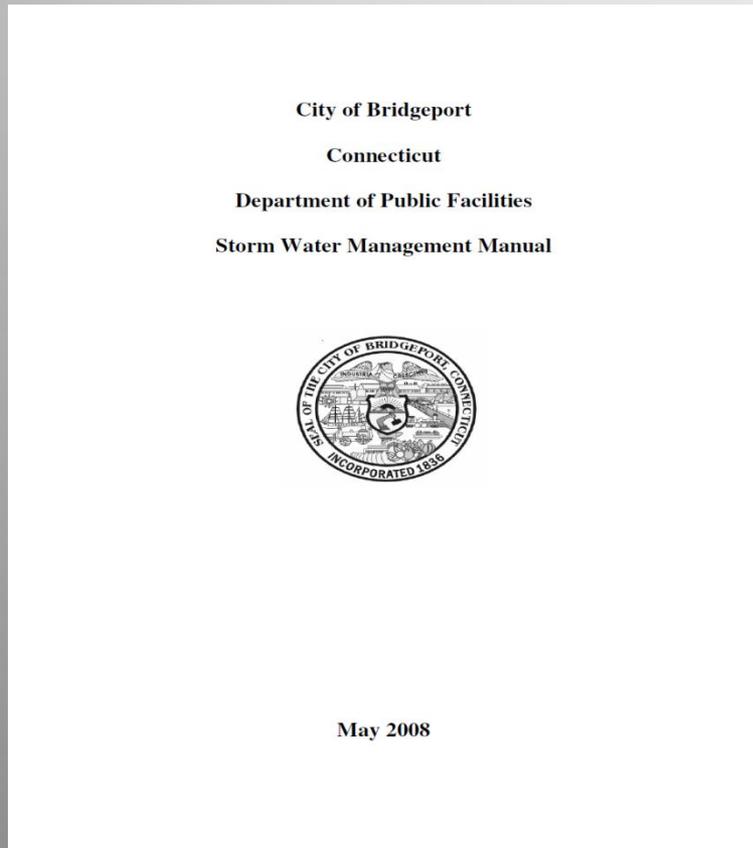
6. The City is now developing a **fiscal impact model** with the help of Connecticut Economic Resource Center and Bridgeport Economic Resource Center to be able to analyze the city service costs for all major development proposals.

7. The City and its neighborhoods are developing **neighborhood revitalization zone plans** to guide their future quality of life.

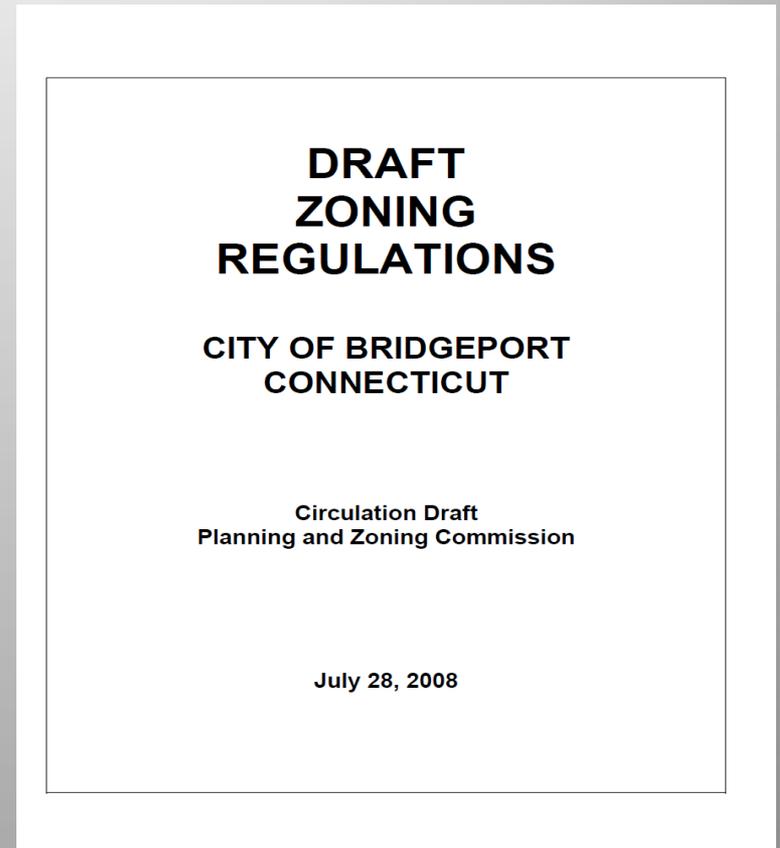
8. In March, 2008, Bridgeport's new **Master Plan of Conservation and Development** was adopted by the Planning and Zoning Commission incorporating the recommendations from these planning efforts.



9. The City issued its first **Storm Water Management Manual** in **May, 2008.**



10. The Planning and Zoning Commission is now finalizing the new **Zoning Map and Regulations.** Adoption is expected soon.



- All of these reports are available on the website: www.bridgeportmasterplan.com
- All of these reports point to containing sprawl; maximizing transit; reclaiming brown fields; developing underutilized properties; and encouraging adaptive reuse.
- All of these strategies are far more challenging than building on raw land.

Bridgeport's major policy directives for future development are:

- 1. Preservation of the character of our neighborhoods;**
- 2. Preservation of open space;**
- 3. Reduction of our carbon footprint;**
- 4. Reduction of congestion on our highways through transit-oriented development; and**
- 5. Construction with minimal impact on our infrastructure.**

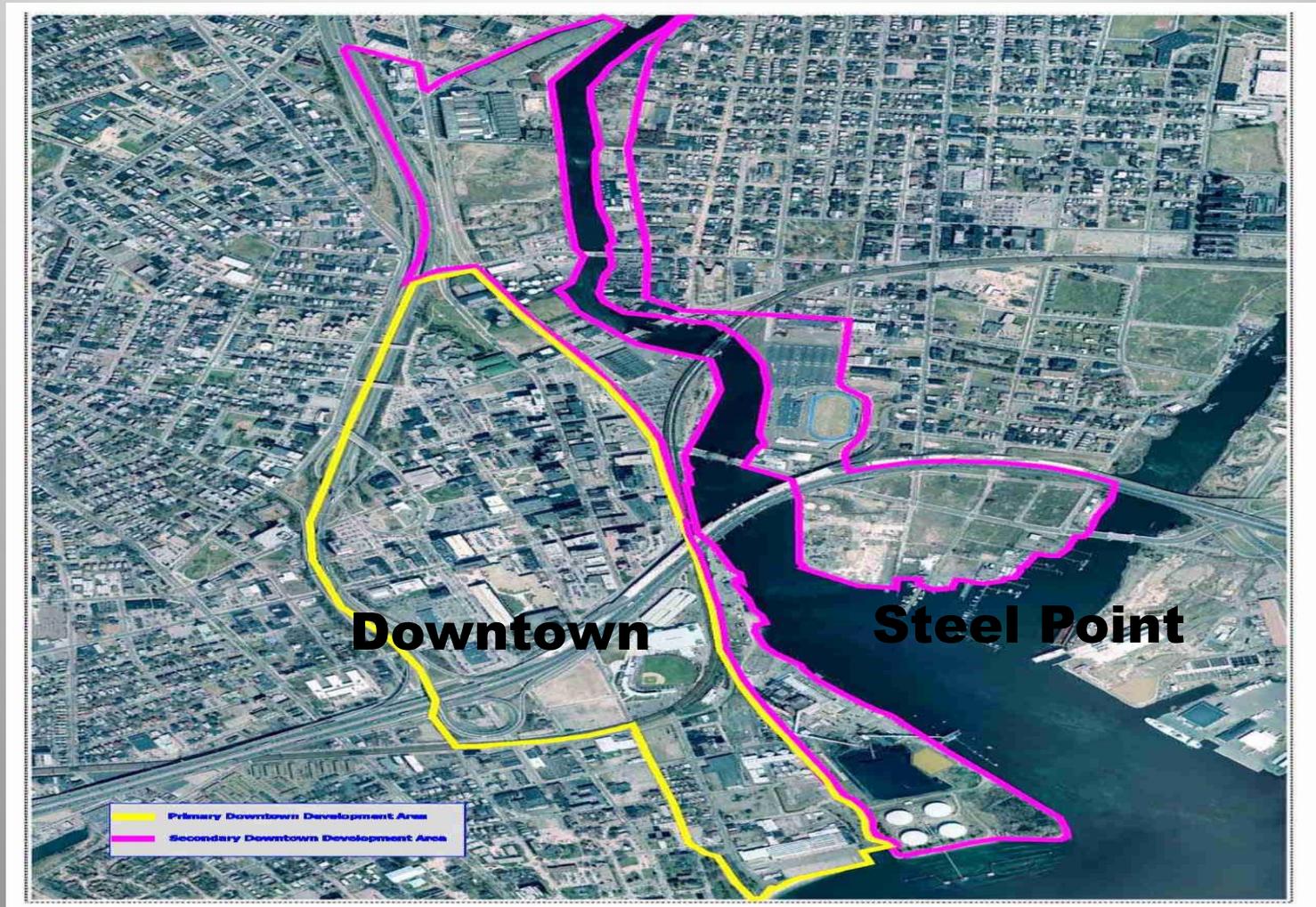
So how is Bridgeport going to grow?

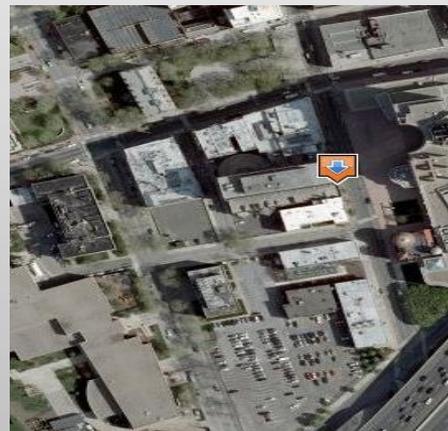
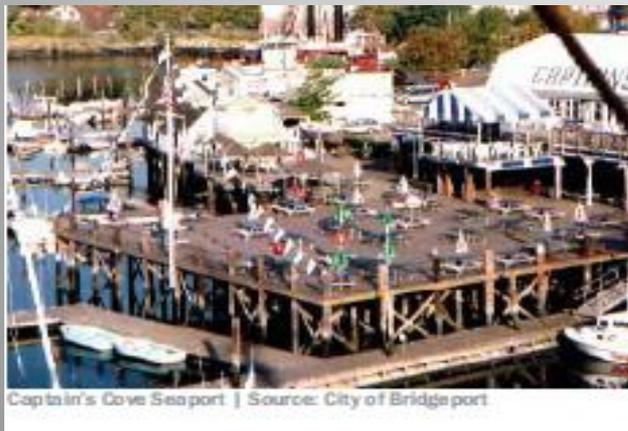
- Major development must be targeted to the Downtown and along major transit corridors.
- The highest densities must occur in the Downtown in order to provide the essential tax revenue to support city and regional services.
- The Downtown streets must be dug up only once.
- The Downtown Implementation Task Force is working hard to help Bridgeport achieve these goals.



Aerial view of Downtown Bridgeport showing key infrastructure elements: I-95, Routes 8/25 and Metro-North railroad.
Source: Phillips Preiss Shapiro Associates

Bridgeport's Downtown Master Plan





**Now that Bridgeport knows how
it wants to grow, what must
happen to the City's
infrastructure to support its
development as well as the
Region's?**

- Real estate development has to be a **win – win** for the City as well as the Region.
- For Bridgeport's Downtown, that must translate into revenue streams to support the financing of new infrastructure as well as operational revenue for city services both to the City's General Fund and WPCA.

All infrastructure issues must be considered at the regional level:

- Energy – electric, gas, fuel cell, micro-grids**
- Water**
- Transportation**
- Communication Technology**
- Sanitary**
- Storm Water**

In the interest of time, I will focus only on the Sanitary and Storm Water management challenges.

Sanitary System

Bridgeport's two wastewater treatment facilities, located on the east and west ends of the City are adequate to serve sanitary flows generated by the City and neighboring communities in dry weather, but NOT during wet conditions.

- **In 2002, Bridgeport's East Side Sewage Treatment Plant was at 75.3% capacity during normal operating conditions.**
- **In 2002, Bridgeport's West Side Sewage Treatment Plant was at 86.6% capacity during normal operating conditions.**

- **When there is a major rainfall event, the plants continue to operate but an internal bypass system is initiated.**
- **In 2008, the bypass system was initiated 22 times in the East and 42 times in the West. When this happens, the system is full; the sewers fill up; the manholes in the downtown start popping; and partially treated effluents are discharged into Long Island Sound and local waterways.**
- **In 2008, there were 23 events when *even the bypass system* was overwhelmed and raw sewage was discharged directly into Long Island Sound.**

- **According to the City's new Master Plan, the City is in the midst of the Phase II Combined Sewer Outflow (CSO) elimination projects, funded 50 percent through grants and 50% through low-interest loans provided and overseen by the State DEP and U.S. EPA.**
- **There are 35 CSO locations remaining on the City system. Phase II will only address 26 of these locations and is not fully funded at this time.**
- **There is no funding currently available for Phase III to handle the remaining 9 CSO locations.**

- **Two environmental groups have put Bridgeport on notice that they intend to sue due to the partially treated run-off that is going into Long Island Sound after downpours.**
- **This isn't a Bridgeport issue; this is a regional issue.**

- The City ordinance that created the Agreement between Trumbull and Bridgeport gives Trumbull an allocation of sanitary volume.

- Trumbull flows for calendar year 2008 were an average of 2.94 Million Gallons per Day (MGD) versus an allocation of 4.2 MGD. However, the range of Trumbull's flows was from 1.82 MGD to 4.15 MGD.

- Monroe is now discussing its own agreement with the City. The agreement may not be applicable to a single development. It is possible that DEP and EPA will mandate that the entire community will have to eventually tie into Bridgeport's sanitary system.

It is difficult to understand how Bridgeport can support more communities getting their own allocations until the major regional planning, infrastructure design and cost sharing formulas are put into place.

- **Bridgeport will soon adopt the new zoning map and regulations.**
- **Calculations of the number of bedrooms and bathrooms on a full build-out of the new zoning map can now occur.**
- **It is time to do the same analysis for the entire Region to be served through the Bridgeport sanitary system.**

Facilities Master Plan and Capital Fund Plan

- This Region needs to commit to do the **WPCA Facilities Master Plan**. This study must include the two Bridgeport treatment plants; new technologies, and infrastructure. All of the region's communities that want to tap into the Bridgeport Sanitary System either directly or indirectly need to share in the costs and participate in the entire planning effort.
- This Region needs to assess the Bridgeport Sanitary System including their phased in development plan for the **Combined Sewer Overflow (CSO) Elimination Plan** as it pertains to the Master Plans of Development for each community.
- This Region then needs to do the **Capital Fund Plan** to identify the costs and method of financing to meet the requirements of the Facilities Master Plan. This should be a regional funding priority with pro-rata sharing of all costs.

Storm Water Management & Flooding Mitigation

- **Storm Water Management/Flood Mitigation is similar to the sanitary issue.**
- **Flooding has been occurring in increased measure along all of the watershed areas in the region.**
- **The downtown as well as northern neighborhoods of the city are experiencing serious flooding with more and more frequency.**
- **During wet conditions, the lack of storm water management taxes the existing infrastructure.**
- **The studies of the Island Brook Flood Control Project, the Ox Brook Flood Control Project, and the North East Flood Control Project must be fully funded and implemented.**

- **As mentioned earlier, Bridgeport has issued its first Storm Water Management Manual in 2008 to guide our developers.**
- **This Manual will be referenced in the new zoning regulations upon adoption.**
- **We don't know if the other communities in the region's watershed area have similar manuals.**
- **A regional planning effort needs to be initiated to fully understand the causes, and develop joint strategies for storm water management and flood mitigation.**

CONCLUSION

- **We are all in this together.**
- **Bridgeport's Downtown must grow. The Region's fiscal health depends upon it.**
- **The Region must develop but it cannot be at the expense of the City and the WPCA.**
- **How this growth happens and how much disruption the Downtown has to endure depends on how effectively this Region can work together.**
- **Until that time, the Task Force requests that these issues be strongly considered when all new developments are proposed.**
- **Solutions must be found.**

THANK YOU

**On behalf of the Downtown
Implementation Task Force**