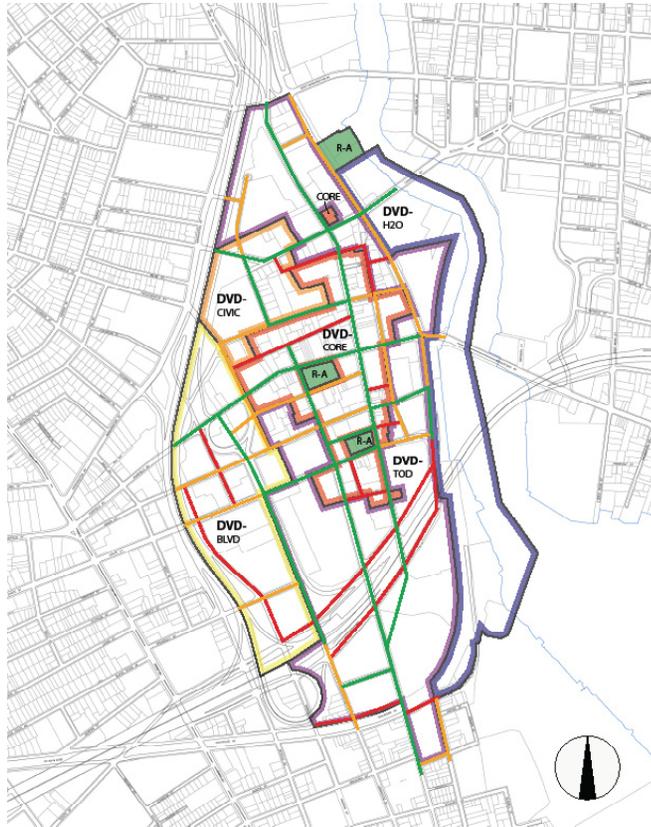


BRIDGEPORT

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ZONING & STREET HIERARCHY



Downtown Bridgeport's zoning is transitioning away from typical use-based regulations to a form-based code. Traditional zoning's only control over building mass and form is through the regulation of setbacks and FAR, leaving a great deal of uncertainty as to how that mass will be distributed on the site and, more importantly, how the building will interact with the public realm. Bridgeport's new downtown zoning more specifically controls the site and form of each structure and how it performs at the street level while retaining a great deal of flexibility as to what goes on inside.

The zoning is composed of two major components: the downtown village districts and the street hierarchy. The downtown village districts control how development takes place on privately and publicly owned parcels. The street hierarchy dictates how the buildings must relate to the street so that all developments contribute to a public realm in the downtown that is greater than the sum of its parts.

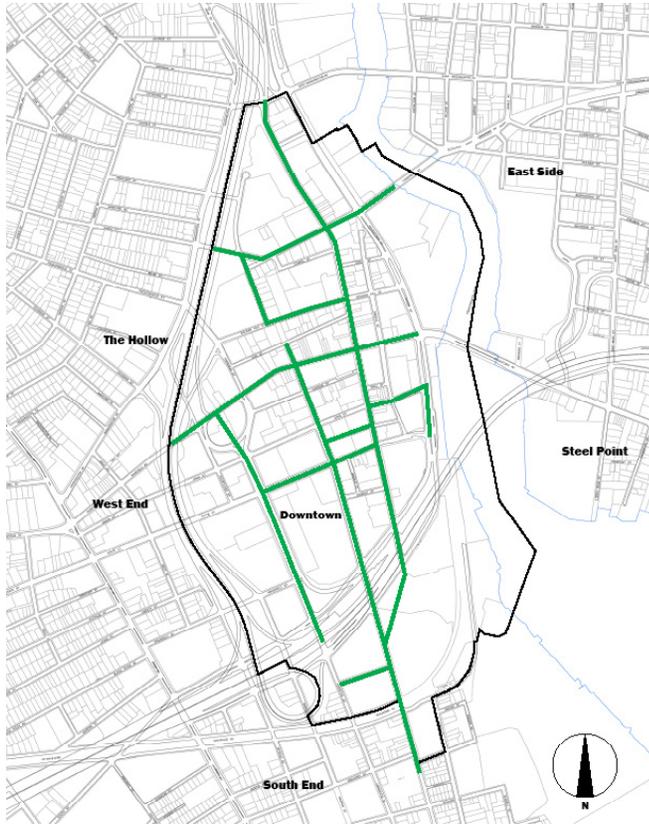
There are five downtown village districts (DVD) and the character and scale of the portions of the downtown which they govern differ. The DVD-Core zone covers the heart of the downtown with the smallest parcels and the greatest concentration of historic structures. The DVD-Civic zone covers the civic complex located on Golden Hill and ensures the preservation of its leafy character. The DVD-Transit-Oriented Development zone governs the remainder of the downtown that is within one-half mile of the inter-modal transit center and enables a higher intensity development reliant on walkability and transit. The DVD-Boulevard zone encourages the greatest intensity of office development on the large format parcels along the realigned Lafayette Boulevard, repositioning this corridor as the city's prime office location. Finally, the DVD-Waterfront zone ensures that high density mixed-use development combines with open space and waterfront access to reconnect the downtown with its riverfront resource.

The public streets in the downtown are divided into three categories based on their current land use mix and character as well as their desired role within the city's future open space and pedestrian network. *Primary streets* have high quality pedestrian realms with wide sidewalks, retail or other active frontage with ample transparency, street trees, and awnings, attractive signage, or other pedestrian realm amenities and only contain curb cuts for garages or services where absolutely necessary and no alternative exists. *Secondary streets* may be residential in character, be lined with office uses, or have retail frontage and allow for limited curb cuts where necessary, but represent a balance between pedestrian and automobile activities ensuring that their landscape is inviting to those on foot. *Tertiary streets* are low traffic side streets or those on the interior of blocks and are the appropriate place for garages, parking, services, or other unsightly but necessary building functions that, if located elsewhere, would detract from the pedestrian-oriented character of the public realm.

In the following sections of this manual, each of the zones and street types is explored in greater detail with ample precedents used to demonstrate the desired conditions as downtown Bridgeport continues to grow. Within each zone category, a site level analysis is presented for each key parcel which demonstrates a preferred alternative for the form and orientation of each building. As these recommendations embody more detail than the zoning itself prescribes, developers are encouraged to put forth alternatives which innovatively meet their objectives for any particular parcel while achieving the high standards outlined in the city's vision set forth in this document and in the Downtown Bridgeport Master Plan.

Primary Streets

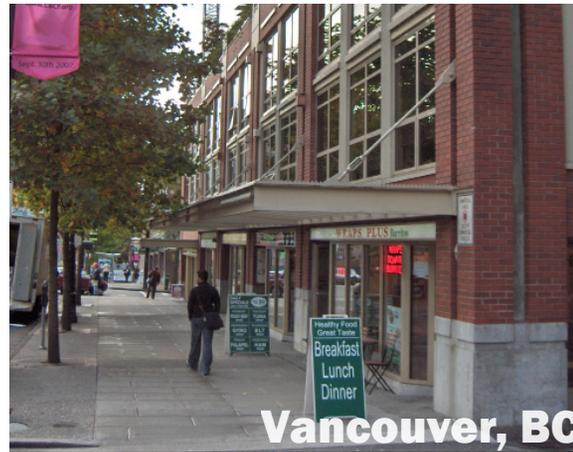
Primary streets have high quality pedestrian realms with wide sidewalks, retail or other active frontage with ample transparency, street trees, and awnings, attractive signage, or other pedestrian realm amenities and only contain curb cuts for garages or services where absolutely necessary and no alternative exists.



Philadelphia, PA



Charlotte, NC



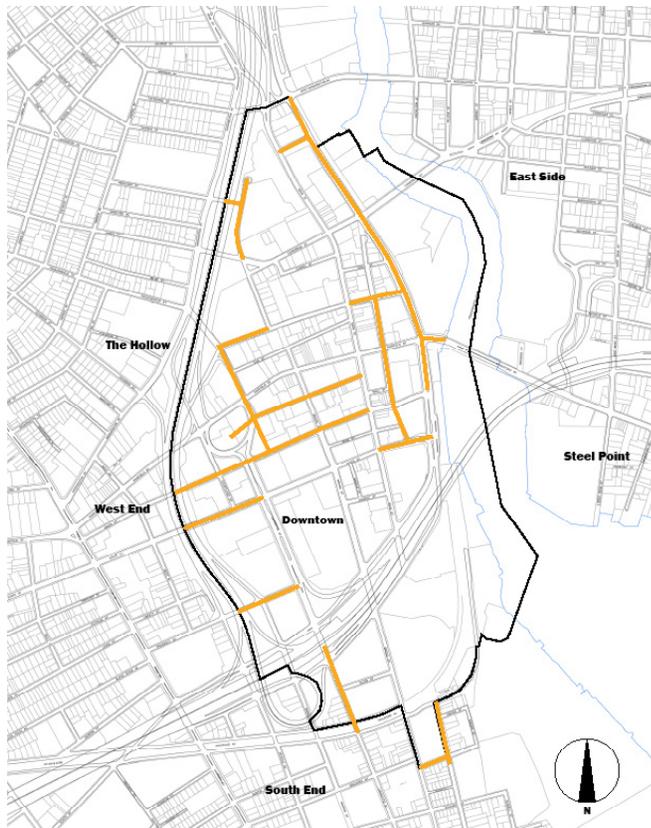
Vancouver, BC



Quebec City, QC

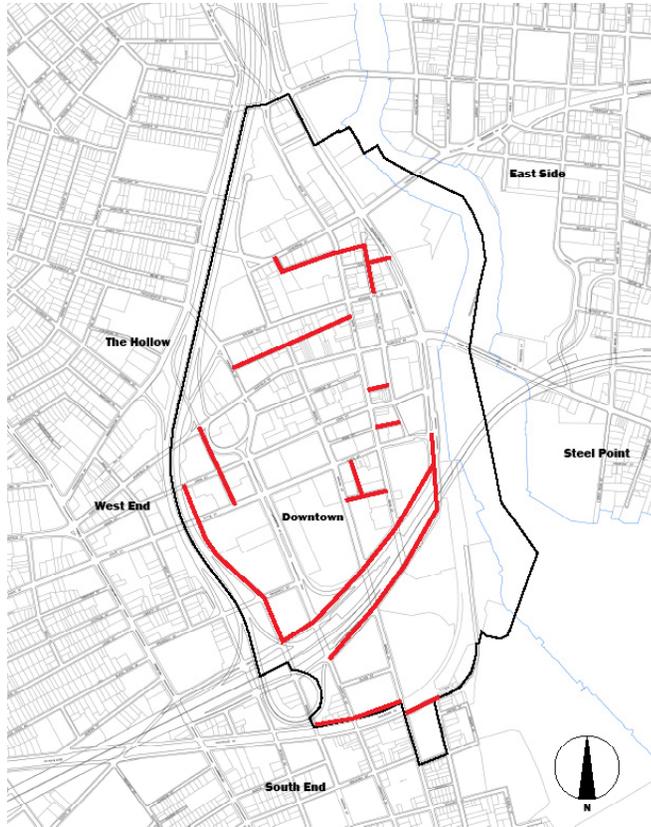
Secondary Streets

Secondary streets may be residential in character, be lined with office uses, or have retail frontage and allow for limited curb cuts where necessary, but represent a balance between pedestrian and automobile activities ensuring that their landscape is inviting to those on foot.

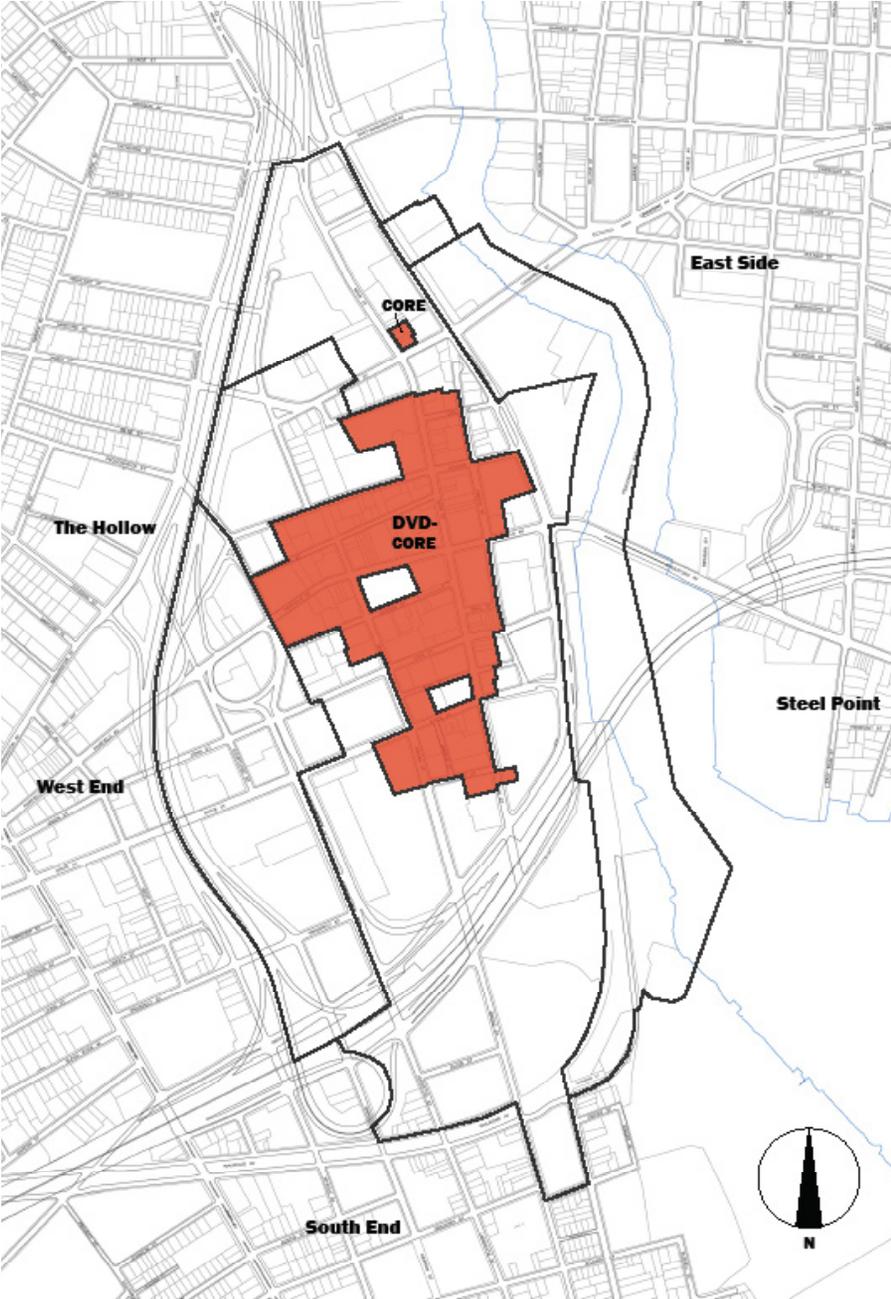


Tertiary Streets

Tertiary streets are low traffic side streets or those on the interior of blocks and are the appropriate place for garages, parking, services, or other unsightly but necessary building functions that, if located elsewhere, would detract from the pedestrian-oriented character of the public realm.



DVD CORE



Of utmost importance is the preservation of the scale and character of the downtown's historic core. As in many of the nation's older downtowns, much of the historic building stock was demolished decades ago in an effort to accommodate the automobile's dramatic needs for space. This zone's development and parking requirements are calibrated to the city's goal of encouraging redevelopment and adaptive reuse in the core without demolition or the need for the acquisition of multiple sites. Unlike in the other downtown districts, the core's growth will be characterized by infill.



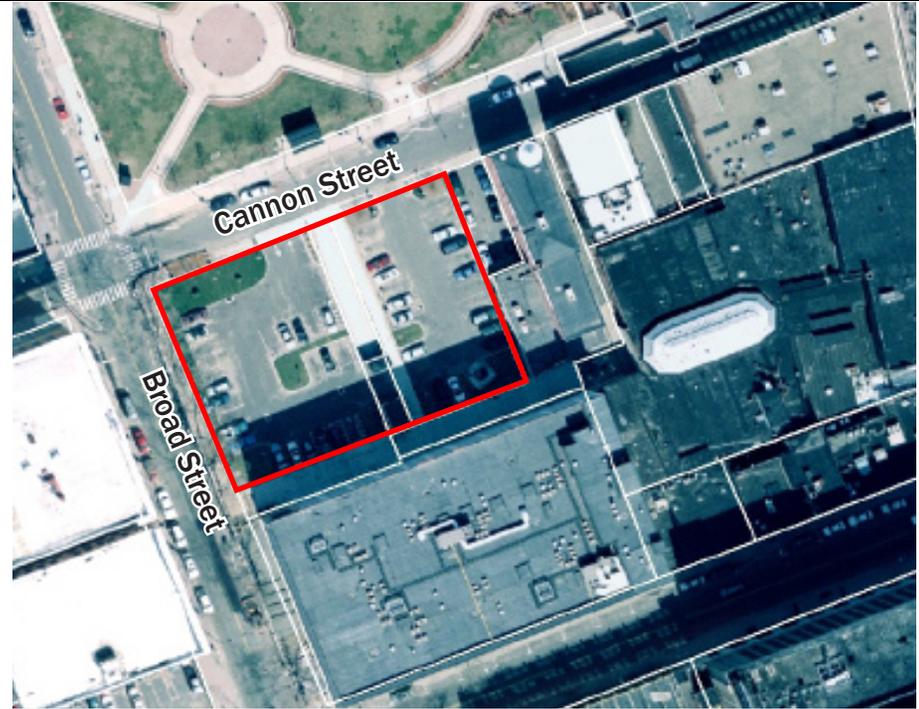
Broad & Cannon

Location



This integral site is the missing link in the Broad Street and Cannon Street intersection. With strong urban fabric on the western side of Broad Street and the former Read's Department Store building just south of this site, this intersection is very pedestrian-oriented with good building stock and a mixture of land uses. The northeast corner contains the park behind the Fairfield County Courthouse which, while needing some additional design features, is a well proportioned open space. A mixed-use development, comparable in scale to the Read's building with a potential tower at the corner, would solidify these four corners as Broad Street's historic core. Retail uses on the ground floor are essential to activating Broad Street and upper floors could be filled by either office or residential uses. The primary entrances should be along Broad Street or near the corner and services and curb cuts should be confined to Cannon Street, away from the street corner.

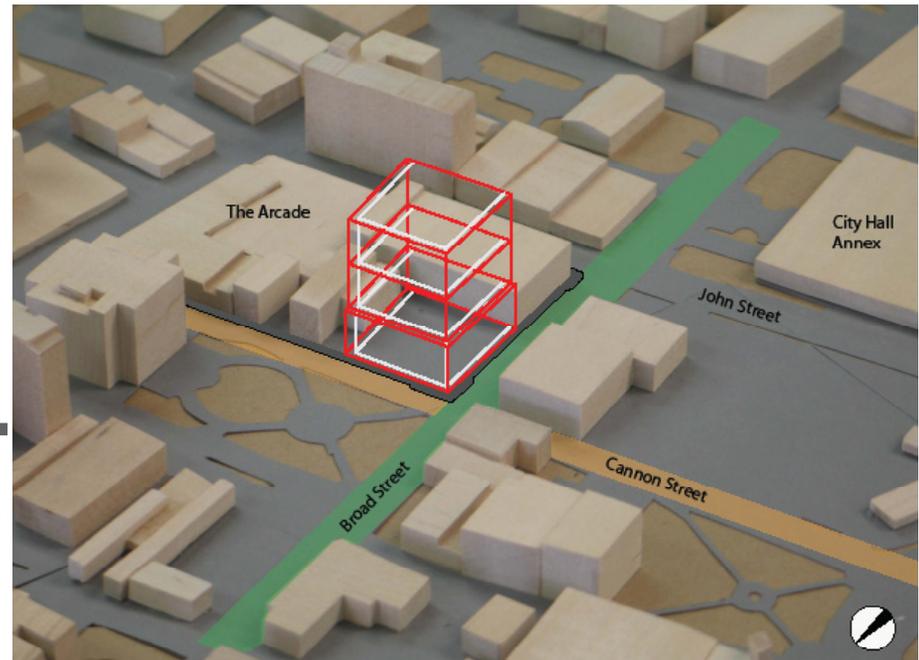
Aerial



Site Photo



Envelope



Recommended Design Guidelines

If necessary, a side yard should only be located along Cannon Street, maintaining the Broad Street facade continuity. Loading and garage access should be located in this zone, away from the pedestrian activity of the corner.

While a fifteen story building is permitted, an eight to ten story structure is more appropriate for this site given the lower height of most buildings fronting the public square to the north.

The height of the building base below the step back should be aligned with the heights of adjacent structures on Broad and Cannon, creating a consistent street wall.

The primary entrance should be located along either the Broad Street or Cannon Street frontage, near the corner of the site.



Main & Gold

Location



Located towards the northern end of Main Street, the redevelopment of the parcel located at the intersection of Main Street and Gold Street presents an opportunity to create a northern anchor to the Main Street corridor in the short term and draw the energy of the downtown slightly north. It is crucial that the structure on this parcel respond to the new park that will be created along Main Street just north of Gold Street. This building, the former Boys' Club historic structure and the redevelopment to the block north will frame this new focal open space of the northern area of downtown. A mixture of uses is appropriate at this site with an emphasis on residential as the dominant use and retail along Main Street to ensure the activation of this primary pedestrian spine of the city.

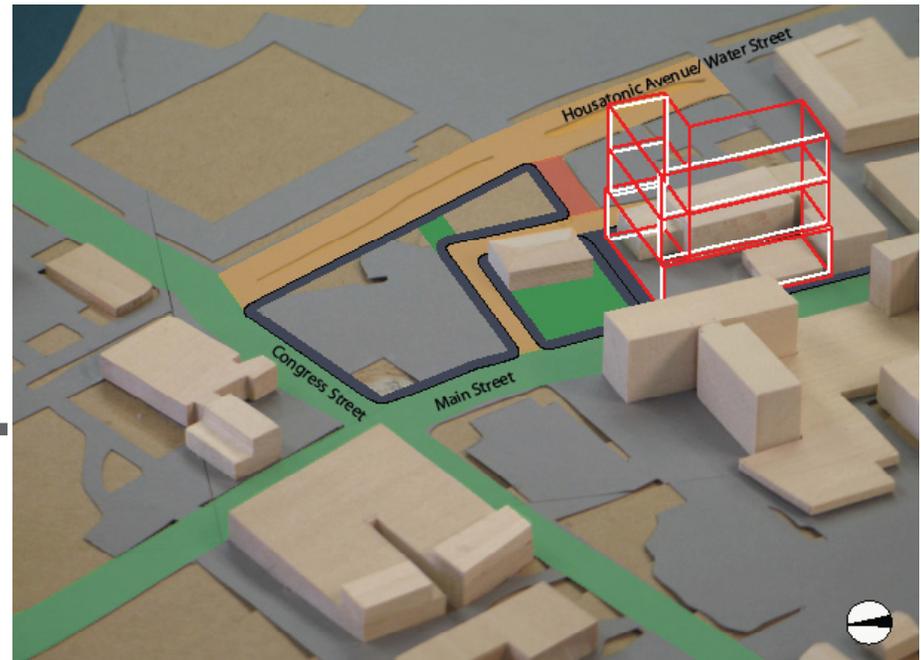
Aerial



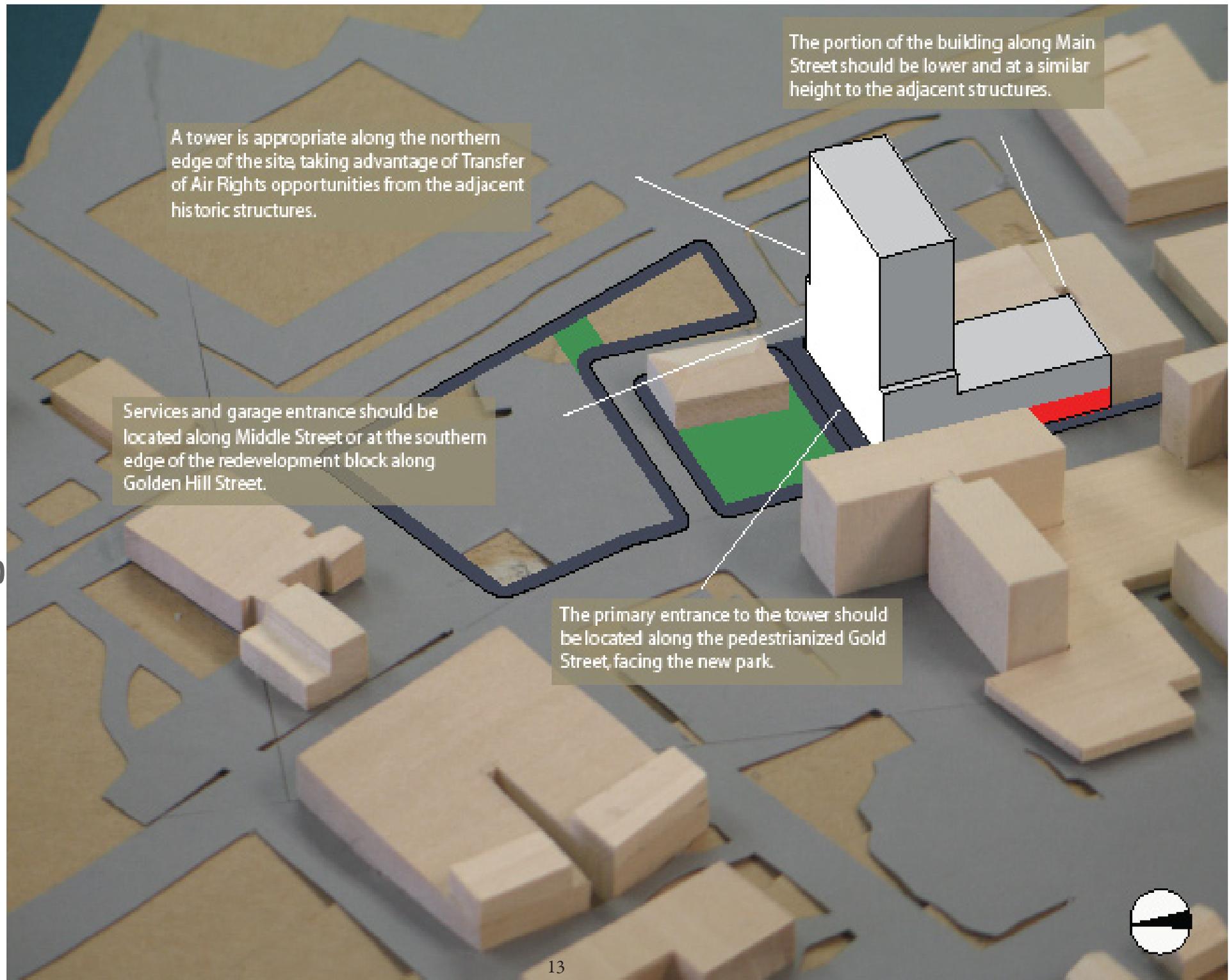
Site Photo



Envelope



Recommended Design Guidelines



A tower is appropriate along the northern edge of the site, taking advantage of Transfer of Air Rights opportunities from the adjacent historic structures.

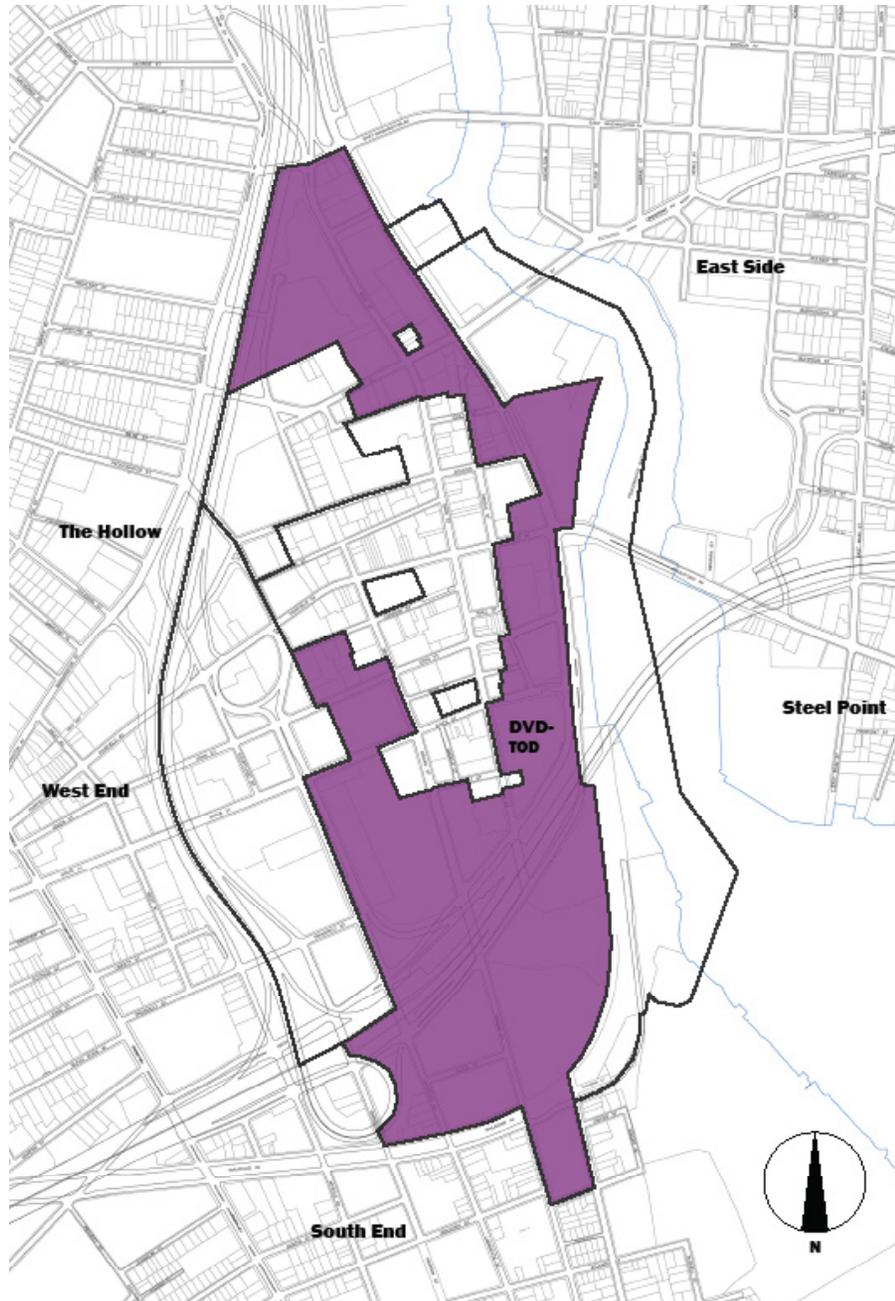
The portion of the building along Main Street should be lower and at a similar height to the adjacent structures.

Services and garage entrance should be located along Middle Street or at the southern edge of the redevelopment block along Golden Hill Street.

The primary entrance to the tower should be located along the pedestrianized Gold Street, facing the new park.



DVD TOD



The Transit-Oriented Development Downtown Village District recognizes the fact that the majority of downtown Bridgeport is within one half-mile of the new inter-modal transportation center. With easy pedestrian access to sustainable transit infrastructure that can connect downtown's residents and workers to the wider region, this is the appropriate place for high intensity, mixed-use development. This zone includes the development opportunities located directly adjacent to the rail station, the center of downtown on and around City Hall Annex, and the large redevelopment district centered on the intersection of Congress Street and Main Street.



Dallas, TX



Portland, OR



Oakland, CA

Peoples II



Presently, this site serves as a necessary shared parking resource accommodating office uses during the day and entertainment uses during the evening. Without the provision of additional parking in the downtown, as much of this parking should be targeted for replacement on site, while the primary purpose of the sites redevelopment should be the activation of Broad Street between State Street and the I-95 overpass. While Main Street is the primary mixed-use corridor north of the highway transitioning to Broad Street in front of the Arena and Ballpark at Harboryard, it is anticipated that the redevelopment of Pequotia and the continued redevelopment north of State Street in the downtown will provide demand for a pleasant pedestrian realm along this southern portion of Broad Street with its foundation in active uses facing Housatonic College. The community college's southern expansion will have a significant impact on this area of the downtown but this area's activation will only truly be realized when this new development faces a similarly bold redevelopment across the street. Parking should be located in the interior of the block with the only automobile access and services located along the North Frontage Road. The building mass should capitalize on highway visibility and Sound views without overpowering the pedestrian realm along Broad Street.

Parking should be located in the interior of the block with the only automobile access and services located along the North Frontage Road. The building mass should capitalize on highway visibility and Sound views without overpowering the pedestrian realm along Broad Street.

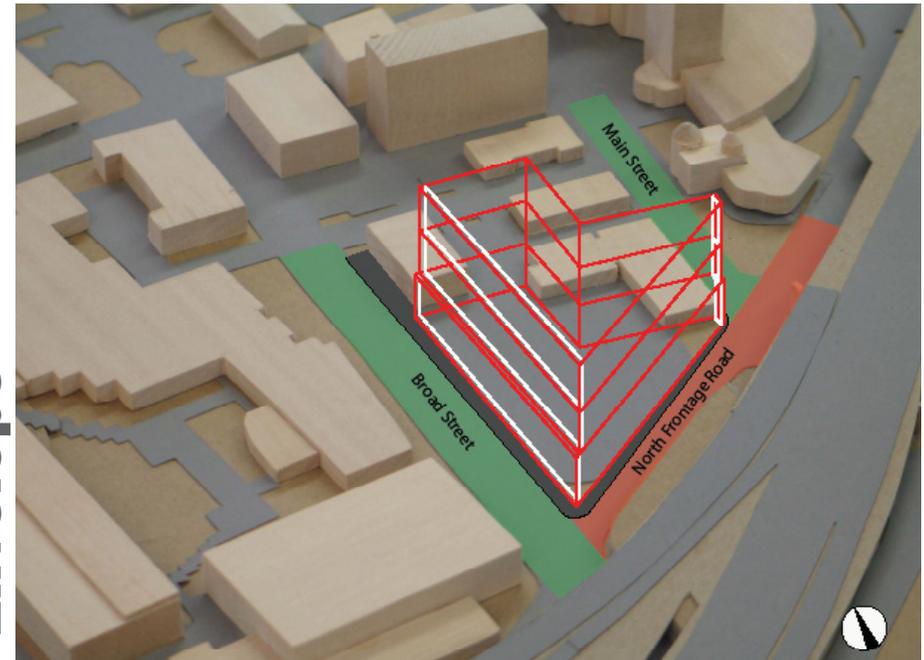


Site Photo

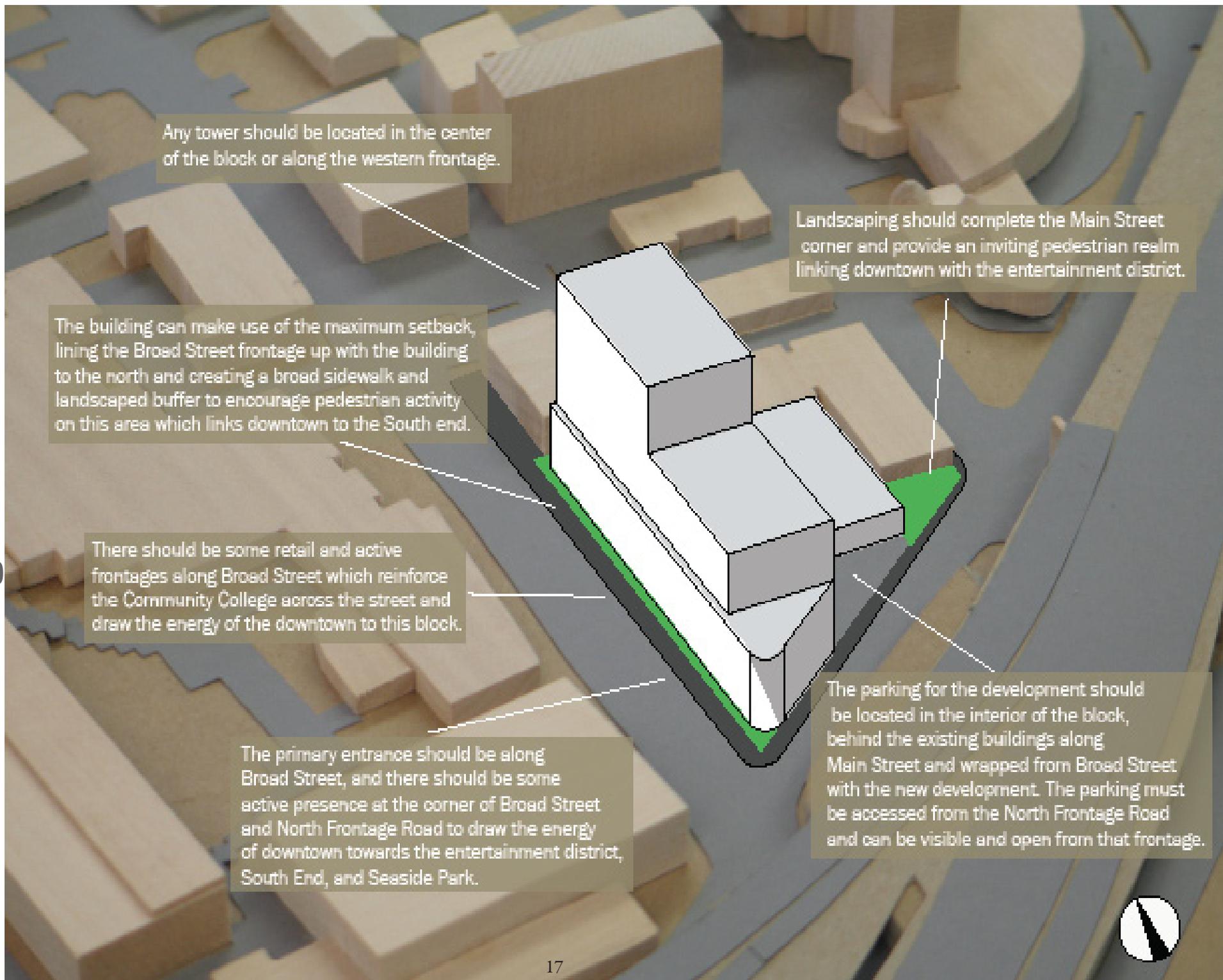
Aerial



Envelope



Recommended Design Guidelines



Any tower should be located in the center of the block or along the western frontage.

Landscaping should complete the Main Street corner and provide an inviting pedestrian realm linking downtown with the entertainment district.

The building can make use of the maximum setback, lining the Broad Street frontage up with the building to the north and creating a broad sidewalk and landscaped buffer to encourage pedestrian activity on this area which links downtown to the South end.

There should be some retail and active frontages along Broad Street which reinforce the Community College across the street and draw the energy of the downtown to this block.

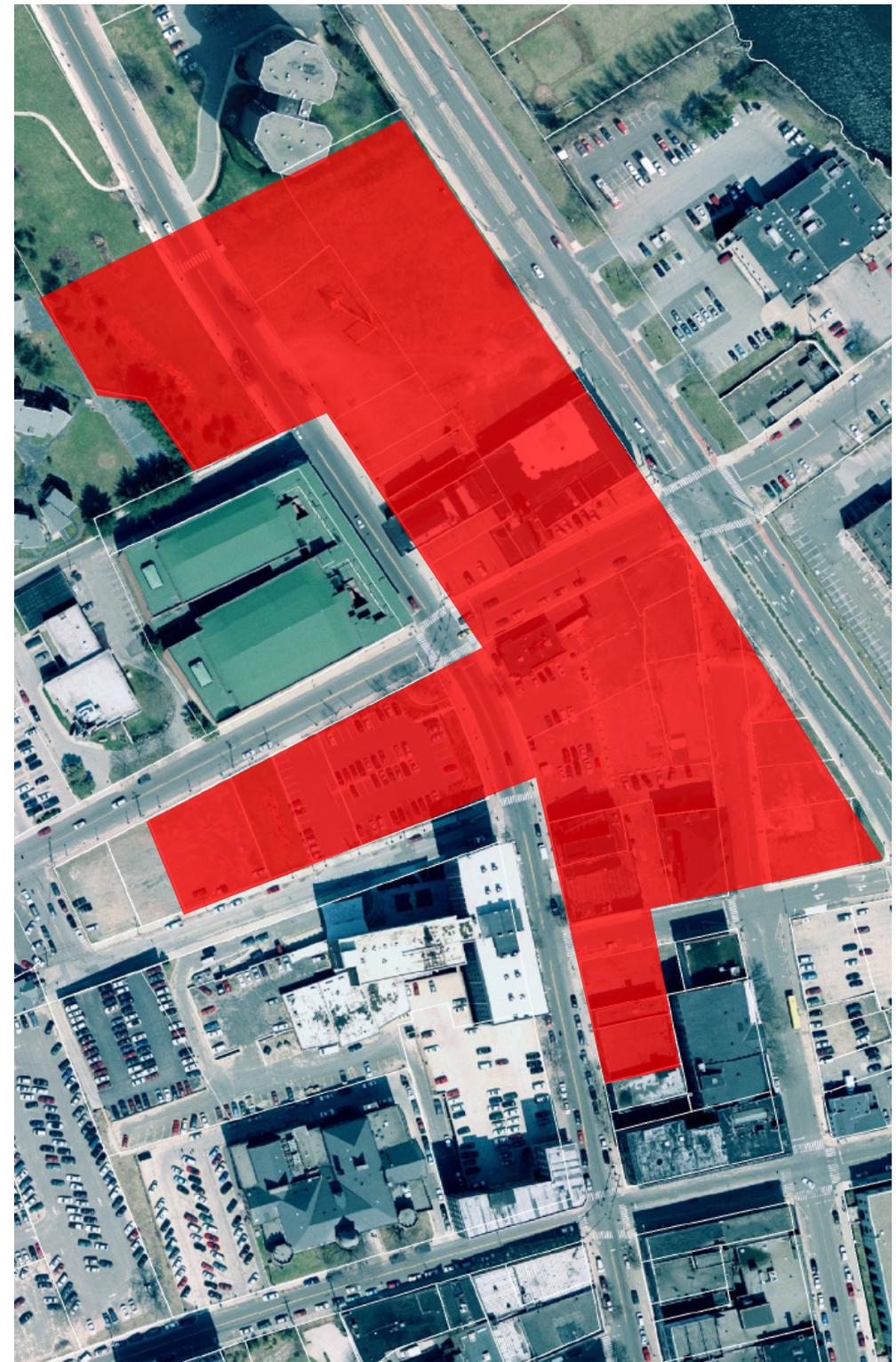
The primary entrance should be along Broad Street, and there should be some active presence at the corner of Broad Street and North Frontage Road to draw the energy of downtown towards the entertainment district, South End, and Seaside Park.

The parking for the development should be located in the interior of the block, behind the existing buildings along Main Street and wrapped from Broad Street with the new development. The parking must be accessed from the North Frontage Road and can be visible and open from that frontage.



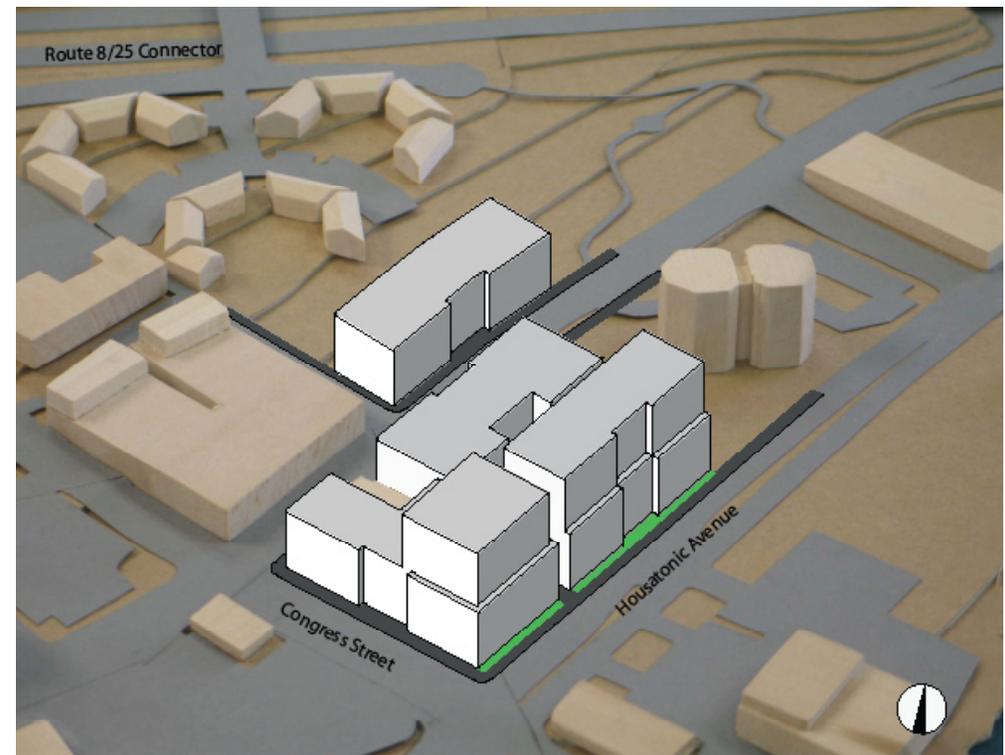


Future development of the Congress Plaza district should capitalize on the magnificent historic architecture that currently exists on and around the intersection of Congress and Main Streets. Shown here is the Majestic Theatre building.

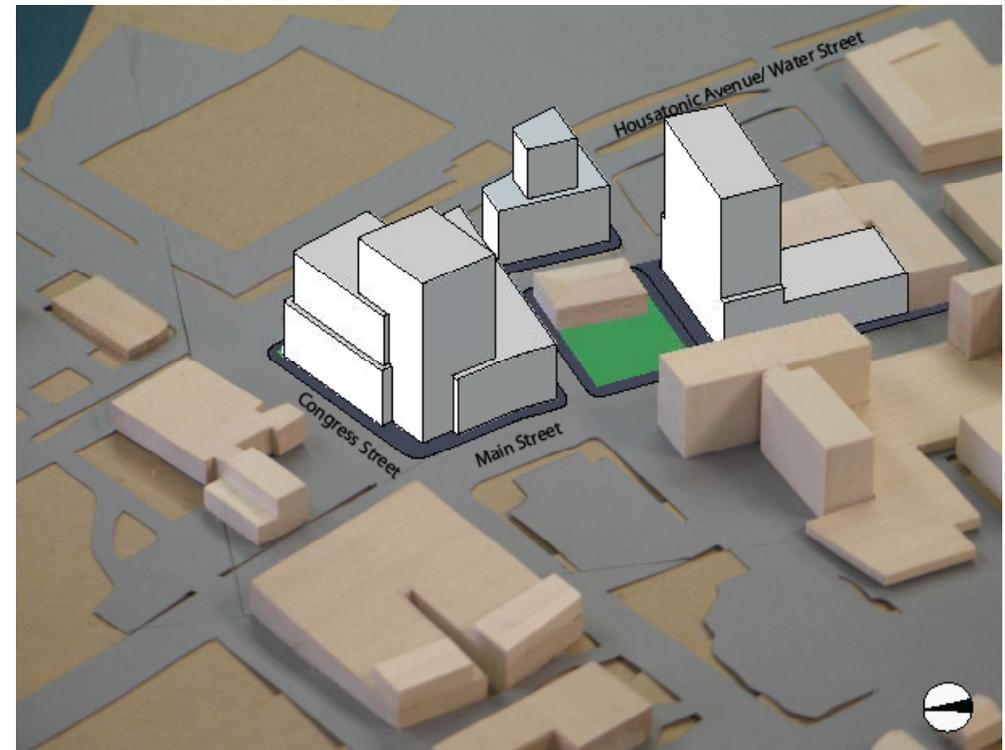


CONGRESS PLAZA DISTRICT

The overarching goal in this district is to create a pedestrian-oriented northern anchor to the Main Street Corridor that offers a mixture and intensity of uses significant enough to draw the energy of the downtown to its northern edges. This redevelopment will be organized around the historic assets of the Palace and Majestic Theatres and the Boys' Club building. There are significant opportunities for new development on the districts vacant and surface parking lots. New buildings will be oriented around a new public space located between the Boys' Club building and Main Street. A transfer of Air Right from the historic structures to the redevelopment sites will allow for the intensity necessary to create an attractive mixed-use node of activities. Structured parking will inevitably be essential to support the proposed scale of development, and there are three potential locations for a new garage in this district. Structured parking will allow for a consolidation of the existing parking resources and provision for the new uses in a way that doesn't detract from the pedestrian environment at this crucial intersection. This area provides the vital link between the core of the downtown, the East End, and the West End via Golden Hill. The opportunity exists in this district to stitch together these presently disconnected areas of the city fabric. A potential anchor tenant in this district would be the relocated civic uses, relocated to allow for the redevelopment of the City Hall Annex site in the downtown core. Government offices and a larger, modern library facility could be the essential ingredients necessary to create a sufficient anchor to downtown north, mirroring the entertainment and office districts to the south.



The development of Congress Plaza will transform this area of empty storefronts and vacant lots into a vibrant, pedestrian-friendly northern gateway to downtown Bridgeport.



Congress Plaza SE

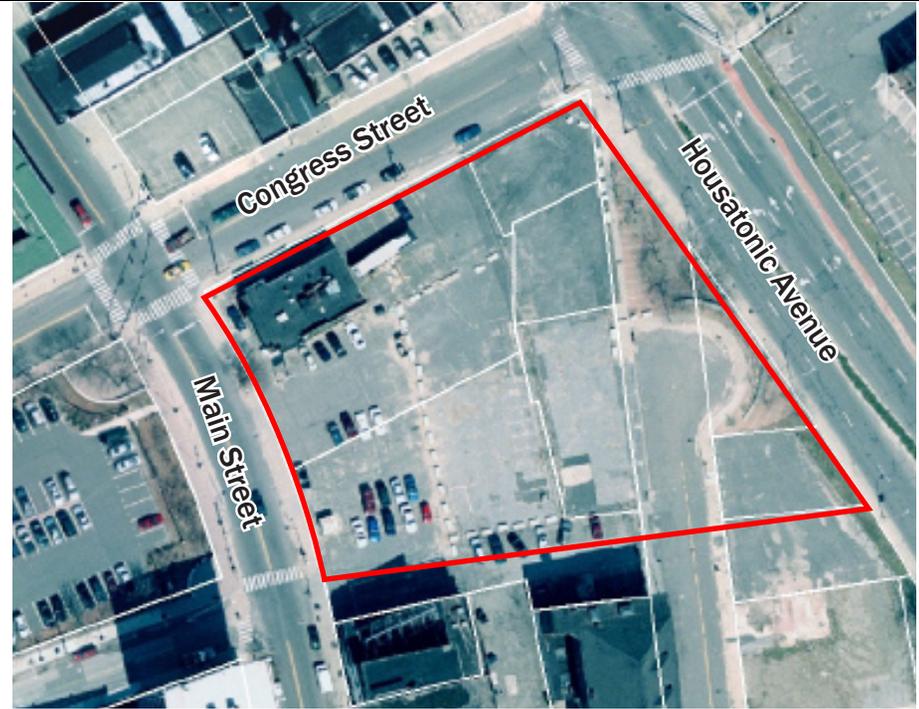
Location



Looking north along Main Street, this large redevelopment site presents an opportunity to create a focal building, a visual marker of Main Street's anchoring north district. A new park located between the Boys' Club building and Main Street creates a fantastic setting for this site, bordered by the park, Main Street, Congress Street, and Housatonic Avenue. While minimizing the impact of services and garage entrances will be crucial at this site, great frontages along four sides ensure that the ground floor of this site will be a node of activity in the north downtown. The size of the site will allow for a large amount of civic consolidation and potentially a centrally located parking garage to serve this entire district. A focal tower, located at the intersection of Congress and

Main Streets will serve as the visual marker of the district from throughout the city. The site can accommodate a large range of uses including office, residential, civic, and hotel above a ground floor of active retail or active civic uses. A green corridor to the buildings south will allow for pedestrian connection from the new park to Housatonic Avenue and the waterfront beyond.

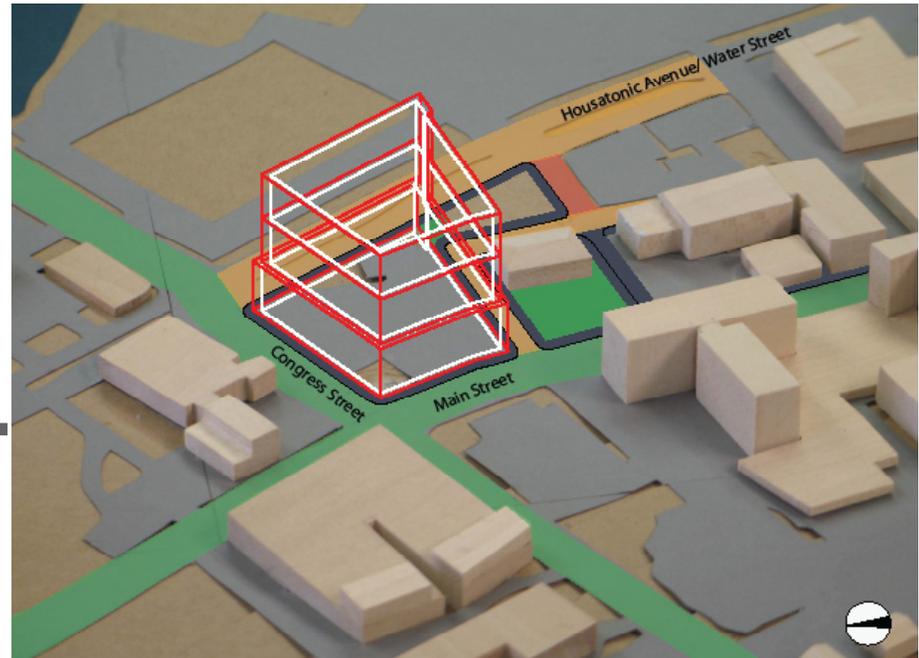
Aerial



Site Photo



Envelope

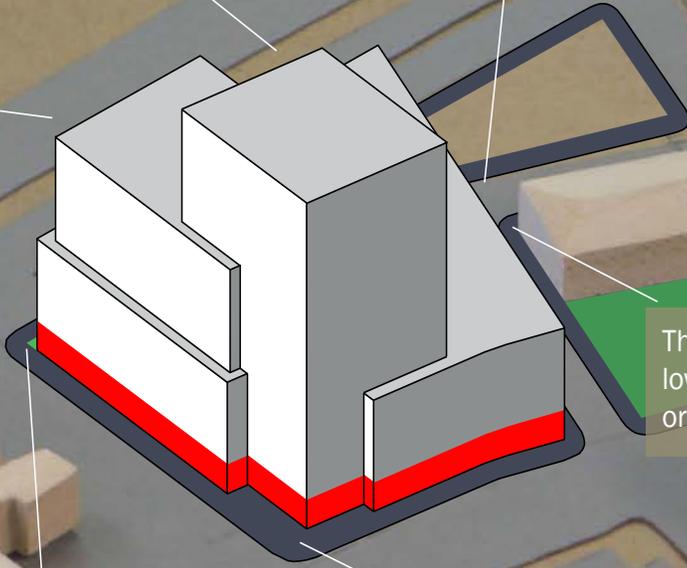


Recommended Design Guidelines

The tower should be located on the northwest corner of the site, reinforcing the primacy of both Main Street and Congress Street and serving as a visual anchor on the northern end of Main Street.

An intermediate mass should be located along Congress Street, reinforcing this corridor and positioned to the north so as to not overwhelm the new park.

Services and garage entrances should be placed along either Housatonic Ave or the northern terminus of Middle Street. They should not be located along the Middle Street extension so as to not detract from the pedestrian environment surrounding the new park.



The southern portion of the building should be lower, so as not to overwhelm the new park or the historic Boys Club building.

The primary entrance should be located at the intersection of Main Street and Congress Street or close to that along the Main Street or Congress Street frontage.

The eastern setback should be to the maximum distance in order to create a more green, boulevard feel along busy Housatonic Avenue.



Congress Plaza SW

Location



The current municipal surface parking lot presents the only significant gap along the western side of Main Street, sandwiched between the ongoing redevelopment of the apartment block at Main Street and Golden Hill and the magnificent historic theatre structures to the north. Redevelopment of the eastern portion of the block bordered by Chapel Street, Main Street, and Congress Street would serve to solidify this stretch of Main Street. This site can potentially accommodate a broad mixture of uses, but they should be divided between two structures to break up this large site and provide an opportunity for pedestrians to cross in the north-south direction mid-block. A tower would be appropriate on the eastern portion of the site, set back enough from Main Street so as to not overwhelm the pedestrian realm and tapering down to the west towards the lower civic district. An active retail frontage along both Main Street and Congress Street with necessary services located along Chapel Street will encourage pedestrian activity at this vital intersection. The scale of this site may allow for a consolidated garage in its interior, serving the parking needs of the North Downtown district.

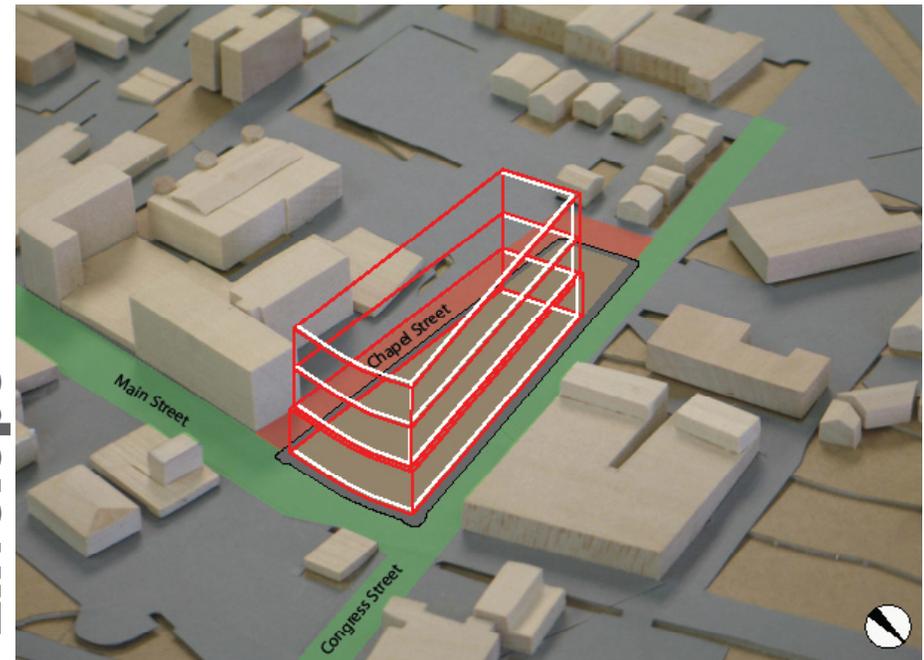
Aerial



Site Photo



Envelope



Recommended Design Guidelines

This large parcel should be divided into two smaller development sites so as to not create a monolithic structure in the northern section of downtown.

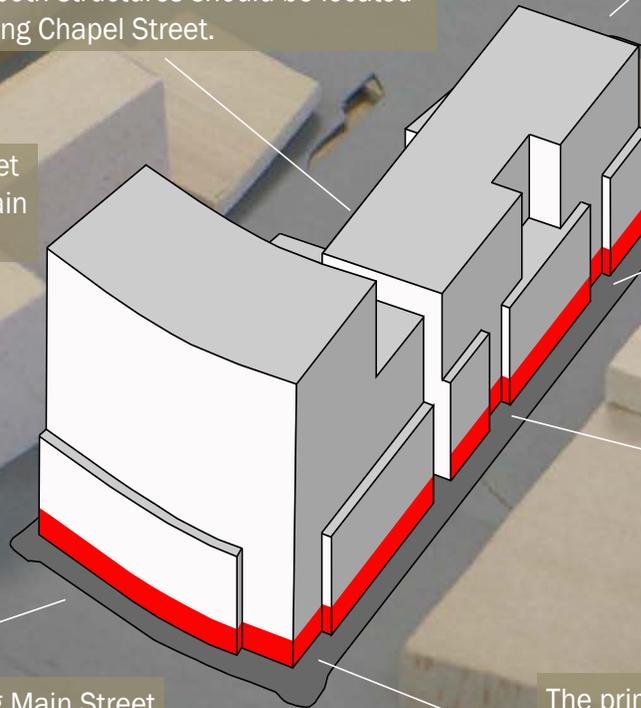
The western half of the parcel should include an intermediate mass to reinforce the Congress Street corridor but no tower so that the mass of this block steps down toward the lower civic district to the west.

The services and garage entrance to both structures should be located along Chapel Street.

The façade of the western building should include one or more articulations to break up the long frontage along Congress Street.

If extending the length of the Main Street frontage, the tower façade should contain an articulation to break up its length.

The primary entrance to the western building should be along Congress Street.



The tower should be located along Main Street and near the intersection with Congress Street to reinforce the importance of this corner and to create a visual marker at the northern end of the Main Street corridor.

The primary entrance to the tower should be located at the intersection of Main Street and Congress Street.



Congress Plaza NE

Location



The present low scale commercial building located on the south side of the block bounded by Main Street, Congress Street, and Housatonic Avenue is not the highest and best use of this site. A variety of uses and scale could be appropriate at this location. In an effort to continue the enhanced pedestrian experience of Congress Street and Main Street, those frontages should be lined with retail. This site plays a crucial role in bridging the distance between Main Street and the Congress Street Bridge and will make or break any effort to make the link between the downtown and the East End pedestrian friendly, inviting, and interesting. Because of the small depth of the site, this may not be the appropriate location for a tower, but a mid-rise building that contains residential, office, or a hotel would be appropriate with its use depending on the eventual use of the redeveloped theatre buildings.

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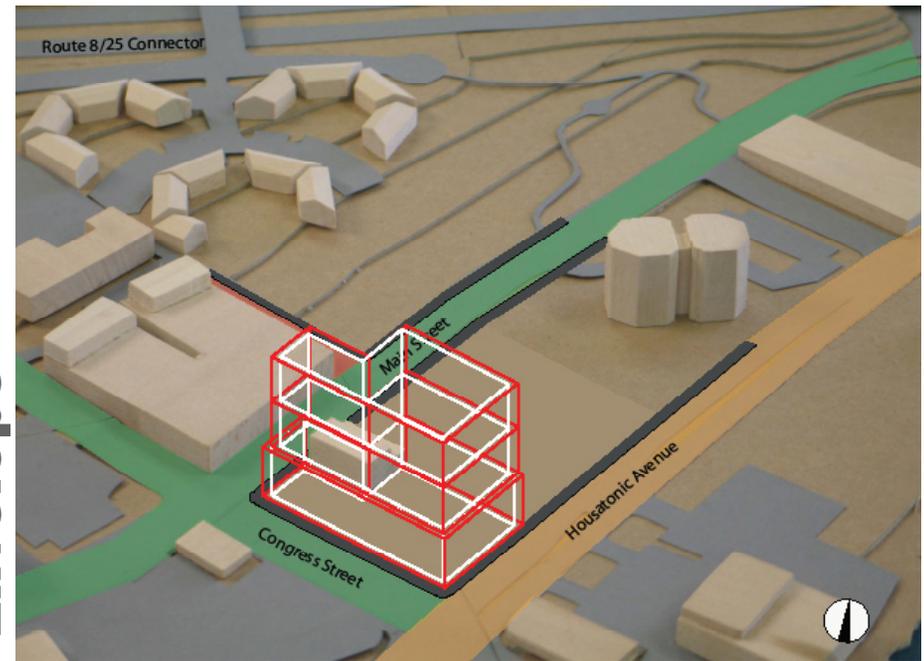
Site Photo



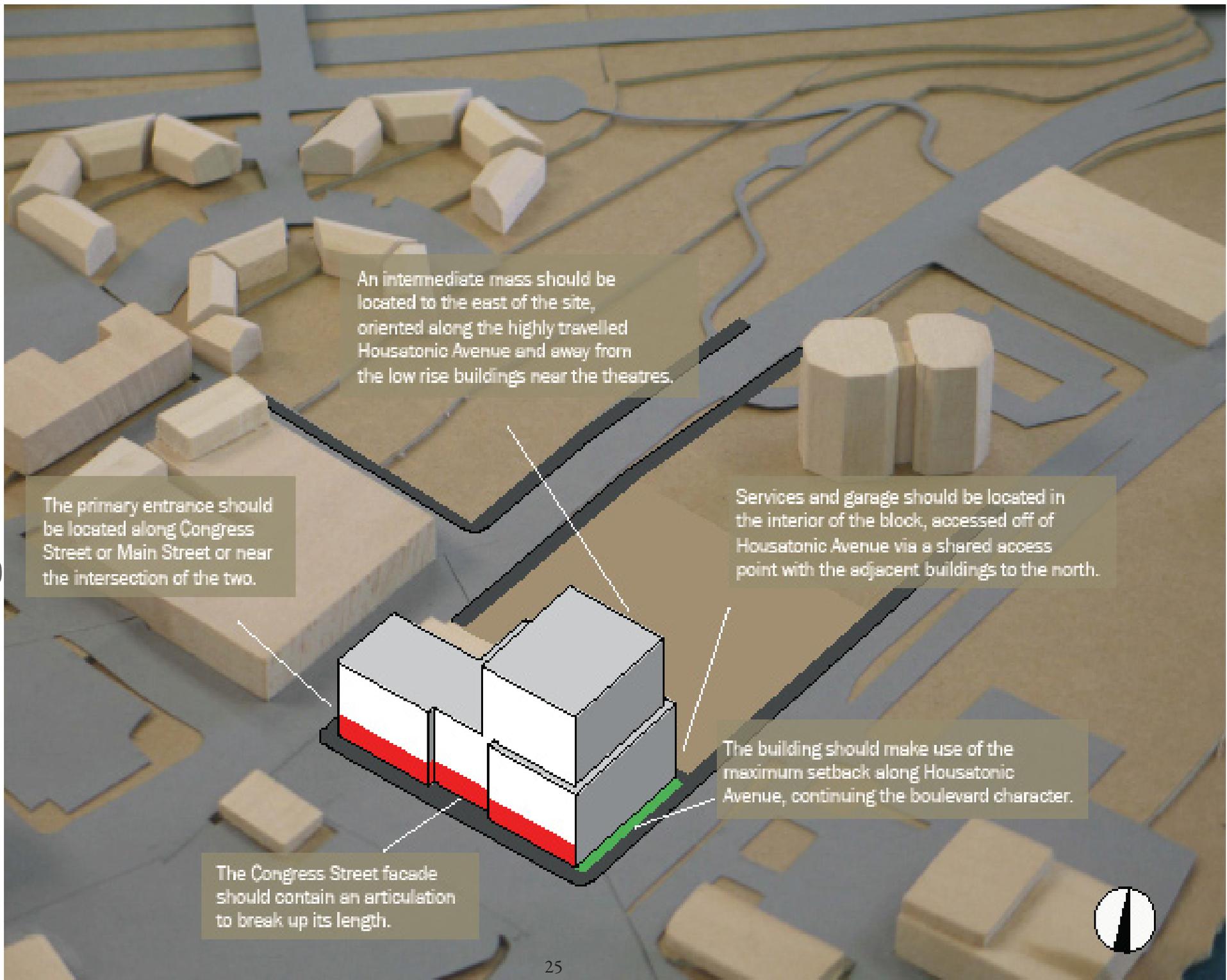
Aerial



Envelope



Recommended Design Guidelines



An intermediate mass should be located to the east of the site, oriented along the highly travelled Housatonic Avenue and away from the low rise buildings near the theatres.

The primary entrance should be located along Congress Street or Main Street or near the intersection of the two.

Services and garage should be located in the interior of the block, accessed off of Housatonic Avenue via a shared access point with the adjacent buildings to the north.

The building should make use of the maximum setback along Housatonic Avenue, continuing the boulevard character.

The Congress Street facade should contain an articulation to break up its length.



Congress Plz North B

Location



These parcels, located in the central portion of the block bounded by Congress to the South, Main Street to the West, Lumber Street to the North, and Housatonic Avenue to the East represent the transitional zone between the mixed-use core of the downtown with its predominantly residential northern neighborhood. Any redevelopment of these parcels must be in accordance with the residential character of this part of the downtown. One potential future is that of a mid-rise residential block. Garden apartment buildings wrapping an interior parking deck would provide the appropriate density and character while retail frontage along the Main Street ground floor would offer services for the new residents and people living in the existing towers to the north. Alternatively, low-impact commercial uses built in conjunction with the future use of the theatre buildings would be compatible as long as the ground floor was active along Main Street and the commercial uses do not produce negative externalities to the residential neighborhood. The interior portion of the lot may accommodate the parking resource for this district.

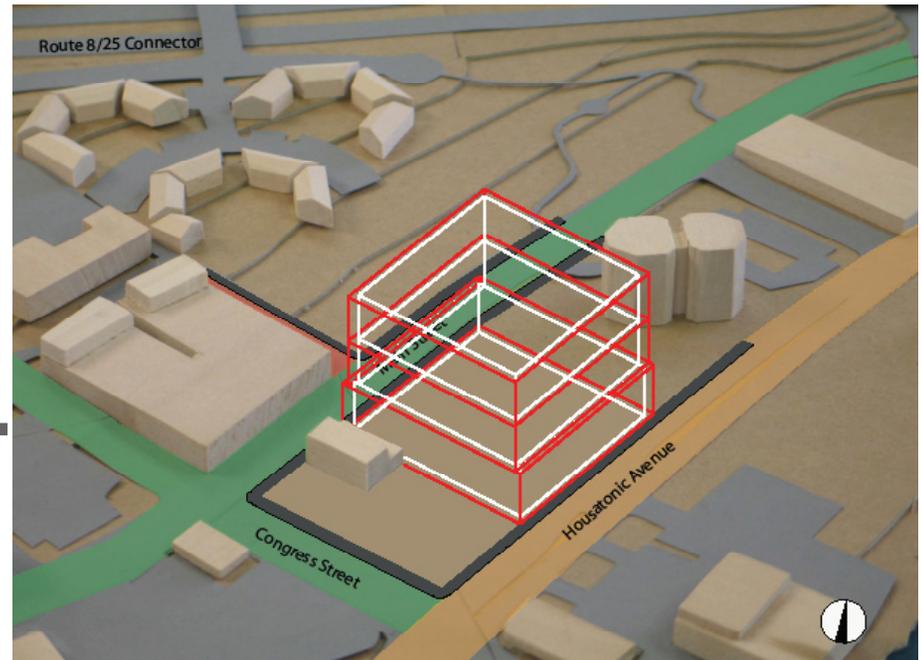
Aerial



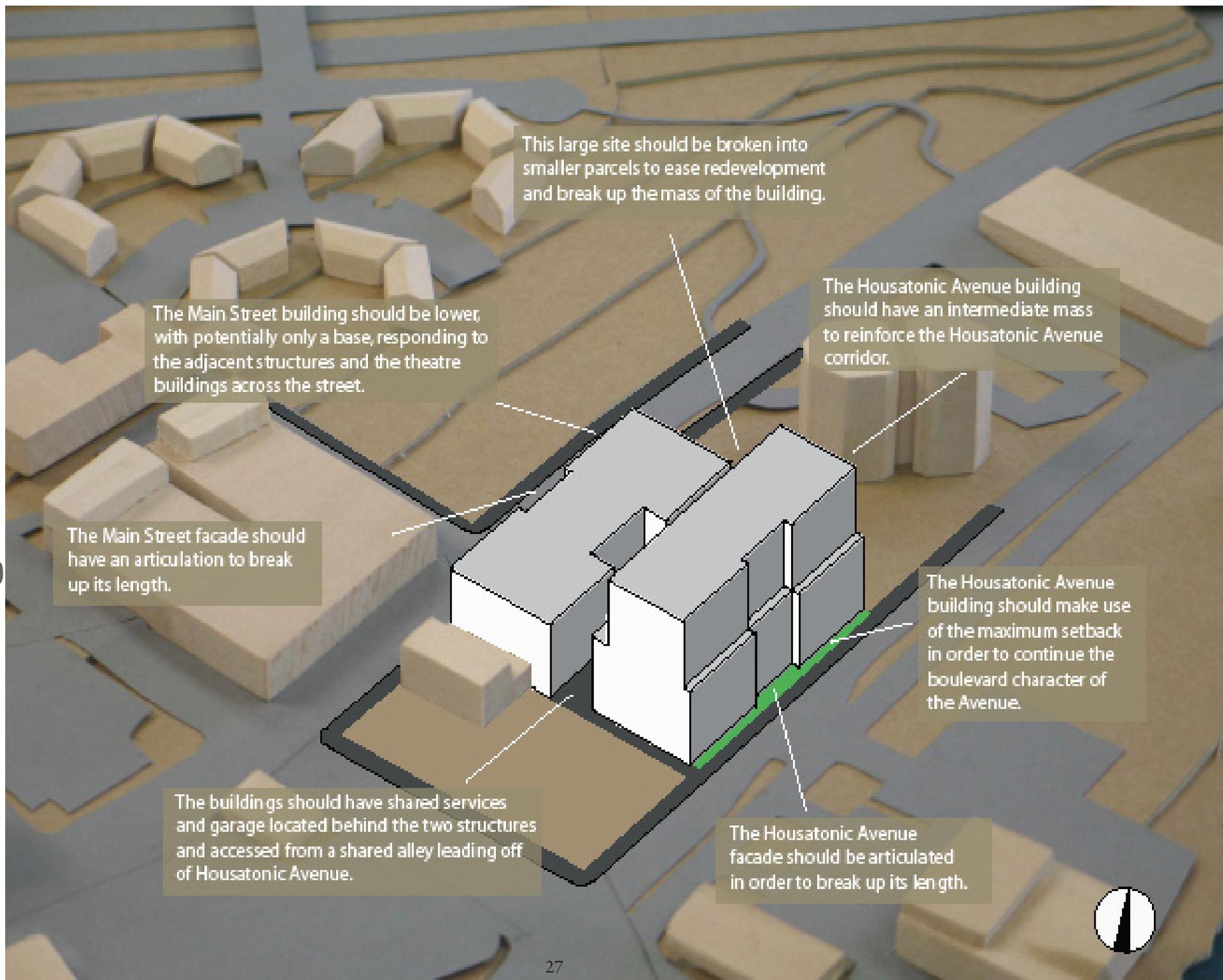
Site Photo



Envelope



Recommended Design Guidelines



This large site should be broken into smaller parcels to ease redevelopment and break up the mass of the building.

The Main Street building should be lower, with potentially only a base, responding to the adjacent structures and the theatre buildings across the street.

The Housatonic Avenue building should have an intermediate mass to reinforce the Housatonic Avenue corridor.

The Main Street facade should have an articulation to break up its length.

The Housatonic Avenue building should make use of the maximum setback in order to continue the boulevard character of the Avenue.

The buildings should have shared services and garage located behind the two structures and accessed from a shared alley leading off of Housatonic Avenue.

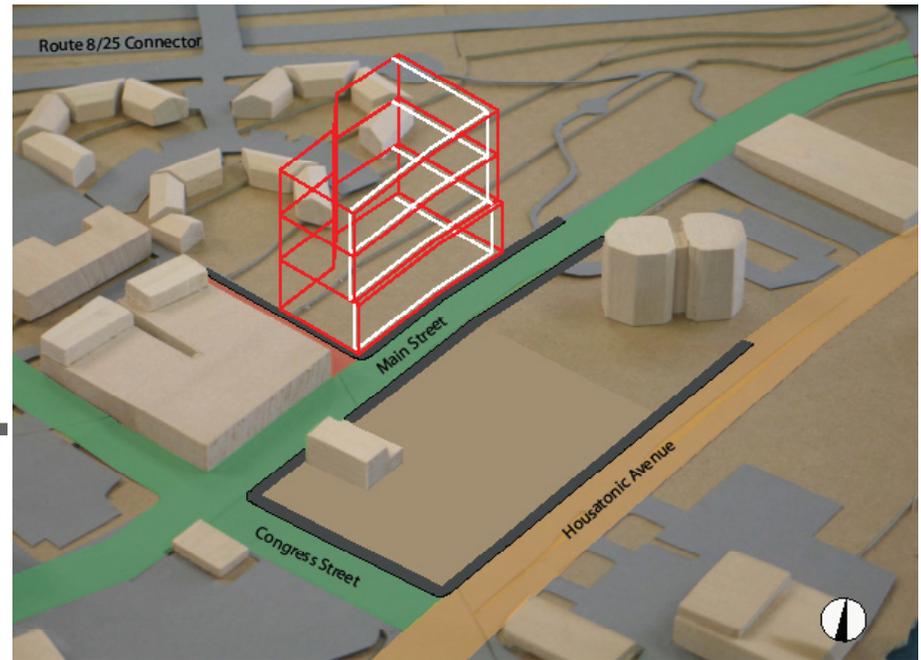
The Housatonic Avenue facade should be articulated in order to break up its length.



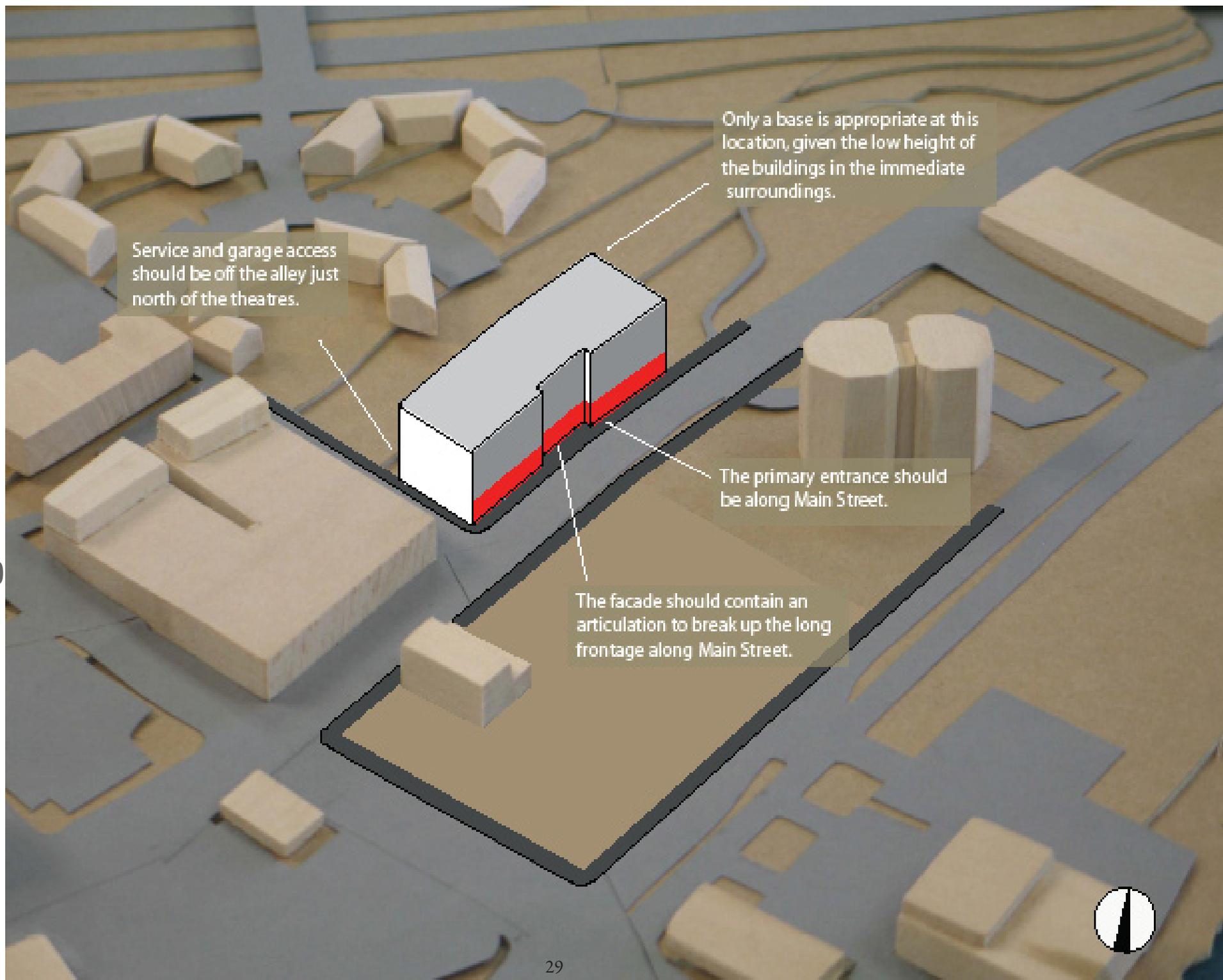
Main & Arch



Moving farther north along Main Street from the intersection with Congress Street, the downtown becomes entirely residential. This site should continue the residential nature of this part of the downtown while encouraging ground floor pedestrian activity as is the aim throughout the downtown. This site would be appropriate for either garden apartment scale buildings or townhouses ranging from mid-scale to that of the residential building east of Main Street. It is important that the redevelopment of this parcel be designed in a way which responds to the adjacent city parkland and continues the inviting feeling of the parking that currently exists from Main Street. The development should serve to further activate this park and not cut the downtown off from it.



Recommended Design Guidelines



Service and garage access should be off the alley just north of the theatres.

Only a base is appropriate at this location, given the low height of the buildings in the immediate surroundings.

The primary entrance should be along Main Street.

The facade should contain an articulation to break up the long frontage along Main Street.

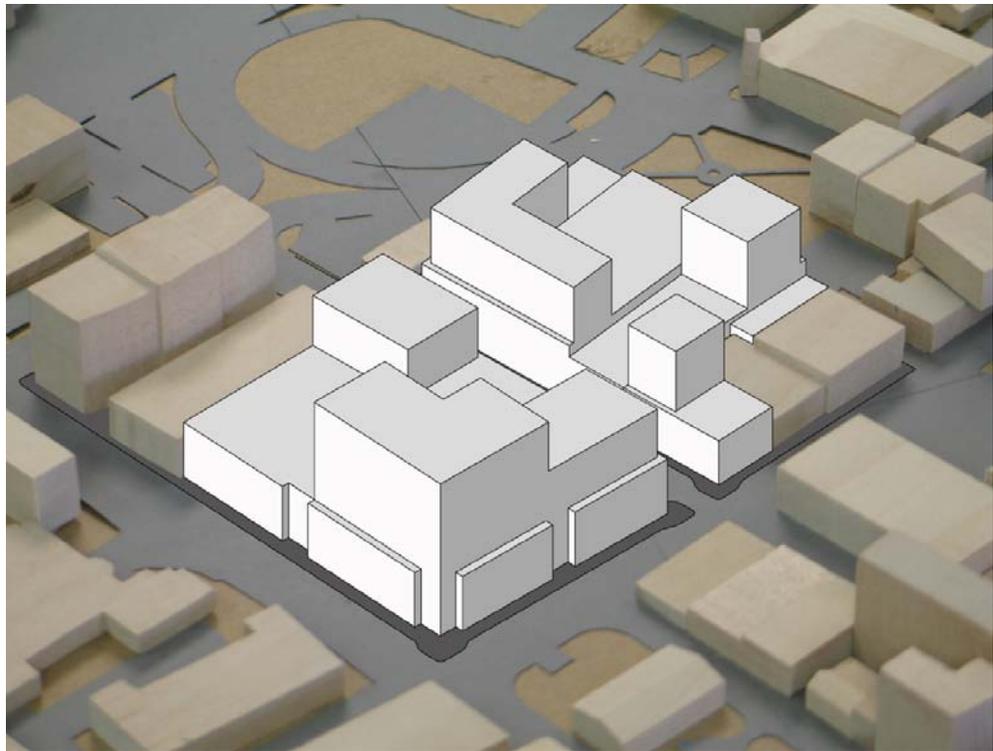


Though the City Hall Annex building itself makes use of structured parking, the sites directly across John Street to the north consist of large swaths of surface parking lots.

CITY HALL ANNEX DISTRICT



Presently, the transitional zone between the downtown core and Lafayette Boulevard is dominated by surface parking lots and low rise structures. Though the City Hall Annex is an important node of activity and makes use of structure parking, the low intensity and single use of the structure does not bring the vibrancy to this part of downtown that is possible on a parcel of that size. Additionally, the sites directly to the north form the greatest concentration of surface parking in the downtown, creating a large dead zone in the pedestrian experience that, combined with the automobile dominated environment of Lafayette Circle, ensure that little pedestrian activity occurs west of Broad Street in the downtown. Essential to the redevelopment of this crucial zone will be the construction of consolidated parking resources that will serve multiple existing and future uses and allow for the redevelopment of lands that currently provide parking to the surrounding uses. This resource should be housed in one or two parking decks located on the interior of the City Hall Annex site as a component of its redevelopment and/or in the interior of the block bounded by John Street, Broad Street, and Cannon Street as a component of or in anticipation of the redevelopment of that block.



City Hall Annex

Location



While this parcel, located in the heart of the downtown, is an appropriate location for a focal civic use, the existing two story structure is of too low an intensity for this key location within walking distance of the train and all amenities in the downtown. The large format of the site would allow for a mixed-use redevelopment of the scale and intensity necessary to form an activity anchor in the heart of the downtown and be an attractive opportunity for nationally recognized development firms. Several towers on a retail podium could allow for a wide mix of residential and office uses, each appropriate in this location. Acting as the transitional parcel between the higher density office corridor along Lafayette Boulevard and the historic core of the downtown, the City Hall Annex site presents a remarkable redevelopment opportunity for the city.

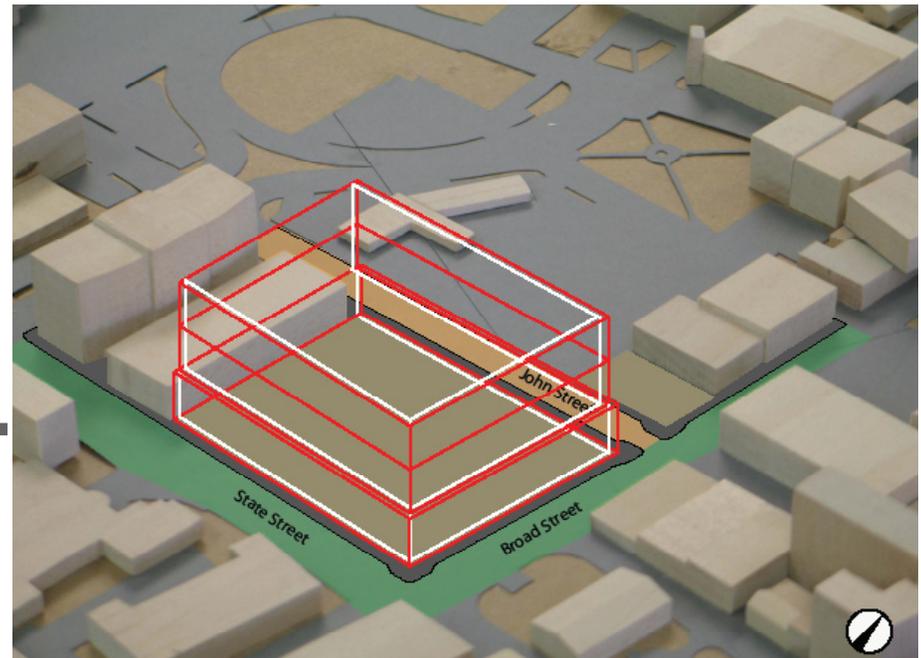
Aerial



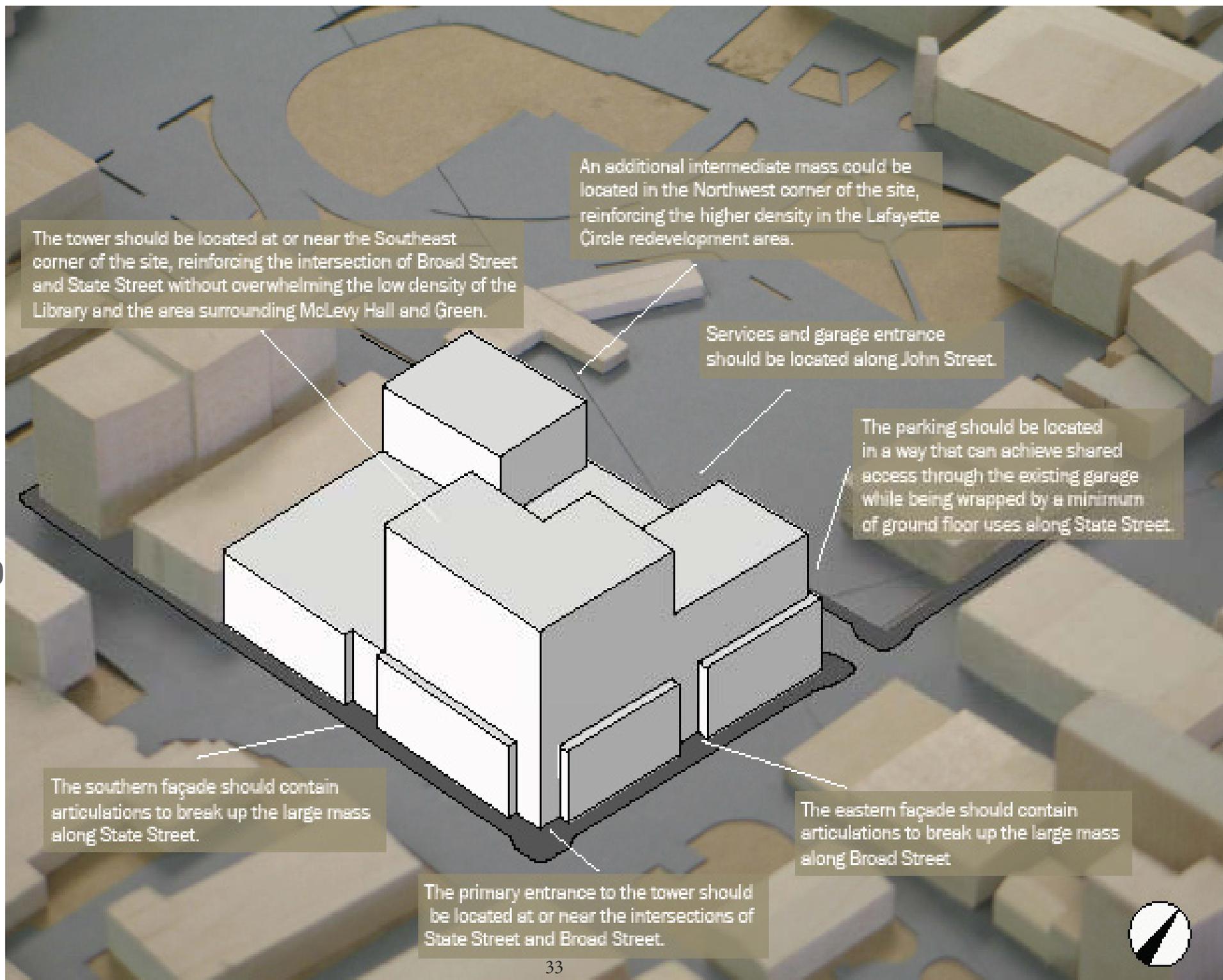
Site Photo



Envelope



Recommended Design Guidelines



The tower should be located at or near the Southeast corner of the site, reinforcing the intersection of Broad Street and State Street without overwhelming the low density of the Library and the area surrounding McLevy Hall and Green.

An additional intermediate mass could be located in the Northwest corner of the site, reinforcing the higher density in the Lafayette Circle redevelopment area.

Services and garage entrance should be located along John Street.

The parking should be located in a way that can achieve shared access through the existing garage while being wrapped by a minimum of ground floor uses along State Street.

The southern façade should contain articulations to break up the large mass along State Street.

The eastern façade should contain articulations to break up the large mass along Broad Street.

The primary entrance to the tower should be located at or near the intersections of State Street and Broad Street.



Broad & John

Location



Even before the redevelopment of City Hall Annex, the parcel located on the northwest corner of the intersection of Broad Street and John Street is the missing link in this solid intersection. With active uses on three corners, including significant open space on two corners, the activation of this corner could solidify the heart of the downtown core. Though not very large, this parcel could easily accommodate a five to ten story building that contains residential, office, or hotel uses above a retail base. Parking will be an issue on this parcel, given its small size. Innovative parking strategies could be utilized to accommodate them on-site including mechanized parking and an elevator, or parking can be shared with surrounding uses and structures and located in a common garage in the interior of this or the adjacent block.

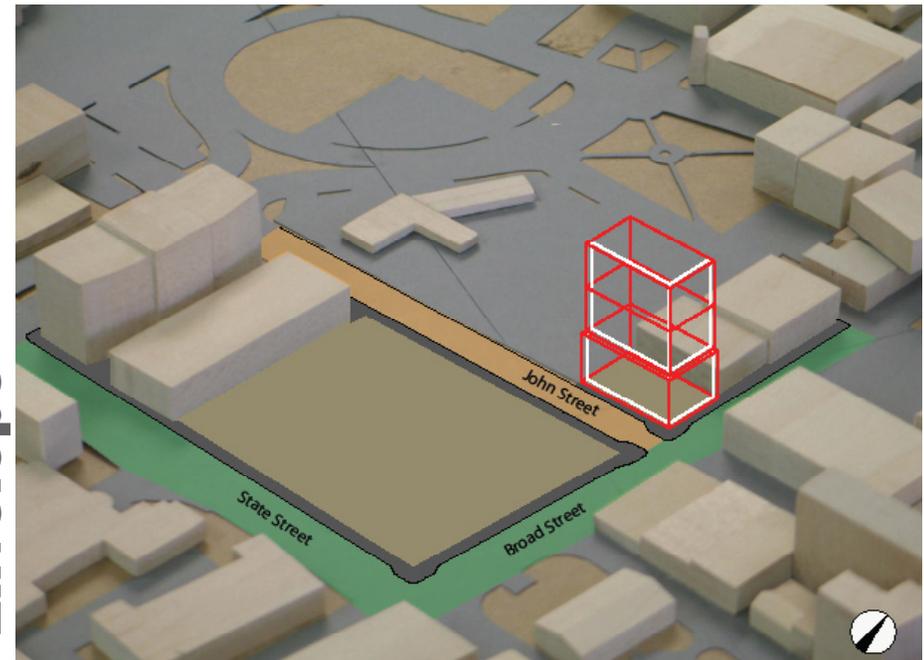
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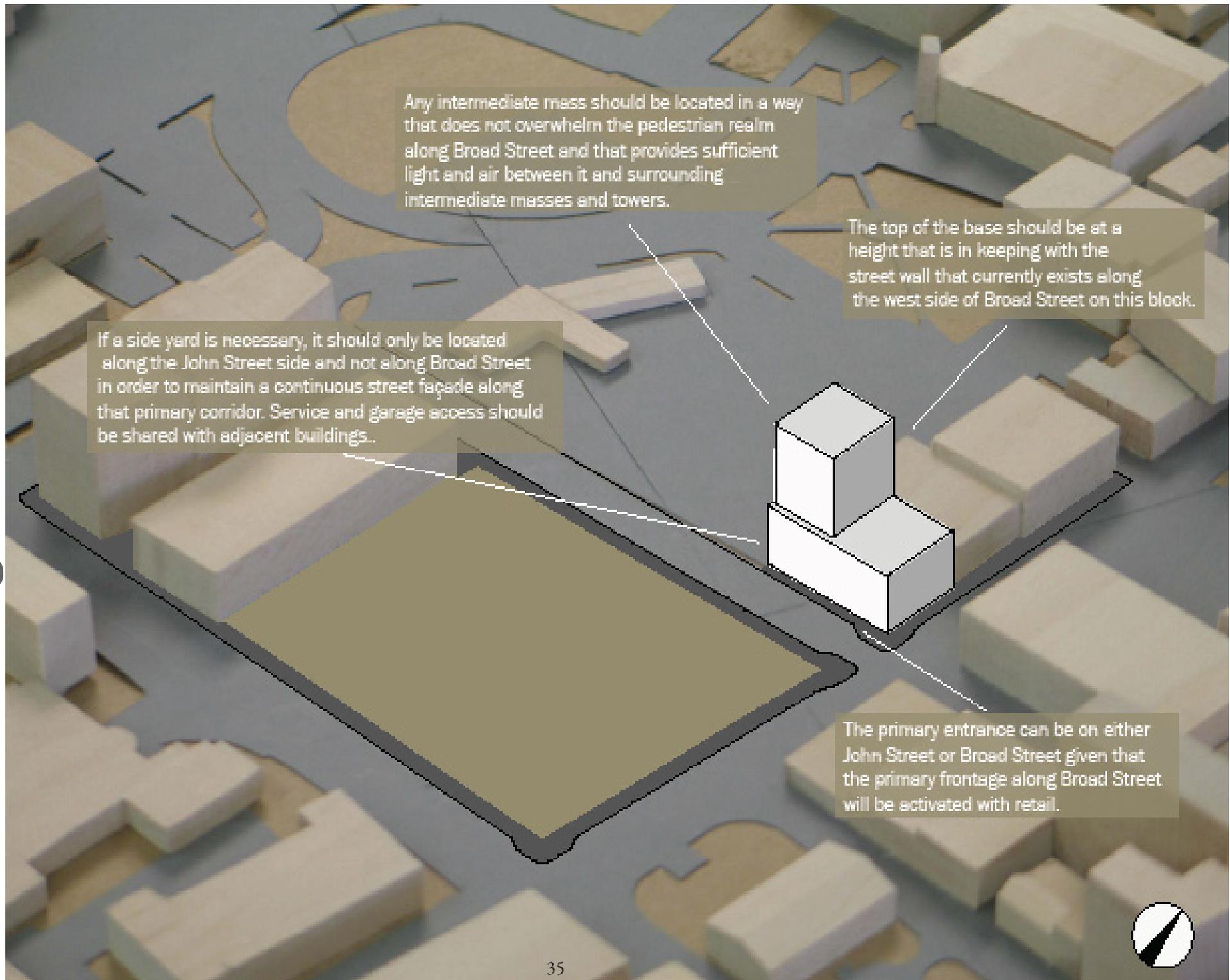
Site Photo



Envelope



Recommended Design Guidelines



Harrison St EXT

Location



Similar in scale to the City Hall Annex site itself, the agglomeration of surface parking lots covering the central portion of the block bounded by Cannon Street, Broad Street, and John Street, these parcels offer a significant redevelopment opportunity. The overall size of the site will allow for a large central parking structure that would serve the needs of the existing uses on the block as well as any additional uses included in the development. By wrapping the ground floor of the garage with active uses, the pedestrian realm could be maintained. The upper floors of the deck could be wrapped completely by a building or merely masked from view through the use of a variety of design features including false facades. The entire podium could be topped with towers that contain office, residential, or hotel uses. Activating this block would create the necessary bridge between the core of the downtown and the office corridor along Lafayette Boulevard.

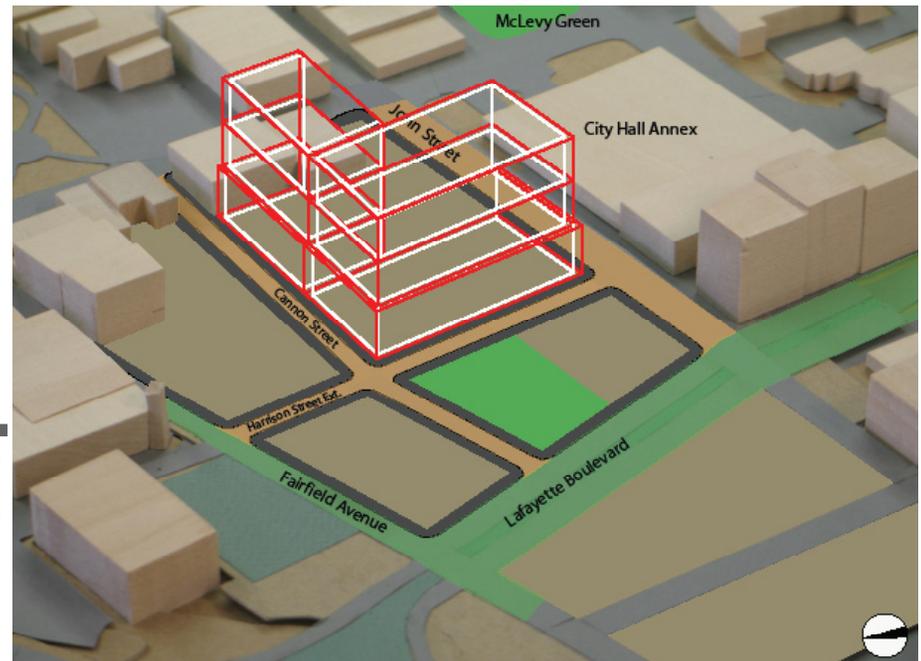
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Site Photo



Envelope



Recommended Design Guidelines

The tower should be located at either the Southeast corner of Cannon and Harrison Street Extension or the northeast corner of John Street and Harrison Street Extension.

The building should include an intermediate mass at most, providing a transition from downtown to the high density redevelopment in the Lafayette Circle area. This mass should be located in a way that minimizes its shadow impact on the Broad Street corridor.

The development should contain at least an intermediate mass along John Street to reinforce this corridor.

The primary entrance to the building should be along Cannon Street.

Services and garage access should be located along Cannon Street towards the western edge of the building to limit impact on pedestrian activity along Broad Street. Access could also be achieved from John Street through a shared access point leading to garage and service areas in the interior of the block.

Services and garage entrances should be located along the Cannon Street or John Street frontages as far from the corners with Harrison Street Extension as possible, distanced from the new park and the pedestrian core of the Lafayette Circle redevelopment area.

The Harrison Street Extension facade should include an articulation so that this long facade is broken up at the street level.

The primary entrance should be located along Harrison Street Extension fronting the new park or at the corner of Harrison Street Extension and Cannon Street. If a second primary entrance exists it should be located along John Street.

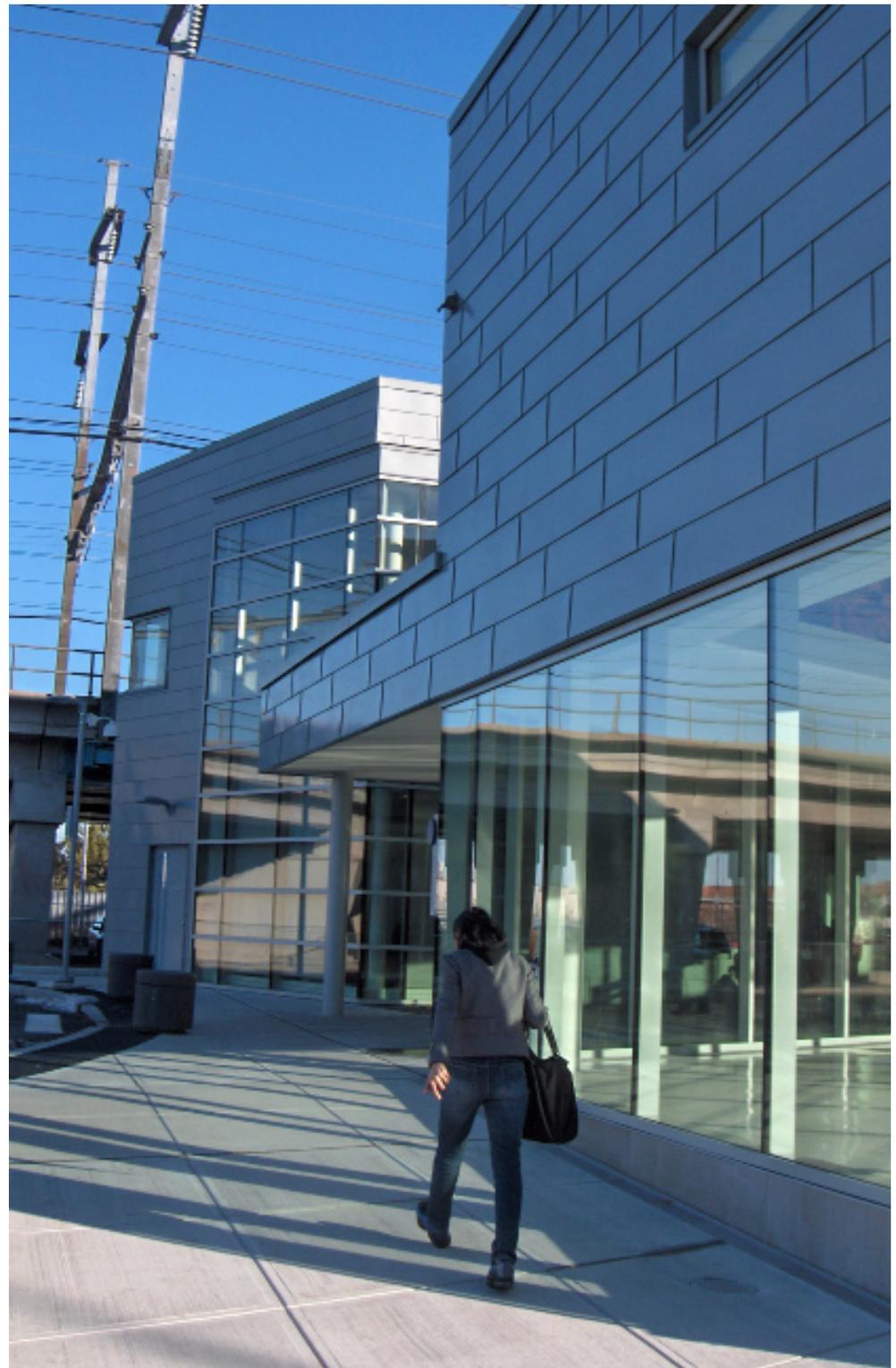
Retail, Cafe/Restaurant, or other public use should be located along Harrison Street Extension where it fronts the new park in order to activate that open space.





Any new development in the area should take full advantage of the district's proximity to one of the state's densest concentrations of mass transit services, which connect Bridgeport to the entire metropolitan region and Northeast Corridor.

WATER STREET INTERMODAL TRANSIT CTR



Key to the city's revitalization as a strong commercial and residential hub in lower Fairfield County is its possession of a robust inter-modal transportation center connecting it to New Haven, Stamford, New York, and the surrounding region. As oil prices continue to rise, congestion on the region's highway network mounts, and climate change becomes an increasingly relevant challenge to our everyday lives, sustainable transportation alternatives will be key to a location's relative success. With bus, commuter rail, inter-city train, and ferry service, Bridgeport is poised to capitalize on its connectivity to the region through means other than the automobile. Most important is the fact that all of downtown Bridgeport is within walking distance of the inter-modal center. No location within the downtown is greater than ½ mile from the transit hub and the majority of the downtown core is much closer. Water Street, running parallel to the inter-modal connections, will be a focal location for development looking to capitalize on this crucial amenity. Yet the Avenue also plays a vital role to automotive circulation in the city, connecting downtown to the neighborhoods to the north and east. Balancing these two realities will be of the utmost importance in determining the character of this district and how it will play out differently on each site. Those located closest to the core of the transit center must emphasize their pedestrian connections and walkability while those further north can more finely balance between the many modes of mobility.



The recently completed Bridgeport Intermodal Transportation Center serves as a hub for Bridgeport's bus system and provides direct pedestrian connections to the train station and Port Jefferson Ferry



Transit Center

Location



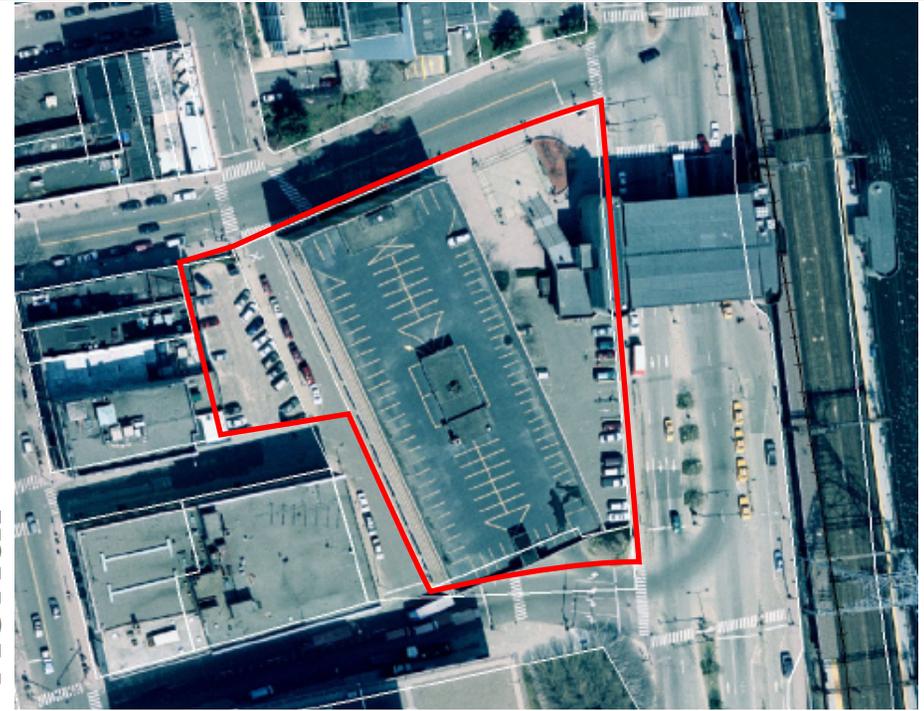
With the relocation of the bus hub further north in the downtown, the parking garage and former bus facility located directly west of the train station have become available for intensive redevelopment adjacent to this key transit facility. With this redevelopment, there exists a rare opportunity to reestablish the transit hub as a focal point in the downtown not achieved since the historic station was demolished. Crucial to more clearly linking the rail station with the core of the downtown, the redevelopment of this parcel should be coordinated with the rehabilitation of the Mechanics and Farmers Bank building on Main Street. This structure should be looked upon as an opportunity to create a station hall worthy of the city's grandeur and provide a direct pedestrian connection from the train platform to McLevy Green.

This site presents an opportunity for many different uses including office, residential, retail, and hotel to be located in very close proximity to the heart of the inter-modal center. Primary entrances should be located along Main Street via Mechanics and Farmers Bank and from the east at the corner of John Street and Water Street. This corner, presently occupied by the station plaza should be activated by a grand entrance of this new mixed-use center, presenting its face to both downtown and the train station simultaneously.

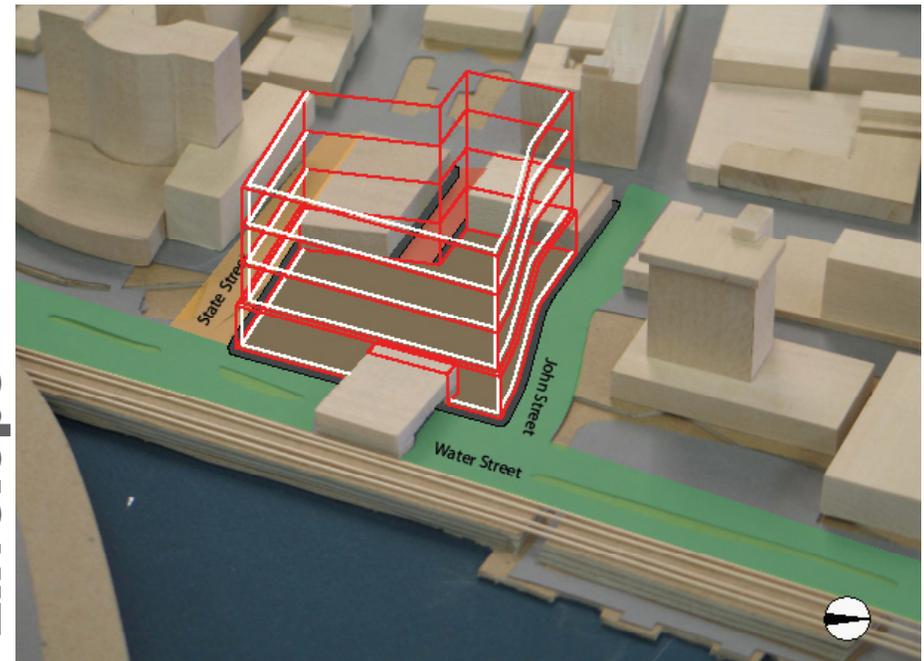
Site Photo



Aerial



Envelope



Recommended Design Guidelines

Services and garage entrances should be located on State Street or in the interior of the block accessed via Bank Street to limit the impact on the pedestrian experience connecting downtown to the inter-modal hub.

There is the potential for two towers on this base, one of intermediate height and one significantly taller. They can be located in many different configurations, ensuring that views are maximizing, overshadowing of the public space is minimized, and their access is sited in a way that is easily accessible from the transit center.

A tall tower is appropriate at this location, but it should be sited in a way that maximizes views from both this site and adjacent buildings.

A large base should include parking for the entire development as well as some additional spaces for the inter-modal center. These spaces can be shared with residential, restaurant, and entertainment uses that have different peaks.

A focal public plaza or other open space should be formed adjacent to the station, most likely at the intersection of Water Street and John Street.

The development of these parcels should be seamlessly integrated with the existing or new transit hub and should serve as a linkage between the core of the downtown centered on McLevy Green and the inter-modal station.

All primary entrances to the buildings should be located off of John Street or Water Street in close proximity to the inter-modal hub.



Water & John

Location



This site, the current surface parking lot directly east of 10 Middle Street, represents the final piece in the intersection occupied by the new inter-modal center and the new transit-oriented and mixed-use development on the location of the former bus station. As long as this site remains black asphalt, the pedestrian core of the station area will never be complete and the public realm connecting the train station with the downtown unfinished. Because of the commanding views presently enjoyed by 10 Middle Street, any development on this site should be lower on the south side and the higher portion should be located to the north so as to not block views to the south from the existing building. While the condition along Water Street is important, more crucial is the way in which the building interacts with the intersection of Water and John. Given the location of the public plaza across John Street and the small size of this site, a focal public open space is less important than a presence at this intersection.

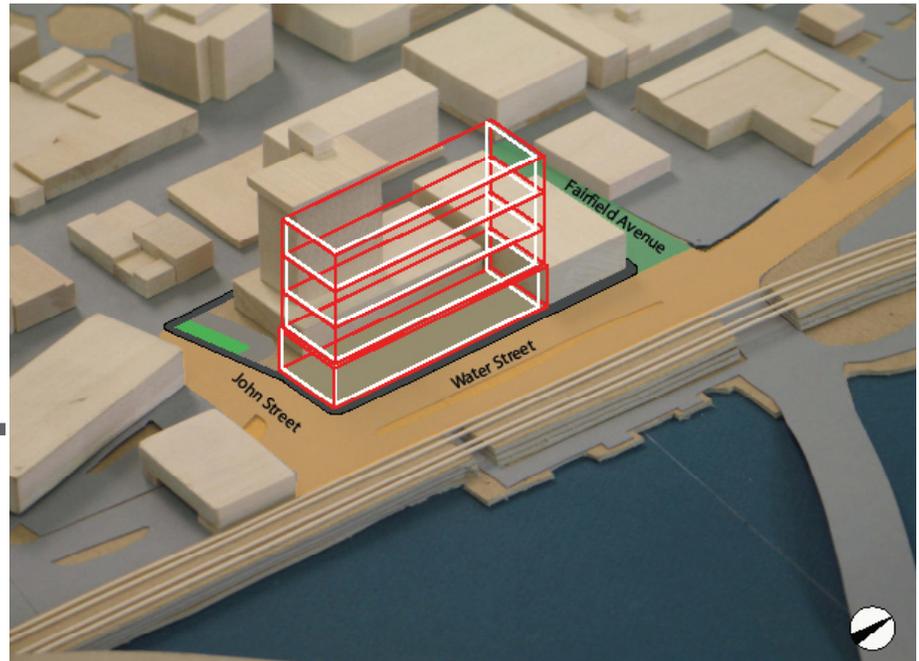
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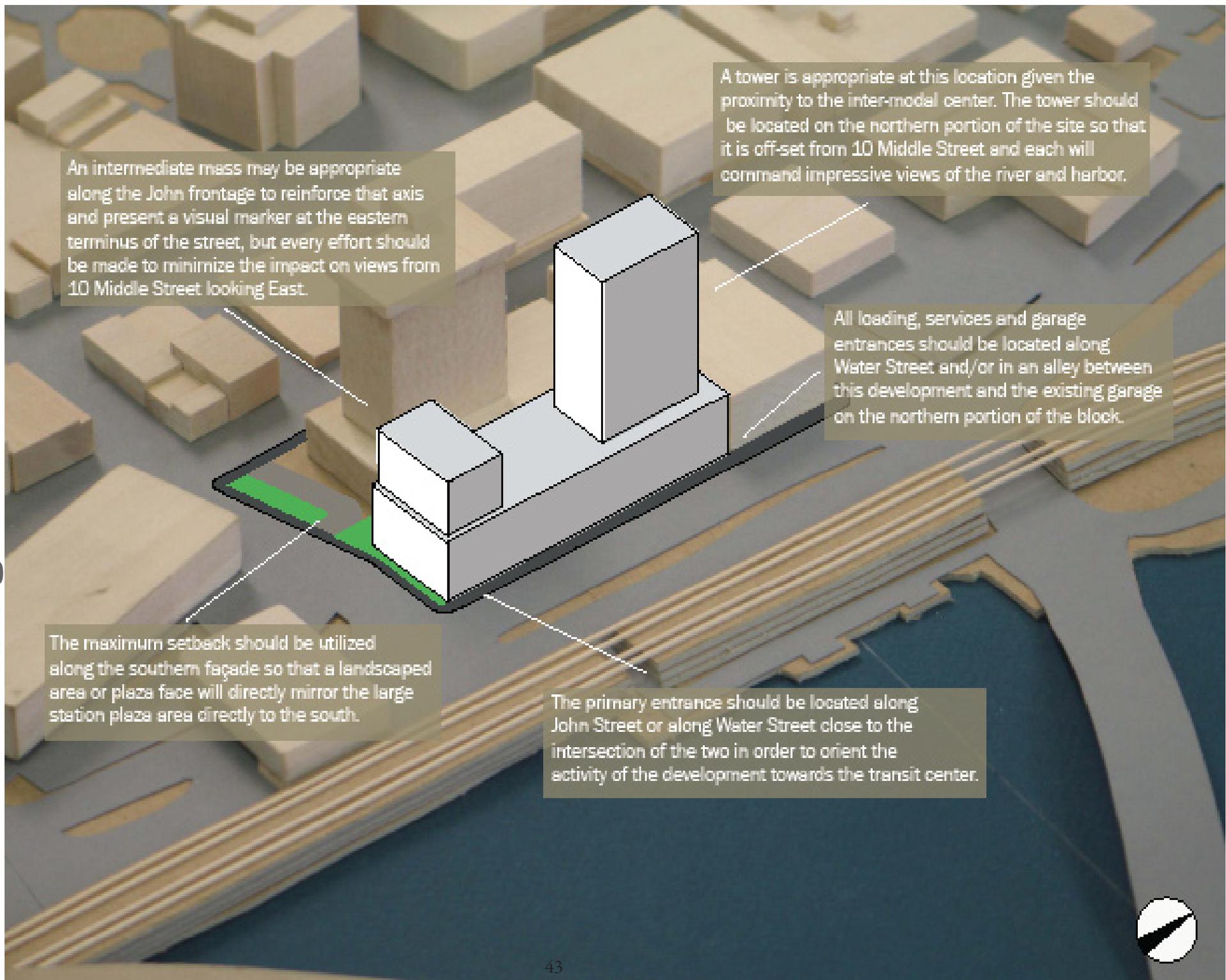
Aerial



Envelope



Recommended Design Guidelines



An intermediate mass may be appropriate along the John frontage to reinforce that axis and present a visual marker at the eastern terminus of the street, but every effort should be made to minimize the impact on views from 10 Middle Street looking East.

A tower is appropriate at this location given the proximity to the inter-modal center. The tower should be located on the northern portion of the site so that it is off-set from 10 Middle Street and each will command impressive views of the river and harbor.

All loading, services and garage entrances should be located along Water Street and/or in an alley between this development and the existing garage on the northern portion of the block.

The maximum setback should be utilized along the southern façade so that a landscaped area or plaza face will directly mirror the large station plaza area directly to the south.

The primary entrance should be located along John Street or along Water Street close to the intersection of the two in order to orient the activity of the development towards the transit center.



Water & Fairfield

Location



The northwest corner of Fairfield Avenue and Water Street is dominated by the surface parking lot behind the historic post office building. Now that the new bus station is located on the parcel on the northeast corner of this intersection, this is no longer an appropriate use for a fairly large site directly across the street from the inter-modal transit facility. Similarly, Fairfield Avenue has developed into one of the most solid corridors in Bridgeport. The redevelopment of the Bijou Theatre and surrounding properties has created a vibrant, mixed-use atmosphere along the street in downtown. As the eastern anchor of this corridor before crossing the river, this site is one of the missing elements in this street's complete transformation. Similarly, this parcel is directly in line with traffic coming from the east over the Stratford Avenue Bridge.

It is the first thing that people see of downtown when entering from the east by car and would also be in the center of the view when entering from the east via train. The redevelopment of this parcel should occur in a way that both capitalizes on its location adjacent to the transit center as well as presents a focal point for those entering the city from the east.

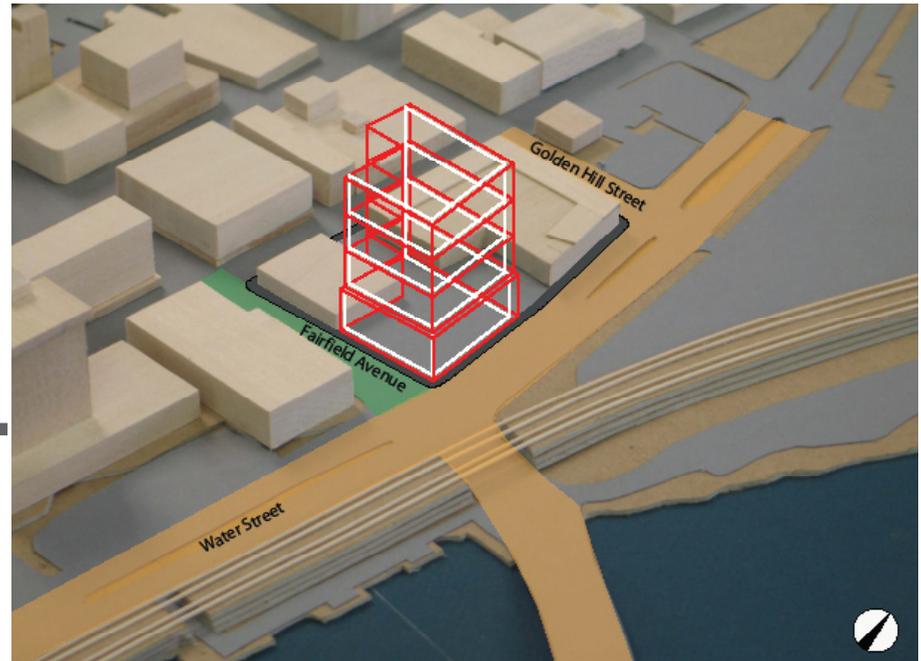
Site Photo



Aerial



Envelope



Recommended Design Guidelines

Loading, services, and garage access should be located on either Water Street or to the western edge of the parcel via Middle Street. Ideally, these operations would be located in a shared loading and services area with the Post Office building.

The building should be built out to the streetwall on both the Fairfield Avenue and Water Street frontages, continuing the strong pedestrian realm eastward toward the inter-modal bus station and orienting the development toward that station.

The primary entrance may be on either frontage, but the design should ensure that the Fairfield Avenue frontage is transparent and active.

This location is appropriate for a tall tower given its proximity to the transit center, visibility from the Fairfield Avenue corridor and potential river and harbor views. The tower should be located toward the southern portion of the site so that it is visible along both Water Street and Fairfield Avenue and that the shadow falls on the loading area and the roof of the post office rather than the public realm.



Water & Golden Hill

Location



The entire block bounded by Water Street to the East, Golden Hill Street to the South, Middle Street to the West, and Gold Street to the North is currently vacant. With the creation of the new inter-modal center on the east side of Water Street, Golden Hill Street became the primary linking street between the node of civic uses in the northern portion of downtown with this transit hub. It is a short ¼ mile walk between historic City Hall (former Central High School) and the transit-center along Golden Hill Street. To ensure that the walk along this route is as pleasant as possible, surface parking and vacant lots should be targeted for redevelopment. This parcel is appropriate for a large mixed-use project that capitalizes on its proximity to the transit center and the availability of water views over the low-rise bus station and rail viaduct. The primary orientation of the building should be to Golden Hill Street or the southeast corner of the block, maximizing activity and the pedestrian experience along the route from the civic zone to the transit hub.

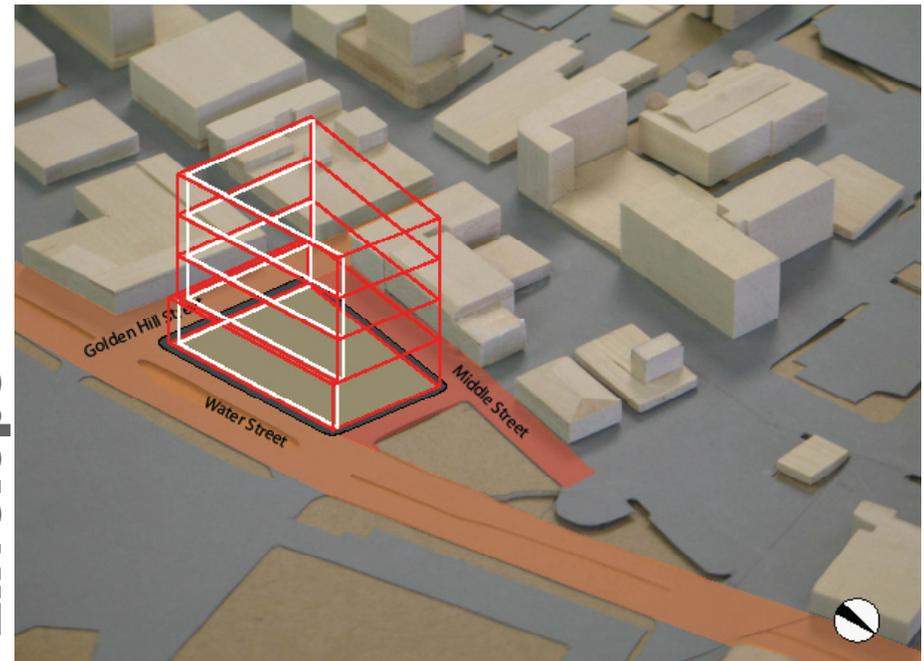
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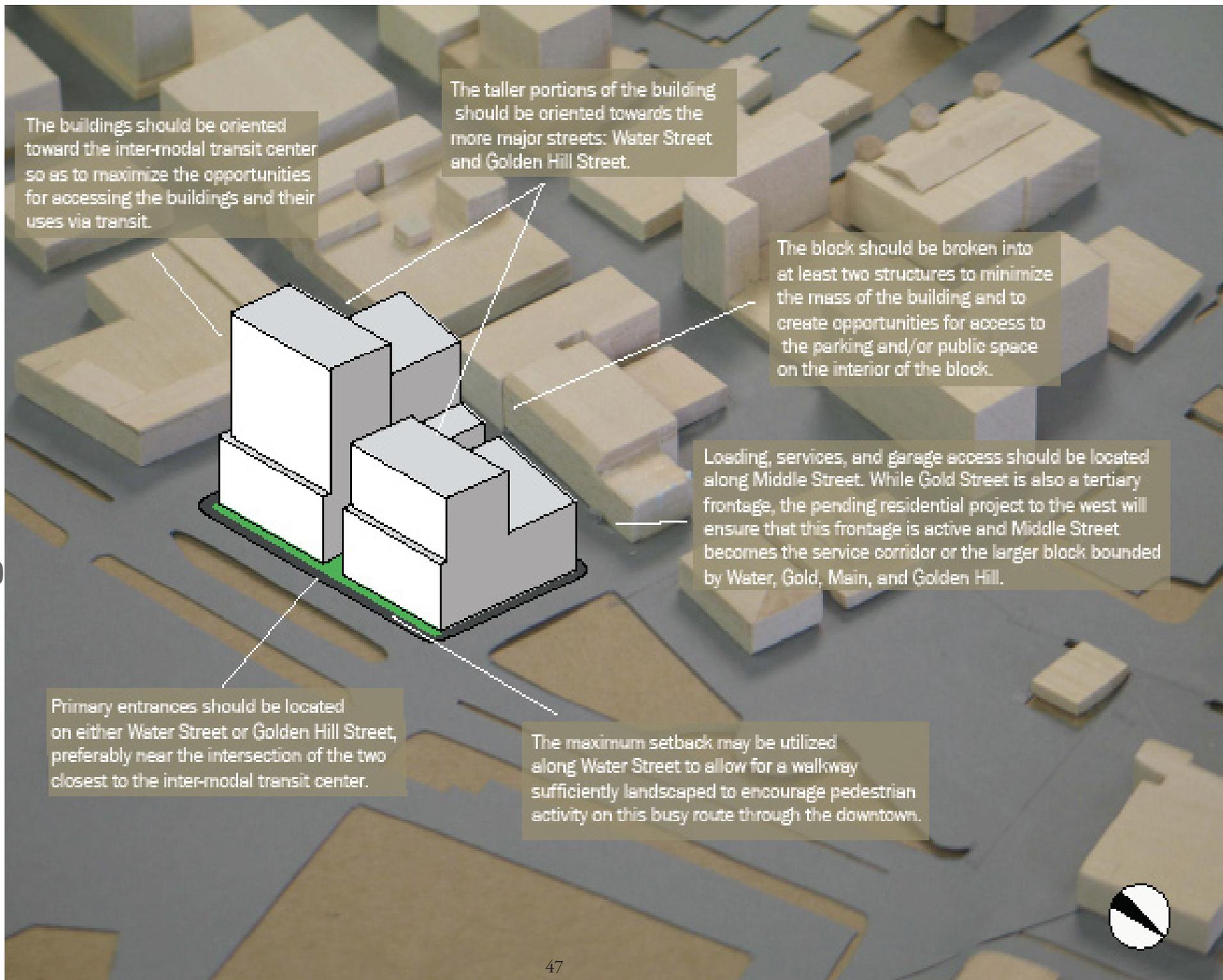
Aerial



Envelope



Recommended Design Guidelines



The buildings should be oriented toward the inter-modal transit center so as to maximize the opportunities for accessing the buildings and their uses via transit.

The taller portions of the building should be oriented towards the more major streets: Water Street and Golden Hill Street.

The block should be broken into at least two structures to minimize the mass of the building and to create opportunities for access to the parking and/or public space on the interior of the block.

Loading, services, and garage access should be located along Middle Street. While Gold Street is also a tertiary frontage, the pending residential project to the west will ensure that this frontage is active and Middle Street becomes the service corridor or the larger block bounded by Water, Gold, Main, and Golden Hill.

Primary entrances should be located on either Water Street or Golden Hill Street, preferably near the intersection of the two closest to the inter-modal transit center.

The maximum setback may be utilized along Water Street to allow for a walkway sufficiently landscaped to encourage pedestrian activity on this busy route through the downtown.

Water & Gold

Location



This small vacant parcel is located at the northwest corner of Gold Street and Water Street. Future redevelopment of this parcel will not be large in scale because of the site's size and should not be so large as to overwhelm the adjacent historic Boys' Club building at the intersection of Middle Street and Gold Street. Located across the street from the new Juvenile Detention Facility, there is a potential opportunity to locate limited office space here that serves the overflow needs of that facility in the future. The main entrance could be located along Water Street and loading and services located along either Middle Street or Gold. As the next block to the west of Gold Street will be closed to general vehicular traffic as part of the redevelopment of downtown north, a similar treatment may be appropriate along the southern side of this parcel.

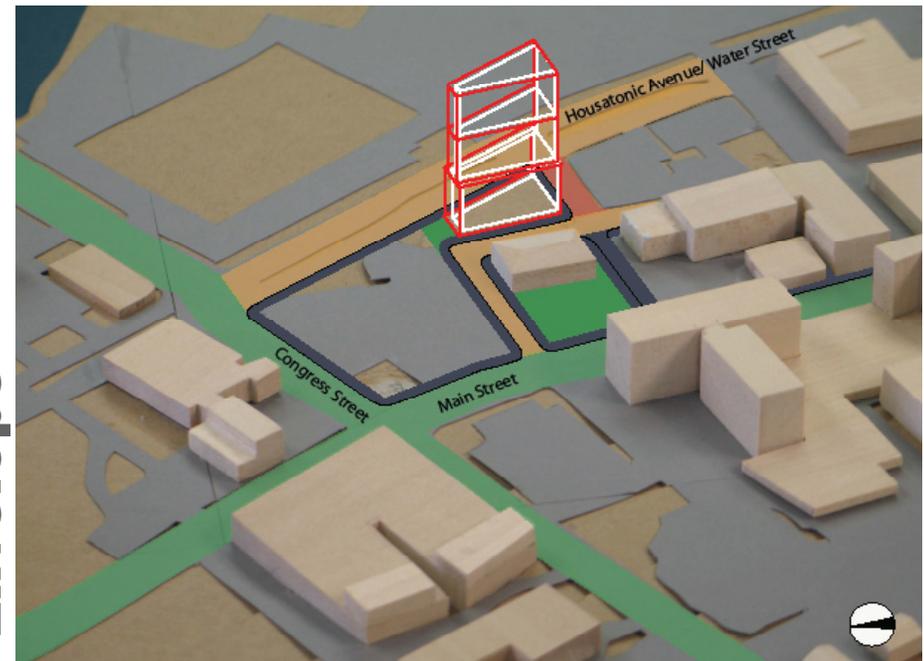
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Site Photo



Envelope



Recommended Design Guidelines

The minimum setbacks should be utilized so as to maximize the development potential of this small site.

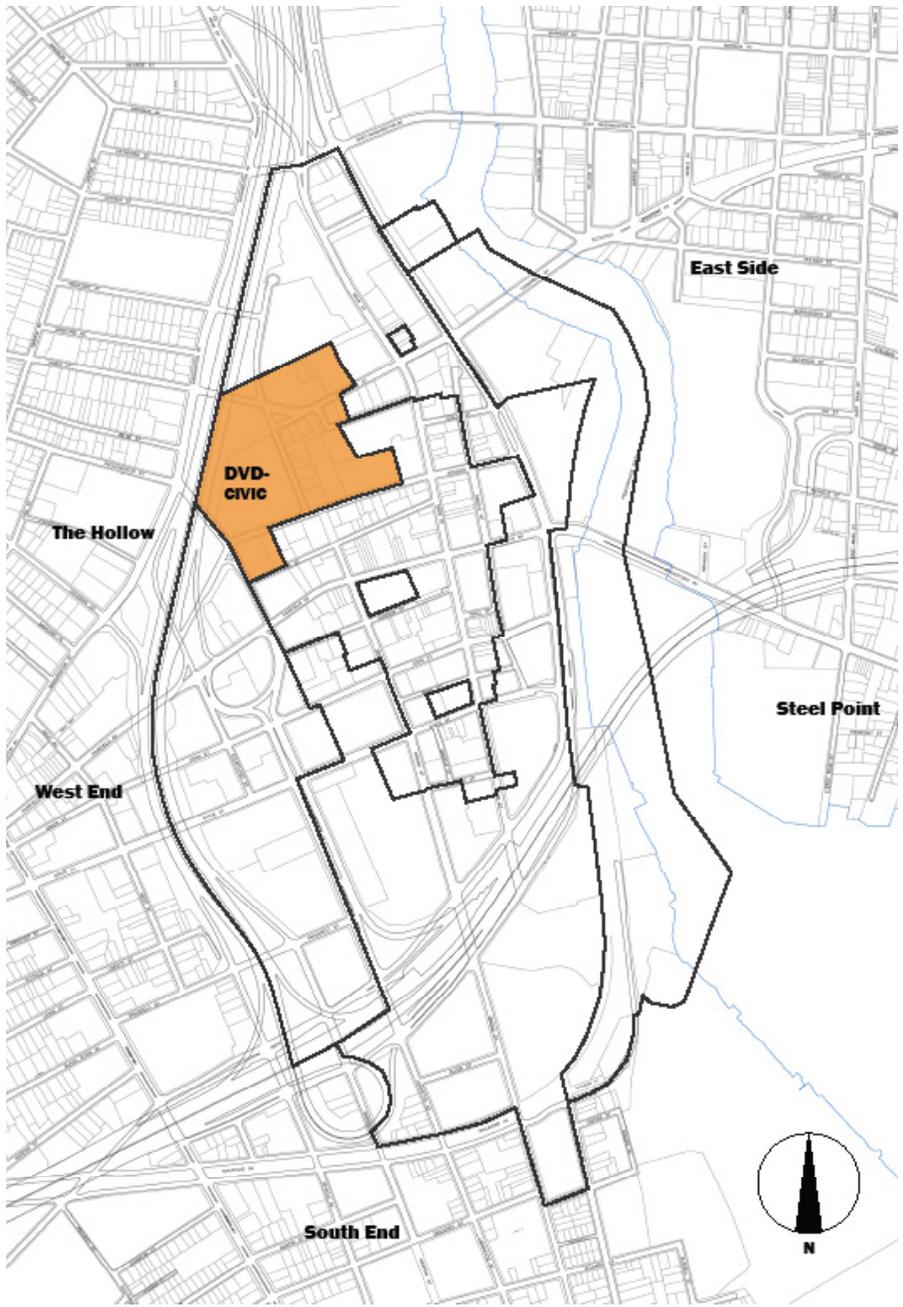
The site is not large enough for a tower, but may accommodate an intermediate mass located in either the center of the site or along the southern side.

The primary entrance may either be located along the Middle Street or Housatonic Avenue frontages.

Services and garage entrance should be located along the Gold Street frontage.



DVD CIVIC



The northern portion of the downtown, located on Golden Hill, is characterized by historic civic buildings and lower density housing that has been converted to professional office space. With commanding views of the downtown core, the leafy development character of Golden Hill is a unique asset in the city and its environment should be preserved. The setback requirements in this zone are larger, ensuring more open space between buildings and greater opportunities for landscaping and public areas. Additionally, the maximum height of buildings in this zone is shorter than in other zones to ensure that the low-density character of the civic zone is maintained.



Golden Hill & Lyon

Location



The several surface parking lots located along Golden Hill Road form a significant gap in the fabric of the civic district. Located between the historic court house and city hall buildings, these parcels represent a significant opportunity to locate new government functions in a location that builds upon the existing character of the district. As the city looks for appropriate locations to locate a potential new state courthouse, this site should be at the top of the list. With significant acreage and depth to conceal structured parking on the northern portion of the block, and context appropriate to accommodate a building up to eight stories tall, this site could house a modern civic building that brings vibrancy and office activity to Golden Hill while respecting the existing historic context and providing

ample public space and amenities to enhance the public realm and leafy character of the district.

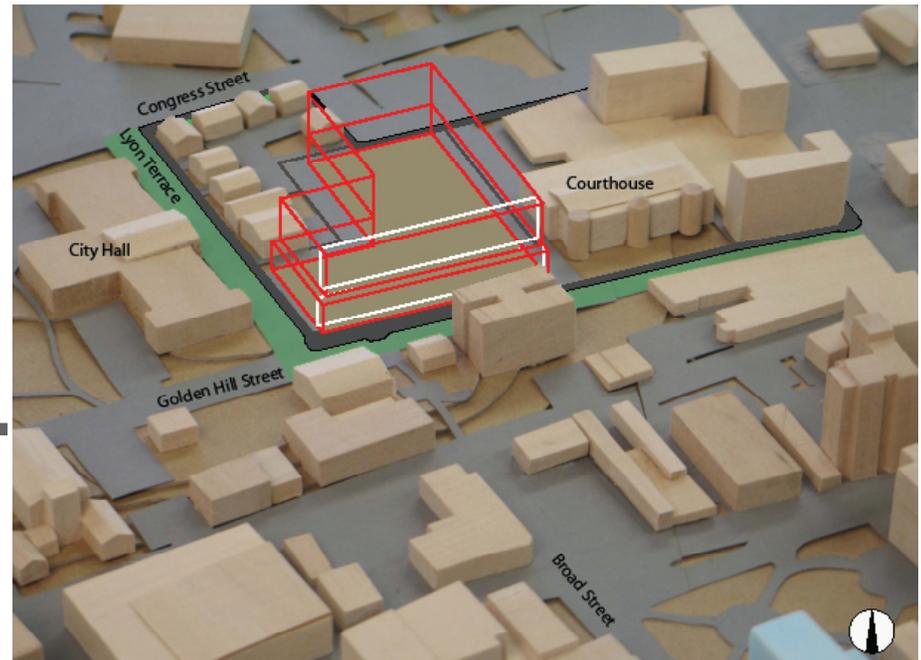


Site Photo

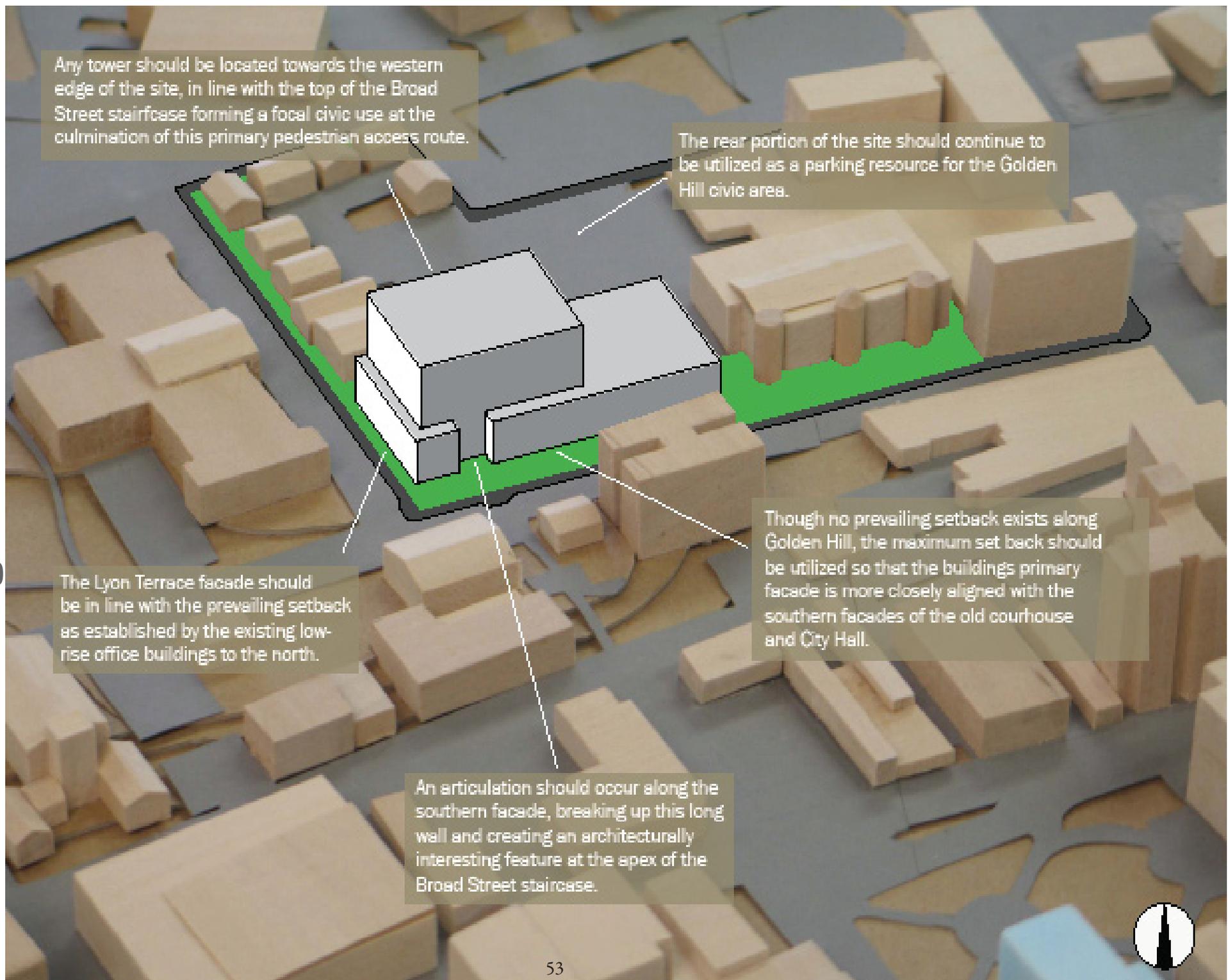
Aerial



Envelope



Recommended Design Guidelines



Any tower should be located towards the western edge of the site, in line with the top of the Broad Street staircase forming a focal civic use at the culmination of this primary pedestrian access route.

The rear portion of the site should continue to be utilized as a parking resource for the Golden Hill civic area.

The Lyon Terrace facade should be in line with the prevailing setback as established by the existing low-rise office buildings to the north.

Though no prevailing setback exists along Golden Hill, the maximum set back should be utilized so that the buildings primary facade is more closely aligned with the southern facades of the old courthouse and City Hall.

An articulation should occur along the southern facade, breaking up this long wall and creating an architecturally interesting feature at the apex of the Broad Street staircase.



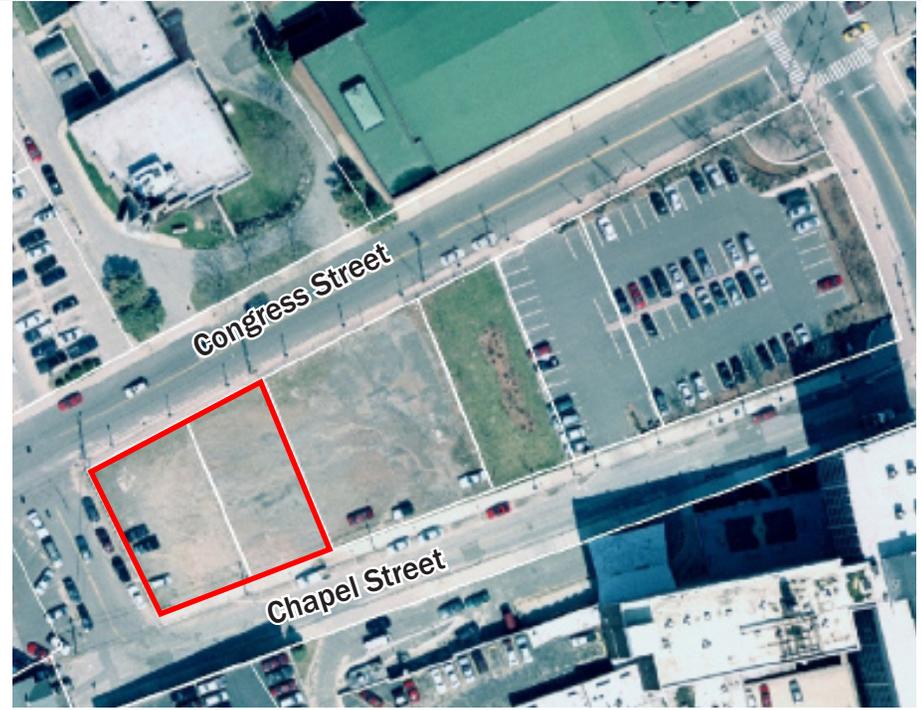
Congress & Chapel

Location



This site, on the western portion of the block bounded by Congress Street, Main Street, and Chapel Street, occupies the transition zone between the Golden Hill civic district and the higher density redevelopment area at the intersection of Congress Street and Main Street, Congress Plaza. As such, the redevelopment of this parcel must continue the activity and street presence of Congress Plaza up towards Lyon Terrace while maintaining the lower density and leafy character of Golden Hill. As it is located in the Civic zone, the setback and height requirements will ensure that the sideyards and open space requirements will be in character with the civic district while building the site out to the extent of its envelope will ensure that it will serve as a transition in both use and form to Congress Plaza.

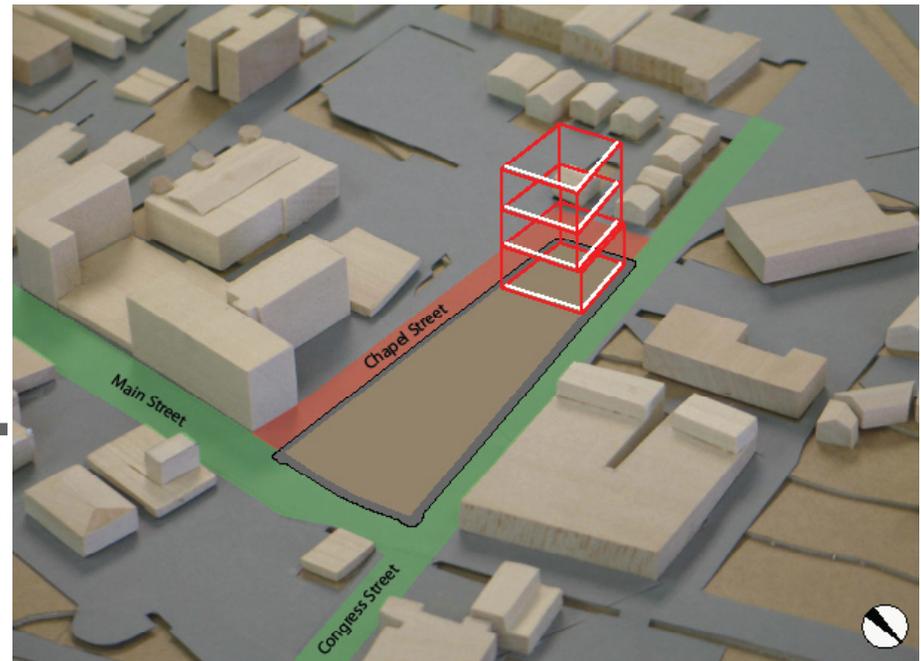
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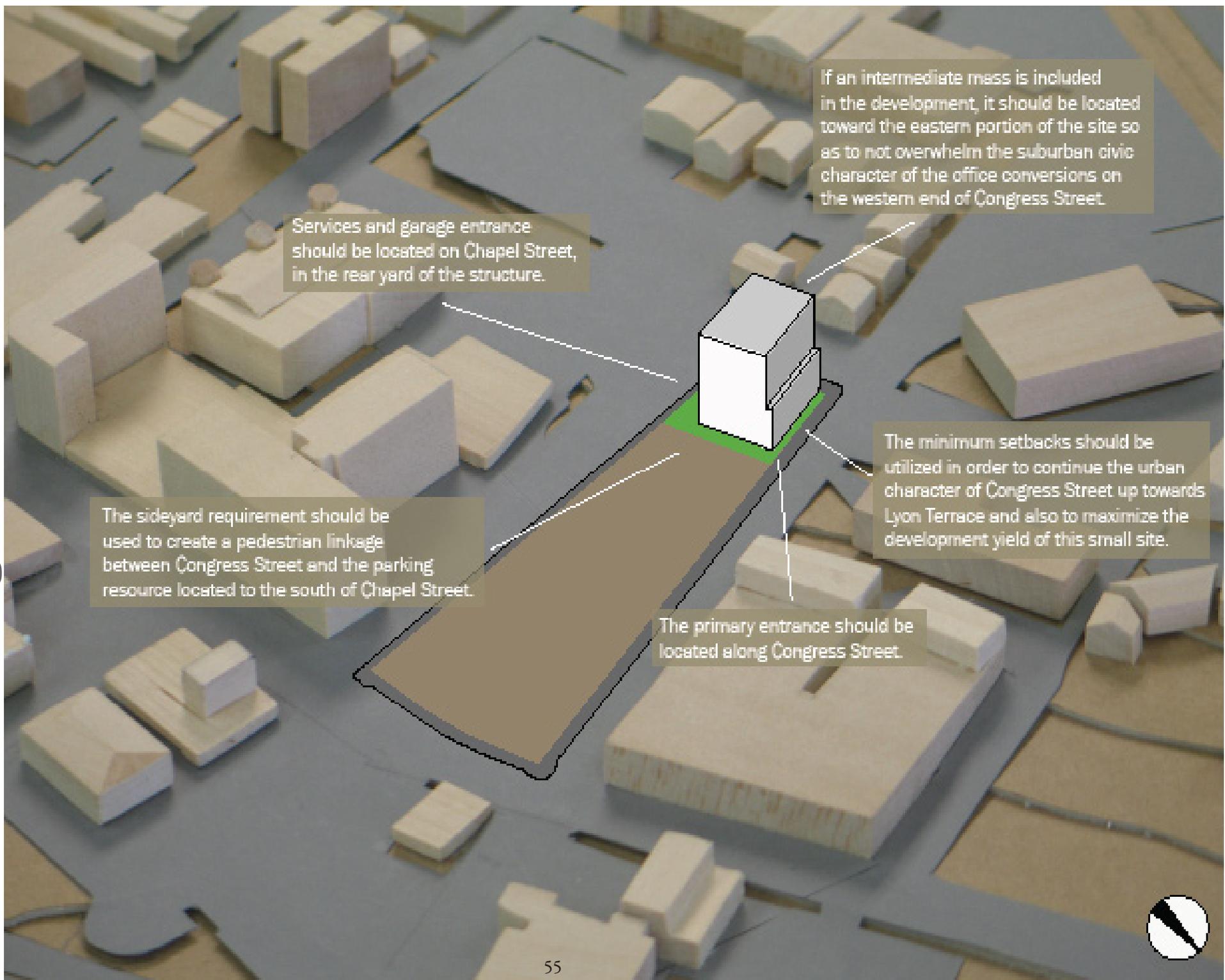
Site Photo



Envelope



Recommended Design Guidelines



Services and garage entrance should be located on Chapel Street, in the rear yard of the structure.

If an intermediate mass is included in the development, it should be located toward the eastern portion of the site so as to not overwhelm the suburban civic character of the office conversions on the western end of Congress Street.

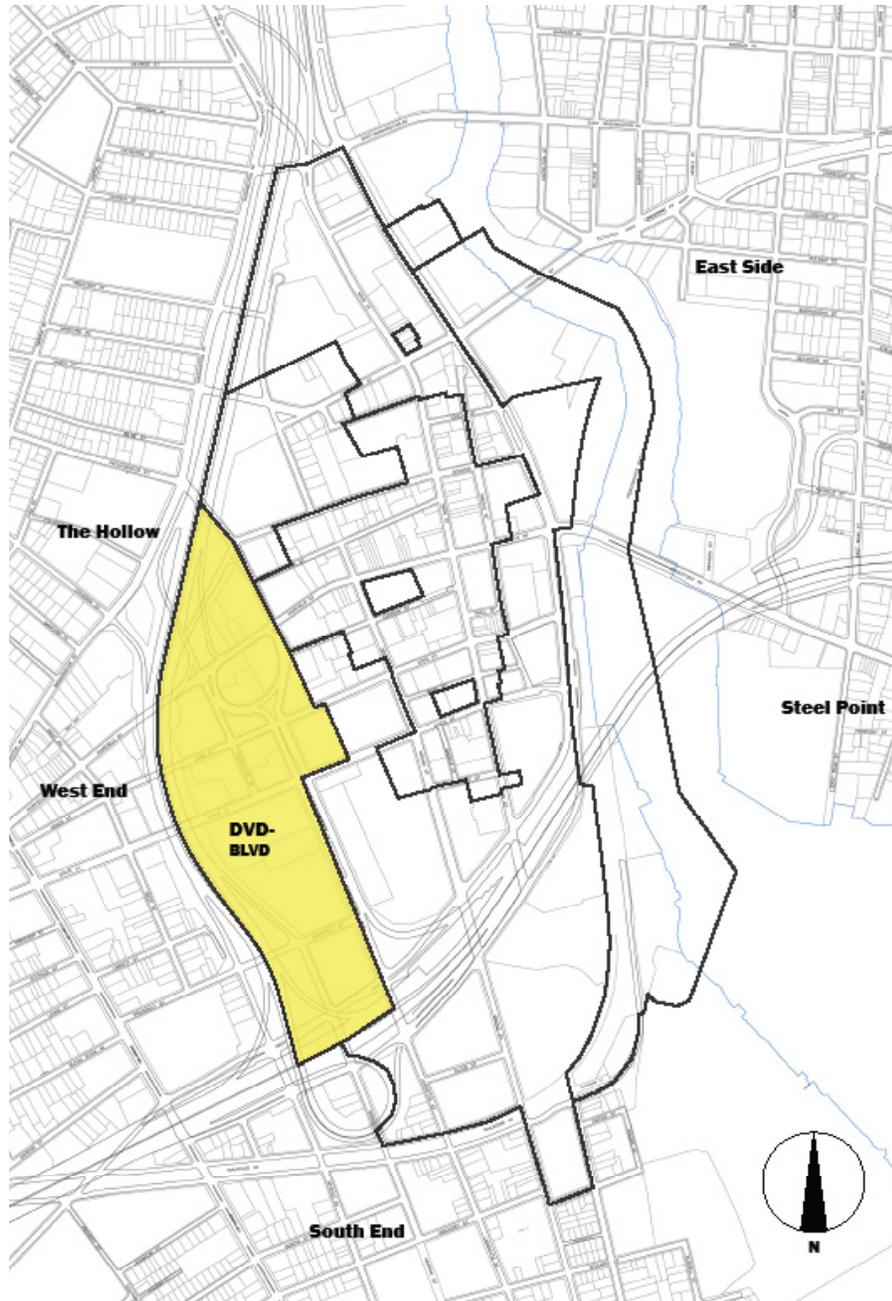
The sideyard requirement should be used to create a pedestrian linkage between Congress Street and the parking resource located to the south of Chapel Street.

The minimum setbacks should be utilized in order to continue the urban character of Congress Street up towards Lyon Terrace and also to maximize the development yield of this small site.

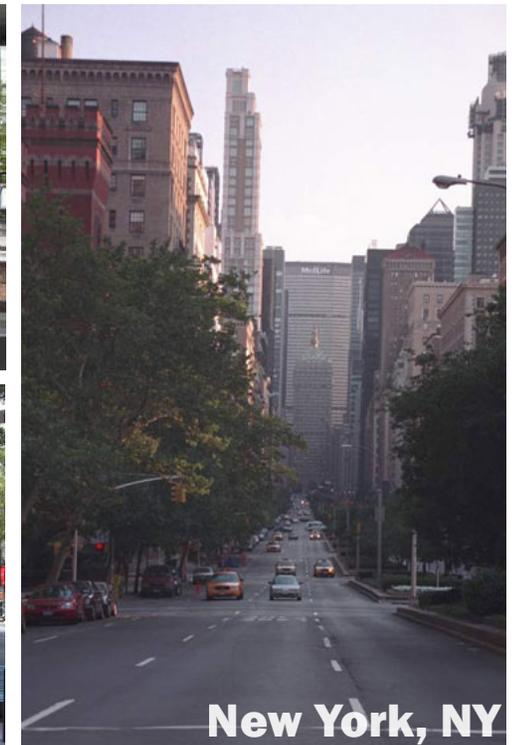
The primary entrance should be located along Congress Street.



DVD BOULEVARD



The Lafayette Boulevard corridor is the single best opportunity for large scale development of Class-A office space in Bridgeport's downtown. While redevelopment of the southern end of the corridor is feasible today, it is the reconfiguration of Lafayette Circle which will unlock the full potential of the downtown's western half by creating a direct link to both I-95 and the Route 8/25 Connector, provide a new focal open space anchoring Lafayette Plaza, and create more easily developable parcels with valuable frontage in the former location of the circle. To ensure as few disruptions to existing businesses and occupied properties until as late as possible, a multi-phase approach has been developed to transition Lafayette Circle into Lafayette Plaza. When complete, this district will offer rational, large format development opportunities oriented around a focal public space. These properties will create a pedestrian oriented district that balances walkability to the train station and downtown amenities with highway access. While office is the targeted predominant use in this district, limited residential and retail uses will be necessary to ensure the vibrancy of downtown into the evenings and weekends continues west of broad street, reconnecting downtown with the neighborhoods to the west.





The irregularly shaped parcels created by Lafayette Circle are difficult to develop, as evidenced by the large swath of vacant land in the center of the circle.



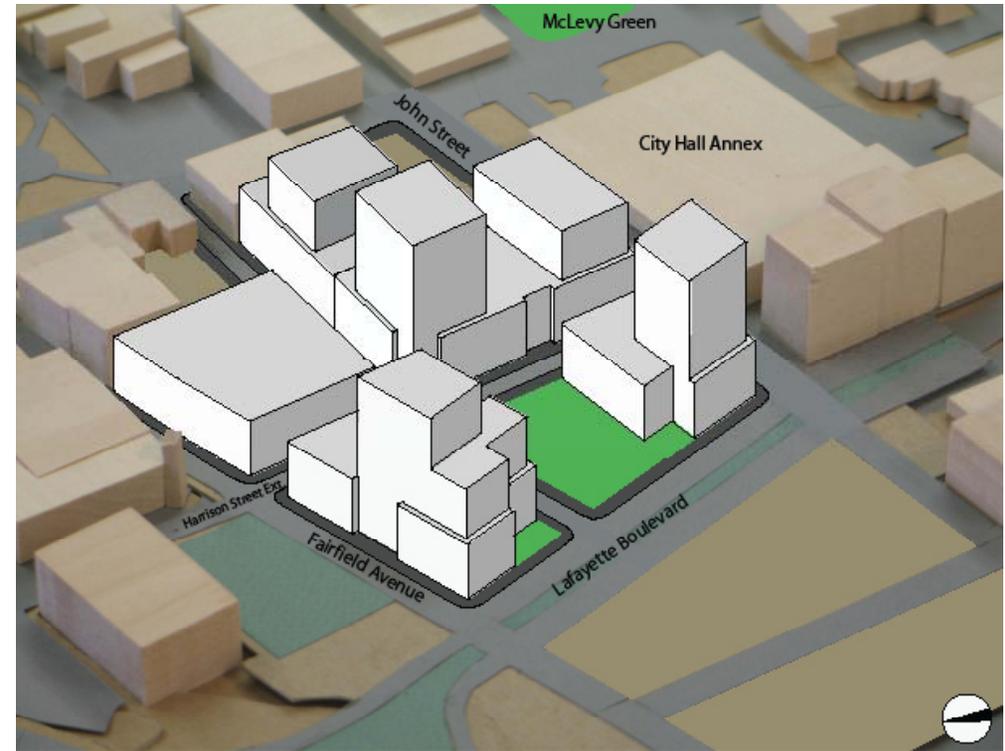
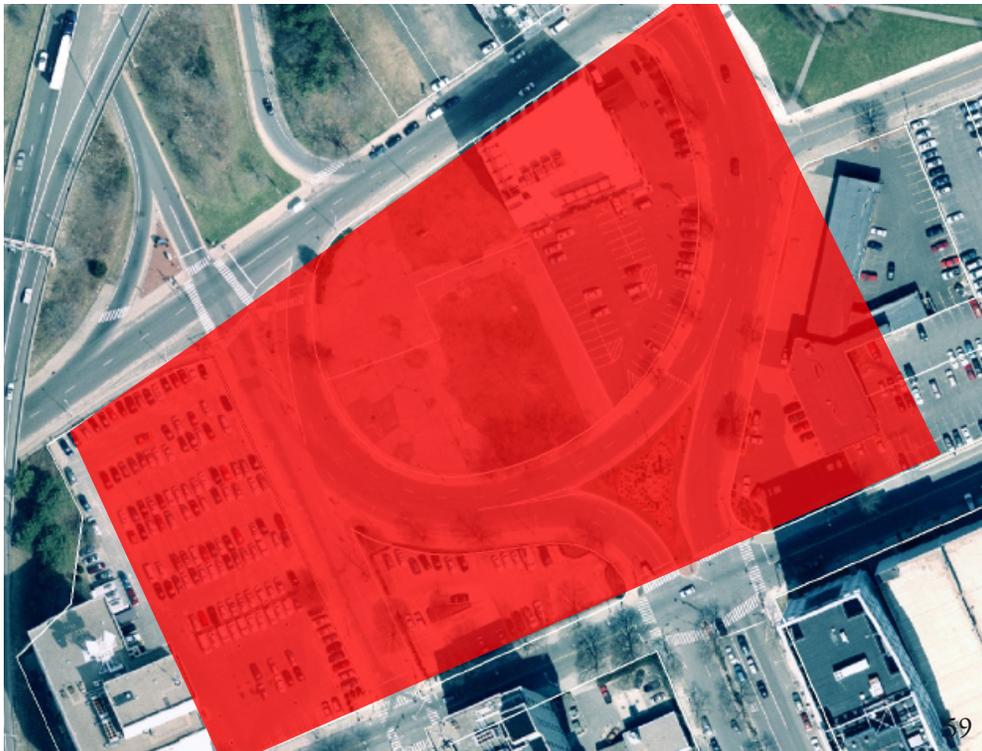
The large amount of space that the circle devotes to car traffic results in an uninviting pedestrian experience. There is no buffer between pedestrians and fast moving traffic in the circle, and the design of the roadway creates excessively long crosswalks.

LAFAYETTE PLAZA



Despite having been designed to cater to the automobile with almost no regard for the pedestrian, Lafayette Circle's roadway configuration is confusing for motorists.

Lafayette Circle is presently the most automobile oriented and dominated portion of downtown Bridgeport. The redevelopment objectives for this area serve to tame the automobile and make the district more pedestrian friendly while creating better redevelopment opportunities than currently exist in this area. First and foremost in this transition is the elimination of the circle itself and the reinstatement of the grid. This will serve to link the Route 8/25 Connector and I-95 with a direct boulevard connection, create more rational square development sites, and create shorter and more pedestrian friendly blocks. Central to this new street pattern is the creation of a focal open space in the heart of the new Lafayette Boulevard redevelopment district. This area will serve as both a gateway to downtown from the north and west as well as a northwest anchor to the downtown. The redevelopment should include at least one focal tower that can serve as a visual marker both along Lafayette Boulevard and Fairfield Avenue marking this district.



Lafayette Circle NW

Location



This new parcel, bounded by Courtland Street to the West, Fairfield Avenue to the North, Lafayette Boulevard to the East, and a pedestrian extension of Cannon Street to the South, is not large enough for the scale of redevelopment possible on many of the other sites in Lafayette Plaza, but could still accommodate a five to ten story building with a mixture of uses. Most important is that it has both a commanding presence on Lafayette Boulevard as well as a good, active façade along Fairfield Avenue to encourage pedestrian activity. Though not as tall as many of its potential neighbors, this building will be very visible from the Connector and its exit ramps so its northern façade will act as an important visual gateway to downtown for those entering from the Connector. A mixture of uses is appropriate, though given that there will never be a building across Fairfield Avenue because of the Connector ramps, office is the most likely use on this parcel.

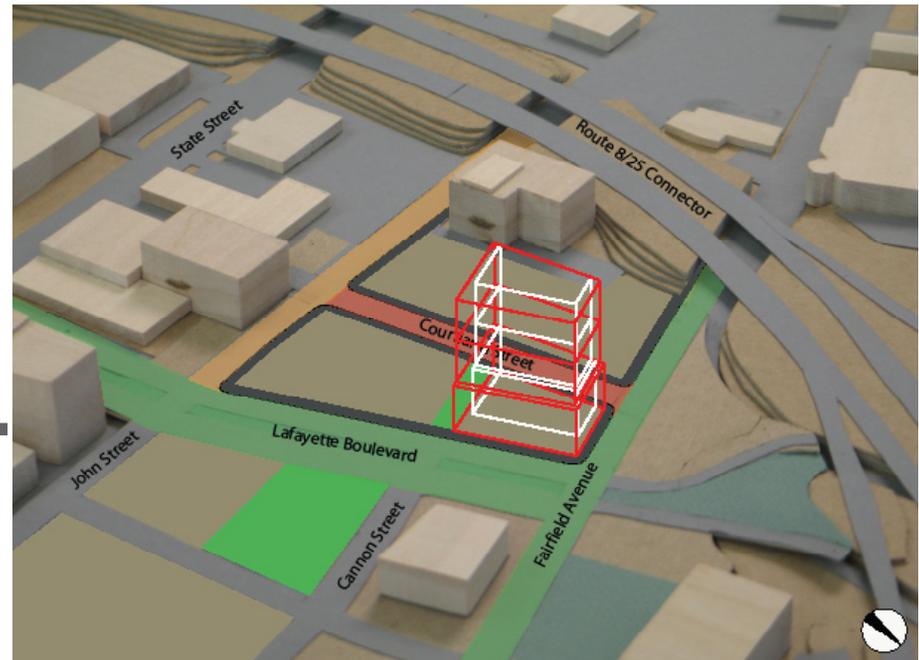
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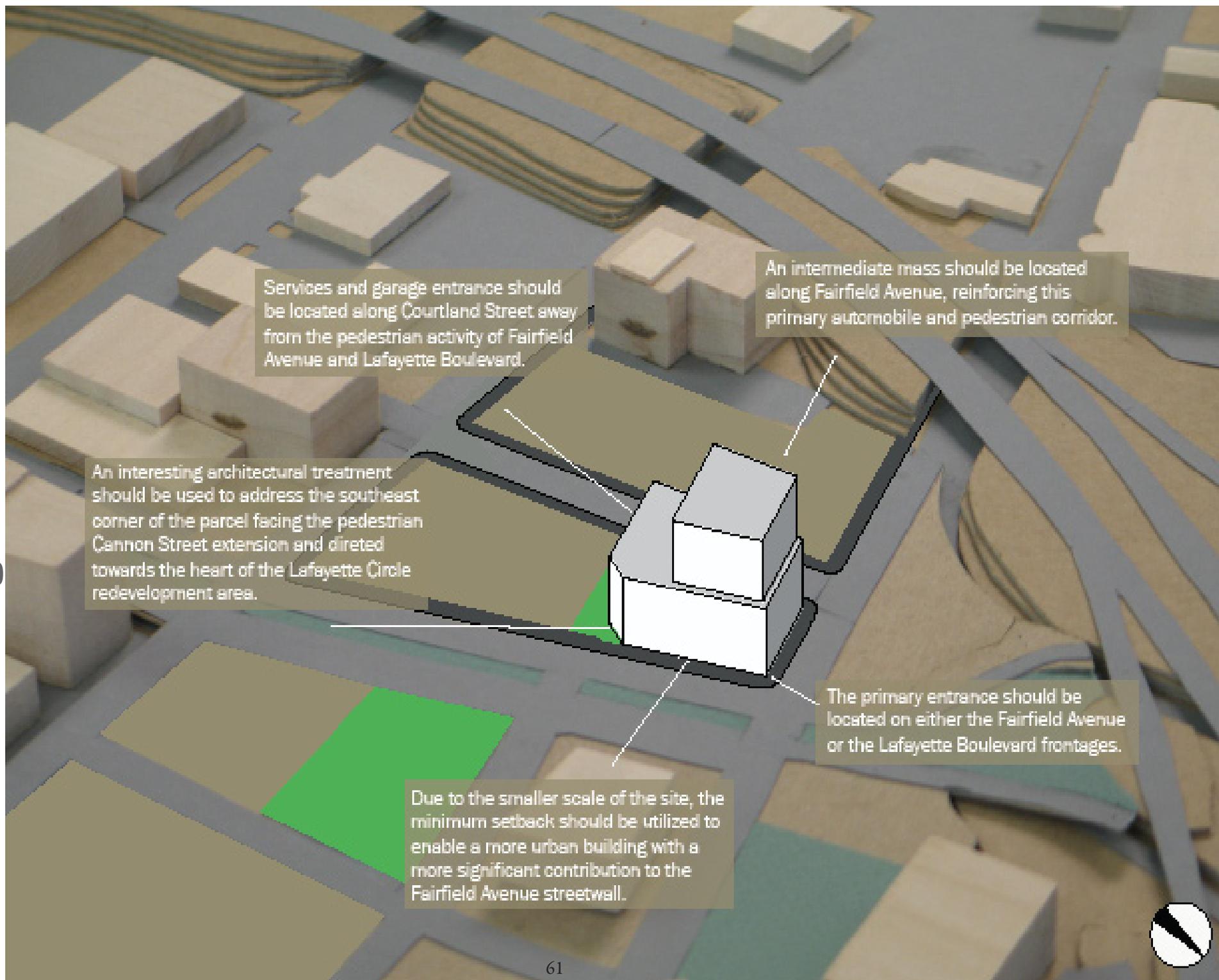
Site Photo



Envelope



Recommended Design Guidelines



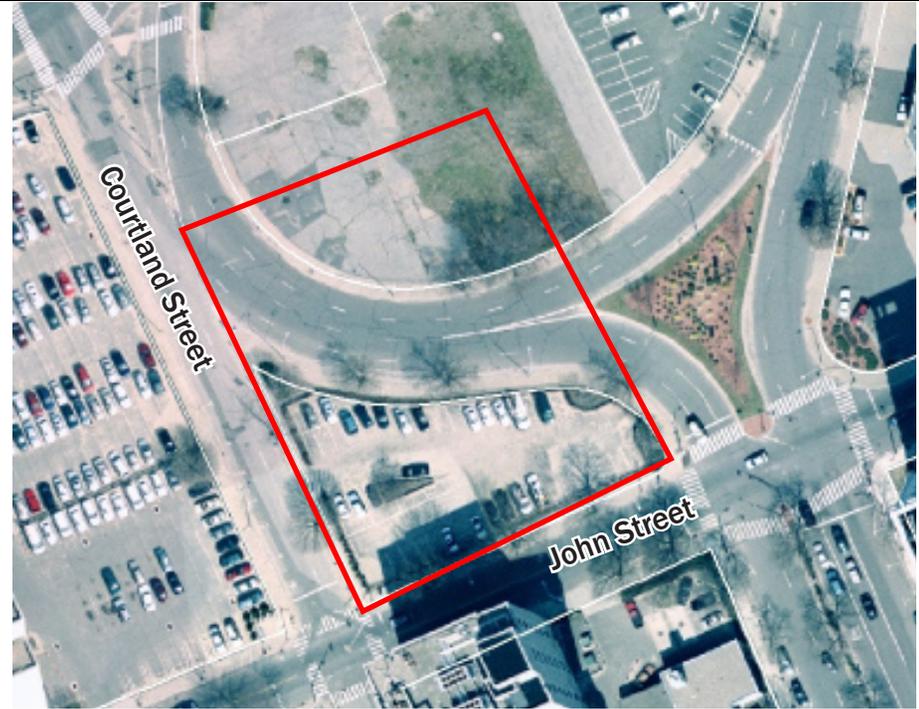
Lafayette Circle SW

Location



Bounded on the East by Lafayette Boulevard, John Street to the South, and Courtland Street to the West, this parcel is separated from the one to the north by a pedestrian extension of Cannon Street linking Lafayette Boulevard to Courtland Street and providing a through-block connection from Lafayette Plaza to the office building on John Street and any future development west of Courtland. This site is presently composed of the parking triangle to the southwest of Lafayette Circle and the adjacent portion of the circle. Its size will allow for a development of substantial scale including a range of uses. It should be built to the corner of John Street and Lafayette Boulevard to complete the fourth corner of that important intersection. The northern portion of the building may be more setback from the street with parkland or plaza to mirror the new park to the east at the core of Lafayette Plaza.

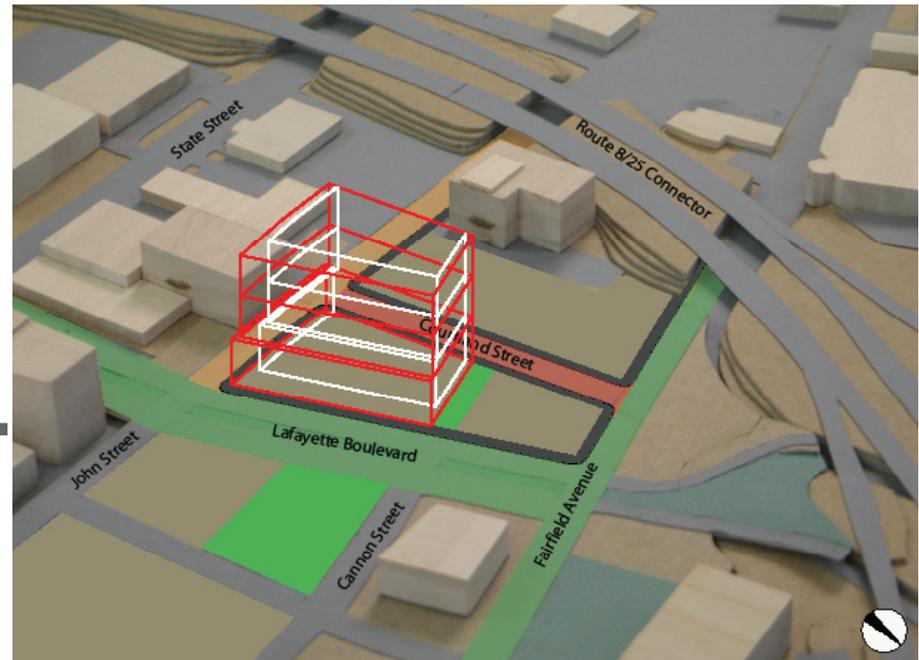
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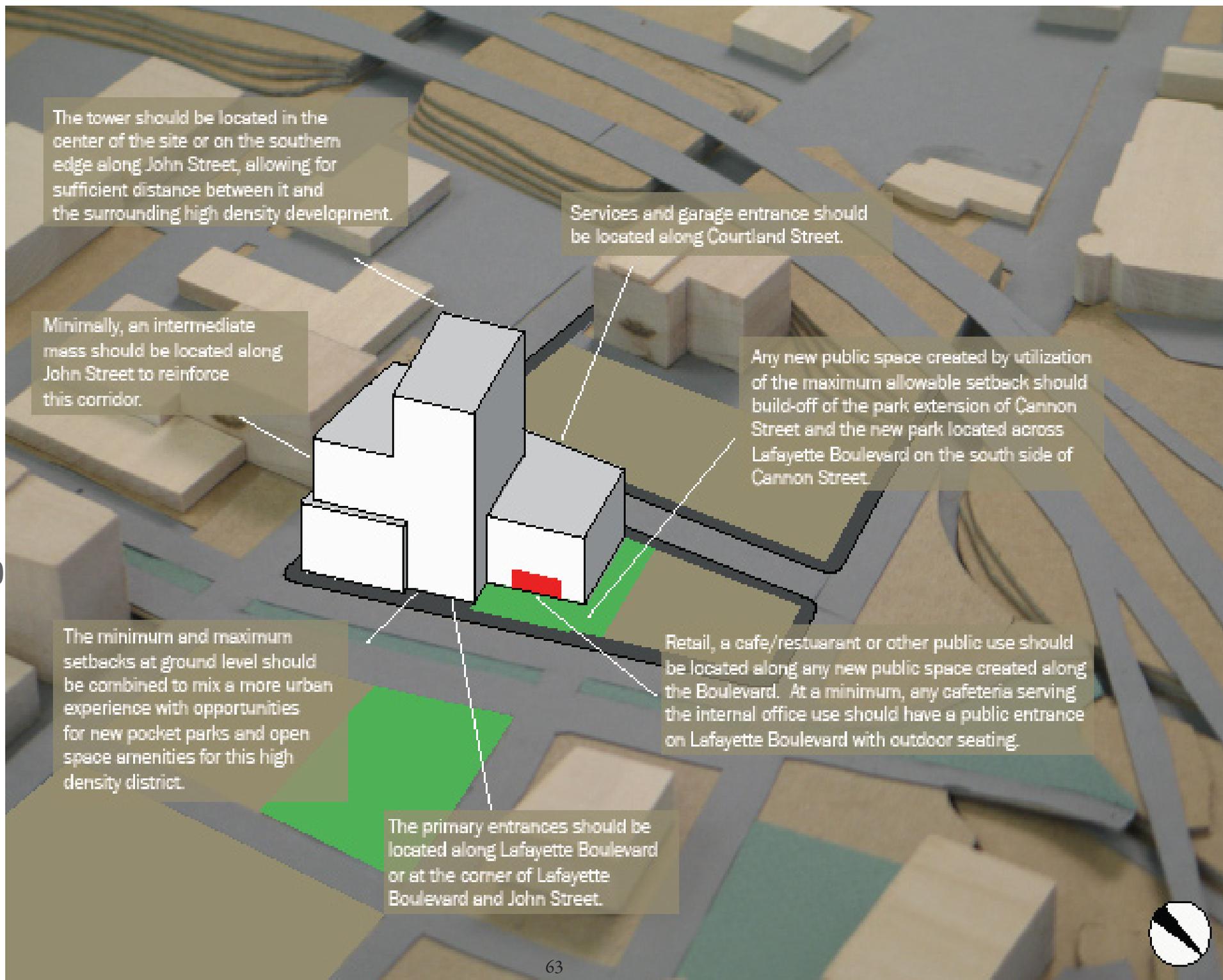
Site Photo



Envelope



Recommended Design Guidelines



The tower should be located in the center of the site or on the southern edge along John Street, allowing for sufficient distance between it and the surrounding high density development.

Services and garage entrance should be located along Courtland Street.

Minimally, an intermediate mass should be located along John Street to reinforce this corridor.

Any new public space created by utilization of the maximum allowable setback should build-off of the park extension of Cannon Street and the new park located across Lafayette Boulevard on the south side of Cannon Street.

The minimum and maximum setbacks at ground level should be combined to mix a more urban experience with opportunities for new pocket parks and open space amenities for this high density district.

Retail, a cafe/restaurant or other public use should be located along any new public space created along the Boulevard. At a minimum, any cafeteria serving the internal office use should have a public entrance on Lafayette Boulevard with outdoor seating.

The primary entrances should be located along Lafayette Boulevard or at the corner of Lafayette Boulevard and John Street.



Courtland Street

Location



Currently the surface parking lot serving the office building located along John Street just west of Courtland, this parcel presents a gap in the pedestrian realm connecting the downtown to the West End and the Hollow. While pedestrian traffic should be encouraged on both, the linkage between the two neighborhoods on either side of the highway along Fairfield Avenue is essential. A simple structure consisting of two to five stories of office or residential with limited retail on the ground floor will have a significant impact on the pedestrian experience west of Lafayette Boulevard. These buildings would overcome the final hurdle in the public realm moving west from the downtown into the surrounding city fabric.

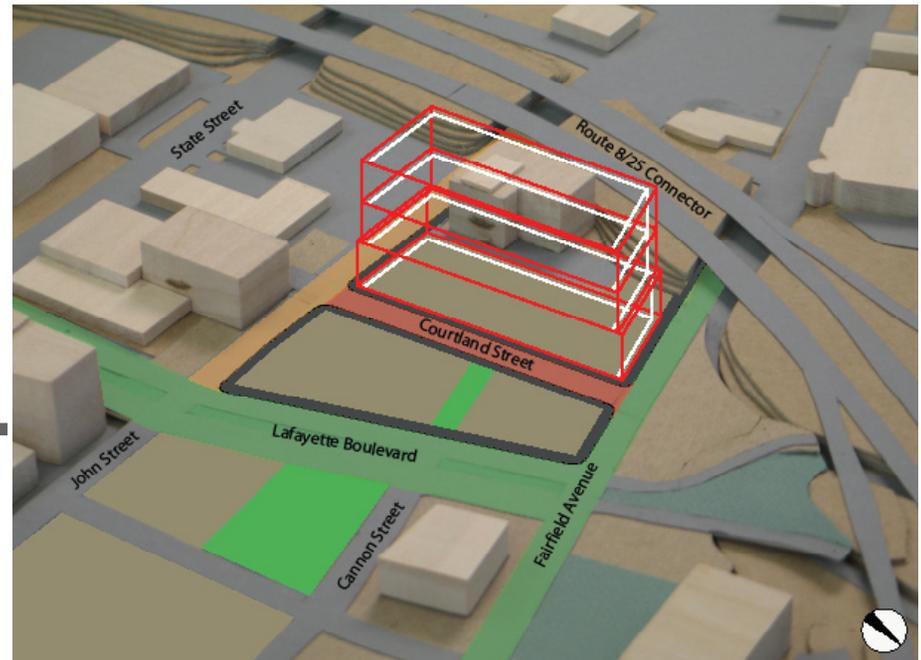
Aerial



Site Photo



Envelope



Recommended Design Guidelines

An additional low-rise building could line John Street and enhance that pedestrian connection to the West End neighborhood.

The primary entrance should be along Fairfield Avenue.

Services and garage access should be off of Courtland Street or through the current parking lot on the west side of Courtland Street.

A base building should be constructed on the northern edge of the current parking lot to continue the activity along Fairfield Avenue and ease the pedestrian transition between the Downtown and the West End neighborhood.



Lafayette Circle SE

Location



In the reconfiguration of Lafayette Boulevard, this site will most likely be the last to be formed and, therefore, redeveloped. It is one of the two parcels in the Lafayette Plaza district with an active use on it. While the Firestone Tire is not a desirable use in a downtown setting, there is no reason to prohibit it from continued operation during the area's reconstruction. However, unlike the GE Money building at the southwest corner of Lafayette Circle East and Fairfield Avenue, the Firestone Tire must be demolished to make way for the new street grid. About 1/3 of the new block bounded on the East by the Harrison Street Extension, on the South by John Street, on the West by Lafayette Boulevard, and on the north by Cannon Street will become a new focal park for the district. The southern 2/3rds of the block are an appropriate location for a large scale, mixed-use redevelopment combining office and/or residential with retail on a portion of the ground floor. Care must be taken so that the mass of the building does not overwhelm the adjacent park. The building can be oriented to Lafayette Boulevard, John Street, or the new park but must have a significant presence along all three.

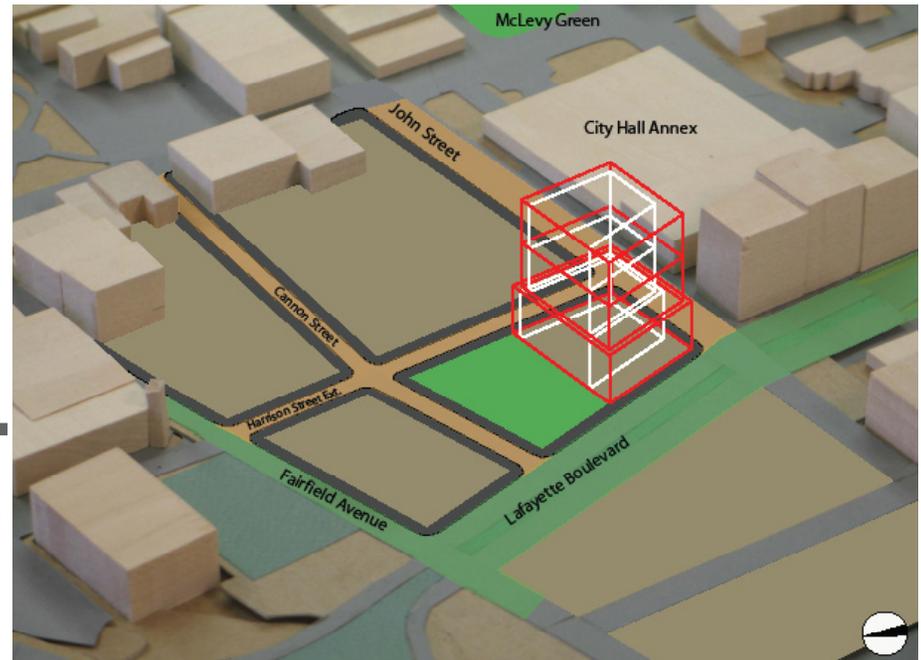


Site Photo

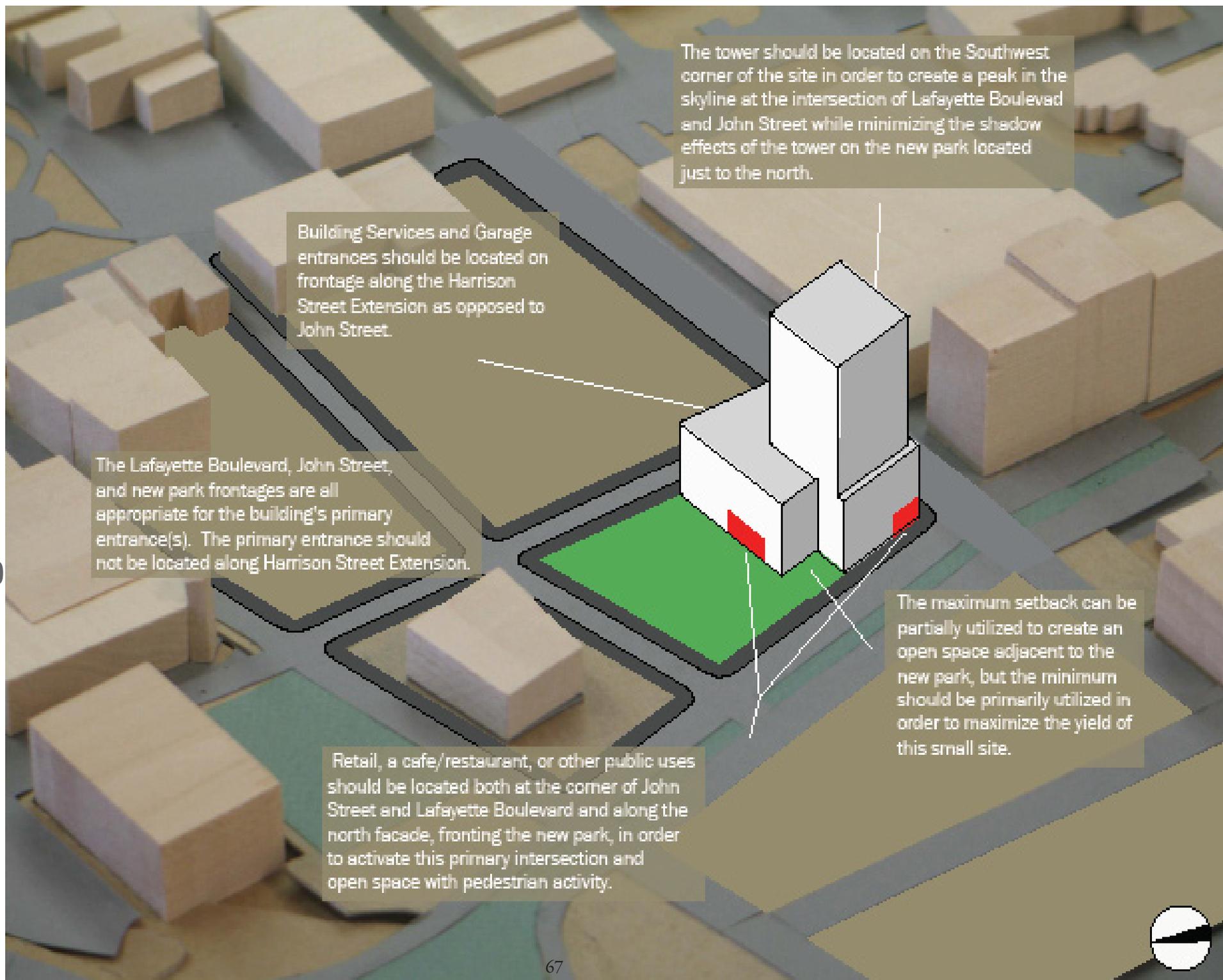
Aerial



Envelope



Recommended Design Guidelines



The tower should be located on the Southwest corner of the site in order to create a peak in the skyline at the intersection of Lafayette Boulevard and John Street while minimizing the shadow effects of the tower on the new park located just to the north.

Building Services and Garage entrances should be located on frontage along the Harrison Street Extension as opposed to John Street.

The Lafayette Boulevard, John Street, and new park frontages are all appropriate for the building's primary entrance(s). The primary entrance should not be located along Harrison Street Extension.

The maximum setback can be partially utilized to create an open space adjacent to the new park, but the minimum should be primarily utilized in order to maximize the yield of this small site.

Retail, a cafe/restaurant, or other public uses should be located both at the corner of John Street and Lafayette Boulevard and along the north facade, fronting the new park, in order to activate this primary intersection and open space with pedestrian activity.



Lafayette Circle NE

Location



This parcel currently contains the GE Money building, which can remain there indefinitely as the reconfiguration of Lafayette Boulevard and the creation of Lafayette Plaza do not interfere with its current location. Furthermore, the vision for the area does not require redevelopment of this parcel for its realization. If the new zoning and demand in the city are robust enough to encourage its redevelopment, this parcel is an appropriate location for a large scale mixed-use building combining office and/or residential with retail along the Fairfield Avenue frontage on the ground floor. At the intersection between the very mixed-use district directly east in the urban core and the burgeoning office district to the south along Lafayette Boulevard, this site can serve to link those two worlds.

Given its visibility from the Route 8/25 Connector and as the northern anchor of Lafayette Boulevard and the western anchor of Fairfield Avenue, a large focal development would serve as a landmark in the city.

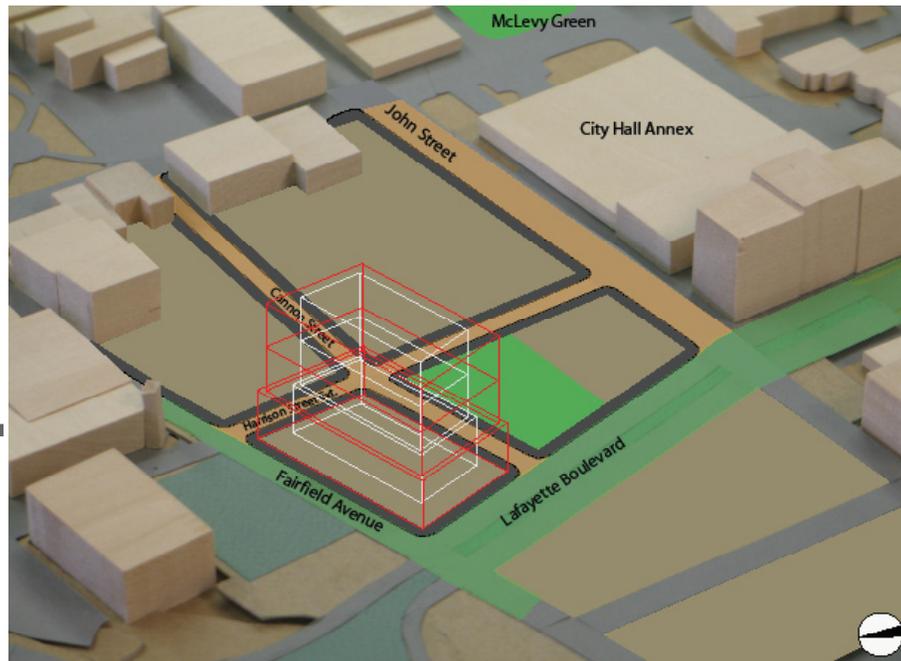


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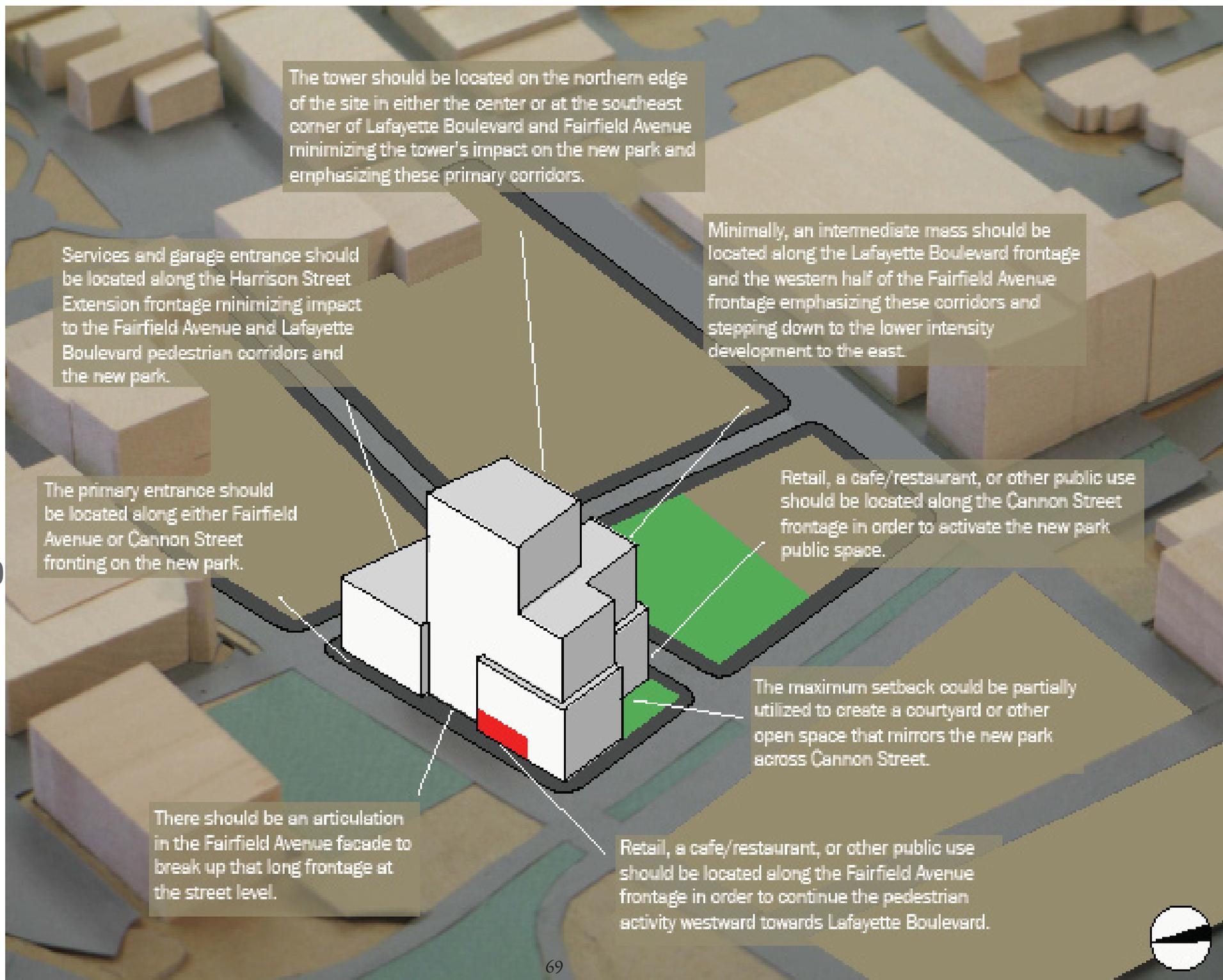
Aerial



Envelope



Recommended Design Guidelines



The tower should be located on the northern edge of the site in either the center or at the southeast corner of Lafayette Boulevard and Fairfield Avenue minimizing the tower's impact on the new park and emphasizing these primary corridors.

Services and garage entrance should be located along the Harrison Street Extension frontage minimizing impact to the Fairfield Avenue and Lafayette Boulevard pedestrian corridors and the new park.

Minimally, an intermediate mass should be located along the Lafayette Boulevard frontage and the western half of the Fairfield Avenue frontage emphasizing these corridors and stepping down to the lower intensity development to the east.

The primary entrance should be located along either Fairfield Avenue or Cannon Street fronting on the new park.

Retail, a cafe/restaurant, or other public use should be located along the Cannon Street frontage in order to activate the new park public space.

The maximum setback could be partially utilized to create a courtyard or other open space that mirrors the new park across Cannon Street.

There should be an articulation in the Fairfield Avenue facade to break up that long frontage at the street level.

Retail, a cafe/restaurant, or other public use should be located along the Fairfield Avenue frontage in order to continue the pedestrian activity westward towards Lafayette Boulevard.



Lafayette Boulevard

Location



After Lafayette Boulevard is reconfigured and the circle eliminated, the road will directly link I-95 and the Route 8/25 Connector providing clear and easy access to both thoroughfares. Based on the population living along both of these highways and the particularly pronounced population growth in the Housatonic and Naugatuck River valleys, Lafayette Boulevard becomes a very attractive location for offices within easy access of the population and affordable housing of the region. Add to its location the two very large format parcels on its southern end and there is great opportunity for significant scale Class-A office space with large floor plates and concentration of jobs necessary to solidify the Bridgeport office district. Though both large parcels have presently active uses on them (the shopping center containing Bob's Discount Furniture and the State Police I-95 Command Center), there is no reason that they cannot be redeveloped as the office market develops in the future. There are other appropriate and available sites for the police including within the Connector circle to the south and the retail establishments can be incorporated into any large scale redevelopment. This area is appropriate for very high intensity office buildings, utilizing density bonuses and transfer of air rights to reach heights up to thirty-five stories and offering new vision of downtown Bridgeport from the region's highways.

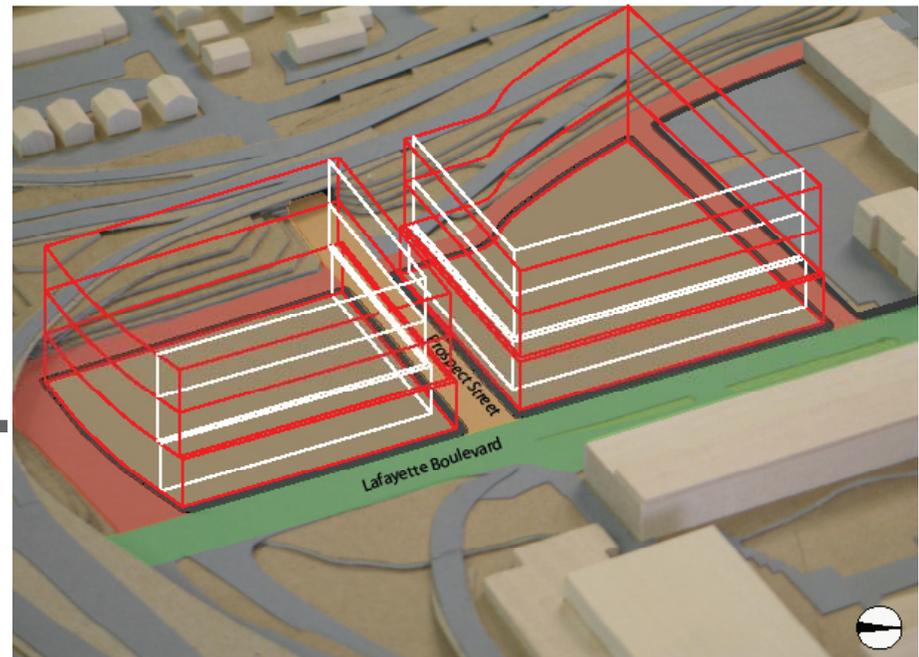
Site Photo



Aerial



Envelope



Recommended Design Guidelines

The towers of each development should be located along Lafayette Boulevard with sufficient space between each to allow for light and air to reach the street and offices located in the towers.

All loading and parking access should be located along Warren Street, proposed to be extended north to State or John Street.

These sites are appropriate receiving locations for air rights and development rights transferred from other areas of the downtown as a mechanism to increase the height limit above the 15 storey as-of-right.

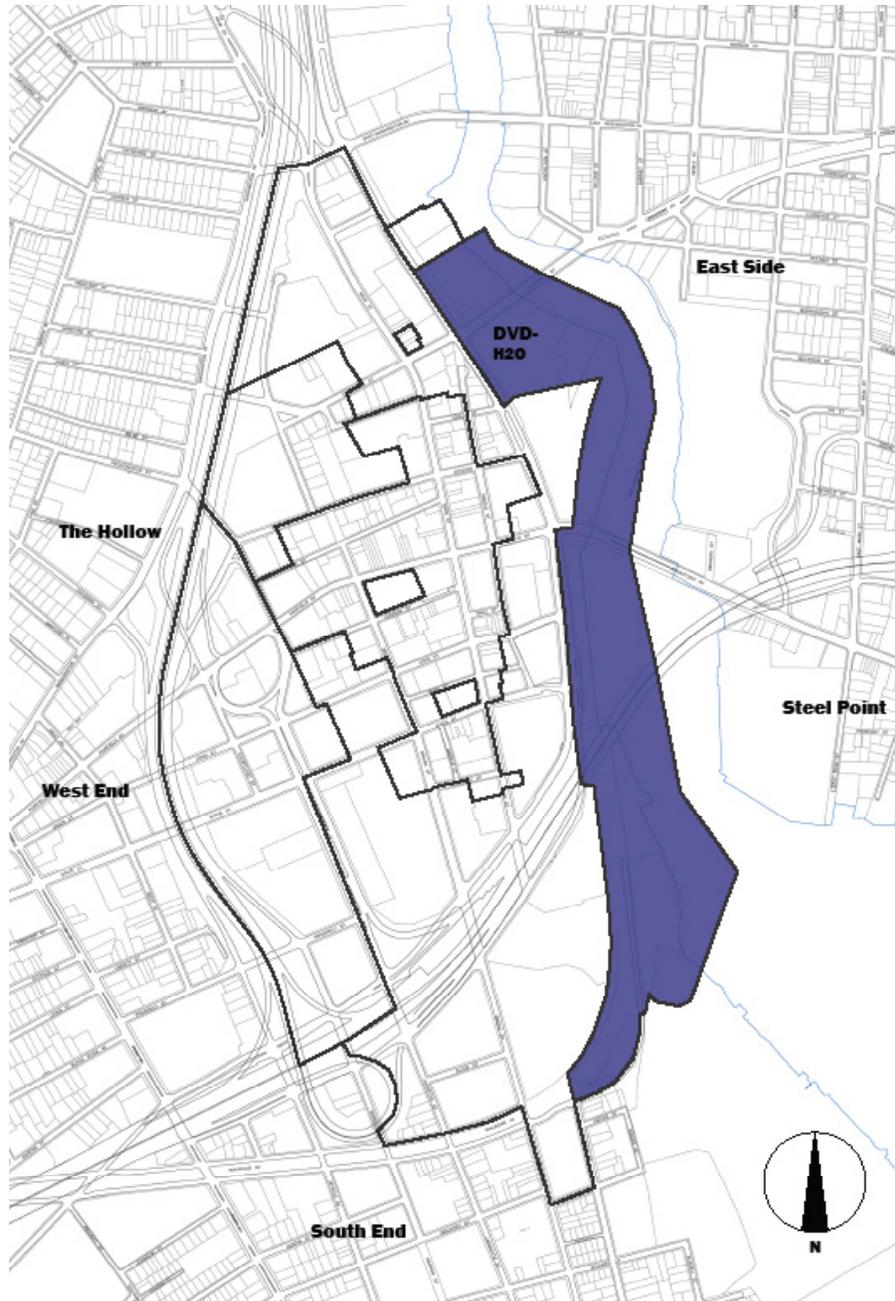
The cafeteria of each building should be located along the Lafayette Boulevard frontage with additional public access from the street and seating located within the 40 foot, landscaped setback.

Public access corridors should be maintained between Lafayette Boulevard and the new parking resources located in the interior of these two blocks, enhancing the opportunity for utilizing these resources for evening activities throughout the downtown.

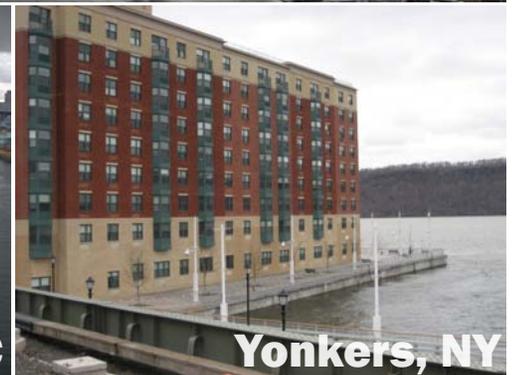
The maximum setback of 40 feet should be utilized along the southern stretch of Lafayette Boulevard, minimizing the impact of the high density commercial development encouraged for this area of the downtown.



DVD WATERFRONT



One of the downtown's greatest assets could be its riverfront, yet it is currently cut off from this amenity. The Waterfront zone enables a scale of development necessary to encourage the redevelopment of properties along the Pequonnock River, while ensuring that the redevelopment of these properties occurs in a way that includes ample public space and enables waterfront access to residents, workers, and visitors to the downtown. Public access along the riverfront as well as connecting corridors linking the waterfront to the downtown core will recapture the banks of the Pequonnock River and reconnect Bridgeport with its waterfront.



Housatonic & Congress



Location

Located at the critical intersection of Housatonic Avenue and Congress Street, this parcel serves as a major gateway to the downtown area, both from the north and from the east. It could also serve as the northern anchor point to a newly activated riverfront throughout the entire downtown and stretching from Long Island Sound to inland towns via the Pequonnock River Greenway. Any building located here warrants a high level of visibility and careful treatment of street level interaction. The three main street and river frontages serve different purposes and so should be treated distinctly. The primary entrances to the building should be oriented toward Congress Street, enlivening the primary entrance to the downtown from the East End neighborhood. The riverfront

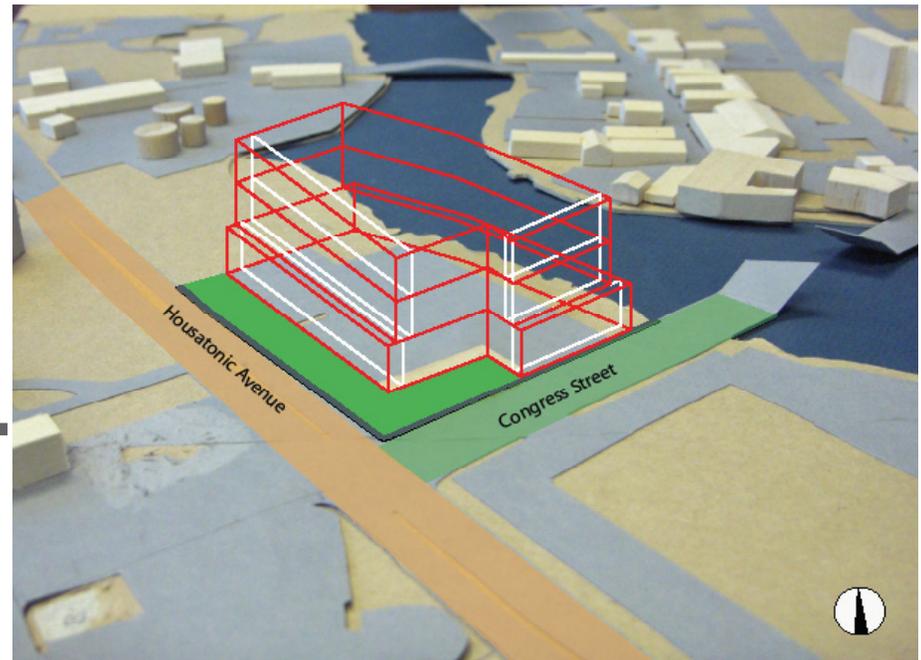
should be landscaped in a way that encourages passive recreational use of the waterfront, while ensuring convenient access from both the bridge and the street sides of the parcel. This can be accomplished by creating an inviting pedestrian gateway from the entrance to the bridge and by providing a pedestrian cut-through from Housatonic Avenue to the water in the middle of the block. Finally, the Housatonic Avenue side should feature a significant green setback to reinforce that road's boulevard character.



Aerial

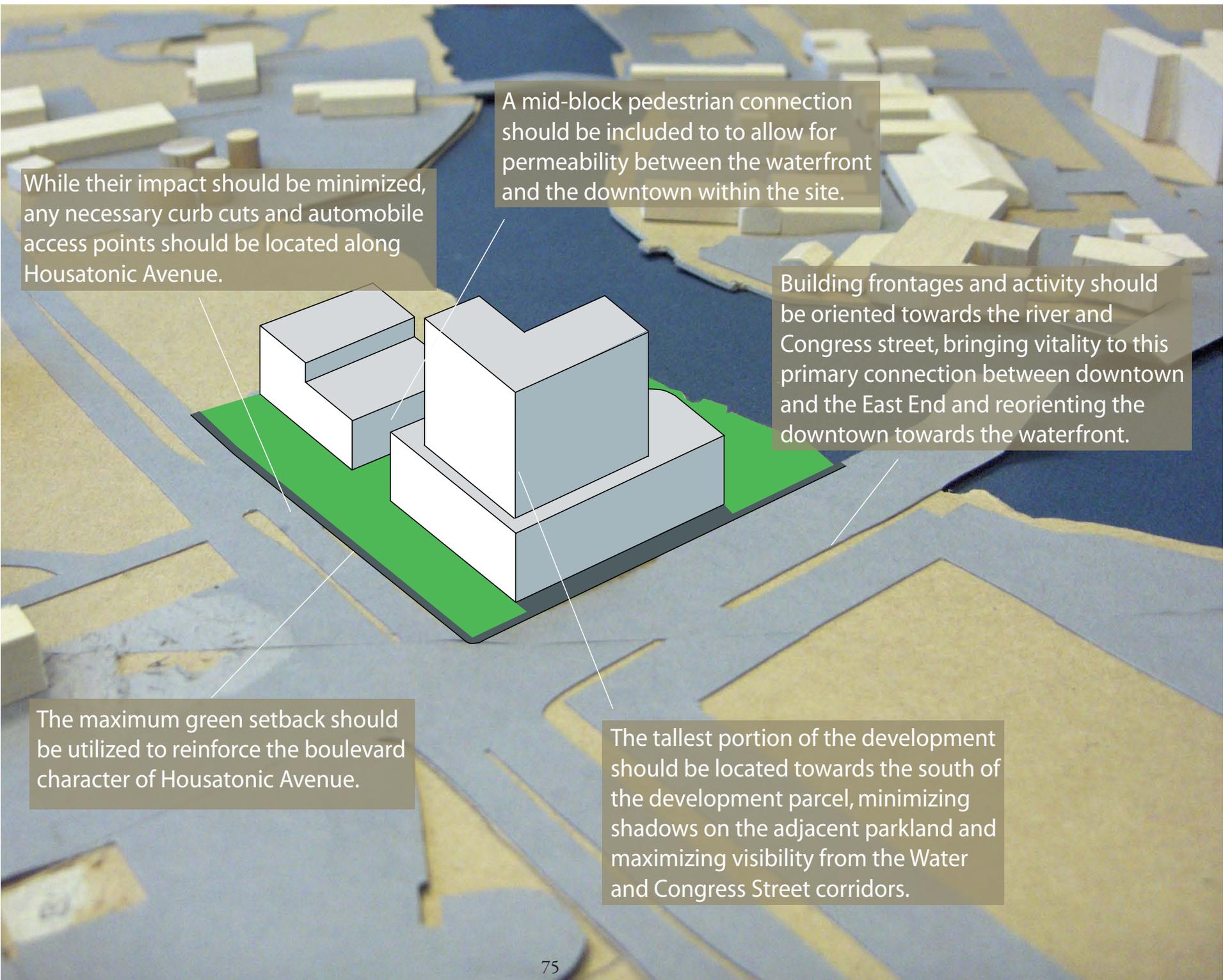


Site Photo



Envelope

Recommended Design Guidelines



While their impact should be minimized, any necessary curb cuts and automobile access points should be located along Housatonic Avenue.

A mid-block pedestrian connection should be included to allow for permeability between the waterfront and the downtown within the site.

Building frontages and activity should be oriented towards the river and Congress street, bringing vitality to this primary connection between downtown and the East End and reorienting the downtown towards the waterfront.

The maximum green setback should be utilized to reinforce the boulevard character of Housatonic Avenue.

The tallest portion of the development should be located towards the south of the development parcel, minimizing shadows on the adjacent parkland and maximizing visibility from the Water and Congress Street corridors.