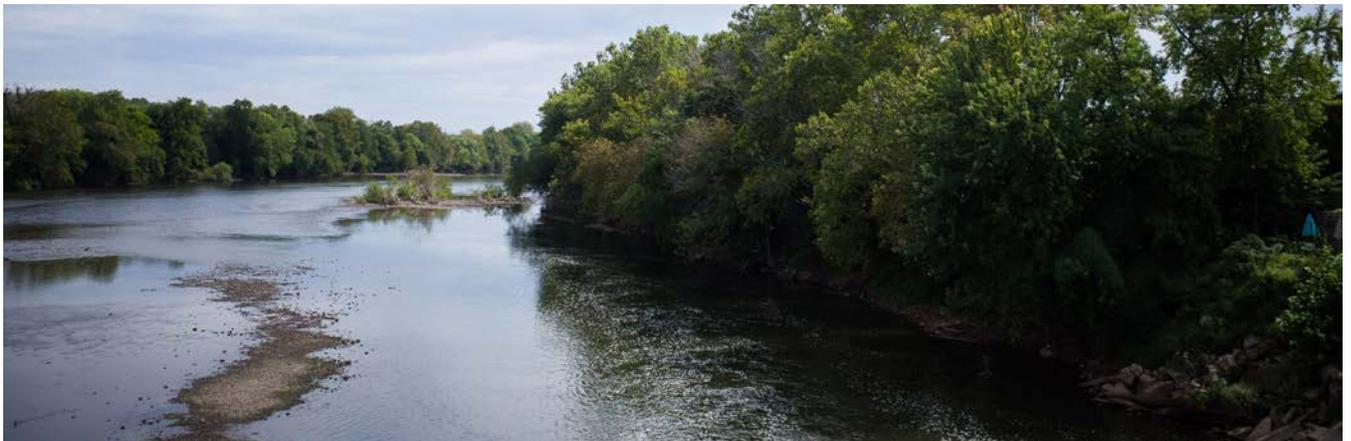




# BRIDGEPORT BOROUGH 2040 COMPREHENSIVE PLAN

MONTGOMERY COUNTY, PENNSYLVANIA



DRAFT APRIL 2021

# Acknowledgments

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# BRIDGEPORT BOROUGH 2040 COMPREHENSIVE PLAN

DRAFT APRIL 2021



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## Introduction

Bridgeport is a diverse community with a rich history of immigration and industry. A small borough of just 0.6 square miles, Bridgeport has many opportunities for growth and creative planning. This comprehensive plan is the foundation for future planning and policy decisions.

Building off of the existing 2003 Revitalization Plan, the Bridgeport 2040 Comprehensive Plan provides guidelines for future policies, land use, and development within the borough. This planning document outlines the current conditions of the borough, as well as the goals and strategies that



## INTRODUCTION

were developed through research and the public engagement processes. The future vision for the community, provided in the community vision statement, creates a framework upon which goals and strategies are based. Elements of a comprehensive plan are interrelated and are examined in a manner that creates a holistic approach to community revitalization.

### Public Participation

This plan was developed through the cooperation of the Comprehensive Plan Steering Committee, borough staff and Council, and the Montgomery

### Outreach:

- September 11, 2019 - Twilight on the River
- Fall, 2019 - On-line Survey
- November 7, 2019 - Open House
- Summer 2020 - Draft Community Vision Draft Survey
- October, 2020 - Virtual Workshop
- Date TBD - Presentation of Draft Plan
- Date TBD - Adoption of Final Plan



County Planning Commission (MCPC). The steering committee met monthly from Summer 2019 to Spring 2021 to review materials and provide input for the different plan elements.

A well engaged public is critical to developing the community vision and goals, to building community support for projects, and to achieving the stated goals. Public engagement was conducted through on-line surveys, attending community events, and hosting a public open house and a virtual workshop.

A total of 119 people took the Bridgeport Comprehensive Plan Survey, representing a large spectrum of ages. There was also a Spanish language survey to capture the growing Latino/a population in the borough. Proximity to jobs, walkability, desirable school district, access to public transport, and cost of living were the primary reasons listed for what participants like most about living in Bridgeport. The public open house provided residents the opportunity to give input on the types of issues they believe the borough should focus on, and the

types of projects and developments they want to see occur in the borough. The survey data identified that the architectural character of housing and neighborhoods, economic development in commercial areas, and walkability are priority issues to be addressed in this planning document.

The second public outreach event planned for collecting community feedback for the comprehensive plan was conducted virtually due to the physical distancing and public gathering safety rules enacted as part of the effort to curb the

Bridgeport 2040 will take into account the recommendations of MONTCO2040: A Shared Vision, Montgomery County’s comprehensive plan, to maintain consistencies with surrounding municipalities to achieve a more unified planning for long-term goals.

Since the most recent comprehensive plan was completed in 1984, there have been other supplemental planning documents, the 2005 Bridgeport Borough Open Space Plan and 2003 Community Revitalization Plan, to audit open space and encourage revitalization.



spread of COVID-19. In an effort to reach the most people, the virtual workshop was open for people to participate during the month of October 2020.

### Previous Planning Efforts

The Pennsylvania Municipalities Planning Code (MPC) requires municipalities to update their comprehensive plan every 10 years and demonstrate the consistencies with the Zoning Ordinance (ZO), Subdivision and Land Development Ordinance (SALDO), and capital improvement programs.

### Bridgeport Borough Community Revitalization Plan and Zoning Update

The Community Revitalization Plan was spurred by the 2001 Continental Business Center fire which devastated 55 local businesses. The plan was prepared as a blueprint for potential future development in the borough, providing proactive guidelines intended to balance development needs in the borough with community goals.

The most recent zoning updates were adapted in 2003, in tandem with the revitalization plan, to encourage investment and growth. This ordinance divides the Borough of Bridgeport into distinct districts and created the Mixed Use Riverfront (MUR) Zoning District.

### Bridgeport Borough Open Space Plan

The 2005 Bridgeport Borough Open Space Plan developed goals with the intention of improving the quality of life for borough residents. The open space plan provides strategies for improving the health of the natural resources, increasing the amount of open space, improving recreational amenities, and providing new and expanded facilities.

### Relationship to Other Plans

#### MONTCO 2040: A Shared Vision

Montgomery County adopted MONTCO2040: A Shared Vision, the County Comprehensive Plan in 2015. MONTCO2040 contains three main themes which provide the framework for identified county-wide goals: connected communities, sustainable places, and vibrant economy. General concepts from the county comprehensive plan are reflected in Bridgeport's comprehensive plan recommendations and implementation strategies. Specifically, Bridgeport 2040 recommends goals and strategies to support and revitalize the commercial corridor along 4<sup>th</sup> Street, enhance gateways into the borough through transit-oriented development, build recreational opportunities, protect the natural resources, and encourage walkability. Bridgeport Borough will continue to coordinate with Upper Merion Township on planning efforts across municipal boundaries.

### Community Vision



Located northwest of Philadelphia on the Schuylkill River, Bridgeport is a borough rich in historic and cultural heritage. Bridgeport values its traditional small town character, safe neighborhoods, hilltop public park, easy access to Philadelphia by train, high quality school district, affordable homes, and local businesses. As Bridgeport is preparing for future growth, the community strives to embrace the new while honoring the past.

Bridgeport Borough plans to sustainably and responsibly grow the community while balancing the goals of the community with development needs. The vision for Bridgeport in 2040 is...

- A welcoming, walkable, and accessible borough that encourages residents and visitors to explore the restaurants, shops, parks, and riverfront amenities.
- Home to a community-centered riverfront that integrates preserved open space, recreation, housing, and public gathering.
- Family-friendly and aiming to attract new homeowners with quality homes and a diverse housing stock.
- A lively commercial corridor commercial corridor that invites entrepreneurs to bring and build their businesses.



## Guiding Principles

The comprehensive plan for Bridgeport incorporates principles that serve to inform the goals and recommendations of the plan and will guide all aspects for future development. These guiding principles are meant to aid in creating a more economically and environmentally sustainable borough, and to ensure that what the borough has to offer is accessible to all people.

## Accessibility

The Bridgeport Borough Comprehensive Plan Steering Committee identified accessibility as a central element for the plan. Accessibility refers to the process of making the built environment more usable for people of all mobility and ability levels. The Borough hopes to encourage businesses to go above and beyond the fundamental ADA compliance, and strives to become a fully accessible and inclusive community.

Taking accessibility into account involves a nuanced lens with which to view the built environment. Accessibility can also refer to the ways in which places are used by people within the context of demographic and economic characteristics. Integrating accessibility in this manner may include policies that assist people with reaching the benefits of homeownership or building stronger relationships with SEPTA to provide an enhanced level of service for people in the borough who do not have own a private vehicle.



### Sustainability

Sustainability is a theme that the borough hopes to integrate into all aspects of their future growth goals in relation to creating more environmentally friendly practices. Strengthening the existing and building new social institutions to enhance the general wellbeing of borough residents are some of the principles of social sustainability.

Sustainability as a theme addresses the environmental impact of land uses, development, and lessening the impact on natural systems. Sustainability also involves social and economic components of community development, which are equally important to building a healthy place. Social sustainability refers to the processes that are in place to protect people and promote wellbeing. Elements of social sustainability include the institutions and services that create the foundation of a healthy and equitable community.



### Ongoing Planning

Successful application of the Bridgeport2040 Comprehensive Plan necessitates continued community involvement, collaboration with various stakeholders, and coordination with multiple local, county, and state agencies. It is recommended that the borough complete a yearly audit of the steps taken toward implementation and create a report of accomplishments to be reviewed by the borough council. The 2020 Census data will be available after the comprehensive plan is complete. It is also recommended that Bridgeport pursue a comprehensive plan update to account for demographic changes. After ten years, a review of the plan should be conducted to determine which goals have yet to be met, and to identify priorities that may need to be reevaluated and adjusted for the changing community.

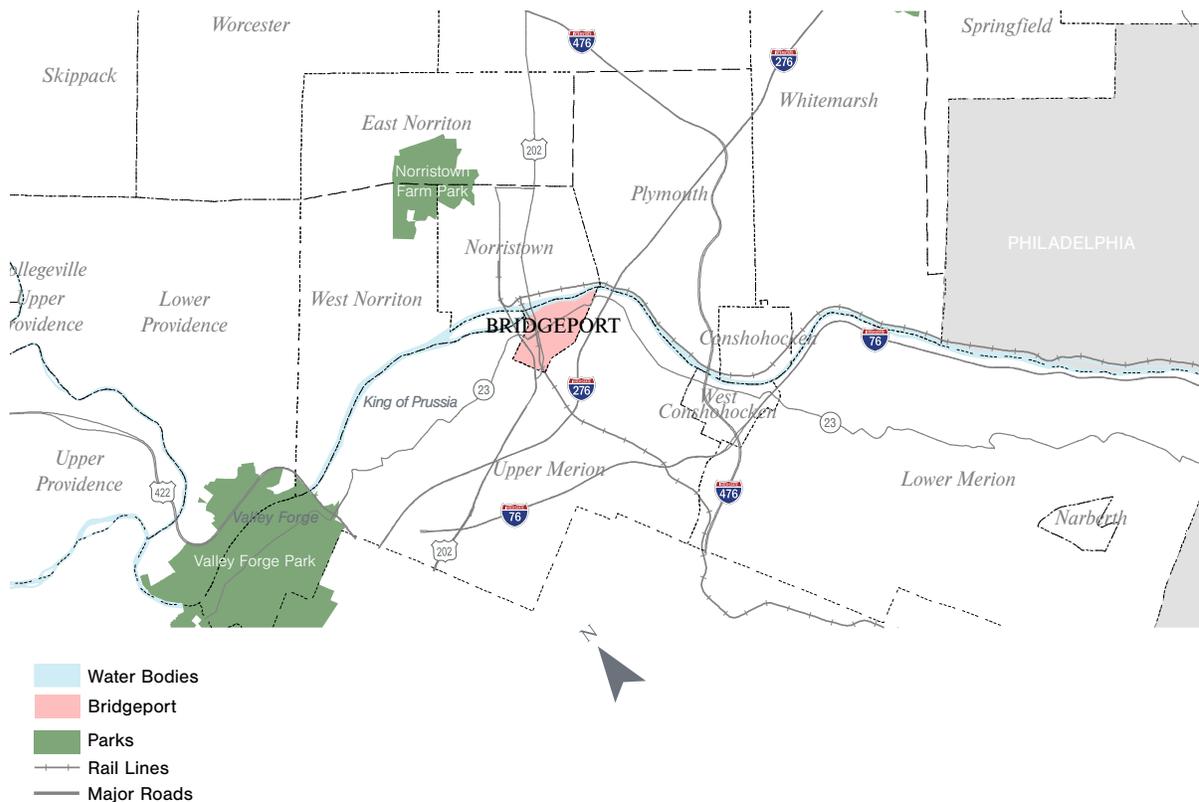


## Background

Located in eastern Montgomery County, and approximately 20 miles northwest of the City of Philadelphia, Bridgeport Borough is a built-out, largely mixed-use community. Bridgeport is less than one square mile (0.66 square miles), bordered by Upper Merion Township on all sides, except

where the Schuylkill River creates the northern border. For its small size, Bridgeport has two major roads that run through: PA-Route 23 (4th Street), an east-west route; and Route 202 (DeKalb Street), a major north-south route that connects to Route 422 and I-76.

MAP 2.1 BRIDGEPORT REGIONAL



## Demographics

### Population Change

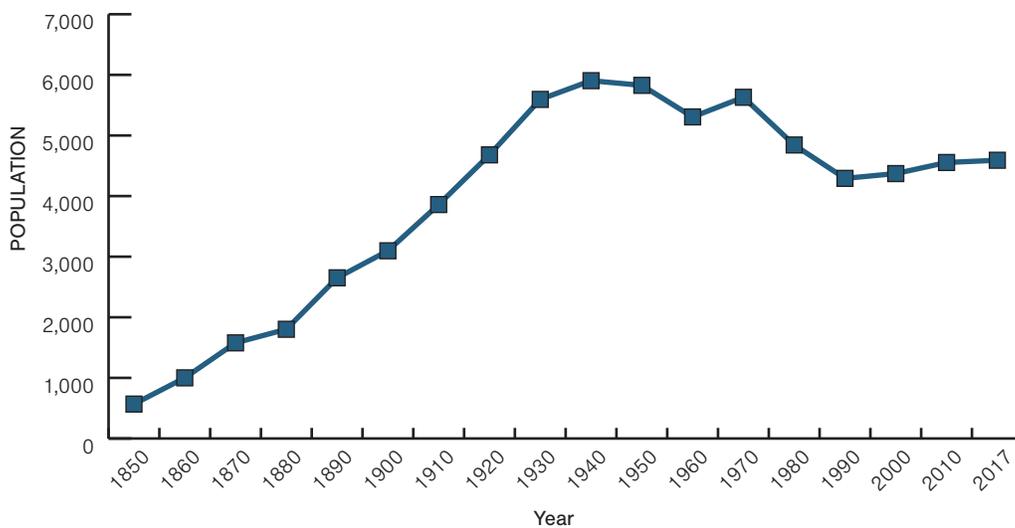
Bridgeport was first settled in the early 1700s by Swedish and Welsh immigrants in the area later known as Swedes Ford, which was the location of an important river crossing and north-south route in the county. The Schuylkill Canal was built in the early 19th century, fueling industry, followed by construction of the railroad. Train service began in 1839 and spurred a period of settlement and population growth in the borough. Bridgeport incorporated as a borough in 1851, separating from Upper Merion Township.

In 1850, the first year during which census data was recorded for the borough, the population was 568 persons. Bridgeport’s population grew steadily throughout the decades, peaking at 5,823 residents in 1940. The population of Bridgeport gradually decreased due to numerous factors, including de-industrialization, and the development

of new regional shopping centers and highways. The number of residents has been increasing since the 1990s. The population in 2018, according to the Census Bureau was 4,579 (Source: American Community Survey 2018 5-Year Estimates).

Today, the population is relatively young and diverse, and educational attainment has increased substantially over the last ten years. The Delaware Valley Regional Planning Commission (DVRPC) forecasts that the population will grow to 5,671 persons in 2040. The borough is projected to grow by 25%, while the county is projected to grow by almost 14%, meaning that the borough’s population is growing at a rate that is relatively fast compared to the county as a whole. The proximity to employment centers and transit, the affordability of housing, and the riverfront location are some of the key factors contributing to the desirability of the borough, and which may encourage new residential growth. As future residential developments are built, the forecasted populations is subject to change.

FIGURE 2.1 POPULATION CHANGE



**The population has stabilized over the last decade and has begun to increase in recent years. The borough has a population density of approximately 6,680 persons per square mile.**

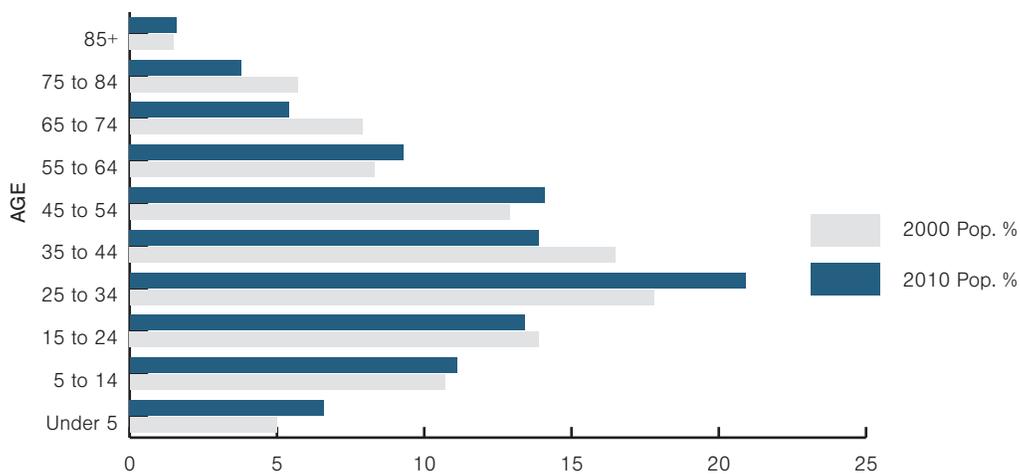
### Age Distribution

The median age of Bridgeport residents is approximately 35 years, relatively young compared to the median age of Montgomery County (41.2 years) and the median age of neighboring Upper Merion Township (40.7 years). The slight imbalance in the age distribution may be due to the fact that housing is smaller, more affordable, and potentially attractive to younger people.

The age distribution impacts a number of different considerations for future development and planning in the borough. In particular, Bridgeport Elementary School, located in Upper Merion

School District, may face capacity issues due to an increased number of families with young children. Similarly, neighborhood recreation areas may need additional attention toward maintenance. Changes in Bridgeport’s age distribution will likely be reflected in the 2020 census data, and it is recommended that planning efforts should be updated to account for that new data and the implications of a shifting population. With a young population, especially for families with children, the benefits of a walkable borough are highly valued. The size and density of the borough lends itself to creating a safe and walkable community for all age groups.

FIGURE 2.2 BRIDGEPORT AGE DISTRIBUTION 2000 - 2017



Source: U.S. Census Bureau, 2010 Census, \*2017 American Community Survey 5-Year Estimates

### Race and Ethnicity

Bridgeport is predominantly white and non-Hispanic or Latino, however, the borough is relatively diverse with 7.9% of the population black or African American. This is roughly equivalent with the county’s demographics, but with a larger portion (12.8%) of Hispanic or Latino residents. *Note that Hispanic or Latino is an ethnic group, not a race, and thus calculated separately.*

Racial composition change over time illustrates a rapid growth in the African American and Hispanic/Latino populations, and to a lesser extent, growth in the Asian population. Over the past twenty years, the African American, Hispanic/Latino, and Asian populations have all experienced growth in Bridgeport, as the percentage of white residents decreased.

FIGURE 2.3 BRIDGEPORT RACE AND ETHNICITY

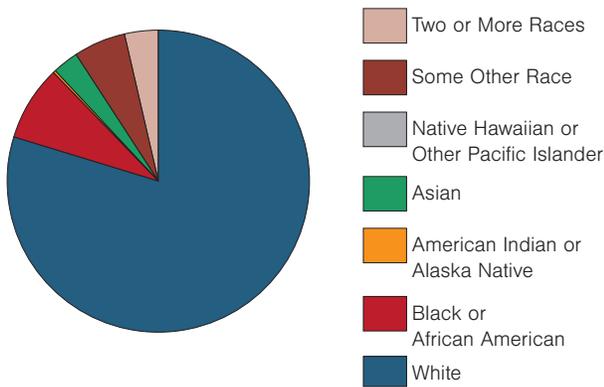


FIGURE 2.4 MONTGOMERY COUNTY RACE AND ETHNICITY

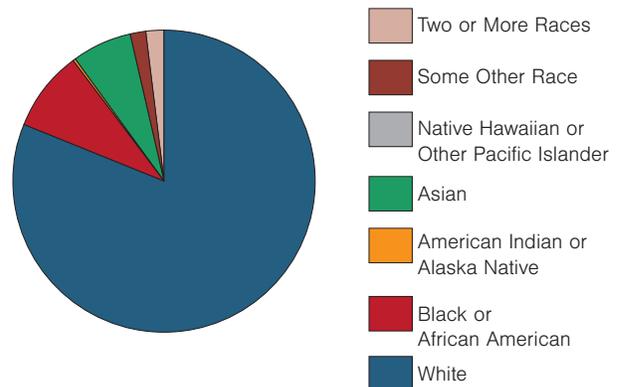


TABLE 2.1 BRIDGEPORT RACIAL COMPOSITION CHANGE OVER TIME

Year	2000	2010	2017*
Total population	4,371	4,554	4,582
White	91.4%	79.8%	78.1%
Black or African American	2.7%	7.9%	12.6%
American Indian or Alaska Native	0.1%	0.3%	0.0%
Asian	2.4%	2.8%	4.0%
Native Hawaiian or Other Pacific Islander	0%	0%	0%
Some Other Race	1.3%	5.7%	1.9%
Two or More Races	2.1%	3.4%	3.5%
Hispanic or Latino	3.8%	12.8%	13.0%

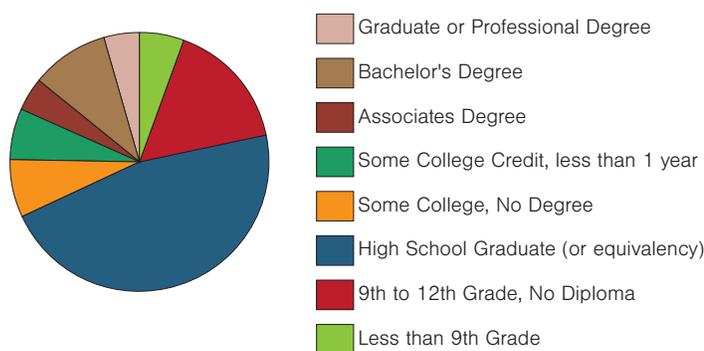
Source: U.S. Census Bureau, 2010 & 2000 Census. \*Source: ACS 2017 Estimates

### Educational Attainment

Educational attainment refers to the highest level of education an individual has achieved, and is an indicator of a community’s overall socioeconomic status. The educational attainment of residents has increased since 2000. Nearly 35% of the population has at least an associate degree, increased from 18% in 2000, and the percentage of people without a high school diploma has decreased from 21.7% to 7.9% (Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates and 2000 Census).

Approximately 35% of the residents have above an Associate’s degree, compared to more than half (55.2%) of the residents in Montgomery County. Approximately 12% of the population of Bridgeport has less than a high school diploma, a portion of which has less than a 9th grade education (Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates and 2000 Census). This insight has implications for accessible design within the borough to support the health and wellbeing of all residents.

FIGURE 2.5 EDUCATION



### Economic Characteristics

#### Employment

Bridgeport is largely a bedroom community for surrounding large employment centers, in particular Philadelphia, Norristown, and King of Prussia. Approximately 2,422 people who live in the borough travel elsewhere for their employment. However, there are a number of employers in the borough and approximately 3,783 people travel to Bridgeport for work. There are only 146 people who both live and work in Bridgeport Borough (Source: <https://onthemap.ces.census.gov/>, U.S.Census Bureau, Center for Economic Studies). Some of the major employment sectors in the borough include education at Bridgeport Elementary School, waste management affiliated with J.P. Mascaro & Sons Solid Waste and Recycling Service, and retail trade.

TABLE 2.2 BRIDGEPORT RESIDENTS WHO WORK OUTSIDE OF THE BOROUGH TRAVEL TO:

Employment Area	Number of People	Percentage
Philadelphia	391	10%
Norristown	291	7.4%
King of Prussia	105	2.7%

TABLE 2.3 PEOPLE WHO WORK IN BRIDGEPORT TRAVEL FROM:

Employment Area	Number of People	Percentage
Philadelphia	351	13.7%
King of Prussia	300	11.7%
Norristown	67	2.6%

#### Household Income

Median household income reflects the affluence of a population and its ability to support local public facilities and services. While the borough has experienced some growth in incomes over the years, the 2017 median household income (\$49,800) is lower than that of neighboring Upper Merion Township (\$91,515) as well as that of Montgomery County (\$84,791).

Poverty is one of the key indicators to measure the local economy and characterize a population. In recent years, incomes have increased in the borough, and unemployment has remained low. Yet, the borough is experiencing two opposing trends simultaneously: both per capita income and median household income have increased, while the percentage of families in poverty has also increased. These trends have significant implications for the planning and policy direction for the borough, and in particular the kinds of residential development that the borough should encourage.

*Note that “Unemployed” represents people who are 16 years or older.*

TABLE 2.4 INCOME, POVERTY, AND UNEMPLOYMENT CHARACTERISTICS: 2017

	Bridgeport Borough	Norristown Borough	Upper Merion	Montgomery County
Median Household Income	\$49,800	\$45,017	\$91,515	\$84,791
Per Capita Income	\$29,778	\$23,453	\$53,088	\$45,048
% of Families in Poverty	10.5%*	17.6%	2.7%	4.3%
% Unemployed	2.8%	6.1%	3.0%	3.6%

**Table 2.4 displays income, poverty, and unemployment characteristics of Bridgeport Borough, Montgomery County, and neighboring municipalities – Norristown Borough and Upper Merion Township.**

Source: U.S. Census Bureau, 2017 American Community Survey 5-Year Estimates

\* U.S. Census Bureau, 2000 Census

TABLE 2.5 BRIDGEPORT CHANGE OVER TIME: INCOME, POVERTY, & UNEMPLOYMENT CHARACTERISTICS

	2000	2010	2017
Median Household Income	\$36,899	\$39,472	\$49,800
Per Capita Income	\$19,420	\$27,158	\$29,778
% of Families in Poverty	5.4%	9.5%	10.5%*
% Unemployed	2.5%	3.4%	2.8%

**Table 2.5 shows Bridgeport Borough income (household and individual), poverty, and unemployment data change over time between 2000, 2010, and 2017.**

Source: U.S. Census Bureau, 2000 and 2010 Census, 2013-2017 American Community Survey 5-Year Estimates

\* U.S. Census Bureau, 2000 Census

## Land Use

The development patterns that formed much of the layout and structure of Bridgeport in the early 20th century created a dense residential and commercial area close to the Schuylkill River, canal, and industrial factories. As development of the borough progressed over the following years, residential neighborhood growth expanded south towards Memorial Park. With the development of major automobile routes circumventing the borough and as suburban growth increased commercial uses outside of Bridgeport, the borough

remained mixed use in character. In particular, the main commercial streets of 4th and DeKalb Streets are made up of residential and commercial uses, which is reflected in the current zoning.

### Existing Land Use

Bridgeport is a nearly built-out community, with approximately 4% of the total land use categorized as undeveloped. The Existing Land Use Map (Map 3.1) on the following page illustrates how there are a true mix of uses throughout much of the borough.

TABLE 3.1 EXISTING LAND USE - PERCENTAGE, DISTRIBUTION, - COMBINED RESIDENTIAL USES

Land Use	Percentage	Acres
Residential	34.43%	112.27
Industrial	27.03%	88.14
Utility	9.52%	31.04
Institution*	7.20%	32.47
Mixed Use	4.97%	16.20
Office	4.57%	15.49
Undeveloped	4.34%	14.14
Public Open Space	4.06%	13.24
Retail	3.72%	12.14
Private Open Space	0.00%	0.01

TABLE 3.1A RESIDENTIAL LAND USE CATEGORIES BY TYPE

Residential Land Use	Percentage	Acres
Multifamily	3.87%	12.62
Twin/Duplex	14.05%	45.82
Single Family Attached	6.43%	20.96
Single Family Detached	10.08%	32.87

**The residential land use category is broken into 4 categories by unit type and density (Multifamily, Twin/Duplex, Single Family Attached, and Single Family Detached). The residential uses have been broken out and listed separately to illustrate how residential uses of varying densities are represented in the borough.**

MAP 3.1 EXISTING LAND USE



### Residential Uses

Nearly 35% (approximately 112.3 acres) of Bridgeport’s land is made up of residential uses. Of that 35%, approximately 14% consists of twin or duplex residential units, followed by 10% single family detached units. Residential uses are integrated throughout the borough, but primarily east of DeKalb Street, with lower density residential neighborhoods concentrated in the area surrounding Memorial Park east of Ford Street and south of Rambo Street.



### Non-Residential Uses

Industrial uses make up the second highest category of land uses, at approximately 27% of the borough. The northern and western borders consist of properties that are industrial, or formerly industrial, as many of the buildings that had been industrial uses no longer exist.

Mixed use, office, and retail is concentrated on the southwestern part of the borough along Boro Line Road, DeKalb Street (SR 3055), and 4th Street (SR 23).

All other uses individually constitute less than 10% of land. The percentage of land used for institutional uses (7.20% of total land area, 32.5 acres), has reduced significantly over the past few

years as some large properties which once held churches and other institutions, have been demolished. Some of the parcels that had previously been categorized institutional have been redeveloped for residential use with the construction of new residential units.

Memorial Park and three large parcels on the banks of the Schuylkill River west of DeKalb Street are categorized as public open space, which makes



**Saints Peter & Paul Ukrainian Catholic Church located in neighborhood near Memorial Park (left). View of walking path in Memorial Park (right).**

up 13.24% of the borough land use. Proposed redevelopment of the riverfront, located within a zoning district which currently permits a mix of uses, would dramatically change the landscape of the borough, creating a surge of residential properties and potentially commercial and retail uses. Nearly the entire riverfront east of DeKalb is currently categorized as industrial. A proposed land development of those properties would change the make-up of the land uses.

### Future Land Use

The Future Land Use plan for Bridgeport is based on the guiding principles of this comprehensive plan, which are to integrate accessibility and sustainability into all aspects of the borough's planning efforts for future growth and development. These guiding principles thus have important land use implications, and strive for these goals:

- Integrate sustainable development practices.
- Create stronger protections for natural features.
- Create more open space and enhance the existing.
- Build economic sustainability through revitalization efforts.
- Increase walkability and safety for users of all ages and levels of mobility through infill development.
- Improve access to public transportation facilities.
- Increase employment opportunities by attracting business, manufacturing, and entrepreneurs.

The following chapters are written as justification for the future land uses. In the case of parcels or areas of the borough where the land uses may not change, the strategies to address future development

may be adjusted to address the guiding principles and vision of the comprehensive plan.

### Future Land Use Categories

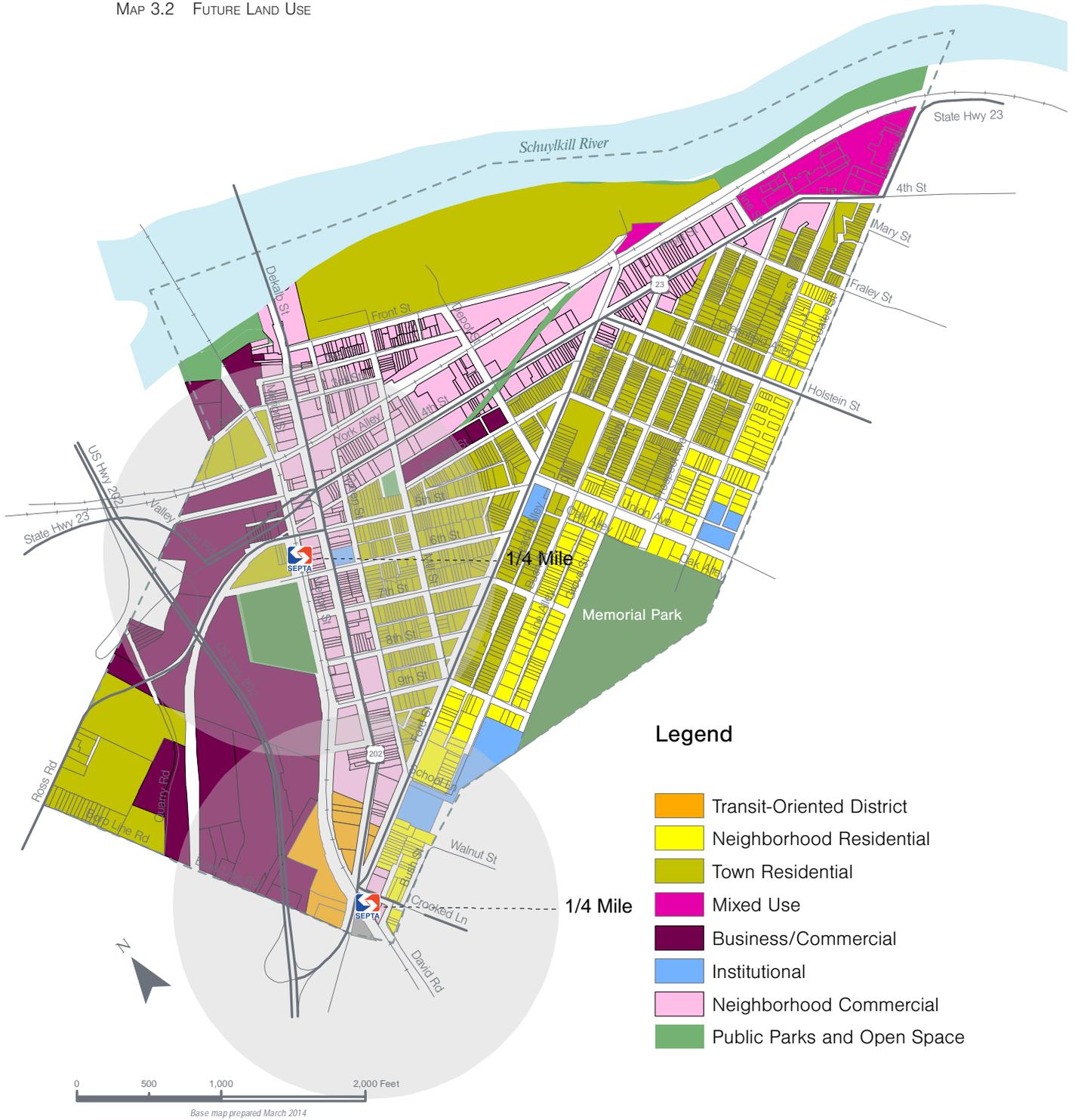
The Future Land Use Plan is intended to serve as a roadmap for the recommendations and strategies in the following chapters of the comprehensive plan, including the Focus Areas, and will guide for future development. While the Future Land Use Plan does not affect the borough's current zoning, it will inform future zoning ordinance amendments and regulations as they relate to the desired land uses and character. The Future Land Uses support the existing mix of uses, and identify areas where new land uses and investment could leverage opportunities for growth.

The Bridgeport 2040 Future Land Use Plan, illustrated on Map 3.2 on the following page, is generally consistent with the future land uses presented in the Montgomery County Future Land Use Plan. Besides Memorial Park and Chiccano Athletic Field, nearly the entire borough is within the Designated Growth Area on the "Development Potential Map" in the Montgomery County comprehensive plan: Montco2040: A Shared Vision.

### Residential – Neighborhood and Town

Residents of Bridgeport value and want to preserve the existing character of residential neighborhoods largely characterized by small lots, a feeling of neighborliness that is created by the connection between the front stoops and the street, and a diversity of residential units types that support working families. Much of the borough residential neighborhood is developed in a grid layout. A large number of the residential properties are served by alley access for rear parking, or a mix of alley access with detached rear-access garages, while newer units have a mix of alley access for rear parking and front-loading garages.

MAP 3.2 FUTURE LAND USE



**Bridgeport Borough**  
Montgomery County, Pennsylvania



**Examples of higher density town residential (left) and lower density neighborhood residential (right).**

The Neighborhood Residential land use category is lower-density, and consists primarily of single family detached and single family attached houses. These neighborhoods tend to have slightly larger lot sizes with more yard space than the homes in the Town Residential areas.

Neighborhood Residential and Neighborhood Mixed Use districts. Future residential development in both districts should complement the established neighborhoods with similar lot sizes, front yard depths, building size, and architectural features such as front porches or stoops.

Town Residential is located adjacent to the neighborhood mixed use areas, consists of all unit types, and is generally higher-density than Neighborhood Residential. Town Residential land uses are meant to serve the diverse population with various housing types, and can act as a transitional district between

**Neighborhood Mixed Use**

The Neighborhood Mixed Use land use category consists of neighborhood-scale commercial, retail, institutional, office, and residential uses located along the main corridors of the borough, 4th Street and DeKalb Streets. The mix of uses is meant to



**4th Street (left) and DeKalb Street (right) are the two primary commercial corridors that provide restaurants and services for residents to walk to. The images demonstrate how various uses have been integrated into the older buildings, most of which are formerly residential properties.**

serve community members and promote a walkable environment.

Survey respondents expressed desire to see more commercial land uses along 4th Street and DeKalb Street. Many structures were removed over the years, creating large gaps between buildings along the street. The structures that remain are a mix of commercial and residential uses, some buildings with commercial and retail on the ground floor and residential units on the upper floors.

The architectural character of many of the older buildings along 4th and DeKalb Streets is reminiscent of other boroughs in the county and region. The former character of the street can be seen in some of the properties, which appear to be residential in use but are currently mixed use, with front porches and no front setback from the sidewalk. Future infill development along these streets can contribute to this dense neighborhood-commercial character by integrating similar design elements, architectural styles, and maintaining the existing scale.

### Mixed Use

The Mixed Use land use category consists of a mix of uses similar to the Neighborhood Mixed Use category, but of higher intensity to allow for higher-density housing and uses that may attract a more regional audience. Primarily located along the Schuylkill River and the Bridgeport Industrial Park, the Mixed Use land use is meant to encourage redevelopment and reuse of former industrial buildings.

The type of development that is encouraged in these Mixed Use areas is varied in use and intensity, with the goal of building opportunities for job creation, business growth, manufacturing, and centers to foster local entrepreneurs. In particular, Bridgeport Industrial Park is currently home to a family-run office furniture manufacturer and a state-of-the-art rock climbing gym. The existing formerly industrial buildings are opportunities for future redevelopment into centers that foster job creation and contribute to the economic growth of Bridgeport.



**Saint Monica's Hall, located at Ford and Rambo Streets. Saint Monica's Hall had been a part of the Saint Augustine Catholic Church, which closed permanently in January of 2017.**



**In the foreground is Puddlers Kitchen & Tap by Conshohocken Brewing outdoor dining. In the background is the view of the land on which factories and industries had formerly been located. The site is in the process of being redeveloped.**

Infill development has occurred in some of the formerly vacant lots in residential neighborhoods, creating more housing units. It is possible to preserve the physical structure of a building during redevelopment to accommodate a new use through the process of adaptive reuse, which could be applied to the remaining industrial buildings if the original use is abandoned. There are many other buildings and vacant properties with formerly industrial uses throughout the borough that may see changes over the next twenty years. The borough should be prepared with a plan for how those properties will be regulated.

### **Transit Oriented**

New residential land uses may be created in the borough if formerly commercial and industrial properties are to be redeveloped. In particular,

redevelopment opportunities on parcels near the NHSL stations could result in higher density multifamily housing or mixed-use buildings that could serve as a gateway into the borough and transition to smaller-scale neighborhood commercial and residential areas. Higher-density, transit-supportive housing would improve access to the SEPTA transit services.

Transit oriented land uses are mixed use, and typically include higher-density residential. Buildings and public spaces are designed to be pedestrian friendly and oriented towards transit facilities to encourage public transit use. A more detailed vision of a transit-oriented district is provided in the Focus Area Chapter: Transit-Oriented DeKalb Gateway.

**Institutional**

Institutional uses within the borough consist of Bridgeport Elementary School and church properties. As membership and involvement with churches have declined through various societal changes, a number of church properties were sold and subsequently demolished. The vacant properties that were once home to religious institutions are now opportunities for infill development. These parcels, are primarily located within the residential neighborhoods and are to be classified as residential uses going forward.



**Saints Peter & Paul Ukrainian Catholic Church.**

**Business Commercial**

Bridgeport has a regionally significant industrial history on which the borough was developed. While some industries continue to function and create jobs, economic changes over the years resulted in a loss of factories and industries. Nevertheless, industrial and commercial uses make up a significant portion of the land use in the borough and are encouraged to continue to operate in designated areas west of DeKalb Street that are not immediately adjacent to residential uses.



**Arnold's Office Furniture, a commercial use located on W 4th Street.**

Current office uses are located in the southern portion of the borough, such as those within Neighborhood Mixed Use corridors, but are job generators. Bolstering these centers of employment and encouraging office, commercial, and light industrial can help increase income for the borough and possibly create employment opportunities for borough residents.



**Commercial and industrial uses remain important for local job creation.**

**Parks and Public Open Space**

Two large parks, Memorial Park and Chiccino Field, make up the vast majority of open space in the borough. Preserving the little open space is critical to the health and wellbeing of residents, as is creating additional outdoor public space opportunities through vacant lot park conversion and building open space along the riverbank and former rail bed. Greening the borough through the addition of green stormwater Best Management Practices (BMPs), such as rain gardens, and planting additional street trees will help to create a healthier natural environment.



**Bridgeport Little League at Memorial Park.**

## Community Character

Community character is made up of both the tangible and intangible elements that contribute to creating a unique place. This chapter examines the community groups and institutions, public parks, and historic structures that together contribute to making the character of Bridgeport.

Bridgeport is described as a tight-knit community. Residents value the neighborliness and diversity of their neighborhoods. More than half of survey respondents ranked the walkability of Bridgeport as one of the most valued characteristics of the borough. Based on feedback from the public open house, the residents' top priorities for the borough over the next twenty years are to create more useable public space, preserve the small town feeling and walkability, increase opportunities for community gathering space, and encourage the type of development that balances the need for growth and the scale of the borough.

### Goals:

- Preserve the diversity and small-scale character of the residential neighborhoods.

- Ensure balanced development that is compatible with the scale and style of existing structures.
- Maintain and improve parks and public spaces; create more places for gathering and events.
- Expand the opportunities for community organizations and institutions to grow.
- Improve the availability and accessibility of community and health services.

### Historic Context of the Borough

In the 1800s, Bridgeport grew as a factory town. More immigrants from Europe settled to work and live in the thriving borough, building a large portion of the housing stock for factory workers. In addition to the various factory buildings that remain, the borough itself has a distinct historic built environment created through the scale of the buildings, grid layout, alley network, and proximity to the Norristown High Speed Line, which was completed in 1912.

## COMMUNITY CHARACTER



**1926 Aerial of Bridgeport and Norristown across the Schuylkill River.**  
**Historic Image source: <http://www.kophistory.org/publicViewer.php?ID=130>**



**Alleys parallel to streets provide rear access to homes and parking, and create a safe network of alternative walking and biking routes.**

The historic character of the neighborhoods – defined by small lots, front porches, shallow front yards, and gridded streets – is one of the key reasons residents love Bridgeport, and one of the attractions for new residents. Residents value the history and heritage that’s represented in the older residential, commercial, institutional, and industrial buildings throughout the borough.



### Preservation of Historic and Cultural Resources

While there are no officially designated historic or cultural resources within the borough, there are numerous remaining historic structures, such as industrial warehouses, factory buildings, and churches, which contribute to the historic character. While many of the historic structures have been demolished over the years, survey respondents and attendees to the public open house expressed a desire to have the existing historic buildings preserved through adaptive reuse to accommodate new uses.

Another significant part of the Bridgeport landscape is the historic Schuylkill Canal, a once prominent feature in Bridgeport when the Schuylkill River was used for commercial barges and transportation for industries along the river. Much of the remaining canal has been filled in, but there is a remaining segment with exposed walls. The 2003 Revitalization Plan recommends daylighting the canal, which could create an attractive and unique historic amenity for the riverfront area. Undertaking a project of this scale would require significant community outreach and partnerships with outside agencies, but nevertheless could be considered for long-term rehabilitation goals.



**Historic train depot, located at Depot and 2nd Streets.**

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#### *Sustainability and Accessibility*

*Sustainability is a term that the borough hopes to integrate into all aspects of their future growth goals in relation to creating more environmentally friendly practices. Infill development is a recommended sustainable building practice because it concentrates developed area and reduces sprawl. New development creates opportunities for the installation of green stormwater infrastructure. Strengthening the existing and building new social institutions to enhance the general wellbeing of borough residents are some of the goals addressed in the principle of social sustainability, which is addressed in this chapter.*

*The gridded street network, alleyways, and extensive sidewalk connections enhance pedestrian connectivity and walkability throughout the borough. Opportunities for sidewalk improvements can greatly enhance the safety and experience of walking through the borough for residents, especially for those who have limited mobility.*

### Housing

Ensuring high quality housing stock is important for maintaining or improving the welfare and access to opportunity of a community. Housing value is a relatively good measure of local economic health and the tax income contributes to the economic sustainability of the borough. Bridgeport’s housing values have been increasing, which shows the borough’s increasing desirability among local homebuyers.

### Cost and Value

The online survey conducted during the summer and fall of 2019 highlights the issues that are of concern for some community members. The affordability of the housing stock in Bridgeport is an important reason why the majority of survey respondents reside here and will be a key factor in the future development of the borough. In 2018, there were 68 unit sales, the median price of which was \$205,450, a 12.9% increase from

TABLE 4.1 2018 MEDIAN PRICES FOR HOUSING

Municipality	Median Sales Price	Number of Sales	2017-2018 Median Sales Price Change	2017-2018 % Change
Bridgeport	\$205,450	68	\$23,450	12.9%
Upper Merion	\$345,000	418	\$33,000	10.6%
Norristown	\$137,000	365	\$8,050	6.2%
Montgomery County	\$295,000	12,036	\$10,000	3.4%

Source: U.S. Census Bureau, American Community Survey, 2018 5-Year Estimates



Row houses on Grove Street.



Marineli's Grocery.

Source: Historical Society of Montgomery County PA.

the previous year. Bridgeport, similar to other boroughs in the county, has experienced some of the steepest increases in median home prices in recent years. Nevertheless, the median home price for Bridgeport is approximately \$90,000 less than the county-wide median home price, indicating that the borough is a relatively affordable place to live. The median household income is \$49,800. Housing cost burden is a helpful measure used to understand the level of affordability for Bridgeport residents. Being burdened by housing costs is defined as having to pay more than 30% of the total gross household income towards a rent or mortgage payment. If a household is cost-burdened by rent or mortgage payments, they are more likely struggle with affording other life necessities such as food and transportation. Approximately 46.6% of renter-occupied units in 2018 paid 30% or more of the household income on rent, indicating that a portion of the population is cost-burdened by rent despite the relative affordability of the housing stock (U.S. Census Bureau, American Community Survey, 2018 5-Year Estimates).

The county as a whole has been experienced rising rates of renting in recent years as people struggle to afford homes. Nearly half (51.3%) of units in Bridgeport are renter-occupied. Renter-occupied units made up 33.6% in Upper Merion, and 29.2% in Montgomery County (U.S. Census Bureau, American Community Survey, Selected Housing Characteristics, 2018 5-Year Estimates).

### Housing Development

The largest segment (47.7%) of Bridgeport’s housing stock is single-family attached. These consist primarily of rowhomes, newer town homes, as well as twins or duplexes. The typical early housing development pattern illustrated on Map 4.1, favored small rowhomes on small lots to accommodate the large population of factory workers. Today these homes serve the community by providing market-rate affordable housing units. More than 40 percent of the housing was built in 1939 or earlier. Due to a wave of development beginning in the 1960’s, about 30% of the housing stock has a build date between 1960 and 1979. The

TABLE 4.2 HOUSING TYPES IN BRIDGEPORT

Housing Type	Number of Dwelling Units	Percent of Dwelling Units
Single-Family Detached	352	17.20%
Single-Family Attached	976	47.70%
Twin/Duplex (2 apartments)	92	4.50%
Multifamily 3-4 units	71	3.50%
Multifamily 5-9 units	230	11.20%
Multifamily 10+ units	372	16%

**This table illustrates the diversity of housing types in Bridgeport, contributing to the relative affordability. Source: U.S. Census Bureau, American Community Survey Selected Housing Characteristics, 2017 5-Year Estimates.**

diversity and affordability of housing choices make Bridgeport an attractive place to live for people of various income levels. Maintaining affordability will ensure that Bridgeport remains a place where young professionals and members of the middle class workforce are able to live comfortably.

Bridgeport has seen a slight increase in residential development in recent years and is expected to see more in the future. Twenty-seven new housing units were developed between 2010 and 2018, twenty-three of which were single-family attached. These came in the form of town houses, twins, and duplexes. Many local governments across the country have been encouraging infill development as a means of sustainably growing their communities from within. Borough zoning code can require design standards for residential and mixed-use districts to ensure that the new development is not out of scale with the existing neighborhood.

Growth in the borough's population will require a certain amount of new residential units. DVRPC's population forecasts predict gradual population growth for Bridgeport in the coming years. Therefore, continued population growth will necessitate the construction of new housing units within the borough to meet the increased demand. In 2020, a residential riverfront land development was proposed, which would introduce a total of approximately 600 new units to the borough. This could be a transformative development for the borough, increasing the population significantly.

While materials and building standards have changed since much of the existing housing stock was built, there are nevertheless lessons to take away from the character of the borough's neighborhoods. Front porches, shallow setbacks, and small lots are characteristics that can be implemented to mimic much of the existing housing

stock and expand the sense of community they have fostered in the past.

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### *Social Sustainability*

*Sustainability as a theme addresses the environmental impact of land uses, development, and lessening the impact on natural systems. However, the social component of sustainability in the context of communities, and community development, is equally important to building a healthy place. Social sustainability refers to the processes that are in place to protect people and promote wellbeing. Elements of social sustainability include the institutions and services that create the foundation of a healthy and equitable community.*

### Community Institutions

Community Institutions are the services, health providers, institutions (e.g. churches and schools), and social clubs that collectively help to create social cohesiveness. This category accounts for the services, organizations, institutions, and events that exist in the borough. These institutions serve as "third places" for residents to meet and build relationships. Third places refer to those that are outside of the home and workplace where people



**Sunrise Bakery on DeKalb Street. Local business can function as third places for people to gather.**

## COMMUNITY CHARACTER

go to spend time, such as a neighborhood cafe, church, and hair salon. A full list of community institutions is provided in the appendix.

Based on the public feedback, residents would like to see more opportunities for gathering, and have expressed the desire to preserve the “community” feeling and the neighborliness that they feel is integral to life in the borough. There is a strong desire for more spaces for people to gather and socialize, and for places where kids to play and be creative.

### Social Clubs and Organizations

Historically, there had been a large number of civic organizations in the borough, but few have survived the years of population decline, changing demographics, and shifting social mores. Many of the churches that once acted as community centers, or third places, for the different religious and ethnic groups have experienced declining membership, and have closed in recent years.

### Events

Bridgeport hosts a number of events throughout the year, such as Twilight, Carnival, and Night Out, which attract borough residents as well as visitors from neighboring municipalities. The Borough Hall Plaza was recently completed and is planned to hold events such as a movie night, for the community.

### Institutions

Institutions and the buildings in which they are housed serve multiple roles for a community – they can provide educational opportunities, host events, and build social cohesion. While the



**First Presbyterian Church of Bridgeport.**



**Elks Lodge.**



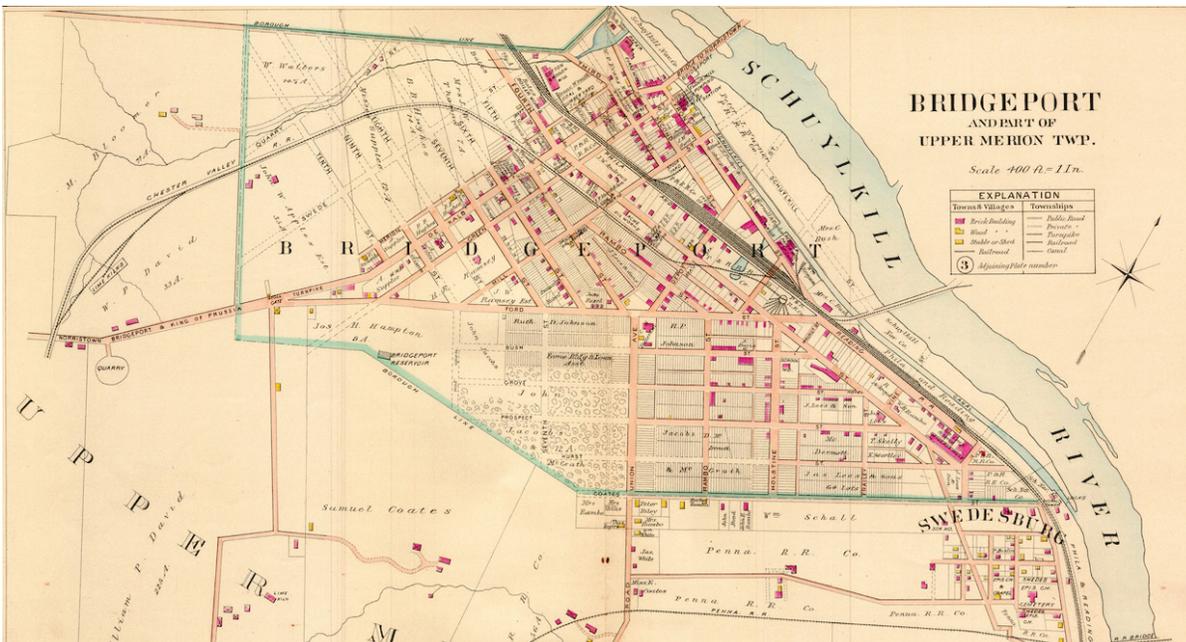
**Twilight on the River, September 2019.**



closest public library is located in Upper Merion Township, the new elementary school provides a space for families to gather for events. Other institutions within the borough include churches and Bridgeport Elementary School. The borough can partner with these community institutions to develop ways that different spaces could be used as community gathering spaces, when available.

**Health and Community Services**

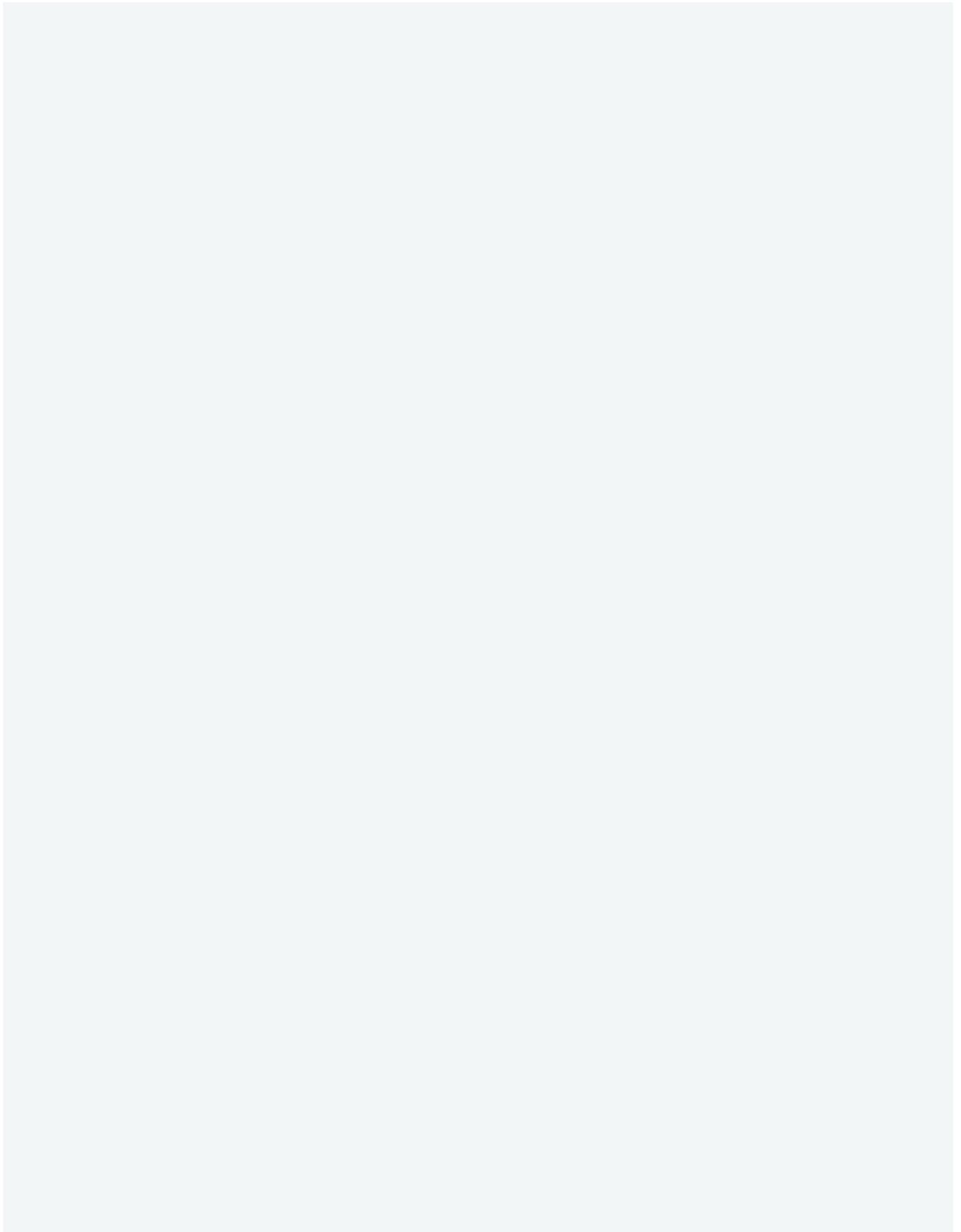
Bridgeport has a number of services to offer residents, many conveniently located along 4th Street. Services that are located within the borough allow residents to perform basic errands and tasks within their neighborhood, building a stronger connection to that place. Ensuring that 4th Street is a comfortable place to walk, and that there are safe and pleasant pedestrian connections from the surrounding residential neighborhoods is important to building an accessible neighborhood for people of all ages and abilities. Encouraging people to walk to services rather than drive will help to improve the physical health of residents, reduce strain on parking facilities, and lessen the negative impacts on the natural environment.



## Recommendations and Strategies

1. Preserve a range of housing types that represent different time periods and architectural styles that contribute to the historic character of the borough neighborhoods.
  - a. Conduct a zoning audit to determine if existing zoning (ZO) and subdivision and land development (SALDO) ordinances adequately protect the scale and character of the residential areas. Adopt new ZO and SALDO language, as needed. Specifically, examine if the current zoning addresses yard setbacks, alley access, porches, and other features that are reminiscent of the existing neighborhood.
  - b. Create design standards for residential development to provide potential developers with guidelines for protecting and respecting the historic character of the neighborhoods.
2. Meet housing needs of current and future residents by considering the existing housing stock and allowing for appropriate and sustainable infill development.
  - a. Review ZO and SALDO to ensure appropriate housing types and densities within each residential and mixed-use district.
  - b. Identify funding sources to provide financial assistance for home modifications.
  - c. Implement a home ownership assistance program to assist residents in purchasing their home.
  - d. Support public and private efforts to rehabilitate and maintain housing stock, including but not limited to, disability-adaptive improvements, rehabilitation of owner-occupied and rental properties, and historic preservation.
3. Increase protection of the community's historic residential and commercial structures
  - a. Evaluate incentive programs for developers to encourage adaptive reuse of historic structures in the event of a purchase or possible demolition.
  - b. Complete a borough-wide historic resource inventory of residential and commercial properties.
  - c. Provide education to homeowners about property home maintenance of historic homes.
4. Preserve significant institutional and industrial buildings and encourage their adaptive reuse.
  - a. Inventory all institutional and industrial properties in the borough.
  - b. Review ZO and SALDO to determine if existing ordinances allow adaptive reuse by buildings.
  - c. Adopt SALDO zoning to permit conversion of buildings into mixed residential and commercial uses, to preserve architectural features while allowing adaptive reuse of buildings, and to establish standards for future modifications.
  - d. Adopt a Reuse Master Plan or Reuse Ordinance to provide guidance to potential developers in the event of a use conversion.

5. Preserve Bridgeport's institutional assets as essential community amenities, educational resources, and social gathering places.
  - a. Identify locations for community gathering events to hold meetings, events, and performances.
  - b. Coordinate with the facility location to develop a scheduling method to accommodate different groups' programming.
  - c. Pursue funding opportunities to make necessary improvements to the property to make it a functional and accessible community space.
  
6. Pursue opportunities to create additional public gathering space for regularly scheduled borough events by repurposing existing underutilized space or lots within the borough.
  - a. Conduct an audit of vacant land to identify potential locations for the creation of public gathering spaces.
  - b. Design a public pocket park for identified areas.
  - c. Identify locations and vendors for farmers or craft markets.
  - d. Increase neighborhood-based access to food retail sites by encouraging small-scale food stores in identified zoning districts, based on audit of existing zoning.
  
7. Expand borough-sponsored events to build attendance and attract visitors to the borough.
  - a. Continue to partner with existing community organizations, such as the Bridgeport Business Association and Growing Bridgeport Together, to expand events and outreach.
  - b. Provide a range of activities, gatherings, volunteer opportunities, and educational classes for residents.



## Natural Features, Open Space and Parks

Bridgeport is a compact borough consisting of fairly dense neighborhoods. With a history of industry, there are few prominent natural features within the borough. However, the natural features that do exist – most notably the Schuylkill River and hilly topography – bring a unique landscape from which residents have impressive vistas and enjoy access to the river. Open space and parks contribute to the borough’s environment and the residents’ wellbeing by providing opportunities for people to get fresh air, exercise, gather and socialize, and also contribute aesthetically to the borough. Land use decisions and development practices should consider and respect the natural resources and open spaces and how best to protect them. Infill and redevelopment provide opportunities to protect and enhance the existing natural features.

### Goals:

- Increase access to trails, parks, open space, and recreational opportunities.
  - Build pedestrian connections to usable public open space along the riverfront.
- Preserve open space and the natural beauty along the river.
  - Enhance the facilities and accessibility of borough parks.
  - Create new spaces for public parks, trails, and usable open space from vacant or underutilized land.

### Natural Features

Map 5.1 illustrates the unique topography of Bridgeport, between the low-lying land along the river and the steep slopes, mostly 15% and greater.

The term *natural features* refers to topography, surface waters, slopes, vegetation, and scenic resources. While Bridgeport is generally built out, two significant natural features define the boundaries and physical character of the borough: hilly topography and the Schuylkill River.

### Topography and Steep Slopes

Topography is a way to illustrate changes in elevation on a map, and is closely related to geologic formations and soil types. The topography of an area affects development capacity, stormwater runoff, and soil erosion potential. Development on steep slopes accelerates erosion by disturbing topsoil and groundcover.

Bridgeport is built on a steady topographic incline from the Schuylkill River south, giving the borough a distinctive hill town feeling and vistas from Memorial Park. The southern portion of the borough has the steepest slopes in the borough, with some areas having slopes of 25% or greater.

### Rivers and Streams

A watershed is the land area that drains into one stream, lake, or river, and affects the water quality in the water body that it runs to. Watershed boundaries help to define, manage, and protect water resources.

### Schuylkill River

Forming the northern border for Bridgeport is the Schuylkill River, one of the most prominent natural features in the Borough. The entirety of Bridgeport Borough is within the Schuylkill River Watershed. Water runoff from the Borough drains into the Schuylkill River, which eventually feeds into the Delaware River Basin.

There is a large upstream drain off area contributing to the flow in the Schuylkill River during, and for some time, after storms. Consequently, the level of the river can rise and fall relatively quickly with a moderate to heavy rain event, causing flooding in some of the lower lying areas of the borough. During rain events, there are surges of runoff into the Schuylkill River, which increases the pollutants and sediment in the water, worsening the health of the river and surrounding ecosystems.

### Crow Creek

Crow Creek, shown as the light blue line in Map 5.1, is a stream which is hidden from view behind non-residential uses, and is largely overgrown and filled with sediment. Crow Creek empties into the Schuylkill River just downstream from Norristown Dam.

## Floodplain

Floodplains are relatively flat or low-lying areas adjacent to surface waters that are susceptible to being inundated with water. Floodways, which consist of the stream channel and carry the majority of the flood flows, are located within the floodplain. Floodplains are defined by the percent chance of a flood occurrence within any given year, and must remain free from obstruction to allow the 100-year flood (the 1 % change of an annual flood) to be conveyed downstream.

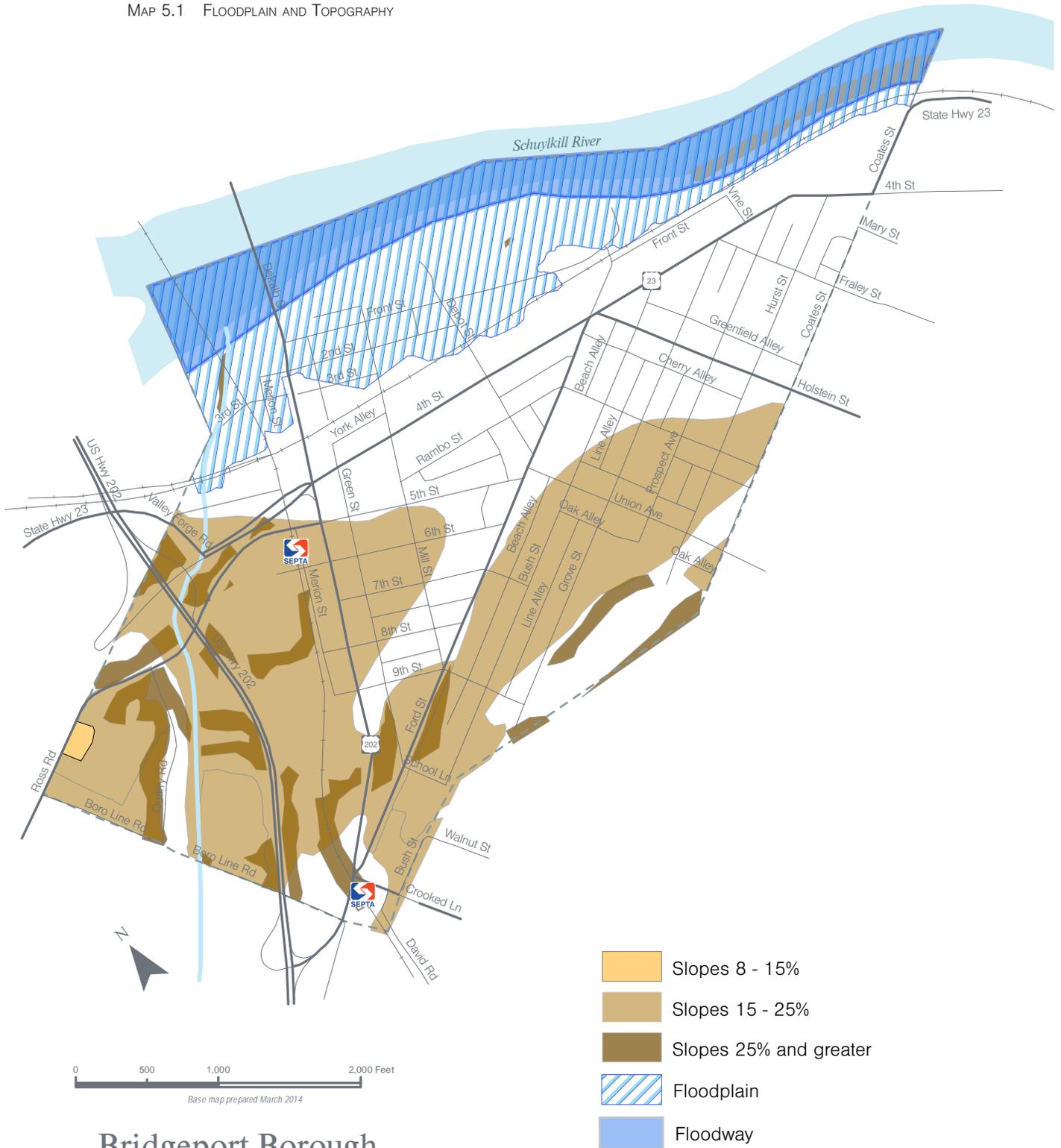
Although there is no FEMA floodplain for Crow Creek, the creek experiences some backwater flooding impacts from the Schuylkill River. The entire northern border of the Borough is within the Schuylkill River floodplain. The borough adopted a floodplain zoning ordinance in compliance with the Pennsylvania Floodplain Management Act 166 of 1978, which requires municipalities to adopt floodplain management regulations to promote the health, safety, and welfare of its residents in accordance with the National Flood Insurance Program (NFIP) standards. Act 166 encourages planning and development in floodplains that is consistent with safe and established land use practices.

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*The Community Rating System, a program developed by FEMA, provides incentives to communities that implement extra measures to provide flood protection. In participating communities, flood insurance rates are lower, reflecting the reduced flood risk.*

Because of the proximity and topography of the borough in relation to the river, it is critical for the health of the river and surrounding ecosystem to ensure that precautions are taken to minimize harmful development practices and encourage sound land use practices within the floodplain. Installing stormwater best management practices helps to improve water quality and mitigate negative effects of increased and intensified rain events.

MAP 5.1 FLOODPLAIN AND TOPOGRAPHY



**Bridgeport Borough**  
Montgomery County, Pennsylvania

When considering future developments, precautions should be taken into account for the possibility of flooding. Particularly in the low-lying floodplain areas along the riverfront, design and engineering guidelines should be developed to ensure that no residences or businesses are at risk of severe flooding. Flood-proofing structures to meet FEMA standards is important for the safety of residents and protecting evacuation routes in case of hazardous events.

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*Sustainable (Re)Development Practices*

*Natural resources that exist on vacant sites contribute to environmental sustainability in the borough. The majority of land development that occurs in the borough are redevelopments, during which an existing property is demolished and a new structure is constructed on the property. Infill occurs on vacant sites that might have existing natural resources, particularly trees. Protecting the existing natural features on vacant lots is a significant step in practicing sustainable development practices.*

### Tree canopy

Tree canopy coverage provides many ecological and aesthetic benefits to the community. Tree and vegetative cover contributes to stormwater capture and infiltration, carbon sequestration, and reduced erosion. Street tree coverage creates a more pleasant experience for people who are walking by providing a refuge from the sun and more attractive streetscape. These benefits can translate to larger health and wellbeing benefits, as well as potential economic benefits for commercial districts. Bridgeport has 15% tree canopy coverage in some parts of the borough, in particular in the neighborhood surrounding Memorial Park. Most of the remaining wooded areas are along the undeveloped riverbank, and in the industrial area abutting DeKalb Pike.

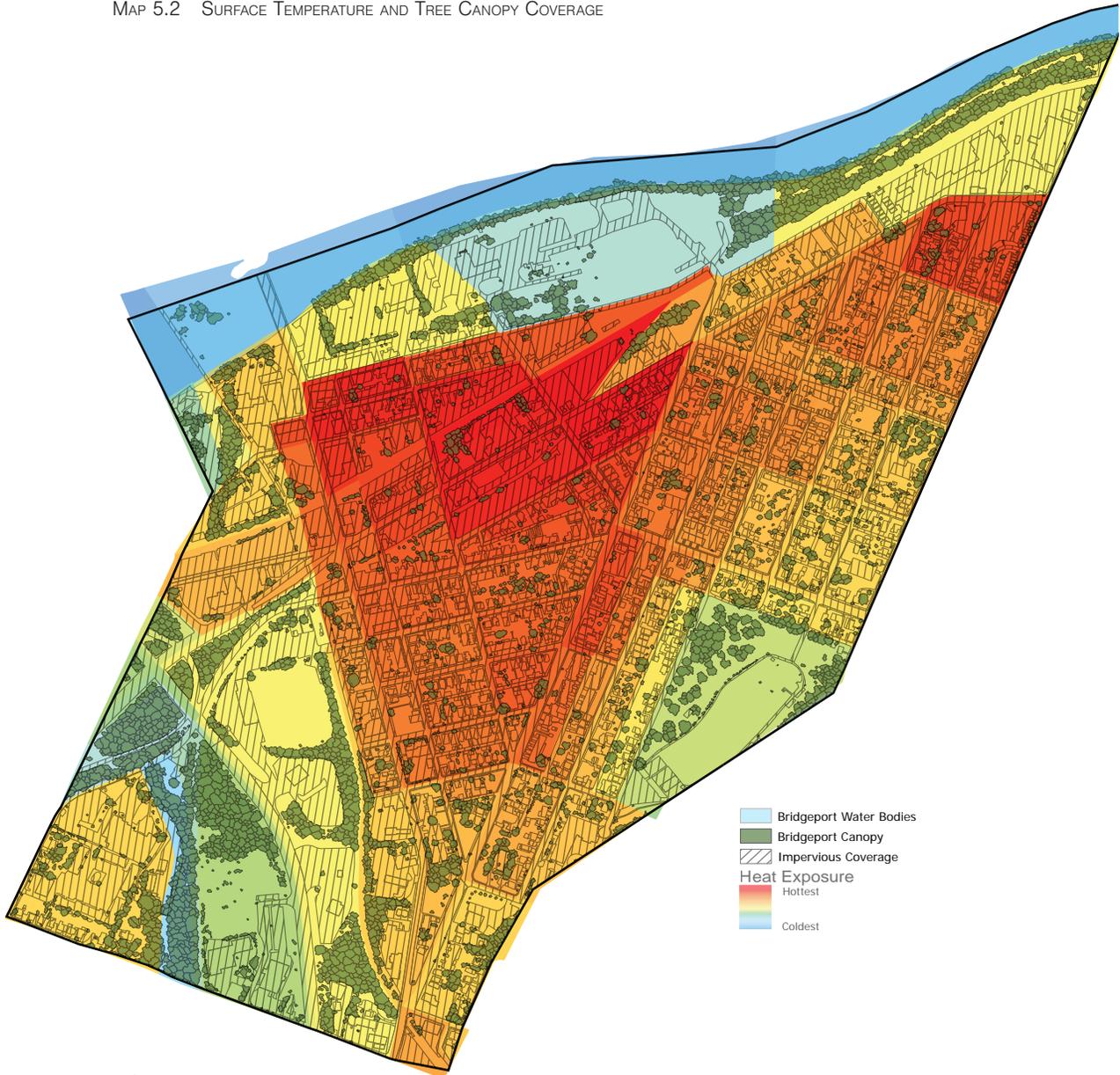
The borough’s Subdivision and Land Development Code currently requires the planting of deciduous shade trees as part of the creation of a new lot of during any new land development. As the majority of the land developments occur in lower-density residential neighborhoods, the rest of the borough, including along the commercial and mixed-use corridors, are more sparsely covered. Tree planting requirements can be strengthened to increase tree canopy coverage throughout the borough, targeting areas with fewer existing trees.

Remaining woodlands, especially those within riparian areas, are crucial to the character and health of the community, and should be preserved. Bridgeport would also benefit from enhanced tree planting requirements and tree replacement standards to work towards growing the canopy coverage throughout the borough.

Heat islands are caused by dry, impermeable areas that absorb the heat of the sun and occur in more developed areas in the atmosphere and on surfaces. Heat islands impact vulnerable populations, the elderly in particular, more intensely and can greatly affect the overall health of the borough. A matured tree canopy can help to reduce the heat island effect by providing shade to buildings and surfaces and deflecting radiation from the sun. Map 5.2 shows which areas within the borough have the densest tree canopy coverage, and which areas are most susceptible to heat islands.



MAP 5.2 SURFACE TEMPERATURE AND TREE CANOPY COVERAGE



0 500 1,000 2,000 Feet

Base map prepared March 2014

## Bridgeport Borough Montgomery County, Pennsylvania

Note that trees shown on Map 2 have a height of at least 10 feet.

## Open Space and Parks

Parks and open space resources are an important amenity because they provide opportunities for passive and active recreation, contain vegetation that help capture and infiltrate stormwater, and can provide a place of greenery and beauty that contributes to physical and mental wellbeing of residents. Proximity to parks, including pocket parks, has a positive impact on property values.

### Public Parks

Bridgeport, as a mostly built-out community, is fortunate to have two large public parks as well as access to the river at the new kayak portage at Rotondo Park and at Upper Merion's Boathouse Park. There is potential to increase access to the riverfront to create more public park space. While there is little room left in the borough for large swaths of open space, that does not exclude the possibility of creating more neighborhood open space in the form of pocket parks.

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*Pocket parks are small neighborhood parks that can be constructed in underutilized spaces, such as between buildings.*

The borough can create opportunities for open space or increased greenery in vacant lots and through purchasing unused properties.

Public outreach efforts found that there are perceived and actual limitations to accessibility to the parks. Respondents are also concerned about the trash and maintenance at borough parks.

The public parks in Bridgeport are not maintained by the borough, but rather the non-profit organization The Bridgeport Community Fund, Bridgeport Park and Recreation Board (referred to as The Community Fund). With administrative responsibilities being held by a separate organization, the borough does not have direct control over the facilities and programs in the public parks.



**Picnic pavilion at Memorial Park.**

### *Bridgeport Memorial Park*

Located on a plateau at the top of the hilly southern edge of the borough along Grove Street is Memorial Park, the largest of the public parks in the borough. The steep slopes leading up to the park create unique vistas of the surrounding areas to the north. Memorial Park is 18 acres consisting of athletic fields, tennis courts, a basketball court, bocce courts, passive open space, a picnic pavilion, and a paved walking path. Memorial park is neighbored by the Bridgeport Elementary School, and is home to the Bridgeport Little League team. The borough owns 9.45 acres of the park land, and the remaining nine acres is owned by The Community Fund. Memorial Park is a valued amenity in the community, and presents opportunities for increased community involvement in the maintenance of the land and facilities.

### *Chiccino Athletic Field*

Anthony J. Chiccano Field, located at Sixth and Merion Streets, is a 7.5 acre complex of multi-purpose athletic fields where the local softball team plays games and holds competitions. Chiccano Field is owned by the borough, but managed under The Community Fund due to an existing agreement.

One must travel under the NHSL tracks to access Chiccino Field, separating it visually and physically from most of the borough’s residential areas. When not in use by the local softball team, Chiccino field is underused, and requires a permit for use.

**Rotondo Riverside Park**

Rotondo Riverside Park is located west of DeKalb Street along the Schuylkill River bank. The park hosts a number of community gathering events, including Twilight on the River and the annual Bridgeport 5k Run/Walk. The kayak launch point, completed in 2019, is located at Rotondo Park, and provides kayakers and canoeists easy access to the Schuylkill River. In 2019, Rotondo Park was named in honor of the Rotondo Brothers – Nicholas and Salvatore Rotondo, residents and significant members of the community.

**Veterans Park**

The smallest public park (0.5 acres) is Veterans Park, located at the busy and visible intersection of DeKalb and 5th Streets, and is highly valued in the community.

**Riverfront**

The Schuylkill River is an important natural resource and asset for the community. The Schuylkill River is also an important recreational resource for the borough residents. The riverfront, in particular the portion east of DeKalb Street, is heavily wooded and underutilized. In 2020, residential development was proposed for the banks for the Schuylkill River, which would transform the access to the riverfront and create new opportunities for borough growth. However, preservation of the natural resources along the riverfront is critical to the water quality and health of the ecosystem.

Hidden amongst the wooded area of the riverfront are the remnants of the Old Schuylkill Canal, which had been an important piece of industrial infrastructure for the borough in the mid 1800s when industry was growing along the Schuylkill River. The 2005 Bridgeport Borough Open Space Plan recommends that the historic canal be part of a long term project to develop a greenway and multi-use trail with interpretive signage along the Schuylkill River and canal, requiring stakeholder buy-in, multi-agency collaboration, and substantial planning efforts.



**Bridgeport Portage/Kayak launch point.**



**View from the DeKalb Street Bridge over the Schuylkill River, facing east**

### Trails

The Montgomery County Planning Commission has acquired the right of way to build the Chester Valley Trail Extension. The future Chester Valley Trail Extension will be a critical 3.8 mile connection between the existing Chester Valley Trail in Chester County and the Schuylkill River Trail in Norristown. The Trail Extension will go through Upper Merion, Bridgeport Borough, and over the Schuylkill River, before turning at the Trail Junction site to connect with the Schuylkill River Trail, linking the two most heavily used trails in Montgomery County. Once complete, the trail extension will be an enormous asset for Bridgeport and the neighboring communities.

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### Accessibility

*Accessibility to the parks and open spaces in Bridgeport is an important issue for the residents. At the most basic level, accessibility can be measured by the sidewalks and trails that exist for people to walk to those places.*

*Accessibility to parks and small open spaces could be improved by an increase in the number of smaller neighborhood parks, which would provide easily accessible public spaces for people to access greenery, children to play, and neighbors to gather. Vacant lots are opportunity areas for the borough to create new neighborhood pocket parks. Some vacant lots in Bridgeport are currently under private ownership and are not available for redevelopment. However, vacant lots with absentee owners or delinquent properties may be available to purchase and redevelop.*



## Recommendations and Strategies

1. Protect the remaining wooded areas and environmentally sensitive areas near surface waters (Crow Creek and Schuylkill River).
  - a. Conduct an audit to determine if the borough zoning and subdivision and land development (SALDO) ordinances adequately address environmentally sensitive area protection, and amend the SALDO to incentivize site development practices that consider the natural resources of the site.
  - b. Conduct an assessment of riparian areas and establish standards to protect the habitat and water quality of Crow Creek and the Schuylkill River.
  - c. Define and protect riparian corridors along the Schuylkill River and Crow Creek to stabilize the banks and reduce erosion.
2. Protect and enhance Bridgeport's established tree canopy.
  - a. Conduct an audit to determine if the borough ZO and SALDO adequately address street tree planting and replacement.
  - b. Amend the SALDO to strengthen tree protection and tree replacement standards.
  - c. Conduct a street tree inventory, including the identification of locations for future tree planting projects.
  - d. Incentivize tree planting for homeowners or property owners identified in the street tree inventory through zoning, education, and other strategies.
3. Identify and provide information about flood-proofing to property owners in or near the floodplain.
  - a. Educate the public about the hazards of flooding and mitigation strategies through public meetings, the borough newsletter, and social media.
4. Enhance the accessibility and usability of existing open space resources.
  - a. Coordinate with The Community Fund to streamline the pavilion reservation scheduling system for large groups.
  - b. Continue to coordinate with the Community Fund to develop events, such as "arts in the park," clean-up days, scavenger hunts, and neighborhood picnics, to attract residents to the parks.
  - c. Develop a "Parks Guide" to distribute to all residents to increase awareness of park locations, amenities, and scheduled park events.
5. Enhance and maintain amenities at borough parks to provide for the comfort, safety, and enjoyment of all park users.
  - a. Conduct a park access audit to identify amenities in each park, identify barriers to access, and recommend improvements to or installation of additional amenities.
  - b. Conduct a tree inventory to identify tree health in parks and plant replacement trees where necessary.
  - c. Install necessary amenities in parks as identified in the park access audit.

6. Pursue opportunities to create new open space or public gathering areas by repurposing existing underutilized spaces or lots within the borough.
  - a. Conduct an audit of open space and vacant land to identify potential greening opportunities.
  - b. Design a public neighborhood “pocket” park for identified areas.
  - c. Collaborate with Upper Merion Township to create trail and greenway connections that improve pedestrian access to Bob Holland Park from Bridgeport Elementary School.
  - d. Coordinate with property owners to create new public park space along the Bridgeport riverfront with interpretive signage about the historic Schuylkill Canal.

## Infrastructure

Infrastructure is the foundation upon which communities are built: the structures and facilities that enable municipalities to function. Infrastructure and utilities consist of sewer, water, electrical utilities, waste removal, and stormwater management.

Maintenance of the borough-owned infrastructure is conducted by the Bridgeport Public Works Department. The Public Works Department, which comprises the Streets Department and the Wastewater Treatment Plant, is staffed by eight full time employees. Private contractors coordinate with the Public Works Department for certain maintenance and improvement projects for the parks, drainage catch basins, inlets, street paving, and the combined sewer system.

### Goals:

- Implement 100% renewable energy sources.
- Encourage sustainable development practices.
- Preserve and enhance the health of the Schuylkill River.
- Reduce waste production.
- Address the Long Term Control Plan projects when approved by the PADEP.

### Utilities

#### Energy

Electric and gas energy service within Bridgeport Borough is provided by PECO. One of the main goals of the borough is to move towards 100%

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### *SUSTAINABLE COMMUNITY*

*Sustainable communities strive towards local economic development, environmental protection, and social equity to address the residents' needs and the community needs for the future (Source: EPA, 2014). Sustainability in the context of infrastructure requires creating a healthy built and natural environment and planning for future potential hazards. Especially pertinent for a river-front borough, stronger ecological protections benefit the residents and surrounding community.*

renewable energy sources for electricity, heating, and transportation. Bridgeport has already accomplished several projects to work towards the goal of improved energy efficiency, such as implementing a 100% LED retrofit of streetlights and municipal buildings. In 2020, the borough signed a contract with Constellation Energy that ensures 100% of borough electricity usage comes from renewable sources. Making the shifts to renewable energy sources is an important goal, yet it is crucial to conserve energy and take measures to reduce energy consumption as much as possible.

Renewable energy is energy from a source that is not depleted when used, such as solar, wind, and geothermal heat, lessening the reliance on fossil fuels and nuclear power. Alternative forms of energy sourcing are becoming increasingly common in Montgomery County. Solar power has been shown to be feasible in Montgomery County, and can be scaled to fit a range of property sizes. The county is working with The Solar Foundation – their designation program SolSmart provides a framework for municipalities to reduce costs to help support solar. MCPC and DVRPC collaborated to create the Renewable Energy Ordinance Framework, launched by the Delaware Valley Regional Planning Commission in 2013, which provides guidance and sample language for creating a zoning process that ensures the proper siting, installation, and maintenance of a solar PV system.

The borough would benefit from adopting regulations to encourage and accommodate renewable energy infrastructure and provide best practices for residents and institutions that wish to install these systems.

### Water and Sewer Facilities

Supplying potable water and a functioning sewer system is among the most important responsibilities of a local government. Much of the sewer system dates back to 1920 or earlier and is a combined sewer system (CSS). A CSS conveys both everyday wastewater discharges from homes and businesses and stormwater runoff when precipitation events occur. This type of system was common in the early 1900's and still exists today in many older, larger cities, such as Philadelphia and in smaller communities like Bridgeport that bordered rivers and streams. The borough's water system is owned and maintained by PA-American Water Company. Water mains range from 8-inch to 20-inch and are primarily constructed of cast and ductile iron pipe.

The Bridgeport Wastewater Treatment Plant, located in Upper Merion Township, is permitted to treat an average annual capacity of 0.9 MGD. The plant's average daily flow in 2019 was 0.47 MGD. Upper Merion's Trout Run Water Pollution Control

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### GREEN BUILDING PRACTICES

*One way to reduce a building's energy use is to implement sustainable building practices when designing and constructing the building or when making building modifications. Sustainable building practices include water efficiency, sustainable building materials, waste reduction, toxins reduction, and smart growth principles. LEED (Leadership in Energy and Environmental Design) standards and criteria have been set by the US Green Building Council and can be applied to any building type. Registration and certification requires a fee which may be restrictive; however, LEED-standard practices can be applied to any new construction project.*

Center serves a small portion of the borough (less than 0.017 MGD, or approximately 84 EDUs). The Borough and Upper Merion Township have an Intermunicipal Agreement to address EDUs along the boundaries of the two municipalities. A near equal amount of EDUs comes from Upper Merion and flow into the borough sewer system for conveyance and treatment.

Bridgeport owns, operates, and maintains a combined sanitary and storm sewer system, which consists of approximately 12 miles of sewer main line and hundreds of manholes and catch basins. The system serves the entire borough. The collection system is primarily a gravity system, using the natural slope of the Borough's topography to flow towards the lower elevations near the Schuylkill River, ultimately flowing to The Bridgeport Wastewater Treatment Plant along River Road in Upper Merion Township. The Front Street interceptor collects sanitary and stormwater from the individual sub-basins and conveys the combined wastewater and stormwater to the River Road Pumping Station. The River Road Pumping Station has a peak dry weather capacity of 1.9 million gallons per day (MGD) with a peak wet weather capacity (2 pumps running) of 2.79 MGD. The pumping station lifts

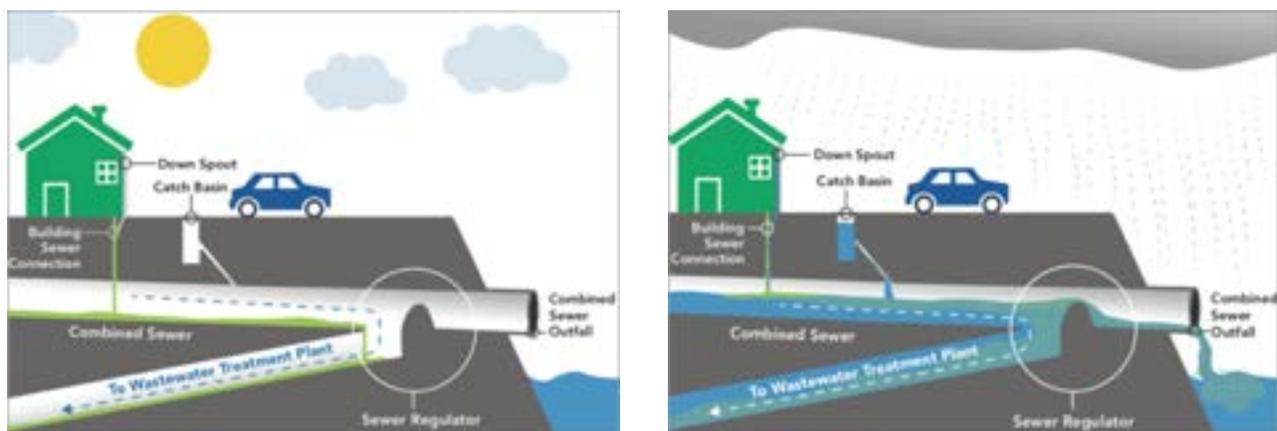
all wastewater to the borough's treatment plant. The DeKalb pumping station is the Borough's only other pumping station at this time. It was constructed to eliminate a dry weather overflow at Combined Sewer Overflow (CSO) #1. The station discharges to the Front Street Interceptor.

Due to the design of combined storm and wastewater systems, the dry weather capacity of the plant is exceeded during certain rain events. In these events when the capacity is exceeded, one or more of the five combined sewer overflow points are utilized to relieve capacity.

There are no known dry weather capacity issues in the Borough's collection, conveyance and treatment system. The Borough's Long Term Control Plan (LTCP) addresses the future care and long term preservation of capacity in the system.

### Combined Sewer and Wastewater System

The earliest sewer systems were combined sewer and wastewater systems designed to dry the streets and improve sanitary conditions, at which they were successful. However, issues with these combined systems arise when there is excess precipitation in



**The illustration above shows how a CSO operates during dry weather conditions (left) and wet weather conditions (right).**

Image Source: <https://www1.nyc.gov/site/dep/water/combined-sewer-overflows.page>

the form of rain or snow melt added to the flow, causing combined sewer overflows (CSOs). The borough’s DEP permitted overflows discharge into the Schuylkill Canal or directly to the Schuylkill River. The borough effectively manages their system through their NPDES Permit and through the LTCP.

**Stormwater Management**

Bridgeport faces additional challenges to stormwater runoff, due to the type of dense development and the proximity to the Schuylkill River plus the uniqueness of having a combined sewer system. Flooding can occur in localized areas when rainfall overwhelms the capacity of the combined sewer system. River flooding can also occur during heavy rain events, causing the Schuylkill River to overflow the river bank. The Montgomery County 2017 Hazard Mitigation Plan, adopted by Bridgeport Borough, provides municipalities with mitigation strategies for hazardous events and should be referenced for strategies to help address hazardous flooding in the borough.

Rainfall that lands on impervious surfaces (roads, parking lots, rooftops) becomes stormwater runoff that drains into local surface waters or is captured through storm drains and conveyed to the combined sewer system. During the initial

“flush” of stormwater into the CSS, all flows are directed to the borough’s wastewater treatment plant. At a certain point when storage of the system is exceeded, combined flows are discharged through the 5 CSOs. Stormwater picks up and carries particulate matter such as oils, sediment, and litter. This type of runoff pollution is referred to as non-point source pollution. Unlike point source pollution from sewage treatment plants or industrial sites, non-point source pollution comes from sources spread over a large area. Effective stormwater management practices reduce the amount of non-point source (NPS) pollution and help to improve and maintain a higher water quality. Reducing the amount of stormwater runoff helps to improve the health of the surrounding waterways and ecosystems, as well as reduce the amount of erosion in more developed areas.

Green stormwater best management practices (BMPs) contribute to stormwater capture and infiltration and help to mitigate flooding caused by heavy rain events. Effective stormwater management also improves water quality by reducing polluted runoff. Green stormwater infrastructure can help to mitigate flooding in cases of both localized flooding and river overflows during heavy rain events by keeping stormwater out of the sewer system, easing the capacity strain on the system. Bridgeport should strive towards more

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*GREEN INFRASTRUCTURE AND WATER CONSERVATION*

*One way to reduce stormwater flows is to capture rainwater before it enters the system. Gray infrastructure – such as curbs, gutters, drains, and piping – is designed to move stormwater away from structures and roads, by collecting and conveying stormwater from impervious surfaces.*

*By contrast, green infrastructure is meant to conserve, restore, and enhance natural areas while incorporating elements that mimic natural systems into developed areas to manage rainwater. Green infrastructure practices include: permeable pavements, tree canopies, rain gardens, vegetated roofs, and rainwater collection basins with native plants. Green infrastructure is more cost effective, can be implemented over time, and provides beautification and greenery for the borough.*



**Rain garden in Rosemont, Montgomery County**

effectively managing their flood risk by combing green stormwater BMPs with land conservation along the riverbank and within the floodplain.

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#### *RAIN BARRELS*

*Rain barrels help to reduce stormwater flows through capturing rainwater. They are inexpensive, easy to install, and can be used at residential and non-residential properties. Rainwater is diverted from downspouts into barrels where it is stored and can be used later to water lawns and gardens. Other municipalities in Montgomery County offer rain barrel programs for residents who can purchase a barrel at a discounted rate, or property owners may purchase from a hardware store.*

#### **Tree Canopy Coverage**

Tree and vegetative cover contributes to stormwater capture and infiltration and can be used as a part of a larger green stormwater management strategy to reduce stormwater flows into the combined sewer system. Bridgeport has 15 percent tree canopy coverage throughout the borough, with denser coverage near Memorial Park and along the Schuylkill River bank (See: Map 5.2 in Natural Features). Remaining vegetation and trees, especially those within riparian areas, are crucial health of the community, and should be preserved. Bridgeport would also benefit from having enhanced tree planting requirements and tree replacement standards to work towards growing the canopy coverage throughout the borough.

### Waste Removal

Reducing the overall amount of waste is part of the borough's overarching goal to institute more sustainable practices. Residential trash removal is privately contracted by the borough, currently provided by J.P. Mascaro & Sons. Multi-family units greater than three units and commercial properties must secure a private hauler. Trash is collected one day per week, and bulk trash service is provided on the last Tuesday of every month. Residents must use their own trash cans or bags.

### Recycling

Recycling began in Pennsylvania in 1988 with the Municipal Waste Planning Recycling and Waste Reduction Act (Act 101), but due to its size and population, Bridgeport is not required by Act 101 to provide recycling service. Despite the exemption, Bridgeport began a residential recycling program in 2015, and in 2018 adopted a commercial and residential recycling program and ordinance. The borough's recycling program is single-stream, with one day per week pick-up. J.P. Mascaro provides recycling containers, and all recycled materials go to the Greater Valley Recycle Transfer Station, located in Bridgeport and owned and operated by J.P. Mascaro & Sons.

The rate of recycling in 2018 was 15%, a significant increase from the 2014 rate of 8%. The countywide recycling rate was 37% in 2018. Higher recycling rates would help to reduce the amount of solid waste produced in the borough. Since the program is still new for many residents, it may take time and effort to educate people about recycling to improving the rate of recycling.

### Montgomery County Household Hazardous Waste Program

Montgomery County hosts household hazardous waste (HHW) collection events at different locations throughout the county between the months of April and October. One event is typically held in Norristown, providing a convenient location for Bridgeport residents to dispose of their hazardous materials.

### Electronics Recycling

Montgomery County has partnered with Retrievr, a private company which picks up electronics and other household items, making the services available to all municipalities. Retrievr picks up smaller items for free from residents' homes and charges a convenience fee for larger electronic items. It is the borough's responsibility to educate the residents about the program and the services it provides.

### Yard Waste and Composting

Bridgeport's Public Works Department collects fall leaves from residents every year between late November and early December. J.P. Mascaro collects yard waste two times per year. As a best practice, Act 101 suggests that yard waste be collected once per month. If it is not feasible to provide a more frequent yard waste collection service, a drop-off site is another option the borough may consider.

At-home and institutional composting is an effective way to reduce the amount of waste that a household, business, or institution produces, while also producing a rich mixture that can be added to planting soil and used in home gardens. Food

waste adds weight to garbage and contributes to odors as food decomposes. Composting food waste removes that waste from trash collection, greatly reducing the amount of trash produced and processed. While composting in smaller and denser environments may pose challenges, there are both indoor and outdoor options to making composting at home viable. Business and institutional can save money on reduced trash fees by composting food waste. Some municipalities in Montgomery County provide materials to assist residents, businesses, and institutions that are interested in composting. Community composting drop-off sites may also be considered, with the help of volunteers to maintain the area.

As an alternative to at-home composting, there are private food waste collection companies that service Montgomery County, and which provide compost-pick up services for residents, businesses, and institutions.



**Landscaped downspout planters, part of the Philadelphia Rain Check program, are designed to capture and filter stormwater before it enters the sewer system.**

## Recommendations and Strategies

1. Promote energy efficiency and conservation practices to residents, businesses, and institutions, and encourage the use of renewable energy through borough code.
  - a. Adopt a renewable energy ordinance with standards for the installation and use of solar and wind energy systems.
2. Implement localized stormwater management practices to help reduce runoff and improve water quality.
  - a. Identify locations for the installation of localized green stormwater management facilities within the right-of-way or on public lands.
  - b. Provide ongoing education to homeowners about best practices for stormwater management.
  - c. Implement a rain barrel program.
  - d. Install green stormwater infrastructure throughout the borough during land developments, sidewalk installations, road maintenance, tree plantings, and other projects.
3. Encourage sustainable development within the borough.
  - a. Perform an audit of the borough's ordinances and compile recommendations to use land developments, construction, pipe repairs, and other projects as opportunities to implement green infrastructure practices.
4. Protect and enhance Bridgeport's established tree canopy
  - a. Conduct an audit to determine if the borough zoning (ZO) and subdivision and land development (SALDO) ordinances adequately address street tree planting and replacement.
- b. Amend the SALDO to strengthen tree protection and tree replacement standards.
- c. Conduct a street tree inventory, including the identification of locations for future tree planting projects.
- d. Incentivize tree planting for homeowners or property owners identified in the street tree inventory through zoning, education, and other strategies.
5. Improve rates of recycling to reduce the amount of waste generated within the borough.
  - a. Provide education materials about the recycling program through newsletters, mailings, and public events.
  - b. Conduct periodic inspections of recycling materials being collected to establish compliance.
  - c. Work with the County Recycling Coordinator and J.P. Mascaro & Sons to increase recycling rates through education and enforcement.
  - d. Meet with representatives from businesses and institutions to catalogue their waste generation and identify opportunities to improve recycling rates.
6. Increase the practice of composting kitchen scraps and yard waste to reduce the amount of waste generated within the borough.
  - a. Adopt a zoning ordinance regulating backyard composting for residential uses
  - b. Identify opportunities for composting services for residential, commercial, and institutional uses.
  - c. Educate the public about the benefits and techniques of composting through public meetings and trainings, borough newsletter, and other forms of outreach.

## Transportation

Transportation is a broad subject that covers accessibility to and within the borough, vehicular travel, public transportation routes, and pedestrian networks. Addressing transportation infrastructure is critical to the future of Bridgeport by ensuring that residents are able to travel to and from work easily, as well as move safely around the borough generally, creating a more pedestrian-friendly environment, and working towards greater sustainability by encouraging public transportation use. More accessible and safe transportation to the commercial centers of the borough from surrounding neighborhoods can aid in encouraging more downtown visits, supporting local economic development.

Bridgeport benefits from being located close to main travel routes. The Schuylkill Expressway and the Pennsylvania Turnpike are easily accessed from the borough, and Route 202 runs through the borough, across the two bridges over the Schuylkill River into Norristown to the north and King of Prussia to the south. Within the borough, there is an established street system designed in a grid typical of older communities, which improves connectivity throughout the borough. Grids can

reduce travel time, allowing people to travel the shortest distance between different locations and facilitate a walkable community.

### Goals:

- Provide a safe and effective transportation system, which optimizes mobility and access, strengthens the local economy, and protects the environment.
- Encourage the use of alternative modes of transportation.
- Support access to, and expansion of, the regional public transit system.
- Create a balance between the community's parking needs and local and through-traffic travel.

### Commute Patterns

Studying the needs of Bridgeport's residents based on commuter travel patterns is important to better understand where people are going, how they are getting there, and how the borough can make targeted improvements. Commuting by private automobile from Bridgeport to major

employment areas is supported by proximity to major thoroughfares. Approximately 93% of Bridgeport residents travel outside of the borough for employment. The average travel time to work is approximately 26 minutes, and nearly 50% of residents have a commute of less than 10 miles, indicating the value of Bridgeport's convenient and proximate location to large employment centers (U.S. Census Bureau, OnTheMap Application. Longitudinal-Employer Household Dynamics Program). The majority of residents drive to work (80.6%), and 6.5% of residents use a carpool to commute. A small percentage of residents walk to work (2.7%), or work at home (2.8%). Nearly 7% of residents use public transportation to commute. This data demonstrates that efforts should be taken to continue improving the existing roadways in the borough, as well as the pedestrian network to encourage access to the public transportation hubs.

### Automobile Transportation

PennDOT owns four major roads through the borough. The arterial streets in Bridgeport are 4th Street (SR 23), DeKalb Street (SR 202 Bus), DeKalb Pike (SR 202 bypass) and Ford Street (SR 3055), and carry the highest volumes of traffic within the borough. DeKalb Pike runs north-south as a limited-access roadway through the westernmost corner of the borough, bypassing the residential neighborhoods and main commercial corridor, and has the highest average annual daily traffic count (AADT) within the borough of approximately 12,000 vehicles per hour increments. 4th Street, the primary commercial corridor in the borough had an average daily traffic count of over 10,200 vehicles (DVRPC Traffic Counts).

### Parking Facilities

Most streets allow parking on one or both sides of the street, however, there are numerous narrow streets and alleys that prohibit parking at all times.

Based on public open house and survey feedback, there is a perceived parking scarcity in the borough, in particular on or around 4th Street, where many of the borough's restaurants and commercial properties are located. Conducting a parking study would highlight which areas suffer from the limited parking and clarify which parking issues are most pertinent for residents and businesses.

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*Prioritizing roadway design can lead to increased road safety for all users. Complete streets is a design and policy approach that requires streets to be planned and designed for all road users, including pedestrian, bicyclists, motorists, and transit riders and to create a safe and comfortable environment for people of all ages and abilities. In 2019, the Montgomery County Planning Commission adopted a Complete Streets Policy to guide decision makers to promote safe, accessible, and integrated transportation options when planning for and designing capital improvement projects. Map 7.1 illustrates where crashes occur most frequently in the borough, and where increased safety measures should be taken to make the roadways safer for drivers, bicyclists, and pedestrians. The borough may wish to consider studying vehicular-pedestrian conflicts at various intersections to better understand the safety hazards.*

### Pennsylvania Turnpike Lafayette Street Interchange

The PA Turnpike Lafayette Street Interchange in Plymouth Township is a significant component of the Lafayette Street Extension Project, initiated to help alleviate existing traffic congestion and reinvigorate Norristown's riverfront and downtown. The borough will have easier access to the Turnpike once the Lafayette Street interchange is opened, making the Bridgeport Business Park and downtown more accessible to the wider market.

### Ford Street Redesign

Ford Street (State Route 3055) is an important neighborhood connector to major transportation routes which runs from the intersection at

MAP 7.1 CRASH DATA



# Bridgeport Borough

Montgomery County, Pennsylvania



**Ford Street, facing north. The rendering shows how the width of Ford Street can accommodate bike lanes and street parking.**

DeKalb Street and Crooked Lane with access to Route 202/DeKalb Pike in the southern corner of the borough to 4th Street (State Route 23) on the eastern side of the borough. Ford Street was identified by the Comprehensive Plan Steering Committee and during the public open house as an area of safety concern due to cars speeding through the primarily residential neighborhood. The Ford Street cartway is nearly 52 feet wide, encouraging drivers to speed through a predominantly residential area. Traffic calming measures, such as curb bump outs, street trees, or a green median, would help to reduce speeds and increase pedestrian safety. Bumpouts and other traffic calming measures can often be combined with green stormwater management facilities like rain gardens in the bumpout, which helps to reduce stormwater runoff.

PennDOT has scheduled Ford Street to be resurfaced, prompting the coordination of PennDOT, Bridgeport Borough, DVRPC, and MCPC to

integrate bike lanes into the design of the roadway restriping. Bike lanes provide a designated space for people riding bikes and create a buffer between vehicular travel lanes and sidewalks where people walk. Bike lanes can also function as a form of traffic calming on streets with excessively wide travel lanes like those found on Ford Street. The presence of painted bike lanes visually narrows the cartway, which can increase the perception of speed by drivers and may reduce the speed at which they operate their vehicles. During future roadway construction, additional improvements could be made to Ford Street to plant trees, increase the greenery along the road, and to improve the safety and comfort of pedestrians and roadway users. While PennDOT resurfacing projects do not include improvements that are outside of the roadway curbs, it is possible to have coordinated work done between the borough, PennDOT, and the contractor to repair the road and plant trees along the sidewalk.

## Public Transportation

Based on public outreach feedback, one of the aspects of living in Bridgeport that is valued by residents is the easy access to major transit routes for traveling into the city and to employment centers. The borough has benefited from rail service since 1883, serving the factories near the canal and river. Street cars were introduced in 1893, later replaced by busses in 1933. The SEPTA Norristown High Speed Line, which serves the borough today, was constructed as a branch of the Pennsylvania and Western Rail Company, and opened for use in 1912.

Bridgeport has two forms of public transportation systems that run through the borough: the Norristown High Speed Line (NHSL) and the 99 Bus route (See: Map 7.2). Due to the proximity of the Norristown Transportation Center across the Schuylkill River, Bridgeport residents also have access to the Manayunk/Norristown Regional Rail Line and seven additional bus routes.

The 99 Bus provides service to Phoenixville, with major stops in King of Prussia and Oaks. The NHSL provides service from Norristown with two stops in Bridgeport (Bridgeport and DeKalb Street/King Manor), through Lower Merion and

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### *Transit-Oriented Development*

*Transit-oriented development (TOD) is development characterized by high density, intensified, compact, mixed-use, and pedestrian-friendly near or around a transit stop, typically within a quarter to half mile (or 10 minute walk) radius. TOD groups multiple land uses, often residential, retail, and office around a transit stop - mimicking the historic development pattern of small boroughs such as Bridgeport, and encouraging walkability and convenient access to local businesses. The goal of TODs is to encourage transit ridership and decrease automobile dependency by providing housing, retail, services, restaurants, and recreation within walking distance to the transit station.*

*TODs have many benefits to the community and surrounding region, such as increasing transit use, decreasing auto-use and the number of single-occupancy vehicle (SOV) trips per day, using existing infrastructure more efficiently, and creating more street activity. Promoting infill development of vacant brownfield lots near transit can raise local tax revenue contributing to economic sustainability.*



**The Bridgeport NHSL Station**



Delaware County, and terminating at the 69th Street Transportation Center with connections to the Market-Frankford Line into Center City Philadelphia. The Manayunk/Norristown Regional Rail Line provides service to Conshohocken and Center City. Due to the compact nature of Bridgeport’s neighborhoods, both the Bridgeport Station and the DeKalb Street Station are within walking distance to many potential riders, and are opportunity areas for enhanced rider experience and accessibility.

### Ridership Data

The SEPTA King of Prussia Rail Project will extend the NHSL 4 miles west into King of Prussia (KOP). While the rail project will not directly impact NHSL stations within Bridgeport, the borough supports the project, as it will improve accessibility and connectivity within the greater Philadelphia area.

In 2017, the Bridgeport NHSL Station had an average daily total of 310 riders boarding and leaving the station. The DeKalb Station had an average total of 563 riders boarding and leaving the station. The DeKalb station ridership is likely higher because of the parking lot capacity and commuters who can drive to the station from surrounding residential areas and suburban communities.

Improving the rider experience of public transportation can help to increase ridership, and thus decrease the amount of vehicle miles traveled (VMT) per person. Reducing the VMT contributes to the reduction of CO2 produced by decreasing the number of cars on the road.

### Bridgeport NHSL Station Improvements

The Norristown High Speed Line (NHSL) runs daily, approximately every 20 minutes depending upon the time and day. The Bridgeport NHSL Station, located at 5th and Merion Streets, benefits



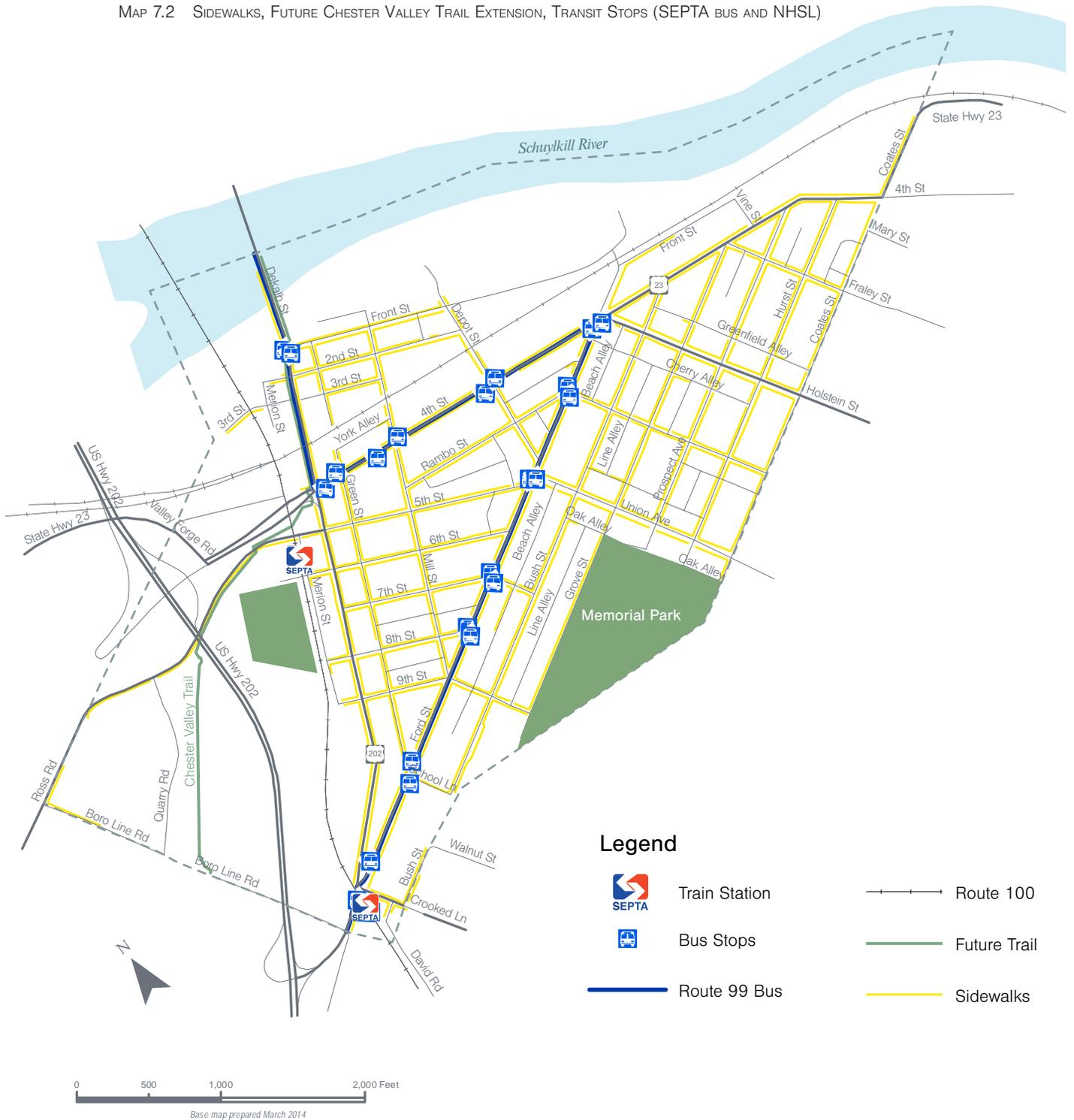
**Narrow sidewalks on 5th Street.**



**Alleys provide pedestrians and bicyclists alternate, often safer, routes through neighborhoods when there is limited or inadequate infrastructure.**

from its proximity to residential areas and the main commercial corridor, and is a valuable asset for commuters. However, the station has accessibility challenges for some users. Accessing the station requires riders to walk up a flight of stairs and wait on a narrow platform. There are gaps in the sidewalk network leading to the station on surrounding streets, impacting the walkability surrounding the station. Making enhancements to the station area, such as installing sidewalks, wayfinding signage, lighting, and a wheelchair accessible ramp, would help to create a safer station area and useable station for more residents. Station improvements for the NHSL would require coordination with SEPTA.

MAP 7.2 SIDEWALKS, FUTURE CHESTER VALLEY TRAIL EXTENSION, TRANSIT STOPS (SEPTA BUS AND NHSL)



**Bridgeport Borough**  
Montgomery County, Pennsylvania

## Pedestrian and Bicycle Network

By nature of the connected street network and extensive sidewalk coverage, the borough as a whole is walkable. Survey data indicates that 72% of residents walk to restaurants, parks, school, and services in the borough. The focus on walkability supports small business and healthy lifestyle, and reduces overall vehicle miles traveled (VMT). Taking measures to improve walkability is a step toward this document's guiding principle to improve sustainability within the borough.

Map 7.2 shows the nearly complete sidewalk network within the borough. A walk audits can be conducted to assess the walkability and accessibility of an area, identify locations of safety concern, and gain a clearer understanding of the site-specific improvements that could be made.

Based on feedback from public outreach, residents value and use the extensive sidewalk network. Gaps in the sidewalk network, or inadequate sidewalks, inhibit the walkability by forcing people to walk in areas that are unsafe for pedestrians. Enhancing the pedestrian experience and encouraging people to walk more within the neighborhood can help to make the borough more accessible for those with mobility impairments.

There are currently no existing bike lanes or other on-road state-designated bike routes within the borough. However, 4<sup>th</sup> Street is designated in *Bike Montco: The Bicycle Plan for Montgomery County* a Montgomery County priority bike route. Additionally, the Chester Valley Trail Extension is under construction, which will connect to the Chester Valley Trail and the Schuylkill River Trail, and greatly expand the borough's access to an extensive bike network leading into the City of Philadelphia and surrounding region. Building multi-use trails has proven to have a positive impact on retail

sales, commercial property values, and economic development. The Chester Valley Trail Extension is anticipated to help bring economic, ecological, and community health benefits to Bridgeport.

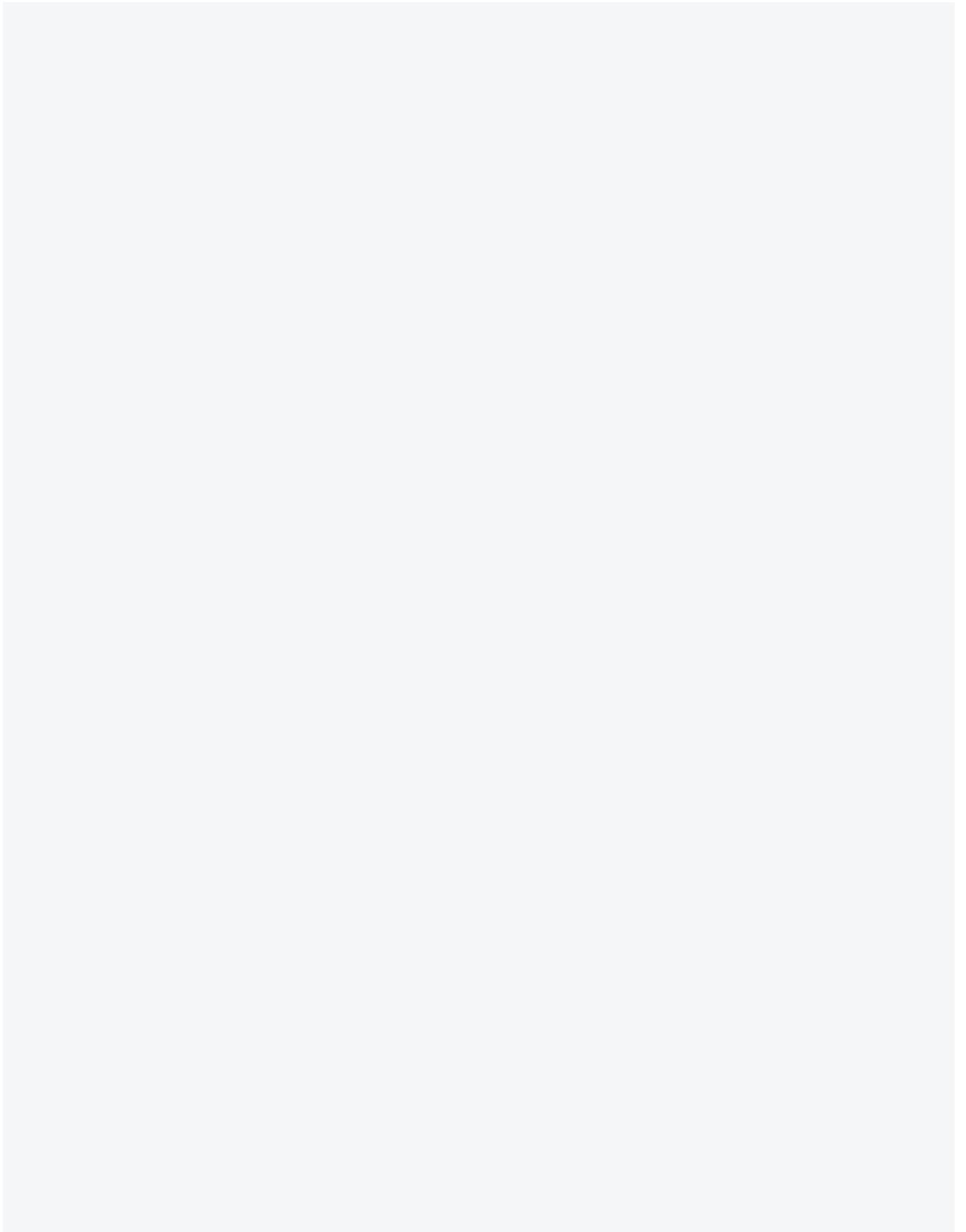
*Bike Montco: The Bicycle Plan for Montgomery County*, calls for the establishment of on-road bicycle routes and facilities, and should be referenced as a guide to building a safer and more integrated bike network. The Planned Bicycle Network Map, illustrates the existing and priority routes throughout Montgomery County.

### Safe Routes to School

Bridgeport Elementary School is tucked into the residential neighborhoods, within walking distance for many families. Safe Routes to School is a nationwide program that Montgomery County has tailored to fit the needs of county residents. The goal of the program is to improve safety for students who walk and bike to school. The Montgomery County program focuses on physical aspects (sidewalks, crosswalks, curb extensions, and traffic signs) as well as education aspects (promotion, enforcement of traffic rules), encouraging students to participate. Montgomery County coordinates with municipalities to conduct walk audits to assess the physical walking environment around the school.

## Recommendations and Strategies

1. Implement traffic calming strategies on borough-owned roads to improve the safety and comfort of all roadway users.
  - a. Evaluate the need for and ways to integrate street greening practices into traffic calming strategies, such as vegetated bump outs.
  - b. Conduct a borough-wide traffic observation study to identify where and what traffic violations are most common.
  - c. Stripe no-parking zones on all sides of identified intersections, as determined by the borough engineer, to ensure clear sight lines.
  - d. Install signage and traffic controls, such as additional stop signs and raised crosswalks, at locations identified by the traffic study and as approved by PennDOT.
2. Monitor and enforce on-street parking throughout the borough to ensure an adequate parking supply for residents and visitors.
  - a. Conduct a borough-wide parking study to identify where there is sufficient parking, where more parking may be needed, and where there are parking violations. Determine parking capacity, demand, and potential solutions to perceived parking issues.
3. Coordinate with PennDOT to implement roadway improvements as determined by the Borough Council and Borough Manager.
  - a. Publish a list and map of roads impacted by utility work or PennDOT projects with anticipated construction and road resurfacing timelines.
  - b. Use roadway construction and other street improvements as opportunities to implement green stormwater infrastructure.
4. Increase the safety and convenience of using available public transportation options.
  - a. Evaluate the need for lighting, seating, or shelters at bus stops.
  - b. Work with SEPTA to ensure that the public transportation needs are being met at bus stops and NHSL stations.
5. Improve the pedestrian network through sidewalk improvements and enhanced pedestrian crossing at intersections.
  - a. Identify gaps in the pedestrian and bicycling network, and prioritize improvements needed to fill the gaps.
  - b. Require property owners to repair or replace sidewalks and curbs that are deficient, as determined by the Zoning Officer.
  - c. Install attractive wayfinding signs to direct bicyclist and pedestrians to the Chester Valley Trail (CVT) and train stations.
  - d. Create pedestrian and trail connections to Bridgeport Elementary School, borough parks, and community institutions.



## Introduction to the Focus Areas

The following section provides background information on existing conditions and recommendations for two specific areas with Bridgeport Borough, shown on Map 8.1.

The two focus areas for Bridgeport are: the 4th Street Corridor and the DeKalb Gateway District. These areas were selected because they are distinct gateway and transportation corridors and are opportunity areas for economic development efforts. Each focus area section begins with background information and includes a discussion of future opportunities and corresponding recommendations, several of which are illustrated with conceptual drawings.

# FOCUS AREAS

MAP 8.1 TO HIGHLIGHT FOCUS AREAS (4TH STREET CORRIDOR AND DEKALB GATEWAY DISTRICT)



## Focus Area: 4<sup>th</sup> Street Corridor

In Bridgeport, 4th Street is the primary commercial corridor. 4th Street contains small local businesses, an industrial area, vacant buildings, a few larger office and industrial uses, and scattered residential buildings. Local businesses within Bridgeport provide jobs and revenue for the borough, enabling residents to access entertainment, restaurants, and services within in proximity to their own neighborhood. A diversity of local businesses contributes to the character of the borough. Local businesses – such as small-scale grocers, pharmacies, retail shops, cafes, and restaurants – create unique local experiences, helping to build community identity and sense of place. A pleasant pedestrian experience is an important element to building a main street, as it entices people to stroll and linger, creating more foot traffic for the businesses, developing a relationship between the built environment, people, and local businesses. Nearly 80 percent of survey respondents shop at the businesses and 90 percent eat at the restaurants along 4th Street. Survey respondents would like the number of commercial establishments on 4th Street to increase, neglected properties to be improved and rehabilitated, and more gathering spaces to be created.

Since the borough is served by larger retail and commercial uses in surrounding regional shopping areas, borough residents value the existing local businesses and support the growth of similar small businesses. Strengthening small, unique, local businesses will establish Bridgeport as a borough that serves all residents' needs.

### 4<sup>th</sup> Street Corridor Goals:

- Retain existing and support new neighborhood-scale businesses to grow local shopping and access to services.
- Encourage reuse of former industrial buildings to support a mix of uses and employment opportunities.
- Improve the main street experience by creating a pleasant pedestrian environment, adapting residential buildings to support neighborhood commercial and retail, and building on opportunity areas along the corridor.
- Support a clean and healthy environment by redeveloping sustainably.

TABLE 8.1 2003 REVITALIZATION PLAN GOALS

Priority Projects	Mid-Term Projects	Long-Term Projects
<b>Enhance the Town Center</b> – Undertake a 4 <sup>th</sup> Street Streetscape Project	<b>Upgrade the DeKalb Street Corridor</b> – Streetscape and Parking Buffering Project	Work with SEPTA to Improve the Route 100 Stations
New Parking Lot on 4 <sup>th</sup> Street	Create Gateways into the Borough	Lobby for a New Bridge Over the Schuylkill River at Coates Street
Institute a Retail Development Program	Institute Housing Strategy	

Goals from the 2003 Bridgeport Borough Community Revitalization Plan.

Bridgeport completed a Community Revitalization Plan in the spring of 2003 to identify the actionable goals and strategies for economic growth and development. The borough has taken steps to achieve some of the goals, such as implementing the LERTA program, while other goals of the Revitalization Plan require longer-term attention.

While a lot has changed over the past nearly two decades, similar challenges remain for the borough today. Bridgeport faces a few distinct challenges to the revitalization on 4th Street: reducing vacancies and empty lots, beautifying the streetscape, creating an inviting pedestrian environment, and unifying the facades and signage.

### Defining the Focus Area Neighborhood Commercial Corridor

The primary commercial corridor within the borough is 4th Street, which is located within the NC-Neighborhood Commercial Zoning District and consists of a mix of land uses – retail, industrial, undeveloped, residential, institutional, and office. In addition to 4th Street, other locations within the borough, in particular along DeKalb Street, are also zoned neighborhood commercial,

a district which is meant to encourage a mix of smaller-scale commercial uses to meet the needs of borough residents. While there are restaurants, services, and commercial uses integrated throughout the borough, 4th Street connotes for residents a traditional main street. Borough Hall, the police station, a veterinary’s office, and important neighborhood community services like small grocers and pharmacies are located on 4th Street.

A number of residential units occupy frontage along 4th Street, particularly on the end of 4th Street east of Depot Street. Between DeKalb and Depot Streets, many of the older buildings occupy both residential and commercial uses, with storefronts on the first floor and residential apartment units in the upper floors. The primary core of the commercial district is located between DeKalb and Ford Streets, where there is the densest concentration of businesses and community services. While there are important businesses located along the eastern end of 4th Street, a higher number of residential units creates a more residential neighborhood commercial character.



**Houses along the western portion of 4th Street show the residential character that is present in some areas of the commercial corridor.**



**SEPTA Bus Route 99 stop on DeKalb and Front Streets.**



**Mix of uses along 4th Street, facing west.**

### Bridgeport Business Park

Bridgeport has a number of former industrial buildings located at the far eastern end of 4th Street bordering Upper Merion Township, some of which are still in operation with commercial and manufacturing uses. These buildings reflect the borough's industrial history, and are opportunities for adaptive reuse. The Business Park is an opportunity area for mixed use redevelopment that integrates residential and commercial uses. Revitalization through adaptive reuse can bring a number of economic and social benefits, including enhancing the tax base and preserving local heritage and character. Former industrial spaces can be adaptively reused by creating job opportunities through encouraging the development of community kitchens, co-working spaces, and job training facilities. Reach Climbing and Fitness, a rock climbing gym and athletic center, was constructed as an infill development in the Bridgeport Industrial Park. The new gym could become an anchor for the industrial area, and is an opportunity to spur redevelopment of the surrounding industrial buildings.

### Master Planning

Creating a master plan for the Bridgeport Business Park would encourage the borough to work with the property owners to collaboratively envision a future for the site. Similar sites in the borough with large industrial buildings, such as along W 4th Street where Arnold's Office Furniture is located, could also benefit from a master planning process. The Bridgeport Business Park is an opportunity area for focused visioning. Due to the size, visibility, and local historic significance of the Business Park, a master plan should be done to conduct a more detailed study of the appropriate land uses and design for redevelopment that may happen in the future. Considerations for a master plan may include connections to the existing street, sidewalk and trail network, and an inventory of buildings suitable for adaptive reuse.

### LERTA District

Bridgeport began a 5-year Local Economic Revitalization Tax Assistance (LERTA) program in January of 2019 to help spur revitalization. The LERTA, which encompasses 233 parcels



**Bridgeport Business Park is the site of former factory buildings, some of which are partially in use by various commercial tenants.**



**Rendering of a potential pocket park design for properties located at DeKalb and Front Streets along the future Chester Valley Trail Extension.**

primarily located along 4th Street, is meant to attract new business and encourage investment and redevelopment. The tax abatement structure of the LERTA allows property owners to pay the current taxes for the set amount of time - 5 years - rather than the higher taxes for new construction and improvements. Considering the ease and clarity of the process of starting a business in Bridgeport is important to and attracting interested parties.

**DeKalb Street Business District**

Located on DeKalb Street between the Schuylkill River and 6th Street are a number of properties that are included in the LERTA District. DeKalb Street is a heavily traveled route through the borough and can serve as a gateway district. The Chester Valley Trail Extension will run parallel to DeKalb from 5th Street over the Schuylkill River to Norristown. The construction of the trail will

be an opportunity for redevelopment. Streetscape strategies that are described for the 4th Street Corridor may also be applied to DeKalb along that quarter-mile section.

**Revitalization, Beautification, and Place-Making**

Connecting the different segments on 4th Street can help to create a more cohesive feeling along a long corridor. Gateway signage, streetscape improvements, and pedestrian safety amenities will help to highlight the existing storefronts by attracting drivers as they pass through the borough. However, place-making involves a cohesive environment that is visually interesting and makes people feel welcome, not just one or two objects on their own. A multi-pronged approach to incrementally transforming the corridor will take time and coordination.



**4th Street c. 1900. Source: King of Prussia Historical Society.**

### **Vacancies and Empty Lots**

Vacant lots between buildings create gaps in the streetscape, leading to a disconnected streetscape and less hospitable pedestrian environment. Activating the dead zones can help to fill the gaps, transforming the dead zones, and creating a livelier streetscape. Inviting people into those spaces through the inclusion of picnic tables and benches, plantings, and local art can have multiple benefits for 4th Street and the borough, creating spaces for people to gather, beautifying the street with public local art, building connections along the commercial corridor, and engaging residents in the revitalization process.

In 2020, the town center plaza adjacent to Borough Hall was completed. The formerly vacant lot was

transformed the space into a public plaza with trees, benches, and tables fronting 4th Street, and a parking lot for the police station and borough staff.

Activating empty lots can also include new construction to rebuild the commercial corridor storefront structure. Appropriately scaled infill development is a sustainable building practice that efficiently uses existing infrastructure to create density and a walkable neighborhood commercial area. Bridgeport has had various infill developments along 4th Street over the years, including the mixed-use development between Mill and Depot Streets at the former pants factory site, which has retail on the ground floor and upper-story apartments. Constructed in 2010, this development reflects the historic scale and character of the borough. Similar infill developments to reduce the vacant lots would significantly improve the appearance and neighborhood commercial character of 4th Street.

Attracting private developers and prospective business owners contributes to investment and redevelopment. Streamlining the development process encourages investment by creating a guide to starting business that outlines local resources, permitting and zoning processes, tax policies, and steps to get business loans.

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### *Sustainable Development Practices*

*Redevelopment and infill remove environmental contamination and support sustainable land uses. Infill is the development of vacant parcels within a built area, and redevelopment is the conversion of an existing building into another use, sometimes requiring demolition. Both development strategies make productive use of existing transportation, water, and utility infrastructure, which increases tax base and employment opportunities. Sustainable, compact, walkable development can increase property values and tax revenues, build amenities that attract and retain residents, and encourage job creation. Due to the compact nature of Bridgeport, infill and redevelopment are the most common types of development, as opposed to greenfield development, or development in areas that had previously been open space or undeveloped land.*



**Former Pants Factory Site on 4th Street.**

### **Streetscape**

Designing an attractive and inviting streetscape is one of the most critical strategies to creating a commercial corridor with the “main street” character. Streetscape elements include street trees, landscaping, seating, attractive storefronts, and careful consideration of the pedestrian environment.

In 2008 and 2010, the borough undertook a two-phase streetscaping project improvement program, which enhanced crosswalks and sidewalks with brick pavers, and added seating and lighting. The existing streetscape elements need to be maintained over time to ensure the features remain functional and attractive.

Street trees provide a number of social, environmental, and economic benefits to communities. Property values on streets with a denser tree canopy are higher, and a fuller tree canopy creates shade that enhances the pedestrian environment, supporting a more active street life. Building a tree canopy requires maintenance of existing street trees in addition to planting new trees. Revising zoning ordinances to encourage tree preservation and requiring trees during the subdivision and land development process can accomplish the goal of a denser tree canopy.

Due to overhead wires, planting tall street trees along 4th Street may not be feasible in all areas. Adding greenery through large planters and hanging baskets can greatly enrich the street and pedestrian experience. There are locations with no overhead utilities, which could be locations for larger tree species. In places with overhead restrictions, smaller-stature tree species could be used. Landscaping and greenery can be integrated by utilizing vacant lots, providing planters around storefronts and as buffers between the sidewalk and street, and in extended vegetated curb bump-outs.

### **Gateway at Ford and 4th Streets**

The intersection at Ford and 4th Streets can serve as a gateway to the commercial corridor from the residential neighborhoods in the borough. The vacant lot at the intersection, which is a part of a larger planned development for the riverfront property, could be integrated into the gateway treatments and serve as a gathering space as a transitional area between the different districts.

### **Pedestrian Environment**

A safe and inviting pedestrian environment will attract more people to the street. Wide sidewalks, safe street crossings, and minimizing the gaps between destinations are important factors for

## FOCUS AREA: 4TH STREET CORRIDOR

increasing the feeling of safety for people walking down the corridor. Visual interest and creating an engaging environment is also important for keeping people interested and walking because distances feel shorter when there are things to look at, shade to shield the sun, and places to sit and rest. In essence, the pedestrian environment is what creates street life and supports local businesses.

The wide intersections along 4th Street at DeKalb, Mill, and Depot Street pose safety issues for pedestrians because cars are encouraged to speed along wide roads. These large, open intersections are opportunity areas for enhanced greenery and pedestrian safety, which can be accomplished by constructing vegetated bump outs. 4th Street is a state-owned road, State Route 23, and improvements to the roadway require coordination with PennDOT and other stakeholders.



**The illustration (above) shows how the wide intersection could be narrowed with sidewalk extensions and plantings. Row homes from a proposed residential development are reflected in the illustration. An additional building is also illustrated, which could have frontage onto 4th Street to enhance the streetscape. This parcel is on the northeast side of the intersection of 4th, Ford, and Holstein Streets.**



**This crosswalk in Collegeville, PA is made more green, attractive, and safer for pedestrians with the addition of signage and vegetated curb bump-outs, which provide a safe refuge for people crossing the street and shorten the distance they must walk from one side of the street to the other. Similar features can be installed in Bridgeport to improve the streetscape and pedestrian safety.**



**Businesses along 4th Street.**



**The old bank building at 4th and DeKalb Streets is an example of adaptive reuse into the current Bridgeport Veterinary Hospital.**

### **Facades and Signage**

Beautifying and unifying the facades along a main commercial corridor creates an interesting, engaging pedestrian experience. The facades along 4th Street have a disconnected appearance. Specific commercial guidelines can direct façade improvements to ensure that any improvements follow a prescribed color and design that contributes to and enhances the character of the streetscape.

Signage is similarly important to creating a unified appearance for the corridor. Attractive and clear signage is easier to read and unifies the storefronts. Standardized signage and streetscape treatments can help to build a cohesive appearance. In particular, unified and highly visible signage perpendicular to the road effort can attract the attention of drivers passing through the borough. The current signage varies from place to place. It would be beneficial for the borough to establish sign guidelines for the colors, size, and placement of signs, and to update the sign code. Signage should not cover windows, as storefront transparency is an important element of the pedestrian experience. The Keystone Communities Program is a funding source that can be used for a signage and/or façade program.

### **Main Street Manager**

Some communities have a Main Street Manager position to actively pursue new tenant and cultivate the business community. Limited resources can pose a challenge to hiring a full time or part time Main Street Manager or similar position. This position could be fulfilled by a volunteer or a part-time position. Using the main street model and working with the Pennsylvania Downtown Center (PDC) can be beneficial for some communities, as the PDC can provide guidance and assistance to the person in that part-time or volunteer position. The person in this role would take the appropriate steps to help businesses get the support needed from the PDC to pursue more involved projects.

## Circulation and Parking

### Bus Route

The 99 SEPTA Bus Route, which connects riders to Norristown, Phoenixville, and Oaks, has a number of stops along 4th Street. Building better bus stops has a multitude of benefits for the community. At the most fundamental level, improved bus stops create a better transit experience, and communicate to riders that the customer experience is valued. Improving the transit experience overall, including the bus stops and shelters, may lead to increased ridership. Enhancing bus stop elements through improved shelters and benches is low-cost and high-impact for the community. Based on SEPTA ridership data, stops Ford and Mill Streets are the most heavily used stops along 4th Street. Enhancements to bus stops should be

focused on the more frequently used locations. Map 7.2, in the Transportation Chapter illustrates where the bus stops are located along 4th Street, as well as the alignment of the Chester Valley Trail Extension.

### Former Rail Bed Multi-Use Trail

Located behind the buildings fronting 4th Street is a rail bed that had been planned as part of the Bridgeport Loop Trail. The rail bed provides an opportunity to build a multi-use trail connection between the future Chester Valley Trail Extension. The trail would support revitalization of the 4th Street corridor by providing an additional transportation option for accessing the area and by increasing the foot traffic near the business district.



*The renderings illustrate how infill development on 4th Street could mirror the existing mixed-use building on the southern side of 4th Street between Mill and Depot Streets. The former rail bed is illustrated as a linear park. Along Rambo Street, row houses are shown creating a more complete residential streetscape, while retaining sufficient parking for the Tube Methods employees.*

### Parking

Parking is important for downtown districts, but parking lots adjacent to the sidewalk detract from the pedestrian environment. There is an apparent shortage of parking for the commercial businesses on 4th Street, which is amplified by the mix of commercial and residential uses and competition for available spaces. Parking can be hidden and disguised by additional buffer landscaping and infill developments. Clear and visible signage can direct drives to existing parking lots when street parking is not available. Shared parking provisions for the existing lots can help to accommodate the parking needs of different groups at different times of the day, and increase the efficiency of underutilized spaces.



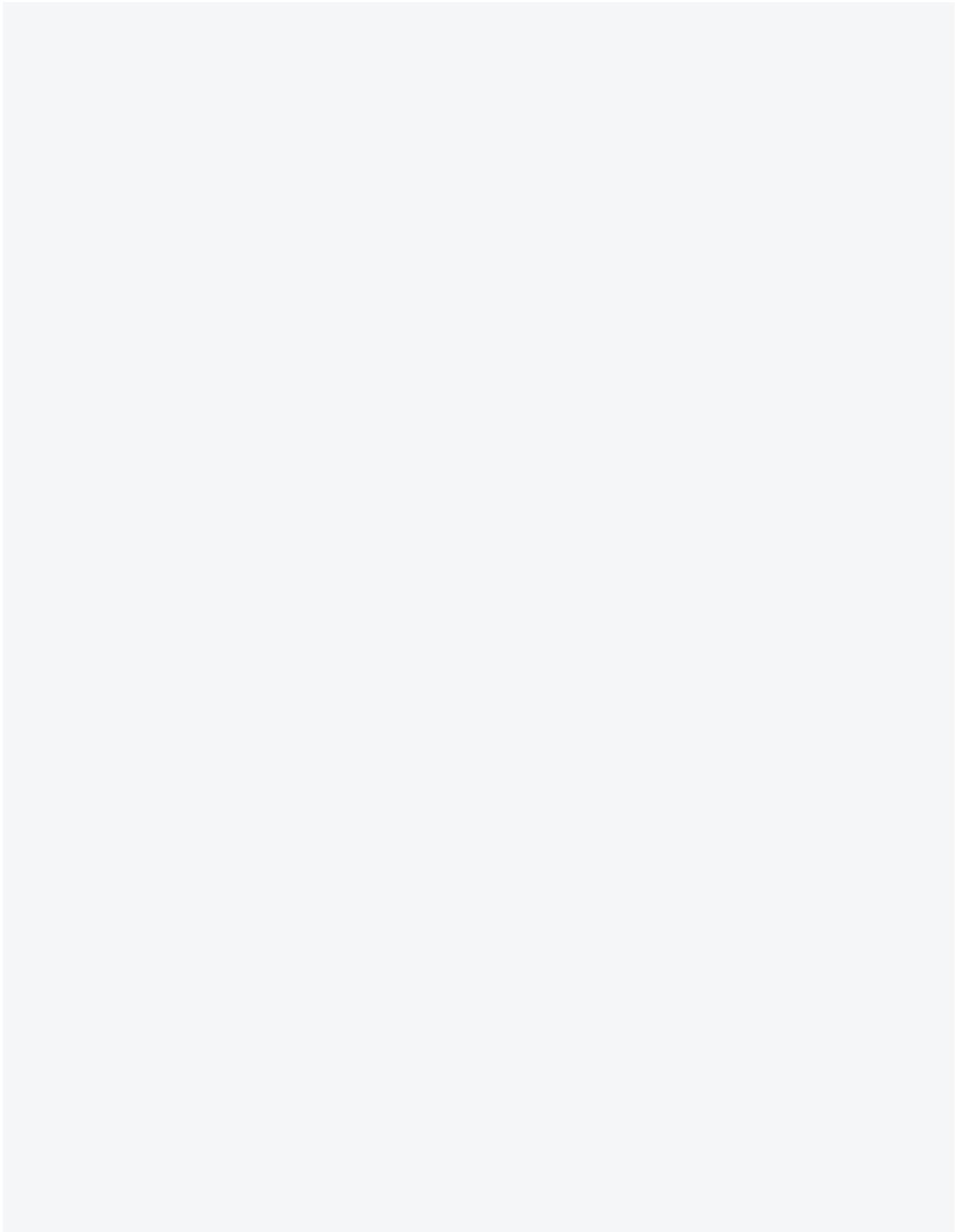
**The former rail bed, pictured cutting across 4th Street near the intersection with Depot Street, runs behind the buildings along 4th Street.**



## Recommendations and Strategies

1. Reduce the number of commercial vacancies by attracting new and retaining existing businesses.
  - a. Connect property owners and potential business owners with guidance, resources, and programs offered by the Montgomery County Commerce Department.
  - b. Create and implement a retail recruitment strategy and maintain and update information to share with local businesses.
  - c. Provide assistance to business owners with marketing.
2. Establish an appropriate mix of retail, office, service, and residential uses along the 4th Street corridor and within the LERTA district.
  - a. Partner with the Bridgeport Business Association and other organizations that have experience with small town business districts to provide guidance to property owners seeking to retrofit existing structures.
  - b. Establish a branding campaign to actively promote existing businesses and recruit new entrepreneurs.
3. Encourage redevelopment, infill development, and adaptive re-use compatible with the scale and historic character of 4th Street and the borough neighborhoods.
  - a. Conduct a comprehensive inventory of all buildings on 4th Street to promote and market reuse and redevelopment opportunities.
4. Promote adaptive reuse and redevelopment of the significant vacant or underutilized industrial buildings within the Bridgeport Business Park.
  - a. Create and adopt a Master Plan for the Bridgeport Business Park property site to provide guidance to potential developers in the event of a use conversion.
  - b. Inventory all institutional and industrial properties in the borough.
  - c. Review zoning ordinance (ZO) to determine if the existing zoning permits the adaptive reuse of buildings.
  - d. Amend the ZO and SALDO to permit conversion of buildings into mixed residential and commercial uses, to preserve architectural features while allowing adaptive reuse of buildings, and to establish standards for future modifications.
  - e. Adopt a Reuse Master Plan or Reuse Ordinance to provide guidance to potential developers in the event of a use conversion.
5. Create a cohesive streetscape plan with guidelines for facades, signage, landscaping, lighting, and other streetscape elements that enhance the borough's walkability, safety, and sense of place.
  - a. Conduct a full inventory of all streetscape elements including pedestrian amenities; identify appropriate locations for the placement of additional streetscape elements.
  - b. Identify locations of the placement of street trees, landscaping, and planters.
  - c. Draft a uniform façade design manual for businesses and property owners.
  - d. Seek grant funding to assist property

- owners in restoring or repairing facades.
  - e. Encourage property owners to fill vacant storefronts with temporary window displays, such as local artwork, or temporary commercial uses by allowing short term leases for storefronts in vacant commercial spaces.
- 6. Develop unified, cohesive, attractive, and visible signage (wayfinding, storefronts, informational).
  - a. Review the borough signage ordinance and amend the current signage code with guidelines for design and visibility.
  - b. Draft a wayfinding signage plan appropriate for both pedestrian- and auto-scaled signs.
- 7. Implement strategies to manage existing public parking facilities more efficiently to provide adequate parking for residents and visitors.
  - a. Conduct an audit of the parking standards in the ZO and SALDO to determine if the existing regulations adequately address the parking needs of the Neighborhood Commercial Zoning District.
  - b. Conduct an audit of the SALDO and amend the current landscaping code with enhanced landscaping and buffer requirements for parking lots adjacent to sidewalks.
  - c. Conduct a full parking study to define the parking need and supply and to ensure that parking standards are appropriate for borough conditions.
  - d. Evaluate options for establishing shared parking or lease agreements with owners of private parking lots.
  - e. Conduct outreach to businesses, organizations, and private property owners that have private parking lots within the commercial district to advocate for shared parking or lease agreements.
  - f. Install uniform signage and wayfinding signs to identify existing parking facilities.



## Focus Area: Transit Oriented DeKalb Gateway

When entering Bridgeport from the DeKalb Pike to the south, people are introduced to the borough by the DeKalb Street, Ford Street, and Crooked Lane intersection. For the purposes of this plan, the intersection will be referred to as the DeKalb Intersection. This expansive intersection is surrounded by a mix of uses, including a small market, a convenience store, a florist, restaurants, and auto repair shops, to name a few. The Norristown High Speed Line (NHSL) runs beneath DeKalb Pike. The DeKalb Street Station, formerly the King Manor Station, is located below grade just south of the intersection. Running beneath the intersection is the Norristown High Speed Line. The DeKalb Street Station, formerly the King Manor Station, is located just beneath DeKalb Pike. It is a dynamic area that differs in character from the residential neighborhoods which make up much of the borough.

The Comprehensive Plan Steering Committee identified the DeKalb intersection as an opportunity area for potential redevelopment and as a focus area for the plan. Survey respondents

and open house attendees identified a number of businesses and restaurants in the focus area that they regularly patron and feel are important institutions in the borough.

Bridgeport completed a Community Revitalization Plan in the spring of 2003 to identify strategies for growth and economic development. The Revitalization Plan identified the intersection of DeKalb Street, Ford Street, and Crooked Lane and the area around the King Manor Station as the Gateway South: King Manor. The awkward alignment of the intersection continues to pose challenges today for vehicular travel. Beyond the traffic congestion, the overall area is inhospitable to pedestrians and lacks a definable character to complement the rest of the borough.

Revitalizing the heavily traveled southern corner of Bridgeport will require a multi-pronged approach that addresses development scale, multi-modal transportation, and gateway design.

**Transit-Oriented DeKalb Gateway Goals:**

- Encourage mixed- use transit-oriented development.
- Create a gateway district that showcases the unique character of Bridgeport.
- Improve multi-modal transportation options by supporting and enhancing existing public transportation networks and optimizing mobility and access.
- Improve pedestrian and vehicular safety and flow at the DeKalb insertion.
- Support the established businesses and encourage new businesses in the southern portion of the borough.

**Circulation**

There are many transportation elements at the southern corner of Bridgeport: the NHSL station which travels between Philadelphia and Norristown, the SEPTA Route 99 Bus, multiple roads intersecting, access to the Bridgeport Bypass,

and the pedestrian network which connects to nearby residential neighborhoods. The businesses and train station parking lots create more safety hazards as high volumes of vehicles travel through the area, particularly during rush hours.

**NHSL Station**

The Norristown High Speed Line (NHSL) runs beneath the DeKalb Street intersection. Currently, the station consists of one platform for the inbound trains and one platform for the Norristown-bound trains. The platform for trains running to Norristown is accessible by a staircase and ramp off of Cooked Lane and David Road, behind a small block of retail. The platform for trains running to 69th Street Station is accessed from E DeKalb Pike. There is a SEPTA parking lot on the out-bound side of the station. Based on 2017 SEPTA ridership data, the DeKalb Street station has an average total of 563 riders boarding and leaving the station.



Looking south on DeKalb Street at the Intersection with Crooked Lane and Ford Street. The wide intersection, high vehicle travel speeds, and narrow or missing sidewalks create an unsafe environment for all road users.



**Outbound platform of the DeKalb Street NHSL Station.**

Improvements to the station could include measures to enhance accessibility to the station itself and a raised platform to improve ADA accessibility into the train cars. Investing in improvements to the DeKalb Street NHSL Station can be used as a catalyst for transit-oriented development.

### Bus Routes

The SEPTA Bus Route 99, which travels through the borough to Norristown, Oaks, and Phoenixville, has an east-bound stop adjacent to the NHSL Station on E DeKalb Pike, and a west-bound stop on Ford Street on the northern side of the intersection.

### Road Improvements

The DeKalb Intersection is heavily used, and based on traffic counts done by the Delaware Valley Regional Planning Commission (DVRPC), DeKalb is one of the most heavily traveled roads in the borough with an Annual Average Daily Traffic (AADT) of approximately 6,683 vehicles.

Crooked Lane is also a major truck route, which complicates any potential future consideration of a redesign for the intersection, as the turn radius of trucks would need to be integrated into the design.

Pedestrian safety is of high concern, due to the width of the road, speed at which cars travel through the area, and the limited pedestrian infrastructure. As people walk to the bus stops, train station, or to the restaurants and commercial establishments, they face safety risks due to the gaps in the sidewalk, narrowness of the walking area, proximity to the travel lanes, and lack of marked crosswalks.

Creating a safe pedestrian environment benefits the surrounding neighborhood and promotes a healthier environment. Measures taken to increase pedestrian safety can include widening sidewalks, improving sidewalk network connections, building buffers between the road and the sidewalk, and installing signalized crosswalks. Conducting walkability audits is one way to assess the safety

and comfort of a roadway or intersection for pedestrians. Walkability audits can help to identify areas in need of improvements and find specific actions to improve the safety of that are for users of all ages and levels of mobility.

### Transit-Oriented Development District

TOD is compact, high-density, mixed-use, and pedestrian friendly development within walking

distance of transit. Typically, TOD groups residential, retail, neighborhood-scale commercial, and office uses, mimicking the historic development pattern often seen in small towns and boroughs. The goals of transit-oriented development is to encourage walkability and transit ridership, and to decrease automobile dependency by providing housing, retail, neighborhood-scale commercial, restaurants, and recreation within walking distance to transit.



The top image is facing south on DeKalb Street, with the currently vacant Eger Auto Sales lot on the right. The bottom image is facing north towards the intersection of DeKalb Street, Ford Street, and Crooked Lane, taken from the bridge over the NHSL rail tracks.

The former Eger car dealership is a triangular lot which fronts DeKalb Street, and is located less than one-quarter mile from the DeKalb Street NHSL Station. The parcel is underutilized land which, if developed in a pedestrian-friendly manner, would greatly enhance the streetscape and invigorate the area. On the west side of the NHSL rail tracks is a large parcel of undeveloped land, abutting commercial land uses and the Bridgeport Bypass. Due to the proximity to the train station, these two sites could be redeveloped as a transit-oriented development.

Promoting development that complements the scale of the borough, conducting studies to address traffic congestion and safe pedestrian connections, and making improvements to public transportation access are strategies to attract people to the area and invigorate the southern area of Bridgeport.

Compact, walkable development provides many benefits to the surrounding community and region. The goal of TOD is to increase transit use and

decrease automobile use, reducing congestion and commuting time for those who do drive, and improving mobility for people using other modes of transportation. TOD enlivens the street and benefits the local economy by promoting infill development and bringing residents and retail.

### Best practices of TOD

Providing accessible connections to transit is integral to the concept of transit-oriented development. Building clear, safe, and inviting connections that are well-marked with wayfinding signage between the residential and commercial areas and transit will encourage transit use.

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### Sustainability

*Transit oriented developments contribute in multiple ways to sustainable practices. At the most fundamental level, TOD often consists of infill development of underutilized lots, and promotes transit ridership. Increased transit use is an important step in reducing emissions from trips otherwise taken by cars.*



**Building view along DeKalb Street. Street trees, building entrances, and architectural details add to the visual interest of the building and create a pedestrian-scaled streetscape.**

### Walkability

The mix of uses within a TOD should be transit-supportive and permit people to experience the place without a car. In particular, basic services like a grocery store, experiential retail, and restaurants are all transit-supportive and create a walkable, livable environment for the residents of the development as well as surrounding neighborhoods.

### Welcoming Public Gathering Space

Thoughtful design elements contribute to creating places where people want to be. Building a welcoming public gathering space through design is a large part of creating a successful TOD. Making the connections between the privately owned spaces and public spaces interesting and pleasant will create a development that is overall livelier, economically sustainable, transit-supportive, and accessible to all borough residents.

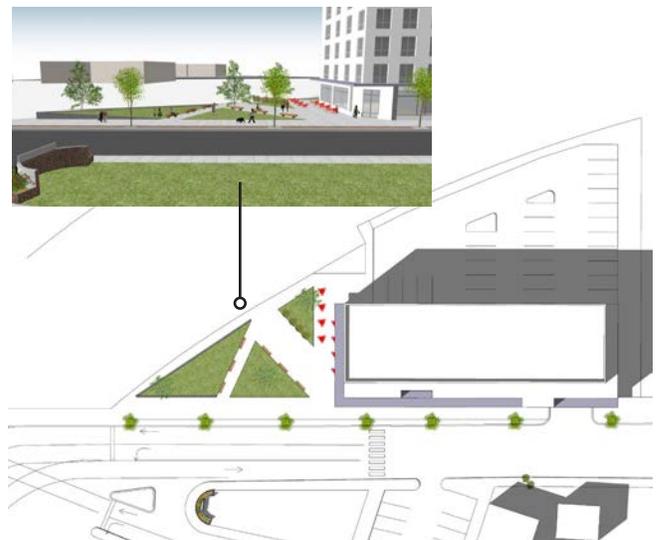
The plan view provides an example of the type and form of building and public plaza that is possible along DeKalb Street. A development such as the one illustrated would require parcel consolidation.

### Design Components

Building design defines spaces and creates places that are inviting for people. Creating places that are pedestrian friendly, welcoming, and have some experiential elements requires careful consideration of design components, and should be integrated into new developments. Attracting people is an important economic development strategy. The inclusion of a mix of uses to support residential use can result in a dynamic relationship between the people and the places.



The street section view illustrates the best practices for building and streetscape elements. Façade articulation, decorated entryways, clear windows, and a mix of building materials can create a more dynamic environment and visually reduce the scale of the buildings. Street trees act as a buffer between the sidewalk and the vehicular travel lanes, and landscaped planters obscure ground-level parking.



The small, triangular parcel could be developed as public space. Thoughtful design elements contribute to creating places where people want to be. A welcoming public gathering space where people can sit and socialize is a critical element of a successful TOD. Trees and landscaping provide shade and help to define the space.



Ross Road runs beneath Route 202 (left). The Belmont Village Apartments are located next to an office building on Ross Road (right).

### Building Orientation and Scale

Buildings that face the street and surround public gathering areas should be at a human scale to avoid creating a cavernous feeling that can be caused by multiple tall buildings. Spaces between buildings can be used as gather spaces, such as plazas, and can integrate streetscape elements like landscaping and movable furniture to create a place that is comfortable for people to sit in. Design techniques such as façade articulation, decorated entryways, clear windows, and a mix of building materials can create a more dynamic environment and visually reduce the scale of the buildings.

### Pedestrian Environment

Creating an inviting environment requires building pedestrian-scaled elements, such as landscaping or a buffer between the road and sidewalk.

In the illustration, the building façade is articulated with a step-back of 10 feet to make a taller building feel more human-scale. Street trees act as a buffer between the sidewalk and the vehicular travel lanes, and landscaping can add visual

interest and greenery. Sufficient sidewalk width is provided to create a safer and more comfortable walking environment.

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### *Potential Trail-Adjacent Development: Ross Road Trail Adjacent Development*

*Bridgeport Station on the Norristown High Speed Line is located at 5th and Merion Streets, two blocks from the intersection of 4th and DeKalb, two commercial centers in the borough. Located approximately one-half mile from the Bridgeport NHSL Station on Ross Road is an office building which is adjacent to residential neighborhoods. The site is located less than one-half mile away from Bridgeport NHSL station, and will be on adjacent to future Chester Valley Trail Extension once the construction of the trail is complete. The site of this administrative building could be an opportunity area for multi-modal or trail-adjacent development. While the location of this building is slightly further than is recommended for a transit-oriented development, it is directly adjacent to the planned Chester Valley Trail Extension, which will follow the former rail bed behind the parcel. There is an existing sidewalk along Ross Road, but improvements could be made to increase the feeling of safety to enhance the experience of walking to transit and 4th Street.*

### DeKalb Street Gateway

The DeKalb Street Gateway is a transitional area of the borough that greets drivers as they exit off of the Bridgeport Bypass onto Route 202 northbound. The gateway is located at the southern corner of the borough, bordering Upper Merion Township. The area surrounding the intersection, and in particular along DeKalb as people drive northbound can create a gateway district that invites people to further explore what the borough has to offer.

Creating unique gateway should integrate local character into the signage and treatment. The intersection creates a narrow, triangular parcel, occupied by a convenience store and parking lot, which could be an opportunity area for gateway treatment.

### Wayfinding Signage

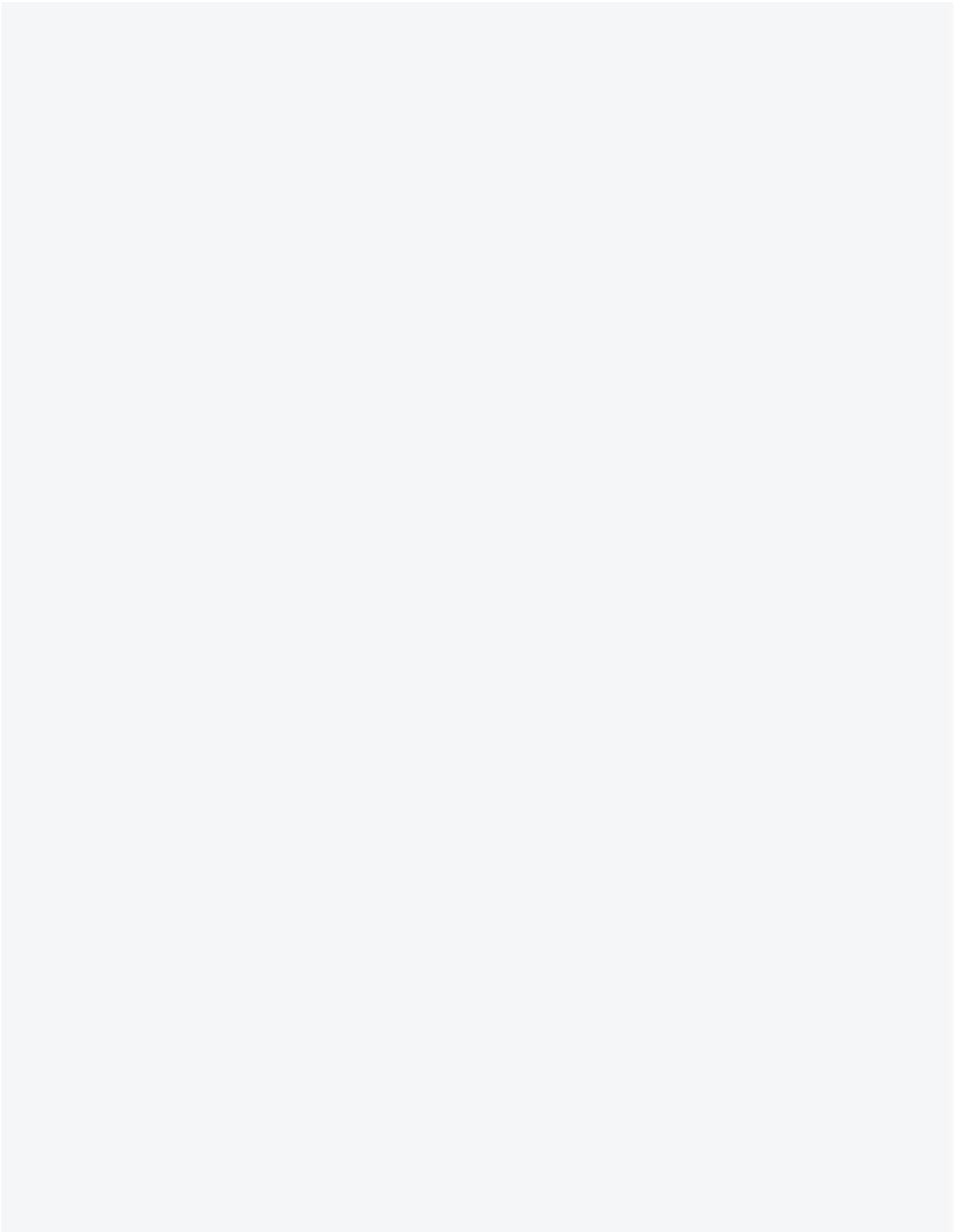
The borough has existing wayfinding signage further north on DeKalb Street directing people to borough hall. Similar signage that is cohesive with the existing would help to unify the northern and southern portions of the borough through design and provide directional assistance. Notable destinations on the signs could include the future Chester Valley Trail Extension, 4th Street businesses, Memorial Park, SEPTA stations, and parking locations. Intermunicipal coordination is critical for long-term planning to create transit-supportive districts. It is recommended that Bridgeport coordinate with Upper Merion Township about developments that may occur around the DeKalb Street Station and potential improvements that may require joint efforts to implement.



Potential gateway design to greet drivers as they enter exit off from the Bridgeport Bypass onto Route 202/DeKalb Street northbound.

## Recommendations and Strategies

1. Encourage redevelopment and infill development to establish an appropriate mix of retail, service, and residential uses adjacent to transit.
  - a. Conduct a zoning audit to determine if existing zoning encourages appropriate uses.
  - b. Consider amending the zoning adjacent to the SEPTA NHSL stations to update permitted uses.
  
2. Improve the safety and convenience of the DeKalb Street NHSL Station and nearby bus stops.
  - a. Evaluate the need for lighting, seating, and shelters at bus stops.
  - b. Work with SEPTA to ensure that the public transportation needs are being met.
  
3. Ensure the safety of all road users and create a safe pedestrian network.
  - a. Conduct a walkability audit to identify gaps in the pedestrian and bicycling network, and prioritize improvements needed to fill the gaps.
  - b. Conduct a traffic study at the intersection of DeKalb Street, Ford Street, and Crooked Lane for potential traffic flow and control improvements.
  - c. Work with PennDOT to consider and design roadway improvements (Note: PennDOT only does improvements within the cartway; other improvements along Ford would have to be coordinated with the borough public works).
  
4. Improve the streetscaping and create a unified borough branding.
  - a. Create a committee to identify locations for pedestrian wayfinding signage.
  - b. Develop a streetscape plan and gateway designs.
  - c. Install wayfinding signage at identified locations directing people to 4th street, trails and parks, train stations, parking facilities, and other notable locations.



## Implementation

The Implementation chapter summarizes the recommendations and strategies of Bridgeport 2040 Comprehensive Plan of each topic and focus area chapter, beginning with Community Character. The preceding chapters of Bridgeport 2040 address the borough's major planning issues, challenges, and opportunities. The recommendations are intended to support the community's overarching vision and guiding principles. Potential funding sources are listed in the Appendix.

The following tables summarize the recommendations and strategies detailed in the previous chapters. The implementation tables indicate the type of implementation strategy (e.g., regulatory control, capital investment). Within each table, the strategies are categorized by timeline or phase, listed as short, medium, long, or ongoing.

Short = 0-5 years

Medium = 5-10 years

Long = 10 or more years

ZO = zoning ordinance

SALDO = subdivision and land development ordinance

CHAPTER: COMMUNITY CHARACTER	
Code	Recommendations & Strategies
1	Preserve a range of housing types that represent different time periods and architectural styles that contribute to the historic character of the borough neighborhoods.
1a	Conduct a zoning audit to determine if existing ZO and SALDO adequately protect the scale and character of the residential areas. Adopt new zoning and SALDO language, as needed. Specifically, examine if the current zoning and SALDO address yard setbacks, alley access, porches, and other features that are reminiscent of the existing neighborhood.
1b	Create design standards for residential development to provide potential developers with guidelines for protecting and respecting the historic character of the neighborhoods.
2	Meet housing needs of current and future residents by considering the existing housing stock and allowing for appropriate and sustainable infill development.
2a	Review ZO and SALDO to ensure appropriate housing types and densities within each residential and mixed-use district.
2b	Identify funding sources to provide financial assistance for home modifications.
2c	Implement a home ownership assistance program to assist residents in purchasing their home.
2d	Support public and private efforts to rehabilitate and maintain housing stock, including but not limited to, disability-adaptive improvements, rehabilitation of owner-occupied and rental properties, and historic preservation.
3	Increase protection of the community's historic residential and commercial structures.
3a	Evaluate incentive programs for developers to encourage adaptive reuse of historic structures in the event of a purchase or possible demolition.
3b	Complete a borough-wide historic resource inventory of residential and commercial properties.
3c	Provide education to homeowners about property home maintenance of historic homes.
4	Preserve significant institutional and industrial buildings and encourage their adaptive reuse.
4a	Inventory all institutional and industrial properties in the borough.
4b	Review ordinances to determine if existing ZO and SALDO allow adaptive reuse of buildings.
4c	Adopt SALDO standards to permit conversion of buildings into mixed residential and commercial uses, to preserve architectural features while allowing adaptive reuse of buildings, and to establish standards for future modifications.
4d	Adopt a Reuse Master Plan or Reuse Ordinance to provide guidance to potential developers in the event of a use conversion.

Implementation Type							
Planning	Local Committee/ External Coordination	Regulatory Control	Capital Investment	Education & Outreach	Private Development	Timeline	Potential Partners
X		X				short	MCPC, Zoning Officer
X		X			X	long	MCPC
X		X				short	Code Enforcement
				X	X	short	PA Housing Finance Agency
				X	X	long	Montgomery County Housing & Community Development
		X		X	X	ongoing	Montgomery County Housing & Community Development
					X	short	
X						medium	PA Historical Commission
	X				X	medium	Property Owners
X	X					short	PA Historical Commission, Property Owners, MCPC
		X				short	Zoning Officer
		X			X	short	Zoning Officer
X		X				medium	MCPC, Zoning Officer

CHAPTER: COMMUNITY CHARACTER CONTINUED	
Code	Recommendations & Strategies
5	Preserve Bridgeport’s institutional assets as essential community amenities, educational resources, and social gathering places.
5a	Identify locations for community gathering events to hold meetings, events, and performances.
5b	Coordinate with the facility location to develop a scheduling method to accommodate different groups’ programming.
5c	Pursue funding opportunities to make necessary improvements to the property to make it a functional and accessible community space.
6	Pursue opportunities to create additional public gathering space for regularly scheduled borough events by repurposing existing underutilized space or lots within the borough.
6a	Conduct an audit of vacant land to identify potential locations for the creation of public gathering spaces.
6b	Design a public pocket park for identified areas.
6c	Identify locations and vendors for farmers or craft markets.
6d	Increase neighborhood-based access to food retail sites by encouraging small-scale food stores in identified zoning districts, based on review of existing zoning.
7	Expand borough-sponsored events to build attendance and attract visitors to the borough.
7a	Continue to partner with existing community organizations, such as the Bridgeport Business Association and Growing Bridgeport Together, to expand events and outreach.
7b	Provide a range of activities, gatherings, volunteer opportunities, and educational classes for residents.

Implementation Type							
Planning	Local Committee/ External Coordination	Regulatory Control	Capital Investment	Education & Outreach	Private Development	Timeline	Potential Partners
X	X			X		short	Growing Bridgeport Together, Community Fund
	X					short	
	X		X			medium	
	X				X	short	Property Owners, Community Fund
X			X			medium	MCPC, Community Fund, Property Owners
	X				X	medium	Growing Bridgeport Together (GBT), Community Fund
		X				short	
	X			X		ongoing	Bridgeport Business Association, Growing Bridgeport Together
	X			X		ongoing	Growing Bridgeport Together, Community Fund

CHAPTER: NATURAL FEATURES, OPEN SPACE, AND PARKS RECOMMENDATIONS	
Code	Recommendations & Strategies
1	Protect the remaining wooded areas and environmentally sensitive areas near surface waters (Crow Creek and Schuylkill River).
1a	Conduct an audit to determine if the borough zoning and SALDO adequately address environmentally sensitive area protection, and amend the SALDO to incentivize site development practices that consider the natural resources of the site.
1b	Conduct an assessment of riparian areas and establish standards to protect the habitat and water quality of Crow Creek and the Schuylkill River.
1c	Define and protect riparian corridors along the Schuylkill River and Crow Creek to stabilize the banks and reduce erosion.
2	Protect and enhance Bridgeport’s established tree canopy.
2a	Conduct an audit to determine if the borough zoning and SALDO adequately address street tree planting and replacement.
2b	Amend the SALDO to strengthen tree protection and tree replacement standards.
2c	Conduct a street tree inventory, including the identification of locations for future tree planting projects.
2d	Incentivize tree planting for homeowners or property owners identified in the street tree inventory through zoning, education, and other strategies.
3	Identify and provide information about flood-proofing to property owners in or near the floodplain.
3a	Educate the public about the hazards of flooding and mitigation strategies through public meetings, the borough newsletter, and social media.
4	Enhance the accessibility and usability of existing open space resources.
4a	Coordinate with The Community Fund to streamline the pavilion reservation scheduling system for large groups.
4b	Continue to coordinate with the Community Fund to develop events, such as “arts in the park,” clean-up days, scavenger hunts, and neighborhood picnics, to attract residents to the parks.
4c	Develop a “Parks Guide” to distribute to all residents to increase awareness of park locations, amenities, and scheduled park events.
5	Enhance and maintain amenities at borough parks to provide for the comfort, safety, and enjoyment of all park users.
5a	Conduct a park access audit to identify amenities in each park, identify barriers to access, and recommend improvements to or installation of additional amenities.
5b	Conduct a tree inventory to identify tree health in parks and plant replacement trees where necessary.
5c	Install necessary amenities in parks as identified in the park access audit.

Implementation Type							
Planning	Local Committee/ External Coordination	Regulatory Control	Capital Investment	Education & Outreach	Private Development	Timeline	Potential Partners
X		X				short	Zoning Officer, MCPC
	X					medium	Department of environmental Protection (DEP), Borough Engineer
		X			X	ongoing	
	X	X				short	Sustainability Committee, MCPC, Zoning Officer
		X				short	Sustainability Committee, MCPC, Zoning Officer
X	X			X		short	PHS (Pennsylvania Horticultural Society)
			X	X	X	ongoing	PHS, Zoning Officer
				X	X	short/ongoing	MCPC
	X					short	Community Fund
	X					short	Community Fund
X	X			X		medium	Community Fund
X	X					short	Community Fund
X	X			X	X	short	Community Fund, PHS
		X			X	medium	Community Fund

CHAPTER: NATURAL FEATURES, OPEN SPACE, AND PARKS RECOMMENDATIONS CONTINUED	
Code	Recommendations & Strategies
6	Pursue opportunities to create new open space or public gathering areas by repurposing existing underutilized spaces or lots within the borough
6a	Conduct an audit of open space and vacant land to identify potential greening opportunities.
6b	Design a public neighborhood “pocket” park for identified areas.
6c	Collaborate with Upper Merion Township to create trail and greenway connections that improve pedestrian access to Bob Holland Park from Bridgeport Elementary School.
6d	Coordinate with property owners to create new public park space along the Bridgeport riverfront with interpretive signage about the historic Schuylkill Canal.

Implementation Type							
Planning	Local Committee/ External Coordination	Regulatory Control	Capital Investment	Education & Outreach	Private Development	Timeline	Potential Partners
		X		X	X	short	MCPC, Sustainability Committee
X	X				X	medium	MCPC
X	X				X	long	Upper Merion Township, Property Owners, Community Fund
	X		X		X	long	Property Owners

CHAPTER: INFRASTRUCTURE RECOMMENDATIONS	
Code	Recommendations & Strategies
1	Promote energy efficiency and conservation practices to residents, businesses, and institutions, and encourage the use of renewable energy through borough code.
1a	Adopt a renewable energy ordinance with standards for the installation and use of solar and wind energy systems.
2	Implement localized stormwater management practices to help reduce runoff and improve water quality.
2a	Identify locations for the installation of localized green stormwater management facilities within the right-of-way or on public lands.
2b	Provide ongoing education to homeowners about best practices for stormwater management.
2c	Implement a rain barrel program.
2d	Install green stormwater infrastructure throughout the borough during land developments, sidewalk installations, road maintenance, tree plantings, and other projects.
3	Encourage sustainable development within the borough.
3a	Perform an audit of the borough’s ordinances and compile recommendations to use land developments, construction, pipe repairs, and other projects as opportunities to implement green infrastructure practices.
4	Protect and enhance Bridgeport’s established tree canopy. Reference Natural Features, Open Space, and Parks recommendation 2 for strategies to address tree canopy coverage.
5	Improve rates of recycling to reduce the amount of waste generated within the borough.
5a	Provide education materials about the recycling program through newsletters, mailings, and public events.
5b	Conduct periodic inspections of recycling materials being collected to establish compliance.
5c	Work with the County Recycling Coordinator and J.P. Mascaro & Sons to increase recycling rates through education and enforcement.
5d	Meet with representatives from businesses and institutions to catalogue their waste generation and identify opportunities to improve recycling rates.
6	Increase the practice of composting kitchen scraps and yard waste to reduce the amount of waste generated within the borough.
6a	Adopt a zoning ordinance regulating backyard composting for residential uses
6b	Identify opportunities for composting services for residential, commercial, and institutional uses.
6c	Educate the public about the benefits and techniques of composting through public meetings and trainings, borough newsletter, and other forms of outreach.

Implementation Type							
Planning	Local Committee/ External Coordination	Regulatory Control	Capital Investment	Education & Outreach	Private Development	Timeline	Potential Partners
	X	X		X		medium	PA DEP (Department of Environmental Protection)
X	X			X		short	PA DEP,
				X	X	ongoing	
	X			X	X	medium	
X			X		X	ongoing	PA DEP, PHS, PennDOT
X		X				short	
Reference Natural Resources, Open Space, and Parks chapter for strategies to address tree canopy coverage							Sustainability Committee, MCPC, Zoning Officer, PHS
				X		medium	MCPC
	X					ongoing	Zoning Officer, J.P Mascaro Co.
	X					ongoing	MCPC, J.P. Mascaro Company/Owner(s)
				X	X	ongoing	Business and Property Owners,
	X	X				short	
	X			X		short	Sustainability Committee
	X			X	X	medium	Sustainability Committee, MCPC

CHAPTER: TRANSPORTATION	
Code	Recommendations & Strategies
1	Implement traffic calming strategies on borough-owned roads to improve the safety and comfort of all roadway users.
1a	Evaluate the need for and ways to integrate street greening practices into traffic calming strategies, such as vegetated bump outs.
1b	Conduct a borough-wide traffic observation study to identify where and what traffic violations are most common.
1c	Stripe no-parking zones on all sides of identified intersections, as determined by the borough engineer, to ensure clear sight lines.
1d	Install signage and traffic controls, such as additional stop signs and raised crosswalks, at locations identified by the traffic study and as approved by PennDOT.
2	Monitor and enforce on-street parking throughout the borough to ensure an adequate parking supply for residents and visitors.
2a	Conduct a borough-wide parking study to identify where there is sufficient parking, where more parking may be needed, and where there are parking violations. Determine parking capacity, demand, and potential solutions to perceived parking issues.
3	Coordinate with PennDOT to implement roadway improvements as determined by the Borough Council and Borough Manager.
3a	Publish a list and map of roads impacted by utility work or PennDOT projects with anticipated construction and road resurfacing timelines.
3b	Use roadway construction and other street improvements as opportunities to implement green stormwater infrastructure.
4	Increase the safety and convenience of using available public transportation options.
4a	Evaluate the need for lighting, seating, or shelters at bus stops.
4b	Work with SEPTA to ensure that the public transportation needs are being met at bus stops and NHSL stations.
5	Improve the pedestrian network through sidewalk improvements and enhanced pedestrian crossing at intersections.
5a	Identify gaps in the pedestrian and bicycling network, and prioritize improvements needed to fill the gaps.
5b	Require property owners to repair or replace sidewalks and curbs that are deficient, as determined by the Zoning Officer.
5c	Install attractive wayfinding signs to direct bicyclist and pedestrians to the Chester Valley Trail and train stations.
5d	Create pedestrian and trail connections to Bridgeport Elementary School, borough parks, and community institutions.

Implementation Type							
Planning	Local Committee/ External Coordination	Regulatory Control	Capital Investment	Education & Outreach	Private Development	Timeline	Potential Partners
X	X					short	Sustainability Committee, Public Works Dept
X		X				short	Bridgeport Police Dept
		X	X			medium	PennDOT, Bridgeport Police Dept, Public Works Dept
			X			medium	PennDOT, Bridgeport Police Dept, Public Works Department
X		X				short	Bridgeport Police Dept
	X					short	PennDOT, Public Works Dept
X	X					ongoing	Sustainability Committee, PennDOT, Public Works Dept
	X			X		short	
	X					medium	SEPTA
X						short	
					X	ongoing	Zoning Officer
	X		X			medium	MCPC, PennDOT
X	X		X			long	Upper Merion Township, Community Fund

CHAPTER: 4TH STREET RECOMMENDATIONS	
Code	Recommendations & Strategies
1	Reduce the number of commercial vacancies by attracting new and retaining existing businesses.
1a	Connect property owners and potential business owners with guidance, resources, and programs offered by the Montgomery County Commerce Department.
1b	Create and implement a retail recruitment strategy and maintain and update information to share with local businesses.
1c	Provide assistance to business owners with marketing.
2	Establish an appropriate mix of retail, office, service, and residential uses along the 4th Street corridor and within the LERTA district.
2a	Partner with the Bridgeport Business Association and other organizations that have experience with small town business districts to provide guidance to property owners seeking to retrofit existing structures.
2b	Establish a branding campaign to actively promote existing businesses and recruit new entrepreneurs.
3	Encourage redevelopment, infill development, and adaptive re-use compatible with the scale and historic character of 4th Street and the surrounding neighborhoods.
3a	Conduct a comprehensive inventory of all buildings on 4th Street to promote and market reuse and redevelopment opportunities.
4	Promote adaptive reuse and redevelopment of the significant vacant or underutilized industrial buildings within the Bridgeport Business Park.
4a	Create and adopt a Master Plan for the Bridgeport Business Park property site to provide guidance to potential developers in the event of a use conversion.
4b	Reference Community Character Recommendation 4 for strategies to address adaptive reuse.
4c	Conduct a zoning audit to determine if existing ZO and SALDO adequately address adaptive reuse of historic buildings.
4d	Amend the current ZO and SALDO regulations to provide greater opportunities for adaptive reuse of existing structures, to preserve architectural features while allowing adaptive reuse of buildings, and to establish standards for future modifications.
4e	Permit adaptive re-use of institutional and industrial buildings and actively seek and encourage developers who are interested in converting former industrial buildings into maker and coworker, communal kitchens, job training centers, multi-family residential, or a mix of uses.

Implementation Type								Timeline	Potential Partners
Planning	Local Committee/ External Coordination	Regulatory Control	Capital Investment	Education & Outreach	Private Development				
				X	X	short	Property Owners, Montgomery County Commerce Department		
X	X			X		short	Montgomery County Commerce Department		
	X	X			X	medium	Business/Property Owners		
	X			X	X	short	Bridgeport Business Association, Business/ Property Owners		
X	X		X			medium	Montgomery County Commerce Department, MCPC		
	X			X		short	Montgomery County Commerce Department		
See Community Character Recommendations for additional adaptive reuse strategies.									
X		X	X	X	X	medium	MCPC, Property Owners		
		X					Zoning Officer		
		X			X				

CHAPTER: 4TH STREET RECOMMENDATIONS CONTINUED	
Code	Recommendations & Strategies
5	Create a cohesive streetscape plan with guidelines for facades, signage, landscaping, lighting, and other streetscape elements that enhance the borough’s walkability, safety, and sense of place.
5a	Conduct a full inventory of all streetscape elements including pedestrian amenities; identify appropriate locations for the placement of additional streetscape elements.
5b	Identify locations of the placement of street trees, landscaping, and planters.
5c	Draft a uniform façade design manual for businesses and property owners.
5d	Seek grant funding to assist property owners in restoring or repairing facades.
5e	Encourage property owners to fill vacant storefronts with temporary window displays, such as local artwork, or temporary commercial uses by allowing short term leases for storefronts in vacant commercial spaces.
6	Develop unified, cohesive, attractive, and visible signage (wayfinding, storefronts, informational).
6a	Review the borough signage ordinance and amend the current signage code with guidelines for design and visibility.
6b	Draft a wayfinding signage plan appropriate for both pedestrian- and auto-scaled signs.
7	Implement strategies to manage existing public parking facilities more efficiently to provide adequate parking for residents and visitors.
7a	Conduct an audit of the parking standards in the ZO and SALDO to determine if the existing regulations adequately address the parking needs of the Neighborhood Commercial Zoning District.
7b	Conduct an audit of the SALDO and amend the current landscaping code with enhanced landscaping and buffer requirements for parking lots adjacent to sidewalks.
7c	Conduct a full parking study to define the parking need and supply and to ensure that parking standards to ensure that they are appropriate for borough conditions.
7d	Evaluate options for establishing shared parking or lease agreements with owners of private parking lots.
7e	Conduct outreach to businesses, organizations, and private property owners that have private parking lots within the commercial district to advocate for shared parking or lease agreements.
7f	Install uniform signage and wayfinding signs to identify existing parking facilities.

Implementation Type							
Planning	Local Committee/ External Coordination	Regulatory Control	Capital Investment	Education & Outreach	Private Development	Timeline	Potential Partners
X		X				short	MCPC,
	X			X		short	
X			X		X	medium	MCPC
X					X	medium	Property Owners. Funding Source: State and local grants
X					X	ongoing	Property Owner, Bridgeport Business Association, Montgomery County Commerce Department
X		X				short	MCPC, Zoning Officer
X	X		X			medium	MCPC, PennDOT, SEPTA
X		X				short	Police Department, Zoning Officer, MCPC
		X				short	Zoning Officer, MCPC
X						short	Police Department, Public Works, Zoning Office, MCPC
X	X				X	medium	Property Owners
				X	X	medium	Property Owners
	X		X			medium	Montco2040 Grant

CHAPTER: TRANSIT-ORIENTED DEKALB GATEWAY RECOMMENDATIONS	
Code	Recommendations & Strategies
1	Encourage redevelopment and infill development to establish an appropriate mix of retail, service, and residential uses adjacent to transit.
1a	Conduct a zoning audit to determine if existing zoning encourages appropriate uses.
1b	Consider amending the zoning adjacent to the SEPTA NHSL stations to update permitted uses.
2	Improve the safety and convenience of the DeKalb Street NHSL Station and nearby bus stops.
2a	Evaluate the need for lighting, seating, and shelters at bus stops.
2b	Work with SEPTA to ensure that the public transportation needs are being met.
3	Ensure the safety of all road users and create a safe pedestrian network.
3a	Conduct a walkability audit to identify gaps in the pedestrian and bicycling network, and prioritize improvements needed to fill the gaps.
3b	Conduct a traffic study at the intersection of DeKalb Street, Ford Street, and Crooked Lane for potential traffic flow and control improvements.
3c	Work with PennDOT to consider and design roadway improvements (Note: PennDOT only does improvements within the cartway; other improvements along Ford would have to be coordinated with the borough public works).
4	Improve the streetscaping and create a unified borough branding.
4a	Create a committee to identify locations for pedestrian wayfinding signage.
4b	Develop a streetscape plan and gateway designs.
4c	Install wayfinding signage at identified locations directing people to 4th street, trails and parks, train stations, parking facilities, and other notable locations.

Implementation Type							
Planning	Local Committee/ External Coordination	Regulatory Control	Capital Investment	Education & Outreach	Private Development	Timeline	Potential Partners
<b>X</b>		<b>X</b>			<b>X</b>	short	Zoning Officer, MCPC
<b>X</b>		<b>X</b>			<b>X</b>	short	SEPTA, Property Owners
<b>X</b>					<b>X</b>	short	SEPTA, PennDOT
	<b>X</b>					medium	SEPTA
<b>X</b>				<b>X</b>		short	MCPC
<b>X</b>	<b>X</b>			<b>X</b>		medium	
	<b>X</b>		<b>X</b>			long	PennDOT, MCPC
	<b>X</b>			<b>X</b>		short	
<b>X</b>	<b>X</b>				<b>X</b>	medium	Propoerty Owners, MCPC
	<b>X</b>					long	PennDOT, Public Works Department

## IMPLEMENTATION

## Appendix: Funding Resources

### **Brownfields and Land Revitalization Program, U.S. Environmental Protection Agency**

This EPA program has various grants and can offer technical assistance to help communities clean up and reuse contaminated properties. Funding can be used for asbestos abatement prior to demolition, although not for demolition itself.

<https://www.epa.gov/brownfields/overview-epas-brownfields-program>

[https://www.epa.gov/sites/production/files/2020-04/documents/brownfield\\_brochure\\_updates\\_v07\\_web\\_release\\_508.pdf](https://www.epa.gov/sites/production/files/2020-04/documents/brownfield_brochure_updates_v07_web_release_508.pdf)

### **Community Conservation Partnership Program (C2P2), Department of Conservation and Natural Resources (DCNR)**

The PA DCNR Bureau of Recreation and Conservation administers this grant program to assist local governments and organizations with funding to support parks, recreation, and conservation initiatives. C2P2 grants can be used to fund the planning, land acquisition and development of parks and trail projects.

<https://www.dcnr.pa.gov/Communities/Grants/Pages/default.aspx>

- **Community Recreation and Conservation Planning Funding** – Planning projects for future land acquisition, development, and/or management of parks, recreational facilities, open space, natural areas, greenways (e.g., Master Site Development Plan, Comprehensive Recreation, Park and Open Space and Greenway Plan).
- **Park Rehabilitation and Development Funding** – Projects that involve rehabilitation and development of public parks.
- **Land Acquisition and Conservation Funding** – Projects that involve the purchase and/or donation of land for parks and recreation areas, greenways, critical habitat areas, open space.
- **Motorized and Non-Motorized Trail Funding** – Trail projects include the acquisition, planning, development, rehabilitation or maintenance, and purchase of equipment for recreation activities.

**Community Development Block Grant (CDBG), U.S. Department of Housing and Community Development (HUD)**

The CDBG program is an entitlement funding program intended to promote community revitalization. CDBG funds are used for a range of community development activities including but not limited to planning activities, rehabilitation, clearance, demolition, historical restoration, and infrastructure improvements.

<https://www.montcopa.org/1212/CDBG-Program>

**Community Parks and Recreation Grants, Department of Conservation and Natural Resources (DCNR)**

DCNR's Bureau of Recreation and Conservation strives to build connections between people and the outdoors by providing funding and technical assistance support for local recreation and park improvement projects. The Community Conservation Partnership Program has a number of grant opportunities to assist with park rehabilitation projects.

<https://www.dcnr.pa.gov/Communities/Grants/CommunityParks%20andRecreationGrants/Pages/default.aspx>

**Energy Programs, Department of Community and Economic Development (DCED)**

The Alternate Energy Investment Act (2008) provides grants and loans for clean and alternate energy projects. <https://dced.pa.gov/programs-funding/commonwealth-financing-authority-cfa/energy-programs/>

- Renewable Energy Program (REP) - Funding assistance in the form of grants and loans to promote the use of alternate energy (wind energy, geothermal technologies). Municipalities, businesses, and individuals are eligible. A matching investment of \$1 for every \$1

of program funds awarded is required. <https://dced.pa.gov/programs/renewable-energy-program-rep-geothermal-wind-projects/>

- Solar Energy Program (SEP) - Funding assistance in the form of grants and loans to promote the manufacture and assembly of solar equipment and the use of solar energy. Municipalities and businesses are eligible. A matching investment of \$1 for every \$3 of program funds awarded is required. <https://dced.pa.gov/programs/solar-energy-program-sep/>

**Environmental Education Grants, Pennsylvania Department of Environmental Protection (DEP)**

Established by the Environmental Education Act of 1993, this grant program funds projects that create immersive educational opportunities for students, teacher trainings, and outdoor learning resources for adults. Municipalities can receive up to \$3,000 for a mini-grant with no match required, or \$50,000 with a 20% match for environmental education projects, including those related to climate change, environmental justice, and water management.

<https://www.dep.pa.gov/Citizens/EnvironmentalEducation/Grants/pages/default.aspx>

**Greenway, Trails and Recreation Program (GTRP), Department of Community and Economic Development (DCED)**

Act 13 of 2012 allocated funds to the Commonwealth Financing Authority through the Greenways, Trails, and Recreation Program for the planning, acquisition, rehabilitation, and repair of greenways, recreational trails, open space, and parks. Municipalities, councils of governments, authorized organizations, and for-profit businesses are eligible to apply.

<https://dced.pa.gov/programs/greenways-trails-and-recreation-program-grp/#:~:text=Act%2013%20of%202012%20establishes,the%20Greenways%2C%20Trails%20and%20Recreation>

**Keystone Communities (KC) Program,  
Department of Community and Economic  
Development (DCED)**

The Keystone Communities program assists communities in their revitalization efforts. This program can be used for planning activities, façade grant programs, accessible housing programs, development grants. Through the Keystone Communities program, communities can consider designation as a Keystone Main Street or the Keystone Elm Street programs, which provide funding and technical assistance for a community’s downtown revitalization and residential and mixed-use areas adjacent to the central business district.

*<https://dced.pa.gov/programs/keystone-communities-program-kcp/>*

**Land Recycling “Act 2” Program,  
Pennsylvania Department of Environmental  
Protection**

The goal of the program is to encourage remediation and public sector cleanup of contaminated, underutilized properties. It provides grants and low-interest loans for assessment or remediation, available to people who did not cause or contribute to contamination at the site. <https://www.dep.pa.gov/Business/Land/LandRecycling/Pages/default.aspx>

**Montco2040 Implementation Grant Program,  
Montgomery County**

The Montco2040 Implementation Grant Program was established in 2016 to help municipalities undertake projects that contribute to the implementation of the Montgomery County’s comprehensive plan, Montco2040: A Shared Vision. Only physical improvements or acquisitions are eligible for grant funding. Projects must address at least one specific goal listed in the comprehensive plan.

*<https://www.montcopa.org/2453/Montco-2040-Implementation-Grant-Program>*

**NOTE: There are two different “Multimodal Fund” programs; one is run by PennDOT, while the other is run by DCED - they have the same basic requirements, but their timeframes are a bit different.**

**Multimodal Transportation Fund, DCED**

The Multimodal Transportation Fund provides grants to ensure a safe and reliable transportation system and to encourage economic development. Funds may be used for the development, rehabilitation, and enhancement of transportation assets (e.g. streetscape, lighting, sidewalk enhancement, pedestrian safety, and connectivity of transportation assets).

*<https://dced.pa.gov/programs/multimodal-transportation-fund/>*

**Multimodal Transportation Fund (MTF),  
PennDOT**

Act 89 of 2013 established a dedicated multi-modal transportation fund that administers funding for a variety of transportation-related projects to encourage economic development and ensure the safety and reliability of the transportation system. Eligible projects improve transportation infrastructure to enhance communities, pedestrian safety, and transit revitalization. A 30% local match is required.

*<https://www.penndot.gov/ProjectAndPrograms/MultimodalProgram/pages/default.aspx>*

**PA Small Water and Sewer, Department of  
Community and Economic Development**

Grant funding is available for small water, sewer, storm sewer, and flood control infrastructure projects. Funding is used for activities that assist in the construction, improvement, expansion, repair, or rehabilitation of water supply, flood control measures, or sewer system which is owned and maintained by the municipality. Total cost must be between \$30,000 and \$500,000.

*<https://dced.pa.gov/programs/pa-small-water-sewer/>*

### **PECO Green Region Program, PECO and Natural Lands**

PECO partnered with Natural Lands to create the Green Region Open Space Program, which aims to preserve and improve open space. Funding can be used for land acquisition for local parks and trails. Local municipalities and regional recreational authorities are eligible.

<https://natlands.org/what-we-do/growing-greener-communities/peco-green-region/>

### **Pennsylvania Historical and Museum Commission (PHMC)**

PHMC administers several funding programs. Grant programs are available to local governments and non-profit organizations. Eligible grant activities including planning, design guidelines assistance, National Register nominations, and public education. Tax credits are available to owners of certified historic buildings that house income-producing use.

<https://www.phmc.pa.gov/Preservation/Grants-Funding/Pages/default.aspx>

### **Project Learning Tree (PLT) GreenWorks! Grants, Department of Conservation and Natural Resources (DCNR)**

GreenWorks! grants of up to \$1,000 are offered by Project Learning Tree for service-learning projects that improve the environment or restore habitat. A 50% match is required (in-kind is permissible).

<https://www.plt.org/resources/greenworks-grants/>  
<https://www.dcnr.pa.gov/Education/ProjectLearningTree/Pages/default.aspx>

### **Recycling Technical Assistance, Pennsylvania Department of Environmental Protection (DEP)**

This technical assistance program is intended to help municipalities upgrade their recycling programs. Municipalities that want to increase

their recycling rates can receive up to \$7,5000 worth of free technical assistance.

<https://www.dep.pa.gov/Business/Land/Waste/Recycling/Municipal-Resources/TechnicalAssistance/Pages/default.aspx#:~:text=Recycling%20technical%20assistance%2C%20up%20to,recovery%20and%20ensure%20program%20sustainability.>

### **Regional Trail Program (RTP), DVRPC**

The Regional Trails Program provides funding for priority trail design, construction and planning projects that will promote a regional network of multi-use. This is one of the few programs that offers funding for design or feasibility studies. It is funded by a private organization, The William Penn Foundation, which offers multiple benefits, including: the funding can be used for a match against state grant funding and the funding is flexible in terms of scope. However, it can only be used to fund trails for transportation. <https://www.dvrpc.org/Trails/RegionalTrailsProgram/>

### **Safe Routes Partnership Programs**

- Safe Routes to Parks – The Safe Routes to Parks Activating Communities program is meant to improve safe, equitable access to local parks. The program provides technical assistance, along with a \$12,500 award for nonprofit organizations to develop and initiate action plans to increase safe and equitable access to parks and green space in their communities. <https://www.saferoutespartnership.org/healthy-communities/saferoutestoparks/2021-application>
- Safe Routes to Schools (SRTS) – There was previously SRTS infrastructure funding through PennDOT, but there is no longer a Pennsylvania pot of money for this type of work. The communities in which SRTS work has been done have all been through monies

the Health and Human Services Department has been granted from the state's Department of Health. Most of the projects are educational in nature. PennDOT resources to address the Safe Routes to Schools gap can be found here: <https://www.pennidot.gov/TravelInPA/Safety/SchoolResourcesAndPrograms/SafeRoutesToSchool/Pages/Funding.aspx>

### **Trail Grants, DCNR**

DCNR's Bureau of Recreation and Conservation provides grants to support the enhancement and expansion of non-motorized and motorized trails. Trail grants are awarded through the Community Conservation Partnership Program. Eligible projects include: land acquisition; planning; construction, rehabilitation, and maintenance; and development and operation of trail educational programs. For the purposes of this grant program, DCNR defines trails as "a designated land or water corridor with public access that provides recreation and/or alternative transportation opportunities to motorized and/or non-motorized users of all age and abilities." At least 75 percent of total project cost must be related to trail activities and or/trail-related facilities. A recreational path that falls completely within a local park will be considered a *Park Rehabilitation and Development project* rather than a trail project. <https://www.dcnr.pa.gov/Communities/Grants/TrailGrants/Pages/default.aspx>

### **Transportation Alternatives Set-Aside Program (TA Set-Aside), PennDOT**

The TA Set-Aside are Federal highway and transit funds under the Surface Transportation Program (STP) that are for community-based projects intended to strengthen the cultural, aesthetic, and environmental aspects of the inter-modal transportation system. Examples of eligible projects include pedestrian and bicycle facility

improvements, public transportation accessibility enhancements, historic transportation structure preservation, recreational trail project planning, and providing environmental mitigation.

<https://www.dvrpc.org/tap/>

<https://www.dvrpc.org/tap/PA/>

<https://sportal.dot.pa.gov/Planning/AppReg/TAP/Pages/default.aspx>

### **Transportation and Community Development Initiative (TCDI), Delaware Valley Regional Planning Commission (DVRPC)**

This program supports municipalities that are undertaking planning, analysis, or design initiatives that implement the DVRPC regional long-range plan, **Connections2045**. In particular, TCDI projects must improve the existing regional Transportation network and encourage the use of alternative modes of transportation (e.g., pedestrian, bike, transit). Completed TCDI projects can receive priority consideration for construction funding grants.

<https://www.dvrpc.org/tcdi/>

### **Travel Options Program (TOP): Moving Better, Together, DVRPC**

This program funds innovative projects to provide better access to more travel options (regional TDM) and reduce the number of single occupancy vehicles. Eligible Activities include Transportation Demand Management (TDM) activities that can be funded with CMAQ dollars are eligible for this funding program. TOP is funded with CMAQ dollars (reference CMAQ guidance below) to ensure that funding source and projects fit with this program. <https://www.dvrpc.org/top>

- **Congestion Mitigation and Air Quality Improvement Program (CMAQ), DVRPC** - CMAQ would be available for significant regional trail connections. DVRPC's Competitive

Congestion Mitigation and Air Quality Improvement Program (CMAQ) seeks to fund transportation projects that will improve air quality and reduce traffic congestion. CMAQ eligible projects should reduce air pollution emissions and help the region to meet the federal air quality standards. The CMAQ Program is a reimbursement program, not a grant program. The Project Sponsor (public agency) does not receive grant funds up front to start the project; rather, the Sponsor is reimbursed for costs incurred after receiving federal authorization of the project and a notice to proceed. <https://www.dvrpc.org/CMAQ/>

#### **TreeVitalize**

The TreeVitalize program is primarily intended to increase tree cover in population-dense areas along streets and in parks. There are grant programs for conducting street tree inventories and planting and pruning trees. Projects must be on public property. Proposed plantings along state roads require coordination with the Roadside Specialist from PennDOT District 6-0.

<https://www.treevitalize.net/home/>

#### **TreeVitalize Watershed Grant Program**

This grant program focuses on planting trees in sensitive water protection zones, particularly along streams, in upland areas, and around natural stormwater basins.

<https://phsonline.org/programs/tree-programs/get-a-tree#Treevitalize%20Watersheds%20Grant%20Program>

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APPENDIX





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